

CROWSNEST PASS

Mobility & Commuting Report

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Executive Summary

Crowsnest Pass in 2021 appears as a largely settled community with a work and commuting pattern that remains rooted in conventional routines, while showing signs of greater flexibility around where and how people work. Most employed residents still had a usual place of work, and most commuters still travelled within the municipality, typically by car and often over relatively short distances. At the same time, the profile was less fixed than it had been five years earlier, with noticeable growth in both home-based work and jobs with no fixed workplace address.

Population movement was limited in the short term and only moderately more varied over five years. One year earlier, most residents had lived in the same place, and moves that did occur were concentrated within Alberta, with fewer arrivals from other provinces and none from outside Canada. The five-year view shows the same broad pattern. Non-movers remained the largest group, and intraprovincial migrants formed the strongest stream among those who had relocated, while interprovincial migration was smaller and external migration was minimal. This gives Crowsnest Pass a profile of stability first, with change shaped mainly by movement within Alberta rather than by international inflows or high residential turnover.

That stability carries into the labour force, though with more variation than before. A usual workplace still dominated, but it declined over five years as both working from home and having no fixed workplace became more common. Commuting was still anchored locally, with the largest share of workers employed within Crowsnest Pass, yet a notable number travelled elsewhere in Alberta or to another province or territory. The daily rhythm remained concentrated in the early morning, especially around the 7 a.m. hour. Commute times were usually short, with trips under 15 minutes the most common by a wide margin, but the longest journeys were the only duration group to grow. Travel was overwhelmingly car-based despite some small gains in transit and other methods. The result is a community that remains strongly local in both residence and work, but with a labour pattern that is less tied to a single workplace than it was in 2016.

Place of Work Status

In Crowsnest Pass, usual place of work remained the largest category in 2021 at 1,725 people, down 16.5% from 2016. Worked at home rose to 305, while no fixed workplace address reached 405.

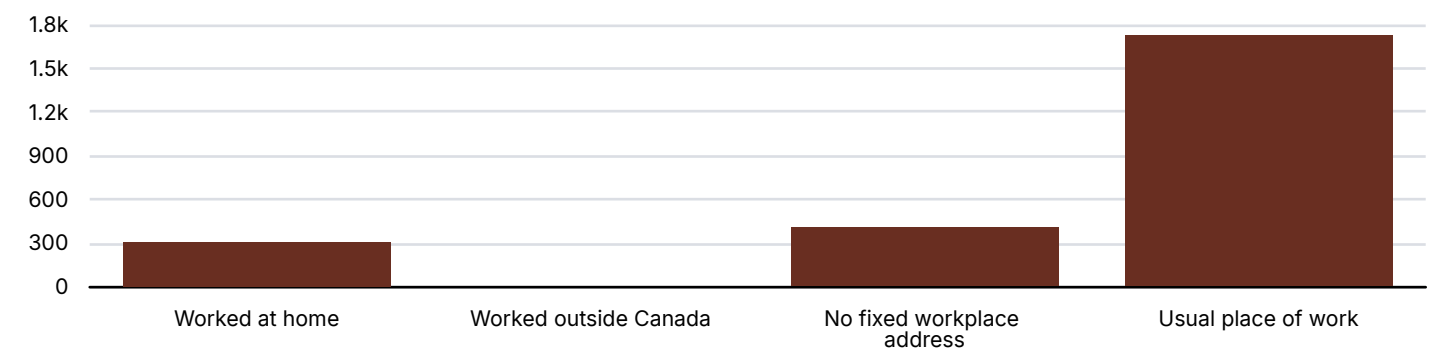


Figure 1.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Crowsnest Pass, 2021)¹

In Crowsnest Pass, the 2021 pattern of place of work shows a mix of conventional commuting and more flexible arrangements among the employed labour force aged 15 and over. The usual place of work category was largest at 1,725 people, even after a 16.5% decline over five years. By contrast, 405 people had no fixed workplace address, up 47.3%, and 305 worked at home, up 60.5%. That shift suggests the local work profile became more varied over the five-year period, even though the usual workplace still dominated. Working outside Canada was reported by none in 2021.

In Crowsnest Pass, work is still centered on a usual workplace, but home-based and mobile patterns are also present among the employed labour force aged 15 and over in 2021. About 1,725 people had a usual place of work, compared with 405 with no fixed workplace address and 305 who worked at home. Only 0 worked outside Canada. The usual workplace group remains largest, but its 5-year change was -16.5%, while home-based work rose 60.5% and no fixed workplace address increased 47.3%. That mix suggests a shift toward less location-bound work, even though standard workplace commuting still dominates.

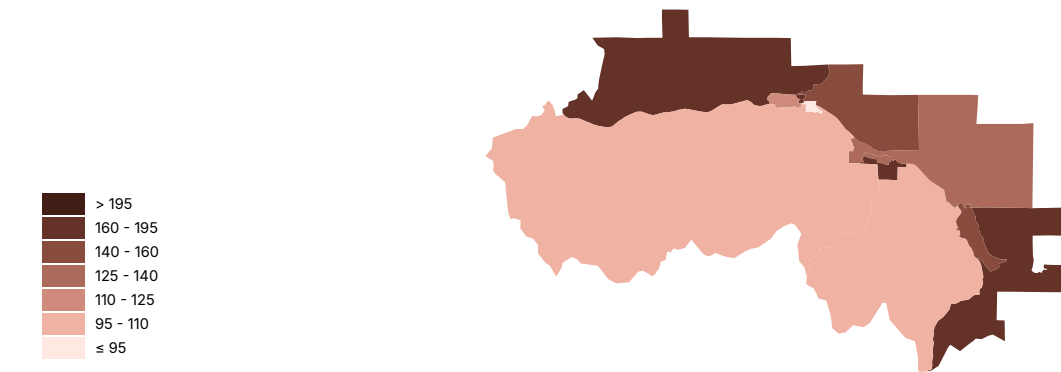


Figure 1.2: Distribution of Largest Group: Place Of Work Status - Usual place of work (Crowsnest Pass)¹

Lived Here 1 Year Ago

Crowsnest Pass was dominated by non-movers in 2021, at 4,860 people, down 0.8% from 2016. In-migration rose over five years, with intraprovincial migrants up to 275 and interprovincial migrants to 115.

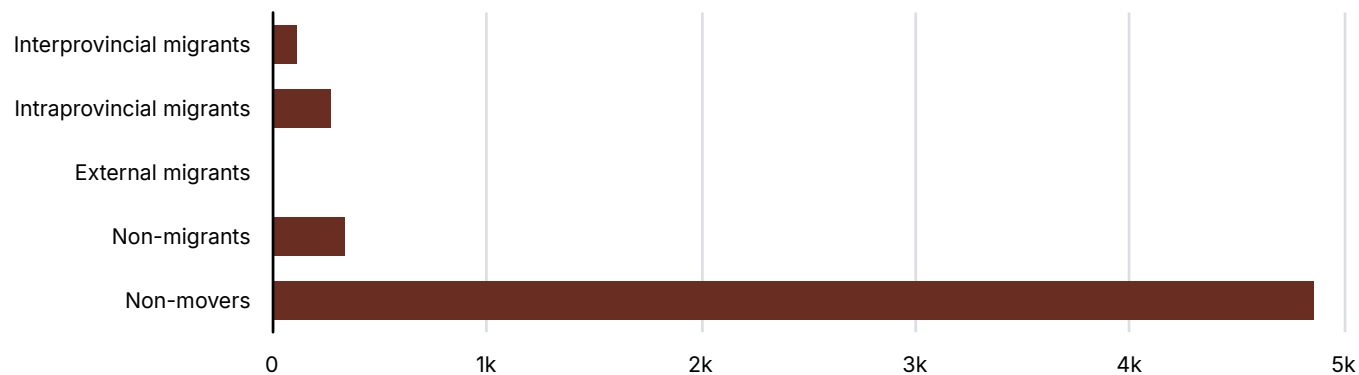


Figure 2.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Crowsnest Pass, 2021)¹

In 2021, Crowsnest Pass showed limited recent turnover in where residents had lived one year earlier. Most people were non-movers, at 4,860, while 340 were non-migrants, 275 had moved within Alberta, and 115 had arrived from another province. External migrants were recorded at zero. The 5-year changes suggest stable longer-term retention among non-movers, alongside stronger growth in internal and interprovincial moves. This points to a mobility pattern shaped mainly by movement within Canada, not from outside it.

In 2021, Crowsnest Pass showed a largely settled population, with 4,860 non-movers. Mobility was still present, led by 275 intraprovincial migrants and 115 interprovincial migrants, while 340 residents were non-migrants. The mix suggests most people had stayed in place, but recent arrivals from within Alberta were more common than moves from other provinces. External migrants were recorded at zero, reinforcing a mobility profile shaped mainly by movement within Canada.

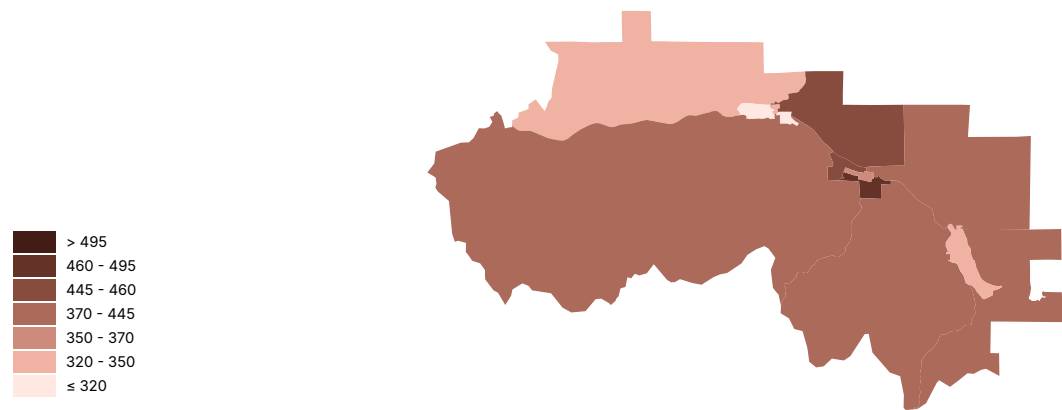


Figure 2.2: Distribution of Largest Group: Mobility Status - Non-movers (Crowsnest Pass)¹

Lived Here 5 Years Ago

Non-movers were the largest group in Crowsnest Pass in 2021 at 3,520 people, up 4.0% from 2016. Intraprovincial migrants grew to 945, while external migrants fell to 15, down 83.3%.

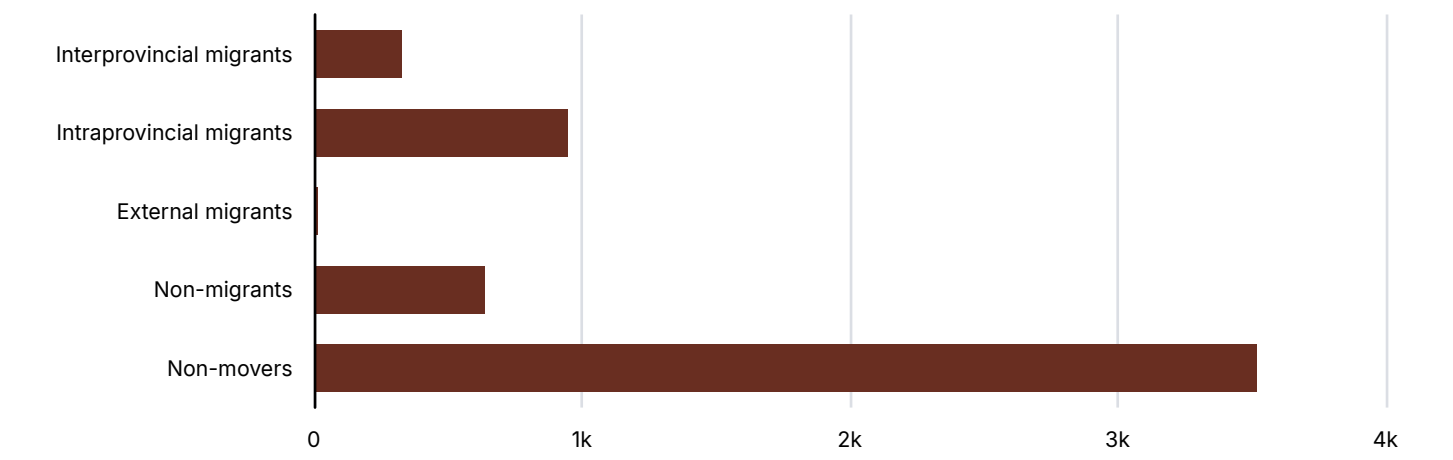
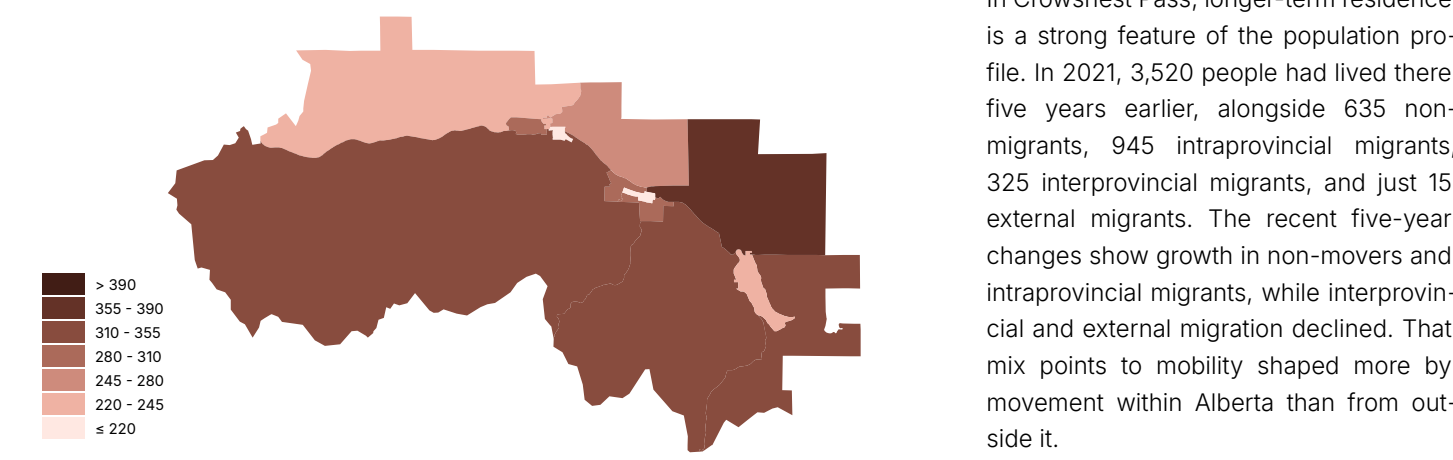


Figure 3.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Crowsnest Pass, 2021)¹

In 2021, Crowsnest Pass showed a fairly stable population mobility pattern over the previous five years. Most residents, 3,520 people, were non-movers, meaning they had already been living in the community five years earlier. That group posted a 4.0% increase. Among people who had moved, intraprovincial migrants formed the largest stream at 945 people, up 24.3%. Interprovincial migrants numbered 325, down 15.6%. Smaller groups included 635 non-migrants, down 2.3%, and just 15 external migrants, a sharp decline of 83.3%. The mix suggests movement was concentrated within Alberta rather than from outside the province.



In Crowsnest Pass, longer-term residence is a strong feature of the population profile. In 2021, 3,520 people had lived there five years earlier, alongside 635 non-migrants, 945 intraprovincial migrants, 325 interprovincial migrants, and just 15 external migrants. The recent five-year changes show growth in non-movers and intraprovincial migrants, while interprovincial and external migration declined. That mix points to mobility shaped more by movement within Alberta than from outside it.

Figure 3.2: Distribution of Largest Group: Mobility Status - Non-movers (Crowsnest Pass)¹

Commute Destination

Crowsnest Pass commuters were still most likely to work within the municipality in 2021, at 1,050 people, down 16% from 2016. Commuting out of province remained next at 400, while intra-CD commuting fell to 10.

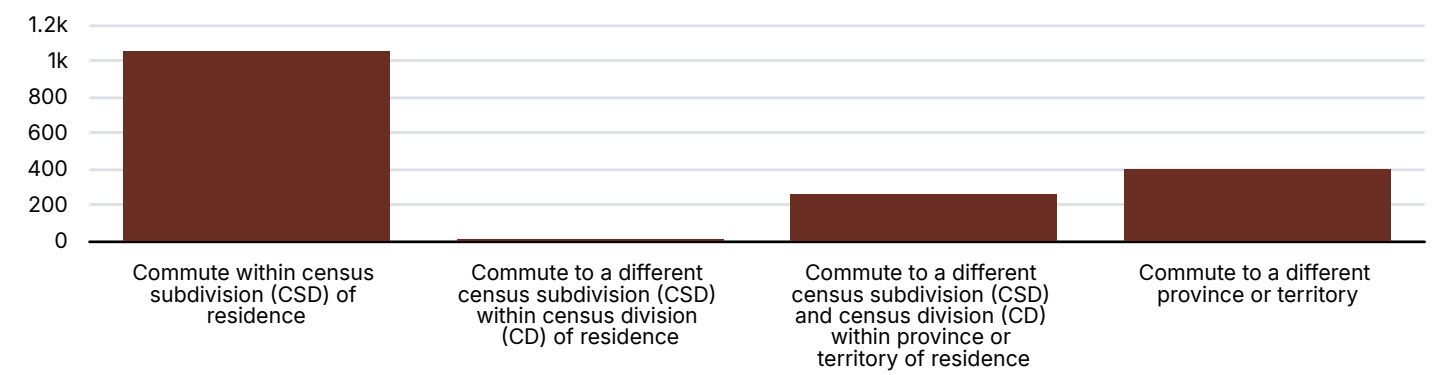


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Crowsnest Pass, 2021)¹

In 2021, Crowsnest Pass showed a strong pattern of local commuting. Of the employed labour force with a usual place of work, 1,050 people worked within the same census subdivision, far more than any other destination listed. Another 260 commuted to a different census subdivision and census division within the province, while 400 worked in a different province or territory. Only 10 travelled to a different census subdivision within the same census division. Over five years, every destination category declined, with the steepest drop in nearby intra-division commuting.

In 2021, commuting from Crowsnest Pass was split between local and out-of-area work, but the largest share stayed within the census subdivision. About 1,050 employed residents worked locally, compared with 400 who travelled to another province or territory and 260 who commuted elsewhere within Alberta. Only 10 commuted to another census subdivision within the census division. The pattern suggests a labour market that is partly self-contained, yet still closely connected to wider commuting flows.

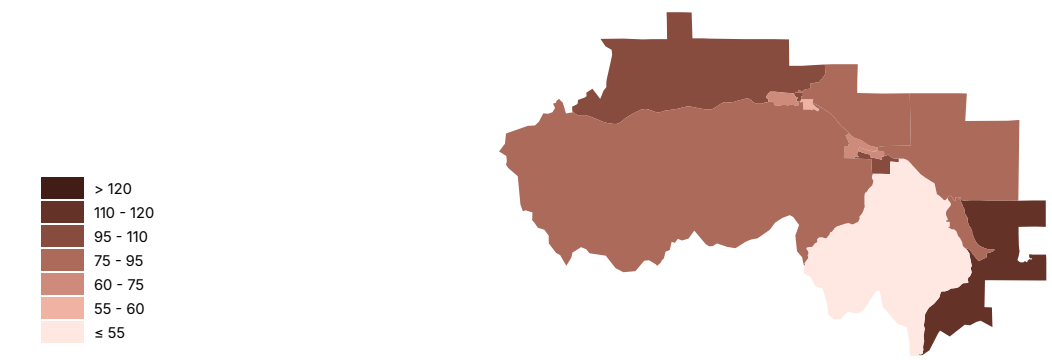


Figure 4.2: Distribution of Largest Group: Commuting Destination - Commute within census subdivision (CSD) of residence (Crowsnest Pass)¹

Time Leaving for Work

In Crowsnest Pass, the largest commute departure group was between 7 a.m. and 7:59 a.m., with 510 people in 2021, up 20.0% from 2016. The 6 a.m. hour fell to 415 people, down 23.15%.

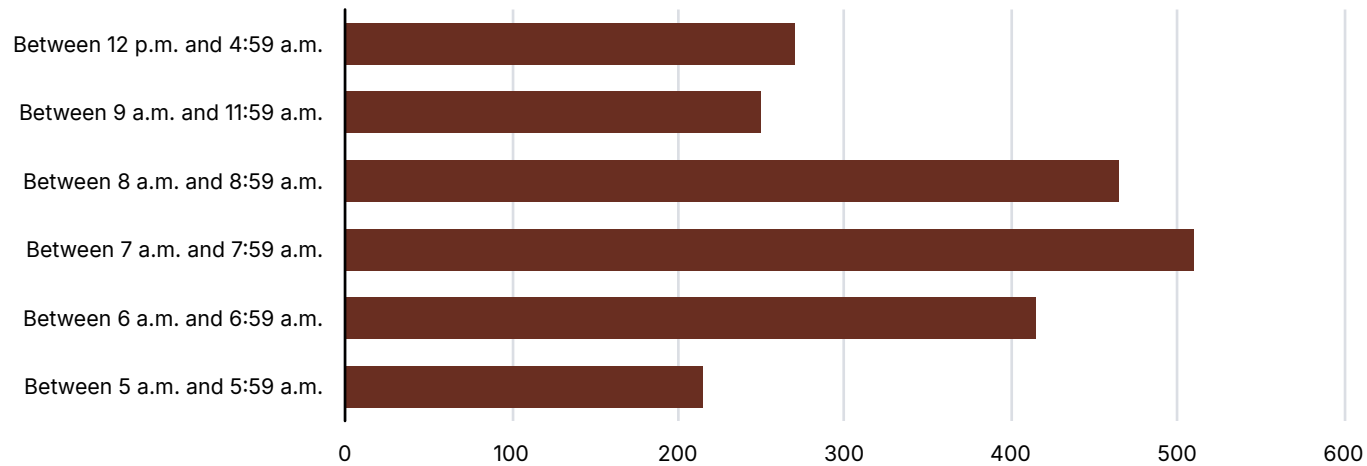
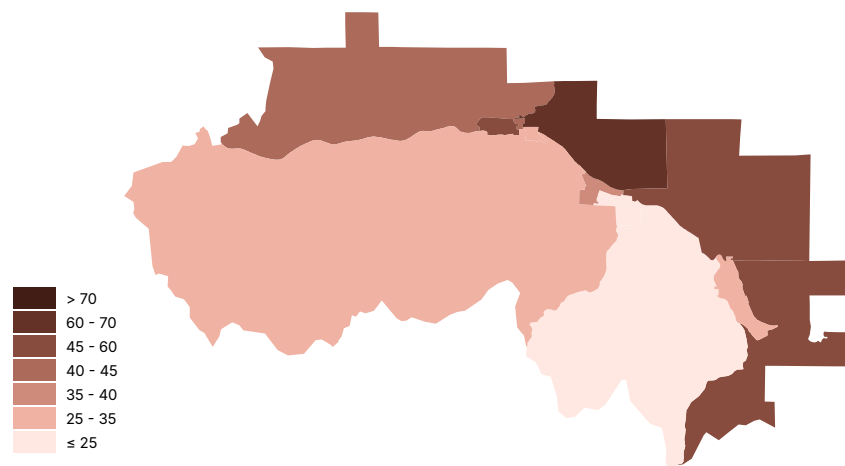


Figure 5.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Crowsnest Pass, 2021)¹

In Crowsnest Pass, the main commuting peak in 2021 was in the 7 a.m. hour, with 510 people leaving for work then. The 8 a.m. hour followed at 465, while 6 a.m. accounted for 415. Earlier departures were smaller, at 215 between 5 and 5:59 a.m. Over five years, the pattern shifted unevenly. The 7 a.m. period grew by 20%, but 6 a.m. fell by 23.1% and 5 a.m. dropped by 21.8%. This points to a commute profile concentrated in the early morning, with some movement away from the earliest departures.



In 2021, Crowsnest Pass showed a clear mid-morning commute pattern among employed residents aged 15 and over with a usual place of work or no fixed work-place address. The largest group left at 7 a.m. to 7:59 a.m. (510 people), followed by 8 a.m. to 8:59 a.m. (465) and 6 a.m. to 6:59 a.m. (415). Early departures fell 21.8% over five years.

Figure 5.2: Distribution of Largest Group: Time Leaving Work - Between 7 a.m. and 7:59 a.m. (Crowsnest Pass)¹

Commute Duration

Crowsnest Pass’s largest commute group remained less than 15 minutes, at 1,075 people in 2021, down 6.5% from 2016. The 45 to 59 minute group fell 37.1% to 110, while 60 minutes and over rose 19.2% to 280.

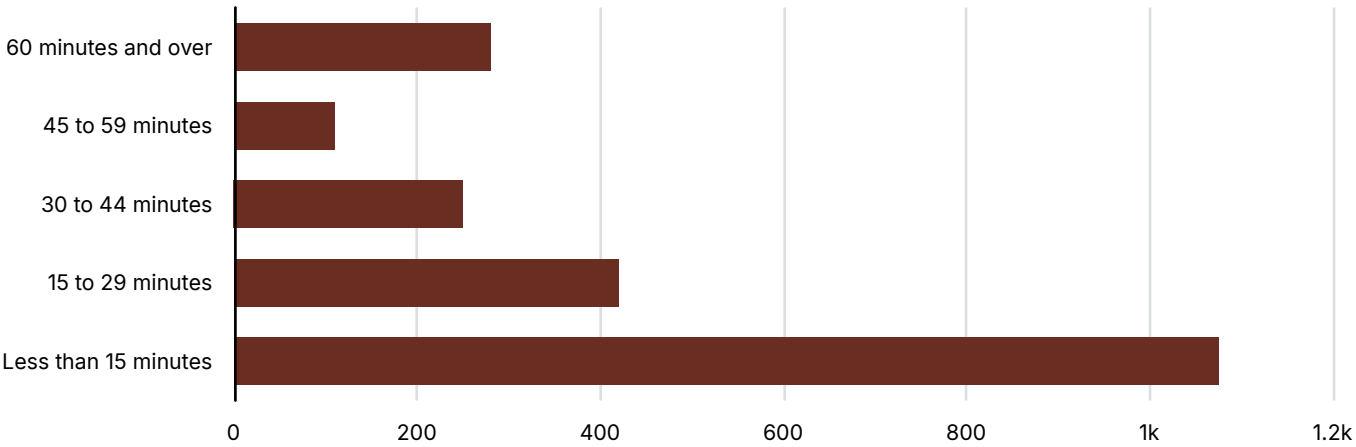
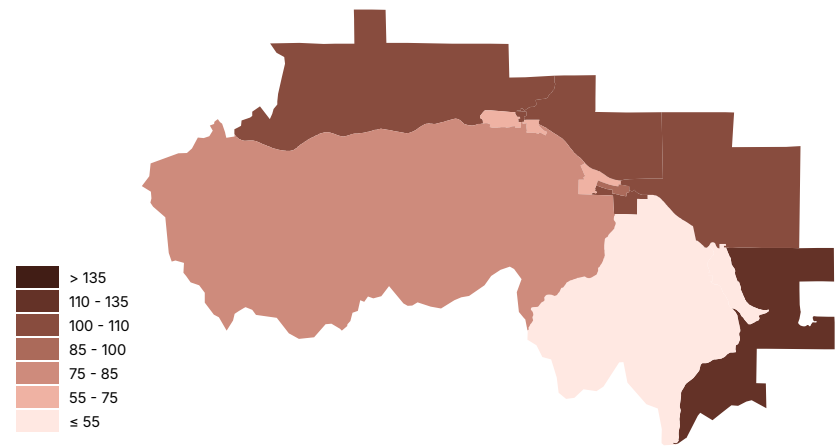


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Crowsnest Pass, 2021)¹

In Crowsnest Pass, commute duration in 2021 was concentrated in shorter trips, but the longest commutes were the only group to grow over five years. Most workers travelled less than 15 minutes, with 1,075 people in that category. The next largest groups were 15 to 29 minutes at 420 people and 30 to 44 minutes at 250. Longer trips were less common: 110 people commuted 45 to 59 minutes, while 280 travelled 60 minutes or more. Over five years, every category except the longest commute declined, including a 37.1% drop in the 45 to 59 minute group. The 60 minutes and over group rose 19.1%, pointing to a modest shift toward longer travel times.



Most workers in Crowsnest Pass commute for under 15 minutes, with 1,075 people in that band in 2021. Another 420 travel 15 to 29 minutes, while 250 commute 30 to 44 minutes. Longer trips are smaller but visible, especially 280 people commuting 60 minutes or more. The pattern is mixed: short commutes still dominate, yet the longest category grew 19.1% over five years while 45 to 59 minute trips fell 37.1%. That suggests a commuting profile with a strong local core and a modest long-distance tail.

Figure 6.2: Distribution of Largest Group: Commuting Duration - Less than 15 minutes (Crowsnest Pass)¹

Main Mode of Commuting

In Crowsnest Pass, driving remained the main commute mode in 2021 with 1,730 people, down 7.5% from 2016. Walking held at 120 people, while cycling fell 60% to 10.

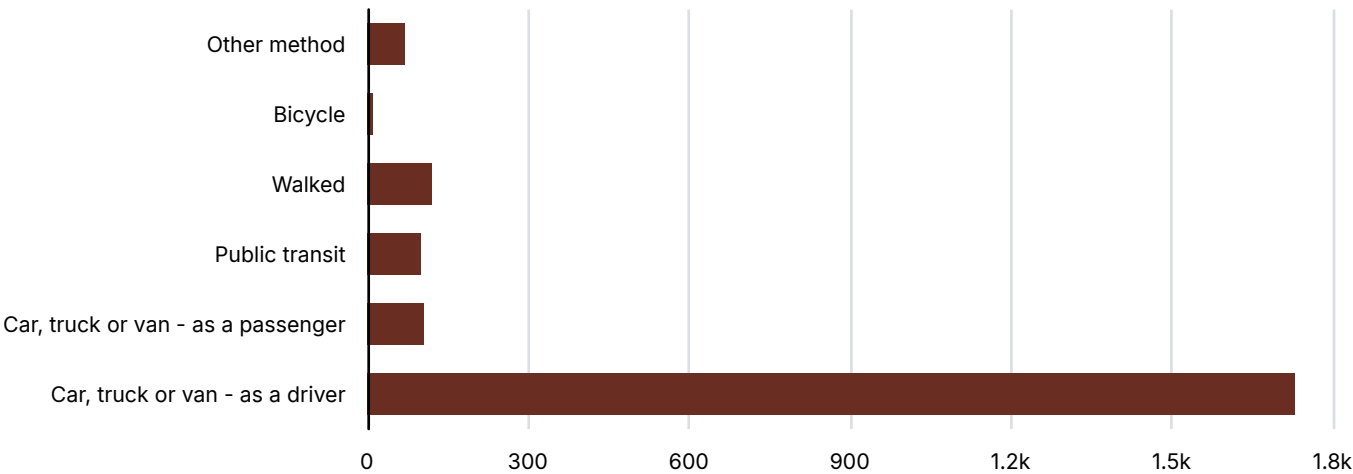
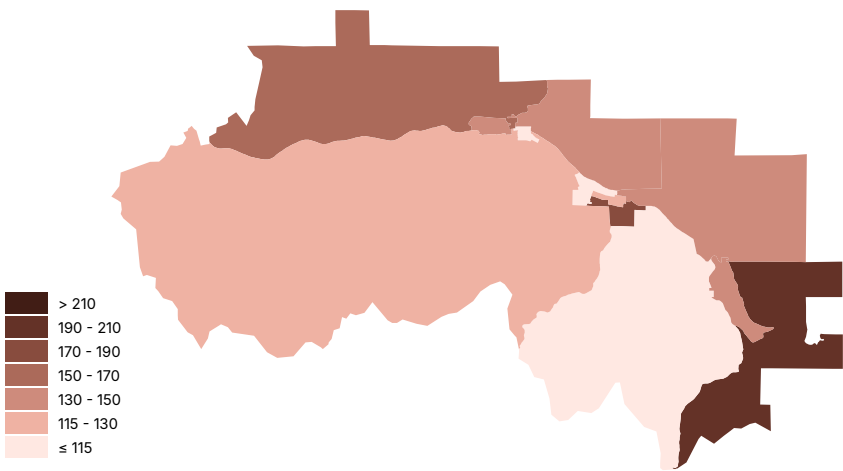


Figure 7.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Crowsnest Pass, 2021)¹

In 2021, commuting in Crowsnest Pass was dominated by driving, with 1,730 employed residents using a car, truck or van as a driver. That far exceeded every other main mode: 120 people walked, 105 rode as passengers, 100 used public transit, 70 used another method, and 10 cycled. The five-year change shows a mixed picture. Driving declined by 7.5%, passenger commuting fell 40%, and cycling dropped 60%, while transit rose 5.3% and other methods increased 16.7%. Walking was unchanged. The pattern points to a stable but still strongly car-based commuting profile.



In Crowsnest Pass, commuting in 2021 was dominated by driving. Among employed residents with a usual place of work or no fixed workplace address, 1,730 people travelled as car, truck or van drivers, far more than any other mode. The next largest modes were walking at 120 people, car passengers at 105, public transit at 100, and other methods at 70. Cycling was minimal at 10 people. Driving still declined over five years, down 7.5%, while transit rose 5.3% and other methods increased 16.7%.

Figure 7.2: Distribution of Largest Group: Commuting Mode - Car, truck or van - as a driver (Crowsnest Pass)¹

Data Sources

1. Statistics Canada, Census Profile. Published in Dec 15, 2022.

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