

SAFETY IN MOTION

CALGARY SAFER MOBILITY PLAN



2024-2028

INTRODUCTION

The Safer Mobility Plan of 2024-2028 is the first unified plan between the Calgary Police Service (CPS) and the City of Calgary (The City). These two organizations are joining forces as core partners working towards safer mobility and reducing harm on our roadways.

The new plan is built on past successes and principles of continuous improvement, as we aim to not only capture the momentum of our programs and amplify their impact, but also identify gaps and develop new programs and strategies to address them. The plan will also rely on support through our partnerships and collaboration with other safety partners, communities, and everyone moving around our city.



OUR VISION

Walk, roll, drive or ride: everyone has the right to arrive safely. The Calgary Police Service and the City of Calgary are committed to ensuring road safety for everyone in the community and to work collaboratively with community partners towards a common goal of Vision Zero – Mobility free of fatalities and major injuries.

The Transportation Association of Canada defines Vision Zero as “a philosophy that positions deaths and serious injuries as an unacceptable result of crashes and sets the ultimate goal of eliminating them.”

Globally, the World Health Organization and the United Nations are currently in the second decade of action for road safety, declared in 2020. A key aspect of the global plan to improve safety and achieve sustainable development goals is to apply the vision zero approach. The declaration called for a 50 per cent reduction in traffic deaths and injuries by 2030 and the targets laid out in this plan support that global effort. The current United Nation’s resolutions related to road safety can be found [here](#).



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“A philosophy that positions deaths and serious injuries as an unacceptable result of crashes and sets the ultimate goal of eliminating them.”

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-The Transportation Association of Canada defines Vision Zero

THE SAFE SYSTEM APPROACH

The Safe System Approach recognizes the interdependence of the safe system components: safe roads, safe speeds, safe road users and safe vehicles, and the actions that can be taken to achieve improvements across these components. The goal is to ensure if collisions occur, road users will not be seriously injured or killed. While road users should always try to interact safely, the Safe System Approach emphasizes the transportation system must be designed to accommodate human vulnerability and error. Therefore, the Safe System Approach places more responsibility on system designers and operators than on individual road users. The Canadian Council of Motor Transport Administrators oversee [Canada's Road Safety Strategy](#) and promote the adoption of the safe system approach to achieve the long-term goal of having the safest roads in the world; this plan supports the national effort by adopting the same approach.

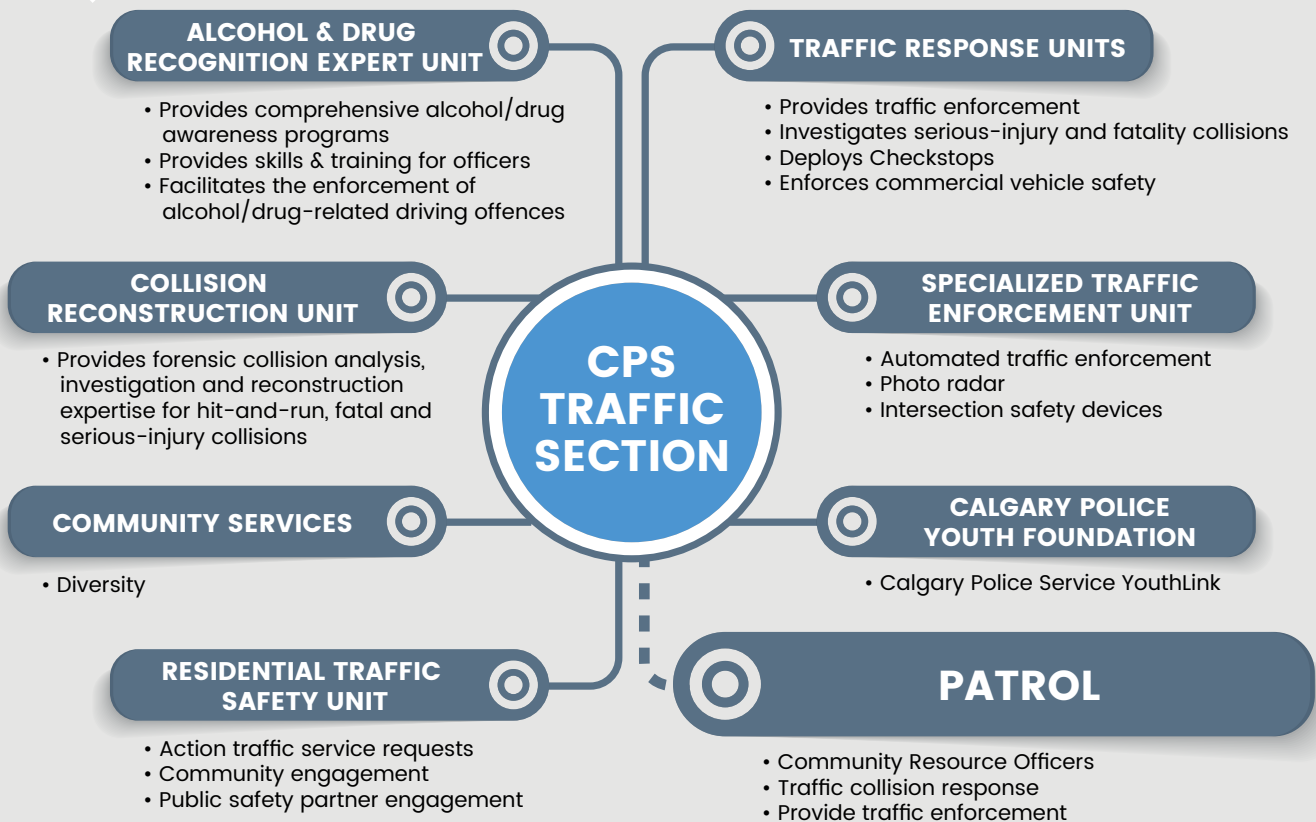
CANADA'S
ROAD SAFETY
STRATEGY 2025



LEADERSHIP AND COLLABORATION

Delivery of the Safer Mobility Plan will involve internal partners from across The City and CPS. Management of the plan will be overseen by a joint committee with representatives from The City and CPS. This team will establish and monitor annual activities and progress on mobility safety initiatives.

Core and supporting units within The City and CPS are shown below.



Collaboration with external partners focused on mobility safety will be an ongoing activity. Involvement of external partners will vary depending on partner capacity and focus area. The frequency of contact with partners can be assessed throughout the course of the plan.

Example external partners are shown below.



COMMUNITY SAFETY PARTNERS

Government of Alberta

- Alberta Transportation and Economic Corridors
- Alberta Health Services
- Service Alberta
- Justice/Solicitor General

Organizations and Community Groups

- Alberta Motor Transport Association (AMTA)
- Mothers Against Drunk Driving (MADD)
- Alberta Motor Association (AMA)
- Community Associations
- Federation of Calgary Communities
- Bike Calgary
- Safer Calgary
- Active Neighbourhoods
- Sustainable Calgary
- Accessibility committees

Calgary School Boards

- Calgary Board of Education (CBE)
- Calgary Catholic School District (CSSD)
- Private and Charter Schools

Law Enforcement Partners

- RCMP
- Tsuut'ina Nation Police Service
- Alberta Sheriffs
- Canadian Pacific Police
- Correctional Police Officers
- Edmonton Police Service

COMBINING THE VISIONS AND APPROACH

The combination of the vision and the approach is best presented in the Vision Zero and the Safe System Approach: a primer for Canada, written by road safety professionals across Canada, and illustrates the relationship between Vision Zero and the Safe System Approach, shown in Figure 1. This approach was developed to move toward consistent methodology and terminology to improve mobility safety.

VISION ZERO

The philosophy that road fatalities and serious injuries can and should be eliminated while increasing safe, healthy and equitable mobility for all road users

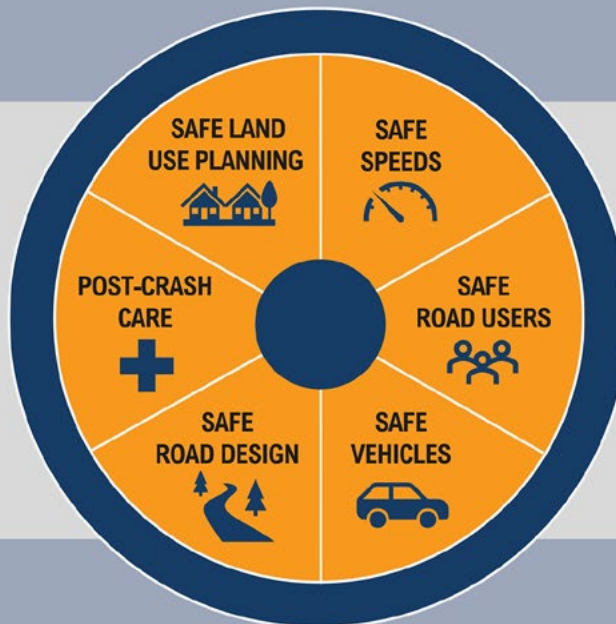
WHAT
HOW

SAFE SYSTEM APPROACH

An integrated and comprehensive process to improve the safety performance of the transportation system that makes allowance for errors, and eliminates predictable and preventable serious injuries and fatalities

PRINCIPLES

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Overlapping measures are crucial



ELEMENTS

- Data, research and evaluation
- Legislation and policy
- Cultural change
- Financing
- Licensing
- Leadership
- Capacity building
- Equity and inclusion
- Road rules and enforcement
- Coordination and cooperation



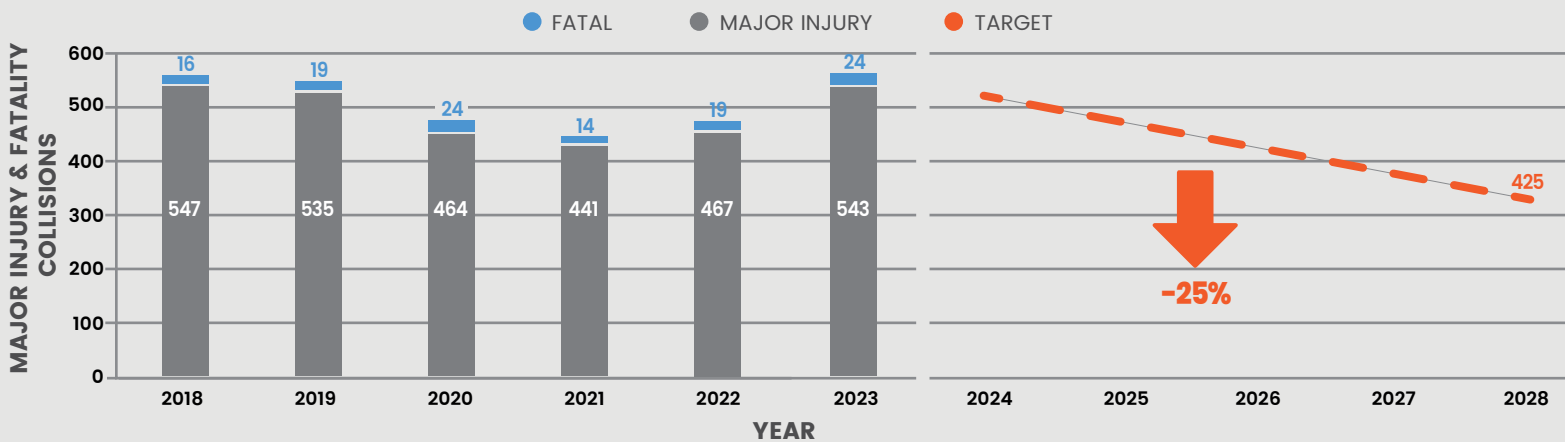
Transportation Association of Canada

2024-2028 COLLISIONS TARGETS

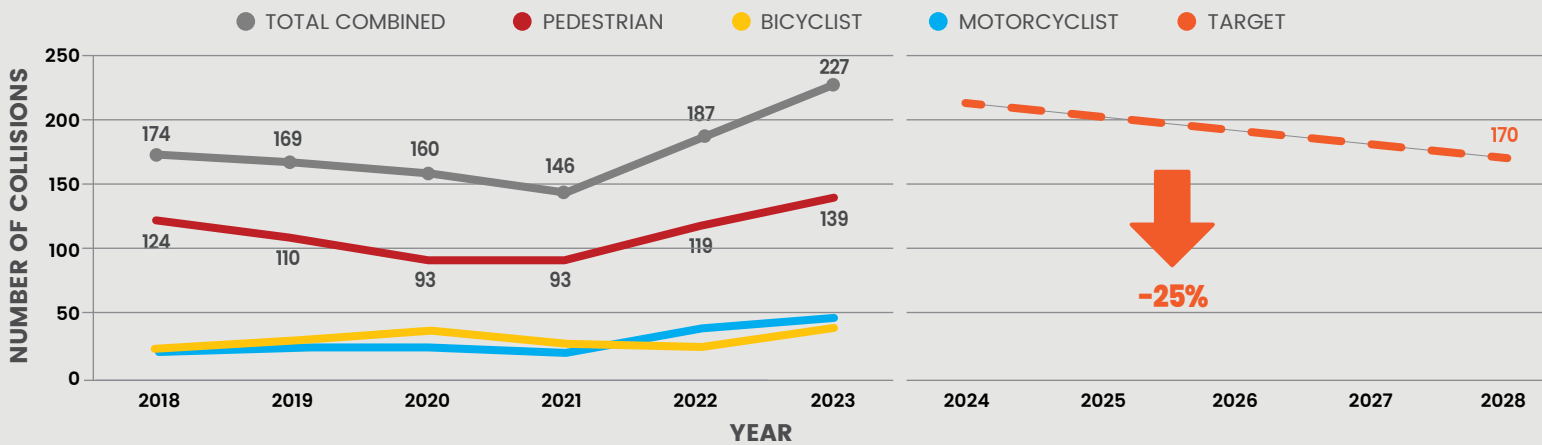
Clear collision reduction targets to achieve our vision have been carried forward from previous plans at provincial, national and global levels. The specific numeric targets to achieve a 25 per cent reduction over the course of the five-year plan are presented in Target 1 for all major injuries and fatalities and in Target 2 for road user major injuries and fatalities.

The City and CPS can influence the number of collisions but cannot control it. Ultimately, much of the responsibility for mobility safety rests with road users. Targets have been established for total number of injuries or fatalities to represent the personal impact of collisions; population-based rates, registered vehicle-based rates or other measures to normalize data may also be used for comparisons with other municipalities.

MAJOR-INJURY AND FATALITY COLLISION TARGET



VULNERABLE ROAD USER COLLISION TARGET



Specific activities will be identified in annual plans to allow flexibility to respond to changing trends in collisions and contributing factors.

THE SIX Es OF MOBILITY SAFETY

Rooted in the Vision Zero framework, the plan aims to apply the Safe Systems Approach by employing the six Es of mobility safety within each of the safe systems action areas. More detailed action plans will be developed annually outlining specific activities to address current issues.

1 Engagement

Work closely with Calgarians of all ages to build a culture of safety and empower them in creating safe and vibrant neighbourhoods.

- ▶ **Action:** Liaise with community-facing resources to increase the number of community connections, and to engage about mobility safety initiatives.
- ▶ **Action:** Connect with students and school communities through the Active and Safe Routes to School and other programs.

2 Equity

Enable and encourage contributions towards safer mobility from diverse communities. Focus efforts in those areas that need them most.

- ▶ **Action:** Work with community partners and increase translation of safety messaging to reach more Calgarians.
- ▶ **Action:** Use results of the *Calgary Equity Index* to prioritize engineering treatments in equity deserving communities.

3 Engineering

Use evidence-based approaches to create streets where safe behaviours are an inevitable outcome of design.

- ▶ **Action:** Implement engineering treatments at locations identified through network screening as having the highest risk and potential improvement.
- ▶ **Action:** *Safer Mobility Plan* partners will connect regularly to share information and support traffic safety through road design, traffic calming measures, signage, and other engineering approaches.
- ▶ **Action:** Review traffic safety initiatives such as traffic signal timing, traffic calming devices and road redesign/speed limit evaluation in conjunction with the use of photo radar and conventional enforcement.

4 Education

Implement initiatives to create awareness, educate the community, and encourage safer behaviours that contribute to mobility safety.

- ▶ **Action:** Explore and invest in alternate options for online and in person educational platforms to reach a wider audience of all ages including schools and community groups.
- ▶ **Action:** Increase online presence using social media to highlight traffic safety initiatives throughout the year based on the *Alberta Traffic Safety Calendar*.
- ▶ **Action:** Leverage community safety partnerships to maximize community educational opportunities.

5 Enforcement

Use the best available data to determine where enforcement can make the greatest impact on safety outcomes, and proactively deploy to address those issues.

- ▶ **Action:** Increase resource sharing with frontline resources and deployment in alignment with other enforcement partners based on data-driven deployment to maximize efficiency and impact.
- ▶ **Action:** Enhance use of data for targeted enforcement based on geographical distribution of collisions and requests for enforcement support.
- ▶ **Action:** Support the City of Calgary peace officer traffic enforcement program in addressing vehicular noise and equipment violations to free up police resources to focus on speed, distracted driving and impaired driving.
- ▶ **Action:** Deploy the resources of Automated Traffic Enforcement (ATE) program to approved sites including roadways near playground zones and sites with a documented history of collisions or speeding, and in response to citizen suggestions made through Traffic Service Requests.

6 Evaluation

Ensure programs and initiatives are providing high value and learn through new and innovative approaches.

- ▶ **Action:** Maximize information sharing with our community mobility safety partners to keep abreast of current mobility safety issues, emerging trends, and future concerns.
- ▶ **Action:** Use collision data to evaluate effectiveness of engineering measures and enforcement technology used at high-collision and high-speed locations.

AUTOMATED TRAFFIC ENFORCEMENT (ATE) PROGRAM

ATE includes mobile photo radar cameras and intersection safety devices, which monitor red-light and speed-on-green infractions. Studies from around the world indicate that ATE is effective at reducing vehicle speeds and the frequency and severity of collisions. Studies conducted by CPS also indicate that drivers reduce their speeds in areas targeted by ATE.

CPS deploys ATE to roadways near playground zones and sites with a documented history of collisions or speeding, and in response to citizen suggestions made through Traffic Service Requests. The CPS ATE program adheres to provincial guidelines to ensure ATE programs in Alberta are focused on improving safety outcomes and not revenue generation.



KEY FOCUS AREAS

A successful strategy must include a multifaceted approach that engages internal and external partners across many disciplines to achieve the desired goal of a safe system for all road users. In recent years, the focus of traffic safety efforts has been largely on operations and reactively addressing issues; our approach is being refocused to include increased efforts on planning and design of our systems for safer outcomes and requires increased contributions from across our organizations.

Focuses of action for the six Es will be adjusted annually.

Key Focus areas include:

- ▶ School and community safety
- ▶ Serious-injury/fatality corridors and contributing factors (speed, impairment, distraction)
- ▶ Safety of people walking, rolling and wheeling
- ▶ Speed and noise – quality of life and community livability
- ▶ Legislative change and technology including e-bikes and e-scooters

IMPORTANCE OF EQUITY

The City and CPS are both committed to working with our diverse communities to collaboratively ensure fair and equitable outcomes for Calgarians.

The *CPS Commitment to Anti-racism, Equity & Inclusion Report* outlines the framework for improvement which focuses on numerical data, policies, practices, decision-making processes, and organizational culture. Similarly, *The City's Equity, Diversity, Inclusion, and Belonging Corporate Framework and Strategy* outlines strategic objectives to advance our work through behaviour, culture, systems, and growth for both City employees and the Calgarians we serve. Efforts to advance mobility safety will be reviewed with our equity, diversity, inclusion, and belonging (EDIB) and anti-racism, equity & inclusion teams regularly to continue to improve the way we serve all who move around Calgary.



[Click for more information](#)

CASE STUDIES

CASE STUDY: SAFER SCHOOLS AND COMMUNITIES

CHALLENGE

Traffic safety has been a top concern for Calgarians, who want their children and families to be safe and freely engage with their communities.

Walking through their neighbourhood, to the store or to school should not be dangerous. As a result, Calgarians have been asking for change, including more engagement, lower speeds and meaningful improvements.



CHANGE

To help facilitate change in communities across the city, several programs were introduced and delivered in collaboration between The City and CPS.



- Community Speed Watch is a CPS and City supported event where volunteers have an opportunity to measure speeds and interact with motorists.
- Active and Safe Routes to School is a program to empower students to shift their travel habits safely.
- Student Safe Travel Advisory Group (SSTAG) is a school-board led committee to address school area issues city-wide.
- Residential/collector speed reduction program used to review speeds and reduce speed limits where appropriate.

ISC: Unrestricted

OUTCOME

Our school and community safety programs are built on the six Es:

Engagement – empower our school and community partners by working together towards safe and vibrant communities.



Education – offer many opportunities to educate school-aged children and families.

Engineering – involve deployment of proven safety measures and speed reductions where appropriate.

Enforcement – support from CPS in ensuring safe behaviours.

Evaluation – ongoing evaluation of the impacts around Active and Safe Routes to School strategies and speed reductions to ensure we are achieving the highest possible impact.



Equity – ensuring our programs are delivered equitably and target all areas of the city.

CASE STUDY: SILVER SPRINGS

CHALLENGE

The goal of the Silver Springs neighbourhood streets program was to improve safety on the community's streets and create travel options for residents of all ages and abilities. Working with the Silver Springs Community Association, and based on input gathered from community residents, we heard concerns regarding traffic safety and vehicles speeding, particularly on Silver Springs Boulevard. N.W. We also heard there was a need for safer active travel options, improved crossings, and traffic calming. More information about the project: Neighbourhood Streets Silver Springs community planning (calgary.ca)



CHANGE

Following engagement, a design was developed to add wheeling lanes and improve pedestrian crossings along the corridor.

The narrowing of the roadway also reduced opportunities for unsafe passing and higher speeds.

Adjustments were also made to the temporary materials to address concerns and some permanent missing links were addressed near Nose Hill Drive N.W.



ISC: Unrestricted

OUTCOME

Since the installation of the wheeling lanes along Silver Springs Boulevard N.W., there has been a decrease in vehicles speeding along the corridor, with 34 per cent fewer vehicles driving 60 to 70 km/hr, 66 per cent fewer vehicles driving 70 to 80 km/hr, and 86 per cent fewer vehicles driving more than 80 km/hr. Many community members have expressed support and noted an increase in perceived safety. However, there are still concerns in the community about remaining safety issues and broader effects in the community, which illustrates the ongoing nature of mobility safety efforts in residential areas.

Engagement – communication with residents, selection of project as a case in the Neighbourhood Streets Program pilot and extensive analysis of data collected from 311 inquiries.

Education – outreach to the community, installing educational signage along the corridor and media relations.



Engineering – design of cycle lane, placement of curbs to align with turning movements and transit stops, signage and pavement marking.

Enforcement – Traffic Service Requests and Community Resource Officer support.

Evaluation – monitoring traffic volumes, travel times, pedestrian and cycling activity and speeds (lower speeds observed post-installation).

Equity – making active transportation through and across the community more welcoming and safer for transit users, pedestrians, and cyclists who previously experienced barriers to safe and comfortable mobility.

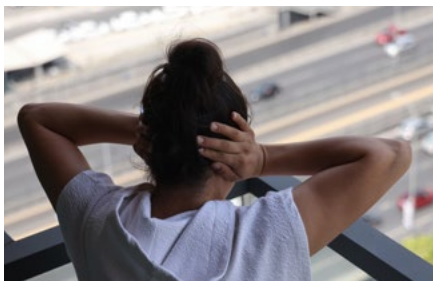
CASE STUDY: ESTABLISHMENT OF EMERGENCY MANAGEMENT & COMMUNITY SAFETY PEACE OFFICERS MOBILITY EDUCATION/ENFORCEMENT

Emergency Management & Community Safety peace officers currently focus on educating and enforcing road safety, covering areas such as transit safety, jaywalking at train crossings, directing traffic, taxi/limousine/vehicle inspections, handling animals at large, and other relevant bylaw offences. Meanwhile, vehicle-for-hire peace officers specifically address moving violations under the Traffic Safety Act, focusing on taxi, limousine, and vehicle-for-hire issues.

In November 2023, City Council approved a budget for a new Peace Officer Traffic Safety Team. This team will conduct traffic stops to address concerns like vehicle noise and collaborate with CPS on targeted traffic issues. These include speed enforcement in school and playground zones, unsecured loads, tracking mud on streets, and other moving vehicle bylaw violations. The team will also engage in joint enforcement operations and educational campaigns with CPS to raise community awareness about vehicle noise and traffic safety. Concentrating on these issues can potentially reduce serious vehicular offences, enhance public safety and quality of life, and enable CPS to address more severe traffic issues.

CHALLENGE

Community concerns regarding excessive noise and speed from motorists.



CHANGE

A new Peace Officer Traffic Safety Team will focus on reducing excessive noise and speed, with support from CPS.



OUTCOME

Citizens can feel safe and comfortable in their communities.

Engagement – community engagement will take place to understand the root causes of noise and speed issues.

Education – Bylaw officers will encourage better individual behaviours.

Engineering – measures will be explored to reduce speeds and the opportunity for non-compliant motorists to create nuisance noise.

Enforcement – Bylaw officers will issue tickets to offenders.

Evaluation – Systemic data collection will occur to ensure the program is leading to fewer concerns and objectively lower levels of noise compliance issues.

Equity – Deployment resources will be carefully spread, recognizing that concerns reported using 311 may not properly represent equity-deserving communities.

EVALUATION

The City and CPS will meet regularly to set annual tasks and tactics and evaluate the plan.

Annual Meetups:

- ▶ **Start of year** – set out tasks and tactics to align with goals
- ▶ **Throughout year** – meet on a monthly basis to evaluate progress and re-align actions as required
- ▶ **End of year** – review all actions against goals to evaluate successes, challenges and future goals