



# DALHOUSIE UNIVERSITY COMMUTER STUDY 2019-2020

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# 1. Introduction

The Dalhousie Office of Sustainability has been collecting commuting data from the Dalhousie University community ever year since the introduction of the Commuter Survey in 2009. The goal of the survey is to monitor the community’s progress towards sustainable transportation. This report analyzes the results of the winter 2020 survey.

## 1.1. Background

Located on the east coast of Canada, Dalhousie University was established in 1818 and is one of Canada’s oldest universities. Originally operating out of the building now occupied by the Halifax City Hall, the university moved to Carlton Campus in 1886 and gradually expanded from there. Today, the university consists of four campuses, Studly, Carlton, and Sexton in Halifax and the Agricultural Campus in Truro (Figure 1-1).

Dalhousie’s commitment to sustainability began in 2009. Its Sustainability Policy pledges to “contribute to and model long-lasting sustainable solutions”, therefore recognizing the need to continually monitor the university’s progress to becoming more sustainable. One key goal of the policy is to increase sustainable transportation. Since the introduction of the policy, Dalhousie has implemented various programs to encourage its community to make more sustainable transportation decisions. Dalhousie has developed multiple approaches to incentivize alternative transportation choices, such as discounted Student, Staff, and Faculty transit passes and free bike rentals from the Dalhousie Bike Centre.

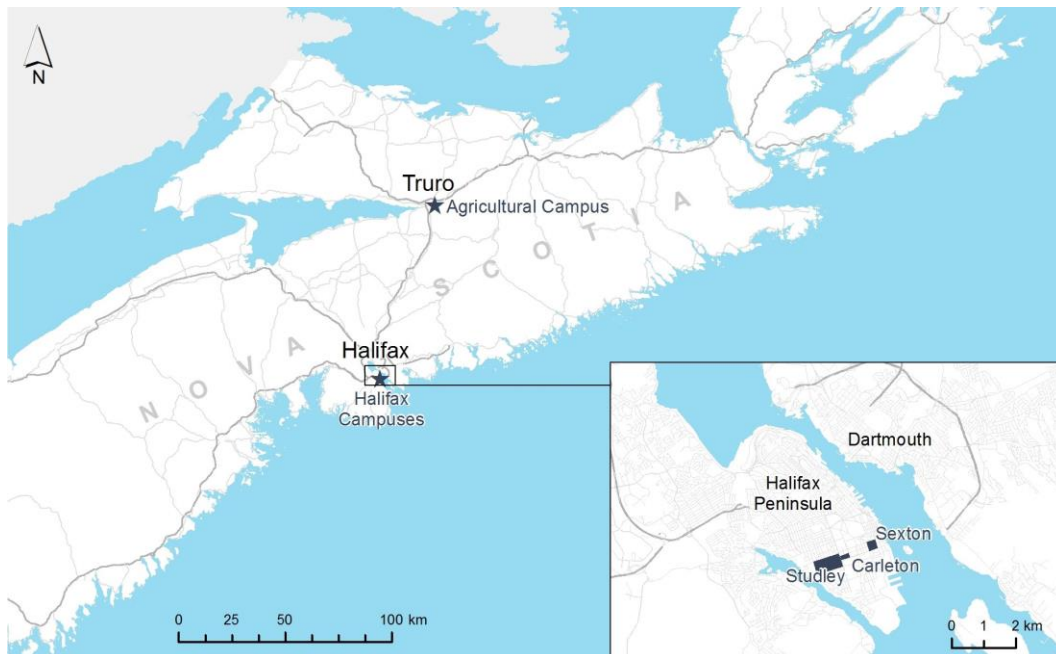


Figure 1-1. Dalhousie University campus locations

## 1.2. About the commuter survey

The Annual Sustainability and Commuter Survey is a tool administered by the Dalhousie Office of Sustainability to identify the success of sustainability programs, gather feedback for future projects, and to understand the Dalhousie community's knowledge, values, and interests in sustainability. Although the survey has a key focus on transportation and asks respondents questions such as their primary commuting mode choice, their commute travel time, and their access to vehicles and bicycles, it also inquires about respondent characteristics and their feelings towards sustainability initiatives. Previous commuter surveys have provided evidence-based data needed for implementing sustainability programs, such as the summer student transit pass and the *Share the Road* campaign.

The survey is administered based on the academic school year and has been conducted for the past 11 years (Table 1-1). While it is typically distributed in the fall semester, this year's Commuter Survey (2019-2020) was conducted between Friday January 24<sup>th</sup>, 2020 and Friday February 14<sup>th</sup>, 2020. This was also the case for the 2016-2018 survey. The survey has varied in size and representation of Students, Staff, and Faculty over the years. It typically underrepresents the student population relative to Faculty and Staff.

*Table 1-1. Survey responses by academic year*

Year	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20
Students	1322	315	329	713	767	719	517	865	1975	1938	811
Staff	1291	436	547	618	717	604	474	472	668	554	670
Faculty	-	-	-	188	252	185	139	205	204	193	269
Alumni/other	-	-	-	-	-	-	-	-	41	34	48
No answer	-	-	277	161	255	441	609	608	249	209	443
Responses	2613	751	1153	1680	1991	1949	1739	2150	3137	2928	2241
Completed	-	-	-	1374	1630	1508	1110	1690	2700	2624	1714

The 2019-2020 survey did not receive as many responses as the previous two commuter surveys (Table 1-1), however, the representation of respondent groups of this survey are comparable to those of surveys conducted prior to 2017-2018. Meaning that, Students are proportionally underrepresented in comparison to other Dalhousie community members.

This year's Commuter Report is unique in a variety of ways. In addition to including sustainability initiatives once again, the others decided to include 'Alumni' and 'Other' in the analysis. For the purpose of brevity, these two respondent groups were combined and categorized as 'Other'. Finally, this year's survey introduced questions regarding parking as well as highlighted sustainability and strategic planning initiatives.

## 2. Respondent Information

### 2.1. Group, classification and campus

This year's commuter survey received the highest number of responses from Students, followed by Staff and then Faculty (Figure 2-1). While the number of responses collected from Faculty, Staff, and Other are comparable to previous years, the Student population is largest underrepresented. The proportion of respondents is closest to that of the 2016-2017 Commuter Survey. (Table 1-1).

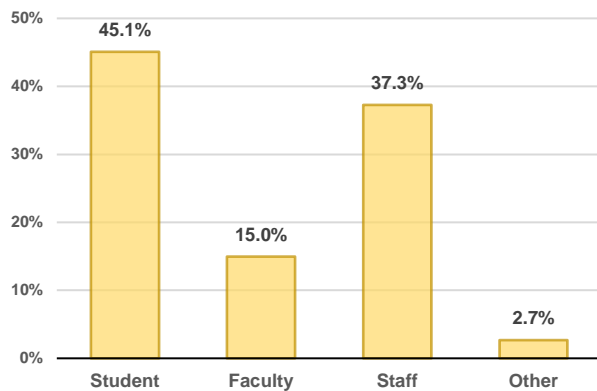


Figure 2-1. Respondent group

The survey results show that most respondents classify themselves as full-time (Figure 2-2). The majority of respondents also stated that they are primarily based on Dalhousie's Studley Campus in Halifax (Figure 2-3). These two distributions have remained consistent over the past few survey years. While the survey also includes Staff, Faculty, and Other, the distribution of full-time and part-time respondents corresponds to enrolment statistics of the university.

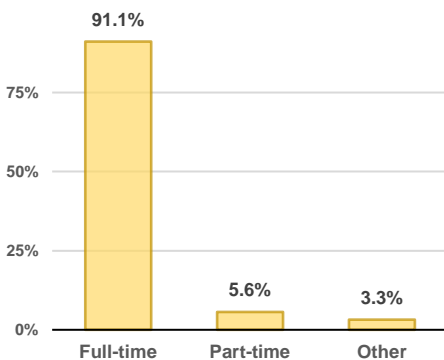


Figure 2-2. Respondent classification

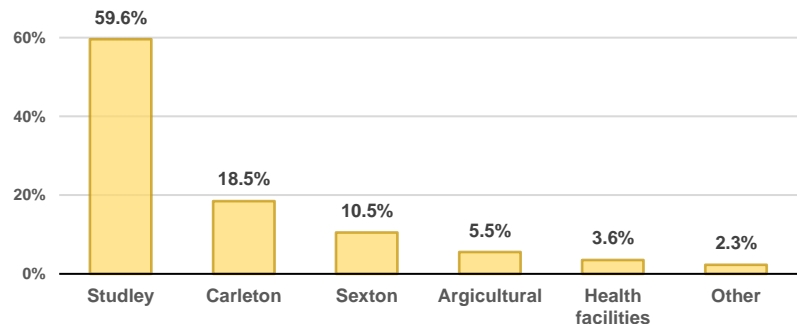


Figure 2-3. Primary campus distribution

## 2.2. Demographics

### 2.2.1. Gender

Women make up a little more than two thirds of the respondents and are more than double the male respondents in the sample (Figure 2-4). Gender imbalance is a pattern that is commonly seen with online surveys and has been repeated throughout past commuter surveys. Similar to previous surveys, a small proportion of respondents identified as non-binary/self-described. However, this proportion was slightly higher than the 2018-2019 survey.

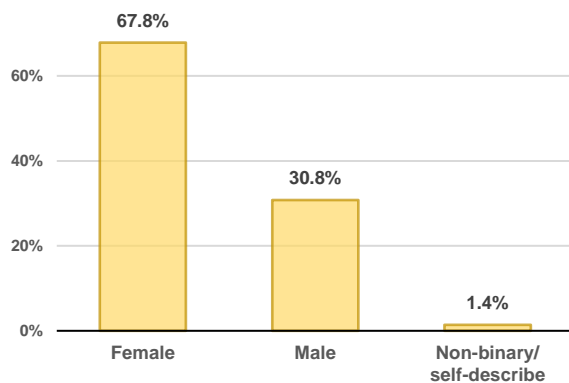


Figure 2-4. Gender distribution

Results show that Staff respondents had the greatest difference in male and female gender distribution, followed by Students (Table 2-1).

Table 2-1. Gender distribution by group

	Female	Male	Non-binary/self-described
Student	66.1%	32.3%	1.6%
Faculty	57.6%	41.6%	0.8%
Staff	74.6%	24.1%	1.3%
Other	55.8%	41.9%	2.3%

### 2.2.2. Age

Most respondents are between the ages of 20 and 34 (Figure 2-5). This is the most common age for Student respondents, while Staff and Faculty tend to be between the ages of 35 and 54 (Table 2-2). Of the small percentage of respondents who are 65 or older, most tend to be Faculty members or Other. The proportion of respondents between the ages of 15 to 19 is low. This likely means that not many first-year Students answered the survey, which is consistent with other results discussed in this report (e.g. Figure 3-2).



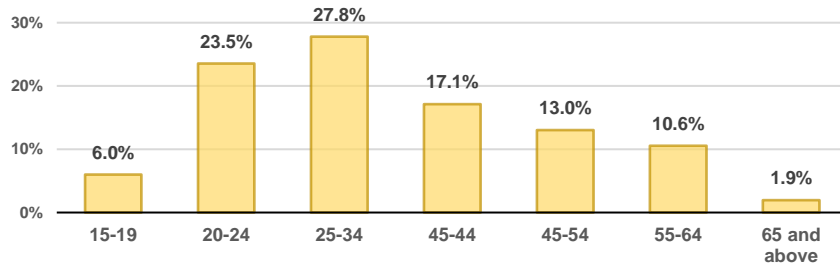


Figure 2-5. Age distribution

Table 2-2. Age distribution by group

	15-19	20-24	25-34	35-44	45-54	55-64	65 and above
Student	13.3%	47.9%	34.8%	3.3%	0.5%	0.1%	0.1%
Faculty	0.0%	0.8%	10.5%	30.4%	27.5%	22.7%	8.1%
Staff	0.0%	4.3%	25.6%	28.5%	22.5%	18.1%	0.9%
Other	0.0%	7.0%	34.9%	18.6%	11.6%	14.0%	14.0%

### 2.2.3. Household income

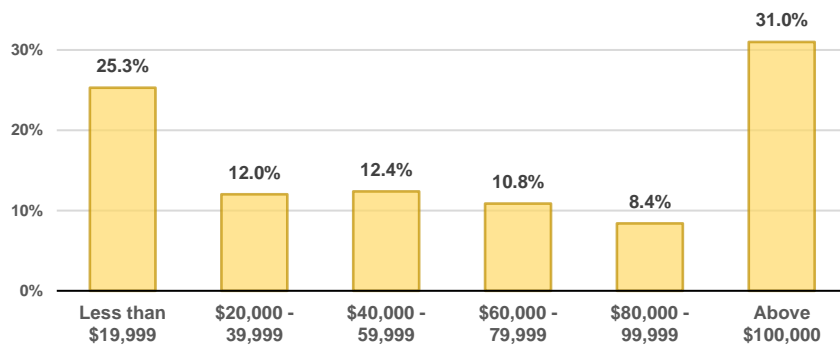


Figure 2-6. Annual household income distribution

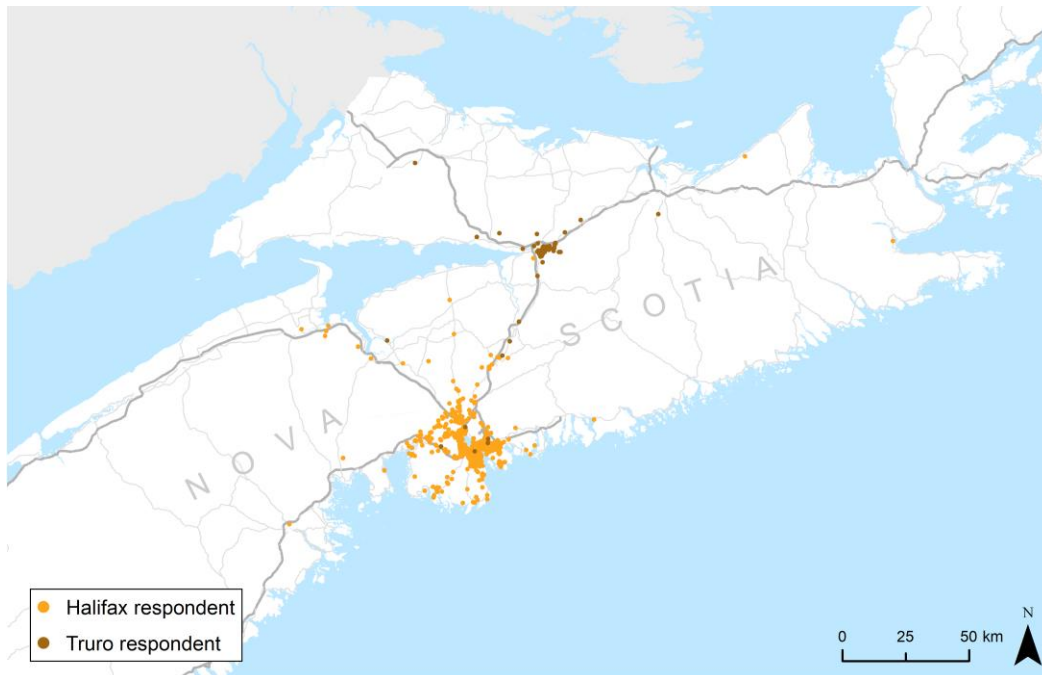
The most common annual household income among respondents is above \$100,000. This is likely a result of Students being underrepresented in the data (Table 1-1), as Students tend to earn less than \$19,999 annually and Staff, Faculty, and Other tend to earn more (Table 2-3). Similar to the 2018-2019 Commuter Survey, the majority of Faculty members have an annual household income above \$100,000. While the income for Staff and Other tends to vary more, however many Staff and Other also earn above \$100,000.

*Table 2-3. Annual household income by group*

	Less than \$19,999	\$20,000- 39,999	\$40,000- 59,999	\$60,000- 79,999	\$80,000- 99,999	Above \$100,000
Student	56.9%	16.8%	8.1%	5.5%	4.0%	8.7%
Faculty	0.5%	1.9%	3.7%	2.3%	9.8%	81.8%
Staff	0.9%	10.6%	20.2%	20.1%	12.3%	35.9%
Other	16.2%	13.5%	13.5%	8.1%	13.5%	35.1%

### 2.3. Residence locations

Respondents' locations are geocoded based on their postal code and visualized in Figure 2-7. These locations tend to be clustered near the campuses as well as along some of the major roads (e.g. Highway 102). Typically, people who attend Halifax campuses live closer to Halifax, and those who attend the Agricultural Campus live closer to Truro. Respondents who live further away from the campus they attend may have given a permanent address.



*Figure 2-7. Respondents' residence locations*

The density of survey respondents in the Truro area is displayed in Figure 2-8. Similar to the 2018 survey, many respondents live in Bible Hill, a suburb of Truro that is home to the Agricultural campus. Additionally, a high proportion of respondents live in the residential areas of downtown Truro. These results are relatively similar to the respondent density reported in previous commuter surveys; however, this year there were more respondents living just outside of Truro in Harmony, Onslow and Old Barns.

A similar pattern is evident for Dalhousie’s Halifax Campuses. Many respondents live near the campuses in the South End and Downtown of the Peninsula, as seen in Figure 2-9. Areas with higher-density housing options, such as the North End and Downtown Halifax, tend to receive more responses. The farther off the Peninsula, the lower the density tends to be. In comparison to the 2018 Commuter Survey, the 2019-2020 survey received more responses from the suburban communities such as Bedford and Hammonds Plains. The 2019-2020 Survey also received at least one response from low density communities, such as Shearwater, Burnside Montague Gold Mines.

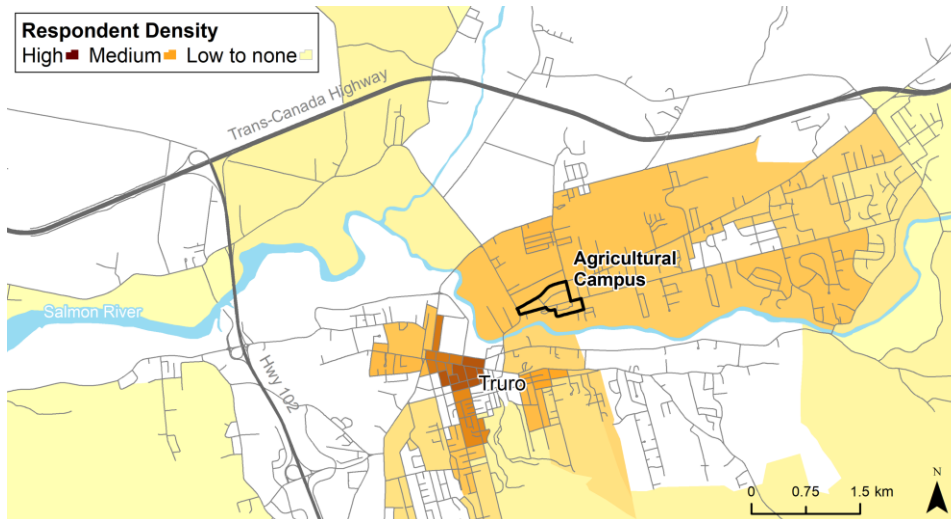


Figure 2-8. Density of Agricultural campus respondents in Truro area

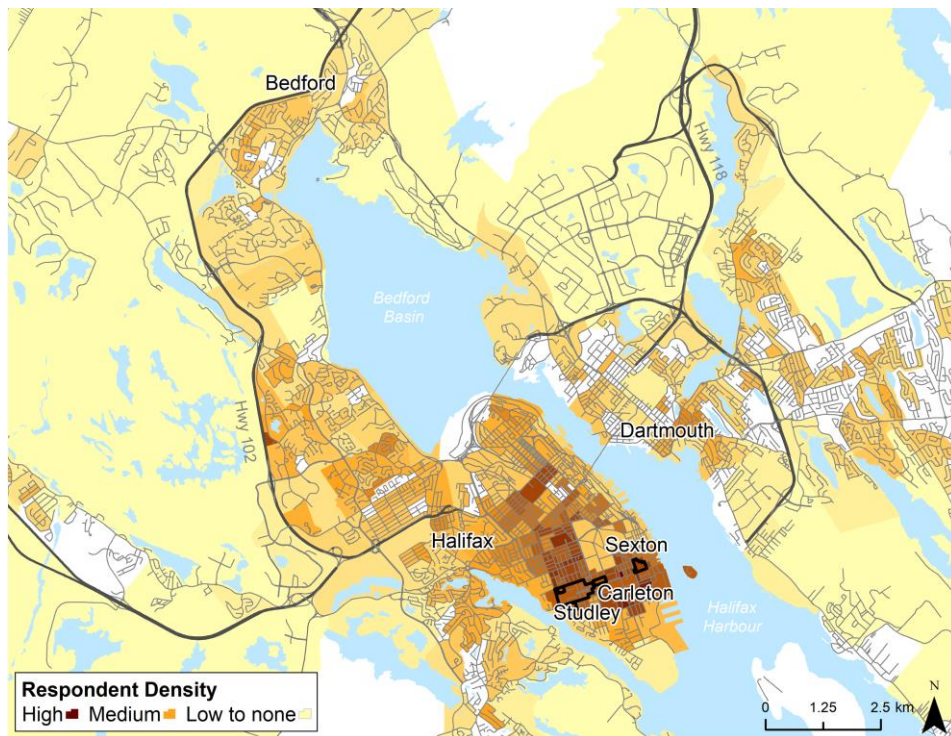


Figure 2-9. Density of Halifax campus respondents in Halifax area

## 2.4. Vehicle and Bicycle Access

The following section discusses statistics on survey respondents' access to vehicles and bicycles. For questions in this section, respondents were able to select more than one option (e.g. if they own a car and belong to a car share program), thus some distributions total more than 100%.

### 2.4.1. Vehicle

Just over 60% of survey respondents own a vehicle, 21.5% has access to one through a car share membership or by borrowing one, and 22.5% has no access to a car (Figure 2-10). Table 2-4 describes that almost 40% of Student respondents do not have access to a vehicle, however, they are the respondent group that is most likely able to borrow a vehicle. Most Faculty, Staff and Other respondents own a vehicle. The proportion of people with a car share membership has increased by approximately 1% in comparison to the 2018-2019 Commuter Survey.

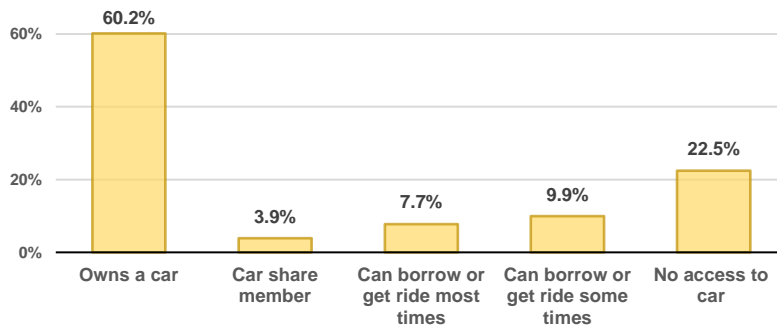


Figure 2-10. Vehicle access

Table 2-4. Vehicle access by group

	Owns a car	Member of a car sharing service	Can borrow a car or get a ride most of the time	Can borrow a car or get a ride some of the time	No access to a car
Student	32.9%	4.0%	16.4%	13.0%	39.7%
Faculty	89.1%	3.9%	2.7%	1.6%	5.1%
Staff	80.7%	3.5%	4.9%	4.1%	9.8%
Other	71.1%	6.7%	11.1%	4.4%	8.9%

### 2.4.2. Bicycle

While most respondents do not own or have access to a bicycle, a little less than 50% of survey respondents either own or are able to borrow one. (Figure 2-11). Faculty members are the most likely to own a bicycle, followed by Other and Staff and finally students (Table 2-5). The proportion of people who can borrow a bike is low for all respondent groups and even lower than those who can borrow a car (Table 2-4). This is consistent with results from the 2018-2019 survey.

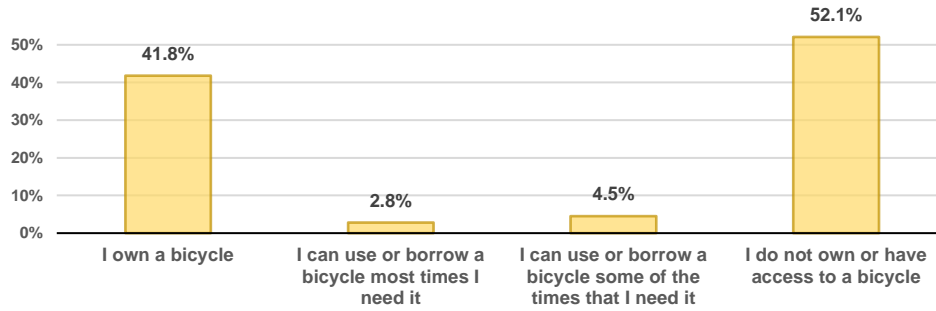


Figure 2-11. Bicycle access

Table 2-5. Bicycle access by group

	Owns a bike	Can borrow a bike most of the time	Can borrow a bike some of the time	No access to a bike
Student	29.0%	4.3%	7.6%	61.1%
Faculty	70.2%	2.0%	0.8%	27.1%
Staff	44.9%	1.1%	2.6%	52.1%
Other	56.8%	6.8%	0.0%	38.6%

## 2.5. Travel Expenditure

Respondents typically spend between \$0 to \$20 per month on travel (Figure 2-12). The survey considered travel expenditure to be expenses such as gas and parking and not the associated costs of owning or maintaining a vehicle. To remain consistent with the 2018-2019 Commuter Survey, respondents who entered values of \$1000 or more were believed to be inputted mistakenly as an annual total instead of a monthly total. Thus, values above \$1000 were divided by 12 in the analysis.

Students tend to spend the least on monthly travel expenses, averaging out to spending less than half of Faculty spending and a little over a third of Staff spending (Figure 2-13). Staff, Faculty and Other all reported spending at least \$100 per month on travel expenses. These results are consistent with previous commuter surveys.

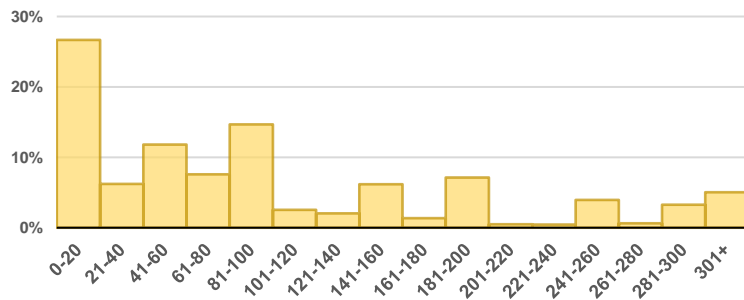


Figure 2-12. Average monthly travel expenditure (\$)

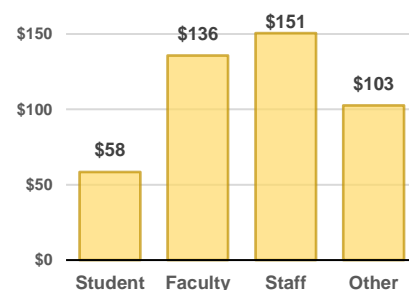


Figure 2-13. Average monthly travel expenditure by group

## 2.6. Parking

A unique feature of the 2019/2020 Commuter Survey is its consideration of parking. More than half of respondents with an automobile (passenger or drive alone) as their primary mode of transportation generally park in a Dalhousie parking lot (Figure 2-14). The second most common location is free on-street parking.

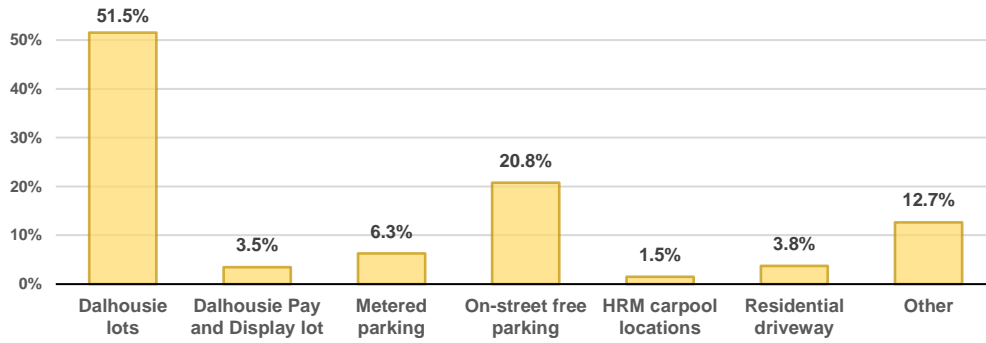


Figure 2-14. Automobile parking location

The majority of respondents who purchased a Dalhousie parking permit this year purchased a general annual permit, however, reserved parking permits were also common with respondents who bought a permit (Figure 2-15).

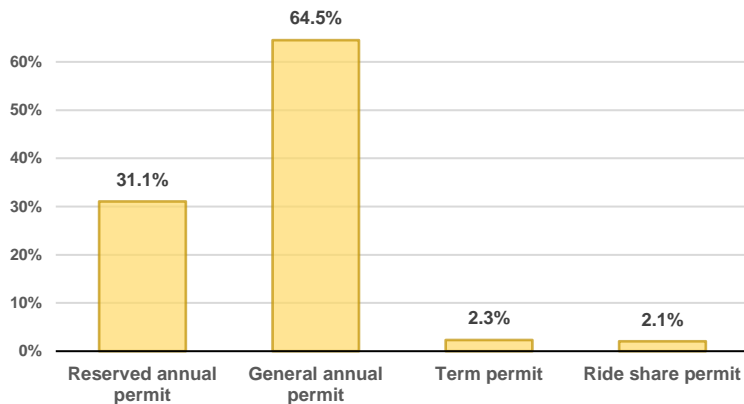


Figure 2-15. Parking permit purchase distribution

### 3. Commute to and from Dalhousie

One of the primary objectives of the Commuter Survey is to collect data on trips to and from university campuses taken by Dalhousie community members. The following section explains characteristics of these trips, including mode choice, distance, travel time, and timing.

#### 3.1. Primary mode

The Commuter Survey classifies a primary mode of transportation as a mode that is used 70% or more to get to and from campus. Walking is the most common primary mode of travel for the Dalhousie community, followed closely by public transit and driving alone (Figure 3-1). Figure 3-2 explains that most respondents' primary commute mode stayed the same as the previous year. This question was not applicable to only about 10% of respondents. For comparison, about 20% of respondents stated that this question was not applicable for them in the 2018-2019 Commuter Survey. This is another indication that not very many first-year students answered the survey.

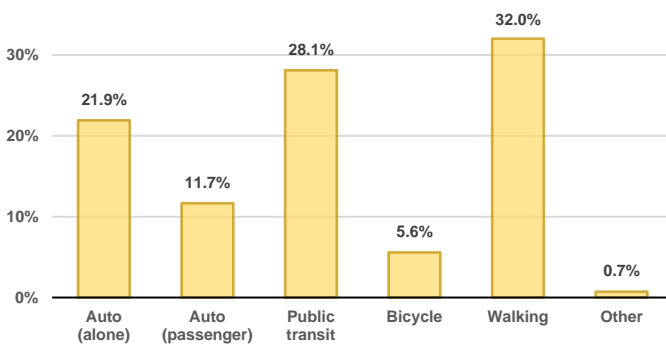


Figure 3-1. Primary commute mode

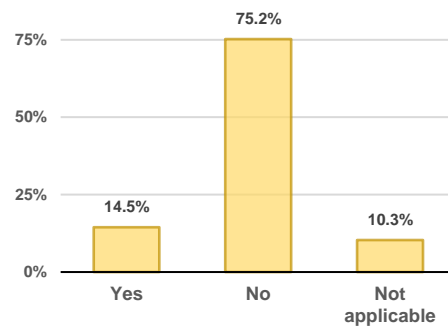


Figure 3-2. Different primary commute mode than last year

Primary commute mode by respondent group is broken down in Table 3-1. Students are the most likely respondent group to walk or take public transit as their primary commute mode to campus. Faculty, Staff and Other respondents are most likely to drive alone. Interestingly, the second most popular primary commute mode for Faculty is walking, however, for Staff and Other, it is public transit. This is consistent with results from the 2018-2019 Commuter Survey.

Table 3-1. Primary commute mode by group

	Auto (alone)	Auto (passenger)	Public transit	Bicycle	Walking	Other
Student	8.5%	4.6%	37.5%	3.3%	45.6%	0.5%
Faculty	33.8%	12.6%	10.0%	14.5%	28.3%	0.7%
Staff	32.8%	20.1%	24.4%	4.5%	17.1%	1.0%
Other	29.2%	8.3%	22.9%	8.3%	31.3%	0.0%



### 3.2. Secondary mode

The Commuter Survey defines a secondary mode of transportation as the method of transport that is used less than 30% of the time. Public transit is the most common secondary commute mode for respondents. Walking is common for respondents as well (Figure 3-3). The 2018-2019 Commuter Survey displayed a similar distribution; however, for this year’s survey, driving as a passenger is now less common as a secondary mode than driving alone.

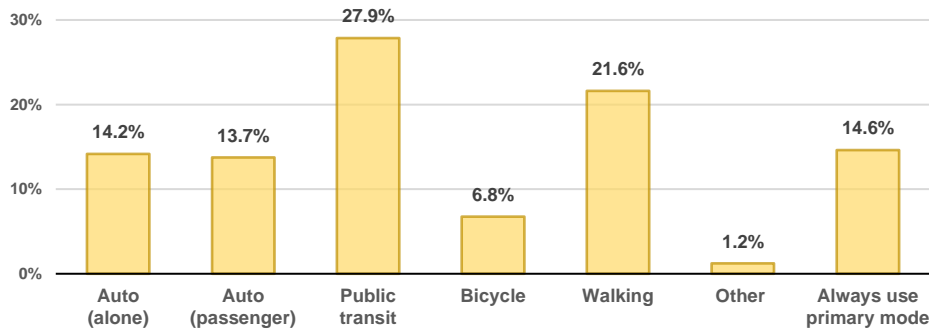


Figure 3-3. Secondary commute mode

Students, Staff and Other are more likely to take public transit as their secondary mode, while Faculty members are more likely to walk (Table 3-2). This is different from last year’s commuter survey as many respondents stated they always used their primary mode of transportation.

Table 3-2. Secondary commute mode by group

	Auto (alone)	Auto (passenger)	Public transit	Bicycle	Walking	Other	Always use primary mode
Student	9.6%	11.2%	35.4%	5.6%	25.5%	0.7%	12.0%
Faculty	20.1%	11.9%	17.9%	9.7%	22.0%	1.1%	17.2%
Staff	17.6%	17.0%	22.7%	6.8%	17.3%	2.0%	16.8%
Other	10.4%	20.8%	29.2%	10.4%	14.6%	0.0%	14.6%

Survey respondents’ secondary modes are compared to their primary modes in Table 3-3. This analysis shows that respondents’ secondary mode of transportation heavily depends on their primary mode. For example, most people who drive alone to a Dalhousie campus are less likely to have a secondary transport option and typically only use their primary mode. Public transit is a favoured backup option for respondents who primarily walk or drive as a passenger. Meanwhile, walking is the favoured secondary transport mode for those who primarily bike or take transit to campus. The mode ‘Other’ includes commute modes such as skateboard/longboard, taxi, etc. Respondents who use these modes as their primary commute mode typically choose public transit or bicycle as their secondary mode.

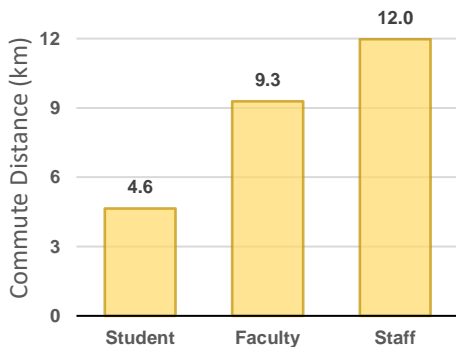


**Table 3-3. Secondary commute mode by primary mode**

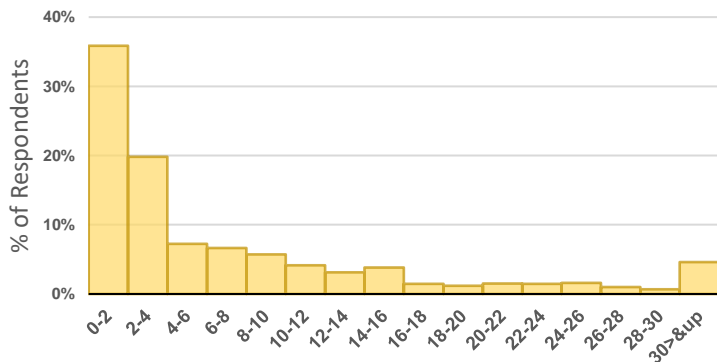
Primary \ Secondary	Auto (alone)	Auto (passenger)	Public transit	Bicycle	Walking	Other	Always use primary mode
Auto (alone)	12.5%	19.9%	20.2%	4.6%	14.8%	2.0%	25.8%
Auto (passenger)	28.7%	5.3%	42.1%	5.7%	11.0%	1.0%	6.2%
Public transit	16.5%	21.2%	2.8%	6.2%	44.0%	1.0%	8.3%
Bicycle	8.0%	1.0%	33.0%	2.0%	54.0%	0.0%	2.0%
Walking	9.2%	8.2%	49.1%	9.6%	5.1%	0.9%	17.9%
Other	7.7%	15.4%	23.1%	23.1%	7.7%	15.4%	7.7%

### 3.3. Commute distance

To calculate respondents' commute distances, their residential postal codes were compared to their primary campus to find the shortest driving distance. Staff have the longest commute time out of all respondent groups and have a commute that is almost three times longer than that of Students' (Figure 3-4). The overall median commute distance is 3.4 km. The median commute distance by group is 1.9 km for Students, 2.9 km for Other, 4.3 km for Faculty, and 7.8 km for Staff. Figure 3-5 shows that most respondents' commute distance is 4 km or less, however, about 5% of respondents commute 30km or more to campus.



**Figure 3-4. Average commute distance by group**



**Figure 3-5. Distribution of commute distances**

### 3.4. Commute travel time

The survey asked respondents to record the minimum and maximum amount of time that it took for them to commute to Dalhousie from their residence using their primary mode of transportation. Averages were calculated from their answers to determine the distribution of commute travel times (Figure 3-6). 50% of respondents reported that their commute is between 5 and 24 minutes. The median commute travel time is 22.5 minutes. Staff typically have the longest commute out of all

respondent groups (Figure 3-7). Interestingly, commute time by respondent group is almost the exact same as the 2018-2019 Commuter Survey.

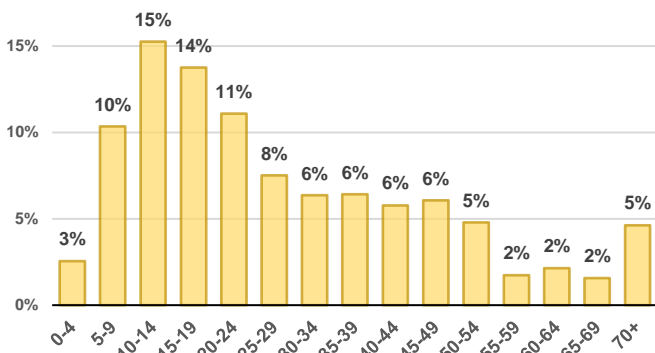


Figure 3-6. Distribution of commute travel time for primary mode

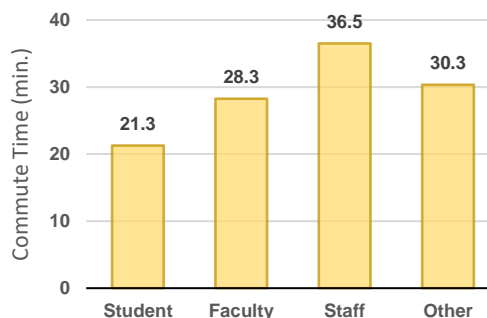


Figure 3-7. Average commute travel time by group

Table 3-4 depicts average commute time by respondents' primary modes of transportation. Auto drivers and passengers tend to have the longest commutes, followed by public transit users, and then bikers and walkers. The majority of bikers and walkers have a commute that is under 30 minutes.

Table 3-4. Average commute travel time by commute mode

	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80+
All	13.3%	29.0%	18.5%	12.7%	11.8%	6.5%	3.7%	2.4%	2.2%
Auto (alone)	8.9%	14.4%	16.8%	21.7%	20.9%	8.9%	4.5%	1.8%	2.1%
Auto (passenger)	7.7%	11.6%	13.5%	25.6%	22.2%	5.8%	6.3%	2.9%	2.5%
Public transit	5.6%	21.8%	20.0%	10.5%	13.0%	12.3%	6.6%	5.8%	4.5%
Bicycle	10.1%	59.6%	22.2%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%
Walking	25.7%	46.9%	19.6%	4.7%	1.4%	1.3%	0.4%	0.0%	0.0%

### 3.5. Arrival and departure time

The arrival and departure times of the Dalhousie community follows typical workday hours. Most respondents stated that they arrive at a Dalhousie campus between 8:00 am and 10:00 am (Figure 3-8). Meanwhile, most respondents leave a Dalhousie campus between 4:00 pm and 6:00 pm (Figure 3-9). There is a small spike in persons arriving at campus around 8:00 pm and 10:00 pm (Figure 3-8) as well as persons departing campus at 4:00 am and 5:00 am (Figure 3-9). This could be a result of Dalhousie custodial or security staff members who do not work typical 9-5 hours.

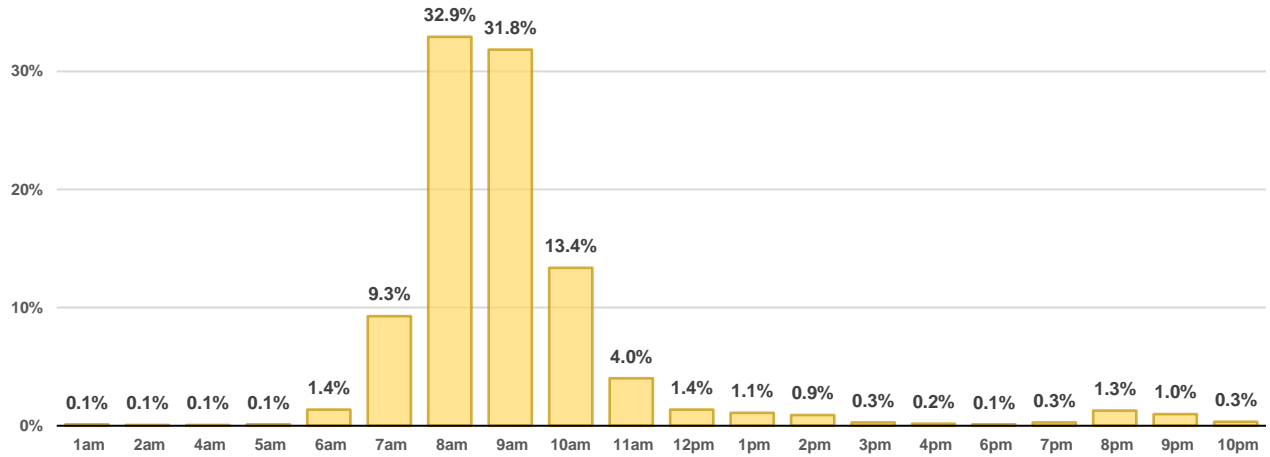


Figure 3-8. Distribution of arrival times

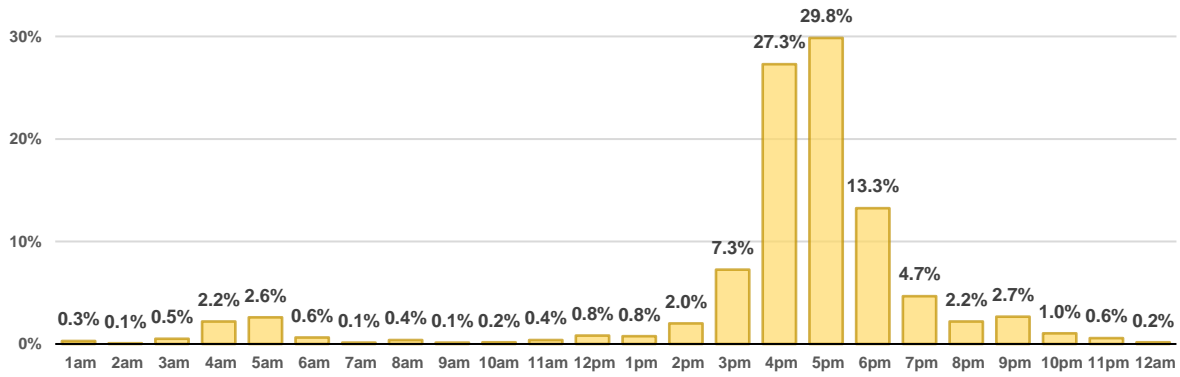


Figure 3-9. Distribution of departure times

## 4. Intercampus Travel

Dalhousie University has three main campuses in Halifax, Studley, Carleton, and Sexton. The university's Agricultural campus is located in Truro. There are also medical teaching facilities located in Saint John, New Brunswick. Respondents were asked questions regarding their travel between campuses, breaking it down into inter-Halifax campus travel and Halifax-Truro travel.

Respondents' primary campus is depicted in Figure 2-3. Halifax's Studley Campus is the campus most frequented by respondents, followed by Carleton, and Sexton.

### 4.1. Travel among Halifax campuses

73.4% of respondents stated that they travel among Halifax campuses; however, the frequency of these trips vary (Figure 4-1). Respondents who make these trips often do so at least once a month (Figure 4-1).

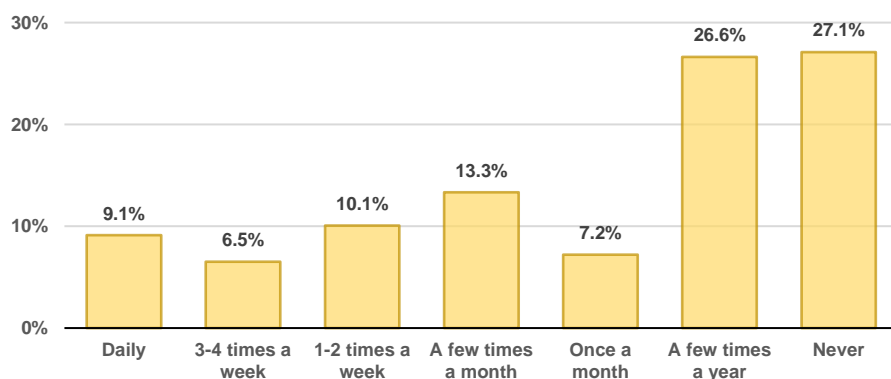


Figure 4-1. Travel frequency among Halifax campuses

Most respondent groups travel between Halifax campuses with varying frequency (Table 4-1). Students are most likely to travel between Halifax campuses on a daily basis and over one third of student respondents stated that they travel between these campuses once or more every week. For every respondent group, over 50% of respondents only travel between Halifax campuses a few times a year or less.

Table 4-1. Travel frequency among Halifax campuses by group

	Daily	3-4 times a week	1-2 times a week	A few times a month	Once a month	A few times a year	Never
Student	13.4%	12.4%	8.4%	8.9%	6.5%	19.1%	31.3%
Faculty	5.4%	9.3%	6.2%	15.8%	8.9%	26.3%	28.2%
Staff	5.3%	8.3%	4.7%	17.6%	7.4%	35.5%	21.1%
Other	11.4%	0.0%	2.3%	13.6%	6.8%	29.5%	36.4%

The Dalhousie University Halifax campuses are located within a few kilometers of each other. As a result, most intercampus travel is done by walking (Figure 4-2). This is consistent with the 2018-2019 Commuter Survey.

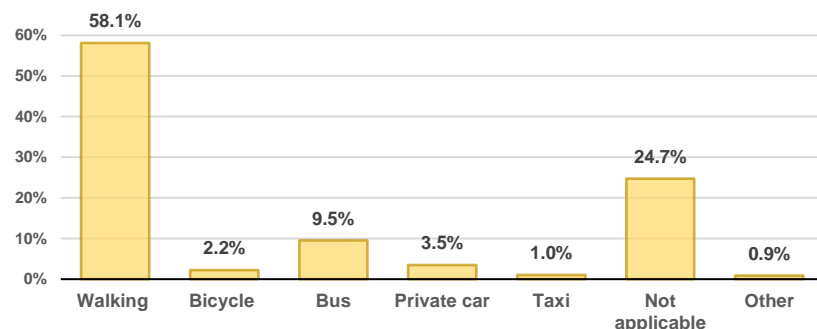


Figure 4-2. Primary travel mode between Halifax campuses

## 4.2. Travel between Halifax and Agricultural campuses

Most respondents never travel between Dalhousie’s Halifax and Truro campuses (Figure 4-3). Those that do, rarely do. In comparison to the 2018-2019 Commuter Survey, this year’s respondents are slightly more likely to travel between the two campus locations and do so a few times a year or rarely.

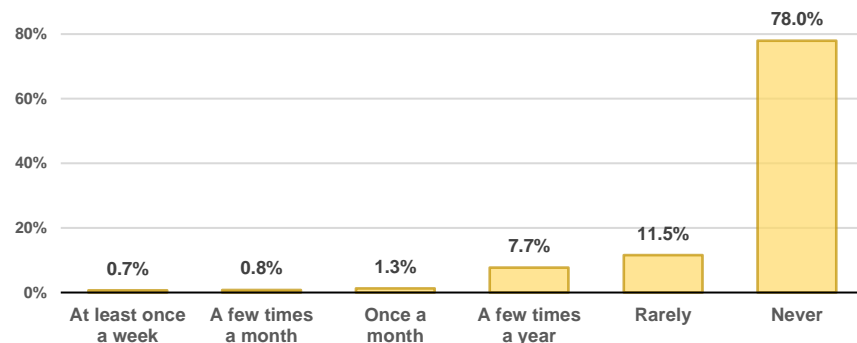


Figure 4-3. Travel frequency between Halifax and Truro campuses

Students and Other are the least likely to travel between Halifax and Truro campuses, while Staff are the most likely (Table 4-2).

Table 4-2. Travel frequency between Halifax and Truro campuses by group

	At least once a week	A few times a month	Once a month	A few times a year	Rarely	Never
Student	1.0%	0.9%	0.9%	1.9%	5.5%	89.8%
Faculty	1.2%	0.8%	1.9%	10.1%	16.7%	69.4%
Staff	0.2%	0.8%	1.5%	13.8%	17.0%	66.8%
Other	0.0%	0.0%	2.3%	4.5%	6.8%	86.4%

There is about a 100 km distance between Dalhousie’s Halifax and Truro campuses, thus restricting how people can travel between these campuses. Respondents who travel between Halifax and Truro campuses are most likely to drive alone, followed by carpool and then bus (Figure 4-4).

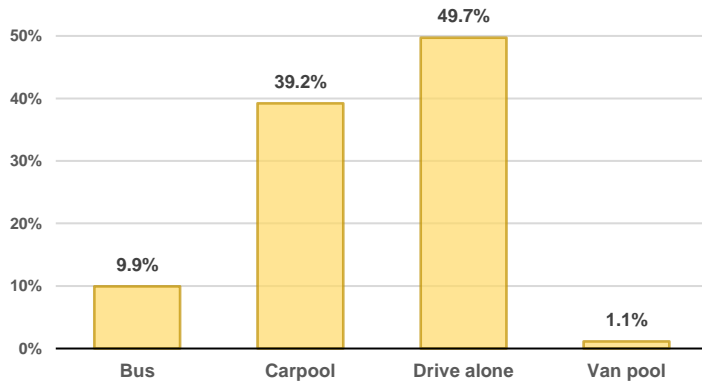


Figure 4-4. Primary travel mode between Halifax and Truro campuses

Students, Faculty, Staff, and Other are all most likely to drive alone when travelling between Halifax and Truro campuses (Table 4-3). These results are slightly different from the results of the 2018-2019 Commuter Survey, as students were more likely to bus between campuses. Staff members are the most likely to carpool when travelling between campuses (Table 4-3).

Table 4-3. Primary travel mode between Halifax and Truro campuses by group

	Bus	Carpool	Drive alone	Van pool
Student	28.0%	29.3%	40.0%	2.7%
Faculty	2.7%	26.0%	71.2%	0.0%
Staff	6.0%	48.7%	44.2%	1.0%
Other	0.0%	0.0%	100.0%	0.0%

## 5. Comparison by Campus

Dalhousie's campuses are located within different communities in Atlantic Canada. These geographic differences impact the commuting habits of people who attend those campuses. The following section breaks down commuting characteristics (ownership, mode, distance, and travel time) by campus. The Halifax campuses are most similar with some differences, while the Agricultural campus and university's health facilities display divergent commuting patterns. These patterns are explored below.

### 5.1. Vehicle and bicycle access

How many respondents own a vehicle based on their primary campus is shown in Figure 5-1. The Halifax campuses all have lower levels of vehicle ownership than Dalhousie's other campuses. This is likely a result of the other campuses being located in smaller towns (e.g. Truro) and their limited access to public transit. Dalhousie's health facilities typically have an older student population, another contributing factor to their higher percentage of vehicle ownership.

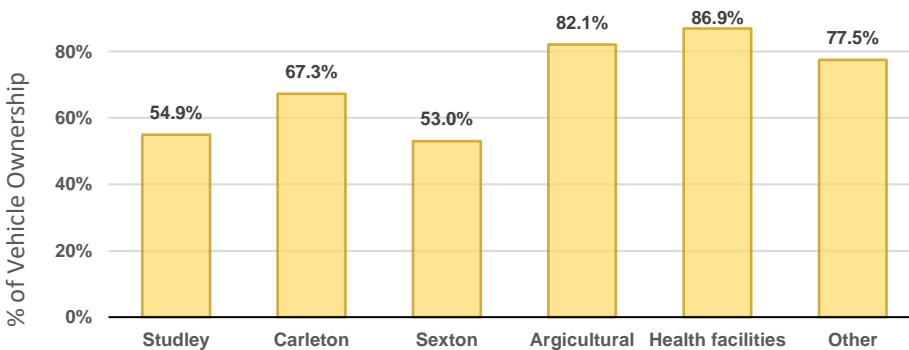


Figure 5-1. Vehicle ownership by campus

Respondents attending Dalhousie's Health facilities are most likely to own a bicycle (Figure 5-2). Dalhousie's Halifax and Truro campuses all have similar rates of bicycle ownership. The 2018-2019 Commuter Survey showed a similar trend.

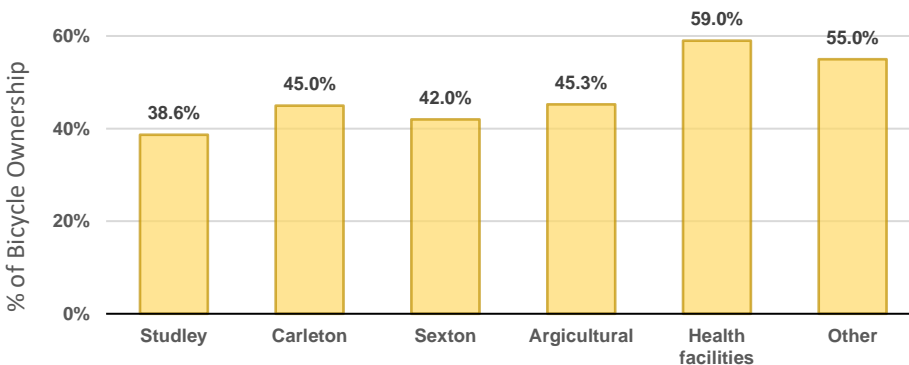


Figure 5-2. Bicycle ownership by campus

## 5.2. Commute mode

Walking and public transit are the most common primary commute modes for Dalhousie’s three Halifax campuses (Figure 5-3). This year’s commuter survey shows similar trends to that of previous commuter surveys where Sexton Campus has high levels of public transit use and the Agricultural campus shows high levels of auto use but low public transit use. These patterns are all a result of the campuses locations and the transportation systems nearby.

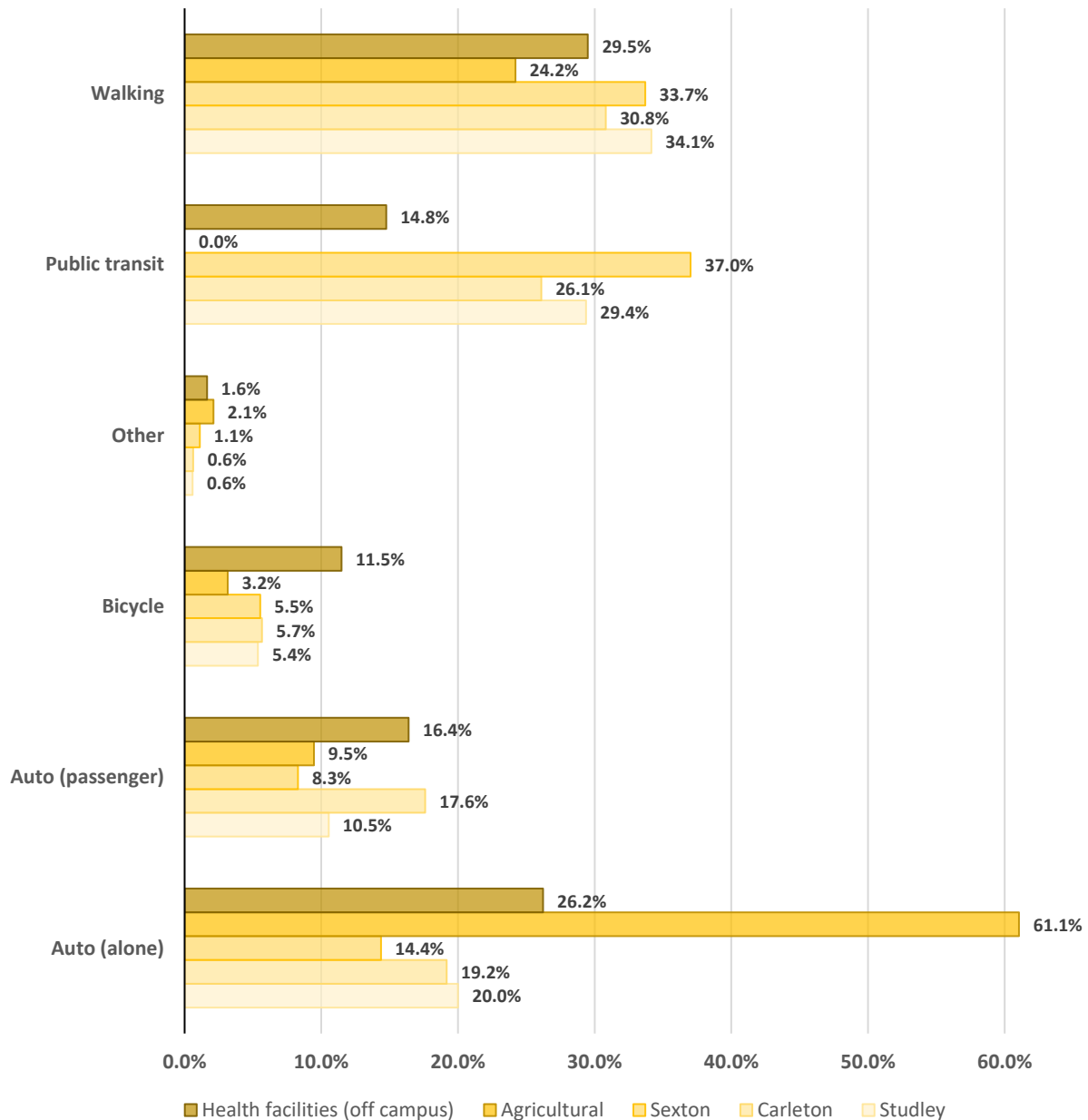


Figure 5-3. Primary commute mode by campus



### 5.3. Commute distance and travel time

Respondents' commute distance varies by campus. Respondents attending the Agricultural Campus typically have the longest commute Figure 5-4. This is likely due to the lower density housing that is found in Truro than that of Halifax. Figure 5-5 displays the average commute time of respondents to their campus. Most respondents' average commute times are within a couple minutes of each other, regardless of the campus they attend. Interestingly, respondents attending the Agricultural Campus have the shortest average commuting time but the longest average commuting distance. This is likely because they have higher rates of auto use and less traffic.

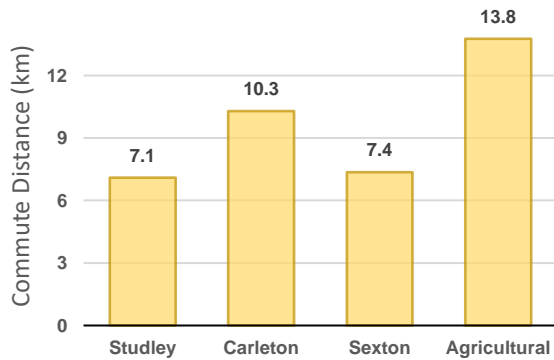


Figure 5-4. Average commute distance by campus

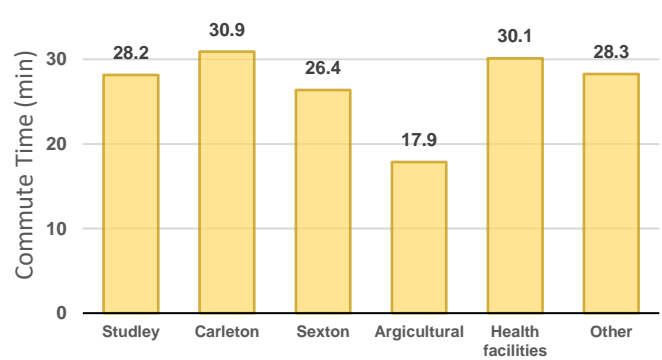


Figure 5-5. Average commute time by campus

## 6. Comparison by Year

The following is a discussion on the trends seen throughout the years the commuter survey has been implemented. It is important to point out that the survey does not take a random sample and that the proportions of respondent groups vary year to year. Thus, the trends seen in the figures below may be a result of the year-to-year variation and sample composition rather than underlying trends in commuter habits. The 2010 Commuter Survey is an example of this as the sample was smaller than usual and the results are inconsistent with other years.

### 6.1. Commute mode

Most respondents' primary commute modes have remained stable over the years however, the 2019-2020 survey showed a drop in walking as a primary commute mode (Figure 6-1). This decrease in walking is likely a result of the lower proportion of student respondents. In comparison to the 2018-2019 survey, the likelihood of a respondent using public transit, driving alone, carpooling, or biking has increased.

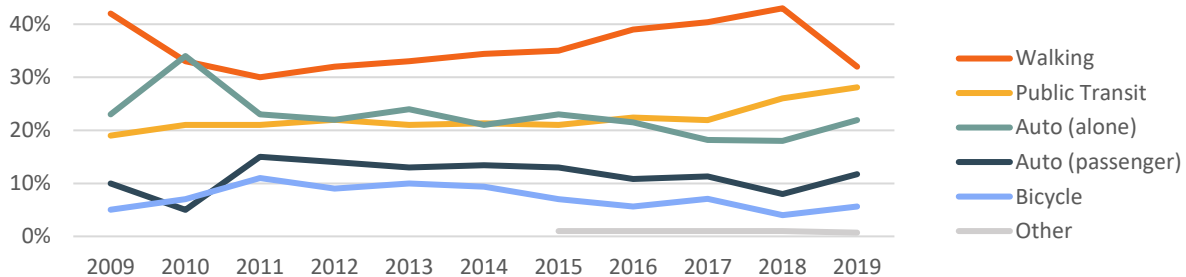


Figure 6-1. Primary commute mode by year

Figure 6-2 details that for almost every survey year, walking and public transit are consistently the two most popular commute modes for students.

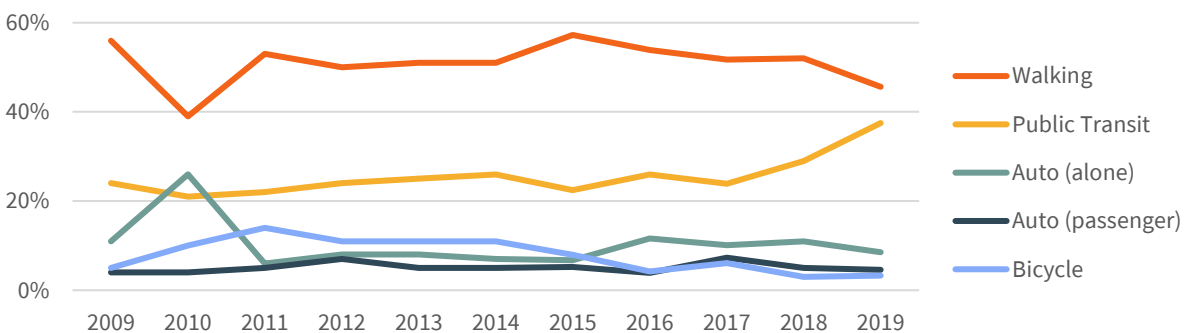


Figure 6-2. Student primary commute mode by year

Figure 6-3 explains that Faculty and Staff continue to drive alone as their primary commute mode. Public transit, walking and carpooling continue to see an equal amount of use. Bicycle and other continue to be the least popular modes for these respondent groups.

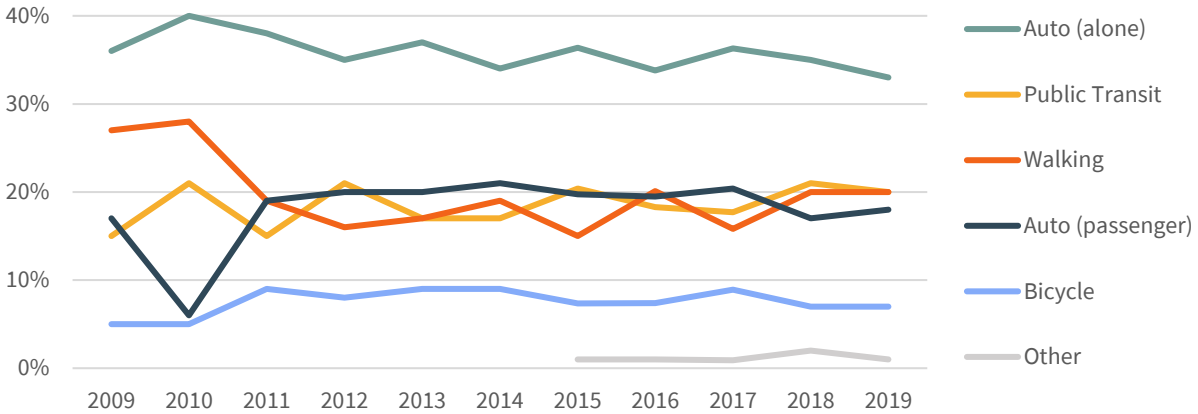


Figure 6-3. Faculty and Staff primary commute mode by year

## 6.2. Commute distance and travel time

Figure 6-4 depicts the distribution of respondents' average commute times throughout survey years. The 2019-2020 Commuter Survey shows a similar distribution to that of the 2018-2019 survey, however, this year, more respondents had a 21 to 30-minute commute than those with a 10-minute or less commute. The most common commutes continue to be between 11 to 20-minutes.

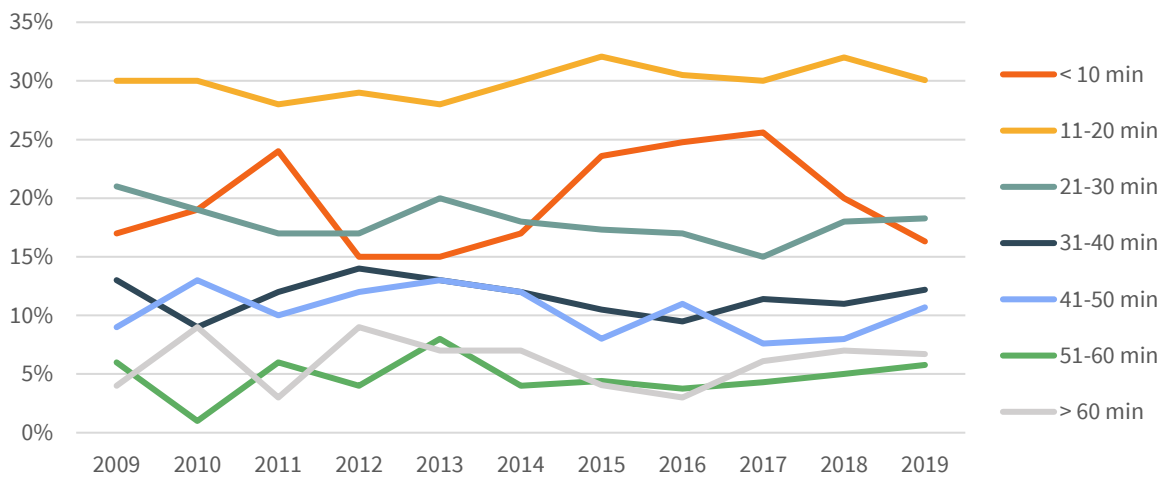


Figure 6-4. Proportion of respondents with given average commute time by year

Staff members continue to have the longest commute distance in comparison to other respondent groups, followed by Faculty and Students (Figure 6-5). In comparison to the 2018-2019 survey, Staff average commute distance stayed the same, Faculty increased by about 1km, and Students' decreased by a little more than a kilometre.

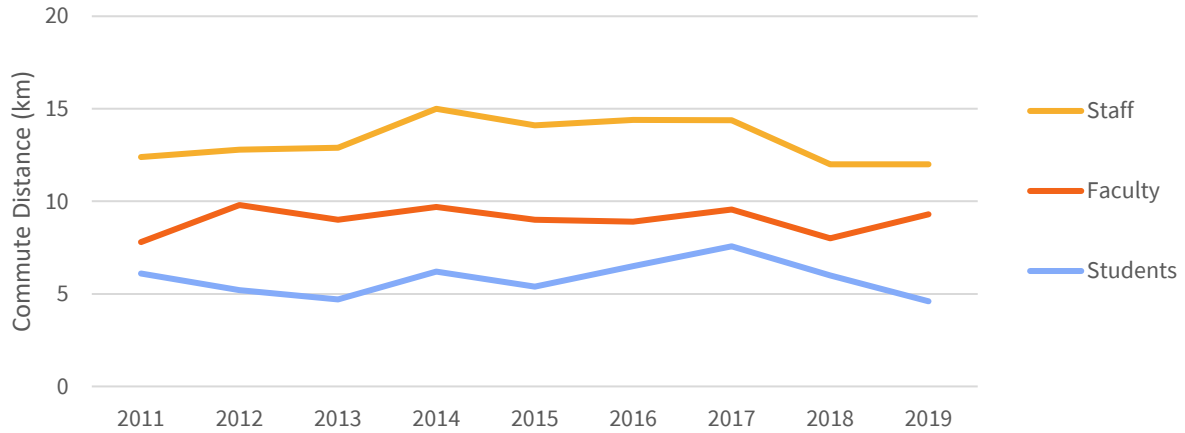


Figure 6-5. Average commute distance by year and group (km)

## 7. Strategic Planning and Sustainability

2019 marked Dalhousie’s fifth and final year of its *Inspiration and Impact: Dalhousie Strategic Direction 2014-2018* strategic plan. As such, the school also began its process to generate the next set of recommendations and initiatives to inform university activities between 2020-2024. This section draws upon themes explored during this year’s strategic planning process.

### 7.1. Perception of sustainability

Respondents’ had strong feelings towards Dalhousie being a world leader in sustainability. Most respondents answered that they believe it is very important for Dalhousie to be a sustainable leader in the specified areas (Table 7-1). Table 7-1 shows that university operations received the highest importance rating among respondents. In the open-ended portion of this question, a few respondents stated that being considered a world leader was not necessary, and rather that the university should simply focus on making sustainability a priority.

*Table 7-1. Importance of Dalhousie’s leadership in sustainability*

	Not important	Slightly important	Important	Somewhat important	Very important
University operations	0.7%	1.2%	5.9%	23.4%	68.9%
Related research	0.8%	2.0%	11.9%	29.5%	55.8%
Public engagement and outreach	1.1%	3.1%	14.6%	33.2%	48.0%
Investments	1.7%	3.6%	15.6%	29.1%	50.0%
Governance	1.4%	3.9%	14.3%	31.0%	49.4%
Student internship opportunities	2.1%	4.4%	16.3%	29.7%	47.5%

Over two thirds (66% or more) of survey respondents felt that a comprehensive sustainability web portal, a new branded campus sustainability fund and program, and a new structure to coordinate and integrate sustainability and environmental activities would be effective strategies to improve Dalhousie’s sustainability efforts (Table 7-2). Many respondents also answered that stories in Dal News and an integrated Twitter Feed could also be effective.

*Table 7-2. Strategies to improve communications and integration of sustainability*

	Not effective	Not very effective	Neutral	Somewhat effective	Very effective
A comprehensive sustainability web portal containing course information, research connections, student links and operations details	3.1%	6.0%	22.1%	35.5%	33.2%
Stories in Dal News	6.0%	11.8%	29.7%	32.1%	20.4%
Integrated Twitter Feed	10.1%	16.1%	35.0%	25.5%	13.3%

A new branded campus sustainability fund and program supporting on-campus and community projects	2.6%	5.3%	17.7%	35.1%	39.4%
A new structure (e.g. Institute) that better coordinates and integrates sustainability and environmental activities at Dalhousie	4.7%	6.8%	22.0%	30.3%	36.3%

## 7.2. Campus sustainability

95% of respondents either somewhat agree or strongly agree with sustainability being a goal on campus (Figure 7-1). These numbers are slightly higher than the 2018-2019 Commuter Survey.

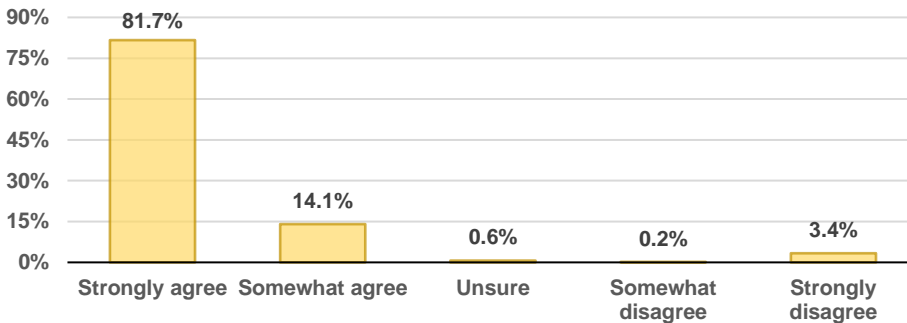


Figure 7-1. Should sustainability be a campus-wide goal?

Table 7-3 shows how important certain sustainability initiatives are to survey respondents. These initiatives are the same as last year, with the exception of energy being added and grouped with climate change. Over 70% of respondents believe energy and climate change is very important. Energy and climate change had the highest rating of importance out of all the questions, followed shortly after by waste. Procurement had the lowest score of importance.

Table 7-3. Importance of sustainability initiatives

	Not important	Slightly important	Moderately important	Important	Very Important
Transportation	1.2%	3.4%	9.8%	32.0%	54.2%
Built environment	0.4%	2.1%	14.7%	42.9%	39.9%
Natural environment	0.3%	1.1%	7.9%	32.3%	58.5%
Waste	0.2%	1.0%	5.6%	28.3%	64.8%
Food	0.5%	1.5%	10.2%	33.0%	54.8%
Procurement	1.3%	5.0%	24.5%	40.1%	29.2%
Energy & climate change	0.5%	1.4%	5.5%	22.3%	70.2%

## 8. Conclusion

The 2019-2020 Dalhousie University Commuter Survey successfully engaged over 2000 members of the Dalhousie community. This year's survey was unique in that it highlighted parking, sustainability and strategic planning initiatives.

Conclusions from the 2019-2020 survey:

- The top two modes of transportation for the Dalhousie community members' commute continues to be walking and public transit.
- Overall results of the survey vary based on the number of respondents and their role at the university. For example, when survey years have a higher proportion of staff and faculty responses, typical patterns that are associated with these groups (i.e. longer commute times and distances, higher auto use, etc.) are higher. In the future, more strategic planning or incentives may be used to increase student participation.
- A respondent's mode of transport is often reliant on the campus they commute to and the available transportation systems. Respondents attending the Agricultural campus have limited access to public transport and typically live in lower density housing, meaning that auto usage is more common as a primary mode of transport. The opposite is true for Halifax campus respondents who are more likely to walk or use public transit.
- Respondents who commute with an automobile (as either a passenger or alone) typically park in Dalhousie lots and the general annual permit is the most common permit purchased for this commuting group.
- Sustainability on campus is important to Dalhousie community members, with climate change and energy being the most important initiative to respondents.
- Respondents believe that there are multiple new strategies that can be effective towards improving Dalhousie's communications and integration of sustainability.

The commuter survey continues to be a critical tool used to monitor Dalhousie University's sustainability progress. The commuter survey enables the Office of Sustainability to check-in with the Dalhousie community and gather their commuting characteristics as well as their feelings towards sustainability initiatives. This year's survey acts as another staple in the long-term monitoring and progression towards a more healthy and sustainable university. The survey outcomes as described in this report will be used as evidence to help inform future university sustainability plans and policies.

# Appendix A. Comparison of Secondary and Combined Modes by Year

## Contents:

1. Figure A-1. Secondary mode (2009-2019)
2. Figure A-2. Secondary mode of students (2009-2019)
3. Figure A-3. Secondary mode of staff and faculty (2009-2019)
4. Figure A-4. Combined mode of Halifax Campuses (2009-2019)
5. Figure A-5. Combined mode of Agriculture Campus (2012-2019)



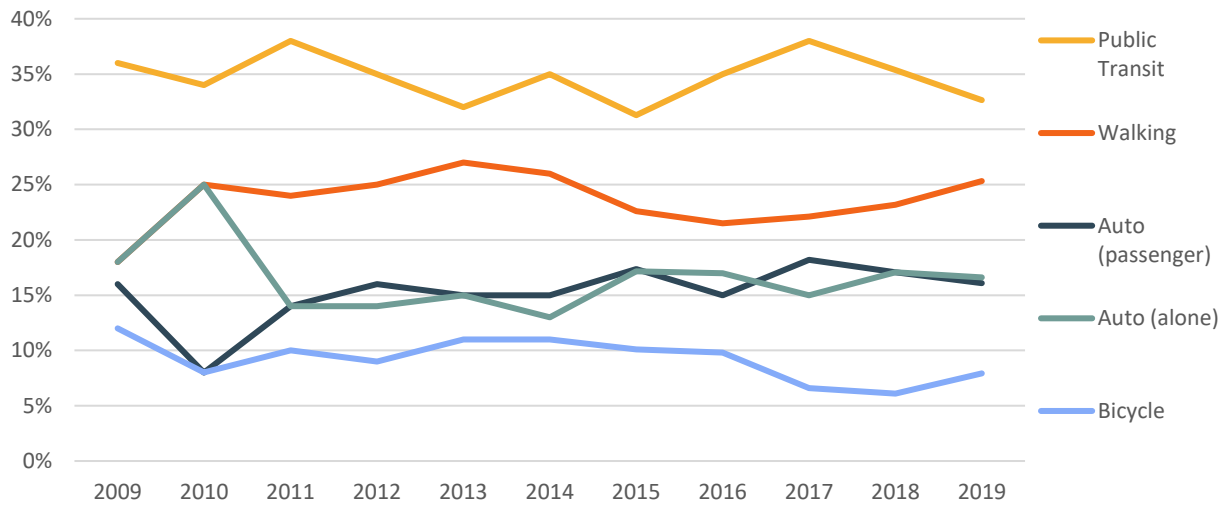


Figure A-1. Secondary mode (2009-2019)

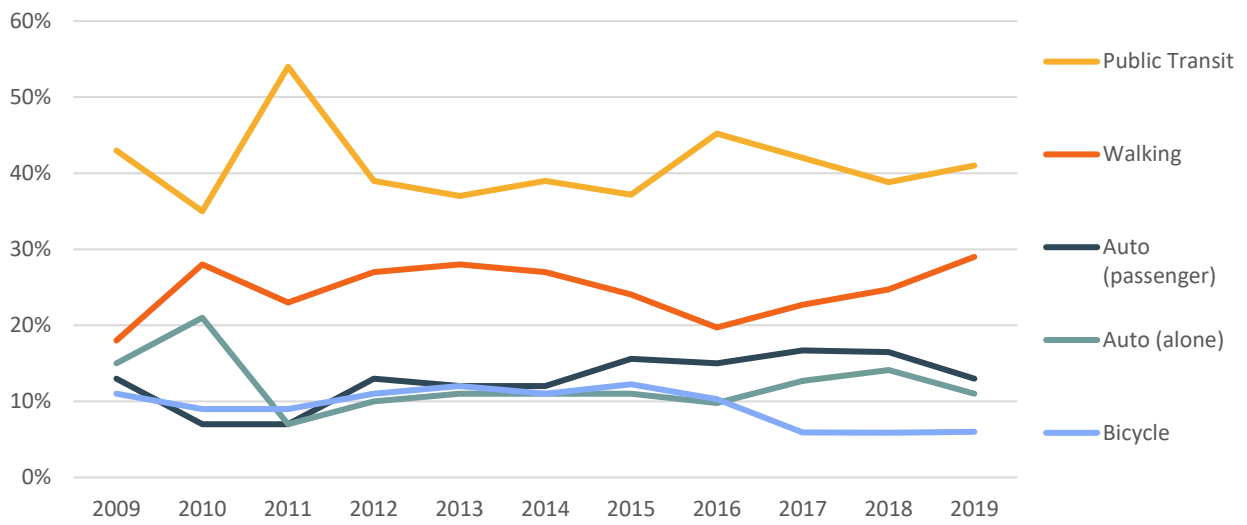


Figure A-2. Secondary mode of students (2009-2019)

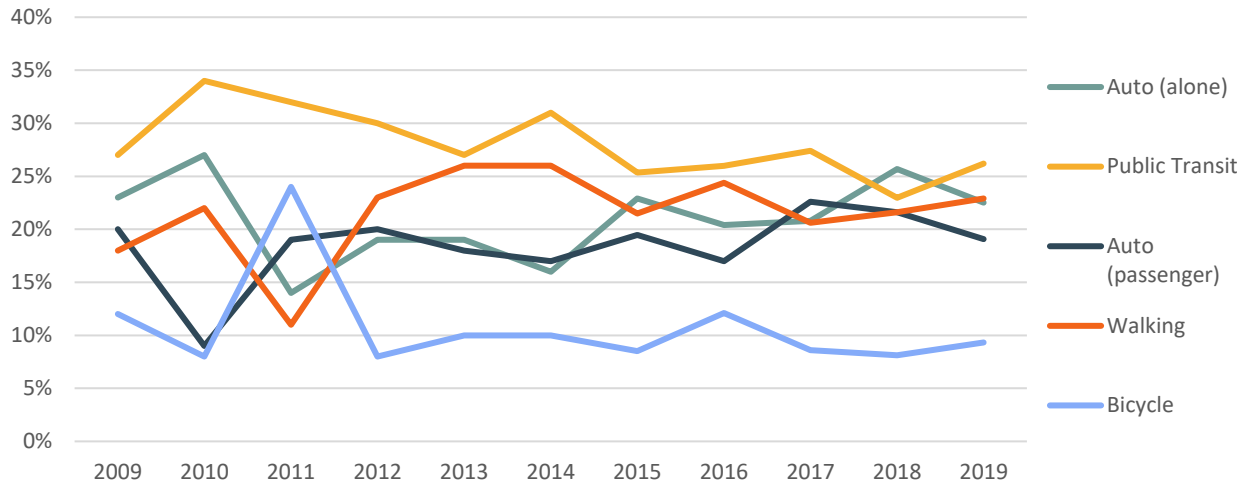


Figure A-3. Secondary mode of staff and faculty (2009-2019)

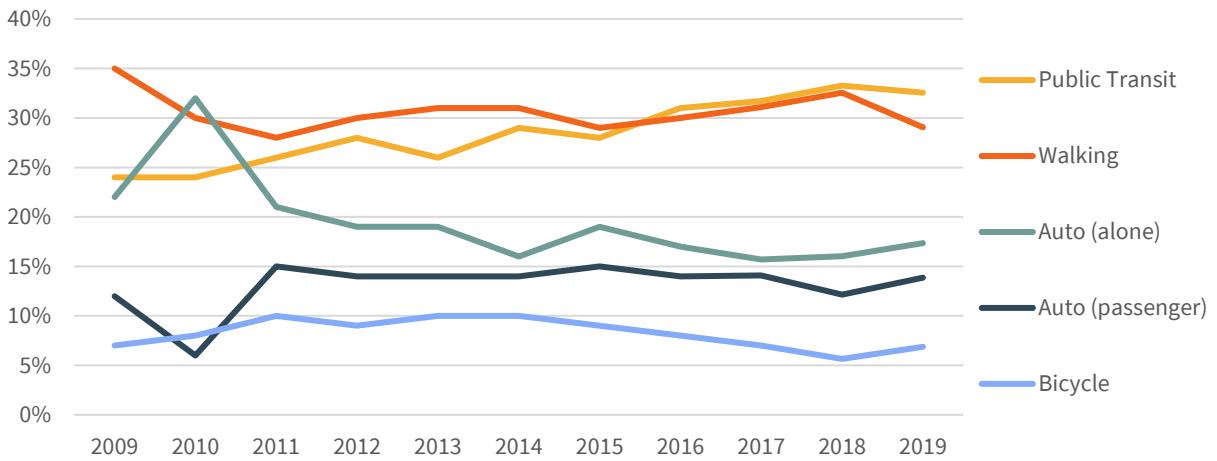


Figure A-4. Combined mode of Halifax Campuses (2009-2019)

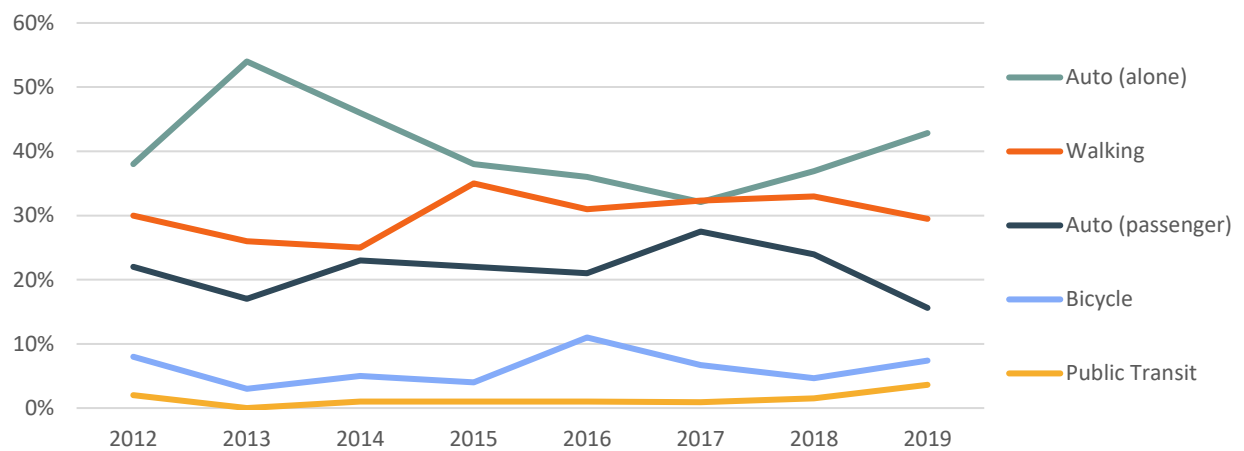


Figure A-5. Combined mode of Agriculture Campus (2012-2019)

# Appendix B. Summary of 2020 Survey Data

## Contents:

1. Which of these groups do you currently belong to?
2. Environmental sustainability should be a campus-wide goal.
3. How important is it that Dalhousie is a world leader in sustainability? (5-very important, 4-somewhat important, 3-important, 2-slightly important, 1-not important).
4. Please rate the following strategies in terms of their ability to improve communications and integration of sustainability activities.
5. How should social dimensions (environmental justice, equity, diversity) be more effectively incorporated into the sustainability agenda?
6. The Dalhousie Office of Sustainability works on a number of initiatives. Please rate the following based on how important they are to you.
7. What is your primary mode of transportation (70% of the time or more) for your daily commute to campus throughout the year?
8. What is your secondary mode of transportation (less than 30% of the time) for your daily commute to campus?
9. Do you use a different primary commute mode this year (in comparison to your primary commute mode in 2018-2019)?
10. Considering all parts of your commute (from the time you leave your home until you arrive on campus) which of the following combination of modes do you use during a typical commute? (select all that apply)
11. How many minutes, on average, does it take to get from your home to Dalhousie when you use your primary mode of transportation? Please enter numbers only.
12. At what time, on average, do you arrive at Dalhousie? Please identify the time to the nearest hour.
13. At what time, on average, do you leave Dalhousie? Please identify the time to the nearest hour.
14. How often do you travel between the Halifax campuses? (Carleton, Sexton, and Studley)
15. What is your primary means of travel between Halifax campuses?
16. How often do you travel between the Halifax and Agricultural campuses?
17. What is your primary means of travel between the Halifax and Agricultural campuses?
18. Do you own or have access to a car? (Choose all that apply)
19. If your primary mode is automobile (drive alone or passenger), where do you generally park your car?
20. What kind of Dalhousie parking permit did you purchase this year?
21. Do you own or have access to a bicycle? (Choose all that apply)
22. How much on average (in Canadian dollars) do you spend out-of-pocket on a monthly basis for transportation purposes (for gas, parking, etc.)? Costs of ownership or vehicle maintenance should not be included. Please enter a number only.
23. What is your age?
24. What is your gender?
25. What is your annual household income?
26. What is the postal code of your local residence (i.e. the Nova Scotia address from which you commute daily to Dalhousie)? Please provide it in six digit UPPERCASE format without a space. (i.e. B3B1B9)
27. What is your primary campus?
28. Are you a full-time or part-time staff, faculty, or student?

29. What is your primary department and/or faculty?
30. How did you hear about this survey? (choose all that apply)

Question	n (total 2241)	% of total
<b>1. Which of these groups do you currently belong to?</b>		
Students	811	36.19
Faculty	269	12.00
Staff	670	29.90
Alumni	31	1.38
Other	17	0.76
Total	1798	80.23
Not answered	443	19.77
<b>2. Environmental sustainability should be a campus-wide goal.</b>		
Strongly disagree	61	2.72
Somewhat disagree	4	0.18
Unsure	11	0.49
Somewhat agree	252	11.24
Strongly agree	1465	65.37
Total	1793	80.01
Not answered	448	19.99
<b>3. How important is it that Dalhousie is a world leader in sustainability?</b>		
<i>University operations (e.g. green buildings, energy and water use, procurement, etc.)</i>		
Not important	12	0.54
Slightly important	21	0.94
Important	106	4.73
Somewhat important	420	18.74
Very important	1236	55.15
Total	1795	80.10
Not answered	446	19.90
<i>Research</i>		
Not important	15	0.67
Slightly important	36	1.61
Important	214	9.55
Somewhat important	529	23.61
Very important	1001	44.67
Total	1795	80.10
Not answered	446	19.90
<i>Public engagement, communications and outreach</i>		
Not important	20	0.89
Slightly important	55	2.45
Important	262	11.69
Somewhat important	596	26.60
Very important	862	38.46
Total	1795	80.10

Not answered	446	19.90
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*Investments*

Not important	30	1.34
Slightly important	64	2.86
Important	280	12.49
Somewhat important	523	23.34
Very important	898	40.07
Total	1795	80.10
Not answered	446	19.90

*Governance (e.g. in its Mission and Vision statements, reporting, etc.)*

Not important	25	1.12
Slightly important	70	3.12
Important	257	11.47
Somewhat important	557	24.85
Very important	886	39.54
Total	1795	80.10
Not answered	446	19.90

*Student internship opportunities*

Not important	38	1.70
Slightly important	79	3.53
Important	293	13.07
Somewhat important	533	23.78
Very important	852	38.02
Total	1795	80.10
Not answered	446	19.90

4. Please rate the following strategies in terms of their ability to improve communications and integration of sustainability activities.

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*A comprehensive sustainability web portal containing course information, research connections, student links and operations details*

Not effective	56	2.50
Not very effective	108	4.82
Neutral	396	17.67
Somewhat effective	636	28.38
Very effective	595	26.55
Total	1791	79.92
Not answered	450	20.08

*Stories in Dal News*

Not effective	107	4.77
Not very effective	221	9.42
Neutral	532	23.74
Somewhat effective	575	25.66

Very effective	366	16.33
Total	1791	79.92
Not answered	450	20.08

*Integrated Twitter Feed*

Not effective	180	8.03
Not very effective	289	12.90
Neutral	627	27.98
Somewhat effective	456	20.35
Very effective	239	10.66
Total	1791	79.92
Not answered	450	20.08

*A new branded campus sustainability fund and program supporting on-campus and community projects*

Not effective	46	2.05
Not very effective	94	4.19
Neutral	317	14.15
Somewhat effective	628	28.02
Very effective	706	31.50
Total	1791	79.92
Not answered	450	20.08

*A new structure (ex. Institute) that better coordinates and integrates sustainability and environmental activities at Dalhousie*

Not effective	84	3.75
Not very effective	121	5.40
Neutral	394	17.58
Somewhat effective	542	24.19
Very effective	650	29.00
Total	1791	79.92
Not answered	450	20.08

6. The Dalhousie Office of Sustainability works on a number of initiatives. Please rate the following based on how important they are to you:

*Transportation*

Not important	22	0.98
Slightly important	61	2.72
Moderately important	175	7.81
Important	561	25.03
Very important	968	43.20
Total	1787	79.74
Not answered	454	20.26

*Built environment*

Not important	7	0.31
Slightly important	38	1.70

Moderately important	263	11.74
Important	765	34.14
Very important	712	31.77
Total	1785	79.65
Not answered	456	20.35

*Natural environment*

Not important	5	0.22
Slightly important	19	0.85
Moderately important	141	6.29
Important	578	25.79
Very important	1045	46.63
Total	1788	79.79
Not answered	453	20.21

*Waste*

Not important	4	0.18
Slightly important	18	0.80
Moderately important	101	4.51
Important	507	22.62
Very important	1160	51.76
Total	1790	79.88
Not answered	451	20.12

*Food*

Not important	9	0.40
Slightly important	27	1.20
Moderately important	182	8.12
Important	589	26.28
Very important	979	43.69
Total	1786	79.70
Not answered	455	20.30

*Procurement*

Not important	23	1.03
Slightly important	88	3.93
Moderately important	425	19.41
Important	712	31.77
Very important	519	23.16
Total	1777	79.29
Not answered	464	20.71

*Energy & climate change*

Not important	9	0.40
Slightly important	25	1.12
Moderately important	99	4.42



Important	400	17.85
Very important	1258	56.14
Total	1791	79.92
Not answered	450	20.08

7. What is your primary mode of transportation (70% of the time or more) for your daily commute to campus throughout the year?

Automobile - Drive alone	393	17.54
Automobile - Passenger (including carpooling)	209	9.33
Public transit (including ferry services)	504	22.49
Bicycle	100	4.46
Walking	574	25.61
Other (e.g. motorcycle, electric scooter)	13	0.58
Total	1793	80.01
Not answered	448	19.99

8. What is your secondary mode of transportation (less than 30% of the time) for your daily commute to campus?

Automobile - Drive alone	254	11.33
Automobile - Passenger (including carpooling)	246	10.98
Public transit (including ferry services)	499	22.31
Van pool	2	0.09
Bicycle	121	5.40
Walking	387	17.27
Skateboard/longboard	5	0.22
Not applicable - Always use the primary mode	262	11.69
Other (e.g. motorcycle, electric scooter)	15	0.67
Total	1791	79.92
Not answered	450	20,08

9. Do you use a different primary commute mode this year (in comparison to your primary commute mode in 2018-2019)?

Yes	256	11.42
No	1331	59.39
Not applicable (first year on campus)	183	8.17
Total	1770	78.98
Not answered	471	21.02

10. Considering all parts of your commute (from the time you leave your home until you arrive on campus) which of the following combination of modes do you use during a typical commute? (select all that apply)

\*Note: percentages are individual and are not representative of total responses

Automobile – Drive alone	510	29.01
Automobile – Passenger (including carpooling)	323	18.37
Public transit (ferry, bus)	681	38.74
Van pool	4	0.23
Bicycle	158	8.99

Walking (more than 10 minutes)	959	54.55
Skateboard/longboard	5	0.28
Other (please specify)	55	3.13

12. How many minutes, on average, does it take to get from your home to Dalhousie when you use your primary mode of transportation? Please enter number only.

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Minimum:		
0 - 17	941	41.99
18 - 35	568	25.35
36 - 53	162	7.23
54 - 71	59	2.63
72 - 89	9	0.40
90 - 107	4	0.18
162 - 179	1	0.40
Total	1744	77.82
Not answered	497	22.18

Maximum:		
0 - 23	690	30.79
24 - 47	566	25.26
48 - 71	320	14.28
72 - 95	124	5.53
96 - 119	7	0.31
120 - 143	22	0.98
144 - 167	2	0.09
168 - 191	1	0.04
192 - 215	1	0.04
216 - 239	1	0.04
Total	1734	77.38
Not answered	507	22.62

13. At what time, on average, do you arrive at Dalhousie? Please identify the time to the nearest hour.

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01:00am	2	0.09
02:00am	1	0.04
04:00am	1	0.04
05:00am	2	0.09
06:00am	24	1.07
07:00am	162	7.23
08:00am	574	25.61
09:00am	555	24.77
10:00am	233	10.40
11:00am	70	3.12
12:00pm	24	1.07
01:00pm	19	0.85
02:00pm	16	0.71
03:00pm	5	0.22

04:00pm	3	0.13
06:00pm	2	0.09
07:00pm	5	0.22
08:00pm	22	0.98
09:00pm	17	0.76
10:00pm	6	0.27
Total	1743	77.78
Not answered	498	22.22

13. At what time, on average, do you leave Dalhousie? Please identify the time to the nearest hour.

01:00am	5	0.22
02:00am	1	0.04
03:00am	9	0.40
04:00am	38	1.70
05:00am	45	2.01
06:00am	11	0.49
07:00am	2	0.09
08:00am	7	0.31
09:00am	2	0.09
10:00am	3	0.13
11:00am	7	0.31
12:00pm	14	0.62
01:00pm	13	0.58
02:00pm	35	1.56
03:00pm	126	5.62
04:00pm	474	21.15
05:00pm	518	23.11
06:00pm	230	10.26
07:00pm	81	3.61
08:00pm	38	1.70
09:00pm	46	2.05
10:00pm	18	0.80
11:00pm	10	0.45
12:00am	3	0.13
Total	1736	77.47
Not answered	505	22.53

14. How often do you travel between the Halifax campuses? (Carleton, Sexton, and Studley)

Daily	159	7.10
3-4 times a week	114	5.09
1-2 times a week	176	7.85
A few times a month	233	10.40
Once a month	126	5.62
A few times a year	465	20.75
Never	473	21.11
Total	1746	79.91

Not answered	495	22.09
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15. What is your primary means of travel between Halifax campuses?

Walking	1013	45.20
Bicycle	39	1.74
Bus	166	7.41
Private car	61	2.72
Taxi	18	0.80
Not applicable	431	19.23
Other (please specify)	15	0.67
Total	1743	77.78
Not answered	498	22.22

16. How often do you travel between the Halifax and Agricultural campuses?

Daily	5	0.22
3-4 times a week	4	0.18
1-2 times a week	3	0.13
A few times a month	14	0.62
Once a month	23	1.03
A few times a year	134	5.98
Rarely	201	8.97
Never	1358	60.60
Total	1742	77.73
Not answered	499	22.27

17. What is your primary means of travel between the Halifax and Agricultural campuses?

Bus	35	1.56
Carpool	138	6.16
Drive alone	175	7.81
Van Pool	4	0.18
Not applicable	1387	61.89
Total	1739	77.60
Not answered	502	22.40

18. Do you own or have access to a car? (Choose all that apply)

\*Note: percentages are individual and are not representative of total responses

I own a car	1044	60.21
I am a member of a car sharing service	67	3.86
I can borrow a car or get a ride most times I need it	134	7.73
I can borrow a car or get a ride some of the time	172	9.92
I do not own or have access to a car	390	22.49

19. If your primary mode is automobile (drive alone or passenger), where do you generally park your car?

Parking in Dalhousie lots	370	16.51
Parking in Dalhousie Pay and Display lot	25	1.12
Using metered parking	45	2.01

Using on-street free parking	149	6.65
Parking in Halifax Regional Municipality carpool locations	11	0.49
Parking spot in a residential driveway	27	1.20
Not applicable (i.e. auto is not my primary mode for commute)	998	44.53
Other	91	4.06
Total	1716	76.57
Not answered	525	23.43

20. What kind of Dalhousie parking permit did you purchase this year?

Reserved annual permit	120	5.35
General annual permit	249	11.11
Term permit	9	0.40
Ride Share permit	8	0.36
Did not purchase any permit	404	18.03
Not applicable	930	41.50
Total	1720	76.75
Not answered	521	23.25

21. Do you own or have access to a bicycle? (Choose all that apply)

\*Note: percentages are individual and are not representative of total responses

I own a bicycle	723	41.79
I can use or borrow a bicycle most times I need it	48	2.77
I can use or borrow a bicycle some of the times that I need it	78	4.51
I do not own or have access to a bicycle	901	52.08

22. How much on average (in Canadian dollars) do you spend out-of-pocket on a monthly basis for transportation purposes (for gas, parking, etc.)? Costs of ownership or vehicle maintenance should not be included. Please enter a number only. Average:

0 - 599	1590	70.95
600 - 1199	17	0.76
1200 - 1799	3	0.13
1800 - 2399	5	0.22
2400 - 2999	2	0.09
3000 - 3599	3	0.13
4800 - 5399	2	0.09
5400 - 5999	1	0.04
Total	1623	72.42
Not answered	618	27.58

23. What is your age?

15-19	102	4.55
20-24	401	17.89
25-34	473	21.11
35-44	292	13.03
45-54	222	9.91
55-64	180	8.03
65 and above	33	1.47

Prefer not to say	20	0.89
Total	1723	76.89
Not answered	518	23.11

24. What is your gender?

Female	1139	50.83
Male	517	23.07
Non-binary/Third Gender	17	0.76
Prefer not to say	44	1.96
Prefer to self-describe	6	0.27
Total	1723	76.89
Not answered	518	23.11

25. What is your annual household income?

Less than \$19,999	364	16.24
\$20,000-39,999	173	7.72
\$40,000-59,999	178	7.94
\$60,000-79,999	156	6.96
\$80,000-99,999	121	5.40
Above \$100,000	446	19.90
Prefer not to say	285	12.72
Total	1723	76.89
Not answered	518	23.11

27. What is your primary campus?

Studley	1025	45.74
Carleton	318	14.19
Sexton	181	8.08
Agricultural	95	4.24
Health facilities (off campus)	61	2.72
Other	40	1.78
Total	1720	76.75
Not answered	521	23.25

28. Are you a full-time or part-time staff, faculty, or student?

Full-time	1569	70.01
Part-time	97	4.33
Other (please specify)	56	2.50
Total	1722	76.84
Not answered	519	23.16

29. What is your primary department and/or faculty?

Ancillary Services	18	0.80
Athletics and Recreational Services	16	0.71
College of Continuing Education	17	0.76

College of Sustainability	10	0.45
Communications and Marketing	11	0.49
Dalhousie Arts Centre & Art Gallery	4	0.18
Dalhousie Libraries	31	1.38
Environmental Health and Safety	4	0.18
Facilities Management	49	2.19
Faculty of Agriculture	73	3.26
Faculty of Architecture and Planning	56	2.50
Faculty of Arts and Social Sciences	105	4.69
Faculty of Computer Science	142	6.34
Faculty of Dentistry	61	2.72
Faculty of Engineering	98	4.37
Faculty of Graduate Studies	53	2.37
Faculty of Health	147	6.56
Faculty of Law	93	4.15
Faculty of Management	72	3.21
Faculty of Medicine	184	8.21
Faculty of Science	228	10.17
Financial Services	27	1.20
Human Resources	24	1.07
Information Technology Services	21	0.94
Legal & Internal Audit Services	1	0.04
Office of Advancement	20	0.89
President's & Provost's Offices	15	0.67
Registrar's Office	32	1.43
Research Services	15	0.67
Student Services	17	0.76
Other	74	3.30
Total	1718	76.66
Not answered	523	23.34

30. How did you hear about this survey? (choose all that apply)

\*Note: percentages are individual and are not representative of total responses

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Faculty/departmental administrator	184	10.68
Office of sustainability website	14	0.81
LCD screen	1	0.06
Word of mouth	8	0.46
Direct email	1353	78.53
"Today at Dal"	68	3.95
"My Dal announcement"	38	2.21
Student society	5	0.29
Departmental newsletter	35	2.03
Facebook	31	1.80
Twitter	22	1.28
Other	58	3.37