



Town of Crossfield
AGENDA
Regular Council Meeting
Tuesday, April 21, 2026 06:00 PM

1. CALL TO ORDER

2. AGENDA

2.1 April 21, 2026 Agenda

3. MINUTES

3.1 April 7, 2026 Minutes Page 3

4. DELEGATION

4.1 2025 Audited Financial Statements and Auditor Presentation Page 7
Lorraine Walker & Mitch Kennedy from BDO Canada LLP
Audited Financial Statements will be available once received from Auditors

5. BYLAWS

5.1 Bylaw 2026-04 - 2026 Property Tax Bylaw Page 9

5.2 Bylaw 2026-05 Laut Avenue Reconstruction and Deep Utility Replacement Page 16
Borrowing Bylaw

6. COUNCIL BUSINESS

7. ADMINISTRATIVE UPDATE

7.1 Active Transportation Plan - What we Heard Survey Results Page 22

7.2 Outstanding Items List Page 53

8. ADJOURN



**Regular Council Meeting
Minutes**

Tuesday, April 07, 2026

**Council Chambers
900 Mountain Avenue,
Crossfield, Alberta, T0M 0S0**

PRESENT: Mayor Harris
Deputy Mayor Gustafson
Councillor Benson
Councillor Brennan
Councillor Cosh
Councillor Knight
Councillor Nielsen

STAFF: Kinza Barney, CAO
Russ Nash, Director of Community & Protective Services
Amber Ouellette, Chief Finance Officer
Steve Altena, Director of Infrastructure and Community Growth
Lindsey Nash, Legislative and Administrative Services Manager (Recording Secretary)

1. CALL TO ORDER

Mayor Harris called the council meeting to order at 6:00 p.m.

2. AGENDA

2.1 April 7, 2026 Agenda

074-2026

MOVED by Councillor Knight that the April 7, 2026 agenda be accepted as prepared.

CARRIED

3. MINUTES

3.1 March 17, 2026 meeting minutes

075-2026

MOVED by Councillor Nielsen that the minutes of the March 17, 2026, regular Council meeting be accepted as presented.

CARRIED

4. ACTIONS AND DECISIONS

4.1 2026 Spring Crossfield & District Recreation Board Funding Request

076-2026

MOVED by Councillor Brennan that Council approve the Crossfield & District Recreation Board Spring 2026 funding recommendations as presented and that Council approve the recommendation of the Crossfield & District Recreation Board to allocate \$15,000 from the Recreation Board Reserve Fund to the Whoo's Crew Parent Society for the construction of a playground.

CARRIED

4.2 National Volunteer Week Proclamation

077-2026

MOVED by Mayor Harris that Council proclamation April 19-25 as Volunteer Week in Crossfield.

CARRIED

4.3 Town-owned Asset Sponsorship Opportunities

078-2026

MOVED by Deputy Mayor Gustafson that Council approve the proposed list of Town-owned assets eligible for naming rights and sponsorship opportunities in accordance with the Town's Corporate Sponsorship and Community Partnership Policy with the addition of the Crossfield Rodeo Grounds under name rights.

CARRIED

4.4 2025-2029 Council Strategic Plan

079-2026

MOVED by Councillor Nielsen that Council accept the 2025 – 2029 Strategic Plan as presented.

CARRIED

5. 2026 BUDGET

5.1 2026 Operating Budget Approval

080-2026

MOVED by Deputy Mayor Gustafson that Council approve the 2026 Operating Budget in the amount of \$12,186,193, inclusive of transfers to reserves totaling \$1,852,226 as presented.

CARRIED

5.2 2026 Capital Budget Adjustment

081-2026

MOVED by Councillor Brennan that Council approves the inclusion of the 2026 Street Sweeper Conversion Project in the 2026 Capital Budget at a cost of \$15,000, to be funded from the Lifecycle, Maintenance and Replacement Reserve.

CARRIED

6. COUNCIL BUSINESS

Mayor Harris

- Continue to have weekly meetings with CAO Barney
- March 24 – Attended the Active Transportation open house held by the Town
- March 25 – Attended a Mayor Caucus
- March 26-27 – Attended the Alberta Municipalities 2026 Spring Municipal Leaders' Caucus in Edmonton
- April 6 – Had coffee with Golden Key Club members

Deputy Mayor Gustafson

- March 24 – Attended the Active Transportation open house held by the Town
- March 30 – Attended the Crossfield & District Recreation Board Spring funding allocation meeting

Councillor Benson

- March 24 – Attended the Active Transportation open house held by the Town
- March 25 – Attended the Rocky View Foundation Meeting

Councillor Brennan

- March 24 – Attended the Active Transportation open house held by the Town
- March 28 – Attended the ACTS play at the community center

Councillor Cosh

- March 24 – Attended the Active Transportation open house held by the Town

Councillor Knight

- March 30 – Attended the Crossfield & District Recreation Board Spring funding allocation meeting
- April 8 is the Mountain View Regional Water Services Commission Annual General Meeting in Innisfail

Councillor Nielsen

- March 24 – Attended the Active Transportation open house held by the Town

082-2026

MOVED by Councillor Cosh that the Council Business be accepted as presented.

CARRIED

7. ADMINISTRATIVE UPDATE

7.1 Outstanding Item List

083-2026

MOVED by Councillor Benson that the Outstanding Items list be accepted as presented.

CARRIED

8. ADJOURN

084-2026

MOVED by Councillor Knight that the Council meeting adjourn at 6:57 p.m.

CARRIED

Mayor Harris

Kinza Barney, Chief Administrative Officer

Report to Council



Meeting Date:	Click or tap to enter a date
Meeting Type:	Council Meeting
Prepared By:	Amber Ouellette, CFO
Presented By:	Amber Ouellette, CFO
Subject:	2025 Audited Financial Statements and Auditor Presentation
Department:	Finance

REPORT PURPOSE:

The Town of Crossfield's financial period runs on a calendar year from January 1 to December 31. The purpose of this report is to have Council approve the December 31, 2025, Financial Statements.

RECOMMENDATION:

That Council approve the Audited Financial Statements for the year ended December 31, 2025.

PREVIOUS COUNCIL DIRECTIONS:

Lorraine Walker and Mitchell Kennedy, representing BDO Canada LLP, presented Council with the audit planning report on January 20, 2026.

BACKGROUND:

Common financial practice requires that the audit remains active until the results are formally presented to Council. While no changes to the financial statements are anticipated, any adjustments, should they arise, will be communicated to Council at the time of presentation by BDO Canada LLP (BDO).

The preparation of the 2025 audited financial statements has been completed by BDO based on their audit of the Town's year-end financial results. As the Town's independent external auditor, BDO conducts the audit in accordance with Canadian generally accepted auditing standards. BDO will present to Council an overview of the Auditor's Report and Audit Findings Report and will be available to respond to questions regarding the audit.

The Town is required, under Sections 276–281 of the Municipal Government Act, to prepare annual financial statements in accordance with generally accepted accounting principles for municipal governments, as established by the Public Sector Accounting Board.

Administration is required to make the audited financial statements and the auditor's report available to the public by May 1, 2026. In addition, Administration must prepare the 2025 Financial Information Return (FIR), with both the audited financial statements and FIR submitted to the Minister of Municipal Affairs by May 1, 2026.

The audited financial statements provide accountability and transparency to residents and stakeholders regarding the Town's financial position and use of public funds. Council's role is to receive the audited financial statements and auditor's report, and to consider any recommendations arising from the audit.

ANALYSIS:

Strategic Alignment

- Reliable Infrastructure Readiness
- Calculated Financial Path
- Responsible Community Growth
- Safe & Connected Community

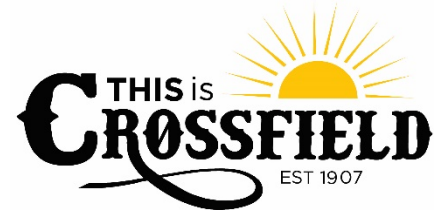
COMMUNICATIONS AND ENGAGEMENT:

The 2025 audited financial statements, once approved, will be posted on the Town's website and sent to Municipal Affairs prior to May 1, 2025.

ATTACHMENTS:

Draft Town of Crossfield December 31, 2025, Financial Statements.

Report to Council



Meeting Date: Click or tap to enter a date
Meeting Type: Council Meeting
Prepared By: Amber Ouellette, CFO
Presented By: Amber Ouellette, CFO
Subject: 2026-04 Taxation Bylaw
Department: Finance

REPORT PURPOSE:

Bylaw 2026-04 Taxation Bylaw is presented for Council's consideration. This bylaw sets the 2026 property tax rates and is built upon the 2026 Operating Budget.

Administration is asking Council to consider all three readings of Bylaw 2026-04 Taxation Bylaw.

RECOMMENDATION:

That Bylaw 2026-04 Taxation Bylaw be given first reading.

That Bylaw 2026-04 Taxation Bylaw be given second reading.

That Bylaw 2026-04 Taxation Bylaw be brought forward for third and final reading with unanimous consent.

That Bylaw 2026-04 Taxation Bylaw be given third and final reading.

PREVIOUS COUNCIL DIRECTIONS:

Council approved the 2026 Operating Budget on April 7, 2026, establishing the total revenue to be raised through property taxation.

BACKGROUND:

Municipal Tax Rate

The Municipal Government Act authorizes a municipality to pass an annual property tax rate bylaw imposing a property tax sufficient to raise the necessary revenue to pay requisitions, expenditures, and transfers as set out in the approved budget.

The 2026 tax rates reflect a general tax increase of 6.69%, equivalent to \$352,196, and an adjustment to the non-residential rate split from 1.40 to 1.66. This change is in accordance with Annual Budget Policy 2023-06, approved in 2023, and brings the Town's non-residential tax rate in line with the average of comparable municipalities.

The annual property tax bylaw sets out the assessed property values by class and calculates the tax rates required to raise budgeted tax revenue in accordance with property tax policies. The 2026 municipal tax requirement is established in the 2026 Operating Budget.

The annual municipal tax requirement for a residential property assessed at \$492,300 will see an annual increase of \$140 or \$11.65 per month.

Provincial Education Requisition

The 2026 provincial education requisition has increased \$379,362 over 2025 (\$2,910,677 from \$2,531,315); an increase of 14.99%; (2025 requisition increased 20.17% over 2024). The 2026 provincial education property tax rates have increased compared to 2025. Additionally, strong growth in property assessments and increased development have contributed to a higher overall education property tax requisition. As a result, the **total** provincial requisition is expected to rise from \$3.1 billion in 2025 to \$3.6 billion in 2026, representing an increase of 16.1% province wide.

The annual education tax requisition for a residential property assessed at \$492,300 will see an annual increase of \$154, or \$12.83 per month.

For clarity, this requisition is a flow through tax that is collected on behalf of the Province of Alberta by the municipality.

Rocky View Foundation Requisition

The 2026 Rocky View Foundation (RVF) operating requisition of \$55,130 is \$6,304 less than the 2025 requisition (\$55,130-\$61,434); representing a 10.26% decrease (2025 requisition decreased 5.65% over 2024). It should be noted that the 2024 Rocky View Foundation requisition was \$65,112 representing an 85% increase over the prior year requisition.

The annual seniors housing requisition for a residential property assessed at \$492,300 will see an annual decrease of \$3.96.

For clarity, this requisition is a flow through tax that is collected on behalf of RVF by the municipality.

Market Value Assessment Changes (Inflation/Deflation)

As per the Annual Budget Policy 2023-06, the Town does not tax overall market value appreciation or depreciation; however individual market value changes will be different for each property with different

impacts to their tax levies. On average, for the twelve months ending June 30, 2025, residential properties experienced an increase in market value of 9.2% while non-residential properties experienced an increase of 7.2%.

Taxable Assessment Growth

Taxable assessment growth represents new assessment added to the tax base from development that did not exist in the prior year. This growth allows the municipality to generate additional tax revenue without increasing tax rates, as the overall tax burden is shared across a larger assessment base. Taxable assessment on new development is \$38,120,830 comprised of \$37,485,280 in residential growth and \$635,550 in non-residential assessment growth.

Basis of Property Assessment

As established by provincial legislation, the annual property assessments have been prepared based on property sales between July 1, 2024, and June 30, 2025. Combined property taxation and assessment notices will be mailed by May 7, 2026. Assessors and administration staff will be available by phone or in person to discuss current assessments, comparable assessments, and related concerns.

ANALYSIS:

Strategic Alignment

- Reliable Infrastructure Readiness
- Calculated Financial Path
- Responsible Community Growth
- Safe and Connected Community

Economic Impact

The taxation bylaw ensures the Town can fund operations and infrastructure, supporting local businesses, property values, and economic stability.

Social Impact

The taxation bylaw ensures the Town can fund essential services that directly affect residents' quality of life, including public safety, recreation, community programs, and infrastructure maintenance. It also ensures fairness in distributing the tax burden across property owners and allows the municipality to continue planning for long-term growth and community development.

Relevant Statutes / Master Plans / Town Documents

Annual Budget Policy 2023-06

Risks

Failure to pass the taxation bylaw would prevent the Town from collecting property taxes, threatening cash flow, service delivery, and compliance with provincial legislation.

COMMUNICATIONS AND ENGAGEMENT:

The Town advertises the combined property taxation and assessment notice mailing through the Rocky View Weekly, Town website, social media and on town-owned billboards. Combined property taxation and assessment notices will be mailed no later than May 13th and are due by 4:30 p.m. (local time) on June 30th (excluding those on pre-authorized payment plans).

New for 2026: Property Tax and Assessment Q&A Session(s) that invite rate payers to stop by and ask any questions they have about this year's property taxation and assessment notices. More information about the session(s) will be communicated through social media and on the Town's website.

FINANCIAL IMPLICATIONS:

The 2026 municipal tax requirement is \$5,893,268. This revenue will be generated through \$3,970,550 (67%) in residential taxation, resulting in a municipal tax rate of 4.9530, and \$1,922,718 (33%) in non-residential taxation, resulting in a non-residential tax rate of 8.2220.

The 2026 residential tax rate represents a decrease of approximately 3% compared to 2025. The non-residential tax rate has increased in accordance with Annual Budget Policy 2023-06 and is now aligned with the average of comparable municipalities.

It is important to note that the property tax rate is only one component of the property tax formula; the other is property assessment. Increases in assessed values contribute to higher taxes, but each property's market value changes at a different rate. As a result, individual property tax amounts will vary depending on changes in each property's assessed value. This ensures that the overall tax burden is distributed equitably across the tax base while reflecting the unique characteristics and improvements of each property.

ALTERNATIVES/IMPLICATIONS:

Council could direct changes to be made to the proposed Bylaw before considering it.

ATTACHMENTS:

2026-04 Taxation Bylaw

**TOWN OF CROSSFIELD
TAXATION BYLAW
BYLAW NO. 2026-04**

BEING A BYLAW TO AUTHORIZE THE RATES OF TAXATION TO BE LEVIED AGAINST ASSESSABLE PROPERTY WITHIN THE TOWN OF CROSSFIELD FOR THE 2026 TAXATION YEAR.

WHEREAS, the Town of Crossfield has prepared and adopted detailed estimates of the municipal revenues, expenses and expenditures as required, at the Council meeting held on April 7th, 2026;

WHEREAS, the estimated municipal revenues from all sources other than property taxation total \$6,292,925 and;

WHEREAS, the estimated municipal expenditures (excluding non-cash items) set out in the annual budget for the Town of Crossfield for 2026 total \$9,657,921; and the balance of \$3,364,995 is to be raised by general municipal property taxation; and

WHEREAS, the estimated amount required to repay principal debt to be raised by general municipal taxation is \$676,047 and;

WHEREAS, the estimated amount required for transfers to capital reserves to be raised by municipal taxation is \$1,852,226 and;

WHEREAS, the estimated amount to be raised by minimum amount as property tax for general municipal purposes is \$12,505 and;

THEREFORE, the total amount to be raised by general municipal taxation is \$5,880,763 and;

WHEREAS, the revenue requirements for requisitions received by the Town from other authorities are:

Education Requisitions

Separate School District

Residential & Farmland	\$138,775
Non-Residential	\$84,009
	\$222,784

Alberta School Foundation Fund

Residential & Farmland	\$1,888,182
Non-Residential	\$802,004
	\$2,690,186

Total Education Requisition*	\$2,912,970
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*Includes \$2,286 prior year requisition under levy

Rocky View Foundation – Seniors Foundation

Total Requisition \$55,180

*Includes \$52 prior year requisition under levy

Designated Industrial Property

DIP Assessment \$767

WHEREAS, the Town of Crossfield is required each year to levy on the assessed value of all property, tax rates sufficient to meet the estimated expenditures and the requisitions; and

WHEREAS, the Council is authorized to sub-classify assessed property, and to establish different rates of taxation in respect of each class of property, subject to the *Municipal Government Act*, Chapter M-26, Revised Statues of Alberta, 2000; and

WHEREAS, the assessed value of all property in the Town of Crossfield as shown on the assessment roll is:

General Municipal	Assessed Value
Residential & Farmland	\$799,534,200
Non-Residential including Linear	\$225,606,490
Machinery & Equipment	\$7,992,000
Total Assessment	<u><u>\$1,033,132,690</u></u>

Designated Industrial Property \$10,531,690

NOW THEREFORE, under the authority of the *Municipal Government Act*, the Council of the Town of Crossfield, in the Province of Alberta, duly assembled, enacts as follows:

THAT the Chief Administration Officer is hereby authorized to levy the following rates of taxation on the assessed value of all property as shown on the assessment roll of the Town of Crossfield:

General Municipal	Tax Levy	Assessment	Tax Rate
Residential & Farmland	\$3,960,115	\$799,534,200	0.0049530
Non-Residential	\$1,854,938	\$225,606,490	0.0082220
Machinery & Equipment	\$65,710	\$7,992,000	0.0082220
TOTAL:	<u><u>\$5,880,763</u></u>	<u><u>\$1,033,132,690</u></u>	

**Opted Out School Board
(Separate School District)**

Opted Out School Board (Separate School District)	Tax Levy	Assessment	Tax Rate
Residential & Farmland	\$138,775	\$54,739,300	0.0025352
Non-Residential	\$84,009	\$21,383,500	0.0039287
TOTAL:	<u><u>\$222,784</u></u>	<u><u>\$76,122,800</u></u>	

Alberta School Foundation Fund	Tax Levy	Assessment	Tax Rate
Residential & Farmland	\$1,888,182	\$744,794,900	0.0025352
Non-Residential	\$802,004	\$204,139,760	0.0039287
TOTAL:	\$2,690,186	\$948,934,660	

Rocky View Foundation	Tax Levy	Assessment	Tax Rate
Residential & Farmland	\$42,703	\$799,534,200	0.0000534
Non-Residential	\$12,050	\$225,606,490	0.0000534
Machinery & Equipment	\$427	7,992,000	0.0000534
TOTAL:	\$55,180	\$1,033,132,690	

Designated Industrial Property (DIP)	Tax Levy	Assessment	Tax Rate
Non-Residential	\$767	\$10,531,690	0.0000728
TOTAL:	\$767	\$10,531,690	

THAT the minimum amount payable per vacant parcel as property tax for general municipal purposes shall be \$900.00.

THAT This bylaw comes into force at the beginning of the day that it is passed unless otherwise provided for in the *MGA* or another enactment or in the bylaw. This bylaw is passed when it receives third reading, and it is signed in accordance with S.213 of the *MGA*.

Given first reading this __ day of April, 2026.

Given second reading this __ day of April, 2026.

Given unanimous consent to go to third reading on this __ day of April, 2026.

Given third and final reading this __ day of April, 2026.

Mayor Kim Harris

Chief Administrative Officer
Kinza Barney

Report to Council



Meeting Date: Click or tap to enter a date
Meeting Type: Council Meeting
Prepared By: Amber Ouellette, CFO
Presented By: Amber Ouellette, CFO
Subject: Laut Avenue Reconstruction and Deep Utilities Borrowing Bylaw
Department: Finance

REPORT PURPOSE:

Administration is seeking Council approval of a borrowing bylaw in the amount of **\$1,850,000** to support the completion of critical infrastructure upgrades, including the reconstruction of Laut Avenue, replacement of aging deep utilities, and drainage improvements at the Bulk Water Station.

These projects are necessary to maintain service levels, address infrastructure at end-of-life, and mitigate operational and environmental risks. Borrowing allows the Town to complete the work in a timely manner while spreading the cost over the useful life of the assets.

RECOMMENDATION:

That Council give first reading to the Borrowing Bylaw authorizing the Town to borrow up to **\$1,850,000** to fund the Laut Avenue Reconstruction and Deep Utility Replacement project, including associated Bulk Water Station drainage improvements.

PREVIOUS COUNCIL DIRECTIONS:

Council approved the 2026 Capital Budget inclusive of the Laut Avenue Reconstruction, Deep Utility Replacement and Bulk Water Station Drainage Improvement project.

BACKGROUND:

The Laut Avenue Reconstruction and Deep Utility Replacement project has been identified through the Town's capital planning processes, including engineering assessments and asset management planning, as a priority due to the condition of existing infrastructure.

Key components of the project include:

- Reconstruction of Laut Avenue surface infrastructure
- Replacement of aging water, sanitary, and storm utilities
- Improvements to drainage infrastructure at the Bulk Water Station to address capacity and operational concerns

Delaying this work may result in increased maintenance costs, higher risk of infrastructure failure, and potential service disruptions.

Municipal borrowing is a common and appropriate tool to finance large-scale infrastructure projects, particularly where the benefits of the investment extend over multiple years.

The proposed borrowing:

- Aligns repayment with the useful life of the assets
- Enables the Town to proceed with priority infrastructure upgrades without significant immediate tax impacts
- Supports long-term financial sustainability by avoiding deferral of critical capital work

Administration has reviewed the Town's current and projected debt levels and confirms that the proposed borrowing remains within the limits prescribed under the **Municipal Government Act**.

Debt Term and Amortization

The proposed borrowing is limited to a twenty-five-year amortization period, which aligns the repayment of the debt with the expected useful life of the infrastructure assets being constructed. This approach reflects the principle of intergenerational equity, ensuring that the cost of the project is shared by current and future users who benefit from the infrastructure.

Based on current borrowing conditions, the debt servicing cost assumes an interest rate ranging from 4.22% to 4.64%, with semi-annual payments ranging from \$62,902 to \$83,857, depending on the length of the borrowing. Over the full term of the loan, the total cost of borrowing (interest) is estimated at between \$665,700 - \$1,295,097, dependent on the loan term.

ANALYSIS:

Strategic Alignment

- Reliable Infrastructure Readiness
- Calculated Financial Path
- Responsible Community Growth
- Safe and Connected Community
-

Relevant Statutes / Master Plans / Town Documents

Municipal Government Act, Section 276 and the Debt Limit Regulation (Alberta Regulation 255/2000)

Risks

Risks of proceeding:

- Increased debt servicing obligations

Risks of not proceeding:

- Infrastructure failure and emergency repairs
- Increased long-term costs due to deferred maintenance
- Service disruptions and potential environmental impacts
- Reduced service levels and community dissatisfaction

Overall, the risks of not proceeding outweigh the risks associated with borrowing.

COMMUNICATIONS AND ENGAGEMENT:

In accordance with legislative requirements, the borrowing bylaw will be advertised to provide an opportunity for public input.

FINANCIAL IMPLICATIONS:

The maximum borrowing required is **\$1,850,000**.

Debt servicing costs (principal and interest) will be incorporated into future operating budgets and funded through a combination of taxation and utility revenues, as applicable.

The Town remains within its legislated debt limit and debt servicing limit. This borrowing has been evaluated in the context of the Town's long-term financial plan and is considered sustainable.

ATTACHMENTS:

2026-05 Laut Avenue Reconstruction, Deep Utility Replacement and Bulk Water Station Drainage Improvement Borrowing Bylaw.

TOWN OF CROSSFIELD
LAUT AVENUE RECONSTRUCTION AND DEEP UTILITY
REPLACEMENT BORROWING BYLAW
BYLAW NO. 2026-05

Bylaw of the Town of Crossfield in the Province of Alberta, to authorize the Council of the municipality to incur indebtedness by the issuance of debenture(s) in the amount of \$1,850,000 for the purpose of completing the Laut Avenue Reconstruction with Deep Utility Replacement and Bulk Water Station Drainage Improvements.

WHEREAS, the Council of the Town of Crossfield, in the Province of Alberta, has decided to issue a bylaw pursuant to Section 258 of the *Municipal Government Act* to authorize the financing, undertaking the completion of the reconstruction and replacement of deep utilities in a 460 m section of Laut Avenue along with drainage improvements for the Town's bulk water station adjacent to Laut Avenue;

AND WHEREAS, plans and specifications have been prepared and the total cost of the project is estimated to be \$4,680,000 and the Town of Crossfield estimates the following grants and contributions will be applied to the project:

Provincial Grants:	\$2,650,000
Offsite Levies:	\$ 180,000
Debenture:	<u>\$1,850,000</u>
Total Costs:	\$4,680,000

AND WHEREAS, In order to complete the project it will be necessary for the Town of Crossfield to borrow the sum of \$1,850,000, for a period not to exceed twenty-five (25) years, from the Province of Alberta or another authorized financial institution, by the issuance of debentures and on the terms and conditions referred to in this bylaw.

AND WHEREAS, the estimated lifetime of the project financed under this bylaw is equal to, or in excess of sixty (60) years;

AND WHEREAS, the principal amount of the outstanding debt of the Town of Crossfield at December 31, 2025 is \$6,758,524 and no part of the principal or interest is in arrears;

AND WHEREAS, all required approvals for the asset have been obtained and the asset is in compliance with all Acts and Regulations of the Province of Alberta;

NOW THEREFORE, the Council for the Town of Crossfield, duly assembled, hereby enacts as follows:

SECTION 1: BORROWING BY-LAW

1.0 This Bylaw shall be known as the “Laut Avenue Reconstruction and Deep Utility Replacement Borrowing Bylaw”.

SECTION 2: DEFINITIONS

- 2.0 “Chief Administrative Officer” means the administrative head of the Town of Crossfield.
- 2.1 “Council” means the Council of the Town of Crossfield elected pursuant to the *Local Authorities Election Act*, RSA 2000 cL-21, amended.
- 2.2 “Mayor” means the elected official who holds the office of Mayor for the Town of Crossfield, and who, by virtue of that office, acts as the head of Council.
- 2.3 “Town” means the municipality corporation of the Town of Crossfield in the Province of Alberta.

SECTION 3: AUTHORIZATION

- 3.0 This bylaw authorizes the Council to incur indebtedness by the issuance of debenture(s) in the amount not to exceed \$1,850,000 for the purpose of financing the purchase of a Laut Avenue Reconstruction and Deep Utility Replacement.

SECTION 4: BORROWING

- 4.0 That for the purposes of constructing the Laut Avenue Reconstruction and Deep Utility Replacement the sum of ONE MILLION EIGHT HUNDRED AND FIFTY THOUSAND DOLLARS (\$1,850,000) be borrowed from the Province of Alberta or another authorized financial institution by way of debenture on the credit and security of the Municipality at large, of which amount the full sum of \$1,850,000 is to be paid by the Municipality at large.
- a) The Town shall repay the indebtedness according to the repayment structure in effect, namely semi-annual payments of combined principal and interest installments not to exceed twenty-five (25) years calculated at a rate not exceeding the interest rate fixed by the Province of Alberta,

or another authorized financial institution on the date of the borrowing, and not to exceed five (5.00) percent.

- 4.1 The Mayor and Chief Administrative Officer are hereby authorized to issue debenture(s) on behalf of the Town for the amount and purpose as authorized by this bylaw, namely the construction of the Laut Avenue Reconstruction and Deep Utility Replacement.
- 4.2 The Town shall levy and raise in each year municipal taxes sufficient to pay the indebtedness.
- 4.3 The indebtedness shall be contracted on the credit and security of the Town.
- 4.4 The net amount borrowed under the bylaw shall be applied only to the asset specified in this bylaw.

SECTION 5: SEVERABILITY

- 5.0 Every provision of this bylaw is independent of all other provisions and if any provision is declared invalid by a Court, then the invalid provisions shall be severed and the remaining provisions shall remain valid and enforceable.

SECTION 6: EFFECTIVE DATE

- 6.0 Bylaw 2026-05 is passed when it receives third reading and is signed by the Mayor and the Chief Administrative Officer or designate, as per *the Municipal Government Act*.

Given first reading this ___ day of April 2026.

Given second reading this ___ day of May 2026.

Given third and final read this ___ day of May 2026.

Mayor Kim Harris

Kinza Barney
Chief Administrative Officer

Report to Council



Meeting Date: 2026-04-21
Meeting Type: Council Meeting
Prepared By: Russ Nash, Director of Community & Protective Services
Presented By: Russ Nash, Director of Community & Protective Services
Subject: Active Transportation Plan – Public Engagement Summary
Department: Recreation

REPORT PURPOSE:

The purpose of this report is to provide Council with a summary of what we heard through the public engagement process for the Active Transportation Plan that is being developed.

RECOMMENDATION:

THAT Council accept the Active Transportation Plan public engagement summary report for information, as presented.

BACKGROUND:

With grant funding received from Infrastructure Canada's Active Transportation Fund, the Town of Crossfield is developing an Active Transportation Plan to:

- Improve connectivity between neighbourhoods and key destinations within town.
- Enhance safety and accessibility.
- Identify pathway construction standards and expectations.
- Identify priority gaps in sidewalks and pathways.
- Support future infrastructure investment and grant applications.

As part of the process to develop this plan, Administration undertook public engagement activities to gather feedback on current conditions, barriers and opportunities for improvement. This included:

- A survey, available online and in paper format from March 9 to 30, 2026.
- An in-person open house held at the Community Centre on March 24, 2026 from 3:00 p.m. to 7:00 p.m.

Full results of the public engagement activities are attached to this report; however, notable highlights include:

- 287 individuals responded to the survey (both online and paper).

- 18 community members attended the open house (not including staff and members of Council who were present).
- Walking was the #1 mode of non-motorized transportation identified by respondents (78%). Non-electric bicycle was the second-most selected at 27%.
- 64% of respondents use the sidewalks and pathways 4 or more times per week in the warmer months versus 71% in the winter months, indicating strong usage throughout the year.
- The top 3 reasons for using the sidewalks and pathways were exercise/fitness (73%), accessing downtown businesses (52%), and dog walking (49%).
- 79% of respondents feel Somewhat Safe or Very Safe walking or cycling in Crossfield.
- Winter conditions was the top barrier at 60% of responses. Following that, the next 3 were incomplete pathway links (44%), missing sidewalk connections (39%), and poor lighting (24%).
- 62% of respondents feel the sidewalks, pathways and crossings are Somewhat or Very Connected, while 25% of respondents feel they are Somewhat or Very Disconnected.
- The top 3 improvements selected were additional pathway connections (63%), completing missing sidewalk connections (59%), and installing trees and landscaping along pathways (41%).
- 89% of respondents Support or Strongly Support continued investment in improving active transportation infrastructure in Crossfield.

Next Steps:

The information collected through the survey and open house will be incorporated into the Active Transportation Plan and a draft plan will be presented to Council for review and input. Once finalized, the plan will be shared with the community and will also be provided to developers to help ensure consistency in pathway development.

ANALYSIS:

Strategic Alignment

- Sustainable Community Growth
- Town Infrastructure
- Parks, Recreation & Beautification
- Social Development & Emergency Services
- Communications & Public Relations

FINANCIAL IMPLICATIONS:

Costs to complete the Active Transportation Plan are covered by grant funds received through Infrastructure Canada's Active Transportation Fund.

ATTACHMENTS:

Active Transportation Plan – "What we Heard" Report

ACTIVE TRANSPORATION PLAN

WHAT WE HEARD

MARCH 2026



Administration and Council extend their thanks to all those who participated in the survey or attended the Open House. This community input plays an important role in shaping the Town of Crossfield’s Active Transportation Plan.

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BACKGROUND

Active transportation refers to the movement of people powered by human activity, including walking, cycling, and the use of mobility aids. Active transportation infrastructure includes sidewalks, pathways, bike lanes, and crossings that allow residents to move safely between destinations such as schools, parks, businesses, recreation facilities, and neighbourhoods.

The Town of Crossfield is developing an Active Transportation Plan to:

- Improve connectivity between neighbourhoods and key destinations within Town
- Enhance safety and accessibility
- Identify priority gaps in sidewalks and pathways
- Support future infrastructure investment and grant applications

This Plan will support implementation of Crossfield’s Municipal Development Plan and long-term transportation planning. It also builds on the findings of the Town’s 2022 Parks and Recreation Needs Assessment, which was undertaken to better understand community needs and inform future parks and recreation decisions. Through that engagement process, expanding and enhancing walking paths was identified as the number two priority for outdoor facilities, reinforcing the importance of investing in a connected and accessible pathway network.

In March 2026, the Town of Crossfield undertook public engagement to inform the development of the Active Transportation Plan. Engagement included an online survey and an in-person open house to gather feedback on current conditions, barriers, and opportunities for improvement.

ENGAGEMENT SUMMARY

SURVEY

A Survey was conducted from March 9th, 2026 – March 30th, 2026. The survey was available online through the Town of Crossfield’s website and was prompted through the Town’s social media platforms including Facebook and Instagram.

Promotional posters and postcard size mailouts featured a QR code directing community members to the survey. Paper copies of the survey were also distributed to the residents of the Rocky View Lodge to encourage senior citizen participation in the survey.

In total, 287 individuals responded to the survey.

OPEN HOUSE

An in-person Open House was held on March 24, 2026, from 3:00 p.m. to 7:00 p.m. at the Crossfield & District Community Centre, which complemented the online survey by providing residents with an opportunity to:

- Share detailed, location-specific feedback

- Identify gaps and priorities within the existing network
- Engage directly with project information and staff



The session was structured using two (2) informational boards and three (3) interactive boards, designed to both inform participants and gather meaningful input.

Informational boards provided:

- An overview of the Active Transportation Plan and its objectives
- Examples of active transportation infrastructure (e.g., sidewalks, pathways, crossings)

WHAT IS ACTIVE TRANSPORTATION?
moving around town using **sidewalks, pathways** and **crosswalks**.

HOW PEOPLE MOVE

- Walking
- Cycling
- Mobility Aid
- e-Bike

THE NETWORK

- Sidewalks
- Pathways
- Crosswalks

WHERE IT CONNECTS

- Schools
- Parks
- Businesses
- Recreation
- Neighbourhoods

Active transportation connects people to everyday destinations throughout the Town through walking, cycling, and other forms of active travel.

WHY AN ACTIVE TRANSPORTATION PLAN?
to make it **safer & easier** to walk, bike, & roll around town

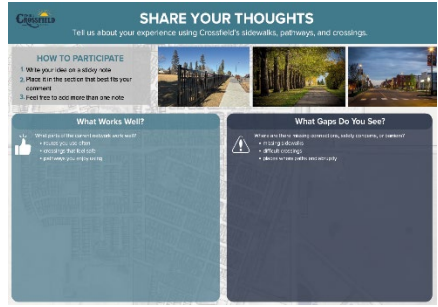
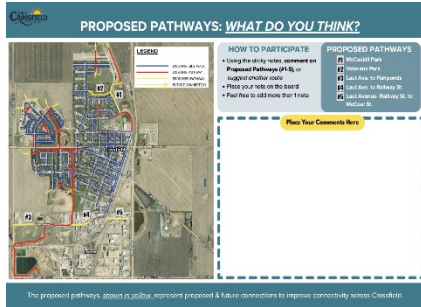
- Improve Connectivity** between neighbourhoods & key destinations
- Enhance Safety & Accessibility** for everyone
- Identify Priority Gaps** in sidewalks & pathways
- Support Future Infrastructure Investment & grant applications**

In the Town's 2022 Parks & Recreation Needs Assessment, **Expanding & Enhancing Walking Paths** was ranked **#2 priority** for outdoor facilities.

Supporting Crossfield's Municipal Development Plan & Long-Term Transportation Planning

Interactive boards collected feedback on:

- Resident experience (what is working well and where gaps exist)
- Suggested improvements for sidewalks, pathways, and crossings
- Preferred future pathway connections through a map-based exercise



This approach ensured participants had context before providing input, resulting in more informed and targeted feedback.

The survey was also promoted at the Open House through QR codes and paper copies available on-site.

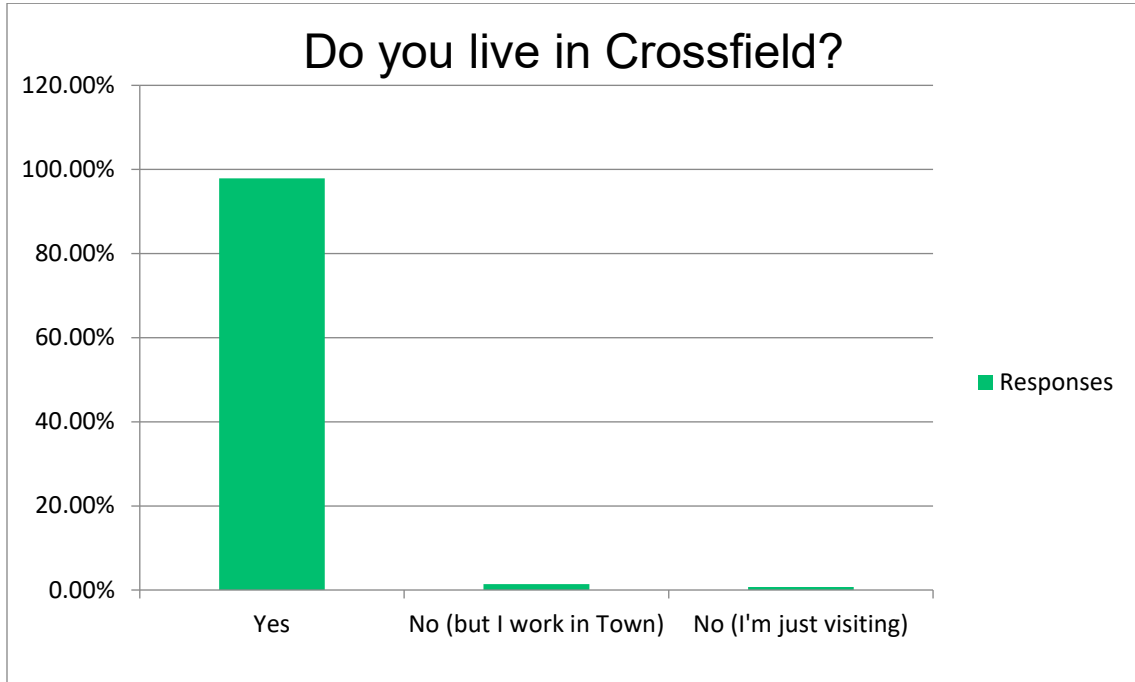
In total, 18 community members attended the Open House (excluding attending members of Council).

ENGAGEMENT RESULTS

SURVEY RESULTS

Q1: DO YOU LIVE IN CROSSFIELD?

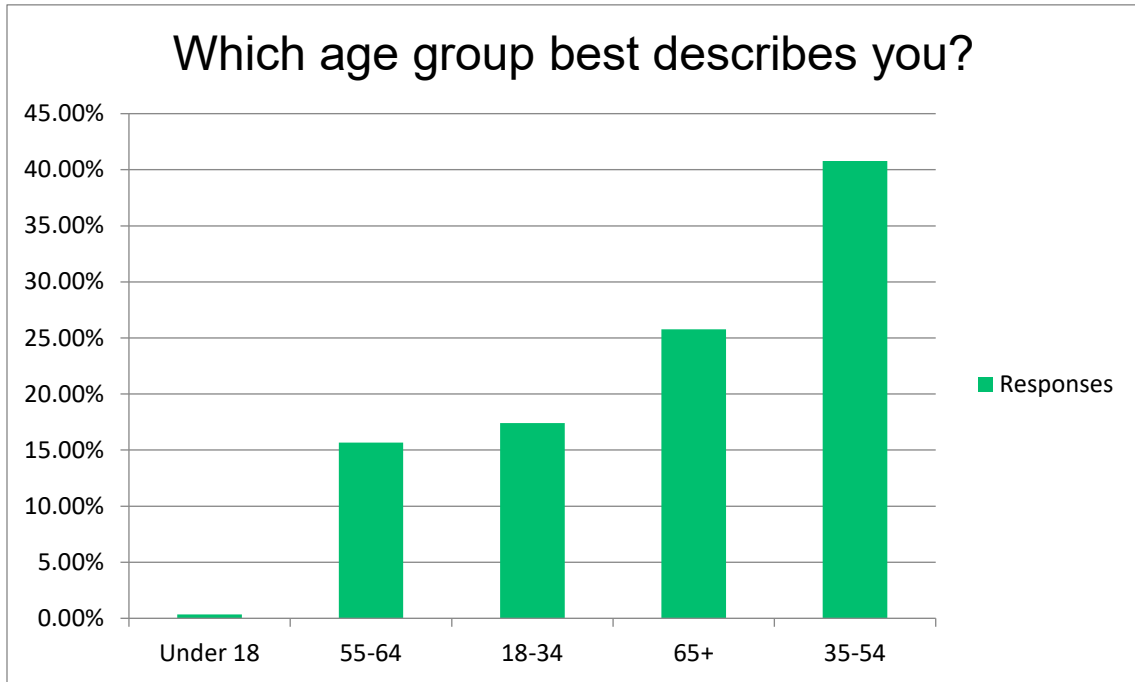
Answered: 287 Skipped:0



ANSWER CHOICES	RESPONSES	
Yes	97.91%	281
No (but I work in Town)	1.39%	4
No (I'm just visiting)	0.70%	2
TOTAL		287

Q2 WHICH AGE GROUP BEST DESCRIBES YOU?

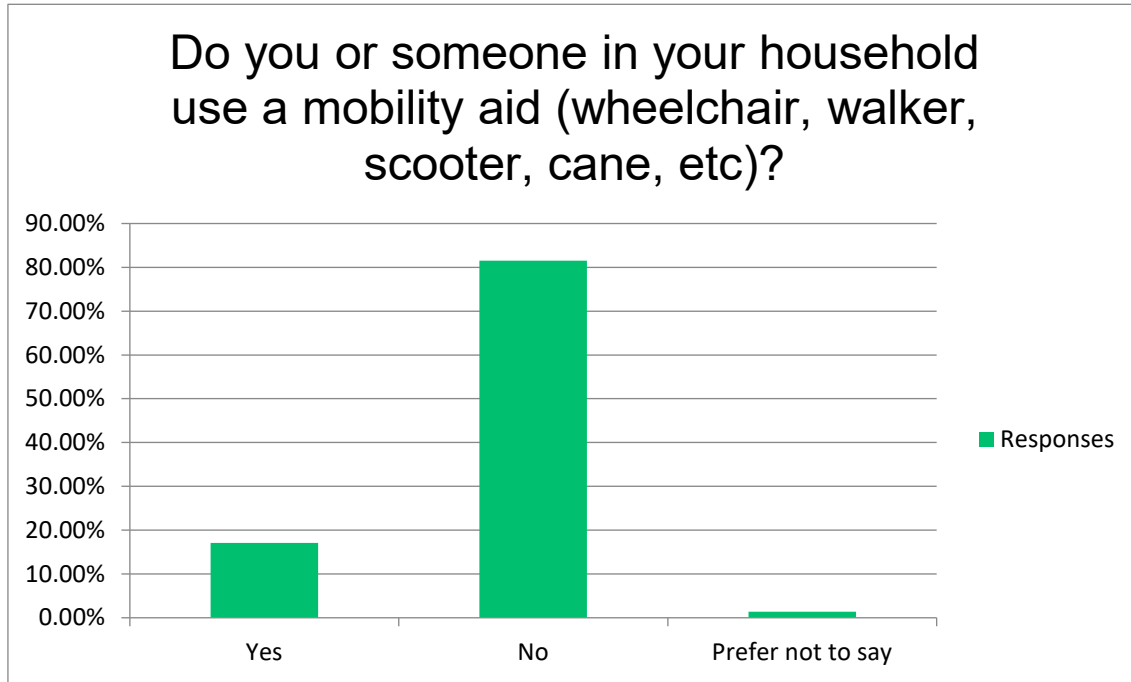
Answered: 287 Skipped:0



ANSWER CHOICES	RESPONSES	
Under 18	0.35%	1
55-64	15.68%	45
18-34	17.42%	50
65+	25.78%	74
35-54	40.77%	117
TOTAL		287

Q3: DO YOU OR SOMEONE IN YOUR HOUSEHOLD USE A MOBILITY AID (WHEELCHAIR, WALKER, SCOOTER, CANE, ETC)?

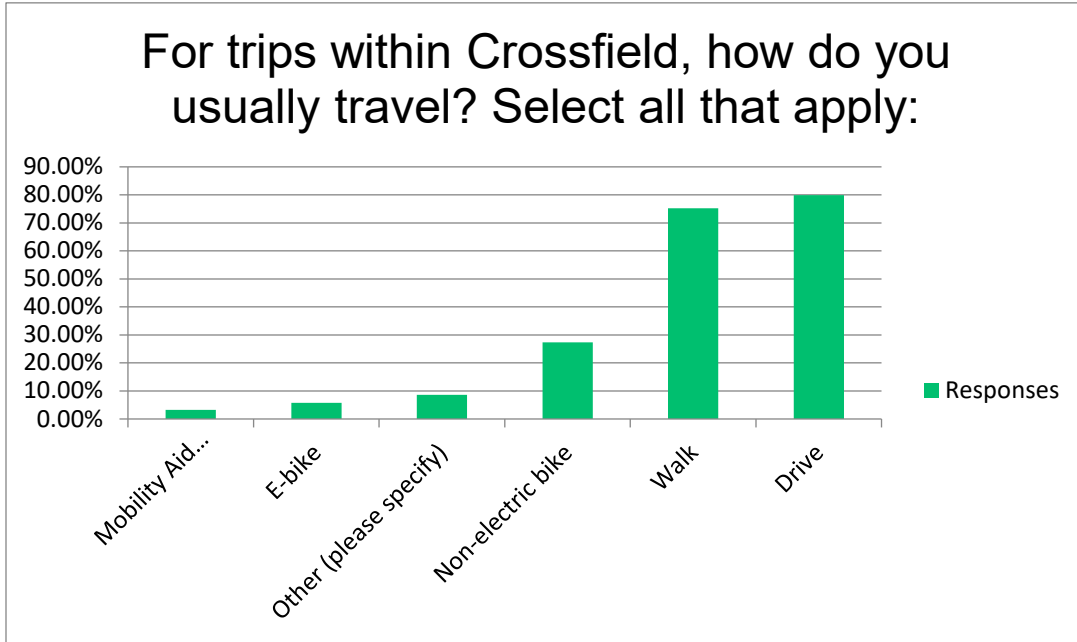
Answered: 287 Skipped:0



ANSWER CHOICES	RESPONSES	
Yes	17.07%	49
No	81.53%	234
Prefer not to say	1.39%	4
TOTAL		287

Q4: FOR TRIPS WITHIN CROSSFIELD, HOW DO YOU USUALLY TRAVEL? SELECT ALL THAT APPLY.

Answered: 278 Skipped:9



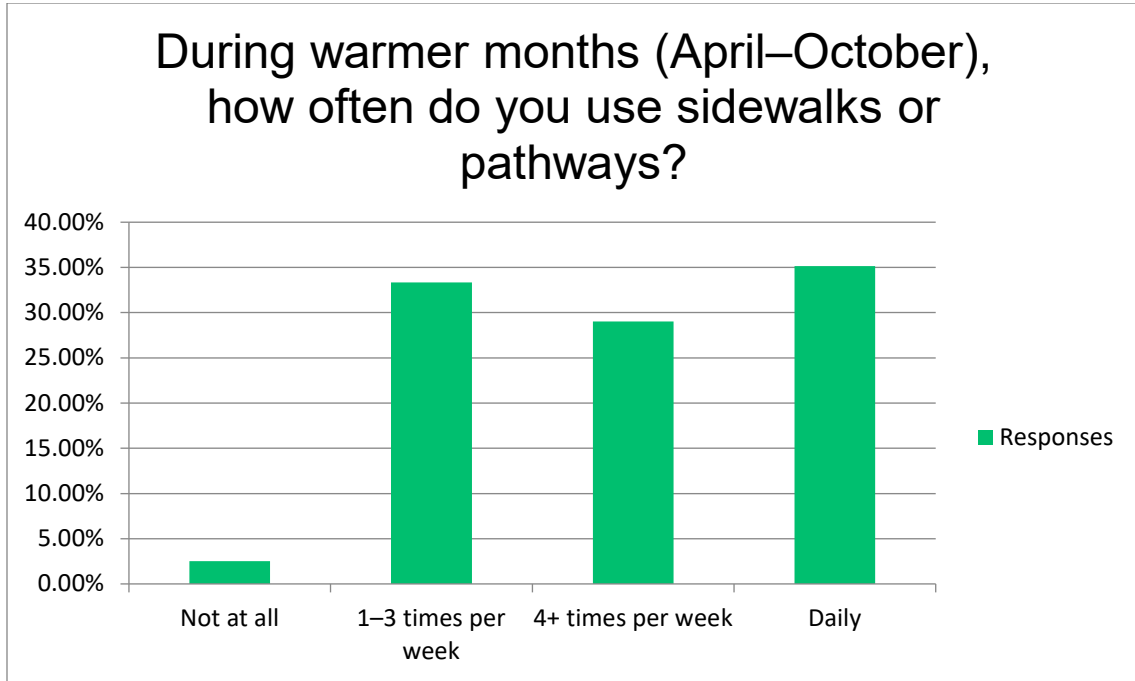
ANSWER CHOICES	RESPONSES	
Mobility Aid (wheelchair, etc.)	3.24%	9
E-bike	5.76%	16
Other (please specify)	8.63%	24
Non-electric bike	27.34%	76
Walk	75.18%	209
TOTAL		278

Other responses included:

- Rollerblade
- Longboard
- Stroller
- Rocky View Lodge bus
- E-Scooter

Q5: DURING WARMER MONTHS (APRIL–OCTOBER), HOW OFTEN DO YOU USE SIDEWALKS OR PATHWAYS?

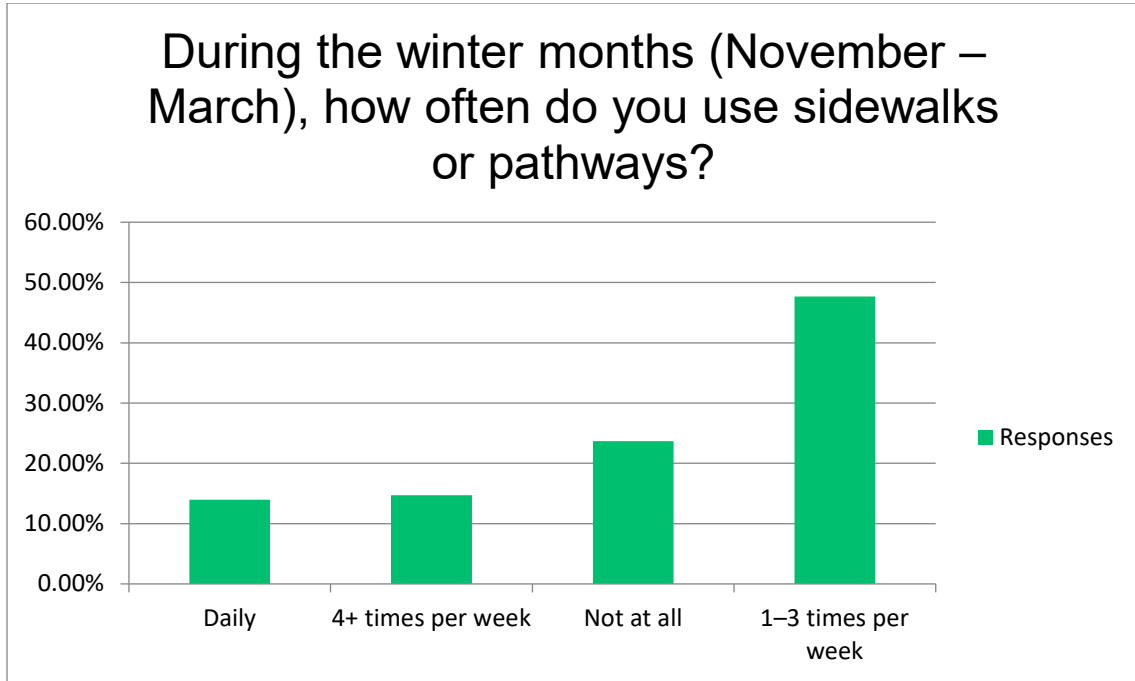
Answered: 279 Skipped:8



ANSWER CHOICES	RESPONSES	
Not at all	2.51%	7
1–3 times per week	33.33%	93
4+ times per week	29.03%	81
Daily	35.13%	98
TOTAL		279

Q6: DURING THE WINTER MONTHS (NOVEMBER – MARCH), HOW OFTEN DO YOU USE SIDEWALKS OR PATHWAYS?

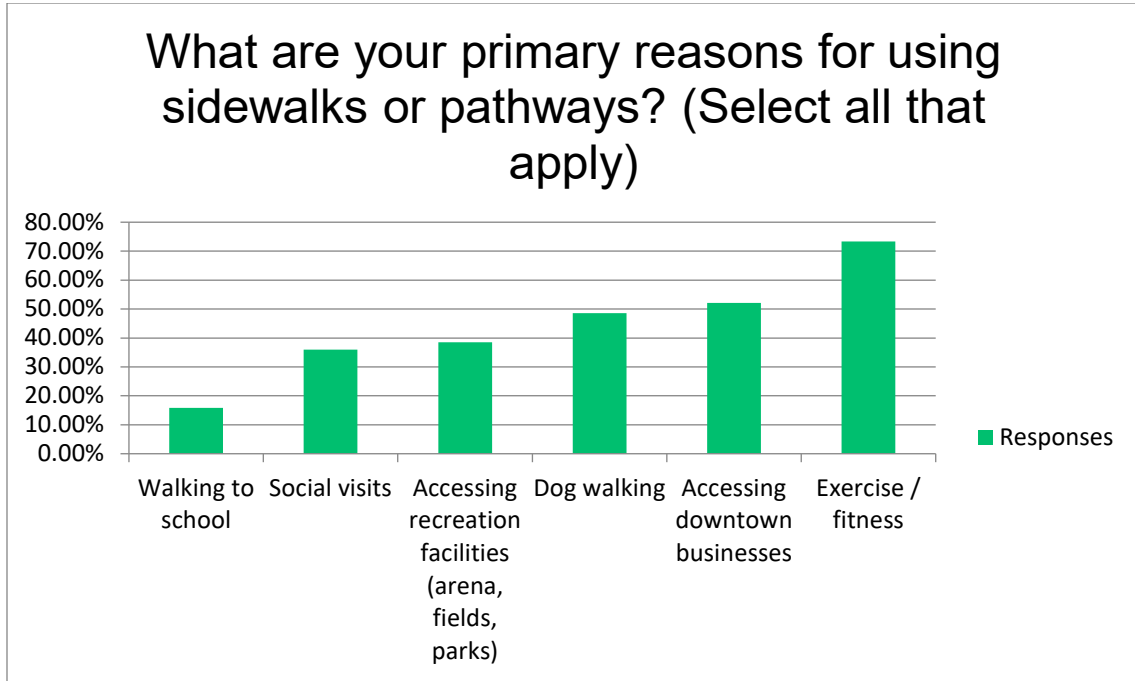
Answered: 279 Skipped:8



ANSWER CHOICES	RESPONSES	
Not at all	13.98%	39
1-3 times per week	14.70%	41
4+ times per week	23.66%	66
Daily	47.67%	133
TOTAL		279

Q7: WHAT ARE YOUR PRIMARY REASONS FOR USING SIDEWALKS OR PATHWAYS? (SELECT ALL THAT APPLY)

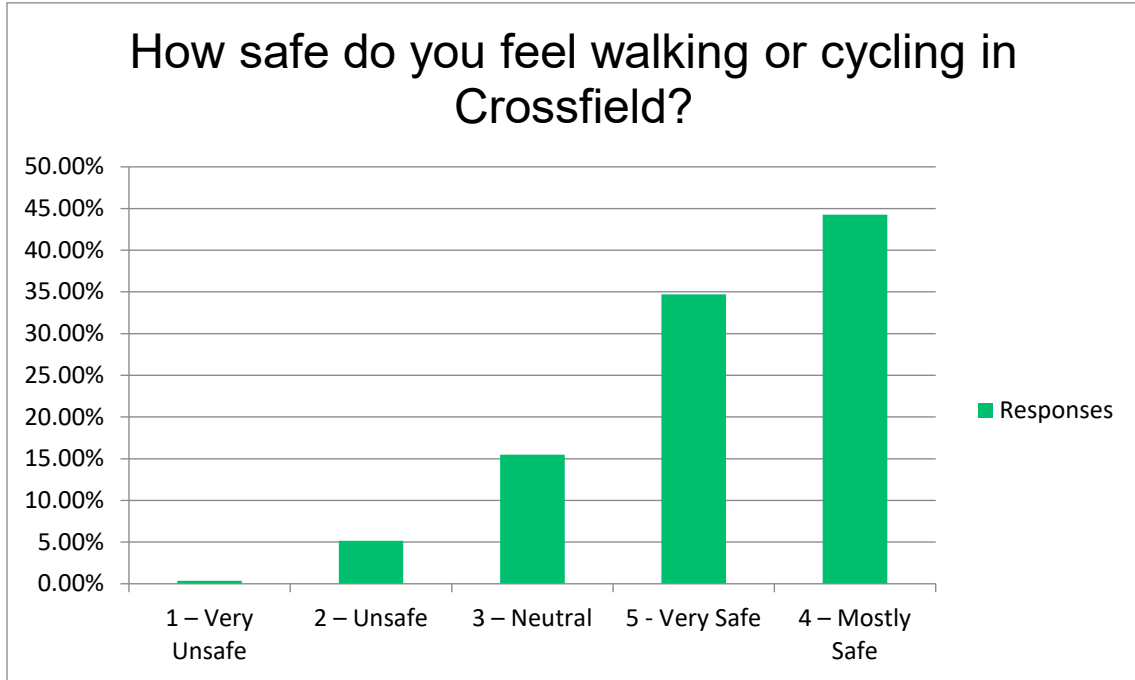
Answered: 278 Skipped:9



ANSWER CHOICES	RESPONSES	
Walking to school	15.83%	44
Social visits	35.97%	100
Accessing recreation facilities (arena, fields, parks)	38.49%	107
Dog walking	48.56%	135
Accessing downtown businesses	52.16%	145
Exercise / fitness	73.38%	204
TOTAL		278

Q8: HOW SAFE DO YOU FEEL WALKING OR CYCLING IN CROSSFIELD?

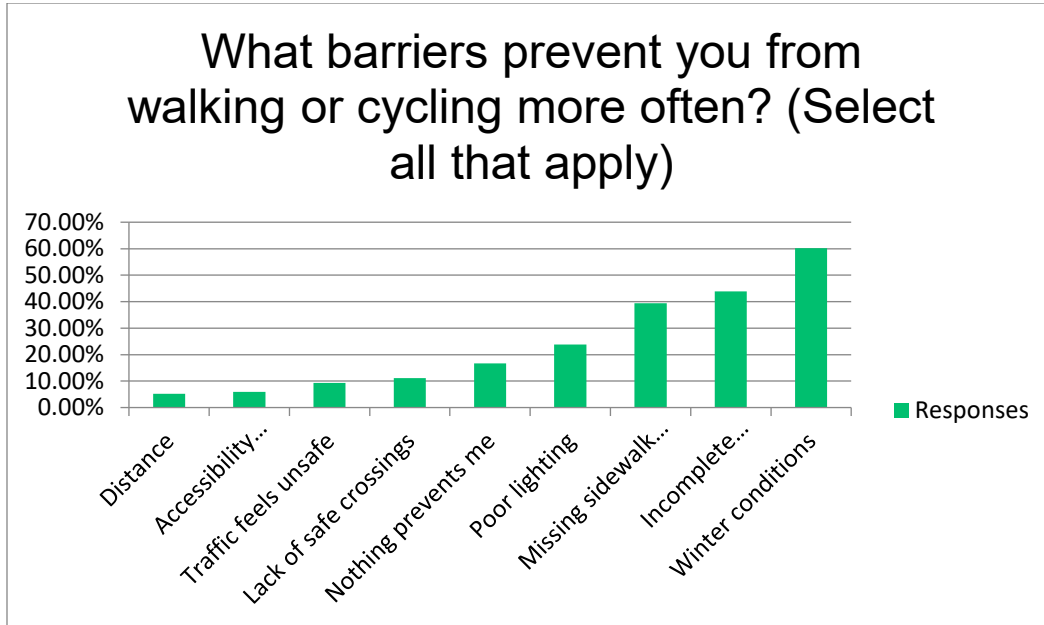
Answered: 271 Skipped:16



ANSWER CHOICES	RESPONSES	
1 – Very Unsafe	0.37%	1
2 – Unsafe	5.17%	14
3 – Neutral	15.50%	42
5 - Very Safe	34.69%	94
4 – Mostly Safe	44.28%	120
TOTAL		271

Q9: WHAT BARRIERS PREVENT YOU FROM WALKING OR CYCLING MORE OFTEN? (SELECT ALL THAT APPLY)

Answered: 269 Skipped:18



ANSWER CHOICES	RESPONSES	
Distance	5.20%	14
Accessibility challenges	5.95%	16
Traffic feels unsafe	9.29%	25
Lack of safe crossings	11.15%	30
Nothing prevents me	16.73%	45
Poor lighting	23.79%	64
Missing sidewalk connections	39.41%	106
Incomplete pathway links	43.87%	118
Winter conditions	60.22%	162
TOTAL		269

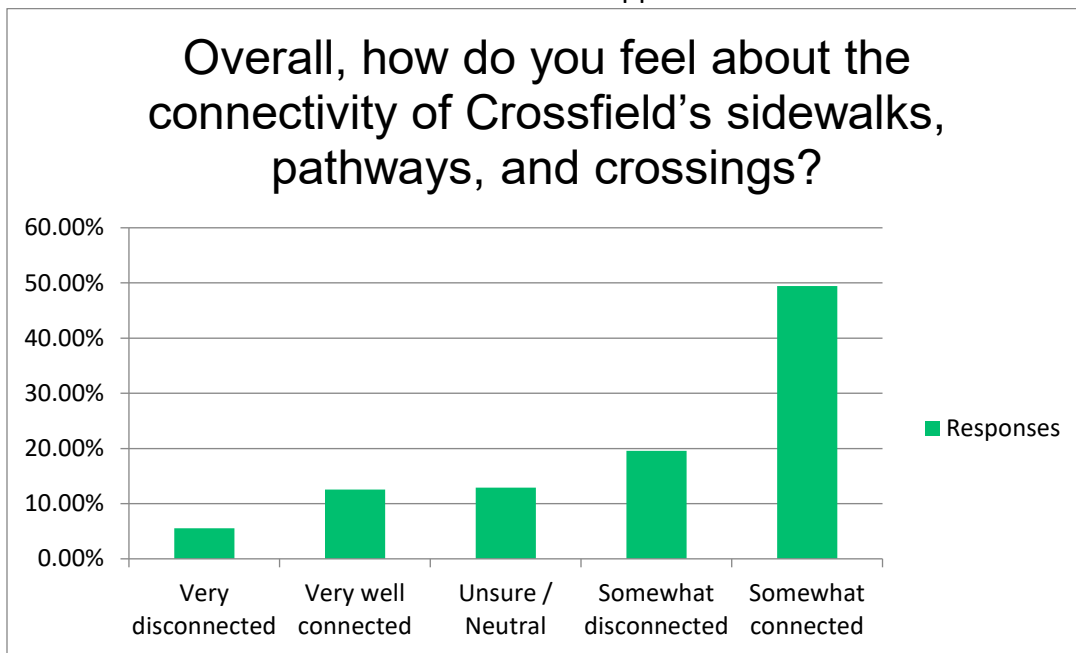
Other responses include:

- Winter conditions (snow, ice, and poor clearing) make walking difficult and unsafe.
- Sidewalks and pathways are often narrow, uneven, poorly maintained, or lack connectivity and destinations.
- Traffic and crossings are a concern due to speeding vehicles, drivers not stopping, and unsafe crossing conditions.
- Lighting is insufficient, making pathways and crossings difficult to see and use safely, especially at night and in winter.
- Loose and off-leash dogs are a frequent safety concern, with limited enforcement of bylaws.
- Conflicts between users (pedestrians, cyclists, e-bikes, and scooters) create safety risks on sidewalks and pathways.

- Accessibility barriers make it difficult for seniors, strollers, and mobility aid users to navigate the network.
- Amenities are limited, including a lack of washrooms, shade, rest areas, and appealing destinations.
- Lack of enforcement and poor behaviour (e.g., un-shovelled sidewalks, blocked walkways) impact safety and usability.
- Pathway connectivity is incomplete, with gaps in the network and limited cycling infrastructure.
- Personal factors, such as weather, fear of falling, and motivation.

Q10: OVERALL, HOW DO YOU FEEL ABOUT THE CONNECTIVITY OF CROSSFIELD’S SIDEWALKS, PATHWAYS, AND CROSSINGS?

Answered: 271 Skipped:16



ANSWER CHOICES	RESPONSES	
Very disconnected	5.54%	15
Very well connected	12.55%	34
Unsure / Neutral	12.92%	35
Somewhat disconnected	19.56%	53
Somewhat connected	49.45%	134
TOTAL		271

Q11: DO YOU USE PEDESTRIAN CROSSING LIGHTS WHERE THEY ARE AVAILABLE IN CROSSFIELD?

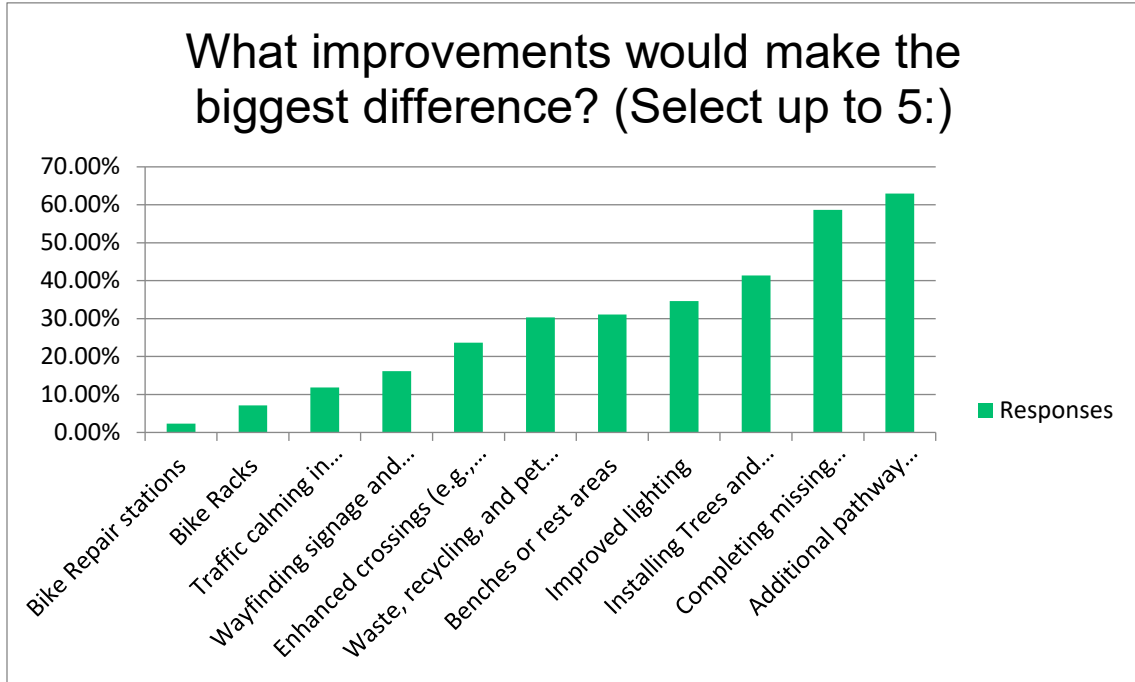
Answered: 271 Skipped:16



ANSWER CHOICES	RESPONSES	
Never	2.95%	8
I wasn't aware they were available	2.95%	8
Rarely	5.54%	15
Sometimes	22.88%	62
Yes, always	65.68%	178
TOTAL		271

Q12: WHAT IMPROVEMENTS WOULD MAKE THE BIGGEST DIFFERENCE? (SELECT UP TO 5:)

Answered: 254 Skipped:33



ANSWER CHOICES	RESPONSES	
Bike Repair stations	2.36%	6
Bike Racks	7.09%	18
Traffic calming in residential areas (e.g., curb bulbs, signage, etc.)	11.81%	30
Wayfinding signage and maps	16.14%	41
Enhanced crossings (e.g., accessibility ramps, zebra markings, and flashing lights)	23.62%	60
Waste, recycling, and pet waste receptacles	30.31%	77
Benches or rest areas	31.10%	79
Improved lighting	34.65%	88
Installing Trees and landscaping along pathways	41.34%	105
Completing missing sidewalk connections	58.66%	149
Additional pathway connections	62.99%	160
TOTAL		254

Q13: ARE THERE ANY SPECIFIC LOCATIONS IN CROSSFIELD WHERE YOU THINK IMPROVEMENTS ARE NEEDED TO SUPPORT SAFE AND ACCESSIBLE ACTIVE TRANSPORTATION? PLEASE PROVIDE YOUR TOP 3 LOCATIONS.

Answered: 139 Skipped:148

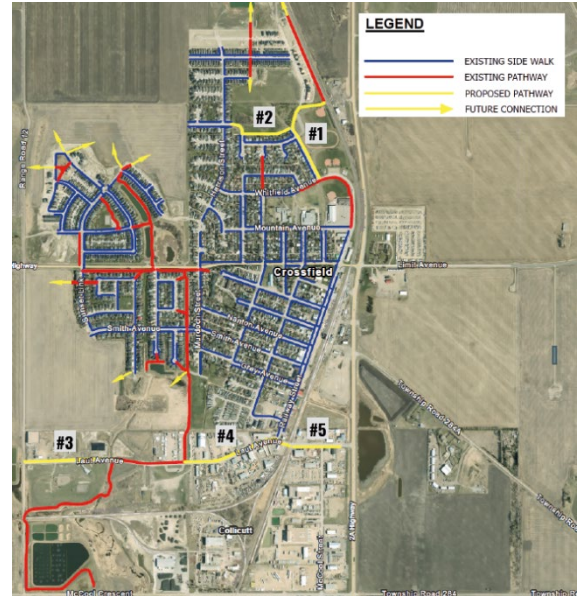
Responses included:

- **Limit Avenue Corridor**
Identified as a major concern for crossings, drainage, narrow sidewalks, and overall pedestrian safety—especially at key intersections (e.g., Harrison, Railway, Sunset Link).
- **Railway Street & Limit Avenue Intersection**
Frequently cited as one of the most dangerous crossings in town due to poor visibility, lack of signals, and high traffic volumes.
- **School Areas & Crosswalks**
Concerns around unsafe crossings, lack of flashing lights, slippery painted surfaces, and missing sidewalks near schools.
- **Iron Landing & Northern Developments**
Significant gaps in pathways, sidewalks, and connectivity, with ongoing concerns about unfinished infrastructure and safety.
- **Vista Crossing & Connecting Routes**
Issues with speeding traffic, limited access points, lack of safe crossings, and incomplete pathway connections.
- **Laut Avenue Corridor**
Lack of sidewalks and safe connections, particularly between Railway Street, McCool Street, and the rodeo grounds.
- **McCaskill Drive & Veterans Park Area**
Missing connections between new and existing neighbourhoods, limited accessibility into parks, and lack of continuous pathways.
- **Murdoch Park & Rodeo Grounds Pathways**
Poor connectivity, lack of lighting, and incomplete pathways limiting safe access and usability.
- **Downtown Core (Main Street, Railway, Post Office Area)**
Uneven sidewalks, winter maintenance challenges, and difficult pedestrian navigation.
- **Storm Ponds, Lagoon & Dog Park Areas**
Desire for looped pathways, better maintenance, and stronger connections back into the main network.
- **Town-Wide Connectivity Gaps**
Residents highlighted the need for continuous pathways linking neighbourhoods, parks, schools, and commercial areas into a cohesive network.

Q14: THE TOWN HAS DEVELOPED A PROPOSED ACTIVE TRANSPORTATION NETWORK MAP, SHOWING EXISTING AND POTENTIAL FUTURE CONNECTIONS. FROM THE LOCATIONS SHOWN ON THE MAP, PLEASE RANK YOUR TOP 3 FUTURE CONNECTION PRIORITIES.

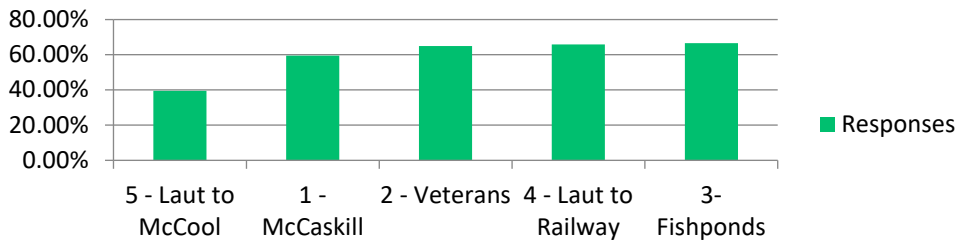
PROPOSED PATHWAYS

- #1** McCaskill Park
- #2** Veterans Park
- #3** Laut Ave. to Fishponds
- #4** Laut Ave. to Railway St.
- #5** Laut Avenue- Railway St. to McCool St.



Answered: 225 Skipped:62

The Town has developed a proposed Active Transportation Network map, showing existing and potential future connections. From the locations shown on the map, please rank your top 3 future connection priorities: Proposed Active Transportation Priorities



ANSWER CHOICES	RESPONSES	
5 - Laut to McCool	39.56%	89
1 - McCaskill	59.56%	134
2 - Veterans	64.89%	146
4 - Laut to Railway	65.78%	148
3- Fishponds	66.67%	150
TOTAL		225

Q15: ARE THERE ANY ADDITIONAL LOCATIONS (THAT ARE NOT LISTED ON THE MAP) THAT SHOULD BE CONSIDERED? PLEASE LIST LOCATION OR AREA.

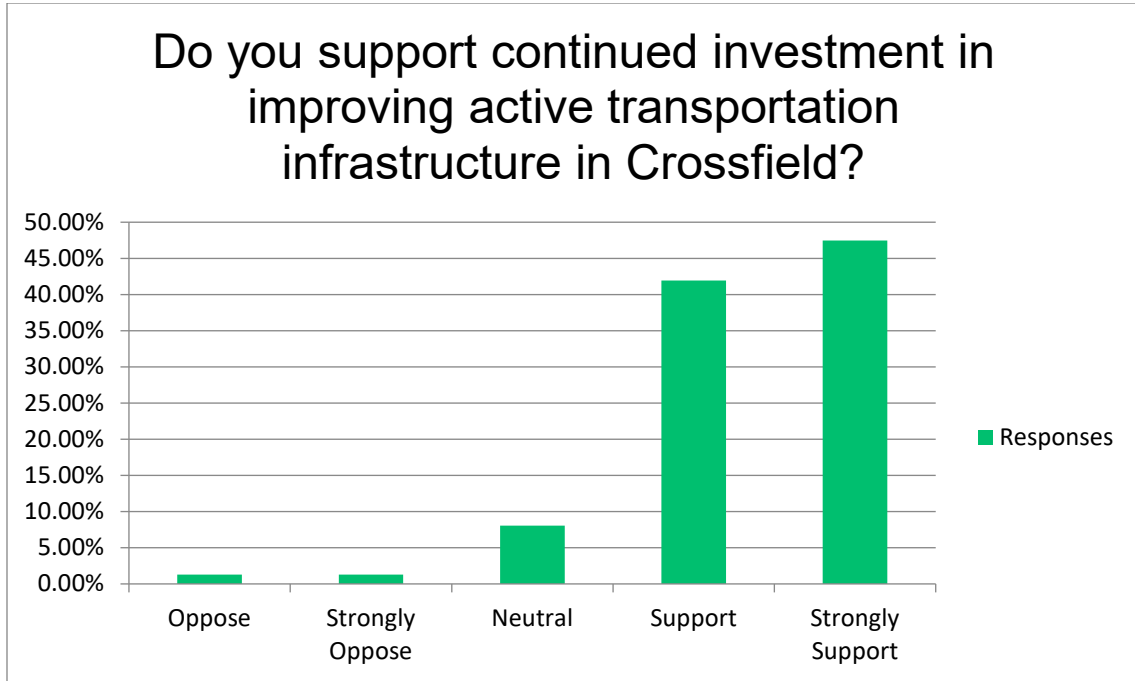
Answered: 72 Skipped: 215

Responses included:

- **Railway Crossing & Railway Street Corridor**
The railway crossing and surrounding sidewalks are difficult to navigate and require upgrades for safety and accessibility.
- **McCool Street & Industrial Area**
There is a strong need for sidewalks and safer walking routes, particularly connecting businesses and surrounding areas.
- **Knight Avenue & Vista Connections**
Incomplete connections and informal routes create unsafe conditions, especially for school-aged children.
- **Vista, Iron Landing & North Crossfield**
Continued concerns about missing pathways, incomplete infrastructure, and lack of connectivity in newer neighbourhoods.
- **Veterans Park & Surrounding Connections**
Improved access, internal pathways, and stronger connections to adjacent neighbourhoods are needed.
- **Laut Avenue & Rodeo Grounds Area**
Additional sidewalks and pathways are needed to support safe access and reduce walking on roadways.
- **Golf Course, Lagoons & Dog Park Areas**
Residents would like looped pathways and better connections to avoid dead ends and improve usability.
- **Harrison Street & West/North Connections**
Safer and more direct connections are needed between Harrison, Vista, and surrounding pathways.
- **School Areas & Nearby Streets**
Missing sidewalks and unsafe routes near schools continue to be a concern for students and families.
- **Storm Ponds, Ballpark & Park Areas**
Opportunities exist to complete pathways, improve maintenance, and enhance usability around these amenities.
- **Town-Wide Loop & Trail Opportunities**
Interest in a continuous looped pathway system, including potential use of rail corridors and perimeter routes.

Q16: DO YOU SUPPORT CONTINUED INVESTMENT IN IMPROVING ACTIVE TRANSPORTATION INFRASTRUCTURE IN CROSSFIELD?

Answered: 236 Skipped: 51



ANSWER CHOICES	RESPONSES	
Oppose	1.27%	3
Strongly Oppose	1.27%	3
Neutral	8.05%	19
Support	41.95%	99
Strongly Support	47.46%	112
TOTAL		236

Q17: PLEASE SHARE ANY ADDITIONAL COMMENTS OR SUGGESTIONS:

Answered: 70 Skipped: 217

Responses included:

- **Winter maintenance is the top concern**, with strong emphasis on improved snow clearing, sanding, and enforcement for un-shovelled sidewalks.
- **Safety concerns persist**, particularly related to speeding vehicles, unsafe crossings, loose dogs, and interactions with e-bikes and scooters.
- **Sidewalk and pathway design needs improvement**, including wider sidewalks, smoother surfaces, better drainage, and safer downtown layouts.
- **Connectivity remains a priority**, with residents wanting continuous, looped pathways rather than disconnected routes that lead to dead ends.
- **Developers should be held accountable** for building pathways, sidewalks, and public amenities as part of new developments.
- **Existing infrastructure should be upgraded and maintained**, rather than focusing solely on building new pathways.
- **Lighting and visibility should be improved** in key areas, while balancing concerns about over-lighting in residential spaces.
- **Amenities and enhancements are desired**, including benches, washrooms, waste bins, rest areas, and wayfinding or distance markers.
- **Natural and aesthetic features are important**, with interest in more trees, scenic routes, and pathways integrated with green spaces.
- **Stronger bylaw enforcement is needed**, particularly for sidewalk clearing, parking obstructions, and dog control.
- **Overall sentiment is mixed but generally supportive**, with appreciation for existing pathways and engagement, alongside clear expectations for improvements.

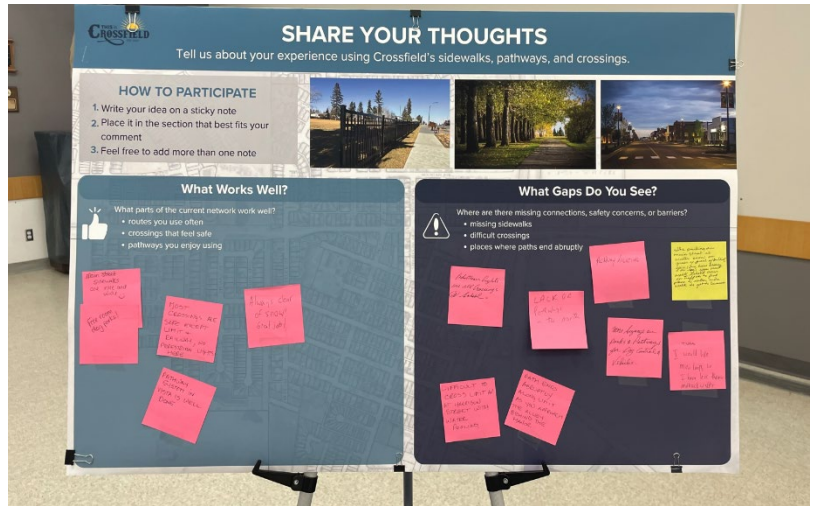
OPEN HOUSE FEEDBACK SUMMARY

Feedback collected at the March 24, 2026 Open House provided qualitative insights to complement the survey results. Input was gathered through three interactive boards focused on resident experience, improvement priorities, and future pathway connections.

BOARD #1: RESIDENT EXPERIENCE

Key themes:

- Positive feedback on Main Street sidewalks, Vista pathways, and snow clearing efforts
- Concerns related to:
 - Winter accessibility and snow accumulation
 - Limited connectivity in the north end
 - Missing pedestrian crossing lights (schools, Limit Ave & Railway)
 - Drainage issues and pathways ending abruptly
 - Need for improved signage and lighting



Board #2: SUGGESTED IMPROVEMENTS

Top priorities identified:

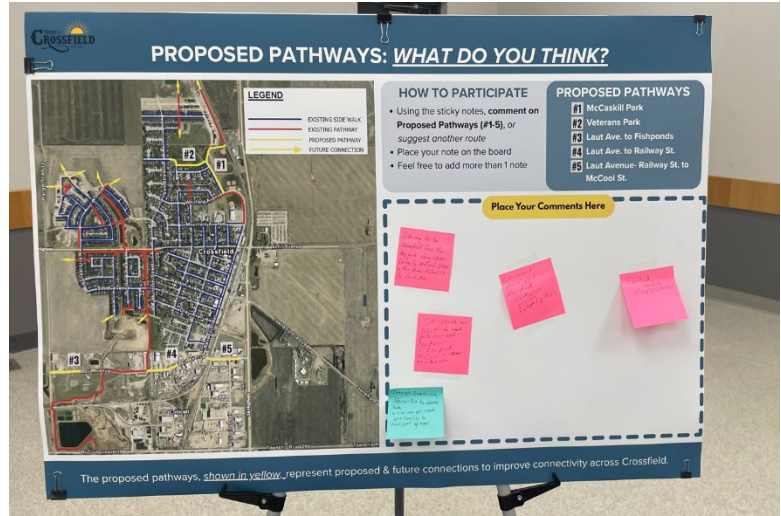
- Improved pathway connectivity within Town and regionally
- Better winter maintenance and accessibility
- Enhanced safety (crossings, traffic calming, lighting)
- Additional amenities (benches, trees, rest areas)
- Improved signage, wayfinding, and education



Board #3: Proposed Connections

Key suggestions included:

- Connections between key corridors (dog park → Laut Ave, etc.)
- Off-road pathways near ponds and McCaskill area
- Loop-style pathways (storm ponds, town perimeter)
- Improved connectivity in developing areas (Iron Landing, Veterans Park)



Open House feedback closely aligned with survey findings, particularly in identifying connectivity gaps, winter condition challenges, and safety improvements as key priorities.

A detailed summary of all Open House feedback is included in Appendix A.

OVERALL INSIGHT

Overall, feedback indicates that while Crossfield has a strong foundation of active transportation infrastructure, residents are seeking a more connected, safe, and complete network that is usable year-round.

KEY FINDINGS

1. Strong support for investment

Nearly 90% of respondents support continued investment in active transportation infrastructure.

2. Connectivity is the top priority

Missing sidewalk and pathway connections were the most frequently identified gap across both survey and Open House feedback.

3. Winter conditions are the biggest barrier

Over 60% of respondents identified winter conditions as a key challenge, reinforced by consistent Open House feedback.

4. Safety concerns are location-specific

Key corridors and intersections (e.g., Limit Avenue, Railway Street, school areas) were repeatedly identified as needing improvements.

The top five (5) locations identified with safety Concerns are:

a. Limit Avenue corridor

- Unsafe crossings
- Narrow sidewalks
- Drainage issues impacting pedestrian safety

b. Railway Street & Limit Avenue intersection

- Repeatedly identified as one of the most dangerous crossings
- Poor visibility
- Lack of signals
- High traffic volumes

c. School areas and surrounding crosswalks

- Unsafe crossings for students
- Lack of flashing lights
- Slippery painted surfaces

d. Vista Crossing and connecting routes

- Speeding traffic
- Limited safe crossing opportunities

e. **Downtown core (Main Street, Railway, Post Office area)**

- Uneven sidewalks
- Winter conditions forcing pedestrians into traffic

5. Network is usable, but incomplete

Most residents feel somewhat connected, but gaps prevent the system from functioning as a cohesive network.

6. Amenities and comfort matter

Residents want benches, lighting, trees, and wayfinding to improve usability—not just more pathways.

NEXT STEPS

Feedback collected through the survey and Open House will be used to inform the development of the Town's Active Transportation Plan.

A draft Active Transportation Plan will be developed and presented to Council for review and direction. Once finalized, the Plan will be shared with the community and developers.

APPENDIX A: OPEN HOUSE – SUMMARY OF FEEDBACK

Date: Tuesday, March 24, 2026

Time: 3:00 p.m. – 7:00 p.m.

Residents were invited to provide input using three interactive boards. Feedback was collected through written comments on sticky notes and grouped by theme below.

Board #1: Resident Experience

Prompt: *Tell us about your experience using Crossfield’s sidewalks, pathways, and crossings.*

What’s Working Well

- Dog parks and opportunities for free roaming
- Wide sidewalks along Main Street
- Well-designed pathway system in Vista subdivision
- Most crossings are generally considered safe
- Positive feedback on snow clearing efforts



Gaps & Challenges Identified

- Lack of pedestrian crossing lights, particularly near schools and at Limit Ave & Railway Street
- Limited pathway connectivity in the north end of Town
- Insufficient pathway lighting
- Winter conditions impacting accessibility:
 - Snow accumulation near Main Street businesses forces pedestrians into traffic
 - Snow clearing at crossings and ramps requires improvement
- Drainage issues (e.g., water pooling at Limit Ave & Harrison Street)
- Pathways ending abruptly (e.g., along Limit Ave near Rocky View Lodge)
- Need for clearer signage:
 - Dog control
 - Vehicle awareness in pathway areas
- Desire for shorter walking loops (less “out-and-back” routes)

Board #2: Suggested Improvements

Prompt: *What improvements should the Town consider for pathways, sidewalks, and crossings?*

Top Themes Identified

- **Connectivity**

- Additional pathway connections throughout Town
- Regional trail connections (e.g., Crossfield to Airdrie, Crossfield to Madden)

- **Accessibility & Maintenance**

- Improved snow clearing on sidewalks, pathways, and crossings
- Better clearing at crosswalk ramps for strollers and wheelchairs

- **Safety Enhancements**

- More enhanced crossings
- Traffic calming measures (e.g., Vista Drive)
- Improved pathway lighting

- **Amenities & Comfort**

- More benches and rest areas
- Additional trees and landscaping

- **Lighting**

- LED lighting on motion sensors in parks and pathways

- **Education & Wayfinding**

- Interpretive signage (e.g., natural features, local species, pond ecosystems)

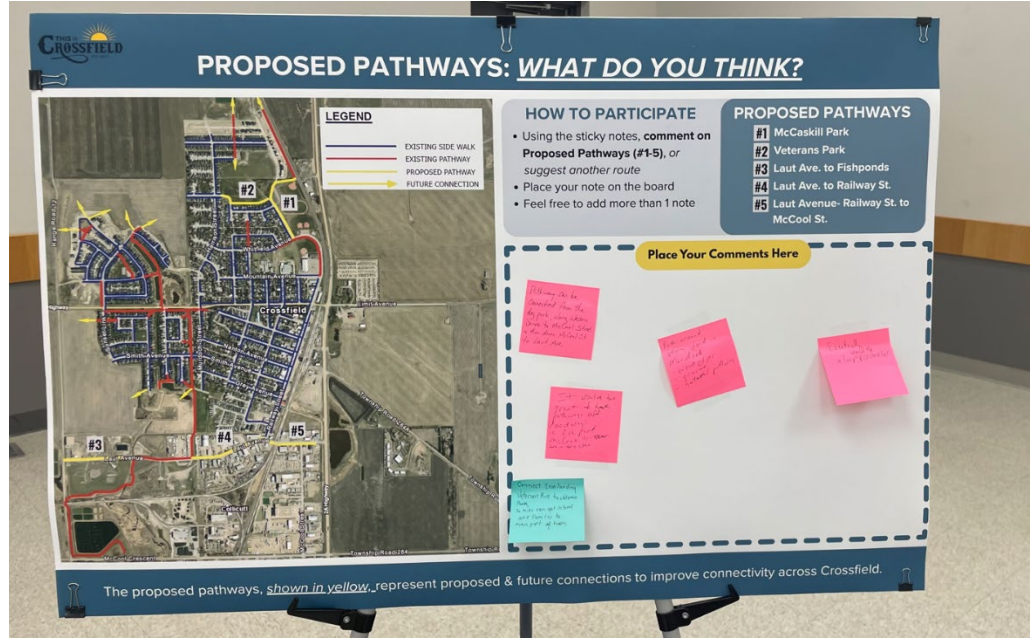


Board #3: Proposed Pathway Connections

Prompt: Provide feedback on five proposed pathway connections identified on the Town map.

Key Suggestions

- Connect dog park → Western Drive → McCool Street → Laut Avenue
- Develop off-road pathways near:
 - Fish ponds
 - McCaskill area (near train tracks)
- Create a pathway loop around the storm pond in Murdoch Park (natural surface options suggested: woodchips, gravel)
- Develop a perimeter pathway loop around the Town
- Improve connectivity in Iron Landing:
 - Connect Veterans Avenue to Veterans Park
 - Enhance safe routes for children traveling to school and families accessing central Town amenities



#	Meeting Date	Motion #	Topic / Direction	Assigned To	Due Date	Status	Status Details
089							
088							
087							
086							
085							
082	March 3, 2026	055-2026	RCMP Community Priorities Plan – proceeding with public consultation - online survey and open house – coordinated with RCMP	Russ Nash	Q2-2026	IN PROGRESS	Administration is working on an online survey and an open house scheduled for early Q2.
081	Jan. 20, 2026	018-2026	Community Policing Plan – Proceeding with Phase 1 Project Initiation and Scoping	Russ Nash	Q3 2026	IN PROGRESS	
078	Dec. 2, 2026	300-2025	Notice of Motion - Advancement of development in the Downtown and Entrance areas – Administration to bring back potential strategies to support the advancement of development in the Downtown and Entrance areas	Steve Altena Sherry Humphrey	Q1 2027	IN PROGRESS	Administration is currently working with consultant on investment readiness – these will lead into updates to the Land Use Bylaw and Municipal Development Plan
069	Sept. 16, 2025	220-2025	Wastewater Treatment Master Plan – Treated Effluent Disposal Options Next steps for implementing a polishing treatment wetland system, including: <ul style="list-style-type: none"> Conduct geotechnical assessment and groundwater monitoring in Fall 2025 using the remaining 2025 funds from the Interim Effluent Disposal Study; Submission of grant applications to secure funding; Engagement with neighbouring municipalities and the Nose Creek Watershed Partnership; Submission of a pilot discharge application to Alberta Environment and Protect Areas; and, Inclusion of the environment assessments, design and construction of a polishing treatment wetland system in the 2026 budget to be considered by Council	Steve Altena	Q4 2026	IN PROGRESS	Administration is working to develop a workplan and costing for the next steps for implementing a polishing treatment wetland system.
041	Dec 3, 2024	No Motion	Limit Ave Speed Change – change speed limit from 50 km/h to 30 km/h.	Lindsey Nash	Q1 2026	IN PROGRESS	Administration has a meeting with the Minster Dreeshen on Jan. 20, 2026 - there is likely no change in the speed limit in this area. Administration is waiting for the formal letter of response from AT.
034	July 2, 2024	134-2024	Offer to Purchase – Additional information required with respect to the Offer to Purchase	Steven Altena Lindsey Nash	Q3 2026	IN PROGRESS	Administration to follow with Environmental company to interpret all environmental reports recorded on file to have a clear understanding of data. A report will be brought forward to a future council meeting in Q3 2026 during the Land inventory discussion.
004	April 4, 2023	No Motion	Town-Owned Lands – Discussion on future use - Administration to prepare a list of town lands and provide options for what those lands could be used for. The intent being to review town owned lands that are not currently active properties and come up with a plan.	Lindsey Nash	Q3 2026	IN PROGRESS	A detailed list of town owned land/properties has been completed and presented to Council. Administration will bring forward an updated Land Inventory outlining appraised costs on Town lands for Council's consideration on future plans for the properties. .
002	April 19, 2022	129-2022	Town Office Development – Exploration of potential options for a Town Administrative Building	Kinza Barney/ Sub-committee	Q3 2026	IN PROGRESS	Administration is undertaking a special needs assessment based on projected growth and potential site identification will coincide with the Town Owned Lands discussions.