

Street Manual Overview

The City of Calgary is updating its citywide planning documents to work together seamlessly, creating a concise 30-year vision and 10-year action plan for Calgary’s future. The City Building Program results in three planning tools: the Calgary Plan, the Zoning Bylaw, and the Street Manual

The City Building Program is currently engaging with industry and other external interested parties on the draft of the Street Manual.

1 - CALGARY PLAN	2 - ZONING BYLAW	3 - STREET MANUAL
Merging and updating the Municipal Development Plan with the Calgary Transportation Plan	Currently called the Land Use Bylaw 1P2007	Combining elements of the Complete Streets Guide with the Design Guidelines for Subdivision Servicing (Calgary’s road standards)

Vision

The Street Manual will guide how streets are designed in both new and established communities. It will focus on enabling safe and inclusive streets for all Calgarians, while advancing Calgary’s environmental and economic goals.

The new guide will better integrate the role of streets in the development of communities, high-activity areas, and industrial areas across the city.

What is being updated?

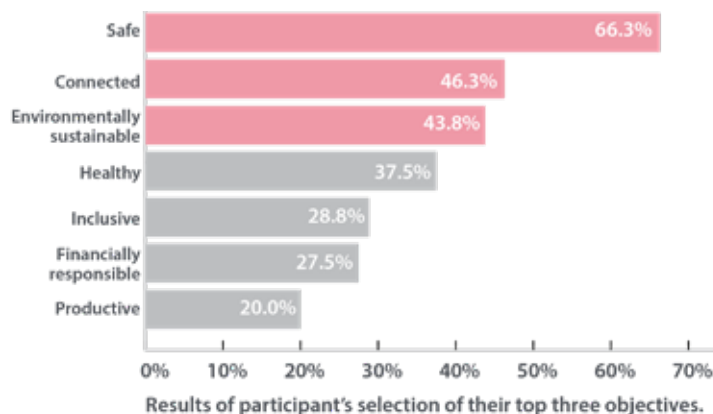
The design guide will simplify street classifications, update detailed cross sections and design guidance for walking, wheeling, transit, goods movement, vehicular traffic and intersection design. Better retrofit design and traffic calming guidance will be included. Existing complete street policies will be refined and moved to the Calgary Plan.








Phase 2 Engagement

WHAT WE HEARD




During Phase 2 Engagement, we asked Calgarians which Street Manual Objectives were most important to them. The top three were:




- Safe
- Connected
- Environmentally Sustainable



Key Objectives	DESCRIPTION	WHAT WE ARE DOING
 SAFE	Using a Safe System Approach, design and operate streets to prevent deaths and serious injury.	<ul style="list-style-type: none"> • Lowering target speeds • Narrowing streets & travel lanes in residential areas • Separating pedestrians & cyclists in residential areas from vehicular traffic
 CONNECTED	Connect Calgarians to their destinations and create opportunities for social interactions by connecting streets, public realm, and buildings.	<ul style="list-style-type: none"> • Providing the space and design elements in the urban realm for users to interact • Connecting walking and wheeling/cycling to transit
 ENVIRONMENTALLY SUSTAINABLE	Mitigate pollution and support climate action by expanding the urban forest, manage stormwater, and enable travel by walking, wheeling and transit.	<ul style="list-style-type: none"> • Creating space for public street trees with soil volumes to sustain them • Providing opportunities for integrating low impact development • Incorporating facilities to encourage walking and wheeling/cycling
 HEALTHY	Support belonging, emotional well-being and physical health by creating comfortable environments to live and play.	<ul style="list-style-type: none"> • Providing comfortable facilities to encourage walking and wheeling/cycling • Incorporating universal design elements
 INCLUSIVE	Enable affordable travel options and incorporate universal design to support independent mobility for all ages and abilities	<ul style="list-style-type: none"> • Incorporating facilities to encourage affordable travel options • Incorporating universal design elements
 FINANCIALLY RESPONSIBLE	Support both short- and long-term financial sustainability by minimizing costs from collisions, constructions, maintenance and pollution.	<ul style="list-style-type: none"> • Designing to optimize use of right-of-way space • Minimizing pavement width • Designing for efficient maintenance
 PRODUCTIVE	Enable productive commercial and industrial areas by supporting goods movement, access, and parking.	<ul style="list-style-type: none"> • Facilitating goods movement by providing adequate street, intersection and driveway width • Providing on-street opportunities for commercial loading and parking

Key Improvements

-  Street classifications are simplified
-  Improved retrofit guidance
-  On-street parking is re-examined

-  Walking environment is more comfortable
-  More public street trees
-  Safer bicycle/wheeling facilities

Street Manual Timeline

JANUARY–NOVEMBER 2024 DRAFT 1, DRAFT 2, AND EXTERNAL DRAFT DEVELOPMENT	The Street Manual team has been working closely with the wider City Building Program team and internal interested parties to develop two drafts of the Street Manual over the past year. We now have a draft ready to share and discuss with industry and other external interested parties.
DECEMBER 2024 – MAY 2025 PHASE 4 ENGAGEMENT ON EXTERNAL DRAFT	An external draft of the Street Manual and supporting materials were circulated to external interested parties on November 26, 2024. The review period closed January 20, 2025. As of mid-April, four workshops were held with utility companies and the development industry to discuss and resolve issues.
JUNE–OCTOBER 2025 FINAL DRAFT DEVELOPMENT	During this time, the final draft will be developed incorporating feedback from Phase 4 engagement and completing Chapter 9: Intersections and Chapter 10: Traffic Calming.
NOVEMBER–DECEMBER 2025 FINAL DRAFT ENGAGEMENT	The complete Chapter 1-10 document will be engaged on with external interested parties one last time prior to seeking administrative approval for the updated design guidelines in the Street Manual.
Q1 2026 ADMINISTRATIVE APPROVAL	The Final Draft of the Street Manual will go through an internal administrative approval process in early 2026.
Q2–Q3 2026 IMPLEMENTATION	This period will involve education/training, changes to policy/bylaws, professional authentication of the design standards, and a schedule for industry roll-out of the design standards.

Document Structure and Chapters



CHAPTER 1 **INTRODUCTION**

This chapter covers the vision, objectives, and purpose of the street manual before covering key concepts that guide the document. How to use the document, the design process, and design exception process is also covered.



CHAPTER 2 **DESIGN CONTROLS & STREET CLASSIFICATION**

This chapter covers key design principles, target speed (aligned to the Safe System Approach), the operating envelope for users and vehicles and the street classifications.



CHAPTER 3 **ALIGNMENT & LANE CONFIGURATION**

The guidelines in this chapter outline the design parameters for horizontal and vertical alignments, crossfall, and superelevation that applies to street design in Calgary. The following sections detail specific design guidance that supplements or supercedes guidance contained in Chapter 3 of the TAC Geometric Design Guide for Canadian Roads (TAC GDG).



CHAPTER 4 **CROSS-SECTION ELEMENTS**

This chapter covers design zones and their respective design requirements, target values, design domain values and typical cross-sections by street classification. There is also guidance on bus stops and sound attenuation.



CHAPTER 5 **BICYCLE FACILITY DESIGN**

This chapter provides specific design guidance for bicycle facilities including cycle tracks/protected bicycle lanes, multi-use paths/bicycle paths. Bikeway facility selection, geometric design elements, bike ramps, universal design elements, and facilities at transit stops are also covered.



CHAPTER 6 **WALKING AND WHEELING FACILITY DESIGN**

This chapter provides specific design guidance for pedestrian facilities including sidewalks, multi-use pathways, walkways and trails. Walkway geometric design elements, frontage zone elements, universal curb ramp design, and mid-block crosswalk design is covered.



CHAPTER 7 & 8 **ROADSIDE DESIGN & ACCESS**

Chapter 7 provides design guidance for higher-speed road side design such as clear zones and recoverable side sloping. Chapter 8 provides design guidance for site specific and community access including dead-ends, and emergency access.



CHAPTER 9 & 10 (under development) **INTERSECTION DESIGN & TRAFFIC CALMING**

Chapter 9 will provide design guidance for intersection design including universal design and crossing elements for pedestrians and cyclists. Chapter 10 will provide design guidance around traffic calming existing streets that have been over-designed.