



ROCKY VIEW COUNTY

WHAT WE HEARD REPORT

Golf Carts on County Roads

June 2026

EXECUTIVE SUMMARY

The County is exploring whether golf carts should be allowed for short trips on selected roads with a speed limit of 50 km/h and under, in Harmony, Langdon, and potentially other communities.

On September 17, 2025, Council directed Administration to explore the idea, gather community feedback and prepare a feasibility report. The County is assessing potential benefits, safety considerations, infrastructure needs, costs, and overall community support.

Public Participation:

From March 30 to April 30, 2026, residents were invited to share input through an online survey. In total, 1876 surveys were completed, generating 3747 comments. Twenty of the surveys were completed by businesses, with the remaining being completed by residents.

Community Feedback:

Public feedback on allowing golf carts on roads in Rocky View County was mixed, with support generally conditional on strict regulations, limited geographic use, and a user-pay funding model. While residents recognize potential benefits such as convenience and community connection, concerns about safety, enforcement, and fairness were dominant. Overall, acceptance is more likely in small or self-contained communities and less supported for County-wide implementation.

- Feedback indicated that public opinion is divided, with more residents expressing support than opposition overall, but with strong concerns leading many to support only limited, highly controlled implementation.
- Safety was the predominant concern, particularly relating to underage or unlicensed drivers, impaired driving, lack of safety features on golf carts, and risks to pedestrians, cyclists, and other road users.
- Residents emphasized that any costs associated with the initiative should be funded through user fees or licensing. There was a strong opposition from people who would not participate in the program to use a tax-based funding model.
- Support was most common for using golf carts for short recreational, functional, and social trips within low-speed neighbourhoods, particularly in golf course-oriented, resort-style, gated, or self-contained communities. The communities identified as most feasible and supportive were Harmony and Langdon. However, those specific communities also raised the greatest concerns with safety, regulations and enforcement, road risks etc.
- Many respondents expressed concern about enforcement capacity and called for strict regulations—including licensing, insurance, safety equipment, and clear operating rules—to mitigate risks and improve compliance.

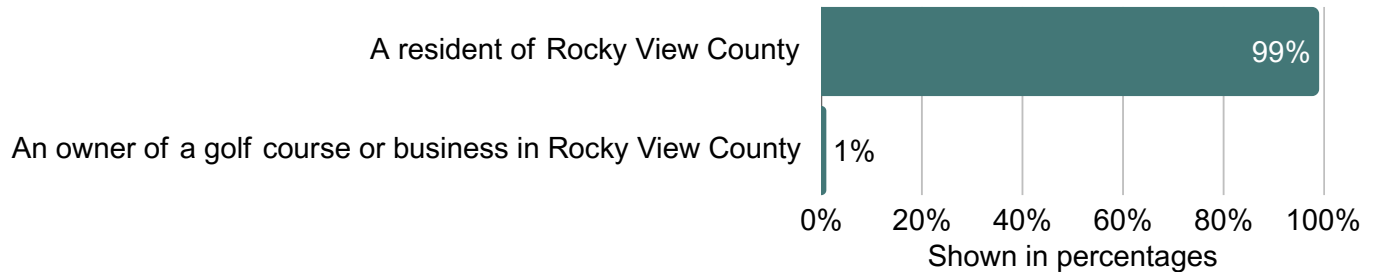
3747
Total
Comments

1876
Total
Surveys

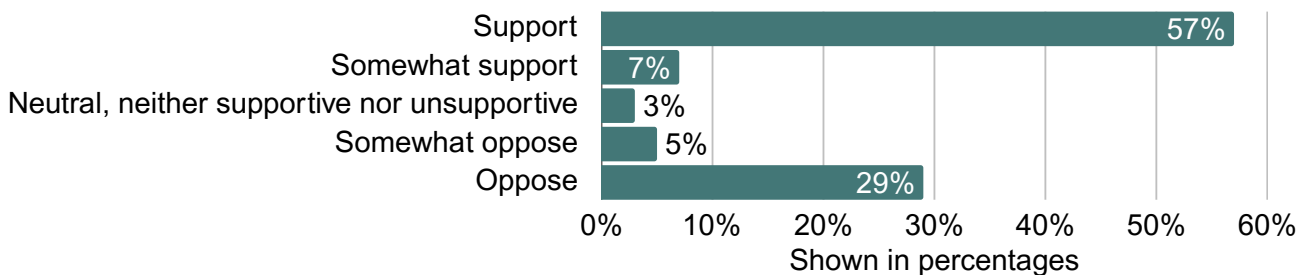
KEY FINDINGS

RESIDENT FEEDBACK

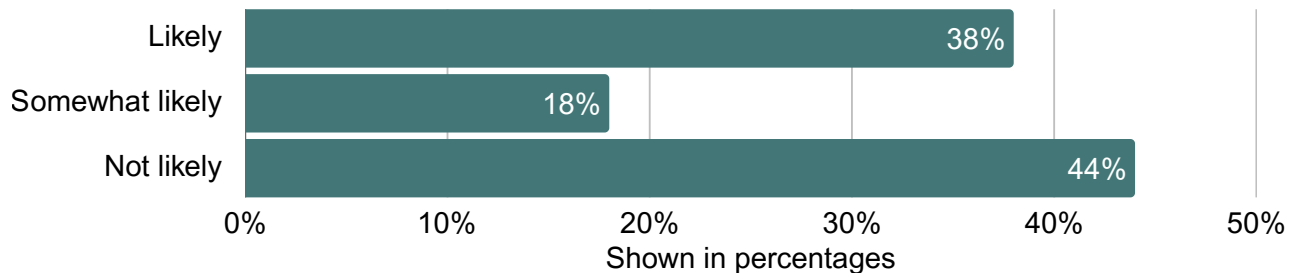
Q1: Are you? (1876 respondents)



Q2: Overall, how do you feel about allowing golf carts on some public roads with a speed limit of 50 km/h and under, in Rocky View County? (1852 respondents)



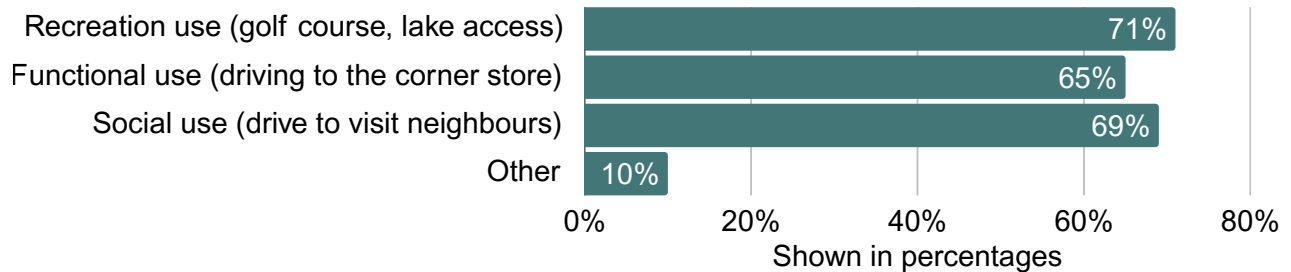
Q3: If permitted, how likely are you or your household to use a golf cart on designated public roads? (1852 respondents)



KEY FINDINGS

RESIDENT FEEDBACK

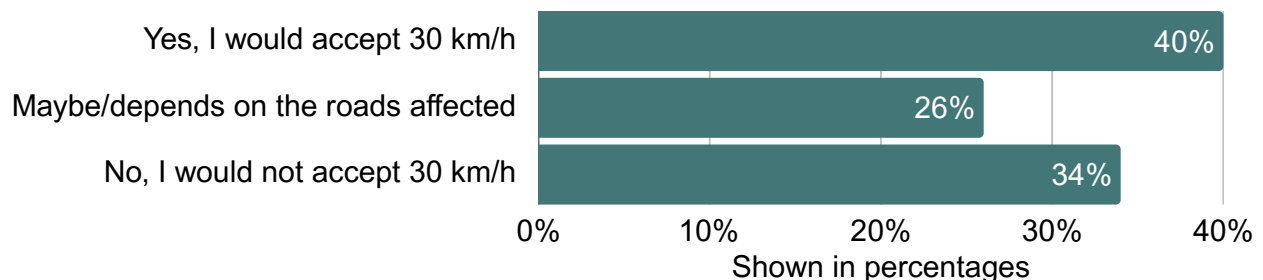
Q4: If you were to use a golf cart, what kind of trips would you use it for? Select all that apply. (1530 respondents)



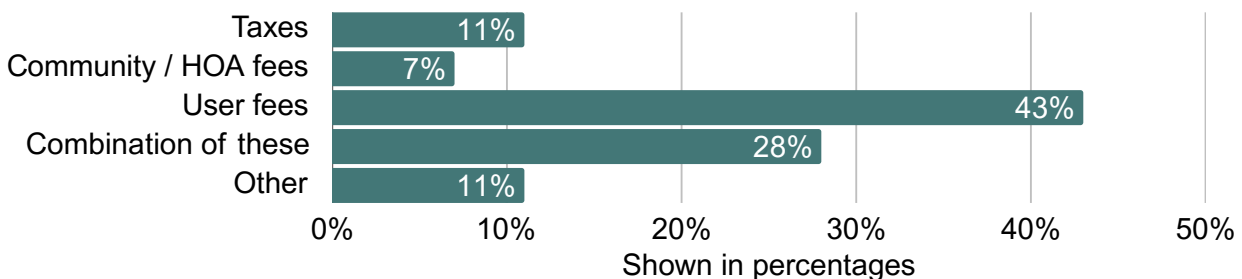
Overall sentiment of “Other” responses (158 responses):

Comments were largely negative or disengaged, with many stating they would not use golf carts at all.

Q5: If this initiative moves forward, posted speed limits on some roads with a speed limit of 50 km/h and under may be reduced to 30 km/h for all vehicles to improve safety. Would you support this? (1839 respondents)



Q6: If this initiative moves forward, there will be associated costs like bylaw and RCMP enforcement, administrative staff, and new signage. How do you think that these costs should be funded? (1829 respondents)



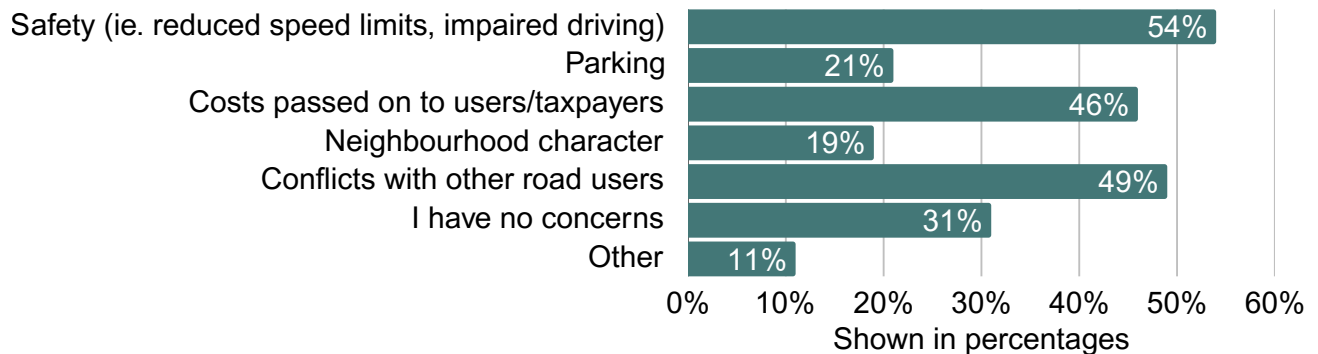
Overall sentiment of “Other” responses (210 responses):

Additional comments emphasized user-pay funding - most commonly through licensing or registration fees, annual permits, and in some cases HOA-based fees.

KEY FINDINGS

RESIDENT FEEDBACK

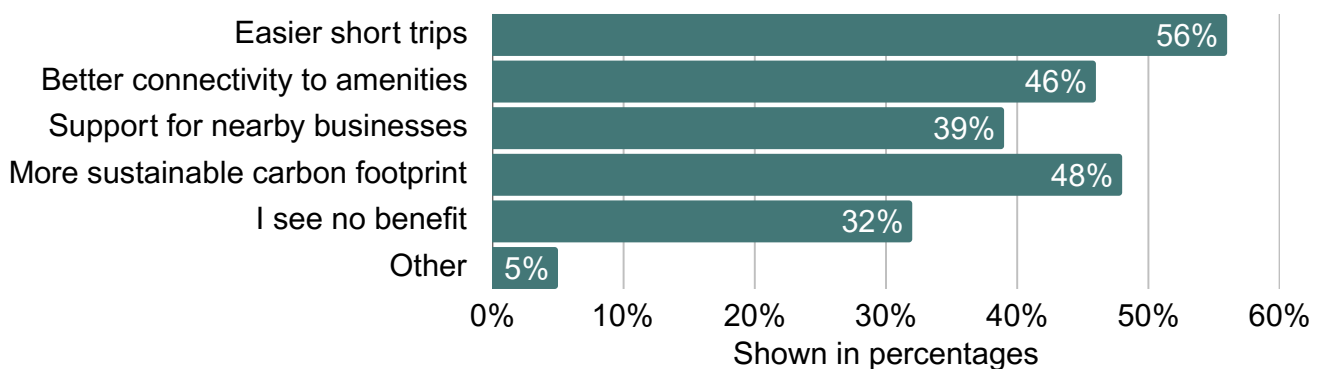
Q7: What concerns, if any, do you have about allowing golf carts on the road? Select all that apply. (1844 respondents)



Overall sentiment of “Other” responses (44 responses):

Additional comments provided related to public safety, in particular specific safety concerns (i.e., age, registration, impaired driving, safety equipment, etc.), as well as liability and enforcement capacity.

Q8: What potential benefits, if any, do you see about allowing golf carts on the road? Select all that apply. (1822 respondents)



Overall sentiment of “Other” responses (87 responses):

Comments were mixed, with many highlighting convenience, cost savings, and enhanced community character as key benefits, particularly for short local trips and accessibility for seniors.

KEY FINDINGS

RESIDENT FEEDBACK

Q9: What communities, if any, do you think this idea could be feasible? (1123 respondents)

Golf carts were indicated as most feasible within golf-course-oriented and resort-style communities, mainly within Harmony and Langdon and/or similar gated or golf-adjacent areas. Comments outline short travel distances, lower speeds, and recreational contexts within small hamlets or gated, self-contained communities. Comments called for areas with low traffic, limited access points, and roads that are not major through-routes (ie. parts of Langdon, Bragg Creek, Elbow Valley, and Cochrane Lake).

Q10: How large is your property of residence (parcel size)? (1843 respondents)



Overall sentiment of “Other” responses:

Comments reflected a wide range of property types and locations, from apartments and townhouses to quarter-acre lots and large rural properties (eg. 4000 acres), as well as specific communities such as Cottage Club, Harmony, and golf course areas.

KEY FINDINGS

RESIDENT FEEDBACK

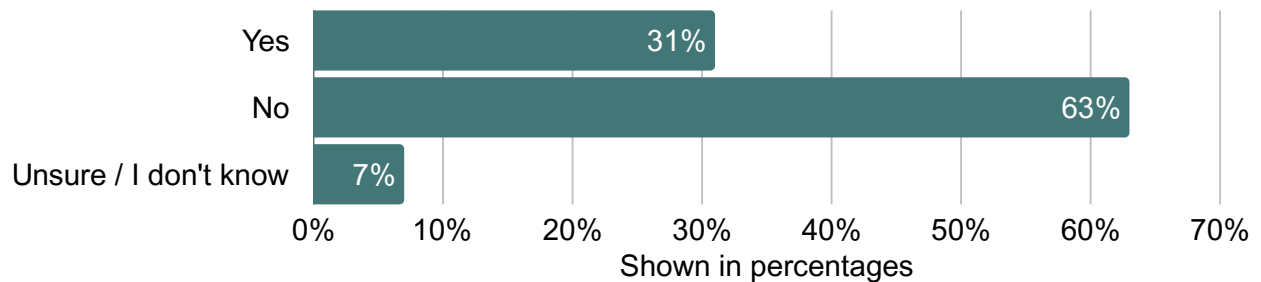
Q11: What community do you live in? (1389 respondents)

In the previous question, 78% of respondents indicated they live in a hamlet, subdivision, or urban-style residential area. The majority of these respondents live in Langdon (49%) or Harmony (39%).

Q12: What community do you live closest to? (339 respondents)

Respondents who do not live in a residential area were asked this question. When asked what community they live closest to the top communities were Springbank, Bearspaw, Langdon, Bragg Creek, and Calgary.

Q13: Were you aware that this initiative came to Council prior to this survey? (1843 respondents)



KEY FINDINGS

FINAL CONSIDERATIONS

Q14: Is there anything else you would like the County to know or consider regarding the use of golf carts on public roads? (822 respondents)

Theme	Indicative Quotes
Safety Concerns (38%)	<i>"I am opposed to sharing the road with golf carts that may or may not be driven in accordance with traffic laws. I am further concerned that young kids and teenagers will be driving these golf carts when they have no prior driving experience."</i> <i>"This will lead to accidents."</i>
Community Character, Benefit, and Conditional Support (22%)	<i>"It's a great way to connect with your neighbours and slow things and other vehicles down in the neighborhoods."</i> <i>"I think it's a good idea, but only in select parts of the County with appropriate restrictions in place. Golf carts should improve community access, while not impeding one's commute in/out of the community or putting safety at risk."</i>
Liability Concerns and What Should be Regulated (20%)	<i>"Give people an inch, they will take a mile. It is a slippery slope. People will use every excuse to abuse this. Please don't allow this."</i> <i>"I think if golf carts are allowed, side by side's, ATV's, dirt bikes, electric bikes and electric recreation vehicles should be allowed for easier community access for shopping, services, social and recreation uses."</i>

Overall Sentiment:

Comments highlighted safety, regulation, and enforcement concerns. The strongest concerns related to road safety risks, including speed differences with regular traffic, lack of safety features on golf carts, impaired or underage operation, and limited enforcement capacity as communities continue to grow. While many residents expressed support - viewing golf carts as a way to enhance community identity, strengthen neighbourly connections, and reinforce a relaxed, small-town lifestyle - some expressed conditional support and generally preferred a cautious approach such as pilot projects, designated areas, and clear regulations around licensing, insurance, and safety requirements. Respondents also raised concerns about liability, costs, and whether implementing golf cart use aligns with broader County priorities, with some questioning whether the benefits outweigh the risks and resource demands.

KEY FINDINGS

BUSINESS FEEDBACK

20 business also answered these questions, accounting for 1% of the total respondents.

Respondent businesses comprised largely of owners or managers of golf courses (six respondents), others also identified as agriculture/land based businesses (farming, dog park etc.), service and professional businesses, recreation, tourism, and hospitality businesses.

Key Findings:

- Twelve businesses indicated support (including “somewhat support”) for allowing golf carts on public roads with speed limits of 50 km/h or less, and eleven supported reducing speeds to 30 km/h to improve safety.
- If permitted, twelve reported they or one of their employees would be likely to use golf carts on designated public roads. Business respondents identified a limited, context-specific range of potential uses, primarily for short-distance travel within town or across large properties, onsite operations, staff or customer shuttling, promotional or branding activities, and company errands.
- Funding for associated costs pointed to user-fees (six respondents), combination of options (six respondents) and taxes (four respondents).
- The benefits for businesses were easier short trips (eight respondents), better connectivity to amenities (six respondents), and support for nearby businesses (four respondents). Concerns were a mixture of no concerns or conflicts with road users and costs affiliated.
- Additional thoughts provided outlined that perceptions of golf cart use on public roads is highly polarized. Some see benefits in carefully designed, low-speed and purposeful environments, many respondents emphasized the safety risks, enforcement challenges, and concerns about public cost.
- Business respondents feel that golf carts are not suitable on high speed or heavy traffic roads (speeds above 50 km/h), preferring low speed residential or areas where speed can be reduced, in addition to skepticism over lack of suitable locations (13 comments).



THANK YOU

Thank you to all residents who participated in public engagement on Golf Carts on County Roads.

This report will help guide Administration's recommendation and will be presented to Council in the summer of 2026.