

# Mobility monitor

## Transportation Data

Monitoring today,  
for tomorrow.

## This issue

Changing  
demographics  
and their  
effects on  
transportation

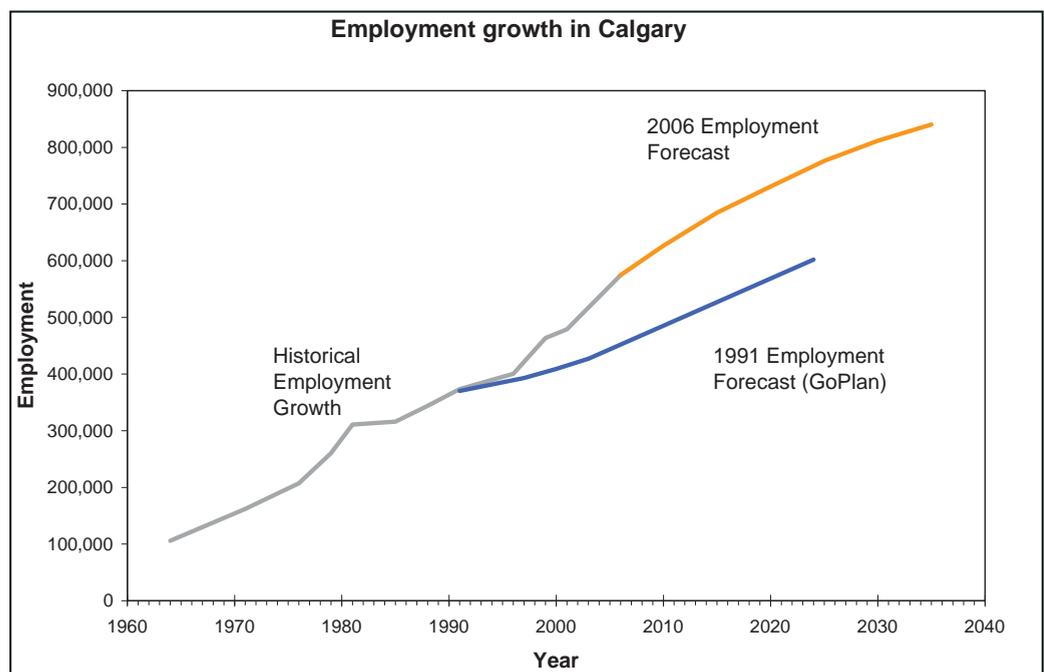
November 2007  
Issue #19

### KEY FINDING

***The GoPlan projected employment of 602,000 in Calgary by 2024. This level of employment is now expected in 2008.***

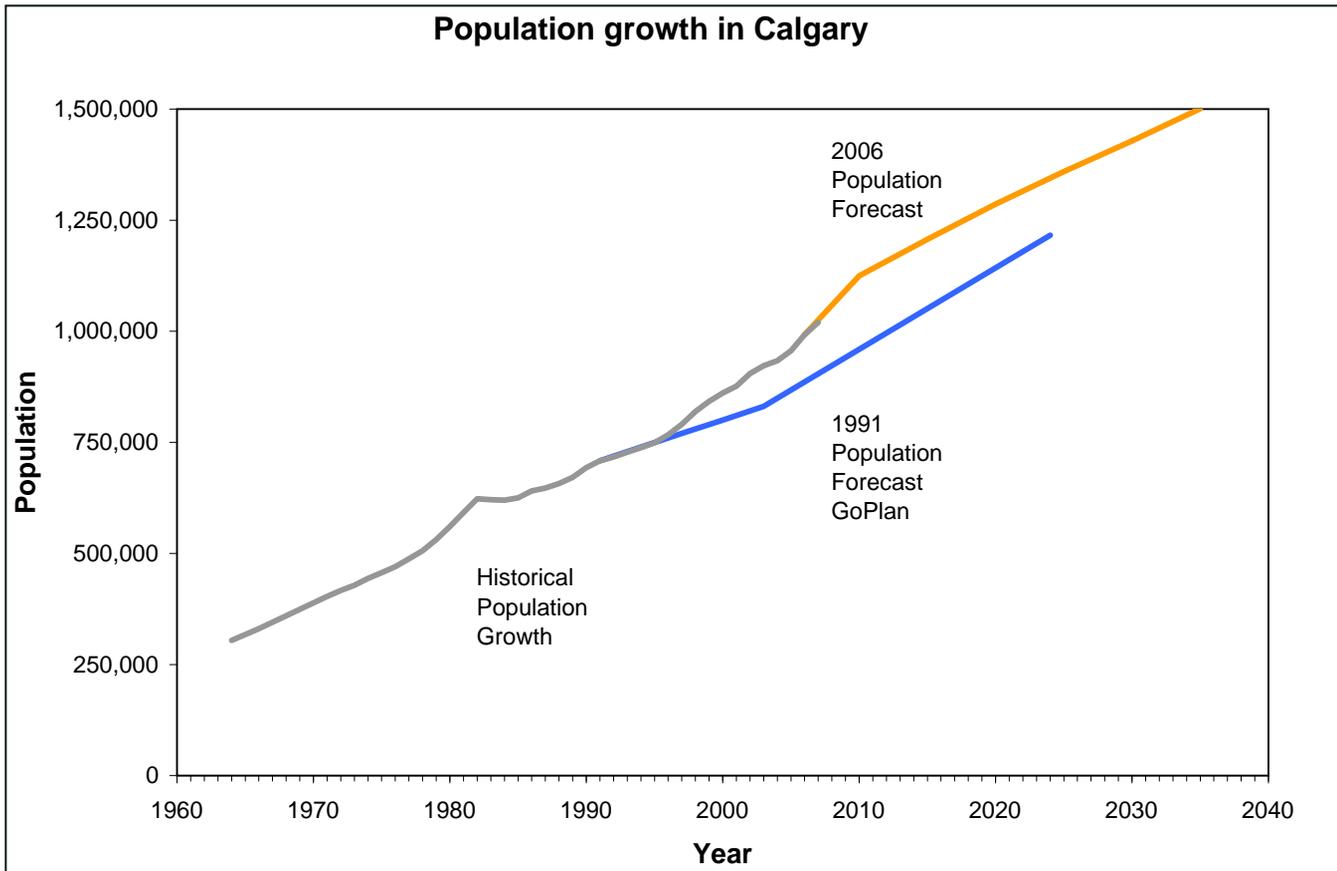
Population, employment and age distribution influence transportation demand in Calgary. The City tracks and forecasts these demographic characteristics.

- During The GoPlan it was projected that employment would reach 602,000 in Calgary by 2024. In 2006 the Civic Census found that employment had reached 574,655. The 2006 employment forecast suggests that employment will reach 602,000 in 2008.
- Peak hour travel demand is dominated by commuting to or from work. The levels of peak hour travel demand that GoPlan forecast for 2024 may be reached as early as 2008.
- The rate of employment growth (20 per cent from 2001 to 2006) is faster than the rate of growth in population (13 per cent from 2001 to 2006).



## KEY FINDING

*The population of Calgary continues to grow rapidly, although this growth is expected to moderate after 2010.*



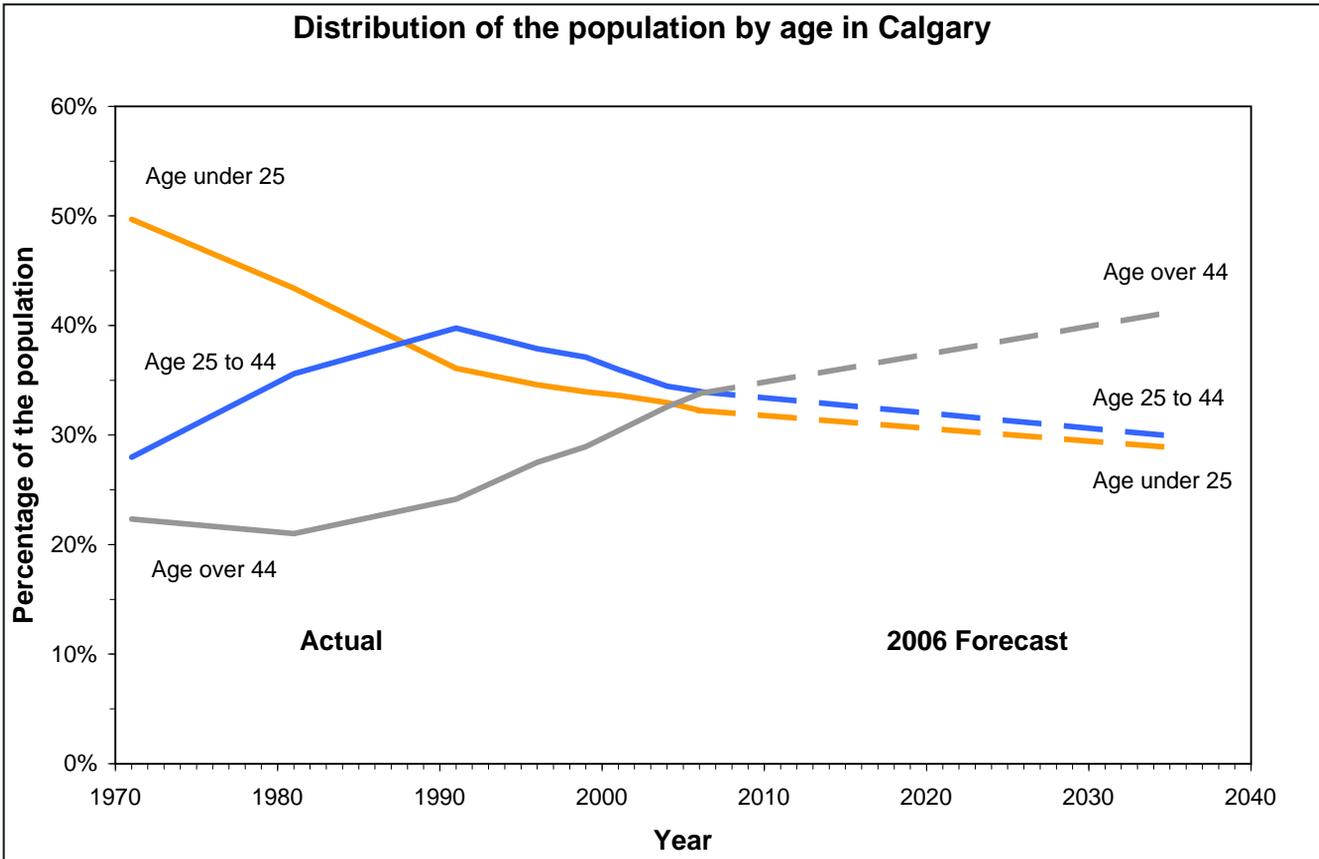
- During the GoPlan, Calgary was expected to reach a population of 1,216,000 by 2024. Even though growth is expected to slow in coming years, this population level is now expected by 2016.
- While unexpected economic and technological developments could cause the forecasts to change, continued high growth is expected to remain a factor in planning Calgary's transportation system.
- The report "Socio-Economic Outlook 2006 to 2016", produced by Corporate Economics in October 2006, suggests growth will be slower after 2010 because the retirement of baby-boomers will limit the growth of the labour force.

## Sources of Information

The historical population and employment estimates for Calgary are obtained from The City of Calgary Civic Census. The population is collected every year, while the employment is collected about every three years. After 1991 the population by age groups was obtained from the Civic Census. In 1991 and earlier, the age breakdown was obtained from the Federal Census. The forecasts were provided by the Corporate Economics & Geodemographics division of the Land Use Planning and Policy business unit.

## KEY FINDING

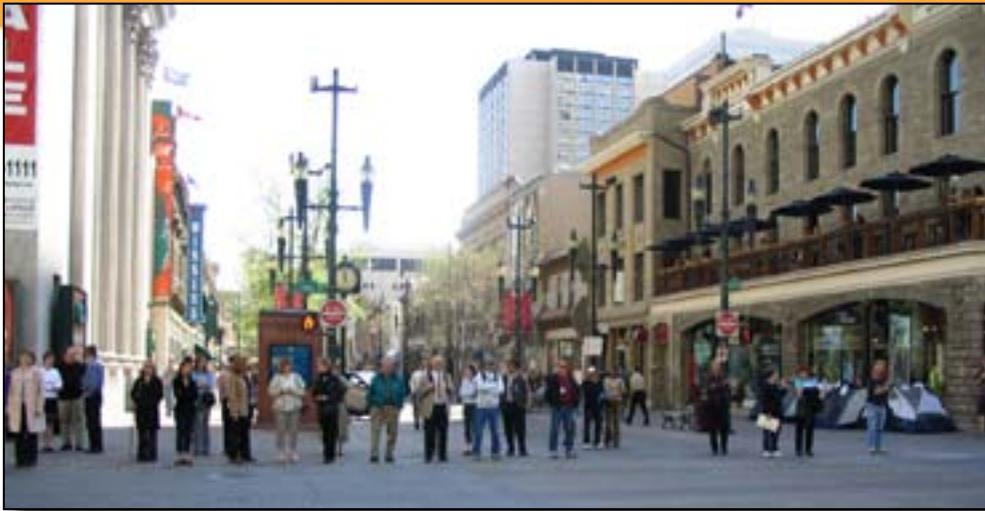
*The distribution of population by age has shifted in Calgary over the last 30 years, and this distribution is expected to continue to change.*



- The proportion of people under 25 dropped between 1971 and 2006. This decline is expected to continue, but at a slower rate. People in the under-25 age group are more likely than others to use alternatives to single occupant vehicles.
- The proportion of people aged 25 to 44 increased from 1971 to 1991, but has been declining since then. This decline is expected to continue.
- The proportion of people over 44 declined from 1971 to 1981, but has been increasing since then. This increase is expected to continue. People in the over-44 age group are more likely to require special needs transport and less likely to use alternatives to single occupant vehicles.

## Economics and geodemographics

The Economics and Geodemographics division of the Land Use Planning and Policy business unit is responsible for tracking and forecasting population, employment and demographics in Calgary.



## Implications

- In 2008 employment in Calgary is expected to reach the level projected in the GoPlan for 2024. Peak hour travel demand is dominated by commuting to or from work. The levels of peak hour travel demand that the GoPlan forecast for 2024 may be reached as early as 2008. This gives added urgency to the completion of the new Land Use and Transportation Plan.
- Continued high growth is expected to remain a factor in planning Calgary's transportation system.
- High growth rates reduce timelines for decision making. This will challenge The City when making decisions on the future development of Calgary's transportation system. The strategic decision-making process for transportation will need to respond more quickly to changing conditions.
- With the under-25 age group in decline, the City will need to encourage more people from the over-25 age groups to consider alternatives to single occupant vehicles.
- With the over-44 age group growing, the demand for special needs transport can be expected to increase. The use of single occupant vehicles will increase, unless further efforts are made to encourage this group to consider alternatives.

## Recommendations

- Revise the strategic decision-making process in the Transportation department to respond more rapidly to change.
- Continue to monitor demographics trends and consider their impact on travel demand.
- Consider the changing demographics of Calgary's population when planning future transportation services.

## How accurate and reliable are these data?

How concerned should you be by the potential for error in the data presented in The Mobility Monitor? The data presented here are derived from the Civic Census or Federal Census, both of which are very reliable. Some of the information is based on a sample drawn from the Census, and therefore less reliable. The forecasts are subject to some uncertainty beyond what is collected in a census or a survey.

It must be kept in mind that no one source of information can claim to be infallible. Consideration and appropriate weighting of other sources of information is to be encouraged before making decisions.

## The Mobility Monitor

The Mobility Monitor is part of the Ongoing Monitoring and Implementation Program (OMIP) for the Calgary Transportation Plan (CTP). The purpose of the Mobility Monitor is to report on strategic trends and events that affect the implementation of the CTP, and to recommend future actions. The Mobility Monitor is produced by the Transportation Data division of Transportation Planning.