

# BRIEFING

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Item # 11.3

**Operational Services Briefing to  
Infrastructure and Planning Committee  
2022 September 09**

**ISC: UNRESTRICTED  
IP2022-0949**

## **Safer Collector Framework**

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### **PURPOSE OF BRIEFING**

Mobility safety continues to be a top concern for Calgarians. In response to this, City Council directed Administration to lower the default speed limit to 40 km/h on neighbourhood roadways effective May 31, 2021. Administration was also directed to develop a framework to prioritize reduced speed limits on Collector classification roadways. More information about the neighbourhood speed limit change is available at [Calgary.ca/saferspeed](https://calgary.ca/saferspeed).

This briefing outlines how changes will be made to Collector roadways to encourage operating speeds consistent with a 40 km/h speed limit, and safer outcomes for Calgarians in their neighbourhoods. The framework is data based and will include three approaches: Signage changes where operations are consistent with 40 km/h speed limit, permanent changes in high risk/high speed communities, and temporary changes in communities based on opportunity, equity and alignment with other work. Safety for all modes of travel and improvements to accessibility will be focuses of this work. A supporting capital funding request to deliver this work will be presented this fall.

### **SUPPORTING INFORMATION**

Collector classification roadways in Calgary largely remained at 50 km/h following the reduction of default speed limit to 40 km/h starting May 31, 2021. There were, however, a select number of Collector roadways which already supported a lower speed that were reduced to 40 km/h. These were reviewed following citizen and councillor requests for their alignment with publicly available criteria. Council also directed Administration to develop new design standards for new construction and retrofit of existing roadways to support lower and safer speeds, and to develop a framework to reduce operating speeds on Collector classification roadways.

Feedback from citizens who live along Collectors, through 311 and Council, following the speed limit change has been overwhelmingly in support of reduced speed limits on Collector roadways. A citizen survey following the change also indicated that there is broad support for speed reductions in neighbourhoods, including on Collector roadways. One concern expressed by many citizens was equity given that those who live along Collector Roads continue to be exposed to higher operating speeds. Further evaluation of the change, including data on speeds and collisions, will be presented to Council in 2023.

The Safer Collector Framework outlines an approach to continue reducing speeds on Collector roadways. This report builds on technical analysis completed for scenario development during the Neighbourhood Speed Limit Review in 2020. Previous analysis showed positive safety benefits associated with investing to reconstruct Collector Roadways but with a substantial initial capital cost. Further review and consideration of how changes could be implemented in a practical way resulted in the following three-pronged approach that will be advanced:

## 1 - Continued review and signage change of Collectors that already support 40 km/h speed limit

This first approach will continue the low-cost and high-compliance approach taken during the initial implementation. Further data collection and review of collectors will identify remaining segments that can be reduced to 40 km/h and operate well without physical changes. These changes can be made on an ongoing and immediate basis as reviews are completed. Collectors that do not meet the current criteria can be considered for further changes through permanent or temporary change.

## 2 – Permanent changes on Collector roadways to support lower speeds

This second approach will prioritize neighbourhoods for Collector roadway reconstruction to new 40 km/h design standards based on harm reduction in terms of collision and speed data to ensure capital investment is focused where there is the greatest objective need and potential benefit to improve safety in an equitable way. The initial two years of the program will use temporary materials prior to being made permanent to confirm that geometric changes are resulting in operating speeds consistent with the 40 km/h speed limit, and to adjust standards if needed. Temporary design elements for these projects will be made permanent once their effectiveness has been proven. Adjustments to the prioritization will be made where appropriate to coordinate with other major capital programs. A dedicated program to re-build collectors to the new 40 km/h design standard over time can address a long-standing issue for citizens but will require new capital investment. There may also be opportunities for increased investment in renewal programs in communities such as the pavement surface overlay program to physically change the roadway to the new design standard.

## 3 – Temporary changes on Collector roadways to support lower speeds

This third approach will be flexible and responsive to opportunities, supporting equity of City work and aligning with other programs such as Neighbourhood Streets and the 5A network. This responsive approach can support policy using lower-cost temporary measures for longer periods until permanent changes would be possible. While these neighbourhoods may not be prioritized based on objective collision or speed data, interim measures can advance some benefits citizens may expect with eventual permanent changes to follow.

Application of the Safer Collector Framework as presented above is intended to be flexible while advancing Collector roadway retrofits over time with accessibility improvements. An annual investment in 10 communities (5 permanent and 5 temporary) would result in a 40-year horizon to bring all Collector roadways to the new standard. This gradual investment in collectors will also facilitate ongoing evaluation and adjustment to confirm best design strategies and value for investment. Criteria for reducing Collector roadways to 40 km/h may also evolve based on evaluations and changes in driver behaviour over time. Evaluation, Education and Engagement principles of the Safer Mobility Plan will continue to be applied to support the Safer Collector Framework.

### **ATTACHMENT(S)**

1. Attach 1 – Previous Council Direction IP2022-0949
2. Attach 2 – Safer Collector Framework Report – IP2022-0949