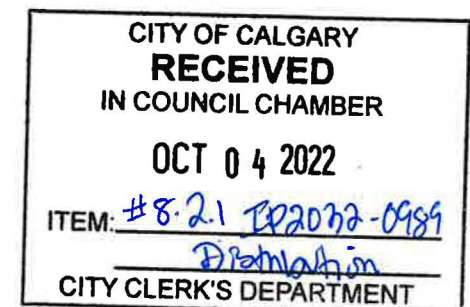


Car Ownership Data: An Inconvenient Truth

Presented by Estelle Ducatel (Mount Pleasant)

Oct 4, 2022

- Review of available data not provided by Administration
 - City of Calgary: Changing Travel Behaviour in the Calgary Region, October 2013
[Changing Travel Behaviour in the Calgary Region - The City of ... - MOAM.INFO](#)
 - AB and BC Vehicle Registration and Population (Statistics Canada and GOA)
[Vehicle registrations, by type of vehicle \(statcan.gc.ca\)](#)
[Population estimates, quarterly \(statcan.gc.ca\)](#)
[Population \(alberta.ca\)](#)
- Review of Vancouver data referenced by Administration to showcase reduced car ownership trends in large cities
 - Vancouver: based on 2016 census data – only 2 points in time
[Car ownership declining in City of Vancouver - Transportation | Business in Vancouver \(biv.com\)](#)



City of Calgary Study

Changing Travel Behaviour in the Calgary Region, October 2013

2

Background Section:

- “Approximately every 10 years, the City of Calgary conducts a comprehensive household travel and activity survey ...”
- “... Latest survey was conducted from January to May **2012**”.
- “The information is used to update the Calgary Regional Transportation Model (RTM)... a simulation that is **used to support transportation and LAND USE PLANNING decisions**”.

2022 survey is due! 10 years since last survey

Survey is **REQUIRED** to support Land Use Planning → Best Practices

Key Findings:

- “Travel for other purposes is an increasing share of daily travel” → it’s not just about going to work!
- The availability of autos has increased in Calgary: data “suggests that **households are increasing the number of vehicles they own** to align with the numbers of drivers in the household”

Why is Administration not referencing this important document?
Too many inconvenient data points

Study Findings

From 1981 to 2011: 23% increase in auto ownership despite a decline in average household size

Increase of vehicles per households
Increase in homes without vehicles in 2011 deemed insignificant

Figure 26: Historical Household Auto Ownership Rates - City - 1971 to 2011²

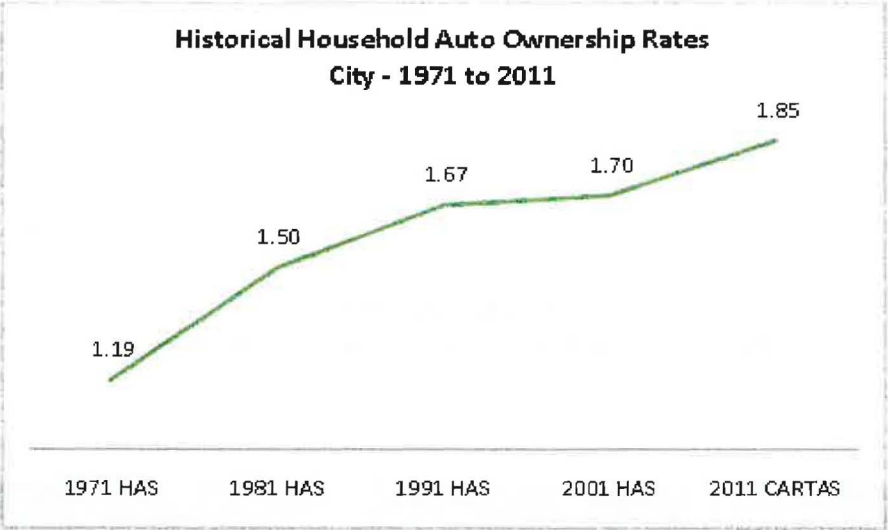
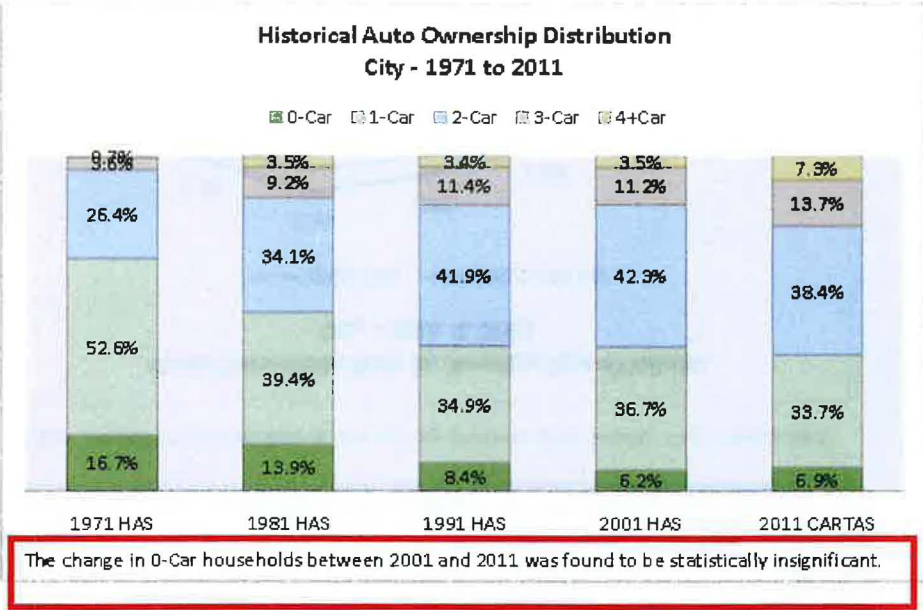


Figure 27: Historical Auto Ownership Distribution - City - 1981 to 2011³



Study Findings

“Auto ownership in 2011 is higher than in 2001 in every household size category”

Younger and Older residents still have ~1 vehicle per household – Younger people aspire to own a car
(Canadians love their cars, but they hardly ever use 'em | Driving)

Figure 28: Household Auto Ownership Rate by Household Size - City - 2001 & 2011

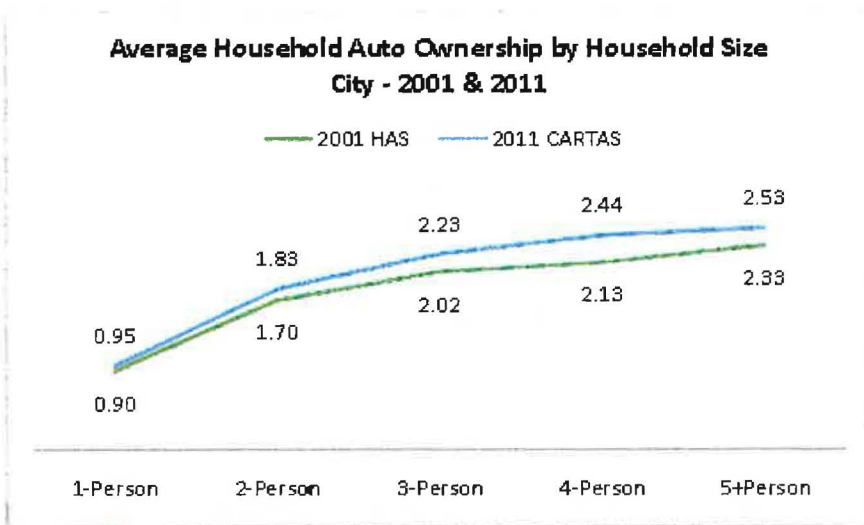
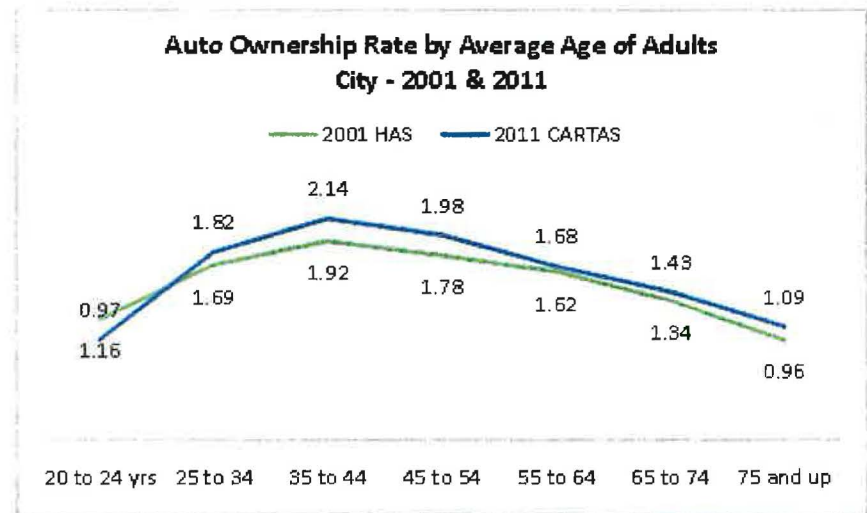


Figure 29: Auto Ownership Rate by Average Age of Adults in Household - City - 2001 & 2011

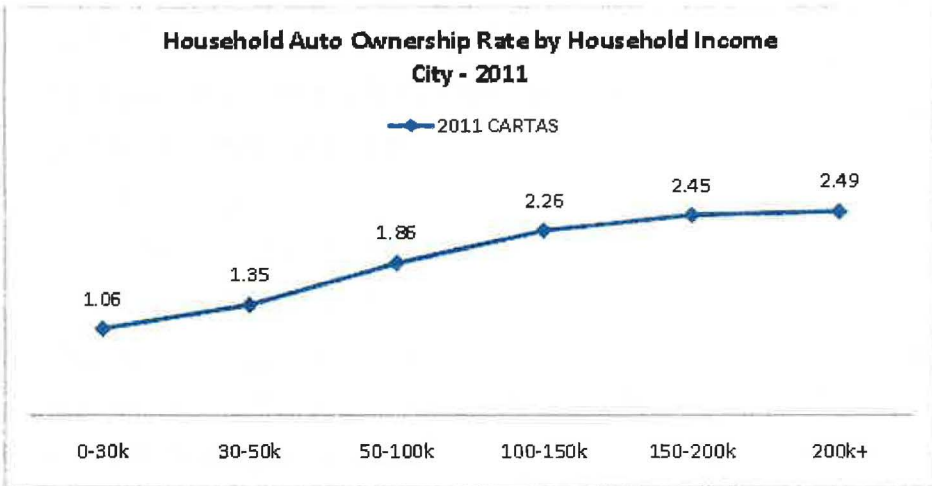


Data does not support that smaller units have zero car ownership

Study Findings

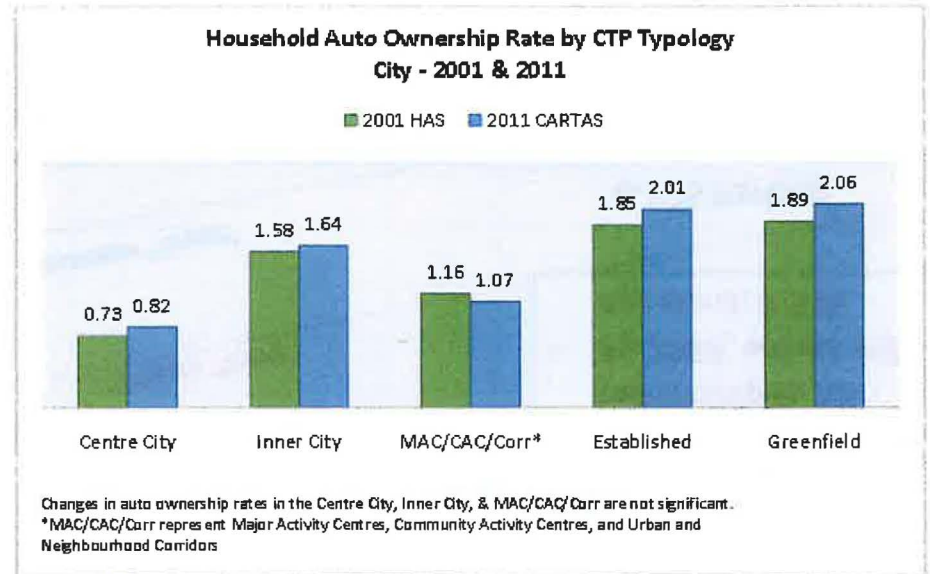
Lower Income households still require vehicles, even if ownership rate is lower

Figure 30: Household Auto Ownership Rate by Household Income - City - 2011



While lower than new areas, Inner City Households still need vehicles – and the need is increasing

Figure 32: Auto Ownership rate by CTP Typology - City - 2001 & 2011



City Centre = condos (smaller units) and closer to LRT: yet ownership increased by 12% in 10 years and is above 0.8

Vancouver vs. Calgary

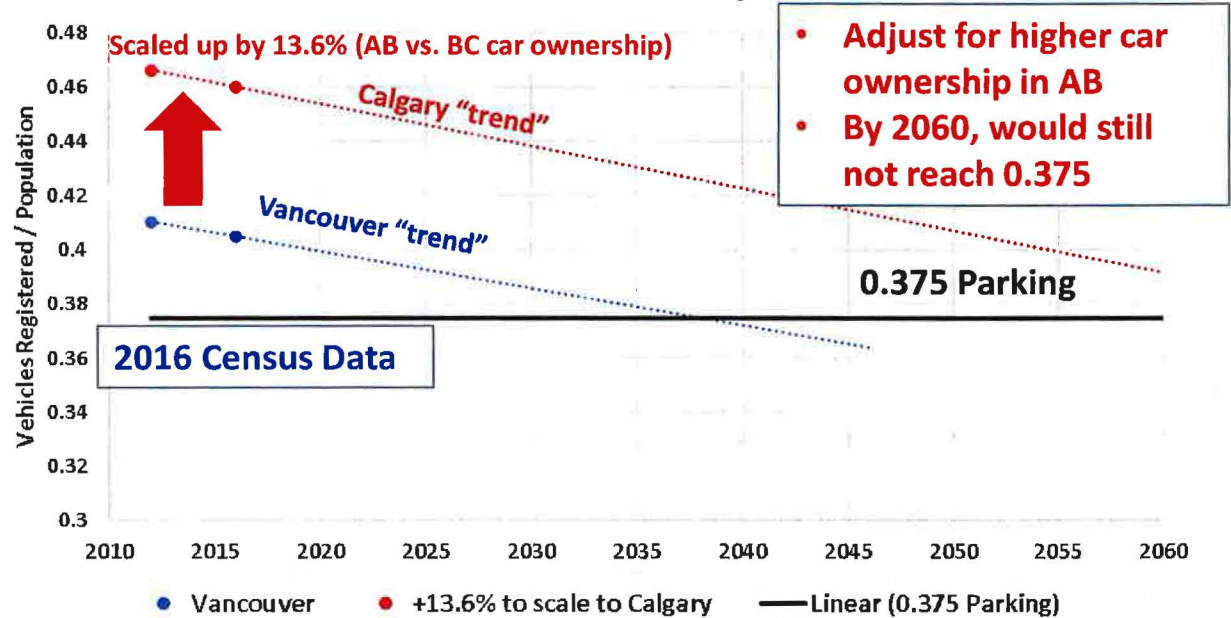
Vancouver data referenced by Administration at Sep 2022 IPC

2016 Vancouver Census

Main Findings Reported:

- Vancouver population increased by 5.2% from 2012 to 2016
- During the same time, vehicles registered in Vancouver increased only by 3.8%
- This does represent a **reduction of vehicles registered per capita** → by only **1.3%**
- **But 2 points do not make a trend!**

Vancouver "Data" Extrapolated



- **Adjust for higher car ownership in AB**
- **By 2060, would still not reach 0.375**

Vancouver data does NOT support the relaxation proposed by Administration

SOURCE: Vehicle registrations, by type of vehicle (statcan.gc.ca)

Car ownership declining in City of Vancouver - Transportation | Business in Vancouver (biv.com)

Recent Articles Confirm Canadians Love Their Cars

7

“Decade of data shows cars still dominate roads in Metro Vancouver”

CBC, January 3, 2020

[Decade of data shows cars still dominate roads in Metro Vancouver | CBC News](#)

“Canadians love their cars, but they hardly ever use 'em”

April 3, 2019

- “study found that 84 per cent of Canadians own a car, while another 9 per cent want one”
- “ownership is lowest among those aged 18 to 34, but that group is also the one most interested in owning one in the future”
- “three-quarters of us think it would be “impossible” not to have a car”

[Canadians love their cars, but they hardly ever use 'em | Driving](#)

“Study Shows Most Canadians Own Cars, Have No Plan to Ditch Them”

January 19, 2022

- “83 percent of Canadians own or lease a vehicle”
- **“81 percent of car owners felt it would be “impossible not to have a car”**
- “58 percent of Canadians who are planning to buy or lease a new car will look for a hybrid or an EV”

[Study Shows Most Canadians Own Cars, Have No Plan to Ditch Them, Water Still Wet - autoevolution](#)

EV Cars will need garages
to be charged!

The proposed land uses (amended RCG and H-GO) must not be approved as presented given the unjustified parking relaxations:

- An updated comprehensive household travel and activity survey is required to guide proper planning practices – as per City of Calgary best practices
- **Transparent data supporting** parking relaxation must be provided
 - No cherry-picking of stats to support agendas
 - Calgary-specific data
- Clear language to limit where it may be appropriate IF data supports lower car ownership within 200m from LRT or BRT station (walking, not as the crow flies)

Why is Administration proposing to drastically reduce parking requirements when data points to increased car ownership?

- Administration needs to consider the likely scenario of high car ownership due to
- Calgary climate
 - Inadequate transit network (many decades from Paris style metro)