

# Railway Avenue Central - Concept Design Feedback

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## **SURVEY RESPONSE REPORT**

14 January 2023 - 12 February 2023

### **PROJECT NAME:**

Railway Avenue Central

**Please note:**

- 1. Screen names have been removed to protect privacy and increase civility in the Public Engagement process.**
- 2. No comments have been edited or removed.**

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# SURVEY QUESTIONS

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**Q1** The diagram below shows Railway Avenue from Elevation Place to Main Street. \*Note - cross sections A and B from the Railway Ave cross sections document apply to the section of the design. Legend: dark grey - road red - bicycle lane light grey - sidewalk Please provide your feedback on how the concept design will impact your travel experience when: 1. Driving 2. Walking 3. Cycling 4. Using Transit

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1/23/2023 02:07 PM

1. this will most likely lead to more congestion as you are reducing traffic lanes. Will the combining of two lanes into one so close to the rail line create issues? 2. Missing a connection to the trail that runs to Spring Creek and behind EP - there is no safe way to cross at this location. 3. this will make cycling more accessible and safer along railway 2. no impact

Screen Name Redacted

1/23/2023 04:36 PM

1. I don't think it will significantly impact my driving experience. 2. This design will make me feel much safer when walking along the corridor. 3. This design will make me feel much safer when driving along the corridor and will provide a much-needed bike connection to other areas of town. However, I would suggest that the bike path be two-way on the north side of the road between the Elevation Place entrance and the railway. I'd expect that if it's one way there will be a lot of people who ride in the wrong direction on this side of the road. 4. I don't take transit but don't think this will affect transit much from the current road design. General: I hope that in the future, the town will try and consolidate access to the businesses on the south side of the road (car dealership, gas station, etc) so there are not as many driveways that cross the sidewalk and bike path. That's where the danger is - vehicles crossing the path of vulnerable users. I like the raised crossing with median near Elevation Place. I think the three-lane cross section with one vehicle lane in each direction and a centre turning lane is the right roadway design to maintain similar capacity to what's there now while being able to provide space for active modes. It probably won't keep people from complaining about losing car space, but it won't change much. I think the biggest issue is the Town doesn't do a good job explaining how this change still allows significant vehicle traffic while making it much safer for people walking and cycling. Looking at the webpage for this project, there's very little description, explanation, or justification for the changes. Some people will understand, but most won't. And then you get the anti-bike brigade out and you can't control the narrative. To be fair, I really like many of the changes that have been implemented in the past few years to increase cycling and walking safety, the Town has just not done a very good job with communications to the public!

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1/23/2023 06:21 PM

Should not remove 2 vehicle lanes in place of bicycle lanes that only benefit a small percentage of residents for 4 months of the year. Leave 4 lanes. Already bicycle path on ep side that is enough. Regular sidewalk on other side is sufficient. Most experienced cyclists will ride on road because pathway is too slow and pedestrians are also walking on bike path. Spring creek drive is a perfect example of What NOT TO DO!

Screen Name Redacted

1/23/2023 06:26 PM

I generally drive from 3 sisters to downtown 5 days a week. I don't have time to take transit, walk or ride my bike. Just like 99% of the visitors to our tourist town. Town needs to be welcoming to all not just uber athletes and cyclists.

Screen Name Redacted

1/24/2023 08:35 AM

When driving, two lanes are required to keep traffic flowing when turning into elevation place and with back up from the train tracks. I am a cyclist and when you reduce the width of each traffic lane on the road with ridiculous and unnecessary concrete and median structures, you make it very dangerous to be on the road which is a bicycle's right as cars cannot overtake. As a cyclist on the 'bike' paths, they are not mixed use as they are full of pedestrians taking up the whole path and being rude and swearing at me constantly for being where they think I should not be. Absolutely no need for bike paths either side, please add a car lane instead. For walking, there is nothing wrong with the path already in place and crosswalks.

Screen Name Redacted

1/24/2023 08:53 AM

The bike lane is great

Screen Name Redacted

1/24/2023 08:58 AM

I often bike from Kananaskis way to my work on main street. And I'm forced to take a detour through spring creek. This bike path on the opposite side of the road from elevation place would make my bike trip safer and faster.

Screen Name Redacted

1/24/2023 09:28 AM

1- driving is already a bottleneck because of the railroad. I strongly oppose reducing the flow in this area as most of the groceries and big boxes stores are and biking and walking are not an option often. Most of the tourism parking is also on this side of the tracks and I don't believe traffic will reduce because of it. I am a contractor having to carry many heavy tools around in 2 to 3 locations per week. The access to the downtown area is already frustrating at best in the summer and I am not looking forward to more difficulty moving around to service the downtown area. Access to EP is definitely a problem. Mostly when coming out turning left. 2/3- Walking and cycling are not an issue in my view. There is plenty of paths to get downtown and

around. Also, there is plenty of land on each side that the city would have access to do the planned walking and cycling path. 3- I don't use transit. And don't plan too.

Screen Name Redacted

1/24/2023 09:31 AM

1. Driving into downtown, having 1 lane should be perfectly fine. The way the main intersection operates now, you won't have a right turn and a straight through at once, so once lane is adequate. However, I think that leaving downtown needs to be two lanes all the way through railway. The amount of summer traffic backed up trying to turn right onto Bow Valley Trail for the condo's and when a train stoppage occurs.... one lane will completely backup and start to congest roads other than Railway. Not to mention making the left turn into EP or leaving EP will be miserable - for everyone. It's already difficult to left turn from EP now, even in the off season. 2. Walking now I generally choose the side closest to EP because it is wider. The sidewalk on the other side could be wider for sure, and this can be accomplished by removing the one driving lane. 3. Cycling similar, I usually take the side of EP for going into town. For leaving town I avoid the area and go through Spring Creek. I don't think this is a bad alternative. Not many folks are going to the ESSO or car dealerships on their bikes. 4. N/A

Screen Name Redacted

1/24/2023 09:51 AM

1. Think will cause issues in winter with snow. 2 & 3 - I know you have gone for red & white for what path but really it should be shared & this would make cyclists slow down a bit as noticed cyclists ignore most things & think they can run you over, so if mixed, then it's a bit like traffic calming for cyclists! However you have started this colour coding but you know you can't see this when covered with snow? 4. No opinion on transit

Screen Name Redacted

1/24/2023 09:52 AM

1. This will greatly impacted driving particularly when the lanes shrink to 1 just after the tracks. This will create bottlenecks and confusion as to why a lane suddenly ends for no apparent reason. And for that reduction to occur so close to the tracks creates a huge safety concern with vehicles not being able to clear the tracks thereby introducing potential collisions with the train. As a person with a background in traffic safety, this a huge flaw. 2. Walking n/a 3. Cycling....I typically used alternate paths around that area and would avoid Railway Ave. I don't feel that I would use these new paths as the current ones are sufficient. 4. Transit - n/a

Screen Name Redacted

1/24/2023 10:12 AM

This will greatly improve my bike commute to work. I commute roughly 5 days a week for 6 months of the year and avoid this section currently as it is not bike friendly.

Screen Name Redacted

1/24/2023 10:14 AM

This will greatly improve my bike commute to work. I commute 5 days a week over the 6 months of summer on a bike. I currently avoid this section as it is not bike friendly

Screen Name Redacted

1/24/2023 10:33 AM

I like the cycling lanes. It all looks quite usable.

Screen Name Redacted

1/24/2023 10:41 AM

This will impact my travel very negatively. We live in south canmore, and bottlenecking the incoming lane to one lane is absurd. It's already busy here, why are you making things more difficult for drivers? At all times I've never ever seen the bike and sidewalks too busy, but the road is ALWAYS too busy, so, so what's the logic here? Please don't do this to the canmore locals living in South Canmore just trying to get home after work.

Screen Name Redacted

1/24/2023 11:20 AM

This looks great and I think additional bike lanes are a great way to decrease traffic and parking volume. I would be more likely to bike if there were bike lanes. Victoria BC has some amazing bike lanes that are separated from the main road with a curb. I dont think this will effect my experience with driving, walking, or transit but will have a positive impact on cycling.

Screen Name Redacted

1/24/2023 11:43 AM

1. Negatively impacted heavily. As someone with a business that relies on my staff driving along Railway Ave multiple times a day the changes proposed will have a significant effect. The changes to the Bow Valley Trail intersection have already caused delays because there is not enough space for turning vehicles. Fundamentally, the weather in Canmore and needs of its residents results in automotive transport being necessary. During the summer, the BVT intersection is backed up and can take 20 minutes to get through the lights. Without significant changes to parking outside of the downtown core, including the EP lot, the same rate of car use to this area will continue. 2. Unchanged. There were sidewalks available before including a very spacious one on the Elevation Place side. 3. There is already a bike lane on the Elevation place side of the road. It would be useful to continue the bike lane through to main street at the intersection with 8th. 4. Not impacted. Current transport stops are easily accessible.

Screen Name Redacted

1/24/2023 11:57 AM

This is ridiculous! Eliminating vehicle lanes is a catastrophic waste of taxpayer money. This vision you have is myopic and does not consider that CARS are not going away. The bike lanes in every

major centre across Canada are being removed because they are not being used. We live in snow and cold for 6-8 months a year. This will create significant congestion at an already ruined intersection.

Screen Name Redacted

1/24/2023 12:26 PM

1. Driving will be very negatively impacted by the proposed design. The change to largely one-lane will greatly exacerbate the long lines of congestion that occur during busy periods and following train crossings - particularly east-bound in the afternoons and west-bound in the mornings. Commercial vehicles but more importantly emergency vehicles will be impeded significantly more than they are now. There are already huge financial and safety costs to people in Canmore because of the incredibly small area that falls within the Municipal Government Act's requirements for response times and I see this worsening the situation. Things overall are challenging with two-lanes in each direction - with only one, and modal choices not likely to massively shift, this will only get worse with one. 2. Walking will be far better on the south side, but could that not be achieved by widening the existing sidewalks there? 3. Cycling improves the most with the proposal. Do we have the luxury of building this infrastructure on both sides of the road however? Please know I am an avid cycling commuter. 4. Using Transit. Will be impacted the same as car use. Finally, at some-point the rail-crossing has to be addressed and likely a separation will be required. Does this plan and the previous changes to 'The Intersection' on Bow Valley Trail acknowledge or explore that? Are we further painting ourselves into a corner?

Screen Name Redacted

1/24/2023 12:46 PM

I don't drive Great for me as I walk everywhere with 2 kids and at the moment the paths are shocking and not pedestrian/bike friendly!

Screen Name Redacted

1/24/2023 01:51 PM

I am very much in support of extending the bike path on \*both\* sides of Railway Ave. through this section, and also keeping the pedestrian-activated crossing lights near EP.

Screen Name Redacted

1/24/2023 01:51 PM

1. Terribly. This will bottleneck an already busy and bottlenecked area of town, especially during the busy tourist season when millions of visitors rent vehicles and travel to the mountains for recreation. 2. Not change much. I typically use the multi-use path behind Elevation Place to walk through this area. 3. Not change much. I typically use the multi-use path behind Elevation Place to bike through this area. 4. I would imagine the busses will struggle with the constricted traffic flow.



## Screen Name Redacted

1/24/2023 02:11 PM

1. I do not see this having any material impact on my driving experience. I think the two outbound lanes is a good idea for train clearing. 2. This will vastly improve the walking experience on the dealership side of the road. The narrow sidewalk is not welcoming or comfortable for travel. I like the new placement of the crosswalk closer to Elevation Place, makes sense given the improved crossings at the A&W intersection. 3. This is the biggest improvement for me and my family. Current cycling conditions on Railway Avenue are not inviting, especially not when riding with my 6 year old. The improved cycling lanes on the dealership side are welcome, will allow for a nice connection through Spring Creek all the way to Elevation Place or Main Street . 4. Not an avid transit user, but I imagine this will allow for more space for comfortable bus stops and better amenities at them. I appreciate these improvements. We are a one car family and these continued improvements toward other modes of travel continues to make that easier, also making life more affordable for us with the choice to be a one car family. My young daughter continues to ask when she can get winter spikes for her bike!

## Screen Name Redacted

1/24/2023 02:21 PM

I don't know how to imagine my use during either shoulder or peak seasons.

## Screen Name Redacted

1/24/2023 03:04 PM

This will affect my daily driving experience from our restaurant to our storage daily. From downtown to Bow meadows crescent. I do not approve reducing the lanes of traffic on Railway ave, This will add up to more congestion. Already bad when a train passes by. I am not sure what is to final goal for this project. I see more challenges than benefits for this.

## Screen Name Redacted

1/24/2023 05:57 PM

Looks nice, but it will create a dangerous bottleneck. This design depends on NO problems and everything being clear and working perfectly. Unfortunately that isn't always the case and the traffic flow will be chaotic when: there's a traffic incident - stalled vehicle or accident; an obstacle on the road such as lost cargo or debris; a sinkhole or pothole requiring repair; a delivery truck offloading new vehicles to the car dealership that currently takes up one lane; emergency vehicles requiring traffic to pull over to let them pass - to where?; The RR crossing arms are notorious for breaking down. What happens then if your design is in place? Now drivers make u-turns to avoid the blockage. In your design, the medium will prohibit cars from doing this - or will it? I predict, tire rut repairs in the living mediums will be a routine activity and another obstacle. With only one lane, backups will affect roads right into town causing frustration, noise and air pollution; visitors and tourists (and perhaps locals too) who aren't sure where they're going will get into trouble. We already

see cars driving on cycle paths on Palliser Trail and on the BVT. This design provides more opportunity for errant cars to jeopardize more people on the cycle paths (especially on the south side); add in winter conditions with snow and removal operations to the above and we have compounded traffic chaos. I mentioned emergency vehicles earlier, but what happens in a broader emergency if evacuation orders are issued? One lane traffic corridors will not work. The goal of morphing Canmore into a friendlier and safer place for pedestrians and cyclists is noble and worthwhile, but it won't be successful if the measures to accomplish this adversely impact on the flow of traffic. Cars, trucks and vans are a reality that will be a constant in this town for the foreseeable future. We need a design plan to enable all vehicles, cyclists and pedestrians to navigate our town safely, and easily without constrictions and confusing details.

Screen Name Redacted

1/24/2023 06:04 PM

Driving - This will create further traffic congestion going from 2 lanes to 1 lane.

Screen Name Redacted

1/24/2023 07:09 PM

I find the bus stop crossing the bike path very confusing and potentially unsafe. Will there be enough space to wait for the bus with a stroller? Are the bike lanes 2 way or will each bike lane be single direction like a road? If it is 2 way crossing with a stroller or small child to access a bus could be dangerous if there are a lot of bikes or bikes are not paying attention to what is ahead of them. Turning left from the elevation place junction is already quite difficult. Will the pedestrian crossing impact sightlines for this at all? Similarly will the bike lane across the entrance impact this? Is the bike lane 2 way, who has right of way, bikes or cars? Again as a banff resident with small children we like to use the pool at Elevation place and I already find turning left from this exit quite difficult. This plan does not look to be improving this situation.

Screen Name Redacted

1/24/2023 07:19 PM

I do feel that if the town of canmore feels there is enough future or projected bike traffic to warrant bike lanes on both sides of the road and from the plan it appears these bike lanes would support 2 way traffic then this is very unsafe to have to cross to access a bus. Have these planners tried travelling with small children, a stroller, bags, and potentially a childs bike or scooter and then boarding a bus, this is very complicated and stressful already, adding having to be aware of 2 way bike traffic while trying to quickly board the bus would be one too many things and would completely discourage me from using public transport to visit canmore. Much more than the increased travel time by car because of the road narrowing for bike lanes will discourage me from driving,

Screen Name Redacted  
1/24/2023 08:33 PM

This design will continue to make downtown less accessible to locals, with backlogs on a regular day being amplified on high traffic days

Screen Name Redacted  
1/24/2023 11:33 PM

1. Longer back ups with reduced lanes 2. Existing sidewalks are fine  
3. Can cycle on the paths the LIMITED time I cycle 4. No change

Screen Name Redacted  
1/25/2023 06:39 AM

I frequently walk or cycle either alone or with my kids along this stretch. The south side of the road is currently very uncomfortable to walk on as it is narrow and feels very close to the road. Others feel no choice but to cycle on that sidewalk because of the speeds on railway ave. I think this conceptual design will improve perceptions of safety for myself and when I'm walking with my kids (might prevent me from feeling the need to cross to the north side and detour a little!)

Screen Name Redacted  
1/25/2023 06:50 AM

1. Recess the bus stops into the driveway. So that traffic keeps flowing when bus stops. even better, have the bus stop at the EP pull trough parking lot. Imagine being EP a transport hub in 5-10 years. inner medians or grass is a waste of public funds 2.good 3. good 4. congestged intersection at EP parking lot exit. Consider moving public transport parking to ep parking lot ..?

Screen Name Redacted  
1/25/2023 09:33 AM

It would be nice to see a larger close-up of the area. What are the long blobs on the road, crossing the RR tracks??

Screen Name Redacted  
1/25/2023 10:12 AM

Most important is moving pedestrians away from fast/huge cars. People will complain about lane reductions for cars which could increase congestion.

Screen Name Redacted  
1/25/2023 10:14 AM

most important is move pedestrians away from cars. People will complain about any lane reductions for cars.

Screen Name Redacted  
1/25/2023 10:52 AM

It would appear that access from/to the provincial building would be routed to the EP entrance. This will cause more delays and unnecessary idling of vehicles while waiting to exit the area. Taking away business access is not in the best interest of the community. Walking and riding does not seem to be affected with this design.

Screen Name Redacted  
1/25/2023 11:27 AM

It looks like the West bound lane merges form 2 to 1 lane very quickly after crossing the tracks. This will cause issues and back up traffic. It's difficult to tell from the plan, but if busses stop by Elev Place, that

may cause traffic to back up as well. When I reviewed these plans, it looks to me to be very similar in design to the intersection where Railway & BVT meet. While clearly designed for ped & Cycle safety and convenience, this intersection has caused confusion and difficulty for drivers, who represent the majority of those entering the town (visitors) and those navigating through the town. This has caused an increase in traffic through SCMV as people try to avoid this one-off intersection, that is completely different from all other intersections drivers encounter in Canmore and beyond. In terms of cycling or walking, I'm sure this plan improves those methods of travel, but at the expense of vehicle travel. I realize that is the goal of administration, but I don't believe it's shared by the majority of residents. Canmore is a winter resort town, and as we've seen in other AB cities, creating and maintaining bike lanes in the winter is a great expense for relatively few year-round users. I would be far more supportive if cyclists were required to contribute through licensing, which would also allow enforcement as it's common to see cyclists run through intersections and ignore posted traffic signs - without any fear of a fine or enforcement. These changes are a big shift in what people are used to, primarily in the favor of cyclists, and it's not unreasonable to expect a similar shift in how cyclists are managed.

Screen Name Redacted

1/25/2023 11:36 AM

1. Please don't reduce the number of vehicular lanes going onto main street. I do not agree with this plan. 2. Walking and cycling - i do not agree with putting a cross walk at the EP entrance. I feel it is more dangerous to cross there instead of at the intersection and/or by the path to spring creek. I would rather cross near spring creek and walk on the path on the east side of the road then stay on the west side and cross later. 4. Will make vehicular congestion so affects transit as well causing longer commutes

Screen Name Redacted

1/25/2023 12:05 PM

Shutting Railway Avenue will have an adverse affect on me and my business in all modes of transportation proposed. Biking is a 2 month seasonal activity and does not take precedence over the 4 lanes we currently have.

Screen Name Redacted

1/25/2023 03:31 PM

Driving: I think this will create a very confusing and frustrating travel route for drivers. It seems needlessly complicated and ever- changing lane allocations will be a stressor that can and should be avoided.  
 Bikes and Walking: I see no reason pedestrians and cyclists cannot share ONE pathway. Easy enough to stipulate bikes on the left for example and walking on the right. It is excessive and unnecessary to create dedicated lanes for walking and biking. If the issue is etiquette ( as we see in other situations in town) then re-education is needed not expensive and excessive paved lanes. Transit: It seems that

buses will have more issues in my mind as they dodge the various lane changes, no right turn on red and other such traffic flow impediments we already see in town.

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1/25/2023 03:42 PM

Driving: Most traffic congestion is caused in summer by visitors and part timers coming into town and very few if any come on bicycles. Therefore, Railway avenue being one of the main thoroughfares, we cant afford to lose the 2nd lane for vehicles for some hypothetical cause - to accommodate bikers and walkers. Walking : The sidewalk between Bow Valley Trail to Safeway is perfectly adequate for pedestrians at this time. We do not need a separate one way ( each way) walkway for pedestrians? Cycling: The existing pathway from Bow Valley Trail to 17th Avenue (behind EP and Save On along the railway ) is designed to accommodate both bicycles and pedestrians and to date is perfectly adequate to accommodate both. Many times in the summer this pathway is NOT heavily utilized and it can be accessed from numerous points along the way.

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1/25/2023 05:09 PM

As traffic in our town continues to increase (hopefully in tourist visitation and likely in population), if I'm understanding the proposal correctly all I'm seeing is a decrease in travel lanes for motorized vehicles - cars, vans, suvs, commercial delivery trucks, buses (including town transit), etc. rather than the much needed increase. It also appears that various sections of the road are being completely wasted. Huge negative impact on driving and transit, positive impact on cycling with additional cycling lanes and no impact on walking as it really doesn't matter what side of the street one walks on. Given that our cycling season (the main group to benefit) is only half of the year I can't support such a major change affecting motorized vehicles for all 12 months of the year. Two lanes of vehicle traffic in each direction is needed, could do one bike lane with flow in both directions and one walking lane with flow in both directions.

#### Screen Name Redacted

1/25/2023 07:27 PM

There is no reason to change Railway Ave in any drastic manner. The town solving a problem that does not exist. Restricting a very busy downtown road is outrageous, short sighted and disconnected with the current needs of the community (as was paid parking). These continuous municipal missteps are a huge detriment to the downtown core. Taking lanes away is dangerous as it will cause significant and sustained congestion along with countless other negative impacts. This proposal will undoubtedly delay emergency response vehicles to a large number of Canmore residents. This group of citizens includes the particularly venerable community members in the Seniors Lodge. It is also a waste of money in an already bloated budget. Please fix/widen the sidewalk on the east flowing direction, define a bike and

walking lane on the Elevation Place side, limit left turns where needed and remove the snow regularly and properly. Then the town should focus on more important/relevant issues that positively affect the residents of the community such as fixing the dangerous cliff side sidewalk that exists between the Rose and Crown and Springcreek bridge on Main Street. Did I mention removing the snow. Lets get back to the basics!

Screen Name Redacted

1/25/2023 10:03 PM

Love that you are considering a cycle lane on this section as there is currently a larger drop off on the side of the street by Esso and its hard to ride and feels dangerous in the traffic. As someone who bikes a lot the biggest issue with the mixed use paths where the red bike lanes are right next to the pale grey walking paths is it is not at all obvious to tourists that they are wandering around 4 people spread out taking pictures right on the bike lanes. The bike lane marking should be way more obvious that it is a bike lane. They are currently just dangerous round town. I have biked in many cities and it seemed to work better when the bike lane was part of the road but had a small curb so it kept cars out of the bike lanes. This would also teach bikers how to actually ride according to road rules like they are supposed as opposed to in this town teaching bikers that they can act like pedestrians and do what ever they want. Bikes should follow road rules - keep them on the roads and make it safe for them to do so. The red bike path near the Malcolm hotel is an example of how ridiculous they work in this town. You go on the red path towards the Malcolm on the right side of the road- it takes you across the road in front of the Malcom Hotel and then spits you out facing traffic on the wrong side of the road.

Screen Name Redacted

1/26/2023 08:25 AM

Regarding the pubic consultation process: (i) the supporting documents are unclear and make it extremally difficult to gain a good understanding of the projects key variables (ie revised traffic capacity) and how this will affect me as a resident of Canmore. (ii) the scope of questions asked by the town in this consultation process (ie travel experience) seem limited in scope and do not seem to address the full project impact (iii) considering the scope & impact of the proposed project I am surprised to have initially heard of this on CBC and not in our local paper - I am also somewhat surprised by the limited consultation timeframe Feedback on specific questions: 1. Driving: I believe this will significantly increase congestion and I have concerns on (i) increased CO2 emissions due to idling time (ii) livability of Canmore as a full time resident. My questions to the town are: - What are the anticipated increased CO2 emissions from additional idling due to congestion (CO2 tonnes eq/yr)? - What are the projects excepted constructions emissions (would prefer to see full life cycle emissions in CO2 eq) - Have traffic studies been

performed to estimate increased transit time? - RE: Already completed Benchlands Tr lane reduction: (i) Have studies been conducted to measure the actual increased transit time & increased CO2 emissions due to idling time (ii) increased pedestrian use pre / post lane reduction? (iii) decreased vehicular use pre / post lane reduction? (iv) how did (ii) and (iii) compare to project objectives? 2. Walking - I walk along this route daily and have no concerns with the current infrastructure; I would prefer to see the monies spent on ice removal in winter to make it safer 3. Cycling - I cycle along this route routinely in the summer (never in the winter) and have no concerns with the current infrastructure. 4. Transit - I rarely take transit and have no opinion From a project / capital allocation perspective I would be interested in improving my understanding with: - What is the cost of the project and has a cost benefit analysis been performed? - Has there been any public engagements where residents expressed a wish to spend taxpayer money on this project or is this a town initiative? - If so (to above) what are the drivers for the project? - I had heard a comment from the town that removing a lane of traffic will not decrease vehicular capacity - as this is counter intuitive I would be interested to see study that confirms this. I hope my feedback is well received and I look forward to receiving information back from the town  
jdbezanson@gmail.com.

Screen Name Redacted

1/26/2023 08:54 AM

Will the railway tracks be leveled so it isn't so hard on equipment (vehicles) crossing? Moving the crosswalk, how will that make it easier for traffic to access EP and exit or make it more challenging? I like that less chance of vehicles getting rear ended making a left turn into EP. What has been thought out when a very long train goes by and how will this new plan deal with the backlog of traffic? While the traffic is backlogged, how do emergency vehicles get through quickly? Will this improve the transit keeping to their schedules? I look forward to esthetically a pleasing look and easier to walk and ride a bike in this section.

Screen Name Redacted

1/26/2023 09:04 AM

Non-resident resident - when visiting Canmore I prefer to park at edge of town and travel by bike. Expanded bicycle lanes, separated from traffic and more room between bikes and pedestrians will make for improved cycling walking modes on Railway Ave.

Screen Name Redacted

1/26/2023 09:36 AM

This will be a tremendous improvement for cycling and walking. Yes please to these changes! I'm wondering about the access driveways to the businesses on the south side though - how will those conflict zones be handled with regard to the new wheeling lane? Hopefully green paint, elephant feet marks, bicycle symbols and new signage

indicating where bikes have the right of way? I cycle and also drive and I know the street design impacts the speed people feel they should be driving at. I believe these changes will naturally make people feel like driving slower, which is a good thing as it means less deadly collisions. If there is any change to vehicle travel times, I expect it will be minimal and is acceptable to me!

Screen Name Redacted

1/26/2023 10:12 AM

To whom it may concern. After speaking to your representative at the open house I like to just put this in writing and use this opportunity to raise my concerns about the Railway Avenue Street update. Too short of designated left turn lanes or some right turn lanes is a concern due to high volume entering and therefore blocking lanes going straight. We already seen that many times with the A&W intersection were the right turn lane is insufficient turning from Railway into bow valley trail. This scenario has become quite annoying and frustrating to drivers. When the room is there we should use it for those intersections otherwise a backup is created and frustrating other drivers going straight. Merging lanes from 2 into 1 should be longer to give drivers more time to merge. Otherwise I like the bike lanes who are useful for 3-4 month a year. My biggest concern are more places or trails to maintain and clean for a safer biking experience is already nearly impossible and very bad in the winter. I like green spaces in between lanes and bike paths but no maintenance and lots of gravel make these places dirty and unsightly when not well maintained and cleaned regularly. Therefore I discourage these places since they will be costly and hard to clean. We see this already partially on the trial version off the bow valley trail, where the grass is not visible anymore, due to gravel, covering it entirely. This I can see all over town and it's unfortunately, and it seems to be a major problem in this town. We should not forget that this is a mountain town and there are hundreds of thousands of people coming in with cars every year and with growing numbers like Calgary for example It will be a challenge. We have no trains or busses to bring those people here so they will come with cars. Roads are always going to be an issue and if these roads are not well planned, we gonna see a lot of chaos in our little beautiful mountain town. We also should not forget that north American people are not like Europeans, and changing a mentality that everybody comes with bikes and trains is nearly impossible, unless we have trains or buses to bring those people here. I sometimes think that the town seems to forget that we are a tourist town and when I come into town I can't see that. The winters are too long. The summers are too short. The season is not enough to enjoy what you design. Thanks for listening.

Screen Name Redacted

1/26/2023 11:02 AM

Cycling - slight improvement for cyclists coming to/from Spring Creek area by the tracks. Is the crosswalk at the entrance to EP going to be



a rideable/multi-use crossing? Is there a possibility of a crossing closer to the tracks to access the pathway behind EP from Spring Creek? That would be great for walking, too. This design will improve the driving experience, for sure.

Screen Name Redacted

1/26/2023 11:41 AM

The idea that this is somehow going to help vehicle traffic move is absurd. The roadway going towards cougar creek is constantly plugged and backed up from vehicle traffic, and this is going to make that worse. Prioritizing foot and bike traffic is irrelevant for half of every year due to weather. Think about all the people sitting in their cars crammed into those smaller/inaccessible lanes, what will they be thinking about waiting to get through that intersection? They'll be thinking, "boy I hate the people who plan this town" and that will directly affect your positions going forward.

Screen Name Redacted

1/26/2023 12:38 PM

Driving - Not in favour - I understand the 2 current lanes will be reduced to 1 lane. This is certainly going to impact traffic especially during the high seasons.

Screen Name Redacted

1/26/2023 12:40 PM

Enough bike lanes. Should be two road lanes each way plus turn lanes. Wider sidewalks

Screen Name Redacted

1/26/2023 01:14 PM

1. I feel like this will have a negative affect on driving, this area backs up considerably already and will be even more challenging to navigate with a car in this area. During construction this will be even worse. 2. I think this will have a positive impact on walking as the trail system just comes to a dead end here, and it's very challenging and unsafe to navigate. 3. I think this will have a positive impact on b as the trail system just comes to a dead end here, and it's very challenging and unsafe to navigate. 4. I do not currently use transit.

Screen Name Redacted

1/26/2023 01:38 PM

Driving: I am glad to see two lanes heading toward the BVT as this can get quite backlogged, especially during peak season and trains. I avoid driving this road in peak season, so will continue to use BVT or the two exits as I live on Railway north and work in Elk Run industrial. Walking: With this new proposal, I would be more likely to walk this route. I rarely walk along the side opposite to EP since the traffic moves quickly and it is quite narrow. Cycling: Since I live on Railway Ave. and often bike to work in the warmer months, I currently avoid travel on this stretch of road and use the Spring Creek route or cross to BVT to avoid it due to traffic and narrow road. I may use it more with proper bike lanes, but not sure it is needed on both sides. I adjust my route on BVT to be on the bike path and would be ok to do so on

this stretch as well. A concrete divider to separate the bike lane from the sidewalk would be a good addition, in my opinion. Many people do not adhere to the red/grey markings and just walk on both. Transit: I use Roam a few times a week for work, particularly in winter, so this new layout wouldn't adjust my plans for this.

Screen Name Redacted

1/26/2023 02:03 PM

The median in the road seems like wasted space, reducing the west bound "in to town" lanes to 1 lane just seems like traffic will back up heavily. Perhaps bike lanes could remain on just one side like current status?

Screen Name Redacted

1/26/2023 02:23 PM

The sidewalk from A&W past the dealership and into town is not great, but there's already an excellent paved pathway that goes along the other side of the road (right beside EP, and also the one beside the grocery store), so there are already a number of decent walking & cycling options. From a driving perspective, I am totally opposed to turning this into effectively a 2 lane road. That will be awful. Please do not do that.

Screen Name Redacted

1/26/2023 02:42 PM

Walking and riding a bike are great, but I think its important to remember that Railway ave is the main route to access EP and grocery stores. Two places that many require a vehicle to do so. Especially with the town expanding further to the East in Three Sisters, more and more people need to drive into this area for their jobs, groceries, recreational activities. Not all of us live in South Canmore and can walk and regularly avoid these points of increased congestion. Canmore is getting more busy, not less so pinching off traffic into one lane, denying the ability to turn on a red, and building intersections that take a much larger footprint than needed (and subsequently shrink the lanes that access them) is making it harder and harder to get oneself and one's kids to places they need to be. Canmore is a quite a spread out town for the size of its population. Bike accessibility is hugely important but can it not be done along routes/roads that don't make the regular coming and going in and out of the railway ave area more challenging and time consuming? I haven't heard much if any positive feedback about the new intersection at A&W so would suggest that pursuing that model on future projects may not be the direction the citizens or visitors of this town will want.

Screen Name Redacted

1/26/2023 03:42 PM

Pedestrian road crossings should be raised to curb height to slow traffic and improve visibility of pedestrians using the crossing. I like how tight driveways are at the bike lane curb. The driveway to the rec center could have its turning radius tightened. Maybe an island in the

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middle of the driveway?

Screen Name Redacted

1/26/2023 04:54 PM

The plan still results in a bike infrastructure that dead ends before getting downtown and does not segregate pedestrians from bikes. Most people do not adhere to lane designations for cyclists or pedestrians. The inconsistent approach to bike and pedestrian traffic across the town causes confusion and results in people not understanding or obeying the rules. Significant vehicle congestion is inevitable, and emergency vehicles will be impeded. Idling cars will increase vehicle emissions. Requiring drivers to change lanes several times in the space of only a few blocks increases the risk of collisions. Transit will suffer from even greater delays than normal delays as busses will be stuck in the same vehicle traffic as cars.

Screen Name Redacted

1/26/2023 05:36 PM

Absolutely love this. Research shows that improving safety and design for pedestrians and cyclists reduces injuries and collisions for ALL road users, including vehicular. Connecting this infrastructure throughout the town will be a huge win, for safety, environment, visitor experience.

Screen Name Redacted

1/26/2023 06:02 PM

This is a massive improvement. It appropriately prioritises walking and cycling, while recognising that induced demand means it's impossible to build your way out of congestion. Of which, let's be honest, Canmore has very little congestion. My only criticism is the existing overhead pedestrian light is located at a relatively intuitive location. It's removal may increase travel times for pedestrians, but they are being directed to higher quality crossings, which is good.

Screen Name Redacted

1/26/2023 06:03 PM

Generally a good design from most users perspectives. My only concern/question is over a left or east turn when exiting Elevation Place. At present it is difficult at busy times and the line of sight is obstructed due to the poor placement of the "Elevation Place" monument ! This needs to be addressed. The plan as presented does not appear to have a 3rd lane on R/W ave. to allow an east-bound merge. Such a lane was I believe was incorporated in the preliminary design. Also have discussions been held with the car dealership where presently car transporters unload when parked on R?W ave ?

Screen Name Redacted

1/26/2023 06:11 PM

It will be great to connect cycling infrastructure to the existing paths near Bow Valley Trail. I hope this will encourage more people to use active modes through this area of Canmore

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Screen Name Redacted

1/26/2023 06:53 PM

Not excited about the back up traffic this create. its hard enough to get from A to B, and over the bow river in this town as it is. Not convinced that your ideology to make it harder for vehicles will detour people from driving downtown.

Screen Name Redacted

1/26/2023 06:56 PM

Where is the intercept parking lot going to go? How can we plan anything to do with our future infrastructure without seeing the big picture? Where are the vehicles from Calgary, or tourists from all over the world (who have little choice but to arrive via car), going to park in order to switch to walking/biking? Virtually everyone arrives here via car and that will not change even with a far fetched train service that won't provide a robust park access. While there has been some growth in other modes of transport locally, vehicular traffic has seen the largest growth. Why are we not planning how to deal with this? Elevation Place is full to the point where we can't find parking on a weekday to use our own recreation centre/library and it cannot be used as the sole intercept parking lot and should only be focused on EP user parking. What is the plan for vehicles, and why are we limiting vehicle capacity on our major arterial roads when we don't know where they will be parking in the future? Is the goal to have gridlock backed up to the exit ramp so people don't stop and just pass by Canmore? Or do we have a plan for parking in close enough proximity to the downtown core to allow for walking/biking to restaurants/shops/events. If so, where is the future parking planned and are we focusing solely on vehicular travel to the parking lot with pedestrian/cycle traffic elsewhere. If not, why not? Without knowing the big picture, there is very little valuable input that one can provide in regards to this specific plan. Why is Walking/Cycling being encouraged and incorporated into driving infrastructure when every other resort town attempts separates the two? The walking/cycling trail should be moved to the opposite side of the commercial buildings, with access to any of the commercial lots from the back, away from vehicles, roads and vehicular entrances. Why are we encouraging modes of transportation that are inherently dangerous to each other, to be incorporated together? Would you rather ride/walk next to and across roadways, or would you rather ride/walk on a completely separated access, that doesn't slow vehicular traffic, is far safer, faster and still allows access without competition? Why not build a trail nearby the one depicted south of the commercial parking lots with access to the businesses from behind? Same thing on the north side? Why have hundreds of people walking/biking across the EP Access road instead of moving the walking and biking path behind EP and the courthouse? It would provide a faster, safer commute for those walking/biking without the danger of crossing active roadways, and wouldn't inhibit vehicular traffic. If you look at whistler, you'll see vehicle centred roads accessing parking lots from the highway and then walking and cycling paths providing access to rest of the town,

with very limited vehicular access. These walking/biking trails are along completely separated routes, with little to no vehicle access. Why not focus on a separated approach instead of this dangerous, inefficient one?

#### Screen Name Redacted

1/26/2023 07:10 PM

1 Driving going down to a single lane on main road way will cause more congestion and traffic flow won't move smoothly. Cause more accidents and more road rage because individuals will become impatient and possibly more pedestrians getting hit as well. 4. Using transit- there will be a delayed around town because of any congestion that is going to happen and so it going to in packed individual schedules for work and or any other plans; especially in the summer with the heavy amount of traffic from tourists. It's already a struggle with bus running behind due to traffic

#### Screen Name Redacted

1/26/2023 07:21 PM

My primary mode of transit is cycling. This plan will greatly improve my transportation experience around town and make it infinitely safer. Ensuring that there are wider sidewalks on each side of the road is a fantastic design feature that will make walking a better and safer experience as well. When using public transit, the only hiccup I can think of would be that bus times would have to be adjust as on driving lane is being reduced. If there is an accident in one lane, I can see it being tricky for busses to circumvent such a situation and keep their schedule. I rarely drive in town anymore, so I would just alter my expectations of transit time (allowing more travel time) knowing that one lane is reduced. Making this road single-lane for car traffic is a great design feature that will slow traffic down, making all forms of transit automatically safer. I think that this is a wonderful design.

#### Screen Name Redacted

1/26/2023 07:48 PM

It will make it so much easier for me to get around by bike. This section is one of the trickier ones to navigate as there is so much traffic and I'm not comfortable riding on what is clearly a sidewalk. I don't drive unless i have to and i don't think this will have any impact on my walking. I just hope the bike lane /pedestrian signals are improved from BVT/RT avenue. Can they simply be timed to the lights so that I can continue riding instead of having to wait for the next set of signals to come around? I also often see pedestrians standing there waiting for the light to turn, but only the bike light goes on, and then they get stuck in the center of the road because they think they can go, but the bike light is super short, and they don't know what to do and are confused. Also, i would love it if the signal buttons were placed as close to the pavement as possible, rather than a yard away from the path as it can be hard to reach from a bike.

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Screen Name Redacted

1/26/2023 08:00 PM

It would be great if the bike symbol was somehow made permanent in the red pavement, and a walking one in the grey rather than those stickers that came off. I hate dinging at people when they don't know what the rules are, but I also want to use my designated lane for it's intended purpose, biking. Also, maybe some signs saying "entering high traffic/mixed use zone. SLOW DOWN" might be nice, but i don't know if anyone would read them. Certainly not if they're already going too fast. :)

Screen Name Redacted

1/26/2023 09:06 PM

Sophisticated European design. Visitors from the continent will feel right at home. People who live here will love it too.

Screen Name Redacted

1/26/2023 09:16 PM

1. Driving will be slowed slightly, but smoothed significantly. This design addresses two major causes of traffic flow disruption: eastbound left turns into EP and westbound lane switching approaching/at the Main St intersection. This design will also be easier on drivers by combining the EP turn and crosswalk; by making the left onto Main a choice (rather than forced by previous lane choice); and by making turning intentions clearer with turn bays. This will be particularly helpful in reducing impacts of visiting/tourist traffic. Eastbound queuing for train crossings should be largely unchanged. Westbound traffic at the rail crossing may be confused by the merge. It may be worth marking the road as 1-lane all the way from the BVT intersection. Traffic exiting EP and turning left will have an easier time due to reduced vehicular travel lanes and (potentially) being able to use the turn bay to cross the westbound lane then merging into the eastbound lane. 2. Walking will be vastly improved on the south side. The sidewalk gains separation from the vehicle lanes, which will improve perceived safety and reduce splashing. Frequent sidewalk grade/slope changes due to vehicular accesses could cause issues for accessibility and snow/ice clearing if the sidewalk is not kept at the same grade across all these accesses (raised crossing). Walking will be slightly improved on the north side. The additional width and use/mode separation from a dedicated bike lane will reduce bike/pedestrian conflicts. The crosswalk relocation will improve crossing safety. The addition of a protected median refuge improves perceived safety. The reduction in vehicular travel lanes will prevent inside-lane vehicles from blocking the view of the crosswalk/users from outside-lane vehicles. The new crosswalk location is also located along a straight (rather than curved) section of road, which will improve visibility of users. 3. Cycling will be vastly improved. Even as an avid and seasoned cyclist, the current state of Railway is unusably unsafe for cyclists. The addition of dedicated cycling lanes makes this an excellent route to access locations along Railway and into downtown. The connection to the Spring Creek paths completes this cycling connection not only for Spring Creek, but also for South

Canmore and across-River neighbourhoods when connection via Main St is unsafe/unpleasant (which is often when Main St is opened to car traffic). Cycling paths along Railway provide an alternative access for east-side Railway locations (groceries, etc) in addition to the path along the tracks. This is especially helpful if riding to locations on the north end of Railway (JK, new Eclipse, etc) because it avoids the need to cross the Safeway parking lot. More notably, the paths along Railway provide the first proper cycling access to west-side Railway locations (Shoppers in particular). Dedicated cycling paths can substantially improve winter cycling connectivity. Especially in winter, the separation from vehicular traffic is key for safety and user comfort. Dedicated, paved paths can also be maintained in winter (snow clearing.) 4. Using transit will be slightly improved by not getting splashed as much while waiting at the eastbound stop.

Screen Name Redacted

1/26/2023 09:37 PM

I foresee travelling on Railway Ave by car becoming more challenging and frustrating to a critical area of town that houses necessary services. I foresee walking and cycling to be no different currently offered levels. I foresee transit travel to be mildly improved under the proposed framework. While I understand the attempt to manage future levels of traffic to these areas and not forever catering to vehicles that an attempt to restrict or reduce from current levels is shortsighted and problematic.

Screen Name Redacted

1/26/2023 09:54 PM

I am so excited to see bike lanes on both sides of the road and a way to cross right by EP. It is very difficult to turn right onto railway av when leaving EP by car. Is there a way to improve that?

Screen Name Redacted

1/26/2023 10:17 PM

1 Why would we reduce to three lanes and create more congestion - this will be horrible on weekends and whenever trains cross. 2 Maintenance is more important than creating a different path. 3 I am not going to cycle regularly via this route from Rundview or Peaks. This will impact everyone in those neighborhoods negatively. It is not reasonable to expect people to choose to do their groceries, etc. by bike from those neighborhoods, especially with the complete absence of maintenance. 4 Will not impact my transit experience.

Screen Name Redacted

1/27/2023 12:48 AM

1. Bottlenecks = slow travel. 3. Fabolous biking.

Screen Name Redacted

1/27/2023 07:05 AM

This will bottle neck emergency services. I live on 3rd St and am an on call emergency worker. I will have to drive back to three sisters in order to get through town in summer. It's already extremely difficult to avoid the a&w lights which are an unmitigated disaster. People

will get delayed vital treatment because of poor planning and insight and the consequences of that poor planning and follow through will land squarely on the planners head.

Screen Name Redacted

1/27/2023 08:08 AM

Driving: less worry about pedestrians slipping off of sidewalk into traffic, better visibility of crosswalk Walking: I will use the route more often, whereas previously avoided it Cycling: it is now a viable route, not safe for man or beast previously Transit: unsure

Screen Name Redacted

1/27/2023 08:38 AM

1, 2, 3, 4: Negative. The turn in and out of Elevation Place is already a serious problem for pedestrians and vehicles. This plan does not appear to address this. In fact, it looks like it will choke traffic down to a single lane, and make it far worse. Railway Avenue is a major cross-town traffic artery. Reducing lanes and tightening flow is NOT going to help improve the flow of traffic, or make it safer for pedestrians. I support the general idea of better pedestrian and bike access totally, but this is NOT the way to do it. It's incredibly frustrating to see this honestly, no learning at all from the Shops disaster.

Screen Name Redacted

1/27/2023 08:59 AM

Living in the three sisters I mostly drive to town and this looks like it will make my driving experience much worse in similar ways to the new intersection.

Screen Name Redacted

1/27/2023 09:04 AM

This will impact me negatively. The design is not well thought out.

Screen Name Redacted

1/27/2023 09:13 AM

When will the town listen to peoples comments regarding the infrastructure that is being put in place. Ever since the introduction of the intersection at the Shops of Canmore that makes no since I have seen traffic backed up to the Spring Creek Traffic Circle. This will further congest traffic trying to enter town. Why would you even attempt to reduce the lanes, to accommodate more walking and bike traffic. I got an idea, take a count of how many people drive down railway ave vs the amount that bike and walk. I am sure walking and biking are around a 100 while vehicle usage is over 1000 daily. We have a perfectly decent path on the North side. With no other resources to Park where are people and their vehicles supposed to go.

Screen Name Redacted

1/27/2023 09:17 AM

You need to rethink the intersection at elevation place. The facility's large sign out front blocks the view of the driver when looking left, while the forest blocks the view of the driver looking right. It is very



hard leaving this facility as it is due to traffic congestion combined with pedestrian and bike traffic. Turning the traffic into one lane each direction will only compound the problems with using this intersection. As a regular user of this facility, I am certain the new design will not make it safer but actually more dangerous not only for pedestrians and bikers, but also motorists. This is not a well thought out plan.

Screen Name Redacted

1/27/2023 09:25 AM

Fucked

Screen Name Redacted

1/27/2023 09:25 AM

What the town has done to the intersections especially by A&W is criminal. Stop making the town difficult to move around in.

Screen Name Redacted

1/27/2023 09:27 AM

That intersection really sucked. Plz don't do anything similar.

Screen Name Redacted

1/27/2023 09:54 AM

Coming form Cougar creek, going down to 1 lane will make my driving even worst than it has already been made by the A&W intersection. It will increase my travel time and idling. The design will not improve my walking or cycling since there is already sidewalks and bike paths along this road as well as behind EP which is the one I always use. What would make walking and biking better is a nicer connection from the path behind EP onto and across/ around the 3 grocery stores parking lots (these currently poorly place curbs) Walking and biking does not all have to be along Railway avenue - use what's already in place, do not remove any car lanes.

Screen Name Redacted

1/27/2023 09:55 AM

This is insanity, we already have a traffic issue in town , this will just move the traffic lineups elsewhere, out onto bow valley trail. We want to move to a greener world but by switching to biking infrastructure will not make it so! The council has been led down the garden path here. This is the entry to town we need to have a better plan, that allows for the traffic to enter peacefully, for the proposed plan to work you need intercept parking built on the outskirts of town with an RTD system that runs every six to ten minutes to shuttle people down into town, and we have neither of these, we are putting the kart before the horse ! We can do better, do not exacerbate the mistake of the railway bow valley trail intersection but doing this ,. Think again

Screen Name Redacted

1/27/2023 10:41 AM

I don't use transit. Biking will not be impacted I have no issues with biking here as the road is wide enough and I am comfortable in traffic. The winter is challenging regardless as the towns snow removal on both pathways and streets is sub par. This will significantly impact

driving. I would in some cases be forced to use the three sisters parkway to get out of town. This section of road is consistently backed up in both summer and winter due to volume and train. This will create a grid lock situation. Traffic flow through this area needs to be facilitated not restricted!

Screen Name Redacted

1/27/2023 10:42 AM

Driving. Too much construction. Nobody happy except construction workers.

Screen Name Redacted

1/27/2023 10:50 AM

Fewer lanes mean more traffic backed up. I live too far to cycle (from three sisters) every day for things like groceries etc so the biking and walking lanes so not really apply to me. I see people using the sidewalk though i never see it overcrowded with pedestrians. I do not see good reason to expand walking/cycling and reduce vehicle lanes. Perhaps planners can look into subdividing the existing walking lane to make cyclist only lanes?!

Screen Name Redacted

1/27/2023 11:14 AM

Please do not proceed with this, I have some serious concerns

Screen Name Redacted

1/27/2023 11:19 AM

Driving

Screen Name Redacted

1/27/2023 11:27 AM

If I'm reading this concept right, it looks as though there is a reduction of the road lanes to 3 in total? Any reductions to vehicular traffic in this area will diminish the overall experience of being in Canmore. I'm a cyclist, and love commuting by bike, but we are not the right place to think that taking a lane away will enhance the Canmore experience as a resident or visitor. Leave primary arteries like Railway Ave as is and create bike/pedestrian friendly nodes adjacent like in Vancouver. We need to move vehicles through our town as we do not have mass transit from Calgary or BC (as a tourism destination this is critical to consider as our visitor make us uses passenger vehicles at this time), intercept parking or other critical solutions in place for a practical transportation system... so these concepts very much putting the cart before the horse. It is not good planning to limit roadway space for cars until other tools are in place - the sequence is wrong. Of note, this concept design is poorly labeled and hard to read. It makes providing useful/productive feedback challenging. There is no cross sections A & B identified as noted in the preamble and the detail is too small to view (my eyes are younger and good). For example, what does the red dotted line mean? Where is the light grey sidewalk? Is that the teeny tiny sliver nearly impossible to see alongside the red line? Please start again and expand the concept,

identify eastbound & westbound road lanes, etc.

Screen Name Redacted

1/27/2023 11:32 AM

Great to increase the safety of cycling and pedestrian and increase the focus on environmentally friendly transportation.

Screen Name Redacted

1/27/2023 12:01 PM

Appreciate the connection with the cycling lanes from the Bow Valley Trail intersection - currently this is challenging to navigate. I personally found the changes to the Benchlands Trail intersection changed my behaviour in that I started to use my bike more from Cougar Creek to downtown, and I expect that the improved cycling facilities will encourage me to use my bike even further in these areas.

Screen Name Redacted

1/27/2023 12:08 PM

Walking: With this plan, I see no difference from the existing arrangement. I walk this section several times a day and have never had any problems with it. I would say there needs to be better lighting though. Driving: I foresee significant traffic back ups. I work at the Provincial Building as a first responder and we often travel this route for emergency access to the Alpine Hangar (we have and use emergency lights/sirens). Our response times were significantly increased and made more dangerous to ourselves and the public (we are required to weave through traffic if there is any progress to be made) with the intersection upgrade at BVT/Railway. I see this next phase as limiting this even more and causing even more risk to us and the Public. Cycling: I also cycle this route and find the existing trails (either behind EP or into Spring Creek) more pleasant and safer. I have no need to cycle Railway Ave proper. That won't change with the new design. Transit: I can't comment, I don't use transit.

Screen Name Redacted

1/27/2023 12:09 PM

Anything that removes existing car lanes will only increase traffic. Much of the traffic through this corridor is through town or coming into town traffic. Congestion leads to angry impatient drivers which leads to incidents. Bike and walkways are great, but they do not work for people driving through the intersection to their destination, there needs to be room for drivers or there will be major backups.

Screen Name Redacted

1/27/2023 12:24 PM

Thus will be a screw up. If it's even remotely close to the other intersection it will be a fustster

Screen Name Redacted

1/27/2023 12:24 PM

More traffic More taxes Not needed

Screen Name Redacted

1/27/2023 12:28 PM

Much more comfortable and feeling safer when walking and cycling!  
More pleasant when driving - less car dominated streetscape.

Screen Name Redacted

1/27/2023 12:32 PM

1. Driving: It will be an exercise in frustration. Given when there is now a train the traffic in two lanes is backed up past the Drake intersection, I can't even begin to imagine how it will be when this is reduced to one lane

2. Walking: there are pathways already on both sides. I see no issues as it stands now.

3. Cycling: On the EP side there is a good path for cycling already. Harder on the S side of Railway as the road is not in good condition with build up of gravel and tight for cars. The new design will provide better bike paths which won't be used in the winter months or by tourists who have arrived in their vehicles with no intention of cycling. No body, especially tourists understand the color coded walkways and that's a disaster waiting to happen as presently everyone walks and cycles in both lanes.

4. Using transit, I can envision being stuck in traffic on the bus as the line up goes all the way back to 10th intersection.

Additional Comments: Merging into one lane west bound from Bow Valley Trail intersection onto railway will be an absolute cluster and I can envision vehicles blocking the railway tracks and further blocking the lights as there is no room for flow. They already do that now on the Eastbound side. Countless times I have seen vehicles stopped across the tracks. New traffic lights on Bow Valley trail are the talk of the town and all for the wrong reasons. I constantly see people turning on the red arrows. People also are looking up at the lights and not out across the intersection. Looking out allows for better scanning of pedestrians and cyclists. Looking up only focuses on what is over head and not what is to the sides. I have seen cyclists and pedestrians racing the lights and almost getting hit by drivers who aren't focusing in the right direction. I have been told by EMS paramedics that they hate the intersection as it can be blocked most of the time and makes it harder to get through in an emergency. The proposed changes to Railway will make this even worse. I can't believe that anyone who actually drives a car in this town and pays attention to what is going on could actually think that these proposed changes are a good idea. Traffic Calming is a joke and it makes people so angry that they do stupid things ( my observation). I have seen accidents, at least 3, and so many near missed at this intersection. Please don't exacerbate the problem in Canmore with more intersections like this. Our issues aren't the locals who may bike more, use more transit or get used to the oddball intersections and "traffic calming" devices, the issues are with the thousands of people who come into this town as tourists and are quickly confused.

Screen Name Redacted

1/27/2023 12:59 PM

Driving will be negatively impacted for those who choose to and need to drive down here for groceries, post office, shopping, etc. As traffic

is already horrific at the new intersection (BVT/RW) it will be even more backed up with Railway down to 2 lanes. This also negatively effects businesses in all areas as many do not want to even pull in to a business because it is too hard to get out. 2 +3 Obviously this makes it more pleasant to walk and cycle down here. However, I don't walk or ride down to get groceries. I personally prefer to walk and ride on trails, not going downtown. It feels like those who are designing this, all live downtown and don't ever need to use their vehicle unless leaving town. As much as I would love to walk and ride everywhere, we don't live in a flat city. I don't want to haul heavy groceries up to Eagle Terrace. I don't trust locking my bike up outside of anywhere in this town and I don't want to spend money on a town bike or ebike (nor do many have room for more bikes) because you are making it more difficult to drive into town for amenities. I personally believe this forces people to spend money outside of our town by ordering from companies that deliver to town (amazon, costco, spud, etc) This saves them time and money from going downtown since it will be even more congested driving down.

Screen Name Redacted

1/27/2023 01:12 PM

Expect total gridlock weekends and all summer. Insane ideas.....

Screen Name Redacted

1/27/2023 01:12 PM

I feel that reducing to single lane traffic just past the tracks will create a nightmare for driving access into Town. Trying to access any business on the South side will cause terrible traffic back up at times. I feel the Town has already made up there minds as to what they want this to look like. Discouraging people from driving is the bottom line, but it isn't realistic for travelers entering the community. You have basically discouraged some of us residents even going down into the Town core at certain times of the day or year. I sure hope Administration & Engineering learned something from the absolute mismanagement & money wasted at the Benchlands Intersection. We as residents have & will adapt. Yes it functions for walkers & bikers, but is generally a joke for driving. Turning lanes are too short & not accessible, traffic backup's ongoing during certain times of the day & summer months with visiting tourists is a comedy show. How much money was spent constantly changing the lights & defending your design at all cost. Please, please spend our money wisely. Yes improve accessibility for all but don't throw money away. It has become very hard to affordably survive here in Canmore for so many people.

Screen Name Redacted

1/27/2023 01:27 PM

Impact driving as the intersection at 1A and railway is already the most frustrating intersection in the town to move through for those driving. Why does a driving lane need to be removed if there is already public lands on the north side of the roadway that the road

right of way could be expanded into? The City of Calgary doesn't require dual bike lanes on any road so why would Canmore? Is there a "Bike Impact Assessment" to justify that amount of space designated? What problem is this addressing? It would be the same walking experience as before as the bike/walking lane is against the active roadway on the south side. There's no improvement to the user experience other than making driving more difficult. No additional trees, no new walking/biking area and users are still next to the road. Looks like an expensive engineering study to produce the same if not worse results than the current layout. Yes improve the sidewalk on the south side but that shouldn't require the removal of a driving lane.

Screen Name Redacted

1/27/2023 01:31 PM

How about instead of moving forward with more really bad project ideas you focus on fixing that brutal new intersection at the shops of canmore. So many examples of bad engineering on that project.

Screen Name Redacted

1/27/2023 01:44 PM

There is already quite the challenge to turn left out of EP onto railway ave. This design does not make any improvements with this and in fact would likely make it more challenging.

Screen Name Redacted

1/27/2023 01:58 PM

1. Increased congestion , greater traffic backup when there is a train (which happens frequently throughout the day) , delay in driving, poorer snow removal (more accidents) 2.walking, nothing will change. All that needs to be fixed is the bumpy sidewalks. It is extremely accessible to walk 3.cycling more rooms and better smoothness because the current sidewalk is in dire need of repair. 4.transit will be delayed even more, especially during summer months.

Screen Name Redacted

1/27/2023 02:14 PM

If it is anything like the Bow Valley Trail "improvements" this concept design when implemented will only add to my frustration when travelling in Canmore. As a bike rider and pedestrian the BVT improvements only made things worse. I spend more time with my car at idle which is probably not good for the environment. After living over 30 years in Canmore I find myself extremely frustrated when having to travel through the BVT/Railway intersection. To continue the same design is causing great anxiety and concern especially when we are experiencing excessive property tax increases. **DO NOT REMOVE TRAFFIC LANES FOR CARS!** Fail Fast and scrap the project and save the Canmore a pile of money and frustration. I am not aware of anyone who supports this.

Screen Name Redacted

Traffic back up due to the trains will be hellish. We don't do much

1/27/2023 02:34 PM

walking or cycling in this town anymore (been here since 1998) due to my partner who has MS and and the fact we live in the Peaks. It wipes us out to ride home. Don't have enough money to buy ebikes.

Screen Name Redacted

1/27/2023 02:45 PM

My concern is that when a pedestrian wants to cross the road they have to cross the bicycle lane: these need to have the same controls as for cars since cyclists come a higher speeds than pedestrians and tend to treat traffic lights as optional.

Screen Name Redacted

1/27/2023 02:58 PM

This section looks better to accommodate all modes. I am hoping that the crosswalk is consolidated at the two main intersections and not between where it is currently located.

Screen Name Redacted

1/27/2023 02:58 PM

This section looks better to accommodate all modes. I am hoping that the crosswalk is consolidated at the two main intersections and not between where it is currently located.

Screen Name Redacted

1/27/2023 03:16 PM

These changes, along with the previously completed changes at the shops intersection will negatively impact my driving experience. They will do little to improve my walking experience, nothing to improve my cycling experience, and I do not use transit but I doubt it would improve that experience if I used it. Canmore's efforts to reengineer the shops intersection and railway avenue are perhaps noble in their vision. I presume it is to improve pedestrian and cyclist access and reduce vehicle congestion in the downtown. However, the implementation is majorly flawed. I suggest you consider the following. 1. Reducing driving access will not reduce traffic in the downtown, it merely increases congestion in other places. The shops intersection is a nightmare and has significant breakdowns at peak traffic flow periods. For example, there is not enough length for the separate lanes and they end up blocking one another (e.g. right turn is green but no one in the lane as they are trapped behind everyone waiting to go straight or left). To boot, I still have not heard a reasonable answer for why the traffic lights are on the wrong side of the intersection... 2. Providing alternative routes/access and improving traffic flow will alleviate traffic issues. Not everyone can/will walk/drive into/through town. Provide an appealing option for visitors to town to park on the outside of town and walk in. Build increased parking capacity downtown (parkcade?). Redesign the railway ave and bow valley trail to maximize flow by having two lanes and no unnecessary pedestrian/cyclist routes. Have a long term vision for moving traffic through/past downtown and onto three sisters parkway. 3. Recognize that major roads don't need, often should not be, and are often not used for pedestrians and cyclists. I for one choose to

walk along quieter routes and often they are more direct. E.G. going through spring creek paths, through the backside of save-on/canadian tire, behind EP. Improve these routes by connecting them where they are incomplete, improving them where they are in disrepair, adding them where they are warranted, and shelter paths as much as possible from vehicle traffic where necessary using distance or barricades. All this can be done without stealing space from vehicle traffic. 4. Cycling and walking in Canmore will never replace driving in Canmore. Some will walk and bike but the majority will still drive. We can support that reality rather than going overboard and giving up an unnecessary amount of driving space. 5. Consider using pedestrian/cyclist overpasses in high traffic locations such as bow valley trail.

Screen Name Redacted

1/27/2023 03:44 PM

Any safety improvements for walking and biking will enable my children, wife and I to live car-free, happy and healthy in Canmore, which has already done so much to promote active transportation.

Screen Name Redacted

1/27/2023 05:05 PM

not a good plan to read. If there is two way traffic and current turning points, this will not change driving, walking or cycling

Screen Name Redacted

1/27/2023 05:20 PM

Will make my drive longer, traffic's tie ups, hate the lights, stupid idea

Screen Name Redacted

1/27/2023 06:21 PM

As a pedestrian travelling on the sidewalk this always felt like the least safe part of town. I am constantly sharing the sidewalk with bikes and feel far too close to vehicles for comfort. This innitiative is a much welcomed change to the area.

Screen Name Redacted

1/27/2023 06:47 PM

1. Lots of congestion turning right into evation place. Please do not remove the second lane. It's already a busy intersection. Your reducing traffic but not providing any satellite lots for people to park and travel from. We are 100km from Calgary! Everyone drives here.

Screen Name Redacted

1/27/2023 06:59 PM

I think this redesign will hinder the use of roadways. The average modern person does not walk or use a bike to get around in this town. The central road arteries of this town are railway AVE and bow valley trail. I think a traffic study over the span of 1yr needs to be done to determine how many vehicles use this area, and if it's responsible city design to add congestion through one roadway either way compared to the two.



Screen Name Redacted  
1/27/2023 08:19 PM

1.???????? Two lanes to one lane to two lanes ?????? How did this even get to a proposal status? 2. Extra crosswalk is nice 3. I don't think a bike lane on both sides of the road is needed. 4. Driving and transit are effectively the same thing

Screen Name Redacted  
1/27/2023 08:48 PM

I feel All will be compromised and made dangerous for many users  
No

Screen Name Redacted  
1/27/2023 08:57 PM

This seems like a terrible idea for people who live out of the town of Canmore like myself. It's not feasible for me to walk, cycle or use transit in Canmore. I have to drive. I imagine the same can be said of many visitors to Canmore and many tourists. So why reduce a main road from 2 driving lanes each way to 1? Seems to me like this will only make the already awful traffic in Canmore even worse.

Screen Name Redacted  
1/27/2023 11:14 PM

The more bike trails you have offered the more I use them. This continued to make it easier to do so! Also, love the pedestrian light crossing by Elevation Place. Coming from Cougar Creek is almost seamless in flow to get to classes or take kids safely to pool there.

Screen Name Redacted  
1/28/2023 12:55 AM

The dividers would be helpful in the winter. However it adds more congestion with les lanes. The new lights, trains and increase of tourists is frustrating and longer times to travel for permanent residences. Cycling and walking no change

Screen Name Redacted  
1/28/2023 01:22 AM

Won't change walking. Improvement for cycling. Serious problems for driving. Town planning must accept that vehicles are a necessity and need to accommodate volume efficiently. Stop hostile planning towards the inevitability of vehicles. No change to transit.

Screen Name Redacted  
1/28/2023 07:23 AM

It appears to me that you have engaged the same people who did the intersection at Railway/Benchlands/Bow Valley. I would have thought that the town was smart enough to fire anybody associated with that project. Based upon the plan above this appears to be another extension of the same bad design. I get the impression that just because the previous project reduced accidents you appear to have mistakenly called it a success.... It is the worst piece of engineering that I have seen.... the frustration and amount of time that it takes to get through the intersection is mind boggling. The placement of the lights is idiotic and certainly NOT best practice. I thought that you had saved money by having some high school students do as I could not fathom that any reputable engineer would have ever put their beaver

stamp on it...

Screen Name Redacted

1/28/2023 07:56 AM

Already submitted

Screen Name Redacted

1/28/2023 11:13 AM

Add a bicycle lane if you want but for the love of God do not allow whoever created the last intersection anywhere near the planning team. Seriously, if they can't figure out how to place traffic lights so you can actually see them or make it possible to leave beamers within 30 minutes, I don't have a lot of faith in their next project.

Screen Name Redacted

1/28/2023 01:19 PM

Seriously!!! This has to be a joke. Why on earth would you go from an already 2 lane road down to a one lane..... Everyone involved with this plan needs to be fired immediately. Have you not learned anything from the absolute failure of a intersection at the shops of Canmore???? Give your heads a shake! STOP WASTING TAXPAYERS MONEY ON THESE HORRIBLE PROJECTS! JUST STOP!

Screen Name Redacted

1/28/2023 03:30 PM

So the Town of Canmore figures eliminating 2 fully function lanes on this road (A main artery, i might mention) , to have 1 lane each way with a center turning lane. To increase sidewalk and pedestrian/bike paths is the correct path forward? When there is a perfectly functioning pedestrian/bike path that parallels the railway tracks?

Screen Name Redacted

1/28/2023 03:43 PM

1. Driving to and from downtown will be a nightmare further fulling my desire to avoid buisnesses in downtown and not "support local". When a train passes through town the current traffic backup is horrendous and this will only add to the issues. Currently exiting from either elevation place or the provincial building is challenging and this will only add to this especially for emergency vehicles in the area. The encourage biking idea is a grand plan but this is a tourist town that people access with a vehicle, there is no train station or public bikes scooters etc. Seniors that I know of already avoid this area. If the previous intersection set the bar this is a concern as driving into downtown from the 1A ia challenging due to a lack of lanes. This will be another reason to avoid going into downtown and my economic activities as a local will go elsewhere. People are "Crushed" in this town already due to rising costs and a 12% tax rate hike increase. Is this truly the appropriate time for this? 2. I found the content in the paper biased as the sidewalk was described as dark and hostile. Ive walked this area numerous times and never foudn this a concern. There are two sidewalks on either side one much larger than the other but to state that a sidewalk is hostile is a misrepresentation of

the events based on someone's drive to move a project forward. 3. We use the path next to EP and have never had any concern with this. Its not overrun and it fine for travel. 4. While its great to use transit for planned events, often last minute things happen such as runs to the bank or family coming out for dinner and its simply not an experience they want to wait in the cold to have dinner at a restaurant downtown. Again this would lead me more to why bother going downtown. My resounding vote in No. Dont raise taxes for a project such as this that will create more problems and drive more people out of downtown that it will encourage to go there due to frustrations with travel. Tourists drive here... we are a tourist town... they come in cars.

Screen Name Redacted

1/28/2023 03:56 PM

It will make driving, the only practical mode of transportation for many seniors, more difficult.

Screen Name Redacted

1/28/2023 04:35 PM

The left turn lane from Railway Ave onto Main Street will become backed up with vehicles, blocking other vehicles that want to proceed straight to 10th Street. This will greatly reduce the capacity of the intersection. The left turn lane should be made as long as possible to prevent this from happening.

Screen Name Redacted

1/28/2023 05:12 PM

I'm a driver who has to work two jobs to be able to afford to live in Canmore (I can't get to work in reasonable time in multiple different locations without driving). For this reason, I have little time to walk to get groceries and run errands, etc. That would be great, but there simply isn't enough time. Have you thought of us? It doesn't seem like you have. It seems like whomever is planning this lives some idyllic lifestyle and wants to drag the rest of us along. I bet he/she/they lives downtown, right? It wouldn't surprise me. What about the rest of us who live on the other side of the highway or in Three Sisters? What sort of walkable score do these areas have? Why are we forcing this issue? So, as a driver this will be yet another unreasonable, expensive change in Canmore. If you truly want less traffic downtown, why have you created a central hub around the only grocery stores and almost all other services? Confining traffic before services are more spread out seems a little pre-emptive and poorly timed.

Screen Name Redacted

1/28/2023 06:07 PM

I am a bit saddened by this decision as I personally believe that this will have negative consequences on the environment. This is arguably one of the busiest roads in Canmore that sees the heaviest traffic and the most "traffic jams" already. I know that the town is trying persuade people to leave their cars at home and walk/bike, but

especially now that international tourism is ramping back up, what about all the tourist who rent their cars and have no bikes? Visitors travelling to town for the first time will no doubt not know that they should be parking elsewhere and walking into town. They will still follow google maps and largely use this road with their vehicles. What about people who live further from downtown and prefer not to bike with all their groceries? With the large amount of vehicles on the road, the railway and the new intersection, I think that removing a lane on this east bound section of road will cause way more back ups and traffic. Idling cars are way worst for the environment than cars that can travel with a good flow of traffic and get to their destination quickly. As someone who is born and raised in Canmore and has a Bachelor in Tourism Management I am a bit in disagreement with some of the changes made to Canmore's roads in the past few years. I think that until Canada has great train systems like Europe we need to be realistic and remember that the majority of residents and tourists rely on cars as their main mode of transportation. I understand and agree that making things safer for bikers and pedestrians is great, but we still need to ensure that traffic can flow efficiently and easily so that cars get be put in park and turned off at their destination quickly. This ensures easy to understand roads and intersections and enough lanes to limit the amount of times traffic is being backed up.

Screen Name Redacted

1/28/2023 06:29 PM

Walking on the west/south side of Railway Avenue is currently extremely unpleasant (Section A). Cars are often going over the limit and don't stop at the pedestrian crosswalk to EP even with the lights blinking. Walking and cycling will be greatly improved by calmed car traffic and greater setback between sidewalk and street. Thank you for proposing these improvements! Cycling and walking around BVT feels so much more civilized these days. The pathway from Spring Creek ends very abruptly at Railway Ave. It would be nice to have better connectivity from here to the pathway along the rail tracks, but maybe a new pedestrian/bike corridor along Railway Ave will replace that need. Not part of this plan but the bridge over Policeman's Creek at Spring Creek is a bottleneck, people taking photos on a narrow bridge conflicts with bike traffic.

Screen Name Redacted

1/28/2023 06:36 PM

Will be difficult to access the shops and elevation place. It is a major road to get through town and decreasing to 3 lanes will cause major headaches especially when the trains pass through I don't live within walking distance to get groceries or go to elevation place, this initiative is ridiculous for those of us that have to drive to get there. Transit is not sufficient to allow easy access. The town should really examine the demographics of who live here. I believe there is a large population of seniors who although are active probably do it want to

always bike or walk or take transit especially in Alberta winter weather. The town should also look at who pays the taxes and I suggest the majority are not athletes of any age. I do not support this initiative.

Screen Name Redacted

1/29/2023 07:39 AM

This is a complete disaster for emergency response for egress and access to the downtown core - And yes, I know what I'm talking about (Scott Wing - I have been living here since 1976)

Screen Name Redacted

1/29/2023 07:59 AM

Firstly, what happens when there is an emergency? Where will vehicles pull off to let emergency vehicle go by???? How has this not been thought out. Also, snow removal...we already struggle with where the snow goes when roads need to be cleared in the winter. Now there will be NO where to put snow, what's the plan here?? Do you really think the thousands of city visitors coming to downtown canmore are going to plan to park and bike into town? No. They won't. There is just going to be worse traffic jams. People will still need to go through town to get to the quarry. I don't understand how this stuff isn't considered. Particularly the emergency response vehicles. This is dangerous and harmful for canmore residents.

Screen Name Redacted

1/29/2023 12:16 PM

It will create more traffic as Railway Ave is busiest route in town. Even two lanes are not enough when rail comes. Worst idea to reduce lane and creating more traffic on Railway avenue. More traffic means more pollution as vehicles will not move fast.

Screen Name Redacted

1/29/2023 02:51 PM

1. This will impact the amount of time to get through town. As a commercial business, we have trucks that have to travel this route twice a day, and it will delay our travel. Also makes it harder to navigate in the winter, due to restricted area for plowing. Delivery trucks and trades that need to work down town are larger vehicles, and this is a difficult area to maneuver. Back log will happen when the train is stopping traffic - it already back logs up benchlands overpass. This also creates no lane to turn off when emergency vehicles have to pass -FIRE TRUCKS! 2. No impact 3. I do not bike, I have two dogs that come with me. 4. I do not use transit, cannot take my dogs with me.

Screen Name Redacted

1/29/2023 03:22 PM

That intersection between Railway Avenue, Bow Valley Trail and Benchlands Trail has to be the worst designed intersection I have ever seen, and I have been to a lot of different countries and seen a lot of bad intersections. My wife drives miles out of her way just to avoid it. You should just send in the bulldozers, tear it all down, and

start over with a new set of designers with a more rational and more importantly, much simpler plan. Also your web site sucks too, and I am speaking as someone who used to develop web sites.

### Screen Name Redacted

1/29/2023 05:29 PM

Travel experience negatively impacted due to increasing risk of vehicle collisions and longer drive times. Can't think of a positive, not for residents or visitors, so here are the concerns: how will one lane design work for snow plowing, a vehicle break-down, emergency vehicles (no option to move to the right), bus stop, left turns into businesses, left turn lane onto Main Street will at times flow into the one lane and cause deadlock (as it does at A&W intersection' right turn) - all will negatively impede traffic flow and/or cause complete blockages. And the Roam bus will likely never be on time given traffic congestion and this will deter usage. Just because you can design something to encourage walking/cycling doesn't mean you should via disrupting tax-payers getting to work, shopping for groceries, and other essential services. My current 7 minute drive, which is essential, will take significantly longer with this design and thereby not help the environment as I navigate delays or a different/longer driving route. Additionally, left turn out of EP is already challenging and this will become more hazardous if you move the pedestrian crossing to this part of the road. At least consider moving it to the right of the turn-out otherwise pedestrian/vehicle collision is more likely at this very dynamic turn-out. Time for leadership to acknowledge this redesign misses the mark on helping residents and visitors safely navigate our downtown area, particularly when our weather for most months does not make walking/cycling a reasonable daily option for residents and most visitors get here in a personal vehicle. And ideologically, lets face it, before spending taxpayer dollars, this is not going to help climate change.

### Screen Name Redacted

1/29/2023 05:55 PM

1. Driving - right turning traffic into businesses will slow down overall traffic flow. 2. walking - no change 3. cycling - no change. Canmore is winter the majority of the time and bike lanes will likely be under utilized. We should not be basing major traffic flow decisions on biking a few months of the year.

### Screen Name Redacted

1/29/2023 07:06 PM

The intersection at the shops of Canmore has had a negative impact on travel for cyclists, pedestrians and cars. Often cars are backed up into the roundabout as the lanes pinch cars without providing any additional space for cyclists or pedestrians. I am at a loss to see the benefit of this design. If the goal was to encourage cycling and walking, why would you limit the space with cement islands rather than create bike/pedestrian paths? Given the expense and exclusively negative impact of this design I do not have confidence in

future designs ostensibly for the purpose of improving travel experiences through town. Please do not create another difficult to navigate, expensive and potentially dangerous intersection.

Screen Name Redacted

1/29/2023 08:59 PM

Biking: I am in agreement of making Canmore more bike friendly. My preference would be to put the bike path behind Elevation Place, Save-On-Foods, C. Tire and Safeway. There's lots of space to make that current paved path between the train tracks and the businesses wider and would keep bikes and cars far apart. It also provides easy access to EP, Save-On, C Tire and Safeway. An access point on the west side of Safeway could funnel bikes south across Railway Ave. by Vertical Addiction to the path leading to the Engine Bridge. Cyclists could head east into downtown on the side streets off that path, depending on their destination. Concerns with proposed design - 1. cars turning right into Elevation Place from Railway Ave. and cutting off bikes. 2. Where do all the bikes go at the Drake corner? Are we going to eliminate parking on the street downtown so cyclists have more space? 3. Have serious concerns with pushing people to bike - not everyone is comfortable biking, not everyone can afford a bike, it's a hassle and dangerous trying to bike home with groceries, Canmore is very hilly, I have a very hard time riding my bike up to Cougar Creek and I'm fit. Transit: I will happily use Roam if it is offered more frequently eg. every 15 minutes instead of every 30 minutes. Driving: I am not going to ride my bike in the winter, which is 7 months of the year. If the goal is to reduce cars coming into downtown, then make it easy for me to park relatively close. We need more parking especially in the summer. I suggest adding parking in the field (pave it) by Palliser - for free- provide shuttles to downtown, or build a pedestrian overpass over the TCH. Trains: With only one lane for cars, the line up of cars heading NE towards the A&W on Railway Ave. waiting for a train, will be backed up around the Drake corner and on Railway Ave back to 10th St. Walking: My walking experience is very positive. I like the new intersection - it's much safer.

Screen Name Redacted

1/29/2023 09:33 PM

While I do not like the way that the lights are set up as this is very confusing for people. I acknowledge that my driving experience may be worse however my walking and biking experience will be substantially improved.

Screen Name Redacted

1/30/2023 09:32 AM

Driving It will impact the way of travel greatly, horrible idea, traffic will get so backed up, we already have idiot tourists that use the bike lanes as actual road ways we don't need this to happen

Screen Name Redacted

1/30/2023 10:11 AM

This will make my driving a major pain in the[redacted]. I have to drive to work, stop at the boardwalk building and carry on to Banff. That intersection is already a nightmare over long weekends and weekends in the summer, often times so long and past the round about, and sometimes a traffic line all the way to the courthouse.

Screen Name Redacted

1/30/2023 10:14 AM

I have to drive this road twice a day during the school year and 4 times in the summer when my daughter is at summer camp. I live in south Canmore and work downtown. This new design will only add to the confusion and congestion of the whole downtown core!! Walking, biking and transit are all not an option for me without adding an additional 2-3 hours to my already 9 hour day. Working less is not an option either because I need the money to be able to afford to live here. Could this road use a face lift, yes. But this design is a disaster waiting to happen.

Screen Name Redacted

1/30/2023 11:33 AM

This piece of road works fine as it is. Room for cycling, walking & driving. Leave it as is!

Screen Name Redacted

1/30/2023 12:03 PM

Hello, I have question about Crosswalk from Esso to Elevation place, Will have left turn to go Esso gas station for Benchland Trail traffic? There should be left turn to go Esso gas station. As we receive fuel delivery with two trailers will have hard time to take left turn to Esso gas station. Customers who comes from Benchland Trail will block traffic as they come shop in Esso gas station. There should be wider road and left turn to access Esso gas station as there will crosswalk. Please reply to me on [esso13208@gmail.com](mailto:esso13208@gmail.com) or call # (306)715-4657. Thank you, Sunil Patel

Screen Name Redacted

1/30/2023 01:35 PM

No impact at all, we have hundreds of trails around and I will be still drive or walking in the area.

Screen Name Redacted

1/30/2023 02:02 PM

Carrying on the bike trails along this road makes is easier to access Safeway/Sobey/Cdn tire area from Spring Creek. Since the intersection at Bow Valley trail and Railway only allows for one lane at a time to enter Railway from the north, I can see taking the one lane away. Heading north bound your taking away a lane, my guess is your plan is to install an intersection and light pattern similar to that of Bow Trail/Railway at the Railway/8th Street intersection. Which would then allow only one lane of traffic down this section of Bow Trail. If that's the case, I'm definitely not in favour.



Screen Name Redacted

1/30/2023 05:09 PM

1 I don't drive often, but will appreciate a more picturesque route. 2 Walking vastly improved as there will be some separation from driving lanes. 3 See 2 4 I don't use transit enough to comment

Screen Name Redacted

1/30/2023 09:51 PM

Improve the walking and cycling experience. Make it safer and more convenient to not take a car. It may make driving less practical but this is what we need for change and then we can take transit if we don't want to walk or take a bike.

Screen Name Redacted

1/30/2023 10:03 PM

Cycling will be easier and safer. No need to drive.

Screen Name Redacted

1/31/2023 12:21 PM

1) driving experience will be increased here overall. consider leaving enough space for a left and right turn lane coming out of Elevation place. I expect entering and exiting out of the southwest commercial space to be more difficult 2/3) walking and cycling experience will drastically improve. I expect usage to exceed expectations listed in 2019 concept brief. 4) happy to see dedicated space for bus stop

Screen Name Redacted

2/01/2023 09:39 AM

Reducing lanes in this area is unreasonable given that this is a main artery into our large box stores and access to downtown. There are two existing pathway systems - one by the railway tracks and one behind the condos along the creek that could be improved substantially to enable cyclists and pedestrians in that area and keep the roads 2 lanes each direction for our high volume of cars that come into our town and use that street. Please do not do this!!! There are improvements that could be made to the area but this redesign is not the way to do it.

Screen Name Redacted

2/01/2023 10:17 AM

This is a main route from the east side of town to the nordic centre and vice versa. There is no bypass to offer alternatives outside of 3 sisters parkway. This concept seems very narrow minded and focused on bikes/pedestrians. Bikes/pedestrians are the minority in a mountain town that experiences 6 months of winter (or more). Canmore is not Amsterdam. This plan looks great for people that live downtown however for many that live in Eagle Terrace/Peaks/Rundle, biking and walking is not a great option. What is the plan to get vehicles from the eastside to the nordic centre or the west side of downtown?? Build the bypass before clogging up the downtown corridor even further. Heading away from downtown towards the sunnyside is already backed up significantly during peak periods. I can see backups to elevation place entrance on a regular basis. The queue length if going to double and cause issues, especially with the new signal system which is also adding to

community frustrations. I would like to see a targeted survey to taxpayers that live on the eastside of the trans canada. I am imagining that there would be very little support for this concept and they would share many of the same concerns I have outlined.

Screen Name Redacted

2/01/2023 02:12 PM

1. I don't think it will impact my experience much when driving. 2. More direct routes and wider paths will be great! I am worried that without separation such as pylons or bollard between the cycling and walking areas these may have user conflict. 3 - hugely improved, having connected, protected, direct cycling lanes will be a massive improvement, I'll feel safer and be more likely to ride more often. 4. No change

Screen Name Redacted

2/01/2023 05:14 PM

The current mix of having cyclists and walkers on the same pathway is very frustrating and very inefficient. Bikes are moving way to fast to have people on the same pathway. And no one will ever understand the unique colourways for the paved pathway. I think the town has failed to understand that this is a tourist town and these unique intersection patterns and pathways take extra attention to understand. People that are visiting are driving based off habits all the while looking at their GPS trying to navigate town.

Screen Name Redacted

2/01/2023 07:16 PM

17-242 Benchlands Terrace

Screen Name Redacted

2/01/2023 07:23 PM

Driving: I can only imagine the long lineups, exacerbated each and every time there is a wait for a train. As much as council thinks we can all cycle, walk or take the bus for groceries, this is NOT going to happen. I don't live in Europe where a grocery store is a 10 minute walk. I live in Eagle Terrace where the store is a 35 minute walk there and a 45 minute walk home. Imagine me laden with bags of groceries. Not going to happen. I will be stuck in the queue to get to Safeway like the rest of town. I have a grown daughter who is physically unable to walk that distance. I have elderly neighbours who are also unable to walk that distance. Being stuck in traffic every time we all need to head to town is simply unacceptable. Cycling: I can already get right downtown on my bike and ride on zero roads. This for me, is not worth commenting on. What is worth mentioning is that I am a seasonal cyclist. I do not ride in the winter. Bus: I have taken the roam bus ONE time from Banff to Canmore in the snow and rain. The closest bus stop to me is across from the Iron Goat. Not exactly convenient for me to haul my groceries UP Benchlands Trail to my home.

Screen Name Redacted

2/01/2023 07:33 PM

We need an ability by car to turn left out of Elevation Place, to get back over the highway to Cougar creek side or any of the dwellings accessed by turning left, this includes residents of Three Sisters who use Highway 1 to access town. We need to be able to turn left or to exit we will have to go to Supermarket parking lot and wind thru to come out at the traffic lights or drive all through town to come back along Bow Valley Trail As a car driver it is difficult to turn left out of Elevation place because of the large solid sign saying Elevation Place that is right in the middle of the driver's view. Could this be moved while all this is being done.? One has to pull into bike/walk lane already to see if there are people coming across which is dangerous.

Screen Name Redacted

2/01/2023 07:35 PM

So excited to have a bike path on the other side of the street! Doubt it will impact transit, driving or walking at all.

Screen Name Redacted

2/01/2023 08:35 PM

1. Driving: No significant impact expected. 2. Walking: Proposal will greatly improve walking on the south side of the street by increasing the safety buffer space from fast moving cars. Currently often cross railway avenue twice just to walk down the other side of the street since it seems safer. 3. Cycling: When heading south cycling I usually just ride in the car lanes with traffic. Proposal with separate bike lane seems much safer. When heading north, proposal would improve cycling speed by separating lane from pedestrians. 4. Using Transit: Proposal would enable me to walk on south side of street while heading south and then could catch the roam bus if it happens to go by. Currently I would walk on north side of street to be away from cars and then wouldn't have opportunity to catch bus so would walk the entire way.

Screen Name Redacted

2/01/2023 08:56 PM

Concerns regarding increased congestion when driving to An already very congested Area. Sitting through multiple lights after train. Difficulty crossing from one side to the other via car, bike and in foot through congestion. Increased Difficulty exiting EP, gas station etc.

Screen Name Redacted

2/01/2023 09:14 PM

Driving- traffic is bad in winter jet alone summer when it's tourist season with 4 lanes. I don't think it needs any changes. Other than on the far left side. The sidewalk is very skinny. But the right side is wide. Visitors don't walk in correct lanes bike/walk lanes. I have 2 e-bikes. I carry my children with disabilities on the back as they can't ride a bike themselves. I can bike downtown no problem as it is. I think we need 4 lanes. Look at the backup we have when there is a train. It will be gridlock with 2 lanes. Trying to get down to my children's school is super busy as it is. It takes you so long to get

through downtown. Especially when you close the Main Street access. What needs to happen at this intersection is traffic lights. So when your are coming out of Elevation Place you can actually get out. And, a normal Canadian set of traffic lights. Not the disaster that has been installed in town.

Screen Name Redacted

2/02/2023 08:26 AM

In this area I'm mostly a pedestrian or cyclist, so I like to see what looks like separated vehicle lanes.

Screen Name Redacted

2/02/2023 09:52 AM

1. I will drive less 2. It will be a more direct way for me to bike into town 3. It will be a nicer experience walking into town 4. Walking to and from bus stops will be easier

Screen Name Redacted

2/02/2023 09:58 AM

The new bike path & walking path with be a fantastic improvement, thank you. Please plant lots of trees.

Screen Name Redacted

2/02/2023 10:10 AM

Hello, I am against this plan to make Railway Ave single lane. You can have shared lane with cyclist. Having single lane for vehicles is bad idea. There will be traffic issue. Business will suffer big time as there will be less customers. Thank you, Sunil Patel

Screen Name Redacted

2/02/2023 10:12 AM

The redesign will impact my commute to work negatively, as I must drive. Walking/biking/transit are not an option. This new concept will liekly have huge negative impacts on vehicle traffic. Existing infrastructure for walking and biking are more than adequate. I drive this area multiple times a day and it is already terribly busy at times. I also walk/bike this area frequently, and it is never too busy, nor is it unsafe. This re-design is totally not needed.

Screen Name Redacted

2/02/2023 10:27 AM

Driving - this looks worse than the current design. I find the biggest current problem is with lanes starting and ending randomly. Its not clear if this signage will be better in the new design. Cycling and walking - good to have a bike lane but do we have the capability to plow this in winter? Currently we do a terrible job on the existing lanes.

Screen Name Redacted

2/02/2023 10:59 AM

Looks good fo either transport

Screen Name Redacted

2/02/2023 12:05 PM

I think widening the south side / creek side of the paths is a great idea. We bike through this area to get to EP and it is very disjointed

currently.

Screen Name Redacted

2/02/2023 12:30 PM

Driving

Screen Name Redacted

2/02/2023 02:21 PM

To much traffic already for 2 lanes, new "turn lanes" not big enough locals don't bike everywhere! I live in three sisters and don't look forward to this at all.

Screen Name Redacted

2/02/2023 02:34 PM

Having more side walk space would be positive as railway avenue is a busy road and currently has narrow side walks. That being said, we should not decrease the number of lanes available for vehicular traffic on this road as that would create more backlogged traffic.

Screen Name Redacted

2/02/2023 02:35 PM

1. I think it's a real miss to not put a traffic light in front of EP. It was one of few hopes I had from this redesign to make it safer to get in and out of EP for all users. I believe a controlled intersection would be safer for pedestrians in the area as well instead of the proposed crossing even with lights, etc. 2. I rarely walk in that area so I have no comment. 3. I appreciate that we might start to see some consistency on how bike paths are positioned around town however my experiences with the paths through Spring Creek have generally meant that pedestrians simply spread out more (despite signage). I generally avoid cycling on Railway and use the path behind EP. This might make it better or I may continue with my current avoidance techniques depending on pedestrian compliance with the path divisions. 4. I don't use transit.

Screen Name Redacted

2/02/2023 02:37 PM

No need for Bike lane, I have rode my bike down both the road and side walk with no issue whatsoever. There is much more vehicle traffic here, than both pedestrian or bike traffic, to warrant such a change. This is another bad example of town planning, very similar to the clogged intersection at the A&W/shops of Canmore.

Screen Name Redacted

2/02/2023 03:03 PM

I live on the north side of the valley and appreciate the existing protected lanes and crossing for cyclists and pedestrians. I will only use the cycling lanes, due to the weather constraints, from about April to October each year. Separate lanes for cyclists and pedestrians in front of Elevation Place is a great idea, though I think a new bike lane on the south side of Railway Ave is excessive and I likely won't use it. As a motorist, I dread the proposed lane reduction for cars. As the Town grows in size and visitation increases, driver experience is only going to get worse. With current and future volumes of traffic, and

proposed lane reductions, how far back is the line up of cars expected to be during a train crossing?

Screen Name Redacted

2/02/2023 04:56 PM

Driving - stop getting rid of lanes of traffic! This is really getting insane how the town planners keep designing out lanes. Traffic is only getting worse here.

Screen Name Redacted

2/02/2023 05:49 PM

1. Less people trying to double people for nothing before the other light at main st. Traffic will be slower and safer because of the one line. 2. Walking will be better because now it's not fun to have cars at 50km/h at less a feet from you. Specialty when you have water on you at spring because of a car and a water spot. On the road side of the ford dealership. 3. Cycling will be better because of the dedicated line. l'ESS dangerous for bikers and pedestrian. 4. No big difference

Screen Name Redacted

2/02/2023 05:56 PM

We all appreciate it mostly to walk, we all are aware of the negligence of people driving there but as well some cyclists are not respecting the pedestrian which makes it dangerous, there is a way almost parallel to it just next to the train rail which can be repurposed for it.

Screen Name Redacted

2/02/2023 06:05 PM

1: Driving will slow me down, 2: I don't walk there. 3: There is already a bike path. 4: I don't use transit.

Screen Name Redacted

2/02/2023 06:13 PM

I think if we didn't live in a tourist town with many visitors every day who aren't aware of how the road works, really puts pedestrians and cyclists at risk for increased injury. There is also a potential for vehicle backups all the way out to the highway which creates additional risk outside of our town. I walk everywhere because driving is already a [redacted] experience. I don't see how removing lanes is going to improve traffic congestion.

Screen Name Redacted

2/02/2023 07:05 PM

DRIVERS. We drive downtown, for grocery's. Reducing traffic lanes for the fringe minority that cycle all year round in the snow is unsound. It will cause further congestion traffic. Did you forget there is congestion with trains? This happens regularly when entering the intersection for Bow Trail. Further, Bikes on the side walks for pedestrians is a safety hazard. NO to the plan.

Screen Name Redacted

2/02/2023 07:13 PM

If it's anything like the first intersection ... forget it ..it's a mess

Screen Name Redacted

2/02/2023 07:16 PM

1. For the whole project I would consider the width of all roads to stay wide enough in regards to winter and snow accumulation, with the intersection at Railway Avenue and Bow Valley Trail showing that the Town of Canmore did not consider the snow banks in the winter. That intersection width works in the summer, but in the winter, it gets a bit icy and is even narrower due to the snow banks, a have noticed this happening in Banff as well. I would also like to remind the Town of Canmore that this road is the thoroughfare to get into Canmore and restricting the movement of vehicles will have a detriment to those having to drive, mainly people delivering, getting groceries and working in the construction industry. (Its a bit hard to bring all your tools and material on the bus.) Together with all the restrictions on cars there will be more idling of vehicles trying to get places which contradicts with Canmore trying to reduce emissions. As regards to this plan I would wonder why having two lanes initially after the railroad crossing? The main intersection at Bow Valley Trail restricts it down to one lane already, I would have it one lane right from the Bow Valley intersection instead of having a small part with two lanes until after the railroad tracks. As for the paths I think having duel cycling lanes on both sides of the road are a bit overkill. there are many other ways to get into town that should get the attention rather than having another path. with would separate cars and bikes entirely. kike the article in the Outlook I think the path behind elevation place should get upgraded and widened instead of it following Railway avenue.

Screen Name Redacted

2/02/2023 07:33 PM

2. It depends on whether the bike lane is on the sidewalk level or the road level. If road level, it won't impact me as a pedestrian, but if it is a bike lane beside a sidewalk at sidewalk level... just don't. On main street bybthe nwmp barracks the rarely used bike lane is way too wide compared to the heavily used pedestrian sidewalk. Please don't make that mistake again.

Screen Name Redacted

2/02/2023 07:46 PM

1. More congestion going into town. Don't use other forms of travel as I avoid going into town besides for some groceries

Screen Name Redacted

2/02/2023 10:12 PM

If the plan is to convert a current driving lane into a bicycle lane, I think the impact to traffic will be abysmal. It is already a very highly congested road with long wait times at traffic lights, possibly the most crucial traffic flow artery for locals. I would not take any steps that diminish traffic flow lanes in any capacity here. If anything, priority should be to increase vehicle capacity. I say this as a local who rides bikes all of the time. Diminishing vehicle lanes will impede locals ability to travel significantly. It's truthfully a terrible idea. This is already one of the most congested roads; why make that worse? Voluntarily?

Screen Name Redacted

2/02/2023 10:56 PM

The islands for crosswalks make it more difficult for snow plows to clean the snow and ice and more dangerous for people and drivers - instead of reducing lines railway ave and bow Valle trail should be one-way roads without traffic lights (connected in a big circle )

Screen Name Redacted

2/03/2023 07:39 AM

We need to keep the 4 lane

Screen Name Redacted

2/03/2023 07:58 AM

I don't bike in winter. In the summer when I do occasionally bike I use the bike path along the rail tracks. The main reason I use railway ave is for grocery shopping which is not practical to do on my bike. I am concerned that loss of driving lanes will cause even more congestion in this area.

Screen Name Redacted

2/03/2023 09:03 AM

Any time you reduce the to one lane you will have double the traffic problem you have now. We have 7 months of winter, most people live on the steep slopes on the mountainsides, not everyone can afford an E bike, to use 4 months of the year. Not everyone is capable of cycling up the steep hills.

Screen Name Redacted

2/03/2023 10:04 AM

It's create more traffic for vehicle.

Screen Name Redacted

2/03/2023 10:11 AM

Driving: the congestion to get to the grocery stores, pharmacies, and after school lessons, which is when I primarily drive downtown, will be dramatically impacted by this redesign. After the new intersection was installed, the backup of traffic at peak driving times, or when there is a train, can at times be all the way up Benchlands Trail. This redesign does not make the town more livable for residents. I can not buy my weekly groceries on a bike, and this design makes an already frustrating situation, even more frustrating. In fact the congestion that already exists has discouraged me from shopping downtown at all. In three years, I have shopped in our downtown core maybe 6 times--it's just become too inconvenient to shop local. Also, if you've ever tried turning left out of the Elevation Parking lot, you would know that it's both an exercise in patience and aggressive driving to try to time it. This would only become worse. Not everyone has the leisure time built into their days to get their children to lessons by biking or walking.

Screen Name Redacted

2/03/2023 10:20 AM

I dont think single lane on railway ave is good idea. Its gonna make business in trouble



Screen Name Redacted

2/03/2023 10:41 AM

The driving will be impacted negatively

Screen Name Redacted

2/03/2023 10:58 AM

Sorry I couldn't find a general comment area. I believe the vision is flawed and fails the local and downtown business. But even after the fallout of the infamous intersection you guys didn't learn or listen and keep pushing a flawed project without any consideration of public opinion. There is so much need for basic improvement in this town like an expanded water treatment. Why don't you pave the north side of the tracks for bike pedestrians alike

Screen Name Redacted

2/03/2023 11:01 AM

This plan won't work, it's heavy traffic on this road during summer so a single lane is not going to work as well as for business prospective owners lose a good amount of business due to a single lane.

Screen Name Redacted

2/03/2023 11:48 AM

I live on 4th St & 5th Ave junction area in downtown, and frequent this crossing on bike or on foot. I am 100% in support of this project to improve the safety of pedestrian and cyclist, as well as smooth flow of both. Currently this area is in favour of car traffic only, with narrow pass being shared with pedestrian and cyclist. 50% of time, car ignores crossing signal and keeps driving through. When rain hard or snow melts, huge puddles accumulate against the pass and we get big splash from the car. In order to promote more alternative way of traveling through the town rather than car, this will benefit the community and therefore I'm in favour. Thank you for the planning and I hope this will be agreed by the majority. It's time for change!

Screen Name Redacted

2/03/2023 12:21 PM

Driving will be congested and frustrating, walking would be fine if the snow and ice is properly managed, which it isn't at this time. Same for cycling, and I don't use transit. I don't understand the decision to make driving in Canmore even more difficult than it already is. There are no intercept parking lots available for tourists, tourism will continue to climb and if all the developments on the table go forward congestion will be a huge issue. This proposal does not seem to address how the town intends to manage the vehicle traffic that already exists and the inevitable increase in congestion. Further because Canmore deals with winter road conditions 6-7 months of the year, and the TOC does little to manage the ice and snow, biking/walking is not very appealing. Limiting vehicle traffic and ease of use to the main services residents depend on will only cause frustration and negatively impact the quality of life for residents. This proposal will not encourage biking or walking much more than what is currently available. The town's affordability issues mean that it is an

aging population, young people/families cannot afford to live here, many who do may unlikely be able to retire here. Older people will choose to drive rather than risk a fall on snowy/icy roads/trails to get groceries or go to the bank. This proposal will do nothing but waste our tax dollars and further alienate the tax payers who live here in Canmore.

#### Screen Name Redacted

2/03/2023 12:22 PM

This section of the plan makes sense. Wider boulevards for Cycling and walking are present. Two lanes for traffic heading towards the railway tracks makes sense as traffic can back up considerable at the Railway and BVT particularly when trains pass through. Thinking ahead, this will only get worse if passenger trains begin from Calgary. The absence of a left turn lane when heading from BVT to Main will make it difficult to get into businesses and will cause back ups

#### Screen Name Redacted

2/03/2023 12:28 PM

adding a bike lane is a good idea but not at the expense of the crosswalk. That is vital because people from out of town always cross the tracks then start going really fast. I think the better solution is to widen the left side sidewalk towards the bushes and the car dealership and include a bike lane

#### Screen Name Redacted

2/03/2023 01:05 PM

Will make an already congested roadway worse. Look at the trails and walkways that already exist along the railway track and along Policeman's Creek and improve Rove them. Remember this is a tourist town who come here via automobiles

#### Screen Name Redacted

2/03/2023 03:04 PM

This looks great. I love the focus on active modes of transportation.

#### Screen Name Redacted

2/03/2023 03:10 PM

I almost never use this stretch of road. It's okay for walking on the Elevation Place side, but pretty scary on the opposite side of the street. When driving, I curse the new intersection, mainly when vehicles are stopped in all directions and there are no pedestrians/bicycles in sight. There must be better technology to improve the flow of traffic. I see the concept design making the back-ups by the A&W even worse than they already are. But it will be a more pleasant experience for biking/walking than it is right now.

#### Screen Name Redacted

2/03/2023 03:11 PM

1-Driving: Negatively: Sounds like a terrible idea, slowing down traffic at a time where more people come into town and traffic increases. why to go from 2 lanes to one lane when two are required? between people turning to Esso and to EP, having one lane seems like it would be hell to to through, plus the backup traffic it would create.... Lanes

are much narrower and beside not being handy, it feels scary and dangerous when a big truck drives beside or if someone happens to even slightly move sideways. I bike everywhere, all the time, all year round, but sometimes I need the car, and that project sounds depressing. I get the idea of pushing for biking, but that's just not right. 2-Walking: Negatively: with the backed up traffic it'd create, it could make a constant line of cars running and standing almost still on the road, creating fumes around the sidewalk. that's not to mention people who smoke in their car and that goes towards walkers too. it is very unpleasant when walking to be exposed to those. If they just pass by and its quick is one thing, but now they would drive slowly beside if not stopped and walking just doesn't allow to get out of that environment fast enough. 3- Cycling: Negatively: while those pink lanes are very cute, they are also right beside the sidewalk, and yes, people just go and walk on it. It's much of a hazard when you're trying to bike at a minimum flow pace and there is a constant danger of hitting a pedestrian who carelessly jumps on the biking lane, or doesn't move out of the way when called on it. Pointless to have a biking lane if we have to step off of it to go around pedestrians. Its honestly much easier and safer to ride on the street, providing lanes aren't shrank down to the size of a smart car and there's actual room to share the road. Then we can ride and follow the flow of traffic. Much more efficient. 4-Using Transit: Negatively: Well, the bus keeps you warm in winter while you're stuck in that one lane traffic jam until it's the bus's time to jam traffic of the ONE LANE road by dropping people at EP.... It would be faster to walk, but not everyone can walk from cougar creek to downtown. They don't need to be held hostages in a bus cause someone had the idea that decreasing amounts and size of lanes help the flow of the increasing traffic. 5-Impact on mental health.... Negatively: Come on guys, who thought it's actually a good idea to jam all streets in town with micro lanes for car traffic and bike lane used more by pedestrians!? Please stop wrecking the town and enraging everyone. it makes for a bad vibe in the community which affects moral of the day for everyone. We already hear enough about the flop it was at the light, can we really take more? It's depressing that the idea even made it to a considered project. people are tired that the tax payers money go to throw concrete in the middle of the streets when it's fine as is. Just stop

Screen Name Redacted

2/03/2023 04:05 PM

It seems as though there will be a major pinch point coming from BVT onto Railway at EP where the road moves to one lane. That combined with slower traffic due to the volume of vehicles turning in seems as though this area will get backed up. The same could be said for coming from main street; very slow as people prepare to turn into the businesses. Seems like a lot of room for bikes and pedestrians, so likely improved experience for those modalities. However, with such a reliance on tourism with most visitors in

vehicles, will this be feasible on busy summer days?

Screen Name Redacted

2/03/2023 04:59 PM

Walking: this is fine  
 Cycling: what's the need to have bike lanes on both sides? What's wrong with the pathway along the railroad tracks?  
 Buses: with one lane each direction and the amount of times busses stop, that will back up traffic LIKE CRAZY  
 Driving: same thing, one lane each way? Holy cow traffic!!!! I own the longest running business in Canmore (established in February 1974) the paid parking has already put a huge damper on my business, this will put an even bigger damper on it, what about all the other business on maintreet let alone downtown in general?! You say all this is to fix water and sewer lines? GREAT fix them, that's fantastic, but to make it one lane each way and have a median in the middle? DONT DO IT!!!! What's wrong with the way the roadway is now? What happens when there's an emergency and a fire truck/ambulance or police officer needs to get through? Their screwed (for lack of a better term)

Screen Name Redacted

2/03/2023 05:03 PM

With a minor impact to vehicles, this strengthens the cycling corridor, moves the x-walk to an appropriate place in from of elevation place and I love the bus stop location move as well. The only issue I see is the flow through from Benchlands Trail to Railway in having the flow through shift right. It would be better for the right-turning traffic from BV Trail to merge into the flow-through lane.

Screen Name Redacted

2/03/2023 07:00 PM

Why do you think you need to fix something that's not broken? We don't need this stuff and the millions it's going to cost. This will only make the perceived problems worse! Taking two lanes and making one and then telling us it will work better is the most ridiculous form of logic I've ever seen!!!! Save the money and give our taxes back!

Screen Name Redacted

2/03/2023 11:23 PM

Don't make any changes, it works just fine right now for walking, cycling, transit and driving. You are going to have a mess, just like you created at the very expensive and totally unnecessary Bow Valley Trail intersection. Spend the money on other more important initiatives.

Screen Name Redacted

2/04/2023 02:56 AM

Until the tourist economy no longer fuels Canmore, these changes will only frustrate residents and create more traffic congestion  
 Tourists will continue to use their cars which is how they arrive in Canmore initially I see no benefit for residents

Screen Name Redacted

this is unnecessary use of town finances.

2/04/2023 04:06 AM

Screen Name Redacted

2/04/2023 05:35 AM

One lane traffic? It gets backed up with two lanes of traffic. How is this going to solve the issues with traffic in the town. Flooding was a major issue with the previous upgrade. Please ensure that the necessary surveys and work are completed to ensure that these problems do not happen again. Do not put in the lights that were installed on the new intersection in here. They do not work and cause more confusion than help. It would be great to learn about the main goals of this project and if the solution actually solves the problem or compounds the issues. These plans seem like they compound the problem instead of solve them.

Screen Name Redacted

2/04/2023 05:41 AM

Your designs all show small cars with one large semi trailer. A majority of this town tribe large SUVs or trucks. The small cars shown in the photo also suggest that only summer conditions have been considered. Have you considered what the driving and separation will look like when covered in snow??People also have trailers. has tracking survey for trucks been completed or just small cars?

Screen Name Redacted

2/04/2023 09:06 AM

3. Cycling on south side of Railway will be significantly improved. Currently it is dangerous to cycle on south side (no separation from vehicles). 1. Driving may experience bottlenecking driving towards Main St from Rail tracks. Having to change lanes from left to right while crossing tracks may be problematic. 4. Transit. I hope there are laybys for transit stops to allow traffic to keep flowing when bus stops.

Screen Name Redacted

2/04/2023 09:48 AM

From a walking perspective: all sidewalks for pedestrians should be a minimum of 2.5 meters. Otherwise it is complicated for those with strollers, dogs, families walking together and meeting those walking towards them. Cycling and driving is suitable for the location. I look forward to the results

Screen Name Redacted

2/04/2023 09:56 AM

110 Settler Way

Screen Name Redacted

2/04/2023 10:00 AM

THATS GREAT.

Screen Name Redacted

2/04/2023 10:01 AM

110 Settler Way

<p>Screen Name Redacted 2/04/2023 10:01 AM</p>	<p>110 Settler Way</p>
<p>Screen Name Redacted 2/04/2023 12:03 PM</p>	<p>I only drive downtown for groceries. My hope is for easy driving access.</p>
<p>Screen Name Redacted 2/04/2023 01:11 PM</p>	<p>It will slow things down just like the Shops of Canmore intersection does. Driving is slow, biking is not easy in the winter since all of the pathways are very icy anyways.</p>
<p>Screen Name Redacted 2/04/2023 01:45 PM</p>	<p>Walking and cycling look like there will be improvement, but I didn't really think there was an issue with either of those things in this area. Driving and using transit seem like it will remain the same.</p>
<p>Screen Name Redacted 2/05/2023 09:03 AM</p>	<p>710-3rd Street</p>
<p>Screen Name Redacted 2/05/2023 11:55 AM</p>	<p>The only positive I see here is the turning lane into EP. Just leave the road as is, and add more bike paths. Please stop burning money.</p>
<p>Screen Name Redacted 2/06/2023 10:44 AM</p>	<p>1. Driving will become frustrating. There needs to be options for 4 lanes, AND the expanded bike and walk lanes. Based on the drawings, the green space could be significantly shortened to allow for the road to still exist as 4 lanes, and still get the extran walk and bike lanes. Alternatively, 2 lanes with dedicated turn lanes to keep people waiting to turn out of the way for those going through. Additionally, the bus stop will only cause backups and become a nuisance. It would be beneficial if there is a dedicated space for transit busses to pull over. 2. Walking will become easier. However, as proposed it will be at the expense of an effective and functional vehicle traffic plan. 3. Biking will become easier. However, as currently proposed it will be at the expense of an effective and functional vehicle traffic plan. 4. It will make no difference to transit s proposed. Transit, as proposed will only become problematic for vehicle traffic.</p>
<p>Screen Name Redacted 2/06/2023 11:20 AM</p>	<p>I'm sure that it will improve walking and cycling, but I'm concerned about Transit. As I don't normally drive to my office, driving is not a concern for me; however, it will be for our clients. We own a business on 10th &amp; Railway.</p>

Screen Name Redacted

2/06/2023 02:52 PM

1. Driving - this is ridiculous! It will have a major impact on my driving and the time it takes to get to work. The bus does not go to where I work therefore I have no choice but to drive. Bike you say!?! - It takes me 40 minutes on a nice weather day in summer. From November to April you are saying that I should be encouraged to bike!?!?! So then, to get to work.... I would really need a fat bike since you expect us all to get on our bikes in winter. Or get studded tires for my old mountain bike. C'mon Town!! You want locals to get on bikes or walk, yet on weekends and in the summer when we have a ton of tourists, you think they will be coming by bike?!? I don't know what is happening at the Town of Canmore these days. You say YES to all this development, but then you take away driving lanes on main roads!?!? This is insane planning.

2. Walking - I live on the north side. The likelihood of me walking to get anywhere is very slim due to how long it takes. We are a spread out community - we are not Banff! I'm completely indifferent to the intersections if I'm walking, as it likely takes the same amount of time. Both sides of Railway Ave (the sidewalks) should be extended wider, but not into the roadways. The other way works way better. The businesses on the south side hamper this, but people in vehicles shouldn't suffer because there is a lack of a good solution on one side of the road.

3. Cycling - November to March or April, I guarantee you I am NOT biking because it's winter! Snow and ice make it treacherous for me to try and bike and I think it's crazy you expect us on our bikes all year. In summer, on my bike - the intersections won't make any difference with how I get anywhere. And just so you know - I love biking! I like to encourage biking - but this is not the way to do it. (also same comments as #2 for widening)

4. Using Transit - I don't use transit because it doesn't go to where I work. If it did, I would definitely consider it. But then of course, the poor bus is going to get stuck on all these roads trying to get anywhere! Especially in the summer! A lot of people in town work weekends due to the amount of visitors - and then you want people to use the bus on weekends to get to work, but build these roads and intersections which will slow down all the buses. The 30km/h speed limit is good, but only in certain areas. Canmore is NOT Banff. It has more residents and housing that stretches farther. You will have to really, really increase the bus service if you want less traffic because you are approving so much high density development. The residents will suffer because you can't say NO. Visitors are coming in their cars, no matter what. Are you planning a shuttle service from Calgary or the airport? The Town needs an awesome parkade with free parking to encourage visitors to park and walk (or bike). Thanks for taking my feedback, although I know it won't change a thing.

Screen Name Redacted

2/06/2023 02:59 PM

Driving

Screen Name Redacted

2/06/2023 04:02 PM

Driving

Screen Name Redacted

2/06/2023 05:00 PM

This wouldn't have as significant impact as second concept (Main Street to 10 Street. \*Note - cross sections C - G from the Railway Ave cross sections). not much of adaption will be required as there is already a crosswalk on that same spot except this time, it is a traffic light.

Screen Name Redacted

2/06/2023 06:33 PM

207 cougar point road

Screen Name Redacted

2/06/2023 09:36 PM

1-Any lane reductions/narrowing will slow traffic flow and increase idling especially due to train and new traffic light. 2 and 3- Unsure if will change much since I already use road or the already EXISTING DEDICATED bike/walk lanes along train tracks OR Bow Valley Trail. I use these 2 modes of transport the most and do not feel that more options are needed. Definitely do not like to see more idling of cars and frustrated drivers. 4-Probably more delays due to traffic congestion. Will there be more bus stops along the core, to encourage more rider ship? For example, now that there is no longer 1 big loop but instead 5C and 5T, it takes long time to get across one side of town to other. Also, I mainly take 5T bus and there is only stop by Starbucks and then only main bus stop??? Instead of taking away road lanes, what about having dedicated bus/bike lane or a multi-passenger lane? Also, green spaces in the middle sounds like unnecessary and may attract animals.

Screen Name Redacted

2/07/2023 10:11 AM

Experience from the A&W intersection is that the length of the turning lanes are too short leading to delays as vehicles are stuck in the single lane section behind vehicles who are waiting to travel in a different direction. These concept designs have the same flaw and will lead to drivers waiting longer than necessary (multiple traffic signal cycles) as traffic backs up in single lane sections - this happens on bow valley trail north bound in front of the shops of Canmore regularly and results in queues back to the spring creek roundabout and beyond. I'm also concerned about no longer being able to turn left out of businesses on the south west side of railway ave with the central median in the way. The ped crossing at EP will be great, love it, but why take away the existing crossing location, roughly where the section A-A is located, why not keep it too? Generally I like the extra and separate space for active modes. I assume the different bike lanes widths on either side of the corridor are because of space limits? I feel a, 2m bi-direction bike lane on the



south west side is a bit narrow, even with the adjacent pedestrian sidewalk, it would be better if space allows to get to 3m to match the other side.

### Screen Name Redacted

2/07/2023 10:56 AM

I think driving will become more difficult with the plan to narrow the driving lanes with a centre boulevard. I would definitely keep the four lanes, two each way, through this section to allow for people turning since this is a major arterial road. Walking and Cycling should improve even if narrower than in the plan.

### Screen Name Redacted

2/07/2023 11:36 AM

1. Driving, reducing the lanes will increase traffic into the core in the morning and out of the core at the end of the day. With a train the congestion will continue further. Bus stops will also further congest the roads, cause drivers to become impatient= accidents. Reducing the driving lanes will not reduce congestion, instead it will cause frustration and accidents from people rushing. A town with 8 months of winter cannot run as a European city with most people using other options, bike, walk, transit. Also with a town close to surrounding hamlets that all use the town as their main work, grocery, rec area, expecting people to not drive is not feasible other options should be considered. Suggestion- 2 lanes into the core in the morning, 2 lanes out of the core in the evening.

### Screen Name Redacted

2/07/2023 01:13 PM

I think the design will greatly improve walking and cycling. As a cyclist, I generally avoid the area since it's not tied in (on the one side) or a bike lane is non-existent on the Esso side. I am wondering if the bus lane is an exclusive lane? I assume it is open for all drivers, since the lanes are needed when traffic stacks up due to a train coming through. The added crosswalk is certainly welcome and needed - however, there's no direct crossing into the Spring Creek trails for biking and walking. Is there no need to tie that in?

### Screen Name Redacted

2/07/2023 02:46 PM

1. Driving - Cutting down the traffic heading in and out of town will be severely backed up by reducing the number of lanes to just one. This is a main artery accessing the town and reducing the number of lanes will make it more difficult to enter and exit the town. Also accessing the businesses across from Elevation Place will be limited. Looks like left turns will be eliminated. Not great! 2. Walking - No change as there are already sidewalks on both side of the road. 3. Cycling - No change as there is already a cycling lane on the Elevation Place side of the road. Seems unnecessary to add in another bike lane and reduce the number of lanes for automobiles. 4. Transit - I don't use transit

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Screen Name Redacted

2/07/2023 03:00 PM

Hello Dear, I would like to raise concern about traffic issue at the Railway Ave as its busiest route in town. Having single lane is not good for town people as they have to commute every day. It will limit people access to downtown and will create more pollution as slow moving vehicles. Please keep two lanes for vehicles and modify your plan. Thank you

Screen Name Redacted

2/07/2023 03:07 PM

Hello, I am against on this plan to create one lane on railway Ave. Having one lane will create more traffic and it is hard to access businesses in downtown as most business rely on tourists and local people. It will create more traffic when the train will come and that's not good for environment. I would like to request you to keep two lanes for vehicles on railway Ave and modify your plan with some other solutions for cyclists and pedestrians. Thanks Twinkle Rani

Screen Name Redacted

2/07/2023 03:29 PM

I travel every day from this road for work, grocery shopping. And for so many other things. Currently we have two lane road for the vehicles but still in pick season road is always busy if we make this one lane it's gone be more traffic specially when trains pass. As per new concept we are hoping people will use bicycles if there is bicycles lane. I am not convinced for that as if I want to go for grocery or shopping with my family I don't want to carry all bags and other stuff by feet. Let's say I use transit to do that but still traffic will be the problem. So I am giving Negative vote for the new project for the Railway Avenue.

Screen Name Redacted

2/07/2023 03:42 PM

Hi, I would like to raise concern about the single lane plan for Railway Avenue as its main route for local people and tourist. Having less vehicle in town will impact negative to local businesses and kill business eventually. It will create more traffic and pollution on Railway avenue and when train will stop traffic will be disaster for traffic. I see that there is limited access to business. Please review your plan keep two lane for Railway Avenue. Thank you, Seema

Screen Name Redacted

2/07/2023 06:12 PM

New project will make more traffic on railway avenue and as railway avenue is main road for locals to travel for daily needs. New project look like only focusing on tourist. Also it's will effect local business on railway avenue. I have negative vote for this project

Screen Name Redacted

2/07/2023 06:56 PM

I don't agree this.

Screen Name Redacted

Please tell me how reducing from 2 lanes to 1 lane is going to make

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2/08/2023 06:41 AM

traffic flow better? Have you forgotten the experiment they did in Banff last summer with the Bow River Bridge? Wait times went from 3 hours to more during high season in the summer. As for Canmore, do you not see traffic backed up to the HIGHWAY in the middle of summer with what they did on BVT?

Screen Name Redacted

2/08/2023 06:44 AM

It will impact me greatly as Railway Ave is one of my main routes to and from work. Besides that I use the highway to AVOID the congestion caused at the intersection by A&W. These changes will cause significant congestion when trains go through town. As a TOURIST town, TOURISTS bring cars to get to where they want to go

Screen Name Redacted

2/08/2023 06:51 AM

With a single lane heading into downtown, Driving will be more restricted and less efficient. This is a main artery and should not ever have a single lane on any part of it.

Screen Name Redacted

2/08/2023 06:55 AM

1. This looks similar to the other intersection and it is awful. Long line ups of traffics, people not seein how two lanes go to four and being in the wrong lane, large empty spaces have been created that could have been used for traffic that aren't, massive sidewalks that look like roads that even I, as a local, have turned onto. Waste of money and I don't see how it helped alleviate the traffic, it's made it worse.

Screen Name Redacted

2/08/2023 06:59 AM

Using transit or driving.

Screen Name Redacted

2/08/2023 07:14 AM

I do walk and bike in the area somewhat frequently, and don't find it to be a problem. I DO NOT AGREE with removing a lane of traffic through this section. I understand that the concept is designed to encourage alternative transportation, and I'm for that, but this section of town is just too traffic dense. Between people who live here trying to get to their homes or across the river and those needing to shop for essentials in the core, like groceries, this will always be a high volume area. When you factor in the hundreds and thousand of visitor vehicles that the town depends on, it will be chaos. I don't think you can expect weekenders or holiday visitors to drive to our town, and then use or bring bikes to get around. I don't believe we have sufficient infrastructure for this (intercept parking, transit from Calgary, local transit, etc). When I have taken transit through the area, the bus fell behind schedule every morning as it waited in traffic lines. How much more will this plan negatively affect wait times and schedules? I suspect it will be a lot.

Screen Name Redacted

2/08/2023 07:28 AM

Will make driving worse. No impact on walking or transit. No impact on biking since I use the path next to the tracks.

Screen Name Redacted

2/08/2023 07:39 AM

Great idea if we didn't have 15 trains a day and traffic didn't build up. Oh did you all even mention that we are tourist town and have you thought about the traffic jams we will have. How are business going to operate.

Screen Name Redacted

2/08/2023 07:43 AM

1 2 3 4 all positive, forward thinking, people oriented

Screen Name Redacted

2/08/2023 08:07 AM

Very concerned that limiting road traffic will jam up street, Bike traffic can safely bypass this by routing through Spring Creek or behind EP no need for a bike lane. I say this as a cyclist

Screen Name Redacted

2/08/2023 08:19 AM

Reducing driving lanes and access to other side of tracks is a problem. This design is not the right design for a mountain town that has winter driving 7-8 months. Please do not proceed.

Screen Name Redacted

2/08/2023 08:56 AM

I am not a cyclist, however, I regularly walk downtown, sometimes using this route. I also drive or take transit depending upon what I exactly need to do and what my time constraints might be. I like the flow for cyclists & pedestrians and see this concept as helpful for safety and overall experience. It also reduces bikes slowing down traffic. The pedestrian crossing at the entrance to elevation place makes sense. My concern lies simply in the potential for worse congestion than we see today at peak periods and when the train is travelling through town. How about an underpass at both train crossings coming from the 1A into downtown?

Screen Name Redacted

2/08/2023 09:33 AM

Do not build this mess.

Screen Name Redacted

2/08/2023 09:44 AM

1. Driving is will be a nightmare. Even more backed up than it already is! Worst idea ever. 2. Walking. Maybe slightly faster to get around people but not really a significant improvement vs cost and effect on driving. Also dangerous walking when cars drive on the walking and biking path. Yes, this happens more than you think. I've seen it plenty! 3. Biking. More trusting because most people still walk I. Them and don't move over in a safe or timely manor. Is faster and safer to bike in the road. 4. N/A there is no transit stop close to my house so I

do not use it

Screen Name Redacted

2/08/2023 10:14 AM

Cutting down lanes will make a nightmare for both transit and vehicle passage. In winter, even worse with the snow that builds up. There is already so much traffic build up when a train passes. Even without a train, but with after school hours traffic, trying to pick up my daughter from preschool from cougar creek by ERS can take 20+ minutes sometimes with ALL lanes available. This design is a nightmare for passage by car. This design will not "encourage more traffic by foot or by bike." People who NEED to drive for certain things will have to drive either way and will make a huge inconvenience. We have a cleaning business and need to be able to drive around town from unit to unit quickly WITH all our cleaning supplies and laundry so NOT by bike or walking. This plan and inefficiency will affect our work in the summertime.

Screen Name Redacted

2/08/2023 10:40 AM

Please don't make the driving lanes 1 lane each direction. Walking and Biking plan seems great

Screen Name Redacted

2/08/2023 11:33 AM

Driving

Screen Name Redacted

2/08/2023 11:34 AM

1. Slowed permanently. Increased potential for conflict/accidents as users navigate lane reductions. 2. I've found the current red path next to walking paved paths have increased conflict with cyclists and confused drivers. Diminished safety and use. 3. May cycle more on the south side of the road. Would continue to use trainside path on the north side to go behind EP, Can Tire, Save On etc, then join into downtown depending on which direction desired. 4. No impact. Expect delays.

Screen Name Redacted

2/08/2023 12:07 PM

This will negatively affect my ability go get downtown for shopping. It is a design good for people, like Calgarians, who drive out here for 2 hours to take pictures of mountains with buildings and peoples heads in foreground.

Screen Name Redacted

2/08/2023 12:24 PM

I prefer the idea of upgrading the walking/cycling path BEHIND the rec centre. Leave the road for transit/transport trucks/ snow removal/ cars ETC. I'm a very concerned tax payer!!!

Screen Name Redacted

2/08/2023 12:28 PM

Design will definitely improve experience for walkers and cyclists travelling on the south (old CanBow) side of the street. I don't believe

there'll be any change to the experience for walkers/cyclists on the north or EP side of street. The experience is already very pleasant on this side. I used my bike all summer to travel to the market and would come down along the railway path from Crazy Weed to EP. I believe money would be better spent improving travel along that corridor - it is a very busy pathway, walkers, cyclists, joggers all use it as the most direct route from 17th Ave to Benchlands Trail.

Screen Name Redacted

2/08/2023 12:31 PM

1. Driving - NEGATIVE impact. The idea of bottle necking the main artery of which to access the services in the area serves no advantage to anybody, but especially not to drivers. People don't come to visit this town on bicycle - they come here in vehicles. The vast majority of people that live here don't bike/walk (especially in winter) to get groceries etc. - they drive there. People that don't have office jobs and have to get to point A to B to C in their day to day don't bike/walk - they drive. First responders have found it very difficult to navigate the new infrastructure and congestion created by famous new intersection and these plans will make all of those issues that much worse. 2/3. Walking/Bicycling - There is currently plenty of right away to widen the path system to achieve a more functional volume of traffic without shrinking the roadways with unnecessary meridians. 4. Transit - No positive impact. Intersections - Not sure what the plan is with the intersections. If the plan is to adopt the concept of the new intersection on Railway Ave. and Bow Valley Trail, then it will have a huge negative impact on all categories for many reasons, but most importantly safety. For starters, this will just add to the congestion that will be created by shrinking the roadways, but when traffic control and safety is concerned, consistency is paramount. If you have one set of rules to follow for one intersection, and then an entirely different set of rules to follow one block over, this creates confusion for not only people visiting who have never been here before, but also for people who live here. When pedestrians or drivers don't know which rules apply to which, people will get seriously injured and we've seen it happen already at the new intersection.

Screen Name Redacted

2/08/2023 12:53 PM

I am required to drive to work and this is going to make traffic a major issue. I am unable to walk or bike due to location and the amount of equipment I need to take to my work. Great for tourists walking or biking but not great for local population that need to move kids around or have a vehicle for work.

Screen Name Redacted

2/08/2023 01:07 PM

1/2/3/4 Stop this project!

Screen Name Redacted

2/08/2023 01:20 PM

I live in Kananaskis Way and primarily commute/travel via cycling and walking. I often avoid taking Railway Ave to downtown due to the small and dangerous sidewalks. That are often splashed with water and mud. My preferred route is through Spring Creek, despite the additional time. This is because traffic has been calm, multimodal transport has been prioritized and the route feels safer. I currently do not feel safe using the Railway Ave pedestrian crossing to EP because of the speed and volume of traffic. Motorist are travelling at a high rate of speed around the corner and it feels dangerous crossing 4 lanes of traffic unprotected. The proposed design with pedestrian islands would allow me to comfortably cross to EP from the south sidewalk. In addition during my job as a police officer I see high volumes of pedestrian traffic along Railway Ave to and from downtown/Kananaskis Way. I have seen people walking on the street due to the volume of traffic and size of pathways. When I have stopped people doing this they state the sidewalk is not larger enough or clear of snow/ice. The proposed design would allow for efficient snow removal, and high volumes of multimodal traffic through this vital corridor. I often see large personal vehicles in this corridor with 1 or two passengers. If multimodal travel is prioritized I would predict a significant drop in personal vehicle volume. Allowing for more efficient travel for those who cannot/will not travel via walking/cycling. My only change would be to attempt to prioritize transit over personal vehicles. I'm not sure if there is space or if special signals with transmitters in the buses could be employed.

Screen Name Redacted

2/08/2023 01:22 PM

1. Turning left when leaving EP will be more difficult - needing to monitor for faster moving bikes AND pedestrian traffic both across the side lane and across railway ave at the same time, and in the opposite direction for oncoming traffic. Through traffic going NW will also suffer as heavy pedestrian traffic forces those turning into EP to wait - and in this configuration, it can back up traffic through to the lights/train/etc. 2. Pretty much the same, walking around this area seems entirely fine. 3. Expanding the sidewalks on the south side in front of the business is a nice add for cyclists heading to Shops of Canmore I suppose. 4. More likely to be slowed by traffic caught up at the EP intersection, but otherwise unaffected.

Screen Name Redacted

2/08/2023 01:24 PM

OK

Screen Name Redacted

2/08/2023 01:41 PM

1/ Driving My concern is the time that will be added on for my employees (construction workers) to get from one project to another or to pick up supplies. We have to use our vehicles frequently throughout the day. A slow moving train will cause massive traffic backups. I am concerned about the businesses downtown and how

visitors who drive here (mostly all of them) will get downtown during construction. Some of these young businesses are still recovering from Covid interruptions, staff shortages, the decrease in traffic from paid parking and then WHAM road construction that will, without a doubt, take more time than anticipated. I think this will hurt many local downtown businesses. 2 & 3 Walking & Cycling There are already walking and bike paths that get me downtown very easily from cougar creek. The trail behind shoppers is gorgeous and gets me to the other end very easily as well. Why don't we just enhance what we already have? 4 Transit I only use it to go to Banff

Screen Name Redacted

2/08/2023 02:05 PM

1. This should make it easier to get in and out of EP. 2. Good to have dedicated cycling lane. 3. Having the walking and cycling paths side by side means there will be pedestrians on the bike path. The red sidewalk seems to have no meaning to most people.

Screen Name Redacted

2/08/2023 03:02 PM

if the design is anything like crash zone at the a&w intersection. it will be dangerous. i have been cut off, i have had bikes with riders act as cars then humans and then a car , swerving in and out as they please weaving through pedestrians and traffic. Not only that but the amount of idling cars in front of me most days causes my breathing issues to act up. the back up past the traffic circle is a waste of fuel, and a massive smog problem. sitting there for 45 min a day in unacceptable. Also a problem for snow removal leaving ice. this year i almost hit a pedestrian i was below speed limit and i could not stop. massive traffic congestion and the problems it causes. Signs like high crash area will need to be installed like they have in old strathcona in Edmonton the massive never ending snake of traffic one lane will make will create hazards pollution and a never ending line of traffic. this design is made for bikes that most people use 6 months a year. i do not approve i recommend a traffic circle at the rose and crown, and a pedestrian crossing at pinewood.

Screen Name Redacted

2/08/2023 03:33 PM

My day to day commuting patterns will be impacted by these changes, and not positively. When I am a pedestrian I am not using these areas, but, I use them to drive my vehicle and my family across town. I foresee these changes increasing my commuting times in mornings and afternoons.

Screen Name Redacted

2/08/2023 03:41 PM

This is ridiculous. The reduction in lanes will make this a traffic nightmare. We are a weekender and tourist town. We have no rapid transit from Calgary. Even if everyone buys an electric car they will still drive. The parking problems we have should tell you we will have more traffic in the future not less. You should be widening the road



and not restricting it. I've lived here for over 30 years and can tell you the Bow Valley Tr. and Railway Ave. intersection is a disaster, even you try to tell residents it is working. It is not. This project is just another example of unrealistic expectations and a waste of taxpayers money.

Screen Name Redacted

2/08/2023 04:16 PM

I see several issues with the design as provided. Where the turn-off notch to the utility building south of Railway avenue at the east end is located, with single lane Railway traffic westbound there is a strong possibility of a bottle neck being created, with traffic backing up back of the train tracks. You have the two lanes coming to one right before this, which is already creating a bottle neck. That pinch point seems to be too close to the crossing. If vehicles are stuck in the left lane waiting to pull over, if a train comes along there could be chaos. At this time there is already a long wait to turn left out of the EP parking lot to go east on Railway avenue at many times of the day. With the bus stop across the street and the crosswalk, it will become even more difficult to make this turn. You will have eastbound traffic having to pull over to the left to get past the bus stop, after the left-turn lane INTO EP. People using that crosswalk will also prevent people from turning out of EP. A great portion of the population live on the north side and need to turn left. Instead of the crosswalk it would make more sense to install traffic lights here. The location of the bus stop also impacts people accessing Wolfe Motors entrance, and also exiting the gas station. The zigzag traffic pattern will be confusing, especially for tourists. I live in Eagle Terrace, and leaving EP to come home is already a problem much of the time, trying to turn left out of the parking lot. If you plan to make the exit one lane in and one out, it will be a major bottle neck. The plan makes no difference to walking this route. Using transit, having the stop located closer to the EP entrance makes a bit of a shorter walk to EP, but not that much. There would not be much difference for cycling, either. The major impact will be to vehicle movement, in a negative way.

Screen Name Redacted

2/08/2023 04:57 PM

For all 4, this project looks great in the 2 months of summer. But for inclement weather, especially winter, this design will become a nightmare. There is poor road clearing services at this point, and I can a solution guarantee that there will be no commitment to clearing these bike paths during winter months. As much as you would like people to ride their bikes year round, it just doesn't happen. We are not Holland, here. We are not tge UK. We are not Germany. Those areas are where biking year round is feasible. Canmore, a winter mountain town, does not see bike traffic i9 months of the year. Expecting a mom with 3 kids to bike down from 3 Sisters in winter, on unmaintained paths, to get groceries in -31C weather is ludicrous. Seriously, stop with this project.

## Screen Name Redacted

2/08/2023 05:39 PM

I like the new intersection design as it is much safer as a pedestrian and cyclist - though need more education and enforcement related to no right turn on red. On the flip side, the lack of 2 lanes/left turn lane to access businesses along Railway Ave (Shoppers, Esso, etc) will bring traffic to a halt as soon as someone is turning left there. It will not take long for traffic to back-up especially with volumes related to trains, etc. The relocation of the crosswalk to the main entrance of EP makes sense from a pedestrian perspective, but may hinder an already difficult left turn out of EP. This location makes more sense from a transit perspective on the north side of the street (the north EP bus stop is not shown on the map, so I am wondering if it is planned for the same location?) I see the transit stop on the south side will be moved, but have concerns for folks getting on/off the bus will have issues with cyclists (there is a crosswalk, but how is the town going to mitigate this hazard to both user groups?)

## Screen Name Redacted

2/08/2023 05:46 PM

I think it will delay every transport type listed above. The new intersection can barely handle weekday volume, my multiplying this form of intersection I can only foresee greater congestion

## Screen Name Redacted

2/08/2023 05:47 PM

Lane reductions will impact traffic flow in an extreme way. I believe money would be best spent on mitigating the railway crossing, if at all possible. I agree that a continued bike lane will benefit the downtown core, however as a pedestrian, cyclist and driver it is nearly impossible to commute to work through this area by vehicle as it is, and for those of us that have to drive to the downtown core this creates yet another barrier.

## Screen Name Redacted

2/08/2023 05:53 PM

1. Driving. Loss of driving lanes will increase traffic congestion causing longer commutes, more idling thus increased air pollution and noise.
2. Walking. It seems the walking paths are in most cases sufficiently separated from bike and driving lanes.
3. I think that this plan will improve movement for cyclists. However, if the goal is to make driving so distasteful as to get more people to use bicycles, I think you have missed the mark. Cycling is not for everyone especially during our long winters. Studded bike tires are not a safe option, especially for seniors. Also, a car is often necessary for errands to businesses along Railway Avenue. For example, weekly grocery shopping and many purchases at Canadian Tire or Home Hardware cannot be transported by bicycle or public transit.
4. Public transit. I believe the increased traffic congestion due to lane reductions will impede the timely flow of both local and regional busses.

Screen Name Redacted  
2/08/2023 05:59 PM  
Emergency services- EMS/RCMP/Fire are unable to get through if it's single lane with any sort of median

Screen Name Redacted  
2/08/2023 06:10 PM  
Driving and walking Get rid of some of the traffic lights in town and put in traffic circles - roundabouts

Screen Name Redacted  
2/08/2023 06:18 PM  
The random islands in the middle of roadways only add to congestion and make snow clearing and road cleaning much more difficult. Pedestrians will notice no difference whatsoever. Cycling is improved however there's a very real chance that the widened sidewalk and cycle track will be used as a roadway as we've seen in the past!

Screen Name Redacted  
2/08/2023 06:42 PM  
Unless you are planning a bridge over the railway tracks any reduction in lanes on Railway Ave is an incredibly dumb idea. I'm all for reducing dependence on cars however this design doesn't have a bus lane meaning any traffic jam caused by trains will cause busses to be stuck as well

Screen Name Redacted  
2/08/2023 06:44 PM  
This will make driving any service vehicle an nightmare! How is anyone doing work in supposed to gain access to downtown with all the congestion of summer traffic. Parking is already a nightmare once you enter down town fairholm is not an option. Once snow falls your are down to one lane with the way this town clears snow and let's it freeze. Absolutely against any more changes to roads in town unless it's to add better driving lanes not more bike lanes that are barley used!! Most bikers still stick to the road.

Screen Name Redacted  
2/08/2023 07:04 PM  
1. Would cause more congestion 2. Would be the same as it currently is 3. I don't cycle 4. More congestion

Screen Name Redacted  
2/08/2023 07:34 PM  
1. i'm worried there will be large back ups when driving into town with only one lane - if someone wants to turn left (ex: into esso), there's no way to drive around 2. I appreciate more space between vehicles and myself when walking; Im not sure a crosswalk by the EP entrance is necessary if there's one down the road closer to the train tracks? or is that one being removed? 3. I am happy to have a dedicated bike lane but I don't personally need one. I think efforts could also be made to encourage folks to walk/bike on the existing paths along the train tracks. perhaps pave both paths, not just the one on the south side? 4. Based on my understanding the only spot in this section where there is a bus stop, there are 2 lanes, so cars can get around, and traffic can be managed

Screen Name Redacted

2/08/2023 07:54 PM

Don't want any changes

Screen Name Redacted

2/08/2023 08:42 PM

1. Driving- negatively 2. Walking - the same. I don't find walking a problem now. Do it all the time. 3. Cycling- same. Don't have a problem with it now as is. 4. Transit - the same No point changing. Just paint lines down the middle of the lanes for Pete's sake! Tourists don't know how wide a lane is.

Screen Name Redacted

2/08/2023 08:54 PM

What an insane waste of tax dollars! Traffic and snow removal is already a huge problem here. What will happen when emergency vehicles need to get through? The terrible lights at the bow valley trail and railway Avenue intersection have traffic SO backed up now, and it's complete chaos when emergency vehicles need through. There are zero bikes on the roads here in the winter because of the cold. STOP trying to make everyone ride a bicycle everywhere! Stop wasting tax dollars!

Screen Name Redacted

2/08/2023 08:57 PM

Will slow driving by car, but is safer walking or by bike. Also much more visitor friendly.

Screen Name Redacted

2/08/2023 09:22 PM

It'll make it more enjoyable to walk or bike on that road

Screen Name Redacted

2/08/2023 09:33 PM

I thought the town might have learned something from the huge mess they made with the Shops of Canmore and Bow Valley Trail redesign. Traffic backs up through this area and intersection all day long and sometimes past the Spring Creek intersection. So now vehicles just sit and idle verses moving. There are too few entrances and exists into downtown to continue to remove driving lanes. If you want to add cycling lanes and sidewalks go ahead, just don't do it at the expense of vehicle traffic flow. The reality is there continue to be more visitors to Canmore and they come by car. We live in the Canadian Rockies and get more winter than summer so using a bike to get around town in the winter, rain, etc. is not happening, just look around and count the bikes in the winter and even summer verses the cars.

Screen Name Redacted

2/08/2023 09:45 PM

Negative impact for driving; increased congestion, increased pollution from idling cars; snow removal? We need to keep space for vehicles while making it safe for pedestrians and cyclists but not at the expense of vehicle traffic; pretending vehicles will stop being used is not helpful for the ease of living and visiting in our community.

Attention needs to be paid to emergency evacuation; hardly any snow pack this year; implications for forest fires - meridians prevent easy egress.

Screen Name Redacted

2/08/2023 10:02 PM

This is a terrible design all around. Seriously !!

Screen Name Redacted

2/08/2023 10:07 PM

1. Driving - I like the idea of having a dedicated turning lane into Elevation place when travelling away from downtown. Otherwise no concerns. 2. Walking - I support the extra space for walking. 3. Cycling - This will be a huge improvement i.e. safety travelling away from downtown, and ability to safely cross Railway Av to get to EP. 4. Transit - Shouldn't be a problem.

Screen Name Redacted

2/08/2023 10:34 PM

Help me get around town on my bike

Screen Name Redacted

2/08/2023 11:56 PM

I do not cycle or use transit because both are very inconvenient and I am 65 yrs old. Transit does not come within miles of my house and a bicycle is prohibitive many days of the year, particularly when having to carry groceries home. Also my electric bike is very expensive. I would want safe bike boxes like at the hospital so that baskets and heavy batteries do not get removed (stolen) and I don't have to lug these things around when I shop. Please also put a barrier between the bike lanes and the road. Bikers have a tendency to go from being a vehicle to a pedestrian in a blink and many of them don't share the road well with cars. Force cyclists to only cross the road where there are crosswalks.

Screen Name Redacted

2/09/2023 05:52 AM

Will just cause more traffic build up when the train crossing is activated. Traffic will be backed up all through the town due to less traffic lanes.

Screen Name Redacted

2/09/2023 06:43 AM

1. Getting through town is a nightmare. I have to drive cause I can't walk my tools and material to different jobs. The first intersection is really pointless and just made it unbearable to live here while it was being built and now the town wants to do two more only a block away from each other. I hate it.

Screen Name Redacted

2/09/2023 06:59 AM

Increased commuting time in winter. Bike on forest trails and paths not next to roads.

Screen Name Redacted

2/09/2023 07:06 AM

Driving - looks like it will be almost impossible to turn left out of elevation place? And everyone will get stuck at the merge after the train tracks. Are you sure you don't want to keep it double lane for leaving town? It's good to keep the flow of cars exiting downtown strong to leave room for the slower trickle of cars coming in. Do we need a double bike lane on one side AND a single on the other? Walking & cycling looks good. Will there be strong snow clearing and salting of the bike paths throughout the winter, because when it's cold and icy I don't think walking/cycling is really an option for most people, especially with the way sidewalks are currently maintained. That's going to create a big accessibility issue in the winter. Transit-the bus will be stuck in traffic too so will be a similar experience to driving. Isn't there a bus stop on the side of elevation place? I'm not seeing that one, it's an important stop and will need a pull out of the street is only one lane.

Screen Name Redacted

2/09/2023 08:38 AM

It will make cycling WAY better:walking will be improved: driving or transit into town unaffected: driving out if town may get backed up towards the rose and crown when trains go through

Screen Name Redacted

2/09/2023 08:57 AM

The Bow Valley Trail and Benchlands intersection is already congested during peak time and summer and it's very dangerous as you have to switch lane in a short time. By further reducing the traffic flow to one line you will increase the hazards especially when crossing the tracks. As it is bicycles and pedestrians have plenty of room and don't need to impede on car traffic.

Screen Name Redacted

2/09/2023 10:02 AM

I bike and walk along this section of Railway Avenue frequently and I welcome having a dedicated bike lane so I don't have to use the sidewalk as I do now.

Screen Name Redacted

2/09/2023 10:15 AM

Not needed. Why is wrong with the bike lanes behind Save On along the train track? Bike lanes already exists. No need for more on Railway Ave.

Screen Name Redacted

2/09/2023 10:28 AM

Driving. To and from work. Getting groceries, picking up my wife. Even though we use the bus at times, it's not a perfect schedule (lots of holes) where driving is needed. After running around the restaurant for 8 hours serving guests I'm not getting on my bike to pedal the 40minutes home. Biking is a leisure activity. Weather/fatigue ect all play a role in my travel. When people come to town by the thousands their cars don't disappear. What used to take 15 minutes now takes 30. Through the summer traffic is already backed up past the round

about with people honking at one another due to lane choking and confusion. We have a longer winter than summer...I don't see many people pedalling through the snow. I know I won't be. Thanks.

Screen Name Redacted

2/09/2023 10:55 AM

I am driving, biking, walking and using transit in that area often. Overall I think this as an absolutely bad idea. Lets start with the "improved" intersection of Bow Valley and Railway Av: - all the extra side lanes are really short, meaning that less cars fit into them and that makes the car lines really long. Prior to it's "improvement" I've never seen the lines so long. There are times when the line on Bow Valley Trail (from Solara) reaches Napa, Alpine helicopters and one time even Valbela - The intersection is super confusing for tourist, many times I've seen them run a red light because of that. I come from Europe and I am familiar with their traffic patters but that intersection has no place being here in North America - right hand turn on red light: getting rid of this on many places across town is the biggest mistake I've seen. You hugely underestimate the positive affect of right had turn on red light: trickling the traffic instead of big waves of it. This has noting to do with safely. I urge you to send my safety issues (traffic incidents over last 10 years from that intersection to my email: iaacek@gmail.com) That whole design around EP is terrible for multiple reasons: - bottlenecking the road right after the intersection. This is a huge potential for more accidents, not a prevention - any car doing a left turn to any of the businesses will block the whole road, no way to get around it, it will have to yield to oncoming traffic, pedestrians and bikes. In busy summer it will block the road for minutes. - Left had turn lane at the Rose n Crown intersection is too short, most of the cars go to downtown or drive up to Nordic centre. These cars will block the other lane as well and traffic that goes straight will not be able to pass. - There is a perfect bike path through Spring creek, why not utilize that more instead of having bikers near cars - bike path on the side of EP would probably be enough - totally unnecessary islands of concrete and green in the middle of the road, waste of usable space. Same as on the overpass to Benchlands. In general: - you are catering to bikers while hindering the car traffic - while I use bike the current infrastructure is more than enough, having more paths won't make me using the bike more. The usage is hindered by lots of other factors, namely whether, nowhere to park the bike and also a lot of bike crime. - the town has a lot of plans for expansion but no real plan for updating the infrastructure to match it. All the town proposals are essentially making the infrastructure worse. Tradesmen need to use cars to service the city. People need to get to work on time. - town makes it hard for people who can't afford living in Canmore (and live in Exshaw, Dead Man's, etc) to even come and work here with: making the infrastructure worse, paid parking that offer them nothing since they don't live here. - using Netherland model in Mountain town that has 5 months of very

cold winter makes no sense. - tourists will never fly in here, rent a car, rent a 4 bikes to use them cause you limit their options to get in here. Eventually they will just avoid the town at all. This will have a negative impact on businesses down town. In fact, they are already reporting this and I have a feeling many will move out of there. Your policies will make the downtown die out. - did nobody thought of building a parkade in downtown similar to what Banff has? With free parking for extended period of time. There is certainly room for it - if this design goes through the summer traffic will be at standstill and people will start using other routes and eventually block them as well. - if the design can't at least accommodate the same amount of cars passing through then it needs to be redesigned, don't you think? - the town don't need bike lanes on every single road. - the more "can't turn on red light" signs you put up the worse the problem - and for no reason, people are used to them and I haven't seen a single accident when used. - spend money on affordable housing, that will serve many, not just 50 bikers for 2 months a year costing millions in construction, costing businesses losing customers and frustrating everyone that comes to visit our town - and will drive here, be sure of that.

Screen Name Redacted

test

2/09/2023 11:03 AM

Screen Name Redacted

Test

2/09/2023 11:06 AM

Screen Name Redacted

This configuration does not recognize that the flow of vehicular traffic is currently overwhelmed at key points during the day - the resulting overflow and backing up of traffic onto Bow Valley Trail and other roads should not overwhelm these routes of travel. Furthermore, the issue which exists is that drivers not familiar with where they are actually traveling will create further and more substantial snarls or blockages which will further create accident potential and restrict emergency access. Other methods of transportation such as walking and biking are already supplied with a network of trails that connect the full length of Railway Avenue.

2/09/2023 11:24 AM

Screen Name Redacted

I feel that the town should encourage pedestrians and cyclists to use the existing pathway along the railway. It is a far less congested and enjoyable way to move along railway ave . As a cyclist, I would not use these proposed bike paths in preference to the existing path along the railway - no cars and trucks, no stop lights.

2/09/2023 11:43 AM



Screen Name Redacted

2/09/2023 11:48 AM

BAD IDEA REDUCING TO 2 LANES! THIS WILL LEAD TO INCREASED CONGESTION! DONT BE STUPID & PULL YOUR HEADS OUT OF YOUR ASSES!! BAD IDEA!!

Screen Name Redacted

2/09/2023 12:21 PM

Driving - It is hard to imagine a plan that could be more anti-vehicle than this one. It appears that vehicle capacity is being reduced by at least 50% with no stated plan as to where the vehicles that currently use the road will go (perhaps there is some advocate type thinking that people will walk to the grocery or hardware store when it is -25 and carry their purchases home in their arms). Reducing road width from 4 lanes to 2 will result in intense congestion for most of the day and of course traffic will come to a standstill if Roam stops to pick up or drop off passengers. It is also notes that there with as much width given to bikes as cars in cross sections A and B. A design proposal that does not appear to have any defensible basis and does not align with the 2018 ITP which suggests that 60% of trips will be by vehicle. the diagram also fails to include the windrows from snowplows that will further reduce road capacity much of the year. Hopefully this is not being given any serious consideration but is being used as a stalking horse and when the real plan comes out people will say at least it is better than the original proposal. Biking / Walking - obviously a good news story for when walking or biking. Probably be well used during the summer. even though not sure why people would bother walking up and down Railway Ave for recreation given the multitude of more interesting alternatives. However, even in Canmore, there are very few people who use walking or bikes as their basic transportation during the winter so will be mostly empty for 6 - 7 months of the year. Probably the usual "build it and they will come" type of thinking is going on here which is relied on by advocates when trying to defend the indefensible and when there is no logic to fall back on.

Screen Name Redacted

2/09/2023 12:33 PM

Railway Ave is a major avenue that leads to the most important shopping district in Canmore. This is an area people drive to as they frequently purchase larger quantities or larger items that require a vehicle. For this reason reducing s avenue to one lane each either direction with a turning lane does seem to be feasible. It is very difficult to understand how this would work without having information regarding how the traffic lights would operate. It was difficult to comprehend how the intersection at Bow Valley Trail and Benchlands Trail would work without having prior knowledge of the traffic light structure. This is a faux pas on the part of communicating this concept. During the summer I ride my bike all over. I never ride on Railway Ave. I go the the trail behind the businesses. This is where the bike path should be. It is not that much out of the way. I prefer to see Railway Avenue remain a vehicular roadway.

## Screen Name Redacted

2/09/2023 12:43 PM

Driving into town, where it goes from 2 lanes to one lane (passed the railway tracks), this distance seems too short. Drivers often get confused in this spot already and to add that the left lane is now ending I'm sure will add further confusion. This I feel may then back up cars onto the railway tracks. I also am concerned about the traffic backups that may occur when drivers are trying (turn left) to enter the Esso fuel station and other businesses on the south side of the road. Driving (leaving town), the left turn lane into EP is a great idea as is where the second lane starts. Walking on the south side of Railway looks better. You're currently quite close to the vehicles. Cycling, I don't normally bike in this area. No opinion. Transit, I can't tell if there is a pull in bus stop going into town at EP. This would be advisable to do otherwise you'll have traffic backups (on a major transit route) from the bus stop.

## Screen Name Redacted

2/09/2023 12:45 PM

I'm not sure if my previous comment got submitted so here it is again (revised likely) Railway Avenue is a main avenue which leads to the most important and busiest shopping district in Canmore. People drive to get groceries, to shop at Canadian Tire, the hardware store, to exit the townsite and to enter the townsite. For this reason I do not comprehend how reducing this roadway to one lane in each direction, with a turning lane to add bicycle lanes is feasible. Traffic would get even more congested than it already is. I ride my bicycle all summer. I will not ride on Railway Ave because there is a perfectly good bike lane behind the businesses. I would much rather see that lane at the back, along the fence by the railway track, widened and properly developed for bicycles and pedestrians. The side walks along Railway Ave. could be widened slightly for pedestrians.

## Screen Name Redacted

2/09/2023 12:46 PM

Eliminating lanes for driving will create unnecessary bottlenecks and slow down traffic. When I am riding my bike I use the path behind Elevation place. When I am walking I use the path behind Elevation place. I don't use the public transportation.

## Screen Name Redacted

2/09/2023 01:03 PM

Shops of Canmore intersection is a complete disaster. Please do NOT do this, will make a bad situation worse.

## Screen Name Redacted

2/09/2023 01:14 PM

It is a great idea to make walking and riding a bike along this section of busy roadway safer and more pleasant, but the solution is not to dumb down car and truck traffic (or traffic calming as you like to call it). My opinion is that separating vehicle traffic from pedestrian and cycle traffic entirely is the best way to achieve this. Most of the local bikers already use the path behind Elevation Place, and there are

always plenty of pedestrians using this route. Fixing this pathway to encourage everyone to use it would be a very worthwhile project. On the south side of the street building a better boardwalk along Policeman's Creek would create a more direct, and certainly a more pleasant way to reach the main street from the railway crossing. We already have lots of pathways around town that are totally separated from the streets, let's continue with this and continue building the charming character of our town.

Screen Name Redacted

2/09/2023 01:15 PM

My use of downtown is typically limited to work or grocery shopping I rarely come downtown for other reasons as the town has become overrun, from a driving standpoint I expect the proposed work will add significant delays, even with 2 lanes wide the traffic backs up now and dropping down to 1 lane will only make things work. I feel while the goal is to give each segment of travel style there own space the foot and bicycle traffic are being given way to much space at the expense of day to day traffic (Canmore Workers) and goes unused a large portion of the year due to weather. The crosswalk proposed at EP I suspect is going to cause a significant bottle neck

Screen Name Redacted

2/09/2023 01:16 PM

My use of downtown is typically limited to work or grocery shopping I rarely come downtown for other reasons as the town has become overrun, from a driving standpoint I expect the proposed work will add significant delays, even with 2 lanes wide the traffic backs up now and dropping down to 1 lane will only make things work. I feel while the goal is to give each segment of travel style there own space the foot and bicycle traffic are being given way to much space at the expense of day to day traffic (Canmore Workers) and goes unused a large portion of the year due to weather. The crosswalk proposed at EP I suspect is going to cause a significant bottle neck

Screen Name Redacted

2/09/2023 01:18 PM

Do not see any problem now. Costs are prohibitive

Screen Name Redacted

2/09/2023 01:41 PM

I remain concerned about driving and transit as the intersection at Main Street and Railway Ave appears to be similar in design to the one at Railway Ave and Bow Valley Trail (new intersection) - traffic here ties up b/c peeps are waiting to get into the left hand turn lane and block all the other lanes of traffic. As well, walking will definitely be affected if lights are similar to the new intersection.

Screen Name Redacted

2/09/2023 01:46 PM

The one lane setup looks similar to the new intersection at Railway Ave & Bow Valley Trail where traffic trying to turn left blocks all three lanes ... this looks to me like in busy periods that there will be

backups trying to turn onto Main Street. As well, like the new intersection, the only mode of transportation that this appears to be designed for is bicycles. Little thought appears to have been given as to how this will really work for pedestrians. I would suggest that the designers/engineers go stand at the new intersection and watch real people going through the intersection in all forms of transportation.

Screen Name Redacted

2/09/2023 03:55 PM

This will slow down and bottle neck motorists going into this area. Especially, as EP parking lot is now used for Downtown overflow there will be significant turning into the EP parking lot, backing up the flow of traffic. It appears that the bike lane and pedestrian lane are juxtaposed. That will promote bike riding on the pedestrian path, even if it is just to pass another bike on the red lane. Also, what will happen to the paved path behind EP if there is a new cyclist path near the road way? Could we not use the existing infrastructure of the bike path to lead cyclists away from Railway Ave and then they can reconnect at 10th (already a main access point from Bow Valley Trail)? or next to EP (the existing path extends the length of the proposed area & provides access to all areas along Railway.)? Clear signage would enable this and then we would not require the loss of a vehicle lane?

Screen Name Redacted

2/09/2023 04:36 PM

1. As a driver in the affected area, creating more congestion will likely make left hand turns into Elevation Place even more of a problem, thereby backing up traffic to Main Street. 2. I rarely walk that stretch. 3. I try to avoid cycling that stretch because of traffic. The congestion being created by this design will likely make cycling to Elevation Place even less desirable. A dedicated bike lane may help, but turning left will still back up traffic. 4. Transit is not readily available to me from my home.

Screen Name Redacted

2/09/2023 04:50 PM

I am a senior and DO walk to town five times a week. I am unable to cycle due to a medical condition. I live on Benchlands Terrace. As I cannot carry all my groceries home, I must use the car for this. The reduction of traffic lanes on Railway will certainly affect me. Railway Avenue is the only access to essential services - grocery stores, pharmacies, banks and many medical offices! The reduction of traffic lanes will cause long lineups and it will take more time to access essential services. Can you imagine what it will be like on Railway Avenue during holiday weekends and tourist season? Is this what you want for Railway Avenue? Will my life revolve around what is a good time to access town services? Please do not reduce vehicular traffic lanes on Railway Avenue.

Screen Name Redacted

2/09/2023 05:03 PM

living in the MD of bighorn requires me to drive into canmore daily. I cannot bike to town and I have no secondary destinations to go to even if they were walkable. this seems like it would make my commute much less pleasurable.

Screen Name Redacted

2/09/2023 05:03 PM

I have compared the design tot he existing design and I see no apparent significant advantage of this design to the existing design walking, cycling or using transit. However, by restricting the driving lanes it will increase transit times through the area as has the new intersection at Bow Valley Trail. I cannot see how this expenditure can be justified.

Screen Name Redacted

2/09/2023 05:39 PM

I am a senior who has lived in Canmore for over 40 years. By reducing traffic on Railway Avenue you are creating more congestion. There are bike paths behind Elevation Place. Beautify them and leave Railway Avenue alone. The Town already has major backups with slow trains (example Wednesday Feb 1) and by narrowing the street it will take longer to clear. Also have you thought of emergency vehicles accessing the downtown core with the fire hall being across the highway. I honestly can't see any logic in this plan when Canmore is growing and you want to narrow a major roadway.

Screen Name Redacted

2/09/2023 05:55 PM

1. Driving from Railway to downtown: I'm concerned about having to merge so quickly after the railway tracks when going towards downtown. It seems traffic would back up quite dreadfully if someone had to stop to turn left into the Esso station or other businesses along the south side of Railway. The left turn lane into Main Street seems quite short, which risks backing up traffic along Railway, particularly when downtown is busy. And given the volume of traffic heading into downtown in the summertime, it seems strange to reduce traffic flow to one lane. Essentially, I don't see how reducing the road surface for driving will reduce the number of vehicles; rather, it seems like it will simply back up traffic. I know there is a push to encourage walking and biking, but no one coming off the TransCanada Highway is arriving on foot or bicycle. This whole plan would make more sense if there was large intercept parking or a parkade nearby, as there is in Banff. A multi-story parkade next to Elevation Place would solve a lot of traffic problems. Finally, if the intersection at Main Street and Railway is slow moving like the one at Railway and Benchlands, I can only imagine how snarled traffic will become. Leaving downtown towards the highway, assuming the lane marked bus is a driving lane, it seems like there will be two lanes for cars to wait for a train to go by, which hopefully will be enough and not back traffic up along the single lane coming from Main Street. 2. Walking/Biking: The concept plan makes it seem like walking and biking will be more pleasant, but I

have little reason to walk or bike in this area, and when I do, I prefer to walk or ride along the path by the railway tracks, which is open and pleasant enough. Or I take the boardwalk along Policeman's Creek. Would it not be possible (and likely cheaper) to improve the path along the railway tracks instead? 4. I don't use transit, so I have no comment.

Screen Name Redacted

2/09/2023 06:21 PM

When I moved here 20 plus years ago, I knew that this little mountain town would grow into something much larger. The problem is there will be no travel to the downtown core when we are at the height of our visitors season, which is and will continue to hinder our local economy. One other problem is if there is a fire in any part of town we will have vehicles backed up to the highway to where the new location of the fire hall will be as no one can make a right hand turn. My suggestion is to leave a fire station downtown and scrap this So called improvement!!

Screen Name Redacted

2/09/2023 06:51 PM

This is an evacuation route. It is also a route that semis that service the grocery stores/Can Tire use. It is also a main route for the trades to connect to the shops on the other side of Safeway. I must use my car to access the stores. It would not work for me to walk or to use a bicycle. Stop putting obstructions in the roads used for evacuations. I hate this plan. Never-mind the terrible stoplights that will slow traffic. The town is not just a pedestrian zone. It must work also for seniors who use their vehicles, workers, access for our food. This plan addresses none of what I have talked about. Please Stop! I am a senior with asthma and covid is not finished for us. I am not getting on a cramped bus with a bunch of people not wearing masks! Science demonstrates that it is not enough for you to wear your own mask when in a cramped situation where no one else is. You entirely ignore seniors with your plans. Stop!

Screen Name Redacted

2/09/2023 07:30 PM

I recommend instead a bicycle and pedestrian path elsewhere (behind elevation place as others have suggested?) and keeping the lanes for traffic as is. Otherwise traffic will be even further congested than it already is—the opposite effect of what is needed. While it is nice to think that everyone can get around by walking and cycling to do their errands, get groceries, etc, this is not feasible nor practical in our winter climate, and not everyone can afford an ebike.

Screen Name Redacted

2/09/2023 07:31 PM

This will cause gridlock in the downtown core when summer traffic returns. This will impede emergency response vehicles by not having sufficient room to move vehicles over. This will increase little used infrastructure for a town that is spreading east - as in needing

vehicles to shop. This will kill the downtown core. 1. I will drive slowly to impede traffic. 2. I live in 3 Sisters so will never walk here. 3. I will never bike here during 8 months of inclement weather per year. 4. I will never use transit as it is unreliable and my time is worth money that I need to live in this town.

Screen Name Redacted

2/09/2023 07:42 PM

Those big swaths of pavement, whether they are grey, black or red are actually not nice to walk. I am a huge walker; if I am not in a time crunch, I will walk rather than drive. But, covering every width of transportation space with pavement or concrete is not a nice user experience. Where are the tree lined boulevards? Where is the quaintness of walking? Or the cushioning surface for walkers? As a cyclist, I like having a bike lane, but there are better places to bike because this just isn't a place I will bike unless for transport reasons. As a driver, it's much of the same - no change. However, even in front of Spring Creek, the maze and criss crossing from red to white, to green to black is so confusing. Making extra wide streets, even if there is a dedicated lane for each user is unsightly, impersonal and very industrial without soft touches of some grass, trees and middle boulevards.

Screen Name Redacted

2/09/2023 07:49 PM

1) driving , it will make it the same as by trail. Slow and frustrating. 2) Great 3) Great 4) refer to 1

Screen Name Redacted

2/09/2023 09:02 PM

I believe the most impact would be for driving. Reducing the already congested 2 lanes to 1 would have negative impact. I believe we can be safe with bike lane on only side of the street as oppose to bike lanes on both side of the streets

Screen Name Redacted

2/09/2023 09:20 PM

It may cause some delays for me when I drive through, but you've tried to preserve two southbound lanes, which will help. I'd really appreciate the wider sidewalks as a pedestrian, especially on the south side (opposite Elevation place). I think the addition of and design of the separated bike lanes are great, especially the raised mid -block crossing. Missing is a direct crossing near the CPR tracks. Also, the town really needs to up your snow clearing for active travel to maximize success, especially around holidays.

Screen Name Redacted

2/09/2023 09:59 PM

I do agree that a central turning lane to get into elevation place is a good idea, however, the towns obsession with these red bicycle paths leads me to believe that not a single member of the council, engineering team or design team has ever biked in this town, especially during peak foot and vehicle traffic. There is no amount of

signage that will be make it clear to tourists that the red lane is for cyclists and the town seems to have forgotten to order signs. Trying to navigate limited red paths already in place is nearly impossible, pedestrians clog the bike paths and render them practically unusable. In my experience it pushes me and other cyclists onto the roads which are now perilously narrow. It makes no sense whatsoever.

Screen Name Redacted

2/09/2023 10:31 PM

Driving 1 car only and we rarely take our bikes downtown. Occasionally we take the bus if we aren't in a rush and if the bus is heading to where we are going.

Screen Name Redacted

2/09/2023 10:33 PM

Stop the insanity now, listed for once to your taxpayers (the people who pay your wage). Let's see, make the road single lane throughout most of this area, what happens when emergency vehicles need to get through, especially through our busy summer? How about snow removal, where do you plan on putting the snow? The sidewalks on both sides of Railway are already oversized plus we have the trail along the rail line. If the whole plan here is to make it easier to bike and walk, you have the space. The overwhelming town opposition to the Benchlands - Bow Valley overpriced intersection should be all the evidence you need (Town Council). End this proposal now or face the wrath of the voter.

Screen Name Redacted

2/09/2023 10:50 PM

This plan will negatively impact my driving travel. The loss of lanes and having to squeeze right to merge when coming westbound at the train tracks will make driving more problematic. This seems to cause a safety hazard at the railway. No effect on walking and adding the eastbound cycling path improves cycling. Hard to know how transit will be affected. From looking at the plan view and cross sections, that there is ample space on the north side that could be used better. This could allow the addition of the eastbound cycle path and maintain the same driving lanes that currently exist. I think this plan should be revised to add the cycle path and not lose so much lane space for vehicles and busses.

Screen Name Redacted

2/09/2023 11:03 PM

I struggle with biking along this section of railway Ave and do ride on the sidewalk. It's challenging to walk on the spring creek side with the very narrow sidewalk. This concept design helps with that! However, traffic does back up significantly when there is a train, I might be missing it, but one lane going to the railway tracks will be challenging. I also turn left out of EP onto railway Ave daily. Not sure if there's still that ability in this design.



Screen Name Redacted

2/10/2023 12:19 AM

I cannot stress enough how poorly planned these diagrams are. Granted, I know a lot has changed in Canmore since I was young (we moved to Canmore in 1987), but dropping a vehicle lane, while adding additional biking and pedestrian infrastructure won't make things any easier in Canmore. I'm a real estate agent. I drive to do my job. With the past changes to Benchlands Trail and Bow Valley Trail, it's become increasingly challenging to get around town. These changes as proposed will only make matters significantly worse. If the Town wants to add capacity, they've got sidewalks on the Esso side and a paved path on the Elevation Place side, utilize this. Please do not add more congestion to an already challenging transportation corridor. If you want to add a dedicated turn lane, pull from the Elevation Place side of Railway Ave, but please, do not remove the roadway lanes, traffic is already bad enough, that I try and avoid downtown Canmore at all costs (and my office is at Re/Max). Respectfully this looks and sounds like an opportunity to spend precious tax dollars on a project that isn't needed. The A&W corner was and is a disaster. That's caused massive gridlock and traffic jams; this will only add fuel to the fire.

Screen Name Redacted

2/10/2023 09:52 AM

Clearly there will be more issues with vehicle traffic with these changes. This is the main artery into our town. We have many out of town visitors who are driving to come here. For locals, our climate is not often "cycling-friendly". I believe most of us who live here are happy to ride bicycles or walk as much as possible. However, being in a car is more more comfortable at -20C. Please don't do this.

Screen Name Redacted

2/10/2023 10:42 AM

Driving: More congestion, back up of traffic. Does this area address intercept parking traffic? Walking: An upgraded sidewalk on the creek side will improve safety. Cycling: I navigate the current system by using the trail along the railway tracks. I only bike from late spring to early fall. Transit: I do not use. Comment: Suggestion; Barriers could be placed this summer to ensure the design will work to move traffic, including emergency vehicles.

Screen Name Redacted

2/10/2023 10:42 AM

This new design will greatly improve our ability as a family to move through this part of town safely and effectively. The majority of the time, we try to ride our bikes (often towing our young children with a chariot trailer). We have observed a number of 'near misses' (where pedestrians were almost struck by people driving vehicles) at various portions of the road shown, under the current circumstances -- situations which will for the most part be addressed by this improved design. We are very excited about the improved facilities for people walking and biking on the Policeman's Creek side of Railway Avenue (south of Elevation Place). This is currently a very narrow sidewalk

which cannot be used safely by both a bicycle and person walking - especially in winter when snow is (understandably) piled next to the sidewalk on the informal dirt path where people ride their bicycles to avoid being on the sidewalk in the summer. We're looking forward to the improved safety of the crossings. We don't anticipate there will be a major change to time / efficiency of moving through this area when we use our car. We have a friend who timed their travel times moving in a car through town, from Larch neighbourhood to Cougar Creek, before and after the construction of the upgrades at Railway Avenue & Benchlands Trail, and there has been no change in timing (it takes no longer than previously).

Screen Name Redacted

2/10/2023 11:20 AM

This is a very flawed project and should be immediately shelved and better designs sought. The Town completely ruined the Bow Valley Trail, Railway Ave intersection and this new project will bring that disaster all the way through the main access into the town. Look at the traffic chaos that the Bow Valley Trail, Railway Ave intersection has brought. People sitting idling for 25 minutes plus to try to get through that disaster of an intersection. How does hundreds of cars a day idling for extended periods of time help the environment or is good for walkers or cyclists? Whether the town administration likes it or not, people own, drive, and park cars. That includes people who live in the town or are visiting the town. Having them stuck in unending traffic jams due to a terribly designed road is not going to solve any problems, it will just create frustration for anyone using the town's infrastructure. Town Administration and Council, please admit that this redesign is a mistake and rethink this proposal, thanks. Granted, it will be beneficial to bikers and walkers. I both bike and walk Railway Ave with no issues to date. But I, like most people, only bike in the area for at most six months a year. Canmore is a mountain town with lots of snow and cold weather. Not too many people bike during those six months. Why ruin a perfectly good road for almost no benefit, only drawbacks?

Screen Name Redacted

2/10/2023 12:02 PM

This hasn't changed much with respect to driving when heading West. However, when heading East, having it go to one lane at 10th St, will cause a backup at the intersection, just like what has happened at Bow Valley Trail westbound at intersection at the Coast Hotel. It gets backed up past the roundabout every day at 5:00pm and on weekends!

Screen Name Redacted

2/10/2023 12:05 PM

Driving will become less reliable as the potential for significant delays due to congestion will increase. Train crossings will occur frequently and there is less space for the volume of traffic to accumulate. Left turn lanes could be blocked creating gridlock along the street. The

same issues apply to transit use. Walking and cycling will be significantly improved.

**Optional question** (364 response(s), 14 skipped)

**Question type:** Essay Question

**Q2** The diagram below shows Railway Avenue from Main Street to 10 Street. \*Note - cross sections C - G from the Railway Ave cross sections document apply to the section of the design. Legend: dark grey - road, red - bicycle lane, light grey - sidewalk. Please provide your feedback on how the concept design will impact your travel experience when:

1. Driving
2. Walking
3. Cycling
4. Using Transit

Screen Name Redacted

1/23/2023 02:07 PM

1. More congestion as down to one lane. Concerns about only one lane exiting the Save On Food parking lot - this area gets very back up and with no ability to go right or straight while people wait to turn left, will create issues. This is one of the only areas in town where people are more likely to need to drive as walking or biking home with large grocery orders can be difficult. Can most likely remove bike lanes in this area as it is a private business entrance, therefore people will be driving slower. 2. no impact 3. more accessible 4. no impact

Screen Name Redacted

1/23/2023 04:36 PM

1. Why do the Drake Inn and the Shoppers need two accesses each? They should both have just one access so that it reduces the number of conflicts between vehicles and pedestrians/cyclists. I hope that the weird grades at the 10th Street intersection are fixed with this construction. The combination of raised crossing plus huge crown on Railway Ave make the driving experience poor when driving from the Save-On, across Railway Ave, and onto 10 St. 2. This design will make me feel much safer when walking along the corridor. I like the fully protected intersection at both Main and 10th Street. I like the physical separation between the roadway and the sidewalk and bike path on the north side of the road. However, on the south side the bike path and sidewalk are squished together, that's not great. Why can't you move the driving lanes a bit further north and try to provide a bit of green space and landscaping on both sides of the road? 3. This design will make me feel much safer when driving along the corridor and will provide a much-needed bike connection to other areas of town. I really like the protected intersections at Main and 10 Street. If possible, it would be great to provide a bit more queuing space for people cycling so that those waiting to cross the road don't block others in the bike lanes. 4. I don't take transit but don't think this will affect transit much from the current road design. General: I hope that in the future, the town will try and consolidate access to the

businesses on the south side of the road so there are not as many driveways that cross the sidewalk and bike path. That's where the danger is - vehicles crossing the path of vulnerable users. I think the three-lane cross section with one vehicle lane in each direction and a centre turning lane is the right roadway design to maintain similar capacity to what's there now while being able to provide space for active modes. It probably won't keep people from complaining about losing car space, but it won't change much. I think the biggest issue is the Town doesn't do a good job explaining how this change still allows significant vehicle traffic while making it much safer for people walking and cycling. Looking at the webpage for this project, there's very little description, explanation, or justification for the changes. Some people will understand, but most won't. And then you get the anti-bike bridge out and you can't control the narrative. To be fair, I really like many of the changes that have been implemented in the past few years to increase cycling and walking safety, the Town has just not done a very good job with communications to the public!

Screen Name Redacted

1/23/2023 06:21 PM

Added medians add cost to our taxes for landscaping and causes issues with snow removal. The medians by the shops impede traffic flow and are unnecessary. Same here. Do not impede traffic flow in favor of cycling. Idling traffic is bad for the environment no? Scrap the median and leave 4 lanes for traffic.

Screen Name Redacted

1/23/2023 06:26 PM

Bad bad bad. Just like the intersection at bow valley trail and railway. it would be better if left alone. This is not an improvement.

Screen Name Redacted

1/24/2023 08:35 AM

More car lanes, more car lanes, more car lanes! This is a busy section of road for accessing multiple areas of Canmore and reducing to one lane with tiny turn lanes will mean no traffic will flow properly. You cannot make cars go away and when you do these projects you forget that EVERY visitor to Canmore comes in a car, and town keeps getting busier, so you are simply making the experience worse for EVERYONE to travel through town. As a cyclist, I can say that I avoid completely the junction at A&W as it is more dangerous after your 'fixes' than it was before and this plan fills me with dread as you again are narrowing the roads so cars cannot safely overtake bikes on the road and again, cycling on your mixed use paths is awful due to constant angry pedestrians. As for walking, a person takes up a small space and the existing paths are more than sufficient and you do not need paths on either side of the road, give this space back to car.

Screen Name Redacted

The curves in the bike lanes at intersections will make it more

1/24/2023 08:53 AM

dangerous to cycle as cars won't see the bikes.

Screen Name Redacted

1/24/2023 08:58 AM

It would make it much more likely that I would bike through town as it's currently a bit sketchy to bike around that area.

Screen Name Redacted

1/24/2023 09:28 AM

Same as above but I can see the traffic backing up to both intersections when the train is going and taking a while to clean up before the flow returns. Tourists won't turn left to go the other way around. The GPS won't tell them to do it. It is already walkable and has plenty of room to add a bike lane already.

Screen Name Redacted

1/24/2023 09:31 AM

1. Again, making the North side lane one lane will not change much. Allowing two lanes for a left turn is welcome. Having two lanes straight through on the South side is almost mandatory given the amount of traffic moving through. Although we are doing a great job of increasing spaces for bikes and walking, a majority of the traffic in summer still have to drive into town first. There are no public parking lots outside of downtown for tourists to park first.... so they all drive downtown initially. This is problematic. So, with the elimination of one lane on the North side, there should still be room to accommodate new bikes and walking lanes. 2. I don't find walking an issue now. 3. I usually take the bike path by the railway tracks/EP and cross over at the fire station/railway to take a quieter street across downtown. OR, I usually take Spring Creek to get into downtown because it is quieter, safer and you can avoid all roads by being on a bike path the entire time. 4. N/A

Screen Name Redacted

1/24/2023 09:51 AM

So happy there is cycle/ pedestrian area but really the central section bringing to single lanes does that not cause traffic build up & when it snows will be even narrower?

Screen Name Redacted

1/24/2023 09:52 AM

1. Driving. Again, greatly impacted by the elimination of free flowing merge lanes. You're condensing 3 traffic movements into 1 especially travelling northbound on Main. This will undoubtedly cause traffic to backup into the downtown core. Does the town not realize what happens to traffic on the weekends? 2. Walking N/A 3 Cycling n/a - I will continue to use alternate pathways 4. Transit - n/a

Screen Name Redacted

1/24/2023 10:12 AM

Love the pedestrian zones

Screen Name Redacted

Love the bike and pedestrian spaces

1/24/2023 10:14 AM

Screen Name Redacted

1/24/2023 10:33 AM

The cycling lanes look great. Hopefully they will be extended from downtown to the Legacy trail as well.

Screen Name Redacted

1/24/2023 10:41 AM

Again, this is only going to cause more congestion for locals from South Canmore trying to go drivd to and from work. There is never an issue with bikes and pedestrians in this area, but always issues with too much traffic. Why make this worse. This makes zero sense.

Screen Name Redacted

1/24/2023 11:20 AM

I dont think this will effect my experience with driving, walking, or transit but will have a positive impact on cycling and I am in favour of it

Screen Name Redacted

1/24/2023 11:43 AM

1. Negatively impacted heavily. As someone with a business that relies on my staff driving along Railway Ave multiple times a day the changes proposed will have a significant effect. Having a single lane travelling back to BVT at 8th street will cause delays as traffic cannot move forward when a single vehicle needs to turn left. While not asked in this survey but planned, I believe the suggested changes to the intersection at 17th will result in far more grief than the current system. Rather than installing traffic lights and trying to get the traffic to go down 17th St. a roundabout could be used. The majority of traffic is continuing on Railway Ave and the traffic from 17th St. could easily funnel in. This would also prevent extra backups onto BVT that would occur during the summer periods. 2. Unchanged. There were sidewalks available beforehand and are sizeable enough for the number of people that use them. 3. It would be useful to have a bike lane continuing through this section of Railway Ave 4. Not impacted. Current transport stops are easily accessible.

Screen Name Redacted

1/24/2023 11:57 AM

Please stop with your self-absorbed virtue signalling destruction of Canmore. With all the Air BnB's you are approving our roads will not be able to handle the vehicles with what you are attempting to do. The intersection into the core is already tight but this proposal will make it all but impossible for transport to deliver goods, locals to access the core, and every business downtown will suffer.

Screen Name Redacted

1/24/2023 12:23 PM

I just cannot fathom the idea behind another congesting project. Personally I think the designers behind this should be drug tested. I live on Hospital hill and usually go east to the Trans Canada highway and then double back to town because of the inept planning decisions made by the town planners and usually backed by the sitting council

of the day. Clearly the inmates are running the asylum. Oh yeah, jack the taxes and then come up with this dogs lunch. But hey, it's all about the tourists and screw the locals.

#### Screen Name Redacted

1/24/2023 12:26 PM

All modes will improve aesthetically, but Driving will be impacted by the maintaining of only a single lane northbound from the the main street turnoff. Can we justify cycling lanes on both sides or simply a two-way cycling lane on one side. The existing Transit stops are going to cause huge slow-downs as they are in a one lane area. I would like to see modality studies and predictions to understand the tilt in infrastructure provision.

#### Screen Name Redacted

1/24/2023 12:46 PM

Same as above

#### Screen Name Redacted

1/24/2023 01:51 PM

This will greatly improve cycling access across town (right now, the cycling access to the grocery stores follows the railway tracks, which is fine, but \*reaching\* that path from pretty much anywhere involves some people/car dodging. Given the hopefully increased cycling and pedestrian traffic, that will make exiting the Safeway/Canadian tire driveway at the intersection (between F&G) even harder than it already is. It would be SUPER USEFUL to have a turning light for left turns coming from the shopping centre onto Railway Ave. As it is, if there is a pedestrian crossing, often only 1 (or zero) cars manage to turn left by the fire station, and the left turns are always a little sketchy given people making right turns from downtown (and left turns from the grocery stores) seem to casually ignore the "turn into the lane closest to you" law, and also sometimes blast straight through the intersection when they're in the turning lane from downtown and/or don't use their blinkers. That intersection is already dicey in both a car and on foot (and terrifying on a bike - I get off and walk like a pedestrian if I've got my bike around there), and increasing the pedestrian/cycling traffic without taking some mitigating measures to make the cars a little less dangerous will likely result in bad things happening.

#### Screen Name Redacted

1/24/2023 01:51 PM

1. Terribly. This will bottleneck an already busy and bottlenecked area of town, especially during the busy tourist season. 2. Not change much. I typically use the multi-use path behind Elevation Place to walk through this area. 3. Not change much. I typically use the multi-use path behind Elevation Place to bike through this area. 4. I would imagine the busses will struggle with the constricted traffic flow. Extra note: I live on Kananaskis Way. During the busy times in the summer (particularly Saturdays) I frequently can't leave in a vehicle because traffic is backed up passed all 3 exits after changing to the new lights.

I am a regular biker in town and I commute by bike whenever possible, but there are times when I need to use my vehicle, and these designs make that incredibly difficult. These proposed changes will affect how people access essential services, such as the area's main grocery stores, and will continue to back up an already backed up system. I feel this area is already simple and safe to navigate by bicycle, while there are other areas in town (BVT between the new lights and the Visitor Centre, or the Elk Run area, for example) that would greatly benefit from this type of redevelopment.

Screen Name Redacted

1/24/2023 02:11 PM

1. I think the intersections will be a huge improvement. After getting used to the new intersection, I think it works well for all modes. As a driver I appreciate that there is less going on when you are making your movement. 2. Same comments as above - huge improvement. 3. Same comments as above. The improved cycle lanes will encourage more people to use the area. I very much appreciate having more choice in how to move around town. 4. Same comments as above - likely space to make transit stops more appealing. In my opinion this thinking will serve the community well in the future. People need options in how they travel and the ability to make choices also impacts affordability in the community.

Screen Name Redacted

1/24/2023 02:21 PM

I don't know how to imagine my use during either shoulder or peak seasons.

Screen Name Redacted

1/24/2023 03:04 PM

Again like mentioned above, this the route I take daily for work reasons. This will slow down traffic and will not be an improvement in my opinion. Railway Ave works fine as it is. I don't understand the spending on this when the Town could invest in low cost housing. Maybe I don't see the long term goals and what we will all benefits from this. Catering to bikers(I am one of them) and pedestrians is fine, but remember that many of us need our vehicles to work and travel in this town. Do not reduce the lanes on roads that are already busy. This will create more traffic jam from locals residents and visitors alike. Looking forward to hear more about it. Thanks.

Screen Name Redacted

1/24/2023 05:57 PM

The comments I made for the first diagram apply to this one as well. In addition, I would comment that this is the busiest part of town for traffic flow. While you have introduced very short turning lanes for the intersections, they will not help to keep the flow when pedestrians and cyclists are crossing. The turning lanes will back up and impede the through traffic lanes causing congestion and more air pollution not to mention increased noise levels. All my concerns are exacerbated when you add in the confusion and flow uncertainty of tourists who



are unfamiliar with the town layout. It's going to be hard enough for locals to get used to the bottleneck design, the tourist issue will be ongoing year round. Add in snow issues and train activity and everything gets worse. By all means, there are other ways to beautify Railway Ave. that won't adversely affect traffic flow. Please reconsider this design. The underlying thought of encouraging less vehicular traffic is honourable, but not very realistic. Cars are a reality and while we can include a better and safer cycling and walking environment, it cannot and should not be effected at the expense of vehicular movement.

Screen Name Redacted

1/24/2023 06:04 PM

Driving - This will create further traffic congestion going from 2 lanes to 1 lane.

Screen Name Redacted

1/24/2023 07:09 PM

As a banff resident with small children I often drive to the superstores in canmore. I think this design will mean it takes significantly longer to enter and exit the superstore parking areas. Driving with small children is already a time sensitive and stressful experience and I think this will make it worse. I fully support integrated transport solutions but having bike lanes on both sides of the road seems a little unnecessary. I have lived in many cities all over the world where bike lanes were readily available. Cities with much larger populations than canmore. I have never seen enough bike congestion to justify bike lanes on both sides of the road. There are enough crossing options for bikes to be able to use one side. I also understand your desire to separate bikes to make it seem safer for them. However again as a Banff resident I do think it would be much simpler to implement a lower speed limit on the roads and simple encourage bikes to share the road. My 3 year old happily bikes alongside me on the road around all of Banff - including Banff Avenue, Lynx Street and Buffalo Street and we have never encountered any issues or had any safety concerns.

Screen Name Redacted

1/24/2023 07:19 PM

Has the bus stop at Shoppers been removed? Where will the nearest bus stop be if this has been removed? I do not see a stop on the plan and certainly if the bus did stop there it would hold up traffic as it is now a single lane road. If this stop has been removed, how far would a pedestrian now have to walk to access the bus if they had been shopping at save on or shoppers? Or visiting other stores in this area? This does not seem conducive to encouraging people to access transit. The stop at shoppers is often particularly busy with commuters waiting for the number 3 bus back to Banff, people who work in the nearby area. The extra distance to walk to and from the bus may be enough - especially in winter - to discourage these people from the catching the bus at all.

Screen Name Redacted  
1/24/2023 07:47 PM  
Driving: won't be any room for emergency services to get by unless I drive up onto the bike and walking lanes. Can a transit bus get out of the way even?

Screen Name Redacted  
1/24/2023 08:33 PM  
This design is going to back vehicle traffic across the railway tracks with even low flow, it only takes 2 vehicles trying to turn into shoppers to cause an immediate blockade

Screen Name Redacted  
1/24/2023 11:33 PM  
Elimination of turning lane into save on is not ideal

Screen Name Redacted  
1/25/2023 04:21 AM  
Only taxpayers in canmore should be able to vote. Call a town hall

Screen Name Redacted  
1/25/2023 06:39 AM  
I really like the separation between the road and the bike lane. This will encourage me to keep cycling with my kids to the downtown. We currently avoid this intersection because of the narrow sidewalks and proximity to the road.

Screen Name Redacted  
1/25/2023 06:50 AM  
1. The inner medians are totally redundant, especially if their grass and require consistent maintenance. Costly to build and maintain and makes snow removal less effective. Better too have more lanes than greenspace in the road after all the roads will be narrower and we have more traffic. Must keep it double lane between the drake and firehall 2. good 3. better than ever 4. i dont see a bus stop General note I appreciate the fact we get a danish team to design our street and make it more friendly for different user groups. I think simpolicy and keeping maintenance in mind is important. This does not look like snow removal has been seriously considered.

Screen Name Redacted  
1/25/2023 09:33 AM  
It would be nice to see a larger close-up of the area. What are the squares on the road??

Screen Name Redacted  
1/25/2023 10:12 AM  
Will the overhead traffic lights at these intersections be similar to the new style at Benchlands+BVT? (with the lights close to the cars, not across the intersection from the cars)

Screen Name Redacted  
1/25/2023 10:14 AM  
will the overhead traffic lights at these intersections be similar to the new style at Benchlands+BVT? (with the lights close to the cars, not across the intersection from the cars)

Screen Name Redacted

1/25/2023 10:52 AM

It would appear as though current traffic lanes are being removed in this section. Absolutely irresponsible and illogical. We are on track to see more visitors predominantly driving into Canmore in the years to come. We need better traffic flow with one way streets and less traffic lights. We do not need to be taking away lanes that will cause bottlenecks and frustrations for locals, visitors and difficulties for delivery drivers. This is a terrible concept.

Screen Name Redacted

1/25/2023 11:27 AM

The reduction to a single lane in places looks like it will cause delays. Cars making a left turn into the Shoppers parking lot will block traffic. Same general comments as noted above.

Screen Name Redacted

1/25/2023 11:36 AM

1. Removing lanes is going to cause additional vehicular congestion. Not a good idea 2. Does not improve walking or cycling 4. Will cause additional congestion for cars/transit.

Screen Name Redacted

1/25/2023 12:05 PM

Please stop this waste of money and time as vehicles and transit are necessary to get to the businesses that depend on this traffic. With this plan many businesses will not survive the construction phase alone.

Screen Name Redacted

1/25/2023 03:31 PM

Same issues as above.

Screen Name Redacted

1/25/2023 03:42 PM

Same as above with one additional over riding concern. We cannot continue to spend money needlessly in this town for cosmetic so called improvements. We have a upcoming expenses for legal fees re: TSMV, taxes are at a VERY high rate, and we have a number of more urgent matters that need attention. Road repairs, aging sewage and water treatment facilities to mention a few. We simply cannot continue to spend money for "nice to have" or for some notion of being an innovator in traffic flow matters.

Screen Name Redacted

1/25/2023 05:09 PM

Same comments as the preceding; As traffic in our town continues to increase (hopefully in tourist visitation and likely in population), if I'm understanding the proposal correctly all I'm seeing is a decrease in travel lanes for motorized vehicles - cars, vans, suvs, commercial delivery trucks, buses (including town transit), etc. rather than the much needed increase. It also appears that various sections of the road are being completely wasted. Huge negative impact on driving and transit, positive impact on cycling with additional cycling lanes

and no impact on walking as it really doesn't matter what side of the street one walks on. Given that our cycling season (the main group to benefit) is only half of the year I can't support such a major change affecting motorized vehicles for all 12 months of the year. Two lanes of vehicle traffic in each direction is needed, could do one bike lane with flow in both directions and one walking lane with flow in both directions.

Screen Name Redacted

1/25/2023 07:27 PM

All that is needed here is to fix/widen the sidewalk on the east flowing direction, define bike and walking lanes on the west flowing side. Are busses going to stop in the middle of the street?? Maybe add a proper bus pull over lane in that large set back on the east flowing side as that would make things easier for all road users and everyone's travel experience.

Screen Name Redacted

1/25/2023 10:03 PM

Bikers and bike lanes should be part of traffic - do not teach people to ride across crosswalks.

Screen Name Redacted

1/26/2023 08:25 AM

Regarding the public consultation process: (i) the supporting documents are unclear and make it extremely difficult to gain a good understanding of the project's key variables (ie revised traffic capacity) and how this will affect me as a resident of Canmore. (ii) the scope of questions asked by the town in this consultation process (ie travel experience) seem limited in scope and do not seem to address the full project impact (iii) considering the scope & impact of the proposed project I am surprised to have initially heard of this on CBC and not in our local paper - I am also somewhat surprised by the limited consultation timeframe

Feedback on specific questions:

1. Driving: I believe this will significantly increase congestion and I have concerns on (i) increased CO2 emissions due to idling time (ii) livability of Canmore as a full time resident. My questions to the town are:
2. Walking - I walk along this route daily and have no concerns with the current infrastructure; I would prefer to see the monies spent on ice removal in winter to make it safer
3. Cycling - I cycle along this route routinely in the summer (never in the winter) and have no concerns with the current infrastructure.
4. Transit - I rarely take transit and have no opinion I hope my feedback is well received and I look forward to receiving information back from the town

[jdbezanson@gmail.com](mailto:jdbezanson@gmail.com).

Screen Name Redacted

1/26/2023 08:54 AM

It is difficult to see, but it looks like there is a left hand lane for vehicles wanting to access the Shoppers Drug Mart parking lot? Is there enough for a couple of vehicles in the turn lane or will they be holding up the through traffic?

Screen Name Redacted

1/26/2023 09:04 AM

Non-resident - when visiting Canmore I prefer to park at edge of town and travel by bike. Expanded bicycle lanes, separated from traffic and more room between bikes and pedestrians will make for improved cycling walking modes on Railway Ave.

Screen Name Redacted

1/26/2023 09:36 AM

This will be a tremendous improvement for cycling, walking and using transit. Yes please to these changes! I'm wondering about the access driveways to the businesses though - how will those conflict zones be handled with regard to the new wheeling lane? Hopefully green paint, elephant feet marks, bicycle symbols and new signage indicating where bikes have the right of way? I expect that these changes will make driving more predictable in terms of where people are walking and biking from. When you give dedicated space to cyclists, they are less likely to be riding among cars, which is safer and more predictable for everyone. I do wonder if the intersections are too rounded though? I think more squared off intersection turns are safer for pedestrians.

Screen Name Redacted

1/26/2023 10:12 AM

Two more European traffic lights. I'm already feeling sorry for the person who signs that piece of paper.

Screen Name Redacted

1/26/2023 11:02 AM

Without proper education for all users on how the pink paths are supposed to work, it's going to be a disaster. Drivers will get angrier at cyclists for using/not using the paths/roads properly (in drivers' opinions). Put more painted stencils on the path/sidewalks to indicate the difference between pedestrian/cyclist lanes. Indicate one way or two way traffic for pink paths. Keep pink paths clear year-round from snow and parked vehicles using them as loading zones.

Screen Name Redacted

1/26/2023 11:41 AM

Maybe lets not put a bunch of obstacles that do nothing but get in the way right in the middle of the street? These don't make things safer, they create distractions for drivers instead of focusing on the road. I know this, because the town recently just put a bunch of obstacles in the middle of a road by my house, and it's now more dangerous for everyone to drive on. If you are going to do this, don't waste money landscaping it. Everywhere the town has tried this has failed, and it will continue to fail because the town refused to contract competent landscapers and maintaining grass that is in the middle of a roadway is unrealistic.

Screen Name Redacted

1/26/2023 12:38 PM

Driving - Not in favour - I understand the 2 current lanes will be reduced to 1 lane. This is certainly going to impact traffic especially

during the high seasons

Screen Name Redacted

1/26/2023 12:40 PM

Enough bike lanes. Should be two road lanes each way plus turn lanes. Wider sidewalks

Screen Name Redacted

1/26/2023 01:14 PM

1. I feel like this will have a negative affect on driving, this area backs up considerably already and will be even more challenging to navigate with a car in this area. During construction this will be even worse. 2. I think this will have a positive impact on walking as the trail system just comes to a dead end here, and it's very challenging and unsafe to navigate. 3. I think this will have a positive impact on b as the trail system just comes to a dead end here, and it's very challenging and unsafe to navigate. 4. I do not currently use transit.

Screen Name Redacted

1/26/2023 01:38 PM

All of the same comments above apply to this stretch of road for me.

Screen Name Redacted

1/26/2023 02:03 PM

Again, traffic heading Nw looks like it will back up at the lights, as people trying to turn left onto 10th will prevent those from continuing on Railway Ave. I appreciate revamped sidewalks and pedestrian safety.

Screen Name Redacted

1/26/2023 02:23 PM

The sidewalk from A&W past the dealership and into town is not great, but there's already an excellent paved pathway that goes along the other side of the road (right beside EP, and also the one beside the grocery store), so there are already a number of decent walking & cycling options. From a driving perspective, I am totally opposed to turning this into effectively a 2 lane road. That will be awful. Please do not do that.

Screen Name Redacted

1/26/2023 02:42 PM

Walking and riding a bike are great, but I think its important to remember that Railway ave is the main route to access EP and grocery stores. Two places that many require a vehicle to do so. Especially with the town expanding further to the East in Three Sisters, more and more people need to drive into this area for their jobs, groceries, recreational activities. Not all of us live in South Canmore and can walk and regularly avoid these points of increased congestion. Canmore is getting more busy, not less so pinching off traffic into one lane, denying the ability to turn on a red, and building intersections that take a much larger footprint than needed (and subsequently shrink the lanes that access them) is making it harder and harder to get oneself and one's kids to places they need to be. Canmore is a quite a spread out town for the size of its population.

Bike accessibility is hugely important but can it not be done along routes/roads that don't make the regular coming and going in and out of the railway ave area more challenging and time consuming? I haven't heard much if any positive feedback about the new intersection at A&W so would suggest that pursuing that model on future projects may not be the direction the citizens or visitors of this town will want.

Screen Name Redacted

1/26/2023 03:42 PM

Pedestrian road crossings should be raised to curb height to slow traffic and improve visibility of pedestrians using the crossing. Ensure bike lanes don't spit cyclists out into high traffic areas. I Like how visible cyclists and pedestrians are at the intersection in this proposal. Radius of the curbs in the intersection could be tightened.

Screen Name Redacted

1/26/2023 04:54 PM

Placing sidewalks between the roadway and the bike lane will result in increased pedestrian/cyclist conflicts. It is difficult to tell if this is the intent from the diagram. This proposal could be achieved on one side of the road without closing a lane of traffic to vehicles. It seems unnecessary to duplicate bike lanes on both sides of the road while still encouraging bike use on the roadways. As increasing numbers of cars become electric, the continued war on four-wheeled vehicles seems unwarranted. The town might consider the possibility that community members are better situated to make choices about transportation than a central authority. I invite the town planner and town counsel to engage in a consciousness-raising exercise by buying a week's worth of groceries and transporting them by non-electric bike or public transit to the affordable housing in the three sisters' parkway at -25 C. I also encourage the town to make the raw data on traffic safety and construction costs of the A&W intersection freely available so community members can assess the statistical significance of the collision data and cost-benefit ratio themselves.

Screen Name Redacted

1/26/2023 05:36 PM

Fully support this plan. Thank you for your action.

Screen Name Redacted

1/26/2023 06:02 PM

Again, this is great. This is how complete streets should be designed in a modern town/city. Huge kudos for prioritising walking, cycling, and the environment.

Screen Name Redacted

1/26/2023 06:03 PM

Will the cut overs to allow west-bound traffic to turn into the businesses (eg Shoppers Drug Mart) on the south side of R/W ave without impeding the main flow ? Better to have an extended turn lane if possible

Screen Name Redacted

1/26/2023 06:11 PM

I would appreciate the separation between people walking and cycling. While driving, I hope this project will encourage lower travel speeds and improve visibility for people walking and cycling around me

Screen Name Redacted

1/26/2023 06:53 PM

This is the core of the community I live in, with grocery, pharmacy's etc. Not a fan of this concept.

Screen Name Redacted

1/26/2023 06:56 PM

Without knowing the big picture, it's impossible to give real valuable advice on this specific plan. Where is the intercept parking lot(s) where residents/visitors convert to walking/biking? If vehicles need to travel this roadway to get to a parking area where they convert to walking/biking, then this plan needs a complete overhaul. The reduction in lanes and tiny turn lanes, will have a huge effect on vehicular gridlock (as it currently is at the new intersection). Instead of incorporating the biggest possible turn lanes, you've limited them to what appears to be 3 vehicles. As soon as you have a fourth vehicle attempting to turn, the entire roadway is blocked until the turn lane is vacated. There is no through lane for those to pass through without slowing for traffic entering/exiting the roadway. Again, why is Walking/Cycling being incorporated into driving infrastructure when every other resort town separates the two? The walking/cycling trail should be moved to the opposite side of the commercial buildings, with access to the commercial lots from the back, away from vehicles. Why are we encouraging modes of transportation that are inherently dangerous to each other, to be incorporated together? Would you rather ride/walk next to and across roadways, or would you rather ride on a completely separated trails that don't slow vehicular traffic or cross vehicular entrances? Why not build trails on the rear of the commercial lots, completely separate from the roadway? The backside appears to already have a trail, it would just need to be moved closer to the lots so you can access the businesses. Same thing on the north side. Why have hundreds of people walking/biking across the major intersections? It would provide a faster, safer commute without the danger of crossing as many active roadways. If you look at whistler, you'll see vehicle centred roads accessing parking lots and then walking and cycling paths providing access to all the same areas but from completely separated routes, with little to no vehicle access. Why not focus on that approach? Again, where is the intercept parking lot going to go? How can we plan anything to do with our future infrastructure without seeing the big picture? Where are the vehicles from Calgary, or tourists from all over the world, going to park, to switch to walking/biking? Virtually everyone arrives here via car and that will not change. While there has been some



growth in other modes of transport the amount of vehicular traffic has seen the largest growth. Why are we not planning how to deal with this? Elevation Place is full to the point where we can't find parking on a weekday to use our recreation centre/library and cannot be used as the sole intercept parking lot. What is the plan for vehicles, and why are we limiting vehicle capacity on our major arterial roads when we don't know where they will be parking in the future? Is the goal to have gridlock backed up to the exit ramp so people don't stop and just pass by Canmore? Or do we have a plan for parking in close enough proximity to the downtown core to allow for walking/biking to restaurants/shops/events. If so where is the future parking planned and are we focusing solely on vehicular travel to the parking lot with pedestrian/cycle traffic elsewhere.

Screen Name Redacted

1/26/2023 07:10 PM

1 Driving going down to a single lane on main road way will cause more congestion and traffic flow won't move smoothly. Cause more accidents and more road rage because individuals will become impatient and possibly more pedestrians getting hit as well. With there being restaurants and grocery store there going to be issues getting into those areas, there to many businesses in that area that with a single lane on a main road way to do that with out any consequences

4. Using transit- there will be a delayed around town because of any congestion that is going to happen and so it going to in packed individual schedules for work and or any other plans; especially in the summer with the heavy amount of traffic from tourists. It's already a struggle with bus running behind due to traffic. If you carrying groceries and using the bus and it congested it's really hard to use with the bus being such a tight space especially if it's recommended as one of the main ways of transportation with this new design

Screen Name Redacted

1/26/2023 07:21 PM

My e-bike is my primary method of transportation and one of the biggest annoyances/hazards of being on my bike is having to use the road on the Drake and Shoppers Drug Market side of Railway Ave. I frequently have to go to the pharmacy and right now it is absolutely not safe nor conducive for active transportation methods. There is also very little sidewalk room near the bus stop in front of Shoppers, so this plan will greatly improve that. This plan will also help me tremendously as a cyclist because I will no longer have to cut through parking lots to get to the safer path next to the train tracks and Elevation Place. Thank you for your attention to detail in the making of this traffic proposal. This plan will make my life so much easier and safer for getting around town by bike and on foot.

Screen Name Redacted

1/26/2023 07:48 PM

A thru-bike lane in this area would be amazing. it's tricky to ride in the slush on the side of the road in winter, the shoulders are very narrow,

and it often feels unsafe. Changing lanes to turn left on 10th can be nearly impossible during the summer. I usually use the path along the train tracks, but it would be nice to have options on ways to go from that path towards downtown without having to squeeze in on the bridge and ride like mad to not get run over, or try to squish past pedestrians who are walking in groups.

Screen Name Redacted

1/26/2023 08:00 PM

It's all probably going to work out fine for biking or driving, but please, please, please don't put the lights on the far side of this intersection. It's dangerous, hard to see and EVERYONE hates it. I hate being stuck in the middle of the intersection and not knowing if the light has changed until someone honks at me like on Bow Valley Trail. I think it would be hard to do something that is worse than that intersection, and i hope you don't try to overcomplicate the signals. Maybe try to make it as clear and simple as possible for tourists and locals? I'm sure that tourists don't appreciate being yelled at when they trying to figure out where they are going.

Screen Name Redacted

1/26/2023 09:06 PM

Simply spectacular. Bravo with the phased protected intersections.

Screen Name Redacted

1/26/2023 09:16 PM

1. Driving will be slowed slightly, but smoothed significantly by the provision of left turn bays. This, in combination with single thru-lanes, will also make this route easier to drive (particularly for visiting/tourist traffic). Removal of the dedicated right turn lanes at Main St will slightly slow vehicle traffic, but will significantly reduce conflicts with other road users. (The current eastbound right onto main has particularly bad sightlines. And is located at the exit of a Pub.) This will also make driving easier by reducing the number of potential conflicts to watch for. The removal of one westbound travel lane will allow eastbound left-turning traffic (to Nutters) to establish in the intersection between the medians. At the 10 St intersection, deconfliction of traffic from 10th and from the stores may require some fancy light phasing. It's currently a mess with two lanes each way and pedestrian crossings simultaneously. 2. Walking will be vastly improved on the south side. The sidewalk gains separation from the vehicle lanes, which will improve perceived safety and reduce splashing. Frequent sidewalk grade/slope changes due to vehicular accesses could cause issues for accessibility and snow/ice clearing if the sidewalk is not kept at the same grade across all these accesses (raised crossing). Walking will be slightly improved on the north side. Use/mode separation from a dedicated bike lane will reduce bike/pedestrian conflicts. (Though not many cyclists use the sidewalk north of EP currently.) Crossing at the Main St intersection will be vastly improved. Nearside lights will reduce vehicle violations of the crosswalks. Additional vehicular separation will improve safety.

The elimination of right turn lanes will vastly improve pedestrian safety. Crossing at 10 St, additional vehicular separation will improve safety. 3. Cycling will be vastly improved. Even as an avid and seasoned cyclist, the current state of Railway is unusably unsafe for cyclists. The addition of dedicated cycling lanes makes this an excellent route to access locations along Railway and to/from downtown. Cycling paths along Railway provide an alternative access for east-side Railway locations (groceries, etc) in addition to the path along the tracks. This is especially helpful if riding to locations on the north end of Railway (JK, new Eclipse, etc) because it avoids the need to cross the Safeway parking lot. More notably, the paths along Railway provide the first proper cycling access to west-side Railway locations (Shoppers in particular). These cycling paths will reduce cyclist use of the creek boardwalk to access Shoppers and will reduce conflicts with pedestrians. Dedicated intersection crossings for the cycling paths will greatly increase usability and safety, as we've seen at the BVT intersection. When Main St is closed to cars, these paths will almost complete a cycling network connecting neighbourhoods west of the Bow to the grocery stores and Shoppers. (Hopefully Main from Spring Creek to 6 Ave can be addressed in the future downtown plan.) Dedicated cycling paths can substantially improve winter cycling connectivity. Especially in winter, the separation from vehicular traffic is key for safety and user comfort. Dedicated, paved paths can also be maintained in winter (snow clearing.) 4. Using transit will be slightly improved by not getting splashed as much while waiting at the eastbound stop.

Screen Name Redacted

1/26/2023 09:37 PM

I foresee travelling on Railway Ave by car becoming more challenging and frustrating to a critical area of town that houses necessary services. I foresee walking and cycling to be no different currently offered levels. I foresee transit travel to be mildly improved under the proposed framework. While I understand the attempt to manage future levels of traffic to these areas and not forever catering to vehicles that an attempt to restrict or reduce from current levels is shortsighted and problematic.

Screen Name Redacted

1/26/2023 09:54 PM

It is going to make biking so much easier and safer to have these bike lanes and marked crosswalks. It is challenging to turn left from main street to railway av and even harder when turning left from the nutters parking lot- will this help that?

Screen Name Redacted

1/26/2023 10:17 PM

Can we stop letting [redacted] use our tax dollars to make this town worse?

Screen Name Redacted

1/27/2023 12:48 AM

1. Bottlenecks = slow travel. 3. Fabolous biking.

Screen Name Redacted

1/27/2023 07:05 AM

There is no where for people to pull off too if an emergency vehicle needs to get through. Again, this is an extremely bad idea. This will cost lives because of delayed treatment. This is shortsighted and reckless.

Screen Name Redacted

1/27/2023 08:08 AM

Driving: will add a minute to my normal exit from town from South Canmore (turning right onto railway from main), not sure if it will back up into crosswalks and spring creek intersection and farther down main. May lead me to leave town via Three Sisters. Walking: huge improvement, as almost none of this was pleasant at all, especially S side of railway between main and tracks (made worse by sloped driveways). Cycling: will now use. Had previously avoided this entire area on bike, except possibly to simply cross railway ave Transit: unsure

Screen Name Redacted

1/27/2023 08:38 AM

1,2,3, and 4: Negative. Are these the same sort of horrifically designed lights as in the Shops at Canmore intersection? If so then I'm sorry, but for God's sake please, please, do not do this to the town. It looks like the same project/engineering company that did the Shops intersection is involved again here? They couldn't even figure out sight distances to the lights, or turn lane loads, and yet they're working on this again? No. Please. Stop the madness. I broadly agree with the ideas behind this plan, but the implementation is, sadly, horrible, and this will only make it worse.

Screen Name Redacted

1/27/2023 08:59 AM

Living in the three sisters I mostly drive to town and this looks like it will make my driving experience much worse in similar ways to the new intersection.

Screen Name Redacted

1/27/2023 09:04 AM

This will impact me negatively. The design is not well thought out.

Screen Name Redacted

1/27/2023 09:13 AM

Same as above. Although it is visually more appealing cutting lanes for traffic will further enhance the traffic problem. Why is the town so adamant about keeping vehicle traffic out of the town centre. The town has provided no other alternatives. Tourism traffic is based off vehicle usage not bike or pedestrian usage. Do you think people are flying in, renting their bikes at the airport and biking into town. There is no back up infrastructure such as parking and transportation to facilitate people coming into town, parking their vehicles on the

outskirts and walking in which is what you clearly want. All this will do is cause locals and tourist alike to avoid travel into town due to the ability not to. Well done town another great idea that makes no sense.

Screen Name Redacted

1/27/2023 09:17 AM

The turning lanes are far too small to handle traffic during peak times. Traffic will end up backed up unnecessarily just as it does at the new intersection at Railway and Bow Valley Trail. Its nice to provide pedestrian and bike routes, but causing traffic congestion due to poorly sized turning lanes will only cause frustration which may result in aggressive driving. TOC should reflect on the problems with the new intersection, the unnecessary congestion it causes, combined with the number of backed up vehicles due to turning lanes which could have been sized much longer. It will be very difficult getting out of stores along this strip - as not only with the traffic be more congested during peak hours, but also there are less lanes to use to exit the parking lots when crossing the meridian. On top of it bike traffic will not flow with vehicle traffic making the problem harder to navigate when needing to cross the meridian. I believe this if poorly planned and will result in congestion. Its great to provide better pedestrain and bike routes, but I don't think you nailed it here.

Screen Name Redacted

1/27/2023 09:25 AM

Fucked

Screen Name Redacted

1/27/2023 09:25 AM

Aside from needing to widen the roads, the Town of Canmore has made it very difficult to get around and more dangerous with trying to rewrite road rules. I am surprised the people who have planned the last few changes are still employed.

Screen Name Redacted

1/27/2023 09:27 AM

That intersection sucked. Don't try anything similar.

Screen Name Redacted

1/27/2023 09:54 AM

Again, do not remove the existing lanes but instead use the space already there but in a smarter way. You do not need all this dead space between driving and biking/ waking lanes, use physical barriers instead. Add a path along the RBC section, lots of room there, Look at what they do in Europe, they have way less space than Canmore and way more users, and yet they make it work efficiently. Make sure to keep right turning lanes as these greatly help keeping traffic flowing or you will turn this section of the avenue into long lanes of idling cars. Make sure to have a spot for the bus stops off the lane, especially in front of shoppers. You are proposing a design that will increase my transit carbon footprint: I will not bike more than I already do because of the new design. Whenever I need to take my car (cold

months, larger grocery runs) this design will increase my carbon footprint (longer drive, more idling). The bus does not work for me (too infrequent, too often late, too slow) and I expect that fewer lanes and backed traffic will result in further unreliability. While I agree with the goal of encouraging green transit and keeping everyone safe, this design will NOT achieve these goals. Comparing it to the A&W intersection as a success story is a funny one. That intersection has made my commute longer both on my bike and in my car. When driving I very often have to wait 2 to 3 cycles before making it across the intersection - while I often see no cyclists nor pedestrians crossing. DO NOT go ahead with the railway avenue design as is. Find a way to keep traffic moving through there. Consider bike and walking paths in different locations or using the existing space on either side of the avenue.

Screen Name Redacted

1/27/2023 09:55 AM

I say the same comment from my last comments, we can do better, this council has been led down the garden path by Andy's ideas, this is insanity to complete the circle of mistakes here, we don't have the RTD system to handle the shuttle it of people , we also do not have the population base to afford this our RTD system subsidizes the riders 6 to 8 dollars a ride , so this is nuts

Screen Name Redacted

1/27/2023 10:41 AM

As above. Traffic flow needs to be facilitated here! This will also create major problems in emergency vehicle access. Rather than town spending money on this they should buy available undeveloped land and create parking for visitors.

Screen Name Redacted

1/27/2023 10:42 AM

Driving. Too much construction Nobody happy except construction workers

Screen Name Redacted

1/27/2023 10:50 AM

Same thing, my interactions in downtown are only by car since I live in three sis. Sometimes I park and walk to places but the existing pathways are already adequate for this purpose. The only hindrance now are the parking fees/apps etc. I don't see myself reducing the amount of time that I drive into town even if you make the pathways a little bigger.

Screen Name Redacted

1/27/2023 11:14 AM

Please do not proceed with this I have some serious concerns

Screen Name Redacted

1/27/2023 11:19 AM

Driving

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Screen Name Redacted

1/27/2023 11:27 AM

If I'm reading this concept right, it looks as though there is a reduction of the road lanes to 2 in total? This level of roadway reductions will be a complete disaster causing even more backlogs of traffic heading into this primary artery for residents and visitors. This is a critical throughway to the Nordic Centre, Quarry Lake, Peaks, and beyond and we need to facilitate a realistic flow of traffic as we do not have other tools in place. This design will further impact downtown businesses as it will continue to harm the experience of going downtown. Instead, can you create a plan to better disperse where retail, grocery stores, etc. are? This is the actual issue that's not being addressed by any planning. We have a flawed consolidation of services that needs addressing before we contemplate ITS designs. Similar to the last comment, these steps are out of sync with logic and do not acknowledge the true issues of our congestion. This concept design will not be favourable or beneficial for our community in any way. I would like to see an option for keeping the roadways as is. It's also not a good time in terms of inflation, looming recession and our rising tax rates to add in a project of this nature. It's not supported by residents and is a costly layer on top of the sub-surface work that will be occurring. As well, please do not use the same contractors as those who worked on the Bow Valley Trail and Railway Ave intersection. There is a lack of confidence in those who worked on that project.

Screen Name Redacted

1/27/2023 11:32 AM

Thanks for choosing alternative transportation instead of automobiles.

Screen Name Redacted

1/27/2023 12:01 PM

Are there plans to continue to build out cycling infrastructure on 8th/10th? As mentioned above I've found it difficult to navigate where the cycling lane abruptly ends - ensuring there is a smooth connection onto the road or making it clear it's OK to stay on the path (where appropriate) will be key for these intersections.

Screen Name Redacted

1/27/2023 12:08 PM

Walking: With this plan, I see no difference from the existing arrangement. I walk this section several times a day and have never had any problems with it. Driving: Short lanes and insufficient lane length will cause congestion. Cycling: I don't cycle enough on this stretch to have a fair comment Transit: I can't comment, I don't use transit. Unfortunately no space is given for general comments. This strikes me as odd and prevents citizens from voicing their concerns in full. Here are mine: I have 3 principle comments/arguments against the project. A) The impression I get is the Town is trying to limit local driving through annoyance. This aversion tactic doesn't work. Locals need to drive to fulfill daily errands and as demonstrated by the BVT/RW intersection, traffic is only dissipated instead of removed. We all still drive, we just take a different route. A to B via C is the new

mentality. Arguably, this increases driving instead of eliminating it. I fully agree with the idea of less traffic in principle, but this isn't the best way to do it. As for pedestrian/cycling safety, there are currently 2 existing options for them to find their way around town. Funnel bike/foot traffic to those trails instead of building a 3rd. B) Tourists. They all drive here and will continue to. If there was a large lot outside of town to park in this plan would make more sense. Instead the Town is forcing them all through this bottleneck to access parking. C) Economics. I'm a 20 year tax paying resident of Canmore, I have a professional job and I can barely afford to live here. I'm also facing a large increase in property tax, that may tip the scales out of my favor. I would feel much better about Canmore if my valuable taxes were used for a more socially aware cause than a traffic fix. How about this project gets put on hold until the economy changes? Let the people that support this community get their feet under them. Give the residents a break. Especially those of us who live and work here fulltime. We don't NEED traffic calming/reduction, we NEED housing and affordable food first!

Screen Name Redacted

1/27/2023 12:09 PM

See above, moving driving lanes is a major concern. Also the implementation of the previous intersection is terrible, don't use the company who made that ever. Compared to almost all other intersections in Alberta and almost everywhere I've driven the signage is opposite. The traffic lights need to be on the opposite side of the intersection so they can be seen across the intersection without taking eyes off of road level. The current lights at benchlands and bow valley are terrible. They make you loose sight lines to look at them, especially when you approach the intersection.

Screen Name Redacted

1/27/2023 12:24 PM

Don't do it

Screen Name Redacted

1/27/2023 12:24 PM

More traffic More taxes Not needed

Screen Name Redacted

1/27/2023 12:28 PM

Much more comfortable and feeling safer when walking and cycling!  
More pleasant when driving - less car dominated streetscape.

Screen Name Redacted

1/27/2023 12:32 PM

1. Driving: same as previous question, but if there are more than two cars turning towards businesses on the opposite side they will block all traffic. With one lane traffic will conceivably be backed all the way down Railway and there will be no chance to turn across the road. Remember when it was one way down Main Street and traffic east on Railway was so backed up no-one could make a turn? The whole



road will be clogged with traffic. 2. Walking: Sidewalks are already on both sides so no change to walking or enhanced experience. 3. Cycling: Probably better. Waste of space in the winter as pathways are icy and it's too cold to bike. 4. Transit same as above, sitting waiting for traffic to move.

Screen Name Redacted

1/27/2023 12:59 PM

same as above

Screen Name Redacted

1/27/2023 01:12 PM

Expect gridlock every weekend and all summer. Insane ideas!

Screen Name Redacted

1/27/2023 01:12 PM

The main intersection to Downtown will be vital. Safety for pedestrians, cyclists is paramount. The left hand turning lane needs to be a reasonable length & size to function. I don't think the Benchlands Intersection functions as well as it could just based on the turning lane lengths & design. Hopefully some of this trial & error will be reflected in these next phases of work. I personally would still like to see two lanes of traffic in both directions both entering & leaving downtown. I feel like single lane traffic will cause huge backlog & frustration at times. Train crossing backup will extend to Safeway if all the one lane ideas continue to construction. Even if you deter all of your residents from going downtown with vehicles we will still always have visitors driving downtown & trying to access businesses hopefully. Hopefully people provide feedback & your design has not already been cast in stone. Please spend our money wisely... what is the tax rate increase picture we will paint for the next 5-10 years.

Screen Name Redacted

1/27/2023 01:27 PM

The concept design appears to reduce traffic to a single lane in each direction. I'd be interested in the town's justification how a road with an average 11,500 cars a day can handle single lane. Road is so tight that the boulevard wouldn't support trees in the middle due to visual blocking left hand turns. The restricted roadway would reduce the ability to move more cars to the 10th street bridge to reduce overload onto the Policeman's Creek bridge. Once again getting less out of the same space.

Screen Name Redacted

1/27/2023 01:31 PM

In a town where cars aren't supposed to idle, I see a whole lot of idling happening here with vehicle congestion and increased wait times at intersections. This is a winter town, not a summer one. For that reason, I'll mostly be in my car. Question is will Canmore still be home if you guys keep pushing this ideological agenda. Just stop and first fix the main intersection so you can learn before digging deeping

into this blackhole of mistakes.

Screen Name Redacted

1/27/2023 01:44 PM

Essential to maintain the right turning lane option off of Main Street without going to a single lane here. This will impact me as both a driver and cyclist. Turning left into Nutters from railway ave will also cause a backlog of drivers with the removal of two lanes here. Both options for these intersections do not actually address the reality of traffic flow and current vehicular traffic. Why not direct bike traffic next to railway and cross at 10th street to get downtown. There is simply not enough bike traffic compared to vehicular traffic to justify what is presented. I do not support this use of our tax increase to pay a huge expense for something that is not necessary and in fact would make travel (via bike or car) more challenging. I often have to travel down bow valley trail to get to work. In the tourist seasons, I often have to wait up to 5 lights to get through. This is unacceptable.

Screen Name Redacted

1/27/2023 01:58 PM

1. First if the lights are designed like the most recent road remodel, I will have to park a car or two behind the stop line to even see the light. Way more congestion, snow removal will be non existent, big trucks will find it extremely difficult to deliver groceries. 2. No change 3. Easier to bike. However, even with these lanes, there will still be people biking on the road, causing more traffic delays. Unsure why a bike lan being built removes two lanes of traffic. Maybe build it the other way if you're already spending that much money. 4. Times of arrival will always be late, especially in summer.

Screen Name Redacted

1/27/2023 02:14 PM

As my comment above, the reduction of car lanes

Screen Name Redacted

1/27/2023 02:34 PM

Will probably use Three Sister's to get into downtown and work. I'm sure the upgrades will help to unify the landscape in Canmore. It is a mish-mash of styles. On a side note, we really need a second firehall to service the Peaks of Grassi.:

Screen Name Redacted

1/27/2023 02:45 PM

At the intersections with the Shopping area there is no route for cyclists to join their lane until they actually reach the road. The interactions are bad enough at present with various vehicles and cyclists moving from one lane to another and turning left onto railway avenue needs a light phase to enable this safely.

Screen Name Redacted

1/27/2023 02:58 PM

This intersection at Main Street looks like a great opportunity for a roundabout. I'm disappointed not to see a roundabout option.

Screen Name Redacted

1/27/2023 02:58 PM

This intersection at Main Street looks like a great opportunity for a roundabout. I'm disappointed not to see a roundabout option.

Screen Name Redacted

1/27/2023 03:16 PM

These changes, along with the previously completed changes at the shops intersection will negatively impact my driving experience. They will do little to improve my walking experience, nothing to improve my cycling experience, and I do not use transit but I doubt it would improve that experience if I used it. Canmore's efforts to reengineer the shops intersection and railway avenue are perhaps noble in their vision. I presume it is to improve pedestrian and cyclist access and reduce vehicle congestion in the downtown. However, the implementation is majorly flawed. I suggest you consider the following.

1. Reducing driving access will not reduce traffic in the downtown, it merely increases congestion in other places. The shops intersection is a nightmare and has significant breakdowns at peak traffic flow periods. For example, there is not enough length for the separate lanes and they end up blocking one another (e.g. right turn is green but no one in the lane as they are trapped behind everyone waiting to go straight or left). To boot, I still have not heard a reasonable answer for why the traffic lights are on the wrong side of the intersection causing both issues with visibility and takes drivers vision further than necessary from where they should be looking (though/around the intersection).
2. Providing alternative routes/access and improving traffic flow will alleviate traffic issues. Not everyone can/will walk/drive into/through town. Provide an appealing option for visitors to town to park on the outside of town and walk in. Build increased parking capacity downtown (parkade?). Redesign the railway ave and bow valley trail to maximize flow by having two lanes and no unnecessary pedestrian/cyclist routes. Have a long term vision for moving traffic through/past downtown and onto three sisters parkway.
3. Recognize that major roads don't need, often should not be, and are often not used for pedestrians and cyclists. I for one choose to walk along quieter routes and often they are more direct. E.G. going through spring creek paths, through the backside of save-on/canadian tire, behind EP. Improve routes around town by connecting them where they are incomplete, improving them where they are in poor condition, adding them where they are warranted, and shelter paths as much as possible from vehicle traffic where necessary using distance or barricades. All this can be done without stealing space from vehicle traffic. As an additional note, sight lines for cyclists being able to see each other and other pedestrians on the roundabouts/intersections of the spring creek paths could be improved.
4. Cycling and walking in Canmore will never replace driving in Canmore. Some will walk and bike but the majority will still drive. We can support that reality rather than going overboard and giving up an unnecessary amount of driving space/flow.
5. Consider

using pedestrian/cyclist overpasses in high traffic locations such as bow valley trail.

Screen Name Redacted

1/27/2023 03:44 PM

Any safety improvements for walking and biking will enable my children, wife and I to live car-free, happy and healthy in Canmore, which has already done so much to promote active transportation.

Screen Name Redacted

1/27/2023 05:05 PM

again, a difficult plan to read as it does not indicate traffic flow. Looking at this plan, there seems to be no change to the current state. I am, however, appalled at the comments in the written plan with condescending remarks that only residents have to change their driving habits and that visitors are more likely to walk or cycle as they are athletes! This town is made up of athletes. And, no matter how athletic, cycling up the valley slopes is no mean feat and not everyone has an e-bike. This all needs to be reconsidered.

Screen Name Redacted

1/27/2023 05:20 PM

This will be a traffic nightmare

Screen Name Redacted

1/27/2023 06:21 PM

A very positive change from the car-centric design that is currently in place. As a person who both drives and walks this is a much welcome change from both transportation perspectives.

Screen Name Redacted

1/27/2023 06:47 PM

1. Congestion trying to turn into the grocery stores. Lane reduction makes it worse. If you want people to take transit or bike, you need a satellite lot for people to park at. Your not reducing the amount of people coming to Canmore.

Screen Name Redacted

1/27/2023 06:59 PM

This new design will add congestion to the already crowded greater downtown core. During the peak seasons it's nearly impossible for locals to get to the essential businesses (grocery stores, gear stores, drug stores) in an efficient manner, that doesn't involve waiting in the backlogged downtown and bow valley Covid corner. The new focus of "walking" or "transit" methodology will shift locals and TOURISTS to park in these essential areas listed above, in order to get around, thus limiting how us locals can get our essential groceries as tourists will take the very limited parking. I think a traffic study over the span of 1yr needs to be done to determine how many vehicles use this area, and if it's responsible city design to add congestion through one roadway either way compared to the two. This street is one of the busiest areas in town, and if it goes to single lane traffic... I'm not sure how essential vehicles (fire, ambulance, police) will reach all residences in this town. Canmore is a valley, and this is one of the

most important avenues in town.

Screen Name Redacted

1/27/2023 08:19 PM

1. I think having two lanes heading east in front of shoppers is a good thing. Mainstreet can back up due to tourist traffic in the summer times, this could potentially cause gridlock during the busy months. 2. Did anything change? 3. Once again, two bikes is overkill. Our tax dollars could be better spent elsewhere 4.transit is the same as driving.

Screen Name Redacted

1/27/2023 08:48 PM

All will be too compromised Not functional for level of traffic use . Ridiculous concept and waste of money just for looks...not function Nothing in it for the tax payer footing the bill ... And another huge upset for the citizens of canmore if happens despite majority saying no to this No

Screen Name Redacted

1/27/2023 08:57 PM

This seems like a terrible idea for people who live out of the town of Canmore like myself. It's not feasible for me to walk, cycle or use transit in Canmore. I have to drive. I imagine the same can be said of many visitors to Canmore and many tourists. So why reduce a main road from 2 driving lanes each way to 1? Seems to me like this will only make the already awful traffic in Canmore even worse.

Screen Name Redacted

1/27/2023 11:14 PM

I avoided bow valley trail with bike and walking before paths, walk/bike lights, and pedestrian crossing just before shops of Canmore. Now I frequent businesses on BV trail more, feel safer, and feel rewarded and appreciated for my efforts to use alternative transportation. (The big reseat thrill is the bike light and crossing lane, thank you!)

Screen Name Redacted

1/28/2023 12:55 AM

Driving - this will add congestion all seasons. With trains and confusing traffic lights for tourists it has become hazardous. Walking- not much change Biking - not much change

Screen Name Redacted

1/28/2023 01:22 AM

Won't change walking. Improvement for cycling. Serious problems for driving. Town planning must accept that vehicles are a necessity and need to accommodate volume efficiently. Stop hostile planning towards the inevitability of vehicles. No change to transit.

Screen Name Redacted

1/28/2023 07:56 AM

Already submitted, and am sure this has been considered, but am hoping there is something to prevent vehicles dangerously cutting through the rose and crown parking lot to avoid having to stop at a

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red light before turning from main onto railway.

Screen Name Redacted

1/28/2023 11:13 AM

Again, add more if you'd like. But have you noticed that the railway ave/bow valley trail didn't actually improve traffic flow? It's so bad that a theory has popped up that it's a way to discourage cars and therefore encourage bikes. Whichever planners came up with an abomination such as this should be given a shameful pizza party and a new job in a quiet office where they can't do any more harm. I hear the ski resorts need lifties.

Screen Name Redacted

1/28/2023 11:31 AM

This will turn canmore into one giant parking lot. Way to take a step backwards fighting climate change, vehicle run times will be increased and emissions will be greatly increased. Canmore will now be nothing but smog and road rage.

Screen Name Redacted

1/28/2023 01:19 PM

Seriously!!! This has to be a joke. Why on earth would you go from an already 2 lane road down to a one lane..... Everyone involved with this plan needs to be fired immediately. Have you not learned anything from the absolute failure of a intersection at the shops of Canmore???? Give your heads a shake! STOP WASTING TAXPAYERS MONEY ON THESE HORRIBLE PROJECTS! JUST STOP!

Screen Name Redacted

1/28/2023 03:30 PM

Same as above. We are eliminating lanes on a road that is seeing heavy vehicle usage? This seems like the right approach? If so, I am shocked by the incompetence and blindness of town and the actual needs. By the way, the pedestrians/bikers are DRIVING to canmore from away locations to enjoy the town/surroundings. Time to get your heads out of your asses and connect with the town for a proper path forward. We have one nightmare intersection already in play. No need to completely ruin this town

Screen Name Redacted

1/28/2023 03:43 PM

1. Bottle necks will become increasing especially with the "no right turn on red" signs that have become widespread in town. I often wait while no one bikes or walks and traffic is backed up, engines idling longer, taking longer to reach a destination than previous. there is no reason you cannot turn right after looking for pedestrians and bike traffic. 2. What are the pedestrian stats for use in this area? Where will people park from out of town if they are intended to walk? Many locals that I commonly talk with avoid the downtown area currently due to the congestion created by the new intersection. We cant all afford bikes especially electric bikes to haul children in burlees in uphill to and from school day and day care etc. 3. Cycling will be

easier but there is a major cost to access. Plus its not hard to cycle here now.... Why not drive people to access downtown through the pathway network already developed in spring creek? Why are some paths not cleared in winter for good biking such as behind and along the railway near elevation place? 4. Same concerns as previous. I often go to groceries, liquor store, hardware store etc in one trip and transit it not feasible for large loads in 10% tuesday... the one offs it will work but still its not a solution to expect people to simply take transit now. My resounding vote in No. Dont raise taxes for a project such as this that will create more problems and drive more people out of downtown that it will encourage to go there due to frustrations with travel. Tourists drive here... we are a tourist town... they come in cars.

Screen Name Redacted

1/28/2023 03:56 PM

Will negatively impact driving. How does this project relate to town evacuation plans?

Screen Name Redacted

1/28/2023 04:35 PM

The left turn lane from Railway Ave onto 10th Street should be made as long as possible to avoid blocking vehicles that want to proceed NW.

Screen Name Redacted

1/28/2023 05:12 PM

The main intersection is a disaster. Is this going to be more of the same? Why make traffic even worse? This will make driving in Canmore even worse than when the main intersection was completed. I already don't have enough hours in the day to get things done because of all the bottle-necking. If this goes through, it'll be even more of a struggle for me. Move a grocery store and other services out of downtown if you want an organic approach to reducing traffic in this area.

Screen Name Redacted

1/28/2023 06:07 PM

These changes I don't think as as bad as the previous design as this road tends to be a bit less busy as many vehicles turn off/on from Main Street. I only hope that things won't back up too much if someone needs to turn left into Shoppers drug mart parking but can't as the east bound traffic is already piled up. I am a bit confused at the European style of intersections, if this is what the plan is for these intersections (a bit hard to tell from the design). I think that they just confuse a lot of people who have never seen them before (which is a lot of people as the new intersection by A&W is apparently the first in Canada). I also believe that its a bit of a waste of resources to have separate crossings for pedestrians and bikes as most people will just use them interchangeably (I know I do), if one group gets to go then everyone is going to go, why not just have one light.

Screen Name Redacted

1/28/2023 06:29 PM

Biking along this stretch is currently very unfriendly with rough pavement and potholes so much improved. I would currently avoid walking along this stretch in favour of the quieter pathway along Policeman's Creek and that may remain my preference? Water currently pools in the east corner of the Railway Ave / Main St intersection which is unfriendly to pedestrians waiting or walking that corner. In terms of driving, I think the separate right hand turning lane from Main St onto Railway Ave is important in reducing congestion on Main Street. That being said, that right turn has potential for accidents, having to watch for pedestrians on the right and traffic on the left to merge onto Railway Ave.

Screen Name Redacted

1/28/2023 06:36 PM

I don't walk down this way. There is a sidewalk that if and when I do walk it is sufficient for my walking commute. Money would be better spent building a pedestrian bridge over the trans Canada for residents Biking options are fine the way they are there are bike trails that are very adequate for getting to that area of town. If town wants to make the current bike paths better they could pave them rather than close off one lane for the vehicles.

Screen Name Redacted

1/29/2023 07:39 AM

This is a complete disaster for emergency response for egress and access to the downtown core - And yes, I know what I'm talking about (Scott Wing - I have been living here since 1976)

Screen Name Redacted

1/29/2023 07:59 AM

Firstly, what happens when there is an emergency? Where will vehicles pull off to let emergency vehicle go by???? How has this not been thought out. Also, snow removal...we already struggle with where the snow goes when roads need to be cleared in the winter. Now there will be NO where to put snow, what's the plan here?? Do you really think the thousands of city visitors coming to downtown canmore are going to plan to park and bike into town? No. They won't. There is just going to be worse traffic jams. People will still need to go through town to get to the quarry. I don't understand how this stuff isn't considered. Particularly the emergency response vehicles. This is dangerous and harmful for canmore residents.

Screen Name Redacted

1/29/2023 02:51 PM

1. This will again slow down the travel time to get my commercial vehicles through town. Snow plowing will make the lanes very narrow, and back log will happen from the traffic coming from Bow Valley Trail. This creates no area to pull over for emergency vehicles to pass. 2. no impact 3. I do not cycle 4. I do not use transit

Screen Name Redacted

Use roundabouts. They work better than all those stupid traffic lights



1/29/2023 03:22 PM

mounted on the wrong side of the intersection. In England, there is a seven way roundabout with no traffic lights that the Brits just love. They call it the magic roundabout. Think about that carefully. Plan carefully, not stupidly.

Screen Name Redacted

1/29/2023 05:29 PM

All the comments above apply. Of course, right turns from Main Street and 10th Street being held up behind vehicles going straight or turning left will only increase congestion on these roads. To get to work there may be no other alternative route to take, but it will be a deterrent for shopping at local stores. Again, just because you can make these changes, doesn't mean you should. Please reconsider before permanently impacting residents' daily lives negatively and affecting tourism with unpleasant visitor experiences.

Screen Name Redacted

1/29/2023 05:55 PM

1. Driving - turning lanes need to be long enough to not back up and obstruct traffic. Especially right turns eg. turning right at the new A&W intersection - currently traffic waiting to go straight blocks access to the right tuning lanes and right turners have to wait several lights to get through All, need more than one lane coming out of save on, a left turner will block all traffic. 2. walking - no change 3. cycling - no change. Comment as above 4. Transit - no change Overall comments -vehicle traffic is already congested here, we need more space not less. -It is winter in canmore much of the year, bike lanes and sidewalks will be under-utilized -whats going to happen when TSMV doubles the size and number of cars in our town???

Screen Name Redacted

1/29/2023 08:59 PM

Biking: Same issues as above - cars wanting to turn right into Save-On-Foods and cutting bikes off. Where do bikes go at 10th street? Too many parked cars on 10th street to make it safe for bikes.

Screen Name Redacted

1/29/2023 09:33 PM

While I do not like the way that the lights are set up as this is very confusing for people. I acknowledge that my driving experience may be worse however my walking and biking experience will be substantially improved.

Screen Name Redacted

1/30/2023 09:32 AM

See above comment

Screen Name Redacted

1/30/2023 10:11 AM

Again same as above. What will be my families evacuation route in case of a forest fire? thru that nightmare of a single lane traffic? And how about when my mother is staying with us, who is in a wheel chair, and needs to drive to the store? I don't see her being able to jump on a bike any time ever. This is an ableist plan. Please stop

## Screen Name Redacted

1/30/2023 10:14 AM

This design will create such a disaster for all forms of transportation, whether it's driving biking, walking or transit. Tourists ( and some locals aren't much better some times) are not use to this forms of intersection as is apparent when I use the intersection at railway Avenue and bow valley trail. I constantly get cut off, see people run lights or not go when their lights turn green because they can't see the lights. Reducing the flow and capacity of traffic on one of Canmore's busiest streets is horrible. Biking, walking and transit are not options for shopping trips to the grocery store when you only go once a week and have a family of 3 to feed. You should be looking at ways to increase flow of traffic to improve congestion. The studies taken in other towns will not translate to Canmore unless you have the same parameters. ie: snow 8 months of the year and lack of snow removal, increased volume not only thought the summer months but quite regularly throughout the year, a large senior population that don't ride bikes, and tourists that don't come to Canmore with bikes at the ready.

## Screen Name Redacted

1/30/2023 11:33 AM

Putting obstacles in the middle of the road does nothing except take away driving lanes. It's a bad idea that keeps happening to the road in Canmore. It makes it dangerous for cyclists as it forces traffic into what used to be ample room for bike. Don't do it!

## Screen Name Redacted

1/30/2023 01:35 PM

No impact at all, we have hundreds of trails around for biking. and I will be still drive or walking in the area. All neighbours I know they do not Cycling or walking around the town, mostly, walking and driving, when Cycling, they go to the mountains, lots of trails.

## Screen Name Redacted

1/30/2023 02:02 PM

I like the effort to add bike lanes and pedestrian side walks but the balance between vehicles and bikes/foot traffic seems to far weighted against cars. You have a merge lane on 8th street which moves traffic away from Main Street currently. If you put in a "no right turn on red" light and take away the merge lane you back up traffic into downtown, plus there is no need for it. This is a case where a utopian vision is taking over from common sense. People like the bike and pedestrian improvements of the Railway/Bow Valley trail intersection but it seems as if there is a lack of appreciation for the need to still "move" traffic, eg, no right turn on red (pedestrian crossing can happen with right turn on red, happens everywhere else). The thought of one lane exiting 8th street on to Railway as conceived in this design leads me to believe that someone in roads/planning department has an agenda that in incongruent with the need to balance road/foot/bike traffic with common sense.

Screen Name Redacted

1/30/2023 05:09 PM

1 I don't anticipate any problems as this area doesn't seem to suffer volume delays. 2/3 Cycling, walking access to be vastly improved. This is currently the most treacherous part of Railway for a person on a bike as there's no place but in traffic lanes to ride. I expect to see a lot more people accessing Gateway Mall by foot or bike. Transition to downtown Canmore looks much better too. 4 I don't use transit enough to comment

Screen Name Redacted

1/30/2023 09:51 PM

Improve the walking and cycling experience. Make it safer and more convenient to not take a car. It may make driving less practical but this is what we need for change and then we can take transit if we don't want to walk or take a bike.

Screen Name Redacted

1/30/2023 10:03 PM

Great for cycling! Safer and no need for driving.

Screen Name Redacted

1/31/2023 12:21 PM

1) I expect everyone will dread these intersections more than they already do and it will become known as 'Krausert Lane'. It appears the collector lanes for left turns are far too short and there is no collector lane SE bound at mainstreet into nutters. Unlike the collector lanes in front of Shops of Canmore at 'Bowerman Corner' that see backlog beyond the collectors, there is significant space to add more turn lanes at 10th and Mainstreet. I am also concerned about the backup that will be created when a car doesn't fit in the boulevard when entering or exiting Shoppers / Drake. This is a common issue on Memorial Drive in Calgary when a car is turning left and doesn't quite fit into the boulevard to make a left turn and kills a lane of traffic, sometimes for minutes at a time. Also, what are tractor trailers that bring supplies for Shoppers and the drake supposed to do? I have seen both stores have tractor trailers in their parking lot and with the current design, they will have to drive over the boulevard. Although the boulevard is aesthetic, one long center turn lane might be much more practical. Can the fire station be torn down to make room for a roundabout? I haven't been following what that space is slated for, but a round about would be very nice. With all the space on the NE side between Shoppers and Saveon, can't there be a dedicated bus stop that would allow traffic to flow past a stopped bus and not back up traffic? ROAM to Banff does require payment and sometimes that bus sits there longer than a few seconds for passengers to quickly load/unload. 2/3) I expect a significant increase in usage - awesome. 4) no comment Overall I am excited about the changes to railway ave. great work.

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Screen Name Redacted

2/01/2023 09:39 AM

Reducing lanes in this area is unreasonable given that this is a main artery into our large box stores and access to downtown. There are two existing pathway systems - one by the railway tracks and one behind the condos along the creek that could be improved substantially to enable cyclists and pedestrians in that area and keep the roads 2 lanes each direction for our high volume of cars that come into our town and use that street. Please do not do this!!! There are improvements that could be made to the area but this redesign is not the way to do it.

Screen Name Redacted

2/01/2023 10:17 AM

Same comments as question 1

Screen Name Redacted

2/01/2023 02:12 PM

Huge improvement for cycling as at the moment I don't know whether to be on the footpath or the road and swap back and forth making it dangerous for me, cars and pedestrians. I'm worried that there will still be conflict between bikes and pedestrians as it won't be clear enough for each user group to keep to their side. A lot of cyclists can travel at 20-30km/h, especially with e-bikes becoming more prevalent. We should enable these speeds with good design instead of having a design that attempts to curtail normal cycling speeds. Adding measures such as pylons, a small curb between lanes, bollards etc. would increase user experience, ease of use for cyclists, and decrease user conflict between cyclists and pedestrians.

Screen Name Redacted

2/01/2023 05:14 PM

The proposed cycling lanes are the same design as the current ones that have made cycling in town much worse. Before the old cycling lane was removed and the roads were narrowed I commuted to work and in town primarily by bike. Ever since the new intersection and pathways were put in, I found biking to be less safe, and less efficient way of getting around. I have decided to switch to driving as my primary way to get around town.

Screen Name Redacted

2/01/2023 07:16 PM

This project does not seem adapted to North America: This is not the Netherlands. Have you considered winter road conditions, the size of commercial & personal vehicles. Why would you want to recreate a European style town. In Europe the town exist for hundreds of years and the road infrastructure had to adapt to those pre-existing conditions....this is not the case here. Winters are mild in most of Europe, -35C is rare. How are delivery trucks going to travel on these roads to supply the local businesses. In Europe scooters are everywhere, is this what you are aiming? Bridges in European towns are everywhere, this is not the case for Canmore. This is a waste of taxpayers money.

Screen Name Redacted

2/01/2023 07:23 PM

Driving: again, line ups and bottle necks abound. One lane each way is not enough. I know council wants to pretty much stop us from driving but that is not going to happen. Walking: This new plan will not change my walking patterns whatsoever. I already have many paths to town and back. Cycling: As previously stated.. I can already ride to these areas safely and not on roads IN THE LATE SPRING, SUMMER AND EARLY FALL. I do not ride in the winter. What this will impact is those who do not currently own a bike, (E-bike?) to get up Benchlands trail to my home or up Three Sister's Drive to get home. Where are the subsidies? Where are the bike cages? Simple bike stands are not good enough for bikes worth thousands of dollars. Who will be keeping the new paths clean of snow and other debris? Bus: answer remains unchanged.

Screen Name Redacted

2/01/2023 07:33 PM

The bus parking outside Shoppers Drugmart is in a very useful place when doing food shopping etc. I do not think that should be move BUT with only one lane outside Shoppers and buses stationary there for some time this is going to create quite a snarl up of traffic even in quiet times. Could bus parking area there be made and the cars moved further out into middle of lane than current plan shows as a median...something to address this tight spot or bend the road over towards RBC to create space?

Screen Name Redacted

2/01/2023 07:35 PM

Might slow traffic a bit? More opportunities for safe biking and walking. I usually avoid this stretch when I'm commuting and take back paths since I don't like biking or walking next to faster vehicles.

Screen Name Redacted

2/01/2023 08:35 PM

1. Driving: No significant impact expected. 2. Walking: Proposal will greatly improve walking on the southwest side of the street by increasing the safety buffer space from fast moving cars. 3. Cycling: When heading south cycling I usually just ride in the car lanes with traffic. Proposal with separate bike lane seems much safer. When heading north, proposal would improve cycling speed by separating lane from pedestrians. 4. Using Transit: Proposal would enable me to walk on southwest side of street while heading south and then could catch the roam bus if it happens to go by. Currently I would walk on northeast side of street to be away from cars and then wouldn't have opportunity to catch bus so would walk the entire way.

Screen Name Redacted

2/01/2023 08:56 PM

Continued difficulty entering and exiting shoppers, nutters and Safeway. Main concerns are with increased congestion driving and with fewer lanes and the snowball effect this has on the other modes of travel. Increased cyclist safety with bike lanes a positive, when

used properly (ped and bikers staying in proper lanes). You can encourage walking and biking all you like but the reality that local people often need to drive due to physical limitations, time constraints, weather (6 months of winter) etc, plus visitors arriving in rental vehicles, means there will always be plenty of vehicles on our roads and limiting their ability to move through town by decreasing lanes will only cause more issues.

Screen Name Redacted

2/01/2023 09:14 PM

This intersection needs work. It's confusing for tourists and they don't know where to drive when facing nutters and turning left. The advance needs to stay on the traffic lights. It is a great way for the traffic to flow. Cutting down to 2 lanes is a terrible idea. It works great as it is. Left turn lane and going straight. If you're turning off to get groceries a slip lane is great. Turning into Shoppers Drug mart yoir not holding up traffic as there are two lanes. The traffic lights need to be normal Canadian traffic lights. That people are familiar with. And they work. Biking- same, the paths Ned to be updated, but they don't need to be wider than a driving lane. As people don't use them as they should. Just need to have paths that work and people can use. An easy straight smooth bike/walk lane is all that is needed. What I suggest before moving ahead with this dreadful plan is. The road should be cones off with traffic cone- as a "test period" and see how a full it is for everyone in town. Not to mention all the concrete medians that have to be maintained, get hit as we have snow and ice for a good 5 months of the year. And anyone that drives a bigger vehicle, as I do as I have 4 children, my husband is in construction and has a big vehicle plus trailer. Plus all the trucks that still have to do deliveries. It's just a terrible design. Trying to manoeuvre semi trucks through these little roads is ridiculous. Need to go back to the design stage and actually take into account, people drive to Canmore. From all over the world. That will never stop. Canmore is becoming busier and busier. You are just creating a headache for people that are trying to move around town. We have to go that way to buy groceries. Store owners are suffering as no one wants to go downtown now. I don't know any local that actually thinks any of these plans are a good idea. The town needs to listen to the people that live here full time.

Screen Name Redacted

2/02/2023 08:26 AM

In this area I'm mostly a pedestrian or cyclist, so I like to see what looks like separated vehicle lanes.

Screen Name Redacted

2/02/2023 09:52 AM

Same as above

Screen Name Redacted

The new bike path & walking path with be a fantastic

2/02/2023 09:58 AM

improvement, thank you. The intersections will be much safer, thank you. Please plant lots of trees.

Screen Name Redacted

2/02/2023 10:12 AM

The redesign will impact my commute to work negatively, as I must drive. Walking/biking/transit are not an option. This new concept will likely have huge negative impacts on vehicle traffic. Existing infrastructure for walking and biking are more than adequate. I drive this area multiple times a day and it is already terribly busy at times. I also walk/bike this area frequently, and it is never too busy, nor is it unsafe. This re-design is totally not needed. Many of us do not have the option of biking/walking to these areas, and it seems the Town is trying to fill a gap that doesn't actually exist. Vehicle traffic is bad and needs fixing. Bike/walking traffic is not bad and not unsafe, and doesn't require fixing.

Screen Name Redacted

2/02/2023 10:27 AM

hard to make any insights from this map.

Screen Name Redacted

2/02/2023 10:59 AM

same as above.

Screen Name Redacted

2/02/2023 12:05 PM

Please fix the giant speed bumps both mid intersection and going into the shopping centre. 10th needs better bike infrastructure to get onto the creek path

Screen Name Redacted

2/02/2023 12:30 PM

Driving, limited walking

Screen Name Redacted

2/02/2023 02:21 PM

Driving- To much traffic already for 2 lanes, new "turn lanes" not big enough locals don't bike everywhere! I live in three sisters and don't look forward to this at all.

Screen Name Redacted

2/02/2023 02:34 PM

Having more side walk space would be positive as railway avenue is a busy road and currently has narrow side walks. That being said, we should not decrease the number of lanes available for vehicular traffic on this road as that would create more backlogged traffic.

Screen Name Redacted

2/02/2023 02:35 PM

1. Like many Canmore residents, I don't have any fond feelings for the near-side traffic signals. If we are to have them, I would appreciate that the set-backs be at a distance so I can see the light better (which means more room for pedestrians, anyways!) and consider far-side signals as a complimentary addition given that we

are a tourist town and these are uncommon intersections in Canada/North America. 2. I rarely walk in this area and I don't know that the changes will affect that decision. I'll reserve the comments for those who do use the area in this way! 3. This is an area where I welcome cycling infrastructure. I have for many years avoided this area by bike as it's unsafe with my kids so we'll either ride the path behind the stores or the dirt paths beside the creek (between Shoppers & the fire hall). Options are good here. 4. I don't use transit.

Screen Name Redacted

2/02/2023 02:37 PM

This will hinder and stall vehicle traffic when there is no need for it. There is very limited bike/pedestrian traffic on this roadway. Money would be better spent on an under/over pass for either of the two railway crossings in Canmore. (I cant believe a town of this size does not have an underpass for the railway crossing on the trans Canada rail line.) Our tax dollars absolutely should not be wasted on this stupid un-needed change to Railway avenue.

Screen Name Redacted

2/02/2023 03:03 PM

When turning my bike onto Railway from 10th or crossing Railway Ave from 10th, I anticipate that I will have a safer experience. No concerns as a motorist on this section.

Screen Name Redacted

2/02/2023 04:56 PM

This plan is nuts. Traffic is getting worse and worse here and you want to get rid of lanes?? At least now it is possible to go around vehicles that are turning, with this plan traffic will be backed up behind anyone trying to turn.

Screen Name Redacted

2/02/2023 05:49 PM

1. Less people trying to double people for nothing before the other light at 10th. Traffic will be slower and safer because of the one line.
2. Walking will be better because now it's not fun to have cars at 50km/h at less a feet from you. Specialy when you have water on you at spring because of a car and a water spot. On the road side of the ford dealership.
3. Cycling will be better because of the dedicated line. l'ESS dangerous for bikers and pedestrian.
4. No big difference

Screen Name Redacted

2/02/2023 05:56 PM

Town must to remember we not all are able to ride a bike due to several physical conditions. We need safe spaces for it, I was amazed how BC has places exclusive for pedestrian which makes them safer and when you feel safe you are encouraged to use it more. By example when I had been in recovery after several surgeries I am afraid of the bicycles sometimes they expect pedestrian walk the roads to leave the spaces for them, sometimes getting off from the bus this cyclists where close to hit me and my



daughter.

Screen Name Redacted

2/02/2023 06:05 PM

1: Driving will slow me down, 2: I don't walk there. 3: There is already a bike path. 4: I don't use transit.

Screen Name Redacted

2/02/2023 06:13 PM

See above. Additionally, expecting our seniors or children to walk or ride their bikes in the snow, ice and slush, uphill and downhill when the roads and sidewalks haven't even been shoveled by the town is irresponsible.

Screen Name Redacted

2/02/2023 07:05 PM

We are DRIVERS. I'm a 25 year resident who drives for groceries from way up above Benchlands Trail. The bikes do not head the crossings at the lights at the overpass. What logic is taking two sidewalks and making bike lanes between the two grocery stores, Can Tire and all the other services and cause more traffic congestion. You can not demand that the tax payers pay for the few brave ones who would ride a bike in a blizzard -that is a grossly misused energy paying pencil pushing engineers to dream up a luscious design. Put green space that requires mainance over pavement? NO. NO. NO to this stupid waste of our taxes. Get all the snow removed in front of the garbage bins instead- in a timely manner. What a very STUPID idea. No one walks here - hardly ever. .

Screen Name Redacted

2/02/2023 07:13 PM

Don't make it a mess like the other intersection. I walk downtown all the time and tourists are totally confused . If you press the bike crossing button, the walk sign won't light. I've seen many people standing there wondering what's going on . Why the two different lights? With a train , traffic can be backed up to the hiway. That's dangerous.

Screen Name Redacted

2/02/2023 07:16 PM

1.For section 2 the main thing I would change is to keep the right turning lane (right turn on red allowed) coming out of Downtown from Main Street, it would only take one car turning left and block all other vehicles behind resulting in a car jam. I do understand that the design is to slow vehicles down but I would not go so far as implending driving as a whole. I understand that the intent is for people to take public transit or walk/bike in town but most tourist that come to Canmore still rent or drive in their personal vehicles to our town to come and visit, as a result the guest still brings a vehicle and has to get to their initial destination. Only after the person is in the town will it be possible to take public transit or walk/bike around the community. For the paths again I truly believe that two bike paths on both sides of the road a bit overkill, I would rather like to see a wide path on the

North side of the road, there is plenty of space to have an adequate bike lanes and a walking path beside to keep bikes and walkers separated like in Calgary along the Bow River. Additionally, I would ask to remove the speed hump at the entrance to Save on Foods, I have a quite low car and when I go to Save on Foods to go shopping, I scrap the front bumper of my car all the time. if the speed hump has to stay, I would like to request that it gets changed to a less steep angle. Another suggestion which is just outside the plans shown here is to lengthen the right turn lane into the Safeway parking lot or to remove it completely because the length of that turning lane is very poorly designed.

Screen Name Redacted

2/02/2023 07:33 PM

2. The east side looks like it has good, separate paths for bike and pedestrian but the west side looks a bit disastrous for a pedestrian. It's already a poorly maintained narrow sidewalk, I can't imagine adding a bike lane to it.

Screen Name Redacted

2/02/2023 07:46 PM

1. More congestion going into town. Don't use other forms of travel as I avoid going into town besides for some groceries

Screen Name Redacted

2/02/2023 10:12 PM

Again, this is already a highly congested road. Why limit vehicle traffic further?

Screen Name Redacted

2/02/2023 10:56 PM

Same here dividing roads increases the cost and time for cleaning the roads. The one-way road would be a more economical solution for these intersections and more space for trees and bicycles. Happiest local drivers who have to drive through the town every day. More money for useful stuff especially at times of economic depression

Screen Name Redacted

2/03/2023 07:39 AM

There is no need to change railway ave.there is already a wide side walk for bike and pedestrians

Screen Name Redacted

2/03/2023 07:58 AM

Loss of driving lanes has been a huge issue in the new intersection. I see the same issues here. I do like the idea of lowering the speed limit to 30 km an hour. This would be awesome in my neighbourhood of Cougar Creek.

Screen Name Redacted

2/03/2023 09:03 AM

If we were in Europe this may work, since we have 7 months of winter and only a small percentage are able to cycle. A huge waste of tax payers money.

<p>Screen Name Redacted 2/03/2023 10:04 AM</p>	<p>More traffic will occur and people may be avoid driving in this road</p>
<p>Screen Name Redacted 2/03/2023 10:11 AM</p>	<p>This area is the most frequented area by car for local residents because we have to buy groceries. Please consider the convenience and livability for residents.</p>
<p>Screen Name Redacted 2/03/2023 10:20 AM</p>	<p>Not good plan for the traffic as well</p>
<p>Screen Name Redacted 2/03/2023 10:41 AM</p>	<p>My driving will be impacted negatively</p>
<p>Screen Name Redacted 2/03/2023 10:58 AM</p>	<p>People need to drive to get their shopping done</p>
<p>Screen Name Redacted 2/03/2023 11:48 AM</p>	<p>I am in favour of this improvement, especially on behalf of bicycle lane. Smooth ride through this area on bike will surely increase the bicycle traffic through the town of Canmore. It would be wise to not to close both crossing at the safe time for the construction though, to avoid congestion of intense summer traffic.</p>
<p>Screen Name Redacted 2/03/2023 12:21 PM</p>	<p>Driving will be greatly impacted and made much more cumbersome and difficult to get through in a timely manner. Walking would be fine if snow and ice are managed appropriately, which they aren't now, same for biking and I don't use transit. My thoughts about this proposal are the same as the one above. It will not make life easier for residents and will be a waste of our tax dollars.</p>
<p>Screen Name Redacted 2/03/2023 12:22 PM</p>	<p>This section as currently designed effectively takes the road from 4 lanes to 2. Their appears to be cut out turning sections however if more that one car wishes to turn, back ups are going to occur frequently. A grass boulevard also makes little sense as maintenance costs will increase year round. A better alternative would be to eliminate the boulevard and replace it with a multi directional left turn lane. The new wider pedestrian and cycling boulevards will remain but vehicular traffic will be improved. There is no question that going from 4 lanes to 3 will improve the pedestrian/cycling experience. If it is believed that going from 4 to 2 is going to make the driving experience so horrendous that people will now walk, bike or take public transit, I believe ToC is sorely mistaken. People are going to continue to drive particularly visitors from out of town. . As the population grows to 30,000 in Canmore, there will be more in town</p>

traffic and congestion which result from decisions designed to cause congestion. No matter how hard ToC tries, this is not a quaint mountain village.

Screen Name Redacted

2/03/2023 12:28 PM

I'm all for adding bike lane here and i do not think it will impact any other form of transportation.

Screen Name Redacted

2/03/2023 01:05 PM

That area is already congested you are only going to make it worse

Screen Name Redacted

2/03/2023 03:01 PM

My only comment is I hope that traffic lights for cars will be located on the far side of the intersection and not on the near side as they are at Railway Ave and Bow Trail. I find it uncomfortable to have to lean forward and look up to see the traffic lights around the top of the windshield. It is such an unusual layout that visitors do not know where to look for the traffic lights. And there had better be a good backup system because the Railway Ave and Bow Trail intersection is so complicated that it was terrifying driving through it the time ALL of the lights were flashing.

Screen Name Redacted

2/03/2023 03:04 PM

Keep up the good work

Screen Name Redacted

2/03/2023 03:10 PM

Good thing I walk, bike or take transit. And maybe this design will prompt others to seriously reconsider their private-vehicle dependency. Critically, though, the real issue is where the heck are visitors to Canmore supposed to park?? We need an intercept parking lot or we're just going to have longer and longer traffic jams as people stop/go in their vehicles, looking for somewhere to park. Or we need a Calgary to Banff passenger train service. Or both!

Screen Name Redacted

2/03/2023 03:11 PM

1-Driving: Negatively: Well, without the right lane turns at the Rose and Drake, it goes without saying that the flow get stopped and it makes it for an unhappy drive out or into downtown.... I'm flabbergasted at all the efforts made to jam traffic in all ways possible, and spend so much money on it.... Shorting lanes here again is only good to create backed up traffic, which surprisingly, impact the driving experience negatively: the commutes are longer, slower, and enraging, especially knowing that there were two lanes once upon a time. One micro-lane, a field of concrete larger than the driving lane in the middle of the road, a bus stop in front of Shoppers/RBC, a bus stopping and dropping and picking up people.. That needs explanation on how wrong this is?? Has no one ever noticed the bus

can sometimes be stopped and waiting a few minutes in front of shoppers???

2-Walking: Neutral or Negatively: It depends if the lights get screwed up like the A&W intersection, and we have to wait 3 phases before being allowed to cross. then it would no be pleasant. otherwise, I guess the pink lane makes a wider sidewalk for pedestrian to stop bike flow too. yes, that's sarcasm...

3-Biking: Negatively with a potential pinch of positive: well there's one good thing, the only one of all the project, so we gotta highlight it: the lane (separated from the side walk, thank you) on the save-on side of the road could be nice. the path has a strange tendency to just ditch us bikers there as the entrance to save on cuts the path. a continuation could be appreciated, but no need to spend millions on it.. it's just a path. For the lights, same as above, timing. What's the waiting time gonna be to cross?? As a biker who cycles often on that road, I don't think two bike paths are needed on each side. just on the RBC/Save on side would be sufficient in my opinion.

4-Using Transit: Negatively: With the backed up traffic since the over pass/three sisters drive, it is sure a negative experience on the bus. Longer, slower, and depressing. The views are astonishing, don't get me wrong, but some people need to get to work.

5-Impact on mental health: very, very badly....

Screen Name Redacted

2/03/2023 04:05 PM

The ability to turn into Save On Foods having turned right from Shoppers Drug mart would be helpful. Unsure about the reduction to one lane in either direction here...are the bus stops moving in order to facilitate this? Otherwise traffic could be stuck for several minutes as busses load/unload. Not sure the filter lane for main street will be big enough. Great pathway, but what happens to cyclists as they get further down 10th? are they then pushed into the roadway like mainstreet after the spring creek entrance beside the rose & crown?

Screen Name Redacted

2/03/2023 04:59 PM

See above comment

Screen Name Redacted

2/03/2023 05:03 PM

Love it. It's better for all, except that the bus stops in from of Shoppers and RBC should be moved. There is a high amount of j-walking that occurs in that area. Having the stops be closer to 10th and Railway or Main and Railway would be beneficial.

Screen Name Redacted

2/03/2023 11:23 PM

Don't make any changes, it works just fine right now for walking, cycling, transit and driving. You are going to have a mess, just like you created at the very expensive and totally unnecessary Bow Valley Trail intersection. Spend the money on other more important initiatives.

Screen Name Redacted

2/04/2023 02:56 AM

See my above comment My answer here is the same

Screen Name Redacted

2/04/2023 04:06 AM

not a good use of tax dollars

Screen Name Redacted

2/04/2023 05:35 AM

Again one lane traffic? It's great your improving the entrance to nutters. Do not put in the lights that were installed on the new intersection in here. They do not work and cause more confusion than help.

Screen Name Redacted

2/04/2023 09:06 AM

1. Intersection looks somewhat better than currently. However I'm concerned about left hand turn into Home Hardware...why is there not a dedicated turn lane? With only one lane at that intersection will that not back up traffic? I assume no right turn lanes means no right turn on red...will that slow down traffic? 2. 3. Walking and cycling should be greatly improved by being separated from vehicles.

Screen Name Redacted

2/04/2023 09:48 AM

From a walking perspective: all sidewalks for pedestrians should be a minimum of 2.5 meters. Otherwise it is complicated for those with strollers, dogs, families walking together and meeting those walking towards them. Cycling and driving is suitable for the location. I look forward to the results

Screen Name Redacted

2/04/2023 09:56 AM

110 Settler Way

Screen Name Redacted

2/04/2023 12:03 PM

Again the ease of navigation with my car is important to me.

Screen Name Redacted

2/04/2023 01:11 PM

All I can see are bottlenecks. Can you?

Screen Name Redacted

2/04/2023 01:45 PM

Cycling will be improved here. Walking would remain unchanged, it's walkable now. Driving will be impacted. I don't understand why it would be going from 2 lanes to 1 lane with all sorts of medians. Who looks after the medians? Canmore Parks team. It's not super safe to maintain those medians (due to vehicles driving during the time of maintenance)

Screen Name Redacted

2/05/2023 09:03 AM

I am unsure. I already use that stretch for a things mentioned. Except for maybe the cycling. But I am ver concerned about the idea of forcing one 1 lane of traffic as opposed to the current two lanes.

Screen Name Redacted

2/05/2023 11:55 AM

I appreciate that the TOC wants to make the town more bike and pedestrian friendly. I don't understand why the TOC wants to make it impossible to drive in the town. We already have some pretty great trails. Build on that. But don't spend money removing roads, making two lanes into one lane removing turning lanes. Doing this is really just another tax on the local working-class people. Making it impossible for tradespeople to get around town makes everything cost more. I run or bike everywhere in town. Tradespeople don't have that options. They need tools parts, and materials. Chocking off all traffic flow might make more tourists walk and leave their car at the hotel and it might even discouraging tourist from coming together altogether but it is already making life here more expensive.

Screen Name Redacted

2/06/2023 10:44 AM

1. As proposed, the flow of traffic, and ease of use will be significantly reduced. Unnecessary green spaces are being installed where we could easily have more space for vehicles to move and flow(for example, right turn lanes to keep flow of traffic when one or more people are waiting to turn), both between lanes and on the outsides of the lanes. 2. Walking will become easier. However, as proposed it will be at the expense of an effective and functional vehicle traffic plan. 3. Biking will become easier. However, as currently proposed it will be at the expense of an effective and functional vehicle traffic plan. 4. It will make no difference to transit s proposed. Transit, as proposed will only become problematic for vehicle traffic.

Screen Name Redacted

2/06/2023 11:20 AM

Same as #1 above. Love the concept. Very concerned about the construction timeline and safety during that period. As this is where we do business, our hope is that during construction everything is safe & accessible. If we look at the construction time near The Shops - the level of safety for pedestrians was awful in both the summer and winter months.

Screen Name Redacted

2/06/2023 02:52 PM

Same comments: 1. Driving - this is ridiculous! It will have a major impact on my driving and the time it takes to get to work. The bus does not go to where I work therefore I have no choice but to drive. Bike you say!?! - It takes me 40 minutes on a nice weather day in summer. From November to April you are saying that I should be encouraged to bike!??? So then, to get to work.... I would really need a fat bike since you expect us all to get on our bikes in winter. Or get studded tires for my old mountain bike. C'mon Town!! You want locals

to get on bikes or walk, yet on weekends and in the summer, when we have a ton of tourists, you think they will be coming by bike?? I don't know what is happening at the Town of Canmore these days. You say YES to all this development, but then you take away driving lanes on main roads!?? This is insane planning. 2. Walking - I live on the north side. The likelihood of me walking to get anywhere is very slim due to how long it takes. We are a spread out community - we are not Banff! I'm completely indifferent to the intersections if I'm walking, as it likely takes the same amount of time. Both sides of Railway Ave (the sidewalks) should be extended wider, but not into the roadways. The other way works way better. The businesses on the south side hamper this, but people in vehicles shouldn't suffer because there is a lack of a good solution on one side of the road. 3. Cycling - November to March or April, I guarantee you I am NOT biking because it's winter! Snow and ice make it treacherous for me to try and bike and I think it's crazy you expect us on our bikes all year. In summer, on my bike - the intersections won't make any difference with how I get anywhere. And just so you know - I love biking! I like to encourage biking - but this is not the way to do it. (also same comments as #2 for widening) 4. Using Transit - I don't use transit because it doesn't go to where I work. If it did, I would definitely consider it. But then of course, the poor bus is going to get stuck on all these roads trying to get anywhere! Especially in the summer! A lot of people in town work weekends due to the amount of visitors - and then you want people to use the bus on weekends to get to work, but build these roads and intersections which will slow down all the buses. The 30km/h speed limit is good, but only in certain areas. Canmore is NOT Banff. It has more residents and housing that stretches farther. You will have to really, really increase the bus service if you want less traffic because you are approving so much high density development. The residents will suffer because you can't say NO. Visitors are coming in their cars, no matter what. Are you planning a shuttle service from Calgary, Cochrane or the airport? Not that these are good solutions either. The Town needs an awesome parkade with free parking to encourage visitors to park and walk (or bike). Thanks for taking my feedback, although I know it won't change a thing.

Screen Name Redacted

2/06/2023 02:59 PM

Driving

Screen Name Redacted

2/06/2023 04:02 PM

driving

Screen Name Redacted

2/06/2023 05:00 PM

Driving wise, this concept would create alot of traffic and a lot more wait time for cars and public transit. walk wise, this concept would



assist pedestrians to cross the street without walking so far to the traffic light to cross which makes people jwalk because the distance is too far (the current road situation). Cycling wise, wouldnt be big of a problem except alot more wait time

Screen Name Redacted

2/06/2023 06:33 PM

I do not, nor will I ever be able to, cycle from my home to this area. This would make my driving slower and more chaotic. The way it is now is fine for when I can walk this area.

Screen Name Redacted

2/06/2023 09:36 PM

1-Any lane reductions/narrowing will slow traffic flow and increase idling. Also, green spaces in the middle sounds like unnecessary and may attract animals. 2 and 3- Unsure if will change much since I already use road or the already EXISTING DEDICATED bike/walk lanes along train tracks OR Bow Valley Trail. I use these 2 modes of transport the most and do not feel that more options are needed. Definitely do not like to see more idling of cars and frustrated drivers. 4-Probably more delays due to traffic congestion. Will there be more bus stops along the core, to encourage more ridership? For example, now that there is no longer 1 big loop but instead 5C and 5T, it takes long time to get across one side of town to other. Also, I mainly take 5T bus and there is only stop by Starbucks and then only main bus stop??? Instead of taking away road lanes, what about having dedicated bus/bike lane or a multi-passenger lane, and adding bus stops? Even though, the town declared a climate crisis, most projects/money spent by town do not support this declaration and seam to contribute to more emissions. If goal is to have less cars, maybe to increase bus service by adding bus stops especially main core area, and going to Nordic center and quarry lake.

Screen Name Redacted

2/07/2023 10:11 AM

Turning lanes need to be longer to accommodate more turning vehicles at main and tenth, so traffic doesn't back up in the single lane sections behind the turning lanes. the 4.5m central median is a waste of real estate. why so big? I'm pleased to see the slip lane turning right out of main onto railway removed, the existing slip lane is a pedestrian incident waiting to happen. Cycling and walking will be much better, this design would be a vast improvement to the existing narrow sidewalks. I predict driving will become significantly worse, I know that's part of the plan to encourage mode shift, but lengthening the turning lane queue space would reduce potential vehicle delays without compromising the improvements being achieved for active modes

Screen Name Redacted

2/07/2023 10:56 AM

This is very problematic to reduce the car lanes along here! In the town documents, there is an expectation of increased traffic even

when the relative share of vehicle traffic declines to accommodate more walking, cycling, and transit use. This is an important route for various trips around Canmore, and there are already occasional logjams given the railroad at both ends of the route, and the vibrant commercial sector. A car is needed over biking or walking to reach a number of businesses serving the community. I live in Rundview which is not well served by Roam transit, so I will continue to use my car to get groceries or other goods if they are larger than what I can carry any distance. I do bike and walk downtown extensively but will continue to rely on a car too. I do not see how narrowing major streets will help achieve what is envisioned. For example, I have arrived at the newest intersection connecting Benchlands/Railway Ave. with the 1A only to find I can't get into a turning lane when its light is green because the turning lane is too short and cars waiting to go straight are backed up. The same problem would develop at Railway and 10th or adjacent intersections. Finally, I would add that I am extremely concerned about what would happen in an emergency, especially once the new fire station is operating and the current one is abandoned. The hospital is also on the far side of the tracks from where so many live. While these fancy drawings make the plans look lovely but once snow and ice become a factor for at least a third of the year, then I suspect the streets will not be so walker friendly. When I walked to the hospital and explored downtown a while ago, I slipped a few times because the walkways were poorly cleared, including the crosswalk near the Bridge and beside the railroad. Use of different pavement surfaces needs to be done judiciously with our winters in mind. This will be important for those hoping to age in place. On a different matter but one that illustrates a problem outcome with traffic design, consider the Main Street/6th Avenue intersection. The intended two lanes beside The Tin Box should be widened and better marked as two lanes to allow cars turning right onto Main Street towards Policemen's Creek can turn when the flashing light is green, while the one lane beside the BMO should be narrowed (there should still be sufficient room for those turning off main onto 6th). Currently, it is not unusual for a car waiting to go straight blocks the cars from turning right.

Screen Name Redacted

2/07/2023 11:36 AM

1. Driving, reducing the lanes will increase traffic into the core in the morning and out of the core at the end of the day. With a train the congestion will continue further. Bus stops will also further congest the roads, cause drivers to become impatient= accidents. Suggestion- 2 lanes into the core in the morning, 2 lanes out of the core in the evening.

Screen Name Redacted

2/07/2023 01:13 PM

The design will greatly improve walking and cycling. Dedicated turn lanes for driving seems a great idea. I am wondering if the single

combined lane coming out of the Sobeys/Sotheby's lot will back up into that direction though.

Screen Name Redacted

2/07/2023 02:46 PM

1. Driving - Accessing the businesses on this stretch of road appears to be more difficult as lanes are reduced and traffic will be more backed up because of the reduction in lanes. 2. Walking - No change as there are already sidewalks on both side of the road. 3. Cycling - No change as there is already a cycling lane 4. Transit - I don't use transit

Screen Name Redacted

2/07/2023 06:56 PM

I don't agree with this.

Screen Name Redacted

2/08/2023 06:41 AM

As a cyclist, I agree that widening the side walks is a good idea, but take a second and actually THINK about what that means for traffic flow. Has the A&W corner not been a complete and significantly slowed down traffic and pedestrian crossing? I think you forget that people actually live here, and have for decades. Maybe take a second to consider your locals (ya know, the ones that have built this place from the ground up and not the Frank Kerniks of the world)

Screen Name Redacted

2/08/2023 06:44 AM

It will impact me greatly as Railway Ave is one of my main routes to and from work. Besides that I use the highway to AVOID the congestion caused at the intersection by A&W. This will only add to the congestion and increase travel time through town. At this time I only travel Bow Valley Trail when I absolutely have to, and I almost never go downtown any more due to paid parking.

Screen Name Redacted

2/08/2023 06:51 AM

As cycling or walking is impractical several months a year for where i live, there is no impact. I definitely think this idea is flawed when considering the need for emergency vehicles to get through. Also, the negative consequences outweigh any positives.

Screen Name Redacted

2/08/2023 06:55 AM

Same as above

Screen Name Redacted

2/08/2023 06:59 AM

Driving

Screen Name Redacted

2/08/2023 07:14 AM

This plan will severely, negativity affect driving experience. I know that's the point, but this is a part of town we're visitors and local alike

need their vehicles. Removing two lanes from an already congested area seems to me to be a mistake at this time. This plan may only marginally improve walking experience as the sidewalks are pretty good already in the area. I don't anticipate this plan improving my cycling experience. If I'm specifically riding to this area, I expect congestion and plan accordingly. I usually take the already existing bike paths along the train tracks, policeman's creek, or the river. Transit will be severely negatively affected by the reduction in lanes. My experience with transit through the area in the mornings has been an inability for the bus to keep on schedule, regularly falling 5-15 minutes behind going downtown from Cougar Creek. If I already can't depend on transit to deliver me to my destination by the time stated on the schedule, I will not plan to take it at all following these proposed measures.

Screen Name Redacted

2/08/2023 07:28 AM

Will make driving worse. No impact on walking or transit. No impact on biking since I use the path next to the tracks.

Screen Name Redacted

2/08/2023 07:39 AM

It will impact every form of Transportation

Screen Name Redacted

2/08/2023 07:43 AM

1 2 3 4 all positive, forward thinking, people oriented

Screen Name Redacted

2/08/2023 08:07 AM

Same comments as previous.

Screen Name Redacted

2/08/2023 08:19 AM

I come in from Exshaw. There is no public transit. I have already stopped shopping, banking and going to my dentist in Canmore. The town is no longer friendly to locals. These traffic impediments make it worse. It is very sad to see how ToC has alienated the locals and lost all their confidence by taking feedback this way. - too little too late. Figure out how to keep traffic moving when there are trains - don't make it worse!

Screen Name Redacted

2/08/2023 08:56 AM

really the same as above.

Screen Name Redacted

2/08/2023 09:33 AM

Do not build this mess.

Screen Name Redacted

2/08/2023 09:44 AM

1. Driving is will be a nightmare. Even more backed up than it already is! More confusion with the lights which is already dangerous. People

and pedestrians do not understand them and go when the shouldn't, get stuck in the intersection and even when you are at the stop light you can't see the colours well in bright light. You lane up in one lane so someone who is trying to turn now can't because it's so backed up. This summer it new intersection had backs ups past the highway bridge, past the traffic circle, past the railway ace intersection and down Main Street. This is going to make it sooo much worse and back up so much farther! Just think about the logical flow of traffic for one second and you'd see this. I and many Canmore locals actively avoid the shops of Canmore intersection and will get in and off the highway to avoid it. This is making the already unsafe and very busy (especially lined up when there is a train) intersection by the high school and crazyweed and Boston pizza even more unbearable. These 2 intersections have more than double my work and errand commute time so there is an environmental impact as well. I turning right a the lights on red is also a rule people can't wrap there head around since you can almost anywhere in Canada except Quebec and most of the states. Even the light at BVT and BP's by the shell people don't understand no saw a cop go thru it last week (no lights on and doing regular driving speed so no emergency). Worst idea ever. This is Canmore!!! It's winter more than 8 months a year. You keep making the roads skinnier so when pulled up with snow on the sides with bigger AB vehicles is so scary to drive. I work on one side of town and live on the other and bank in the core. I can't bike or bus with a huge wad of deposits and take over an hour of time to do this out of a business day. I'm disabled and can walk or bus or carry all my groceries far. I've lived here almost my whole life as has my family, own a home, paid the taxes for all sorts of things that don't benefit me or that I thought were stupid but this is the more idealic, impractical, ableist and waste of money yet. It's honestly driving friends and family away and we're not far behind. You are honestly ruining this town. 2. Walking. Maybe slightly faster to get around people but not really a significant improvement vs cost and effect on driving. 3. Biking. More trusting because most people still walk I. Them and don't move over in a safe or timely manor. Is faster and safer to bike in the road. I was also almost hit in the bike lane by a car thinking that's where they go this summer. 4. N/A there is no transit stop close to my house so I do not use it You didn't listen to everyone who were fighting this even before you started the shops intersection, the even more people who complained and voiced concern when you completed it. Pleas be smart enough to listen to the actually residents who are impacted by this and drive it and live it this time. This is not a sleepy little European town. This is a busy tourist destination who infrastructure already can't handle its growth. Stop making things smaller by shrinking roads and removing parking spaces when every other place in the world would do the opposite. Everyone involved should be fired and actually bring in people that understand how to handle community growth and accessibility for everyone. You are not

going to reduce traffic. People who come here already have cars.  
 What you are doing is driving people away from this areas. THINK!

Screen Name Redacted

2/08/2023 10:14 AM

Same as above for all, plus there will be no more street parking for those who live on railway ave. We don't live there anymore but we used to live on railway ave and would park on the street so I can see that being an inconvenience for those who live there. With all businesses around adding time limits and fees for parking, where will those people now be able to park for free CLOSE to their homes? The only group of people this plan helps is cyclists who will have their own lane. There are already perfectly good sidewalks for those walking. The plan will impede other forms of transportation.

Screen Name Redacted

2/08/2023 10:40 AM

Please don't get rid of driving lanes it always creates more traffic. And don't make the turn lanes unnecessarily short like you did on bvt railway intersection. So many times I could have turned into the right turn lane going onto the highway but I can't because it only fits 3 cars when there was space for at least 5-6. I do really appreciate the red bike lanes but reality is summer is short and I only bike in the summer months and that will not change.

Screen Name Redacted

2/08/2023 11:33 AM

Driving

Screen Name Redacted

2/08/2023 11:34 AM

1. Slowed permanently. Increased potential for conflict/accidents as users navigate lane reductions. 2. I've found the current red path next to walking paved paths have increased conflict with cyclists and confused drivers. Diminished safety and use. 3. May cycle more on the south side of the road. Would continue to use trainside path on the north side to go behind EP, Can Tire, Save On etc, then join into downtown depending on which direction desired. 4. No impact. Expect delays. This is a very weak attempt at a survey and disappointing approach by the town. It shows no actual desire to garner feedback for potential alternatives.

Screen Name Redacted

2/08/2023 12:07 PM

I live here so I don't go downtown to walk around. Nor do I go downtown to ride a bike. This has no benefits for me, only negatives. Design also misses e-bikes. Many cities are finding the incompatibility between e-bikes and regular bikes as bad as regular bikes to walking.

Screen Name Redacted

2/08/2023 12:24 PM

I use the bike path along the tracks! Both sides of the tracks!!! Stop wasting our money and spend a bit upgrading bike/walking path

areas away from the traffic and build a multi level parking lot across from the Anglican Church. This is embarrassing and frustrating!!!

Screen Name Redacted

2/08/2023 12:28 PM

Again, travel will be much improved for pedestrians and cyclists travelling on the Shoppers Drug Mart/Drake side of the road. I believe there'll be minimal improvement on the Nutters/SaveOn side, as pathways are already quite pleasant along this stretch. As a driver, I feel strongly that right turns on reds should be permitted. There are large stretches time (i.e. after dark in winter, - where pedestrian/cyclist travel is non-existent - minimal at best and I don't understand why this needs to be a 24/7 requirement. Could there be "no rights on red from 9:00 - 18:00?". Also I think there needs to be a bus layby at the Shoppers if only one lane of traffic is permitted. I've seen the bus stop there for long periods of time, it's a popular loading and unloading spot. There will be long queues of cars behind a bus at this location. Same on other side of the street. With a few small tweaks to design I think you'd have a much better experience for all modes of traffic

Screen Name Redacted

2/08/2023 12:31 PM

1. Driving - NEGATIVE impact. The idea of bottle necking the main artery of which to access the services in the area serves no advantage to anybody, but especially not to drivers. People don't come to visit this town on bicycle - they come here in vehicles. The vast majority of people that live here don't bike/walk (especially in winter) to get groceries etc. - they drive there. People that don't have office jobs and have to get to point A to B to C in their day to day don't bike/walk - they drive. First responders have found it very difficult to navigate the new infrastructure and congestion created by famous new intersection and these plans will make all of those issues that much worse. 2/3. Walking/Bicycling - There is currently plenty of right away to widen the path system to achieve a more functional volume of traffic without shrinking the roadways with unnecessary meridians. 4. Transit - No positive impact. Intersections - Not sure what the plan is with the intersections. If the plan is to adopt the concept of the new intersection on Railway Ave. and Bow Valley Trail, then it will have a huge negative impact on all categories for many reasons, but most importantly safety. For starters, this will just add to the congestion that will be created by shrinking the roadways, but when traffic control and safety is concerned, consistency is paramount. If you have one set of rules to follow for one intersection, and then an entirely different set of rules to follow one block over, this creates confusion for not only people visiting who have never been here before, but also for people who live here. When pedestrians or drivers don't know which rules apply to which, people will get seriously injured and we've seen it happen already at the new intersection.

Screen Name Redacted

2/08/2023 01:07 PM

1/2/3/4. Stop this project

Screen Name Redacted

2/08/2023 01:20 PM

The design seems to encourage use of 17th Ave as the primary downtown corridor. This would greatly alleviate bottlenecks of left turning traffic at Main and 10th. The town could add additional signage promoting 17th Ave as “the” downtown corridor. The proposal seems to plan for additional use of the free municipal parking lot behind Home Hardware/Save on Foods. With the expectation that people will park and walk to downtown as is currently advertised. The design would make this more attractive by making multimodal travel safer/cheaper/faster. Than continued driving/parking.

Screen Name Redacted

2/08/2023 01:22 PM

1. A single lane dedicated to 3 directions of travel going SE will cause traffic to backup and make exiting the parking lots on that side frustrating, particularly during periods with heavy pedestrian traffic, as a single right-turning vehicle may have to wait through most of the light's cycle, blocking all other directions of traffic (same with those turning left, but that is relatively few vehicles). 2. Same 3. Same 4. Same.

Screen Name Redacted

2/08/2023 01:24 PM

Cycling improves, but Im OK on the path parallel to the rail line

Screen Name Redacted

2/08/2023 02:05 PM

1. This will cause increased congestion and traffic backups along Railway Ave. 2. No difference 3. Nice to have bike lane on both sides of the street.

Screen Name Redacted

2/08/2023 03:02 PM

traffic back up huge lines and always breathing in the pollution from ideling cars and trucks. Bikers who dont know rules of the road. this will cause massive congestion and a bottle neck. Name of the game is effecency this degin is anything but. ice removal snow removal will be difficult adding to the hazard of people falling and cars sliding through the intersection not to mention the massive snake of never ending traffic at other parts of railway. this degin is for bikes canmore has next to no bikes 6 months of the year. i do not aprove put a traffic circle at the rose and crown and a crosswalk at pine wood across railway

Screen Name Redacted

2/08/2023 03:33 PM

My day to day commuting patterns will be impacted by these changes, and not positively. When I am a pedestrian I am not using these areas, but, I use them to drive my vehicle and my family across



town. I foresee these changes increasing my commuting times in mornings and afternoons. I do agree some changes need to be made (and obviously the deep underground utilities will demand the roadway is repaved). But I do not think this is the right solution for Canmore. For visitors nor residing families.

Screen Name Redacted

2/08/2023 03:41 PM

I have no problem walking here the way it is. Leave it alone.

Screen Name Redacted

2/08/2023 04:16 PM

This seems like a short left-turning lane on to Main Street off Railway Ave., particularly given this leads to downtown. Going the opposite direction, having a single lane lead to the main exit from downtown will be very congested. Lots of traffic turns left here, to reach the grocery stores, and other large retailer (Canadian Tire), and traffic would back up along Main Street. This is already such a busy intersection with more traffic lanes than in the proposal, so congestion will only be worse. Having only one lane at 10 Street is also going to cause major congestion coming into or out of the shopping area to the east. Things are already backing up at times leaving the stores with a left-turn lane coming out to go south onto Railway Avenue, which will be much worse with a single lane. This will also cause issues for the buses. I do not see any advantage or changes for bikes or pedestrians. This entire project appears to be creating more congestion, not less. If the goal is for the town to have a large increase in population, and to increase tourist traffic, this is only going to get worse. As it is, in the summer locals avoid going downtown if possible, particularly during peak times, as it takes too long to get places. This is difficult for contractors and delivery vehicles. Traffic "improvements" should make traffic move more quickly and smoothly, not make it more difficult to get around. As it is now large trucks are having trouble at certain intersections. There is definitely a need to deal with these areas, but I believe this plan is contrary to effective traffic management.

Screen Name Redacted

2/08/2023 04:57 PM

For all 4, this project looks great in the 2 months of summer. But for inclement weather, especially winter, this design will become a nightmare. There is poor road clearing services at this point, and I can't guarantee that there will be no commitment to clearing these bike paths during winter months. As much as you would like people to ride their bikes year round, it just doesn't happen. We are not Holland, here. We are not the UK. We are not Germany. Those areas are where biking year round is feasible. Canmore, a winter mountain town, does not see bike traffic 9 months of the year. Expecting a mom with 3 kids to bike down from 3 Sisters in winter, on unmaintained paths, to get groceries in -31C weather is ludicrous. Seriously, stop with this project.

Screen Name Redacted

2/08/2023 05:39 PM

I like the new intersectin design and will feel much safer as a pedestrian and cyclist - though need more education and enforcement related to no right turn on red. On the flip side, the lack of 2 lanes/left turn lane to access businesses along Railway Ave (Shoppers, Esso, etc) will bring traffic to a halt as soon as someone is turning left there. It will not take long for traffic to back-up especially with volumes related to trains, etc. I can't see transit stops on the diagram for this location, but assume there is a plan to have a crosswalk across the bike paths on both sides - again, creating a hazard for passengers getting on/off as well as cyclists. I have one final comment, based on some comments I've seen on social media and in the local paper regarding pushing pedestrian and bike traffic to existing trails (Policeman's Creek and the paved path behind EP). This is not a safe solution for folks (especially females) who walk or cycle in the dark. Many would not feel comfortable walking, running or biking on isolated pathways away from roads. While walking along Railway Ave at 6am still has some risk for certain user groups, it is somewhat mitigated by vehicle traffic. If these plans were changed to remove pedestrian/bike access from alongside Railway Ave, there would be significant barriers to a large number of users in off-peak or dark times of day.

Screen Name Redacted

2/08/2023 05:46 PM

Again this seems like a terrible idea, this is the main route to the only grocery stores in town and it's going to create large traffic backlogs.

Screen Name Redacted

2/08/2023 05:47 PM

Please do not replicate the new intersection at Railway and Bow Valley Trail. The community has spoken strongly to this effect. Lane reductions will impact traffic flow in an extreme way. I believe money would be best spent on mitigating the railway crossing, if at all possible. I agree that a continued bike lane will benefit the downtown core, however as a pedestrian, cyclist and driver it is nearly impossible to commute to work through this area by vehicle as it is, and for those of us that have to drive to the downtown core this creates yet another barrier.

Screen Name Redacted

2/08/2023 05:53 PM

Driving. Loss of driving lanes will increase traffic congestion causing longer commutes, more idling thus increased air pollution and noise. As a retired truck driver, I believe access by delivery trucks to some businesses will be difficult if not impossible. 2. Walking. It seems the walking paths are in most cases sufficiently separated from bike and driving lanes. 3. I think that this plan will improve movement for cyclists. However, if the goal is to make driving so distasteful as to get more people to use bicycles, I think you have missed the mark.

Cycling is not for everyone especially during our long winters. Studded bike tires are not a safe option, especially for seniors. Also, a car is often necessary for errands to businesses along Railway Avenue. For example, weekly grocery shopping and many purchases at Canadian Tire or Home Hardware cannot be transported by bicycle or public transit. 4. Public transit. I believe the increased traffic congestion due to lane reductions will impede the timely flow of both local and regional busses.

Screen Name Redacted  
2/08/2023 05:59 PM

Emergency services- EMS/RCMP/Fire are unable to get through if it's single lane with any sort of median

Screen Name Redacted  
2/08/2023 06:03 PM

Please don't mess with it anymore. You help pedestrians but residents who live here all year round hate it

Screen Name Redacted  
2/08/2023 06:10 PM

The town has too many signs and too many traffic lights - these slow everyone up.

Screen Name Redacted  
2/08/2023 06:18 PM

The random islands in the middle of roadways only add to congestion and make snow clearing and road cleaning much more difficult. Pedestrians will notice no difference whatsoever. Cycling is improved however there's a very real chance that the widened sidewalk and cycle track will be used as a roadway as we've seen in the past! This design of intersection adds nothing but confusion. People don't know where to stop, run red lights and multiple other interesting things on a daily basis!

Screen Name Redacted  
2/08/2023 06:42 PM

Again. We need grade separation on the railway crossing for any of this to function effectively. If this isn't in the plan it is destined to be a disast

Screen Name Redacted  
2/08/2023 06:44 PM

This will back up traffic past EP if anyone wants to turn left into any business on the fire hall side of the road with the extra traffic in town during summer and be absolutely useless during winter. Do not go ahead with these changes, the A&W intersection backs things up far enough and with all the headaches of getting it working "properly" is ridiculous to consider making others like it!

Screen Name Redacted  
2/08/2023 07:04 PM

1. Ridiculous, would cause much more congestion. What is the benefit of adding a median except for causing more congestion and longer commutes. 2. Same as it currently is 3. I don't cycle, a lot of

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people don't 4. congestion, longer commute

Screen Name Redacted

2/08/2023 07:34 PM

1. will it be harder to get off mainstreet onto railway if there is only 1 lane to turn on to? Tip20 intersection can take a LONG time to get through pending when you hit the lights so I'm hesitant to think that putting that type of lighting system into this intersection or the one by the firehall is necessary. If folks are turning left into shoppers, will it back up traffic at the main street intersection if there's only 1 lane and cars can't drive around? 2. again, nice to have some separation between vehicles and pedestrians. also lower chance of getting wet if there are puddles 3. dedicated bike lane is nice, I personally tend to use the bike paths that already exists so I'm not sure this is necessary 4. has a pull out for the buses been considered? or will ++ vehicles have to wait behind numerous buses (Shopper's is a busy bus stop!) even if there are fewer cars on the road (which is moderately possible but not super realistic with all the tourists we get), there's a big push to encourage bus usage, so we can only assume that will get busier and perhaps cause more back ups in traffic if there is only 1 lane and no go around

Screen Name Redacted

2/08/2023 07:54 PM

Don't want any changes

Screen Name Redacted

2/08/2023 08:42 PM

I don't have any issues as is. I walk, drive and cycle frequently on this stretch. No point changing it. Don't think it will impact enough to be worthwhile. I do wonder if the town is subtly encouraging us to x-country ski or ice skate as an alternate means of transport. My street has nearly been suitable for skating all season and is certainly good enough to ski on. Walking however, proves treacherous without spikes. Could have been avoided by plowing immediately after the one time it has snowed this year. Thanks for your consideration!

Screen Name Redacted

2/08/2023 08:54 PM

This is complete garbage. We don't need 1 lane traffic, and massive bike.lanes! Wasting tax dollars to make things worse!

Screen Name Redacted

2/08/2023 08:57 PM

Or sure on the centre mediums. Hopefully it will deal with crowning and create a safe walking, ok'ing experience and flow traffic better. It's hard to see on the concept drawing.

Screen Name Redacted

2/08/2023 09:22 PM

This will make me more likely to walk or bike downtown

Screen Name Redacted

2/08/2023 09:33 PM

It doesn't make sense to fill the middle of the road and give up driving lanes unnecessarily. The huge extensions past the sidewalks just make it hard to turn. In the winter drivers can not see the concrete due to the snow and drive over them, as they are not normal anywhere else in this area. And I hope you will not change the street lights like the Shops of Canmore intersection as they are too close and if you pull up to the stop line you cannot see the lights.

Screen Name Redacted

2/08/2023 09:45 PM

Is the light grey in the middle of the road for pedestrians? This does not make sense; if it is a median, does not help move traffic out in an emergency egress situation; on my block in south Canmore we have over 50 residential units with over 50 cars; how our block alone leaves in an emergency I cannot imagine; all the cars in south Canmore trying to leave along with tourists in an emergency; the barriers that medians and narrow roads create does not make sense to me. Also please consider NO e-bikes on bike lanes in populated downtown areas; people use these e-bikes like motorcycles; some of the bikes weigh 90 pounds with tourists using them who have never ridden an e-bike; no motorized bikes should be allowed on downtown streets; last summer 2 tourists in their late 60s were on rented e-bikes , their first time, trying to ride down the hill next to the water plant - needless to say they crashed. I have seen tourists rent e bikes and ride on the sidewalk in downtown Canmore with their Grandmother on the back - they both were yelling for pedestrians to get out of the way as they did not know how to stop fast enough.

Screen Name Redacted

2/08/2023 10:02 PM

Reducing lanes does not "calm" traffic! It crates parking lots!

Screen Name Redacted

2/08/2023 10:07 PM

1. Driving - I like the idea of only 1 lane of traffic in each direction for the most part and the separation between lanes. I also like the dedicated turning lanes. Driving will feel safer. 2. Walking - The separation between the road and the pathway will be a big improvement on the town side. It will be great to have a good walking path between the two blocks on the commercial side of the road. 3. Cycling - A big improvement in both directions, having the dedicated bike lane on both sides of the road. 4. Using transit - should still be fine.

Screen Name Redacted

2/08/2023 10:34 PM

Make it more interesting to walk down railway ave .

Screen Name Redacted

2/09/2023 05:52 AM

Reducing driving lanes on an already congested road in the busy months is ridiculous.

Screen Name Redacted

2/09/2023 06:43 AM

1. Getting through town is a nightmare. I have to drive cause I can't walk my tools and material to different jobs. The first intersection is really pointless and just made it unbearable to live here while it was being built and now the town wants to do two more only a block away from each other. I hate it. This town loves building unnecessary stuff that helps with nothing and just causes confusion and frustration

Screen Name Redacted

2/09/2023 06:59 AM

Increased wait times at intersections. Will avoid use when possible as with Railway Ave and Bow Valley Trail intersection. Building obstacles in the roadway is a waste of limited public space. Best case to leave as it currently is.

Screen Name Redacted

2/09/2023 07:06 AM

Driving - Again it looks like getting cars out of town will be very very hard if there's no right-hand turning lane coming out of Main Street onto Railway. I would think you'd want to keep cars moving out. The left hand turning lane into Main Street also doesn't look long enough. We'll be trying to go to the grocery store and end up waiting for the left turners for ages before we can get through (and I'm sorry but you need to let people drive to the grocery store for accessibility). Biking and walking looks great, same winter concerns with accessibility. Walking to get groceries is only something someone super able bodied can do so you will need to accept that cars need to get to the grocery store. I'm fine with discouraging them from downtown. Bus - Are there pull outs for all the bus stops? I'm not seeing them, they're going to be so important if the street is one lane. And will the bus stops have large covered waiting areas, especially by the grocery store? You're going to need to make taking the bus a really pleasant experience if you want to reduce car traffic. It's going to be hard to both create a town where normal people can't afford to live and expect all the uber rich to take the bus, let's face it. Overall, I'm confused where out-of-town visitors are supposed to park to use all these reduced car roads and walking/biking/transit. Right now they're encouraged to park in elevation place or the downtown parking lots. But given this design, it's going to be a nightmare to get to those places. So where are they being flowed to park before they hit this "we don't want cars" zone? I like the idea of reducing traffic in the community but the reality is that the only way to get to Canmore is by car, so they will need to put their cars somewhere when they get here and that will need to be between the highway and this new design and well marked with a bus hub. So where's that plan? I just don't see this working otherwise except to frustrate everyone.

Screen Name Redacted

2/09/2023 08:38 AM

Biking and walking will be improved. Transit and driving relatively unaffected

Screen Name Redacted

2/09/2023 08:57 AM

Town of Canmore is increasing density with more Downtown housing and short rental for tourists. This mean more traffic (people don't come from the airport or Calgary by bikes) and it will be more difficult for locals on the north side of TCH to come downtown for their needs. If you look at the demographics, a good portion are seniors or younger families where using a a bike in doing their chores is an option. This project doesn't make sense to the average Canmorite and should be part of the next election agenda or we need a public publicite before pursuing.

Screen Name Redacted

2/09/2023 10:02 AM

I support this change as it will make it safer for me to walk and bike here.

Screen Name Redacted

2/09/2023 10:15 AM

Not needed. Waste of our tax money. Invest in affordable houses. Not bike lanes.

Screen Name Redacted

2/09/2023 10:28 AM

I can see the traffic backing up now. I understand that it if You "add a lane" you'll encourage more drivers. But we're in a unique situation where our volume of visitors is extremely high, and they're not visiting with the mindset of using their bikes for everything. As for traffic, the bottleneck creates a stressful scenario with congestion and confusion. Lastly, I may have missed out on this, but the parking is a constant burden. For my staff and myself. No one I schedule works 3 hours. Not everyone is able to ride a bike every shift. People work hard to make this town enjoyable for those visiting. It seems like they're all taken for granted. Want to go to Kananaskis, pay for a pass, Banff... pay for a pass. Come into town pay for a "pass" (parking). I understand some of this is out of your control, but at a certain point I'm having a hard time convincing people why they should stay in town or even myself at times. All because of the....mountains...? ♂ Thanks for your time in reading this rant. I hope it didn't come across to aggressive. I'm sure you're hearing lots from the community as the temperature seems to be rising around these issues.

Screen Name Redacted

2/09/2023 10:55 AM

Same thing: - left hand lane to Main street too short - reducing number of lanes makes no sense - all the islands of green are waste of space, will require maintenance meaning putting people in the middle of a busy traffic road - hazzard - coming south to the 10st intersection - again not enough lanes, right hand traffic will be hindered and will need to stay in the same lane as traffic going straight, less cars will get thought, people will have to wait longer,

getting more frustrated and anxious = more potential for accidents than calm drivers that will get where they want in time. - just one lane for getting out of downtown going left/straight/right? And I assume right hand turn would be forbidden there as well? This can't be serious. - another example of adding bike lanes at whatever cost in a bad way I am very unsure who are you targeting with this so called improvements but it ain't the people that live in this town, pay its taxes and work in this town. All this is just a turn for the worse. Unless your design improve the traffic for EVERYONE, they are no good.

Screen Name Redacted

2/09/2023 11:03 AM

test

Screen Name Redacted

2/09/2023 11:06 AM

Test

Screen Name Redacted

2/09/2023 11:24 AM

This configuration does not recognize that the flow of vehicular traffic is currently overwhelmed at key points during the day - the resulting overflow and backing up of traffic onto Bow Valley Trail and other roads should not overwhelm these routes of travel. Furthermore, the issue which exists is that drivers not familiar with where they are actually traveling will create further and more substantial snarls or blockages which will further create accident potential and restrict emergency access. Other methods of transportation such as walking and biking are already supplied with a network of trails that connect the full length of Railway Avenue.

Screen Name Redacted

2/09/2023 11:43 AM

Same as above. The path along the railway provides a nicer way to move along railway ave.

Screen Name Redacted

2/09/2023 11:48 AM

RAILWAY IS ALREADY CONGESTED.. THIS IS A BAD IDEA!! I DONT CARE ABOUT BIKE LANES & PRETTY FLOWERS.. THIS IS NOT AMSTERDAN FFS!

Screen Name Redacted

2/09/2023 12:21 PM

In general my comments are the same as for diagram above. There are of course a couple of intersections here which presumably will be designed to slow down vehicle traffic and give priority to bikes and pedestrians, even if there are very few. There is no detail as to what the space consuming boulevards will look like but it appears they are just concrete which will result in a very industrial look, or perhaps there are plans to plant grass or shrubs there, which would be better, until budget cuts result in there being just a field of weeds. The City has proven conclusively through our collective lived experience at the



Bowvalley Tail and Railway Ave intersection that when it veers out of its lane into social engineering (or even major construction projects) that only frustration will result. It might be a good idea to take the many millions of dollars and decades of construction frustration that this plan would result in and direct them towards something that will have a positive result, such as low-cost housing.

Screen Name Redacted

2/09/2023 12:33 PM

Same as above.

Screen Name Redacted

2/09/2023 12:43 PM

Exiting Main street, not having a dedicated right hand turn looks like a poor decision. How it currently is, is an easy way for traffic to flow out of town. Without this I feel there will be unnecessary backups (which leads to unnecessary idling cars contributing to our emissions). There are a lot of cars that flow through here. I don't see any other major issues. Walking, the improvements to the exit out of Nutters complex is great. I often walk along here and it doesn't feel the safest as there isn't a defined sidewalk. As this sidewalk continues to the west, it also is a good improvement as this section currently feels very disjointed until you cross the first driveway entrance into the Save On parking lot. The crosswalk (running parallel to Railway) at 10 Street on the north side of the road is an improvement. People are often not stopping at the line, but across the crosswalk, I have almost been hit here by a car that did not realize they were driving across the crosswalk when they had a red light. Walking south of Railway, it is great to have more separation between the vehicles and pedestrians. In the winter, I often do not like walking along here as there is almost no definition between the roadway and sidewalk and the sidewalk is quite narrow. Cycling will be an improvement with these paths. I live on the south side of Railway, by Safeway. I currently come back to my home via Spur Line Trail as I don't want to have to ride my bike west on Railway Ave and be right on a busy road, turning left into my townhouse complex. Transit, if there will still be a bus stop outside of Shoppers, then there should be a pull in spot for the buses. This is a heavily used bus stop. I have seen buses stopped there for multiple minutes. I have also seen multiple buses stopped there. This would be poor planning to have cars back up behind a bus, that is stopped on a major traffic corridor, due to there being only one lane. If we are to take our climate emergency seriously, we also need to consider minimizing idling vehicles.

Screen Name Redacted

2/09/2023 12:45 PM

As previously stated, Railway Avenue is a main avenue which leads to the most important and busiest shopping district in Canmore. People drive to get groceries, to shop at Canadian Tire, the hardware store, to exit the townsite and to enter the townsite. For this reason I do not comprehend how reducing this roadway to one lane in each

direction, with a turning lane to add bicycle lanes is feasible. Traffic would get even more congested than it already is. Something that seems to be omitted from the communication, is a description of how the traffic lights would operate. This is something that was also omitted at the presentation for the traffic lights on BowValley Trail and Benchlands Trail. This is important information which might help to clarify the concept. I ride my bicycle all summer. I will not ride on Railway Ave because there is a perfectly good bike lane behind the businesses. I would much rather see that lane at the back, along the fence by the railway track, widened and properly developed for bicycles and pedestrians. The side walks along Railway Ave. could be widened slightly for pedestrians.

Screen Name Redacted

2/09/2023 12:46 PM

Eliminating lanes for driving will create unnecessary bottlenecks and slow down traffic. When I am riding my bike I use the path behind Save on Foods, or the path along the creek behind the fire hall. When I am walking I use the path behind the fire hall along the creek. I don't use the public transportation.

Screen Name Redacted

2/09/2023 01:03 PM

Shops of Canmore intersection is a complete disaster. Please do NOT do this, will make a bad situation worse.

Screen Name Redacted

2/09/2023 01:15 PM

My use of downtown is typically limited to work or grocery shopping I rarely come downtown for other reasons as the town has become overrun, from a driving standpoint I expect the proposed work will add significant delays, even with 2 lanes wide the traffic backs up now and dropping down to 1 lane will only make things work. I feel while the goal is to give each segment of travel style there own space the foot and bicycle traffic are being given way to much space at the expense of day to day traffic (Canmore Workers) and goes unused a large portion of the year due to weather. The 10th & railway Intersection if similar to BVT & Railway is way bigger than it needs to be, I also don't feel the light placing works, while it does force drivers to stop further back giving pedestrians and bicyclist space, routinely cars are still in the intersection when the light has gone red because they have to drive so far to clear the intersection. Also you cannot use your visor to block the sun out, if you do you cannot see the light change, all small items but they do cause increased probability of accidents.

Screen Name Redacted

2/09/2023 01:16 PM

weather. The crosswalk proposed at EP I suspect is going to cause a significant bottle neck My use of downtown is typically limited to work or grocery shopping I rarely come downtown for other reasons as the town has become overrun, from a driving standpoint I expect the

proposed work will add significant delays, even with 2 lanes wide the traffic backs up now and dropping down to 1 lane will only make things work. I feel while the goal is to give each segment of travel style there own space the foot and bicycle traffic are being given way to much space at the expense of day to day traffic (Canmore Workers) and goes unused a large portion of the year due to weather. The 10th & railway Intersection if similar to BVT & Railway is way bigger than it needs to be, I also don't feel the light placing works, while it does force drivers to stop further back giving pedestrians and bicyclist space, routinely cars are still in the intersection when the light has gone red because they have to drive so far to clear the intersection. Also you cannot use your visor to block the sun out, if you do you cannot see the light change, all small items but they do cause increased probability of accidents.

#### Screen Name Redacted

2/09/2023 01:41 PM

I have the same concerns as above for the intersections and roads being blocked by peeps trying to turn left. As well, without checking carefully, it looks like there are now places where we can't turn left into or out of thus making us need to drive cars and/or bicycles further thus contributing to more pollution and carbon dioxide production - the opposite of what this is supposed to accomplish. The one lane setup means that the on street parking is removed making it even more difficult for peeps with oversize vehicles to find a parking spot even temporarily. In my opinion, both this plan and the existing new intersection have been designed for bicycles with little to no thought of how this really works for pedestrians or vehicles - which will be with us for many years to come.

#### Screen Name Redacted

2/09/2023 01:46 PM

same as above with these additions: it looks like we won't be able to turn left into or out of some entrances meaning we will have to drive our vehicles further thus contributing more to pollution and carbon dioxide production - the opposite of what we are trying to achieve. As well, the one lane each way design appears to have removed all on street parking thus making it more difficult to find parking for oversize vehicles, etc.

#### Screen Name Redacted

2/09/2023 03:55 PM

Same issue with the bike/pedestrian lanes. If bikes are to be seen as road use vehicles, this contradicts that and becomes an issue for pedestrians. The fact that the bike/pedestrian paths are not consistent as per the cross section images could cause issue.

#### Screen Name Redacted

2/09/2023 04:36 PM

The Town has created an area where all residents need to go to for grocery shopping by having the only two grocery stores side by side. I will not cycle in the winter primarily because it's too cold, but also

because of the terribly icy roads and trails from my home in the Homesteads. I have tried to walk in the winter and nearly fallen hard, again on the poorly maintained icy roads and river trail. Transit is not readily available to me because the nearest stop is 1 km uphill, again on icy roads and sidewalks. Therefore, I must drive my car to the grocery stores, both of which will have access restricted by this new design. Please consider the demographics of this town. Many of us who were non-permanent residents for many years can now finally afford to retire here. In winter conditions that exist for a good portion of the year, seniors should not be expected to ride bikes or walk on these icy roads, trails, and sidewalks. Transit has limited accessibility in the majority of neighborhoods, and I cannot safely or comfortably carry groceries 1 km downhill from the nearest stop to my home. I accept that I live in a mountain community where I have to use my hybrid or electric car to get groceries and run errands for most of the year. Why can't the Town of Canmore accept this?

Screen Name Redacted

2/09/2023 04:45 PM

If you are attempting to restrict access, and increase travel times for emergency services such as K-Country public safety or residents accessing the only grocery stores in town this looks like a good way of doing it...

Screen Name Redacted

2/09/2023 04:50 PM

Please do not reduce traffic lanes on Railway Avenue. My feedback is exactly the same as what I commented in the section on Railway Avenue between Elevation Place and Main Street. I will add something regarding the two new planned intersections: I have no problem at Railway intersections (at Main St. and at 10th) to safely cross the street as a pedestrian or safely drive through. Redoing these intersections in a "fancy" way will affect me in that my tax dollars will be spent on something I don't see the need to change.

Screen Name Redacted

2/09/2023 05:03 PM

living in the MD of bighorn requires me to drive into canmore daily. I cannot bike to town and I have no secondary destinations to go to even if they were walkable. this seems like it would make my commute much less pleasurable

Screen Name Redacted

2/09/2023 05:03 PM

Again, I see no apparent significant advantage of this design to the existing design walking, cycling or using transit. However, by restricting the driving lanes in this area, it will greatly increase transit times through the area as has the new intersection at Bow Valley Trail. Is there any real purpose to eliminating a driving lane ove much of the area? This expenditure is not warranted.

Screen Name Redacted

2/09/2023 05:39 PM

Same comments from above. I do not approve the intersection design and if you narrow Railway Avenue you are creating the same bottleneck that occurs regularly on Bow Valley Trail.

Screen Name Redacted

2/09/2023 05:55 PM

1. Driving: My driving experience will depend on how these intersections are structured, whether there will be restrictions on the standard practice of turning right on red, etc. In general, my view is that anything that impedes traffic flow in these areas will negatively impact the driving experience and the resulting gridlock will, in turn, negatively impact the walking and cycling experience. It seems to me the only solution to too many vehicles in town is to provide intercept parking within a reasonable walking distance from downtown, or build a parkade to collect the vehicles. No amount of encouragement to ride bikes or walk will help people arriving in Canmore from out of town - they need a place to leave their vehicles. As mentioned in relation to the Main Street intersection, the left turn lane from Main Street onto 10th Street looks quite short, which could back up traffic along this stretch of Railway and back through the other intersection.

2. Walking: This area of town is very utilitarian, so any walking I do is simply to access the businesses I need - I'm not out for a pleasant stroll in this region. I imagine my walking experience will be unchanged.

3. Cycling: I ride my bike a lot in the summer, but I always choose to ride on the beautiful forested pathways that already exist in town, or along the path by the railway tracks, rather than beside traffic on the roads. A dedicated bike lane on the road next to traffic won't change this preference. I expect I will continue to use the other paths in town, rather than the road-based bike lanes.

4. Not applicable.

Screen Name Redacted

2/09/2023 06:21 PM

This is even worse than the last section and a complete waste of money. If we need to promote more pedestrian / cyclist traffic in Canmore we should first look at the problems that currently exist in Canmore.

1. One lane traffic backed up for 1km of the new intersection that we had created. This is in the down season and if a train comes through town, the back up becomes 2kms

2. Families crossing the hiway. Young girls being struck! Build an overpass for people and bikes.

3. No free parking lot to assist the tourists that NEED to drive here and spend their money. Good thing we want to allow people to camp for free and pee in my front yard when they get up. Guess that makes it a nice place to visit. Please consider the choices that are being made now. As they are expensive and do not fix any issues. They only affect the traffic flow and tourists will not want to come back if we do not start thinking about their experience while here.

Screen Name Redacted

2/09/2023 06:51 PM

This is an evacuation route. It is also a route that semis that service the grocery stores/Can Tire use. It is also a main route for the trades to connect to the shops on the other side of Safeway. I must use my car to access the stores. It would not work for me to walk or to use a bicycle. Stop putting obstructions in the roads used for evacuations. I hate this plan. Never-mind the terrible stoplights that will slow traffic. The town is not just a pedestrian zone. It must work also for seniors who use their vehicles, workers, access for our food. This plan addresses none of what I have talked about. Please Stop! I am a senior with asthma and covid is not finished for us. I am not getting on a cramped bus with a bunch of people not wearing masks! Science demonstrates that it is not enough for you to wear your own mask when in a cramped situation where no one else is. You entirely ignore seniors with your plans. Stop!

Screen Name Redacted

2/09/2023 07:30 PM

Same as aboce

Screen Name Redacted

2/09/2023 07:31 PM

This will cause gridlock in the downtown core when summer traffic returns. This will impede emergency response vehicles by not having sufficient room to move vehicles over. This will increase little used infrastructure for a town that is spreading east - as in needing vehicles to shop. This will kill the downtown core. 1. I will drive slowly to impede traffic.I will need to circle the block as you have ineffective left turn lanes into Shoppers. 2. I live in 3 Sisters so will never walk here. 3. I will never bike here during 8 months of inclement weather per year. 4. I will never use transit as it is unreliable and my time is worth money that I need to live in this town.

Screen Name Redacted

2/09/2023 07:42 PM

The median boulevards are going to be a very nice addition to the visual experience of this area whether driving, walking or cycling. Great idea...I am not a fan of the extra wide bike lane + sidewalk sections unless the sidewalk sections include a gravel part for the walkers. Walking on pavement or concrete is really hard on the joints - you will understand in a few years if you are still under 40...

Screen Name Redacted

2/09/2023 07:49 PM

Same as above. I'm an avid cyclist and I've lived in the valley for 30yrs. We don't live in a climate that is conducive to biking everywhere all year round. Cars are the main mode of transport for 90% of the community. Paid parking and narrow slow roads only make it slower to get around town. Stop catering to tourism and money. we live here too.

Screen Name Redacted

I believe the most impact would be for driving. Reducing the already

2/09/2023 09:02 PM

congested 2 lanes to 1 would have negative impact. I believe we can be safe with bike lane on only side of the street as oppose to bike lanes on both side of the streets

Screen Name Redacted

2/09/2023 09:20 PM

This will definitely be an improvement for walking and will actually give people space to ride, something that's lacking now. I think it will be more equitable. Canmore needs to make it easier for people of all ages to get around under their own power, especially with streets being much busier than they were when it was a small town.

Screen Name Redacted

2/09/2023 09:59 PM

A major concern I see and that I've heard mentioned numerous times is where will emergency vehicles get through? With a narrowing of lanes and new medians it seems there isn't room for vehicles to pull off to the side and allow them through. Unless they're supposed to share the bike lanes as well. In that case they'll have to run down distracted pedestrians with the cyclists. I'd love to know who's getting a kickback on implementing this new system. The number of near misses I've seen with traffic at the new intersection is astounding. Running red lights, turning right on the red arrow into pedestrians, stopping across crosswalks. Infrastructure upgrades are a necessity and long overdue, however, this seems the wrong way to do it. A tourist town already near bursting is not the place to experiment with new traffic systems.

Screen Name Redacted

2/09/2023 10:31 PM

It's already a very busy stretch of roadway so reducing vehicle lanes would create more congestion. Most locals drive cars and the vast majority of tourists prefer to drive around town. Of the few are that park their cars they walk or cycle only in summer and fall during peak tourist times. The rest of the us need to use cars to get to work, grocery shop, take kids to school and practices. Congested roads due to train traffic is bad enough but reducing major thoroughfare lanes is a mistake.

Screen Name Redacted

2/09/2023 10:33 PM

Canmore has grown ten fold and has significantly higher tourist number from when Railway Ave was rebuilt in the late 1970's. How could anyone suggest that making the road narrower and able to handle less traffic possibly be a wise idea?

Screen Name Redacted

2/09/2023 10:50 PM

This plan will negatively affect my driving travel. The loss of the right turn lane from Main to Railway will back up traffic onto Main street and be a problem. This plan will not affect my travel by walking. This plan will improve cycle travel slightly with the extra cycle paths. However, I will still likely select the pathway beside the creek from the

fire hall to the "big head" instead of using the path in front of the Shoppers Drug Mart for eastbound travel. This pathway should also be improved. I am unsure how this plan will affect transit. It does seem from the plan view and the cross section views that there is ample space on the north side that could be utilized and that the cycle paths could be added and the current 2 lanes each way on Railway Ave could be preserved. I sincerely hope that the traffic light placement will not emulate those at the new intersection next to A&W. This was a disaster in planning and even after several attempts by the town to fix the sightlines, I am still not able to properly see the traffic lights from any of the different types of vehicles I have driven through the intersection.

Screen Name Redacted

2/09/2023 11:03 PM

This section is currently challenging to navigate by bike and unpleasant to walk. Separate biking pathways and enhanced sidewalk will greatly improve these modes of travel. Not sure about the medians. May see pedestrians using them to cross the road and I question the ongoing maintenance of medians and snow removal

Screen Name Redacted

2/10/2023 12:19 AM

Again, this is an example of where motorized are being hammered. Why drop the lane? What's the actual purpose? Not everyone can commute by foot, by bike or by transit. Canmore is still a destination arrived by vehicle transport. Some might choose ROAM, bike or walk, but dropping the vehicular capacity is a disaster in the making. I'm all for greening Canmore, but the Town's already made it tough to park downtown with the parking program and the seasonal Main Street closure. Add in more traffic challenges, (the right hand turn at the Wood is another example). I'd ask the Town this simple question, what are you attempting to do here? It's already a challenge to drive around downtown Canmore. Please, save the tax dollars, re-pave these roads, add some trees, but please, do not remove any lanes for traffic, you'll only compound the tensions felt by many in the community that Administration simply looks at make work projects.

Screen Name Redacted

2/10/2023 09:52 AM

Clearly there will be more issues with vehicle traffic with these changes. This is the main artery into our town. We have many out of town visitors who are driving to come here. For locals, our climate is not often "cycling-friendly". I believe most of us who live here are happy to ride bicycles or walk as much as possible. However, being in a car is more more comfortable at -20C. Please reconsider this proposal.

Screen Name Redacted

2/10/2023 10:42 AM

Driving: Turning left into the Drake and Shoppers will hold up traffic.  
Walking: No change. Cycling: Does not need to be on both sides. I



only bike in early spring to early fall. Transit: Do not use. Comments: I think this will only add to congestion.

#### Screen Name Redacted

2/10/2023 10:42 AM

1. I don't anticipate any change in travel experience when travelling in a vehicle. 2. There will be more space to walk, especially on the west (Drake / Shoppers) side of the street. 3. We are grateful for designated space for people riding a bike on the west (Drake / Shoppers) side of the street. When riding with our children in the chariot currently, we have to actively avoid this area, as there is no safe space to ride. 4. Using transit - no impact to current service / availability.

#### Screen Name Redacted

2/10/2023 11:04 AM

I have been a resident of Canmore for over 40 years, I walk, bicycle, drive and have even cross country skied down main street. I have children and grandchildren who live in Canmore. I am dismayed and concerned about the "improvements" that are being proposed for Railway Ave Central for actual functionality AND safety. There are numerous obvious places where traffic will be choked, causing traffic backups and frustration that we witnessed now on Bow Valley Trail. Many times I have sat through no movement of traffic (sometimes for several light cycles) as the left lane turn has been shortened and blocks the through lane of traffic. The traffic backed up extends to the eastern end of Bow Valley Trail where the car dealerships are!! This is being duplicated in this design of Railway Ave. And again, the ability to turn right on a red light will be lost. When I first moved here, 10th street had a pedestrian bridge over the creek to access downtown. I appreciate the foresight/vision/action of our community at that time. Of interest, the same solution was proposed for a later date of extending 7th Street across the creek. Where would we be now without the 10th Street bridge? And what happened to the 7th Street extension?

#### Screen Name Redacted

2/10/2023 11:20 AM

This is a very flawed project and should be immediately shelved and better designs sought. The Town completely ruined the Bow Valley Trail, Railway Ave intersection and this new project will bring that disaster all the way through the main access into the town. Look at the traffic chaos that the Bow Valley Trail, Railway Ave intersection has brought. People sitting idling for 25 minutes plus to try to get through that disaster of an intersection. How does hundreds of cars a day idling for extended periods of time help the environment or is good for walkers or cyclists? Whether the town administration likes it or not, people own, drive, and park cars. That includes people who live in the town or are visiting the town. Having them stuck in unending traffic jams due to a terribly designed road is not going to solve any problems, it will just create frustration for anyone using the

town's infrastructure. Town Administration and Council, please admit that this redesign is a mistake and rethink this proposal, thanks. Granted, it will be beneficial to bikers and walkers. I both bike and walk Railway Ave with no issues to date. But I, like most people, only bike in the area for at most six months a year. Canmore is a mountain town with lots of snow and cold weather. Not too many people bike during those six months. Why ruin a perfectly good road for almost no benefit, only drawbacks?

Screen Name Redacted

2/10/2023 11:58 AM

This hasn't changed much with respect to driving when heading West. However, when heading East, having it go to one lane at 10th St, will cause a backup at the intersection, just like what has happened at Bow Valley Trail westbound at intersection at the Coast Hotel. It gets backed up past the roundabout every day at 5:00pm and on weekends!

Screen Name Redacted

2/10/2023 12:02 PM

Driving: The single lane on Main St. for turning right or left onto Railway Ave. will cause traffic to backup on Main St.! This design doesn't work for the amount of traffic we have in Canmore, especially on weekends.

Screen Name Redacted

2/10/2023 12:05 PM

The same issues exist for vehicle and transit traffic although it should be to a lesser extent as Main St. and the grocery stores will ease some of the load on the street. Cycling and walking options will be excellent.

**Optional question** (352 response(s), 26 skipped)

**Question type:** Essay Question