DALHOUSIE UNIVERSITY COMMUTER STUDY 2024-2025

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Prepared for:
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Submission: August 2025

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1. Introduction

The Dalhousie Commuter Report is an analysis and evaluation of the results of the Dalhousie Transportation and Sustainability Survey, an annual travel activity survey encompassing those who frequent Dalhousie University. The survey has been running annually since 2009 and examines the Dalhousie's community travel habits and behaviours. The Dalhousie Office of Sustainability conducts and distributes the Dalhousie Transportation and Sustainability Survey. DalTRAC (Dalhousie Transportation Collaboratory) is responsible for the exploration of trends in results and the preparation of the official report.

1.1. Land Acknowledgement

As of 2024, Dalhousie University's official land acknowledgement has been modified to better reflect their commitment to truth and reconciliation.

Dalhousie University operates in the unceded territories of the Mi'kmaw, Wolastoqey, and Peskotomuhkati Peoples. These sovereign nations hold inherent rights as the original peoples of these lands, and we each carry collective obligations under the Peace and Friendship Treaties. Section 35 of the Constitution Act, 1982 recognizes and affirms Aboriginal and Treaty rights in Canada. [1]

1.2. About The University

Dalhousie University is a post-secondary institution located in Nova Scotia, eastern Canada. Dalhousie is internationally recognized as a top-ranking Canadian university that provides a wide variety of academic programs. The university has four main campuses: Studley, Carleton, Sexton, and Agricultural. The first three are located in Halifax, Nova Scotia, while the Agricultural Campus is located in the Town of Truro, approximately 100 kilometres north-northeast of the other campuses.

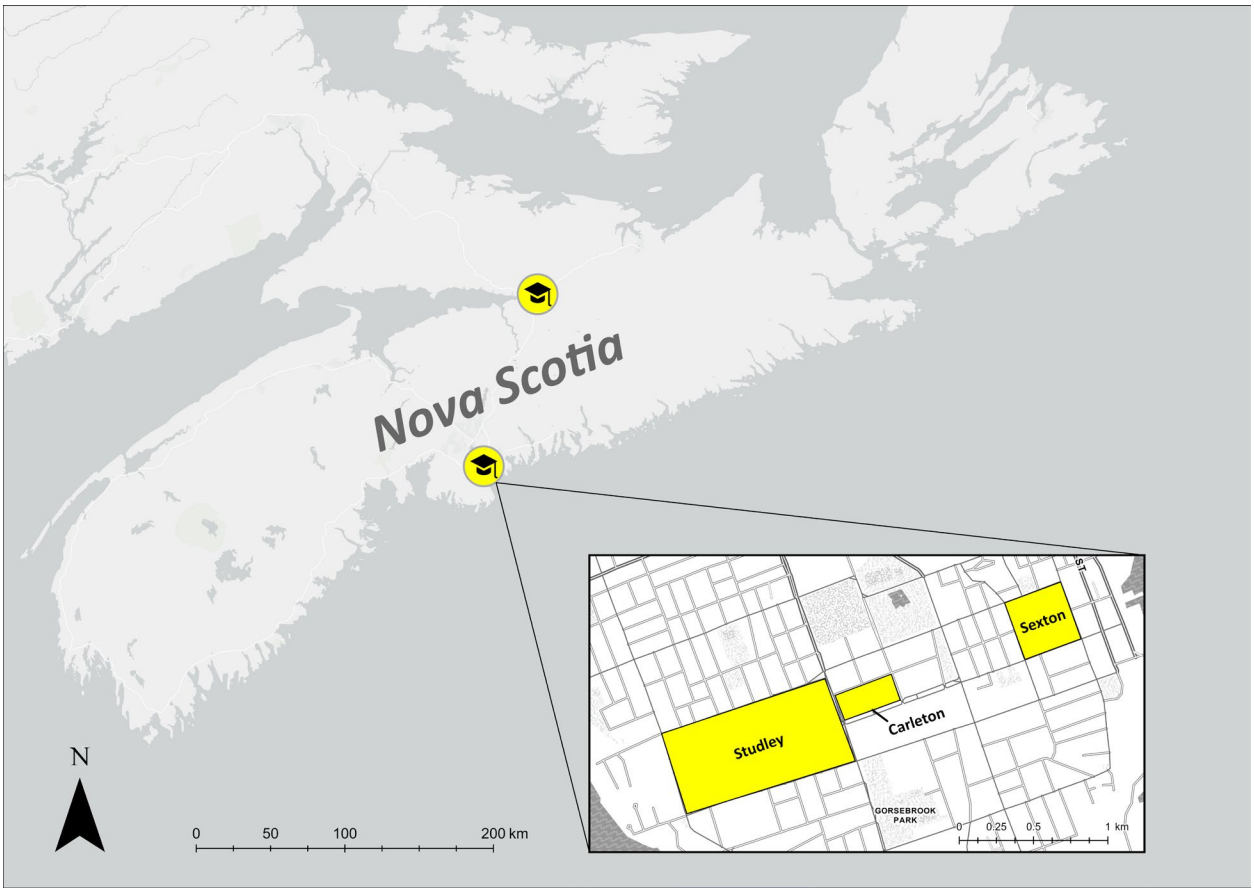

Figure 1-1. Dalhousie University campus locations in Halifax and Truro

1.3. About the Commuter Survey

The Dalhousie Annual Transportation and Sustainability Survey is created and facilitated by the Dalhousie Office of Sustainability and analysed by DalTRAC (Dalhousie Transportation Collaboratory). The goal of the survey is to identify trends in commuting, mode choice, travel distance and duration, and activity location. Current planning initiatives in Halifax, such as the Integrated Mobility Plan, emphasize the importance of travel mode choice, switching away from individual motor vehicles as a positive for the environment, economy, and well-being of the city and its residents. From previous surveys trends have been identified where respondents reported choosing more sustainable transportation modes than the whole of Halifax. Through research, practice, and further initiatives, there is the possibility that Dalhousie University can be used as a proper example to influence the rest of Halifax to adopt more sustainable transportation habits.

Since its inauguration in 2009, Dalhousie's Transportation and Sustainability Survey has been integral in understanding the mobility habits and sustainability perspectives of those who frequent the campuses. The survey helps build onto larger sustainability and environmental initiatives such as Dalhousie's commitment to the United Nations Sustainable Development Goals (SDGs) for 2030. Additionally, the university's Climate Change Operations Plan includes key goals such as implementing sustainable transportation through transportation demand management and greening fleet, from

which data can be derived and provide insights. The survey for the current year took place between April 1 and April 15, 2025.

Table 1-1. Survey responses by academic year

Year	Students	Staff	Faculty	Alumni/Other	No answer	Responses	Completed
9–10	1,322	1,291		-	-	2,613	-
10–11	315	436		-	-	751	-
11–12	329	547		-	277	1,153	-
12–13	713	618	188	-	161	1,680	1,374
13–14	767	717	252	-	255	1,991	1,630
14–15	719	604	185	-	441	1,949	1,508
15–16	517	474	139	-	609	1,739	1,110
16–17	865	472	205	-	608	2,150	1,690
17–18	1,975	668	204	41	249	3,137	2,700
18–19	1,938	554	193	34	209	2,928	2,624
19–20	811	670	269	48	443	2,241	1,714
20–21	1,987	761	221	55	364	3,388	642
22–23	1,382	593	198	17	150	2,340	1,232
23–24	1,754	517	201	19	244	2,735	1,301
24–25	1,021	572	216	16	90	1,915	1,592

The 2024–2025 survey received 1,915 responses, 1,592 of which were completed, leaving a completion rate of 83.1%. Despite being the least responded-to survey since 2015–2016, the high completion rate for this year resulted in the most completed surveys since the start of the COVID-19 pandemic. The survey for 2024–2025 saw a proportional decrease in student responses. The low number of alumni and other respondents leave these groups insignificant when comparing data between groups.

2. Respondent Information

All survey respondents were asked questions about their demographics, residence location, and awareness of the survey. Trends can be identified using their responses, as the data is separated between groups (student, staff, faculty), gender, and transportation mode.

2.1. Group, Classification, and Campus

The 2024–2025 Transportation and Sustainability Survey had the most answers by students, followed by staff and then faculty. Students proportionately answered less than in previous years. In 2023–2024, 70.4% of respondents were students; this year only 55.9% were students. The decrease in student responses was coupled with an increase in staff and faculty responses. Those who responded as 'other'

identified themselves as grant-paid researchers, members of the community, and former staff members (not alumni). Almost all respondents reported being full-time.

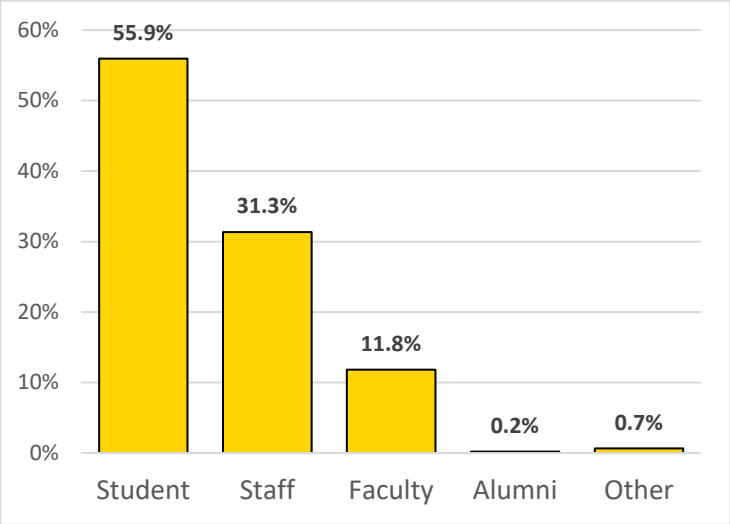

Figure 2-1. Respondent groups (n = 1825 responses, 90 non-responses)

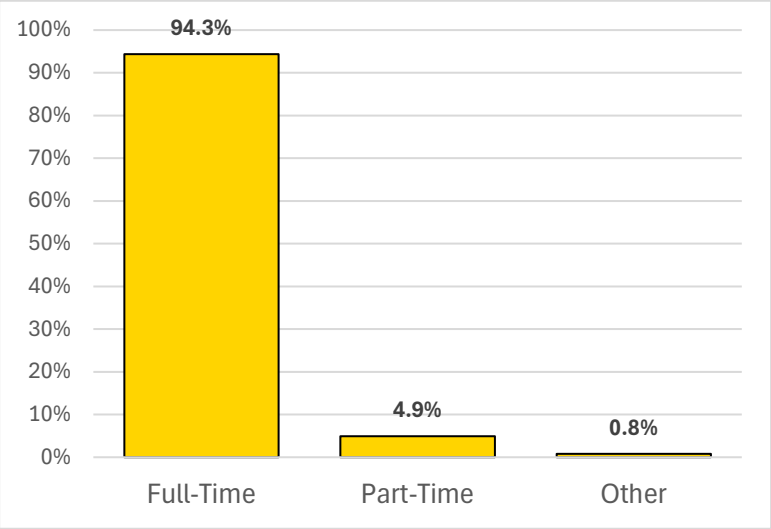

Figure 2-2. Student, Staff, and Faculty classification (n = 1822 responses, 93 non-responses)

A large portion of respondents identified Studley campus as their most frequented Dalhousie campus. This is followed by Carleton and Sexton campuses, respectively. The campus distribution proportions were generally similar to those indicated in previous reports; however, it was noted that Studley campus had slightly more responses than in the previous year. The number of respondents who reported working from home continued to fall, most likely as Dalhousie is getting further away from work-at-home COVID-19 pandemic norms.

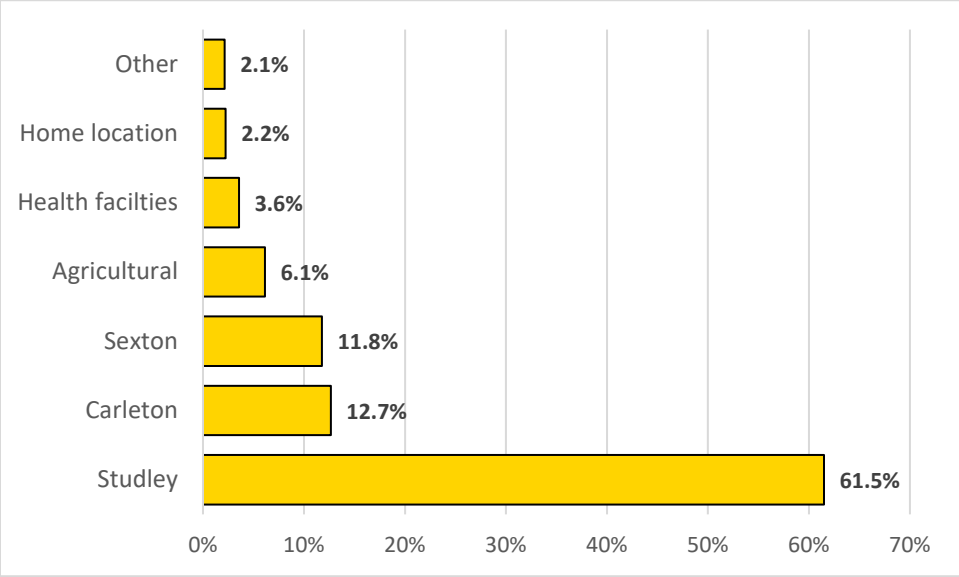

Figure 2-3. Primary campus distribution (n = 1825 responses, 90 non-responses)

2.2. Residence Locations

The self-reported residences of those who participated in the survey are showcased in Figure 2-4. Respondents were asked to provide their postal code to identify their general location while maintaining anonymity. Some respondents opted not to enter their postal code, and others reported living in other provinces or locations that would be too far to commute from regularly. Those who reported living more than 150 kilometres away from their most frequented campus were considered invalid and not included in Figure 2-4. Additionally, those who either attend a health facility, another campus not associated with Dalhousie, or work from home were not included in this section. The areas where the most respondents attending a Halifax campus live are in Halifax proper and smaller rural communities near major highways. Most Agricultural campus respondents live in Truro or the surrounding areas. There are also respondents who live in Halifax and attend the Agricultural Campus in Truro, and vice versa.

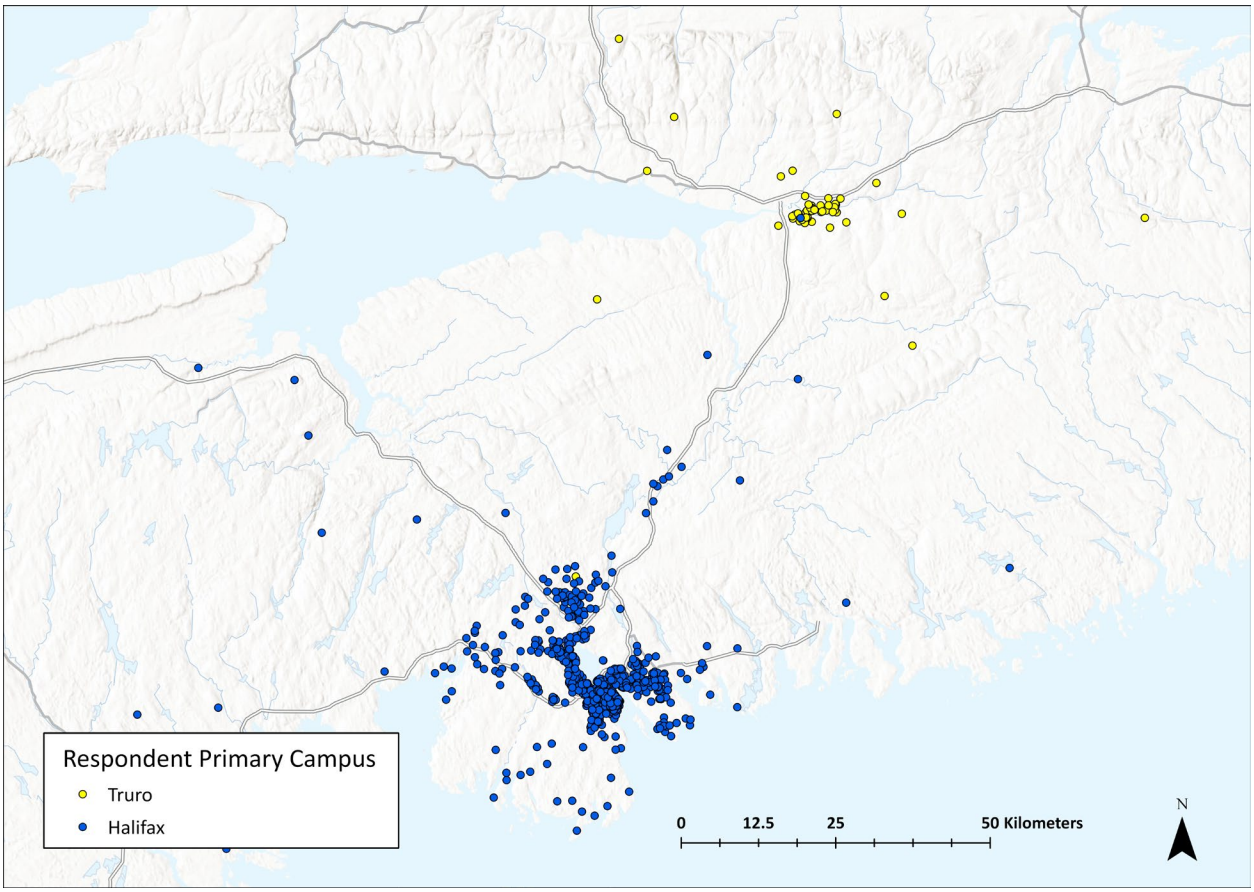

Figure 2-4. Respondent location based on campus

Figure 2-5 shows the density of respondents by dissemination area within Halifax. The highest concentration of respondents is on the peninsula, specifically in the South End and Downtown, close to the three Halifax campuses. There is also a high concentration of respondents in Bedford, near Highway 102. The high response rate in this area is possibly due to the number of new apartments that

have been constructed in Bedford in the recent years. Across the harbour, there is a noticeable decrease in respondents from Dartmouth, compared to data from previous years.

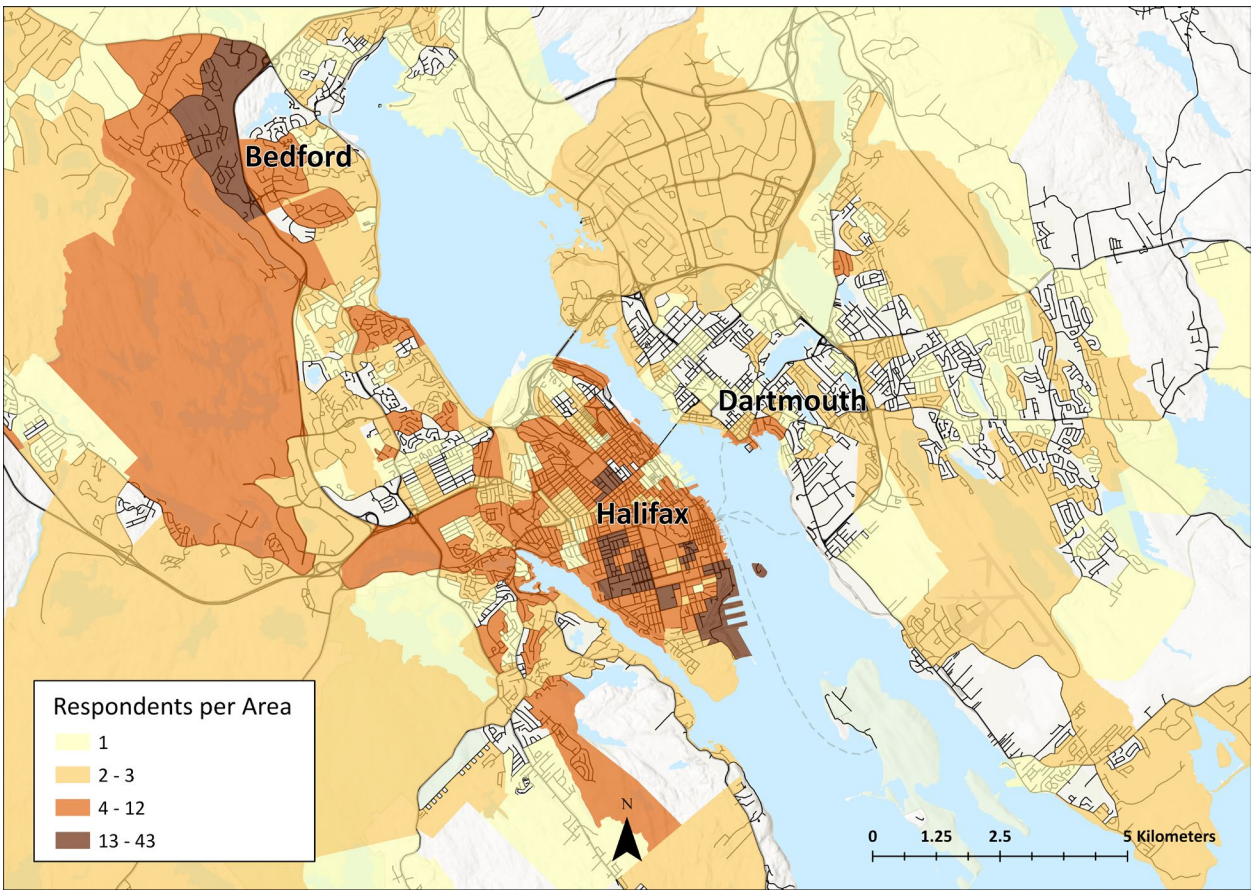

Figure 2-5. Respondent density in Halifax

Figure 2-6 shows the density of respondents by dissemination area in Truro. Compared to Halifax, there are no dissemination areas in Truro that have a reported high concentration of Dalhousie attendees. The dissemination area with the highest concentration is in Bible Hill, where the Agricultural Campus is. These findings could be due to Truro being less densely populated than Halifax and the small number of Agricultural Campus respondents.

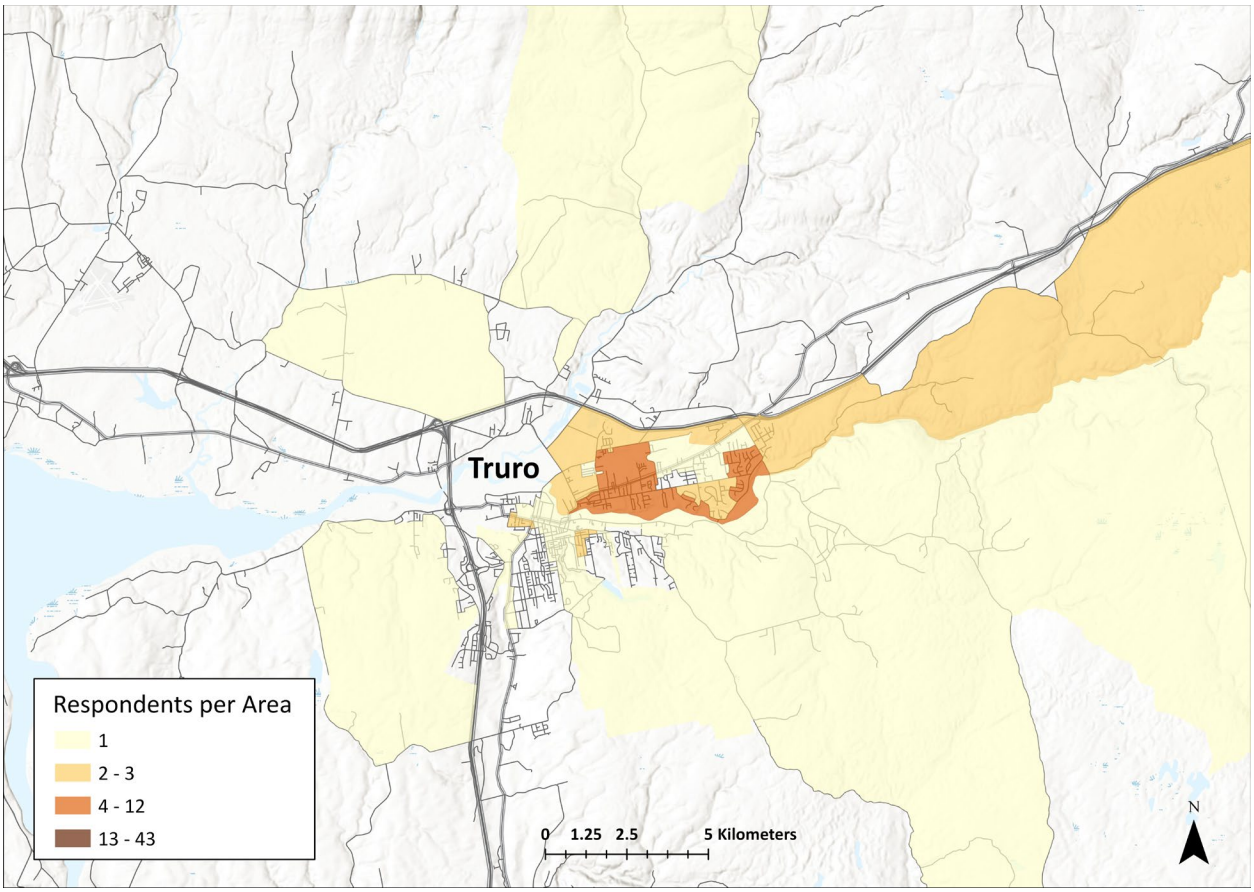

Figure 2-6. Respondent density in Truro

2.3. Gender

More than two-thirds of respondents (68.9%) identified as women. Women outnumbering men in responses is a recurring trend from previous Dalhousie-run surveys. In general, it is a common phenomenon that online surveys are not answered by as much many men compared to women [4]. Dalhousie University has also previously reported in 2021 to have slightly more students identifying as women attending the university than men [2]. The proportions of people who self-reported as non-binary and preferred not to say remained similar to those of past surveys.

When categorizing responses by gender across staff, student, and faculty groups, staff had proportionally the most responses from women (73.0%). Students were the second highest, at 69.6%, followed by faculty, at only 56.2%. Faculty had the least disparity in gender, which has also been observed in previous surveys [2].

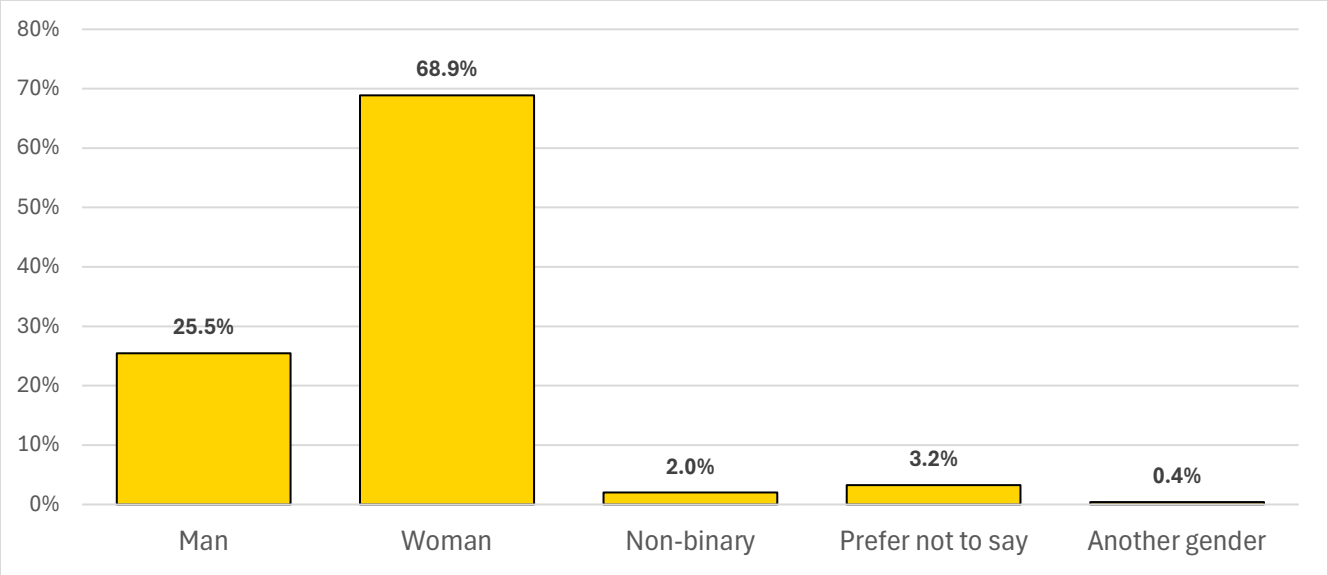

Figure 2-7. Gender distribution (n = 1575 responses, 340 non-responses)

Table 2-1. Response distribution percentage by gender and group

	Man	Woman	Prefer not to say	Non-binary	Another gender
Student	25.4%	69.6%	2.0%	2.5%	0.5%
Staff	21.1%	73.0%	4.4%	1.3%	0.2%
Faculty	36.5%	56.2%	5.4%	1.5%	0.5%

2.4. Age

The reported ages of respondents were older than in previous surveys. The age group with the most responses was those aged 20–24 (25.6%). However, this was much lower than in 2024 and 2023, where the 20–24 age group represented 34.5% and 31.2% of survey responses, respectively. This year, 40.4% of people were 35 or older. In 2024 and 2023, only 27.8% and 31.2% fell under this category, respectively. This is likely due to the proportional decrease in student responses, as students are typically younger than staff and faculty members.

For student respondents, the most common age range was 20–24 years old (46.8%). The ages of staff and faculty were more spread out compared to those of students. For staff, the most common age range was 35–44 (29.9%), and for faculty it was 45–54 (34.8%). Compared to the other groups, faculty had the highest proportion of respondents over 65 (5.4%), although this was much lower than last year (10.6%). Faculty also had the highest proportion of respondents who preferred not to report their age.

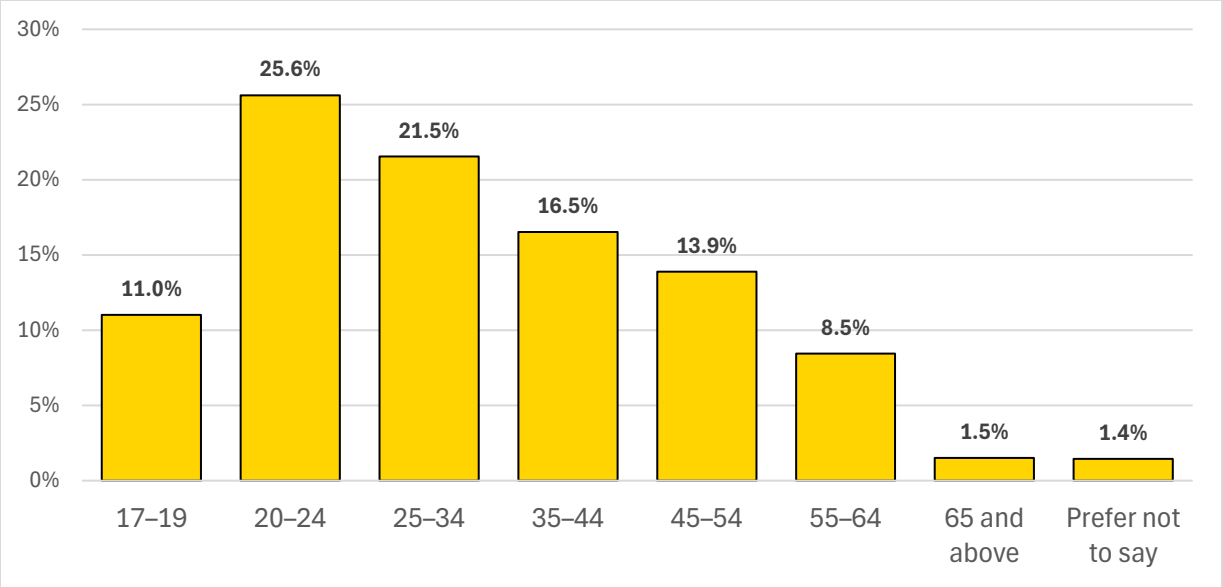

Figure 2-8. Age distribution (n = 1597 responses, 318 non-responses)

Table 2-2. Age distribution percentage by group

	17–19	20–24	25–34	35–44	45–54	55–64	65 and above	Prefer not to say
Student	20.6%	46.8%	25.2%	5.3%	1.2%	0.1%	0.2%	0.6%
Staff	0.0%	1.5%	19.5%	29.9%	26.3%	19.1%	1.9%	1.9%
Faculty	0.0%	1.0%	10.3%	29.4%	34.8%	15.2%	5.4%	3.9%

2.5. Household Income

Nearly 30% of respondents reported an annual household income over $100,000. This is a stark increase compared to previous years, where this category represented a little over 20% of respondents. Consequently, the percentage of those who reported an annual income under $20,000 decreased from 25.7% to 21.8%. Again, as with other demographic trends, this was most likely due to the low number of student responses. Slightly more people opted to report their income in this survey than in last year's (79.9% vs. 77.6%). Household income can have a heavy influence on mode choice, as the ability to purchase a car becomes more feasible with a higher disposable income. This year, the survey included a '$150,000 and over' household income category. However, there was also a '$100,000 and over' category, which may have resulted in confusion and overlapping responses. To ensure accuracy, all answers in these two categories were merged into one.

Students made up the largest percentage of respondents who reported making less than $10,000 annually. This is usually due to students being more likely to work part-time, have a casual job, or not work at all. However, there were still 11.4% students who reported a household income above

$100,000. These students might have been living at home with their parents (and have included their income), been living with a partner who works full-time, and/or in a master's/high-level graduate program and working a full-time job. As was the case in previous years, just under half of staff members and a large percentage of faculty members reported making over $100,000.

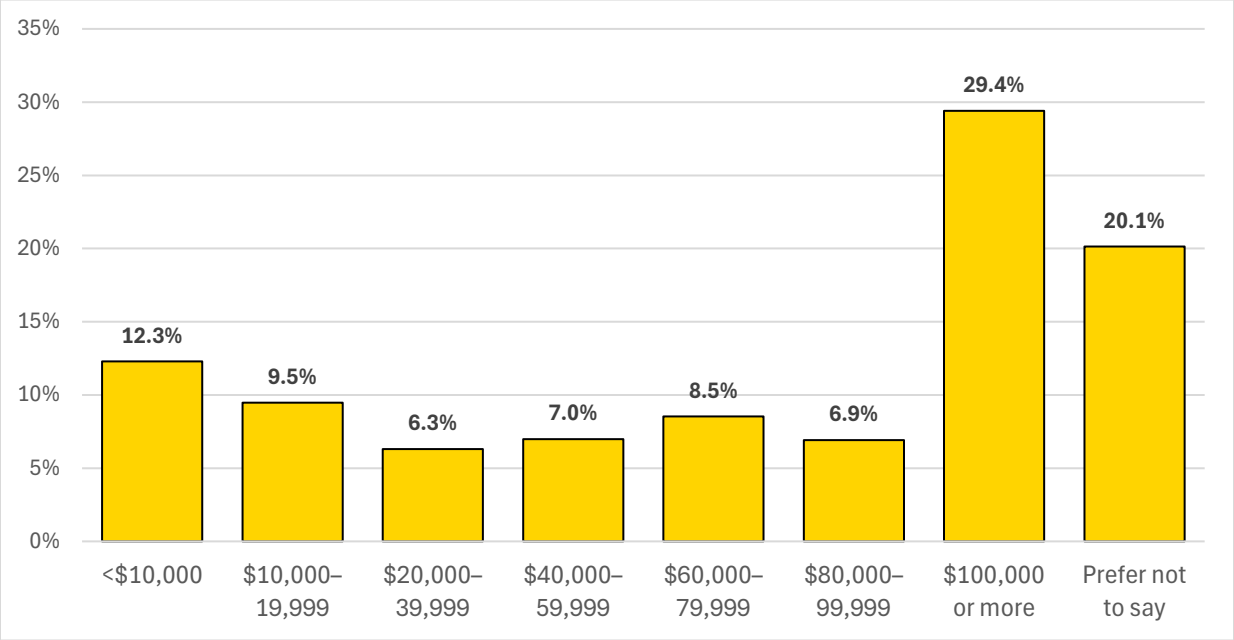

Figure 2-9. Annual household income distribution (n = 1490 responses, 425 non-responses)

Table 2-3. Annual household income percentage by group

	Less than $10,000	$10,000–19,999	$20,000–39,999	$40,000–59,999	$60,000–79,999	$80,000–99,999	$100,000 or more	Prefer not to say
Student	23.3%	17.5%	11.1%	5.5%	5.0%	4.2%	11.4%	22.0%
Staff	0.2%	0.8%	1.2%	10.9%	15.4%	11.3%	41.5%	18.8%
Faculty	0.5%	0.5%	0.5%	1.4%	3.7%	6.1%	72.0%	15.4%

2.6. Mobility Tool Access

Two common mobility tools used for transportation are automobiles and bicycles. In this year's survey, 70.1% of respondents reported owning at least one car, compared to 39.1% that reported owning at least one bicycle. Almost one third (31.5%) of survey respondents owned both mobility tools. Despite the significant bicycle ownership within the Dalhousie community, historically, bicycles have been used more for recreation than commuting. Factors that dissuade people from commuting via bicycle will be explained further on in this report.

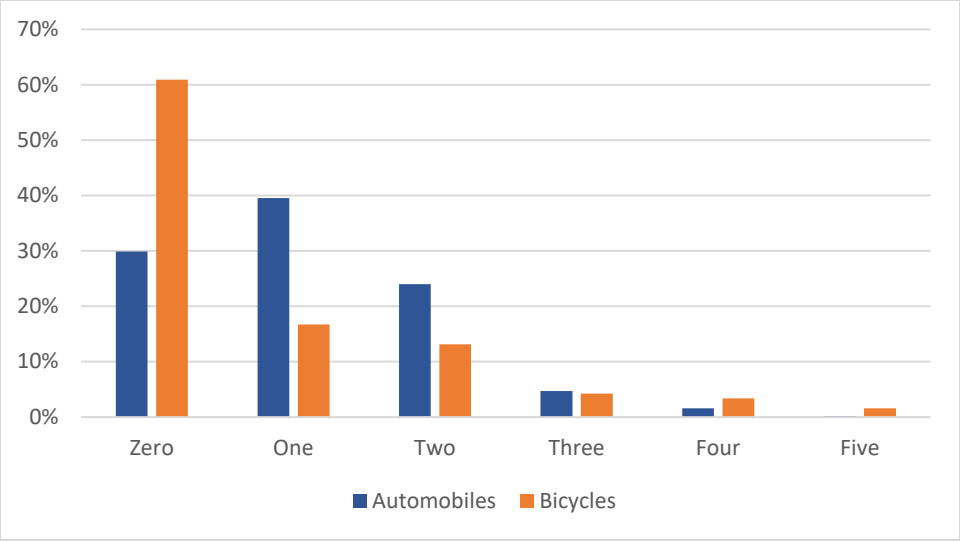

Figure 2-10. How many respondents own each mobility tool (n = 1565 responses)

2.7. Commuter Survey Awareness

To understand how the Commuter Survey reaches respondents, they were asked how they found out about it. An overwhelming majority of respondents (86.9%) reported receiving the survey by email. Other notable sources (ranging between 1–4% each) include the 'Today at Dal' newsletter, a faculty or departmental administrator, 'MyDal' announcements, and departmental newsletters. The majority of the 23 people who chose 'other' reported receiving the survey by email. It can be concluded that email is the most successful way to disseminate the survey to participants. Most other options saw considerable drop-offs compared to previous years, suggesting that there should be more effort dedicated to using a variety of methods to get the survey to a wider audience.

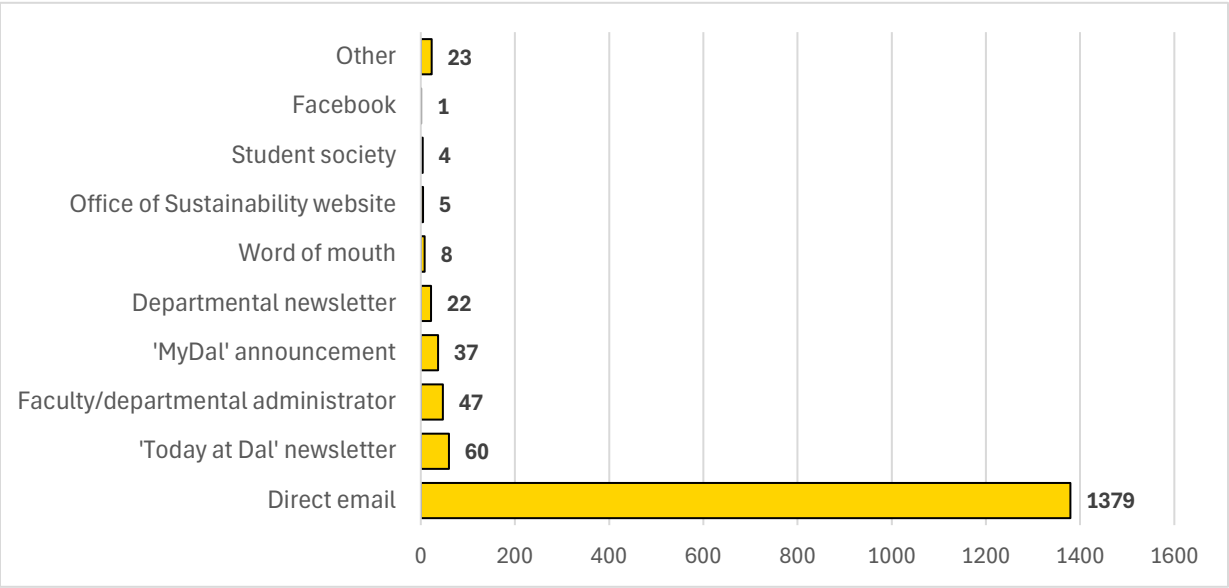

Figure 2-11. How respondents heard about the Dalhousie Commuter Survey (n = 1586 responses, 329 non-responses)

3. Commuting Modes

This section aims to determine the transportation habits of those commuting to Dalhousie University. Factors considered that affect travel behaviours include commute duration, proximity to destination, arrival and departure time, and commuting frequency.

3.1. Primary mode

Primary transportation mode refers to the method that an individual uses to get to a Dalhousie Campus more than 70% of the time. The most common primary transportation mode of survey respondents was walking, at 30.8%. However, when all automobile subcategories are combined (alone [fossil fuel], alone [hybrid/electric], carpool [driver], carpool [passenger]), the percentage of people commuting by automobile (37.5%) surpassed walking. Breaking up the automobile primary mode categories into driving one that runs on fossil fuels or is hybrid/electric is newly implemented feature in the survey this year. By breaking up the automobile driving category like this, researchers can access more specific data about the shift towards electric and hybrid vehicles. Following driving an automobile and walking, the next most common primary mode is using public transportation (26.1%). Approximately 64.5% of respondents commute sustainably to Dalhousie. Sustainable methods include walking, taking public transportation, bicycling, and driving an electric/hybrid car. Despite the added category of driving non-fossil fuel-consuming cars to the survey this year, fewer respondents reported sustainably commuting than in the 2024 survey. This shift can be explained by the lack of student responses, because students are more likely to walk and use public transportation, compared to staff and faculty members. Only 21.3% of students use an automobile to commute, whereas 61.3 % of staff and 49.1% of faculty do. Students, compared to the other groups, use sustainable transportation methods at a high enough level (79.8%), that they can be used as an example of optimal sustainable transportation usage.

There are clear differences between staff and faculty when it comes to mode choices. Faculty members are less likely to use public transportation but more likely to bike or walk compared to staff members. Faculty members also have a higher percentage of hybrid/electric car usage and lower carpool usage. Socioeconomic factors may be an explanation for these trends: faculty members, who on average have a higher annual household income, have greater purchasing power, which allows them to purchase electric vehicles and avoid public transportation. The high propensity of this group to choose to walk or bike may also be due to their ability to afford to live close to their place of work, which those with a lower household income may not be able to afford.

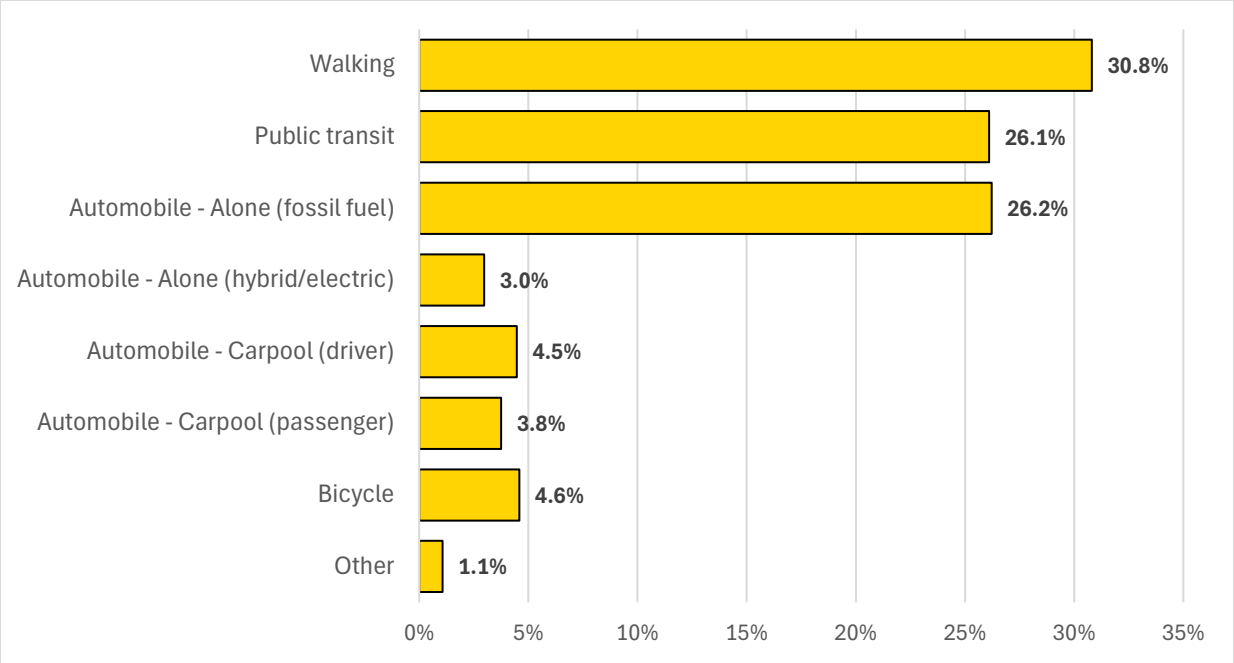

Figure 3-1. Primary commute mode (n = 1678 responses, 237 non-responses)

Table 3-1. Primary commute mode distribution percentage by group

	Student	Staff	Faculty
Automobile – Alone (fossil fuel)	14.5%	42.9%	36.1%
Automobile – Alone (hybrid/electric)	1.3%	3.9%	8.2%
Automobile – Carpool (driver)	2.2%	9.1%	2.9%
Automobile – Carpool (passenger)	3.3%	5.4%	1.9%
Public transit (including ferry services)	31.4%	21.8%	13.5%
Bicycle	2.6%	4.6%	12.0%
Walking	44.5%	10.4%	23.1%
Other	0.2%	2.0%	2.4%

3.2. Secondary Mode

The secondary mode of transportation refers to the method used 30% or less of the time to commute to Dalhousie. The most common response for a secondary mode was a sustainable method, public transportation (29.5%). However, combining all automobile methods, more people used cars as a secondary choice (36.7%) than any other singular mode. High automobile usage is most likely due to the low number of students who responded to the survey. More people reported using public transit or bicycling as their secondary mode rather than primary mode, which presents the possibility of barriers or disincentives that keep people from making it their primary mode. There were slightly higher proportions of staff and faculty than students who reported 'other' as their secondary method.

Most of these people said that they did not have a secondary mode of transportation and relied solely on their primary mode to get to Dalhousie.

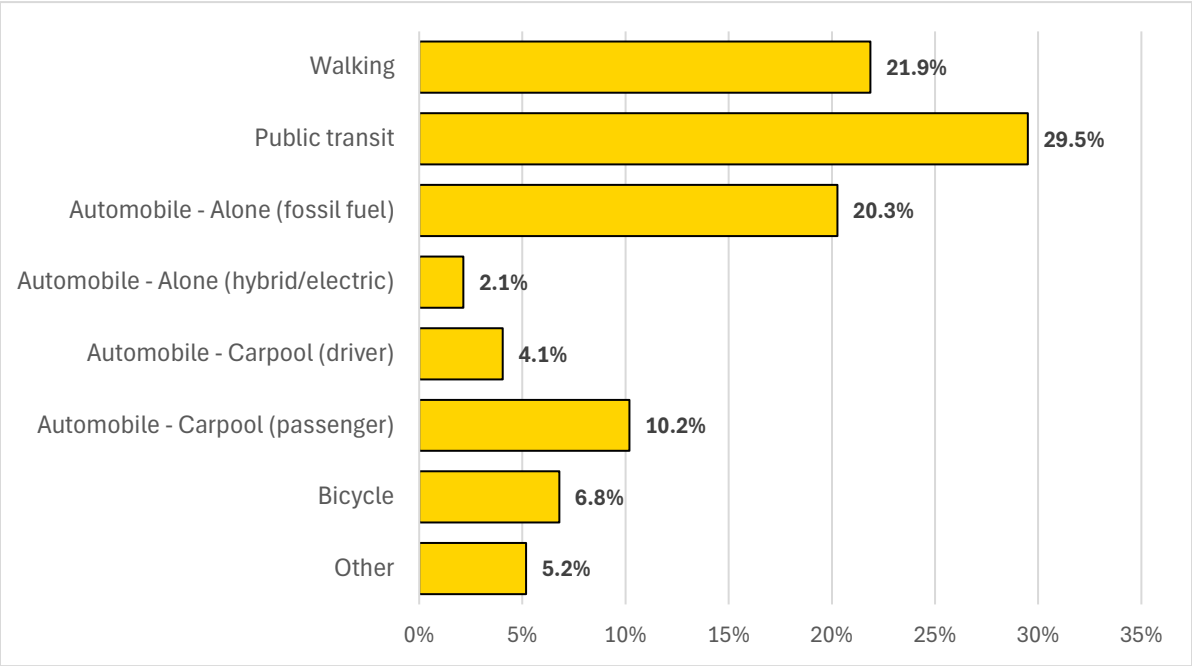

Figure 3-2. Secondary commute mode (n = 1678 responses, 237 non-responses)

Table 3-2. Secondary commute mode distribution percentage by group

	Student	Staff	Faculty
Automobile – Alone (fossil fuel)	12.9%	30.9%	24.5%
Automobile – Alone (hybrid/electric)	1.2%	3.0%	4.3%
Automobile – Carpool (driver)	2.9%	5.7%	4.3%
Automobile – Carpool (passenger)	10.9%	11.1%	5.3%
Public transit (including ferry services)	36.5%	21.8%	19.2%
Bicycle	5.9%	5.5%	14.4%
Walking	27.1%	13.5%	20.2%
Other	2.6%	8.5%	7.7%

3.3. Commuting Habits

To determine the amount of remote and hybrid work and studying in the Dalhousie community, respondents were asked how often they come to campus for work or school-related activities. Similar to last year, most respondents said that they travelled regularly to their respective campuses. There

has not, however, been a clear increase in the percentage of people going to campus 'all the time' which would indicate a shift back to a pre-COVID-19 commuting frequency.

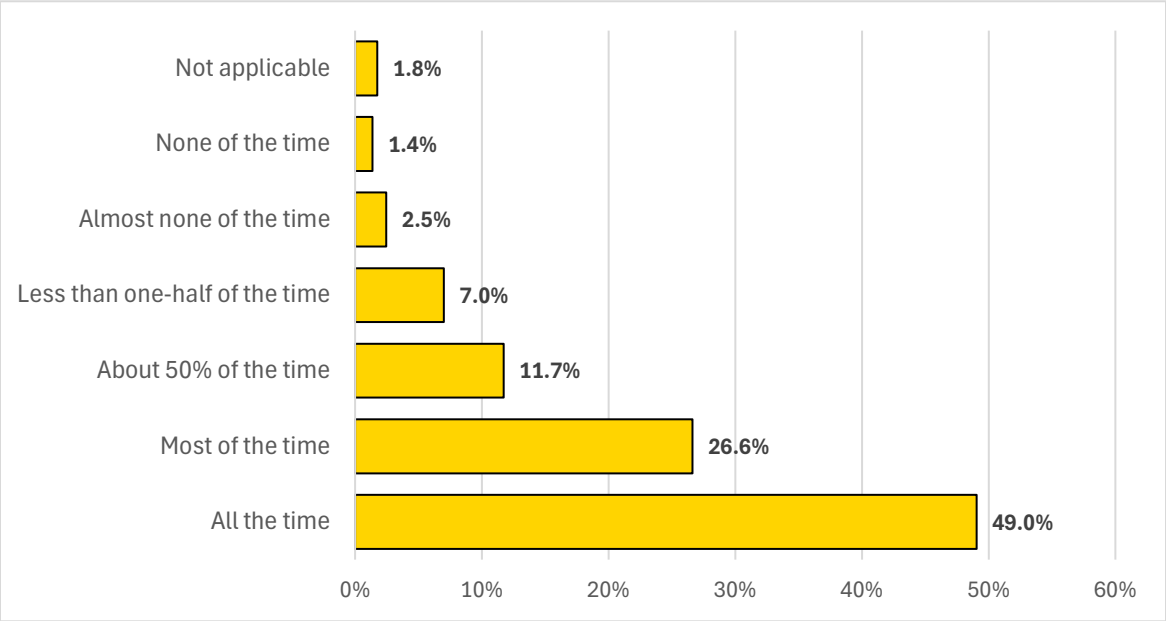

Figure 3-3. Propensity of travelling to campus for work/school (n = 1825 responses, 90 non-responses)

Respondents were also asked how many times a week they study or work remotely. A large percentage of people did remote work occasionally, but very few did it every day. Students were more likely to work completely online: 17.5% of students telecommute at least 4 times a week compared to only 9.2% of staff and faculty.

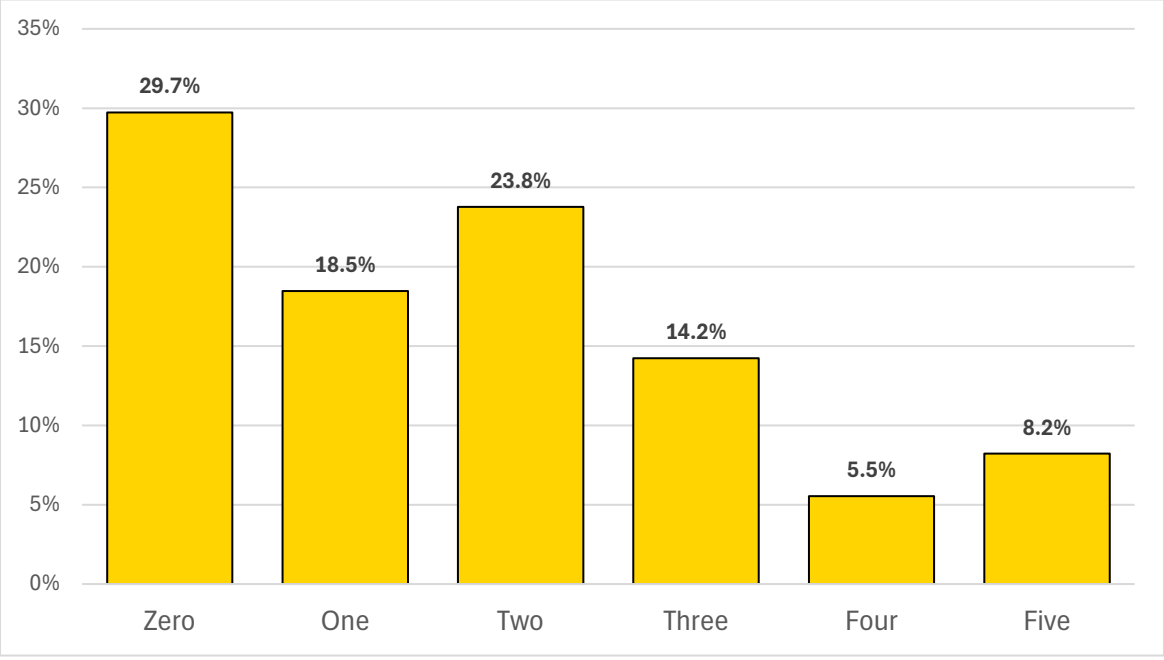

Figure 3-4. Propensity of remote work (n = 1678 responses, 237 non-responses)

3.4. Seasonal Mode Choice

For the first time this year, the survey included a question regarding seasonal transportation method decisions to understand the variability of commuting based on seasonal weather changes. Around half of all respondents (51.8%) reported that their primary mode choice did not vary throughout the year. It was assumed that those who responded with 'rarely' and 'sometimes' (37.2%) did not completely change their primary mode between winter and summer. However, they may have opted for another transportation method on days with unfavourable weather. In the survey, respondents had the option to pick 'never' or 'no change'. In the final report, these were merged into one option because they convey the same thing.

Those who drove an automobile were the least likely to deviate from their primary mode between seasons, whereas respondents who bicycled were the most likely to choose a second mode. Cars have a climate-controlled cabin, are adaptable to adverse weather, and are less likely to degrade when left outdoors, so it makes sense that respondents who used this method were unlikely to change based on the weather and/or season. The opposite can be said for bicycles, as both the device and the user are exposed to the elements during a commute. However, resources such as end-of-trip facilities and winter-adaptable bikes can make biking more feasible in the winter.

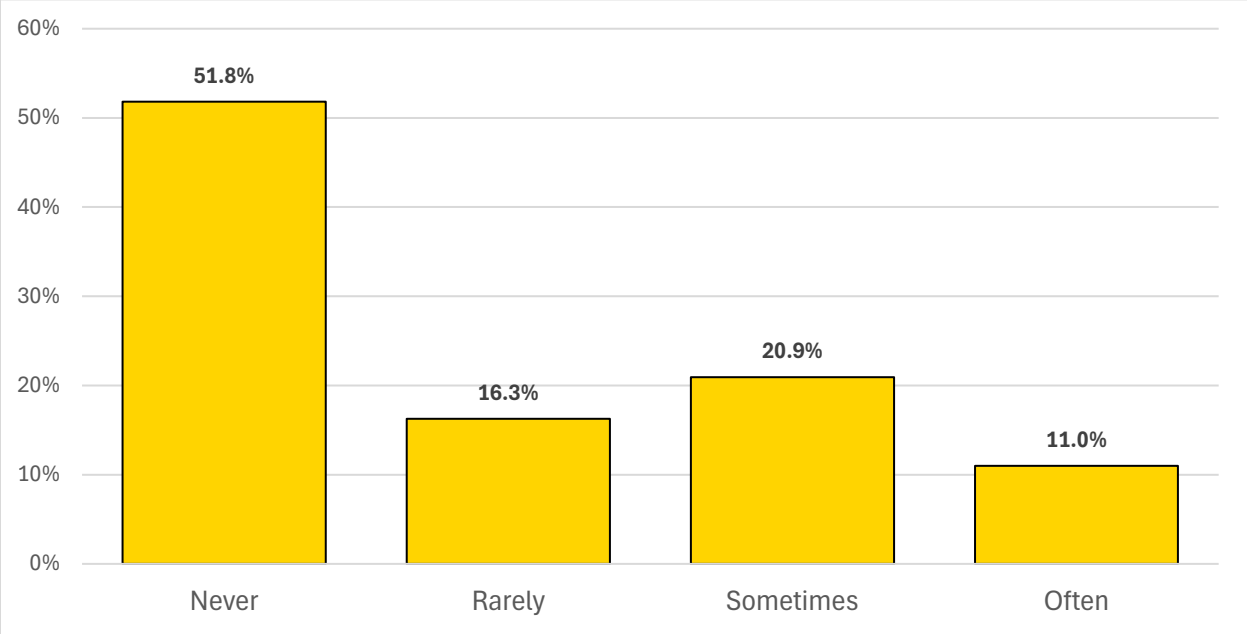

Figure 3-5. Frequency of mode choice shift due to seasonal change (n = 1678 responses, 237 non-responses)

Table 3-3 'Does your primary transportation mode change throughout the year?'

	Automobile – driver	Automobile – passenger	Public transit	Bicycle	Walking
Never	66.13%	42.86%	45.41%	14.29%	48.54%
Rarely	14.36%	14.29%	19.50%	15.58%	16.31%
Sometimes	13.12%	30.16%	25.00%	24.68%	23.69%
Often	6.38%	12.70%	10.09%	45.45%	11.46%

3.5. Automobile Parking Preferences

The most common location that survey respondents parked their cars was in designated Dalhousie parking lots. This year, 44% of applicable automobile-using respondents noted Dalhousie lots were their most frequented location, which was a large decrease from 56.5% in the previous year. The 'other' category increased from 9.2% to 23.5% compared to last year. Most who checked off 'other' said that they either never drove or got dropped off.

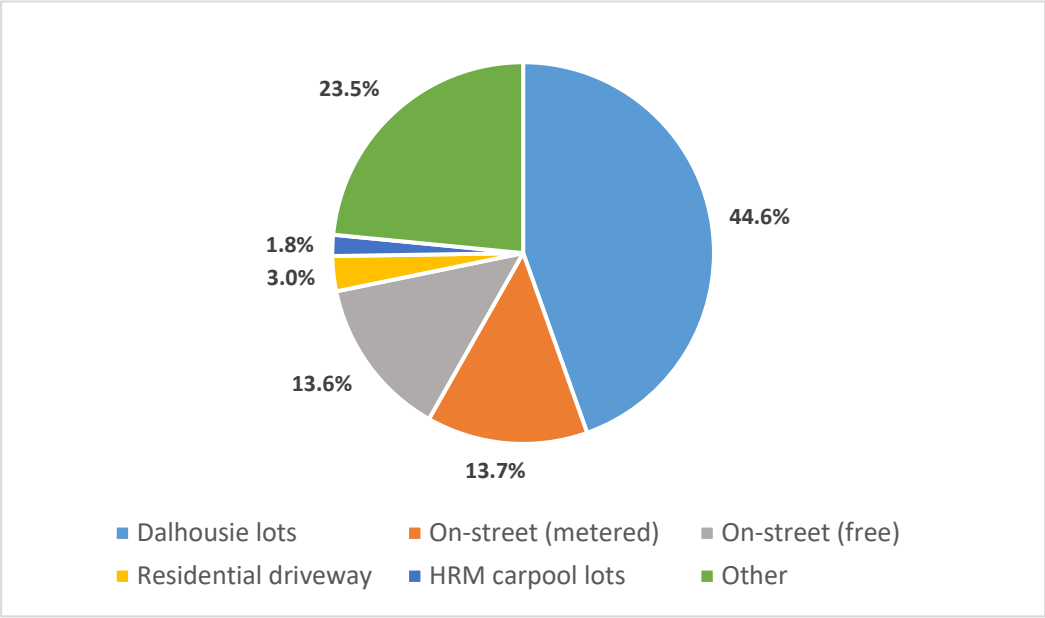

Figure 3-6. Parking preferences of respondents (n = 1010 responses, 905 non-responses)

3.6. Distance from Campus

The distance between each respondent's residence and their most frequented campus was calculated via a straight-line distance based on their provided postal code. 1,216 valid postal codes for respondents that attend either Studley, Carleton, Sexton, or Agricultural were used for this analysis. The median distance from campus was 1.94 km and 2.54 km in 2023 and 2024, respectively. This year, the median distance increased substantially to 3.87 km. There was also a considerable decrease in respondents living within 2 km of their primary campus, from 42% last year to only 29.5% this year. This year, more respondents reported living further than 10 km away from campus (29.8%) than within 2 km.

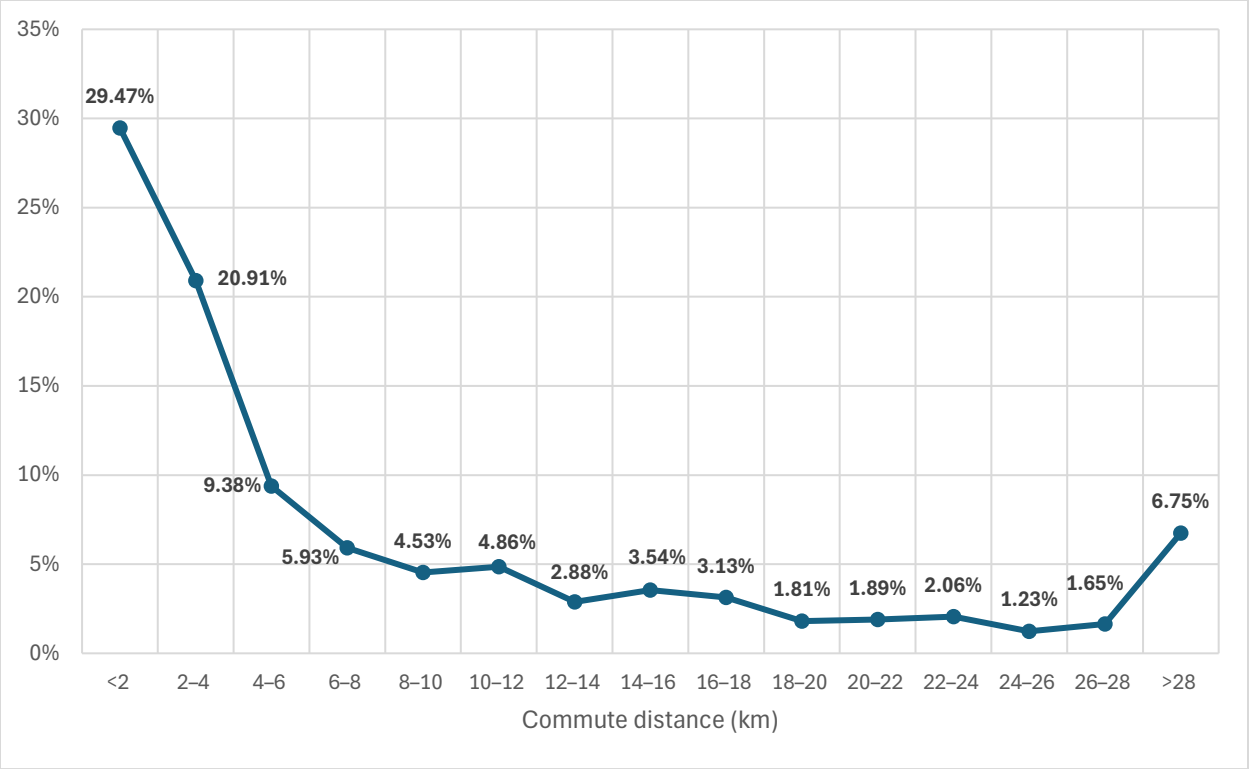

Figure 3-7. Distribution of commute distance for all valid respondents

Despite a notable increase in overall respondent distance from campus, the student responses had the closest-to-campus average since before the COVID-19 pandemic. A continuous increase in student proximity to their respective campus may signify an increase in in-person activities and a decrease in remote work. Staff had a notable increase in average distance from campus, going from 13.32 km in the previous year to 15.49 km this year.

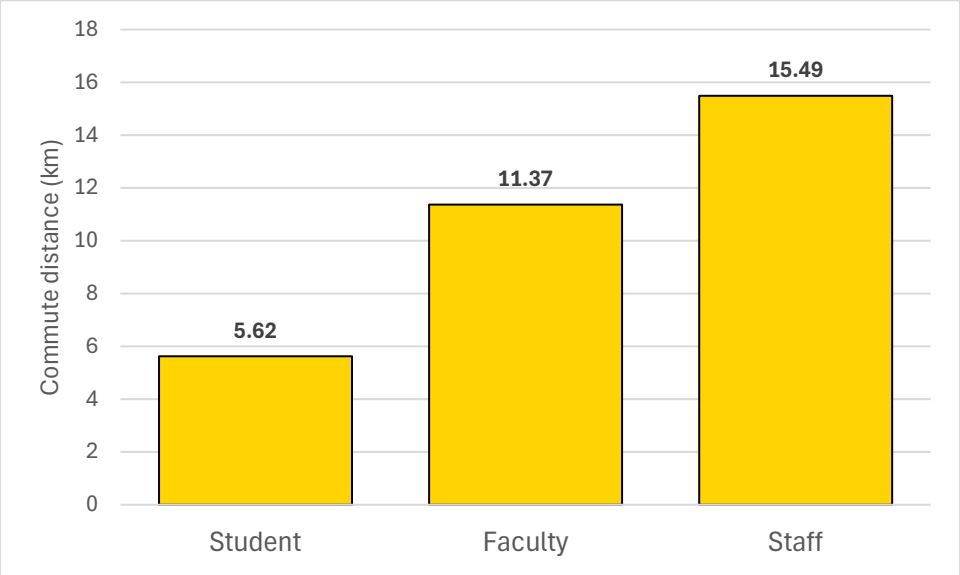

Figure 3-8. Average commute distance by respondent group

3.7. Commute Duration

Survey respondents were asked for their average commute duration to their primary Dalhousie campus. A slight majority (52.4%) of all respondents reported between 5 and 25 minutes for their commute, a slight increase from last year (49.8%). The percentage of people who reported an average commute of less than 5 minutes to get to campus was 9% this year, a significant increase from around 4% in the last two surveys. There was also a decrease in people who reported taking more than 70 minutes to get to campus. The median commute time was 20 minutes, and the average was 26.7 minutes, both of which were slightly lower but relatively similar to the previous year.

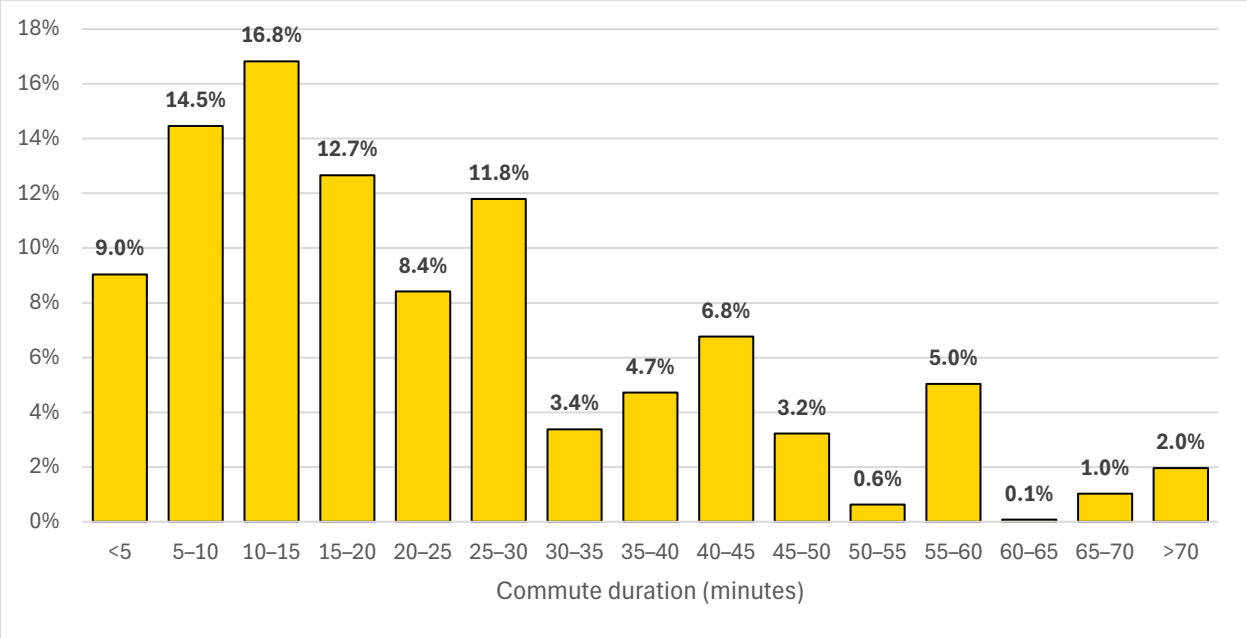

Figure 3-9. Distribution of commute duration for primary mode

As in previous years, staff had the longest average commute to campus, followed by faculty and then students. The commute averages in each group fell about 3 minutes compared to last year. While this finding is not statistically conclusive that the Dalhousie community is commuting faster than in previous years, there could be substance in this finding, and it warrants further exploration.

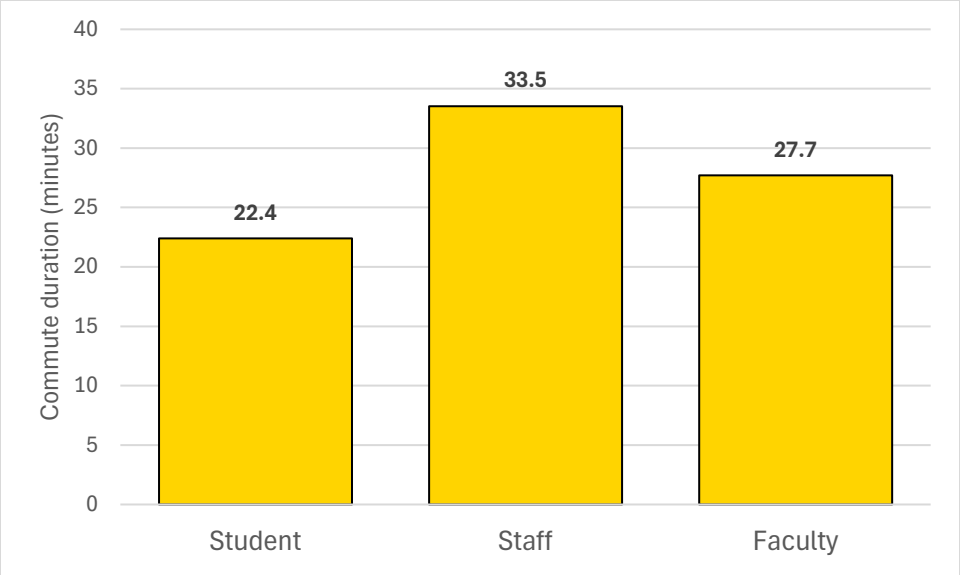

Figure 3-10. Average commute duration by group

3.8. Arrival and Departure Time

Most respondents (78.1%) noted arriving on campus between 8 a.m. and 10 a.m. and departing between 3 p.m. and 5 p.m. (68.3%). This year saw a notable increase in people who reported leaving campus between 4 p.m. and 5 p.m. This can be attributed to a higher proportion of staff and faculty respondents in this survey. Staff and faculty are more likely to operate during standard working hours than students, who may leave campus early if they have only one class or stay later due to extracurriculars, studying, and/or late-night classes.

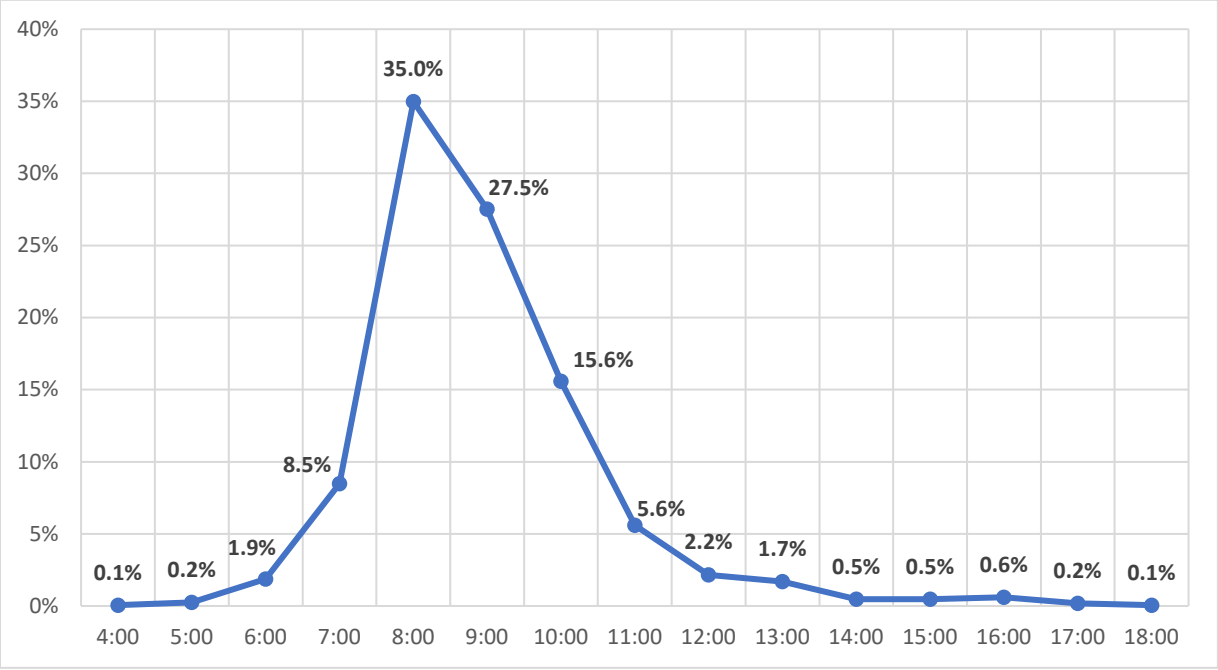

Figure 3-11. Distribution of arrival times (n = 1676 responses, 239 non-responses)

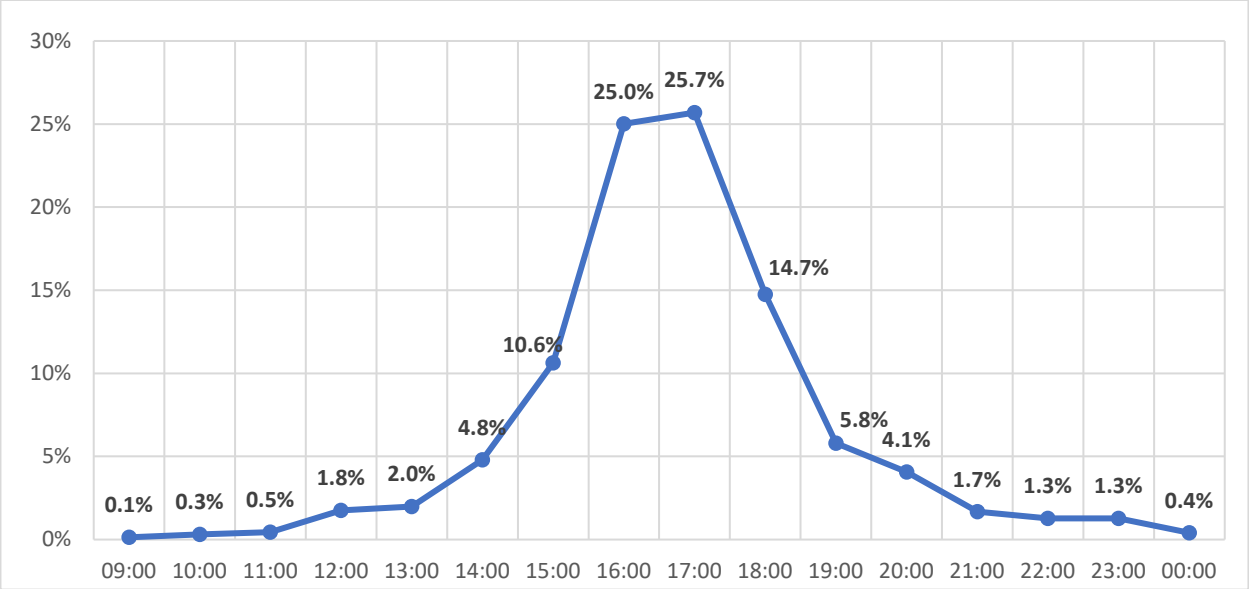

Figure 3-12. Distribution of departure times (n = 1676 responses, 239 non-responses)

4. Intercampus Travel

This section analyses the propensity of Dalhousie attendees travelling between Halifax campuses and between Halifax and Truro campuses.

4.1. Travel Between Halifax Campuses

The survey saw a decrease in frequent-to-occasional travel between Dalhousie campuses in Halifax. Frequent travel (which was calculated by combining the responses of two survey options, 'daily' and '3–4 times a week') decreased from 22% last year to 12.9% this year. An additional category was added for this year's survey: 'rarely', which became the second most popular option. Evidence points to less movement between Halifax campuses for this year's respondents. Students were the most common group to frequently travel between Halifax campuses; however, they also had the higher proportion of responses that noted never travelling between campuses.

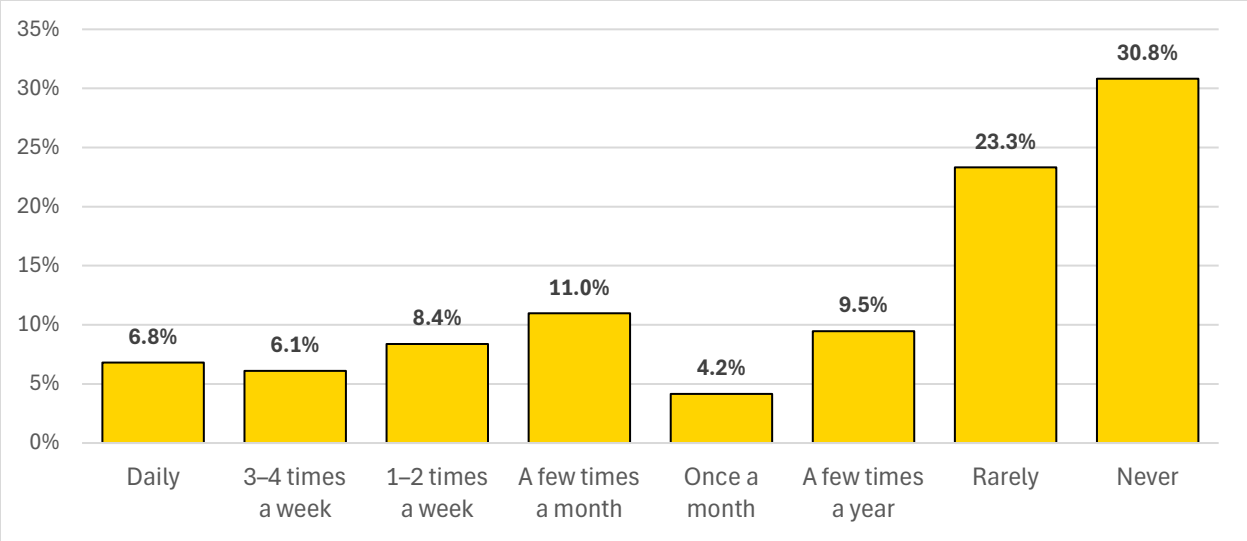

Figure 4-1. Travel frequency between Halifax campuses (n = 1587 responses, 328 non-responses)

Table 4-1. Travel frequency between 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	Rarely	Never
Student	9.8%	8.8%	10.7%	8.9%	3.9%	6.9%	19.0%	32.1%
Staff	3.8%	2.8%	5.3%	10.6%	3.8%	14.4%	28.8%	30.5%
Faculty	2.5%	3.9%	7.4%	9.3%	5.9%	18.6%	27.5%	25.0%

Each group saw a proportional increase in walking as a primary travel mode. However, this statistical finding may have been influenced by the exclusion of 'Not applicable' responses in the final percentage calculations. Interestingly, when travelling between Halifax campuses, both staff and faculty groups exhibited higher usage of active transportation than students. Students were much more likely to use public transportation. This is most likely due to the students using their UPass, a bus pass that is included in their auxiliary fees, as well as the large number of bus routes that run between the campuses. Of the 64.4% of respondents who frequently travelled between campuses, 70.4% did so by walking, and 19.0% used public transportation.

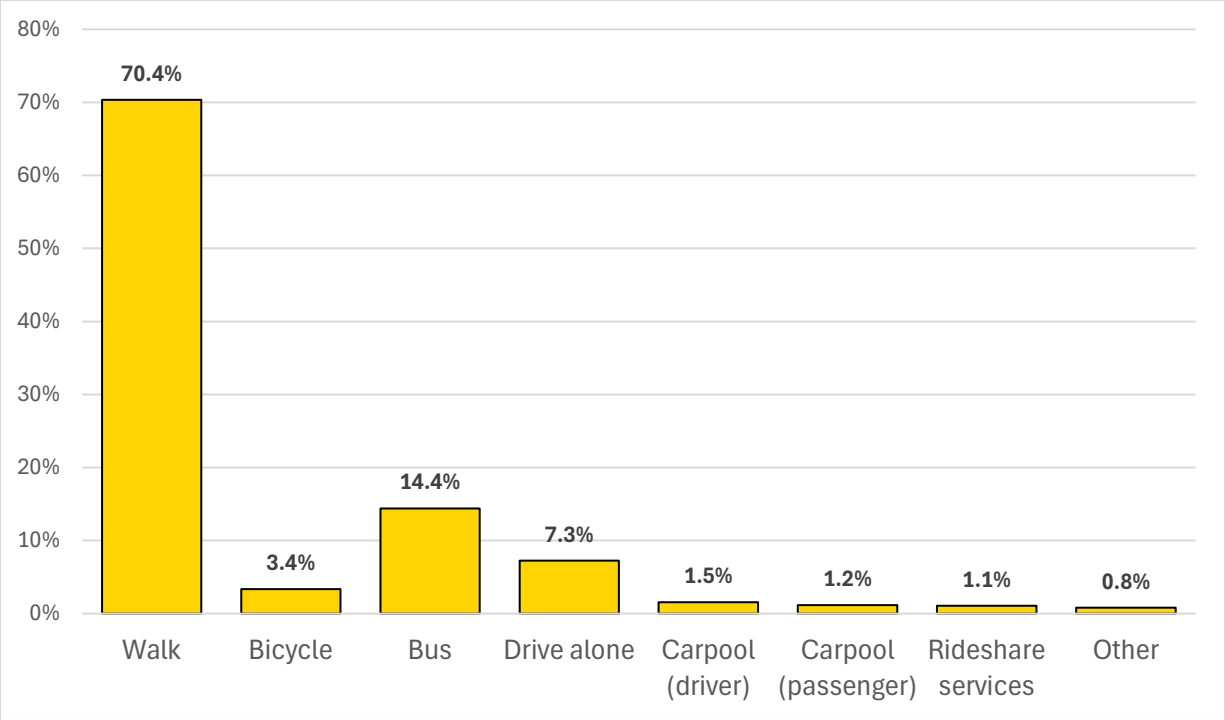

Figure 4-2. Primary travel mode between Halifax campuses (n = 1526 responses [423 not applicable], 389 non-responses)

Table 4-2. Primary travel mode between Halifax campuses by group

	Student	Staff	Faculty
Walk	65.2%	78.9%	69.7%
Bicycle	1.9%	2.4%	12.0%
Bus	23.9%	3.0%	4.2%
Drive alone	5.1%	8.9%	12.0%
Carpool (driver)	1.9%	1.1%	1.4%
Carpool (passenger)	1.2%	1.6%	0.0%
Rideshare services	0.3%	2.4%	0.7%
Other	0.5%	1.6%	0.0%

4.2. Travel Between Halifax and Truro Campuses

Most respondents reported never travelling between Halifax and Truro campuses, which is consistent with previous years. Just under 1% of respondents reported making this approximately 100 km trip every day. Students were the most likely to never make a trip between these campuses, yet they were also the group with the highest percentage that made this trip daily. Staff made the most occasional trips between locations compared to the other groups.

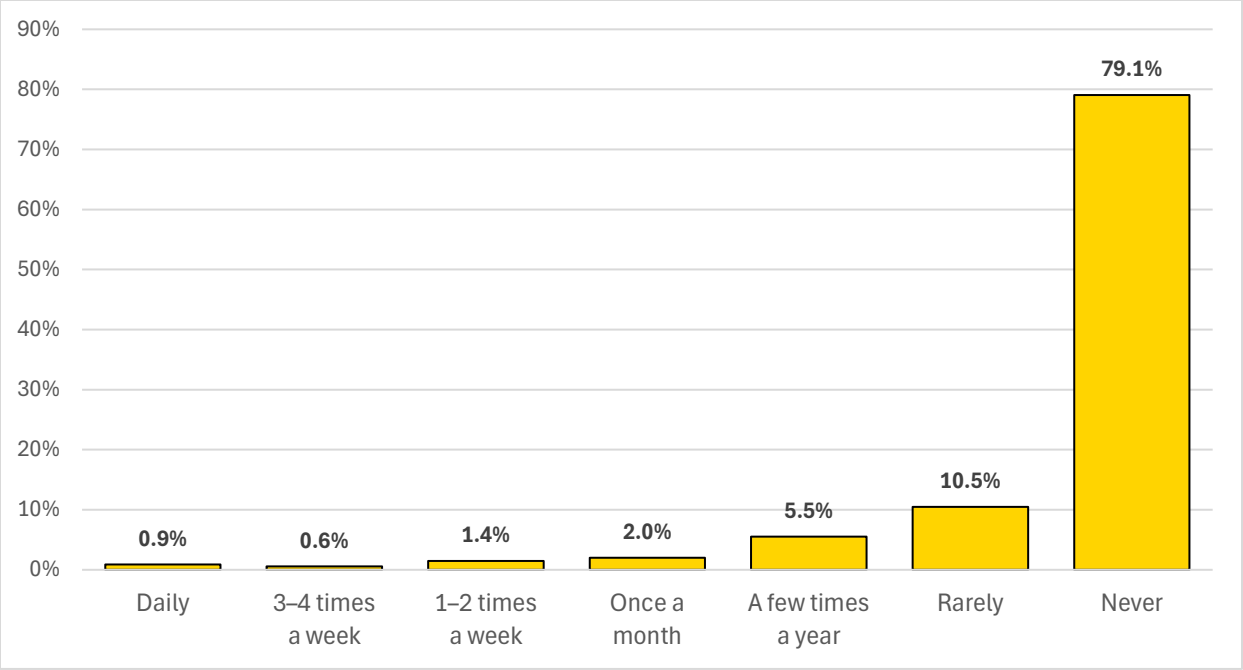

Figure 4-3. Travel frequency between Halifax and Truro campuses (n = 1587 responses, 328 non-responses)

Table 4-3. Travel frequency between Halifax and Truro campuses by group

	Daily	3–4 times a week	1–2 times a week	Once a month	A few times a year	Rarely	Never
Student	1.3%	0.8%	1.4%	1.5%	2.6%	5.0%	87.3%
Staff	0.4%	0.2%	0.2%	2.3%	10.3%	18.4%	68.2%
Faculty	0.5%	0.5%	0.5%	3.6%	3.6%	13.7%	77.7%

The most common mode choice among respondents who travelled between the Halifax and Truro campuses was by automobile. The proportion of those who reported using in the bus decreased from 28.9% in the last survey to 14.1% this year.

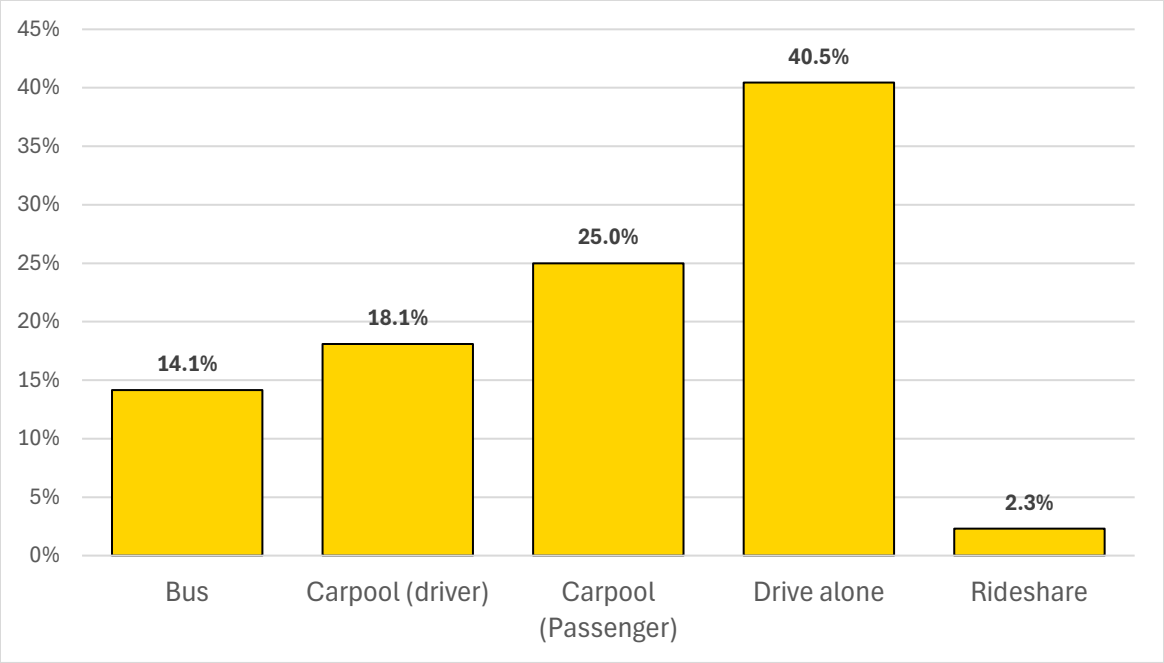

Figure 4-4. Primary travel mode between Halifax and Truro campuses (n = 1520 responses (1216 not applicable), 395 non-responses)

5. Comparison by Campus

Dalhousie University has three campuses in Halifax and one in Truro. This section examines respondents who frequent different campuses, to see if their transportation modes change based on the destination. This section also compares commute distance and duration between campuses.

5.1. Primary Mode

When dividing data by campus, there are clear differences and similarities regarding primary transportation mode choice. The most popular transportation methods for all Halifax campuses were relatively similar but contained some disparities. The highest percentage of people walking were Studley respondents, where 33.7% noted walking as their primary mode. An explanation for this could be that Studley has the highest student residence population. By living in residence, students live near campus and have shorter commutes. The highest percentage of those using public transportation came from Sexton respondents, at 34.8%. Sexton campus is downtown and is serviced by dozens of local and express bus routes. No Agricultural campus respondents used public transportation as there is no formal transit service in Truro. The most common mode for Carleton respondents was almost evenly split between walking, public transit, and driving alone in a fossil fuel-run car. Agricultural attendees had the highest percentage of respondents driving a fossil fuel-run car and one of the lowest proportions of hybrid or electric-run vehicle usage. This may point to a lack of EV awareness or infrastructure in smaller, rural towns in Nova Scotia. The large percentage of EV owners from respondents who work from home is insignificant; there is not enough data from this group to make statistical assumptions.

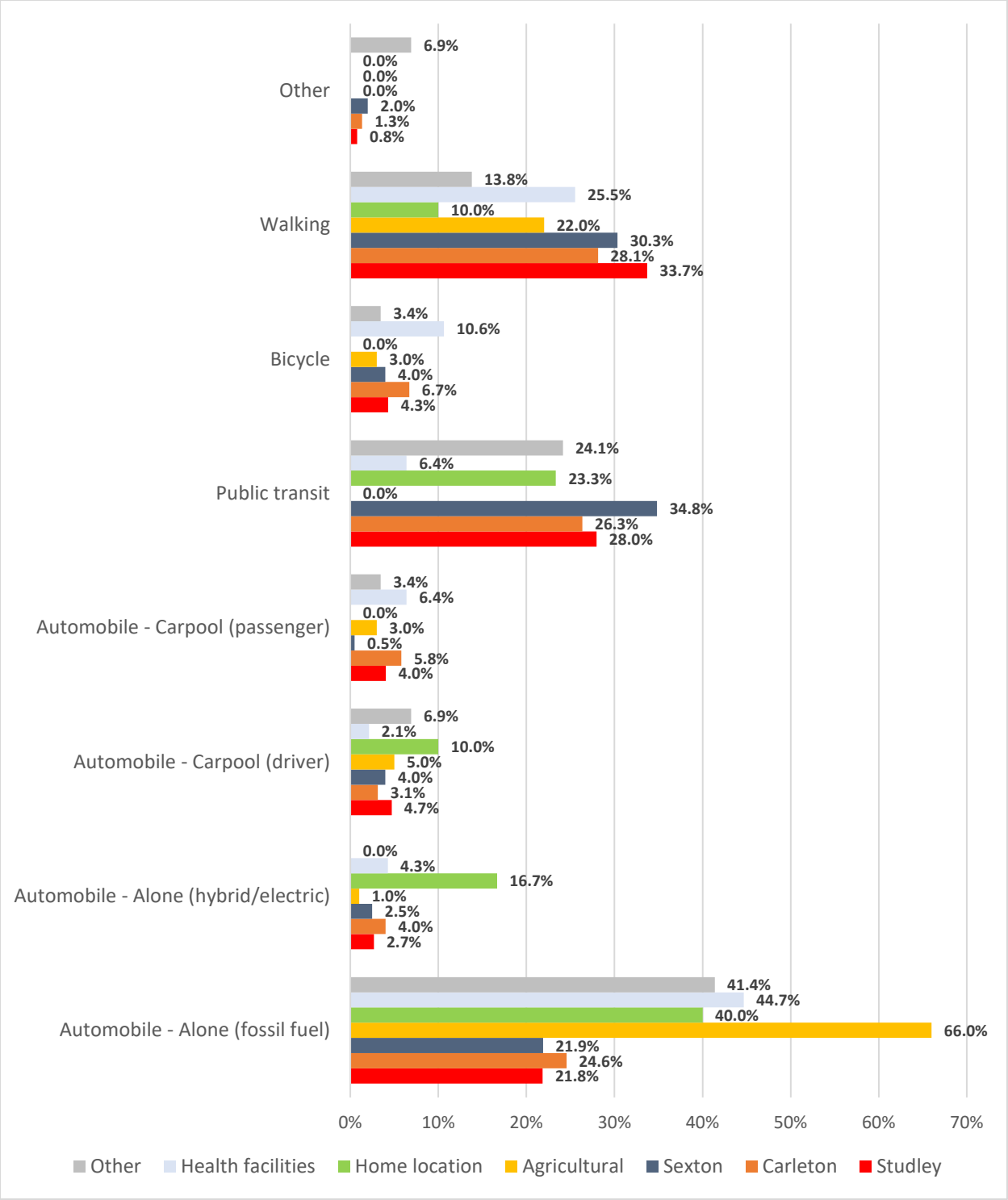

Figure 5-1. Primary commute mode by campus

5.2. Secondary Mode

The secondary mode choice also slightly varied slightly between campuses. Driving alone in a fossil fuel-powered vehicle was the most popular method for those working from home, at a health facility, and at the Agricultural campus. Public transit was the most common secondary mode for all Halifax

campus respondents, followed closely by walking for Sexton respondents and driving alone for Carleton respondents. The combined percentage of fossil fuel-powered car usage as the primary and secondary modes for Agricultural respondents was over 100%, demonstrating the reliance of this group on automobiles.

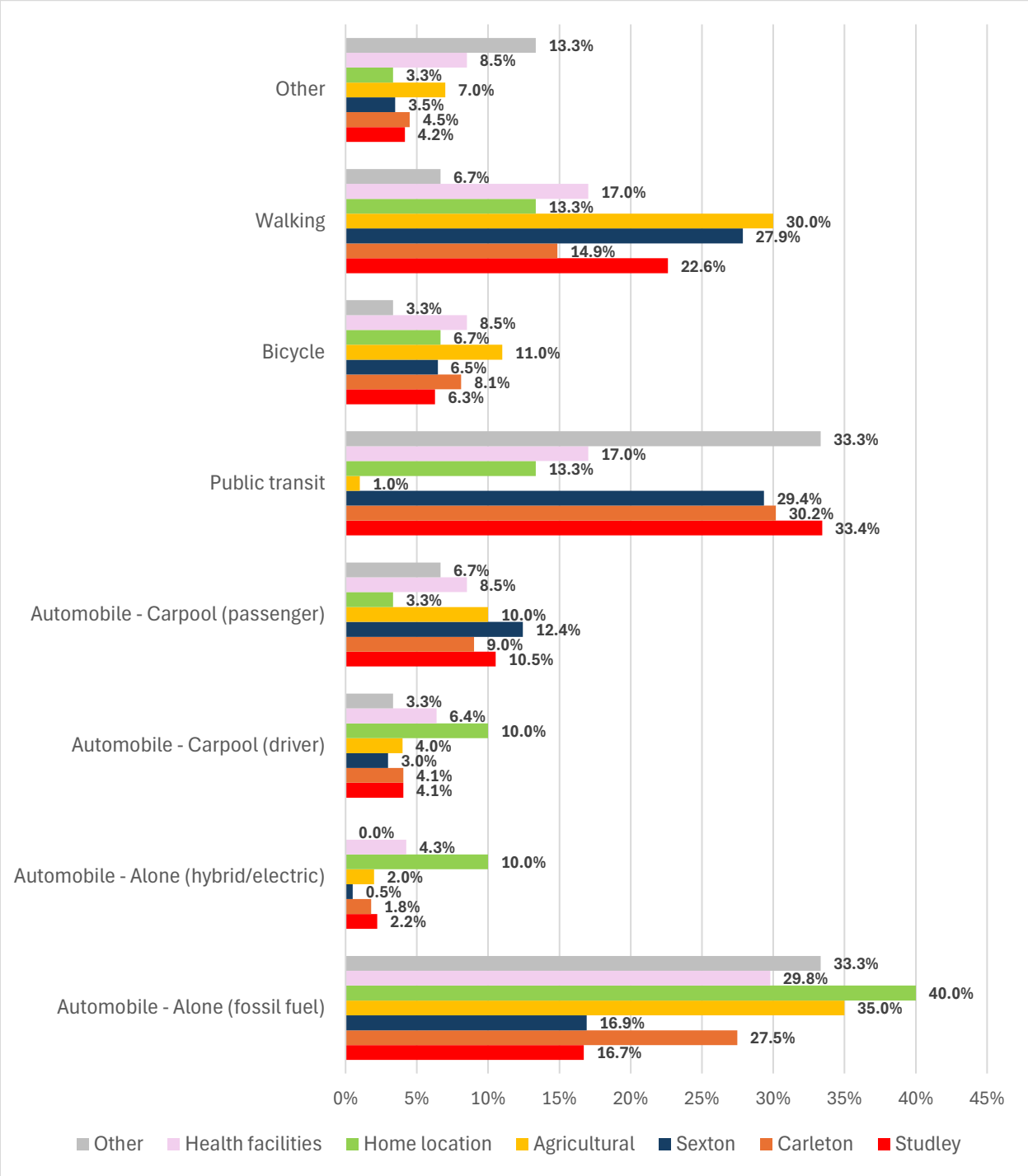

Figure 5-2. Secondary commute mode by campus

5.3. Commute Distance

On average, those frequenting the Truro Agricultural campus have a higher commuting distance than respondents from the other campuses, in keeping with the findings of previous surveys. However, there was a slight decrease in the Agricultural campus average distance from previous years, along with a slight increase in distance for all Halifax campus respondents. As in past surveys, Carleton campus respondents have continued to have higher average commute distances than Studley and Sexton campuses.

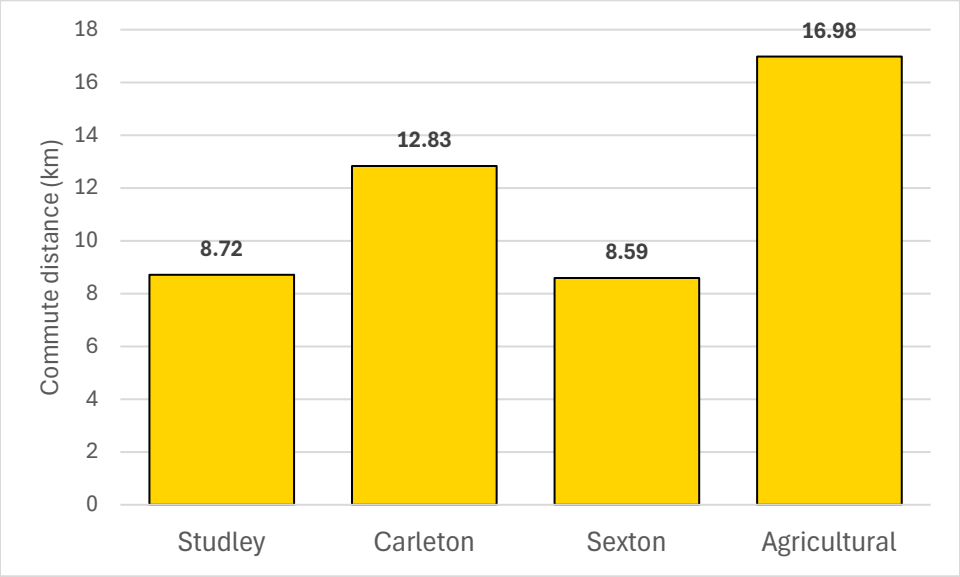

Figure 5-3. Average commute distance by campus

6. Comparison by Year

This section compares the previous years of results from the Commuter Survey, using applicable data since its inauguration in 2009. By investigating trends in time-series data, insights into long-term habits and shifts in mode share can help inform Dalhousie University and its sustainability goals.

6.1. Commute Mode

Compared to previous surveys, this year's survey saw a diversion from the historically similar modal split percentages between walking and using an automobile. The proportion of users who reported taking public transportation decreased significantly. The proportion of respondents who reported walking also decreased slightly, meanwhile the proportion of automobile users increased significantly. The proportion of respondents who commuted via bicycle was much lower than other transportation modes. In recent years there has been a decline in the number of respondents who bike as a primary mode. However, this year had a slight increase in people commuting via bicycle (from 3% last year to 5% this year). The results of next year will be crucial in determining whether this shift in mode share is an outlier or a trend of increased bicycle usage by the Dalhousie community.

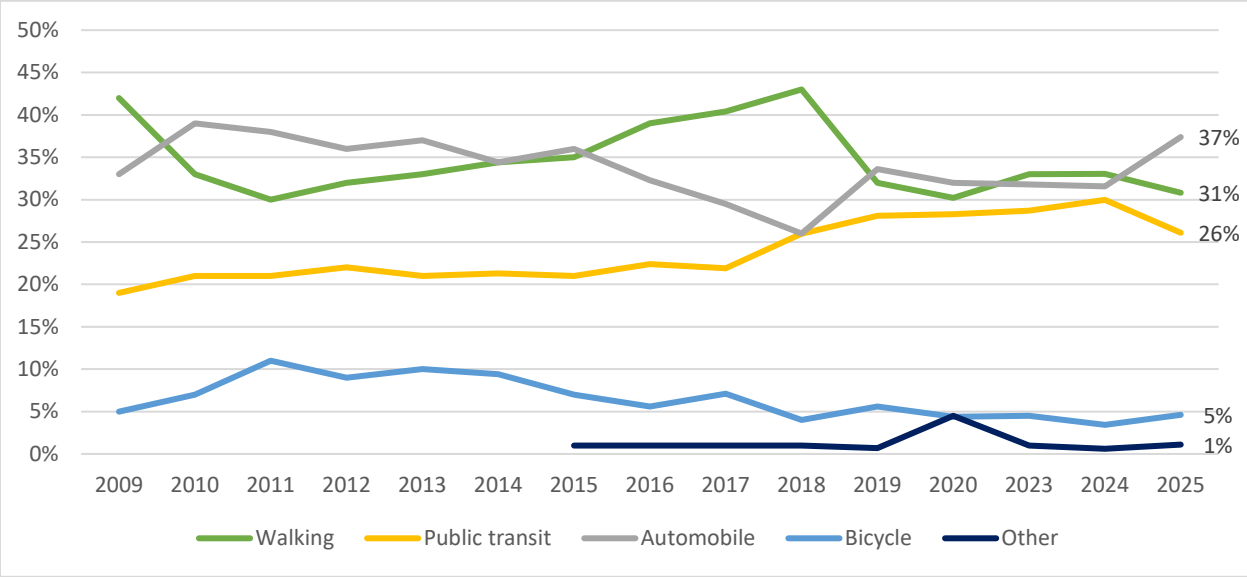

Figure 6-1. Primary commute mode by year

When looking at student transportation mode choice, there has been less variation over the years. Almost since the start of the Commuter Survey, the most popular transportation modes (in order) have been walking, public transit, and driving. This year, however, saw a slight increase in proportional automobile use, a more significant increase in walking, and a slight decrease in the use of public transit. Last year, it was predicted that public transit usage would go back to pre-pandemic levels (~38%), but this did not appear to be the case.

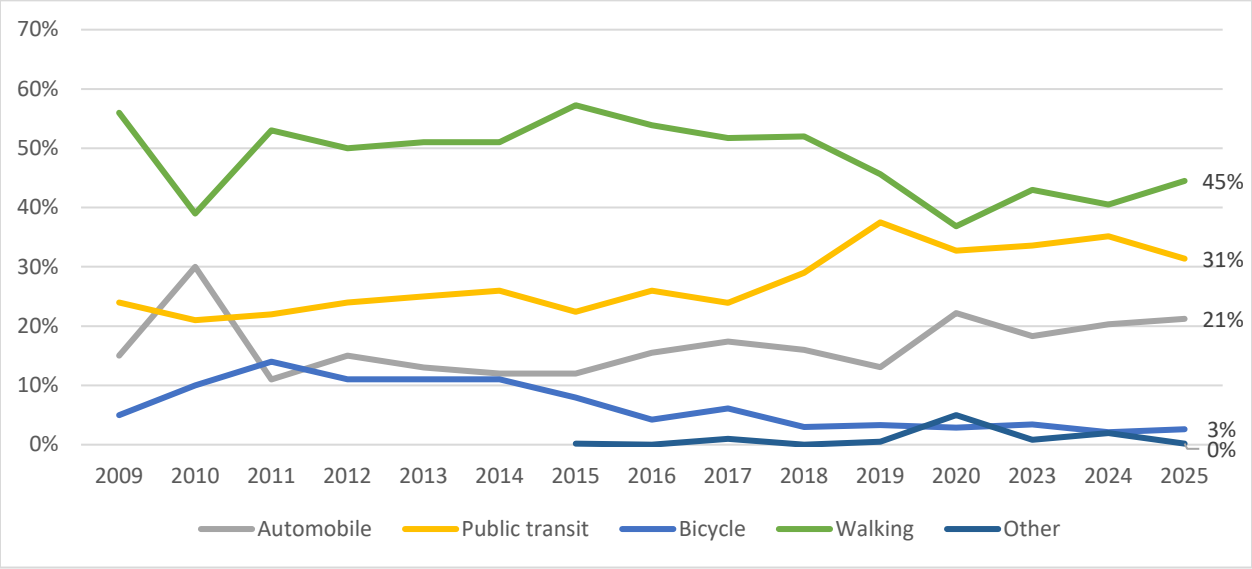

Figure 6-2. Student primary commute mode by year

Since 2009, driving has been by far the most common commuting method among staff and faculty members. This year saw this trend continue for these groups, albeit with slight variations. There appears to be a continuous decrease in walking as a primary commuting method since 2020, coupled with a slight increase in the use of public transportation over the same period. Last year, the proportion of respondents using an automobile to commute reached 59%, the highest in the survey's history. This year had the second highest proportion, at 58%.

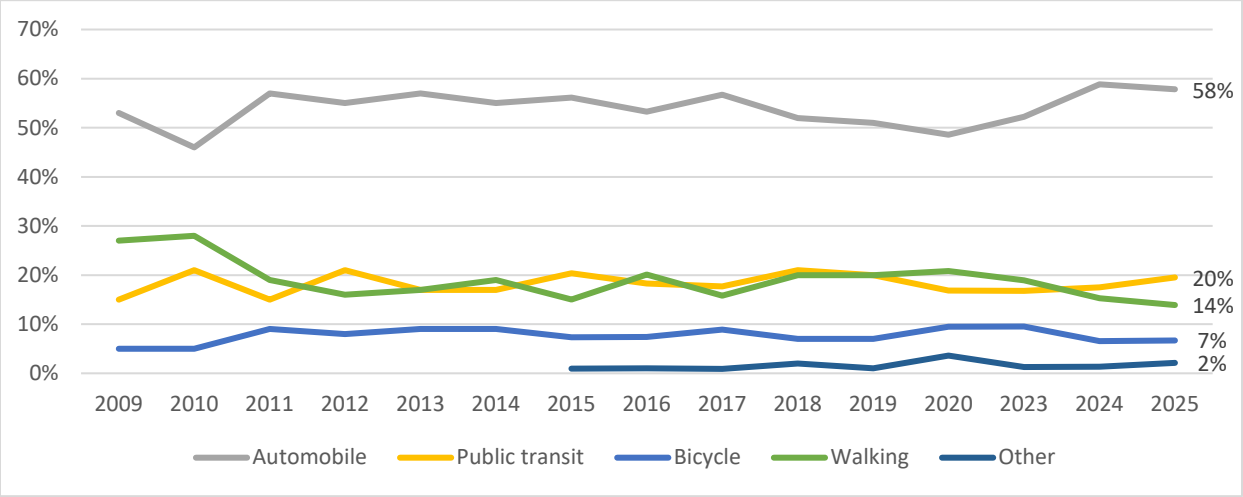

Figure 6-3. Staff and faculty primary commute mode by year

6.2. Commute Distance

Average commute distance for all groups stayed about the same as last year, with a slight increase in distance from campus for staff members. Current trends appear very similar to pre-2020 statistics. Before the COVID-19 pandemic, the average commuting distance did not vary much between groups and the average distance for each group remained under 15 km. In 2020, when the pandemic hit, there was a clear outlier in the data, where commute distance spiked because students were attending school (either online or through a hybrid method) off-campus.

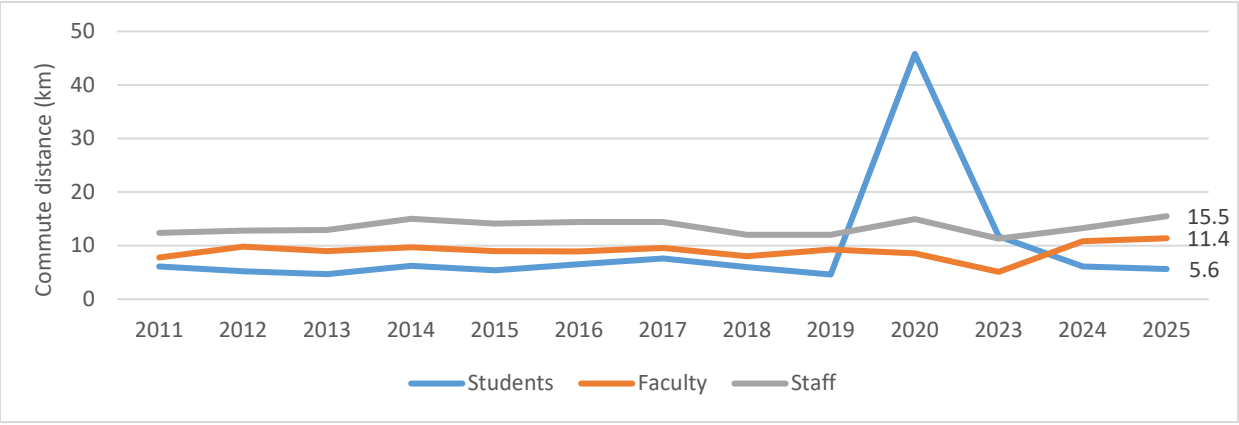

Figure 6-4. Average commute distance of students, faculty, and staff by year

7. Waste Management Habits

A new addition to the Commuter Survey this year is a section about respondents' waste management habits. This included questions about properly sorting garbage, waste disposal habits, and climate-focused food and drink consumption. This section of the survey is important because management is a component of sustainability, specifically pertaining to the climate change and responsible consumption and production goals set out in the United Nations Sustainable Development Goals [3].

7.1. Sorting Waste

Figure 7-1 shows how many respondents found it easy to properly reduce and sort waste while on campus. Approximately three-fourths of respondents answered affirmatively. Only 10.1% disagreed. Based on these responses, it can be inferred that Dalhousie's waste management initiatives and resources have been successful and are well-used by most of the Dalhousie population.

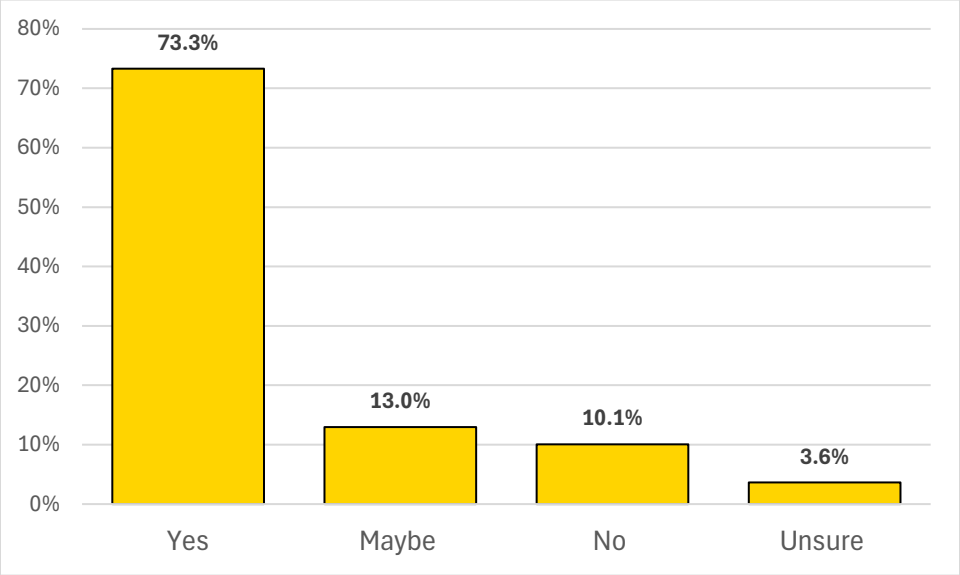

Figure 7-1. Responses to 'Do you find it easy to reduce waste and properly sort waste on campus?' (n = 1597 responses, 318 non-responses)

Those who replied 'no' to the previous question, a follow-up question was asked as to what barriers inhibited them from properly reducing and sorting waste. There was a wide range of answers, but the most popular reason was that there were too many single use containers and not enough reusable container options on campus. The second most popular answer was that respondents believed that there was too much contamination of recycling and compost, or that everything ends up in the landfill; therefore, there was no point in sorting waste. The other less-frequent answers were that there was inadequate or confusing signage at waste stations and inadequate education about sorting practices on-campus. There were 109 people who responded with other reasons, such as not being close

enough to a multi-stream waste bin, issues with hazardous waste from lab settings, and that sorting through waste took too long and was not worth the labour.

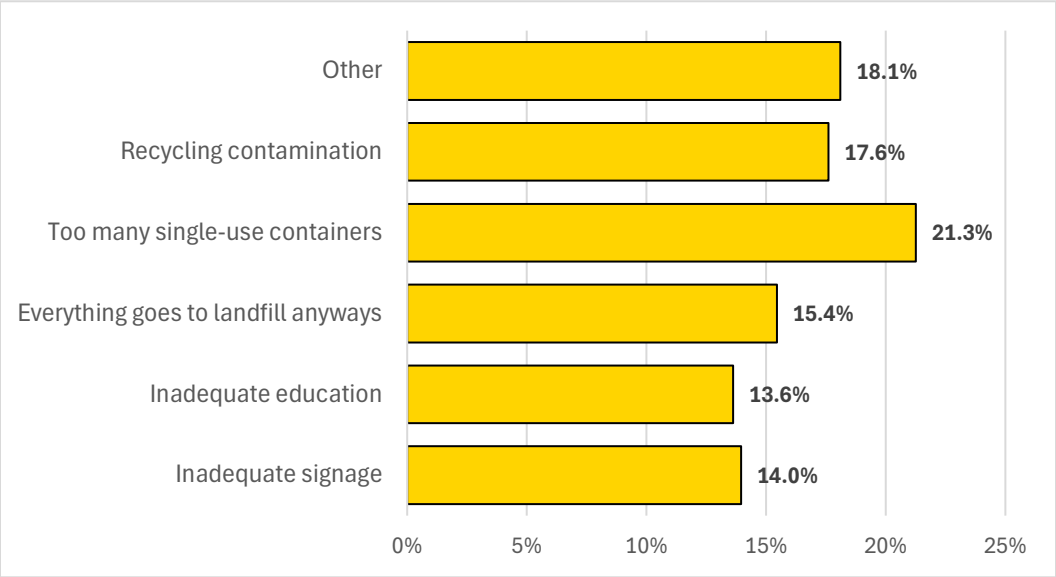

Figure 7-2. Responses to 'What are the barriers that prevent you from reducing your waste and/or properly sorting on campus?' (n = 602 responses, 1497 non-responses)

7.2. Waste Management Confidence

Most respondents (80.1%) felt confident or strongly confident in their ability to properly sort waste. This, again, suggests that a large portion of the Dalhousie community was well-educated in regard to proper waste disposal, recycling, and composting habits.

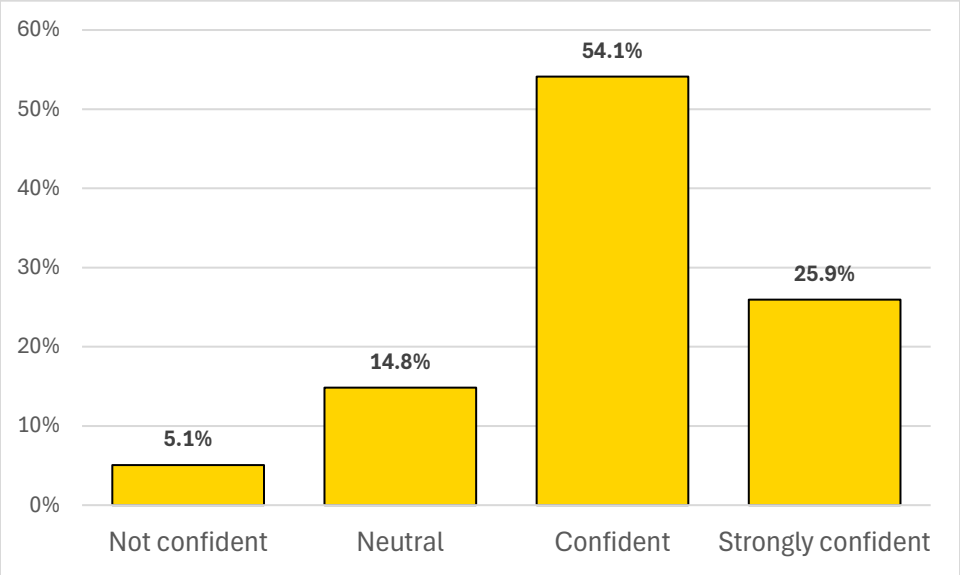

Figure 7-3. Confidence in ability to sort waste (n = 1596 responses, 319 non-responses)

When Dalhousie respondents were unsure about which receptacle their waste belongs in, the majority (56.6%) chose to check waste sorting signage, when it was available. A further 10.2% were meticulous enough about their sustainability waste-sorting practices that they would look up which waste bin their items should go in when they were not sure. However, there was also a substantial number of people who practiced potentially unsustainable choices: guessing where the waste should be sorted or simply throwing the item in the garbage. This conflicted with the responses to the previous question, where Dalhousie members considered themselves well-educated about waste sorting.

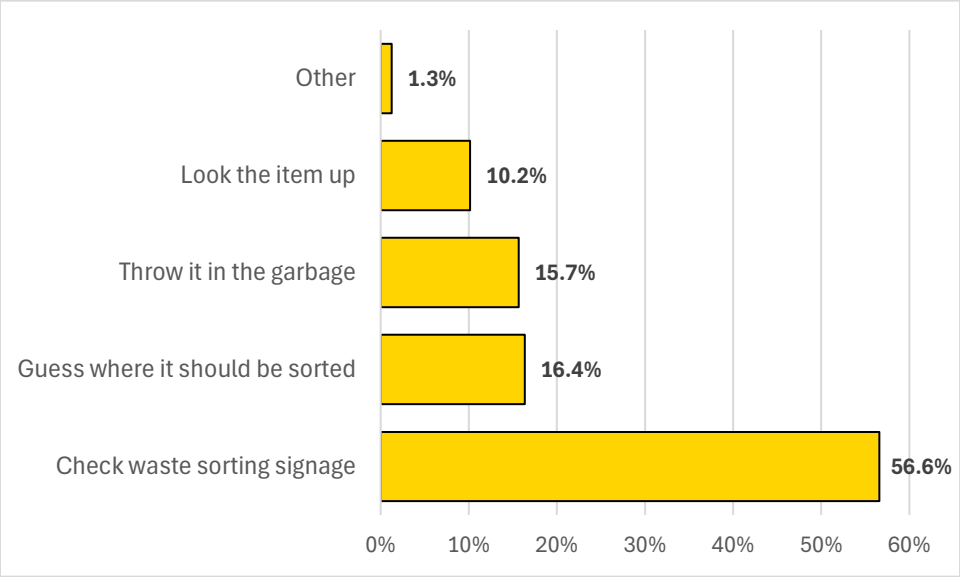

Figure 7-3. Actions taken when respondents are uncertain about waste sorting (n = 1596 responses, 319 non-responses)

7.3. Takeout Food and Drink

Takeout food and drink has been known to contribute to excessive waste. At larger scales, the use of nonreusable or unrecyclable material can have negative effects on waste management and sustainability practices. Most respondents in this year's survey noted not purchasing takeout food or drink on a regular basis. Only 2% of respondents purchased this type of product daily, while 17.7% never bought takeout food or drink.

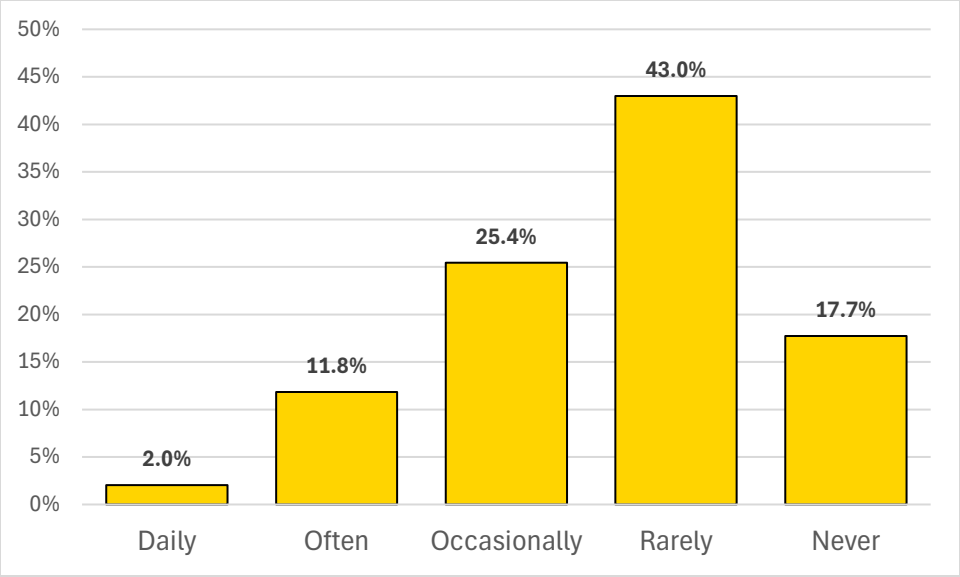

Figure 7-4. Frequency of purchasing takeout food or drink on campus (n = 1597 responses, 318 non-responses)

The majority of respondents (72.3%) believed that it is important for Dalhousie to offer climate-friendly food and drink options, such as low-carbon and plant-forward options. Positive attitudes towards climate-friendly food suggest that these options would be successful on Dalhousie campus. There is also an opportunity for more advertising to boost awareness about food products and services that already follow sustainable waste-management practices, such as the Loaded Ladle on Studley campus.

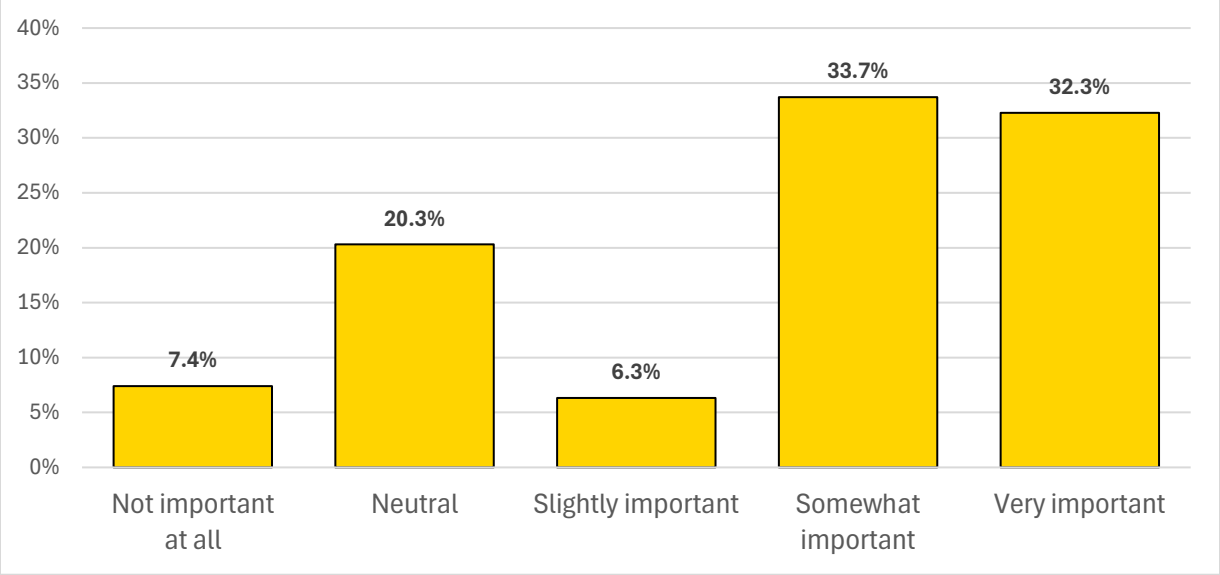

Figure 7-5. Importance of offering climate-friendly food choices (n = 1596 responses, 319 non-responses)

Over one-third of respondents said that they would be incentivised to purchase climate-friendly options if they were offered at a lower price point. The second most popular incentive option (27.9%) was to have a larger variety of choices for sustainable food and drink on campus. Other incentives that respondents selected are clearer labelling and more information on the environmental benefits of

sustainable choices. Some people (6.7%) said that they already prioritize purchasing climate-friendly food, while 8.6% said that they could not be convinced to choose climate-friendly options.

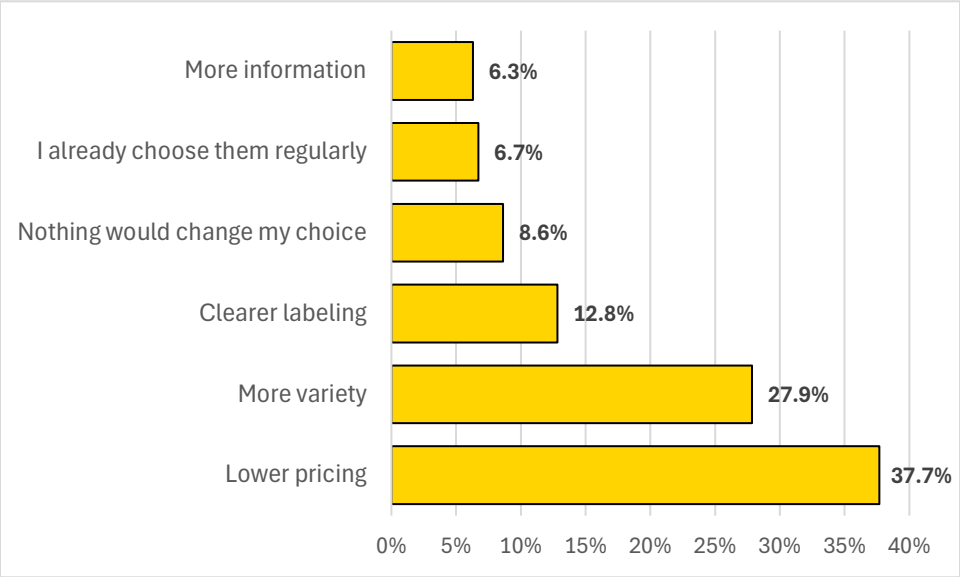

Figure 7-6. What would encourage respondents to choose climate-friendly meals (n = 2380 responses, 349 non-responses)

8. Sustainability

A primary goal of the survey and subsequent report is to determine the sustainability practices of those who attend Dalhousie University. In the context of this report, sustainability focuses heavily on the transportation sector. However, there are a multitude of factors aside from transportation that contribute to sustainability. Adding waste management practices to this year's survey allows researchers to analyze Dalhousie's sustainability on a more multidimensional level. To further understand their behaviours, respondents were asked about barriers that restricted them from travelling more sustainably, their perspective on the importance of sustainability, and how well they felt sustainability initiatives were communicated.

8.1. Sustainable Travel Barriers

Respondents whose primary mode was driving an automobile were asked if there were any barriers that prevented them from choosing a more sustainable method of transportation. Almost 70% of applicable respondents noted there being barriers. The most common hindrances were determined by analysing multiple word and phrase frequencies using the Word Frequency Counter from WriteWords.org.uk.

Lack of Adequate Public Transit – The most common barrier mentioned was the lack of access to adequate public transit where the respondents live. Transit was the most common word (counted 146 times) apart from propositions. Specifically, some people mentioned Halifax Transit being infrequent, unreliable, and inconvenient. Many of these people reported having taken the bus in the past, spent over an hour on their commute, and/or been late to their destination.

Various Cycling Barriers – The word 'bike' was recorded 99 times in the word frequency counter. Most concerns were regarding the lack of proper bike infrastructure and the danger of biking amongst larger vehicles. Some people said that they lived too far from campus for cycling to be considered a viable transportation option. Others said that they did not own a bike. There were also instances where respondents noted specific areas/roads that they felt should incorporate biking infrastructure.

Time – Last year, the most popular barrier to sustainable transportation methods was the time taken to get respondents to their destination(s). Although it was mentioned less frequently this year, it was still a notable constraint from choosing sustainable transit options. Some respondents mentioned having time-sensitive responsibilities and commitments which they believed they would not be able to get to without driving.

Distance – Coupled with time, travel distance was another commonly-identified barrier. A lot of respondents noted that the distance they had to travel made transportation methods other than driving unfeasible. Some explained that the affordability of housing on the Halifax peninsula prevented them from living close enough to bike and/or walk to the Halifax campuses. Others noted that public transit was their only alternative to driving, but they did not use it because they felt it was undesirable.

Convenience – Those who have multiple destinations that are far apart from each other explained that using their own automobile allowed them to get to all locations in a timely manner. Additionally, the convenience of being able to carry larger items and other passengers was essential to some respondents, most notably those who were commuting their kids to and from school.

8.2. Sustainability Importance

A large portion of respondents (85%) believed it was important for sustainability and environmental responsibility goals are campus wide. This was a similar proportion of positive responses compared to last year, demonstrating a consistent trend that Dalhousie members believe in large-scale sustainability projects. However, there is still a disparity between those who agree with environmentally conscious decisions and those who practice sustainable transportation habits.

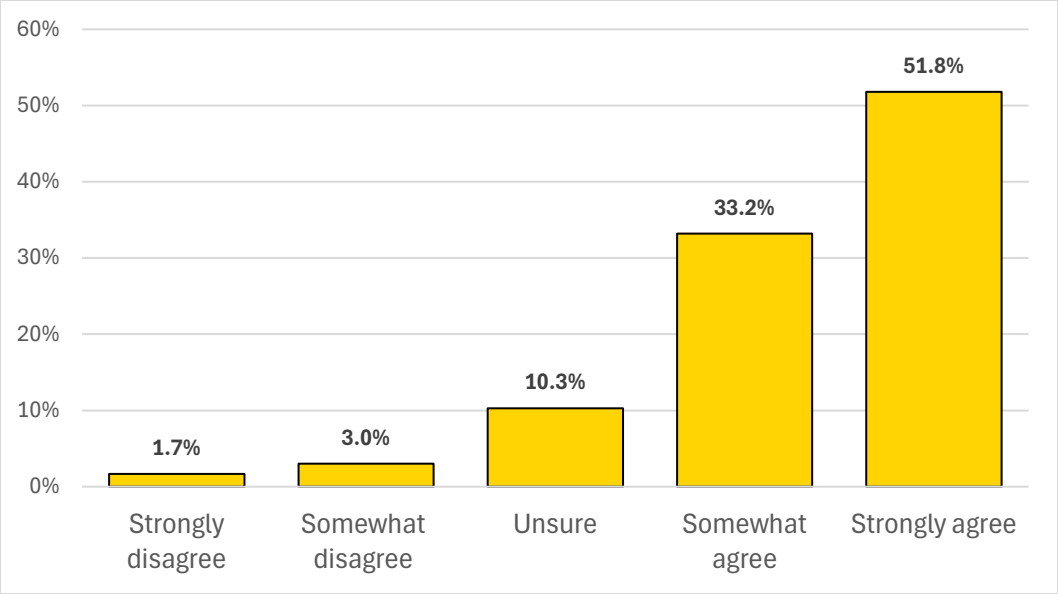

Figure 8-1. Importance of sustainability and environmental responsibility being a campus wide goal (n = 1596 responses, 319 non-responses)

8.3. Sustainability Communication and Articulation

Just over one-third of respondents (35.6%) agreed that they received regular communication from Dalhousie's Office of Sustainability regarding sustainability-related issues and campus initiatives. However, there was also a high number of people who were unsure (34.6%) or disagreed (29.7%) with that statement. The inconsistency among respondents shows that there are blind spots in Dalhousie's population concerning sustainability initiative awareness.

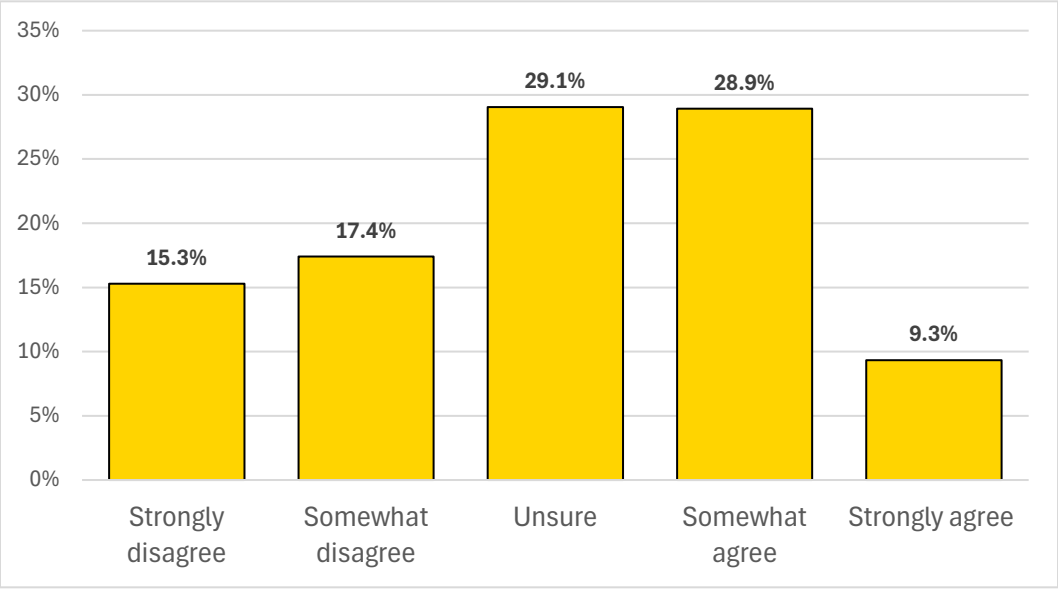

Figure 9-2. Respondent perspectives on if they receive regular communication about sustainability issues and campus initiatives (n = 1597 responses, 318 non-responses)

Among respondents, 64.4% either disagreed or were unsure whether Dalhousie had clear sustainability targets and initiatives. Only 7.4% of respondents strongly agreed with this statement, proving that clear, consistent communication with the community needs to be emphasized in the following years, especially as sustainability becomes a more pressing topic.

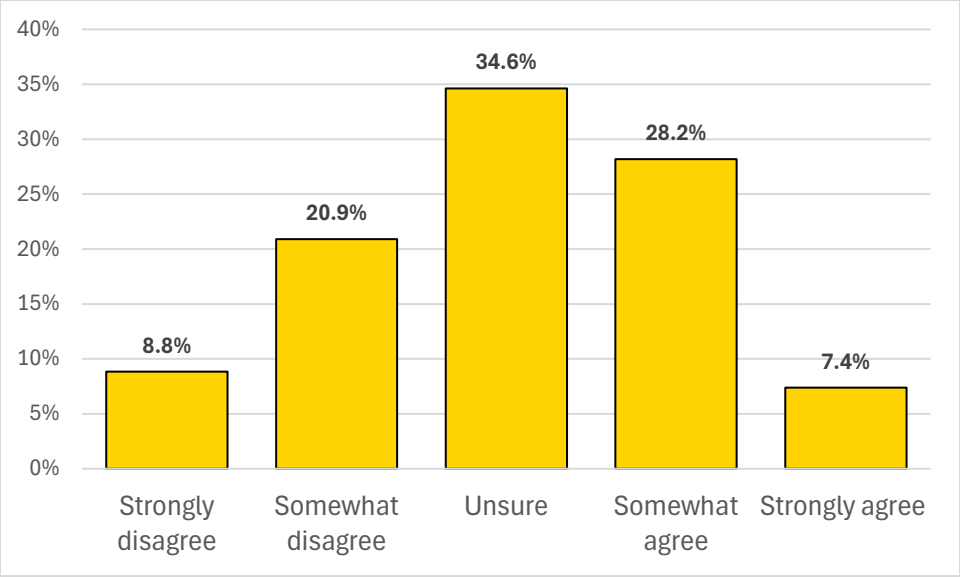

Figure 9-3. Respondent views on Dalhousie's articulation of sustainability targets and initiatives (n = 1596 responses, 319 non-responses)

8.4. Crowdsourcing Ideas

Community-generated ideas enable transformative action. As part of continued sustainability initiatives, each year the commuter survey includes an open-ended question where respondents can share how they believe Dalhousie could do more to engage community members in sustainability actions. This year, 457 individuals presented their ideas about how Dalhousie University can better engage the community.

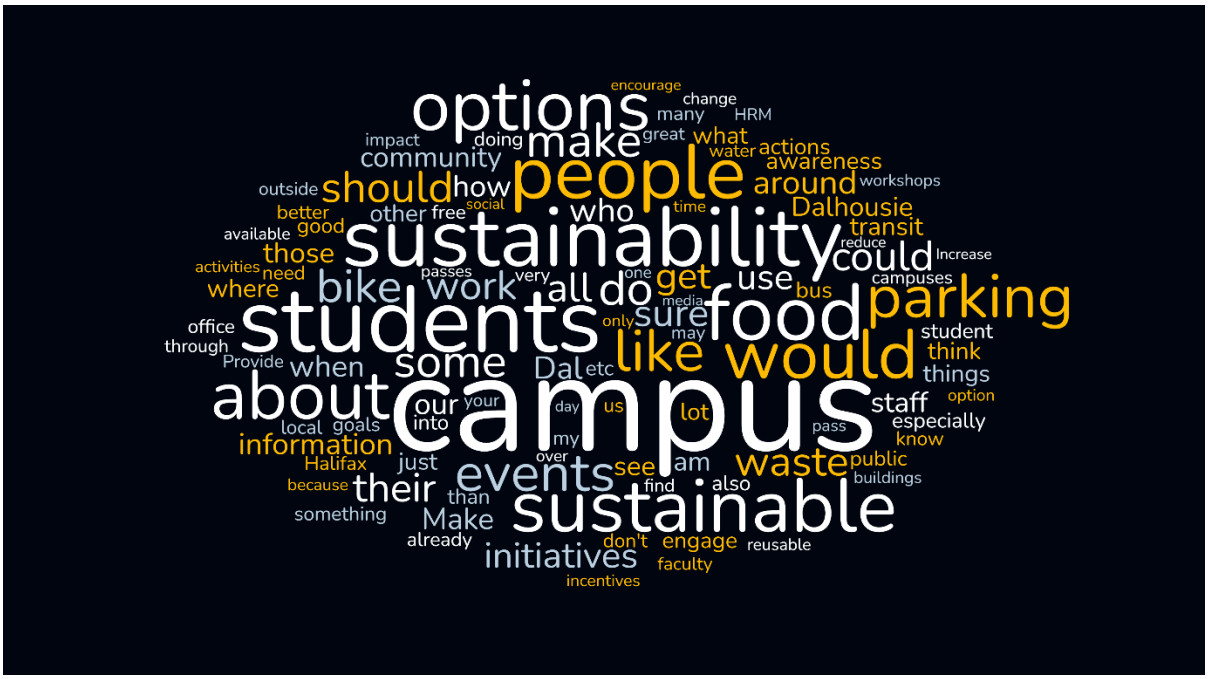

Figure 9-4. Respondents' suggestions for engaging campus and community members on sustainability

There were a lot of calls for more events and workshops, specifically ones that are fun, have incentives for participation, or involve completion. Respondents recommended that prospective workshops present calls to action, long-term sustainability projects, and other educational programming. Free food was mentioned as an incentive to attract participation, including from people outside of the Dalhousie community. There were also recommendations to do more to engage with students.

Using social media to engage and communicate with a wider audience was a common suggestion. Many believed this was an effective way to interact with younger age groups, including students. There is also a call for more physical campaigning to raise awareness about sustainability issues and initiatives through posters, signage, and flyers in high-traffic areas on campus.

Improving cycling infrastructure was another common request. Respondents wanted to see adequate all-weather covered bike parking, proper bike priority rights-of-way, and other infrastructure that improves safety for cyclists. There were also more e-bike–related suggestions this year, especially regarding storage and maintenance.

Some respondents called for a vehicular parking change. General recommendations included disincentivizing parking on and around Dalhousie campuses by increasing parking fees and reducing the amount of parking spaces available.

Finally, a lot of respondents kept on the theme of sustainable waste management and recommended implementing more sustainable takeaway containers and reducing plastic waste from Dalhousie's food sector. Some recommended the organization of a friendly, departmental-level competition about saving waste and reducing carbon footprints.

9. Conclusion

The results and subsequent analysis of the 2024–2025 Dalhousie Commuter Survey show the transportation habits of students, staff, faculty, and other members of the Dalhousie community. The responses provided valuable insights into how Dalhousie community members commuted, followed sustainability practices, and interacted with their respective campuses. The statements below outline the most significant findings that require attention by the Office of Sustainability and Dalhousie University as a whole.

Conclusions from the 2024–2025 Dalhousie Commuter Survey:

- The most common primary transportation method was walking, followed by a near-tie between taking public transit and driving alone.

- Compared to other years, this survey saw a drastic proportional decrease in student responses. Therefore, a lot of overall travel behavior statistics are skewed to represent more staff and faculty groups. This includes seeing a higher usage of automobiles, further commuting distances, and higher incomes. Due to the difference in demographic proportions, it is uncertain whether findings in this survey can be accurate compared to previous years.

- A large portion of the Dalhousie community regularly attends their related activities in-person on campus. On an occasional basis, there is a mix of remote and in-person work being done. Trends regarding a shift back to in-person work post-COVID-19 pandemic need to continue to be monitored in future commuter surveys.

- Seasonal variations in mode choice depend on the person's preferred primary mode of transportation. Automobile drivers were the least likely to change their mode choice between the summer and winter, while cyclists are the most likely to opt for a secondary mode during the winter.

- Barriers that stop automobile users from using a more sustainable travel method include (listed in order of frequency): a lack of adequate public transit, various cycling barriers, travel time, travel distance, and convenience.

- Most respondents are well educated about waste management practices. For the most part, Dalhousie community members were confident in their ability to properly sort waste, knew what resources to use when they were unsure, and rarely consumed take away food. There was support for more climate-friendly food options on campus, especially if the sustainable products were less expensive than their non-sustainable, single-use plastic counterparts.

- Those attending the Agricultural campus in Truro have different travel habits and mode choice compared to those attending the Halifax campuses. Respondents in Truro were more likely to drive, had further commutes, and did not have access to public transportation.

- Travel between Halifax campuses decreased compared to previous years. Walking was the most common method used to get between campuses. Few respondents travelled between the Truro and Halifax campuses, and when they did, they were most likely to drive.

It is crucial to continue providing the Commuter Survey and its subsequent report to the Dalhousie community annually. Questions in the survey should be updated periodically, depending on the most pressing topics of the given year. Through this initiative and further community engagement, the university and the Office of Sustainability have the ability to understand how the people of Dalhousie feel, act, and perceive sustainability on and off campus.

Appendix: Summary of 2024–2025 Survey Data

A.1. Survey Questions

Contents:

1. Which of these groups do you currently belong to? [Although you may belong to more than one group, please choose just one group and answer the rest of the survey from the perspective of that group.]
2. Are you a full-time or part-time staff, faculty, or student?
3. What is your primary campus?
4. When you are engaged with campus activities such as work, class, studying, and/or research, are you commuting to the Halifax or Truro campuses on average:
5. How many days a week (on average) do you work or study remotely?
6. How many vehicles are available for regular use by members of your household?
7. How many bicycles does your household own and use on a regular basis?
8. When you are coming to campus, what is your primary mode of transportation (most or all of the time – over 70%) for your commute to campus throughout the year?
9. What is your secondary mode of transportation (less than 30% of the time) for your daily commute to campus?
10. Does your primary mode of transportation change throughout the year (ex. From winter to summer)?
11. If your primary mode is automobile (drive alone or passenger), where do you generally park your car?
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 numbers only.
13. At what time, on most days, do you arrive at Dalhousie? Please identify the time to the nearest hour.
14. At what time, on average, do you leave Dalhousie? Please identify the time to the nearest hour.
15. On a weekly basis, how many times do you perform each of the following activities?
16. If your primary mode of transit is driving alone, are there barriers that prevent you from opting for a more sustainable mode of transit (carpooling, biking, public transit)? If yes, what are these barriers?
17. Which of the following best describes how often, if at all, you travel between the Halifax campuses? (Carleton, Sexton, and Studley)
18. What is your primary means of travel between Halifax campuses?
19. Which of the following best describes how often, if at all, you travel between the Halifax and Truro campuses?
20. What is your primary means of travel between the Halifax and Truro campuses?
21. I receive regular communications (via various channels such as Instagram, webpage, Dal News, etc.) from Dalhousie's Office of Sustainability about sustainability-related issues and campus initiatives.
22. Dalhousie's sustainability targets and initiatives are clearly articulated to the campus community.

23. It is important to me that Sustainability and Environmental Responsibility should be a campus-wide goal.
24. Do you find it easy to reduce waste and properly sort your waste on campus?
25. If you answered NO to the previous question, what are the barriers that prevent you from reducing your waste and/or properly sorting on campus?
26. How confident are you in sorting waste?
27. How often do you purchase to-go food and drinks on campus?
28. What do you do when you're unsure about where your waste goes?
29. How important is it to you that Dalhousie offers more climate friendly (low-carbon, plant-forward) food retail options?
30. What would encourage you to choose plant-based or climate-friendly meals more often on campus?
31. What, if anything, could Dalhousie do more of to engage campus and community members in sustainability action?
32. What is your age?
33. What is your gender?
34. What is your annual household income?
35. What is the postal code of your local residence (that is, the address from which you commute to Dalhousie. If you don't commute, the postal code that you remote work or study from). Please provide it in six-digit UPPERCASE format without a space. (that is, B3B1B9)
36. What is your primary department and/or faculty?
37. How did you hear about this survey? (Choose all that apply)

A.2. Results

Question	n (total 2735)	% of total
1. Which of these groups do you currently belong to?		
Students	1021	53.32%
Faculty	216	11.28%
Staff	572	29.87%
Alumni	4	0.21%
Other	12	0.63%
Total	1825	95.3%
Not answered	90	4.7%
2. Are you a full-time or part time staff, faculty, or student?		
Full-time	1719	89.77%
Part-time	89	4.65%
Other (please specify):	14	0.73%
Total	1822	95.14%
Not answered	93	4.86%
3. What is your primary campus or work/study location?		
Studley	1122	52.91%
Carleton	231	11.92%
Sexton	215	10.86%
Agricultural	112	5.41%
NB Medical Campus	4	0.21%
Home Location (off campus remote work/study)	41	2.14%
Health facilities (off campus)	65	3.39%
Other (Please specify)	35	1.83%
Total	1825	95.3%
Not answered	90	4.7%
4. When you are engaged with campus activities such as work, class, studying, and/or research, are you commuting to the Halifax or Agricultural campuses on average.		
All of the time	895	46.74%
Most of the time	486	25.38%
About one-half of the time	214	11.17%
Less than one-half of the time	128	6.68%
Almost none of the time	45	2.35%
None of the time (100% remote)	25	1.31%
None of the time (Study/Research at a health care)	32	1.67%
Total	1825	95.3%
Not answered	90	4.7%
5. How many days a week (on average) do you work or study remotely?		
0	499	26.06%

1	310	16.19%
2	399	20.84%
3	239	12.48%
4	93	4.86%
5	138	7.21%
Total	1678	87.62%
Not answered	237	12.38%
8. If you are coming to campus, what is your primary mode of transportation (most or all of the time – over 70%) for your commute to campus throughout the year?		
Automobile - Drive alone in fossil fuel powered vehicle	440	22.98%
Automobile – Drive alone in all electric or hybrid vehicle	50	2.61%
Automobile – Am the driver, usually or always with passengers (carpool)	75	3.92%
Automobile – Am a Passenger (carpool)	63	3.29%
Public transit (including ferry services)	438	22.87%
Bicycle (including electric bikes)	77	4.02%
Walk	517	27%
Skateboard/Longboard	1	0.05%
Other (for example, Motorcycle)	17	0.89%
Total	1678	87.62%
Not answered	237	12.38%
9. What is your secondary mode of transportation (less than 30% of the time) for your daily commute to campus?		
Automobile - Drive alone in fossil fuel powered vehicle	340	17.75%
Automobile – Drive alone in all electric or hybrid vehicle	36	1.88%
Automobile – Am the driver, usually or always with passengers	68	3.55%
Automobile – Am a Passenger (including carpooling)	171	8.93%
Public transit (including ferry services)	495	25.85%
Bicycle (including electric bikes)	114	5.95%
Walk	367	19.16%
Skateboard/Longboard	3	0.16%
Scooter (including electric scooters)	8	0.42%
Other (for example, Motorcycle)	76	3.97%
Total	1678	87.62%
Not answered	237	12.38%
10. Does your primary mode of transportation change throughout the year (ex. from winter to summer)?		
N/A	5	0.26%
Never	399	20.84%
Rarely	272	14.2%
No Change	468	24.44%
Sometimes	350	18.28%
Often	184	9.61%

Total	1678	87.62%
Not answered	237	12.38%
11. If your primary mode is automobile (drive alone or passenger), where do you generally park your car?		
Park in Dalhousie lots	450	23.5%
Using on-street metered parking	138	7.21%
Using on-street free parking	137	7.15%
Parking in Halifax Regional Municipality carpool locations	18	0.94%
Parking spot in a residential driveway	30	1.57%
Other	237	12.38%
Total	1010	52.74%
Not answered	905	47.26%
13. At what time, on most days, do you arrive at Dalhousie? Please identify the time to the nearest hour.		
01:00	8	0.42%
02:00	3	0.16%
03:00	3	0.16%
04:00	1	0.05%
05:00	4	0.21%
06:00	31	1.62%
07:00	141	7.36%
08:00	581	30.34%
09:00	457	23.86%
10:00	259	13.52%
11:00	93	4.86%
12:00	36	1.88%
13:00	28	1.46%
14:00	8	0.42%
15:00	8	0.42%
16:00	10	0.52%
17:00	3	0.16%
18:00	1	0.05%
20:00	1	0.05%
Total	1676	87.52%
Not answered	239	12.48%
14. At what time, on average, do you leave Dalhousie? Please identify the time to the nearest hour		
01:00	2	0.1%
02:00	15	0.78%
03:00	49	2.56%
04:00	136	7.1%
05:00	77	4.02%
06:00	42	2.19%
07:00	10	0.52%
08:00	9	0.47%

09:00	1	0.05%
10:00	3	0.16%
11:00	7	0.37%
12:00	34	1.78%
13:00	29	1.51%
14:00	67	3.5%
15:00	168	8.77%
16:00	384	20.05%
17:00	338	17.65%
18:00	146	7.62%
19:00	67	3.5%
20:00	43	2.25%
21:00	23	1.2%
22:00	14	0.73%
23:00	11	0.57%
24:00	1	0.05%
Total	1676	87.52%
Not answered	239	12.48%
16. If your primary mode of transit is driving alone, are there barriers that prevent you from opting for a more sustainable mode of transit (carpooling, biking, public transit)? If yes, what are these barriers?		
Yes	492	25.69%
No	212	11.07%
N/A	705	36.81%
Total	1409	73.58%
Not answered	506	26.42%
17. Which of the following best describes how often, if at all, you travel between the Halifax campuses? (Carleton, Sexton, and Studley).		
Daily	108	5.64%
3-4 times a week	97	5.07%
1-2 times a week	133	6.95%
A few times a month	150	7.83%
Once a month	66	3.45%
A few times a year	174	9.09%
Rarely	370	19.32%
Never	489	25.54%
Total	1587	82.87%
Not answered	328	17.13%
18. What is your primary means of travel between Halifax campuses?		
Walk	776	40.52%
Bicycle	37	1.93%
Bus	159	8.3%
Private car	80	4.18%

Taxi/Car Share	12	0.63%
Carpool (driver)	17	0.89%
Carpool (passenger)	13	0.68%
Not applicable	423	22.09%
Other (please specify):	9	0.47%
Total	1526	79.69%
Not answered	389	20.31%
19. What is your primary means of travel between the Halifax and Truro campuses?		
Bus	43	2.25%
Carpool (drive)	55	2.87%
Carpool (passenger)	76	3.97%
Drive alone	123	6.42%
Taxi/Car Share	7	0.37%
Not applicable	1216	63.5%
Total	1520	79.37%
Not answered	395	20.63%
20. And which of the following best describes how often, if at all, you travel between the Halifax and Truro campuses? * - Option typo, 'a few times a week' should be 'a few times a month'		
Daily	14	0.73%
3-4 times a week	9	0.47%
1-2 times a week	18	0.94%
A few times a week*	5	0.26%
Once a month	32	1.67%
A few times a year	88	4.6%
Rarely	166	8.67%
Never	1255	65.54%
Total	1587	82.87%
Not answered	328	17.13%
21. I receive regular communications (via various channels sch as Instagram, webpage, Dal News, etc.) from Dalhousie's Office of Sustainability about sustainability-related issues and campus initiatives.		
Strongly disagree	244	12.74%
Somewhat disagree	278	14.52%
Unsure	464	24.23%
Somewhat agree	462	24.13%
Strongly agree	149	7.78%
Total	1597	83.39%
Not answered	318	16.61%
22. Dalhousie's sustainability targets and initiatives are clearly articulated to the campus community		
Strongly disagree	141	7.36%
Somewhat disagree	334	17.44%

Unsure	553	28.88%
Somewhat agree	450	23.5%
Strongly agree	118	6.16%
Total	1596	83.34%
Not answered	319	16.66%
23. It is important to me that Sustainability and Environmental Responsibility are campus-wide goals		
Strongly disagree	27	1.41%
Somewhat disagree	48	2.51%
Unsure	164	8.56%
Somewhat agree	530	27.68%
Strongly agree	827	43.19%
Total	1596	83.34%
Not answered	319	16.66%
24. Do you find it easy to reduce waste and properly sort your waste on campus?		
Yes	1171	61.15%
No	161	8.41%
Maybe	207	10.81%
Unsure	58	3.03%
Total	1597	83.39%
Not answered	318	16.61%
25. If you answered NO to the previous question, what are the barriers that prevent you from reducing your waste and/or properly sorting on campus? (select up to 2)		
Inadequate or confusing signage at waste stations	84	4.39%
Inadequate education on campus sorting practices	82	4.28%
Belief that everything ends up in the landfill so there is no point to sorting waste	93	4.86%
Too many single use containers and not enough reusable container options on campus	128	6.68%
Too much contamination in recycling and compost so there is no point to sorting waste	106	5.54%
Other (please specify):	109	5.69%
Total	602	21.83%
Not answered	1497	78.17%
26. How confident are you in sorting waste?		
Not strongly confident	6	0.31%
No confident	75	3.92%
Neutral	237	12.38%
Confident	864	45.12%
Strongly confident	414	21.62%
Total	1596	83.34%
Not answered	319	16.66%

27. How often do you purchase to-go food and drinks on campus?		
Never	279	14.57%
Rarely (1-2 times a month)	676	35.3%
Occasionally (once a week)	400	20.89%
Often (multiple times weekly)	186	9.71%
Daily	32	1.67%
Not applicable	24	1.25%
Total	1597	83.39%
Not answered	318	16.61%
28. What do you do when you're unsure about where your waste goes?		
Guess where it should be sorted	261	13.63%
Check waste sorting signage	903	47.15%
Throw it in the garbage (landfill waste)	250	13.05%
Look the item up	162	8.46%
Other (please specify):	20	1.04%
Total	1596	83.34%
Not answered	319	16.66%
29. How important is it to you that Dalhousie offers more climate friendly food retail options?		
Not important at all	118	6.16%
Slightly important	101	5.27%
Neutral	324	16.92%
Somewhat important	538	28.09%
Very important	515	26.89%
Total	1596	83.34%
Not answered	319	16.66%
30. What would encourage you to choose plant-based or climate-friendly meals more often on campus? (select up to two)		
More variety of options	663	27.86%
Clearer labeling of sustainable choices	305	12.82%
Lower pricing compared to other meals	897	37.69%
More information on environmental benefits	150	6.3%
I already choose them regularly	160	6.72%
Nothing would change my choice	205	8.61%
Total	2380	81.78%
Not answered	349	18.22%
32. What is your age?		
17–19	176	9.19%
20–24	409	21.36%
25–34	344	17.96%
35–44	264	13.79%
45–54	222	11.59%

55–64	135	7.05%
65 or above	24	1.25%
Prefer not to say	23	1.2%
Total	1597	83.39%
Not answered	318	16.61%
33. What is your gender? OPTIONAL		
Man	401	20.94%
Woman	1085	56.66%
Non-binary	32	1.67%
Prefer not to say/Not sure	51	2.66%
Another gender not listed here (Optional, please specify)	6	0.31%
Total	1575	82.25%
Not answered	340	17.75%
34. What is your annual household income? OPTIONAL		
Less than $10,000	183	9.56%
$10,000–19,999	141	7.36%
$20,000–39,999	94	4.91%
$40,000–59,999	104	5.43%
$60,000–79,999	127	6.63%
$80,000–99,999	103	5.38%
$100,000 or more	213	11.12%
$150,000 or more	225	11.75%
Prefer not to say	300	15.67%
Total	1490	77.81%
Not answered	425	22.19%
37.How did you hear about this survey? (Choose all that apply)		
Faculty/departmental administrator	110	7.86%
Office of sustainability website	8	0.57%
Word of mouth	12	0.86%
Direct email	1058	75.63%
"Today at Dal"	65	4.65%
"My Dal announcement"	42	3%
Student society	14	1%
Departmental newsletter	33	2.36%
Facebook	13	0.93%
Other	34	2.43%
Total	1399	100%
Not answered	1431	52.32%

38. What is your primary department and/or faculty?		
Ancillary Services	13	0.68%
Athletics and Recreational Services	6	0.31%

College of Continuing Education	6	0.31%
College of Sustainability	11	0.57%
Communications and Marketing	14	0.73%
Dalhousie Art Gallery & Arts Centre	6	0.31%
Dalhousie Libraries	30	1.57%
Environmental Health and Safety	4	0.21%
Facilities Management	56	2.92%
Faculty of Agriculture	67	3.5%
Faculty of Architecture and Planning	20	1.04%
Faculty of Arts and Social Sciences	113	5.9%
Faculty of Computer Science	86	4.49%
Faculty of Dentistry	24	1.25%
Faculty of Engineering	134	7%
Faculty of Graduate Studies	60	3.13%
Faculty of Health	140	7.31%
Faculty of Law	38	1.98%
Faculty of Management	64	3.34%
Faculty of Medicine	141	7.36%
Faculty of Science	328	17.13%
Financial Services	19	0.99%
Human Resources	10	0.52%
Information Technology Services	16	0.84%
Legal & Internal Audit Services	6	0.31%
Office of Advancement	18	0.94%
President's Office & Provost's Office	10	0.52%
Registrar's Office	12	0.63%
Research Services	19	0.99%
Student Services	28	1.46%
University Food Services	2	0.1%
Other	57	2.98%
Prefer Not to Say	39	2.04%
Total	1597	83.39%
Not answered	318	16.61%

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