



# Briefing note

November 20, 2025

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**Re: Vision Zero Improvements Investment Package**

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In 2025, Calgary has experienced a level of roadway fatalities not seen in more than a decade. This trend is deeply concerning and underscores the need for a focused strategy that addresses both immediate and long-term actions. While several initiatives are already underway to reduce fatal collisions, accelerated efforts are required to more rapidly decrease the risk of fatalities across the transportation network. Sustained improvement, however, will demand long-term commitment, significant investment, and a willingness to adopt new approaches to how we plan and operate our system.

## What is Vision Zero?

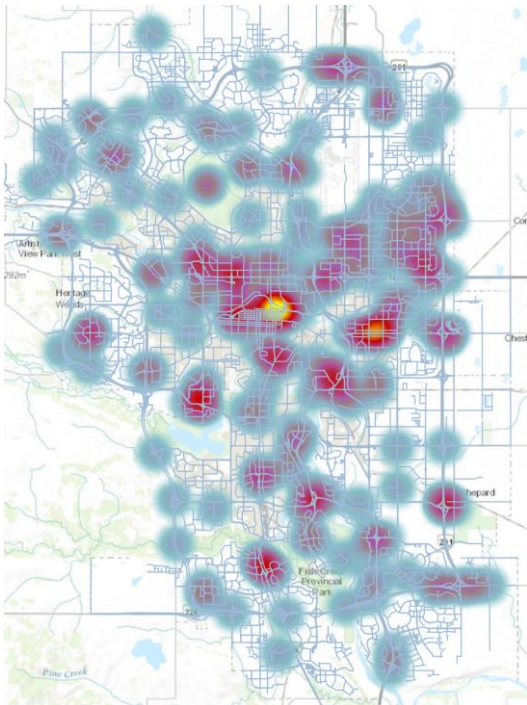
- **Zero is the only acceptable number.** Roadway deaths and serious injuries are preventable. Working towards zero is a goal we can all live with.
- **Safe System Approach:** Design streets and policies assuming human error will occur, but should not result in fatality.
- **Prioritize Vulnerable Users:** Pedestrians, cyclists, seniors, children, and disabled residents are prioritized in all design decisions.
- **Data-Driven Deployment:** Prioritize based on risk, where a small percentage of streets account for most deaths.

## What are we currently doing to reduce fatalities?

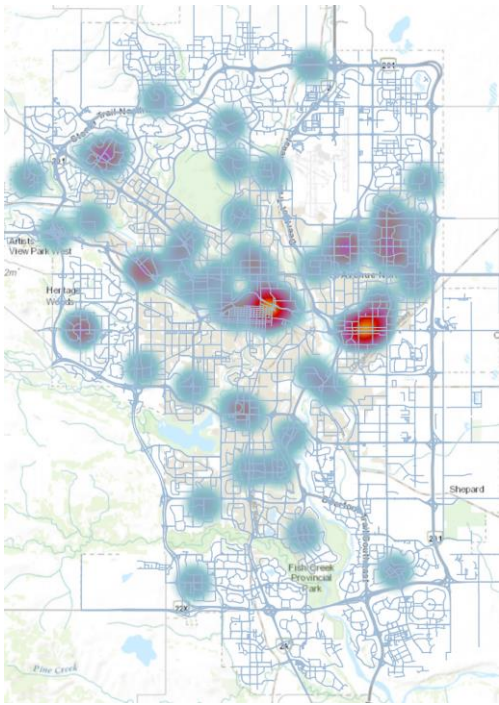
There are many steps towards fatality reduction that have been taken by the City and CPS:

1. Targeted enforcement is deployed at locations where fatalities have increased (e.g. Stoney Trail)
2. Increased enforcement at community locations along collectors and school routes. So far this year, the Emergency Management & Community Services (EMCS) Traffic Safety Team issued nearly 3,200 speeding tickets across the city.
3. We have deployed a public awareness campaign (Drive to Zero Deaths) depicting the devastating impact road death has on our communities. The campaign has resulted in highest levels of engagement this year and will run into 2026 with additional phases.
4. The City is implementing improvements through existing programs that include proven measures that lower speeds and decrease fatal collision risk.

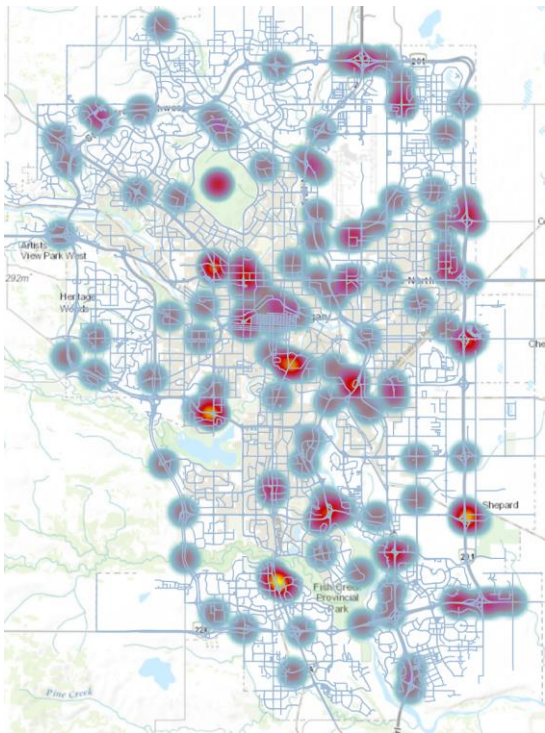
**What does the data show?**



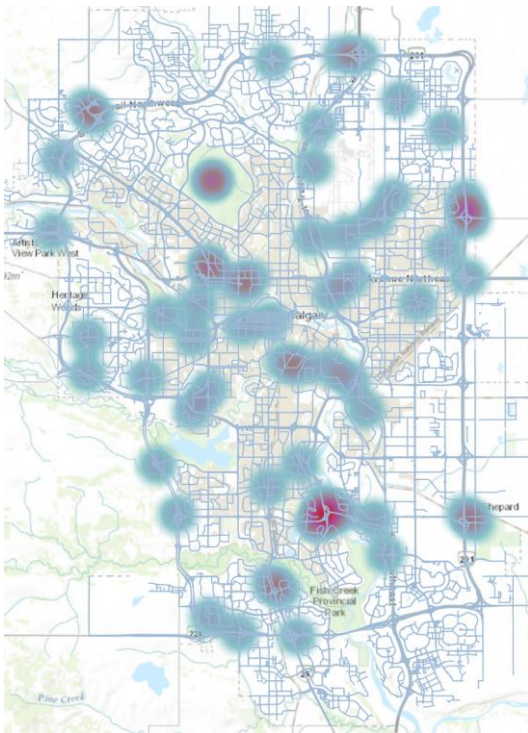
*Total Fatality Collisions (2016-Nov 2025)*



*Pedestrian Fatality Collisions (2016-Nov 2025)*



*Non-Pedestrian Fatality Collisions (2016-Nov 2025)*



*Vehicle Occupant Fatality Collisions (2020-Nov 2025)*

**High Fatality Corridors (2016-Nov 2025)**

Segment	Fatality Collisions	Major Injury Collisions	Potential improvements
Downtown	<b>8 total</b> 5 pedestrian	489	Pedestrian head start signals (leading pedestrian interval)  Ladder crosswalks along one-way arterials (9 AV, Macleod TR, 1 ST, 4 AV, 5 AV)  Speed reduction to 40 km/h with changes to coordination
17 AV SE (26 ST to 52 ST)	5 pedestrian	49	Leading pedestrian intervals, narrow lanes  Ladder crosswalks at traffic signals
Memorial DR NW (Centre ST to 14 ST)	<b>5 total</b> 2 pedestrian	18	Ladder crosswalks, leading pedestrian intervals, signal timing improvements
52 ST NE (Memorial DR to McKnight BV)	<b>4 total</b> 3 pedestrian	96	Leading pedestrian interval, ladder crosswalks, pedestrian phasing strategies
68 ST NE (17 AV SE to 64 AV)	<b>5 total</b> 1 pedestrian	85	Narrow lanes and pilot crosswalk improvements
Crowchild TR NW (Glenmore TR to 24 AV) also	7 total	61	Roadside protection – safety review in progress
Macleod TR (James McKeivitt RD to Shawnessy BV SE)	3 total	14	Improved guide signage and gore pavement markings
Macleod TR (Southland DR to 99 AV SE)	<b>3 total</b> 1 pedestrian	13	In-service road safety review
Metis TR NE (Country Hills BV to 128 AV)	3 total	10	In-Service road safety review
14 ST NW (5 AV to 24 AV)	3 total	20	Pilot crosswalk enhancements such as pedestrian refuge and lane narrowing
16 AV NE (Russet RD to Barlow TR)	3 total	35	Pilot crosswalk enhancements such as pedestrian refuge and lane narrowing

## Key Strategies

## Estimated Cost

### 1. Community Speed Management

**Expected impact:** Lower speeds reduce fatal collision risk by 20–40%, and up to 70% where speeds are below 50 km/h.

#### Measures:

- **Collector posted speed reduction:** Due to the success of the Residential Speed Reduction towards reducing severe collisions, we are reviewing speeds along the collector street network city wide to determine where speed reductions to 40 km/h are appropriate. Collector roads where additional physical traffic calming is needed will be reviewed for traffic calming measures. \$200 – 400K
- **Gateway treatments:** pilot speed reduction measures at collector entry points to communities with previous fatal collisions. This may include narrowing (roadside and/or median), raised crosswalk/speed table and community sign (5 locations, temporary and permanent materials). Potential locations may include: Falconridge Drive NE, Rundlehorn Drive NE, Hawkwood Drive NW, Royal Oak Drive NW, 4 Street NE, etc. \$500K
- **SLOWS speed trailers:** expand speed trailer rotation to two trailers per Ward. \$150K

### 2. Vision Zero Corridor Improvements

**Expected impact:** Reduced fatal collision risk along roads as a result of lower speeds and conflict reduction measures.

#### Measures:

- Between 3-5 corridors with highest numbers of pedestrian and/or vehicle occupant fatalities (17 AV SE, Downtown, 68 Street NE, etc.) will be prioritized for corridor wide deployment of measures to reduce collision risk including: \$2.0M
  - Ladder crosswalks at signals
  - Road diets, narrow lanes, speed reduction
  - Lighting and traffic signal timing improvements
  - Leading pedestrian intervals (LPIs) at all signalized crossings, protected turns, and other signal timing changes
- Pilot new strategies to improve pedestrian and motorist compliance with signals and speeds, such as removing coordination to reduce speeds during nighttime conditions

### 3. Vision Zero Intersection Improvements

**Expected impact:** Reduced fatal collision risk as a result of lower speeds and conflict reduction measures.

**Measures:**

- Between 3-5 intersections with high risk of pedestrian and/or vehicle occupant fatalities (16 Avenue & 19 Street NE, Memorial Drive & 47 Street NE, etc) will be prioritized for improvements to reduce collision risk including: \$1.0M
  - Ladder crosswalks at signals
  - Smart rights, narrow lanes, and roundabouts
  - Lighting and traffic signal timing improvements
  - Leading pedestrian intervals (LPIs) at all signalized crossings, protected left turns, and other signal timing changes

### 3. High-Risk Arterial Crosswalk Upgrades

**Expected impact:** Crosswalk improvements along high collision corridors that require traffic control changes can reduce fatal pedestrian collision risk by 40-70%.

**Measures:**

- **Ground-mounted** crosswalk upgrades to overhead flasher, traffic signal, or Rectangular Rapid Flashing Beacon (RRFB) (e.g. Elbow Drive & 61 Avenue SW) \$2.0M
- **Overhead flasher** crosswalk upgrades to traffic signal
- Pedestrian refuge islands, centerline hardening, or curb extensions to narrow lanes and reduce speeds.
- Pilot lane narrowing at multilane crosswalks using temporary materials.

### 4. High Speed Roadside Upgrades

**Expected impact:** Most vehicle involved fatalities occur on high-speed roadways.

**Measures:**

- Advocate for roadside improvements, barrier protection of hazards, and median high tension cable barrier on high-speed roadways under provincial jurisdiction. \$1.0M
- Implement highest priority recommendations of the Crowchild Trail roadside safety review (ongoing)
- Implement low-cost safety improvements at interchanges, such as gore chevron markings, signage and pavement marking enhancements.



## 5. Missing Sidewalk/Pathway Connections

**Expected impact:** Sidewalks/pathways installed at locations with previous fatalities where pedestrians were struck walking on the road.

**Locations:**

\$500K

- 50 Avenue SE east of Macleod Trail
- 50 Avenue SE west of Barlow Trail

## 5. Monitoring & Performance Metrics

**Expected impact:** Improved communications with Calgarians, increased transparency and engagement.

**Primary KPIs**

- Annual fatalities (total, pedestrian, vehicle-only)
- Serious injury collisions
- Average operating speeds (speed compliance) on key corridors
- Number of fatality locations treated within a distance of improvement

**Data Transparency**

- Publish quarterly updates on plans and implemented measures on Vision Zero webpage including interactive public dashboard with map of fatalities and countermeasures.

**TOTAL**

**\$7.55M**

The strategy options outlined can be implemented in conjunction or separately and will require staff support from Traffic Control and Parking and Signal Engineering and field staff.