



# Mobility

The Calgary Plan supports a range of travel options by prioritizing transit and improving safe, connected networks for walking, wheeling and driving. It provides direction and mapping to guide mobility networks and improve access across the city.

## What did we hear from Calgarians?

Safe walking routes to school are important.

Desire for safe, affordable and convenient transit.

Desire for comfortable, connected and efficient mobility options.

Concerns about parking supply on streets and in communities.

## What does the Calgary Plan say?

- Safe and convenient walking routes with connected sidewalks and frequent crossings, prioritizing access for people of all ages and abilities.
- Safe and connected cycling routes with secure bike parking.
- Safe, frequent, convenient and affordable transit, with priority measures on the primary transit network.
- Green and connected streets designed for transportation choice and emergency access.
- Efficient goods movement connecting consumers, businesses and regional, national and international trade networks.
- City management of on-street parking in high-demand areas.
- Civic facilities, parks and public recreation connected to walking, cycling and transit.
- A mobility system that is adaptable to changing travel patterns and emerging technologies, while anchored in safety, choice and sustainability.

## What is consistent with the current MDP?

- Streets are designed as a connected network supporting all modes of travel in an integrated and coordinated way.
- All transportation options prioritize safety, comfort, accessibility and usability.
- The primary transit network forms the backbone of an all-day, citywide transit system connected to other travel modes.
- A coordinated freight and rail network that supports efficient goods movement.
- The street network is organized hierarchically, well-maintained, adaptable to disruption and designed to support emergency access and operations.

## What has changed?

### Safe walking and cycling routes, especially to school

Designate school zones as walking priority corridors with safe, accessible sidewalks and crossings. Connect these routes to the citywide walking and cycling network, making it safe for people, especially children, to walk and bike to school.

### Why?

Protecting the things people love about Calgary

### Plan reference

3.2.2 Walking  
3.2.3 Wheeling

### Clear road and street network

Organize roads into skeletal roads, arterial streets and collector streets to create a connected network that optimizes existing capacity and supports safe and efficient travel for all users as Calgary grows.

Infrastructure keeping pace with growth

3.2.5 Streets

### Smart parking

Manage on-street parking as a public asset and monitor parking supply in relation to demand as Calgary grows. Enable some flexibility for developments to identify their parking needs, with additional flexibility near transit stations. Design parking areas to integrate with walking paths, landscaping and other neighbourhood features.

Infrastructure keeping pace with growth

2.3 Urban form  
3.2.7 Parking

Check out the draft Calgary Plan | [calgary.ca/citybuilding](http://calgary.ca/citybuilding)



### Primary transit network

A permanent network of high-frequency transit services, regardless of mode, that operates every 10 minutes or better, 15 hours a day, seven days a week.

### Walking priority corridor

Streets with an enhanced walking experience such as wider sidewalks, seating, trees and landscaping.

### Skeletal roads

Roads that move traffic over long distances. They typically operate at higher speeds and have limited direct interaction with adjacent land uses.

### Arterial streets

Streets that provide direct connections between multiple neighbourhoods and major destinations.

### Collector streets

Streets designed to gather and disperse traffic within neighbourhoods, connect to arterial streets and support community destinations.

Related Council priorities:

### Functional transportation network

