

# Calgary Safer Mobility Plan – Annual Report 2025

## Safety Statistics, 2024 Highlights and Actions for 2025

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### Introduction

City of Calgary and Calgary Police Service (CPS) deploy a wide range of highly demanded safety programs and initiatives to Calgarians. These align with the 6E's outlined in the *2024-2028 Safer Mobility Plan (SMP)* that include Engagement, Equity, Engineering, Education, Enforcement and Evaluation.

With numerous changes to Automated Traffic Enforcement (ATE) in the recent years CPS led the effort to evaluate effectiveness of the program its safety benefits. This advocacy resulted in changes to simplify the deployment process of ATE in construction zones and ongoing work is in progress to apply for exceptions with the province to deploy ATE at several high collision locations. CPS have also been focusing on increased deployment of traditional enforcement in partnership with Provincial Sheriffs on Stoney Trail and other high-speed roadways to address excessive speeding that increases the risk of fatal collisions.



*...Mobility free of major injuries  
and fatalities*

The Emergency Management & Community Services (EMCS) Traffic Safety Team launched in March 2025 with the aim to enhance traffic enforcement while prioritizing public education initiatives to encourage traffic safety. The Traffic Safety Team comprised of four units of two officers, works in collaboration with the CPS and Calgary 911 to reduce excessive speeding, and other bylaw infractions, creating safer and more livable communities. Highlights of recent activities are provided below:

- The Traffic Safety Team is currently engaging with schools and will continue to focus on traffic safety around playground zones for remainder of the spring and forward.
- Between March 3 and 21 the Traffic Safety Team in coordination with CPS issued a total of 250 Traffic related tickets and 119 warnings to motorists.
- Next steps for the Traffic Safety Team will be a deployment plan around tackling noisy vehicles in preparation for the summer months.

City of Calgary (Mobility and EMCS Traffic Safety Team) and CPS have been meeting regularly to ensure coordination in the delivery of education and engagement strategies and continue to work closely with school boards and community partners to deploy various resources to where they are needed most.

## Collision Statistics

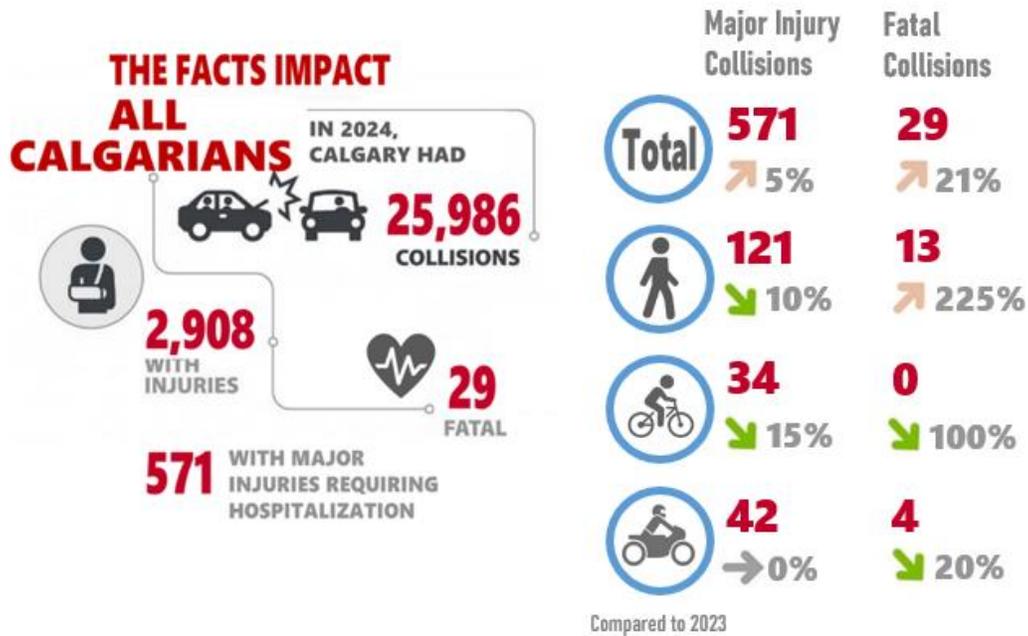
In 2024, there were 29 fatal collisions (24 in 2023), 2,908 injury collisions (2,665 in 2023) and 23,049 property damage only collisions (32,590 in 2023) on Calgary roads. The substantial decrease in property damage only collisions was a result of changes to the collision reporting threshold that increased from \$2,000 to \$5,000 in January 2024. The 2024 societal cost of collisions was estimated to be \$1.4 billion.

Pedestrians were involved in 13 fatal collisions (4 in 2023), and 121 major injury collisions (135 in 2023), while cyclists were involved in 34 major injury collisions (41 in 2023), with no fatal cyclist collisions (1 in 2023).

### Calgary Safer Mobility Plan Indicator Statistics 2024

	2023	2024	% Change (Year over Year)	2021-2023 Average	2024	% Change (3-year Average)
Fatal Collisions	24	29	21	19	29	53
Fatal Collision Rate (per 1M Population)	16.3	18.6	14	12.7	18.6	46
Pedestrian Fatal Collisions	4	13	225	5	13	160
Major Injury Collisions	543	571	5	484	571	18
Pedestrian Involved Fatality+Major Injury Collisions	139	134	-4	117	134	15
Bicyclist Involved Fatality+Major Injury Collisions	41	34	-17	33	34	3
Motorcyclist Involved Fatality+Major Injury Collisions	47	46	-2	37	46	24

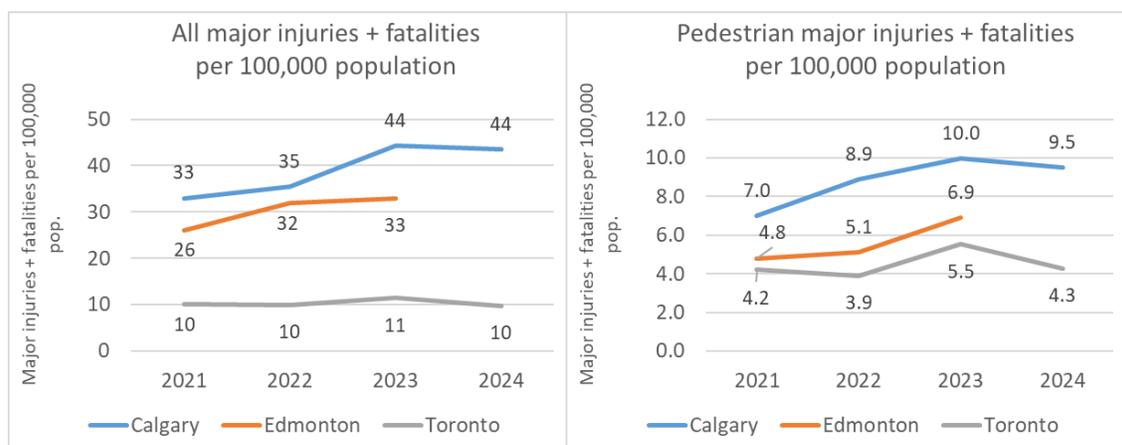
Increases are evident among all categories when compared to the 2021-2023 annual average with highest increase among fatal collisions. This is likely due to the Covid related declines associated with reduced travel demand that were experienced in 2021 and gradually increasing since then. Year over year comparison shows decreases for pedestrian, bicyclist and motorcyclist categories. The fatal collision increase is less pronounced when corrected for population increase over the comparison period. It is likely also related to other factors like increased number of new drivers (approx. 63,000 according to provincial statistics), distraction and speeding.



For comparison purposes, selected cities are shown in the charts below, using the most recently available comparable data. Calgary's collision rates for major injuries and fatalities combined have been increasing post-COVID but have stabilized in the last two years. At the same time, Edmonton's rates appear not to have increased as much, but data is only available until 2023. Toronto's rates have remained relatively stable.

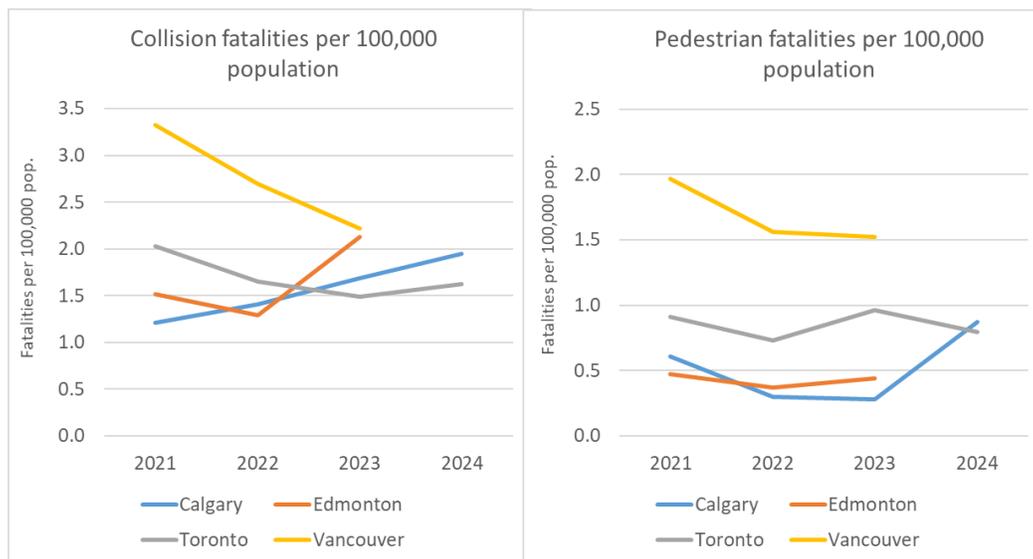
Pedestrian major injury collision rates have been gradually increasing for all cities noted since 2021, with Calgary experiencing most significant increases. This may be related to lower levels of safety funding expended in Calgary compared to other cities, levels of congestion, and proportion of high-speed roadways. More action and investment is needed to close Calgary's gap to other major Canadian cities.

#### Collision Rates for Major Injuries and Fatalities for Various Canadian Cities



Collision rates associated with fatalities specifically is show below for Calgary, Toronto, Edmonton and Vancouver for the most recent years available. Collision fatalities in Calgary per 100,000 population have been steadily increasing post-COVID. At the same time Toronto and Vancouver saw a reversed trend. Edmonton's rates have been fluctuating in a close range to Calgary's, however, 2024 data is not available.

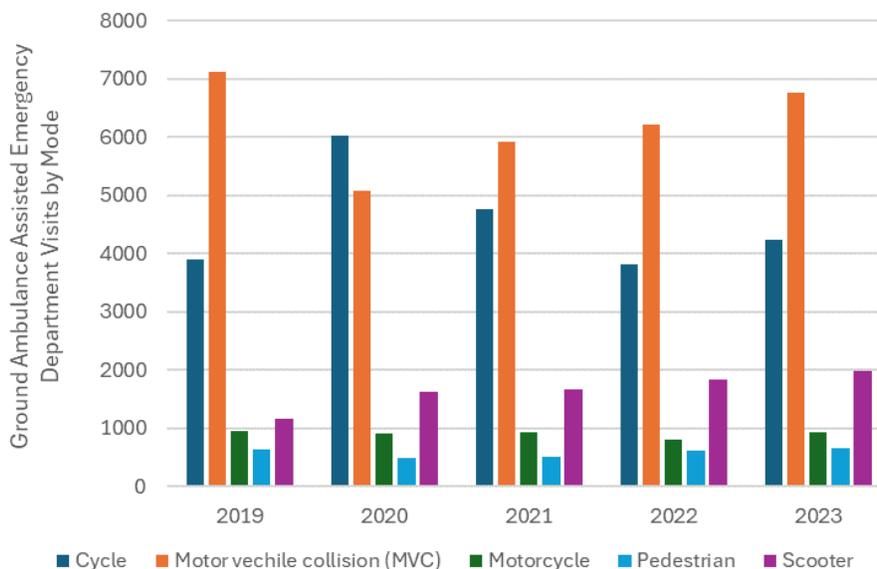
**Collision Rates for Fatalities (Total and Pedestrian) for Various Canadian Cities**



Considering collision rates associated with pedestrian fatalities per 100,000 population, Calgary and Edmonton have trended similarly until 2023, with a substantial increase noted in Calgary in 2024. Calgary's recent increase brought us above Toronto's rates that have remained relatively stable since 2021. Vancouver's pedestrian fatality rates are above the three other cities' but have decreased between 2021 and 2023 (most recent year when data was available).

As police reported collisions only include incidents involving motor vehicles, the data provides limited insight into collisions between two active modes or single bicycle/scooter incidents. Another indicator of safety is Alberta Health Services (AHS) data for all users including pedestrians, bicycle and scooter incidents that resulted in ambulance assisted hospital visits shown below. The data shows that emergency department visits involving bicyclists have decreased since the beginning of the pandemic while motor vehicle occupant visits increased. In addition, bicyclist incidents account for a high proportion of emergency department visits, the highest category after motor vehicles and this proportion is significantly higher than the bicyclist proportion of police reported collisions indicating many bicyclist collisions may go unreported. Scooter related emergency department visits have been increasing gradually since 2019 while motorcycle and pedestrian related visits have remained relatively stable.

### Summary of Alberta Health Services Emergency Department Visits (2019-2023)



### Update on Neighbourhood Speed Limit Reduction

City of Calgary reduced unposted speed limit from 50 km/h to 40 km/h on May 31, 2021. Improving safety outcomes in neighbourhoods through lower operating speeds, was the main goal of the change and the approach taken was a low-cost, high-compliance option aimed at aligning speed limits with observed behaviour. Although this change was not anticipated to result in large changes in speed, it was viewed as a first step on the way to safer speeds.

Injury collision data since the implementation of the changes is presented in the table below for 2022 to 2024. This data indicates an increase in injury collisions for all road classes, however, the increase is the lowest for residential roadways compared to other road classes. The injury collision changes related to the speed limit change are difficult to isolate and are likely muted by the more significant impact of travel pattern and behaviour changes due to the pandemic.

#### Total Injury Collisions by Roadway Class: 2022 to 2024

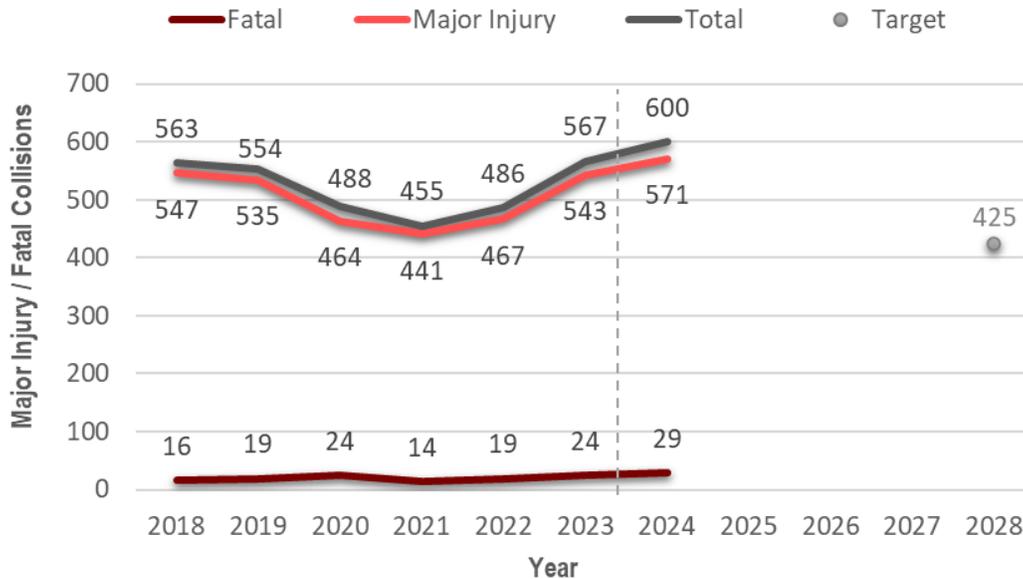
Road Class	2022	2023	2024	% Change
Residential	276	270	288	4%
Collector	405	451	503	24%
Arterial	679	734	821	21%
Skeletal	480	582	604	26%
Other	230	247	259	13%

Notes: "Collector" includes Collector and Primary Collector, "Arterial" includes "Industrial Arterial" and "Local Arterial". "Other" includes "Neighbourhood Boulevard", "Parkway", and "Urban Boulevard".

Furthermore, 2019 was the last year a pedestrian fatality collision occurred on a residential roadway. This was a significant change from the time period prior that saw an average of one pedestrian fatal collision per year (based on 2016-2020 average), indicating a consistent reduction in the recent years.

## Focus Area Targets

### Target #1: Major Injury and Fatality Collision Target



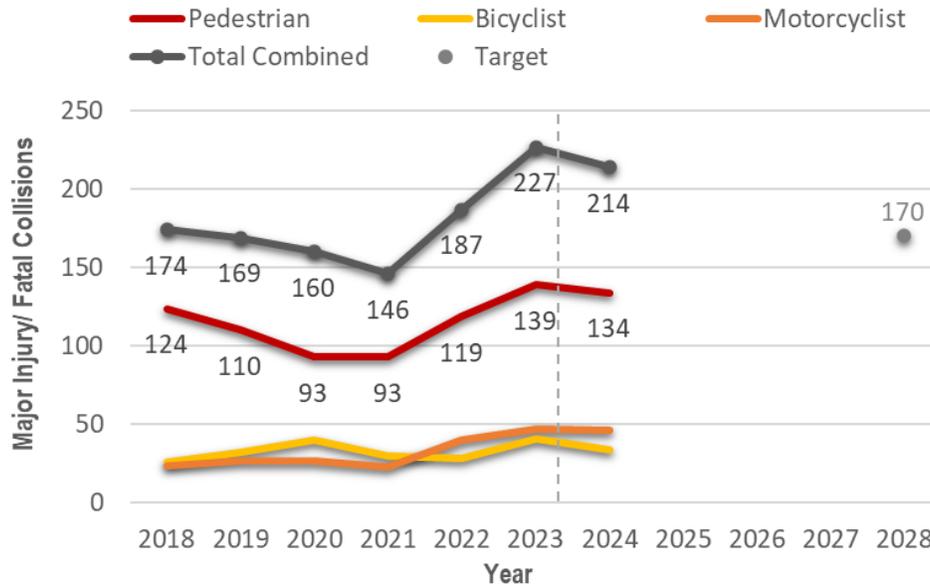
Target: 25% reduction in major injury and fatality collisions

Baseline: 567 major injury and fatality collisions (2023)

*Trend summary:* This briefing presents 2024 collision statistics and progress towards the targets for actions taken in 2023 and prior. Since 2021, there has been a continuous increase in major injury collisions. This is influenced by many factors including the return to pre-pandemic conditions and traffic volumes, population increase, reduced use of Automated Traffic Enforcement, and increased length of the road network.

2024 has been a year of peak fatal collisions compared to previous years, that was mainly driven by increased pedestrian collisions. Collisions involving other modes were lower than previous years.

Target #2: Vulnerable Road User Collision Target



Target: 25% reduction in major injury and fatality collisions

Baseline: 227 major injury and fatality collisions (2023)

*Trend summary:* Major injury collisions involving vulnerable road users reached a 5 year high in 2023, but decreased in 2024. The 2024 reduction is tracking on target towards the goal and is mainly driven by pedestrian and bicycle collisions, with motorcyclist collisions remaining stable.

## 2024 Highlights

2024 was a busy year with significant achievements in the delivery of safer mobility programs and projects. Major highlights are outlined in sub-sections below.

### School and Community Initiatives

As traffic safety is a topic that many citizens are very concerned and passionate about, we partner with CPS and EMCS Traffic Safety Team in the delivery of several ongoing programs to engage, educate and encourage the public, including:



Active and Safe Routes to School Program. In partnership with our facilitator, Ever Active Schools, this program engages with school children and staff to ensure the local roadway network is safe and supportive of active travel. The [Active and Safe Routes to School](#) program is initiated at 10 schools per year.

Safe Student Travel Advisory Group (SSTAG) is a forum to discuss safety issues and potential improvements at schools. Members include school boards, Calgary Police Service, EMCS Traffic Safety Team, Mobility Safety, Traffic Control and Parking, Transit and others as appropriate.

Temporary Corridor Safety Improvements. We work closely with communities to deliver quick-deployment changes with temporary materials and address safety concerns in the short-term. This allows us to trial the changes and make any adjustments before the permanent measures are installed. In 2024, we deployed temporary traffic calming curbs along four corridors in the communities of Hidden Valley, Cranston, and Auburn Bay. In addition, 40 intersection treatments were installed at schools and other community locations.

Public Safety Education and Awareness. We deliver quarterly public safety media campaigns including Distracted Driving and Back to School. See Attachment 4 for more information. The Report Impaired Driving program in partnership with MADD deploys educational signage twice per year (December and July). We also support our partners by sharing easily replicated safety messaging for dissemination.

SLOWs Speed Trailer Rotation Program. We deploy [speed trailers](#) at locations where citizens have brought concerns about speeding. The rotation is done in two week increments between May and November, weather permitting.

Residential Areas Educational Sandwich Board Program. Citizens who live in a residential area where kids are at play, and have concerns about speeding or traffic safety, can request an [educational sandwich board sign](#).

Additional ongoing Safer Mobility programs that rely on the key partnership between CPS, EMCS Traffic Safety Team and Mobility Safety are outlined below:

- *Safer Mobility Plan Meetings:* Monthly meeting to discuss our ongoing collaboration and actions related to focus areas of the Safer Mobility Plan.
- *Safer Mobility Operations Team (SMOT):* Bi-monthly meeting where City staff, CPS, and other partners discuss emerging issues and community safety concerns.
- *Recon Meetings:* Quarterly meeting with the reconstruction team to review recent incidents and identify potential solutions where engineering related countermeasures are appropriate.

Other important areas of collaboration include special events and emergency response coordination where CPS, Traffic Services, and the Traffic Management Centre work together in coordinating special events, unplanned gatherings, emergency response, incident clearance activities and hostile vehicle mitigation.

### **Engineering: Network Level and Spot Improvements**

With the mandate to reduce the number of severe injuries and fatalities on Calgary's roadways, we ensure that our practices and strategies are data driven and evidence based. Below are some highlights for 2024.

Network-wide Safety Performance and Prioritization. With a focus on collision reduction and to obtain high value on investment of our limited resources, we completed an external study to identify our high injury network that will help us develop cost effective projects and prioritise locations of highest concern.

Identification of Safety Improvements. We completed eight In-service Road Safety Reviews at high collision locations. The findings have been used by project teams, implemented as part of the safety capital programs, or through other internal groups.

Evaluation of Countermeasures. We have been evaluating our previous project to aid in planning and predicting value of future investments.

- *Walking and cycling improvements* – we implement changes at pedestrian collision locations to reduce risk. The deployment of Leading Pedestrian Intervals (LPis), left turn arrows, temporary curb extensions, medians/centreline hardening, and other countermeasures has resulted in pedestrian collision reductions of 50-100%.
- *Left turn across path improvements* – we treat locations with left turn collisions typically resulting in installation of left turn arrows and other low cost signal improvements. When appropriate, protected only left turn phasing can result in 85-95% collision reduction for left turn across path collisions.
- *Right turn improvements*– undertaken to prioritize our top right turn collision locations. The ongoing work has contributed to the reconstruction Calgary's highest right turn collision locations. These improvements have resulted in 60-90% reduction of collisions for motorized and non-motorized users.
- *Temporary curb extensions* – Evaluations of previous projects indicated that the changes were associated with a 50% pedestrian collision reduction and 27% injury collision reduction across all sites implemented between 2018 and 2019.

Speed Limit Reduction Program. In 2021, the City of Calgary reduced the standard speed limit from an unposted 50 km/h to 40 km/h. Citizens continue to request speed reductions for other roadways posted at 50 km/h and others see reductions as part of corridor safety improvements that install measures to promote safer speeds. In 2024, 30 streets have been requested for a speed limit reduction of which data collection and review was completed at 6 locations with 4 approved for reduction to 40 km/h. The remaining 24 locations is pending speed data collection prior to review. We are working on a strategy to review all city neighbourhoods without the need to request by citizens to ensure the changes are being implemented equitably.

Safety and Accessibility Improvements. Construction of over 50 permanent safety and accessibility improvements resulting in safer crosswalks, intersections, and sidewalks for Calgarians of all ages and abilities.

Mobility Safety Education and Tool Kit. We developed a new educational resource for elementary-aged children and families, the Mobility Safety Education Tool Kit. The kit currently includes a designated webpage, the Calgary in motion! Activity Book, Conversation Guide and Crosswalk Safety Video. In 2024, we expanded the program through partnership with schools to distribute the activity books to all Grade 3 students, expanded "Staying Safe on City Streets" video series, translated resources into additional languages, and initiated the Travel Safe Student Video Contest.

Speed Cushion and Speed Hump Pilot. The pilot resulted in installation of 35 temporary speed cushions/humps along seven corridors and data collection. The preliminary findings and next steps have been summarized in Attachment 3.