

## Investing in mobility

Keeping Calgarians on the move, whether by foot, bicycle, public transit or vehicles, requires thoughtful consideration and long-term planning.

The City of Calgary's Investing in Mobility (2013 – 2022) is a strategic plan that defines the priority and timing of capital transportation infrastructure projects for the next 10 years and helps to inform Council's capital budget decisions.

## Types of infrastructure

From new construction to maintenance, Investing in Mobility uses four categories to identify infrastructure projects needed to maintain and improve Calgary's overall transportation network over the next 10 years.

- › Mobility hubs and transit corridors.
- › Goods movement and traffic growth.
- › Transportation network optimization.
- › Life-cycle and asset management.

## Who decides on the priorities?

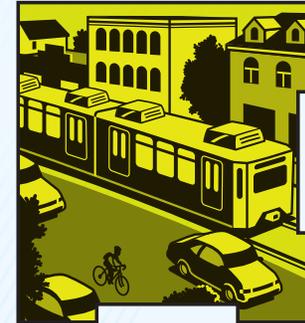
The 10-year Investing in Mobility plan is approved by Council, which together with the Corporate Growth Management Framework, provide key inputs into Transportation's three-year capital budgets. Project priorities and funding availability are reviewed every three years as part of The City's three-year business planning and budgeting cycle.

## Learn more

For more information on the 10-year Investing in Mobility plan, visit [calgary.ca](http://calgary.ca).

# Investing in Mobility

## 2013 – 2022 Transportation Infrastructure Investment Plan



2012-1494

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# Types of infrastructure



## Mobility hubs and transit corridors

Projects support the travel needs of areas with intensified developments along roadways and around key transit hubs (i.e., transit-oriented developments).

### Examples include:

- › Light rail transit (LRT), bus rapid transit (BRT) and other investments to support the Primary Transit Network.
- › Complete streets and streetscape enhancements.
- › Walking and cycling infrastructure.
- › Major road infrastructure to support intensification.

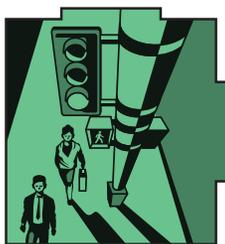


## Goods movement and traffic growth

Projects improve travel speeds and reliability for commercial vehicles and commuters on major road corridors.

### Examples include:

- › New interchanges and bridges.
- › Road widening and upgrades.
- › New road connections to provincial projects, such as the ring road.



## Transportation network optimization

Projects maximize the use of existing infrastructure to improve travel times, reliability and safety for all modes of transportation.

### Examples include:

- › Safety enhancements.
- › Optimization projects (e.g., lane reversals, minor roadway enhancements, etc.)
- › City-wide walking, cycling and pathway improvements.
- › Intelligent Transportation Systems (ITS) to monitor, manage and inform travellers.



## Life-cycle and asset management

Projects maintain the transportation system in a reasonable state of repair to provide safe and reliable service for all transportation modes.

### Examples include:

- › Roads (e.g., pavement, sidewalks, bridge rehabilitation, streetlight maintenance).
- › Transit (e.g., replacement vehicles, LRT system rehabilitation).
- › Bikeway, pathway and pedestrian overpass maintenance.
- › Neighbourhood and local improvement programs.

## How are projects prioritized?

Transportation infrastructure projects are selected and prioritized based on key directional and policy documents, such as:

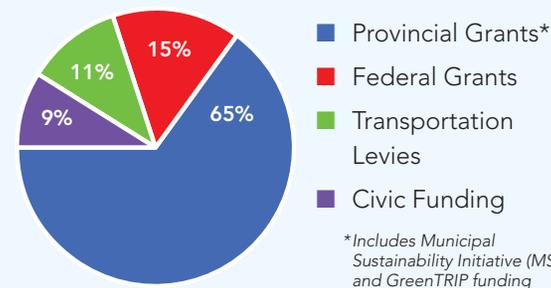
- › imagineCALGARY
- › Calgary Transportation Plan (CTP)
- › Municipal Development Plan (MDP)
- › 2020 Sustainability Direction
- › Council's Fiscal Plan for Calgary

Investing in Mobility uses objective evaluation criteria to assist in prioritizing major infrastructure projects in each infrastructure category. Other considerations include funding eligibility and inter-departmental planning processes.

## Where does the money come from?

The pie chart below shows the primary sources of funding for projects identified in the 10-year infrastructure investment plan coming from provincial and federal grants, transportation levies, and civic funding.

### Primary Funding Sources for Capital Transportation Projects



Funding for capital transportation projects is expected to decline significantly from 2013 to 2022 with the end of a number of provincial and federal funding programs. Securing new, consistent and flexible funding sources continues to be a high priority.