

TOWN OF BLACKFALDS
Policing Committee
Operations Center – 5200 Duncan Ave
Wednesday, September 9, at 6:30 p.m.
AGENDA

1. WELCOME AND CALL TO ORDER

- 1.1 Welcome to the Policing Committee meeting September 9th, 2026
- 1.2 Call to Order
- 1.3 Approval of **Agenda**

2. LAND ACKNOWLEDGEMENT

- 2.1 “In the spirit of Truth and Reconciliation, the Town of Blackfalds acknowledges that we are on Treaty 6 territory, the ancestral lands of Cree, Saulteaux, Blackfoot, Métis, Dene and Nakota Sioux. We acknowledge all the many First Nations, Métis, Inuit, and non-status peoples whose footsteps have marked these lands since time immemorial. We recognize the inherent relationships Indigenous communities have with this land and its creatures and commit to supporting reconciliation and healing. We honour the resilience, culture, and contributions of Indigenous peoples, past and present. As we gather, we pledge to listen, learn, and take meaningful action toward a future based on mutual respect and understanding as we continue on our journey of truth and healing. We recognize that reconciliation is not a single act but a lifelong journey – one that requires accountability, humility, and the centering of Indigenous voices.”

3. PRESENTATIONS - None

4. BUSINESS

- 4.1 Approval of Minutes from June 10, 2026 – Approval by all members, requires signature.
- 4.2 RCMP Quarterly Report
- 4.3 Community Peace Officers Quarterly Report
- 4.4 Sub-Committee Meeting July 8, 2026 – Review and approval of minutes, requires signature.
- 4.5 E-bike/scooters
- 4.6 Womacks/Panorama intersection with Hwy 2A
- 4.7 Enhanced Security Clearance
- 4.8 Youth Members at Large
- 4.9 Round Table

5. CONFIDENTIAL

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6. **ADJOURNMENT**

Next Meeting December 9, 2026 @ 6:30 p.m.

TOWN OF BLACKFALDS
Policing Committee
Operations Center – 5200 Duncan Ave
Wednesday, June 10, at 6:30 p.m.
MINUTES

MEMBERS PRESENT	ATTENDING
Sheila Giffin, Committee Member (Chair) Theressa Franko, Vice Chair Lance Chalmers, Committee Member Shane Hanson, Committee Member Brenda Dennis, Committee Member Ried Penner, Committee Member (1 st meeting) REGRETS Bridgette Anderson (New Committee Member)	Sgt. Brent Dueck, Blackfalds RCMP Cpl. Mike Goss, Blackfalds RCMP Cpl, Matt Thurston, Blackfalds RCMP Ken Morrison, Director of Emergency Management & Protective Services Sgt. Joe Croken, Blackfalds Municipal Enforcement Rhonda Stierle, Clerk for Emergency Management & Protective Services Laura Svab (Attending as a resident)

1. WELCOME AND CALL TO ORDER

1.1 Welcome to the Policing Committee meeting June 10, 2026

1.2 Call to Order – 6:33 p.m.

- Introduction of all attending

1.3 Approval of Agenda

- Addition to agenda – Release of Sex Offender in the community

~Motion to approve Agenda made by Theressa, 2nd by Shane. All in favour - **Approved**

2. LAND ACKNOWLEDGEMENT

- 2.1 “In the spirit of Truth and Reconciliation, the Town of Blackfalds acknowledges that we are on Treaty 6 territory, the ancestral lands of Cree, Saulteaux, Blackfoot, Métis, Dene and Nakota Sioux. We acknowledge all the many First Nations, Métis, Inuit, and non-status peoples whose footsteps have marked these lands since time immemorial. We recognize the inherent relationships Indigenous communities have with this land and its creatures and commit to supporting reconciliation and healing. We honour the resilience, culture, and contributions of Indigenous peoples, past and present. As we gather, we pledge to listen, learn, and take meaningful action toward a future based on mutual respect and understanding as we continue on our journey of truth and healing. We recognize that reconciliation is not a single act but a lifelong journey – one that requires accountability, humility, and the centering of Indigenous voices.”

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3. PRESENTATIONS – No Presentations

4. BUSINESS

4.1 Approval of Minutes from March 11, 2026

~Motion to approve Minutes made by Shane, 2nd by Brenda. All in favour - **Approved**

4.2 Policing Committee

4.2.1 Review of updated Bylaw and Policy – To be emailed to all members.

- Updated Bylaw, Policy and 2025 Ministerial Review has been sent to the AAPG and Solicitor General.

4.3 RCMP Quarterly Report – Acting S/Sgt. Dueck

- Media Presentation for June 11, 2026 – Blackfalds RCMP Detachment 100% track record for solving all armed robberies within community.
- FIFA June 20 – July 9 – 10% of resources must be released for the national event = 3 members to be deployed. (1 municipal position, 2 provincial positions)
- RCMP Community Priorities Plan – Still in progress, currently have engaged with the Police Advisory Committee to help.
- Staffing:
 - 1 vacant Detachment Commander position - 2 candidates in the running
 - 1 vacant GIS Corporal position – Not expected to be a lengthy vacancy
 - 1 upcoming vacancy General Duty position – member has been promoted and will transfer out.
 - 3 positions – Off-duty status
 - 1 Duty to Accommodate

4.4 Community Peace Officers Quarterly Report – Sgt. Joe Croken

- Review of Municipal Enforcement ticket and file stats.
- Community Engagement: June 6, 2026 - Bike rodeo providing bike safety education.
- Seasonal Enforcement Bylaw Officer – Engaging in community and enhancing enforcement visibility using Segway, E-bike, Public Works vehicle and side-by-side units, patrolling and

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enforcement for graffiti, vaping, public intoxication, use of cannabis, e-bikes, e-scooters, helmet use.

- Emerging Trends & Observations – Year-to-date enforcement activity reflects a high level of service demand and proactive enforcement efforts. Seasonal resources has improved community presence, enhanced youth engagement and supported early intervention on emerging issues.
- Use of Restorative Justice Program has been successful in dealing with certain youth crimes.
- Campground long-term stay – No limit has been set yet. Current and future campers will be monitored.
- Continue monitoring areas in town for un-housed encampments being set up and having them disassembled promptly.

**** Agenda items 4.5 to 4.10 - Intersections – Sheila recommends forming a sub-committee meeting to discuss these in more detail.**

Volunteers for sub-committee: Sheila, Brenda, Theresa & Shane. Date of meeting to be determined.

4.5 Womacks Road & Broadway Ave.

- Discussed new temporary solution set-up and suggestion of “No Parking” and “No Stopping” signs be put up in the driving lane.
- Discussed another troublesome spot on Womacks and Leung Road by Abbey Centre – Obstruction from parked vehicles parking too close to crosswalks causing low visibility of pedestrians for vehicles.

4.6 Vista Trail & Womacks – To discuss in sub-committee meeting

4.7 Eastpointe Drive - To discuss in sub-committee meeting

4.8 Broadway Avenue Crosswalk - To discuss in sub-committee meeting

4.9 Aspen Lakes Boulevard & Vista Trail - To discuss in sub-committee meeting

4.10 Pedestrian Crosswalks for Iron Ridge Schools - To discuss in sub-committee meeting

4.11 Enhanced Security Clearance

- Still a few members' applications outstanding and require follow-up on status.

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4.12 AAPG Conference May 29 & 30th, Taber Alberta

- Sheila attended – Conference presentations offered new information, as well as reviewed information we are already aware of.
- New training modules have come out and there will be more in the fall.
- This committee has become more active this past year, completed writing policies and setting priorities, and increasing awareness of our committee and its role and benefit within the community.
- Next year's conference will be held in Lacombe, AB – Date to be announced.

4.13 Youth Members at Large – Still vacant

- Will push more encouragement to high school students in the fall when school is back in session.

4.14 Vacancies filled - Committee Member Seats

- Ried Penner – New Member
- Bridgette Anderson – New Member (To confirm contact information)

4.15 Setting Police Committee Priorities for 2026

~Motion to accept 3 priorities for 2026 by Theresa, 2nd Ried. All in favour - **Approved**

4.16 Released Sex Offender in Community

- Committee has received multiple emails from concerned citizens regarding a convicted and high-risk sex offender being released to reside within Blackfalds.
- RCMP have requested probation information on the individual in question to assist them in proper enforcement, if needed.
- Drafted letter of committee's and police responsibility in this matter and where further concerns should be directed. Letter will be sent to CAO for review and post to media release, as well as to be used to reply to emails received on this subject. No further responses will be sent once released.

~Motion to accept response letter by Brenda Dennis, 2nd Theresa Franko. All in favour - **Approved**

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4.17 Round Table

- Brent – Discuss: the logistics of potential provincial policing direction and the struggles and effects it will have on the province and RCMP.
- Laura – Question on e-bike/e-scooter education. A pamphlet will be handed out at Blackfalds Days parade.

CONFIDENTIAL – None

6. ADJOURNMENT

Meeting adjourned at 8:17 p.m.

Next Meeting September 9, 6:30 p.m.

Committee Chair, Sheila GIFFIN

**Emergency Management & Protective Services Director,
Ken MORRISON**

TOWN OF BLACKFALDS
Policing Sub-Committee
Ops A Building, 5200 Duncan Avenue, Blackfalds, AB
Wednesday, July 8, at 6:30 p.m.

MINUTES

MEMBERS PRESENT	ATTENDING
Sheila Giffin, Committee Chair	Sgt. Joe Croken, Blackfalds Municipal Enforcement
Theressa Franko, Committee Vice Chair	Rhonda Stierle, Clerk for Emergency Management & Protective Services
Shane Hanson, Committee Member	
Brenda Dennis, Committee Chair (via phone call)	

1. **WELCOME AND CALL TO ORDER**

- 1.1 Welcome to the Policing Committee sub-meeting **July 8, 2026**
- 1.2 Call to Order – **6:43 p.m.**
- 1.3 Approval of Agenda – **All in favour, approved**

2. **LAND ACKNOWLEDGEMENT**

- 2.1 “In the spirit of Truth and Reconciliation, the Town of Blackfalds acknowledges that we are on Treaty 6 territory, the ancestral lands of Cree, Saulteaux, Blackfoot, Métis, Dene and Nakota Sioux. We acknowledge all the many First Nations, Métis, Inuit, and non-status peoples whose footsteps have marked these lands since time immemorial. We recognize the inherent relationships Indigenous communities have with this land and its creatures and commit to supporting reconciliation and healing. We honour the resilience, culture, and contributions of Indigenous peoples, past and present. As we gather, we pledge to listen, learn, and take meaningful action toward a future based on mutual respect and understanding as we continue on our journey of truth and healing. We recognize that reconciliation is not a single act but a lifelong journey – one that requires accountability, humility, and the centering of Indigenous voices.”

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Policing Sub-Committee
Ops A Building, 5200 Duncan Avenue, Blackfalds, AB
Wednesday, July 8, at 6:30 p.m.

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3. BUSINESS

3.1 Womacks Road & Broadway Avenue

- Town installation of temporary intersection solution has generally improved traffic flow. Still some issues with back-up when train crossing, and complaints of visibility issues at southbound stop line.
 - Suggestion: Improvement of signage and placement (speed, truck route and no stopping.
- CPO's actively monitoring.

3.2 Vista Trail & Womacks

- Lighted pedestrian crossing – Concern: Pedestrians not using lights before crossing.
 - Suggestion: More intersection safety education to public.
- Womacks & Leung pedestrian crossing: Concern: Visibility of pedestrians is poor for traffic
 - Suggestion: Create no parking area from walking path straight east to crosswalk and install apron or raised crosswalk. Reduce speed limit.

3.3 Eastpointe Drive

- Anticipation of increased traffic with increase in development in the area.
 - Suggestion: Developing and incorporating safer intersections with the future developments.

3.4 Broadway Avenue Crosswalk (Park Street & Broadway)

- Concerns of westbound traffic on Park Street turning left with crosswalk. Lighted crosswalk is on north side of intersection and not on south side where vehicles would be turning left.
 - Suggestion: More intersection safety education to public and raised crosswalks.

3.5 Aspen Lake Boulevard & Vista Trail

- Anticipation of increased traffic with increase in development in the area.
 - Suggestion: Developing and incorporating safer intersections with the future developments.

3.6 Pedestrian Crosswalks for Iron Ridge Schools

- *Elementary School (South crosswalk)* – Concern: People driving through stop sign and pedestrian lights, as well as parking issues blocking crosswalk and visibility.
 - Suggestion: Bulbing out with temporary cement barricades, raised crosswalk, zebra crosswalk, crosswalk education.
 - CPO actively monitoring.
- *Iron Ridge Junior Campus* – Concern: Request for the committee to review and provide a recommendation to council for installation of high-visibility activated pedestrian lighting that was previously approved by council once high school development was complete.

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3.7 E-Bikes/Scooters

- E-scooter rental contractor has changed to Lime Microbility.
- Discussed multiple ongoing concerns of proper safety measures being taken by operators of rental and personal e-scooters and e-bikes, and the legalities of operating on public roadways.
 - Province is working on TSA plan/act/resolution for e-bikes/scooters.
 - CPO's actively patrolling, conducting safety education campaigns at schools and continuing to engage with users to educate safety.
 - Possibility of incorporating safety education into annual bike rodeo
 - Discussed the possibility of handing out donated helmets to help encourage usage.

3.8 Round Table

- Intersection sub-committee to compose a letter to Town with recommendations of improving all intersections, including future development areas, use suitable signage, standardizing placement of signage, raised crosswalks, apron crosswalks. Letter to be reviewed at September meeting.
- Public Works will be installing inlay crosswalks (zebra style) & stop bars throughout the year. Longevity and durability of product (5+ years) and application is more cost effective in the long run.
- Lights on 2A & Park Street – suggestion to put another request into Province to adjust timing on light change.
- Vista Trail onto Womacks – request to move and enlarge 30km/h zone sign for better visibility.
- School/playground zones – Suggestion to have permanent flashing signs in all areas.

4. ADJOURNMENT – 8:12 p.m.

Committee Chair, Sheila GIFFIN

**Emergency Management & Protective Services Director,
Ken MORRISON**

**TOWN OF BLACKFALDS
POLICING COMMITTEE
TRAFFIC & PEDESTRIAN SAFETY
RECOMMENDATIONS TO TOWN COUNCIL**

Prepared from the Policing Sub-Committee discussion of July 8, 2026

To	Town of Blackfalds Council
From	Blackfalds Policing Committee / Intersection Sub-Committee
Subject	Community Traffic, Intersection and Pedestrian Safety Improvements
Purpose	To request Council's support for a coordinated, standardized approach to improving traffic and pedestrian safety at identified intersections, school zones and future development areas.

1. Recommendation

THAT Council receive the Policing Committee's traffic and pedestrian safety recommendations for information and direct Administration to review the identified locations and improvement options, prioritize feasible measures based on safety risk and operational requirements, and bring forward implementation and budget recommendations where Council approval is required.

2. Background

The Policing Sub-Committee reviewed a number of traffic, intersection and pedestrian-safety concerns throughout Blackfalds. The discussion identified recurring themes: pedestrian visibility, inconsistent or difficult-to-see signage, vehicle compliance at crossings and stop controls, school-zone safety, traffic growth associated with development, and the need for consistent intersection design.

The Committee recognizes that not every location requires the same treatment. The intent of this proposal is therefore to establish a coordinated safety approach that allows Administration and the appropriate departments to assess each site and select the most suitable engineering, signage, enforcement and education measures.

3. Proposed Community-Wide Approach

- **Standardize signage and placement:** Review speed, truck-route, no-stopping, school/playground-zone and other traffic-control signage for visibility, size, placement and consistency across the community.
- **Improve pedestrian visibility:** Consider zebra-style/inlay markings, stop bars, parking setbacks near crossings, curb extensions/bulb-outs, aprons and raised crosswalks where site conditions support their use.
- **Strengthen school and playground-zone safety:** Assess high-visibility activated pedestrian lighting, permanent flashing signage and other enhanced treatments in areas with significant child and pedestrian activity.

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- **Plan safer intersections with growth:** Incorporate pedestrian visibility, traffic calming and safe-intersection design into future development planning, particularly in areas expected to experience increased traffic.
- **Continue education and enforcement:** Support ongoing CPO monitoring and public education regarding crosswalk use, intersection safety, e-bike/e-scooter operation and school-zone behaviour.
- **Coordinate with external authorities:** Where infrastructure is under provincial jurisdiction, continue submitting requests for safety or operational changes, including traffic-signal timing where appropriate.

4. Priority Locations Identified

Womacks Road & Broadway Avenue — Temporary intersection changes have generally improved flow; concerns remain regarding train-related backups and visibility at the southbound stop line. Review signage and placement, including speed, truck-route and no-stopping controls.

Vista Trail & Womacks / Womacks & Leung — Improve pedestrian-crossing awareness and visibility. Consider a no-parking area approaching the crossing, an apron or raised crosswalk, and review of the speed limit.

Eastpointe Drive — Anticipate increased traffic from future development and incorporate safer intersection design as development proceeds.

Park Street & Broadway Avenue — Review pedestrian and turning-vehicle conflict at the lighted crossing and consider enhanced education and raised-crosswalk treatment.

Aspen Lake Boulevard & Vista Trail — Plan intersection safety improvements in conjunction with expected development and increased traffic.

Iron Ridge Elementary – South Crosswalk — Address stop-sign/pedestrian-light compliance and parking that blocks visibility. Consider temporary curb extensions/bulb-outs, raised and zebra-style crosswalk treatments, education and continued CPO monitoring.

Iron Ridge Junior Campus — Review the previously contemplated high-visibility activated pedestrian lighting following completion of high-school development and determine whether installation should now proceed.

Highway 2A & Park Street — Submit a further request to the Province to review/adjust traffic-signal timing.

Vista Trail onto Womacks — Review relocation and enlargement of the 30 km/h zone sign to improve visibility.

5. E-Bike and E-Scooter Safety

The Committee also identified ongoing concerns regarding safe operation of personal and rental e-bikes and e-scooters and the rules governing their use on public roadways. The Committee recommends continuing CPO patrols and school-based safety education, considering e-bike/e-scooter content within the annual bike rodeo, and exploring a donated-helmet initiative to encourage helmet use.

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POLICING COMMITTEE**

6. Implementation Considerations

- Have Administration complete site-specific safety reviews of the identified locations.
- Prioritize improvements using factors such as pedestrian volume, school proximity, visibility, traffic speed, collision/near-miss concerns, development growth and feasibility.
- Coordinate Public Works, Planning/Development, Municipal Enforcement and other relevant departments so engineering, education and enforcement measures support one another.
- Continue the planned installation of durable inlay/zebra-style crosswalks and stop bars where appropriate.
- Identify measures that can be completed through existing operating programs and separately identify items requiring capital funding or future budget consideration.
- Report back to Council on recommended priorities, estimated costs and proposed timing before proceeding with measures requiring additional funding or Council authorization.

7. Financial Considerations

No specific project costs were established by the Sub-Committee. This proposal recommends that Administration evaluate the cost and feasibility of each improvement and identify whether work can be accommodated within existing budgets or requires future operating or capital approval.

8. Desired Outcome

The desired outcome is a consistent, proactive and community-wide approach to traffic and pedestrian safety that improves visibility, reduces conflict points, supports safer behaviour, and ensures that safety is considered as Blackfalds continues to grow.

9. Suggested Council Motion

THAT Council receive the Policing Committee Traffic and Pedestrian Safety Recommendations; AND THAT Council direct Administration to review the identified intersections, crossings, school/playground zones and signage concerns, prioritize appropriate safety improvements, and return to Council with implementation and budget recommendations where required.

Sheila Giffin
Committee Chair

Date

Committee / Administration Review

Date

Town of Blackfalds

E-Scooter Safety: Personal Scooter Regulation for Children

Proposed Amendments to the Traffic Bylaw

Submitted to Town Council and Administration | Blackfalds, Alberta | July 2026

Proposal Title	Personal E-Scooter Regulation: Age Restrictions, Mandatory Helmets, and Sidewalk Prohibition
Submitted To	Town of Blackfalds Council and Administration
Submitted By	Concerned Residents of Blackfalds
Date	July 2026
Regulatory Authority	Municipal Government Act (Alberta); Traffic Safety Act, s.13; Blackfalds Traffic Bylaw
Priority	High — Active summer risk season; provincial ER data shows 33% year-over-year increase in injuries

Executive Summary

This proposal requests that the Town of Blackfalds amend its Traffic Bylaw to regulate the use of personal (privately owned) electric scooters (e-scooters) within Town limits. The amendments sought are: a minimum operator age of 16 years; mandatory helmet use for all riders under 18; and a prohibition on riding personal e-scooters on public sidewalks.

These measures align Blackfalds with standards already in place in Red Deer, St. Albert, Edmonton, Calgary, and other Alberta municipalities, and extend the same rules Blackfalds already applies to its shared Neuron Mobility scooter fleet to the personal scooters operated freely — and currently without consequence — by young children on our sidewalks every day.

The urgency of this proposal is backed by July 2026 Alberta Health Services data, named emergency room physicians at the University of Alberta and the Peter Lougheed Centre, two Alberta child scooter collision incidents recorded in May 2026, a peer-reviewed Edmonton study published in the Canadian Journal of Surgery, and an Alberta Urban Municipalities Association resolution calling on exactly this type of municipal action.

1. Background and Context

1.1 The Current Situation in Blackfalds

The Town of Blackfalds participates in the Neuron Mobility shared e-scooter pilot program, which appropriately requires riders to be a minimum of 16 years of age, uses helmet locks on every device, and designates slow and no-go zones throughout town. These are sound, evidence-based rules.

However, these rules govern only the shared fleet. Privately owned e-scooters — which are now widely available for purchase and are frequently given to children as gifts — fall into a regulatory gap. No equivalent age, helmet, or sidewalk rule is currently enforced for personal scooters in Blackfalds. The result is that children as young as 6 or 7 regularly ride personal e-scooters at high speed on public sidewalks with no helmet, no training, and no enforcement mechanism in place. This is reported by community members on local Facebook pages on a near-weekly basis during riding season.

Under the Alberta Traffic Safety Act (s. 13), the council of a municipality may, with respect to highways under its direction, make bylaws governing the use of sidewalks, governing the licensing and impounding of bicycles and similar devices, and classifying pedestrians and vehicles for safety purposes. Blackfalds has both the authority and the obligation to act.

1.2 Provincial Regulatory Context

Alberta does not have a unified provincial statute specifically governing personal e-scooters. The Traffic Safety Act provides municipal authority, but municipalities must act to create enforceable local rules. This is precisely why Edmonton, Calgary, Red Deer, and St. Albert have adopted their own bylaws — because the province has not done it for them, and the injuries keep rising.

In Alberta, privately owned e-scooters are not permitted on sidewalks or public roadways under general provincial rules. However, without a specific local bylaw and active enforcement, this prohibition is rarely applied in smaller communities. Edmonton strengthened its position by updating its Public Spaces Bylaw 20700 in May 2025, doubling the sidewalk fine for e-bikes and e-scooters to \$250. Blackfalds has no equivalent mechanism.

This enforcement gap is not unique to e-scooters. Alberta's Traffic Safety Act has required children under 18 to wear approved helmets when cycling since 2002 — yet helmet compliance among young cyclists on Blackfalds sidewalks and pathways remains visibly and persistently low. The pattern is consistent: provincial rules alone, without a specific local bylaw and an active local enforcement posture, do not translate to real-world compliance in smaller communities. Blackfalds does not need to wait for the province to act on e-scooters any more than it needed to act on cycling — the authority to set and enforce a local standard exists now under the Municipal Government Act.

2. Evidence: The Scale of the Problem in Alberta

2.1 Alberta Health Services Data — July 2026

The most recent Alberta Health Services data, reported by CBC News on June 25, 2026, and Culture Alberta on July 12, 2026, shows the e-scooter injury crisis in Alberta has reached a new high:

- Province-wide ER and urgent care visits for e-scooter injuries reached 3,049 in the most recent reporting year — a 33% increase over the prior year's 2,282 visits.
- Edmonton alone accounted for 1,198 of those visits, up sharply from 813 the prior year.
- The Stollery Children's Hospital in Edmonton treated 136 children for e-scooter injuries in the most recent year — more than double the 61 it saw the year before.
- Doctors reported that injuries are getting worse, not just more frequent. One in five injured riders arrives by ambulance.

Sources: CBC News, June 25, 2026 (<https://www.cbc.ca/news/canada/calgary/e-scooter-injury-hospitalization-9.7248942>); Culture Alberta, July 12, 2026 (<https://www.culturealberta.com/articles/e-scooter-injuries-are-surging-across-alberta-and-edmonton-now-leads-the-province-with-1198-er-visit>)

2.2 Alberta Emergency Room Physicians — On the Record

Dr. Brian Rowe — University of Alberta, Emergency Physician and Researcher

Dr. Brian Rowe has spent two summers conducting roadside surveys of e-scooter riders in Edmonton. In July 2026, he stated publicly: 'The data on the children is really shocking, because it's technically illegal for them to be on them as a driver.' He has called for mandatory helmet legislation, tighter speed controls, and stronger substance-use rules, and warned that the real injury count is likely higher than ER data shows, as many injured riders attend family doctors or physiotherapists instead.

On the severity of injuries: 'Speed kills, impairment kills, lack of a helmet kills, riding with somebody else kills.'

Source: Culture Alberta, July 12, 2026.

Dr. Erin Bristow — University of Alberta Hospital, Emergency Physician

Dr. Erin Bristow, co-author of the Edmonton e-scooter injury study in the Canadian Journal of Surgery, identified privately owned, unregulated scooters as a key driver of injury spikes: 'The risk of injury with those is very, very high.' She noted that one in five injured riders arrives by ambulance: 'We don't have enough ambulances. We're always waiting for ambulances, so that's a significant burden to the health-care system.'

On the nature of injuries: 'It's not that I think we cannot use scooters. I think that it's just that we need to do it in a safer manner. Because the injuries that we're seeing with these can be life-changing.'

Source: Culture Alberta, July 12, 2026; Canadian Journal of Surgery, April 2025.

Dr. Haley Cochrane — Peter Lougheed Centre, Calgary, Emergency Physician

On July 16, 2026, Dr. Cochrane issued a public call for safer riding behaviour specifically to relieve pressure on stressed Alberta emergency departments: 'Unfortunately what we're seeing is head, face and neck injuries that come with the force of being thrown from these devices at higher speed.' She linked the seasonal surge in e-scooter injuries directly to emergency department overcrowding across Alberta.

Source: Yahoo News Canada / Calgary Herald, July 16, 2026 (<https://ca.news.yahoo.com/calgary-physician-urges-safe-behaviour-221042603.html>)

2.3 Peer-Reviewed Research — Edmonton Multi-Centre Study

A multi-centre prospective and retrospective study published in the Canadian Journal of Surgery (April 2025), co-authored by Drs. Bristow and Rowe, examined 759 e-scooter injury presentations across Edmonton emergency departments over three summers. Findings relevant to this proposal:

- 62% of injured riders sustained multiple injuries simultaneously.
- 32% had fractures; 17% had head injuries.
- 9% required surgery within one month.
- 20% arrived by ambulance.
- Only 2% were wearing a helmet.
- The study authors recommended governments consider mandatory helmet laws, tighter speed controls, and stronger substance-use enforcement.

Citation: Bristow E, Marin J, Couperthwaite S, Picard C, Yang E, Rowe BH. "Electric scooter injury and trauma in Edmonton." Canadian Journal of Surgery, April 2025. PMC12017810.

2.4 Alberta News Reports — Children Injured on Scooters (2026)

Calgary — Child Hospitalized After Vehicle Collision (May 2, 2026)

A child riding a scooter was struck by a vehicle in northeast Calgary and transported to hospital in stable condition. Calgary Police Service initiated an investigation. This incident occurred at a residential intersection, reflecting the sidewalk-to-roadway conflicts observed regularly in Blackfalds.

Source: CTV News Calgary, May 2, 2026. <https://www.ctvnews.ca/calgary/article/1-child-transported-to-hospital-after-collision-involving-vehicle-and-scooter-in-northeast-calgary/>

Calgary — Child Seriously Injured by Truck (May 12, 2026)

Ten days after the first incident, a second child on a scooter was seriously injured when struck by a truck at a northeast Calgary intersection. Two incidents in ten days in the same city involving children on scooters and motor vehicles underscores the provincial pattern that Blackfalds is part of.

Source: CTV News Calgary, May 12, 2026. <https://www.ctvnews.ca/calgary/article/child-on-scooter-hit-by-truck-in-northeast-calgary-intersection/>

3. Policy Landscape: What Alberta Communities Are Doing

The following table summarizes current e-scooter age, helmet, and sidewalk rules across comparable Alberta municipalities. All of these rules were implemented through municipal bylaw — exactly the mechanism being proposed here.

Municipality	Min. Age	Helmet (Under 18)	Sidewalk Rule
Edmonton	18 (shared)	Not mandatory	Prohibited — \$250 fine (doubled May 2025)
Calgary	18 (shared)	Not mandatory	Permitted on pathways; banned where signed
St. Albert	16	Mandatory	Regulated by bylaw
Red Deer	16	Mandatory	Regulated by bylaw
Blackfalds (shared only)	16	Helmet locked to device	Permitted on empty sidewalks only

Note: Edmonton strengthened its enforcement in May 2025 by updating Public Spaces Bylaw 20700 to double the sidewalk fine for e-scooters from \$100 to \$250. This was a direct response to rising injuries and non-compliance. Red Deer updated its Traffic Bylaw in 2022 specifically to lower the minimum age from 18 to 16 based on a pilot data review — indicating that 16 is the age standard supported by both injury data and operator experience across Alberta.

3.1 Alberta Urban Municipalities Association (AUMA) Position

The AUMA has passed a resolution formally requesting the Government of Alberta amend the Vehicle Equipment Regulation to include mandatory helmet requirements for riders under 18 while using a scooter. The AUMA resolution explicitly confirms that municipalities have the authority under the Municipal Government Act to pass their own bylaws requiring helmet use for wheeled activities — and that municipalities can develop local education and enforcement strategies without waiting for provincial action.

Blackfalds need not wait. The legal authority is in place. The evidence is in place. The question before Council is one of political will.

Source: Alberta Municipalities (AUMA) Resolution — "Expanding Mandatory Helmet Requirements." <https://www.abmunis.ca/resolution/expanding-mandatory-helmet-requirements>

3.2 Other Canadian Jurisdictions Moving Now

On July 21, 2026, Moncton, New Brunswick gave first reading to a bylaw regulating e-scooter businesses, requiring GPS controls to prevent sidewalk use, users to be at least 16 years old, and mandatory helmet provision. Councillors reported seeing no helmets on devices despite requirements, and noted children as a primary concern. The motion received unanimous council support on first reading.

Source: CBC News, July 21, 2026. <https://www.cbc.ca/news/canada/new-brunswick/moncton-scooter-bylaw-9.7276867>

4. Proposed Bylaw Amendments

The following specific amendments to the Blackfalds Traffic Bylaw are proposed. These may be introduced as a standalone bylaw amendment or integrated into the existing bylaw framework. Council direction is requested on preferred approach.

Amendment A — Minimum Rider Age (Personal E-Scooters)

No person under the age of 16 years shall operate a personal (privately owned) electric scooter on any public sidewalk, pathway, or roadway within the Town of Blackfalds. This mirrors the minimum age already in effect under the Neuron Mobility shared scooter program and the standard in effect in Red Deer, St. Albert, and other Alberta municipalities.

Amendment B — Mandatory Helmet Requirement

Any person under the age of 18 operating a personal electric scooter within the Town of Blackfalds must wear an approved bicycle or multi-sport helmet with chin strap properly fastened. This is directly consistent with the existing provincial requirement for cyclists under 18 — a standard already enshrined in Alberta's Traffic Safety Act since 2002. Extending it locally to e-scooters closes the gap between what the province already requires on bicycles and what is currently unenforced on scooters in Blackfalds. It is also consistent with the AUMA's formal resolution on mandatory helmet requirements for wheeled activities.

Amendment C — Sidewalk Prohibition

No person shall operate a personal electric scooter on any public sidewalk within the Town of Blackfalds. Riding is permitted on designated pathways, bike lanes, and roadways with a posted speed limit of 50 km/h or less, in accordance with provincial rules. This aligns with Edmonton's Public Spaces Bylaw 20700 and provincial guidance for personal e-scooters.

Amendment D — Enforcement Provisions

Community Peace Officers are authorized to issue fines to operators of personal electric scooters in contravention of Amendments A, B, and C. Proposed fine schedule:

- Operating below minimum age: \$100 (payable by parent or guardian for minors)
- Operating without required helmet (rider under 18): \$75
- Operating on a prohibited sidewalk: \$100
- First-time youth offenders (under 16): discretion to issue a formal warning with educational materials in lieu of monetary fine.

Amendment E — Education and Outreach

Administration is directed to develop a community education program in partnership with local schools and the Neuron Mobility program to communicate the new rules, the documented risks of unregulated

scooter use, and the availability of helmets. Communications should be distributed at the start of each riding season (May) and at back-to-school (September).

5. Implementation Considerations

- Enforcement model: Complaint-and-observance, consistent with all other Blackfalds bylaw enforcement. No new officer positions are required. Community Peace Officers already conduct regular patrols.
 - Signage: Strategic placement of no-riding signage on high-pedestrian sidewalks near schools and playgrounds is recommended to support enforcement and public awareness.
 - Financial implications: Fine revenue from enforcement is expected to offset any minor administrative costs. No capital expenditure is required.
 - Timeline: Administration could prepare bylaw amendment language for first reading within 60 days of a Council direction to proceed. Public notification as required under the Municipal Government Act.
 - Coordination: The Neuron Mobility pilot contract should be reviewed to ensure alignment of age and helmet language between the shared and personal scooter regimes.
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Town of Blackfalds

Pedestrian Safety at Highway 2A: Womacks Rd / Panorama Dr Intersection

Request for a Formal Pedestrian Safety Study and Infrastructure Upgrade Assessment

Submitted to the Blackfalds Policing Committee | Blackfalds, Alberta | July 2026

Proposal Title	Pedestrian Safety Study Request — Highway 2A at Womacks Rd / Panorama Dr Intersection
Submitted To	Blackfalds Policing Committee
Submitted By	Concerned Residents of Blackfalds
Date	July 2026
Jurisdiction	Alberta Transportation (provincial highway); Town of Blackfalds (municipal co-request required to trigger provincial review)
Primary Ask	Commission a formal Pedestrian Safety Study under the TAC Pedestrian Crossing Control Guide; thereafter pursue RRFB or PHB installation
Priority	High — documented crossing control destruction at this location June 2025; child pedestrian traffic from multiple schools crosses six lanes daily

Executive Summary

This proposal requests that the Town of Blackfalds Policing Committee recommend to Council that a formal Pedestrian Safety Study be commissioned for the Highway 2A intersection at Womacks Road and Panorama Drive. This study should be conducted under the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide and submitted to Alberta Transportation with full municipal support, as a precursor to requesting funded infrastructure upgrades at this crossing.

Highway 2A bisects the Town of Blackfalds, and this intersection sits at the heart of that divide. Children travelling between schools and residential areas on both sides of the highway must cross up to six lanes of provincial highway traffic here, daily, on foot and on scooters. The current crossing infrastructure — while meeting minimum provincial standards — is insufficient for the volume and vulnerability of pedestrian users at this specific location. A Pedestrian Safety Study is the evidence-based, procedurally correct first step to compel meaningful provincial action.

A Council resolution commissioning or requesting this study is not merely symbolic. Under Alberta Transportation policy, any crosswalk upgrade on a provincial highway within a municipality requires municipal support. The study, combined with a formal resolution, is the mechanism that triggers the provincial evaluation process.

1. The Intersection: Description and Location

The intersection subject to this proposal is Highway 2A at Womacks Road and Panorama Drive in Blackfalds. This is a full controlled intersection on a provincially maintained secondary highway, with

Womacks Road entering from the west and Panorama Drive from the east. The intersection is not the same as adjacent commercial access points along this stretch of highway — it is the primary signalized crossing point for pedestrians in this corridor.

The aerial image below, captured from Google Maps (2026), shows the intersection geometry and identifies the specific area of concern for right-turning vehicle sightlines. Community members have annotated this image to highlight where pedestrian visibility for eastbound right-turning vehicles is most compromised.

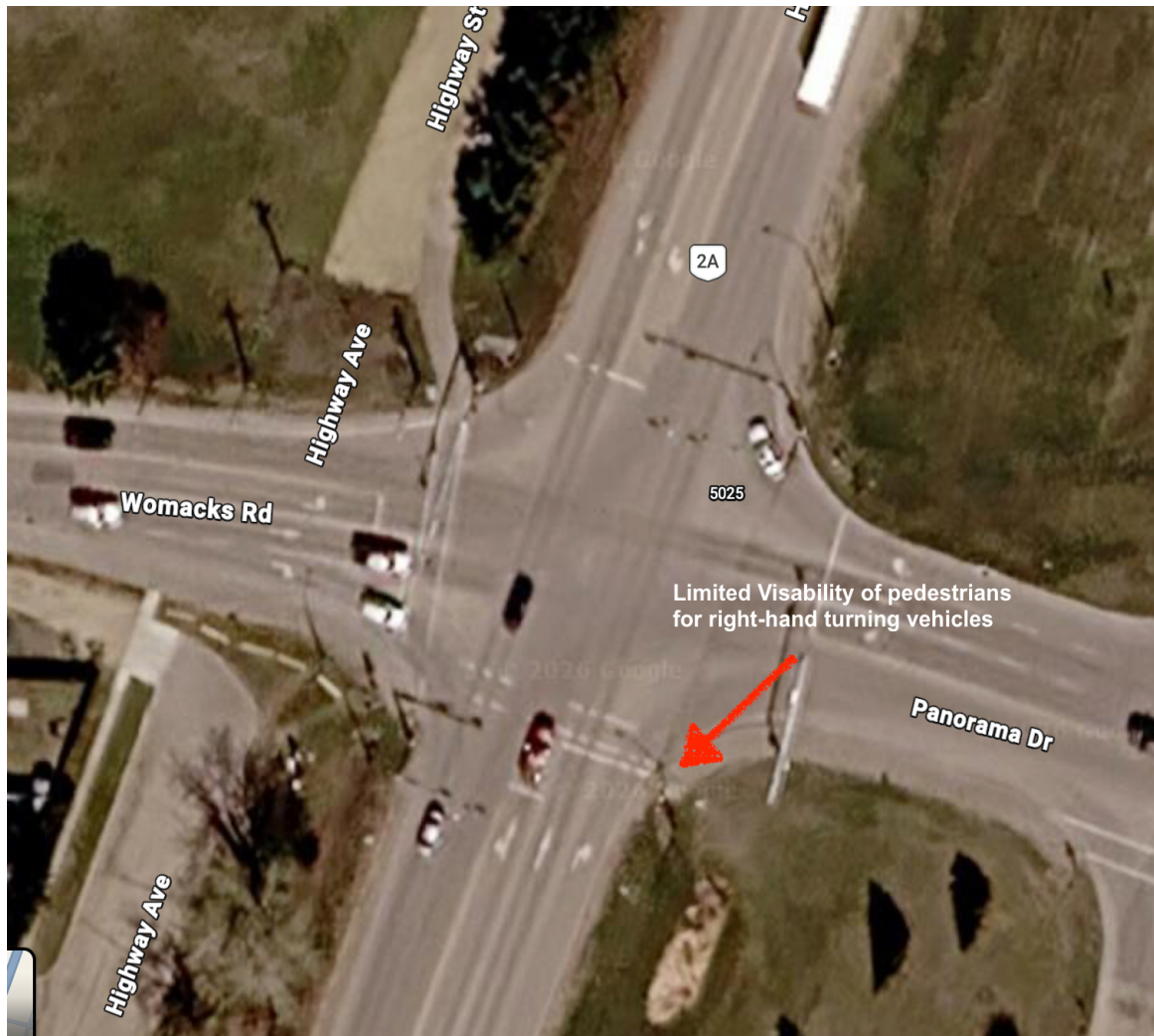


Figure 1: Aerial view of the Highway 2A / Womacks Rd — Panorama Dr intersection, Blackfalds. Red arrow indicates the crosswalk area where right-turning vehicles heading east have limited visibility of pedestrians. Source: Google Maps 2026.

1.1 Physical Conditions Creating Risk

- Six-lane crossing: Pedestrians crossing Highway 2A at this intersection must traverse four through-traffic lanes plus two dedicated turning lanes — a crossing distance that exceeds what standard timed pedestrian signals adequately protect, particularly for children and seniors.
- Eastbound right-turn blind spot: As visible in the aerial image above, drivers making right turns heading east from Womacks Road onto Highway 2A have materially limited visibility of pedestrians who are crossing with the signal in the marked crosswalk. This is a geometry-driven deficiency, not a behavioural one, and it creates a predictable, recurring conflict zone.

- East/west pedestrian flow: The predominant movement of child pedestrians at this intersection is east-west — children travelling between schools and residential areas on either side of Highway 2A cross Womacks Road and Panorama Drive as part of their route. Current sidewalk infrastructure and crossing geometry does not adequately serve this primary flow direction, and a safety study would quantify this gap.
- No advanced pedestrian warning at main crossing: Standard pedestrian signal controls are present but provide no advance warning to approaching highway traffic of pedestrians in the crossing zone. Adjacent crossing points on this stretch of highway benefit from enhanced flashing beacon systems; this intersection does not, despite carrying higher pedestrian volumes.
- School schedule convergence: At school start and dismissal times, the intersection experiences concentrated surges of child pedestrian traffic. Current signal timing does not account for this predictable, recurring high-risk period.

1.2 Jurisdictional Framework

Highway 2A is a provincially maintained secondary highway under Alberta Transportation's jurisdiction. However, because Blackfalds sits on both sides of this highway, the community directly absorbs the consequence of infrastructure decisions made at the provincial level. The established process for obtaining crosswalk upgrades on provincial highways within a municipality is: the municipality must formally request a safety review and provide support for the chosen upgrade location. Alberta Transportation then evaluates the request.

This proposal asks the Policing Committee to recommend that Council initiate this process by commissioning or formally requesting a Pedestrian Safety Study — the foundational evidence document that Alberta Transportation requires before it will consider infrastructure investment.

2. Documented Incident at This Intersection

June 2025 — Vehicle Destroys Pedestrian Crossing Control

On or around June 24, 2025, EMS responded to a crash at this intersection in which a vehicle struck a traffic signal post, causing significant damage to both the vehicle and the pedestrian crossing control infrastructure. The temporary loss of this crossing control eliminated the primary protection mechanism for pedestrians crossing Highway 2A at this location.

This incident is directly relevant: it establishes an active incident record at this specific intersection that Alberta Transportation should be made formally aware of, and it demonstrates the fragility of the existing infrastructure relative to the pedestrian volumes it is expected to protect.

Source: CentralAlbertaOnline.com, June 24, 2025. <https://centralalbertaonline.com/articles/ems-respond-to-monday-evening-crash-in-blackfalds>

3. Evidence: Policy Context and Why This Study Is Needed Now

3.1 Alberta Pedestrian Deaths at a Multi-Year High

Pedestrian safety has become an urgent policy issue across Alberta in 2025 and 2026. In Calgary, five traffic-related deaths occurred in the first months of 2026, following an 11-year high for pedestrian deaths in 2025. In response, Calgary City Council in June 2026 debated an emergency \$6 million allocation specifically for flashing beacons at crosswalks, more marked crossings, curb extensions, and speed humps.

Calgary Police Service Traffic Unit Staff Sgt. Andy Woodward stated publicly in June 2026 that most of the city's pedestrian deaths came after people were struck while walking in marked crosswalks, and called for clearer safety infrastructure at all crosswalks. The Highway 2A crossing at Womacks Road and Panorama Drive is precisely the type of location this province-wide concern is directed at.

Source: CBC News, June 13, 2026. <https://www.cbc.ca/news/canada/calgary/traffic-fatalities-city-council-study-9.7232495>

3.2 Alberta RCMP Intersection Safety Campaign — January 2026

Alberta RCMP launched a dedicated intersection safety campaign in January 2026. Sgt. Darrin Turnbull, Alberta RCMP Traffic, stated: 'Intersections can present challenges for drivers and pedestrians.' The campaign's core guidance — use crosswalks, use pedestrian-activated signals, make eye contact — presupposes adequate infrastructure. A formal safety study at this intersection would provide the evidence base to determine whether that presupposition holds here.

Source: RCMP Alberta, January 6, 2026. <https://rcmp.ca/en/alberta/news/2026/01/4349056>

3.3 Town of Olds — Precedent for Small Alberta Communities

In April 2026, the Town of Olds Council approved \$23,500 to install pedestrian-activated lights at two intersections where community safety concerns had been raised. Infrastructure director Adrian Pedro confirmed the assessment focused on crossing patterns and pedestrian risk, not just traffic volumes. One installation cost \$13,500; the other \$10,000. This demonstrates that Alberta municipal councils at Blackfalds' scale routinely commission and fund pedestrian crossing assessments — and that the costs of the subsequent upgrades are within reach even without major provincial capital programs.

Source: The Albertan News, April 23, 2026. <https://www.thealbertan.com/olds-news/olds-crosswalk-upgrades-aimed-at-improving-safety-12148486>

3.4 The Safety Study Methodology: TAC Pedestrian Crossing Control Guide

The Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide (3rd Edition) is the standard used across Canada — and by Alberta Transportation — to assess whether a crossing location warrants an upgrade, and what type of upgrade is appropriate. The warrant assessment process considers:

- Pedestrian volume — total daily crossings, including peak period counts
- Pedestrian demographics — with heightened weighting for children and seniors
- Vehicle volumes and speeds
- Number of lanes to be crossed
- Gap availability in traffic for unassisted pedestrian crossing
- Collision history at the location

A formal TAC warrant assessment at the Highway 2A / Womacks Rd intersection would quantify all of these factors and produce a documented, defensible recommendation that Alberta Transportation cannot easily dismiss. It is the correct procedural first step and produces the strongest possible case for provincial infrastructure investment.

Source: Calgary Administration Report — Crosswalk Improvements, January 2025. <https://pub-calgary.escribemeetings.com/filestream.ashx?DocumentId=314968>

3.5 The Technology Likely to Be Recommended

Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs are pedestrian-activated LED amber flashing lights mounted at crosswalk approaches on both sides of the road. U.S. Federal Highway Administration research demonstrates motorist yielding rates as

high as 98% at crosswalks equipped with RRFBs. They are most effective at multilane crossings with speed limits under 65 km/h — directly matching the profile of Highway 2A at this intersection. Strathcona County deployed RRFBs beginning in 2023 and documented significantly improved driver awareness.

Source: FHWA-SA-21-053. <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

Pedestrian Hybrid Beacons (PHBs)

For intersections with high pedestrian volumes and multi-lane crossing distances, PHBs provide a complete vehicle stop cycle activated by pedestrians — a stronger intervention than RRFBs where volumes and risk warrant it. A safety study would determine which technology is appropriate for this specific location.

Source: FHWA Proven Safety Countermeasures — PHBs. <https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons>

4. Proposed Actions — Requests to the Policing Committee

We respectfully request that the Blackfalds Policing Committee recommend to Town Council that the following actions be taken:

Action 1 — Commission a Formal Pedestrian Safety Study (Primary Ask)

Council should direct Administration to commission a TAC Pedestrian Crossing Control Guide warrant assessment at the Highway 2A / Womacks Rd intersection, to be conducted by a qualified traffic engineering firm. The scope should include: pedestrian volume counts (with school-period peak data), vehicle volume and speed data, crossing geometry analysis including the eastbound right-turn sightline deficiency, and collision history review. The study findings should be submitted to Alberta Transportation as the basis for a formal infrastructure upgrade request.

Estimated cost for a warrant assessment of this type at a comparable Alberta municipality: \$5,000 to \$15,000. The Town of Olds completed a similar assessment as part of a \$13,500 installation project. This is a one-time cost that creates a permanent, defensible record.

Action 2 — Pass a Council Resolution Supporting the Study and Upgrade Request

Concurrent with or immediately following the study, Council should pass a formal resolution confirming municipal support for infrastructure upgrades at this crossing and requesting Alberta Transportation act on the study findings. This resolution is required by Alberta Transportation's process — without it, the province cannot proceed regardless of the study results.

Action 3 — Request Targeted RCMP Enforcement During School Hours

The Policing Committee should formally request that Blackfalds RCMP prioritize enforcement of vehicle-pedestrian right-of-way laws at this intersection during school start and dismissal times. This is a no-cost, immediate action that signals community seriousness and may reduce risk while the study and infrastructure process unfolds.

Action 4 — Coordinate a Safe Routes to School Assessment

Administration should coordinate with local schools on both sides of Highway 2A to document the actual routes children use to cross at this intersection, including the east-west pedestrian flow pattern. This data

should feed directly into the safety study to ensure pedestrian counts accurately reflect the school-period peak risk. Results should also be formally shared with Alberta Transportation.

Action 5 — Advocate Through AUMA and the MLA

Council should raise this issue through the Alberta Urban Municipalities Association (AUMA) to build a coordinated provincial position on pedestrian safety at secondary highway intersections bisecting growing communities. A letter to the MLA for Lacombe-Ponoka, copied to the Minister of Transportation and Economic Corridors, should accompany the formal safety review submission.

5. Full Reference List

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