



Project Background

The Town of Okotoks is planning ahead to provide sustainable, well-organized movement and community-driven infrastructure. The Town is looking to complete the design for Northridge Drive to create uniformity throughout the corridor. Presently, the north end of Northridge Drive (between 338 Avenue and Sandstone Gate) is a 4-lane rural standard and will require upgrades to meet growing demand and the overall vision for the Town's future growth.

The road between 338 Avenue and Sandstone Gate will involve urbanizing the corridor which means:

- Road widening (from 4 to 6 lanes)
- Roadway upgrades (e.g. curbs, gutters)
- New access points with signalized intersection
- Stormwater ponds
- Landscaping (e.g. planters, boulevards, trees)
- Active transportation upgrades (e.g. multi-use pathways, improved network connections)

The upgrades were identified in the Town's 2016 Transportation Master Plan. Urbanizing Northridge Drive will support new neighbourhood growth, encourage active living, and improve daily commutes.

Part 1 Engagement Session #1 – Pop-up Event

As part of the first phase of public participation, the Town held a Pop-up Event on July 20, 2019 at the Taste of Okotoks and Artisan Market. A concurrent online survey was also available on the Town's website from July 19 to August 2, 2019. The project and upgrade options were presented at the pop-up event and available to view on the Town's website.

Participants were asked to provide input on: 1) how they currently use Northridge Drive (e.g. drive, bike and walk/wheel), and 2) three possible project improvement options for the corridor.

The following is the [High Level Summary](#) of all feedback received. All verbatim comments are available in the section: [Verbatim Comments](#). The poster boards and online survey are in the [Appendix](#).

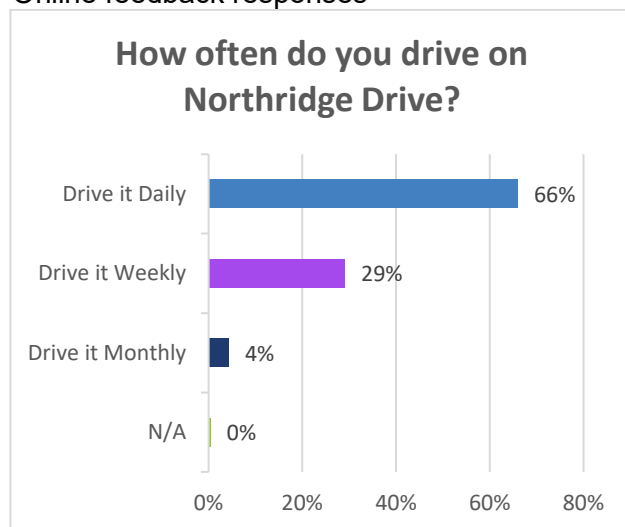
High Level Summary

Participants at the pop-up event and those who responded to the online survey were asked to provide their feedback and thoughts on the long-term upgrades needed to create a vibrant and well-connected transportation network. Below is a summary of what we heard at the pop-up event and through the online survey.

In general, there was not a clear overall preference between the three design options. Options 1 and 2 were more favourable; respondents found the concepts to be quite similar and better suited. Option 3 drew more mixed reviews both for and against. While several respondents liked the separation between cyclists and pedestrians, others raised concerns specifically based on the cost of this design option.

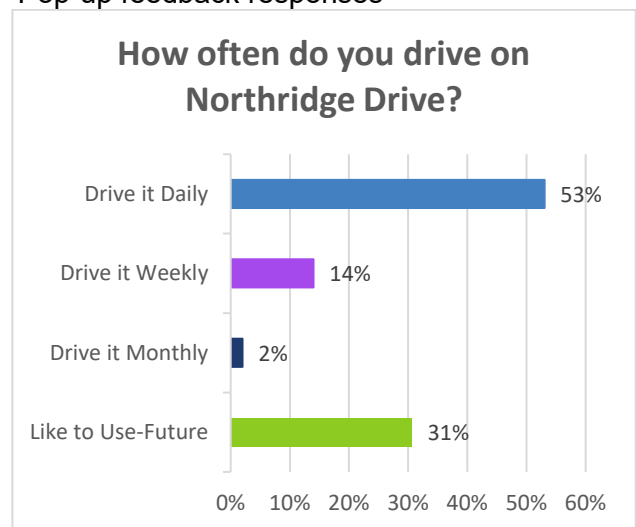
Question 1: How often do you drive on Northridge Drive?

Online feedback responses



Total Online responses: 206

Pop-up feedback responses



Total Pop-up responses: 49

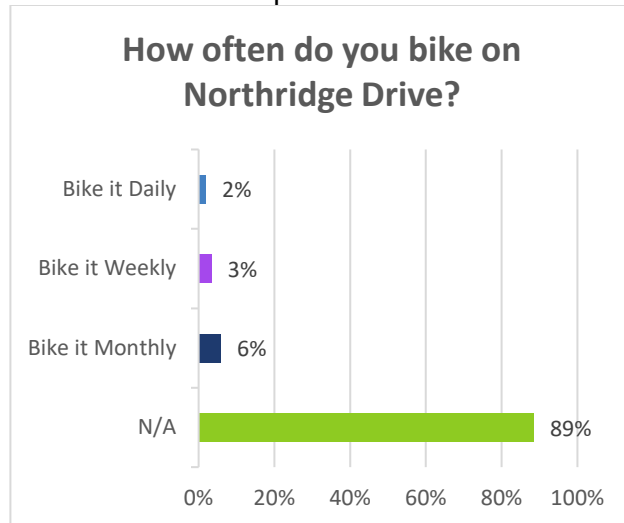
With driving in mind, how would you like to use Northridge Drive in the future?

Respondents -

- stated they will continue to use it as they presently do – as a commuter route to Calgary and other destinations and North/South of Okotoks.
- expressed concerns about too many traffic lights on Northridge Drive and would like to see better synchronization to facilitate the free flow of traffic.

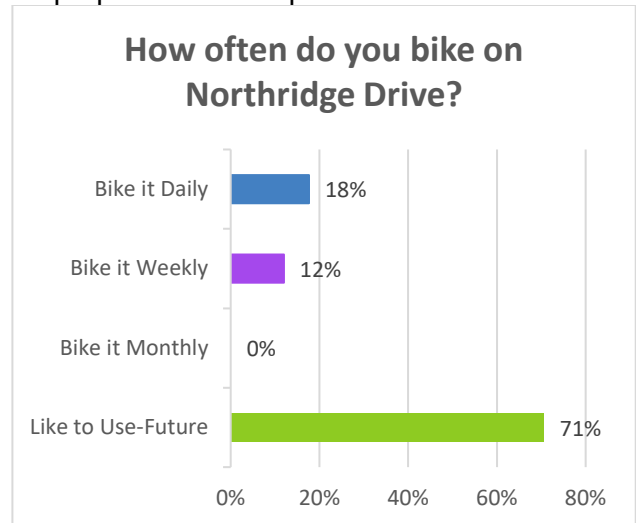
Question 2: How often do you bike on Northridge Drive?

Online feedback responses



Total Online responses: 201

Pop-up feedback responses



Total Pop-up responses: 17

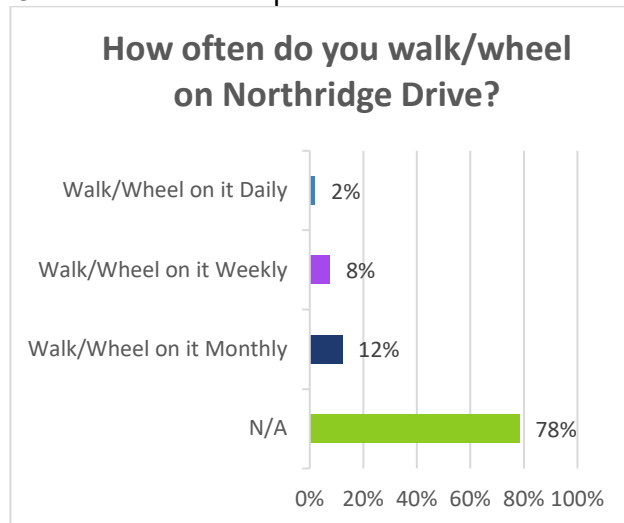
With biking in mind, how would you like to use Northridge Drive in the future?

Respondents -

- stated that they would like to see safety measures implemented such as a separation (e.g. buffer) between cyclists and road users.

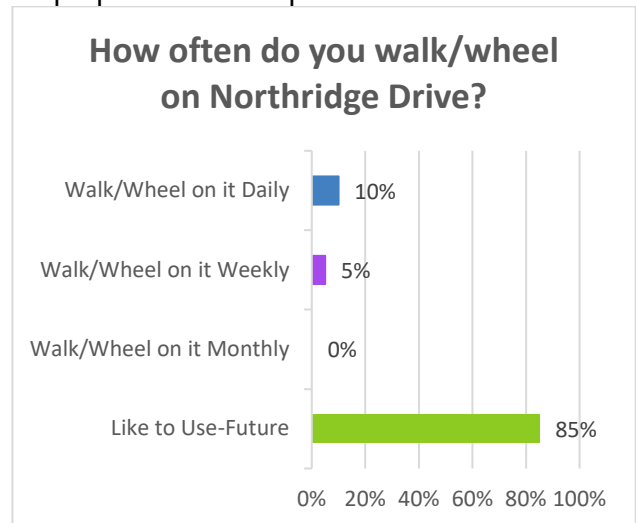
Question 3: How often do you walk/wheel on Northridge Drive?

Online feedback responses



Total Online responses: 198

Pop-up feedback responses

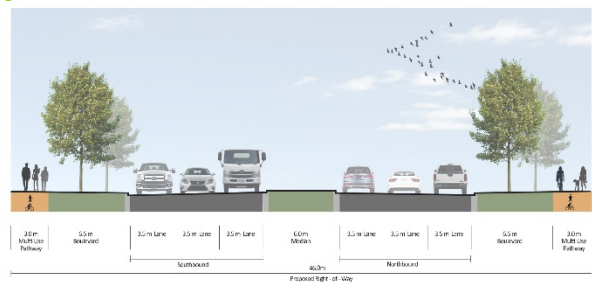


Total Pop-up responses: 20

With walking/wheeling in mind, how would you like to use Northridge Drive in the future?

- Respondents stated that a sidewalk was needed in the area; safety issues were raised due to the lack of a pedestrian pathway system along the route.

Option 1: Boulevard with multi-use pathway



Question 4: What do you like?

Respondents -

- liked the safety element created by the separation between pathway users and road users with the multi-use pathway and the tree coverage/landscaping.
- also liked the fact that cyclists would be off the roadway.
- liked the three-lane design as they felt it would improve traffic flow within the area and through town.
- felt that no changes were required to Northridge Drive.

Question 5: What could be improved?

Respondents -

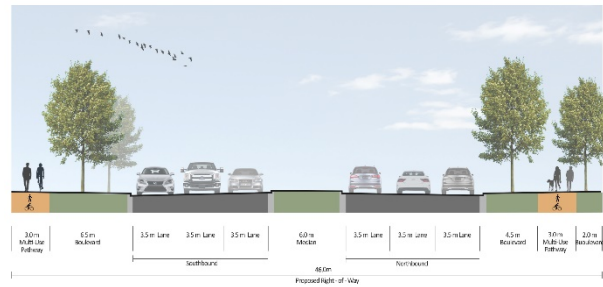
- recommended additional trees including a variety of species and more shrubbery, along both the pathways and in the road median.
- respondents suggested having a dedicated bike lane separate from pedestrians.

Question 6: Any additional comments?

Respondents -

- raised concerns on whether six lanes were warranted based on currently traffic flow.
- felt that the additional traffic lights were not required.
- expressed concerns about cost and tax regarding the proposed improvements.

Option 2: Split Boulevard with multi-use pathway



Question 7: What do you like?

Respondents -

- stated that this option was similar to Option 1.
- liked the aesthetics, landscaping and additional tree coverage in this Option.
- liked the separation between pathway and roadway users.

Question 8: What could be improved?

Respondents -

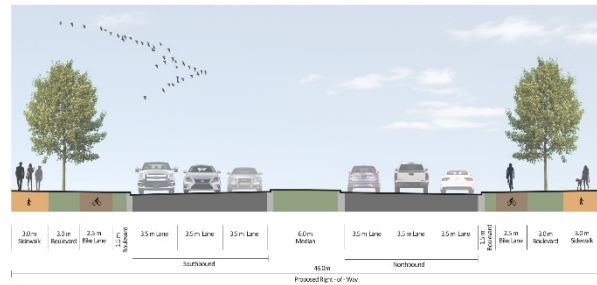
- suggested increasing the distance and buffer between the pathway and roadway as they felt it was too close.

Question 9: Any additional comments?

Respondents -

- did not like the concept of a six lane highway.

Option 3: Separated bike lane and sidewalk



Question 10: What do you like?

Respondents -

- did like the having separate pathways/lanes for cyclists and pedestrians.
- raised questions about the separated bike lane and whether it would get much use.

Question 11: What could be improved?

Respondents -

- felt a separate bike lane would not be necessary and that the pathway could be multi-use.
- recommended that additional greenery and trees should be planted along the boulevard.
- felt that a six lane roadway was not required.

Question 12: Any additional comments?

Respondents -

- expressed concerns regarding the cost of this design option due to the separated bike lane and sidewalk.



Verbatim Comments

Pop-up Event

This is Northridge Drive improvement Option 1, What do you like?

- Practical and less costly
- Practical choice
- Like option 1 or 2
- Like being further from the road
- Cyclist killed about a year ago; I'd like the safest option, furthest from the road
- Option 1 for safety reasons

What could be improved?

- Great that the town is looking into this; having a sidewalk is most important so any, in my opinion, will do

Additional Comments:

- Questions on cost
- This whole thing is *[omitted]* (own it)
- Really liked the visual representation; help conceptualize

This is Northridge Drive improvement Option 2, What you like?

- Provides privacy to existing home owners
- Prefer the tree coverage for shade
- Like the tree coverage
- Better scenery with option 2
- Like the trees on both sides; better shade coverage
- Privacy for our home; the trees also acts as noise reduction barrier
- Aesthetic reasons; charming and shaded
- If the tree health by the road-side can be maintained (probably not option 3 as a multi-use option) sharing is okay given the traffic volume
- Like option 2 best
- Option 2!
- Fine with option 1 or 2; they look very similar

What could be improved?



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- Like them all but option 2 is the best
- Reduce the lanes from 4 to 2
- Boulevard is too wide; gives perception of being too big

Additional Comments:

- It's good the town is finally looking into this

This is Northridge Drive improvement Option 3, What you like?

- More safe for bike and pedestrian access
- Prefer separation for safety reasons
- Should have bike lanes on one side; easier going downhill
- Prefer option 3
- Like the separation
- Safer for kids
- Prefer the separation of bikes and sidewalks, especially with electric bikes becoming more familiar
- Luxury choice
- Like separate bike lane
- Option 3
- Separate bike lane
- Ability for ALL modes of transportation to be travelled safely
- Option 3 with separated bike lane!!! Safety!!!
- Prefer bike lane
- Like the separation in option 3
- Option 3!
- Hard to share the pathway safely so its better to separate pathway
- Not all cyclists are friendly
- Like option 3 for safety reasons
- Like the idea of keeping the cyclists away from pedestrians
- Like the separated bike lane; away from the road and people

What could be improved?

- Like the separation but concerned about cost



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- Emergency vehicle access?
- Not necessary to separate; not enough users so space is better to share
- Cost!
- What are the cost differences between option 2 and 3?
- Do not like costly option for low usage; multi-path preferred
- Concerned about car and bike lane interactions
- Separate bike lane is not required

Additional Comments:

- Would like to see a bike lane in place
- Bike lanes are not useful for half the year

General comments

- Too many traffic lights
- Access roads vs. widening
- 3 new lights between 338 Ave and Milligan Dr.; too many
- Good to see traffic lights; safer for crossing
- Seems like not enough traffic to justify this
- Do nothing! Don't spend the money on this, it is a waste of money!
- Twin 32nd before you put bike lanes
- How about a shoulder or the road in times of emergency of snow issues?
- I love our town!

Online Survey

Question 1: With driving in mind, how would you like to use Northridge Drive in the future?

- Better turn lanes
- I presently use this road daily and have no real concerns. The only time there is a back up is afternoon rush hour when residents (commuters) are getting back to Okotoks mainly from Calgary and especially, if a train comes through town. The lights at Sandstone Gate and Northridge can be a wait if you are waiting at the lights to head north from Sandstone Gate. Possibly a traffic circle would be a better option for traffic flow versus traffic lights. Plus, traffic circles are more economical to maintain. Three sets of lights heading north from Sandstone Gate with the residential growth continuing. How much do the lights cost to maintain throughout the year. The traffic circle in Mountain view seems to work well.
- Adding additional traffic lanes and lights will greatly aid in traffic flow, especially now with the D'Arcy residential development.
- The same as it is now. It's a road.
- The same as it is today - it's fine!!
- To use as one of eight routes to access down town and the south side businesses.
- Don't change it. It doesn't need lights or another lane.
- It needs to be able to flow better and get people from one side of town to the other in a quick and safe fashion
- Get to Calgary as fast as possible.
- I commute to Calgary, so I will continue to use it daily
- To enter or exit the town. To get to friends houses. To access businesses downtown and on Southridge. I have stopped at the town info pull out a few times, To adjust things for my kids or take a pic of the mountains.
- Continue to use it in the same manner. Please Don't change it to suit the needs of a developer
- Both north and southbound could benefit from third lanes BUT those lanes to be used as exit and entrance lanes only. This would leave the existing four lanes for through traffic.
- Less stops. More flow through at peak times.
- Use it without waiting for trains.
- Same as I do now
- Less traffic lights
- Commuter passage
- Yes
- Daily
- Less proposed traffic lights because it's only going to make the "start and stop" worse, and extra lane on each side would really help out the flow of traffic

- Too many stop lights.
- Same as now
- Same as now. Going from north to south
- As a smooth and efficient way to enter and exit Okotoks
- commuting
- It's busy a few times a day, if lanes are increased upstream and narrower Elizabeth or before, what the point. Also I the map above, please do not put all those extra traffic lights!
- I would like 32 St. widened to make it an easier access to Hwy 2
- Too many lights!!! Living in Cimarron I would have to go through 12 sets of lights to get out of town in morning. 32nd has 5 sets.
- Continue to have few signals, ease of access for commute to Calgary.
- Less congested.
- I drive to Calgary and live in Sandstone so easy and quick access in and out of Sandstone is important along with easy access to the highway to Calgary.
- That is basically the only way in or out of town so I would like to use it just as I do now. I find traffic lights are frustrating for most drivers as they are not synchronized and so the stop and go is annoying and hard on the environment and vehicles. Have you considered roundabouts. Far and away a less expensive option than traffic lights by initial cost, installation and maintenance. In addition, the traffic flow is generally unobstructed and calmer.
- Remain with existing traffic lanes but agree with consideration for cycle and walking lanes.
- Very fluently
- Strictly higher speed, no pedestrians or bikes. It is a main thoroughfare and does not need to have items that would slow traffic down
- Same as it is now -- with upgrades to safety and lights, but not looking like a Macleod Trail.
- Same as now
- With less traffic lights! Okotoks already has too many poorly synchronized stop lights.
- Lightened to be synchronized better and get the left hand turn signals on.
- Freely, with timed lights instead of hitting every light red. I find that if I drive the speed limit in town, I almost always - heading south at least - hit every light red on my way home. When I was in Kelowna, with it's many lights, it reminded me of Okotoks.
- Will still continue to access it regularly.
- As an efficient effective main route to come in and go out of my town without stop starting through 6 sets of traffic lights as proposed
- Will be much more often as we are planning on building a home in Okotoks.

- Synchronize the traffic lights. What should take me about five minutes to proceed north on Northridge tends to take almost ten minutes because I hit every red light from No Frills and beyond
- I have no issues with north ridge drive
- Faster. Speed limit is too low leaving town
- Fix the issue of trains blocking it during busy times very important
- Easier access getting to Calgary
- The same as I use I now, in a vehicle with increased speed limits.
- More free flow and less traffic lights.
- "It will lengthen my trip time and cause traffic slow down
- Calgary have removed lights not added which has greatly improved the flow on MacLeod"
- Less than I do now
- As the gateway to the city! This project will keep traffic off of 32 st so I like that. I don't really like the idea of three lanes that come into two though for when I do have to drive down there but I understand it's the way in so it has to grow
- Commute to/from Calgary. Commercial shopping in the future if the right retailers are present.
- Make sure lights are timed properly and possibly limit to 2 additional lighted intersections instead of 3.
- I would use it more often if I didn't get stuck at the train crossing
- Less lights or more in since seem to stop and go to often
- Less traffic lights to get out of town more quickly
- Everyday
- I think it should be an aesthetically pleasing gateway to Okotoks as it's been, but better.
- Cycling lanes, paths
- Same way
- Same as I am doing right now
- No different.
- As an effective way to get through as well as out of Okotoks. Minimal interruption in flow of traffic from lights, trains, etc.
- Fine as is without widening roads.
- Wider. The same speed limit. With feet / bikes in mind, I'd like to see extra lanes for walking / biking.
- Efficiently
- Less
- Easy flow of traffic. Way to get on and off of connect roads like banister gate and Milligan.
- With synchronized lights.
- Less [omitted] lights.

- Same way I am using it now
- Do not put traffic lights in. Do not put in Bike lanes. Do not put in sidewalks.
- It is part of my daily drive to and from Calgary, needs to as smooth and uninterrupted as possible - reduce the number of lights to promote smoother traffic flows.
- Smoothly- we do not need 5 set of lights in such a short period of road. Okotoks isn't currently busy enough for 3 lanes of traffic. More lanes won't Conor Toft extra sets of lights.
- Daily commute, no additional stop lights
- Driving? What a ridiculously worded question.
- Less lights. Overpasses.
- The same way I do now... Without any more stoplights.
- Just the same. Until a lot of development catches up, it is fine
- As long as I live in town and work in Calgary, I will drive it daily during peak hours. I would like the whole road to be reassessed for volume at these times and have the lights adjusted accordingly.
- It should give everyone quick access into Okotoks and should be unhindered by traffic backlog and build up. I want to get in and get out easily. I do not want to be stuck or stopped every single block at one intersection after another, it should be built into a roadway where traffic continuously flows.
- Less signals and better timing for the signals.
- Daily. Minimize stop lights and time them with high traffic times and then only have feeder roads cause the lights to switch to stop when a car turning left or straight is present.
- Northridge is a conduit for me to the highway from either further south in town or from 'downtown'
- More turning lanes, widening the road would be great -
- I would like to see that traffic signals are synchronized, not just during rush hour.
- Access to communities, and to get to the south end of town.
- Daily driving
- The same. I would hope that you can get the Timings better than you have on Southridge. Stopping at every light while doing the speed limit is not the best way to control traffic. also bad for the environment (idling)
- It is the route I use most in Okotoks. I am concerned about the 3 traffic lights slated for the short strip of between Banister Gate and 338. I don't think it will do anything other than frustrate drivers. Why is there a need for 3 lights to access these new subdivisions?
- I will drive it multiple times a day
- The same as I use for t now. It doesn't need an upgrade. Twin 32nd and that solves the.
- I DO NOT want to be slowed down by three new sets of stop lights. I'll avoid and add to the inevitable congestion that will flood over onto 32nd street. Poor design.



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- Safely and without start and stop issues.
- As is
- Leave it the way it is for right now
- Okotoks access and egress. Access to D'Arcy Ranch Golf Course.
- Use roundabouts instead of lights. Remove existing lights
- Higher speed limit more lanes
- "Efficient route out of Okotoks
- Please time the lights better "
- As an uninhibited free flowing road.
- Higher speed limit for commuters
- to drive
- As a direct route out of town
- I will be really upset if you're going to be adding in two additional sets of lights for the Wedderburn Development
- Same as today
- daily
- The way it is! No widening with extra lanes, no future traffic lights, just reduce the speed to 50 kms/h after 338th and enforce the speed. This town doesn't need to grow! Stop approving ugly developments that take our mountain views away...D'arcy, Wedderburn, etc. This Mayor and Town Council are ruining our town!
- Primarily main road for commuting. More room would be good, but I think biking pathways are equally important in such a family oriented town.
- If there were that many traffic lights, I would go through highway 7
- Assess in and out of Okotoks
- Same as I do now
- Same use as now with no intention of changing
- Same as we do now, main route to Calgary and work
- To drive on? ([omitted] question)
- As a main transport corridor with feeder roads off Banister and 338 ave. Not lights every 500 meters!
- I use it daily and have no issues
- Currently I don't have any issues with it other than the railway crossing.
- "Smoother flow - not getting stopped at every light. Synchronize the lights. No lower than the 50km speed.
- I would like it as an efficient way to get home.
- Keep driving, like the side walk idea. Not to pleased with the spring gate and Wedderburn drive proposed set of lights. That's way too many sets and unnecessary.
- Still daily.... I am NOT liking those 3 (3!!!) additional lights by Wedderburn though.
- To drive on of course - it's a road! What a [omitted] question!



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Question 2: With biking in mind, how would you like to use Northridge Drive in the future?

- Usually avoid being on Northridge Drive itself. I use the sidewalks to ride on beside it and cut across to Mountain view or Hemus parkway to head up to Sandstone (where I live). It would be nice to have a pathway to access the hill beside Northridge.
- Take bicycles off the roads and onto our perfectly usable biking paths
- No one should bike on this drive - it turns into a highway. Bike paths - people
- To access downtown & south side businesses & pathways for exercise, entertaining, 'community connecting & groceries.
- Keep it the exact same.
- You can't go the full length of Northridge drive due to lack of sidewalks
- No bike lane needed
- We need proper shoulders on the road. The shoulders are great once we are out of town, but the shoulders are currently non-existent on the south-bound lanes at several locations in the north section of the road within town limits. This forces cyclists to merge into vehicular traffic which is often exceeding the 60km speed limit (sometimes quite substantially). This is a very dangerous section for cyclists and needs to be corrected.
- As a driver I would like bike lanes to be off the road. I'm always worried about driving too close to cyclists, especially with big truck mirrors.
- Presently I avoid that whole area because of lack of infrastructure to safely do so. In the future I would love the safe option to navigate both sides of Northridge Drive with a LARGE separation between motorized traffic and foot/bike/mobility scooter traffic. Somewhat similar to the northbound walkways on 32 street (east side) but wider.
***please, whatever option is used, light the path well. Existing sidewalks on 32 street are in the shadows of street lighting and could be considered dangerous especially in winter months.
- No biking allowed. Divert to MULTIPLE alternate routes. Safety concerns.
- Bikes belong on sidewalks and town pathways. Not on roadways.
- A bike lane isn't needed as we have the bike paths
- I don't like biking in the traffic here. Biking on the sidewalk is not ideal either. A nice path for biking would be nice, but it needs to extend beyond the town and tie into bike routes outside the town.
- Never
- There is no safe place to bike north of downtown since there are no proper pathways or sidewalks parallel to the road
- Yes
- Wouldn't
- No bike lanes. Too dangerous.
- I would not bike there
- Won't bike this road too many lights as it is.

- With our home location, we use existing walk/ bike lanes to the core and Southern part of town.
- Using bikes lanes
- Not
- Would like to have dedicated bike/walking path.
- Cutting into the neighbourhood on the west side, up to No Frills, is safe, but it's indirect if you need to access neighbourhoods or facilities like ORC, on the East side of Northridge.
- Never.
- Bicyclists don't obey the laws anyways. They are either a pedestrian or a vehicle, they cannot be both. So even if the town put bike lanes up (please don't, the season is way to short), if they put a path for bikes, they are still going to bike on the road.
- I would like to feel safer as many drivers do not respect cyclists. In fact most of Okotoks is very poor when it comes to cycling routes and if we want to promote our Town as Sustainable we need a better cycling network to promote more it more.
- As on of several ways in to Okotoks
- When we move to Okotoks, I might use it, but probably only occasionally.
- Have a designated bike lane
- I do like the idea of bike paths. Much safer way to travel
- I don't bike on this road.
- A safe bike lane would be appropriate
- Hill is too steep for me
- I would just bike on the sidewalk if I did go that way so maybe a larger shared sidewalk. I tend to ride on the path system rather than busy streets
- Would not use
- Never
- A separated pathway system away from cars would be most desirable.
- N/A
- I think it would be important to have bike lanes in more central areas to help ease congestion
- With a walking / biking lane on each side
- bike path
- Less
- Path rather than on the road.
- Not a chance I would bike along a highway.
- Don't bike so will continue to drive it only
- Never. This (putting bike lanes) is a wrong path and an irresponsible use of money
- I use it occasionally in the Summer on recreational rides out of town into the foothills
- Never
- Cross only. Not great for biking. Neighborhoods more scenic.

- Never. Biking lanes/paths should NOT be a priority on major roadways, or in a country that is covered by snow 8-9 months of the year. Walkpaths are sufficient.
- No. Bikes are not for main streets and avenues. Waste of a lot of money in our climate
- Easier access by bike, especially up the hill.
- I'd love to be able to bike down the hill from no frills
- I don't bike on this road because it's too busy and with the traffic it's not a desirable route. I would also not expect to drive or walk on this road as it's a commuter corridor. Who wants to walk alongside a busy traffic corridor?
- Large shoulder for bikes - make it safe
- N/A
- Better paths
- off street pathway system please.
- Never use it due to lack of a sidewalk or bike route. I would like to see a walking/bike lane, but would prefer it to be place well away from the actual road.
- Never
- Who the hell bikes on that? Stop with the foolishness of wasting money on bike lanes. It is winter 10 months of the year!!!
- Never
- Bikes don't belong there
- Bikes shouldn't be allowed to use on the road
- Ban bikes
- I would like a bike lane so that I can use it safely. I would love to bike it now but there are no pathways and I don't feel safe on the road.
- Dedicated bike lanes are needed.
- Never bike.
- Not as a cycling corridor.
- Never and would not bike in the future , we have winter too long to consider biking other than summer months
- will never bike in this direction
- never bike this direction
- I would rather take a bike path further east and stay off the busy roadway.
- Please add sidewalk for runners, bikes
- I wouldn't bike on this road. And I am a big biker. Separated lanes are essential for town access on bikes.
- I don't feel that this is the route that should have biking on it, especially north of No Frills
- N/A
- The paths don't go all the way up north ridge to the Rec centre but if they did, I would use them!
- I wouldn't
- Never



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- I never bike this stretch because it is unsafe with no pathway. I bike a lot around town but feel this needs improvement to make it usable by average bikers.
- I wouldn't cycle on it
- Never north of Milligan drive. Seen near miss accidents between Banister and 338 ave. No reason for cyclists to be on the main 2A highway.
- Can't bike it now. No sidewalk / path.
- I wouldn't use it. Too busy. It should be considered a major road.
- There's no sidewalk. If there is a side walk id bike more often
- Not at all. I would not bike there now with a 4 lane A 6 lane would be further unpleasant. I'd rather bike along the pathways and side streets

Question 3: With walking/wheeling in mind, how would you like to use Northridge Drive in the future?

- just like biking, I use to crosswalk to head east from Sandstone Gate to head downtown or down Hemus Parkway down the hill behind the vet clinic to head south from Sandstone. Other option is going down the hill through Mountain view. So it would be nice to have a sidewalk on the east side or west side on Northridge as well.
- Keep the sidewalk as it
- Leave it alone as is. Use the existing Sidewalks in town
- It's perfect the way it is.
- Needs sidewalks the whole way
- Sidewalk needed
- I have occasionally used the path with kids.
- The addition of pathways is a good idea. Has a study been done on the construction of pathways from the bottom to the top of the hill?
- Same as above
- Dangerous. No sidewalks. No sidewalks to new ball diamond off Northridge (549). Dangerous!!
- The sidewalk systems are fine
- Off highway cycle lanes with downtown parking area.
- Wide paths for access
- I prefer to walk along nice paths with trees and flower.
- Never
- not safe to walk on the road since there are no safe walk or pathways running parallel to the road north of downtown
- Yes
- Needs a sidewalk
- Sidewalks are needed, at least from town to the car dealerships.
- It's not safe to walk as there are no paths at this time.
- More trees and plant life
- I would not walk there
- Use pathway system
- It's not friendly for walking up the hill so it would be great to add sidewalks and connect some walking paths as well.
- Refer #2
- Walker/wheel friendly
- Do not do this
- Would like to have dedicated bike/walking path.

- Cutting into the neighbourhood on the west side, up to No Frills, is safe, but it's indirect if you need to access neighbourhoods or facilities like ORC, on the East side of Northridge.
- Never. There beautiful pathways throughout town that are a much more enjoyable and appropriate place to walk/wheel.
- I don't mind if there is a little pathway alongside the highway. But putting a walking bridge over the road would be a good idea instead of at busy intersections. That, in my mind would cause delays.
- Possibly as a method to walk to future school sites, and to walk to the rev centre without cutting through the neighbourhoods
- A separate bike path would be good and reduce congestion caused by slow cycles
- Might use it occasionally for walking/wheeling.
- I would use a proper sidewalk / bike lane more often if there was one. I have walked to the Honda dealer and it is not fun. No safe walking area so have to walk in the grass -- which is uneven.
- Pathways are a great idea over sidewalk
- Linked pathways with current trails
- Would not walk
- Never
- A separated pathway away from traffic for pedestrian movement would be most desirable.
- I would like to see paths on both sides of the road that connect with other paths to make walking safe and accessible.
- Nice to walk the dog on grasses berm.
- I walk to grocery shop and visit friends as well as access both sides of the road to, for instance, walk the Old Macleod Trail down to Elk and Elma.
- Sidewalks
- Pathways
- Never. Why. Who wants to walk next to a busy highway. [Omitted] idea.
- Don't walk along a highway so will continue to drive it only
- It is a major thoroughfare and 'walking' should not be a part of it.
- I cross it on foot frequently when walking my Dog
- My kids will have to walk along there to get to their new school so there needs to be a safe walking path - not 3 lanes of traffic.
- There are plenty of pathways to walk or wheel, roadways are for vehicles.
- Crossing only. Maybe pedestrian overpass.
- Would like access towards the schools for walking instead of driving (good Shepard)
- I would only walk along a major thoroughfare like that in case of an emergency that is what walk paths are for.

- I don't bike on this road because it's too busy and with the traffic it's not a desirable route. I would also not expect to drive or walk on this road as it's a commuter corridor. Who wants to walk alongside a busy traffic corridor?
- Nice sized sidewalks along the road up to the GMC dealership
- N/A
- Same off street pathway.
- I might cross Northridge Drive once in a while, but I usually use the pathways system for biking. Doubt I would use it much.
- Never
- Stop with wasting our tax dollars on this foolishness. People don't walk and bike in this town regardless of how often you state they do. We don't live in California. We live in Canada!!!
- Never.
- Not appropriate just like McLeod in Calgary
- Needs sidewalks on both sides
- More cross walk
- We need a pathway. As it stands right now you cannot do a "loop" of town. A pathway/cycle way would make the down town more accessible and the whole town more pedestrian friendly.
- Never walk.
- Not as a pedestrian corridor
- What kind of a question is this? It is too dangerous to walk with no sidewalk or pathway! Can't say I have ever seen anyone walking or biking on the road or ditches either and I've lived here for 10 years.
- only walk along Northridge in the downtown area
- never walk along north ridge except in downtown area
- Too busy already to enjoy walking/wheeling on to already. And you want to expand it!?! Why do we need three lanes in each direction?? Not acceptable, we are not a city like Calgary. We don't need it. Keep Okotoks the way it is!
- Sidewalk is desperately needed
- See last answer. Similar response. Bike and walking lanes needed or I avoid entirely.
- I don't feel this should be a road to walk on, especially north of No Frills
- N/A. You could make sure that the spelling of Northridge is right!!
- Sidewalk needed
- I wouldn't
- Never
- With the berm along Northridge drive in Suntree, there is no need to put a sidewalk along the highway. Increased danger to those walking.
- I never run this stretch because it is unsafe with no pathway. I run a lot around town but feel this needs improvement to make it usable by average runners.



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- Use Center street and other available pathways instead. Would like to see better pedestrian crossing at Milligan now that there is development on the west side. Kids need to get to school.
- I don't think it necessary to have bikes on this road with the amount of paths in Okotoks.
- We might possibly go up there if there's something to visit - that isn't available in the south of town.
- I wouldn't, too busy. It's a major road.
- There's no sidewalk. If there was I'd walk more often
- There are very few side walks currently on the north end so walking it isn't really an option right now.
- I like the additional pathways!
- Again, why would I walk along a busy, noisy highway when I can use side streets that are safer and more pleasant to walk to get to my destination? I spend lots of time walking the pathways and streets, but not the highway

Question 4 This is Northridge Drive improvement Option 1, what do you like.

- Pathways should be added. 3 lanes does not make sense as you then have to merge once those lanes end adding more congestion
- The pathway being open to Hemus park...treed boulevard between the pathway and Northridge.
- Really like the bike/walking path. Makes it so much safer for pedestrians.
- Nothing it's not needed
- No it's not necessary to change to this
- Walkways on both side of the road would be desirable
- None
- 3 lanes on each side
- Option 1
- For the number of people who would be walking or biking I think this is enough. Other pathways through town accommodate both bikes and people so this should work. The number of bikers would not warrant a special track for them. If they are going into Calgary, for example, they would have to ride on the highway anyway. I think they should ride in the shoulders of highways.
- Waste of space
- I like the separate multi-use pathways on both sides of the roads.
- I like that there are trees and distance between the traffic and the pathway
- Don't make any changes
- More lanes.
- Minimal. There is nothing forward thinking about this diagram. Typical. Average.
- 3 lanes for traffic
- No bike path needed. No 3rd lane needed. Build a bridge over the tracks, problem solved.
- Pathways and cycle lanes. I don't like the constant increasing population
- Like it but is it necessary
- Bike path
- The walking/bike path and trees
- Functional
- the designated side/walkway separated from the pathway because people on the bikes/blades/skateboards/ etc. don't give warning to pedestrians who are slower, busy with children/pets/ phones/ipods/hard of hearing or deaf/diminished sight or blind/mobility issues (walker/wheelchair/cane)
- I like that there is multi use paths on both side of the road way and a barrier of grass and trees
- 3 lanes
- The pedestrian walkway for bikes and people is great.

- I like that pedestrians and cyclists are away from the road
- The 3 lanes will help the flow of traffic, and I like the pathway added also
- Nothing
- Trees I guess?
- Wide path and a buffer to the road
- Boulevard is nice
- Pathway
- More lanes
- Three lanes of traffic both ways. 6.5 metres between pathway and traffic.
- Trees that line the street
- The distance the path is from the road
- Boulevard and walking bike path
- 6 lanes
- Pathway is separated from the roadway.
- I like the increase lanes. It should help with some congestion, but it still bottlenecks at Elma in the afternoon.
- Pedestrian and cars separated by green space.
- The boulevards
- Love the pathway. Avid walker so this is great
- I like the buffer between vehicle traffic and the walking/active transportation walkway
- 3 lanes, bike/walk paths away from driving lanes
- Combination lanes
- Bikes, walk, and vehicle friendly a with native landscaping
- Pedestrians and bikes are away from traffic. Limits the chances of accidents or injuries
- I like the boulevard with trees and dedicated sidewalk
- Trees, separation of walking from road
- Should keep the flow of traffic moving and bikes off the road
- Three lanes
- I like the multiuse pathway on the East side of the road.
- I like that it's 3 lanes for traffic each way, but unless that goes all the way through town, it is pretty pointless. The multiuse pathways look nice, but again not sure if they're necessary.
- On paper it looks good, I just feel like it'll turn into Deerfoot and there will be lots of speeding.
- Wide equal shared pedestrian and cycling route on both sides
- Separate bike lane
- Should be good traffic movement, separate bike/pedestrian path.
- Separation from vehicles.
- Nothing
- Openness

- I like the tree separation. It will look nice in 10-20 years when they are bigger
- Pathways
- 3 lanes Easier flow
- The pathways
- Each traffic lane.
- like this the most
- Plenty of traffic lanes. Options for pedestrian traffic on both sides of the road.
- The boulevard style
- Agree with the housing development a pathway is required
- The wide grass divisions
- Looks good
- It's symmetrical. One side will be shady and the other sunny. Nice wide path
- Boulevard trees; 3m wide pathways x 2
- That the pathway is close and visible, but not right beside like a typical sidewalk.
- Option 1
- Option 1
- More lanes
- Good separation between auto and bikes/walkers
- Do it
- I like how wide it is
- I like the separated pathway.
- I like that there is a blvd with trees/plants between the traffic and the path.
- Extra lanes, walking path on either side
- Paths and more trees
- Trees. Pathway.
- I like the multi use pathway, great idea. I don't see the need for 6 lanes though.
- For the town to actually listen to what residents have to say, not just award a project to a family friends company
- It seems like a good idea to keep cyclist safe and have their own lane. Which shouldn't clog up traffic.
- I would like the towns growth to stop now.
- Wider
- Like the wider lanes
- Multiple lanes, blvd to separate, bike path
- I think that it would be effective development
- Added bike path
- Adequate space between each purpose. Greenery between motor traffic and foot/bike traffic.
- Walkways bike paths
- Separation from traffic and pedestrians



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- I like the pathway.
- 6 lanes and pathways
- Nothing. Don't need 6 lanes. Problem with this Town. Too many boulevards. Only 2 roads over river. Poor planning.
- The trees
- Road widening
- Nothing
- separated pathways for cyclists and pedestrians
- The walking path
- Looks good, what happens when 3 lanes choke to two lanes in both directions. Why are not the new developments oaying for this.
- The wide walking path
- The trees?
- 3 lanes only if we use overpasses.
- Pathways and love the trees
- There is a safe distance between the road and pedestrians
- "Nothing. Too much dollars for little impact on traffic flow"
- I like the multi-use path. Bicycles not on the main road are always a good thing
- The amount of lanes for vehicles, I also like a buffered bike path +makes me feel safer)
- Walking path.
- Its unappealing in general, not should be build like a roadway that is intended to move traffic on and out of the city rather than a roadway meant to slow traffic down.
- Wide boulevard
- Three lanes
- Spacing people and bikes away from roadway.
- The trees and the pathway.
- That looks great! Really connect the north side of the town to the downtown and south side
- the landscaping and multi-use pathway
- The pedestrian and bike pathways
- Separate trails to keep bikes off the roadway
- the multi use pathway - it might get more people walking or biking, whereas that's not really an option right now.
- 6 lanes, large pathway, good distance between road and pathway
- Separation of traffic and pedestrian/bikes.
- I like the wide multi use pathways with a buffer between the road and pathway
- I like the pathway set away from the road.
- Nothing
- Sidewalks. Open spaces
- Nothing. Just a waste of tax dollars YET AGAIN



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- Extra driving lanes
- Separation of street, pedestrian/bike lane.
- Nothing
- I don't think the road needs to be improved right now
- Pathway on both sides of Northridge is not required.
- Multi use pathway
- 3 lanes and separated walking and bike lanes
- Pathways on the side and blvd
- I love the idea of a multi-use pathway provided it was cleared in the winter.
- Like the pathway away from cars.
- Like the wide median
- None of it.
- Looks good, although not sure we need 6 lanes. I never wait more than one stoplight so traffic studies should be done before spending tax dollars.
- trees that would take 30 years to grow, but for the diagram are unrealistic
- That the pedestrian is on only one side and away from the road by trees
- Walk way Trees
- I like that bikes will not be on the road slowing down traffic
- way over built
- Looks like a lot of wasted money spent on paths that will have limited use. Not sure what the driver is to go to three lanes in each direction. The present two lanes do not back up at all.
- Multiuse path, median, boulevard, 3 lanes
- I like the trees but keep it a two lane road!
- Very nice
- It's great! Love the pathway!
- Great
- I don't mind that.
- A place for biking and walking
- Trees, planting
- I like that there is a median. I like that there is a multi use path on both sides!
- The distance between cars and path
- Stop all projects until water is sorted out. That's what I think.
- Sidewalks on either side of the road
- Trees and increased laneway
- 3 lanes of road, however there will be a large bottle neck when the 3rd lane ends at the top of the hill before proceeding into town. 3 lanes are needed throughout town why just at the entrance?
- 3 lanes. gap between road and sidewalk



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- I like the pathway. 3 lanes of traffic just leads to a bottleneck when it reduces to four through town. You could have fifty lanes, traffic won't move faster if it still bottlenecks to four. Why do these new subdivisions get 6 lanes when on my side of town (32nd st) we get 2 lanes??
- Simplicity without much upkeep. Looks like it uses vegetation and trees that don't need much work or watering.
- Pedestrians well separated from road, tree-lined
- Like the multi use off the road, but the area beside the road on the east is a utility right away, so how feasible is this plan?
- I like the pathways on both sides. 3 lanes of traffic are not needed.
- The pathway on this road is nice-this road does not need to be 3 lanes wide!
- Treed, path far from road
- Pretty straight. Looks cost effective.
- The added buffers of green space - so you aren't walking beside the road. The path needs to be double-wide so room for walkers and bikes in own lanes. Do we need 6 driving lanes? Are the outside ones turning lanes? Won't that squeeze down to 2 at No Frills? Rather the squeeze happened earlier before entering town. Need both the new lights out of Wedderburn? Can't you force them to only one of the exits and only have one new set of lights?
- 3-lanes is good.
- Nothing- 3 lanes in Okotoks is NOT what the community is suppose to be!
- Trees (because Darcy trees were ripped out). Side walk on both sides of road
- Pathway looks good.
- I like the trees and the separation which makes it feel safe and appealing. We desperately need more trees and bushes on both sides of the highway and the median. It is barren
- The multi pathway

Question 5 This is Northridge Drive improvement Option 1, what could be improved?

- 3 lanes are a waste of money. Add only pathway
- I am not convinced that we need a six lane highway coming through Okotoks.... It gets bogged down with the train which will happen if it is a four lane or six lane. Maybe it would be better to address that with an overpass over the train tracks.
- Leave it, save everyone money this is extraneous
- Nothing - the town is doing a good job
- Leave it!!!
- Making it more aesthetically pleasing. More plants/ landscape
- Proper sidewalk like McLeod trail
- A shoulder on the outer lane of each of the north and south-bound lanes would be useful in case a vehicle needs to stop for an emergency.
- Maintenance on the existing surface and intersections
- Additional lanes instead of bike paths.
- Concrete and grass medians add landscaping costs. Grass cutting, maintenance, etc. What could be maintenance/tax dollar free? Added medians on Elizabeth caused problems. (Parades, cost, etc.) Same? Bikers and pedestrians never coexist on paths cohesively. So assume they will here is naive.
- Increase speed limit
- No bike path needed. No 3rd lane needed. Build a bridge over the tracks, problem solved.
- Stop the pursuit of perpetual population growth.
- Walking path
- Trees in median
- Why 3 lanes? Do we need that?
- separate designated sidewalk for pedestrians and pathway for faster moving masses on mechanical equipment (not motorized)
- Lighting
- Side walks
- Do we really need 6 lanes?
- I like it
- Fewer traffic lights
- Maybe some fancy lights or something to catch the eye and make the area more of a place to see vs just a road
- It's too big. Too busy... we are not down town Vegas... your reaching on this one.
- Don't need 6 lanes on this road - Southridge is 4 lanes and Hwy 2A is 4 lanes. Makes no sense to have a 6 lane section in the middle.
- Wider path
- More trees



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- Doesn't need to be 6 wide
- Bicycle lanes
- Unsure
- more plants
- I'm not convinced we need 6 lanes
- Increase the speed limit to 60km/hr the entire length of Northridge/Southridge.
- Meridian between directions could be wider
- Nothing
- more places to cross/pedestrian overpasses
- Dedicated left hand turning lanes
- Refer #6
- Add a small barrier
- Trees in center median
- Lighting of walkway
- Turn lanes
- Not sure if we need both walking paths on each side.
- See previous answer.
- Maybe widen 32nd st like it should be?
- lighting
- Why do we need 3 lanes 2 lanes flow well now. Cycle lanes move some of that congestion off. Having cycle lanes both sides means there will need to be access across.... bridges not lights. Only congestion now is caused by lights and police speed traps
- Maybe wider traffic lanes.
- Three lanes is a bad idea
- "If room allows, separate bikes from pedestrians"
- Nothing
- Just a regular sidewalk
- Nothing
- Pathways should be lined for two directional cyclists/pedestrians
- The train tracks blocking traffic
- Remove one of the pathways. This would be dependant on development in the area.
- A larger median, especially necessary in winter with excessive amounts of snow and to reduce collisions by vehicles slipping over median into oncoming traffic.
- 6 lanes is not required for many years. Don't spend our taxes on future proofing for 20 years time
- Unless the town expect very large increase in traffic way 3 lanes
- Don't block the mountains, but do block Darcy lands and Wedderburn
- I'd like to see pine trees rather than the same old elm tree. Lots of us are here because we love the mountains and the trees so a little bit of that here would fit in nicely. Not to

mention green on an otherwise yellow prairie all winter. Great sound buffer between the cars and pathway

- Lighting for street and pathway
- Synchronized traffic lights
- Na
- Separate bike/walking paths
- 3 lanes will be needed eventually why not now
- Trees on the boulevard
- Retain/enhance landscaping in the median. If cycling/pedestrian is expected to be high, consider wider pathway with lining or separate pathway for bicycles.
- Looks good
- distance between traffic and walking path
- More of a permanent median in the middle, concrete or something for accidents, so people cannot fer off to the other lanes of oncoming traffic.
- The town could improve by listening to residents
- Less people.
- Nothing
- Seeing all the options at once
- Trees or continued shrubs and rocks comparable to what is existing
- Na
- Landscaping on the median.
- No ideas for improvements.
- Don't like the 3 (6) lanes. I like the pathway but seems to close to traffic especially if speed is 60
- Street lights/lamps
- Less [omitted] boulevards. Less lights. Towns blocked up all over with vrsps
- Needs to be left as is with the trees added
- Take out walking and bike path. Maybe upgrade 32 street to 4 lanes before any money is spent on this
- reduce design to be only 4 lanes
- Not having 3 lanes of traffic and so many stop lights.
- 3 lanes from hwy 2 both ways through town
- We don't need 3 lanes
- Everything?
- No need for such elaborate walkways/bike paths. Never seen anyone near those roads walking.
- Leave it as is! Stop dreaming. Start being practical
- Slow down town growth so we don't need 3 lanes
- Not sure
- Landscaping on the median



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- Only a pathway on one side of the roadway
- more green and more pedestrian/cycle space
- Xeroscaping median
- I think 3 lanes is a lot. I would like to see more shrubbery/lower planting along the road between the trees - one thing that does is prevent kids or dogs from bolting out on to the road. And if there is any way of getting the boulevard wider please do it.
- NA
- There is absolutely no need for 6 lanes on this road.
- Nothing
- Does NOT need to be 6 lanes.
- Move the pathway even further away from the road.
- Look at increasing access from the East side of town (32 ND) to ease traffic volume on North ridge
- NOTHING. Stop wasting our tax dollars. Four lanes are sufficient. Look at 32nd for the love of God!!!
- Do NOT add three new sets of stop lights. You're inviting road rage.
- Xeriscaping. No grass at all.
- Don't change it or grow
- Leave the road way the way it is until there's a large % using the Darcy ranch area
- Eliminate one pathway. Ensure right and left turn lanes are adequate to handle traffic flows.
- Reduce lanes from 6 to 4
- 70km+ speed limits
- Na
- A separate cycle pathway might be safer.
- A dedicated bike lane
- Put the paths somewhere far from main roads.
- spruce trees or evergreen bushes so we have a winter landscape. boulevard and medians are nice but need more bushes, decorative planters and trees to soften the look and slows down traffic as it feels like one should travel 60 km. now it feels like we should be allowed to travel 100 km as there is no landscaping to signify you are in Okotoks shame on parks !!
- M
- Unknown
- Trees in the middle of the driving lanes
- The project area only shows the road from the 338 Ave. to Sandstone. What is purpose of building three lane roadways through this area unless there is a plan to carry it through to downtown
- leave the current roadway as is
- One side of the multiuse path would be marked as a bike lane



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- Keep it two lane!
- Do we need three lanes? Two now, and a third added later?
- Nice lighting and xeirescaping
- A separate bike path
- Is six lanes necessary?
- Does there need to be that many lights on North ridge?
- Water issue sorted out before other projects
- No need for 6 lanes
- Is a bike and walking path necessary at this point?
- Distance from road way to walkway. 3 lanes of traffic next to a pathway system seems like a very large increase to pedestrian safety. If you build paths, people will use them, regardless if they should. Keep pedestrians the further from the roadway.
- Keep 4 lanes
- Garbage cans along the path. There's such a lack of public garbage cans. Leads to so much waste being tossed down by people h willing to hold onto it or put it in a bag until they reach a garbage.
- Fewer lanes
- Looks nice on paper.
- Only 2 lanes are needed. The lights on this road need to be synced better to have traffic flow easy
- Are 3 lanes necessary? Would this be the entire Northridge drive all the way from downtown?
- Can't think of anything.
- Why is the storm pond only on the old side?????? You have the opportunity to put it on the D'Arcy side right now! No more houses right up beside the road!! Those new D'Arcy ones are WAY TOO close to the road. SET THEM BACK! The storm pond could provide green relief from the road to the houses. You're killing the whole view drivers used to get of the mountains. That's what made the drive bearable. Looking into someone's bathroom window isn't exactly a nice view!!!! Come on - do better!
- Move path further from road
- Making south ridge drive 3 lanes too.
- More trees - especially evergreens and spruce and bushes with interesting colored branches so that we actually have a landscape to look at in the winter (8 months of the year). This is the entrance to our Town and should have significantly more attention paid to the aesthetics. It is currently ugly and barren and the medians are just grass and gravel
- I don't feel that a 3 way street is needed. During the day traffic isn't that bad. It's only during after work hours.

Question 6 This is Northridge Drive improvement Option 1, any additional Comments?

- Put this money into twinning 32nd
- I live in Sandstone and have clear view of the traffic on Northridge Drive at the top of the hill by No Frills which never appear to be a problem until there is a train coming through town. Has a traffic count been done with present volumes to access this requirement to expand the road? Traffic flows down 32nd as well to head to south to retail and #7 so there is another option to get south bypassing the train.
- Don't do this... no one who truly loves Okotoks wants a 3 lane road anywhere in it, we're proud of our town don't wreck it
- Please leave things alone!
- Don't CHANGE anything. If anything widen the road IN TOWN. It's way too busy there!
- Na
- All the railway crossings are controlled. Get the railway to stop laying on the horn through town. Several US cities have implemented this with much success.
- No
- A bridge over the rail tracks would be nice.
- good visibility and safety vital
- No
- No
- Ni
- Bad use of the tax payers money... not necessary
- WAY too many traffic lights on the proposed map. Lights at Milligan, Banister and 338 should be enough. Do not impede the flow of traffic on Northridge.
- Please give attention to how the traffic will flow as vehicles enter Northridge Dr from side streets..... Calgary often has traffic backlogs because the merging lanes do not always allow for effective traffic flow
- ensure communities can easily get back and forth especially with bikes or walking
- Prior the town considering more population density, Darcy Ranch, Wedderburn, Wind Walk, etc. The town planners, engineers, and council should focus on the fundamentals of a sustainable water management plan in which is decades over due. As a long time home (>26 years) and business owner within Okotoks, it is irresponsible to continue placing further water restrictions on existing owners due to the lack of planning. People understand and appreciate water conservation, and eventually will relocate in which is detrimental to growth.
- no
- No
- No
- See previous answer.



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- I feel like this isn't going to solve the problem. Okotoks roads were planned properly for 30,000 people and only 1 actual big roadway. 32 st doesn't really help that much, because now you have that side of town congested too.
- 3 lane highway might lead to increased speeding
- Keep it to 2 lanes and encourage people accessing costco etc to use alderside access.
- Looks great should improve all traffic/bike/pedestrian movement.
- How much would our taxes increase?
- Increased speed on 3 lanes
- Containment wires, like on Deerfoot and highway 2 should be considered.
- Minimize new signalized intersections at all cost!
- No
- Nope
- Although no officially an off leash area, many residents are using the berm behind the chain-link fence north of Milligan for that use. Continue to allow that use and perhaps upgrade the fencing to be more aesthetically pleasing.
- No
- No
- No
- Na
- Very concerned about increased speeds on road if road is widened accommodating a higher volume of cars. It is better to have reduced speeds in residential neighborhoods.
- What about dog walking paths since we're high ballin' it!
- No
- Don't make this into a freeway
- Quit wasting our tax dollars on these projects
- Stop lights congest too much even if you say they are syncing.
- Get developers to contribute
- Less lights. Overpasses.
- None
- I don't think three lanes are necessary. If the lights are timed properly and an overpass made on the tracks then the traffic will run smoother without turning our beautiful town into a freeway
- No
- Support the trees to they grow quickly and stay healthy
- I really cannot understand why any money would be spent on making this a 6 lane road. Traffic is nowhere near enough to warrant this expense. Instead, in order to keep traffic flowing either introduce traffic circles, which are much better in controlling flow or synchronize the traffic signals not just during rush hour.
- I don't think you need a 3 lane highway in town - the volume of traffic doesn't warrant the expense - and it will only encourage speeding and overtaking



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- None
- more diversity in plantings other than mono culture of trees.
- Why are the new residential developments allowed to build so close to the road, why was there not large green space left like mountain view and sandstone neighbourhoods? Terrible first impression for the Town. Next thing there will be high concrete fencing due to noise pollution. Welcome to MacLeod Trail 2 🙄
- 4 lanes is enough. Improve flow by upgrading rail crossing from level crossing. Allow for easier access to 32 and upgrade it to 4 lanes.
- Yes, council sucks. They continually waste our money. There is absolutely NOTHING wrong with Northridge Drive. Look at twinning 32nd for the love of God!!!
- Three sets of new stop lights is a lazy, poor design choice. Horrible.
- You people are out of touch with the residents
- No
- I don't see where the storm pond is in this option
- Who thinks 6 lanes is needed, especially as 2A is only 4. Would encourage speeding, really bad idea coming into town, and harder for pedestrians or cyclists to cross.
- Not a big fan of new traffic lights at De Arcy!
- we have a lot of staff maintaining parks but are purposely neglecting the entrance to our town. \redirect their priorities to bring back the nice aesthetics when you enter Okotoks
- E
- No
- The survey is waste of time and money
- winter snow removal should be kept in mind - snow to pile on median and boulevard? Would need a wide enough boulevard
- Stop wasting taxpayers money with these unnecessary "improvements"
- None
- This project is overkill and a waste of tax dollars
- No
- Stop wasting money on unnecessary change. What happens when the 6 lanes stop? Where would it stop?
- How will increasing to 3 lanes help the bottleneck of traffic down to Elizabeth street?
- Adding pathways to the D'Arcy side of Northridge would be a better idea than having it on both sides. It will be a very long time before homes in Wedderburn are built, let alone needing a sidewalk on Northridge. Lets fix areas in town that need our attention more first, than making a sidewalk on the far north end of town where people don't walk next to the highway.
- Nope
- Three lanes seems overkill
- Would rather have water supply for my garden than a fancy pathway for all the new development



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- No
- No
- See previous answer.
- Don't expand to 3 lanes on North ridge, install the side walk. Instead, use that money saved to make 32nd Street a 2 lane on both sides over the bridge.
- Please do something about beautifying the entrance to our Town soon (not the 6 lane, just more landscaping please)
- I love the town feel of Okotoks and this feels less town like.

Question 7 This is Northridge Drive improvement Option 2, what do you like?

- Added pathways
- Prefer Option 1. Separation with boulevard makes it safer for pedestrians
- They're the same 2 images...
- I like this one because it looks like it would cost the least. I think money would be better spent making the second bridge on 32nd and making that area 4 lane like it should have been in the first place
- I don't like. It is not necessary.
- Not really sure how this differs from Option # 1
- None
- Same as the first
- It looks exactly the same as Option 1. What is different?
- I can't really tell the difference between the two
- No changes from original
- More trees
- The birds seemed to have changed direction. The people on the left have had someone joint them. A large truck is now in the picture. I'm missing the point that's trying to be portrayed here.... Clear, visible specifics about the differences would be effective. Distance specifics are too blurred to read.
- Looks the same
- I like the road as it is. Spend the money building a bridge over the railway.
- Cycle and pedestrian pathways
- Better lay out
- What is the big difference from the first? Keeping pedestrians and cars separate is great. Safe.
- not this
- I think the extra boulevard on the right is redundant because if it is the east side of the road, there is already a green space there. Plus it would make more work for the maintenance
- The trees and the look of it all
- It's the same
- "I like that space between traffic more then option 1"
- Nice wide pathway, and lots more plant life
- Nothing
- More trees are good?
- Same
- Three lanes of traffic both ways
- Nice, esthetically pleasing...is the cost of Maintenance more than option 1
- I like trees on both sides of the path



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- I like the increased lanes
- Pedestrian and traffic separated but not far enough. Like option 1 better
- Nice wide space
- Split blvd
- same as Option 1 - not seeing a big difference
- Option 2- The more trees the better
- Same as above
- Refer response #6
- Keep wider buffer from road
- Multi user friendly
- I don't
- Like the boulevard with trees and dedicated path.
- Split makes sense an ease headlight interference. Place for temp snow placement
- Don't see the difference
- I don't see a difference between the two plans above. But if the first proposal isn't supposed to have a median between traffic lanes, I prefer the median.
- Looks exactly the same as option one.
- I honestly can't see the difference
- Similar to to option, additional aesthetic of having mixed use pathway lined both sides is good
- See previous option
- Like option 1 better.
- Nothing
- 3 lanes
- The trees missing in the middle is nice for driver safety and being aware of surroundings
- Looks almost exactly like option 1.
- 3 lanes
- This essential no different than option 1
- More landscaping, trees and grass
- Too similar to the first. One row of trees isn't that big of a difference.
- Very similar to Option 1, no concerns with either
- Boulevaratd
- Option 2
- Like the pathways
- Would probably use those paths if they existed
- I think the difference is there are trees on both sides of the pathway. This would be more desirable than option 1 for pathway users.
- Same as above but like greater space between the traffic and path
- extra lanes
- My favorite, shared pathway.

- I don't see the need to split it?? Why??
- This looks like option 1
- Wider
- Most appealing
- Looks the same
- It looks the same as option 1
- May be cheaper than option 1 and provides same function.
- not much
- Not sure of difference from first. Both show a split roadway.
- The pathway
- Extra tree line
- Nothing
- The trees
- Nothing
- The pathway
- Same as option 1
- The trees.
- Split roadway necessary. Maybe even guidewire for collisions/crossing over.
- Extra trees
- Waste of money
- Buffered (away from road) path
- Not much different than option one
- It looks the same as option 1.
- three lanes for traffic
- Same as the other one - the trees & the pathway
- Looks nearly the same - like this option best as there is more trees
- multi-use pathway
- Not sure of difference
- the two rows of trees on either side of the pathway. This option would be my preference, rather than a dedicated bike lane. I don't think that the dedicated bike lane would get a lot of use.
- Same as above
- similar to above.
- Nothing.
- Nothing about this
- Nothing
- NOTHING. Stop wasting our tax dollars!!!!
- I don't.
- Separation to keep bikes and pedestrians away from cars.
- It sucks

- The road way shouldn't be touched right now until there's a higher % of people living in the Darcy ranch area
- Trees
- Multiple lanes
- Like the pathway
- None of it.
- Also ok - more trees are nice but at what cost?
- Not much. Huge roadway - reminds me of Airdrie which sucks. What is special about this?
- Pedestrian on one side with ample room between
- Is there a different than #1?
- I can't see the difference between the two proposals.
- see option 1
- see comments on option 1
- The trees.
- More lanes which means faster commute
- Wasting space in the middle. Keep the space on the outside.
- Also good
- I don't mind that either
- A separate space for bikers and walkers
- Nice that the bike paths have some greenery separating them from the road
- Aesthetically pleasing
- That the water issue is sorted out before this is built at all.
- Again sidewalks on either side of the road
- Trees on both sides
- Do not like this option.
- Very similar to option 1
- I don't see any difference between option 1 and option 2. The diagrams look exactly the same.
- Same comments as previous one.
- Looks identical to option 1, this survey is crap - why not, for instance, point out the differences?
- Same sort of thing.
- Like the multiuse pathways.
- Option 1 is better
- It's fancier
- Looks good also.
- Added green space is always good but you're only doing it on one side???? Don't just poke through the set-back green space that's already there - put it in the NEW parts of D'Arcy & Wedderburn.



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- More trees planted
- All I see is one more tree???
- Don't know what the difference is from Option 1 but this looks ugly because the median doesn't have any trees or bushes and the paved pathways could be paving stones instead
- The trees and the walk/pathway

Question 8 This is Northridge Drive improvement Option 2, what could be improved?

- Do not add 3 lanes of traffic
- Not 3 lanes
- We don't need improvements - not even for long term, it's very functional as is
- Leave it
- Proper sidewalk.
- Same comments as for Option 1
- Putting paths farther from roadway
- Details. Communication goals. Surveys put forth that no one actually participates in. Result of backlash from residence perception of "no choice" in changes. This is an open ended question....
- I like the road as it is. Spend the money building a bridge over the railway.
- Nothing
- Bridge over the rail tracks
- don't waste the money on this idea
- Nothing
- "The path is too close to the busy road"
- "Nothing"
- Its over kill for Okotoks... as said before... not necessary to spend tax dollars this way... we r fine.
- Don't need 6 lanes on this road - Southridge is 4 lanes and Hwy 2A is 4 lanes. Makes no sense to have a 6 lane section in the middle.
- Same
- This is not the problem area of Northridge Drive. It will still get congested at Alma St. in the afternoon.
- Like option 1 better
- Same as above
- Refer response #6
- Keep it farther away from traffic
- Center median trees.
- Don't see the difference
- Better resolution for the stats in these pictures.
- My comments regarding option one still stand.
- I have no idea. I feel like it's a lost cause.
- Lighting
- Same as before. Don't rely see much difference except birds are flying west
- Cant see any need to split boulevard.
- Is there proper lighting in these proposals?
- Wider lane

- Bikes and walkways should have their own space.
- 2nd row of trees not needed and extra cost
- Increase median between traffic directions. Potentially increase distance from traffic to pathway by decreasing easement on far sides (from 2 m to 1 m)
- 6 lanes not required.
- Refer to the containment wire comment above
- Same comments as #1
- Na
- Increased speed limits
- Retain/enhance median landscaping treatments.
- distance between traffic and walking path
- The other one makes more sense
- Nothing I guess
- There isn't much difference from option one.
- Nothing
- Nothing
- Na
- Na
- Still concerned about widening roads near residential areas.
- No split boulevard !
- Don't like the smaller section between pathway and road
- Cant improve a totally [omitted] idea
- Leaving it the way it is just add the trees
- Take out walking / biking path
- see response to Q5
- Not having 3 lanes of traffic and so many stop lights.
- Same as option1
- This is the worst one
- Everything
- Do not clutter sight lines with trees in middle.
- The pathway is too close to the road when compared with the first option. It is safer to have a wider separation between traffic and pedestrians.
- Leave it as is
- Signage for pedestrians and bicyclists
- Median landscaping
- Only a multi use pathway on one side of the road
- more green and more pedestrian/cycle space
- Spacing people from roadway
- Put the boulevard further from the road.
- Good to go

- As per the above. Also, pathway is too close to the road in this example.
- I don't think pedestrians and bikes should share the same pathway
- Not sure of difference
- Northbound pathway is much too close to road.
- Move traffic to 32nd
- NOTHING. Stop wasting our tax dollars!!!
- Move the path further from the road
- Xeriscaping...no grass
- Blow it up
- Reduce number of lanes to 4
- Too close to the road (especially if walking with small kids). Options 1 and 3 are better.
- I think the pathway should be wider
- Pull your head out of your asses. Paths far away from the road.
- Again not sure 6 lanes are necessary
- More landscaping, more ornamental plantings, make a statue or welcome sign or fountains and large trees to provide a natural landscape when entering Okotoks
- N
- ?
- Looks the same as proposal 1
- do nothing except put in new lights as required on the existing road at Bannister Gate
- Keep it two lanes.
- Turning lanes
- Like this plan
- No need for large central median. Keep the space on the sides, better for pedestrians, bikes etc
- Again separate bike path
- Is six lanes really necessary
- Prefer planting together
- Nothing
- Stop projects until water issue sorted out
- No need to change to 6 lanes
- Nothing
- Why does oncoming traffic have 6 m separation but the pedestrians are only 4.5m away from 3 lanes of traffic? What is the point of this?
- More trees means more watering, more upkeep.
- Make better surveys
- N/a
- Probably too expensive, not necessary
- Nothing



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- Practically same as other one. Need to have the same split on the other side as well - to block the ugly views of the alleyways. Can't believe you allowed them to build alleyways. No one likes those. Always a garbage pit and dumpy part of any neighbourhood. None are maintained or cleaned up - have you ever walked through them? Cimmaron? Trashy.
- N/A
- Paving stones instead of asphalt; more bushes and trees in center median, more evergreens on both sides so that we have something green to look at in the long winter months

Question 9 This is Northridge Drive improvement Option 2, any additional comments?

- Adding a third lanes only causes congestion as merging has to take place after a very short area of 3 lanes. Add a turning lanes only and proper turn signals
- not a fan of the trees on both sides of the pathway.
- Literally same photos what's the difference?
- DONT CHANGE ANYTHING
- Na
- I like the road as it is. Spend the money building a bridge over the railway.
- No
- A path along the railway would be nice.
- No
- WAY too many traffic lights on the proposed map. Lights at Milligan, Banister and 338 should be enough. Do not impede the flow of traffic on Northridge. It is a main thoroughfare for commuters.
- What is the difference to option 1?
- I prefer the wider boulevard that separates vehicle traffic from pedestrians.
- Option 3 requires more snow removal maintenance.
- Refer response #6
- no
- No
- I really hope the town actually listens to the residents on this. They often ask for our "feedback" and never actually take our thoughts/ideas into plan. I may not know a lot about what to do, but there are many knowledgeable residents out there, who have great ideas. Please listen to them. Show them you actually care about what we say.
- Again why 3 lanes
- Increased speed on 3 lanes
- No
- Don't like the trees on both sides
- No
- What's the difference?
- Nope
- No
- I think instead of working on Northridge drive so much 32nd should be looked at. Widening 32nd to have more then 1 lane in each direction would be beneficial.
- No
- Na
- No
- No



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- This is a small town not a city so don't turn this into a freeway just ensure that the entrance to our town is welcoming
- Quit spending our tax dollars
- not materially different to option 1
- Same as option 1
- Less emphasis on pathways. No one will use them. Costly for winter maintenance
- No
- Don't need three lanes
- No
- NA
- As per the above.
- Again - 3 lanes is not warranted and an unnecessary expense
- Not sure of difference
- mono culture of trees needs to go away.
- An extra row of trees unnecessary budget expense
- Move traffic to 32nd
- Stop with wasting our tax dollars on this foolishness. People don't walk and bike in this town regardless of how often you state they do. We don't live in California. We live in Canada!!!
- Don't be adding three dumb sets of stop lights
- Get a grip on the town not this crap
- I still don't see the storm pond
- Who thinks 6 lanes is needed, especially as 2A is only 4. Would encourage speeding, really bad idea coming into town, and harder for pedestrians or cyclists to cross.
- Why are we moving to 6 lanes??? Another petition will be coming your way. Improve what we have on the 4 lanes as it sucks with no appeal whatsoever. we are catering to the developers and look pathetic to investors and future residents.
- Why Six lanes when right before it's four and right after it's four. Just going to cause bottle necking
- I think the widest boulevard is best on both sides - option 1
- Time for a new Mayor and town council!
- This project is overkill and a waste of tax dollars
- No
- N/a
- Again do you need a walking path that far out at this point? Also will the increased lanes do anything for the true bottleneck issue at Elizabeth street during rush hour?
- Do we think less people leave Okotoks, than enter it? Where does the rationale come from to narrow this boulevard?
- No
- No



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- These differences are too minor. It looks fine, but so does option 1.
- Don't do 3 lanes on North ridge, but put in side walk. Instead, with the money saved expand the bridge on 32nd Street to a 2 lane both sides
- I don't understand the difference from option #1 other than the additional tree at the right??
- When is the highway going to be widened? Hopefully not for at least a decade! I have never seen any traffic jams coming into or leaving town so let's save our tax dollars for now until this is truly needed. Use the \$ to landscape and return the entrance to Okotoks to be more visually pleasing than the construction zone we have endured for the past 3 years
- Same comment about preference of small town, and not a big road.

Question 10 This is Northridge Drive improvement Option 3, what do you like?

- None of it. Only one shared bike/walk pathway is needed
- Nothing
- I don't like
- I like the separate bike & walking path way. When biking I am operating as a vehicle, not a pedestrian. When biking, on the road is unsafe & I find persons that are walking on the pathway to be dangerous. especially when walking dogs on leashes, or in groups. Are cyclists vehicles or pedestrians. Decide & stick with it consistent in designs. Nice try on Veterans Way. It is very painful & uncomfortable to ride on concrete. Do not like the expansion to three lanes. Is that really necessary when traffic is going to bottle neck at the bottom of the hill. Leave it alone at two lanes & a blvd. Add a paved bike path all the way or I will continue to have to share the road. Traffic is going to get congested at the bottom of the hill no matter what. Widen 338, redirect traffic there & educate commuters about other access points from QE through Town. Just because we have money, doesn't mean we have to spend it. Don't like that all three options are three lanes.
- A separate bike lane would be desirable
- A separate bike path.
- This one is horrible.
- The separation
- Being able to walk without having watch for bicycles is better for seniors.
- Separate bike lane
- No bike lane this is ridiculous
- I love this option. Having the bike lane separate from the walking/strolling is a fantastic idea.
- This seems like the ideal plan.
- No changes from existing
- No. Don't like.
- Bike lane.
- "I can clearly see the point here!
- Segregation of walkers and bikers.
- Are these bikers biking to Calgary as their commute? Where does the path end? They have to then go on the hwy (which is, in my option still dangerously [omitted])?
- If money is going to be sunk into biker commuting, why not put a specific bike commuter trail out hwy 549? Or better, promote working in the town you live in.
- Commuters buy their groceries and spend their money in the city.
- How many bikers are on Northridge? I've personally seen zero. It's likely too dangerous. They take alternate routes. "
- Worry about vehicle traffic. There's not enough need to spend extra money for separate pedestrian & bike paths, nor likely the demand.

- I like the road as it is. Spend the money building a bridge over the railway.
- Separate bike path
- Bike lane separate from walking path
- Bikes and pedestrians are separate
- this and dedicated only as indicated and enforced by bylaw
- A separate bike path seems unnecessary
- Separation from bikes people and cars
- This is the best. Keep the bike lane separate from the walkers/runners. Very important.
- "I don't like this"
- This is my favourite there is a need to separate pedestrian and cycle traffic
- The walking path and the 3rd lane
- Nothing
- n/a
- Nothing
- "The dedicated bike lane.
- The distance between pedestrians and traffic "
- While walkers and maybe bikers prefer their own path...we do t do this anywhere else...will it create an opportunity for more people bike or walk!
- Separate bike lanes
- Separated bike lane is a plus
- This is my least favorite. Need more trees like option 1
- Like that bike and pedestrian are separated but not sure it's necessary do that many people actually bike this way???
- The separated pathway would be safer especially if we follow Calgary's lead with scooters
- Love separated bike from walkers
- Two lanes feels a bit safer if bikes are riding fast but I think you'd still end up with both bikes and pedestrians on both pathways.
- 3 lanes of traffic, walking path
- Refer response #6
- like keeping commuter bikes separate, but will recreational cyclists/families use this option, prefer option 1
- Multi user friendly
- Nothing
- Trees on boulevard
- Not much. Bike lane is political not practical
- Keeps all traffic separate perfect
- Nothing
- I like separation from bikes and pedestrians on separate paths. This is my favourite option.

- I do prefer separate sidewalks and bike lanes, but don't see it as a practical option given our limited biking season.
- NO
- The separation of cycle path and pedestrian is good but I do t think it's worth it.
- Cycle & pedestrians separated.
- Separated bike lane of course, this would be nice!!
- that the bike lane is separate from the pedestrians
- Nothing
- The obvious separate bike lane
- This is the best option.
- 0
- Extra bike lane
- The bike lane and walk path separate.
- Separating bikes from pedestrians and vehicles. I also like the larger median separating north and south traffic.
- Separate bike lane so they can go as fast as they like
- N/a
- Separate lanes for cyclists and pedestrians is no necessary, in my opinion. We live together on all other pathways in town without too much trouble
- This is my preferred option (separate cycling lanes) but ONLY if the bike lanes are very clearly indicated. They need to work in both the summer and winter. In other words, don't just paint a bike symbol every 100m because snow and ice will form and then you get cyclists on the sidewalk.
- Separated bike lane
- None
- Sidewalk
- Separate pathways for bikes/walkways
- Not a fan, looks weird and people can't follow directions
- I like option 3 out of all. Bikers will feel safe in their bike lane. Traffic will flow smoothly
- I like the separate bike bath but may at this time be under-utilized. If the ultimate goal is a pathway to Calgary, this would be a well-planned upgrade.
- Seems like an extra expense. Just make the path wide enough for increased bike use and pedestrian traffic
- Separate bike lane
- Cycling lane separated from foot path
- Nothing
- Option 1 is still best
- Nothing

- Love this idea. As a walker that frequents Calgary I've been on many paths where ive almost gotten ran over by a cyclist so this helps give them their space and gives me mine.
- Bike lanes
- I like the bikes being separated from pedestrians
- Separated lanes for safety
- Excessive. Walking doesn't need to be separated from biking
- Love that the pathways are divided for biking and walking
- Separated bike path
- Waste of money as usual.
- The trees
- This is my fave option. Keeps cyclists and walking pedestrians separate
- Nothing
- Separate bike lane is nice.
- Nothing
- Nothing. Forget bike lanes
- Separating the bikes from the walking trail is excellent
- "Nothing. Leave as is"
- This is the best plan so bikes and pedestrians don't have to mix
- Dedicated bike lane that isn't part of the road
- Don't like it
- I don't think a split bike lane and pedestrian lane is necessary
- Separate bike lane
- Best option because it has three lanes and then a dedicated bike path
- separation of methods of transport makes most sense
- The idea of bikes separate is nice.
- I like the designated bike lane but in a town as small as ours perhaps it is not necessary?
- Separate bike lane.
- Pedestrians and bikes are separate
- Nothing
- Separate bike path
- nothing, this is a waste of ROW
- I don't think there is a need for a separate bike lane at this time.
- Nothing
- Bikes and pedestrians are separated. Good for safety
- NOTHING. Stop wasting our tax dollars
- Don't like it.
- Separation of bikes from cars
- That I may be dead before you build this

- Nothing
- Bike lane and pathway on one side only.
- Separation of traffic types
- Nope
- Love this one best with bikes separate
- I love option 3 the best!
- Love this one. Great that bikes and pedestrians are separated but so important to have the grass between the bikes and cars
- Bike close to road. [omitted] bikes.
- Nothing
- nothing. a waste of tax payer \$
- Same as other answers
- "I don't
- I think separating it would cost more
- More maintenance costs "
- I love the idea of a separated bike lane to ensure bikes stay off the road
- I like the separate bike path. We need those types of bike paths all around the area, since there are many people who use the area for cycling.
- nothing
- see comments on option 1. However this option would be more expensive and therefore worse
- Like the idea only if there are a large number of cyclists using Northridge
- Prefer 2
- Not necessary. Won't be that many bikes. Multi use lane better
- I like this idea, however I don't know if a separated bike lane is necessary. I think it could be shared use.
- I like the separate bike path
- The fact that bikers and walkers are separate
- Nothing
- I like the idea of the sidewalk being separate from a he bike paths but the traffic on the paths in Okotoks isn't all that high needing it.
- Fix water issues FIRST
- Sidewalks
- Trees again
- Keeps pedestrians furthest from the traffic. Seems like a large added expense to separate the bike and walkways with little benefit other than having the pedestrians further from the road. I don't think bikes on north ridge of a large enough volume to create something like this. Highly doubt there are many, if any at all, that bike into Calgary. Given there are no other separated bike paths in town, this idea seems silly.
- Separate bike lane



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- Love the separate bike lane. Might encourage more people to bike to downtown from the new communities when they don't have to weave through pedestrians.
- No chance of bikes interfering with pedestrians
- A separate bike lane is safer for everyone, but I honestly don't see that many bikes in town. It's not like they can commute to Calgary on it.
- Nothing
- Not much
- Not fond of this. Too expensive.
- Enh. This whole survey is about where the sidewalk goes????? That's the only input we're being asked about??
- The separated lanes are nice
- Bike lane
- The bike lane separated
- Nothing. Building a separate bike lane is a waste of \$.
- It is nice to have bikes separated from walkways

Question 11 This is Northridge Drive improvement Option 3, what could be improved?

- Only one lane for pathway is needed! There is not enough pedestrians or cyclist for 2. This is a waste of money
- not necessary to have a separate pathway for bikes.
- No bike path it's not useful
- We don't need this - bike lanes are not necessary - we don't have enough requests for this or bikers for this
- If your doing this even though you should not, bikers don't need there own lane
- Normal sidewalk
- Na
- See above.
- I like the road as it is. Spend the money building a bridge over the railway.
- Nothing
- Trees in median
- Do we need 3 lanes? Add flowers to the middle. Wind turbines to generate power for lights would nice
- Separate bike path is unnecessary.
- post maximum speed limit on pathway for bikes as to minimize possibilities of injury- it should not be a racetrack
- Nothing
- Keep cyclists away from road way
- No bike path, it's too busy and pointless when the bikers have a path already
- Do NOT put un necessary bike lanes in that can only be used 4 months of the year... its NOT necessary o spend our money this way. We do not need six lanes... we are NOT Vegas!!!
- Separate bike lane not required.
- The bike lane is too close to road, the snow plots would bury it in the winter. If it was snow cleared then that is another pass, so three passes with snow equipment. Waste of time and tax money
- Trees in boulevard
- Doesn't need separate pathways
- Need more trees
- More green space on other side of pathway. Perhaps pathways on one side to have more space for trees.
- I like the concept but think the lanes would be used by both walkers and bicycles so the use would be muddled.
- Dedicated bike lane is a waste of money. Never see people biking when I'm driving there
- Refer response #6
- Move it away from traffic

- I don't think there should be a split walking and riding path.
- Don't see why to separate lanes need to be for pedestrians and bikes.
- See previous answer.
- Like I said, bicyclists aren't going to obey! Even if you give them their own little road, they will still use the other pathway and even the highway itself!
- Lighting
- Again... why 3 lanes
- not sure
- Eliminate the bike lane
- Bikes don't need their own path. Not enough in a commuter town
- I don't think the separate bike lane will be used enough for it to make sense
- Not much
- Remove the bike lane. Multi use pathways are fine, separated bike lanes add unnecessary capital and future maintenance costs.
- two separate paths not required
- What about a pathway on only one side of the road Instead of on both sides. That way a larger multi-use pathway with a bike lane could be constructed.
- Too much pavement
- Colourize the bike path so that it's obvious that it's for cyclists and that the sidewalk should be left separate for pedestrians and less mobile users.
- O need for both, bike and walkway
- Just one path
- More trees on the boulevards
- Perhaps a little more separation of bike path from road.
- No need to separate bike and walk lanes, too much maintenance and upkeep.
- Don't put a bike path
- Bus lanes too
- Looks like tax payers dollars for people who wouldn't use it properly
- Na
- May be more expensive for dedicated bike lane that will not be used for some time in present day commuter Okotoks. Most people use Northridge drive for car use only.
- Separated lanes on both north and south bound sides
- Nothing. Just a little excessive.
- Do not like the thin walk path
- Nothing. Scrap the [omitted] idea.
- Leave it the way it is just add the trees
- Take out bike and walking paths
- Not having 3 lanes of traffic and so many stop lights
- We don't need 3 lanes. What happens to the bike path in the 8 months of winter?
- Everything



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- No bike lane.
- Stop with the dreams
- Possibly out it next to the walking path, so it's a little farther from the road - adequate signage explains it's for bikes only obviously
- Eliminate the bike lane. Not necessary
- Only paths on ONE side of the road. If Okotoks grows to 40,000 and this is the main traffic corridor, nobody will want to walk or bike on it. Take a look at other cities that grew from a small community (St Albert, Sherwood Park, Airdrie) and you'll see that nobody walks or bikes down the main traffic corridor. Save the money and have the paths only on one side of the roadway
- more green space between pedestrians and residential
- Spacing bikes from people is unnecessary. Not many bike that direction and when they do it isn't at the same time people are walking. Nothing to commute to unless you're a pretty elite bike commuter mm
- Option 2 is my choice
- As per above, comment on 6 lanes.
- Bikes and people can share the same trail
- Remove dedicated bike lane.
- Move traffic to 32nd
- It can't. Stop wasting our tax dollars. Look at twinning 32nd!!!
- Don't need separate bike line. Too expensive to build and then maintain.
- Xeriscaping
- Council
- Leave the road way alone until the Darcy ranch area has a higher % of people living in that area
- Reduce lanes from 6 to 4
- No
- Walking paths need to be far away from the road.
- Separate bike path not required.
- remove bike lane
- Bike lane is just another cost and unless you're going to have it down all of north ridge why have it just in this section
- Don't use this one
- But instead of an additional path, I think the sidewalk could be made wider with a bike lane on one side of the path.
- This is the best
- Is six lanes really necessary?
- Don't have separate bike lanes
- No need to separate
- Water issues to be fixed before any more projects.



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- No need for separate bike/walk lanes
- You do not require a separate bike lane. An added cost that is not needed
- One pathway is very much needed, but two seems redundant.
- N/a
- Seems like a waste of money.
- We do not need two separate pathways for bikes or walkers. I don't think traffic needs three lanes on each side.
- I don't find it necessary to have a separate bike lane from a walking path. I don't feel there would be that much foot traffic with bikers.
- It's overkill and certainly not necessary. It will be under utilized for sure
- No
- No one bikes in this town. Don't add a lane just for that. Just mark the pathway for walking one side and biking on other.
- N/A
- I do not like this option at all. It looks like an asphalt jungle.

Question 12 This is Northridge Drive improvement Option 3, any additional comments?

- Put in proper turn lanes and proper turn signals. Or spend the money twinning 32nd.
- Hope there will be more interaction and conversation regarding this project with the residents of Okotoks plus further investigation of the actual need of a six lane through the town. I am all for improvements for the town of Okotoks but this maybe very premature.
- If and when retail gets established in D'Arcy, traffic flow may change for the residents on the north end of Okotoks and the need to head south with lessen. There are corridors in Calgary with way more traffic being serviced with four lanes.
- This option would make for an additional expense which is not necessary by separating out the bike and walking paths.
- Waste of money to build a bike path when we have beautiful walking paths
- I question whether there would be enough pedestrian and bike traffic to warrant the expense of a separate bike lane
- Bikers can share a path
- It's nice that the cyclists can have their own space as I think it is very popular in our town
- I like this option, but I feel the cost would be to great
- Thanks for addressing the concerns of the currently challenged Northridge Drive.
- This isn't Europe
- Na
- Think outside the box here. I'm sure people who get paid a ton more money than me can come up with better ideas than this! This road is (a lot of the time) the first impression of Okotoks! We want people to be stuck in accidents and average looking (high costing) road designs?
- I like the road as it is. Spend the money building a bridge over the railway.
- No
- Wind turbines and solar panels to generate electricity for the towns lights.
- about time
- Nope
- There will need to be significant pedestrian crosswalks for a road that wide.
- Waste of money
- I wonder about children who bike - would they be require to bike close to the traffic?
- Why more lights? Other communities are opting for traffic circles, calms traffic but keeps things moving. Too many lights in Okotoks already!
- Refer response #6
- Not sure about different walk/ bike paths.
- no
- No
- Having separate walking and bike lanes is excessive

- No
- All options need to consider lighting of the mixed use pathways
- Since access is being focussed on 1 stretch of road... what happens if there's an accident and this road is blocked....chaos. also people in the crystal ridge/shores/green, air ranch, and all along 30th wont use this route out as they go out 338ave, so unless its 3way past 338ave/Okotoks Honda... all you are doing is causing a bottleneck.
- This must be the more expensive option??
- I like this one because cyclists are on their own track.
- All in all it really does look good but one thing that was bugging me is why hasn't anything been done about 32nd st. It has the perfect land set up for a four lane round from Costco area all the way to HTA high school. I've travelled that road many times and same with north ridge and I find north ridge is fine as of now. Yes it will get busier as the new communities set in however what about the old ones. With the new schools developing on the north east of town 32nd st will be much more backed up especially during school season. It's enough said that people drag race to go across the bridge to the single lane traffic over the sheep river bridge both ways. I can't believe that no this has gone unnoticed. Yes I am no developer or have any profession to the set up or management of road networks in town however 32nd st is becoming a very busy road with the new school being built will become even busier. I hope someone reads this and it's not all to waste because I usually am not one to care.
- Cost of this will be expensive
- Increased speed on 3 lanes
- Nope
- I think the Spring Gate intersection should be like the proposed Bluerock ie, no lights and no southbound turns from Spring gate. Connect Wedderburn and Bannister
- Don't like the separation of the paths or being close to traffic
- When the snow plow comes through, where will the windrow be piled? Will the Town completely cover the bike path?
- No
- Best laid out
- Nope
- Retain/add median landscaping treatment.
- No
- Na
- No
- Like this option 3 more than the others
- Widen the walking/biking path from option 2
- No
- Don't waste money on making Northridge into a freeway, bike lanes have no place next to a highway



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- Waste of money
- -see response to Q8. -unnecessarily complex. Paths don't need to be separated. -see response to Q9, this is not really different to the other options, and still has too many lanes, making crossing it harder. -To say again, traffic flow and safety would both be improved by using roundabouts (traffic circles)
- Okotoks doesn't need 3 lanes each direction and those stop lights won't help with traffic, even if they sink.
- Ditch the bike lanes. We're not a big city, it snows too many months of the year to be viable and the vast majority of our population leaves for work and biking to work is not feasible.
- No bike lane. Ridiculous.
- Dedicated bike paths belong in warm climates. The extra expense involved in maintaining two separate paths is not a good return on investment for taxpayers.
- My taxes wasted, stop with the Lanes, bike pats etc. Put in a sidewalk and leave as is. Next thing you will be asking about Southridge and every other street and avenue. You're planning for offset school entrances on 32 nd shows how incompetent the planning of that was!
- Make sure it's obviously marked as a bike lane / path
- Not sure how much a bike lane would be used
- Don't waste our taxpayer money. At present that seems to be the only thing Councillors and town administration seems to know how to do. Where is the fiscal restraint in these economic times? And i don't want to hear someone say these funds are coming from the capital stabilization fund or some other special fund. Spending is spending regardless of where the money comes from
- I don't think you'll see enough overall use to spend the money to put a separate bike path in and if you do perhaps that could be a future possibility. That is a really big hill for most people to walk and ride and I don't think you'll see the commuter use and there are way too many lights to make that a road biking route for long rides.
- NA
- As per above.
- Nope
- Which of the three options is best for roadway snow removal in the winter? Would the town stress to try and keep the dedicated bike paths operable in the winter, or would they just clear the multi-use pathway?
- Not sure a dedicated bike lane is necessary as you don't see many cyclists. Unless it could be a future rapid transit line.
- Move traffic to 32nd
- Stop with wasting our tax dollars on this foolishness. People don't walk and bike in this town regardless of how often you state they do. We don't live in California. We live in Canada!!!
- Don't be adding three new sets of stop lights. Really bad idea.

- Stop. Just stop
- Nope
- I still don't see the proposed storm pond as seen in the engineering photo. Is this the only place for a storm pond, which will be a ditch full of standing water, from my perspective, as you are entering town.
- Don't like this option
- All these options are essentially the same, some minor fiddling around at the edges. Fundamentally who in their right mind thinks 6 lanes is needed, especially as 2A is only 4. Would encourage speeding, really bad idea coming into town, and harder for pedestrians or cyclists to cross.
- Option 3 is my favourite. I feel it's the safest option for everyone and will encourage cycling as a sustainable means of transport.
- Separate bike path not required.
- Improve landscaping. it is pathetic along the highway entering Okotoks. it screams neglect!!!!
- Again. Why six lanes when proceeded and followed by four. Going to cause bottle necking
- Taxes are already too much. Please consider that when planning.
- It seems that the town administration is intent on wasting money and therefore justifying the high taxes that we pay.
- Why are we spending money on surveys to view plans that are a way overbuilt. The simple solution is to put a second set of traffic lights at the intersection of North ridge and Banister Gate when the build up in Darcy Ranch requires a second access.
- This bike path would just be covered in a mound of snow from plows in the winter.
- Many cyclists are inconsiderate to walkers especially if you have a dog and whizz past you before you even know they are there
- This project is overkill and a waste of tax dollars
- No
- Bike lanes Not needed.
- N/a
- Same as previously options
- Nope
- Rather we address water supply. If you want pathways, look at access from the new developments to the new high school and HTA.
- Focus energy over on 32 street as well. Expand to 4 lanes of traffic and put multi use pathways on both sides of street down the hill.
- No
- No
- Stop making our Town uglier. Think BEFORE you approve building plans. Do not allow any more houses to be built so close to the road. Use the storm water pond and green



Town of Okotoks Northridge Drive Urbanization Phase 1 Public Participation Summary – September 2019

space and paths to set the houses back. SAVE SOME OF THE MOUNTAIN VIEW THAT WE SEE COMING IN OVER D'ARCY. What's happening with the little "Town Info Stop" - I don't see it drawn on the map???? Don't bulldoze that too!! In fact - make it bigger!! You have the room right now. Make it so when people stop they see a nice park and still some mountain views while they read the info sign. Or while get pulled over for speeding..... For a "Green Town" you're really raping the land of all it's beauty. You're paving paradise and putting up another house/road/mini-mall/cell tower.....

- I like this one the best
- Don't expand to 3 lanes, but put in side walk and bike path. With the money saved expand 32 st bridge to a 2 lane both ways
- Separate bike and walking paths? Not worth it in my opinion.
- Same thing, widening the road takes away from the town feel



Appendix

Appendix A Pop-up Event Display Boards



Okotoks Northridge Drive Urbanization



The Town of Okotoks is planning ahead to provide sustainable, well-organized movement and community-driven infrastructure.

We are looking to complete the design for Northridge Drive to create uniformity throughout the corridor. Presently, the north end of Northridge Drive (between 338 Avenue and Sandstone Gate) is a 4-lane rural standard and requires upgrades to meet growing demand and the overall vision for the Town's future growth.

The upgrades identified for this section (between 338 Avenue and Sandstone Gate) will involve urbanizing the corridor which means:

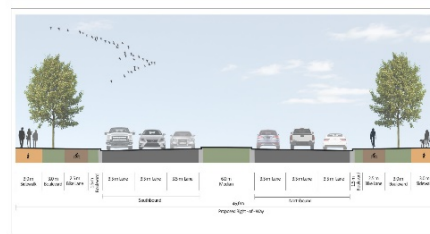
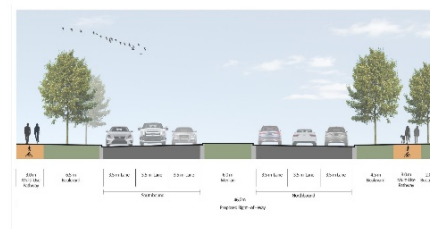
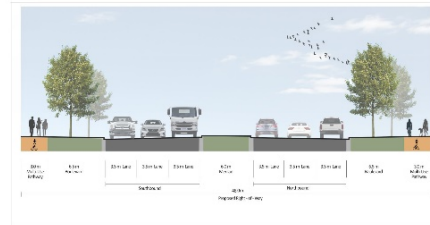
- Road widening (from 4 to 6 lanes)
- Roadway upgrades (e.g. curbs, gutters)
- New accesses with signalized intersection
- Stormwater ponds
- Landscaping (e.g. planters, boulevards, trees)
- Active transportation upgrades
(e.g. multi-use pathways, improved network connections)

The upgrades were identified in the Town's 2016 Transportation Master Plan. The urbanization of Northridge Drive aims to supplement new neighbourhood growth, encourage active living, and improve daily commutes.





Share your thoughts and ideas about future road and pathway improvements!



Okotoks Northridge Drive Urbanization

The following are 3 possible project improvement options for Northridge Drive.



Okotoks Northridge Drive Urbanization

How do you currently use Northridge Drive? (Put a dot on all that apply)			How would you like to use Northridge Drive?
DAILY	WEEKLY	MONTHLY	LIKE TO USE
			
			
			
			



Appendix B
Online Survey





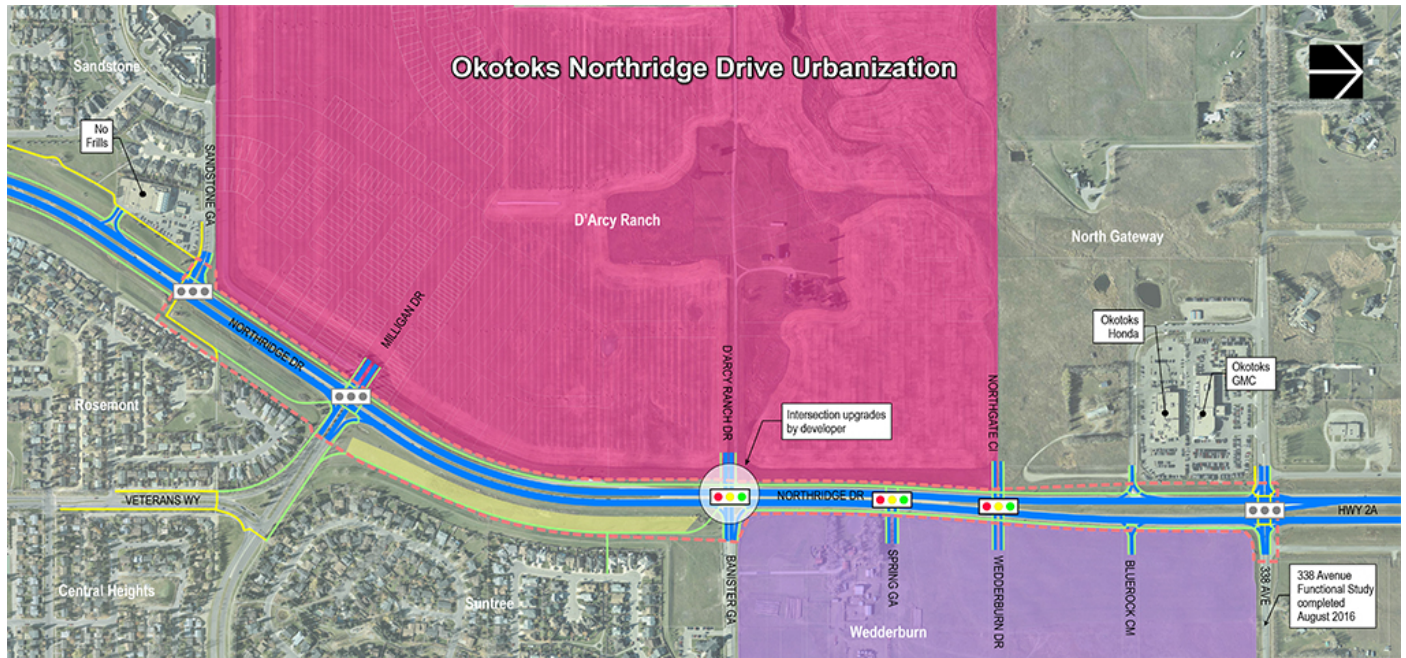
Northridge Drive Urbanization Project

To accommodate current development and plan for future growth, the Town needs to make upgrades to Northridge Drive. Upgrades are needed to create uniformity throughout the corridor. Presently, the north end of Northridge Drive (between 338 Avenue & Sandstone Gate) is a 4-lane rural standard and requires upgrades to meet growing demand and the overall vision for the Town's future growth. Please see map below.

Next Steps - Along with technical information, the resident input we receive will be presented to residents, stakeholders and interested parties in the fall. Visit www.okotoks.ca/nridgeupgrade for more info and details coming soon.

Please share your thoughts on the long-term upgrades needed to create a vibrant and well-connected transportation network. Thank you for participating!

[Northridge Drive Urbanization Project Area Map](#) (click link for a larger version of the map)



Question Title

1. How often do you drive on Northridge Drive? Please select one.

- ☐ Drive it daily
- ☐ Drive it weekly
- ☐ Drive it monthly
- ☐ N/A

With driving in mind, how would you like to use Northridge Drive in the future ?

Question Title

2. How often do you bike on Northridge Drive? Please select one.



Town of Okotoks Northridge Drive Urbanization Phase 1 Public Participation Summary – September 2019

- ☐ Bike it daily
- ☐ Bike it weekly
- ☐ Bike it monthly
- ☐ N/A

With biking in mind, how would you like to use Northridge Drive in the future?

Question Title

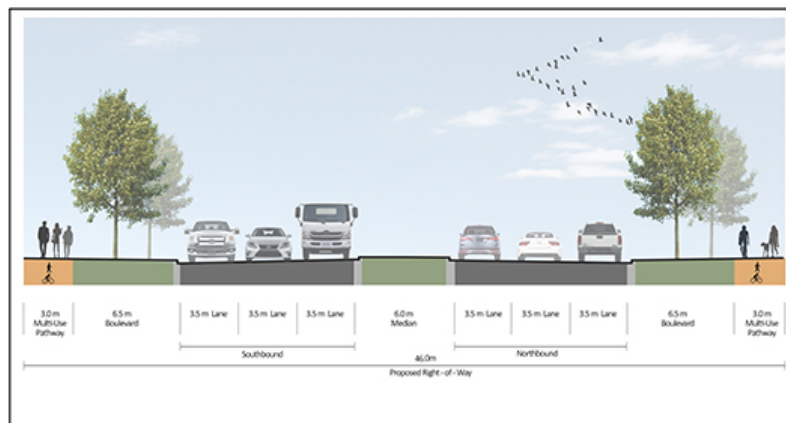
3. How often do you walk/wheel on Northridge Drive? Please select one.

- ☐ Walk/Wheel on it daily
- ☐ Walk/Wheel on it weekly
- ☐ Walk/Wheel on it monthly
- ☐ N/A

With walking/wheeling in mind, how would you like to use Northridge Drive in the future?

This is Northridge Drive improvement Option 1, tell us what you think.

OPTION 1



Question Title

4. What do you like?

Question Title

5. What could be improved?

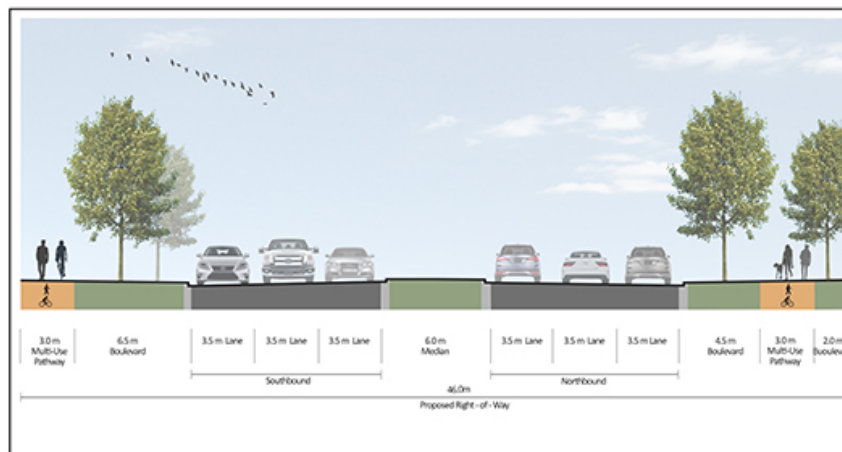


Question Title

6. Any additional comments?

This is Northridge Drive improvement Option 2, tell us what you think.

OPTION 2



Question Title

7. What do you like?

Question Title



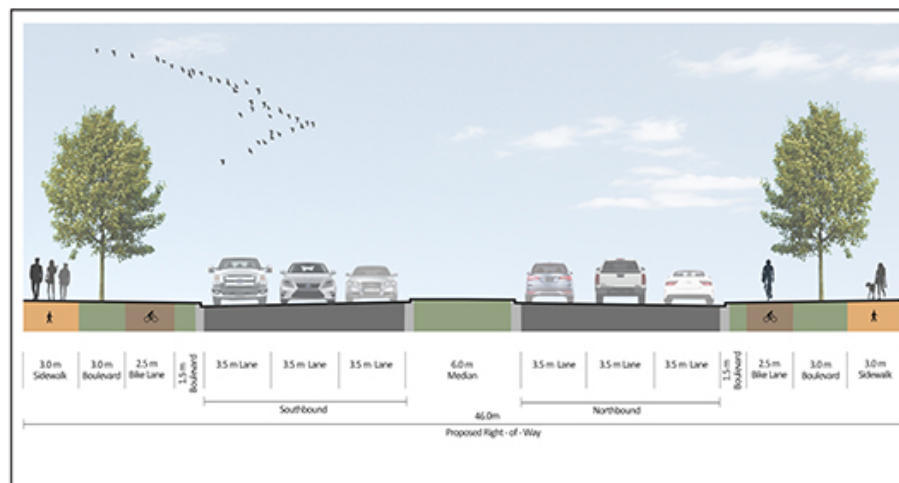
8. What could be improved?

Question Title

9. Any additional comments?

This is Northridge Drive improvement Option 3, tell us what you think.

OPTION 3



Question Title

10. What do you like?

Question Title



11. What could be improved?

Question Title

12. Any additional comments?