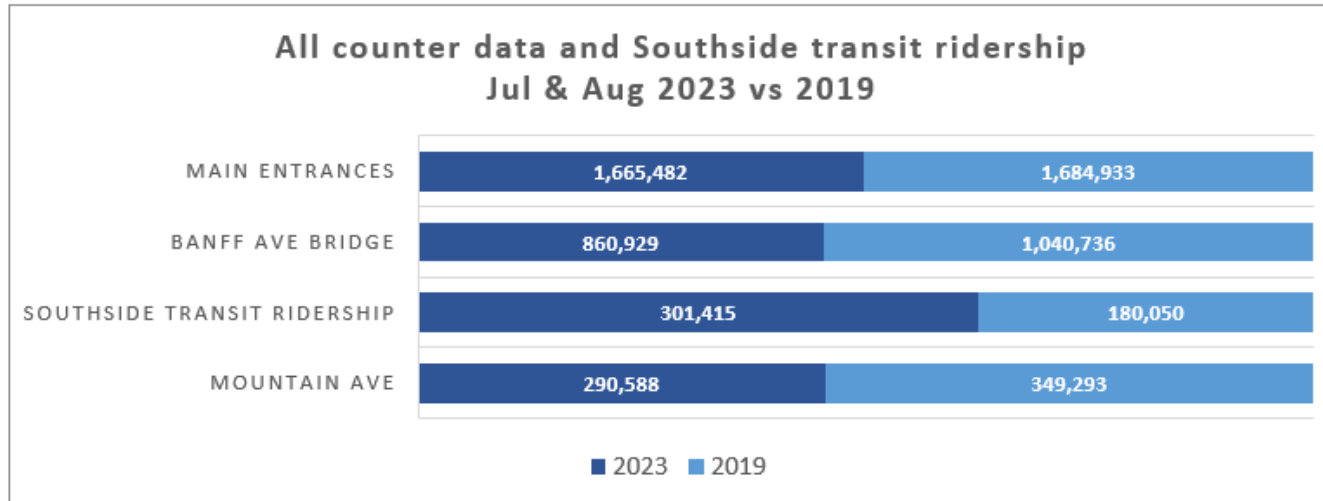


SUMMER 2023 TRANSPORTATION DATA OVERVIEW



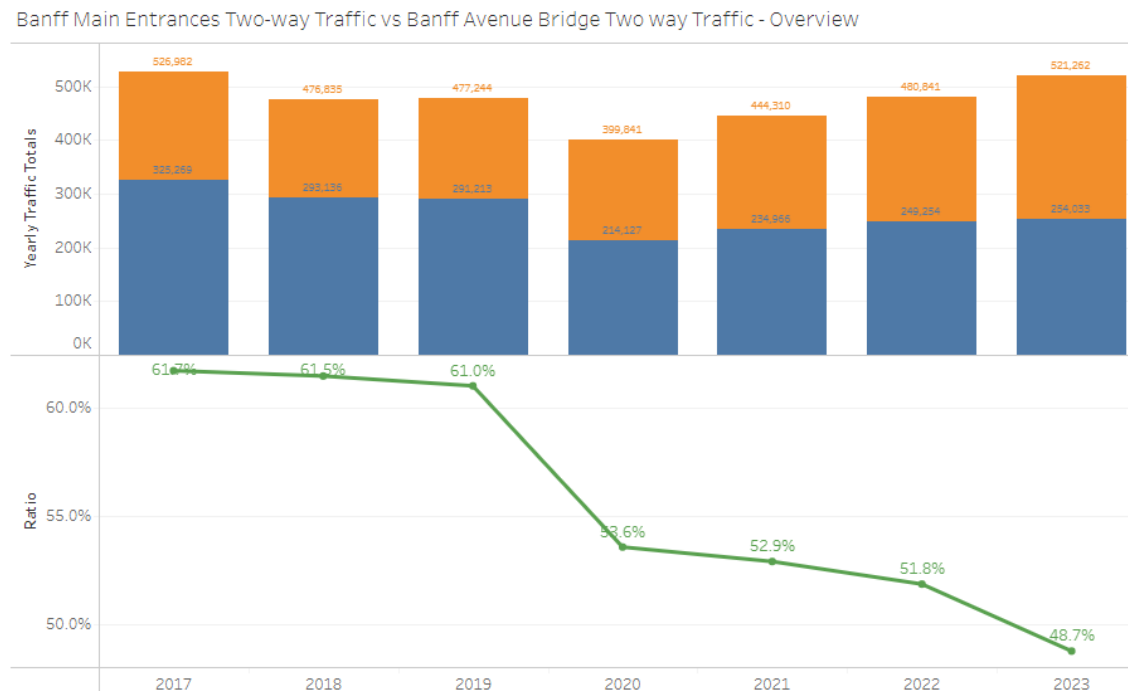
TRAFFIC AND TRANSIT DATA



- Main entrances volumes down 1% from 2019
- Bridge volume down 17% from 2019
- Southside transit ridership up 67% from 2019
- Mountain Ave volume down 17% from 2019
- THE BIG SHIFT: Free transit and increased service frequency combined with intercept parking are incentivizing a CHANGE in driving decisions

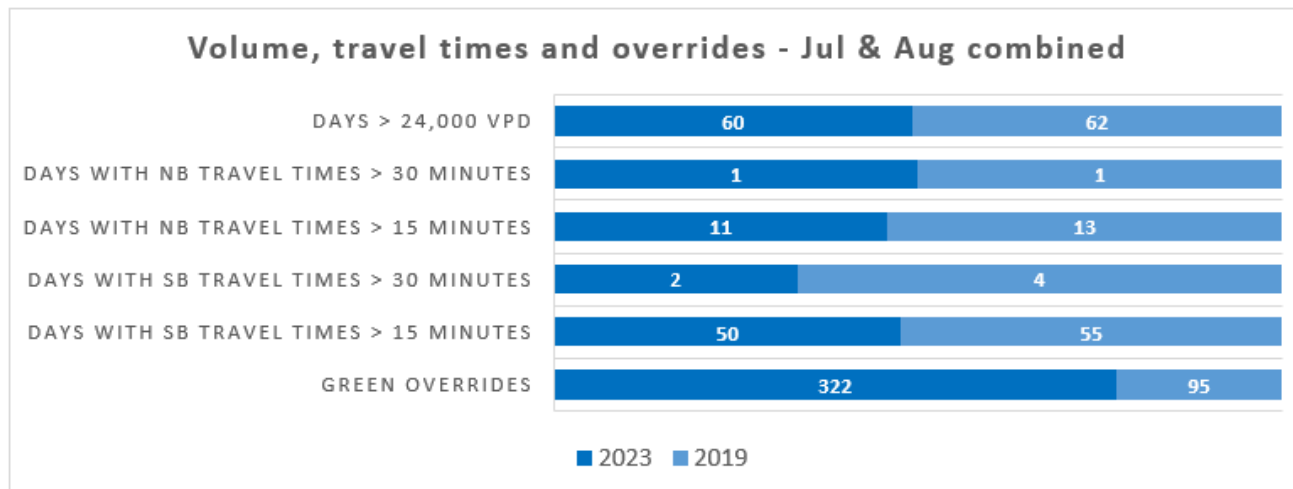
BANFF AVE BRIDGE DATA

- Bridge weekend volume 49% of Main entrances versus 61% in 2019
- Bridge volume down 17% from 2019 versus Main entrances volume down 1%



DELAY and OVERRIDE DATA

Main Entrances days over 24,000 VPD, NB & SB travel times and green overrides – July and August

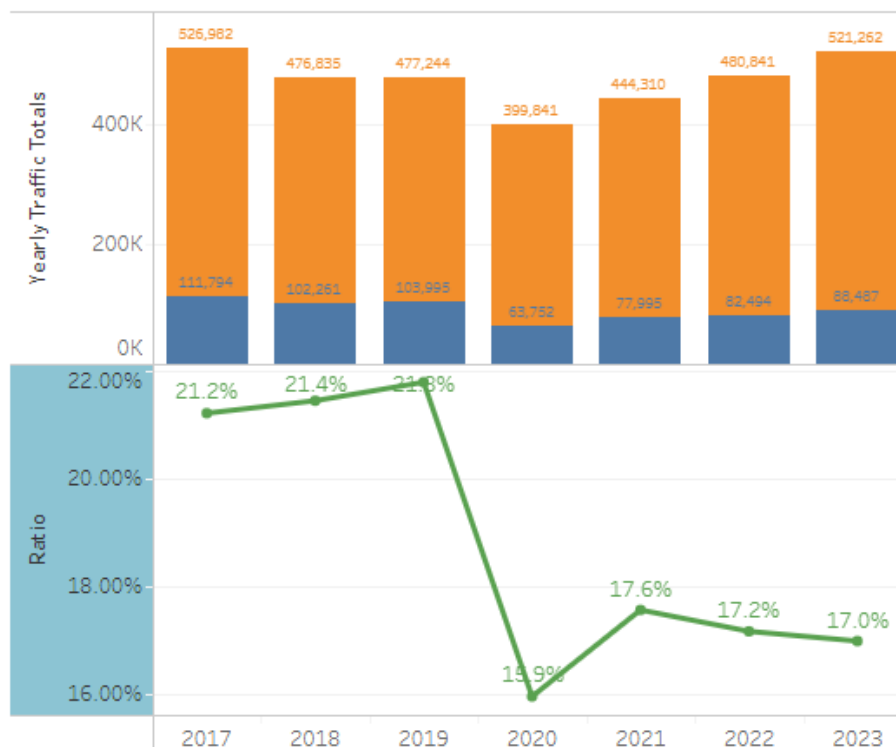


- 60 days above congestion threshold versus 62 days in 2019
- NB travel times > 15 minutes: 11 days versus 13 days in 2019
- SB travel times > 15 minutes: 50 days versus 55 days in 2019
- 322 green overrides versus 95 in 2019
- East entrance incoming hourly volume on peak days 700-900 VPH

MOUNTAIN AVE DATA

- Mountain Ave weekend volume 17% of Main Entrances vs 22% in 2019
- Mountain Ave volume down 17% from 2019 vs Main entrances volume down 1%

Banff Main Entrances Two-way Traffic vs Mountain Avenue Two-way Traffic - Overview



TRAFFIC MANAGEMENT TACTICS

Tactics at key locations improved some traffic flow around the ped zone detour routes / reduced delays:

- Traffic signal optimization
- Traffic control personnel, including Bridge south
- N-S and E-W green overrides
- Gondola and Hot Pools Parking Full signs
- Stop line changes and bollards
- Planters



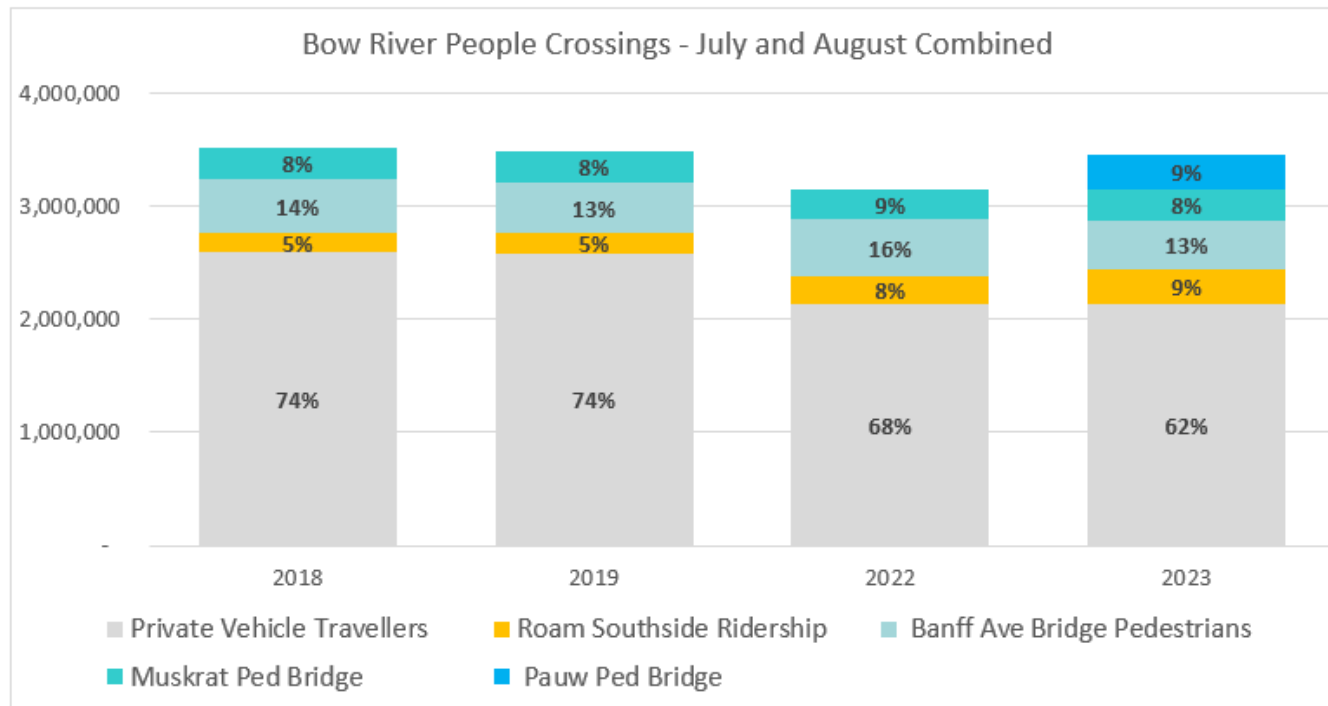
TRAFFIC BACK UPS and DELAYS

- East entrance volume over 700 – 900 VPH
- Westbound Buffalo 10% of Southbound Bridge
- Northbound Mtn Ave volume => 200 VPH
- Sulphur Mtn roundabout
 - 20%-47% (30-100) VPH turned away
- Simultaneous back-ups on multiple routes = gridlock



BOW RIVER MODESHARE DATA

- Nancy Pauw ped bridge had 295,000 crossings, 9% of total people crossings; new option induced 100% increase in ped bridge crossings
- Bow River pedestrian crossings over 1 million, 30% of total vs 20% in 2019
- Southside transit ridership was 300K, 9% of total people crossings vs 5% in 2019
- Private vehicle occupants 2.1M, 62% of total people crossings vs 74% in 2019



PARKING OCCUPANCY

- Combined VPP On-Street and Parking Lot maximum occupancy was 98% in 2023 versus 98% in 2019 despite \$2/hr rate increase

VPP Maximum* Occupancy	2019 % (no VPP)	2022 %	2023 %
On-Street %	95%	99%	97%
Parking lots %	100%	96%	98%
Combined %	98%	97%	98%

- RPP maximum occupancy was 49% in 2023 versus 91% in 2019, with 304 vacant stalls versus 60 in 2019

	2019 (no RPP)	2022	2023
Average Maximum* % occupancy	91%	66%	49%
Streets with >90% occupancy	14	2	2

- Free parking maximum occupancy was 100%, unchanged from 2019, average occupancy was 98% versus 68% in 2019
- Private parking maximum occupancy was 45% versus 50% in 2019, an increase of 25 vehicles

INTERCEPT PARKING OCCUPANCY

Train Station Parking Lots July & August 2023

- East paved lot average max occupancy 100% of 456 stall capacity
- West gravel lot average max occupancy 100% of 105 stall capacity
- Both lots full by 1:00pm on weekends, most weekdays



SUMMARY

July & August 2023 vs 2019:

- Banff Ave Bridge and Mountain Ave volumes down
- Travel times same as or better
- Green overrides up 240%
- Southside transit ridership up 67%
- Bow River pedestrian crossings up 38%
- Delays despite some improved traffic flow
- VPP maximum occupancy unchanged despite rate increase
- RPP maximum occupancy down from 2019
- Intercept / free parking lots maximum occupancy 100%