



## Area Redevelopment Plan: Banff Railway Lands

# WHAT WE HEARD REPORT



A project by Banff-based, family-owned, Liricon Capital.



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## Executive Summary

On February 11, 2019, Town of Banff Council endorsed a Terms of Reference (TOR) that formed the basis of the Area Redevelopment Plan (ARP) for the Banff Railway Lands and the proposed Banff Eco-Transit Hub. An ARP is a guiding policy document that is informed by scientific research, community input and municipal strategic plans to establish a shared vision for revitalization of an area.

To inform the ARP Liricon Capital initiated the first phase of its community engagement plan focused on a Banff audience. Through in-person and digital engagement, community members were invited to have conversations about the project, ask questions and were encouraged to provide feedback on the key topics that will be considered as part of the ARP.

An online survey created through Survey Monkey hosted on a newly-created [website](#) was used to complement the in-person public engagement. The survey was shared through social media and with organizations in Banff to pass along to employees and members, including the Caribou Properties, Banff Centre for Arts and Creativity, Banff Lake Louise Tourism, Banff Hospitality Association, and more.

### Face to face conversations

During four high-traffic information booth sessions hosted by Liricon Capital, 131 comments and questions about the project were received. Conversations were generally positive, demonstrating support of the vision for the plan. Comments and questions provided specific insights on how the ARP can help relieve congestion within the Banff Townsite, improve the visitor experience and lead to environmental or wildlife benefits if aspects of the plan are implemented. Ideas and considerations about how to achieve the best outcomes were also put forward.

From these comments, four primary themes emerged. Feedback was related to the following:

1. 29% congestion being an issue (38 comments)
2. 22% relieving congestion, adding multi-modal transportation and more parking will improve the visitor experience (29 comments)
3. 12% economic benefits and questions related to taxation (16 comments)
4. 11% wildlife benefits and environmental considerations (15 comments).

Beyond these core themes, comments concentrated on:

- 5% safety (6 comments)
- 4% housing (5 comments)
- 2% history and heritage (3 comments)
- 15% other statements - generally for, generally against or undecided (19 comments).

## Online Survey

The Online Survey drew a total of 205 respondents who answered nine questions and provided 792 raw comments. Respondents were asked to rate the value of each aspect of the Area Redevelopment Plan as to whether it will “Significantly Adds Value”, “Adds Value”, or “Will Not Add Value”. Following is a summary:

- Improving walkability was considered the most valuable component of the plan with (91%) saying it Significantly Adds Value or Adds Value. Only 9% of people believe it will add no value.
- Other transportation approaches also ranked high: encouraging multi-modal transportation (89%) Significantly Adds Value or Adds Value, providing passenger rail amenities (88%) Significantly Adds Value or Adds Value.
- With respect to removing car access to Mt. Norquay, 59% of respondents said it Significantly Adds Value or Adds Value. Regarding the value of each character area, 73% of respondents answered the Mt. Norquay Gondola Terminus Significantly Adds Value or Adds Value.
- Creating open spaces and restoring the CPR Gardens was considered the most valuable character area in the project; 89% of respondents said it Significantly Adds Value or Adds Value (tied for first); and only 14% of people said it would add no value at all.
- The Railway Heritage Plaza – Visitor Services component was also well received with 84% saying it would significantly add value and only 16% stating no value will be added at all.

When reviewing the 792 comments, three core themes emerged. Feedback was focused on the following:

1. 40% reducing congestion (312 comments)
2. 12% improving visitor experience (94 comments)
3. 12% protecting wildlife and environment (94 comments).

Beyond these core themes, comments concentrated on:

- 9% housing (73 comments)
- 9% history and heritage (74 comments)
- 7% safety (54 comments)
- 2% economy (12 comments)
- 9% other statements + generally for or generally against (19 comments).

## Project Overview

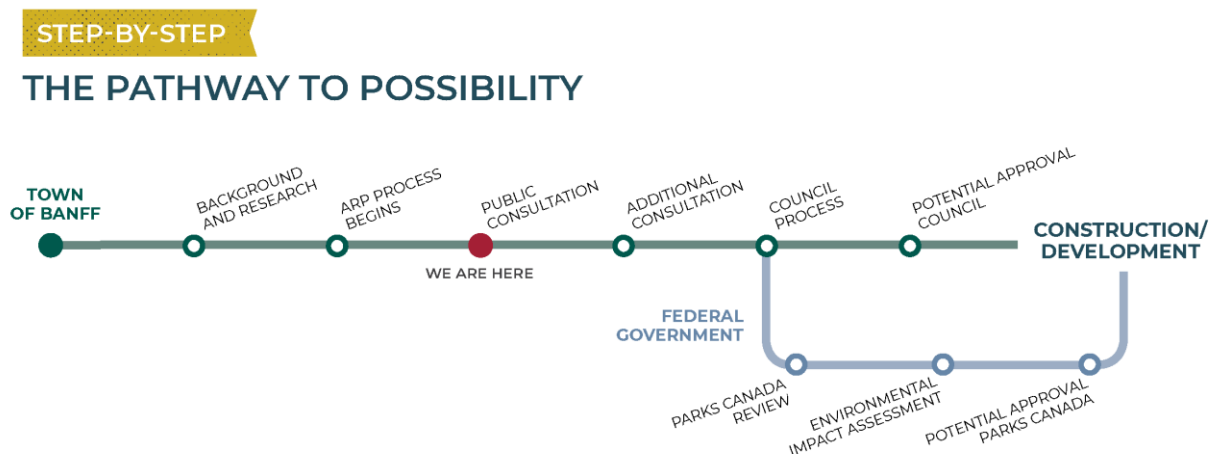
Revitalizing the Banff Railway Lands will change the way people and wildlife move through Banff National Park and the Banff townsite. Liricon Capital, the Banff-based leaseholder of the Banff Rail Lands and owner of Mt. Norquay, sought community input to help shape the Area Redevelopment Plan (ARP) they will submit to the Town of Banff.

Transforming the Banff Railway Lands into the Banff Eco-Transit Hub is an innovative, scientific approach to recreating the lands as an arrival centre that will lead to sustainable mobility opportunities. It is a return to the historic role the area played as the gateway to Banff National Park, and will become a national model for sustainable transportation by:

- Alleviating vehicle traffic congestion
- Improving walkability
- Enhancing ecological integrity.

On February 11, 2019, Town of Banff Council endorsed a Terms of Reference (TOR) that formed the basis of the Area Redevelopment Plan (ARP) for the Banff Railway Lands and the proposed Banff Eco-Transit Hub. At 17-hectares/43-acres, the redevelopment is located in the Town of Banff, on CR (Railway Lands) Land Use District and includes the Banff Heritage Train Station, its grounds, and adjacent lands.

An ARP is a guiding policy document that is informed by scientific research, community input and municipal strategic plans to establish a shared vision for revitalization of an area. An ARP does not contain the specifics of a development; it sets a framework for future use.



## Engagement Approach

Once the TOR was approved by Town of Banff Council on Oct. 2, Liricon Capital initiated the first phase of its community engagement plan. Through in-person and digital engagement, community members were encouraged to provide feedback on the key topics that will be considered as part of the ARP. Engagement also provided an avenue to inform the community on the project and progress of the currently under-construction intercept lot.

To ensure residents and visitors had the chance to conveniently take part in the decision-making process, without disrupting their daily routines, Liricon hosted a booth with information and educational materials at a series of community events. The following is a list of locations and dates:

- Wednesday, May 22: Banff Farmers Market
- Saturday, May 25: Nesters Market
- Sunday, May 26: The Fenlands (Banff Yoga Festival)
- Wednesday, May 29: Banff Farmers Market

An online survey created through Survey Monkey hosted on a newly-created [website](#) was used to complement the in-person public engagement. The survey was shared through social media and with organizations in Banff to pass along to employees and members, including the Caribou Properties, Banff Centre for Arts and Creativity, Banff Lake Louise Tourism, Banff Hospitality Association, and more.

To guide the engagement approach, a series of principles were developed in advance, including:

- *Accessible and inclusive:* Strive to understand the needs of the community and use a range of engagement techniques and approaches to make it easier to ‘hear’ input and make certain everyone can participate fully.
- *Transparent:* Be clear as to why we are seeking input, the extent to which the community can influence a process, how input will be used to inform decision-making, and report back on the feedback collected and how it will (or why it won’t) be integrated.
- *Trustworthy:* Establish trust with community members through meaningful engagement processes that supports relationship building; with trust residents will be more likely to participate and provide input proactively.
- *Informed:* Ensure that information and education is a key component of every engagement process; the more informed community members are, the better the conversation and input.

Core themes for feedback were also identified:



## What We Heard: Information Booth

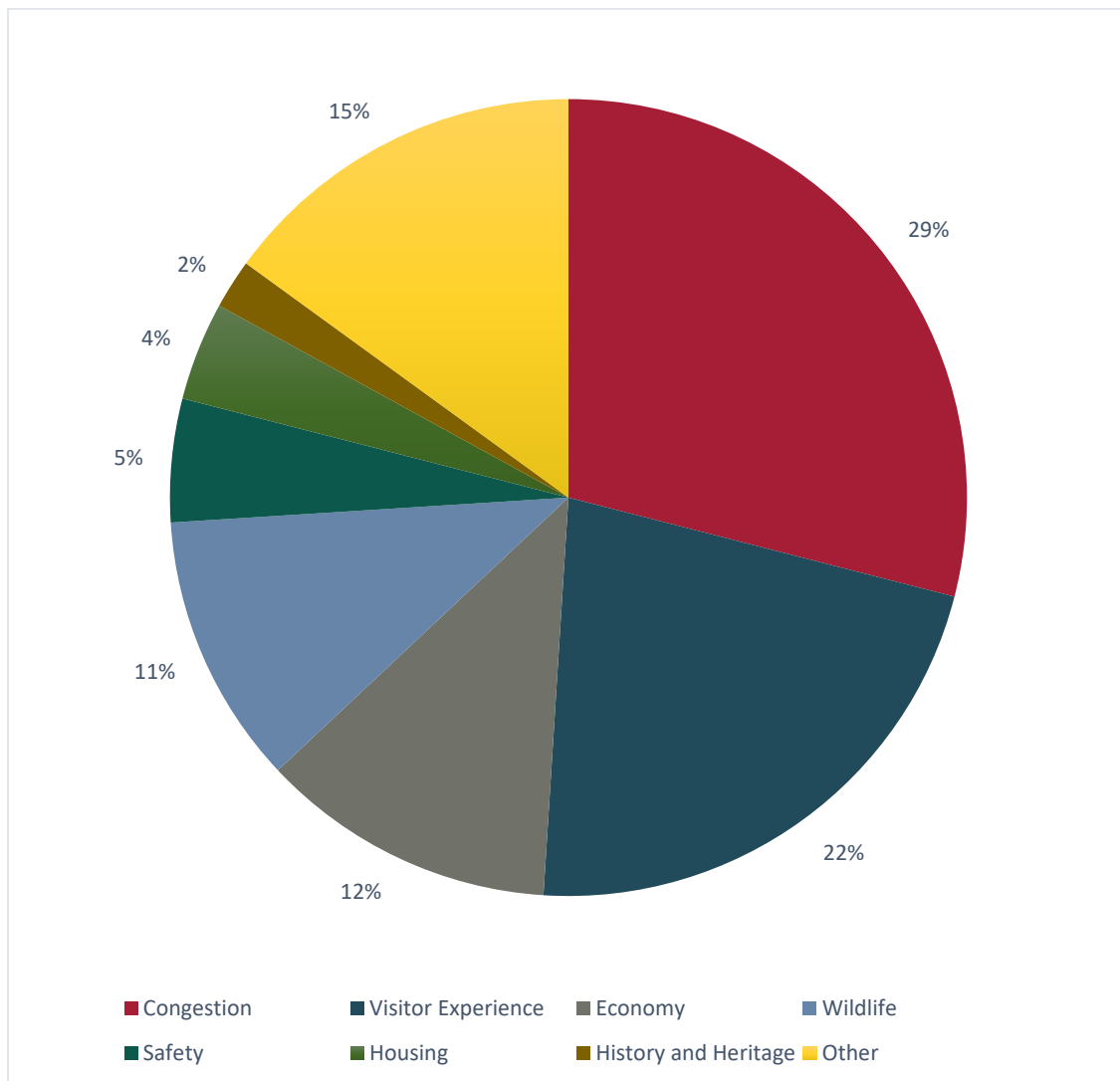
During the four information booth sessions Liricon Capital received 131 comments and questions about the project. Comments have provided insights on everything from congestion to environmental or wildlife considerations.

From these comments, four primary themes emerged. Feedback was related to the following:

1. 29% congestion (38 comments)
2. 22% visitor experience (29 comments)
3. 12% economic (16 comments)
4. 11% wildlife and environment (15 comments).

Beyond these core themes, comments concentrated on:

- 5% safety (6 comments)
- 4% housing (5 comments)
- 2% history and heritage (3 comments)
- 15% other statements - generally for, generally against or undecided (19 comments).



Feedback was focused on:

### **Congestion**

- Congestion is the #1 issue in Banff
- The bus system is fabulous, we need more of it
- More parking is needed
- Train is smart for day trippers
- We need less visitors.

### **Visitor Experience**

- Relieving congestion will improve the experience for all, Banff is too busy to enjoy
- Makes the entrance to town more vibrant
- Train to the airport would be valuable
- Other park systems have a great bus system. We need that
- Pedestrianized Banff would be great.

### **Wildlife & Environment**

- Less emissions, less impact with more transit
- Tree clearing was shocking – shouldn't have been allowed in a National Park (note: reference to existing Intercept lot; not related to this specific ARP)
- Need infrastructure in place to support wildlife
- There is an increase in noise from the railway
- Concerned with litter at the lot with more users.

### **Economy**

- Tourists keep business going, a good experience is key
- We need to keep competitive with other global destinations
- Where will the money come from? Any tax implications for locals?
- This is commercialization of the Park
- Like the idea of shops at the Train Station
- Needs to be affordable for families.

### **History and Heritage**

- Great initiative to restore the historic beauty of the train station
- Keep it aligned with our heritage
- Ensure an Indigenous component.

### **Housing**

- More housing is needed
- Must be affordable and accommodate staff.

### **Safety**

- Norquay Road is unsafe; aerial transit safer
- Create safer bike lanes
- Make sure safe for people to walk to downtown (well lit, signage)
- Worried about exhaust, increased cars near the daycare and elementary school
- Consider parking for handicap/disabled as part of the plan.



## What We Heard: Online Survey

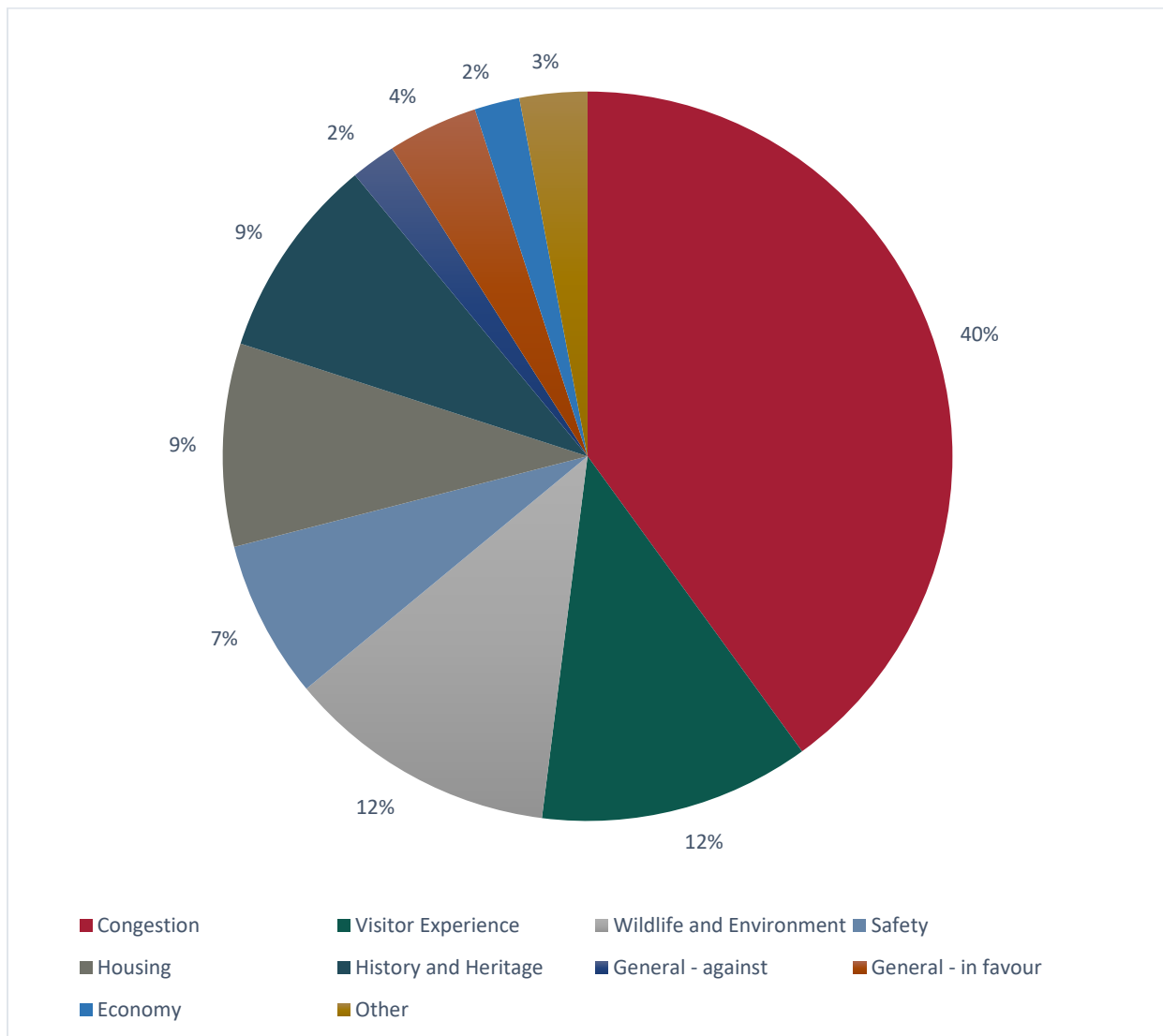
A total of 205 people answered the survey's nine questions and provided 792 raw comments.

From these comments, three core themes emerged. Feedback was focused on the following:

4. 40% congestion (312 comments)
5. 12% visitor experience (94 comments)
6. 12% wildlife and environment (94 comments).

Beyond these core themes, comments concentrated on:

- 9% housing (73 comments)
- 9% history and heritage (74 comments)
- 7% safety (54 comments)
- 2% economy (12 comments)
- 9% other statements + generally for or generally against (19 comments).



**Congestion** was the most commented on theme in the online survey, with 40% of feedback focused on needing more ways of managing vehicles in Banff. People said the plan will utilize the area more effectively to help decrease the gridlock in town. Additional parking was noted to be long overdue.

Feedback was focused on:

- need convenient, reliable, and efficient modes of travel (transit, walking, cycling)
- affordable and family-friendly transit with an easy, relaxing experience
- the need to get buy in from all partners (ROAM Transit, Parks Canada, Town of Banff)
- increase parking opportunities for residents
- consider handicapped/disability parking in the downtown core
- improve access to trailheads
- minimize chance for visitors to skip the intercept lot and circle town searching for parking
- mitigate line-ups from reaching the TransCanada Highway (similar to Sunshine Village)
- reduce RV access to downtown core.

Concerns were raised about the number of trees that were cut down to build the current intercept parking lot. Requests were made for additional landscaping opportunities. Respondents also expressed disappointment with reduced access to public lands (hiking and biking trails, viewpoint) at Norquay. Questions were also asked about the potential for the project to increase visitation to the town; others mentioned the need to cap visitation to deal with congestion issues. Comments connected improving traffic congestion with a better **visitor experience**, provided it was a seamless link to downtown, day-use areas and trails. There were specific comments to let the visitor experience decline as an approach to reduce overcrowding.

**Wildlife and Environment** was another key theme that was addressed. Feedback focused on:

- educating visitors on respecting wildlife is important
- make sure there is adequate room for wildlife to move
- more people will result in more impact on wildlife
- protect Whiskey Creek and animals that cross through Fenlands area easily
- confirm with Parks Canada the project will make a material difference
- less traffic and more transit will limit bear jams, wildlife harassment
- reducing non-essential vehicles will help to lower greenhouse gas emissions.

The following feedback was consistent in the remaining themes:

### **Safety**

- Passenger train, gondola (transit) will be useful in poor weather conditions
- Increased transit will help reduce traffic accidents
- Walking, cycling will be safer with less traffic
- Consider the location near the daycare and elementary school
- More tourists near the rail tracks creates more risk.

### **Housing**

- more commercial leads to more staff, affordable housing is crucial
- high-density with more rental opportunities
- create options for people living in vans
- residential development can't be an eyesore.

## History and Heritage

- Indigenous education/history needs to be a huge component
- have interpretive programs in place to educate visitors on Banff's railway history
- project needs to enhance the historical feel of Banff
- incorporate a museum onsite
- preserve Banff's heritage by making the lands relevant again.

## Online Survey: Question Analysis

Over 200 people responded to the following questions: **How would you rate the value of each of these components of the plan?**

- Improving walkability was considered the most valuable component of the plan (65%). Only 9% of people believe it will add no value.
- Other transportation approaches also ranked high: encouraging multi-modal transportation (63%), providing passenger rail amenities (63%).
- Respondents said removing car access to Mt. Norquay will add the least amount of value (41%); facilitating transit-only options to Banff National Park points of interest was also ranked low value (34%).



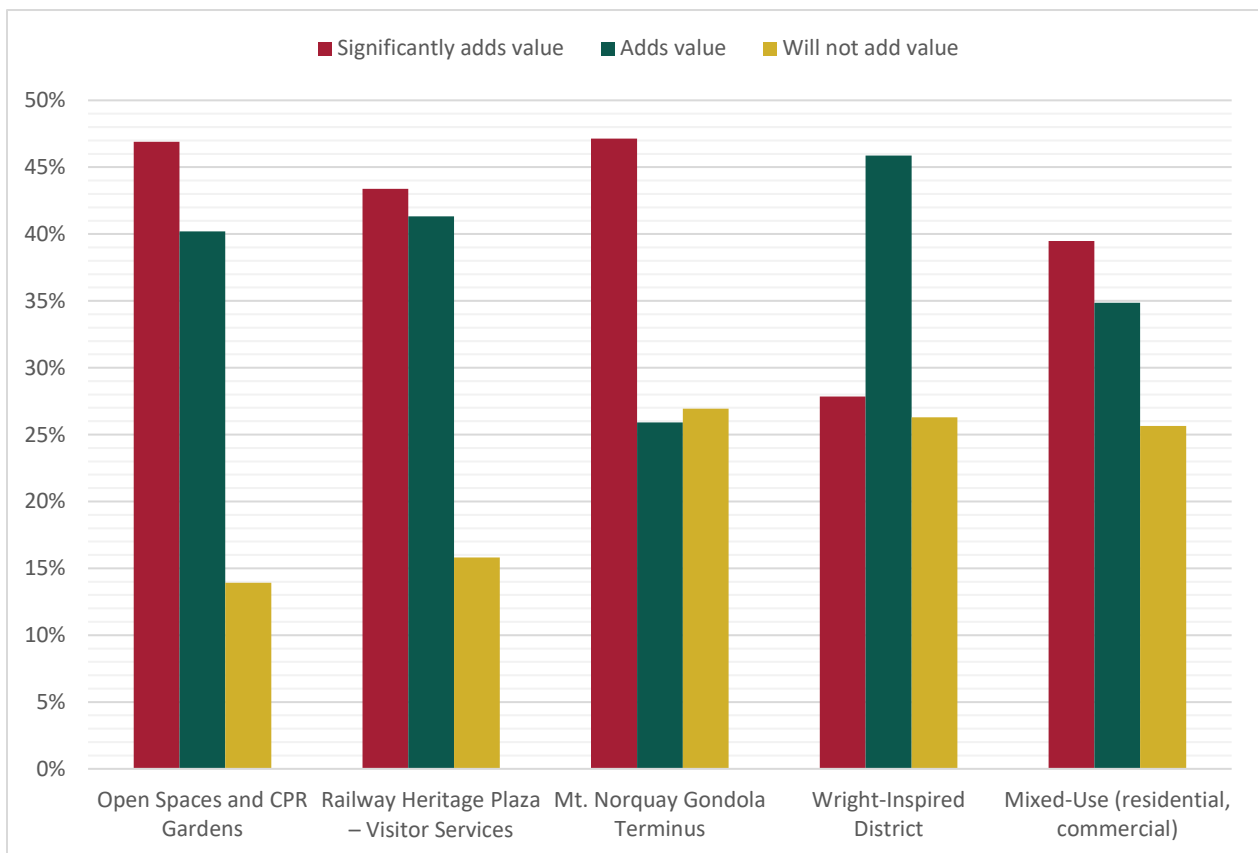
Specific input was focused on:

- increase parking options (downtown and on outskirts of Town, Park)
- minimize vehicle access to town
- improve traffic flow across bridge and around Mineral Springs Hospital
- clear signage to direct people to downtown from Train Station
- reduce RV's in the downtown core

- redo sidewalks on Elk Street to the Train Station and visible intersections
- add new spaces to gather and disperse visitors
- ensure short wait times at intercept parking areas
- move the BANFF sign to Central Park
- diversify transportation modes.

The online survey asked the following question: **How would you rate the value of each of the five character areas that have been envisioned?**

- Creating open spaces and restoring the CPR Gardens was considered the most valuable character area in the project; 47% of respondents said it would significantly add value (tied for first); and only 14% of people said it would add no value at all.
- The survey results also ranked the Mt. Norquay Gondola Terminus as the most valuable character area with 47%; but it also had the highest percent of people who say it will not add value (27%).
- The Railway Heritage Plaza – Visitor Services component was also well received with 43% saying it would significantly add value and only 16% stating no value will be added at all.



Specific input was focused on:

#### Open Spaces and CPR Gardens

- provide more space for tourists to enjoy townsite (away from downtown)
- modernize while maintaining character of area and honouring historical aspects

- family-friendly activities (like ice skating) are needed
- design for use in all seasons
- plant more trees and additional green spaces for gathering
- question about ongoing maintenance/cost of upkeep
- minimize footprint near Fenlands corridor (Whiskey Creek).

#### **Railway Heritage Plaza – Visitor Services**

- more opportunities to educate and inform visitors is important
- will increase experience of the Town and spread visitors around
- keep it minimal instead of an over-stimulated environment
- use arts to create cultural appreciation
- complement but don't compete with other arts venues (Whyte Museum, Banff Centre)
- buffer nearby neighbourhoods from noise (events, trains)
- keep aligned with past railway experiences.

#### **Mt. Norquay Gondola Terminus**

- will add to world-class experience
- reduces impact on wildlife corridor
- new attraction will bring more visitors
- Don't negatively affect the skyline
- No Gondola—it restricts access to trails, viewpoints, road/mountain biking
- Design carefully to make sure it provides easy accessibility
- impractical for skiers, still need convenience of parking at ski hill.

#### **Wright-Inspired District**

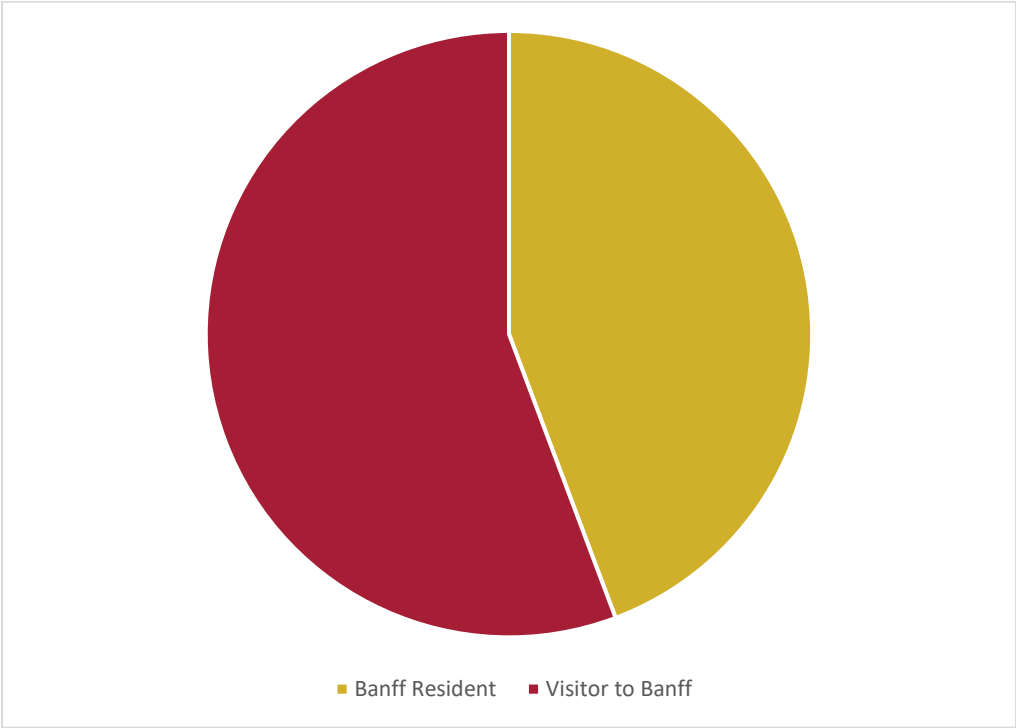
- restoring historic architecture is a valuable, cultural addition
- need more information about this aspect
- Banff doesn't need more bars and restaurants
- beauty of Banff is natural spaces not buildings.

#### **Mixed-Use (residential, commercial)**

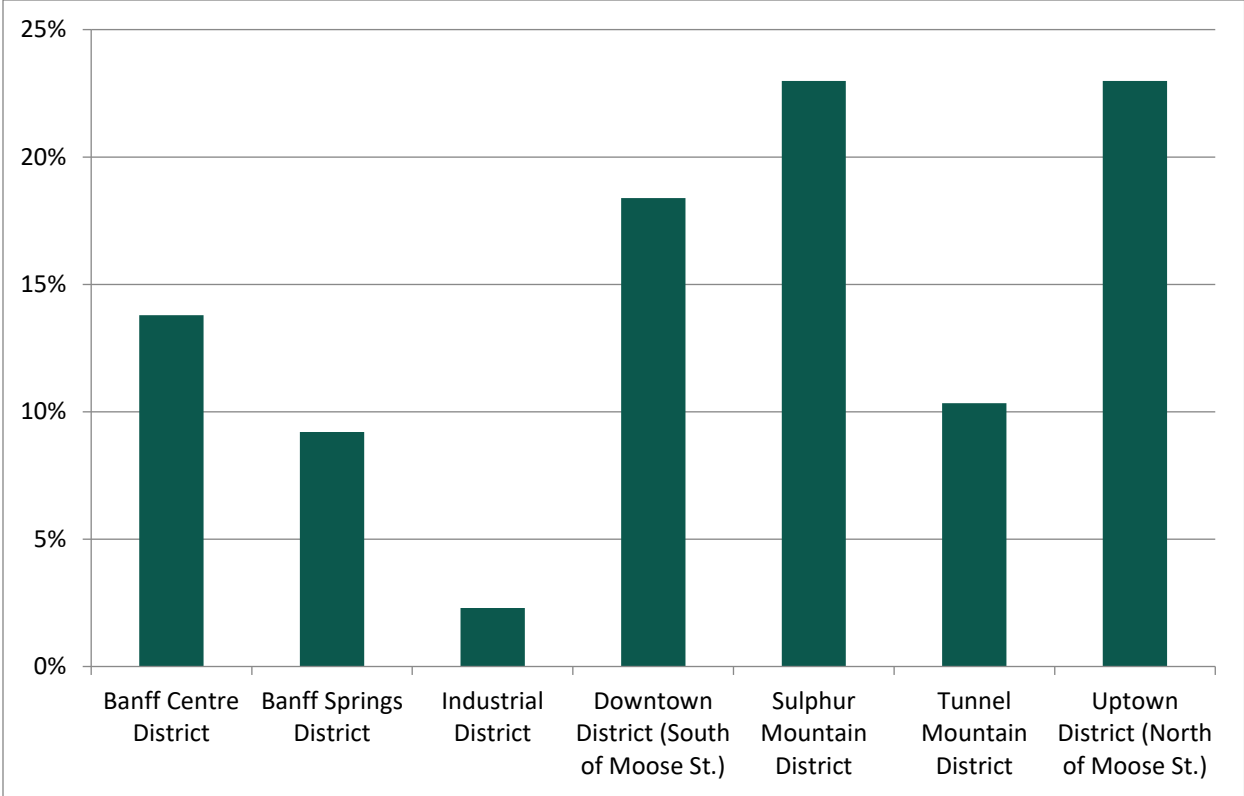
- residential is most important—must be affordable and for staff
- concerned about increased population density in Banff
- no need for more commercial spaces in Banff
- find ways to support small businesses though the commercial component.

**Online Survey: Demographics**

In the online survey, when asked what term best describes them, 201 respondents replied:



Of Banff residents, the following districts were identified by online respondents:



## Communication Materials

To educate people on the ARP, Liricon Capital developed easy to understand communications materials for community members to take away and learn more. Printed pieces were designed to encourage interaction and dialogue. At each information session, Liricon representatives provided booth visitors with handouts that outlined the proposed project, redevelopment goals, guiding principles, the ARP process with contact information and links to the online survey. Maps of the site boundary and proposed land use concepts were laminated and available for review. Archival photos of the CPR Gardens (1962) and Banff Heritage Train Station (1914) were also available for reference.



### Changing HOW PEOPLE MOVE THROUGH BANFF

Transformation of the Banff Train Station into the Banff Eco-Transit Hub will rekindle the spirit, enthusiasm, vigour and economy of the early days of rail travel. It is a return to historic role the area played as the gateway to Banff National Park, and a national model for green transit:

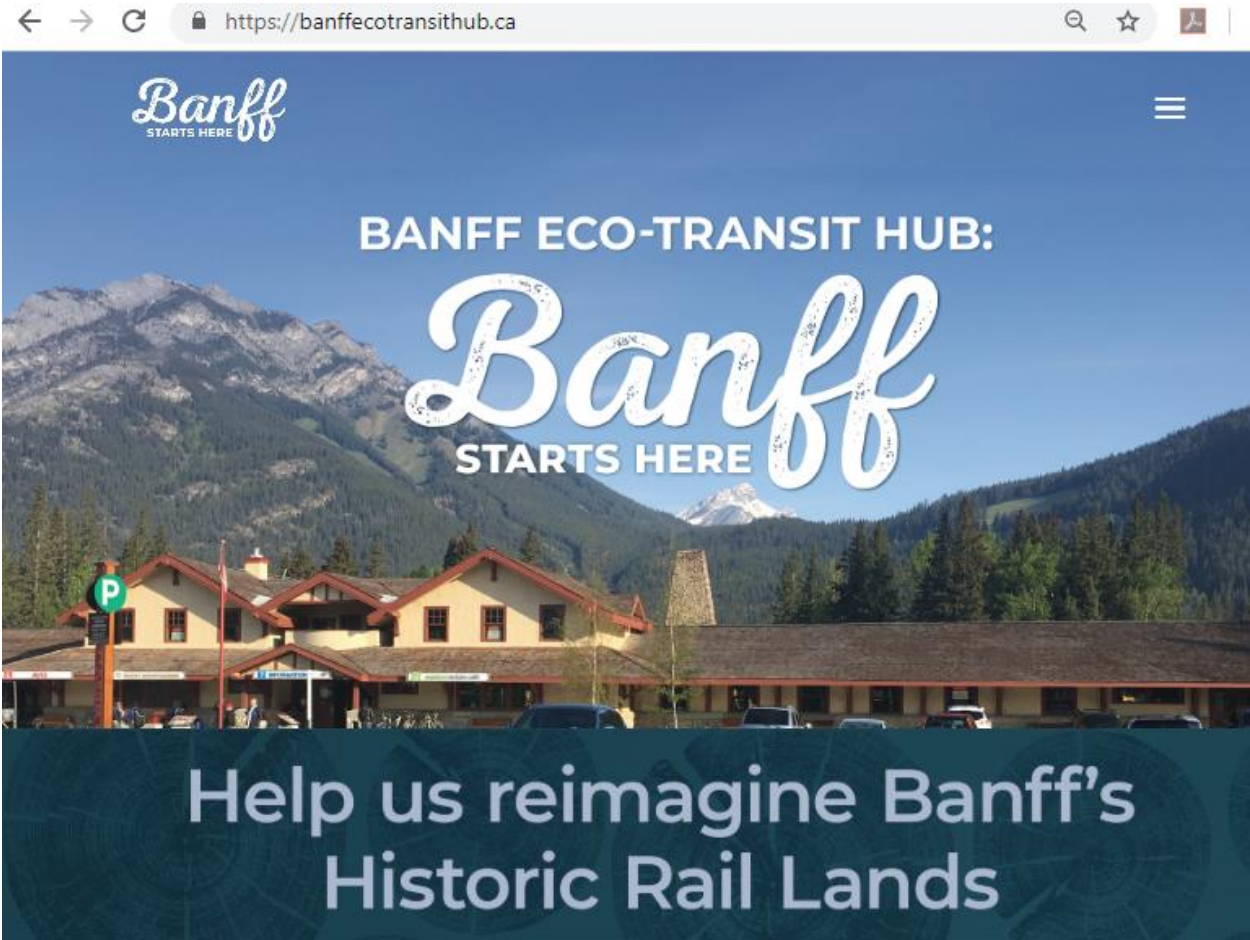
- Alleviating vehicle traffic congestion
- Improving walkability
- Enhancing ecological integrity— from Norquay to other points of interest in Banff National Park.

The development will be a pedestrian-friendly space with multiple uses planned for one location.





To accommodate the digital audience, a Banff Eco Transit Hub website was created that reflects the content provided in the printed handouts: about the project, vision, approach, science and research, latest news and a link to the online survey. The easy-to-use website has a clean look that connects to the visual identity used in the communications materials to create consistency and familiarity.



## Promoting Engagement

Liricon Capital created Instagram and Facebook accounts to share details about engagement activities and encourage input. These social media tools were used to attract other influential accounts in the Bow Valley to help spread the word about Information Booth Sessions and the opportunity to provide input online. Weekly advertisements were also purchased in the Rocky Mountain Outlook and Bow Valley Crag and Canyon.

The image shows a screenshot of a Facebook post from the page 'Banff Eco Transit Hub'. On the left is the page's profile picture, a dark teal circle with the text 'Banff STARTS HERE' in white. Below the profile picture, the page name 'Banff Eco Transit Hub' and handle '@Banffecotransithub' are visible. A navigation menu on the left includes 'Home', 'Posts', 'Photos', 'About', and 'Community', with a green 'Create a Page' button at the bottom. The main post area shows the page's name and location 'Banff Eco Transit Hub is at Banff Farmers Market.' with a timestamp 'May 23 at 9:22 AM · Banff'. The post text reads: 'Thank you to everyone who gave us feedback! With your community input Liricon Capital's Banff Eco-transit hub will change the way people move through Banff.' This is followed by three bullet points and a list of hashtags: '#mybanff #explorealberta #banff #townofbanff #parkscanada #community #banffstartshere @ Banff Farmers Market'. Below the text are three photographs: a yellow tent at an outdoor market, a white information board with the text 'Banff LET US KNOW WHAT YOU THINK' and various icons, and another view of the yellow tent. At the bottom of the post, it says 'Michelle Gurney and Bruce Marpole' with a blue checkmark icon, and three interaction buttons: 'Like', 'Comment', and 'Share'.

## APPENDIX 1: Online Survey Questions

### Banff Railway Lands Community Survey

1. Thinking about this project—the potential to offer sustainable transportation, improve walkability and add new spaces to gather in Banff—what do you like about the proposed Banff Eco-Transit Hub/Banff Railway Lands project?

2. Generally, what aspects (i.e. the potential to offer sustainable transportation, improve walkability and add new spaces to gather in Banff) do you think need improvement?

3. The Banff Railway Lands will include five character areas. How would you rate the value of each of these five character areas that have been envisioned?

Open Spaces and CPR Gardens

Significantly adds value                       Adds value                       Will not add value

Railway Heritage Plaza - Visitor Services

Significantly adds value                       Adds value                       Will not add value

Mt. Norquay Gondola Terminus

Significantly adds value                       Adds value                       Will not add value

Wright-Inspired District

Significantly adds value                       Adds value                       Will not add value

Mixed-Use (residential, commercial)

Significantly adds value                       Adds value                       Will not add value

4. Thinking about the five character areas, do you have any specific input?

5. How would you rate the value of each of these components of the plan?

Providing passenger rail amenities

Significantly adds value                       Adds value                       Will not add value

Removing car access to Mount Norquay to protect the Cascade Wildlife Corridor

Significantly adds value                       Adds value                       Will not add value

Facilitating transit only access to Banff National Park points of interest

Significantly adds value                       Adds value                       Will not add value

Improving walkability to downtown Banff and its amenities

Significantly adds value                       Adds value                       Will not add value

Encouraging multi-modal transportation access to the Banff Townsite

Significantly adds value                       Adds value                       Will not add value

Intercept parking

Significantly adds value

Adds value

Will not add value

6. How does/can redevelopment address broader community goals on each topic area? Congestion, visitor experience, wildlife/environment, housing, safety, economy, history/heritage

7. Which term best describes you:

Banff resident

Visitor to Banff

8. If you chose "Banff Resident," Which district do you live in:

Uptown District (north of Moose St.)  Downtown District (south of Moose St.)

Banff Centre District  Sulphur Mountain District  Banff Springs District

Tunnel Mountain District  Industrial District

9. Please provide any additional comments:

## APPENDIX 2: Information Booth Verbatim Comments

Traffic free Banff. I love it!

Train to Calgary for locals needed!

Get people walking.

Have been here for 43 years. I am all for less traffic in town.

Congestion is getting worse not better. Project is needed.

Easier public transit needed.

Norquay - would be great to get aerial to eliminate bridge traffic.

Bus system is fabulous. More is needed. Aerial would be awesome.

More parking!

Kills me to be part of car movement. Train experience would be amazing.

Parking Sucks. More parking would be really good.

We do not need more people in town.

More cars off the road would be nice.

Don't love the big parking lot, but I like the principal of less traffic.

Reduced traffic would be great.

We've got to do something about parking.

Used to live in the park. It is super hard to get a bridge. To get day trippers in by train is smart.

Park and ride is popular everywhere and we need it here.

Congestion is a #1 issue in Banff.

We need to get RV's off the road.

I would use a train to Calgary.

Wouldn't come here in July because of congestion and limited transit.

Can it also be intercept for Lake Louise? Current overflow is missed causing people to drive up and back down.

Anything to get cars off the roads is a good thing.

Avoiding personal vehicles in town is great.

Passenger rail would be great!

Problem is only summer. Need to find a way to make the summer work.

What type of capacity on the gondola?

Cyclists want less congestion.

Banff is small easy to walk around, need to promote that.

Get the cars out of Banff, I like the project

Handicap and resident parking in town only

Intercept parking will be good.

Would it bring more visitors? We want less.

I like the parking idea.

Intercept and transit have been needed for years. Great idea.

Improved parking is a good idea.

Would love to see Banff Ave. closed to cars

Would we consider paid parking?

Vehicle pass is good. Maybe free parking for residents and paid parking for visitors.

Will visitors still need to pay for a park pass?

If Norquay road closes, I'll have to pay to get up to Norquay, its commercialization.

Interested in understanding more about the finances and where the money comes from.  
Great beginning. Where will the money come from? Will people prosper from the project?  
Feels like the commercialization of the mountain.  
We need to keep competitive and watch what other global mountain destinations are doing.  
What is the business impact?  
I like the idea shops at the rail station.  
Tax implications for locals?  
I wish they would charge for parking  
Alberta should invest more in tourism  
Tourists keep business going, so a good experience is key.  
Didn't know the Town wasn't paying for the new lot... That is fantastic.  
Affordability is important for rail transit.  
Gondola is interesting and it is great to see the train station return.  
Keep it aligned to heritage.  
Glad to hear that the Train Station area would be restored to its historic beauty.  
More housing is needed.  
Is there potential to accommodate people who sleep in vans.  
Will there be a fence around the lot to make sure no traffic walks through yards?  
Will there be an entrance/exit on cougar street?  
Resident pass is smart. We come into town from Lake Louise for groceries, Dr's Office, etc.  
How long if approved?  
What are the goals with the train station  
Could you combine resident vehicle pass with a park pass?  
How will the Resident vehicle pass work with guests?  
Resident only - Bear St. enhancement would have been easier to implement.  
Need to hear from local minorities.  
This is part of solution to Banff's challenges  
Super initiative.  
Super important.  
It is an awesome idea.  
Good. I've been on Board since the beginning.  
I totally support this project.  
Rail would be AMAZING.  
Great project.  
This needs to happen.  
Like the idea of a pedestrianized townsite.  
Two thumbs up!  
There is no simple solution.  
I heard lots of negative things. But hearing this I think it a solid idea.  
Like the gondola idea (that is an unsafe road).  
Make sure it is safe for people to walk downtown.  
Get parks on side with safer biking lanes.  
No more loud buses. Move people quietly.

Worried about more cars and exhaust near day care.  
Consider the needs of the handicap and disabled.  
More public transport --> recognize people are tied to vehicles due to transit schedules  
Summer congestion makes a good experience hard to come by.  
Train station should be more vibrant. Ex: Cafes and restaurants.  
Works well with Bear St. project to enhance experience of town.  
Good idea to make the entrance to town more vibrant.  
No longer the ability to access Sulphur Mountain.  
I think it's amazing I have been to Zermatt- it would be a nice experience to be like that  
Gondola in summer would be a game-changer.  
Fantastic, something fun to go and do.  
Need to create more places for people to stop and eat.  
Love the Gondola to top. Time to replace the North American Chair.  
Glacier has a great bus system. We need that.  
Gondola (like Spain for hiking).  
Could you mountain bike on Norquay? Good spot for it.  
Cut down driving and get a great visitor experience.  
Banff is too busy to enjoy.  
Would love to spend more time in Banff and more public transit would facilitate that.  
Public transit would be great.  
Grand Canyon has free shuttles direct to hotels every 20 minutes. There is no need to have a car.  
Big families need an affordable way to get around.  
We NEVER come to Banff in the summer anymore.  
I like walking but, I need the ease of parking.  
Incorporate transit for Ski Hills.  
Intercept should go to main spots (Johnson Lake).  
People want to take trains.  
Pedestrian Banff, that would be awesome.  
A train to the airport would be great.  
I have friends in Calgary that won't come to Banff in the summer because it's too busy.  
Outdoor experiences are important.  
Why drive if you don't have too, easier to bus and less emissions and impact  
It is strange to have cars in a National Park  
Fix with hard solutions. Number of cars causes problems with congestion and wildlife  
Tree clearance was shocking.  
Need infrastructure in place to support wildlife.  
Park should be protected. The lot is a trojan horse for commercialization  
Trains will blow horns lots!  
Sad to see the forest gone.  
Find a solution with wildlife.  
Building rail will cause destruction but when it's done will be good  
Will there be an Environmental Impact Assessment?  
Increased noise from railway out my back door.

Seeing the trees come down was a shock.

Sad to see the trees go.

Concerned with litter, dog poop, etc. at the lot, how will this be mitigated