

In 2023, the Province of Alberta restricted municipalities' ability to use photo radar and automated speed enforcement.

That means Calgary lost one of its most effective tools for protecting people near schools, playgrounds, and major intersections.

The Calgary Party will fight to restore the City's authority to use automated speed enforcement and mobile photo radar with clear rules, transparency, and a focus on high-risk areas. This includes:

- School zones, playgrounds, and senior centres
- High-collision intersections and collector roads
- Streets with known speeding issues identified through data

In cities like New York and Toronto, automated speed enforcement has reduced speeding by over 70%. It's not about punishment—it's about prevention.



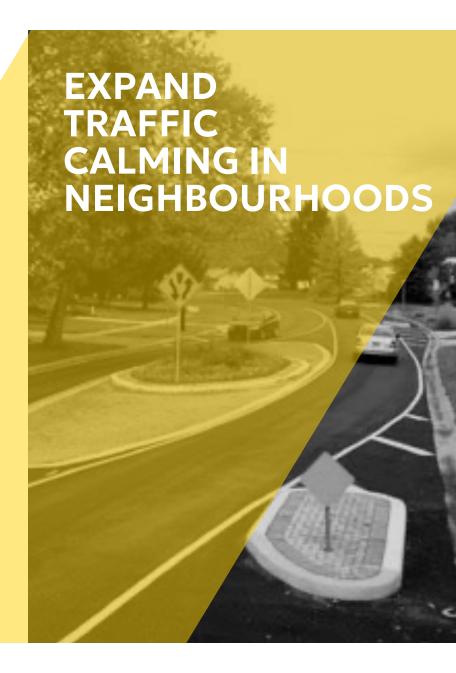
Many communities in Calgary are still waiting for traffic calming infrastructure.

Meanwhile, cars speed through local roads designed decades ago for a different era.

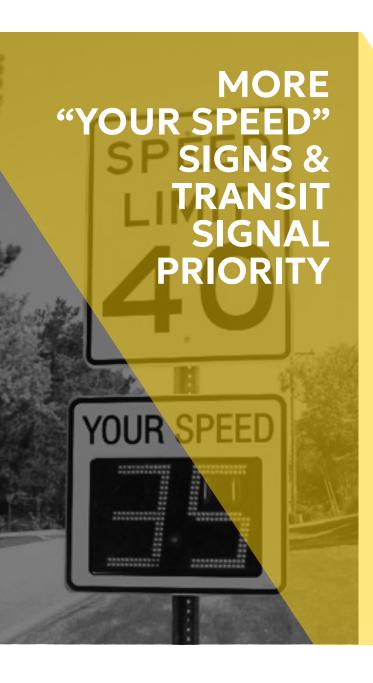
The Calgary Party will prioritize fast-tracked delivery of traffic calming in residential areas, including:

- Speed humps and raised crosswalks
- Traffic circles and curb extensions
- S-curves and lane narrowing
- Bollards and vehicle diverters
- Bold, colourful crosswalks at high-traffic intersections
- Painted curb extensions and bike boxes
- Mid-block pedestrian crossing zones with signage and pavement markings.

Cities like Dayton, OH and San Francisco have used these tools to cut collisions, reduce speeding, and even lower crime.







Small tools. Big impact.

Calgary already uses driver feedback signs ("Your Speed: XX km/h") and transit signal priority to improve road behaviour, but deployment is limited. These tools work and it's time to scale them up.

The Calgary Party will:

- Double the number of feedback signs across school zones and residential streets
- Expand transit signal priority to major corridors with frequent service
- Use data to track effectiveness and adjust deployment based on results

When drivers get real-time feedback, they slow down. And when transit gets a green light, it moves more efficiently and safely.



It's all in the design!

Long-term, the best way to make streets safer is to build them for people—not just cars. That means:

- Mixed-use zoning that lets people walk to shops and services
- Narrower streets and tighter intersections
- Ample sidewalks, bike lanes, and green buffers
- Reduced reliance on cut-through commuter traffic in residential areas

Cities like Oslo and London are embracing "low-traffic neighbourhoods" that reduce crashes and encourage walking. Calgary can do the same, without sacrificing access. This is about designing safer places, not just policing them.

