REQUEST FOR DECISION
Subject: Trails Master Plan implementation – on road routes for Tunnel and Buffalo

Presented to: Council                                       Date: May 14, 2018
Submitted by: Chad Townsend, Environmental Manager and Pierre-Hugues Gagnon, Engineering Coordinator

That council direct administration to implement the plans to create dedicated on-road routes for Tunnel Mountain Road and Buffalo Street in the spring of 2018.

BACKGROUND
Reason for Report
Banff’s Trails Master Plan was adopted in February of 2015. Its production followed from the 2013 Recreation Facility Master Plan, and the Transportation Master Plan – Active Modes. The previous Trails Plan was completed in 1992 and much of it has been developed. Some of the key issues that led to the need for this new plan include:

- Trails and active transportation routes are anticipated to help alleviate traffic and parking congestion;
- The current trails network has gaps that prevent easy connections to key destinations for both visitors and locals;
- The trails network will need to sustainably accommodate more use by both locals and visitors;
- There is a need for improved strategies for managing multiple trail uses, especially as the variety of uses expands.

The following goals were identified early on with the project steering committee, were confirmed with stakeholders and council, and guided the development of this plan:

- Develop a plan that is supported by council, stakeholders, and the public
- Encourage active commuting, particularly during summer months
- Improve connectivity, particularly to key destinations
- Improve wayfinding and communications
- Improve the Town’s understanding of trail use statistics
- Improve visitor experiences
- Formalize trail use regulations, trail type classifications, and designated uses
- Improve all-season use of trails
- Identify key capital projects, costs and timelines
The plan was adopted into Council’s 2015-2018 Strategic Plan as 01 Trails - ‘Actively Connecting Banff’:

**Outcomes by 2018:**
- 15% increase from 2014 levels in the use of alternative transportation to get to work
- 10% increase from 2014 levels in winter use of trails, as shown by permanent trail counters
- Increase in visitors using bicycles in town, as evidenced by increased bike rentals and bike sign-outs from hotels
- Increase in visitors’ trail usage and trail enjoyment, as reported on Indexperience surveys
- Increase in overall annual usage on trails, with different percentage targets being set for different trails and different trail segments (e.g., commuter-centric routes, visitor-centric routes)

**Strategies**
- Upgrade existing trails
- Develop new trails
- Develop on-road cycle routes and roadside sidewalks
- Close and restore redundant trails
- Add trail amenities
- Develop bridges and crossings
- Improve the trail experience for visitors
- Improve trail signage and wayfinding
- Update trail policies and bylaws
- Improve trail monitoring, education and maintenance
- Work in partnership with users and the public

Tunnel Mountain Road (Action 19) is a popular route for residents, visitors and employees of the accommodations in that location, Parks Canada campgrounds, and is the main access from town to a network of mountain biking trails. It has had a dedicated lane [mainly by spaced bollards] on the downhill shoulder for pedestrians for many years, and painted sharrow markings in both directions. The current proposal is to narrow the narrow the painted driving lanes from approximately 3.75m to 3.3m, in order to create a new 1.5m painted cyclist uphill lane from approximately the 400 block of Otter St to the intersection of Tunnel Mountain Drive (at Buffalo Mountain Lodge). This uphill lane would only be defined with paint, allowing drivers to cross into it (when not occupied by a cyclist), if required to navigate traffic. On the downhill, cyclists would be expected to mix with vehicles, as is currently the case. On-street vehicle parking would not be impacted by this proposal. Speed limit to remain at 40km/hr, traffic-calmed.
Buffalo Street (Action 20A) is a popular route for residents, visitors and Banff Centre staff/patrons. It has had a narrow dedicated [by paint] shoulder lane, mainly for pedestrians for years. The current proposal is to narrow the painted driving lanes from approximately 3.5m to 3.0m in order to create a wider (1.3m – 1.9m) multi-use ped/bike lane from the cemetery to Surprise Corner. As is currently the case, this lane would only be defined with paint, allowing drivers to cross into it (when not occupied by a cyclist or pedestrian), if required to navigate traffic. On the downhill, cyclists would be expected to mix with vehicles, as is currently the case. Speed limit to remain at 30km/ hr (near Surprise Corner) and 40km/hr, traffic-calmed. On-street vehicle parking is proposed to be changed in one location, in order to create a protected gravel trail connection and crosswalk where the sidewalk ends in front of the cemetery, currently an informal parking location.

**Summary of Issue**
At its meeting on March 26, council directed administration to inform the public and accept comments on Town plans to create dedicated on-road routes for Tunnel Mountain Road and Buffalo Street in the spring of 2018.

Specific notification of these proposed changes to Tunnel Mountain Road and Buffalo Street, and the opportunity to comments was through:

- a poster, brief verbal mention, and an opportunity to discuss in-person will be offered as part of an ebike evening workshop on March 26 at Town Hall (approximately 90 attendees)

- newspaper: Rocky Mountain Outlook full colour half-page ads in the April 19 and 26 editions (see over)

- on-site signage was installed along both roads April 20-30
- social media posts including Facebook targeted at locals, Instagram, and Twitter

Comments were invited via the Town’s website throughout April. The 80 responses are attached.

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**IMPLICATIONS**

**Internal Resources**

An internal administration team (environment/planning, engineering, recreation, GIS) guided the drafting of the plan, and many of these staff remain involved in implementation.

Operations – Streets hire a line painting company each spring and this work will be part of that town-wide contract.
Communications
Specific notifications of these proposed changes to Tunnel Mountain Road and Buffalo Street were included in various media, and 80 responses were received through the Town’s website survey.

Banff Community Plan
The Community Plan, adopted by Town Council in 2008, offers these relevant Objectives for Transportation and Recreation:

• Increase opportunities for residents and visitors to use non-vehicular modes of transportation
• Improve pedestrian and cyclist safety and enjoyment by creating a defined and contiguous system of pathways throughout the town.
• Improve trail connectivity to the national park.
• Build a system of open spaces, trails and parks that reinforce connections to the natural environment.
• Increase the use of Banff parks and trails.
• Improve the quality, quantity and access to social programs, recreation, education and cultural facilities.
• Implement an active living program that educates and encourages healthy lifestyles.
• Develop and implement a town-wide wayfinding plan that is simple and graphically representative of our sense of place.

Financial
Project costs are to be funded from the capital reserve dedicated to implement the Trails Master Plan, RC-52-15 Trails Improvements.

Attachments
Public comments on the proposed on-road routes

Circulation date: May 1, 2018

Submitted By: On original 2018.05.09
Chad Townsend, Pierre-Hugues Gagnon

Reviewed By: On original 2018.05.09
Robert Earl, Town Manager
Q1 Submit your feedback about the proposals for Tunnel Mountain Road & Buffalo Street

<table>
<thead>
<tr>
<th>#</th>
<th>RESPONSES</th>
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<tbody>
<tr>
<td>1</td>
<td>/Sounds like a good idea as long as motor home's mirrors don't hit cyclists in the back of the head. While I'm at it, I am 74 and would like to ride my new Ebike to Canmore. Calgary recently approved Ebikes for trails. why not us? I don't want to ride on the highway.</td>
<td>4/30/2018 1:08 PM</td>
</tr>
<tr>
<td>2</td>
<td>I do not believe this is a safe thing to do on this road. There are too many big vehicles using this route and could be very dangerous for cyclists who might think they have the right to travel side by side. Keep the cycle lane smaller but well marked.</td>
<td>4/30/2018 1:02 PM</td>
</tr>
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<td>3</td>
<td>I am an avid mountain biker and use these routes frequently. I have never felt like sharing these roads with cars has been an issue. Although, it would be a nice touch by town to recognize the biking community.</td>
<td>4/29/2018 7:25 PM</td>
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<td>4</td>
<td>The major issue with cycling safely up buffalo street from banff ave to suprise corner and beyond is the narrowness of the road up to the cemetery corner --this is an urgent situation and should be dealt with prior to the rest of the street which is presently ok. can you please respond to this asap prior to any further comments from me --email rcware@hotmail.com-- I look forward to your answer before the 29th april</td>
<td>4/29/2018 6:49 PM</td>
</tr>
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<td>5</td>
<td>Part of Buffalo has a good walking/cycling lane already so an expanded one is a waste of time. What's missing is a way from Banff Ave to the cemetery The greatest need is to connect the Legacy trail thru the town.</td>
<td>4/29/2018 5:59 PM</td>
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<td>6</td>
<td>I don't agree with the proposal. There will be too much going on in four separate spaces involving drivers who often only have half an eye on the road as they take in the scenery. I think it is a recipe for accidents.</td>
<td>4/29/2018 5:11 PM</td>
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<td>7</td>
<td>Great! Now do cycling lanes into the downtown core, schools and local attractions please, please, please.</td>
<td>4/28/2018 3:33 PM</td>
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<td>8</td>
<td>Highly support these initiatives. Please approve them. In the near future I hope council has the courage to proceed with seperated cycling lanes on the busiest routes in town to encourage a true modal shift. Main access thoroughfares to our schools and the downtown core are not safe for cyclists and our children. Please make main routes a priority this term!</td>
<td>4/28/2018 3:32 PM</td>
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<td>9</td>
<td>While these proposals are great and I encourage Council to approve them they do not solve the challenge of cyclist and child safety in our busiest routes. Please add cycling lanes to our busiest routes in town before someone gets hurt. Bodies are much softer than cars.</td>
<td>4/28/2018 3:28 PM</td>
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<td>10</td>
<td>Highly supportive of this action. Will enhance safety and decrease likelihood of injury or death</td>
<td>4/28/2018 3:25 PM</td>
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<td>11</td>
<td>I believe it would be great to have the proposed bike trail over on tunnel, it is quite dangerous with tourists going really fast and doesn’t care about bikers. Few more sign with speed limit would be great.</td>
<td>4/28/2018 1:05 PM</td>
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<td>12</td>
<td>I think it is unsafe to have bikers go up these roads. Many spots are hidden and with the incline, so many bikers already dismount unsafely and in the path of vehicles. Currently bylaw does not do anything about the amount of bikers on the road who do not use the proper signals, stops or where protection. It would be even more unsafe for someone to come flying down the hill without knowing the proper rules of the road. As well, going up the hills could be just as dangerous to someone who does not know the proper road rules for biking.</td>
<td>4/26/2018 4:17 PM</td>
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<td>13</td>
<td>I think these roads are unsafe for bikers to be on. The road now and even more so over the next couple months will be busier with Roam Buses, RV's and camper vans. They are dangerous roadways, with hidden bends, and when people struggle to make their way up the incline they choose to dismount off their bikes and continue to walk along the road, causing traffic and potentially putting themselves and others in danger.</td>
<td>4/26/2018 4:14 PM</td>
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</table>
14 I really don't think it is necessary to add a new bike lane to Tunnel Mountain Road; it is already narrow enough and both sides of the road are natural obstacles. You have a drop off to the river on one side (which is already used by pedestrians and bikers alike) and on the other a mountainside slope so are you going to cut into the mountain and destroy more green space to accommodate the needs and wants of a few people.

4/26/2018 3:50 PM

15 Re; Tunnel Mountain Road bike lane While I am not opposed to having a bike lane up Tunnel Mountain Road, there is currently a number of residential properties that exist from Grizzly St to Otter Lane that utilize the on street parking on the east side of the road during the summer. This alleviates the already congested parking situation on Grizzly St as well as the 300 block of Otter St. As there is already no street parking from Otter Lane upwards on Tunnel Mountain Road, it would be preferable to residents who utilize the on street parking in the 400 block of Otter Street to start the bike lane from Otter Lane onwards to coincide with the pedestrian path on the west side of Tunnel Mountain Road. Sincerely, A concerned Otter St resident

4/26/2018 1:53 PM

16 Please do it

4/26/2018 1:19 PM

17 The primary focus should be upgrading/maintaining the trails within Middle Springs to allow residents to commute to work and school by walking, safely, daily, ALL YEAR LONG. Yes, more bike trails would be nice but the Middle Springs residents risk their necks all winter on these non-maintained trails.

4/26/2018 12:20 PM

18 I think it's a great idea, although I do worry about the camper traffic on the portion going to the campground, but hopefully the speed limit us 30 mph. Although there is lots of bus traffic on the Buffalo street portion going to surprise corner, I feel there is enough room for all vehicles & bicycles on that portion.

4/26/2018 7:32 AM

19 Roads are already borrow enough. Tunnel mountain road is dangerous enough to drive. We shouldn’t be encouraging more bike traffic on that road. How about building a sidewalk up Saint Julian instead??

4/25/2018 6:06 PM

20 The big buses ignore the painted lines today, especially the ones going to/from Surprise Corner. Therefore I do not believe that these changes will make Buffalo Street any safer.

4/25/2018 11:22 AM

21 Yes do it!

4/25/2018 9:06 AM

22 I am in favor of adding bicycle lanes as we predominately use our bikes in summer (we're locals). If a bicycle lane is added on both Tunnel Mtn Road & Buffalo Street, please use a SOLID yellow line so that vehicular traffic stays out of the bike lane. If there is no line, it seems that vehicles (particularly wide ones like RVs) will actually drive on the bike lane instead of staying within their own lane. Another issue is that people park all the time right on the pedestrian/bike lane at Surprise Corner instead of going into the parking lot and walking the 50 meters back to the overlook to the hotel. That forces bicyclists and pedestrians to enter the actual roadway to get around the parked vehicles, right at the worst spot (Surprise Corner!). Thank you for moving to make Banff a more bike and pedestrian friendly town.

4/25/2018 7:38 AM

23 I ride my bike up Tunnel Mountain almost everyday to the Banff Centre. This is not a road that many people ride - the grade makes it quite difficult. I believe that most people that ride that road are comfortable riding their bikes in traffic and that widening the road will not promote more people riding it as it is the grade that deters people not the traffic. Those that ride it to get to trail heads will continue to bike there regardless. I do not find there are many people walking in the existing lined area and it is not a problem using it to ride my bike up most of the time. Coming down Buffalo street is not an issue as I am usually travelling at traffic speed. Perhaps making it a 30 km zone rather than a 40 km and/or adding sharrows to the road to remind drives to share the road would increase the safety for riders. I believe that spending the monies on biking infrastructure elsewhere would be of more benefit to a larger demographic of riders.

4/24/2018 5:39 PM

24 Anything to help bikers and runners!!!! Go for it. Great plans.

4/24/2018 4:12 PM

25 Good initiative. I would highly recommend implementing speed bumps for vehicles travelling downhill for extra protection for cyclists, especially on Buffalo Street where the vehicle lane width will be reduced.

4/24/2018 3:38 PM

26 Thanks for providing for walking and cycling. Could bollards also be installed on Buffalo Street shared path and maybe just at 50m intervals, but with tight grouping e.g. 3 bollards, spaced 2 metres apart. This would indicate to vehicles to stay in the driving lane, and allow cyclists and pedestrians to pass where required. Some signage at the two access points to the river on Buffalo Street could be useful, as one is steep with stairs and the other is a gentle grade. This would assist buggies and bikes to choose the right entrance. Thanks.

4/17/2018 7:37 PM
27 Great idea. Also glad you're now not planning to muck up Banff Avenue with cycling lanes. 4/15/2018 3:49 PM

28 As a past cycling coach in the Bow Valley I support having a separate bike, or shared bike walk lane for uphill traffic and sharing the downhill lane with traffic. I think you need to be clear in education of cars and cyclists that bikes can ride downhill in the middle of that lane to block traffic from making dangerous passes. 4/14/2018 9:09 AM

29 I am in support of narrowing the driving lanes and adding uphill bike lanes on Buffalo Street and Tunnel Mountain Drive. 4/12/2018 10:53 PM

30 I think they are both great proposals. Motor coach drivers, and visitors with motorhomes/big 5th wheel trailers will need to be careful and respect the cyclists. Are you planning to reach out to these groups in advance? 4/12/2018 5:07 PM

31 Tunnel Mountain - instead of creating a separate lane for cyclists, why not slightly widen the pedestrian trail and make it multi-use both ways. Residents are use to the concept of multi-use. 4/8/2018 4:08 PM

32 I am fine with adding better bike lane infrastructure. My concern is for lane widths and vehicle types on the roads. In Banff we tend to have many busses and RV's. I am concerned with these large vehicles right beside bike lanes. It may be appropriate to limit these routes and enact "no buses/RV's/delivery trucks" on these roads with the narrowed lanes. 4/6/2018 10:40 AM

33 For Tunnel Mtn Rd go 1.5m ped, 3.0m vehicle lanes, which leaves 2.5m for climbing cyclists. With only 1.5m in the current concept faster cyclists can only pass slower cyclists if they mix with cars. The Buffalo St section is laughable. A cyclist cannot pass a pedestrian on a 1.9m multi-use path without crowding the pedestrian. This has user conflict written all over it. Drop the lanes to 2.8m and increase the multi-use climbing path to 2.3m. The Town could also consider having the ascending path (slow users) climbing facing oncoming traffic as that is how pedestrians and drivers see each other best anyway. In general, vehicle lanes don't need to be as wide as the Town thinks they do. Yes, there are buses and RVs but this isn't a highway project folks! 4/6/2018 6:39 AM

34 Start the cycle section so it does not take away parking on Otter Street. Having the cycling lane going up Tunnel achieves safety and allows for parking on Otter. 4/5/2018 2:42 PM

35 Most of Buffalo Street along this section already has a fairly wide shoulder available. Adding a physical barrier will be helpful but not necessarily create a stronger bike route that can form part of a network. Expanding the plans to provide a Buffalo Street pathway all the way to Musk rat and around Surprise corner up to the Banff Centre would go much further toward developing an effective network for bicycling. Both of these sections involve uphills and roads with no shoulders - either of which can be intimidating to new cyclists. (Uphills slow down cyclists, creating a greater speed difference between a cyclist and a passing car). As proposed, the changes create a portion of a bike network, but without easy and direct connections to existing pathways, individual sections are unlikely to see a significant increase in use. 4/5/2018 11:38 AM

36 Please do it. Both proposals are already in defacto effect so may as well formalize them. 4/4/2018 9:19 AM

37 Seems like a very good idea. ? Any plans for a sidewalk up St Julien Rd 4/4/2018 7:02 AM

38 It looks great!! Make the speed limit up Tunnel 40 or 30 so morons don't drive up it at 60km/hr and almost hit all the cyclists. 4/3/2018 6:16 PM

39 The proposed plan is an excellent idea!!! The sooner the better and it's about time. 4/3/2018 4:43 PM

40 great plans! 4/3/2018 11:00 AM

41 Tunnel can be super scary to cycle up. Good to see a bike lane bur please please please make sure vehicles slow down (enforcement?) as it is narrow and there is no buffer. 4/2/2018 11:09 PM

42 Good move 4/2/2018 1:00 PM

43 As someone who drive both of those roads on a regular basis this proposal is an accident waiting to happen. The rev and bus traffic on these roads already can't stay in their own lanes and we're going to narrow them? My wife drives to work daily at Buffalo Mountain Lodge and I'll be worried about her each day if this proposal goes through 4/2/2018 8:20 AM
While I fully support the extra space on tunnel, I worry about Buffalo St up to Surprise Corner. That is already pretty tight for vehicles and pedestrians with the cliff face. As long as during planning you keep in mind that RVs and Busses use this road and they need enough space without merging into the other lanes then it makes sense. Truthfully I think Banff should be looking long term with the erosion on the side of Buffalo especially mid-way up. Instead of making the lanes smaller, we should instead make them bigger and build a pedestrian / bike addition like the boardwalk/view point on the farmont side which would fully separate traffic and pedestrians/bikes.

Just based on Facebook feedback I'm seeing, people believe that Tunnel is already too narrow (not that I agree) could the 2m pedestrian path be narrowed slightly to allow for room for a bike path on the other side of the road while not taking as much space away from the road? 2m is quite generous. Thanks, Jeff

Good. Locals will soon learn that the new bike lane is only up not down. Tourist education of this fact might prove problematic. Question - how much space available between Brewster bus “A” going up the hill and bus “B” going down. Similar question with transport trucks and large town vehicles. What about people who walk up and down rather than ride. It would be bad if pedestrians used the vehicle only lanes for their stroll. Pedestrians and bike usually don’t mix that well.

The cars shouldn’t share lanes with the bikes. The bikes should have their own lanes and cars their own lanes because in summer when it's really busy and you can’t pass a bike it slows down the traffic and it becomes a huge mess. But I have to say that the biggest mess in town is that the bridge should go back to 4 lanes and only have one sidewalk since we have the pedestrian bridge anyway. This would help a lot with the traffic coming from the gondola and Banff Springs if the two lanes could turn on the bridge. Tourists never know they need to be in the right lane and it's always a total mess and too much car for one lane.... I really hope you have a plan for the bridge because it's getting worst and worst every year. The light to turn left from Buffalo onto the bridge is also a real pain. I've seen crazy line ups this summer because only 2 or 3 cars have the time to turn left.... that light should be longer to turn left in summer. Thanks!

How about slightly enlarging the existing lane up tunnel instead of creating a new one on an already very narrow road. So pedestrians and bikes uses the same? When coming up tunnel and a bike is going up (very slowly) it becomes an issue. Im sure the roam drivers could say that too

I support this but would love to see the bike lane removed on the main bridge, it defeats the purpose of the pedestrian bridge and contributes to the biggest traffic issue in Banff. I say this as an avid cyclist.

Put a sidewalk on St Julien and fix the potholes instead.

All good ideas, please follow through.

Dedicated bike lanes are a great idea!! All for this.

This is a great idea! Definitely needed to make these roads safer for cyclists!

YES! anything that creates safer areas for cyclists and pedestrians is a positive development for our community.

The proposed lane changes just make sense.

I think this is a great idea. Bicycle use should be encouraged as much as possible in our beautiful town and national parks! Why not install speed bumps, at least on the downhill lane for both projects, to reduce speeding from cars? For the Buffalo project, the shared lane between bike and pedestrian being relatively large, why not try to create two separate lanes, even only separated by small rubber bands on the ground. I’m just imagining being cyclist going uphill and coming to a row of three pedestrian taking the entirety of the lane. I would have to either come to a complete stop behind them or go on the car lane which could be dangerous... Just a suggestion! Not directly related to these projects, but it would be great to do something similar for bikes on Banff Avenue!!

I think it's great - very timely!

I'm confused, it works like that already? it may not be official but tunnel road and buffalo road are being used in the proposed idea already

May not be a good idea because we already has so many vehicles during long weekend or summer time. May the current lane narrow will causing more traffic jam

Tunnel mountain road: why wouldn't you consider increasing the pedestrian side to 2.5 and then pedestrians and bikes can share and driving lanes don't downsize as much. Buffalo street: good proposal
Spot on, as a cyclist I'm happy to share space with vehicles while descending as I'm travelling much faster, sometimes at the same speed as vehicles. While ascending I'm getting passed by more vehicles at a vastly different speed thus appreciate the extra protection.

I work at one of the hotels on the top of Tunnel Mountain and I can say no one rides their bike to work. If road was wider for bikes then ok, but road is sketchy as it is with buses and bikers riding two or three wide. I was hoping for improvement on this road, but not this way.

very poor idea!!!! The Tunnel Mountain road is taken by many motorhomes, truck-trailers and with the turns already they cross the centre lines. How can you expect to keep the bike riders safe as the ROAM bus comes down the hill, a Dual wheel truck pulling a large 5th wheel are going up and the bike rider is in the right lane and all three meet at one of the curves?????? Keep in mind I would say 99% of motorhome, trailer drivers are NEW to the area and very unfamiliar with the road and where do you expect their focus to be?? Buffalo street is used by many large Tour busses and those machines are 260cm across just the body and then add in the 2 side exterior mirrors. Again how to you propose to protect the bike rider as one coach is going up the hill and a second one is descending. Keep in mind once they go up to see Surprise Corner the ONLY way down is the same road as St Julien Dr is not a option for these large buses. By adding the dedicated bike lane you give the rider a very false safety thought. when riders share roads with cars they are more aware and parents are probably not going to allow small kids on those roads. On a bike path they feel safe and how do you propose to keep the orders safe?? A painted line is not a safe barrier against a 40,000 lb tour bus or large rented motorhome where the driver has never driven from the left hand side of the vehicle. I suggest you people planning this each go and drive the road in large rented motorhomes and see if you can do the road successfully with oncoming traffic and stay in the lanes. Very poor idea with no thought as usual by the people running this town.

terrible idea Both roads are heavily traveled in the summer by large busses, motorhomes and big vans It's already tight Bad idea

There is barely enough room at the moment to drive up Tunnel Mountain Road. I strongly disagree with this project and would suggest fixing shoulder and installing proper drainage instead. If you have ever traveled up or down this road you would know that the lanes are already tight and when a bus or RV come down the hill they are a quarter into the uphill lane. This road is used by numerous busses, transport trucks, delivery drivers, RVs, and shuttle drivers, and this would be amazingly dangerous to have less room for the vehicles. It is great that you show a picture in the summer of the road, but if you park that truck in the same place now, you would be almost in the middle of the road. Please do not go ahead with the Tunnel Mountain Road Bike Lane project.

Fabulous idea! I bike there all the time and it would be wonderful to have a separate lane for bikes

Both proposed plans are excellent. Keep up the good work.

Both proposals are excellent as is. Keep up the good work on making Banff ever more bike and transit friendly!
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<td>1</td>
<td>YAY! In my opinion, it seems like this proposal is formalizing and properly accommodating what currently happens on both of these roads. I'm not an engineer so I'll leave the lane widths to them, but from my own experience on those roads I think there is plenty of space to share the road between pedestrians, cyclists, and vehicles through clear delineations. There are many ways to get around Banff and as a cyclist, I appreciate the work being done to make it safer to get around town. Let's go bike lanes!!</td>
<td>3/28/2018 10:51 AM</td>
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<td>2</td>
<td>Looks good to me!</td>
<td>3/28/2018 10:22 AM</td>
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<td>3</td>
<td>Wonderful - thank you! As cyclists my husband and I use these routes often.</td>
<td>3/28/2018 9:15 AM</td>
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<td>4</td>
<td>I am strongly in favour of the proposed Tunnel Mtn cycling lane. I commute by bike from my home in Tatanga 2 most days April to October. Riding into town is not an issue but I have had several close calls on the uphill ride with cars and motor homes passing illegally and far too close for comfort. A designated bike lane would make the ride much safer. On a side note: Kudos to the town staff who maintain the pedestrian walk on Tunnel Mtn. Rd and the stairs down to Antelope. I use both frequently and they were very well maintained this winter. J. Davis</td>
<td>3/27/2018 8:57 PM</td>
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<td>5</td>
<td>Both are great ideas. It is scary (and dangerous) riding up Tunnel Mountain Road on busy days as cars, buses and camping vehicles skim past you. Thanks TOB!</td>
<td>3/27/2018 8:20 PM</td>
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<td>6</td>
<td>Looks good. I worry however about how unmoveng the current bollards on tunnel mtn are. If a downhill riding cyclist were squeezed into on of those, it would be super disastrous</td>
<td>3/27/2018 5:59 PM</td>
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<td>I totally agree with both projects if and this is a big IF, buses drive slower and speeding is enforced. I bike/walk/drive up that road almost everyday and see crazy speeding drivers all the time. I feel the Buffalo project will be challenging with drivers getting impatient behind cyclists (they already are when we are not even on the street...) but the town should still go ahead. We need to be an example of how people can move around without their big wheels, trucks and cars...</td>
<td>3/27/2018 4:03 PM</td>
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<td>The road is already busy with vehicle traffic that reducing the size of the lanes and adding a bike lane is going to cause more headache on Tunnel Mountain road. Suggestion would be to expand the current pedestrian pathway and put a duel bike lane on that side.</td>
<td>3/27/2018 3:40 PM</td>
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<td>9</td>
<td>Brilliant plan. Both of these ideas would be welcomed additions to Banff.</td>
<td>3/27/2018 3:15 PM</td>
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<td>10</td>
<td>Dedicated bike lanes on both proposals is such a great idea!!!! This makes it more safe for everyone and is a great connector to the legacy trail. These are popular routes for walkers and bikers - I love this! I would also use these routes more often knowing there is a dedicated lane.</td>
<td>3/27/2018 2:38 PM</td>
</tr>
<tr>
<td>11</td>
<td>Love this idea for both locations. Would be a safer ride for bikes.</td>
<td>3/27/2018 9:15 AM</td>
</tr>
</tbody>
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