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Public Engagement of Banff Railway Lands

Quick Summary focusing on Resident / Visitor Views

Methodology

The study was carried out on June 29, 2019 in Banff. The study involved an intercept method whereby data collectors approached individuals on the street (public areas) and engaged them in the survey. Seventeen (17) researchers were employed to carry out data collection for the better part of the day, resulting in 122 resident surveys and 206 visitor surveys for a total of 327 completed surveys.

The survey tool employed was approved by the Town of Banff following several revisions.

It is important to note that sampling was not random but based on a convenience sample. Also, the 122 resident surveys do not provide a statistically valid sample of residents. However, in the spirit of public engagement it does provide a snapshot into what Banff residents think about the topics addressed.

Quick Summary

Vehicle congestion is definitely viewed a problem. While bus service is a solution, there was considerably stronger support given to the pursuit of a more comprehensive long-term solution (page 3).

The transit parking lot is highly supported, and it should be free of charge. The prospect of making Banff's downtown car-free and open to pedestrian access is strongly supported by both residents and visitors (page 4).

There is support for the aerial transit from the Railway Lands to the top of Mount Norquay. Over 80% of Banff residents surveyed agree that closing the Norquay access road in order to open the Cascade wildlife corridor, and that a visitor centre at the top of Norquay (within PC guidelines) is good for Banff (page 5).

Both residents and visitors would like to see heritage protection, arts and recreation opportunities, and to a lesser degree, dining and hospitality at the Railway Hub (page 7).

Proposed passenger rail from the Calgary airport through to Banff receives very strong support from both residents and visitors. It should be reasonably priced and intentional in supporting both resident and visitor needs, but it is overall a highly supported initiative. (page 8)

There is considerable support for a bolder long term versus those with less capacity to significantly alter the situation.

Vehicle Congestion Responses

Preamble: Banff National Park currently receives 4.2 million visitors annually and is projected to receive more than 5 million by 2030. The town accommodates an average of 27,500 vehicles each day during July and August. The vehicle threshold is set at 24,000 vehicles per day.

Q1: Vehicle congestion is a problem in Banff

Q2: Increased bus service around town is going to be the solution to the problem

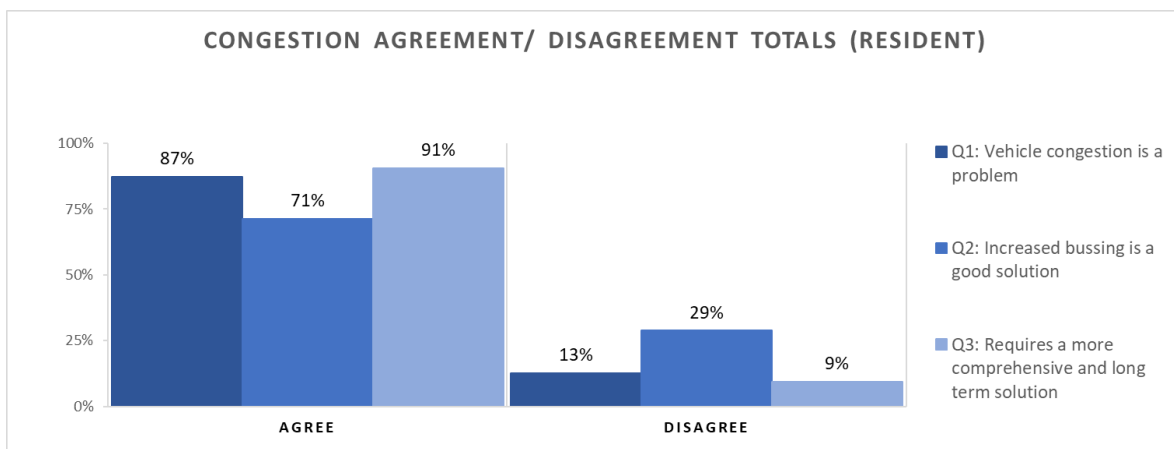
Q3: Vehicle congestion requires a more comprehensive long-term solution

On a four-point scale, whereby 1 is strongly agree, 2 is agree, 3 is disagree, and 4 is strongly disagree.

For reading *all* of the following charts:

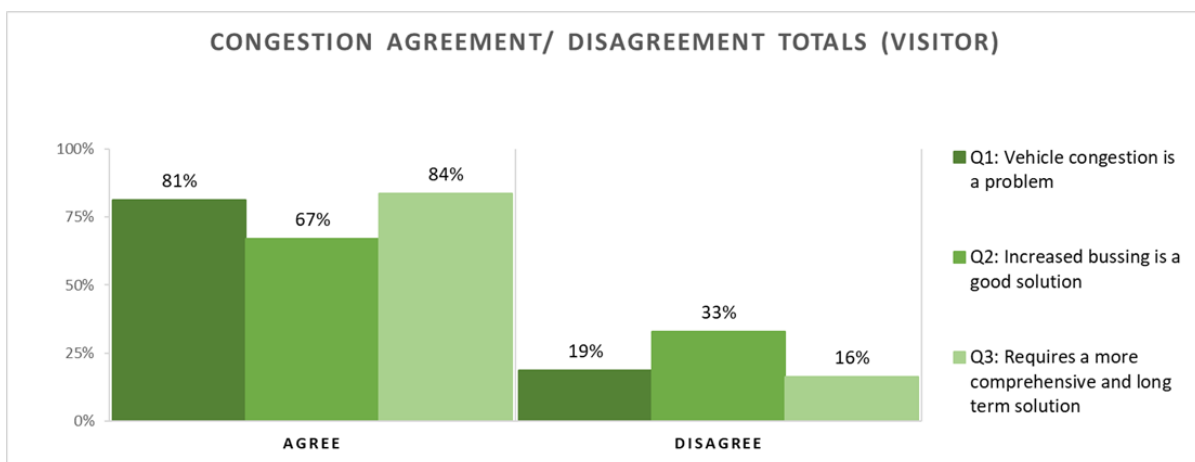
Agree = Collapsed total of Strongly Agree (1) and Agree (2), and

Disagree = Collapsed total of (3) Disagree and (4) Strongly Disagree



Residents: Eighty-seven percent of residents agree that vehicle congestion is a problem in Banff. A further 71% agree that bus service will be the solution, but over nine in ten (91%) Banff residents agree that a more comprehensive solution is required to address vehicle congestion.

Visitors: A total of 82% of visitors agree that vehicle congestion is a problem. Only 68% agree that increased bus service will solve the problem, while 84% believe a more compressive solution is required.



Transit Parking Lot Responses

An additional 2000-stall transit parking lot at the train station, with 5-minute access to Banff Avenue is being proposed to decrease traffic congestion and enhance the walkability of the town’s core.

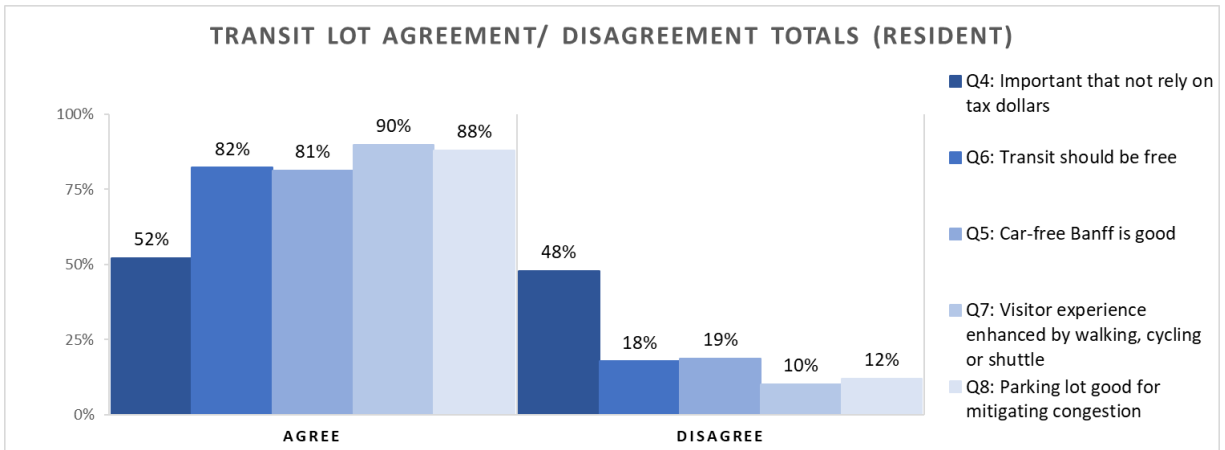
Q4: It is important to know that this development does not rely on tax dollars

Q5: I think making the town’s core car-free is good for Banff

Q6: It is important to make the transit lot free of charge

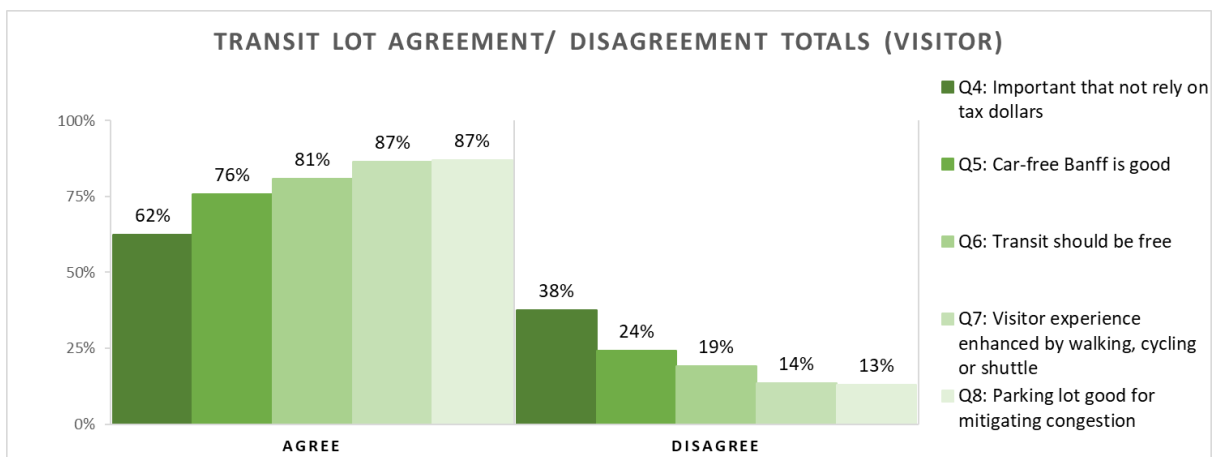
Q7: Being able to walk, cycle or take shuttles around town will enhance the visitor experience

Q8: A transit parking lot is a good addition to a broader congestion solution



Residents: Only 52% of residents agree that it is important that this development does not rely on tax dollars, while 82% agree that making the downtown car-free is good for Banff. A total of 81% believe that making the transit parking lot free of charge is good for Banff. Nine out of ten (90%) of Banff residents agree that being able to walk, cycle, or take shuttles around town will enhance the visitor experience, and 88% report the transit lot to be a good addition in dealing with the broader congestion problem in Banff.

Visitors: Visitors report a more muted response overall. For example, 62% believe that not relying on tax dollars is good; 76% think making Banff car-free is a good idea; 81% agree that the lot should be free; a very strong 87% report that making Banff a place to walk, cycle and take shuttles will enhance the visitor experience, and 87% believe transit parking is a good component of a broader traffic congestion solution.



Aerial Transit (Gondola) Responses

A gondola is proposed to connect Mount Norquay to the Train Station and move the existing Norquay parking to the Train Station, thereby shrinking Norquay’s lease. This will reduce traffic on the access road and open a critical wildlife corridor, it will include a visitor centre at the top of the gondola, it will reduce vehicle congestion in the town, and it will cross above the Norquay Bridge and over the TransCanada Highway.

Q9: Reducing traffic on the access road to open up the Cascade Wildlife corridor is good for Banff

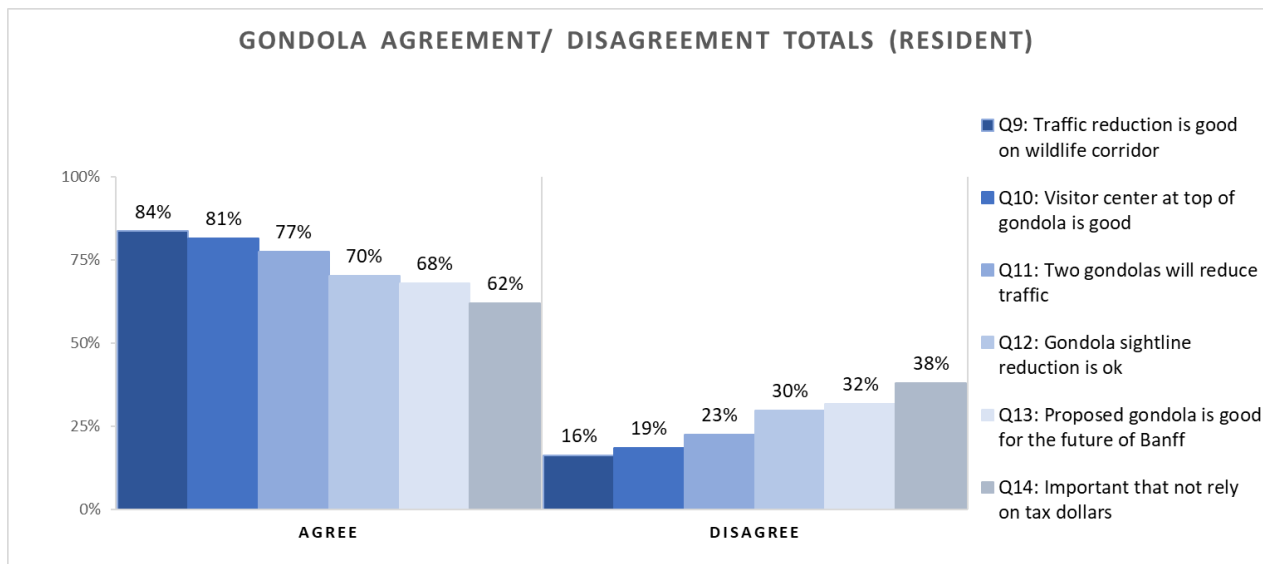
Q10: Adding a visitor centre at the top of the gondola within Parks Canada guidelines is good for Banff

Q11: Reducing traffic through the town of Banff by splitting the sightseeing gondola market is good for Banff

Q12: The gondola passing over the Norquay bridge above the TransCanada Highway minimizes the gondola’s sightlines impact and is acceptable

Q13: The proposed gondola from the town to Norquay is important for the future of Banff

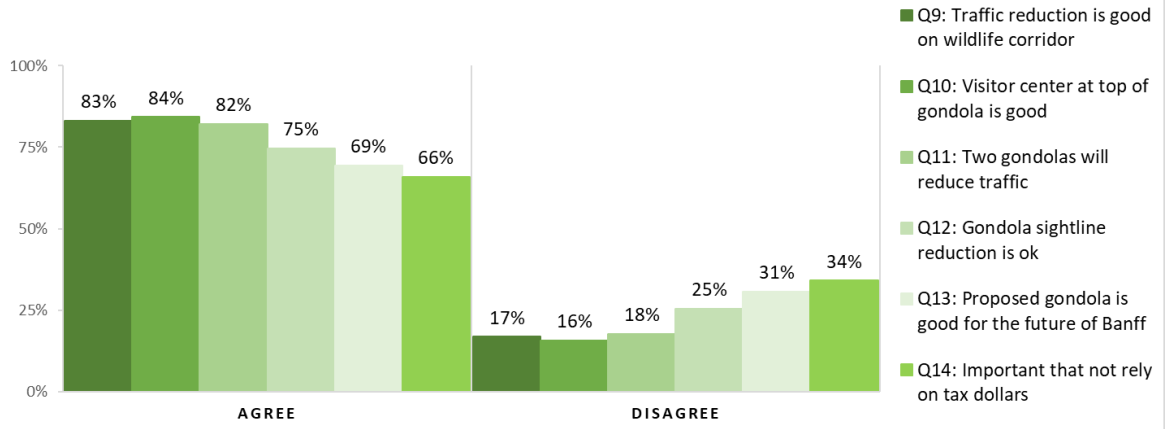
Q14: It is important to me that this development does not rely on public dollars



Residents: Eighty-four percent of residents agree that closing the Norquay road to open up the Cascade Wildlife corridor is good for Banff. Just over eight out of ten (81%) of Banff residents agree that a visitor center at the top of Norquay, if it meets Parks Canada guidelines is good for Banff. Seventy-seven percent agree that splitting the gondola market in town will positively impact traffic congestion. Seven of ten Banff (70%) residents surveyed agree that the gondola passing over the TCH is acceptable, while 68% agree that the proposed Norquay gondola is good for Banff’s future, and 62% report that relying on tax dollars is positive.

Visitors: A total of 83% of visitors agree that closing the road to open the wildlife corridor is good for Banff and 79% agree that a visitor centre at the top of Norquay (within Parks Canada guidelines) is positive. Seventy-nine percent of visitors agree that splitting the gondola market traffic will positively impact congestion, and three quarters (75%) agree that it is acceptable that the gondola will pass over the TransCanada Highway. Seventy percent agree that the gondola is good for Banff’s future and 66% report that it is positive that it does not require tax dollars.

GONDOLA AGREEMENT/ DISAGREEMENT TOTALS (VISITOR)



Transit Station Hub

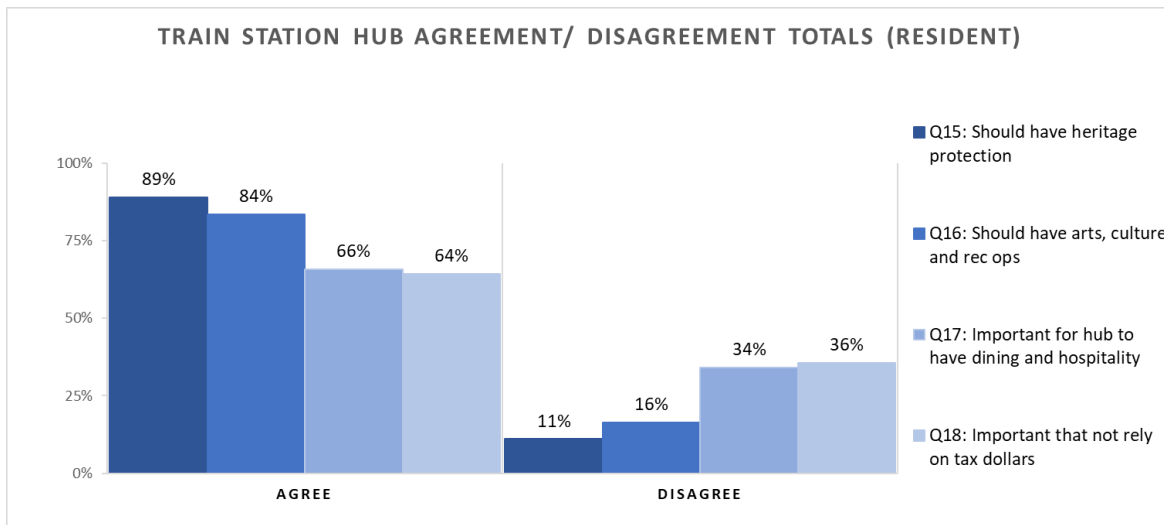
The train station area is proposed to include a hub with potential for a variety of services. Please indicate your level of agreement / disagreement with the following items:

Q 15: It is important for the hub to include heritage protection

Q16: It is important for the hub to include arts, culture and recreation opportunities

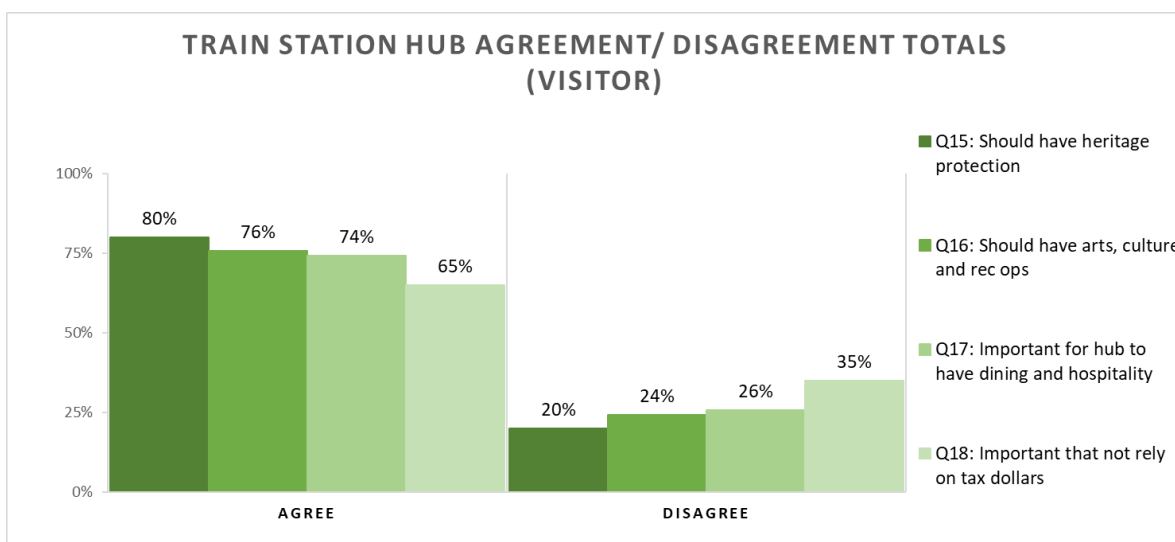
Q17: It is important for the hub to include dining and hospitality opportunities

Q18: It is important to know that this development does not rely on tax dollars



Residents: Eighty nine percent of residents agree that the inclusion of heritage protection is important for the hub, 84% support the inclusion of arts, culture and recreation opportunities, and 66% would like to see dining and hospitality opportunities, while 64% agree that it is positive that it does rely on tax dollars.

Visitors: Eighty percent of visitors support the inclusion of arts and heritage at the site, while 76% would like arts, culture and recreation opportunities; and three quarters, or 75%, would like to see dining and hospitality opportunities and of the visitors, 65% think it is agreeable that it does not rely on tax dollars.



Passenger Rail from Calgary to Banff

The Liricon Capital Group is working to bring back dedicated passenger rail to Banff from Calgary. The service includes stops at the Calgary airport, downtown Calgary, Cochrane, Morley, Canmore and Banff.

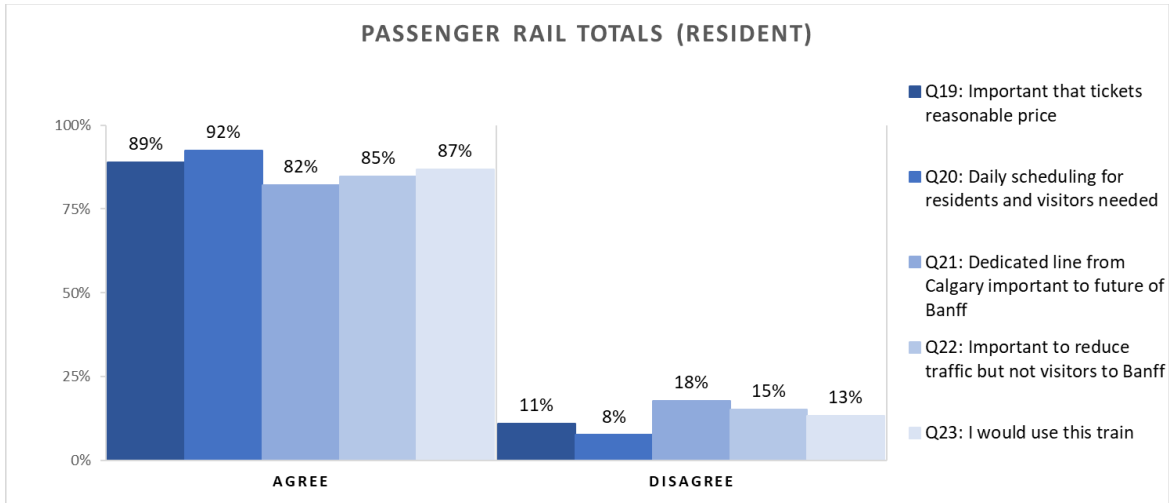
Q19: It is important to make sure the train fee (tickets) are reasonably priced

Q20: To be useful, this train needs to accommodate residents and visitors in daily scheduling

Q21: A dedicated passenger line from the Calgary airport to Banff is important for Banff's future

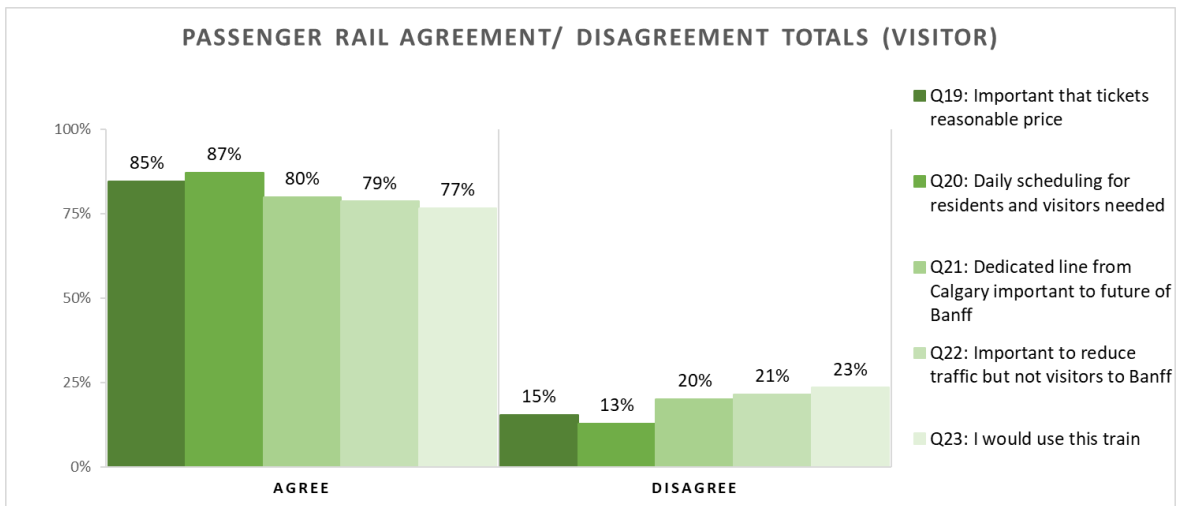
Q22: The train is important in reducing vehicle traffic, while not reducing visitors to Banff

Q23: I would use the train



Residents: Support for the train is very high across the board. For instance, 89% agree that fares should be reasonably priced; 92% think it should accommodate both visitors and residents in its scheduling; 82% believe it is important for Banff's future; 85% agree it will reduce vehicle congestion, and 87% agree they would use it.

Visitors: Visitors show a similar level of enthusiasm. For instance, 85% think fares should be reasonably priced; 87% think it should accommodate both visitors and residents in scheduling; 80% agree that it is important for Banff's future; just under 8 in 10 (79%) believe it will reduce vehicle traffic, and 60% report that they would use it.

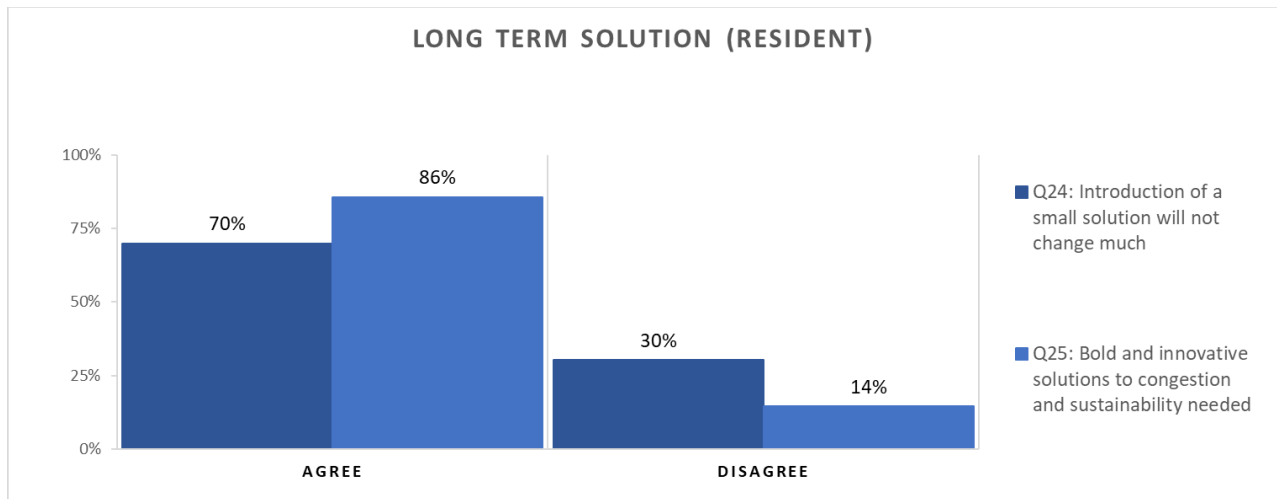


Long Term Solution to Congestion

Three questions were included at the end of the survey regarding long-term planning. Only three are included herein, Q26 regarding the integration of the three projects was not well understood by respondents – either due to its complexity or the way the item was written, therefore the response on Q26 was extremely low. Q's 24 and 25 are included herein.

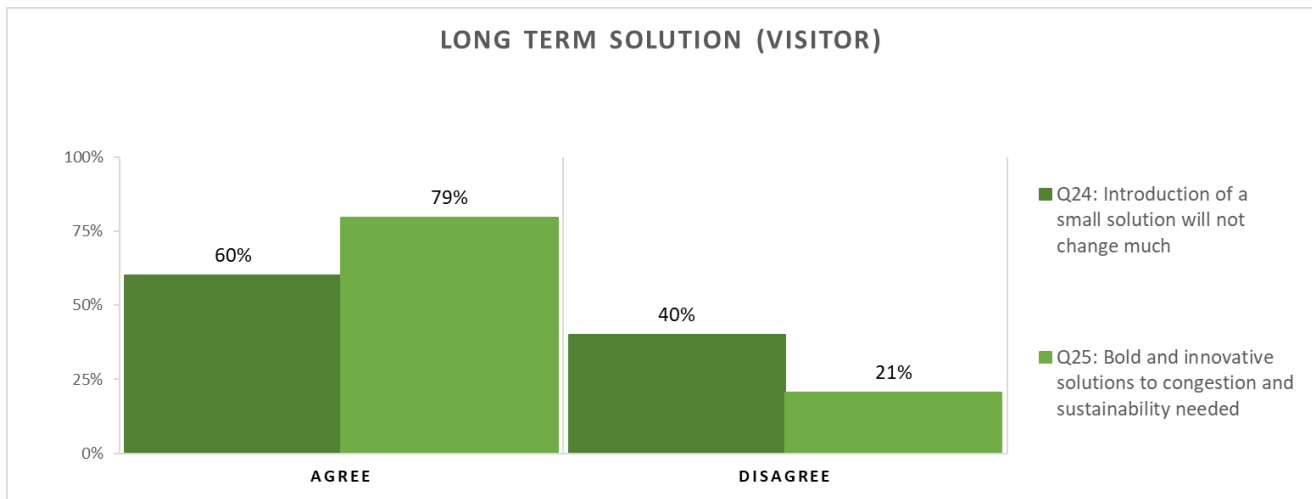
Q 24: If Banff continues to introduce small solutions to congestion- such as increased bus service- not much will change

Q 25: Banff needs to look at bold and innovative solutions to address issues of congestion and sustainability



Residents: Seventy percent of residents agree that if Banff continues to introduce small solutions to address congestion, not much will change and similarly, 86% of residents agree that Banff needs to look to bold and innovative long-term solutions to address the issue.

Visitors: Six out of ten visitors agree that if small solutions are introduced to the congestion problem, not much will change and 79% agree that long-term bold solutions are required.



Appendix

Data tables in original categories – Residents

Questions	Strongly Agree	Agree	Disagree	Strongly Disagree
Question 1	65%	23%	6%	7%
Question 2	24%	47%	20%	8%
Question 3	64%	27%	4%	5%
Question 4	23%	29%	29%	19%
Question 5	54%	27%	9%	9%
Question 6	45%	37%	11%	7%
Question 7	63%	27%	5%	5%
Question 8	56%	32%	7%	5%
Question 9	41%	42%	7%	9%
Question 10	45%	36%	13%	6%
Question 11	30%	48%	16%	6%
Question 12	26%	44%	19%	11%
Question 13	32%	36%	16%	16%
Question 14	38%	24%	16%	32%
Question 15	63%	26%	8%	3%
Question 16	54%	29%	12%	4%
Question 17	37%	29%	21%	14%
Question 18	34%	30%	17%	18%
Question 19	74%	15%	8%	3%
Question 20	66%	26%	3%	3%
Question 21	56%	26%	8%	9%
Question 22	56%	26%	10%	5%
Question 23	64%	23%	5%	8%
Question 24	23%	47%	20%	10%
Question 25	56%	36%	8%	7%

Rows do not always add to 100% the remainder is 'no response'

Data tables in original categories – Visitors

Questions	Strongly Agree	Agree	Disagree	Strongly Disagree
Question 1	52%	30%	12%	6%
Question 2	30%	38%	25%	8%
Question 3	55%	29%	8%	9%
Question 4	31%	31%	19%	19%
Question 5	50%	26%	15%	9%
Question 6	55%	26%	10%	9%
Question 7	63%	24%	6%	8%
Question 8	56%	31%	6%	6%
Question 9	43%	40%	10%	7%
Question 10	39%	45%	13%	2%
Question 11	33%	49%	12%	6%
Question 12	28%	47%	12%	8%
Question 13	25%	45%	23%	8%
Question 14	38%	28%	17%	17%
Question 15	50%	30%	10%	10%
Question 16	43%	33%	15%	10%
Question 17	36%	39%	14%	12%
Question 18	39%	26%	18%	17%
Question 19	65%	20%	6%	9%
Question 20	66%	21%	5%	8%
Question 21	57%	23%	12%	8%
Question 22	57%	22%	12%	9%
Question 23	52%	21%	11%	12%
Question 24	22%	38%	25%	15%
Question 25	50%	29%	13%	7%

Rows do not always add to 100% the remainder is 'no response'