

TRANSPORTATION MASTER PLAN

UPDATE 2026



CONFIDENTIALITY AND © COPYRIGHT FOR THIS REPORT

This document is for the sole use of the addressee and Associated Engineering Alberta Ltd. The document contains proprietary and confidential information that shall not be reproduced in any manner or disclosed to or discussed with any other parties without the express written permission of Associated Engineering Alberta Ltd. Information in this document is to be considered the intellectual property of Associated Engineering Alberta Ltd. in accordance with Canadian copyright law.

This report was prepared by Associated Engineering Alberta Ltd. for the account of Town of Okotoks. The material in it reflects Associated Engineering Alberta Ltd.'s best judgement, in the light of the information available to it, at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Associated Engineering Alberta Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

TABLE OF CONTENTS

SECTION	PAGE NO.
Table of Contents	i
List of Tables	iii
List of Figures	iv
1 Introduction	1-1
1.1 What is a Transportation Master Plan?	1-1
1.2 Background	1-1
1.3 Approach	1-1
2 Plan Foundations	2-1
2.1 Background Studies	2-1
2.2 Demographic and Commuting Profile	2-4
2.3 Existing Land Use	2-5
2.4 Growth Strategy	2-7
3 Existing Conditions	3-1
3.1 Road Network	3-1
3.2 Transit Network	3-2
3.3 Active Transportation Network	3-3
4 Traffic Signal Coordination Study	4-1
5 Intersection Safety Review	5-1
6 Auto Travel Demand Modelling	6-1
6.1 Forecast Scenario Development	6-1
6.2 Model Outputs and Interpretation	6-2
6.3 Timing to Widen 32 Street and 338 Avenue	6-2
7 Proposed Road Network	7-1
7.1 5-year Plan – Year 2030	7-3
7.2 10-year Plan – Year 2035	7-5
7.3 15-year Plan – Year 2040	7-7
7.4 20-year Plan – Year 2045	7-9
7.5 25-year Plan – Year 2050	7-11
7.6 Full Build Out Scenario	7-14
8 Other Considerations	8-1
8.1 Trends In Policies and Standards	8-1
8.2 New Technologies And Service Delivery	8-3
8.3 Building Transit Ridership	8-6



8.4	Strengthening Truck Routes and Supporting Goods Movement	8-7
8.5	Regional Considerations	8-9
9	Findings and Conclusions	9-1
9.1	Key Findings and Opportunities	9-1
9.2	Widening of 32 Street and 338 Avenue	9-2
9.3	Development-Driven Upgrades	9-3
9.4	Transit	9-3
9.5	Goods Movement	9-4
9.6	Other Short-Term Actions	9-4
9.7	Other Long-Term Actions	9-4

Closure

Appendix A - Network Improvements List



LIST OF TABLES

		PAGE NO.
Table 2-1	Recommendations of 338 Avenue Functional Study	2-4
Table 2-2	Destinations of Commuters who Reside in Okotoks (only flows with >100)	2-5
Table 2-3	Places of Residence for Commuters who work in Okotoks (only flows with >100)	2-5
Table 4-1	Traffic Signal Coordination Study – Summarized Results	4-2
Table 5-1	Intersection Safety Review – Summarized Results	5-2
Table 7-1	25-Year Plan – Major Roadway Improvement Projects	7-1
Table 7-2	25-Year Plan – Intersection Improvement Projects	7-2



LIST OF FIGURES

		PAGE NO.
Figure 1-1	TMP Process	1-2
Figure 2-1	Reviewed ASPs, NASPs and Related Studies	2-2
Figure 2-2	Recommended Ultimate 338 Avenue / Highway 2 Interchange Plan	2-3
Figure 2-3	Existing Land Use	2-6
Figure 2-4	Town's Growth Strategy	2-7
Figure 2-5	Population and Employment Projections for Okotoks	2-7
Figure 2-6	Population Projections by Neighbourhood for Okotoks	2-8
Figure 2-7	Employment Projections by Neighbourhood for Okotoks	2-9
Figure 3-1	2025 Daily Traffic Volumes	3-1
Figure 3-2	Fixed Route Service	3-2
Figure 3-3	Active Transportation Projects	3-3
Figure 4-1	Signal Coordination Study	4-1
Figure 5-1	Safety Review Locations	5-1
Figure 6-1	Traffic Shift Due to the Widening of 32 Street	6-3
Figure 6-2	Traffic Shift Due to the Widening of 338 Avenue	6-4
Figure 7-1	2030 Proposed Road Network	7-3
Figure 7-2	2030 Intersection Performance with Mitigations	7-4
Figure 7-3	2035 Proposed Road Network	7-5
Figure 7-4	2035 Intersection Performance with Mitigations	7-6
Figure 7-5	2040 Proposed Road Network	7-7
Figure 7-6	2040 Intersection Performance with Mitigations	7-8
Figure 7-7	2045 Proposed Road Network	7-9
Figure 7-8	2045 Intersection Performance with Mitigations	7-10
Figure 7-9	2050 Proposed Road Network	7-11
Figure 7-10	2050 Intersection Performance with Mitigations	7-12
Figure 7-11	2050 Projected Daily Traffic Volumes	7-13
Figure 7-12	Future Potential Road Network Connections	7-14
Figure 8-1	Truck Routes	8-8
Figure 8-2	Regional Considerations	8-9



1 INTRODUCTION

1.1 What is a Transportation Master Plan?

A Transportation Master Plan (TMP) is a long-range strategic planning document that establishes a multi-modal framework for a municipality's transportation network. This TMP provides guidance and direction for corridor planning, active transportation and transit integration, truck routing, traffic signal operations, and regional road connections. Goals and policies from the Town's Municipal Development Plan (MDP) have driven the direction of the TMP, and the TMP helps achieve some of the goals set out in the MDP through actionable infrastructure improvement recommendations. The TMP serves as a future road map for the Town, helping guide capital improvement investment and budgeting and facilitating future development planning.

1.2 Background

The Town last updated its Transportation Master Plan in 2020, following a prior update in 2016 and a subsequent modelling memorandum in 2023. Since 2020, rapid development and updated growth planning have impacted the direction of the Town's anticipated travel patterns. In 2023, the Town adopted an updated MDP and in 2025 they completed their Growth Strategy. This TMP update addresses new community growth patterns while incorporating other strategic plans such as the Active Transportation Implementation Plan and the Servicing Strategy Brief, Fixed Route Transit Feasibility Study, and relevant Area Structure Plans and Neighbourhood Area Structure Plans. This study scope encompasses a multi-modal network evaluation while focusing technical analysis on signal progression, travel demand modelling, and future road network conditions analysis.

1.3 Approach

This TMP focuses on physical improvements to the transportation network using a data-driven approach. Previous traffic count data was supplemented with new data collected across the Town's road network. The updated traffic data was used to develop new signal timing plans and update the travel demand model. The TMP was completed in six distinct phases, illustrated in **Figure 1-1**, as follows:



1. Background Document Review:

- Reviewed all relevant background documents to provide context and help guide the development of the TMP to align with MDP vision, principles, and goals.
- Reviewed traffic count data, including data from the Town's counting program and previous studies.
- Reviewed relevant demographic and commuting data.

2. Updated Data Collection:

- Collected new traffic counts to support the development of signal timing plans and supplement the calibration of the travel demand model.

3. Existing Conditions Analysis:

- Traffic Signal Coordination Study: The coordination study included the following tasks:
 - Developed an existing conditions model to analyze the current operating performance of Northridge/Southridge Drive and 32 Street.
 - Developed coordinated signal timing plans were developed, provided implementation support, and refined plans in the field.
 - Completed pre- and post-implementation in-field travel time measurements to evaluate the performance.
- Intersection Safety Review: The safety review included the following tasks:
 - Review of ten intersections determined via the Town's network screen matrix.
 - Develop mitigations for each site including intersection upgrades, signage, sightlines, maintenance, and operations.

4. Traffic Forecasting:

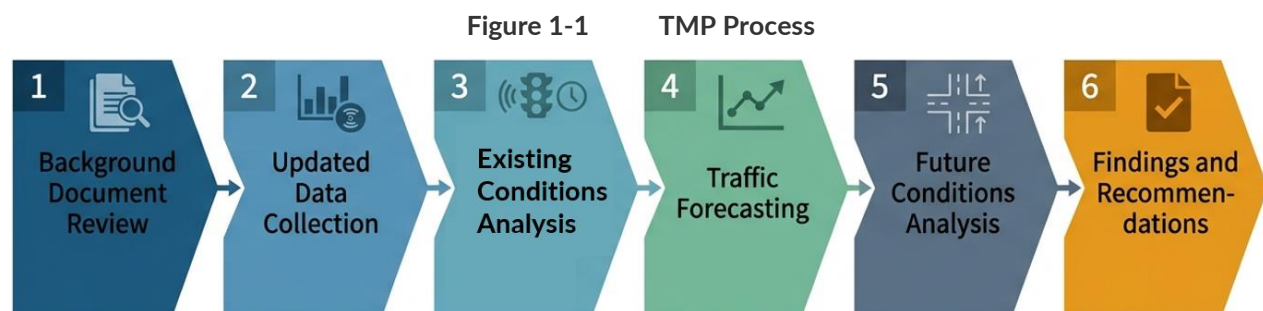
- Reviewed the existing travel demand model and forecast land use plan, including future employment and population areas.
- Updated, validated, and refined the model to determine future horizon year traffic forecasts.
- Completed options evaluation to determine the appropriate improvements.
- Determined future year turning movement volumes at critical intersections.

5. Future Conditions Analysis:

- Developed future conditions models for each horizon year to analyze key intersections.
- Identified deficiencies and proposed mitigations, along with their implementation timing.

6. Findings and Recommendations:

- Summarized key findings, infrastructure upgrades, and policies to support implementation of the TMP.



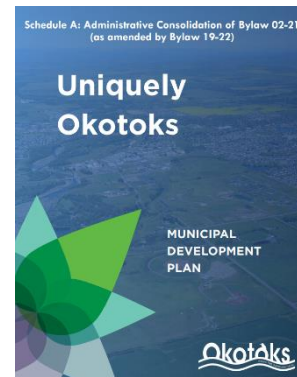
2 PLAN FOUNDATIONS

2.1 Background Studies

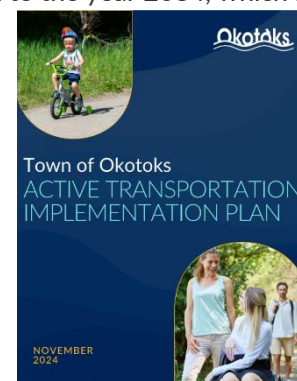
The following background studies were reviewed to provide context and direction for the TMP:

Municipal Development Plan, 2021: This is an overarching document that helps guide future growth in the Town. The MDP also provides high-level guidance on transportation and development. Relevant goals and policies include:

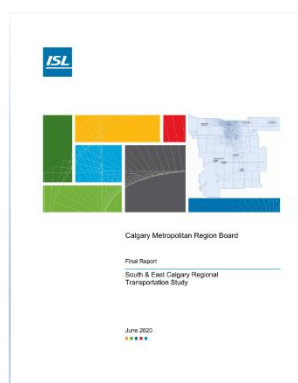
- Goal – Travel and Transportation: *“Okotoks is a community with integrated, connected, multimodal, sustainable transportation options to better support those walking and rolling, people on bicycles and transit-riders, while still facilitating automobile access, for the benefit of our residents and the environment.”*
- Policy - Integrated Transportation: *“Create a safe, equitable, sustainable and multi-modal transportation network.”*
- Policy - Integrated Transportation: *“Improve access to regional and local transit to provide efficient transportation alternatives.”*
- Policy - Integrated Transportation: *“Reduce car dependency”*
- Policy - Climate Change, Community Resilience & Environment: *“Foster resilience to climate change”*



Okotoks Growth Strategy, 2025 and related Land Supply Analysis Memo: This strategy guides future growth following the Town’s five growth principles and provides targets for population and employment growth to the year 2084, which is described in Section 2.4 of this TMP.



Active Transportation Implementation Plan, 2024: This document lays out the Town’s roadmap to create a connected town with more facilities that support all ages and abilities while creating a culture of active transportation and a healthy community, which is described in Section 3.3 of this TMP.



South & East Calgary Regional Transportation Study (S&ECRTS): This is a regional transportation planning study completed in 2020 by now defunct Calgary Metropolitan Region Board (CMRB) with geography covering Calgary, Rocky View County, Chestermere, and the surrounding south/east region, including Okotoks. The plan includes two candidate bus rapid transit routes: the Okotoks West Connector (2028 Regional Bus) and the Okotoks East Connector (Beyond 2039). The West Connector route is shown along Northridge / Southridge Drive Connecting to Highway 2 north of Okotoks and the East Connector route is shown along 32 Street to 338 Avenue then continuing east to Highway 2. Candidate road network projects were also identified, including a potential

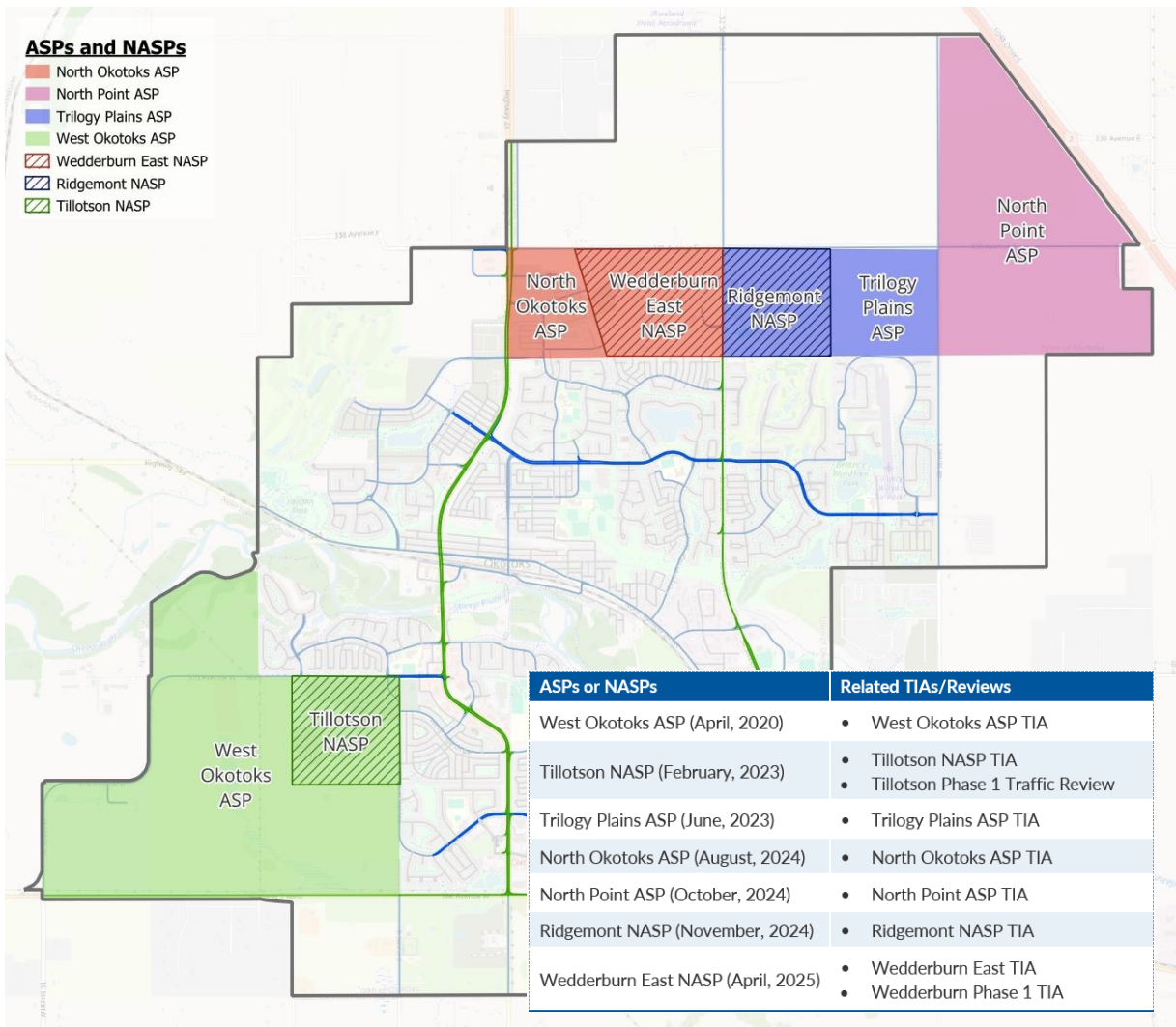


interchange at Highway 2 and 338 Avenue, and an extension of Highway 552 with a new bridge crossing over the Sheep River to Highway 7.

Area Structure Plans (ASPs) and Neighbourhood Area Structure Plans (NASPs) and related Traffic Impact Assessments (TIAs) shown in **Figure 2-1**.

Additional studies including: Previous Transportation Master Plans, Servicing Strategy Brief, and Southbank Business Park Plan.

Figure 2-1 Reviewed ASPs, NASPs and Related Studies



Along with the reports mentioned above, previously completed functional planning studies were also reviewed. These studies directly feed into some of the assumptions and decisions made in this study. These studies are discussed below.



Big Rock Trail Functional Planning Study (June 2023) – This functional study was completed to assess the need for upgrading the existing two-lane rural/collector section of Big Rock Trail to accommodate future growth associated with the West Okotoks Area Structure Plan (WOASP). The study examined long-term roadway requirements, intersection treatments, active transportation facilities, and right-of-way needs to establish a functional plan for the corridor.

Using traffic modelling for the 2045 horizon and ultimate WOASP buildout conditions. Based on the findings, the study recommends ultimately upgrading Big Rock Trail to a four-lane urban arterial with multi-use pathways and signalized intersections, as roundabouts experience significant queuing and spillback in the ultimate horizon. A 36 m right-of-way is recommended to accommodate future expansion and supporting infrastructure. The study also recommends a phased implementation strategy to align improvements with development growth and identifies the Big Rock Trail and Southridge Drive intersection as a location requiring further review as traffic volumes increase.

Highway 2 / 338 Avenue Interchange Functional Planning Study (June 2023) – The Highway 2 and 338 Avenue interchange was ranked in the top 20 most-beneficial regional projects within a 10-year window in the S&ECRTS report. In 2023, Alberta Transportation and Economic Corridors (ATEC) completed a Functional Planning Study for this interchange. This study recommended a Parclo A interchange, with a loop ramp in the southeast quadrant.

Figure 2-2 shows the recommended plan of the interchange from the functional study.

Figure 2-2 Recommended Ultimate 338 Avenue / Highway 2 Interchange Plan



The study proposed a total of six lanes along 338 Avenue west of Highway 2, a dual eastbound to northbound loop ramp and a dual southbound to westbound exit ramp to accommodate the projected commuter traffic at the 40-year design horizon.



338 Avenue Functional Study (February 2024) – This functional planning study was completed to determine how a rural two-lane 338 Avenue should be upgraded into an arterial to support future development on both sides of 338 Avenue, the Highway 2 interchange, truck traffic, active transportation, and transit needs.

The study estimated that two-way traffic on 338 Avenue would range from 22,000 vehicles per day near Northridge Drive to 42,000 vehicles per day near Highway 2. Several intersection spacing and control options were assessed. The study helped refine recommendations from the Highway 2/338 Avenue Interchange Functional Planning Study, including intersection control at 56 Street and 48 Street, pedestrian crossing needs near 56 Street, access management around North Point, and the provision of multi-use pathways on both sides of the corridor, including accommodations for bus stops and lay-bys. **Table 2-1** summarizes the recommendations of the 338 Avenue Functional Study.

Table 2-1 Recommendations of 338 Avenue Functional Study

Segment	Ultimate Configuration
From Northridge Drive to 32 Street	4 lanes + median + 4 signalized accesses
From 32 Street to 48 Street	4 lanes + median + 4 signalized accesses
From 48 Street to Highway 2	6 lanes + median + signalized access at 52 Street + RIRO at 56 Street
At 32 Street Intersection	Multi-lane roundabout
At 48 Street Intersection	Multi-lane roundabout

2.2 Demographic and Commuting Profile

The Town of Okotoks currently has a population of 33,482 as of 2025¹. Based on Statistics Canada data², the town has grown approximately 8.55% in the last five years. Approximately 21.6% of the population is between 0 and 14 years old, 63.6% are between the ages of 15 and 64, and 14.8% of the population is 65 and over. In 2020, the median after-tax income of households in Okotoks was \$100,000. Commuting patterns in Okotoks are mainly car-dependent, with 86.7% of the employed labour force driving alone to work and 4.9% commuting as a passenger. Sustainable transportation modes account for just 5.4% of commuter trips, split between active transportation and public transit is 4.3% and 1.1%. Commuters to Okotoks and residents of Okotoks mainly stay in the Town or Travel to/from Calgary, as shown in **Table 2-2** and **Table 2-3**. Other notable origins and destinations in the area include High River, Foothills County, Rocky View County, and areas outside the region.

¹ Government of Alberta. "Okotoks – Population." Alberta Regional Dashboard, Government of Alberta, 16 Jan. 2026.
² Statistics Canada. "Okotoks, Town (Census Subdivision), Alberta." Census Profile, 2021 Census of Population, Statistics Canada Catalogue no. 98-316-X2021001, 9 Feb. 2022.



Table 2-2 Destinations of Commuters who Reside in Okotoks (only flows with >100)³

Place of Residence	Place of Work	Total Commuters	Men	Women
Okotoks	Okotoks	3655	1255	2400
Okotoks	Calgary	3160	1875	1280
Okotoks	High River	485	210	275
Okotoks	Foothills County	425	225	200
Okotoks	Rocky View County	240	130	110
Okotoks	Wood Buffalo	140	135	0
Total		8105	3830	4265

Table 2-3 Places of Residence for Commuters who work in Okotoks (only flows with >100)⁴

Place of Residence	Place of Work	Total Commuters	Men	Women
Okotoks	Okotoks	3655	1255	2400
Calgary	Okotoks	1305	575	730
Foothills County	Okotoks	680	240	435
High River	Okotoks	325	125	200
Black Diamond	Okotoks	105	40	65
Total		6070	2235	3830

2.3 Existing Land Use

Existing land uses in Okotoks reflect a contained urban area surrounded by agricultural land. Open space and institutional uses run alongside the Sheep River, which bisects the town from west to east, while residential development makes up the majority of land within the urban area. Commercial uses are mainly located along Northridge/Southridge Drive and in the downtown area along Elizabeth Drive. Industrial land uses are mainly located around 32 Street north of Sheep River to just north of Stockton Avenue, and west of 32 Street south of Sheep River.

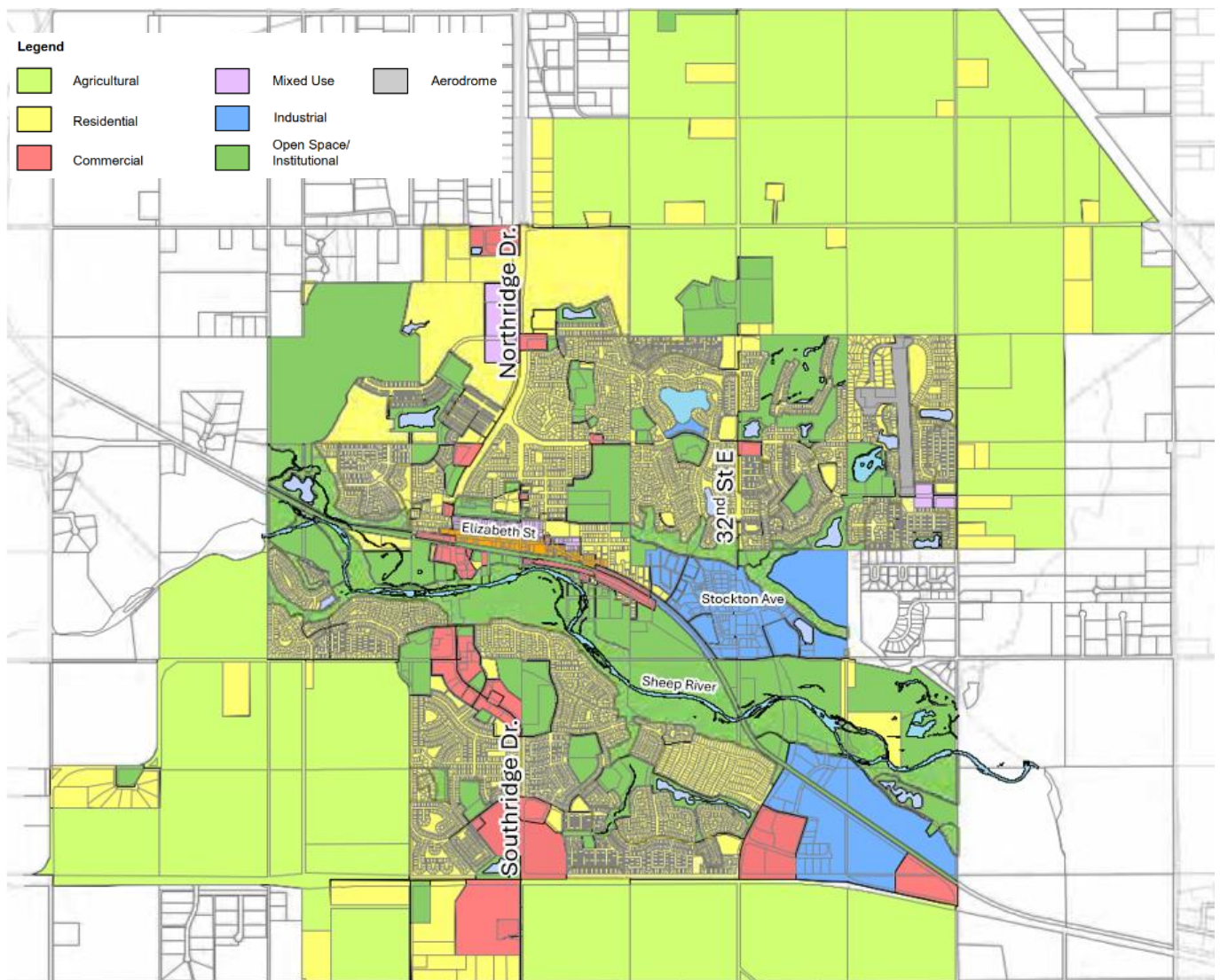
Figure 2-3 shows the existing land use of the town.

³ Statistics Canada. Table 98-10-0459-01: Commuting Flow from Geography of Residence to Geography of Work by Gender: Census Subdivisions. 30 Nov. 2022.

⁴ Statistics Canada. Table 98-10-0459-01: Commuting Flow from Geography of Residence to Geography of Work by Gender: Census Subdivisions. 30 Nov. 2022.



Figure 2-3 Existing Land Use⁵



⁵ Town of Okotoks. *Municipal Development Plan*. Town of Okotoks, Feb. 2023, Map D.4: Current Land Use, p. 171.



2.4 Growth Strategy

The Town provided employment and population growth data, as developed from the Town's recent Growth Strategy for use in the TMP. This data included population projections up to 2084 and employment projections up to 2098.

Figure 2-4 shows the projected population and employment for the town.

Figure 2-4 Town's Growth Strategy

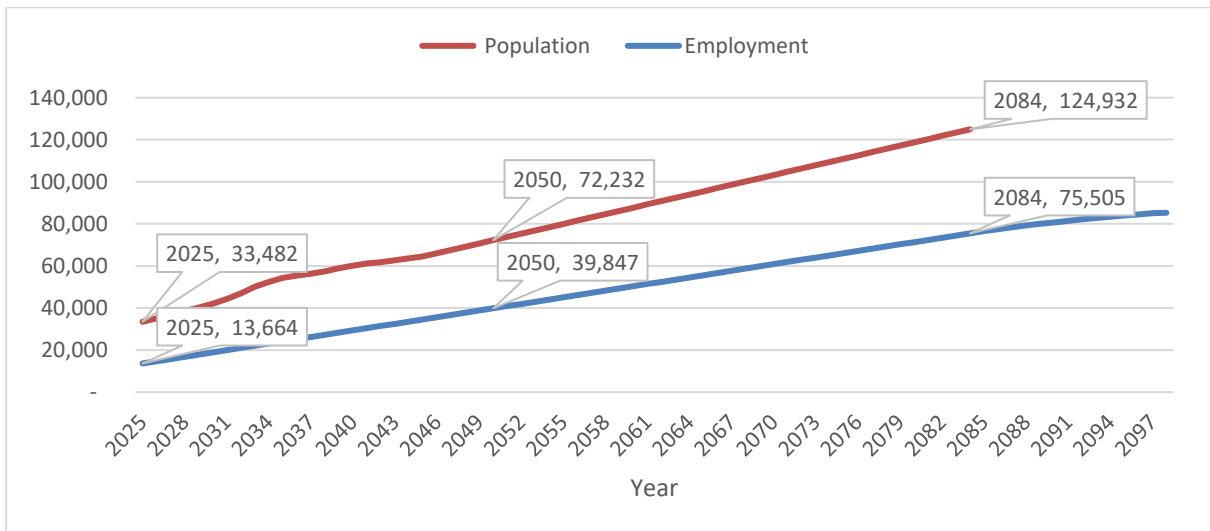


Figure 2-5 shows population and employment projections in five-year increments, called horizon years. These projections are based on about a 3% compound annual growth rate for population and a 4% compound annual growth rate for employment in Okotoks from 2025 to 2050. These growth projections are consistent with the Town's desire to grow employment faster than population in the coming years. The employment-to-population ratio of the town grows from 42% in 2025 to 56% in 2050, suggesting 14% more people would have opportunities to live and work in Okotoks in 2050 in comparison to 2025.

Figure 2-5 Population and Employment Projections for Okotoks

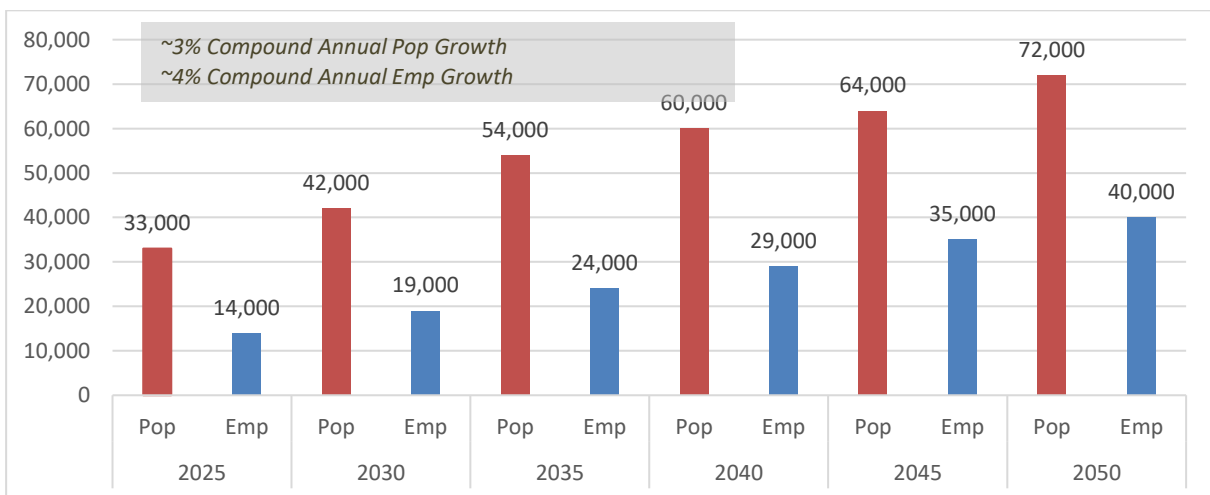


Figure 2-6 and Figure 2-7 below show the population and employment projections by neighbourhood, respectively.

Figure 2-6 Population Projections by Neighbourhood for Okotoks

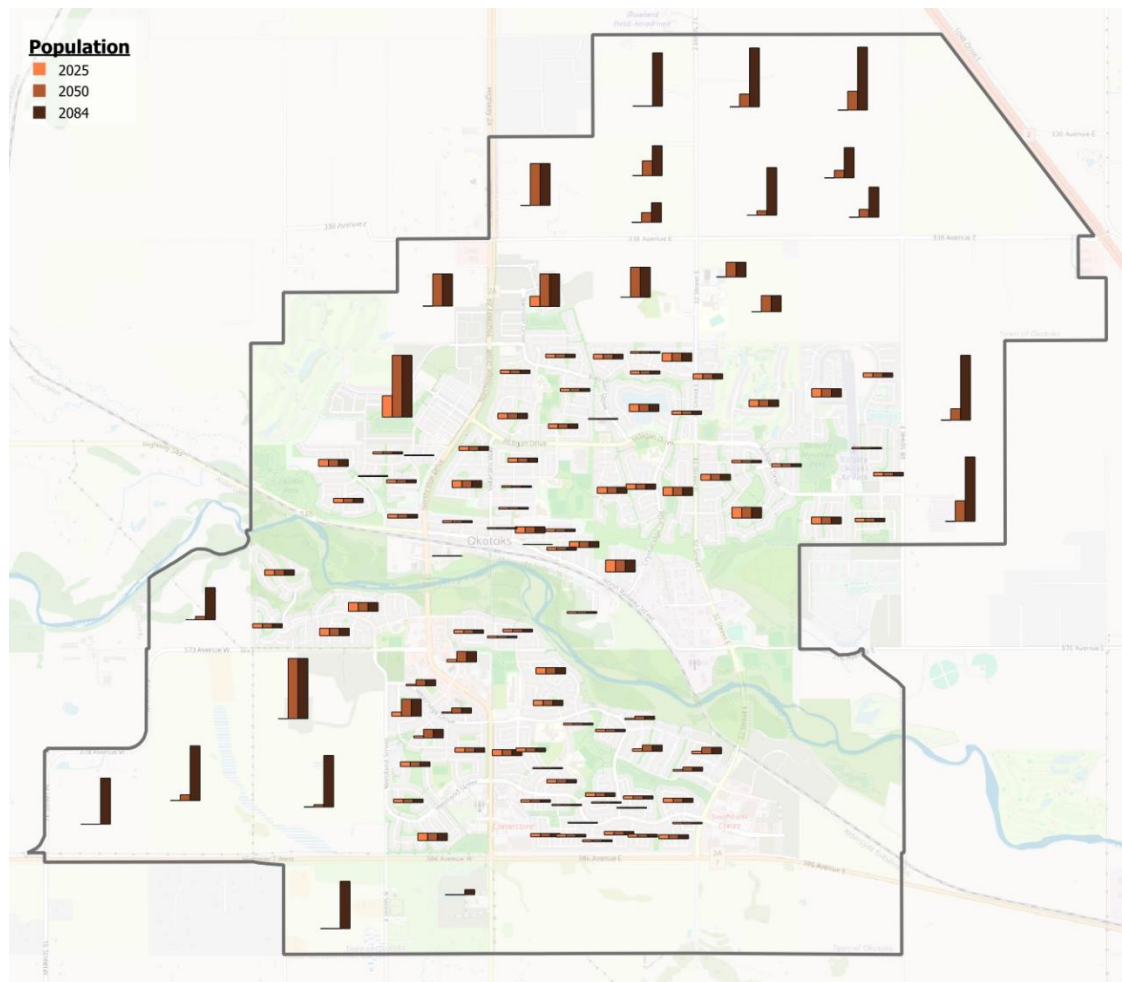
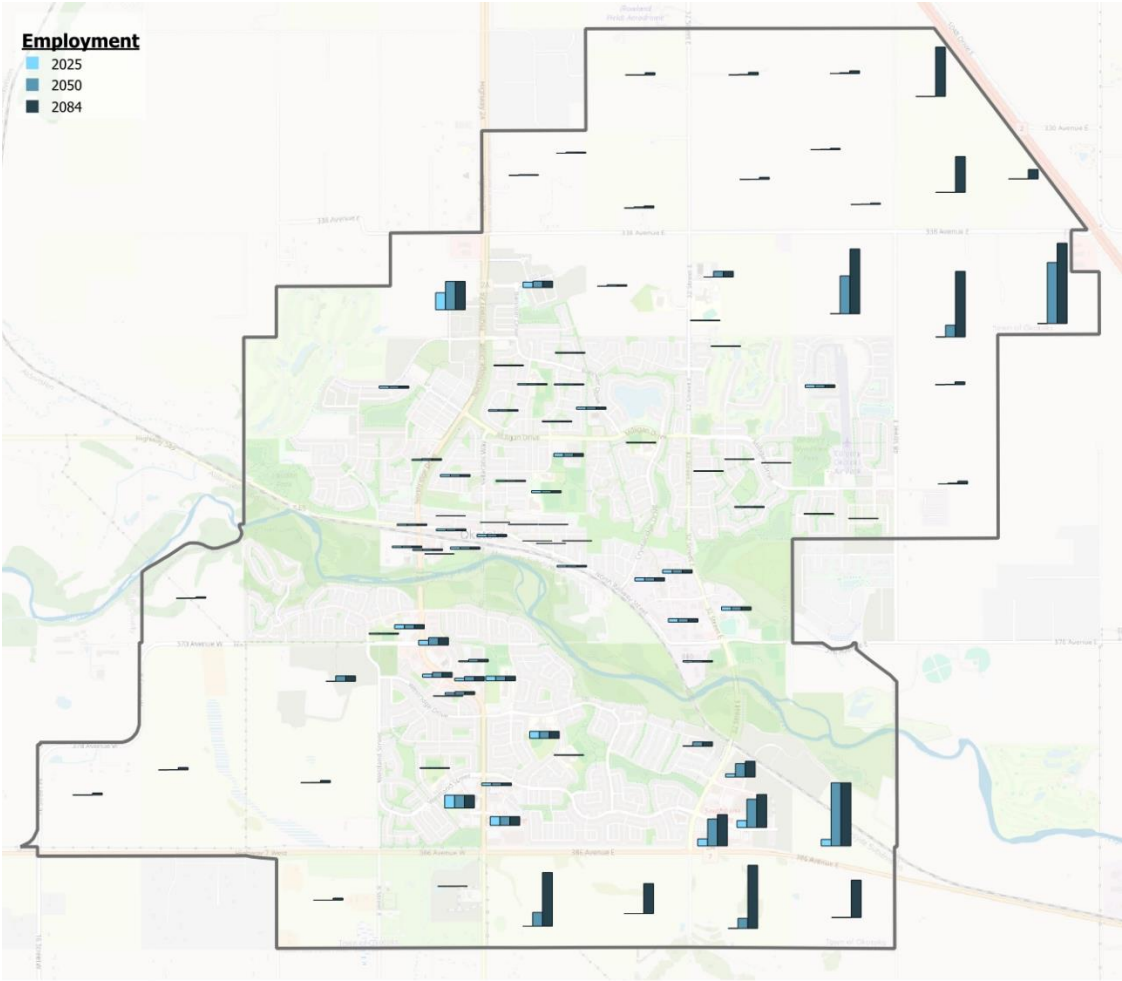


Figure 2-7 Employment Projections by Neighbourhood for Okotoks



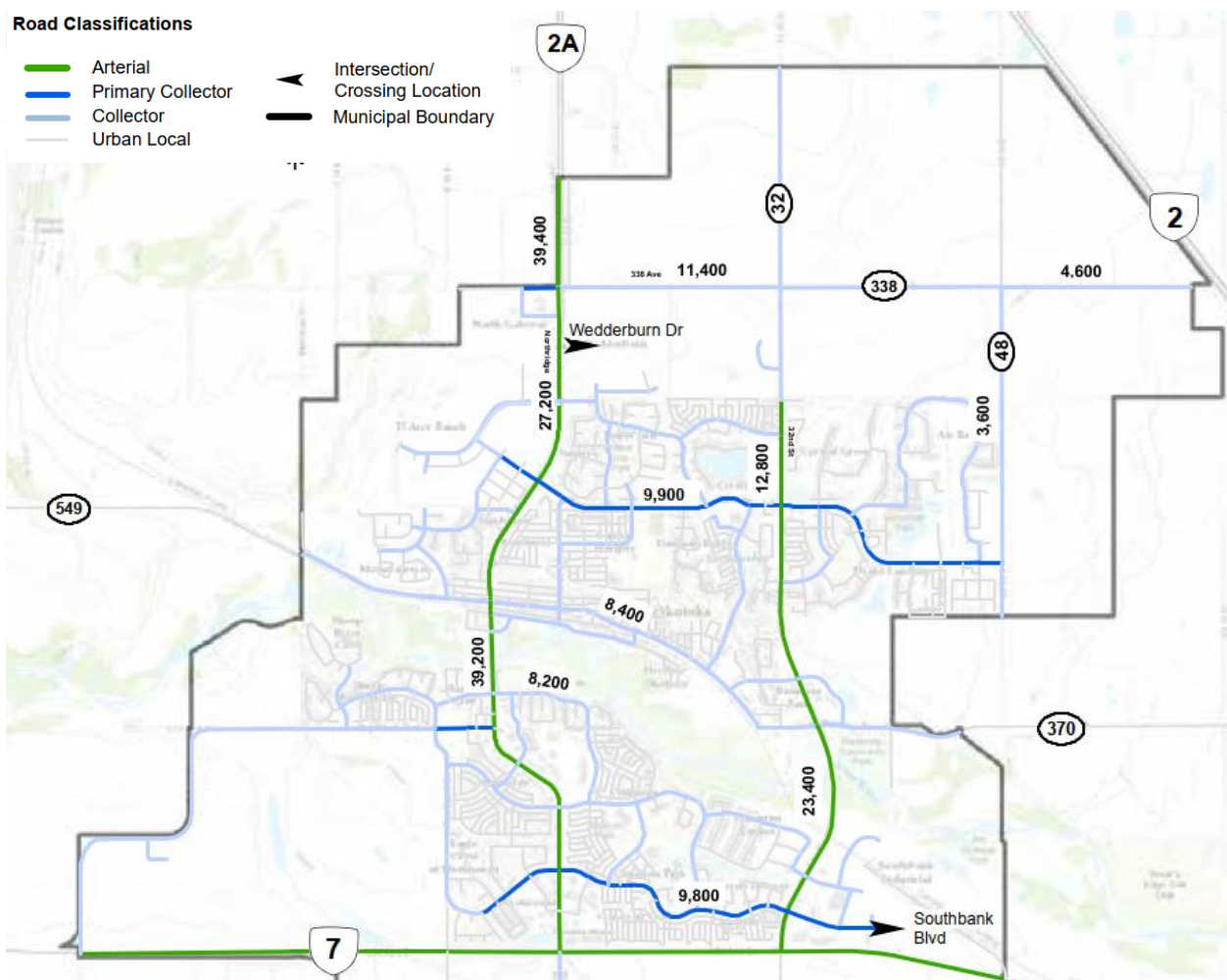
3 EXISTING CONDITIONS

3.1 Road Network

The Town's road network comprises two major north-south arterials, Northridge/Southridge Drive and 32 Street, which connect the Town to Highway 7, Highway 2A and Highway 2 via 338 Avenue. Two east-west primary collectors, Milligan Drive and Cimarron Boulevard, intersect both arterials to provide access to residential areas and connect to the collector and local road network, further providing access to residential neighbourhoods and the Downtown area. The existing road network and classification of roads is shown in **Figure 3-1**.

Daily traffic volumes, also shown in **Figure 3-1**, were estimated from turning movement counts that were collected in September 2025. The busiest roads in the Town were along Northridge Drive just north of 338 Avenue and Northridge Drive at the bridge, with 39,400 and 39,200 vehicles, respectively. The major collectors Milligan Drive and Cimarron Drive handle almost 10,000 vehicles daily. The two-lane arterial roadway along 32 Street E currently handles approximately 23,400 vehicles daily along the southern portion, and 12,800 vehicles daily along the northern portion.

Figure 3-1 2025 Daily Traffic Volumes

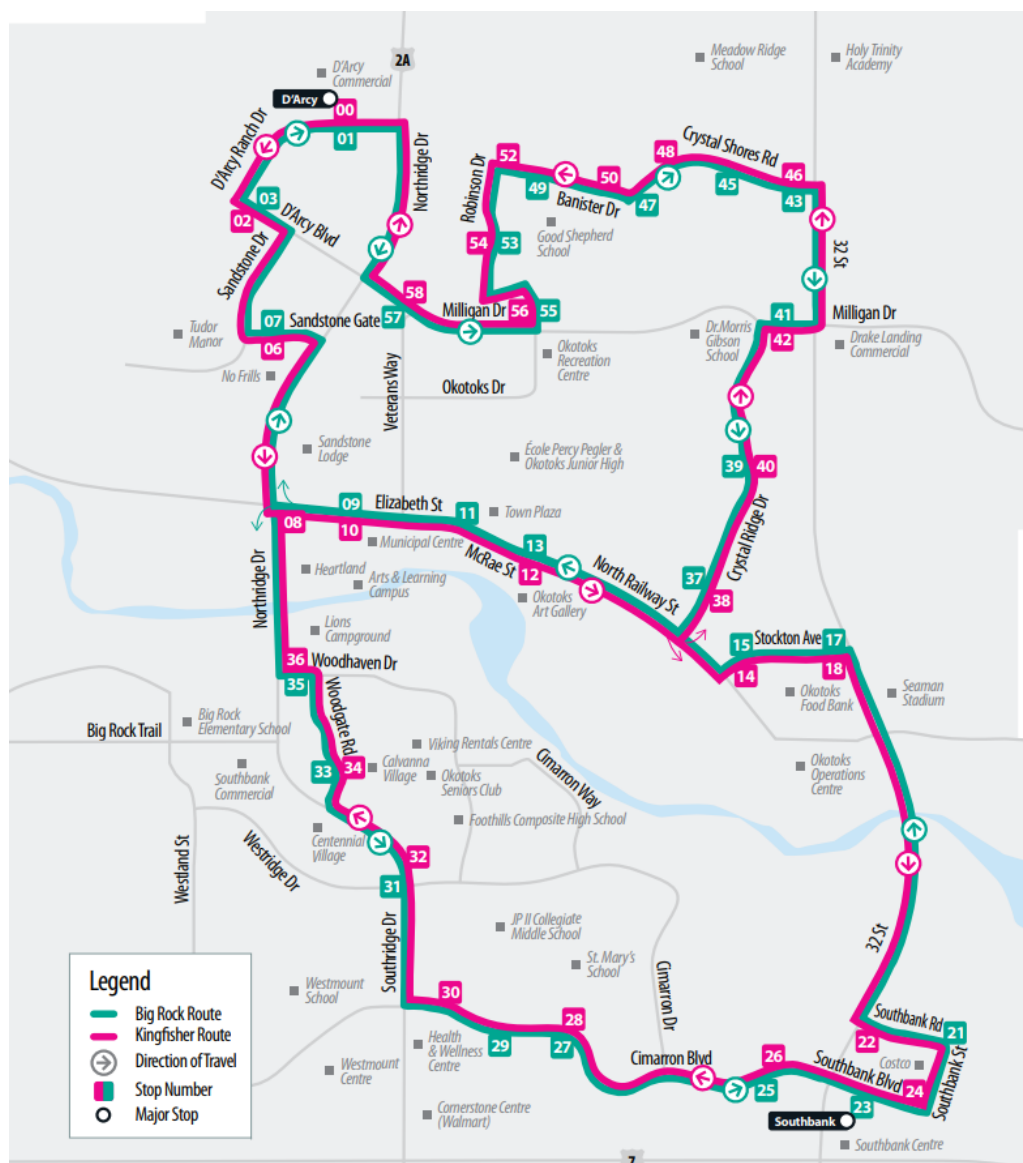


3.2 Transit Network

The Town is served by two fixed-route transit services, the Big Rock Route and the Kingfisher Route, which operate in opposite directions along a figure-eight alignment, as shown in **Figure 3-2**. They operate hourly, Monday to Friday, with the first trip departing at 7:00 a.m. until 6:00 p.m. The fixed route service is supplemented by on-demand transit service that operates seven days a week, 5:30 a.m. to 11:30 p.m. Monday through Friday and 6:00 a.m. to 11:30 p.m. on weekends and holidays.

The fixed route service commenced in September 2025 and has about 500 passengers per month, while the on-demand service is more utilized with approximately 4,000 passengers per month.

Figure 3-2 Fixed Route Service⁶



⁶ Town of Okotoks. Transit Guide: Map and Schedule. Town of Okotoks, Oct. 2025,

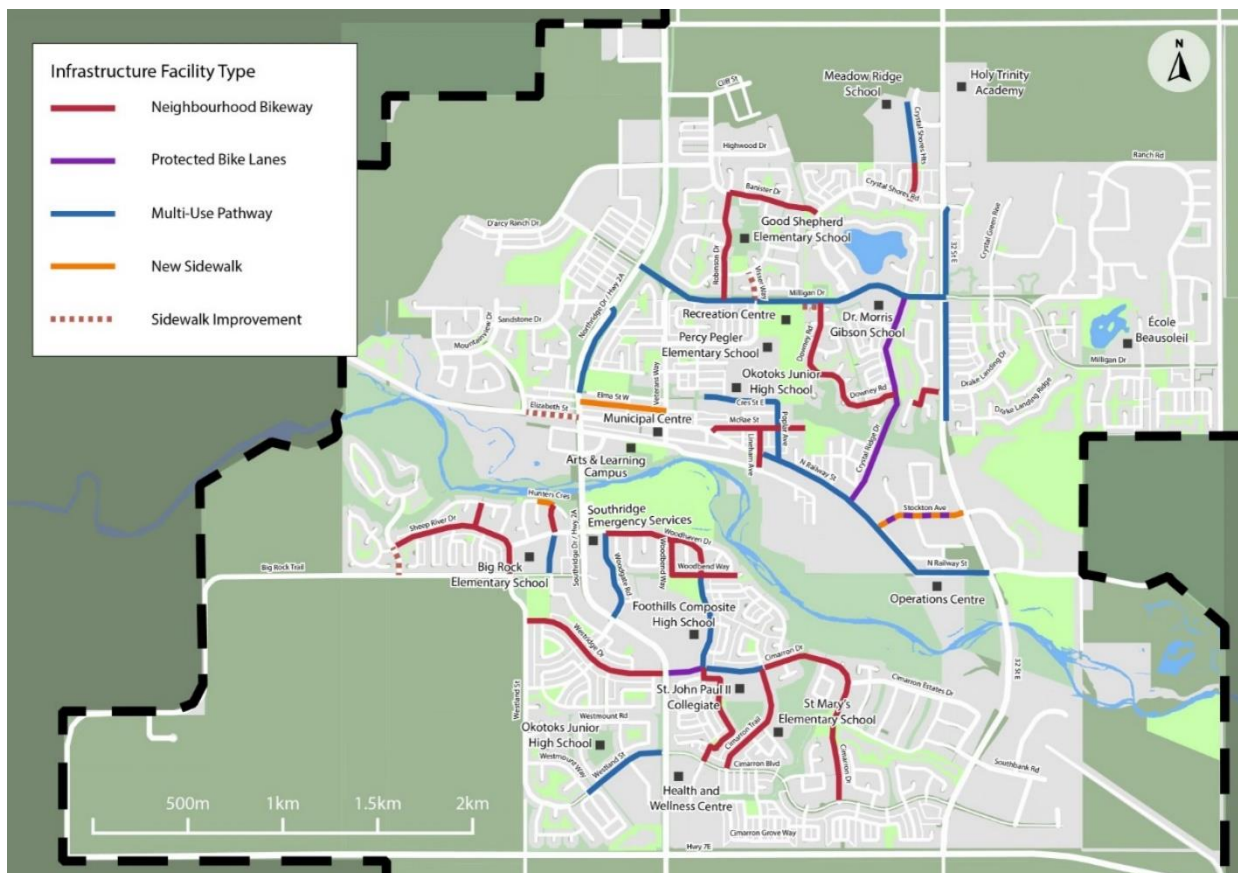


3.3 Active Transportation Network

Okotoks has a large network of active transportation facilities including multi-use pathways (MUPs), separated sidewalks, non-separated sidewalks, and painted bicycle lanes. There are currently over 100 km of MUPs ⁷ in the Town that allow cyclists and pedestrians to get to key destinations and for recreation.

The Active Transportation Implementation Plan (ATIP) was completed in 2024 that lays out the Town's roadmap to create a connected town with more facilities that support all ages and abilities while creating a culture of active transportation and a healthy community. The plan completed a pedestrian, and cyclist needs assessment to help determine the short- and medium-term priority projects shown in **Figure 3-3**. Subsequent to this plan, a protected bike lane was installed on North Railway Street in 2026, as a temporary measure until the road is upgraded and the bike lane replaced with a multi-use trail.

Figure 3-3 Active Transportation Projects⁸



⁷ WATT Consulting Group. *Active Transportation Implementation Plan*. Town of Okotoks, sec. 1.4, "Active Transportation in Okotoks Today," 22 Nov. 2024.

⁸ WATT Consulting Group. *Active Transportation Implementation Plan*. Town of Okotoks, Map 4, 22 Nov. 2024.

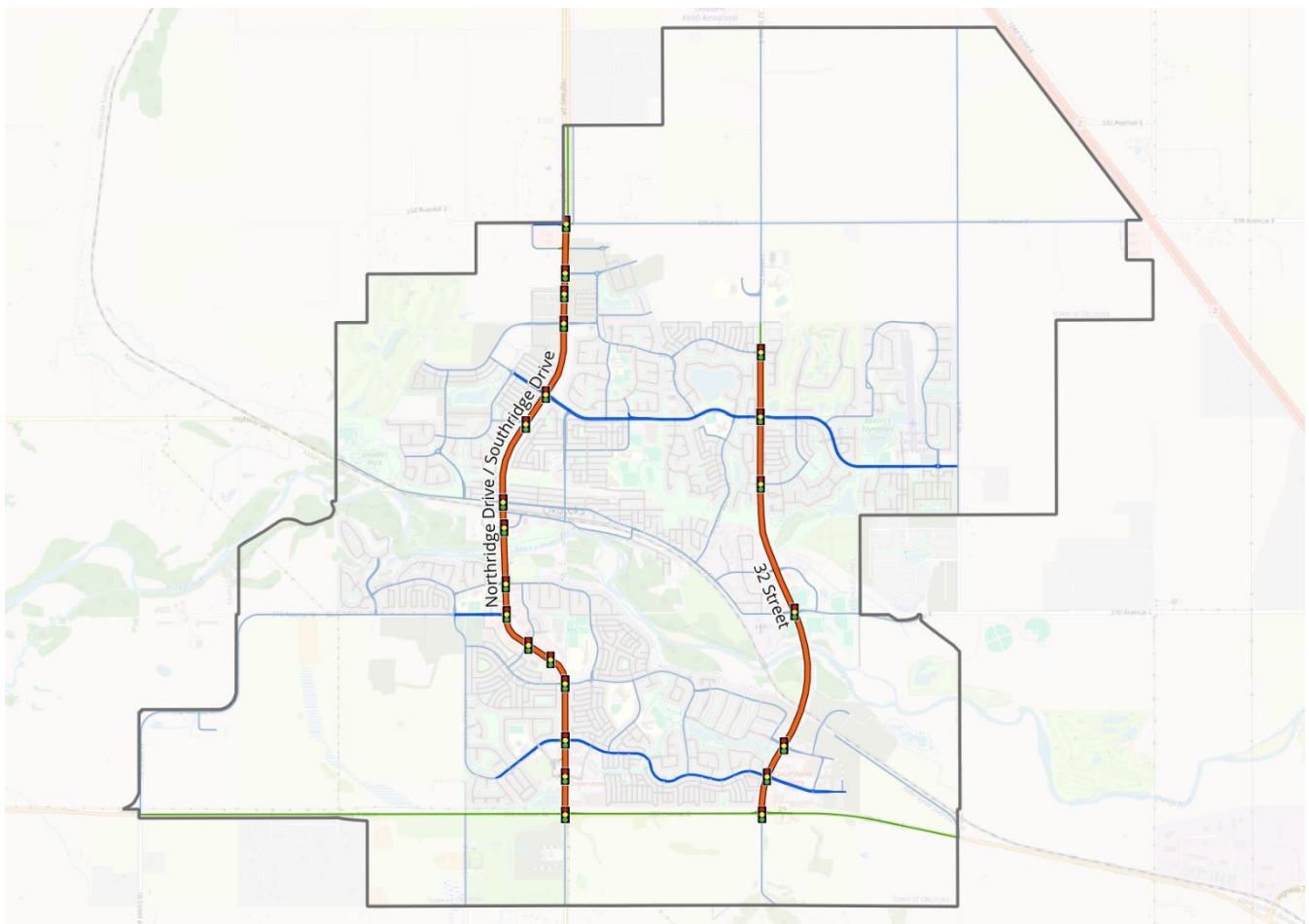


4 TRAFFIC SIGNAL COORDINATION STUDY

A traffic signal coordination study was completed as part of this TMP (*Signal Timing Coordination Study, January 2026*). This study provided updated signal timing and coordination plans for two north-south corridors, Southridge Drive/Northridge Drive and 32 Street E, including 23 signalized intersections within central Okotoks. As shown in **Figure 4-1**, the Southridge Drive/Northridge Drive study corridor extends from Highway 7 to 338 Avenue, and the 32 Street study corridor extends from Highway 7 to Crystal Shores Road.

The main objective of this study was to improve traffic flow for daily operations, with a focus on optimizing signal timing, phasing, and coordination to maximize traffic progression, minimize stops, and reduce delays.

Figure 4-1 Signal Coordination Study



The signal coordination study followed a structured five-step process consisting of data collection, analysis, implementation, evaluation, and reporting. The signal optimization strategy was guided by a hierarchy of strategies, alongside considerations for safe operation, traffic flow and bi-directional progress:

- Pedestrian Centric Approach: Pedestrian safety is prioritized over vehicle coordination, especially in downtown and shopping areas.
- Intersection Level Optimization: Proper intersection operation is prioritized over corridor coordination.
- Segmented Network Coordination: Coordination around critical intersections are prioritized over coordination of the entire corridor.

The speed and delay along corridors were measured through the WaySync GPS application using a second-by-second record of travel speed versus expected speed based on network speed limits. Based on this data, the number of stops, average delays and average travel times were collected along the corridors before and after the implementation of proposed timings. **Table 4-1** shows the improvements in these metrics after the implementation.

Table 4-1 Traffic Signal Coordination Study – Summarized Results

Corridor	Average No. of Stops	Average Delay	Average Travel Time
Southridge Drive/Northridge Drive	-42.5%	-65%	-17.25%
32 Street	-23.1%	-30.7%	-13.0%

Note: **Negative (-)** values indicate improvements

Along with providing coordinated signal timings, the study also identified the following minor improvement needs:

- **Southridge Drive / Woodhaven Drive (Hunters Gate)** – Implement a protected/permissive eastbound left turn phase.
- **Southridge Drive / Cimarron Drive (Westridge Drive)** – Implement a dedicated westbound right-turn lane.
- **Southridge Drive / Cimarron Boulevard (Westland Street)** – Convert the existing shared eastbound left/through lane into a dedicated left-turn lane.
- **32 Street E / Railway Street** – Implement a protected/permissive westbound left-turn phase. The Town had already implemented this change at the time of writing this report.

A coordination study is recommended every three to five years to because of expected traffic growth or other traffic pattern changes that can impact the coordinated network system. In areas where there is significant traffic growth or traffic pattern changes, signal coordination may require annual reviews and adjustments.

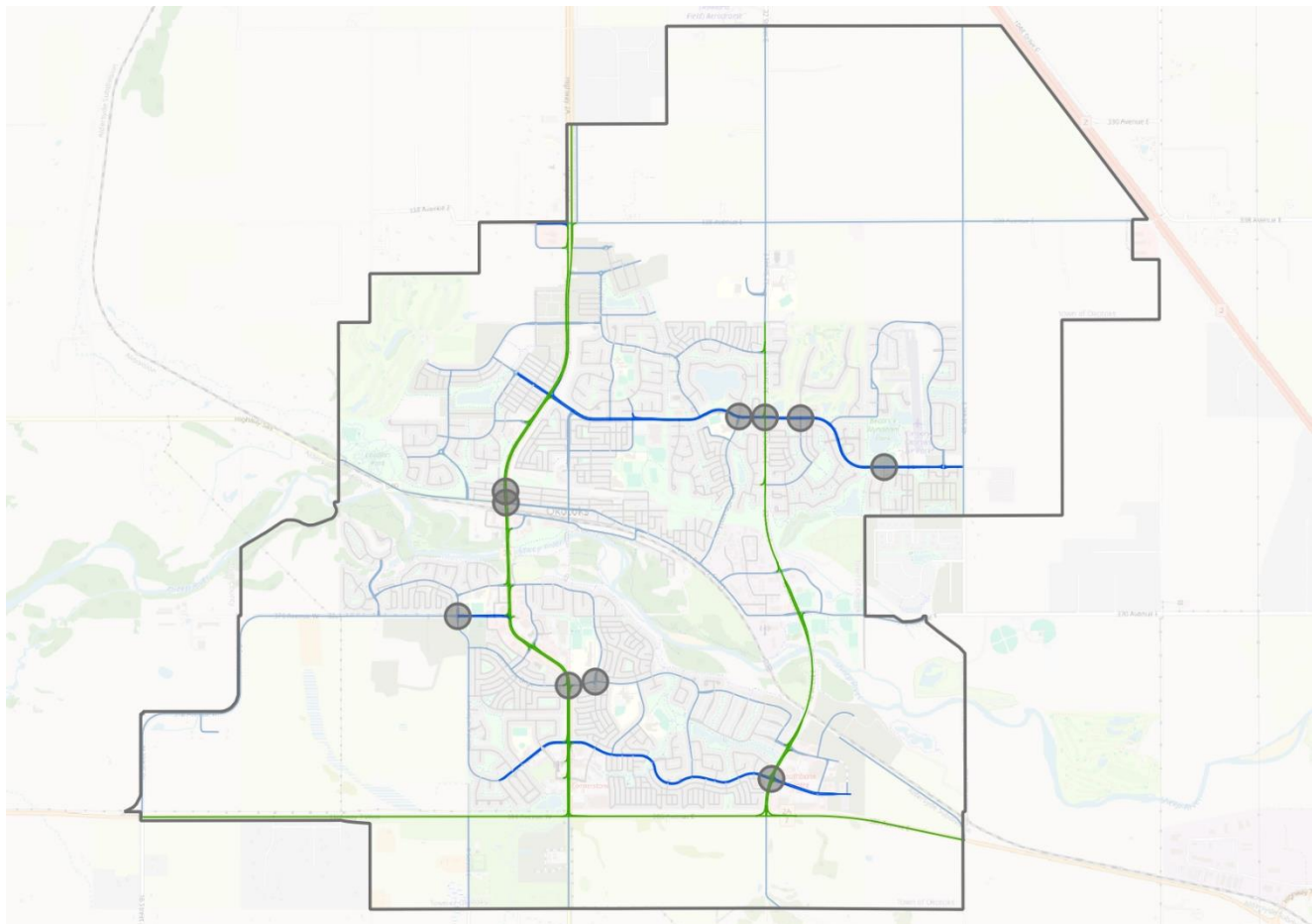


5 INTERSECTION SAFETY REVIEW

Ten intersections were selected for an intersection safety review through the Town's network screen matrix that ranks intersections by collision frequency, traffic volumes, vulnerable road user exposure, vehicle travel speed and operational performance. Using these criteria, the intersections chosen for review are listed below and plotted in **Figure 5-1**.

- Northridge Drive & Elizabeth Street
- 32 Street East & Cimarron Boulevard
- Northridge Drive & Elma Street West
- Milligan Drive & Crystal Ridge Drive
- 32 Street East & Milligan Drive
- Southridge Drive & Cimarron Drive
- Westland Street & Big Rock Trail
- Milligan Drive & Drake Landing Loop West Leg
- Cimarron Drive & Woodhaven Drive
- Milligan Drive & Drake Landing Road

Figure 5-1 Safety Review Locations



Through field reviews and data analysis, each intersection was evaluated based on their existing conditions, historical collisions, traffic volumes, and sight lines to produce a list of potential improvements. The full list of location specific improvements can be found in the complete *Intersection Safety Review, July 2026*, but the recommendations generally fit in the following categories:

- **Upgrades** – As corridors change from rural to urban uses and volumes increase, intersections along the corridors will require updates to match the safety requirements of the current use.
- **Signage** – Additional signage both in advance of, and at the intersections can better inform drivers and reduce last minute lane changes and decisions.
- **Sight Lines** – Sight lines are important factors in stopping sight distances and decision sight distances. Maintaining or improving them can improve safety for both drivers and vulnerable road users. Lighting at intersections is critical for providing safe visibility for approaching and crossing pedestrians. Where sight lines are constrained, advance warning flashers or crossing indicators are considered for advance warning and awareness at intersections.
- **Maintenance** – Ensuring trees and bushes are clear of sightlines and pavement markings are clear and visible will allow each intersection to maintain the designed safety standards.
- **Operations** – As land uses and communities near the intersections change, operational aspects such as pedestrian clearance times and signal timings should be updated to match demands.

Table 5-1 lists the types of improvements that were recommended for each intersection.

Table 5-1 Intersection Safety Review – Summarized Results

Intersection	Upgrades	Signage	Sight Lines	Maintenance	Operations
Northridge Drive & Elizabeth Street			X	X	X
32 Street East & Cimarron Boulevard	X	X	X	X	X
Milligan Drive & Crystal Ridge Drive	X			X	
Northridge Drive & Elma Street West					X
32 Street East & Milligan Drive	X	X		X	X
Southridge Drive & Cimarron Drive		X	X		X
Westland Street & Big Rock Trail			X	X	X
Milligan Drive & Drake Landing Loop West Leg	X		X	X	
Cimarron Drive & Woodhaven Drive		X	X	X	X
Milligan Drive & Drake Landing Road		X	X	X	



6 AUTO TRAVEL DEMAND MODELLING

A calibrated and validated base 2025 model was prepared using the model developed for the previous TMP for future year forecasting. This model was developed using the 2025 land use inputs from the growth strategy, previous planning studies, and recent traffic counts. Further details on model calibration and validation can be found in the *Model Calibration Report*.

6.1 Forecast Scenario Development

The following forecast horizons were developed by updating the base year model with land use projections from the growth strategy and established road network plans from ASP's and NASP's.

- 5 Year Horizon – Year 2030
- 10 Year Horizon – Year 2035
- 15 Year Horizon – Year 2040
- 20 Year Horizon – Year 2045
- 25 Year Horizon – Year 2050

These forecast scenarios provided an estimate of future corridor traffic volumes and turning movement counts. These counts were further refined using observed traffic count data by applying adjustment factors derived from comparisons between modelled and observed base-year turning movements. These adjusted turning movement forecasts were used to assess whether localized intersection improvements could accommodate future traffic demand or if broader corridor-wide upgrades would be required to maintain acceptable operations.

Long-term planning was also considered beyond the 25-year horizon, to a full-build-out scenario within the Town's current boundary, aligned with the Growth Strategy projections, to a ~60-year horizon at the year 2084. Although intersection analysis was not completed for this horizon, future roadway connections and expansions were considered from a planning perspective to support the projected growth.



6.2 Model Outputs and Interpretation

Future year model outputs indicated a gradual increase in traffic volumes through 2035. However, beyond 2035, traffic growth accelerates considerably, particularly within the southeast and northeast quadrants of the town, where the major future growth areas are located. The analysis suggests that while the planned improvements are generally sufficient to accommodate near- and medium-term growth (up to 2035), they become increasingly constrained under longer-term demand conditions. As travel demand continues to rise, several key corridors and intersections are expected to experience notable increases in congestion. These findings indicate that additional network capacity enhancements will likely be required by 2040 to maintain acceptable levels of service and support continued growth within the community. Below are the main observations from the model:



- **Increasing Traffic Demand:** Model forecasts indicate significant traffic growth on major corridors and numerous intersections, particularly along Northridge Drive, Highway 7, 32 Street south of Sheep River and 338 Avenue east of 48 Street. These roadway segments are expected to experience declining levels of service under future growth conditions.
- **Traffic Diversion to Collector Streets:** Increasing congestion on arterial roads may encourage some drivers to seek alternative routes through neighbourhood streets, creating potential concerns related to traffic infiltration, safety, and community livability, particularly along Cimarron Boulevard and Milligan Drive.
- **Future Growth Requiring Transportation Infrastructure Improvements:** Projected population and employment growth will place significant demands on the transportation network, creating challenges in accommodating future travel demand without targeted transportation improvements.
- **Need for Improved Regional Network:** This aspirational growth plan would not only burden the municipal road network but would also put additional traffic on the regional network such as Highway 7 and Highway 2.
- **Route Choice Limitations:** There are limited alternative routes for north-south travel. Northridge Drive carries the highest traffic volumes but experiences recurring congestion at the at-grade railway crossing, making the corridor vulnerable to delays and disruptions. While 32 Street provides an alternative route without the rail-road crossing, its limited capacity restricts its ability to accommodate significant amounts of diverted traffic, reducing overall network resilience.

6.3 Timing to Widen 32 Street and 338 Avenue

6.3.1 2040 Option Evaluation

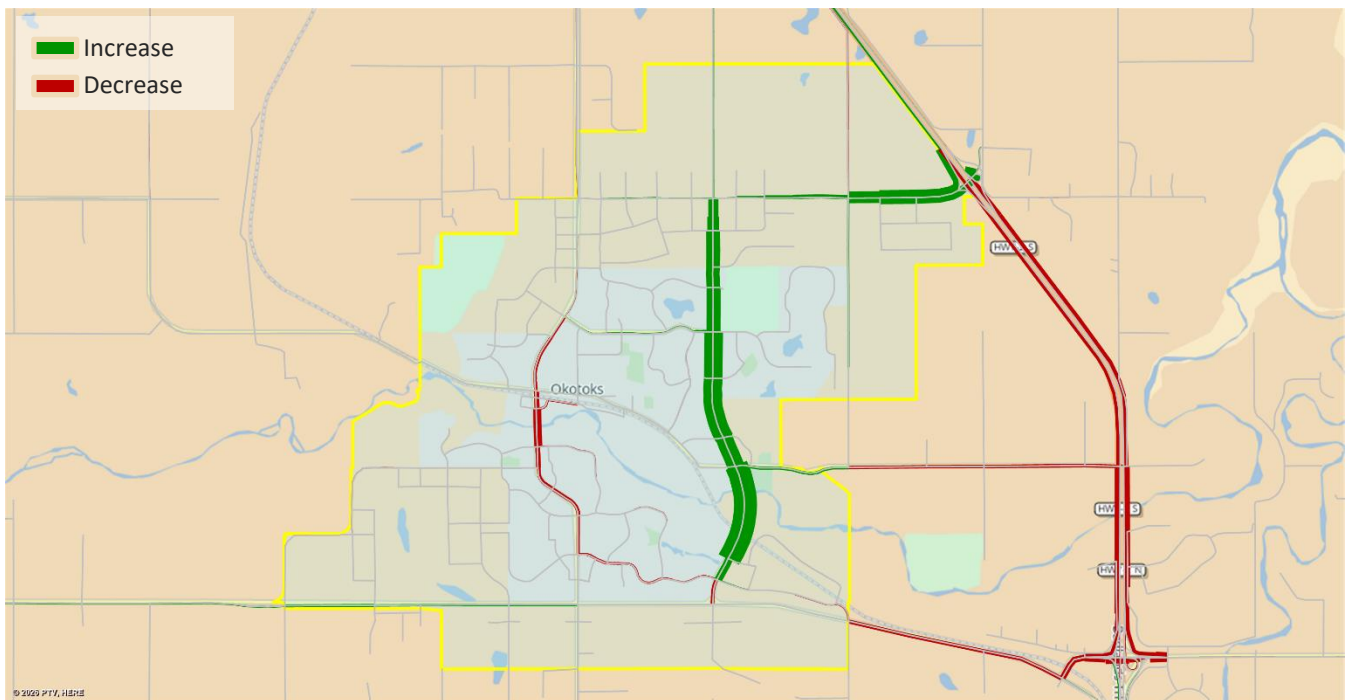
The timing for widening 32 Street and 338 Avenue was determined through a combination of intersection analysis for each planning horizon and option analysis for the 2040 and 2050 planning horizons. The approach is to maximize the investment in the existing roads by making spot improvements at intersections in the short term and to widen the corridor when needed to maintain corridor functionality and avoid neighbourhood shortcutting.

The analysis found the following improvements to be essential for efficient traffic operations in 2040. Therefore, these improvements are included in all the 2040 options, assuming that these will be made by the 2040 horizon.

- Widening of Highway 7 from 8 Street to Highway 7E
- Interchange at 338 Avenue and Highway 2
- Widening of 338 Avenue from 48 Street to the Highway 2 interchange

Four option scenarios, including partial and full widening of 32 Street and 338 Avenue, were prepared and analyzed for the year 2040. 32 Street is already a four-lane roadway between Highway 7 and Southbank Road. So, the options focused on widening 32 Street north of Southbank Road. The scenario analysis looked at average daily traffic and Vehicle Kilometres Travelled (VKT) for each option. The comparison indicated that widening 32 Street from Southbank Road to 338 Avenue resulted in the most efficient travel patterns, attracting a significant increase in traffic on 32 Street. Across all scenarios, traffic volumes on 32 Street increased, indicating that the corridor would attract latent demand as additional capacity becomes available. In particular, widening the 32 Street bridge generated a substantial shift of traffic from Northridge Drive and Highway 2 to 32 Street, as shown in **Figure 6-1**, demonstrating that the added capacity would be well utilized. These findings suggest that partial widening of 32 Street may not fully address future demand, as additional capacity would continue to attract traffic to the corridor.

Figure 6-1 Traffic Shift Due to the Widening of 32 Street



Interestingly, even with the four-laning of 32 Street and 338 Avenue, traffic volumes on 338 Avenue between Northridge Drive and 48 Street are not forecasted to be high enough for widening in 2040.



6.3.2 2050 Option Evaluation

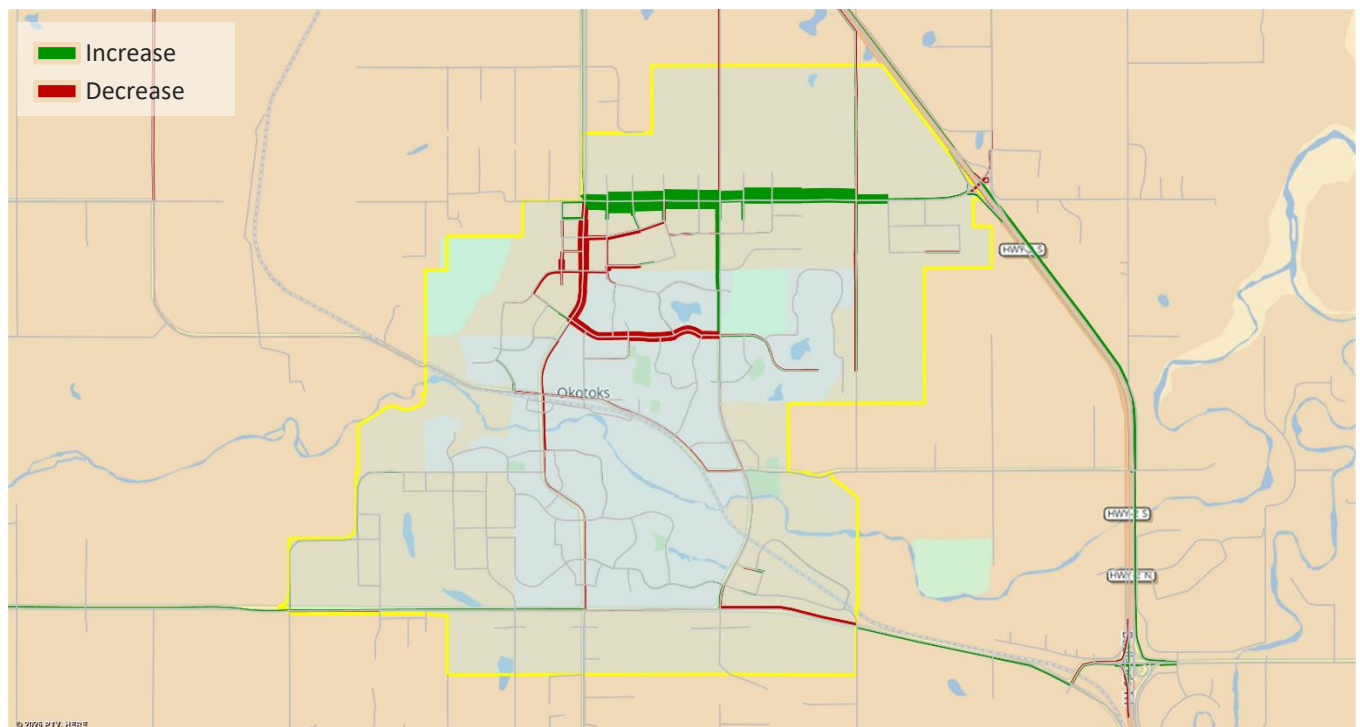
A similar option evaluation was completed for the year 2050 with and without the widening of 338 Avenue between Northridge Drive and 48 Street. Both of these scenarios assumed the full widening of 32 Street occurred by 2050.

The comparison indicated that widening 338 Avenue would attract approximately 7,000 additional vehicles per day, primarily by shifting traffic from Northridge Drive and Milligan Drive, as shown in **Figure 6-2**, thereby improving overall network performance. Despite higher traffic volumes, the corridor is expected to continue operating acceptably through targeted intersection improvements and access management measures in 2050.

However, by the 2050 horizon, expansion to four lanes may be warranted to support the corridor's long-term function within the town's transportation network. 338 Avenue serves as a major arterial connection to the Highway 2 interchange and is expected to carry a significant proportion of traffic. As travel demand grows, preserving mobility along this corridor will become increasingly important.

An additional benefit of four-laning is improved access management and safety. The added capacity would better accommodate turning movements and local access activity while maintaining efficient through traffic flow, helping preserve the corridor's intended arterial function and highway connectivity.

Figure 6-2 Traffic Shift Due to the Widening of 338 Avenue



7 PROPOSED ROAD NETWORK

As discussed in the previous section, a detailed approach was used to develop the proposed road network improvements. Rather than relying solely on corridor-level average daily traffic volumes to identify potential widening needs, adjusted turning movement volumes were used to undertake high-level Synchro analyses of key corridors throughout the study area. Localized intersection improvements were first developed and tested to determine whether operational deficiencies could be addressed through minor changes, such as changes in phase settings or lane configurations. If not, major changes, such as changes in intersection control or additional turn lanes, were tested. Only where these localized improvements did not adequately address performance issues, major network improvements, such as road widening, were considered. This approach realizes optimal investment in existing infrastructure before implementing more costly capital investments.

Table 7-1 lists the 25-year plan for major network improvements along with their horizons and costs. These costs also include the cost of any intersection improvements being constructed in conjunction with the corridor improvements. The project numbers up to 89 are reassigned from the Servicing Strategy based on the location of the project. Several of these projects are modified and broken down into phases based on the assessment. Projects numbers from the Servicing Strategy not included in the table below are either considered unnecessary within the 2050 planning horizon or are considered to occur in conjunction with road widening. A detailed list of these improvements and their descriptions can be found in **Appendix A**.

Based on the Travel Forecast Model, 338 Avenue between 48 Street and the Highway 2 Interchange will need to be widened before the 2040 horizon to support the anticipated traffic growth. However, given the planned Highway 2/338 Avenue interchange improvements expected around 2035, there may be opportunities to coordinate the two projects and realize construction cost savings. Accordingly, the widening of 338 Avenue (from 48 Street to Highway 2 Interchange) is advanced to coincide with the interchange improvements in 2035.

Table 7-1 25-Year Plan – Major Roadway Improvement Projects

Project #	Improvement	Horizon	Cost
85	Interchange at Highway 2 and 338 Avenue	2035	ATEC jurisdiction
9A	Widening of 338 Avenue (48 Street to Highway 2)	2035	\$36,000,000
10,37	Widening of Highway 7 (8 Street to Highway 7E)	2040	ATEC jurisdiction
5,67	Widening of 32 Street (Southbank Road to 338 Avenue)	2040	\$86,600,000
38	Construction of Collector along 32 Street (south of Hwy 7)	2045	\$9,800,000
88	Construction of Collector along 48 Street (north of 338 Ave)	2045	\$16,200,000
9B	Widening of 338 Avenue (Northridge Drive to 48 Street)	2050	\$54,000,000
7D	Northridge Drive, north of 338 Avenue – added NB thru lane	2050	\$2,890,000

Table 7-2 lists the 25-year plan for localized intersection improvements. These intersection improvements are identified using a high-level intersection capacity analysis using Synchro.



Table 7-2 25-Year Plan – Intersection Improvement Projects

Project #	Intersection	Horizon	Cost	Lane Configuration	Signal/ Roundabout	Turn Lanes
69	Southridge Dr/Hunters Gt	2030	\$43,000	✓		
91	Southridge Dr/Westridge Dr	2030	\$10,000	✓		
92	Southridge Dr/Westland St	2030	\$43,000	✓		
93	Southridge Dr/ Westmount Rd	2030	\$43,000	✓		
2B	32 St/Stockton Ave	2030	\$820,000		✓ (Signal)	
73A	32 St/Southbank Rd	2030	\$43,000	✓		
41, 52	Hwy 7/Southbank Rd	2030	\$820,000	✓	✓ (Signal)	✓
74	Milligan Dr/Veterans Wy	2030	\$820,000		✓ (Signal)	
-	48 St/Twp Rd 204 (FC) ^a	2035	\$460,000			✓
98	Big Rock Tr/Sheep River Dr	2035	\$820,000		✓ (Signal)	
72A	32 St/Railway St	2040	\$10,000	✓		
73B	32 St/Southbank Rd	2040	\$2,120,000			✓
95	32 St/Southbank Blvd	2040	\$267,000			✓
-	48 St/Twp Rd 204 (FC) ^a	2040	\$820,000		✓ (Signal)	
97	Hwy 7/8 Street	2040	\$820,000		✓ (Signal)	
90	Northridge Dr/Elizabeth St	2045	\$1,360,000			✓
72B	32 St/Railway St	2045	\$2,280,000			✓
78	Milligan Dr/Okotoks Dr	2045	\$820,000		✓ (Signal)	
99	Milligan Dr/Banister Dr	2045	\$820,000		✓ (Signal)	
100	Milligan Dr/Crystal Shores Dr	2045	\$820,000		✓ (Signal)	
33	Northridge Dr/338 Ave	2050	\$1,200,000			✓
49	48 St/Milligan Dr	2050	\$820,000		✓ (Signal)	
96	Hwy 7/Sundance	2050	\$820,000		✓ (Signal)	

^a The intersection of 48 St/Twp Rd 204 is outside the town boundary. It is reported for coordination purposes and will require coordination with Foothills County.

We have prepared Class 4 Opinions of Probable Cost to reflect the proposed Network Improvements Program for the various horizon years as summarized in the tables above. These costs have been submitted under separate cover.



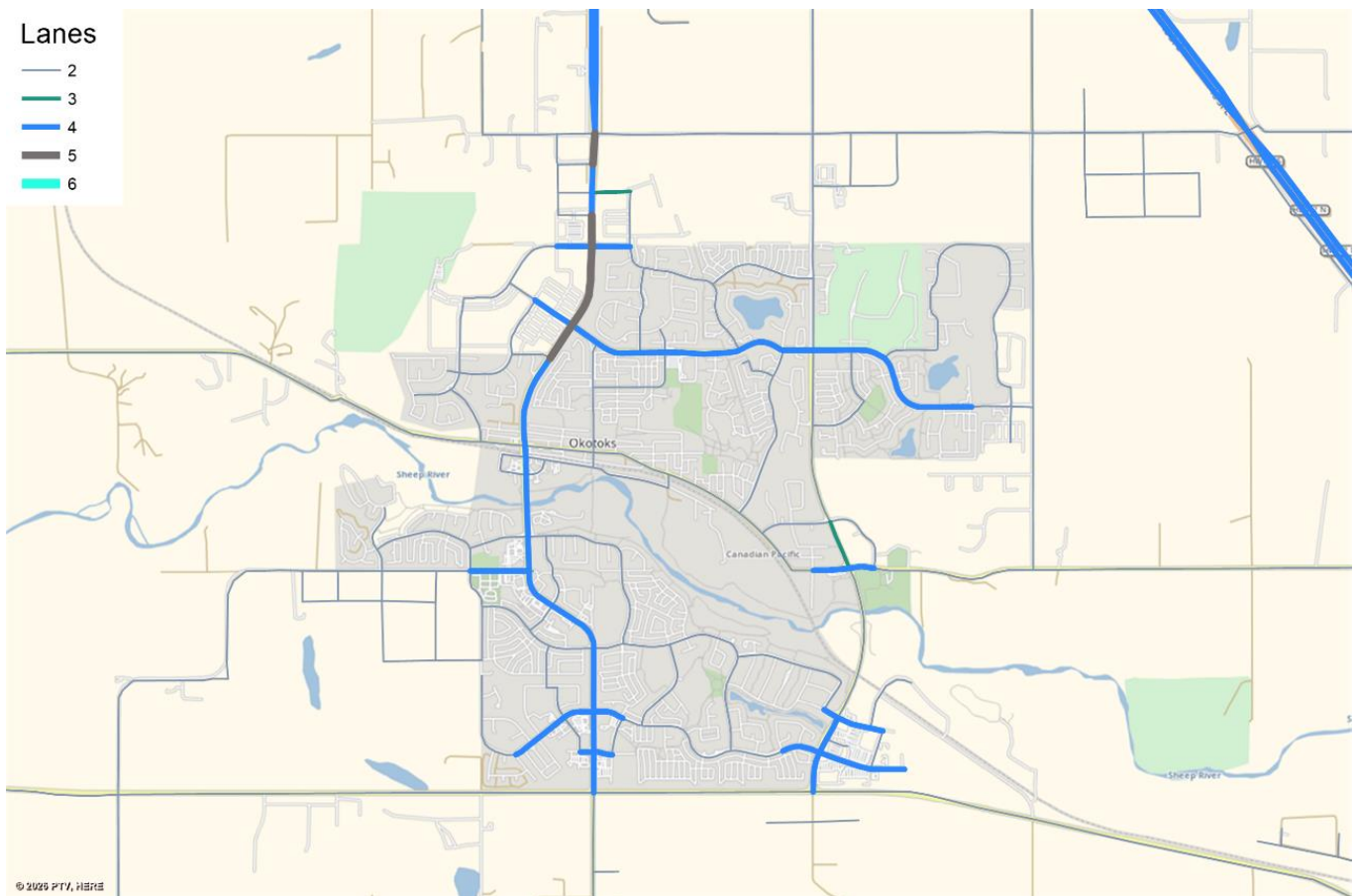
7.1 5-year Plan – Year 2030

Figure 7-1 shows the proposed road network for 2030, which includes projects that are in the current 2025 to 2030 budget such as:

- The intersection of 32 Street / 338 Avenue is assumed to be a single-lane roundabout.
- The intersections of 32 Street / Holy Trinity Academy and 32 Street / Chinook Arch Way are assumed to be signalized.
- The intersection of 32 / Milligan Drive is assumed to include interim improvements.

2030 proposed network also includes the collector road network needed to support the developments in Tillotson neighbourhood, Ridgemont neighbourhood and North Point areas.

Figure 7-1 2030 Proposed Road Network

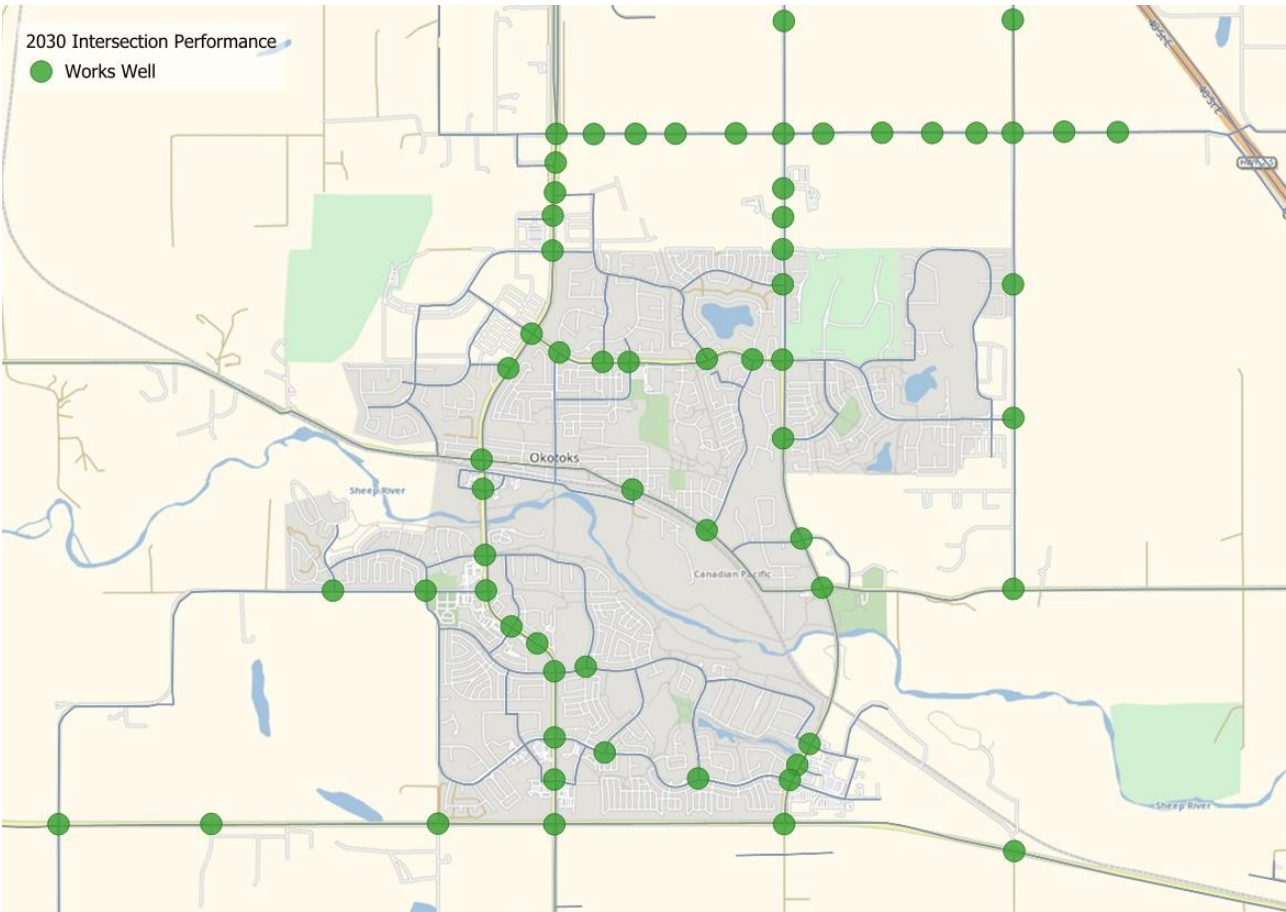


Intersection capacity analysis is completed at all the key intersections based on the volumed-to-capacity ratios (v/c). The intersections with $v/c \leq 0.9$ are considered to be working well, intersections with $v/c > 0.9$ and $v/c < 1.0$ are considered to be near capacity and the intersections with $v/c \geq 1.0$ are considered over capacity.



Figure 7-2 shows the intersection performance for 2030 with proposed improvements as well as the planned intersection improvements in the current 2025 to 2030 budget. All intersections are expected to operate well. Some movements may still have relatively long delays when compared to 2025 conditions; however, congestion is expected to be limited to peak hours.

Figure 7-2 2030 Intersection Performance with Mitigations



7.2 10-year Plan – Year 2035

Figure 7-3 shows the proposed road network for 2035.

2035 proposed network also includes two major network improvements:

- Interchange at Highway 2 and 338 Avenue
- Widening of 338 Avenue (48 Street to Highway 2)

2035 proposed network also includes the collector road network needed to support the developments in Ridgemont neighbourhood, North Point and North Okotoks areas.

Figure 7-3 2035 Proposed Road Network

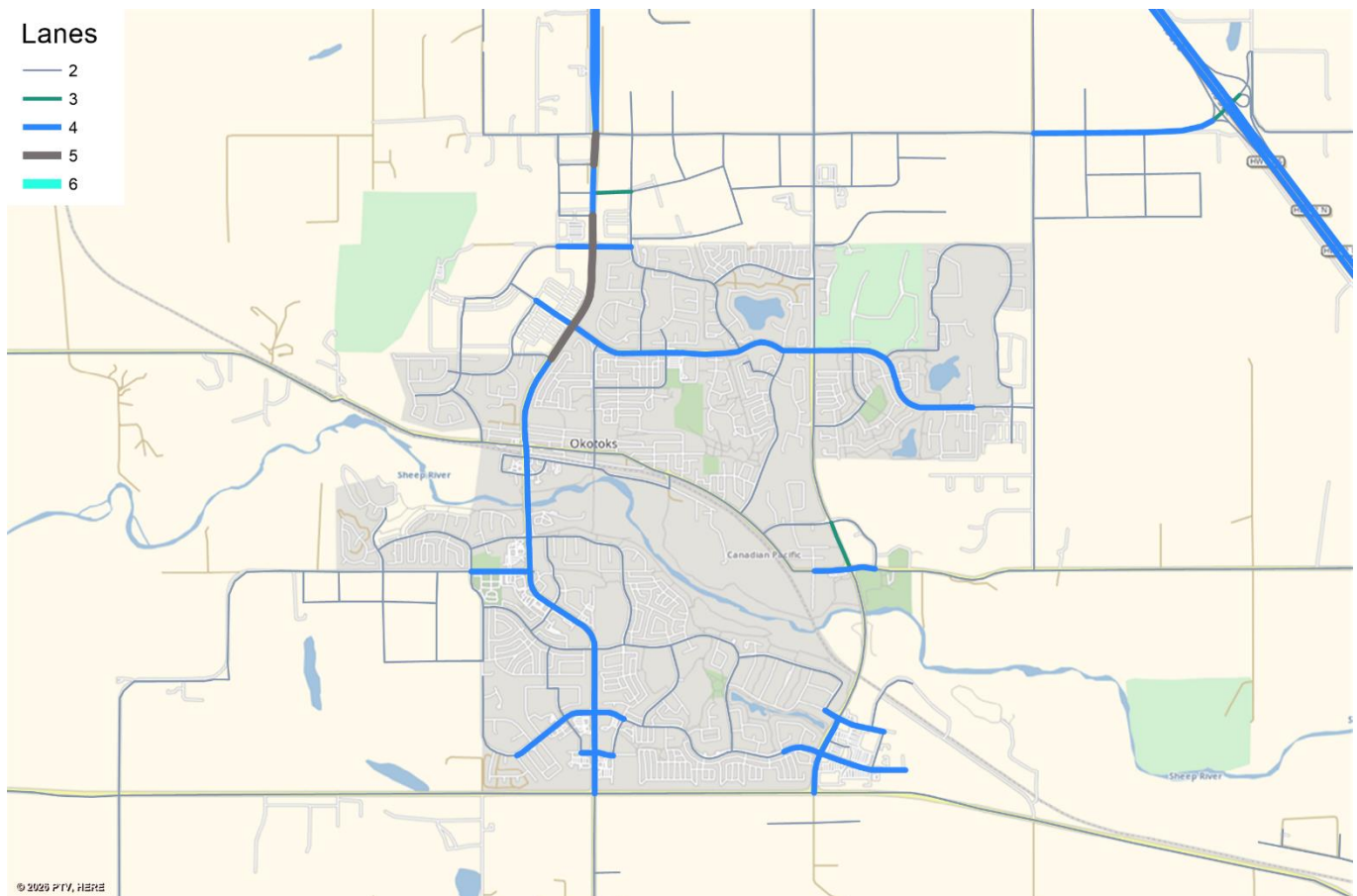
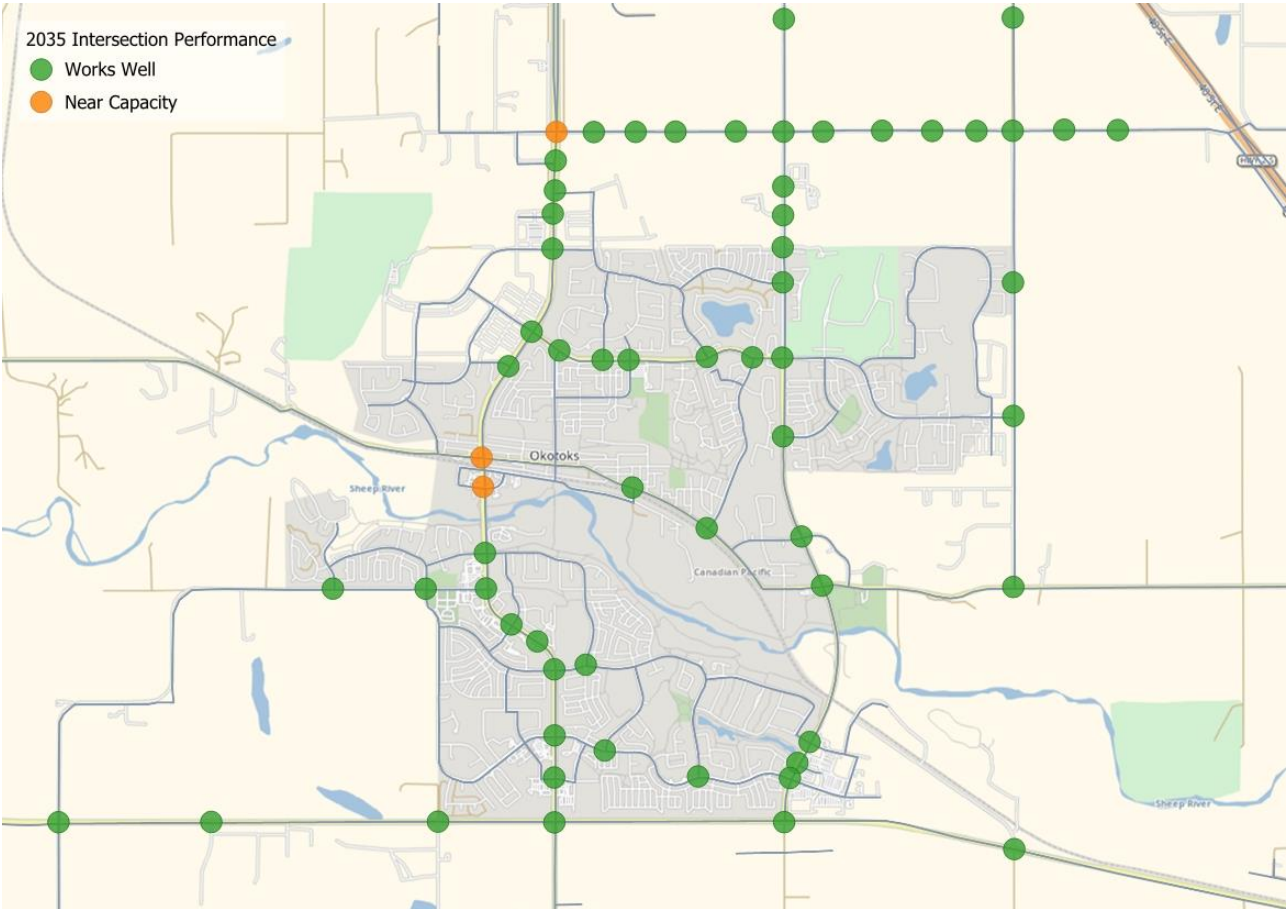


Figure 7-4 shows the intersection performance with the 2035 proposed intersection improvements. All intersections are expected to operate at or under capacity. Some movements may still have moderate delays when compared to 2025 conditions; however, congestion is expected to be limited to peak hours and within acceptable ranges.

Figure 7-4 2035 Intersection Performance with Mitigations



7.3 15-year Plan – Year 2040

Figure 7-5 shows the proposed road network for 2040.

2040 proposed network also includes two major network improvements:

- Widening of Highway 7 (8 Street to Highway 7E)
- Widening of 32 Street (Southbank Road to 338 Avenue)

2040 proposed network also includes the collector road network needed to support the developments in West Okotoks area and Southbank Business Park.

Figure 7-5 2040 Proposed Road Network

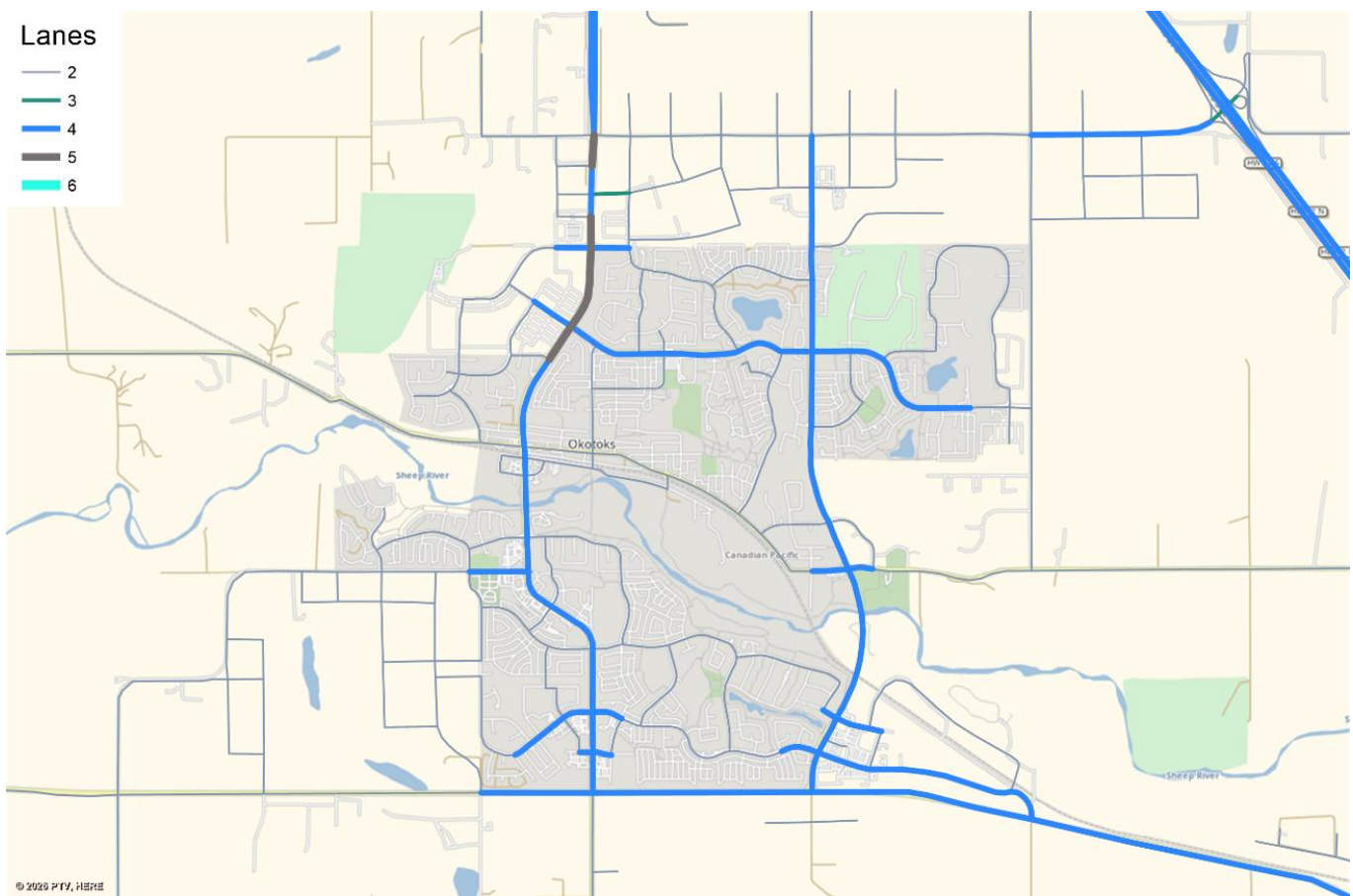


Figure 7-6 shows the intersection performance with the 2040 proposed intersection improvements as well as the intersection improvements associated with Highway 7, 32 Street and 338 Avenue widening, including upgrades at:

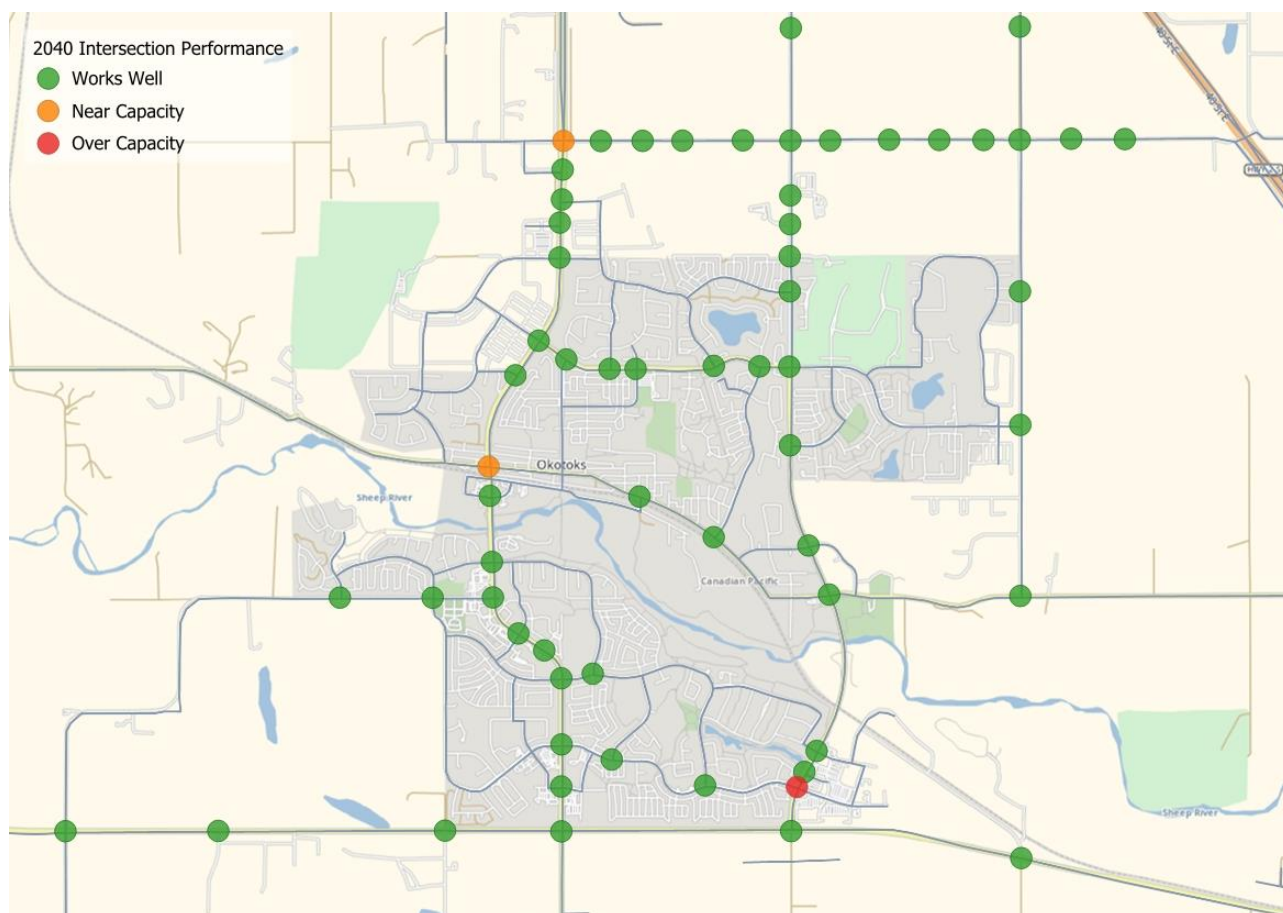
- Highway 7 at Southridge Drive and 32 Street – improvements at this location should be inclusive of the improvements that are needed up to 2050 horizon.
- 32 Street at Milligan Drive
- 338 Avenue at 52 Street and 56 Street



Please note that even with the proposed improvements, the intersection of 32 Street / Southbank Boulevard may operate over capacity. Further improvements are not practical from a size, cost, and land availability perspective. Further assessment will be needed as the land use planning for the area evolves because the travel demand is dependent on the intensity of development in the area.

It is also important to note that the 2040 horizon year represents the largest capital investment of all the horizons considered, based primarily on the widening of 32 Street and 338 Avenue. Based on this, and the lower amount of infrastructure investment planned at the 2035 horizon, it may be advisable to advance some of the smaller 2040 planned projects to happen sooner, as part of the 2035 planning horizon, to help maintain more even amounts of infrastructure spending and to avoid trying to accommodate too many projects in the 2040 horizon.

Figure 7-6 2040 Intersection Performance with Mitigations



7.4 20-year Plan – Year 2045

Figure 7-7 shows the proposed road network for 2045.

2045 proposed network includes the collector road network needed to support the developments in Trilogy Plains area.

Figure 7-7 2045 Proposed Road Network

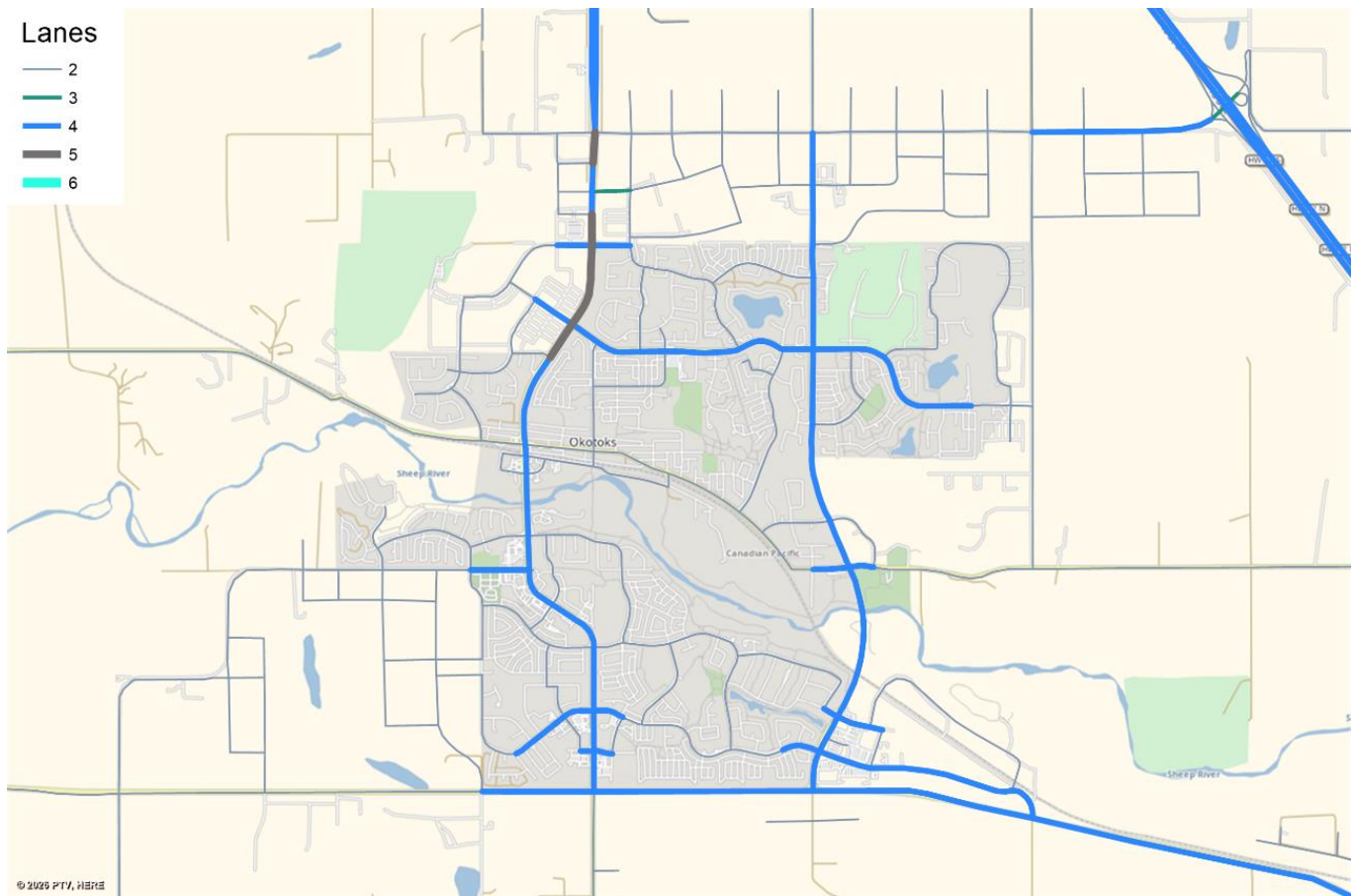
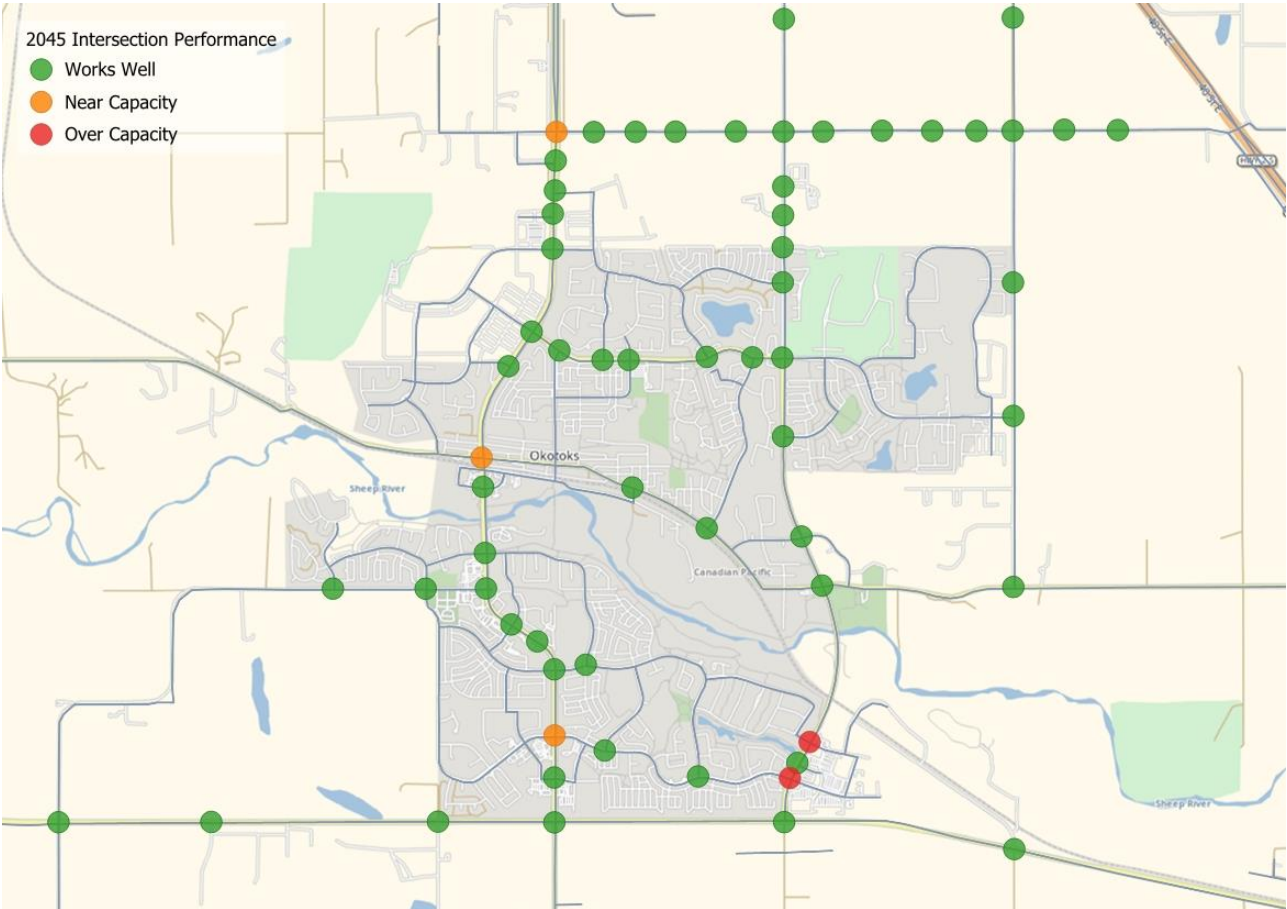


Figure 7-8 shows the intersection performance with the 2045 proposed intersection improvements. The proposed improvements, the intersections of 32 Street / Southbank Boulevard and 32 Street / Southbank Road are expected to operate over capacity, as noted in the previous section.

Figure 7-8 2045 Intersection Performance with Mitigations



7.5 25-year Plan – Year 2050

Figure 7-9 shows the proposed road network for 2050.

2050 proposed network also includes one major network improvements:

- Widening of Highway 338 Avenue (Northridge Drive to 48 Street)

2050 proposed network also includes extended collector road network needed to support the developments in Trilogy Plains area.

Figure 7-9 2050 Proposed Road Network

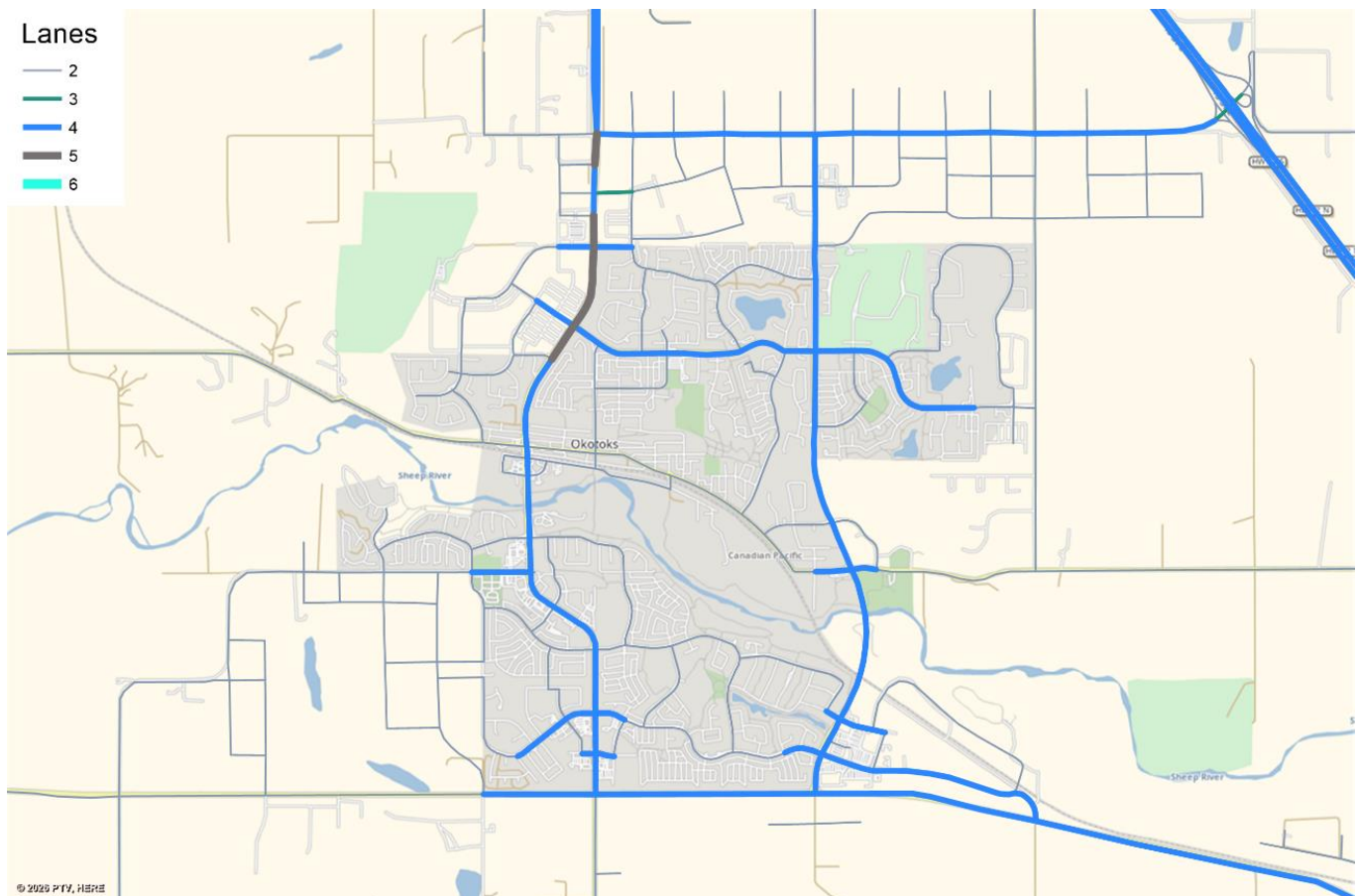
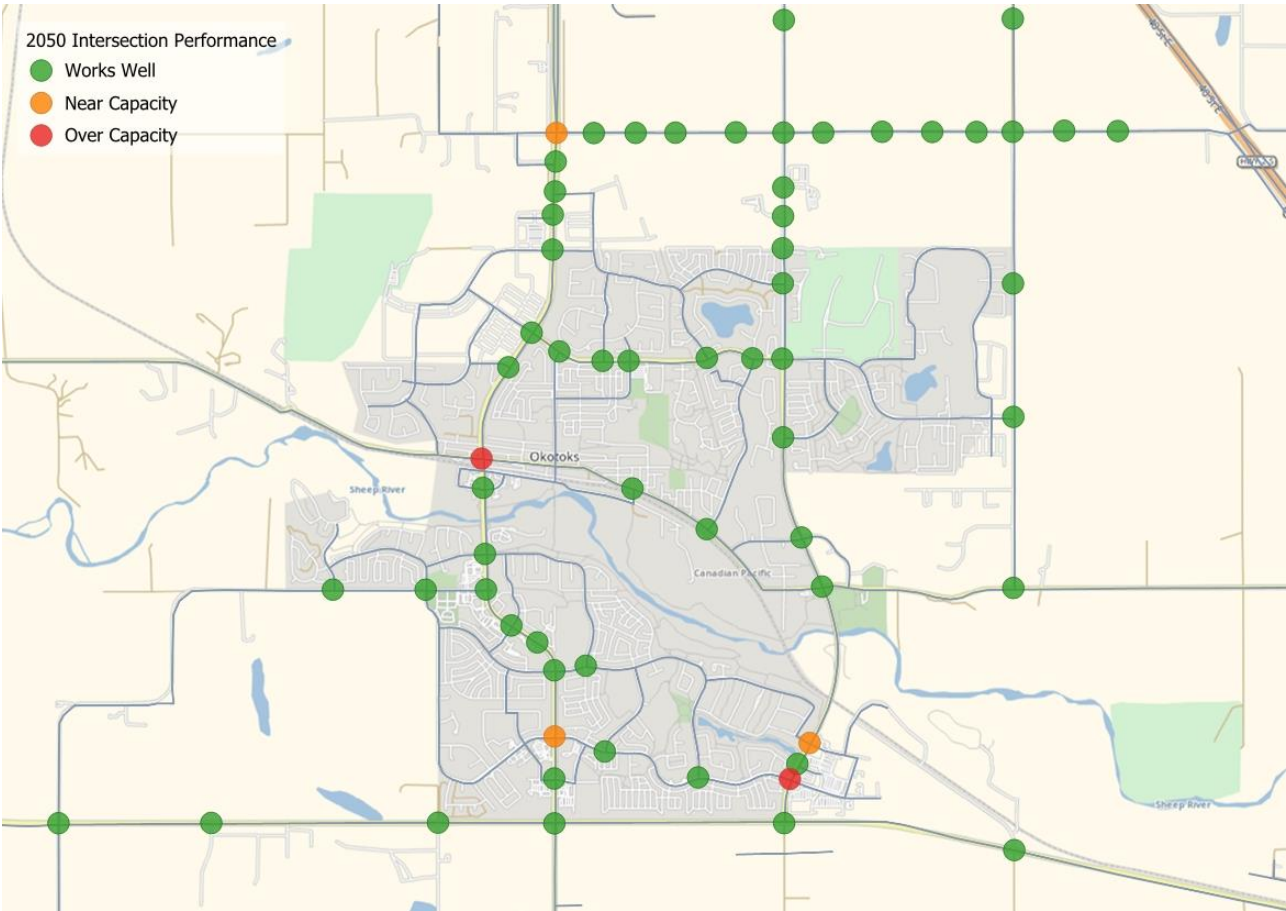


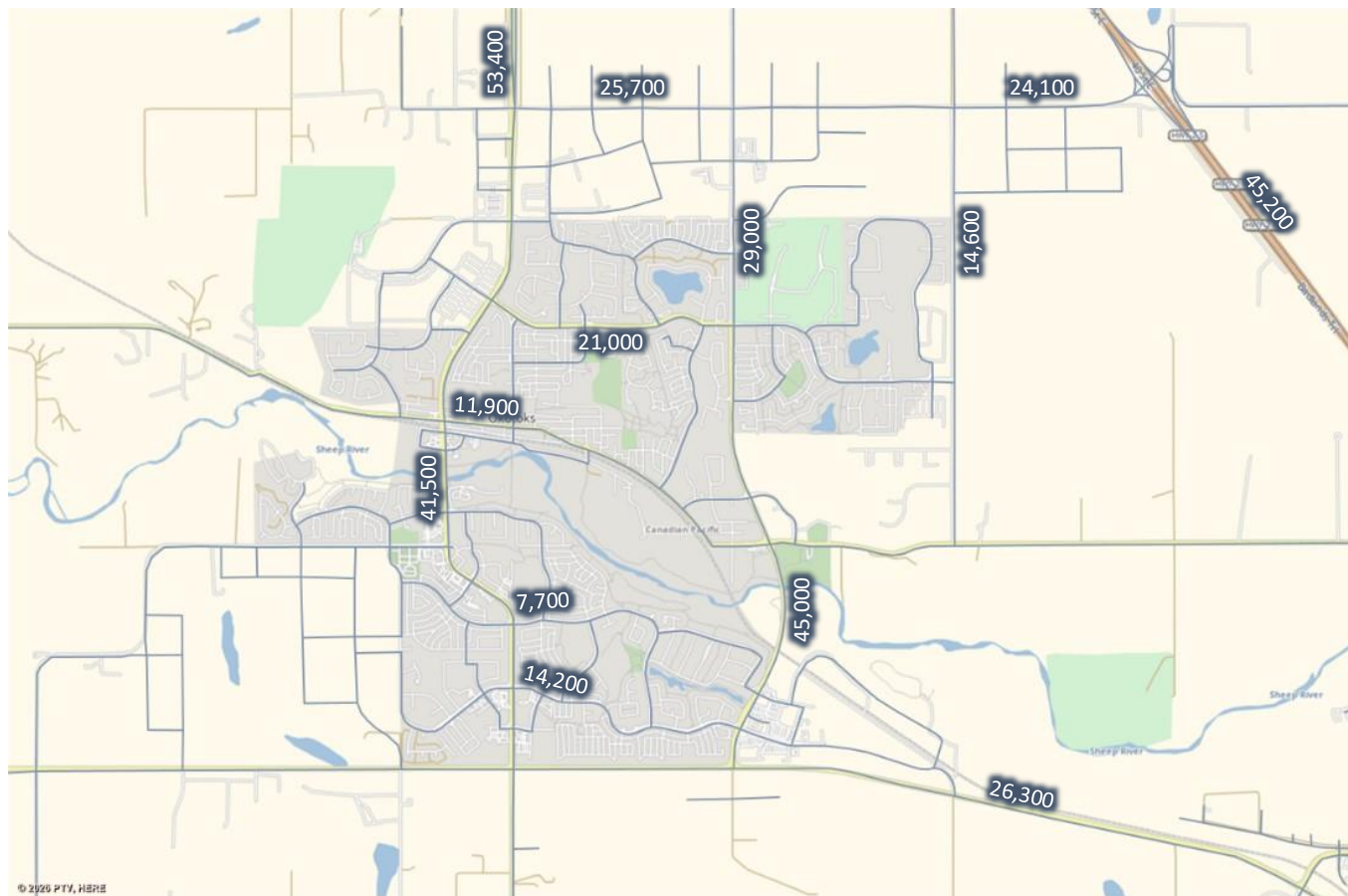
Figure 7-10 shows the intersection performance with the 2050 proposed intersection improvements as well as the intersection improvements associated with 338 Avenue widening, including the roundabout upgrades at the intersections of 338 Avenue with 32 Street and 48 Street. Even with the proposed improvements, the intersections of 32 Street / Southbank Boulevard and Northridge Drive / Elizabeth Street are expected to operate over capacity, as noted in Section 7.3.

Figure 7-10 2050 Intersection Performance with Mitigations



A 2050 projected daily traffic map was developed using forecasted volumes (shown in **Figure 7-11**). By 2050, there is growth across nearly all corridors in the network. The largest growth occurs on roads serving the eastern areas of the Town. This growth reflects the anticipated development and population increases planned over the horizon years.

Figure 7-11 2050 Projected Daily Traffic Volumes

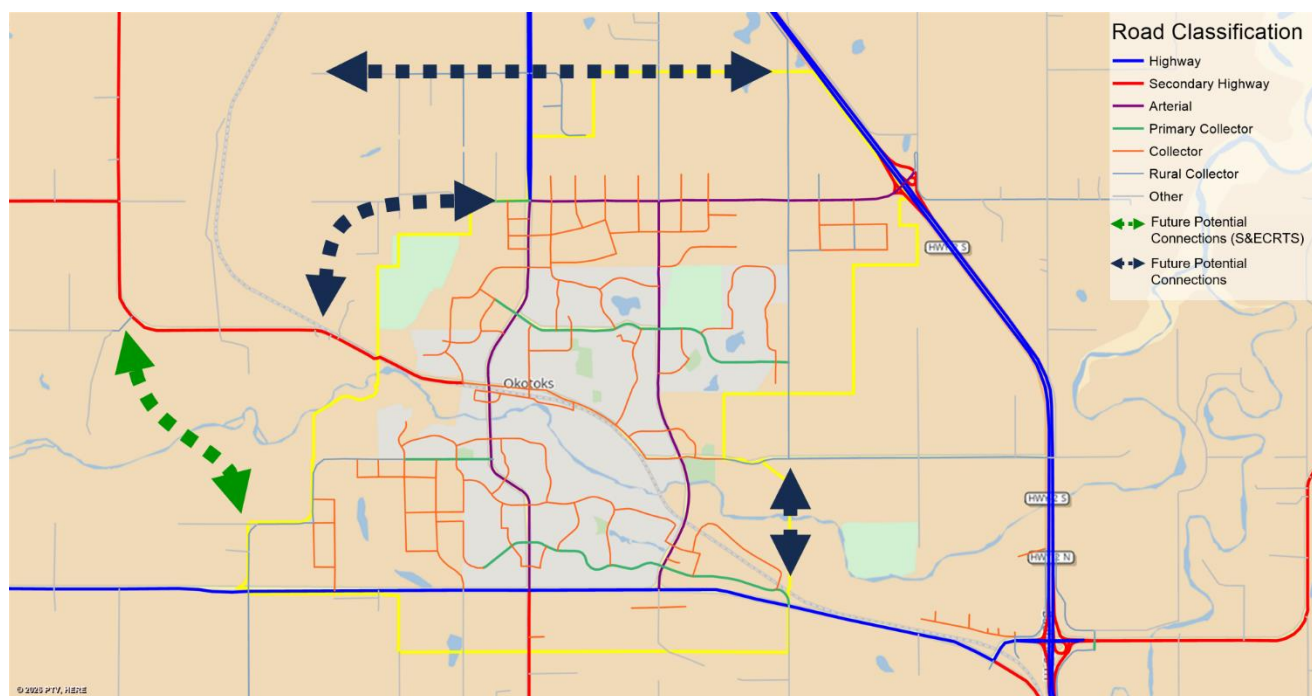


7.6 Full Build Out Scenario

A future road network map showing potential future connections and road reclassification is shown in **Figure 7-12**. Highlighting these potential future road network upgrades can allow for right-of-way protection, access management, and future plan integration. The future road network map highlights new road connections, including the extension of Highway 552 with a new bridge crossing over the Sheep River to Highway 7, as indicated in S&ECRTS. The other future potential road network connections are:

- Extension of 48 Street over Sheep River to Southbank Road and Highway 7
- Extension of 338 Avenue to the west
- Extension of 332 Avenue
- New north-south road to the west of Northridge Drive to connect Elizabeth Street to 338 Avenue

Figure 7-12 Future Potential Road Network Connections



8 OTHER CONSIDERATIONS

Beyond the need for physical infrastructure and traffic operations captured within the travel demand modelling, Traffic Signal Coordination Study, and the Intersection Safety review, the Town will need to consider a range of new trends and technologies, transit, and goods movement to allow its transportation network to continue to operate efficiently under various conditions and for all road users and purposes. Communities that embrace these trends are better positioned to attract investment, support business growth, optimize infrastructure spending, and make transparent, evidence-based decisions over the next decade. Important emerging trends, transit, and goods movements are summarized below for the Town's consideration moving forward.

8.1 Trends In Policies and Standards

Transportation systems are becoming more diverse with people focussed planning that recognizes the need for diverse and equitable transportation needs whether a person has access to a vehicle or not, or whether they are using the sustainable transportation or the newest vehicle technologies. This section highlights important issues to consider when planning for the future.

Aging in Place

The province of Alberta is preparing for more seniors aging in place, which will require health, social services, and accessible transportation. The Town has identified the need to support seniors' housing near appropriate services. The Town can also improve accessibility and strive to provide affordable transportation options, with guidance from programs like Healthy Aging Alberta.

Active Transportation

Active transportation is growing in popularity in Canadian cities due to health and wellness, affordability, and an interest in reducing carbon emissions. In response, municipalities are increasingly prioritizing investments in active transportation planning and infrastructure as Okotoks is doing with their 2024 Active Transportation Implementation Plan.

E-scooter Regulation

More road users are adopting new forms of micromobility, including e-scooters. As usage increases, there is a corresponding need for regulations, education and enforcement to keep pace with emerging safety considerations.

E-scooter regulation in Alberta is evolving, and the rules can be confusing for users because requirements differ between personal and shared e-scooters and may vary between municipalities. The Province is leading the broader regulatory work to support safety and consistency across Alberta, while the Town is leading its own review and recommendation toward a municipal bylaw to address local safety considerations and establish clear expectations for micromobility users within Okotoks.



Once the respective regulatory frameworks are established, effective education, communication and enforcement will be important to support understanding and compliance. The Town should also continue to monitor developments in neighbouring jurisdictions and emerging safety and injury-prevention information. Where appropriate, alignment with regional approaches could help provide clearer expectations for users and support a consistent approach to micromobility safety.

The overall objective for E-scooter Regulations is to develop a coordinated approach in which provincial regulation provides consistency across Alberta, while the Town's local bylaw supports community-specific safety needs and effective implementation at the municipal level.

Changing Design Standards

The transportation industry has been developing numerous new design guidelines, particularly around active transportation, complete streets, protected intersections, transit priority facilities, and roundabouts that are often being updated to reflect a broader trend in transportation planning toward moving people, not just vehicles. Context-sensitive corridor planning reflects how residents live, travel, and access services, while balancing the needs of drivers, pedestrians, cyclists, transit users, businesses, and people of all ages and abilities. In addition to the Transportation Association of Canada (TAC), common guidelines are also being produced by the National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA), and larger provinces and cities across Canada and elsewhere.

While the Town uses City of Calgary standards and design guidelines, along with Town-specific design standards to help guide consistent roadway design, they need not limit innovation as new concepts emerge. The Town should proactively monitor industry best practices and emerging design principles and guidelines as elements to supplement its current guidelines on an as-needed basis.

New Curbside Management Considerations

Micromobility options, ridesharing, and an increase in home deliveries have changed how municipalities are managing curbside space. Parking areas are being re-utilized to allow for alternative modes of travel and new delivery space in areas where it was not previously considered. This includes smart parking management systems to balance the competing curb interests.

Climate Resiliency

Communities in Canada are increasingly experiencing the impacts of extreme climate events. *Canada's National Adaptation Strategy Building Resilient Communities and a Strong Economy, 2023* provides guiding principles and strategies to support communities in planning for and building more resilient roads, bridges, water treatment facilities, telecommunication networks and evacuation routes and encourages investment into low-impact development technologies such as permeable pavement, rainwater gardens, and trees.



The Town incorporates climate resilient elements, including low-impact development, into street design. The Town should continue to proactively monitor emerging practices in climate-resilient design and update its design guidelines and construction specifications as needed where new elements are not addressed by City of Calgary or Alberta Environment and Protected Areas guidelines.

8.2 New Technologies And Service Delivery

New technologies and service delivery mechanisms are being implemented in larger cities across North America and globally. Some of them are becoming more common for all communities while others are still under development. This section identifies some of the technologies that the Town will need to prepare for either soon or in the long-term depending on how quickly they evolve.

Electrification of Vehicle Fleet

There has been a significant rise in electric and hybrid vehicle registrations, increasing the demand for charging infrastructure. Okotoks and many other municipalities are providing public charging stations to meet this growing demand. The Town may also want to consider whether to require certain new developments to provide EV charging infrastructure so that homeowners and businesses can charge their vehicles at night, making it more convenient for them and placing less burden on the power grid.



From Reactive Planning to Data-Driven Decision Making

Municipalities are moving away from planning based primarily on historical assumptions and periodic studies toward continuous data collection and performance monitoring. This model of continuous data monitoring builds a clear picture of how people and goods move throughout the community and creates a single source of truth that supports better decisions on new developments, road improvements, safety initiatives, and future capital investments.

The Town should consider establishing an annual traffic counting program and creating a central repository for transportation data management using a mix of permanent count stations, short-term counts at key locations on a rotational basis, and publicly available data. This is useful for making neighbourhood traffic management decisions, monitoring traffic growth, handling public inquiries and supporting business development needs. It also gives Council and administration the facts needed to make smarter decisions about growth, development, and infrastructure investments.

Traveller Information Systems

Traveller Information Systems provide real-time information to drivers on any major route; it is meant to improve travel times and safety and allows users of the transportation system to make informed travel decisions. To supplement the information system, permanent traffic count stations for all modes of travel, Bluetooth/Wi-Fi travel time monitoring, traffic analytics dashboards, commercial vehicle GPS analytics, and vehicle classification systems could all be integrated with the system for real-time information display as well as data collection for analysis.



A Traveller Information System would be particularly beneficial for the train crossing on Northridge Drive which is a common source of frustration for drivers. Rather than sitting in unexpected traffic and wondering how long a train will block a crossing, residents could receive real-time updates through roadside message signs, the Town's website, social media channels, or a mobile app. With advance notice of delays and suggested alternate routes, travellers could make informed decisions before they become caught in congestion. This improves convenience, reduces travel delays, and helps make daily travel more reliable.

Beyond reducing everyday frustration, the system can become a valuable community tool that residents recognize and trust. As people become accustomed to checking crossing information before they travel, the platform can evolve into a broader source of transportation information, providing updates on road construction, traffic incidents, community events, severe weather, and other travel disruptions. Over time, it becomes part of the Town's communication toolkit, helping people stay informed and connected to what is happening across the community. The benefits become even more significant during emergencies by allowing the Town to quickly communicate route closures, detours, evacuation information, and safe travel routes.

Goods Delivery Methods

E-commerce deliveries are becoming increasingly common. Delivery options are evolving beyond traditional home deliveries as consumers seek more convenience and flexibility. Alternative goods delivery methods that may become more adopted in the future may include, but are not limited to:

- Parcel Lockers
- Drone Deliveries
- Autonomous Deliveries
- Crowdsourced Deliveries

Transport Canada has recently issued research about the current state of autonomous cargo delivery and future prospects, sidewalk robots (micro utility devices), and other innovations. As these technologies and delivery methods evolve, the Town will need to determine whether to permit their use of municipal infrastructure, such as sidewalks, pathways, and curb space, and whether to limit or encourage their adoption through bylaw updates and modifications or updates to design standards.



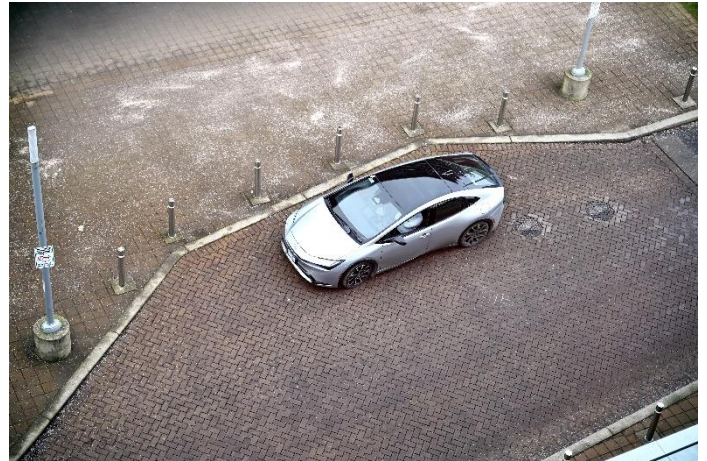
Digital Operations and Smart Transportation Management

Municipal operations are increasingly managed through connected digital systems rather than manual processes. A Smart Mobility Strategy could provide direction on how to integrate future and digital technologies into the transportation system, providing a cohesive, user-centred transportation ecosystem. This strategy will focus on laying out the framework to develop a transportation system that unifies conventional and future transportation modes into a digitally connected real-time system, leveraging artificial intelligence to create a safe, responsive, adaptive, and efficient multi-modal transportation system.



Mobility As a Service

Mobility as a service is a platform that integrates multiple modes of transport and transportation-related services into a single on-demand mobility service, which allows users to access these multiple modes of travel including ridesharing, shared e-bikes and e-scooters, and transit more easily and through a single payment channel. This also provides a convenient and attractive alternative to private vehicles as it aims to make the mobility experience as direct and easy as possible. This is a program that will become more viable as technology advances and the amount of transit ridership grows in Okotoks.



Adaptive Signals

Traditional signals use detectors such as pavement sensors, cameras or radar to extend green times or change phases for waiting vehicles at intersections. Traditional signal control follows a fixed schedule that changes by time of day without assessing on-ground conditions before changing to a new timing plan. While this is beneficial for vehicle travel, pedestrians may have longer waits and/or pedestrian actuation can affect traffic signal progression. If there's a desire to be more adaptive to travel demand and pedestrian activity, the Town could evaluate adaptive signal control as part of a broader Smart Mobility Strategy. Adaptive signals use real time data from various locations in the network to dynamically change signal timing. This helps to create a robust traffic system to respond to changes in traffic and various user demand throughout the day dynamically. Their successful implementation depends on the level of initial and sustained investment and would be a lower priority at this time.

Vehicle to Everything Communications

Vehicle to Everything Communications (V2X) allows vehicles to communicate with other road users including pedestrians and cyclists (V2P), other vehicles (V2V), and Town infrastructure (V2I) generally using cellphone networks or dedicated short-range communications. There are a wide range of potential applications including but not limited to:

- Mobile pedestrian signals
- Forward collision warning
- Wrong way entry warning
- School bus, transit, emergency vehicle and snow plow signal priority



Applications of V2X should be evaluated as part of the Town's broader Smart Mobility Strategy.



Preparing the Road Network for Autonomous Vehicles

The adoption of autonomous vehicles is gaining momentum in some of the United States and hasn't had much traction in Canada yet. As this form of mobility is increasingly adopted, its implication on the transportation system and land development planning are not yet fully known. Some potential impacts include:

- Where residents decide to live, work, and play
- Vehicle ownership rates
- Pavement space requirements
- Mode choice shift
- Curb space consideration

The Town should complete scenario planning of autonomous vehicle adoption and its potential impacts given all the uncertainties at this point. This will give the Town flexibility and foresight into land use and mobility planning moving forward.

8.3 Building Transit Ridership

Transit is a critical component of a well functioning transportation networks, supporting mobility for residents who cannot or choose not to drive, reducing congestion and parking demand, and providing an affordable alternative to private vehicles. Transit in Okotoks began as an on-demand service and currently operates fixed service and on-demand service. Currently Transit ridership for the on-demand service significantly outpaces the fixed-route service provided by the Town, likely because the fixed-route service provides one-hour service, while on-demand service tends to be quicker and more responsive to user needs. For fixed service ridership to increase, the service likely needs to be more convenient, attractive, and practical for everyday travel.



Transit relies on the collector road network to provide the most coverage possible. A good target is to have 90% of residents within 400 m to 500 m of a bus stop. For new neighbourhoods, collector streets that are likely to be future bus routes need to be planned so that they traverse through the middle of a catchment area that accommodates up to a 500-metre walk. The collector system may follow a Fused Grid⁹ or modified grid configuration so that it supports transit efficiency while being less inviting for speeding and neighbourhood shortcutting.

⁹ [The Fused Grid: A Contemporary Urban Pattern](#)

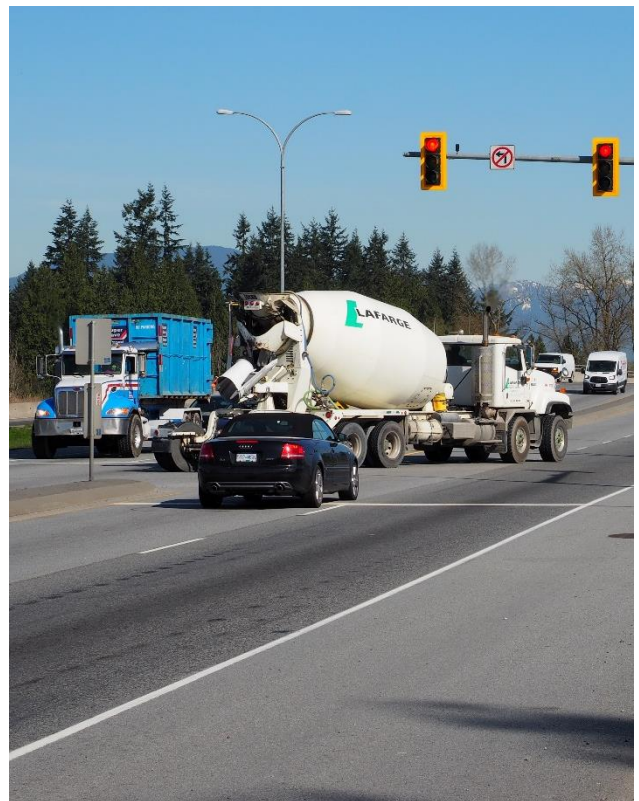




To date, transit planning in Okotoks has focused on establishing service in existing areas using a five-year outlook, rather than a longer-term horizon and the S&ECRTS study has identified the potential for regional transit along 338 Avenue and 32 Street through Okotoks. A Transit Master Plan is needed to establish service delivery and transit routes for new development areas, providing guidance on how the future neighbourhood street layouts can be more transit supportive. The Transit Master Plan should consider the potential for regional transit and how local transit can integrate with it to provide residents with more alternatives to travel in the region.

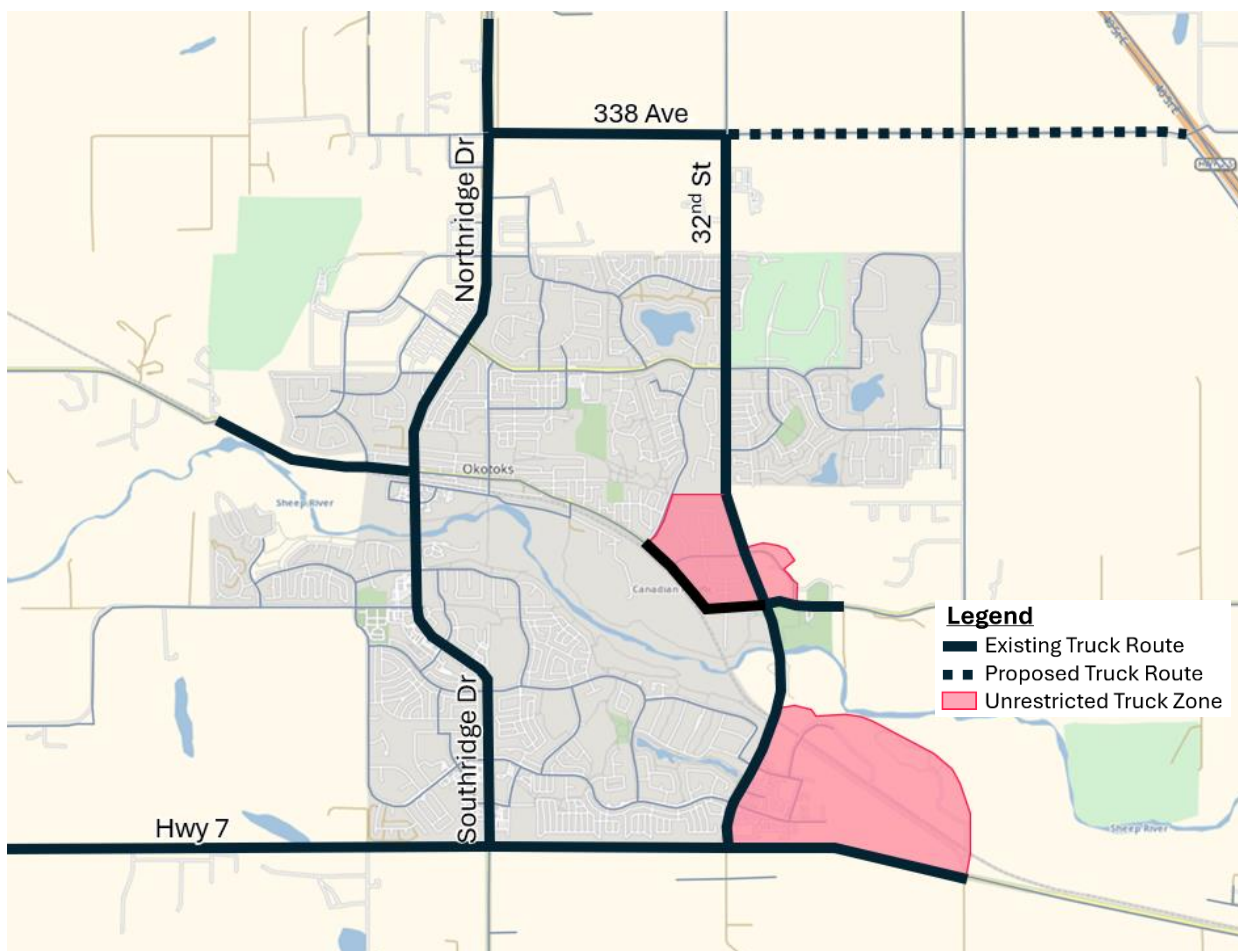
8.4 Strengthening Truck Routes and Supporting Goods Movement

Strong goods movement is essential to a healthy local economy because businesses depend on the efficient movement of products, materials, equipment, and deliveries every day. When roads, key truck routes, and connections to regional transportation networks function well, local businesses can operate more efficiently, reduce transportation costs, and provide better service to their customers. Modern transportation planning practices recognize that communities that support the movement of goods are better positioned to attract new investment, support local industry, and create jobs. As the Town grows, ensuring that commercial vehicles can move safely and efficiently through and around the community helps protect economic competitiveness while reducing delays and conflicts for all road users. Taking a proactive approach to goods movement planning sends a clear message that the Town is open for business, ready for growth, and committed to creating the conditions that businesses need to succeed today and in the future.



The existing trucking routes (shown in **Figure 8-1**) in the town are confined to the major roadways, which are Northridge/Southridge Drive, 32 Street, 338 Avenue between Northridge Drive and 32 Street, Highway 7, Elizabeth Street to the west and Railway Street to the east. As the Town grows, a new interchange is planned to be constructed at the 338 Avenue and Highway 2 intersection. The Town can facilitate efficient and direct access by designating 338 Avenue from 32 Street to Highway 2 as a Truck Route. Designating this as a truck route prior to residential development in the adjacent areas will help avoid pressure to reroute or restrict truck traffic once homes are constructed.

Figure 8-1 **Truck Routes**



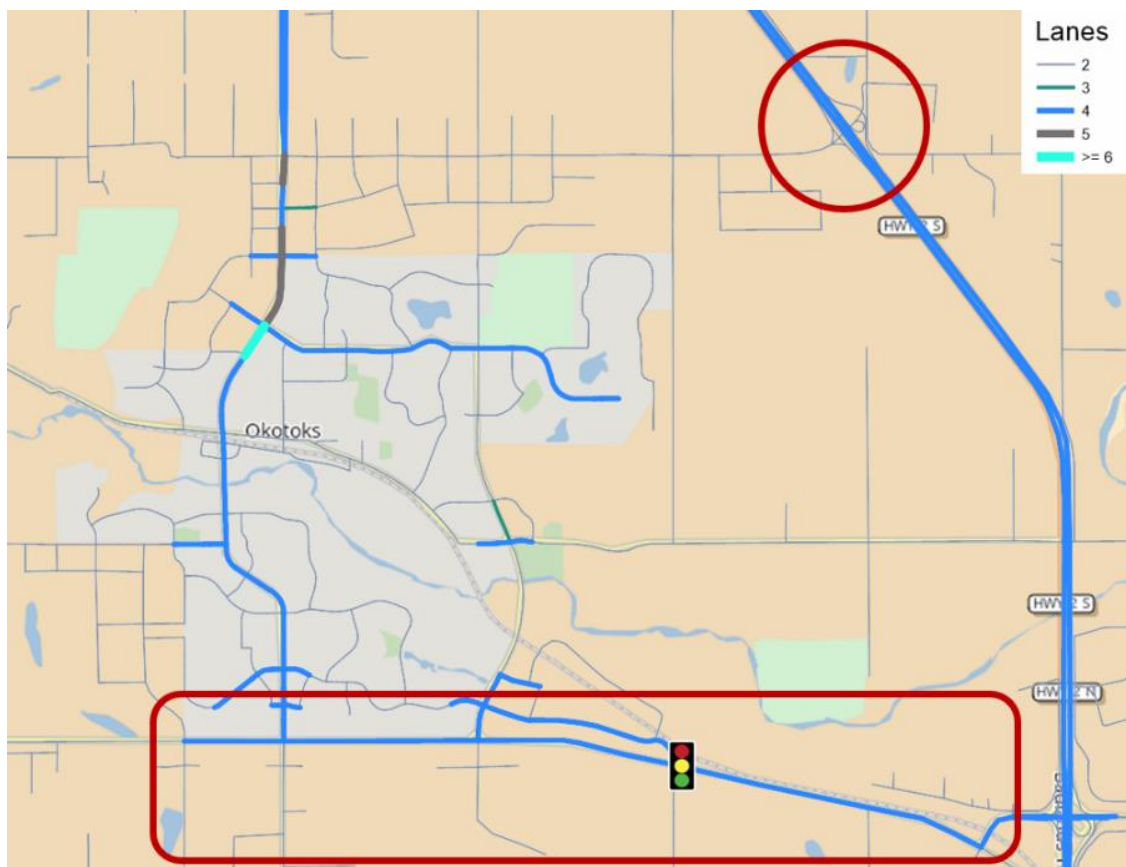
8.5 Regional Considerations

In consultation with Alberta Transportation and Economic Corridors, we understand that planning is underway or being considered for several key highway and interchange projects within the planning horizons evaluated within this TMP. These include:

- Highway 2 and 338 Avenue interchange assumed to occur by 2035.
- Highway 7 from Westland Road to Highway 2E is planned for 4-lane twinning by 2040.
- A New traffic signal on Highway 7 at Southbank Blvd will be required by 2030.
- Highway 2 widening to 6 and 8 lanes was not considered within the TMP, but has been planned as a future highway upgrade, but the timing for it is uncertain. Expansion of the Highway 2 corridor has the potential to reduce traffic on Town roads.
- A new highway connector from Highway 2 north of Okotoks to Stoney Trail SE will be planned in the near future. Highway alignment, interchange locations, and timing for the project have not yet been determined and has not been considered within the TMP.
- A future Sheep River crossing with a highway connection to Stoney Trail SW has been considered, but no planning has been started for this connector. As such, this has not been considered within the TMP.

These regional considerations are highlighted in **Figure 8-2** below.

Figure 8-2 Regional Considerations



9 FINDINGS AND CONCLUSIONS

9.1 Key Findings and Opportunities

The Study indicates that the existing road network is generally functioning well and is expected to continue operating acceptably over the next ten years with only minor localized improvements. Recent investment in the traffic signal coordination study delivered measurable benefits, including more than 15% reduction in corridor delays and travel times along Southridge/Northridge Drive and 32 Street. In addition, intersection safety improvements have been identified at ten locations across the study area. These recommendations include a mix of lower-cost signage, pavement marking and pedestrian crossing improvements that can be implemented more readily; and more costly traffic signal improvements, with some issues needing further investigations that are subject to available funding and budget considerations.



While the overall network continues to perform well, some minor operational and capacity improvements will be required by the 2030 and 2035 planning horizons to accommodate future growth and maintain acceptable levels of service. Beyond 2035, as traffic demand increases, targeted improvements along key corridors will be important to maintaining efficient and reliable transportation operations. Planned upgrades such as the Highway 2/338 Avenue interchange are expected to support continued growth within the community, but it won't be enough on its own. The employment growth in the southeast and northeast quadrants of the town is expected to outpace the existing transportation infrastructure by 2040.

As congestion increases on major corridors, such as Northridge Drive and 32 Street, drivers may seek alternative routes through residential neighbourhoods, placing additional pressure on collector roads such as Cimarron Boulevard and Milligan Drive. Timely improvements to the capacity on arterial roads, 32 Street and 338 Avenue, combined with the implementation of neighbourhood traffic management measures where required, can help maintain the intended function of the road network and limit undesirable cut-through traffic.

It should be important for the Town to strengthen overall network resilience. The road network currently has limited north-south alternatives, resulting in a significant concentration of traffic on Northridge Drive. At-grade railway crossings further exacerbate this issue. Enhancements to 32 Street, which includes a grade-separated railway crossing, would reduce the network's vulnerability to incidents, construction activities, and railway-related disruptions. For the long-term horizon, future potential arterial alignments should be established so that the right-of-way can be protected from development.

The growth within the Town will not only increase traffic on the municipal road network but also the regional highways - Highway 7 and Highway 2. Collaborative planning with Alberta Transportation and regional stakeholders can achieve consistency between local and regional transportation objectives and support the timely implementation of improvements on corridors that serve both local and regional travel movements.





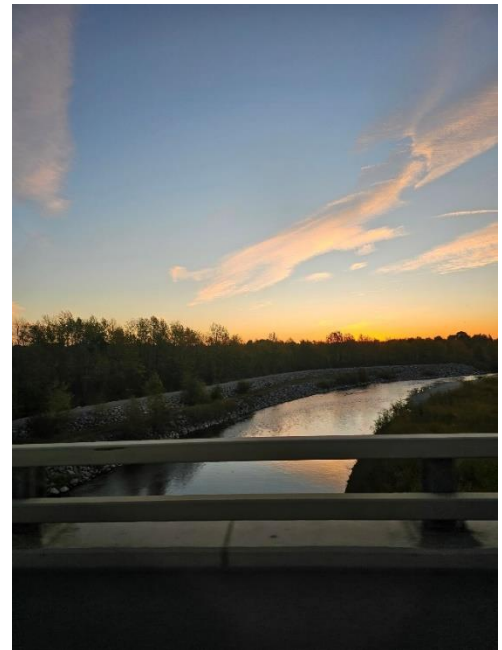
As with any growing community, population and employment growth inevitably results in increased travel demand, higher traffic volumes, and a gradual reduction in levels of service across the transportation network. While the recommended improvements will help accommodate future growth, residents may experience increased delays and longer travel times compared to current conditions. Given that Town residents are accustomed to relatively high levels of service and minimal congestion, the Town should consider developing a proactive communication and public engagement strategy to help manage expectations and educate residents about the relationship between growth, transportation demand, infrastructure investment, and network performance. Clear communication of the study findings, anticipated changes in travel conditions, and the rationale for future transportation investments can help foster public understanding and support for long-term planning decisions.

Finally, the Town should continue to promote sustainable transportation options and transportation demand management strategies. Expanding walking, cycling, and transit infrastructure, as well as encouraging policies and programs that reduce dependence on single-occupant vehicle travel, can help moderate future traffic growth. These measures can complement roadway improvements, support broader community objectives, and reduce long-term pressure on the transportation network.

9.2 Widening of 32 Street and 338 Avenue

The amount of traffic on 32 Street is expected to be lower than it would be if it was widened. Traffic modelling indicates there will be a desire line to use 32 Street to travel to the Highway 2 and 338 Avenue interchange after it is constructed. For many travellers, 32 Street would be a preferred route because it has a railway overpass and it would have less congestion than Northridge Drive if it was widened.

It's only when all of 32 Street is a four-lane roadway, including the bridge crossings over Sheep River and CPKC rail, that traffic shifts to this route, alleviating the amount of traffic on other roads. Therefore, the widening of 32 Street from two lanes to four lanes from Southbank Road to 338 Avenue is recommended before 2040. There is an opportunity to achieve cost efficiencies by coordinating this work with the planned sewer upgrades along 32 Street north of Railway Street, which are currently anticipated between 2035 and 2037. As such, these projects should be aligned where feasible.



The widening of 338 Avenue from two lanes to four lanes is recommended in two phases:

- 48 Street to the Highway 2 Interchange: This segment should be widened with the planned Highway 2/338 Avenue interchange improvements, which are expected around 2035.
- Northridge Drive to 48 Street: This segment should be widened before 2050 to support the long-term function of the 338 Avenue corridor as traffic demand continues to grow.

9.3 Development-Driven Upgrades

The following network upgrades should be considered as the adjacent development progresses:

- Intersections along 32 Street and 48 Street north of 338 Avenue.
- Intersections along 48 Street south of 338 Avenue.
- Intersection of Highway 7/Sundance Trail Way.
- Intersections along 338 Avenue (nine signalized and one Right-in/Right-out).
- Extend Southbank Boulevard to the intersection of Southbank Road and Highway 7.
- Upgrade of 32 Street south of Highway 7 from a gravel road to a two-lane collector road.
- Upgrade of 48 Street north of 338 Avenue from a gravel road to a two-lane collector road.

9.4 Transit

- Recognize transit as an essential mobility option for residents without access to a private vehicle.
- Continue to support and enhance on-demand transit services while identifying opportunities to improve access to employment, education, healthcare, and regional destinations.
- Establish guidelines for future collector roadway network designs to accommodate future transit operations.
- Consider the potential for higher-order transit corridors to be accommodated along 32 Street and 338 Avenue in the future.
- Prepare a long-term Transit Master Plan to guide transit service delivery, route development, and supporting infrastructure.



9.5 Goods Movement

- Maintain and strengthen key truck routes to support economic development and efficient goods movement.
- Preserve direct and efficient truck access to Highway 2 and major employment areas.
- Establish truck route designations before adjacent residential development occurs to reduce future land-use conflicts and pressure to restrict freight movements.

9.6 Other Short-Term Actions

- Review and update traffic signal timing every three years, or sooner following major development or land use changes, to maintain efficient corridor operations.
- Establish an annual traffic counting program along with creating a central repository for transportation data management using a mix of permanent count stations, short-term counts at key locations on a rotational basis, and publicly available data to support evidence-based planning and investment decisions.
- Investigate a train crossing and traveller information system that provides real-time information on rail delays, traffic disruptions, construction activities, and emergency events.
- Review urban development guidelines that may be needed to support the changing transportation needs, for example a requirement for new multi-family dwelling to provide EV charging infrastructure so that homeowners can charge their vehicles at night, making it more convenient for them and placing less burden on the power grid.
- As goods movement technologies and delivery methods evolve, the Town will need to determine whether to permit their use of municipal infrastructure, such as sidewalks, pathways, and curb space, and whether to limit or encourage their adoption through bylaw updates and modifications or updates to design standards.

9.7 Other Long-Term Actions

- Protect future right-of-way requirements along key arterial and collector corridors to preserve opportunities for network expansion.
- Periodically update the Transportation Master Plan and other planning documents as growth occurs and new information becomes available.
- Monitor changing travel patterns, demographics, land use trends, and emerging mobility preferences.
- Coordinate transportation planning with climate adaptation, asset management, emergency management, and community resilience initiatives.
- Develop a Smart Mobility Strategy to guide the integration of emerging technologies, digital infrastructure, and future transportation innovations.



CLOSURE

This report was prepared for the Town of Okotoks to document the Transportation Master Plan Study.

The services provided by Associated Engineering Alberta Ltd. in the preparation of this report were conducted in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practising under similar conditions. No other warranty expressed or implied is made.

Respectfully submitted,

Associated Engineering Alberta Ltd.



Darryl Schalk, P.E. (Eng.), R.E.T.
Project Manager



Monique Beaudry, P.Eng., RPP, MCIP
National Discipline Lead, Transportation Planning

PERMIT TO PRACTICE	
ASSOCIATED ENGINEERING ALBERTA LTD.	
RM Signature _____	
Ben Leusink ID 236711	2026 Oct 05
PERMIT NUMBER: P 03979	
The Association of Professional Engineers and Geoscientists of Alberta (APEGA)	

TRANSPORTATION MASTER PLAN

UPDATE 2026

APPENDIX A





Town of Okotoks - TMP Update 2026 - Network Improvements Program

2030

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Est. Cost
Highway Imp								
Northridge Dr/338 Ave	Intersection	33	Modified	33		Works well		
Northridge Dr/Wedderburn Dr	Intersection			NA, no improvements suggested		Modelled as signalized, works well		
Northridge Dr/D'Arcy Commercial Access (Avens)	Intersection			NA, no improvements suggested		Modelled as signalized, works well		
Northridge Dr/Northgate Blvd	Intersection	81	Cancelled	NA, no improvements suggested		Modelled as RIRO, work well		
Northridge Dr/Banister Gt	Intersection			NA, no improvements suggested		Works well		
Northridge Dr/Milligan Dr	Intersection			NA, only phasing change		Works well		
Northridge Dr/Sandstone Gt	Intersection	34	Cancelled	NA, only phasing change		Works well		
Northridge Dr/Elizabeth St	Intersection			90		Works well		
Northridge Dr/Riverside Gt	Intersection			NA, no improvements suggested		Works well		
Southridge Dr/Hunters (Woodhaven Dr)	Intersection	69	Modified	69		EBL near capacity	Changed the lane configuration of EB approach to provide dedicated right turn lane and a shared left/thru lane.	\$ 43,000.00
Southridge Dr/Big Rock Tr	Intersection	68	Cancelled	NA, no improvements suggested		Works well		
Southridge Dr/Westland Gt (Woodgate Rd)	Intersection			NA, no improvements suggested		Works well		
Southridge Dr/Community Wy	Intersection			NA, no improvements suggested		Works well		
Southridge Dr/Westridge Dr (Cimarron Dr)	Intersection			91		EB near capacity	Changed lane configuration on WB to mark a dedicated right turn lane	\$ 10,000.00
Southridge Dr/Westland St (Cimarron Blvd)	Intersection			92		Requires a dedicated EBL turn lane	Changed lane configuration, added a prot/perm EBL turn phase	\$ 43,000.00
Southridge Dr/Westmount Rd (Cimarron Commercial Access)	Intersection			93		Requires a dedicated EBL turn lane	Changed lane configuration, added a prot/perm EBL turn phase	\$ 43,000.00
Southridge Dr/Hwy7	Intersection	8, 61, 62	Modified	8, 61, 62		Works well		
32 St/North of 338 Ave	Intersection	42	Cancelled	NA, no improvements suggested	New intersection to support development	-		
32 St/338 Ave	Intersection	16, 21A, 21B	Modified	16, 21A, 21B	It is AWSC currently but planned to be upgraded to a roundabout soon	Modelled as single-lane roundabout, Works well		
32 St/Holy Trinity Aca	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Modelled as signalized, work well.		
32 St/Chinook Arch Wy	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Modelled as signalized, work well.		
32 St/Crytal Green Ln	Intersection			94		Modelled as TWSC, work well.		
32 St/Crystal Shores Rd	Intersection			NA, no improvements suggested		Works well		
32 St/Milligan Dr	Intersection	71	Modified	71	Improvements being separately planned as part of another project.	Works well		
32 St/Drake Landing Dr	Intersection			NA, no improvements suggested		Works well		
32 St/Stockton Ave	Intersection	2B	Unchanged	2B		Modelled as TWSC, EB is oversaturated	Signalized, coordinate with rest of the corridor	\$ 820,000.00
32 St/Railway St	Intersection	72	Modified	72A, 72B		Modelled with perm/prot WBL, Works well		
32 St/Southbank Rd	Intersection	73	Modified	73A, 73B		Requires a dedicated WBL turn lane	Changed lane configuration on east leg	\$ 43,000.00
32 St/Costco RIRO	Intersection			NA, no improvements suggested		Works well		



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2030

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Est. Cost
32 St/Southbank Blvd	Intersection			95		Works well		
32 St/Hwy7	Intersection	12, 64, 65	Modified	12, 64, 65		Works well		
48 St/North of 338 Ave	Intersection	43	Cancelled	NA, no improvements suggested	New intersection to support development	-		
338 Ave/48 St	Intersection	46	Modified	46		Modelled as TWSC, Works well		
48 St/South of 338	Intersection	48	Cancelled	NA, no improvements suggested	New intersection to support development	-		
48 St/Milligan Dr	Intersection	49	Unchanged	49		Modelled as TWSC, work well		
48 St/Township Rd 204	Intersection			NA, intersection outside town boundary	This is outside Town's jurisdiction	Modelled as TWSC, work well		
Hwy7/16 St	Intersection			NA, no improvements suggested		Modelled as signalized, Works well		
Hwy7/Sundance	Intersection			96	New intersection to support development	-		
Hwy7/8 St	Intersection			97	New intersection to support development	-		
Hwy7/Southbank Rd	Intersection	41,52	Modified	41,52		Modelled as TWSC. SB is oversaturated	Signalized, added a dedicated SBL and a shared SBT/R turn lane. Also, changed the lane configuration on the EB approach to provide a dedicated left turn bay and a shared through/right turn lane.	\$ 820,000.00
Cimarron Blvd/Cimarron Tr	Intersection	66	Cancelled	NA, no improvements suggested		Modelled as TWSC, work well		
Cimarron Blvd/Cimarron Dr	Intersection	75	Cancelled	NA, no improvements suggested		Modelled as TWSC, work well		
Cimarron Dr/Woodhaven Dr	Intersection	76	Cancelled	NA, no improvements suggested		Modelled as TWSC, work well		
Big Rock Tr/Sheep River Blvd	Intersection	40,50	Cancelled	NA, no improvements suggested	Roundabouts don't work here in ultimate scenarios as per functional study.	Modelled as TWSC, work well		
Big Rock Tr/Sheep River Dr	Intersection			98	Roundabouts don't work here in ultimate scenarios as per functional study.	Modelled as TWSC, work well		
Railway St/Lineham Ave	Intersection	77	Cancelled	NA, no improvements suggested		Modelled as single-lane roundabout, Works well		
Railway St/Crystalridge Dr	Intersection	83	Cancelled	NA, no improvements suggested		Modelled as TWSC, work well		
Milligan Dr/Veterans Wy	Intersection	74	Unchanged	74		Modelled as TWSC, NB near capacity	Upgraded to a roundabout/signal	\$ 820,000.00
Milligan Dr/Robinson Dr	Intersection	63	Cancelled	NA, no improvements suggested		Modelled as TWSC, work well		
Milligan Dr/Okotoks Dr (Visser Wy)	Intersection	78	Unchanged	78		Modelled as AWSC, work well		
Milligan Dr/Banister Dr	Intersection			99		Modelled as TWSC, work well		
Milligan Dr/Crystal Shore Dr (Crystal Ridge Dr)	Intersection			100	Safety review suggested to check signal warrants to improve ped safety	Modelled as AWSC, work well		
338 Ave/Int1	Intersection	44	Unchanged	44	New intersection to support development	-		
338 Ave/Int2	Intersection			44B	New intersection to support development	-		
338 Ave/Int3	Intersection			44C	New intersection to support development	-		



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2030

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Est. Cost
338 Ave/Int4	Intersection			44D	New intersection to support development	-		
338 Ave/Int5	Intersection	45	Unchanged	45	New intersection to support development	Modelled as AWSC, work well		
338 Ave/Int6	Intersection			45B	New intersection to support development	Modelled as AWSC, work well		
338 Ave/Int7	Intersection			45C	New intersection to support development	-		
338 Ave/Int8	Intersection			45D	New intersection to support development	-		
338 Ave/52 St	Intersection	47	Unchanged	47	New intersection to support development	Modelled as signalized with a dedicated WBL turn bay and split phasing on NB and SB, works well City to confirm this assumption!		
338 Ave/56 St	Intersection			47B	New intersection to support development	Modelled as RIRO, works well		
Northridge Dr	Corridor			NA, no improvements suggested		Works well		
Southridge Dr	Corridor			NA, no improvements suggested		Works well		
32 St (Southbank Rd to 338 Ave)	Corridor	5, 67	Unchanged	5, 67		Works well		
48 St	Corridor	80	Cancelled	NA, no improvements suggested		Works well		
338 Ave	Corridor	9	Modified	9A, 9B		Works well		
Big Rock Tr	Corridor	82	Cancelled	NA, no improvements suggested		Works well		
Highway 7	Corridor	10,37	Modified	10,37		Works well		
Hwy 783 (Southridge Dr south of Hwy 7)	Corridor	60	Cancelled	NA, no improvements suggested		Works well		
32 St south of Hwy 7	Corridor	38	Modified	38	New road to support development	-		
Northridge Dr north of 338	Corridor	7D	Unchanged	7D		Works well		
32 St north of 338	Corridor	79	Cancelled	NA, no improvements suggested		Works well		
48 St north of 338	Corridor	88	Modified	88	New road to support development	-		
16 St/378 Ave	Corridor	89	Cancelled	NA, no improvements suggested		Works well		
TOTALS								\$ 2,642,000.00
Hwy7/west of 8 St	Intersection	51	Not included	NA				
Highway 2/338 Ave Interchange	Interchange	85	Unchanged	85				



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2035

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Est. Cost
Highway Imp						338 Ave/Hwy 2 Interchange		
Northridge Dr/338 Ave	Intersection	33	Modified	33		NBT near capacity	No improvements suggested	
Northridge Dr/Wedderburn Dr	Intersection			NA, no improvements suggested		Works well		
Northridge Dr/D'Arcy Commercial Access (Avens)	Intersection			NA, no improvements suggested		Works well		
Northridge Dr/Northgate Blvd	Intersection	81	Cancelled	NA, no improvements suggested		Works well		
Northridge Dr/Banister Gt	Intersection			NA, no improvements suggested		Works well		
Northridge Dr/Milligan Dr	Intersection			NA, only phasing change		Works well		
Northridge Dr/Sandstone Gt	Intersection	34	Cancelled	NA, only phasing change		Works well		
Northridge Dr/Elizabeth St	Intersection			90		SBT near capacity	No improvements suggested	
Northridge Dr/Riverside Gt	Intersection			NA, no improvements suggested		SBT near capacity	No improvements suggested	
Southridge Dr/Hunters (Woodhaven Dr)	Intersection	69	Modified	69		Works well		
Southridge Dr/Big Rock Tr	Intersection	68	Cancelled	NA, no improvements suggested		Works well		
Southridge Dr/Westland Gt (Woodgate Rd)	Intersection			NA, no improvements suggested		Works well		
Southridge Dr/Community Wy	Intersection			NA, no improvements suggested		Works well		
Southridge Dr/Westridge Dr (Cimarron Dr)	Intersection			91		Works well		
Southridge Dr/Westland St (Cimarron Blvd)	Intersection			92		Works well		
Southridge Dr/Westmount Rd (Cimarron Commercial Access)	Intersection			93		Works well		
Southridge Dr/Hwy7	Intersection	8, 61, 62	Modified	8, 61, 62		Works well		
32 St/North of 338 Ave	Intersection	42	Cancelled	NA, no improvements suggested	New intersection to support development	-		
32 St/338 Ave	Intersection	16, 21A, 21B	Modified	16, 21A, 21B	It is AWSC currently but planned to be upgraded to a roundabout soon	Works well		
32 St/Holy Trinity Aca	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well		
32 St/Chinook Arch Wy	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well		
32 St/Crytal Green Ln	Intersection			94		Works well		
32 St/Crystal Shores Rd	Intersection			NA, no improvements suggested		Works well		
32 St/Milligan Dr	Intersection	71	Modified	71	Improvements being separately planned as part of another project.	Works well		
32 St/Drake Landing Dr	Intersection			NA, no improvements suggested		Works well		
32 St/Stockton Ave	Intersection	2B	Unchanged	2B		Works well		
32 St/Railway St	Intersection	72	Modified	72A, 72B		Works well		
32 St/Southbank Rd	Intersection	73	Modified	73A, 73B		Works well. WBL reduced due to new interchange		
32 St/Costco RIRO	Intersection			NA, no improvements suggested		Works well		



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2035

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Est. Cost
32 St/Southbank Blvd	Intersection			95		Works well		
32 St/Hwy7	Intersection	12, 64, 65	Modified	12, 64, 65		Works well		
48 St/North of 338 Ave	Intersection	43	Cancelled	NA, no improvements suggested	New intersection to support development	-		
338 Ave/48 St	Intersection	46	Modified	46		Works well		
48 St/South of 338	Intersection	48	Cancelled	NA, no improvements suggested	New intersection to support development	-		
48 St/Milligan Dr	Intersection	49	Unchanged	49		Works well		
48 St/Township Rd 204	Intersection			NA, intersection outside town boundary	This is outside Town's jurisdiction	SB at capacity	Add dedicated SBL only	\$ 460,000.00
Hwy7/16 St	Intersection			NA, no improvements suggested		Works well		
Hwy7/Sundance	Intersection			96	New intersection to support development	-		
Hwy7/8 St	Intersection			97	New intersection to support development	-		
Hwy7/Southbank Rd	Intersection	41,52	Modified	41,52		Works well		
Cimarron Blvd/Cimarron Tr	Intersection	66	Cancelled	NA, no improvements suggested		Works well		
Cimarron Blvd/Cimarron Dr	Intersection	75	Cancelled	NA, no improvements suggested		Works well		
Cimarron Dr/Woodhaven Dr	Intersection	76	Cancelled	NA, no improvements suggested		Works well		
Big Rock Tr/Sheep River Blvd	Intersection	40,50	Cancelled	NA, no improvements suggested	Roundabouts don't work here in ultimate scenarios as per functional study.	Works well		
Big Rock Tr/Sheep River Dr	Intersection			98	Roundabouts don't work here in ultimate scenarios as per functional study.	SB is oversaturated	Upgraded to a signal	\$ 820,000.00
Railway St/Lineham Ave	Intersection	77	Cancelled	NA, no improvements suggested		Works well		
Railway St/Crystalridge Dr	Intersection	83	Cancelled	NA, no improvements suggested		Works well		
Milligan Dr/Veterans Wy	Intersection	74	Unchanged	74		Works well		
Milligan Dr/Robinson Dr	Intersection	63	Cancelled	NA, no improvements suggested		Works well		
Milligan Dr/Okotoks Dr (Visser Wy)	Intersection	78	Unchanged	78		Works well		
Milligan Dr/Banister Dr	Intersection			99		Works well		
Milligan Dr/Crystal Shore Dr (Crystal Ridge Dr)	Intersection			100	Safety review suggested to check signal warrants to improve ped safety	Works well		
338 Ave/Int1	Intersection	44	Unchanged	44	New intersection to support development	Modelled as AWSC, work well		
338 Ave/Int2	Intersection			44B	New intersection to support development	Modelled as AWSC, work well		
338 Ave/Int3	Intersection			44C	New intersection to support development	Modelled as AWSC, work well		



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2035

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Est. Cost
338 Ave/Int4	Intersection			44D	New intersection to support development	Modelled as AWSC, work well		
338 Ave/Int5	Intersection	45	Unchanged	45	New intersection to support development	Works well		
338 Ave/Int6	Intersection			45B	New intersection to support development	Works well		
338 Ave/Int7	Intersection			45C	New intersection to support development	-		
338 Ave/Int8	Intersection			45D	New intersection to support development	-		
338 Ave/52 St	Intersection	47	Unchanged	47	New intersection to support development	Works well		
338 Ave/56 St	Intersection			47B	New intersection to support development	Works well		
Northridge Dr	Corridor			NA, no improvements suggested		Works well		
Southridge Dr	Corridor			NA, no improvements suggested		Works well		
32 St (Southbank Rd to 338 Ave)	Corridor	5, 67	Unchanged	5, 67		Works well		
48 St	Corridor	80	Cancelled	NA, no improvements suggested		Works well		
338 Ave	Corridor	9	Modified	9A, 9B		Works well	4-lane from 48 St to Hwy 2 interchange	\$ 36,000,000.00
Big Rock Tr	Corridor	82	Cancelled	NA, no improvements suggested		Works well		
Highway 7	Corridor	10,37	Modified	10,37		Works well		
Hwy 783 (Southridge Dr south of Hwy 7)	Corridor	60	Cancelled	NA, no improvements suggested		Works well		
32 St south of Hwy 7	Corridor	38	Modified	38	New road to support development	-		
Northridge Dr north of 338	Corridor	7D	Unchanged	7D		Works well		
32 St north of 338	Corridor	79	Cancelled	NA, no improvements suggested		Works well		
48 St north of 338	Corridor	88	Modified	88	New road to support development	-		
16 St/378 Ave	Corridor	89	Cancelled	NA, no improvements suggested		Works well		
TOTALS								\$ 37,280,000.00
Hwy7/west of 8 St	Intersection	51	Not included	NA				
Highway 2/338 Ave Interchange	Interchange	85	Unchanged	85				



Town of Okotoks - TMP Update 2026 - Network Improvements Program

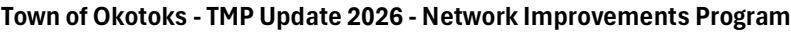
						2040			
Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
Highway Imp						Widening of Highway 7 from 8 St to Hwy 7E, maintain the SBR receiving lanes			
Northridge Dr/338 Ave	Intersection	33	Modified	33		NBT near capacity	No improvements suggested		
Northridge Dr/Wedderburn Dr	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/D'Arcy Commercial Access (Avens)	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/Northgate Blvd	Intersection	81	Cancelled	NA, no improvements suggested		Works well			
Northridge Dr/Banister Gt	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/Milligan Dr	Intersection			NA, only phasing change		Works well			
Northridge Dr/Sandstone Gt	Intersection	34	Cancelled	NA, only phasing change		Works well			
Northridge Dr/Elizabeth St	Intersection			90		SBT near capacity	No improvements suggested		
Northridge Dr/Riverside Gt	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Hunters (Woodhaven Dr)	Intersection	69	Modified	69		Works well			
Southridge Dr/Big Rock Tr	Intersection	68	Cancelled	NA, no improvements suggested		Works well			
Southridge Dr/Westland Gt (Woodgate Rd)	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Community Wy	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Westridge Dr (Cimarron Dr)	Intersection			91		Works well			
Southridge Dr/Westland St (Cimarron Blvd)	Intersection			92		Works well			
Southridge Dr/Westmount Rd (Cimarron Commercial Access)	Intersection			93		Works well			
Southridge Dr/Hwy7	Intersection	8, 61, 62	Modified	8, 61, 62		SB near capacity	Maintained free flow SBR and WBR. Added a dedicated SBL turn lane	Assume improvements are completed as part of Hwy 7 Twinning in 2040	
32 St/North of 338 Ave	Intersection	42	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
32 St/338 Ave	Intersection	16, 21A, 21B	Modified	16, 21A, 21B	It is AWSC currently but planned to be upgraded to a roundabout soon	Works well			
32 St/Holy Trinity Aca	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well			
32 St/Chinook Arch Wy	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well			
32 St/Crytal Green Ln	Intersection			94		Works well			
32 St/Crystal Shores Rd	Intersection			NA, no improvements suggested		Works well			
32 St/Milligan Dr	Intersection	71	Modified	71	Improvements being separately planned as part of another project.	EB is near capacity	Added a EBR turn bay with prot/perm phasing	Upgraded	Assumed completed as part of 32 Street Widening in 2040
32 St/Drake Landing Dr	Intersection			NA, no improvements suggested		Works well			
32 St/Stockton Ave	Intersection	2B	Unchanged	2B		Works well			
32 St/Railway St	Intersection	72	Modified	72A, 72B		WB oversaturated, SB near capacity	Changed lane configuration to provide dedicated EBR turn lane	Upgraded	\$ 10,000.00
32 St/Southbank Rd	Intersection	73	Modified	73A, 73B		NBT and SBL are oversaturated, WBR near capacity	Added a SBL turn lane	Upgraded	\$ 2,120,000.00
32 St/Costco RIRO	Intersection			NA, no improvements suggested		Works well			
32 St/Southbank Blvd	Intersection			95		EB, WB and SB are oversaturated	Added SBL, WBL and EBL turn lanes and prot/perm phasing for EBL turn. WBL is still oversaturated and SBL is near capacity.	Upgraded	\$ 267,000.00
32 St/Hwy7	Intersection	12, 64, 65	Modified	12, 64, 65		EB, WB and SB are oversaturated	Maintained free flow SBR and WBR. Added SBL, EBL turn lanes, prot/over phasing for WBR	Assume improvements are completed as part of Hwy 7 Twinning in 2040	



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2040

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
48 St/North of 338 Ave	Intersection	43	Cancelled	NA, no improvements suggested	New intersection to support development	-			
338 Ave/48 St	Intersection	46	Modified	46		NB and SB Oversaturated	Upgraded to a roundabout	Upgraded	Assume improvements are completed as part of 338 Ave widening in 2035
48 St/South of 338	Intersection	48	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
48 St/Milligan Dr	Intersection	49	Unchanged	49		Works well			
48 St/Township Rd 204	Intersection			NA, intersection outside town boundary	This is outside Town's jurisdiction	SB oversaturated	Upgraded to a roundabout/signal	Upgraded	\$ 820,000.00
Hwy7/16 St	Intersection			NA, no improvements suggested		Works well			
Hwy7/Sundance	Intersection			96	New intersection to support development	Works well			
Hwy7/8 St	Intersection			97	New intersection to support development	SB oversaturated	Upgraded to a signal and coordinate with Hwy 7/Southridge Dr	Upgraded	\$ 820,000.00
Hwy7/Southbank Rd	Intersection	41,52	Modified	41,52		SBL near capacity	Implemented prot/perm phasing for WBL and SBL		\$ 43,000.00
Cimarron Blvd/Cimarron Tr	Intersection	66	Cancelled	NA, no improvements suggested		Works well			
Cimarron Blvd/Cimarron Dr	Intersection	75	Cancelled	NA, no improvements suggested		Works well			
Cimarron Dr/Woodhaven Dr	Intersection	76	Cancelled	NA, no improvements suggested		Works well			
Big Rock Tr/Sheep River Blvd	Intersection	40,50	Cancelled	NA, no improvements suggested	Roundabouts don't work here in ultimate scenarios as per functional study.	Works well			
Big Rock Tr/Sheep River Dr	Intersection			98	Roundabouts don't work here in ultimate scenarios as per functional study.	Works well			
Railway St/Lineham Ave	Intersection	77	Cancelled	NA, no improvements suggested		Works well			
Railway St/Crystalridge Dr	Intersection	83	Cancelled	NA, no improvements suggested		Works well			
Milligan Dr/Veterans Wy	Intersection	74	Unchanged	74		Works well			
Milligan Dr/Robinson Dr	Intersection	63	Cancelled	NA, no improvements suggested		Works well			
Milligan Dr/Okotoks Dr (Visser Wy)	Intersection	78	Unchanged	78		WB near capacity			
Milligan Dr/Banister Dr	Intersection			99		Works well			
Milligan Dr/Crystal Shore Dr (Crystal Ridge Dr)	Intersection			100	Safety review suggested to check signal warrants to improve ped safety	Works well			
338 Ave/Int1	Intersection	44	Unchanged	44	New intersection to support development	Works well			
338 Ave/Int2	Intersection			44B	New intersection to support development	Works well			
338 Ave/Int3	Intersection			44C	New intersection to support development	Works well			
338 Ave/Int4	Intersection			44D	New intersection to support development	Works well			
338 Ave/Int5	Intersection	45	Unchanged	45	New intersection to support development	Works well			
338 Ave/Int6	Intersection			45B	New intersection to support development	Works well			
338 Ave/Int7	Intersection			45C	New intersection to support development	-			



2040

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
338 Ave/Int8	Intersection			45D	New intersection to support development	-			
338 Ave/52 St	Intersection	47	Unchanged	47	New intersection to support development	WBL and NBL are oversaturated	Added a dedicated NBL turn lane. Changed the WBL to a prot/perm phasing	Upgraded with widening in 2035	Assume improvements are completed as part of 338 Ave widening in 2035
338 Ave/56 St	Intersection			47B	New intersection to support development	NBR is oversaturated	Changed the lane configuration to provide a single lane EBT and EBR, and a dedicated NBR	Upgraded with widening in 2035	Assume improvements are completed as part of 338 Ave widening in 2035
Northridge Dr	Corridor			NA, no improvements suggested		Works well			
Southridge Dr	Corridor			NA, no improvements suggested		Works well			
32 St (Southbank Rd to 338 Ave)	Corridor	5, 67	Unchanged	5, 67		Needs improvements	4-lane from Southbank Rd to 338 Ave		\$ 86,600,000.00
48 St	Corridor	80	Cancelled	NA, no improvements suggested		Works well			
338 Ave	Corridor	9	Modified	9A, 9B		Needs improvements	4-lane between 48 St and Hwy 2	Upgraded with widening in 2035	Assume improvements are completed as part of 338 Ave widening in 2035
Big Rock Tr	Corridor	82	Cancelled	NA, no improvements suggested		Works well			
Highway 7	Corridor	10,37	Modified	10,37		Needs improvements	4-lane Twinning	Town contribution to ATEC project	\$ 1,500,000.00
Hwy 783 (Southridge Dr south of Hwy 7)	Corridor	60	Cancelled	NA, no improvements suggested		Works well			
32 St south of Hwy 7	Corridor	38	Modified	38	New road to support development	-			
Northridge Dr north of 338	Corridor	7D	Unchanged	7D		Works well			
32 St north of 338	Corridor	79	Cancelled	NA, no improvements suggested		Works well			
48 St north of 338	Corridor	88	Modified	88	New road to support development	-			
16 St/378 Ave	Corridor	89	Cancelled	NA, no improvements suggested		Works well			
TOTALS									\$ 92,180,000.00
Hwy7/west of 8 St	Intersection	51	Not included	NA					
Highway 2/338 Ave Interchange	Interchange	85	Unchanged	85					



Town of Okotoks - TMP Update 2026 - Network Improvements Program

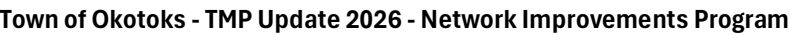
						2045			
Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
Highway Imp									
Northridge Dr/338 Ave	Intersection	33	Modified	33		NBT and SBL near capacity	No further improvements suggested		
Northridge Dr/Wedderburn Dr	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/D'Arcy Commercial Access (Avens)	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/Northgate Blvd	Intersection	81	Cancelled	NA, no improvements suggested		Works well			
Northridge Dr/Banister Gt	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/Milligan Dr	Intersection			NA, only phasing change		NBL oversaturated	Changed NBL to prot/perm		\$ 43,000.00
Northridge Dr/Sandstone Gt	Intersection	34	Cancelled	NA, only phasing change		Works well			
Northridge Dr/Elizabeth St	Intersection			90		SBT is oversaturated, EBT near capacity	Added EBL turn lane, SBT and NBL still near capacity	Upgraded	\$ 1,360,000.00
Northridge Dr/Riverside Gt	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Hunters (Woodhaven Dr)	Intersection	69	Modified	69		Works well			
Southridge Dr/Big Rock Tr	Intersection	68	Cancelled	NA, no improvements suggested		Works well			
Southridge Dr/Westland Gt (Woodgate Rd)	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Community Wy	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Westridge Dr (Cimarron Dr)	Intersection			91		Works well			
Southridge Dr/Westland St (Cimarron Blvd)	Intersection			92		SBL near capacity	Intersection is fully developed. No further improvements suggested		
Southridge Dr/Westmount Rd (Cimarron Commercial Access)	Intersection			93		Works well			
Southridge Dr/Hwy7	Intersection	8, 61, 62	Modified	8, 61, 62		All approaches are oversaturated	Added WBL, NBL, NBR and SBL turn lanes	Assume improvements are completed as part of Hwy 7 Twinning in 2040	
32 St/North of 338 Ave	Intersection	42	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
32 St/338 Ave	Intersection	16, 21A, 21B	Modified	16, 21A, 21B	It is AWSC currently but planned to be upgraded to a roundabout soon	Works well			
32 St/Holy Trinity Aca	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well			
32 St/Chinook Arch Wy	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well			
32 St/Crytal Green Ln	Intersection			94		WB is oversaturated	Upgraded to a signal	Upgraded	Assumed completed as part of 32 Street Widening in 2040
32 St/Crystal Shores Rd	Intersection			NA, no improvements suggested		Works well			
32 St/Milligan Dr	Intersection	71	Modified	71	Improvements being separately planned as part of another project.	Works well			
32 St/Drake Landing Dr	Intersection			NA, no improvements suggested		Works well			
32 St/Stockton Ave	Intersection	2B	Unchanged	2B		Works well			
32 St/Railway St	Intersection	72	Modified	72A, 72B		WB oversaturated, SB near capacity	Added NBL turn lane, changed EBR to prot/over phase	Upgraded	\$ 2,280,000.00
32 St/Southbank Rd	Intersection	73	Modified	73A, 73B		NB is oversaturated	Intersection is fully developed. No further improvements suggested		
32 St/Costco RIRO	Intersection			NA, no improvements suggested		Works well			
32 St/Southbank Blvd	Intersection			95		EBL, WBL and SBL are oversaturated	Intersection is fully developed. No further improvements suggested		
32 St/Hwy7	Intersection	12, 64, 65	Modified	12, 64, 65		NB, SB and EB near capacity, WB oversaturated	Added SBL and WBL turn lane. Add NBL turn lane with prot/perm phasing	Assume improvements are completed as part of Hwy 7 Twinning in 2040	



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2045

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
48 St/North of 338 Ave	Intersection	43	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
338 Ave/48 St	Intersection	46	Modified	46		Works well			
48 St/South of 338	Intersection	48	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
48 St/Milligan Dr	Intersection	49	Unchanged	49		Works well			
48 St/Township Rd 204	Intersection			NA, intersection outside town boundary	This is outside Town's jurisdiction	Works well			
Hwy7/16 St	Intersection			NA, no improvements suggested		Works well			
Hwy7/Sundance	Intersection			96	New intersection to support development	Works well			
Hwy7/8 St	Intersection			97	New intersection to support development	Works well			
Hwy7/Southbank Rd	Intersection	41,52	Modified	41,52		Works well			
Cimarron Blvd/Cimarron Tr	Intersection	66	Cancelled	NA, no improvements suggested		Works well			
Cimarron Blvd/Cimarron Dr	Intersection	75	Cancelled	NA, no improvements suggested		Works well			
Cimarron Dr/Woodhaven Dr	Intersection	76	Cancelled	NA, no improvements suggested		Works well			
Big Rock Tr/Sheep River Blvd	Intersection	40,50	Cancelled	NA, no improvements suggested	Roundabouts don't work here in ultimate scenarios as per functional study.	Works well			
Big Rock Tr/Sheep River Dr	Intersection			98	Roundabouts don't work here in ultimate scenarios as per functional study.	Works well			
Railway St/Lineham Ave	Intersection	77	Cancelled	NA, no improvements suggested		Works well			
Railway St/Crystalridge Dr	Intersection	83	Cancelled	NA, no improvements suggested		Works well			
Milligan Dr/Veterans Wy	Intersection	74	Unchanged	74		Works well			
Milligan Dr/Robinson Dr	Intersection	63	Cancelled	NA, no improvements suggested		SB near capacity			
Milligan Dr/Okotoks Dr (Visser Wy)	Intersection	78	Unchanged	78		WB is oversaturated, EB near capacity	Upgraded to a roundabout/signal	Upgraded	\$ 820,000.00
Milligan Dr/Banister Dr	Intersection			99		SB is oversaturated	Upgraded to a roundabout/signal	Upgraded	\$ 820,000.00
Milligan Dr/Crystal Shore Dr (Crystal Ridge Dr)	Intersection			100	Safety review suggested to check signal warrants to improve ped safety	EB and WB are oversaturated	Upgraded to a roundabout/signal	Upgraded	\$ 820,000.00
338 Ave/Int1	Intersection	44	Unchanged	44	New intersection to support development	Works well			
338 Ave/Int2	Intersection			44B	New intersection to support development	Works well			
338 Ave/Int3	Intersection			44C	New intersection to support development	Works well			
338 Ave/Int4	Intersection			44D	New intersection to support development	Works well			
338 Ave/Int5	Intersection	45	Unchanged	45	New intersection to support development	Works well			
338 Ave/Int6	Intersection			45B	New intersection to support development	Works well			
338 Ave/Int7	Intersection			45C	New intersection to support development	Modelled as AWSC, work well			



2045

[illegible]



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2050

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
Highway Imp									
Northridge Dr/338 Ave	Intersection	33	Modified	33		NBT and SBL oversaturated, SBT and WBL near capacity	Added SBL and NBT lanes. SBT and EBL may still be near capacity	Upgrade	\$ 1,200,000.00
Northridge Dr/Wedderburn Dr	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/D'Arcy Commercial Access (Avens)	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/Northgate Blvd	Intersection	81	Cancelled	NA, no improvements suggested		Works well			
Northridge Dr/Banister Gt	Intersection			NA, no improvements suggested		Works well			
Northridge Dr/Milligan Dr	Intersection			NA, only phasing change		Works well			
Northridge Dr/Sandstone Gt	Intersection	34	Cancelled	NA, only phasing change		NBL near capacity	Added prot/perm NBL turn phase		\$ 34,000.00
Northridge Dr/Elizabeth St	Intersection			90		SBT is oversaturated	Intersection is fully developed. No further improvements suggested		
Northridge Dr/Riverside Gt	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Hunters (Woodhaven Dr)	Intersection	69	Modified	69		Works well			
Southridge Dr/Big Rock Tr	Intersection	68	Cancelled	NA, no improvements suggested		Works well			
Southridge Dr/Westland Gt (Woodgate Rd)	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Community Wy	Intersection			NA, no improvements suggested		Works well			
Southridge Dr/Westridge Dr (Cimarron Dr)	Intersection			91		Works well			
Southridge Dr/Westland St (Cimarron Blvd)	Intersection			92		SBL near capacity	Intersection is fully developed. No further improvements suggested		
Southridge Dr/Westmount Rd (Cimarron Commercial Access)	Intersection			93		Works well			
Southridge Dr/Hwy7	Intersection	8, 61, 62	Modified	8, 61, 62		WB and NB are oversaturated	Added a EBR turn lane, changed the lane configuration to provide NBT and NBTR turn lane, changed WBR phasing to prot/over		Assume improvements are completed as part of Hwy 7 Twinning in 2040
32 St/North of 338 Ave	Intersection	42	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
32 St/338 Ave	Intersection	16, 21A, 21B	Modified	16, 21A, 21B	It is AWSC currently but planned to be upgraded to a roundabout soon	EB is oversaturated, WB is near capacity	Upgraded to a two-lane roundabout	Upgrade with windening	Assume improvements are completed as part of 338 Ave widening in 2050
32 St/Holy Trinity Aca	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well			
32 St/Chinook Arch Wy	Intersection			NA, no improvements suggested	It is TWSC currently but planned to be upgraded to signal soon	Works well			
32 St/Crytal Green Ln	Intersection			94		Works well			
32 St/Crystal Shores Rd	Intersection			NA, no improvements suggested		Works well			
32 St/Milligan Dr	Intersection	71	Modified	71	Improvements being separately planned as part of another project.	Works well			
32 St/Drake Landing Dr	Intersection			NA, no improvements suggested		Works well			
32 St/Stockton Ave	Intersection	2B	Unchanged	2B		Works well			
32 St/Railway St	Intersection	72	Modified	72A, 72B		Works well			
32 St/Southbank Rd	Intersection	73	Modified	73A, 73B		NBT and SBL are near capacity	Intersection is fully developed. No further improvements suggested		
32 St/Costco RIRO	Intersection			NA, no improvements suggested		Works well			
32 St/Southbank Blvd	Intersection			95		All approaches are near capacity	Intersection is fully developed. No further improvements suggested		
32 St/Hwy7	Intersection	12, 64, 65	Modified	12, 64, 65		Works well			



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2050

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
48 St/North of 338 Ave	Intersection	43	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
338 Ave/48 St	Intersection	46	Modified	46		WB is near capacity	Upgraded to a two-lane roundabout	Upgrade with widening	Assume improvements are completed as part of 338 Ave widening in 2050
48 St/South of 338	Intersection	48	Cancelled	NA, no improvements suggested	New intersection to support development	Works well			
48 St/Milligan Dr	Intersection	49	Unchanged	49		EB and WB are oversaturated	Upgraded to a roundabout/signal	Upgrade	\$ 820,000.00
48 St/Township Rd 204	Intersection			NA, intersection outside town boundary	This is outside Town's jurisdiction	Works well			
Hwy7/16 St	Intersection			NA, no improvements suggested		Works well			
Hwy7/Sundance	Intersection			96	New intersection to support development	SB is near capacity	Upgraded to a signal and coordinate with Hwy 7/Southridge Dr	Upgrade	\$ 820,000.00
Hwy7/8 St	Intersection			97	New intersection to support development	Works well			
Hwy7/Southbank Rd	Intersection	41,52	Modified	41,52		Works well			
Cimarron Blvd/Cimarron Tr	Intersection	66	Cancelled	NA, no improvements suggested		Works well			
Cimarron Blvd/Cimarron Dr	Intersection	75	Cancelled	NA, no improvements suggested		Works well			
Cimarron Dr/Woodhaven Dr	Intersection	76	Cancelled	NA, no improvements suggested		Works well			
Big Rock Tr/Sheep River Blvd	Intersection	40,50	Cancelled	NA, no improvements suggested	Roundabouts don't work here in ultimate scenarios as per functional study.	Works well			
Big Rock Tr/Sheep River Dr	Intersection			98	Roundabouts don't work here in ultimate scenarios as per functional study.	Works well			
Railway St/Lineham Ave	Intersection	77	Cancelled	NA, no improvements suggested		Works well			
Railway St/Crystalridge Dr	Intersection	83	Cancelled	NA, no improvements suggested		Works well			
Milligan Dr/Veterans Wy	Intersection	74	Unchanged	74		Works well			
Milligan Dr/Robinson Dr	Intersection	63	Cancelled	NA, no improvements suggested		Works well			
Milligan Dr/Okotoks Dr (Visser Wy)	Intersection	78	Unchanged	78		Works well			
Milligan Dr/Banister Dr	Intersection			99		Works well			
Milligan Dr/Crystal Shore Dr (Crystal Ridge Dr)	Intersection			100	Safety review suggested to check signal warrants to improve ped safety	Works well			
338 Ave/Int1	Intersection	44	Unchanged	44	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050
338 Ave/Int2	Intersection			44B	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050
338 Ave/Int3	Intersection			44C	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050
338 Ave/Int4	Intersection			44D	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050
338 Ave/Int5	Intersection	45	Unchanged	45	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050
338 Ave/Int6	Intersection			45B	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050
338 Ave/Int7	Intersection			45C	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050



Town of Okotoks - TMP Update 2026 - Network Improvements Program

2050

Name	Facility Type	Project Number (Servicing Strategy)	Comparison with Servicing Strategy	New Project Number	Remarks	Issues	Improvements	Upgraded?	Est. Cost
338 Ave/Int8	Intersection			45D	New intersection to support development	Oversaturated	Upgraded to a roundabout/signal		Assume improvements are completed as part of 338 Ave widening in 2050
338 Ave/52 St	Intersection	47	Unchanged	47	New intersection to support development	Works well			
338 Ave/56 St	Intersection			47B	New intersection to support development	Free flowing			
Northridge Dr	Corridor			NA, no improvements suggested		Works well			
Southridge Dr	Corridor			NA, no improvements suggested		Works well			
32 St (Southbank Rd to 338 Ave)	Corridor	5, 67	Unchanged	5, 67		Works well			
48 St	Corridor	80	Cancelled	NA, no improvements suggested		Works well			
338 Ave	Corridor	9	Modified	9A, 9B		Needs improvements	4-lane from Northridge Dr to 48 St	Upgrade	\$ 54,000,000.00
Big Rock Tr	Corridor	82	Cancelled	NA, no improvements suggested		Works well			
Highway 7	Corridor	10,37	Modified	10,37		Works well			
Hwy 783 (Southridge Dr south of Hwy 7)	Corridor	60	Cancelled	NA, no improvements suggested		Works well			
32 St south of Hwy 7	Corridor	38	Modified	38	New road to support development	-			
Northridge Dr north of 338	Corridor	7D	Unchanged	7D		Needs improvements	Add third receiving lane for additional NBT	Upgrade	\$ 2,890,000.00
32 St north of 338	Corridor	79	Cancelled	NA, no improvements suggested		Works well			
48 St north of 338	Corridor	88	Modified	88	New road to support development	-			
16 St/378 Ave	Corridor	89	Cancelled	NA, no improvements suggested		Works well			
TOTALS									\$ 59,764,000.00
Hwy7/west of 8 St	Intersection	51	Not included	NA					
Highway 2/338 Ave Interchange	Interchange	85	Unchanged	85					