



DALHOUSIE UNIVERSITY COMMUTER SURVEY REPORT 2025– 2026

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1. Introduction

The *Dalhousie Commuter Survey 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 community's travel habits and behaviours. The Dalhousie Office of Sustainability conducts and distributes the *Dalhousie Transportation and Sustainability Survey*. Dalhousie Transportation Collaboratory (DalTRAC) is responsible for the exploration of trends in results and the preparation of this 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, on the Eastern Coast of 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: the Studley, Carleton, and Sexton campuses in the South End of Halifax, and the Agricultural Campus in Bible Hill (**Figure 1-1**). Bible Hill is just outside the Town of Truro, located approximately 100 kilometres north-northeast of Halifax's regional centre. Dalhousie has three smaller campuses: the Yarmouth Campus, located approximately 300 kilometres south of Halifax in the Town of Yarmouth, the Cape Breton Medical Campus, and the recently established Dalhousie Medicine New Brunswick, located in Saint John, New Brunswick.

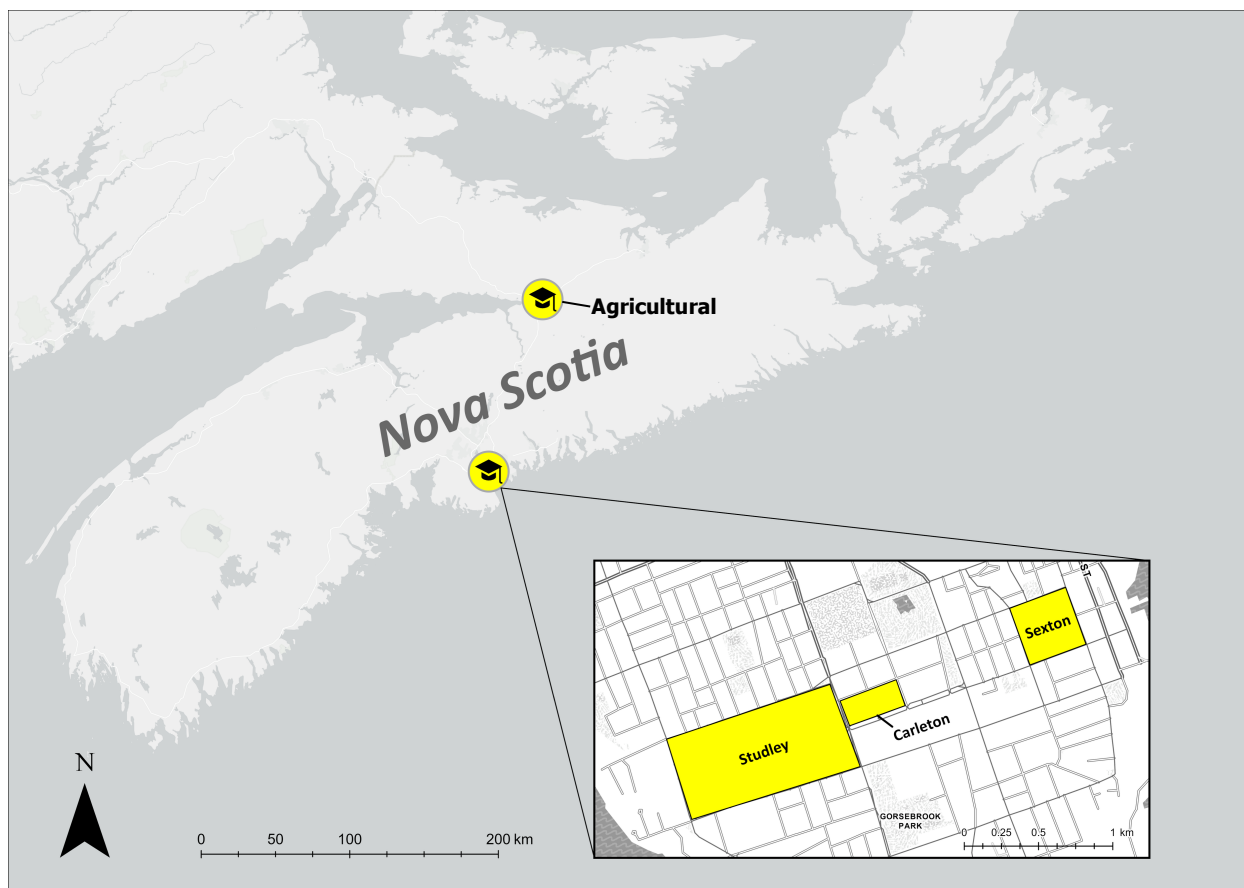


Figure 1-1. Dalhousie University campus locations in Halifax and Truro

1.3. About the Commuter Survey

The Dalhousie Transportation and Sustainability Survey (Commuter Survey) is created and facilitated by the Dalhousie Office of Sustainability and analysed by DalTRAC. The goal of the survey is to identify trends in commuting, mode choice, travel distance and duration, and activity location. Current planning initiatives in the Halifax Regional Municipality (HRM), such as the *Integrated Mobility Plan*, emphasize the importance of travel mode choice, and how shifting away from individual motor vehicles benefits the environment, economy, and social cohesion of the city. Because the survey is conducted annually, trends can be tracked among university members over time and benchmarked against the broader Halifax population. This report will be published before 2026 census data is available, but once released, that data will allow for a direct comparison between the commuting habits of Dalhousie students, faculty, and staff and those of the wider Halifax and Canadian population.

Since its inauguration in 2009, the Commuter Survey has been integral in understanding the mobility habits and sustainability perspectives of all members of the Dalhousie community. The survey helps build on 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 the fleet, from which data can be derived and provide insights. The survey for the current year took place between March 1st and March 15th, 2026.

Table 1-1. Survey responses by academic year

Year (20__)	Students	Staff	Faculty	Alumni/Other	No answer	Responses	Completed
09–10	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
25–26	1,847	400	162	32	125	2,566	2,105

The 2025–26 survey received 2,566 responses, 2,105 of which were completed, leaving a completion rate of 82%. Of the 2,566 responses, 48 were removed due to anomalous behaviour, such as very short survey completion times (less than 2.5 minutes to answer 30 questions), or physically impossible responses (a two-billion-kilometre commute distance). The number of responses was higher compared to the previous year, with the most completed surveys since the start of the COVID-19 pandemic. The 2025–26 survey received a decrease in staff and faculty responses, while the number of student responses increased.

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 major groups (students, staff, and faculty), gender, and transportation mode.

2.1. Respondent Groups, Classification, and Primary Campus Distribution

The 2025–26 Commuter Survey was primarily answered by students, followed by staff and then faculty. This year’s edition saw one of the highest student participation rates that the survey has ever received. This year presented the lowest turnout in staff participation and similarly low faculty participation. In 2024–25, only 55.9% of respondents were students, which increased to 75.7% this year. Those who selected “Other” self-identified as residents, alumni, both students and staff, and retired faculty. Almost all respondents (94%) reported being full-time.

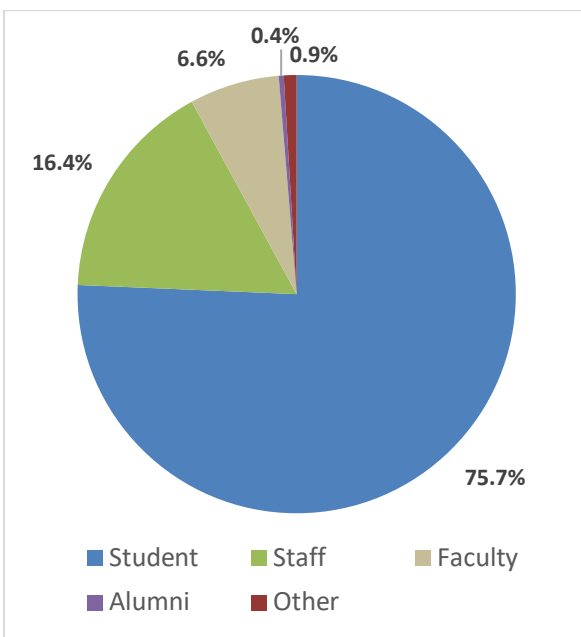


Figure 2-1. Respondent groups (n = 2,441 responses, 125 non-responses)

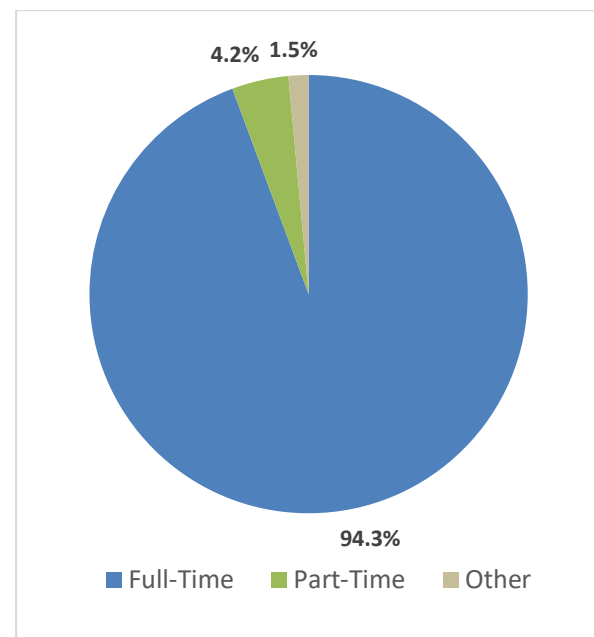


Figure 2-2. Respondent classification as full-time, part-time, or other (n = 2,441 responses, 125 non-responses)

The majority of respondents identified Studley as their most frequented Dalhousie campus. This was followed by the Carleton and Sexton Campuses, respectively. For the first time, the survey also included the recently introduced Dalhousie Medicine New Brunswick Campus as an option, with seven respondents indicating attendance at this location. The Yarmouth Campus and Cape Breton Medical Campus were not included as options. Aside from the new category, campus response distribution was similar to those indicated in previous reports. The number of respondents who reported working or studying remotely has continued to fall, most likely due to Dalhousie moving away from the work-

from-home practices established during the COVID-19 pandemic. The 2.7% of respondents who selected “Other” indicated that they attended specific buildings within a campus, multiple campuses, the University of King’s College Campus, or the Cape Breton Medical Campus.

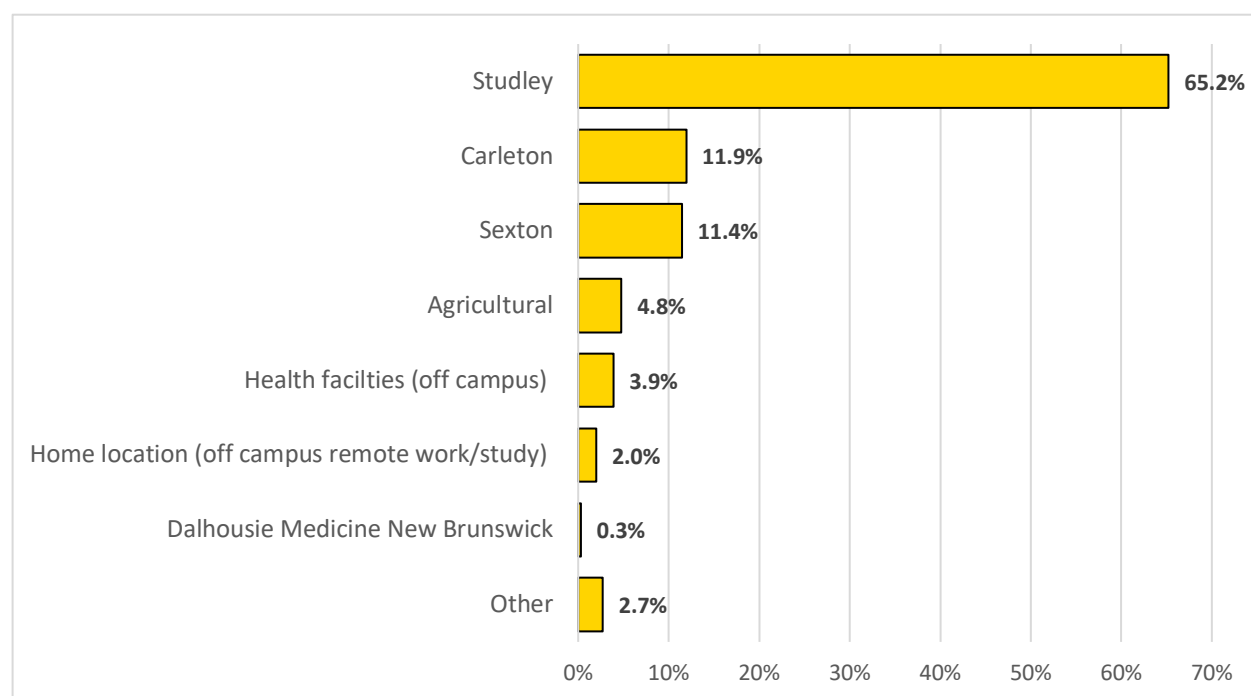


Figure 2-3. Primary campus distribution (n = 1,825 responses, 125 non-responses)

2.2. Residence Locations

Self-reported residences are shown in **Figure 2-4**. Respondents were asked to provide their postal code to identify their location. Some respondents opted not to enter their postal code, while others reported living in other provinces or locations that would be too far away to commute from regularly. Those who reported living more than 150 km away from their most frequented campus were considered invalid and not included in **Figure 2-4**. Additionally, those who attended a health facility, a campus not in Halifax or in Truro, or worked from home were combined into the “Other” category. As expected, most respondents who attended the Halifax campuses indicated living in the regional centre of Halifax, the nearby suburbs (such as Bedford), or the Halifax Mainland area. However, a few Halifax Campus attendees were spread across the province, as far as Pictou County or Amherst. Agricultural Campus attendees were similarly clustered in Truro, with a few scattered across the North Shore region and near Halifax. Attendees of all other campuses were scattered across the province.

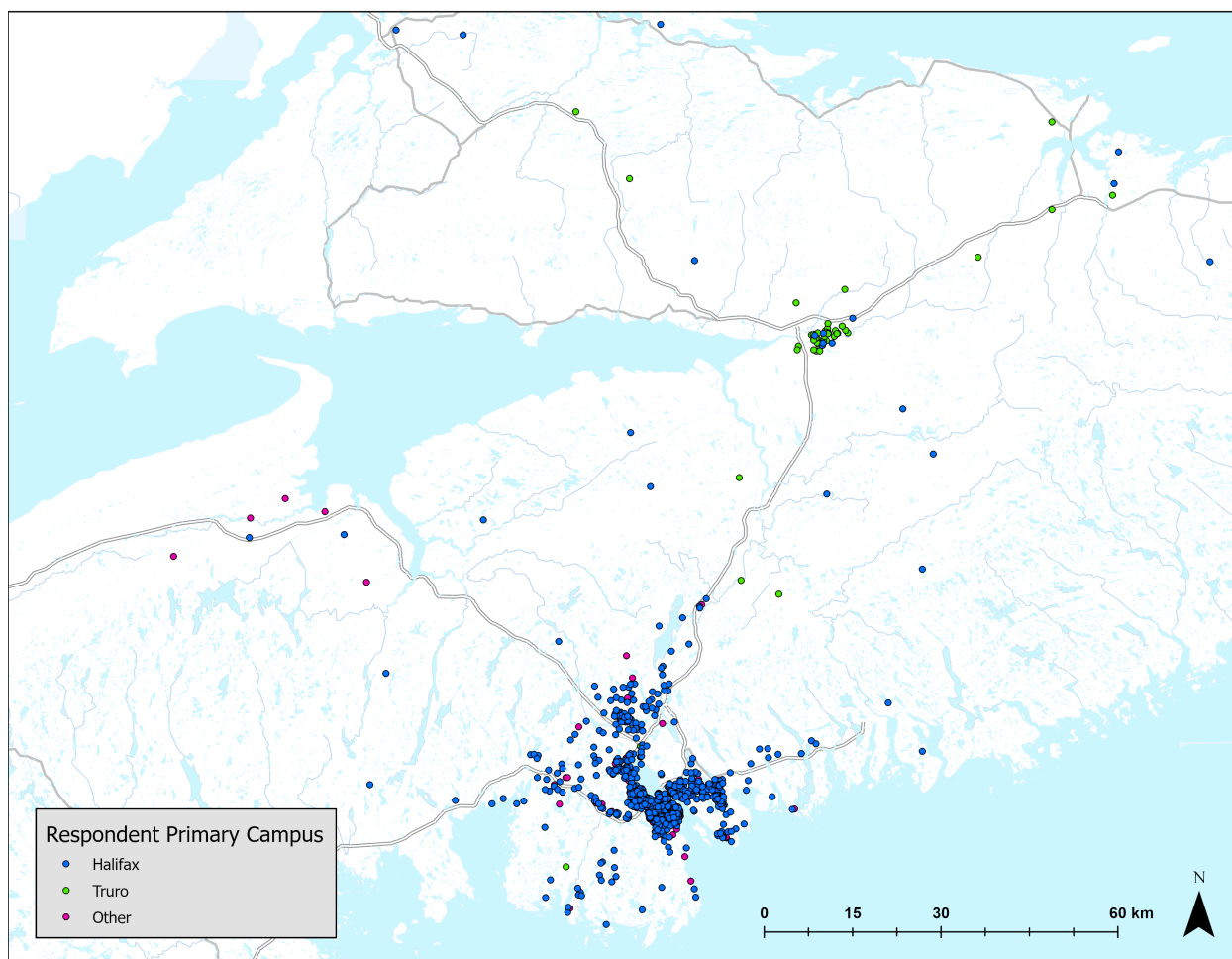


Figure 2-4. Locations of respondent residences, colour-coded by primary campus

Figure 2-5 shows the density of respondents by census dissemination area (DA) 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 lack of respondents in Dartmouth, particularly compared to data from previous years.

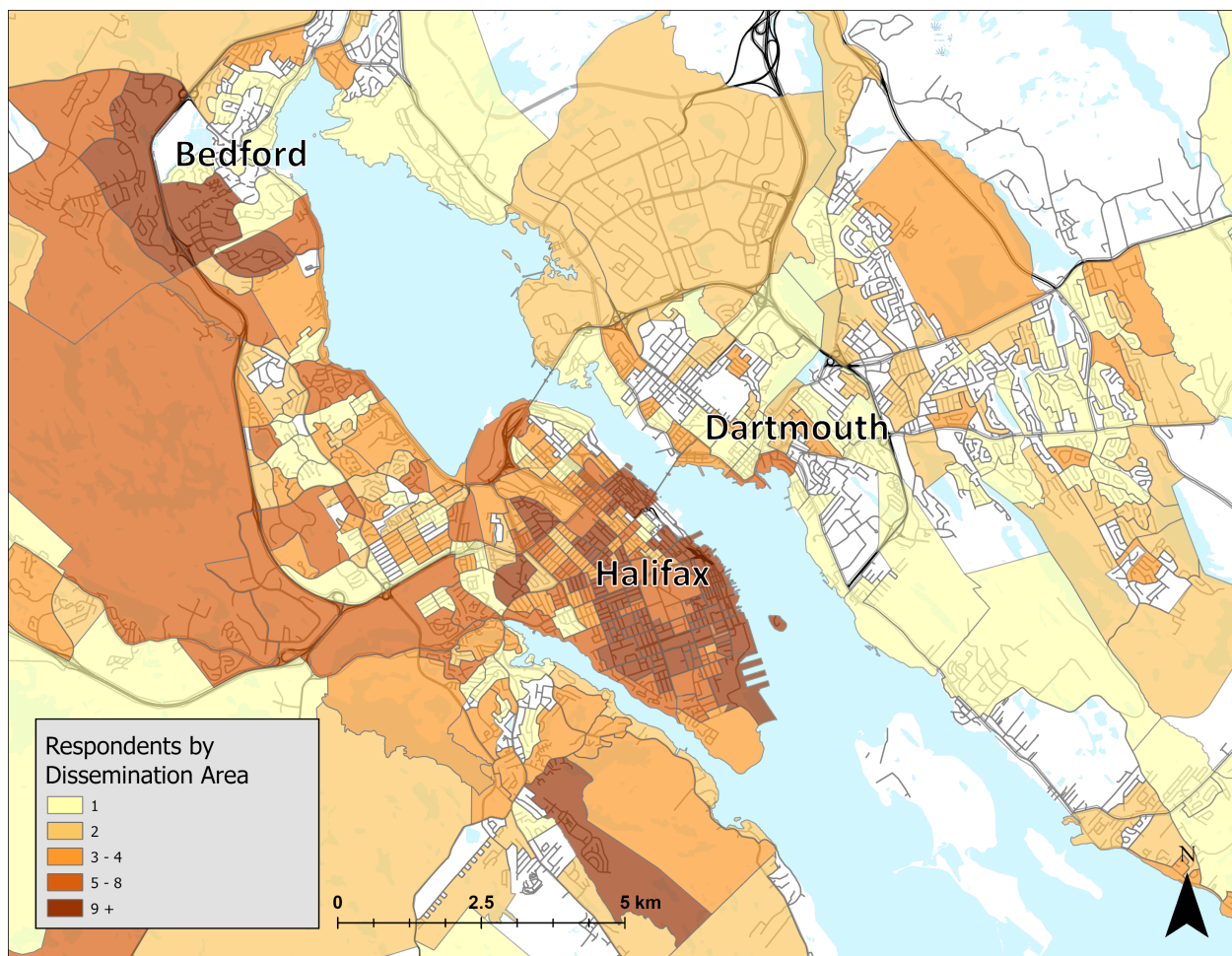


Figure 2-5. Respondent density by dissemination area in Halifax

Figure 2-6 shows the density of respondents by DA in Truro. The DA with the highest concentration was in Bible Hill, where the Agricultural Campus is located. Unlike Halifax, no DAs in Truro reported more than 10 Dalhousie attendees. This is likely due to Truro being far less densely populated than Halifax and the smaller number of Agricultural Campus respondents.

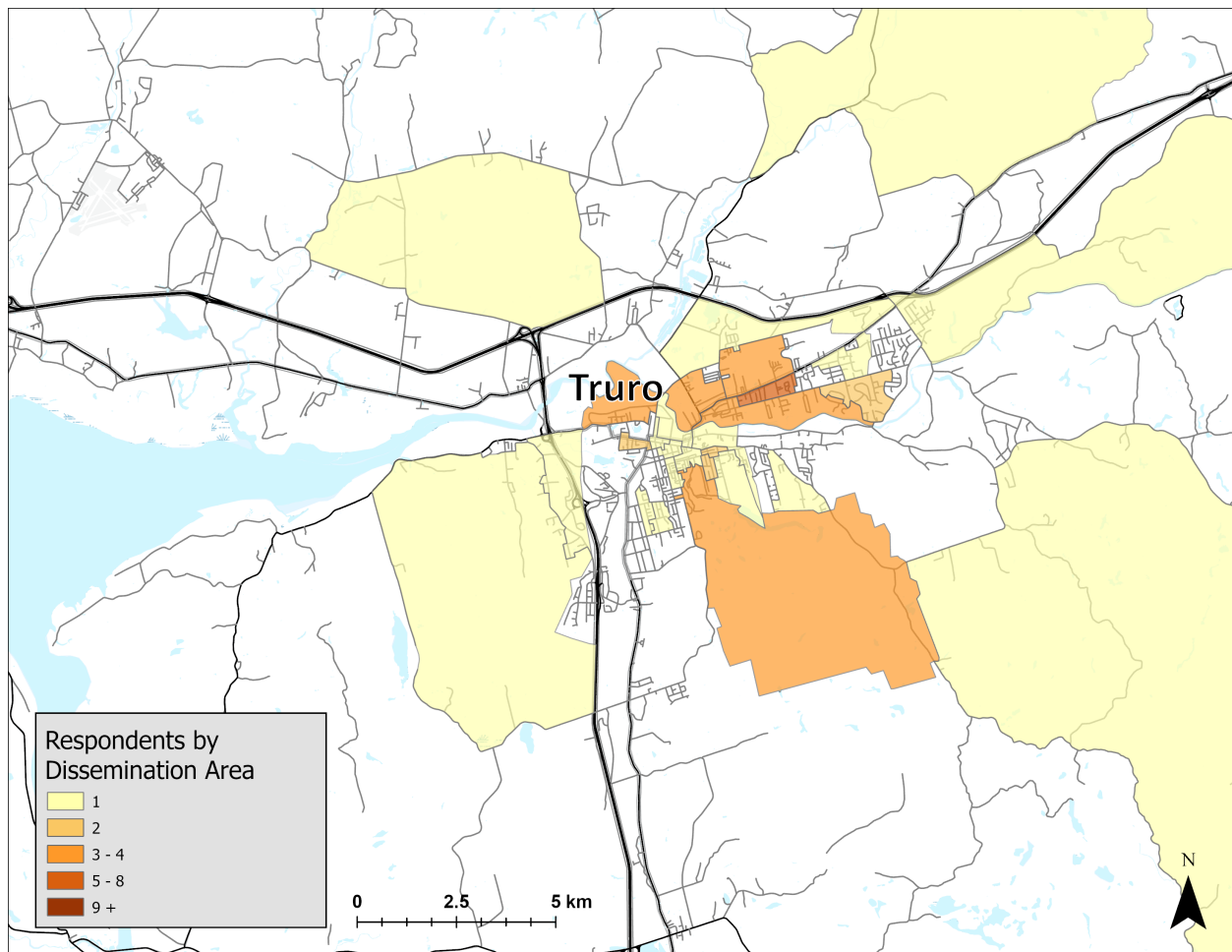


Figure 2-6. Respondent density in Truro

2.3. Gender

About two-thirds of respondents (65.7%) identified as women. Women outnumbering men in responses is a recurring trend in the Commuter Survey [2]. In many cases online surveys are often answered primarily by women [3]. Further, women tend to be more concerned with sustainability [4], making them more likely to want to respond to a survey about the topic. Dalhousie University also reported having slightly more students who identified as women attending the university than men this year [5]. The proportions of people who identified as non-binary, another gender, or preferred not to say remained similar to those of past Commuter Surveys.

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

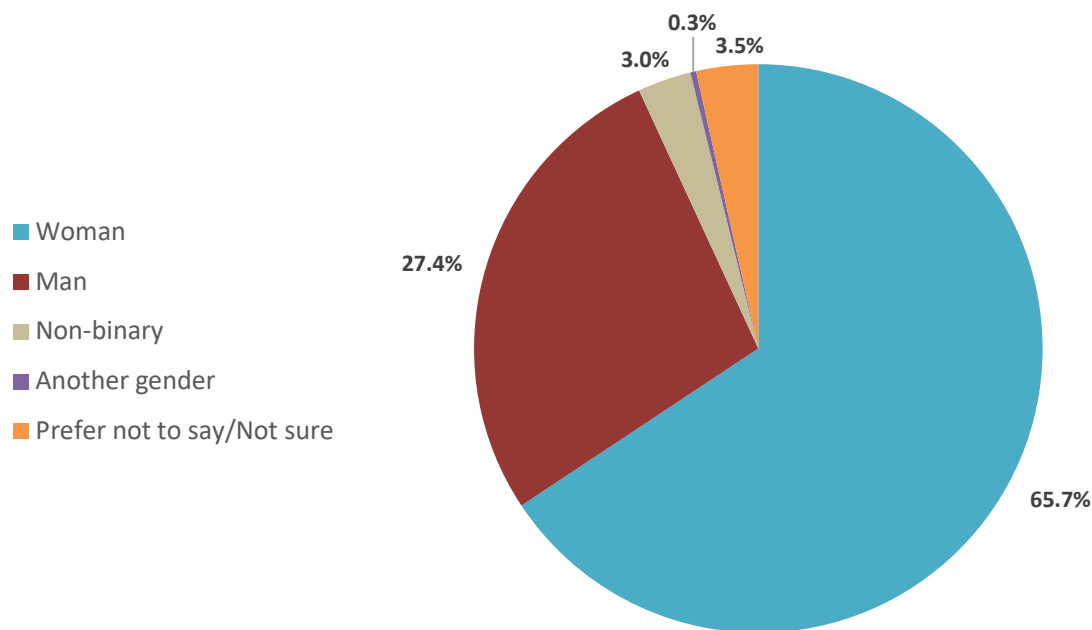


Figure 2-7. Gender distribution (n = 2,133 responses, 385 non-responses)

Table 2-1. Respondent distribution by gender and group

	Man	Woman	Non-binary	Another gender	Prefer not to say
Student	27.06%	66.77%	3.53%	0.39%	2.25%
Staff	22.93%	67.68%	2.49%	0.00%	6.91%
Faculty	39.73%	52.05%	0.68%	0.00%	7.53%

2.4. Age

The age distribution of respondents was generally consistent with previous Commuter Survey results and typical university demographics. The 20–24 age group had the most responses (34.9%), which is relatively consistent with the 2022–23, 2023–24, and 2024–25 surveys, where this age group represented 34.5%, 31.2%, and 25.6% of survey responses, respectively. About a quarter of respondents (24.5%) were 35 or older, which is somewhat low compared to the 2022–23, 2023–24, and 2024–25 surveys, where this age group made up 31.2%, 27.8%, and 40.4%, respectively.

Among students, the most common age range was 20–24 years old (46.5%). The ages of staff and faculty were more spread out compared to those of students: Among staff, the most common age range was 35–44 (27.5%) and among faculty, it was 45–54 (29.7%). Compared to the other groups, faculty had the highest proportion of respondents over 65 (8.8%). Faculty also had the highest proportion of respondents who preferred not to report their age (6.1%).

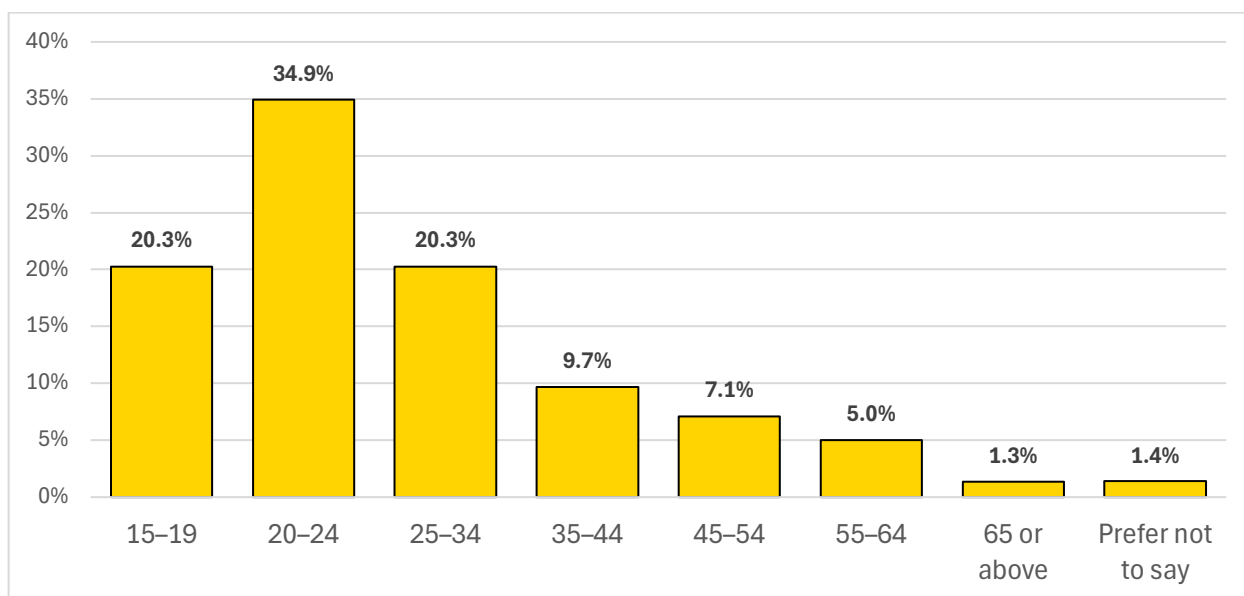


Figure 2-8. Age distribution (n = 2,165 responses, 353 non-responses)

Table 2-2. Age distribution percentage by group

	15-19	20-24	25-34	35-44	45-54	55-64	65 or above	Prefer not to say
Student	27.2%	46.5%	20.5%	3.6%	0.9%	0.6%	0.3%	0.5%
Staff	0.5%	1.6%	21.5%	27.5%	25.3%	18.3%	1.6%	3.5%
Faculty	0.0%	0.0%	6.1%	28.4%	29.7%	20.9%	8.8%	6.1%

2.5. Household Income

The distribution of household income is slightly parabolic. Students typically lived in households earning between \$0–\$40,000, with only a few who reported incomes over \$100,000—likely those that lived with their parents or who were part-time graduate students. Although they typically earned less than faculty, most staff still reported a household income of over \$80,000. Faculty were at the opposite end of the spectrum from students, with 71% earning over \$100,000 (53.6% of whom earned over \$150,000). This distribution of household income is expected: The university is made up of students who tend to have minimal income, staff, who earn a competitive, livable salary, and faculty, who earn a significant salary.

Income demographics can help explain transportation mode-choice behaviour. For instance, automotive vehicles can be expensive to purchase, operate, and maintain, compared to public transit or biking, which both have lower user costs. Additionally, income influences where people choose to (or can afford to) live, impacting the distribution of the population, which directly affects mobility trends and choices.

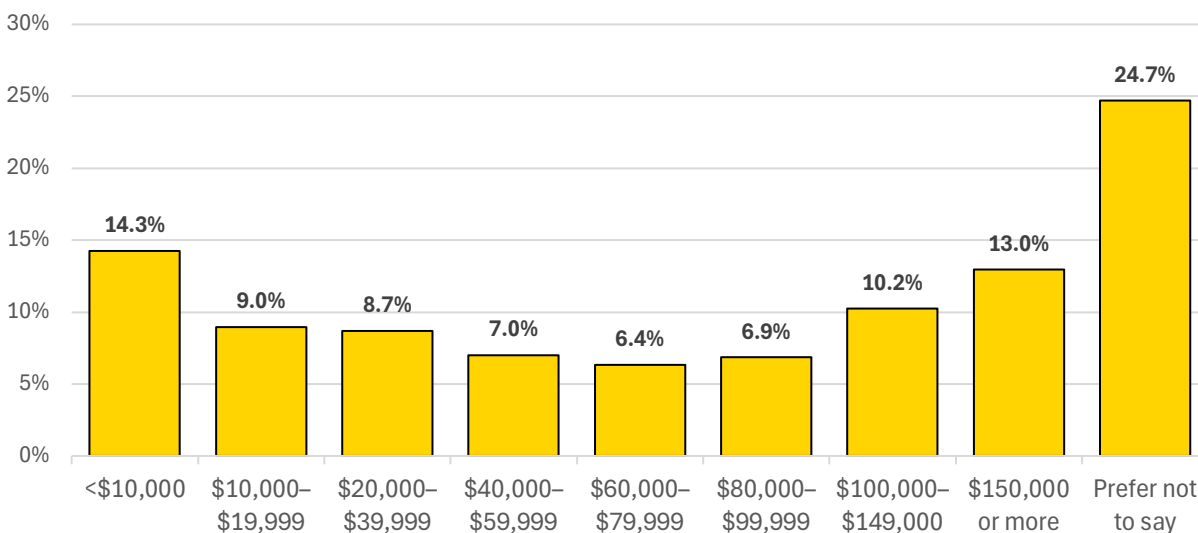


Figure 2-9. Annual household income distribution (n = 1,490 responses, 425 non-responses)

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– \$149,999	\$150,000 or more	Prefer not to say
Student	18.8%	12.0%	10.9%	6.1%	4.4%	5.7%	7.3%	7.3%	27.5%
Staff	0.3%	0.9%	2.0%	12.6%	14.6%	13.2%	19.8%	20.3%	16.3%
Faculty	0.0%	0.7%	0.7%	1.4%	2.9%	1.4%	17.4%	53.6%	21.7%
Alumni	14.3%	14.3%	0.0%	14.3%	0.0%	14.3%	28.6%	14.3%	0.0%

2.6. Mobility Tool Access

Six categories of mobility tools were used to determine rates of ownership and access. Respondents had the ability to select the number of each mobility tool (e.g., automobiles and bicycles) that their household owned and had access to, with options ranging from “Zero” to “Four or more.” The access to—and quantity of—mobility tools, including whether these tools are shared by multiple household members, has a direct relationship with an individual’s commuting habits. For instance, a student living at home in a one-car household might prefer to drive to campus, but if their parent takes the car to commute to their own workplace, the student might need to take the bus. The name of each mobility tool category has been abbreviated or shortened for ease of viewing in **Figure 2-10**, as well as

all following figures that include the same or similar categories, with the full names of categories listed in **Appendix 9.1**.

Two commonly owned mobility tools are automobiles and bicycles. In this year's survey, 59.7% of respondents reported their household owning at least one fossil fuel/internal combustion (IC) vehicle, and 12.8% reported having access to at least one hybrid or electric vehicle (H/EV). Ownership of at least one bicycle, manual or electric, was reported at 40.9% and 5.7%, respectively. Notably, bicycles are the only category where more respondents indicated owning four or more than indicated owning three, which could be due to respondents being bike collectors or members of cycling-focused households. Ownership of at least one manual or electric non-bicycle micro-mobility device (e.g., scooter, skateboard, and longboard), was reported at 12.6% and 2.9%, respectively.

Among the respondents who gave an answer in least one mobility-tool category (n = 2308), 36.9% were classified as living in "car-free" households, as they didn't indicate household ownership of/access to any vehicles. Of this "car-free" portion of the population, only 26.5% (or 9.8% of all respondents) indicated owning a micro-mobility alternative; 73.5% (or 27.1% of all respondents) did not indicate any alternative device. This is likely due to the walkable nature and public transit access on the Halifax peninsula, where many respondents were located (**Figure 2-5**).

The proportion of respondents that indicated living in a car-only household (34.4%) was comparable to the car-free proportion (36.9%). The remaining 28.7% of respondents lived in multi-modal households with at least one automobile and at least one non-automobile mobility device.

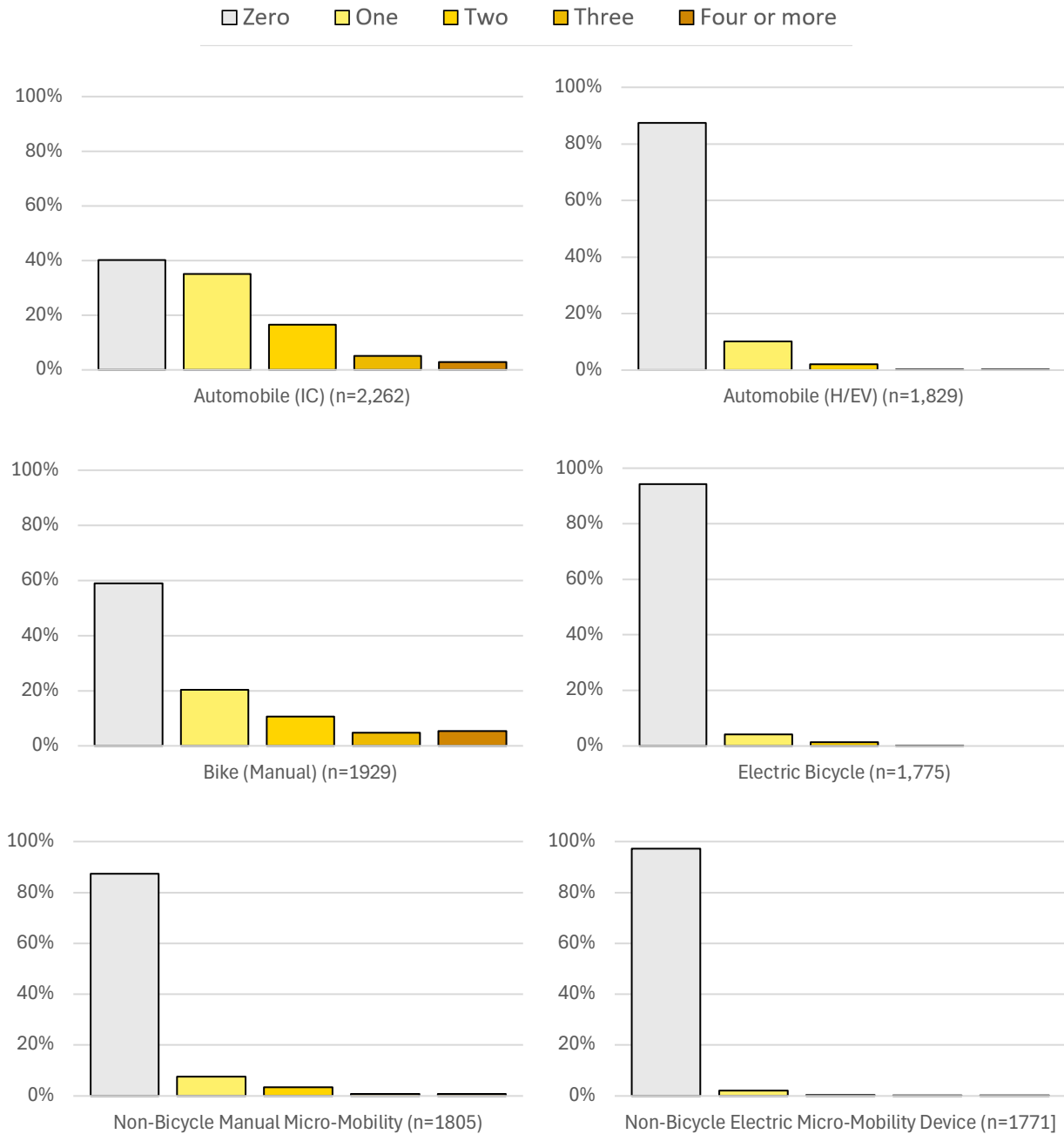


Figure 2-10. Percentage of respondents who own zero, one, two, three, or four or more mobility devices, by device type (n = responses)

2.7. Commuter Survey Awareness

To understand how the Commuter Survey reaches respondents, they were asked how they found out about it. Respondents had the ability to select multiple options, but few did. An overwhelming majority of respondents (89.8%) 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. Most of the 23 people who chose “Other” reported receiving the survey by email. It can be concluded that email was the most successful way to disseminate the survey to participants.

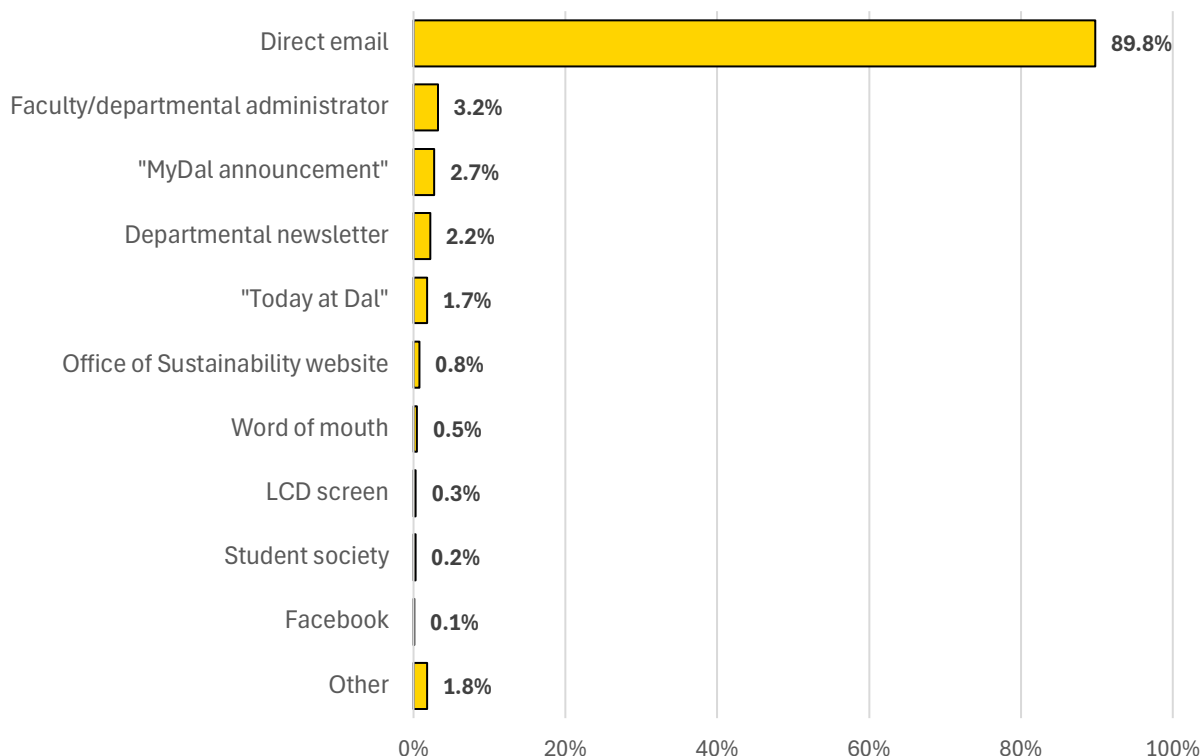


Figure 2-11. How respondents heard about the Dalhousie Commuter Survey, by percentage of responses. (n = 2,117 responses, 402 non-responses). Note: Total value = 103.3% due to the ability to select multiple responses

3. Commuting Characteristics

This section aims to determine the transportation habits of those commuting to Dalhousie University.

3.1. Primary Mode

Primary transportation mode refers to the method of transportation that an individual uses to get to a Dalhousie campus more than 70% of the time throughout the year. The most popular mode was public transit, with 35.9% of respondents selecting it as their primary mode of transportation. This is the first time ever that public transportation has served as the most popular response to this question. It's also the highest proportion ever of public transportation as the primary mode, with the next closest being 30% in the 2024–25 survey. The high transit ridership was primarily due to the student respondents, as nearly 40% of them reported transit as their primary mode of transportation. However, it's important

to note that the overall increase in use of public transit wasn't just due to the increased proportion of student respondents: all three primary groups (student, staff, and faculty) saw a proportional increase in use of public transportation compared to the previous three year's surveys.

Walking was the second most common choice, making up just under one third of responses at 32.34%. Once again, this is primarily due to the significant number of students who walk as their primary mode of transportation, at 27%. The overall proportion of walking as a primary mode of transportation is relatively consistent with recent years, where it has hovered just below one third of the responses. This suggests that the uptick in transit ridership isn't due to lower walking rates but instead shifts away from other modes of transportation.

Driving an internal combustion (IC)/fossil-fuel-powered vehicle alone is the third most popular choice for primary modes of transportation at 18.1%. This presents a notable reduction from results of the 2024–25 survey, where 26.2% of respondents indicated driving a fossil fuel vehicle alone as their primary means of transportation. Even when combined with the “Drive Alone Hybrid/Electric Vehicle (H/EV)” category, as was done in the 2022–23 and 2023–24 surveys, the proportion remains lower than the past three years. This reduction seems to primarily be driven by the staff and faculty population, as the proportion of students driving alone as their primary mode of transportation has remained relatively low over the past few years.

Only 2.6% of respondents indicated using any form of micro-mobility, including manual or electric bikes, scooters, skateboards, longboards, or similar devices. This is a notable decrease from last year's “Bicycle” respondents (no categories existed for other forms of micro-mobility). All three major groups (students, faculty, and staff) reported lower rates of micro-mobility use compared to the previous survey, with rates similar to the two years prior. This is a break from apparent increases in bike ridership across Halifax in general [6], and could be due to any number of reasons, such as increased transit ridership.

The remaining modes of transportation make up a relatively small portion of the population, and don't demonstrate any significant variations from recent years. The number of respondents that indicated being a carpool driver (73) was only 1 more than the number that indicated being a carpool passenger (72). This suggests that many carpools only primarily involve 2 people: 1 driver and 1 passenger.

Those who selected “Other” primarily indicated a mix of modes of transportation, such as carpooling or driving alone to a bus or ferry terminal, then taking the ferry and/or bus to campus.

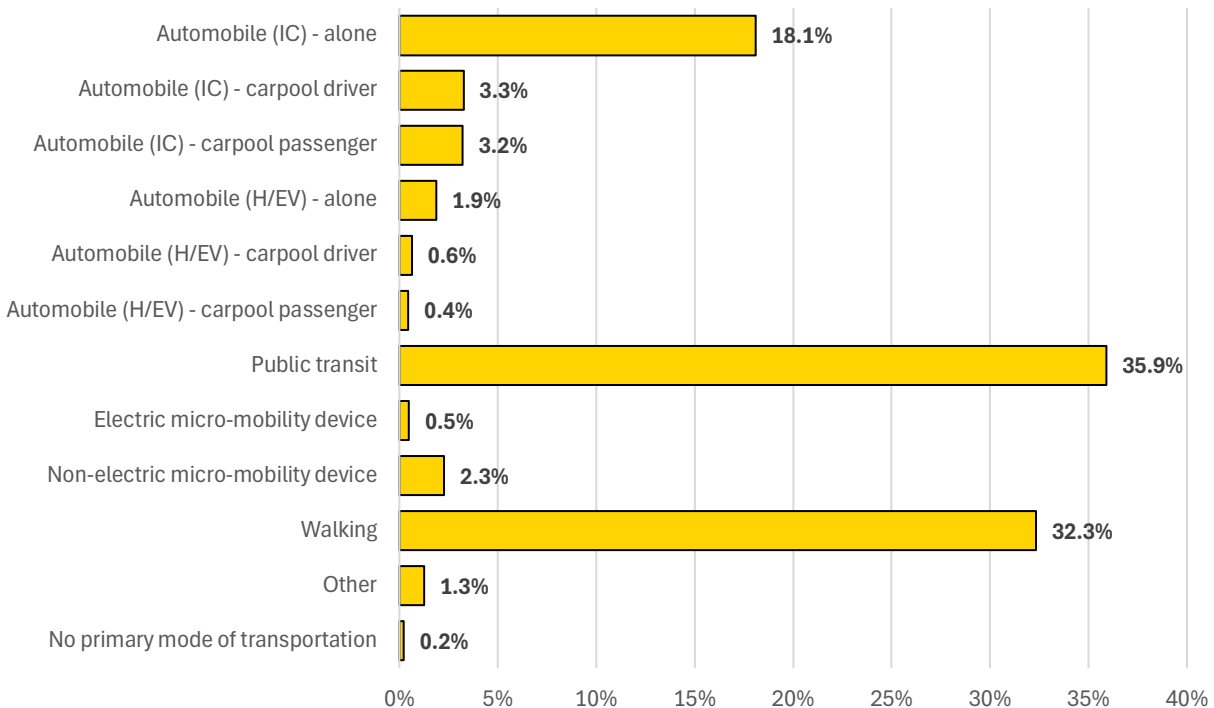


Figure 3-1. Primary commute mode distribution by percentage of respondents (n = 2,239 responses, 327 non-responses)

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

	Student	Staff	Faculty
Automobile (IC) - alone	13.4%	36.9%	23.0%
Automobile (IC) - carpool driver	2.6%	4.5%	8.1%
Automobile (IC) - carpool passenger	2.9%	5.3%	1.4%
Automobile (H/EV) - alone	1.1%	4.2%	4.1%
Automobile (H/EV) - carpool driver	0.2%	1.6%	2.7%
Automobile (H/EV) - carpool passenger	0.1%	1.8%	0.7%
Public transit	39.6%	25.9%	21.6%
Electric micro-mobility device	0.2%	1.6%	0.7%
Non-electric micro-mobility device	1.4%	3.4%	8.1%
Walking	37.1%	13.5%	27.0%
Other	1.0%	1.3%	2.7%
No primary mode of transportation	0.3%	0.0%	0.0%

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 distribution of respondents among the modes of transportation somewhat mirrors that of the primary mode, with some differences. In the category of carpool passengers, three times as many people indicated it as their secondary form of transportation than as their primary mode of transportation. On the other hand, the number of individuals who indicated driving in a carpool as a secondary mode of transportation was similar to those that indicated it as their primary mode. This helps paint a better picture of the typical carpool: one primary driver, one secondary/infrequent driver, one primary/consistent passenger, with 2-3 other passengers that join occasionally.

The distribution of secondary modes of transportation among student, staff, and faculty, is relatively similar to the distribution of primary modes. The relative increase in reported carpool passengers, compared to it as a primary mode, was generally due to the higher number of students reporting it as their secondary mode. Notably, staff and faculty reported having no secondary mode of transportation at a higher rate than students.

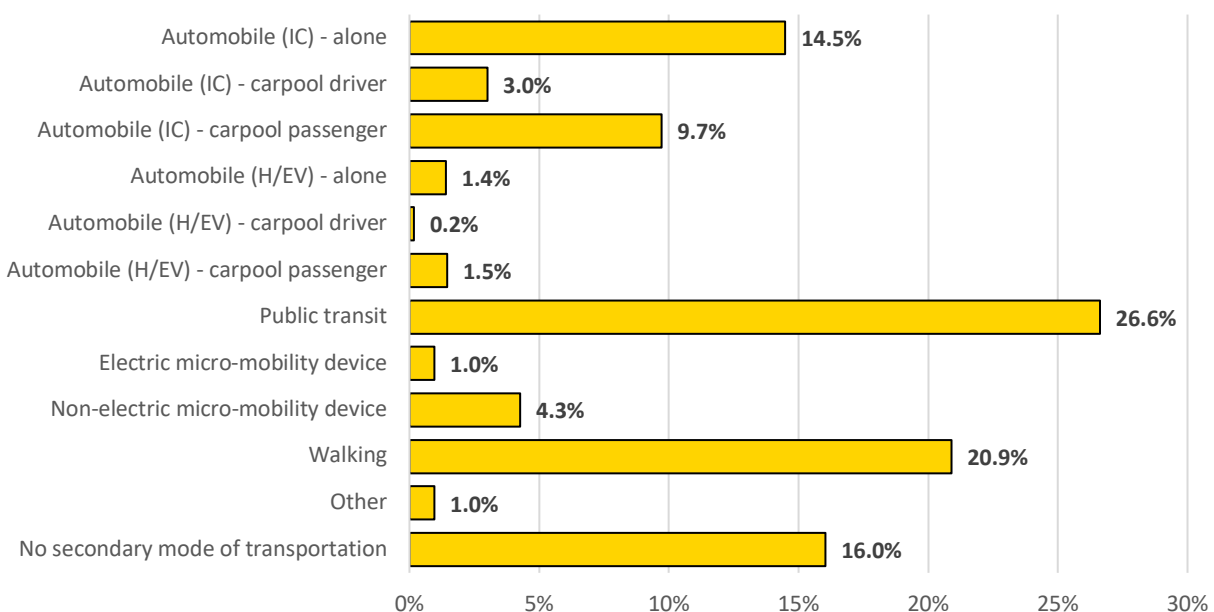


Figure 3-2. Secondary commute mode (n = 2,201 responses, 317 non-responses)

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

	Student	Staff	Faculty
Automobile (IC) - alone	12.7%	21.3%	15.4%
Automobile (IC) - carpool driver	2.7%	4.3%	3.5%
Automobile (IC) - carpool passenger	10.5%	7.8%	5.6%
Automobile (H/EV) - alone	1.1%	1.9%	3.5%
Automobile (H/EV) - carpool driver	0.0%	1.1%	0.0%
Automobile (H/EV) - carpool passenger	1.5%	0.8%	2.8%
Public transit	28.9%	19.9%	18.9%
Electric micro-mobility device	0.9%	1.1%	0.7%
Non-electric micro-mobility device	3.7%	5.1%	9.1%
Walking	23.8%	10.8%	13.3%
Other	0.5%	2.2%	2.1%
No secondary mode of transportation	13.6%	23.7%	25.2%

There are some notable overlaps between primary and secondary modes of transportation. **Table 3-3** presents every overlap as a percentage of the given primary mode. The highest proportional overlap is; 52% of all individuals who indicated walking as their primary mode of transportation indicated that public transit was their secondary mode of transportation. Similarly, 41% of those that reported public transit as their primary mode indicating walking as their secondary. Also, of those who reported micro-mobility as their primary mode, 40% reported public transit as their secondary mode, and 35% reported walking as their secondary mode. On the other hand, 46% of respondents who indicated that their primary mode of transportation was driving an internal combustion (IC) vehicle alone indicated that either their secondary mode was also driving an IC vehicle alone, or that they didn't have a secondary mode. Similarly, the most popular secondary mode category among solo Hybrid/EV drivers was None/Same as primary, at 40%. This suggests a stronger link between active and public transportation, compared to the link either of them has with driving alone. This could be due to various reasons, such as commute distance, car ownership, or sustainability attitudes.

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

		Secondary Mode								
		Automobile (IC) - alone	Automobile (H/EV) - alone	Automobile (all) - carpool driver	Automobile (all) - carpool passenger	Public transit	Micro-mobility device	Walking	Other	None/same
Primary Mode	Automobile (IC) - alone		1%	5%	8%	21%	4%	12%	2%	46%
	Automobile (H/EV) - alone	17%		7%	7%	12%	5%	12%	0%	40%
	Automobile (all) - carpool driver	22%	6%		9%	26%	2%	8%	0%	26%
	Automobile (all) - carpool passenger	17%	5%	1%		34%	2%	15%	2%	23%
	Public transit	14%	1%	3%	20%		5%	41%	1%	15%
	Micro-mobility device	10%	2%	5%	2%	40%		35%	0%	6%
	Walking	10%	0%	1%	5%	52%	7%		0%	23%

3.3. Seasonal Mode Choice Change

For the second time, the survey included a question regarding seasonal transportation method decisions to understand the variability of commuting based on seasonal weather changes. This question saw a very low response rate, with only about 1 in 4 of all survey respondents choosing to provide an answer. 52% of all individuals who did respond reported that their primary mode choice did not vary throughout the year. It is 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 certain days with unfavourable weather, or other factors. In the survey, respondents had the option to pick ‘never’ or ‘no change’. These are merged into one option because they contain the same meaning.

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. About half of those taking public transit never deviate from their primary mode throughout the year, while about a third of those who walk never deviate.

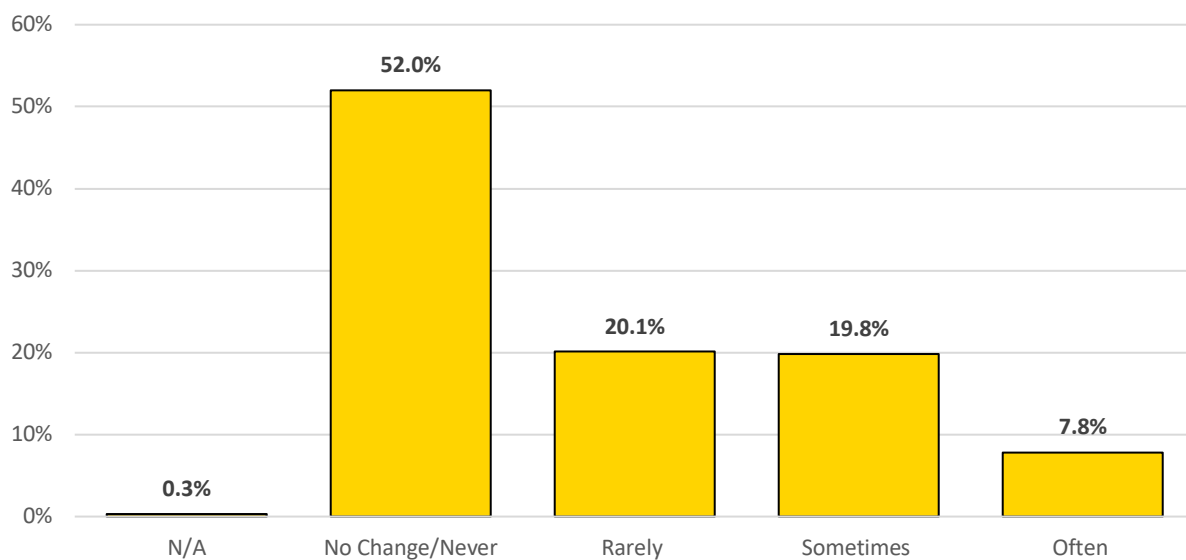


Figure 3-5. Frequency of mode choice shift due to seasonal change (n = 672 responses, 1,894 non-responses)

Table 3-4. Distribution, by percentage, of responses to the question “Does your primary transportation mode change throughout the year?”

	Automobile – driver	Automobile – passenger	Public transit	Micro-mobility device	Walking
Never	73.87%	50.00%	47.39%	0.00%	32.26%
Rarely	13.07%	8.33%	22.22%	0.00%	30.65%
Sometimes	9.05%	37.50%	22.22%	36.36%	26.61%
Often	3.52%	4.17%	7.84%	63.64%	10.48%
N/A	0.50%	0.00%	0.33%	0.00%	0.00%

3.4. Commuting Habits

Respondents were asked how often they come to campus for work or school-related activities. This year’s survey saw the highest rate of “all the time” responses since it began to be asked post-pandemic. The rates of “never” and “almost never” remained similar to last year, while the options of about 25%, 50%, or 75% all dipped lower. This could suggest a move away from a hybrid learning or working model, with most returning to work but some individuals remaining remote due to disability, location, or other non-pandemic reasons.

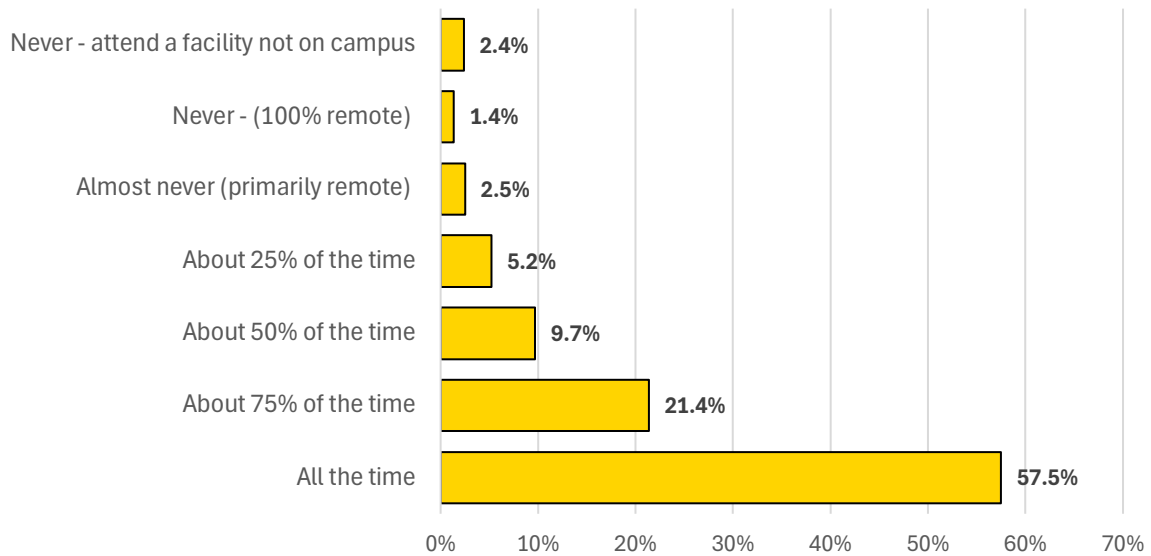


Figure 3-6. Propensity of travelling to campus for work/school (n=2,440 responses, 238 non-responses)

3.5. Automobile Parking Preferences

The most common location that survey respondents parked their cars was in designated Dalhousie parking lots, with 47.7% of respondents indicating it as their most frequented option. This is somewhat more than last year, but less than the two years prior. A majority of those who selected “Other” indicated that they typically got dropped off, parked in hospital parking lots, or parked in other non-Dalhousie paid parking lots or structures.

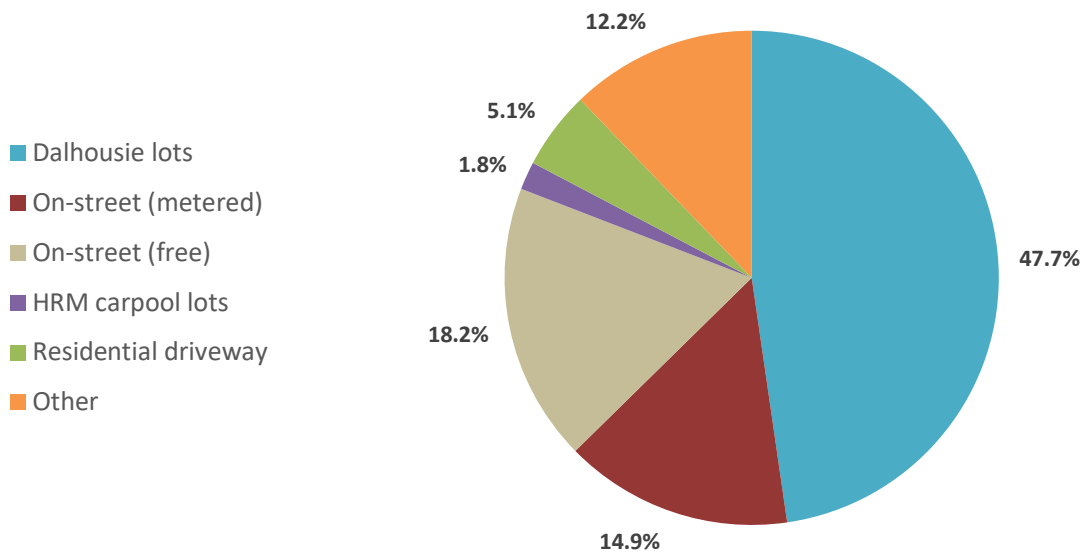
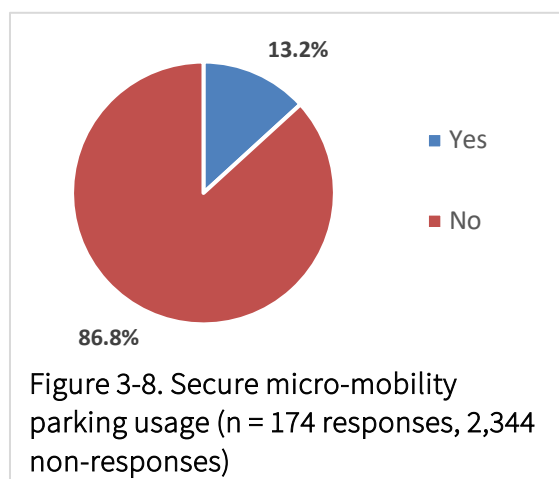


Figure 3-7. Parking preferences of respondents (n = 763 responses, 1,803 non-responses)

3.6. Secure Micro-Mobility Parking Usage

Respondents who use a micro-mobility device, including electric or non-electric bicycles, scooters, or skateboards, were asked whether they regularly use indoor on-campus secure parking areas. The majority of them indicated that they did not. This could be due to a lack of either awareness or capacity.



3.7. Commute Distance

For the first time, respondents were asked how far they travel from their home to Dalhousie when using their primary mode of transportation. Previously, a number was evaluated through a GIS workflow that found the straight-line distance from each respondent's postal code to their primary campus. Seeing as travel distance (which needs to follow right-of-way) will always be longer than straight-line distance, it's impossible to accurately compare this data to previous years.

The high proportion of respondents with a commute of less than 3 km aligns with the high rates of walking and public transportation use. The data features a very long tail, with a small portion of the sample having a commute of over 50 km.

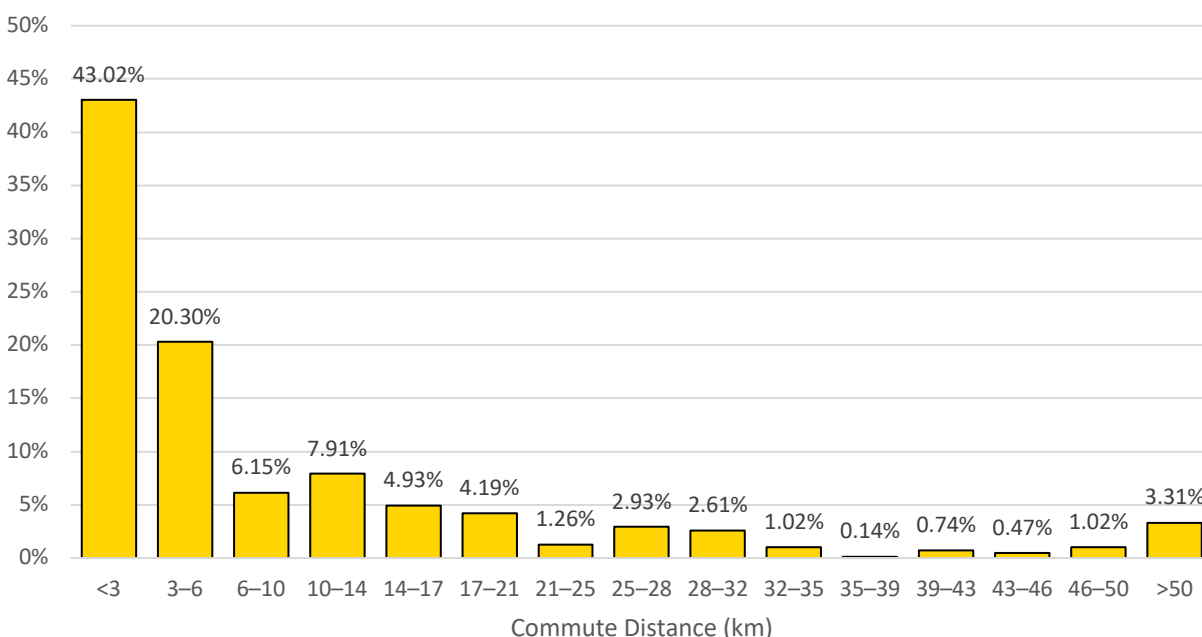


Figure 3-9. Distribution of commute distance (n = 2,148 responses, 370 non-responses)

Organized by the three primary groups (student, faculty, and staff), the trend from previous years of staff having the furthest mean commute, faculty having the second longest mean commute, and students having the shortest mean commute, stood. Each mean is higher than previous years, but this is almost definitely due to the change in methodology rather than actual changes in spatial dispersion.

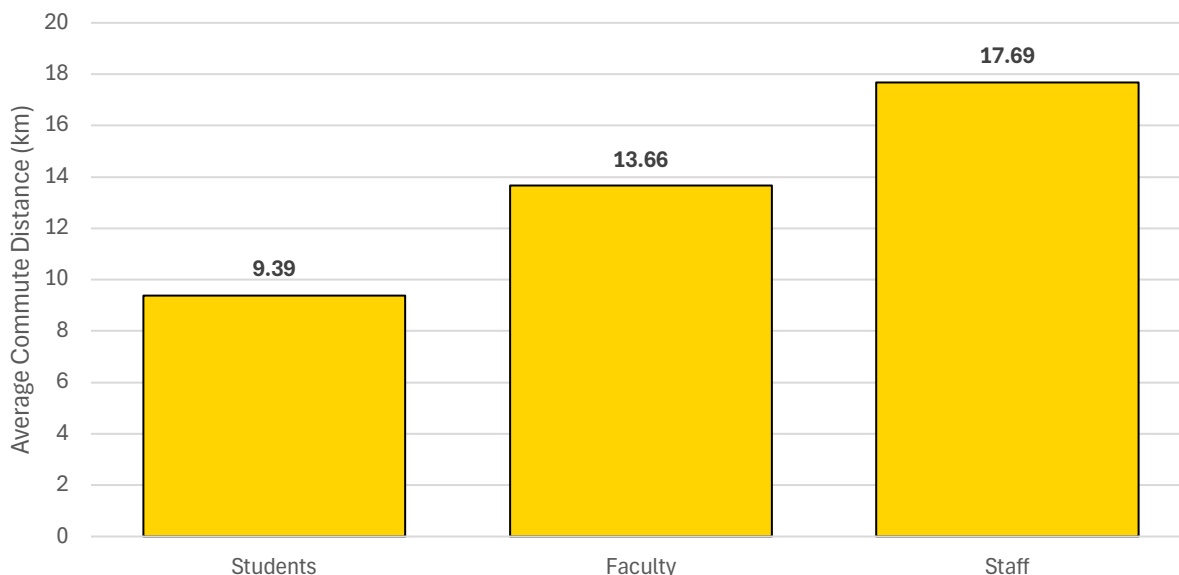


Figure 3-10. Average commute distance by respondent group

3.8. Commute Duration

Survey respondents were asked for their average commute duration, in minutes, to their primary Dalhousie campus. Responses were generally similar to the 2024–25 survey, with the only significant difference being that the portion of respondents who reported a commute of over 70 minutes more than doubled, moving from 2.4% to 5.7%.

Separated by the three primary groups, the mean commute times tend to reflect the same differences that the mean commute distances do. The mean commute duration of each group is higher than every other survey since 2020, with the exception that students had a mean commute of about 12 seconds longer in the 2023–24 survey.

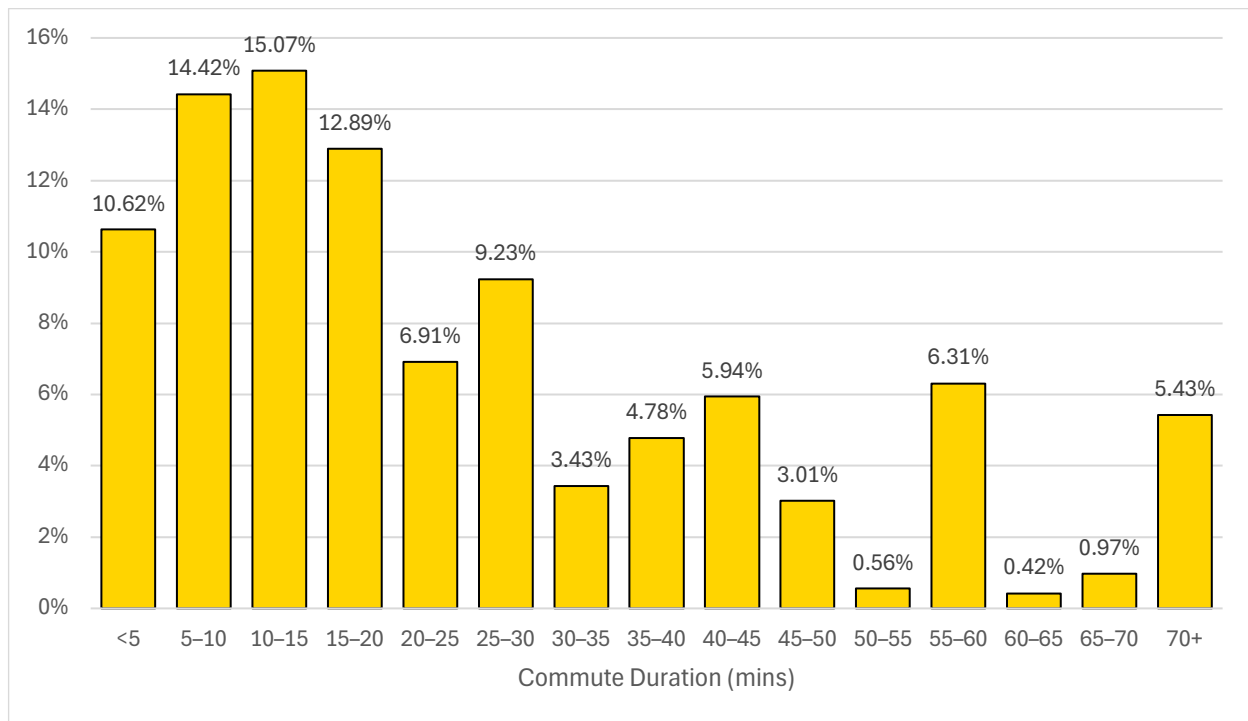


Figure 3-11. Commute duration distribution for primary mode (n = 2,156 responses, 362 non-responses)

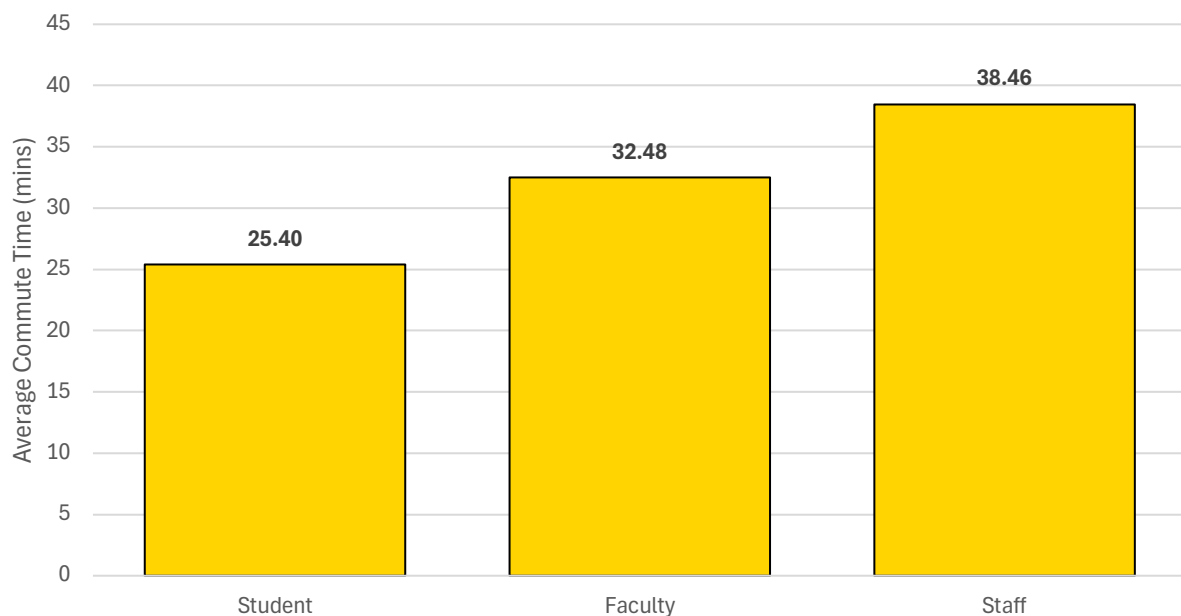


Figure 3-12. Average commute duration by respondent group

3.9. Commute Distance & Duration

Each respondent was plotted by their commute distance, in kilometres (y), and time taken for their commute, in minutes (x), separated by primary mode of transportation. This can help paint a picture of the distances that individuals choose their respective modes of transportation for, and how long this takes for different modes. Answers were recorded in whole numbers, but variation likely exists between these.

Walking was chosen exclusively for trips between 0 and 4 km, with use dropping off even by 4 km. There appears to be an upwards trend consistent with average walking speed.

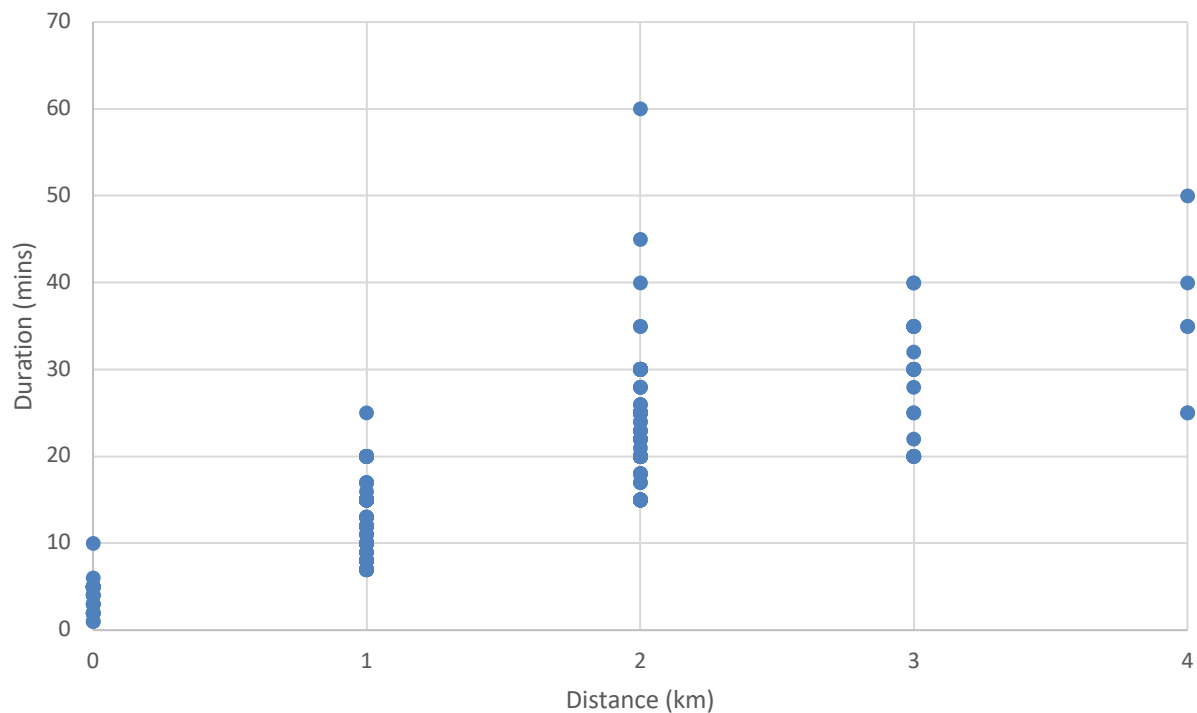


Figure 3-13. Walking commutes by distance and time

Micro-mobility devices were used for distances of up to 12 km, with a less consistent typical speed apparent. This is likely since all forms of micro-mobility devices were considered together, and, for example, an electric bicycle would presumably travel considerably faster than a manual skateboard or scooter. Regardless, it's still apparent that this type of transportation is generally chosen for trips under 10 km, and under 30 minutes.

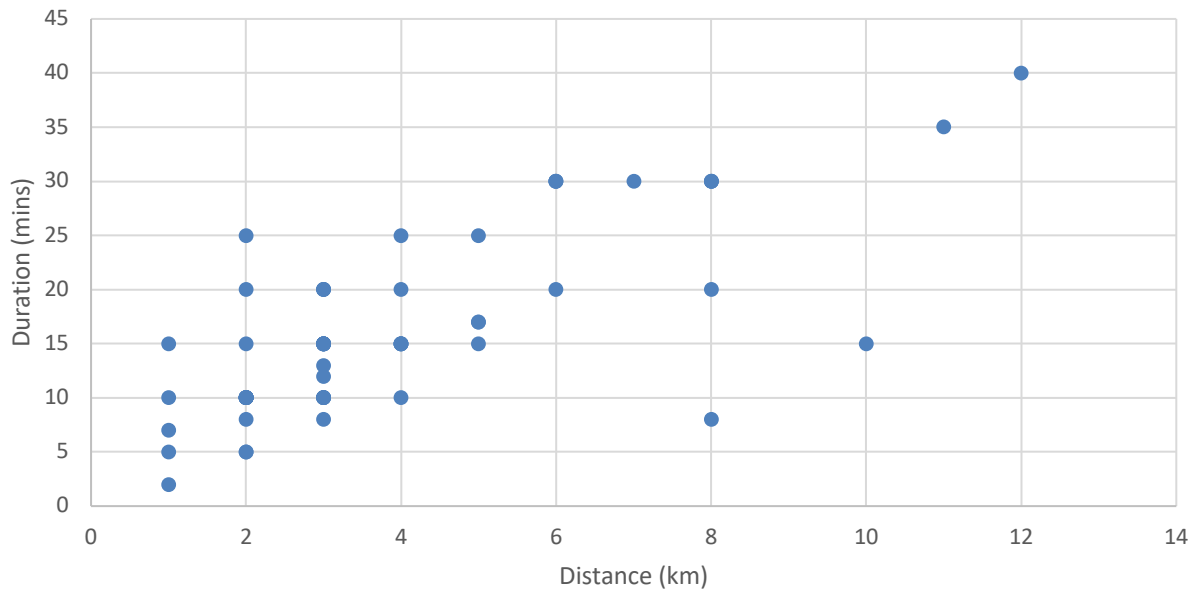


Figure 3-14. Micro-mobility commutes by distance and time

Transit shows even less correlation between distance and time. This is likely due to differences in travel time due to other factors, such as long transfers, late busses, express routes, or long walks to the nearest bus stop. Transit is typically chosen for trips under 30 km, but some respondents use it to cover further distances. Some respondents that use transit as their primary mode indicate a commute of over 50 km, but these have not been plotted, as this would fall outside of Halifax Transit’s service boundary, and would need to be serviced by specialized transit or involve a multi-modal commute. Transit also sees some of the longest commutes, of up to 2 hours and 30 minutes, even for trips under 20 km.

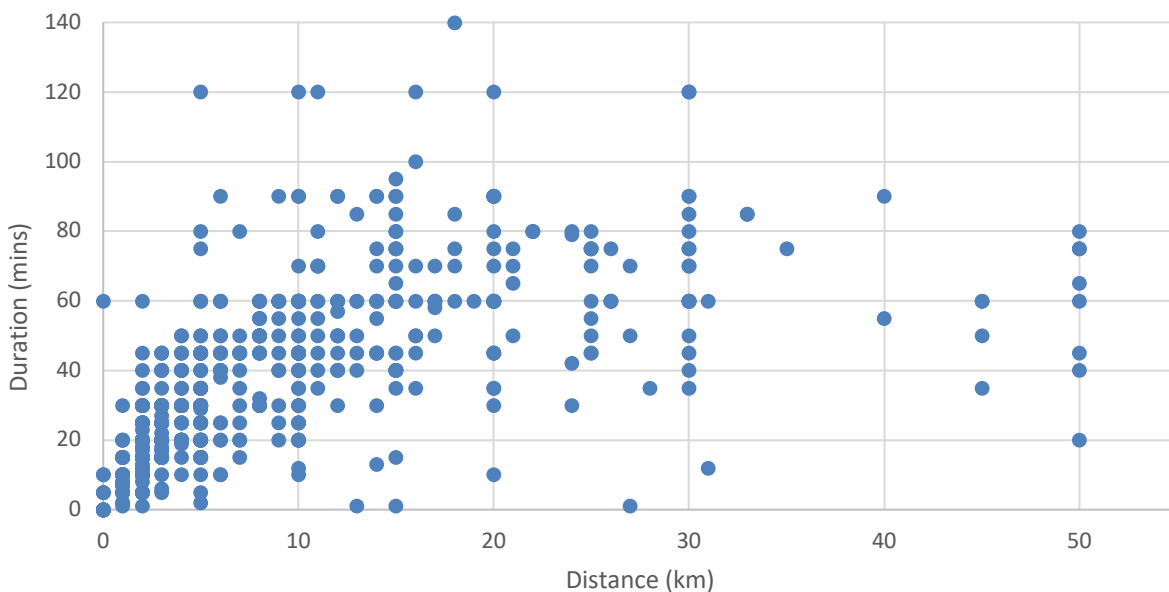


Figure 3-15. Public transit commutes by distance and time

While still varied, automobile usage shows a more consistent relationship between time and distance. While it can take different respondents 60 minutes for a commute anywhere between 10 km and 100 km long, there is generally a maximum speed of 90 km/h–100 km/h that is maintained across distances.

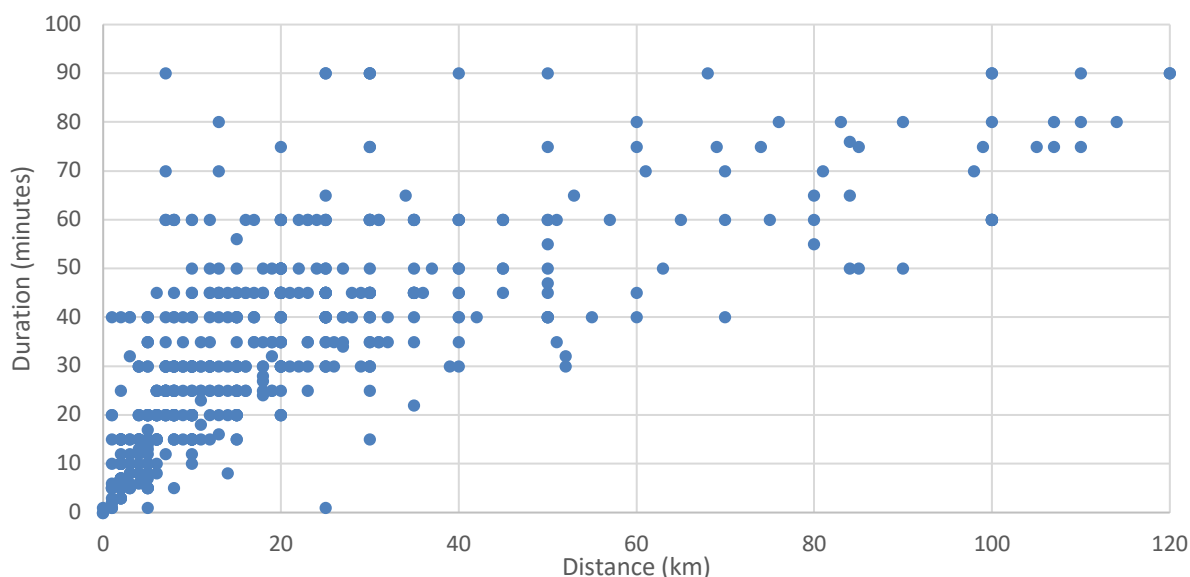


Figure 3-16. Automobile commutes by distance and time

3.10. Arrival and Departure Time

A majority of respondents (75.9%) noted arriving on campus between 8–10 a.m. and departing between 3–5 p.m. (15:00–17:00) (50.6%). The morning rush is more concentrated than the evening rush, likely as the start times of the earliest classes (8:35 a.m.) coincides with the typical start of the workday for non-teaching staff, while some classes don't end until well after the workday is over, with libraries closing even later. The small bump in departures between 3–6 a.m. (15.95% of responses) could be partially attributable to overnight staff, such as security or cleaning. However, the bump seems to suggest some respondents misunderstanding of the 24-hour clock format used in the question, as many respondents who indicated a departure at this time were students who also indicated an arrival between 7–10 a.m. (which would mean that they spent 17–23 hours on campus daily).

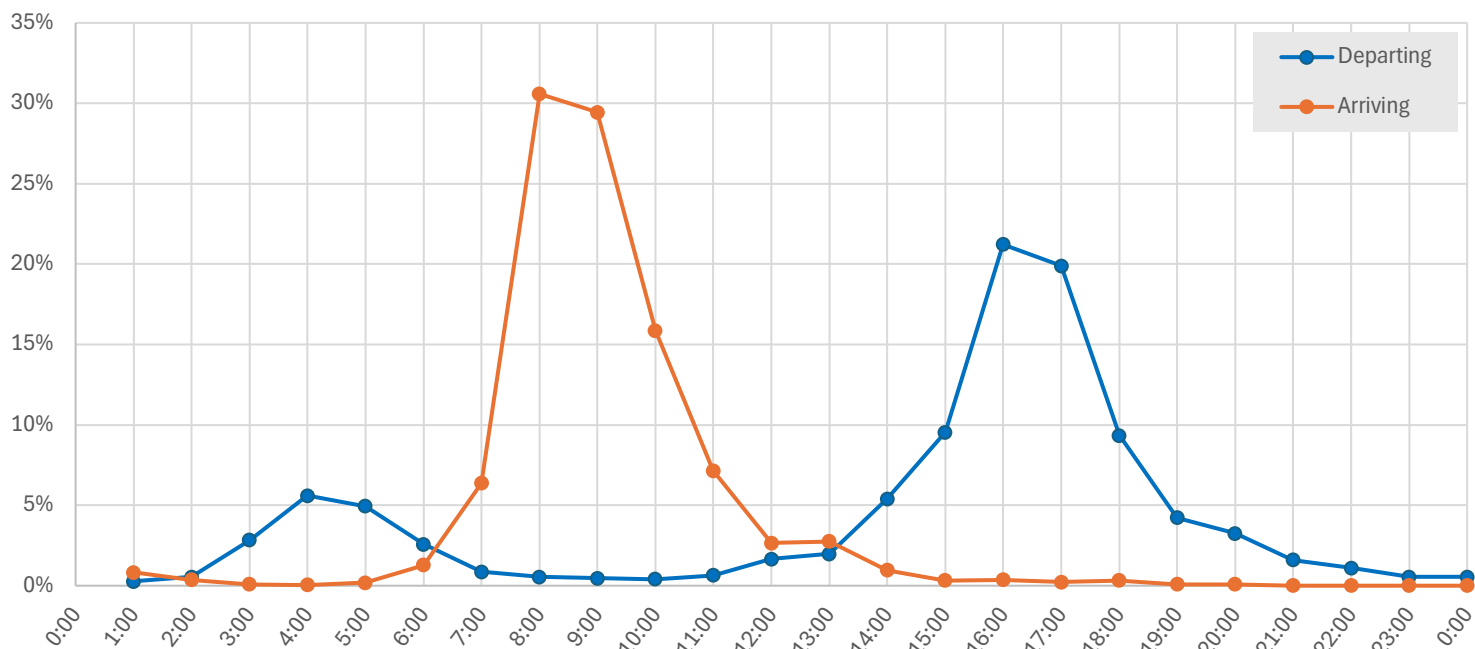


Figure 3-17. Distribution of arrival times (n = 2,181 responses, 337 non-responses)

4. Inter-campus Travel

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

4.1. Travel Between Halifax Campuses

A majority of respondents (61.7%) travel between campuses less than a few times a year. This remains consistent with previous years, which also saw low rates of inter-campus travel. Staff were the most likely to travel between campuses “a few times a year” or less, with 72% indicating as such. Students were most likely to travel between Halifax campuses at least once a week, at 29.1%. Out of the three Halifax campuses, those who indicated Sexton or Carleton campuses as their primary campuses were far more likely to indicate travelling between campuses more than once a week (at 41.9% and 37.6%, respectively), compared to those who indicated Studley as their main campus (23% of which reported intercampus travel more than once per week). As Studley is the largest campus, it hosts most general student and faculty services, meaning students or faculty without classes on Sexton or Carleton campuses wouldn’t typically have a reason to travel to campuses outside of Studley.

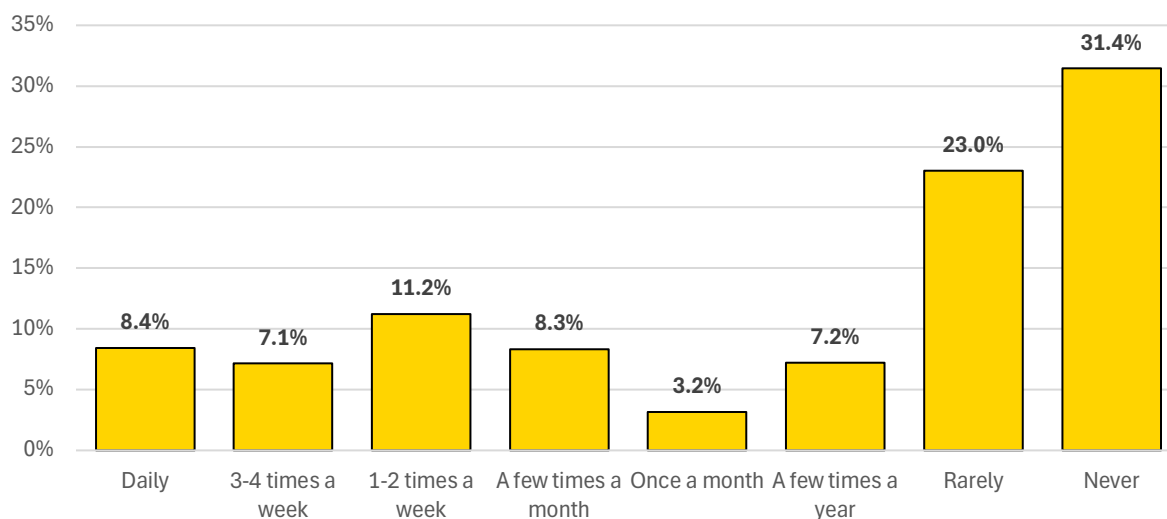


Figure 4-1. Travel frequency between Halifax campuses (n = 2,156 responses, 362 non-responses)

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	9.38%	7.35%	12.36%	7.98%	3.23%	5.26%	20.72%	33.71%
Staff	5.43%	5.98%	7.07%	7.07%	2.45%	14.13%	30.43%	27.45%
Faculty	2.07%	6.21%	8.28%	15.17%	3.45%	11.72%	28.97%	24.14%

The majority of respondents indicate walking between campuses. As all three campuses are within 1.5 km from each other in urban Halifax, this would generally take less than 30 minutes. A significant portion of respondents report taking transit between campuses, which is likely largely due to the high-frequency bus routes between campuses, such as the 1 (between Studley and Sexton) and the 90 (between all 3 campuses). A small portion reported driving alone between campuses, with few respondents indicating any other commute mode. Notably, a smaller portion of respondents (relative to the total for each question) reported using any form of micro-mobility to travel between campuses than those that reported it as their primary mode of transportation, which could suggest a gap in infrastructure.

While students, staff, and faculty all respectively reported walking more than using any other mode of transportation, staff were the most likely to walk out of the three, followed by faculty, then students. The relatively lower student walking rates were likely due to the high transit ridership. 29% of students reported taking transit between campuses, while less than 10% of staff or faculty did. This could be due to the UPass, which only students are provided, or it could be due to short turnaround between classes (which could be achieved by a bus but not walking).

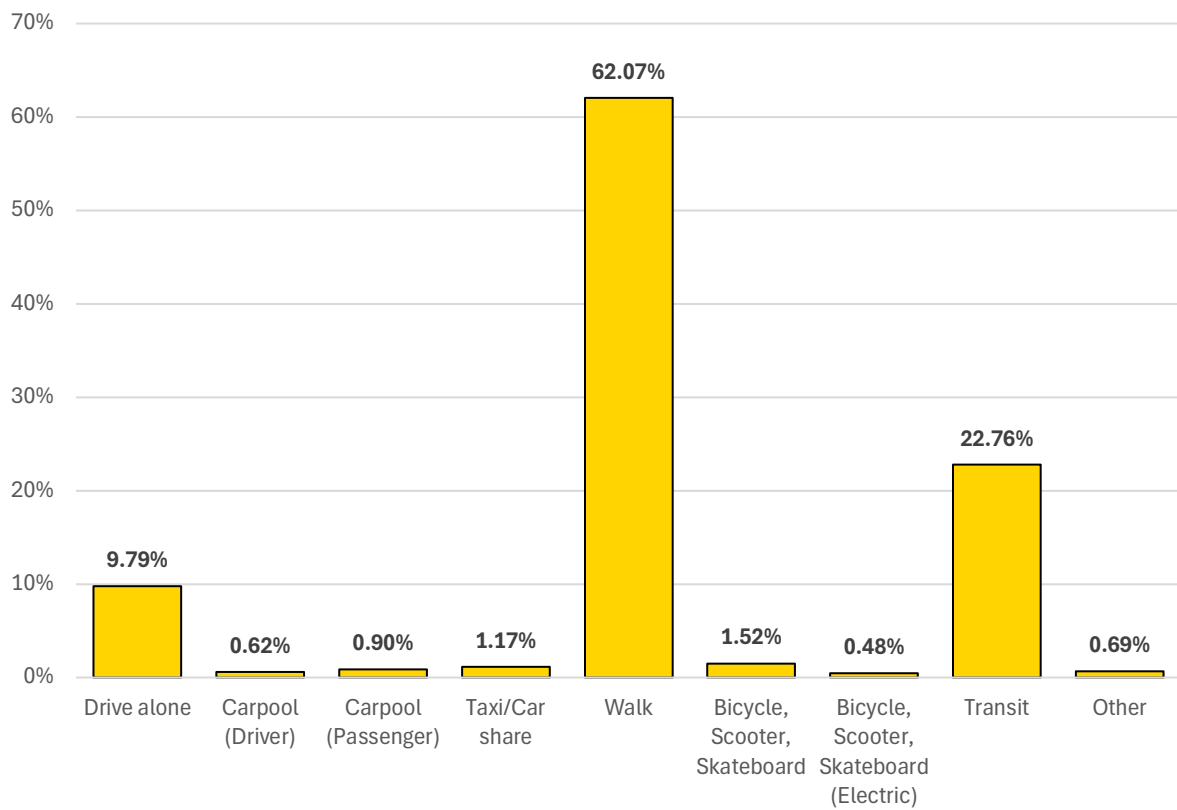


Figure 4-2. Primary travel mode between Halifax campuses (n = 1,450 responses, 1,068 non-responses)

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

	Drive alone	Carpool (driver)	Carpool (passenger)	Taxi/Car Share	Walk	Micro-Mobility (manual)	Micro-Mobility (electric)	Public Transit	Other
Student	8.16%	0.68%	0.68%	0.49%	58.89%	1.17%	0.49%	29.06%	0.39%
Staff	16.29%	0.38%	1.52%	3.79%	67.05%	1.14%	0.38%	7.58%	1.89%
Faculty	12.38%	0.95%	0.95%	0.95%	73.33%	4.76%	0.95%	5.71%	0.00%

4.2. Travel Between Halifax and Truro Campuses

The majority of respondents report never travelling between the Halifax and Truro campuses. The portion of respondents that never make this 100 km+ trip has increased from recent surveys, while nearly every other category is lower, except for, notably, the “Daily” category, which about doubled.

Separated by the three major categories, students were the most likely to never travel between campuses but also presented some of the only responses indicating travel between campuses over 3 times per week. Staff and faculty were generally more likely to make rare/occasional trips (between “rarely” and “once per month”), than students.

Dividing inter-campus travel behaviour by campus reveals travel behaviour comparable to travel patterns between Halifax campuses; if Studley campus acts as the primary hub for Dalhousie, attendees of Halifax campuses have minimal reason to travel to Truro, while agricultural campus attendees might need to travel to Halifax occasionally. Just under half (46.2%) of agricultural campus attendees travel to the Halifax campuses “A few times per year” or more, while only 5.9%, 7.1%, and 4.0% of respondents from Studley, Sexton, and Carleton campuses (respectively) indicated as such.

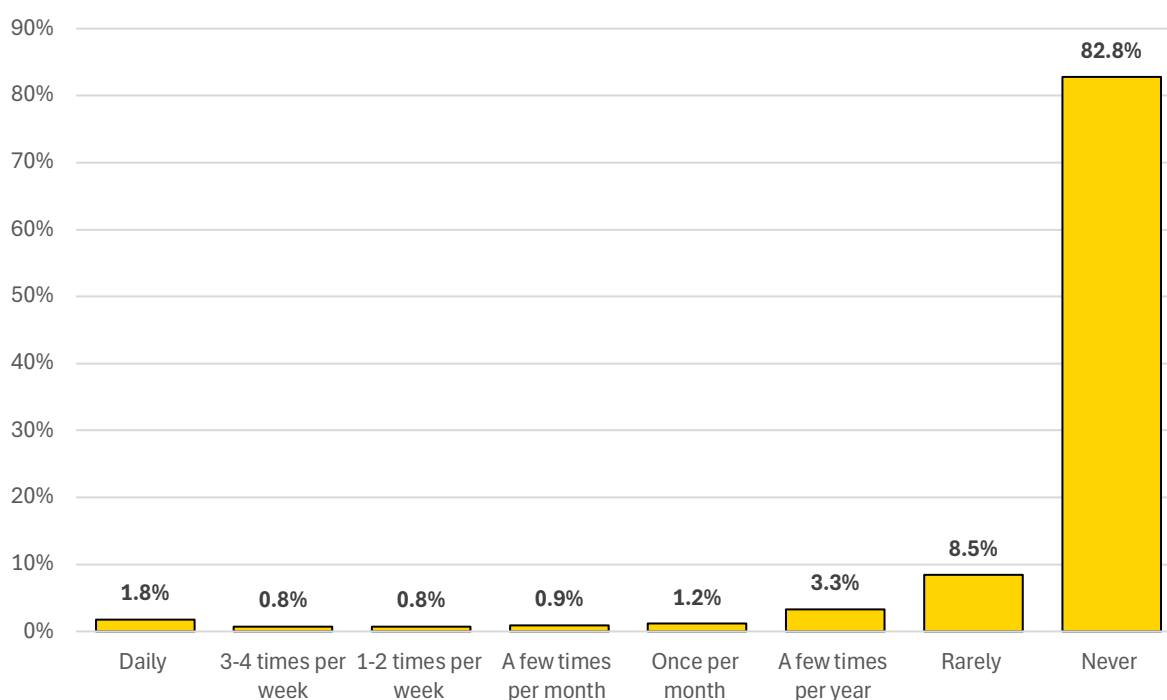


Figure 4-3. Travel frequency between Halifax and Truro campuses (n = 2,093 responses, 425 non-responses)

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

	Daily	3–4 times a week	1–2 times a week	A few times a month	Once a month	A few times a year	Rarely	Never
Student	1.5%	0.9%	0.6%	1.0%	0.8%	2.0%	6.0%	87.2%
Staff	1.1%	0.0%	0.5%	0.3%	2.7%	6.8%	15.0%	73.5%
Faculty	0.0%	0.0%	0.7%	0.0%	0.7%	8.4%	13.3%	76.9%

Table 4-4. Travel frequency between Halifax and Truro campuses by primary campus

	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
Studley	0.7%	0.5%	0.1%	0.7%	0.9%	3.0%	8.1%	86.0%
Sexton	2.1%	2.1%	0.8%	0.4%	0.8%	0.8%	7.5%	85.5%
Carleton	1.6%	0.4%	0.4%	0.0%	0.0%	1.6%	5.2%	90.7%
Agricultural	5.5%	0.0%	5.5%	4.4%	9.9%	20.9%	25.3%	28.6%

The most common mode choice among respondents who travelled between the Halifax and Truro campuses was driving alone. Taking a regional bus was previously the third most popular mode of transportation between campuses at 14%. In this year's survey, the bus option was expanded to also include rail travel, which could be the cause for the increase to 20.1%. The proportion of individuals who reported carpooling, as a driver and as a passenger, sank by about 12.4% combined.

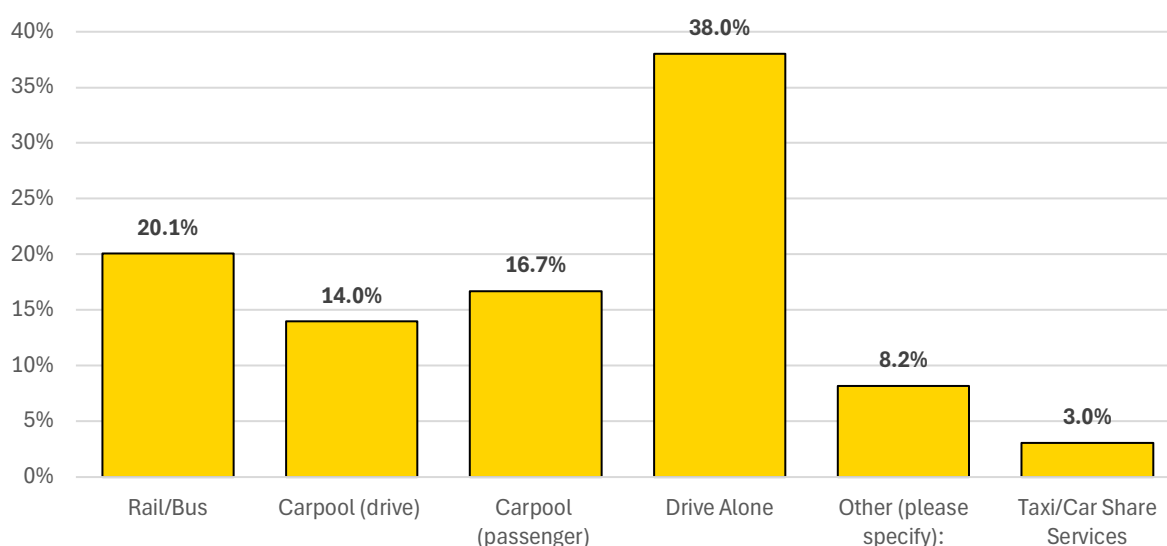


Figure 4-4. Primary travel mode between Halifax and Truro campuses (n = 329 responses, 2,208 non-responses)

5. Comparison by Campus

This section examines respondents who frequent different campuses, to see if their transportation modes changes based on their primary campus. This section also compares commute distance and duration between campuses.

5.1. Primary Mode

Dividing primary transportation method by campus, some trends emerge. The three Halifax campuses (Studley, Sexton, and Carleton), have similar mode-of-transportation choice. Studley Campus sees the highest rates of walking, which is likely due to the presence of on-campus student housing, and the density of student-oriented housing near campus. Sexton campus sees the highest use of public transit, which is likely due to the proximity of the Halifax Ferry terminal, and the Scotia Square bus terminal. The agricultural campus had the highest rates of driving, likely due to Truro's lack of transit and limited density. Those who worked at off-campus health facilities noted the highest use of micro-mobility devices, which could either reflect good infrastructure surrounding these institutions, or the health-conscious nature of those who work in this field, as Dalhousie's medical campus (Carleton) has the second-largest proportion of micro-mobility users.

Comparing to previous years' survey, some changes emerge. For one, the portion of respondents who drive to health facilities (including carpools) fell by 18.9%, while the portion taking transit to these facilities increased by 12.17%. For respondents who attend Studley campus, rates of driving dropped by 11.9%, while public transit use increased by 10.7%. The only campus which saw an increase in driving rates was Sexton campus, at a marginal 0.79% increase.

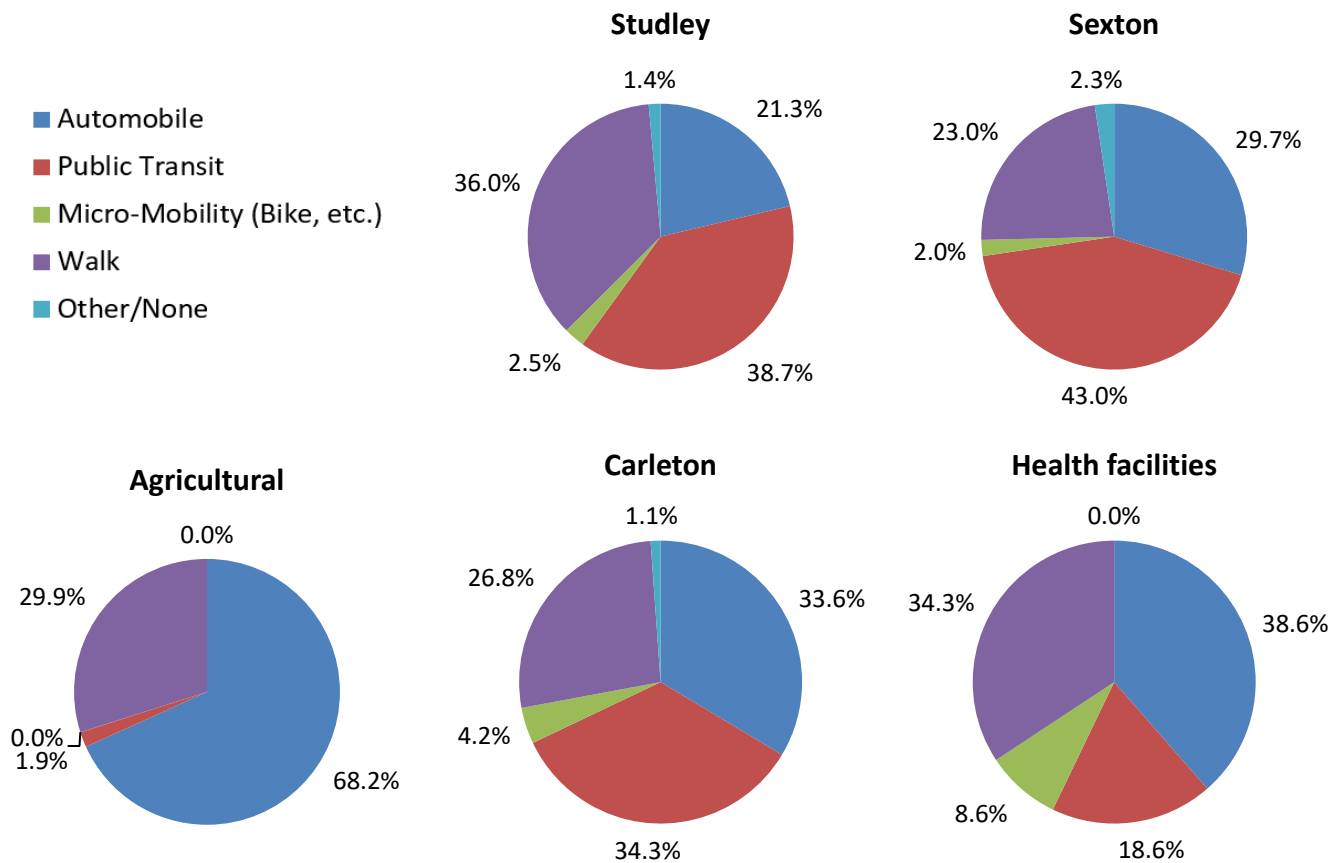


Figure 5-1. Primary commute mode by campus

Across campuses, the large majority of those who take an automobile to campus drive an internal combustion (IC) vehicle by themselves. Notable results within the automobile categories include the relatively high proportion of EV usage among home location respondents, and higher carpooling rates at Studley and Sexton campuses compared to others.

Table 5-1. Subcategories within “automobile” (as % of total automobile users) by campus

	H/EV - Carpool Driver	H/EV - Carpool Passenger	H/EV - Alone	IC - Carpool Driver	IC - Carpool Passenger	IC - Alone
Agricultural	0.00%	0.00%	4.11%	4.11%	10.96%	80.82%
Carleton	2.25%	1.12%	7.87%	10.11%	13.48%	65.17%
Health Facilities	3.70%	3.70%	3.70%	3.70%	0.00%	85.19%
Home Location	0.00%	0.00%	16.67%	5.56%	0.00%	77.78%
Sexton	2.63%	2.63%	2.63%	17.11%	11.84%	63.16%
Studley	2.89%	1.61%	8.04%	14.79%	13.50%	59.16%

5.2. Secondary Mode

The secondary mode choice also slightly varied slightly between campuses. Driving was the most popular secondary method for all campuses except for Studley, where public transit slightly edged it out. Home-location respondents had the highest rates of no secondary/other mode of transportation.

Table 5-2. Secondary commute mode by campus

	Automobile	Micro-Mobility	Public Transit	Walk	No Secondary/ Other
Agricultural	45.71%	9.52%	0.95%	20.95%	22.86%
Carleton	35.52%	4.63%	28.96%	11.58%	19.31%
Health facilities	37.14%	5.71%	18.57%	20.00%	18.57%
Home Location	41.38%	3.45%	10.34%	13.79%	31.03%
Sexton	34.14%	7.63%	26.91%	19.68%	11.65%
Studley	26.67%	4.72%	28.89%	22.78%	16.94%

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. The average commute to the Agricultural campus increased by over 10 km from the previous survey, but this is likely due to the change in methodology from straight-line distance to self-reported routed distance. Carleton and Sexton campuses, as well as off-campus health facilities, all have similar commute lengths, while Studley is lower, likely due to the density of student housing on/near campus. The New Brunswick medical campus does have the lowest mean commute, but no conclusion can be made due to the low sample size of 2 respondents.

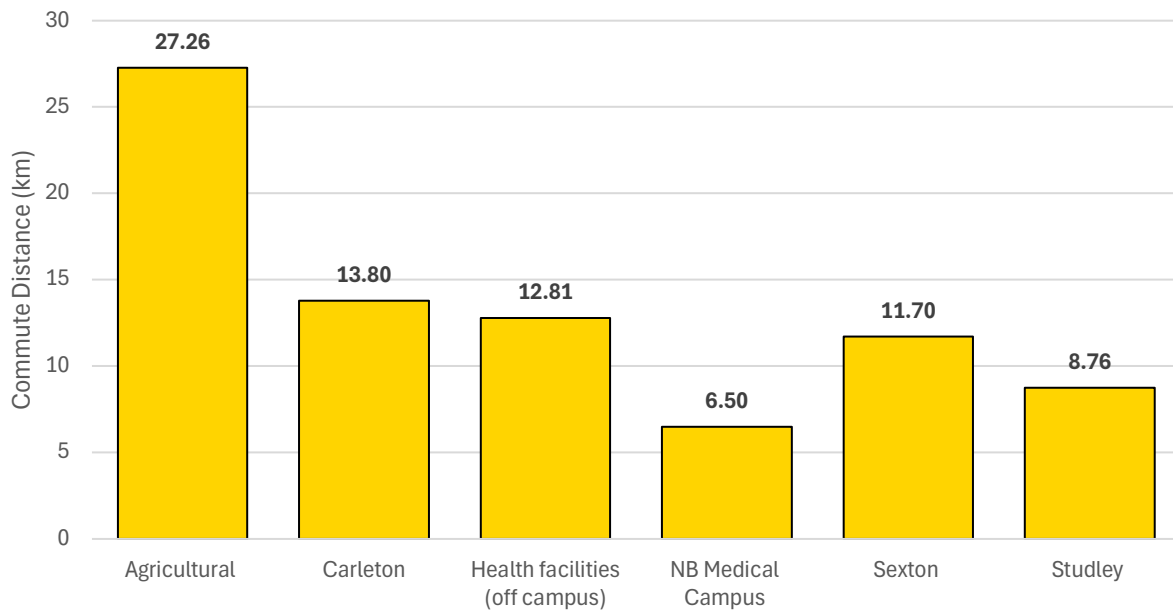


Figure 5-2. Average commute distance by campus

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 shows some dramatic differences in modal share. The primary difference is that public transit has dramatically climbed past a consistent walking rate and a dropping driving rate to become the most popular choice, while automobile use fell below both of these to move from the most popular choice to the third-most. Rates of micro-mobility and bike usage continues to fall, despite the slight increase in 2025. Walking showed a slight increase from 2025, but the rate remains far below the 2017–18 peaks.

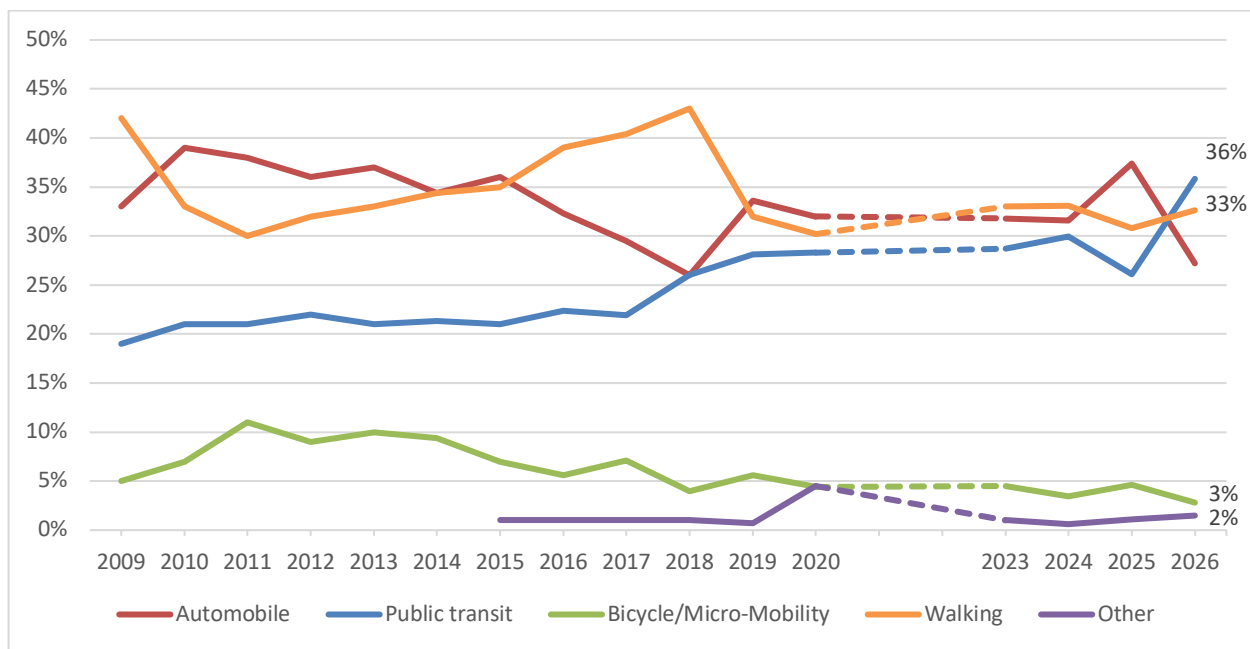


Figure 6-1. Primary commute mode by year (dashed lines indicate un-observed years)

As demonstrated in *Figure 6-2*, the proportion of each classification of respondent has changed over the course of the survey. To isolate the effect this could have on responses, historic primary-mode responses are separated by respondent group, using data since 2014.

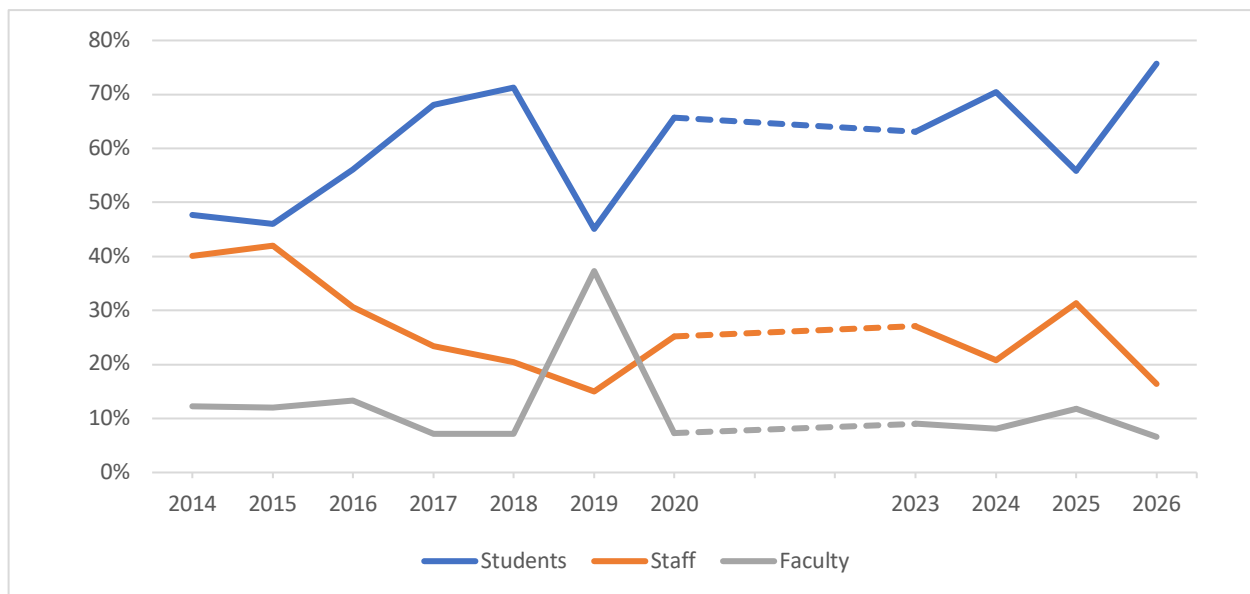


Figure 6-2. Respondent classification by year

Students show similar year-over-year change to the overall population, but with less extreme variation. For instance, while automobile use did drop this year, it was never the most popular choice for this population, and it only dropped by a small amount. Among students, it seems more likely that the rise in public transit use comes from lower walking rates, rather than lower driving rates, as these two modes (walking and transit) saw the largest shifts, in opposite directions.

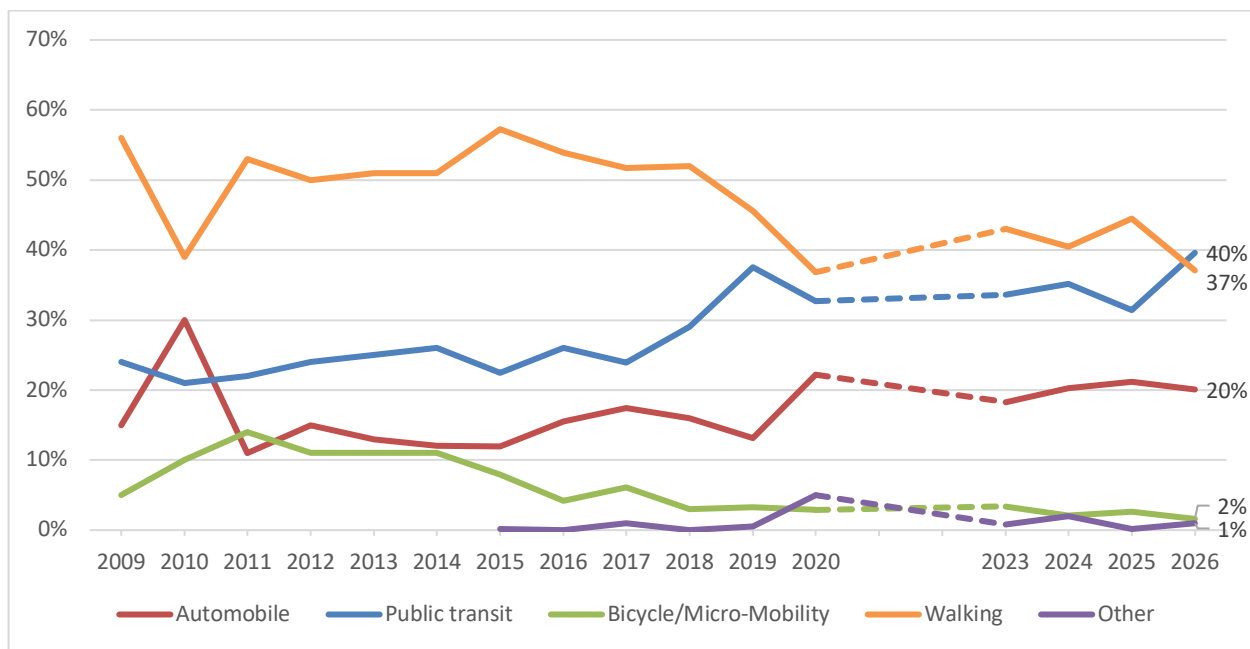


Figure 6-3. Student primary commute mode by year (dashed lines indicate un-observed years)

Since the survey began in 2009, driving has been by far the most common commuting method among staff and faculty members. While it remained the most popular, rates fell significantly from 2024–25; 2024 featured the highest rate all-time, while 2026 features the third lowest. The continuous decrease in walking as a primary commuting method from 2020–25 seemed to change direction, while public transit use continues to trend upwards, reaching its highest rate all-time.

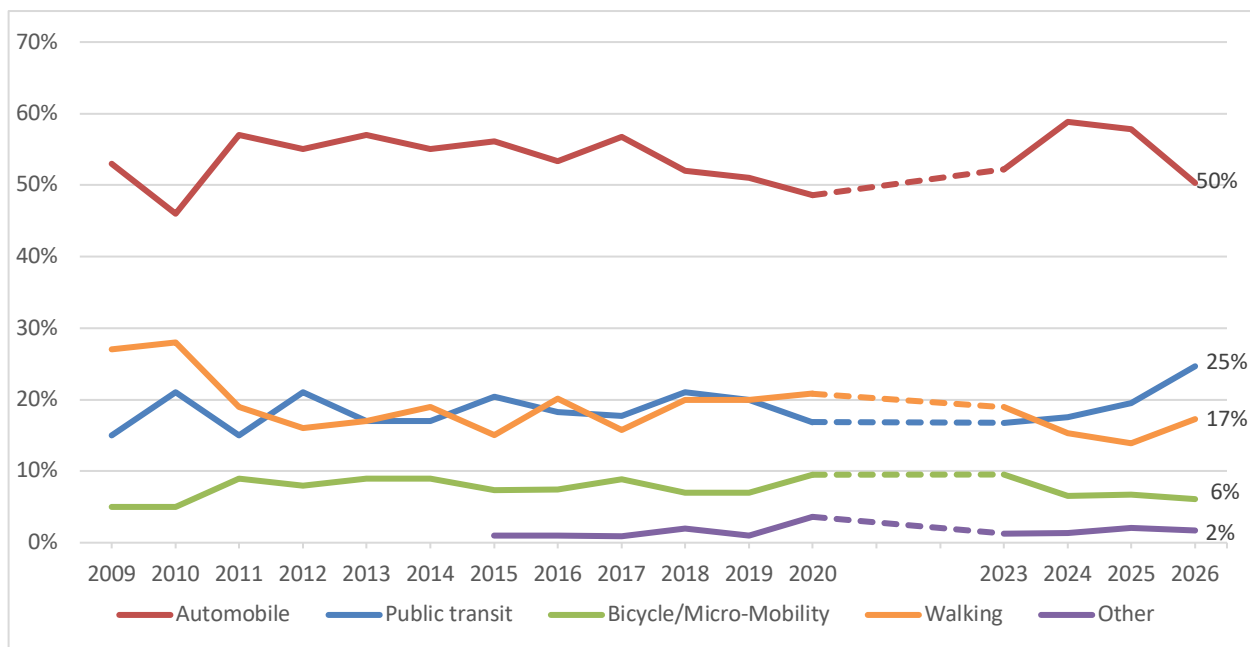


Figure 6-4. Staff and faculty primary commute mode by year (dashed lines indicate un-observed years)

6.2. Commute Distance

As previously mentioned, the shift in methodology from straight-line distance to reported travel distance is likely what caused average commute for each group to increase by a similar amount to historic highs. The difference between travel distance and straight-line distance cannot be quantified due to the varying geography of the surrounding area.

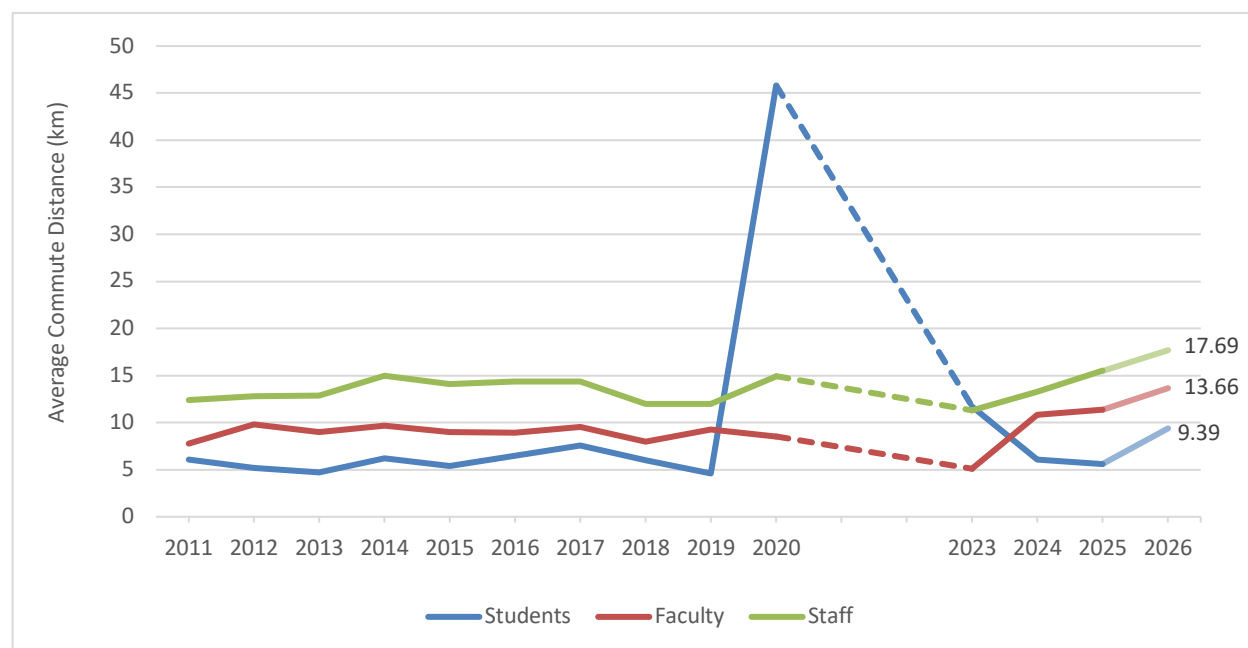


Figure 6-5. Average commute distance of students, faculty, and staff by year (dashed lines indicate un-observed years, lightened lines indicate change in methodology)

7. 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. To further understand their behaviours, respondents were asked about barriers that restricted them from travelling more sustainably, what Dalhousie could do to be more sustainable, their perspective on the importance of sustainability, and how well they felt sustainability initiatives were communicated.

7.1. Sustainable Travel Barriers

Respondents who indicated that their primary mode of commuting is driving an automobile were asked if they would use alternative transportation options if they were to be improved. 291 respondents, which is over half of those asked, indicated that they would use alternative options given improvements. Respondents were given a chance to explain which specific improvements would

matter most to them. These responses were manually analyzed using the thematic coding software NVivo.

Public Transit – Nearly 200 respondents (over 2/3rds of all “yes” responses) mentioned public transit in some form. The most common sentiment was that respondents would use transit if the time spent commuting was comparable to driving a vehicle. Under the theme of time spent commuting, respondents commented on time spent waiting for busses (44 references to frequency being an issue, and 55 references to reliability and on-time performance being an issue), busses being stuck in traffic, busses taking indirect routes, or trips requiring multiple connections.

Nearly 100 respondents noted issues with bus routes, most commonly the that their neighbourhoods are under-serviced by stops. Additionally, many respondents noted that they would enjoy an express or direct bus from their neighbourhood to campus, with about 50 references to the words “direct”, “shuttle” or “express.” Some respondents noted that improvements to non-road forms of transit, like new ferries or the introduction of commuter rail, would cause them to switch due to the lack of interaction with vehicle traffic.

The remaining areas of improvement suggested, with less than 15 references each, are comfort, financial incentives, safety, and park-and-ride facilities. In terms of comfort, the most frequent issue raised is that transit is often crowded and standing room only, with some comments on passenger behaviour and cleanliness. In terms of financial incentives, many respondents suggested lower fares, or the expansion of Dalhousie’s transit pass program. Regarding safety, most responses referenced that other passenger made them feel unsafe, with others noting that poor winter maintenance near bus stops forced them to walk on the road to reach transit stops. Those referencing park-and-ride facilities indicated both that more parking availability at popular terminals (like Woodside) and new lots at major stations would encourage them to use transit.

Additionally, many respondents that attend the agricultural campus noted that they would be open to using public transportation if introduced to the area.

Cycling Infrastructure – 39 respondents indicated that they would consider biking as their primary form of transportation, given improved cycling infrastructure. Safety was highlighted as the primary factor in needing expanded cycling infrastructure. Certain areas were highlighted as particularly needing infrastructure, such as the Armdale Roundabout and connections from Bible Hill to Truro. Additionally, the attitudes and behaviour of drivers towards cyclists was seen as a barrier.

Carpooling – About 25 respondents indicated that they would be open to carpooling, but the two main improvements needed were places to connect with others looking to carpool, and incentives to do so. Seeing as Dalhousie currently offers both reduced parking rates for carpooling as well as a carpool matching form, responses indicate a need to both improve and spread awareness of these programs.

E-Bikes & Scooters – 3 responses suggested improved access to electric scooters or introducing a bike share program.

Barriers Identified – While only “Yes” respondents were specifically asked to fill out the text box explaining the improvements they would need, about 30 of the 172 “No” respondents used the text

box to explain why they wouldn't switch, regardless of improvements made, providing important insights. The most common reasons for not switching include the commuting distance being too great to be feasible for alternative transportation, as well as the need for a flexible schedule. Further, respondents mentioned running errands after school/work and picking up children as reasons they wouldn't use alternative transportation. Another commonly cited reason for not switching to alternative transportation methods was, understandably, disability or injury.

7.2. Sustainability Importance

A large portion of respondents (89.5%) believed it was important for sustainability and environmental responsibility goals are campus wide. While this portion could be partially due to self-selection bias of respondents (the survey was disseminated as a "sustainability survey"), this presents a larger portion than previous years, which would have faced similar bias issues. This seems to demonstrate a growing trend that Dalhousie attendees believe in university-wide sustainability projects. However, there is still a disparity between those who agree with environmentally conscious decisions and those who practice sustainable transportation habits.

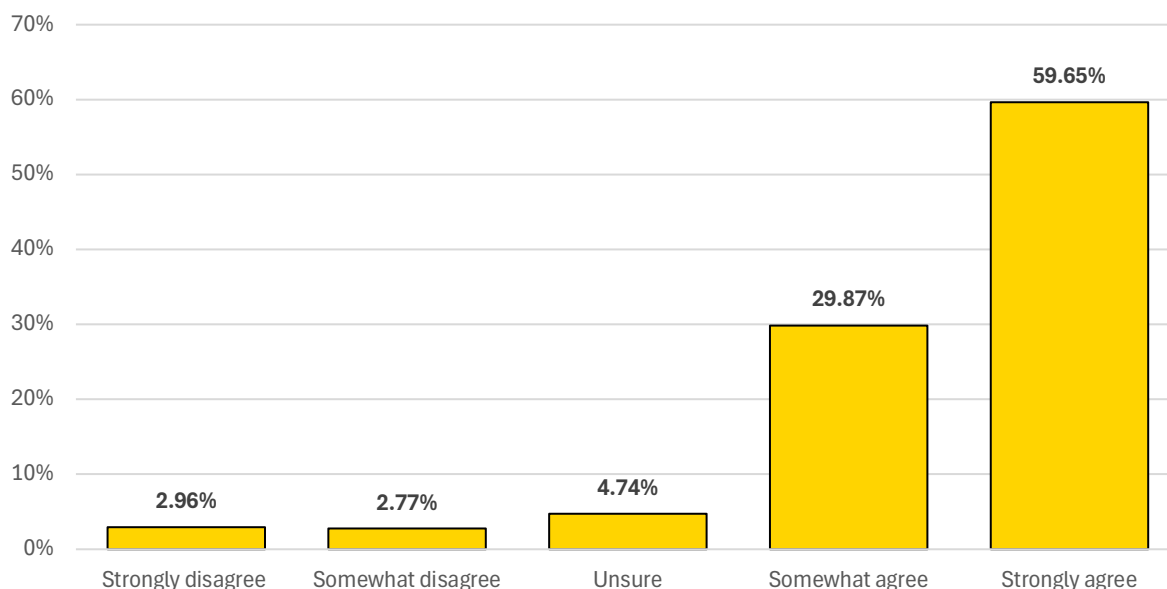


Figure 7-1. Importance of sustainability and environmental responsibility being a campus wide goal (n = 2,129 responses, 389 non-responses)

7.3. Sustainability Communication & Performance

Just over one-third of respondents (35%) 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 (38%) or disagreed (28%) with that

statement. The high portion of respondents indicating that they are unsure if they receive regular communication could indicate that this communication is happening in places they aren't looking ("Other" folder of institutional email, etc.).

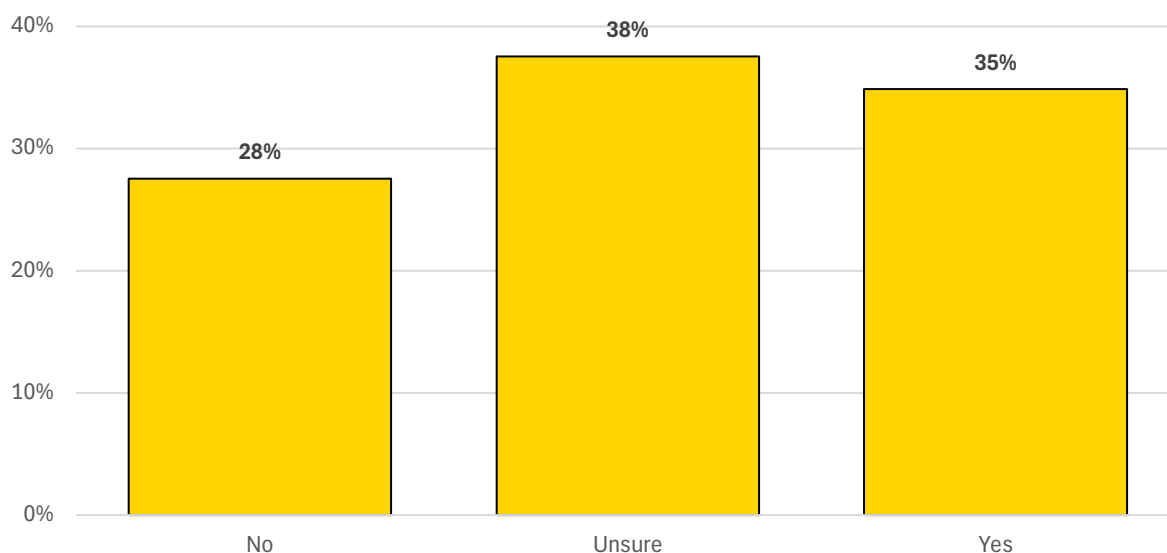


Figure 7-2. Respondent perspectives on if they receive regular communication about sustainability issues and campus initiatives (n = 2,127 responses, 391 non-responses)

When asked to describe how the university is overall performing on sustainability, most respondents indicated that the university was performing "good" or better. Only 7.3% of respondents described the performance as poor.

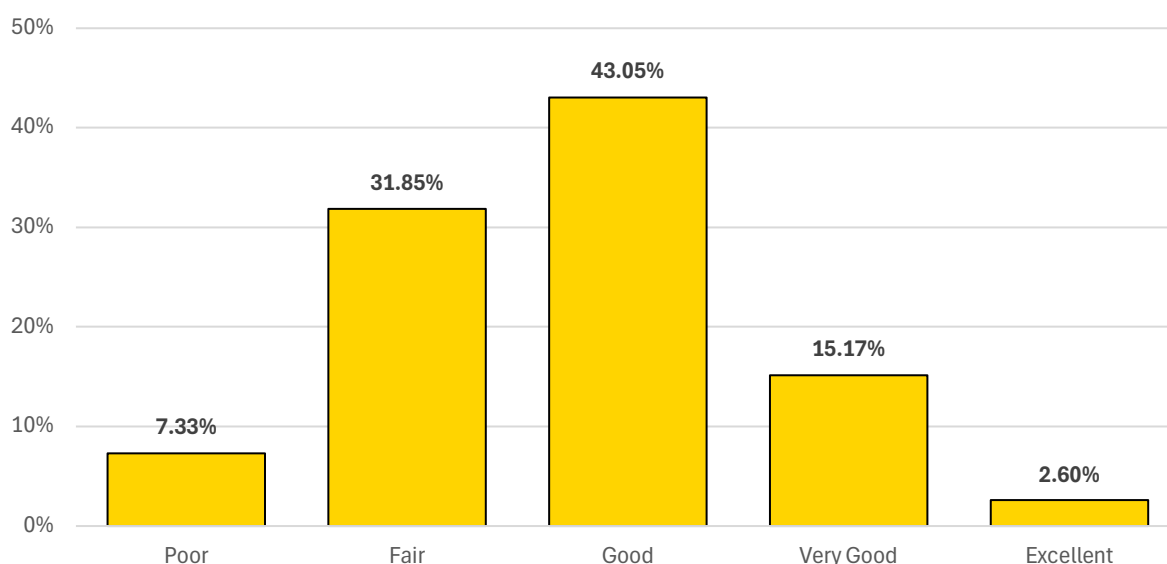


Figure 7-3. Respondent views on Dalhousie's overall sustainability performance (n = 2,116 responses, 402 non-responses)

In a question newly added this year, respondents were asked to pick up to three sustainability areas that they feel should be the university's top priorities over the next 3 years. Responses show a relatively even spread of selections, except for one category. Sustainable procurement was only selected by 12.2% of respondents to this question. Waste reduction was selected by almost half of all respondents, making it an important area to be prioritized.

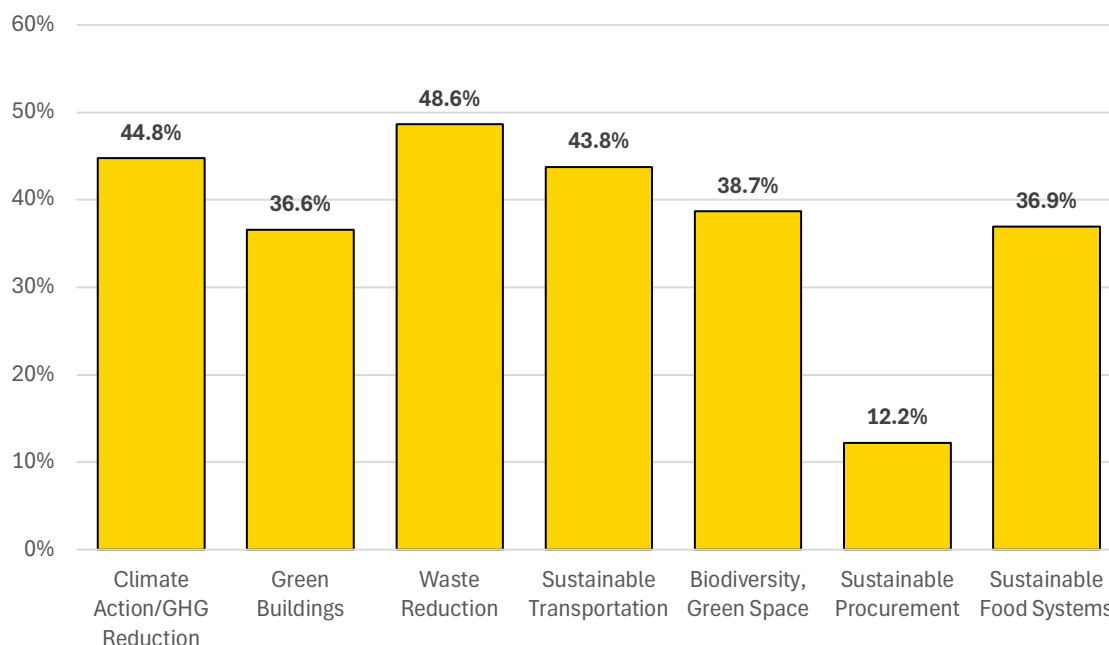


Figure 7-4. Sustainability areas to be prioritized over the next 3 years (n = 2,093, 425 non-responses)

7.4. Suggestions for Sustainability Improvements

Question 26 asked respondents one change they think could most improve sustainability at the university. Over 1,000 respondents gave feedback, with a wide range of suggestions. Responses were manually thematically coded using NVivo, with a total of 1,186 ideas identified. Hierarchical categorization was utilized, with 8 general top-level codes such as “Transportation”, “Waste” and “Energy”, and 19 more specific child codes. A full list of codes, including hierarchy and number of references, is in **Appendix 9.3**.



Figure 7-5. Most frequent words in suggestions for improving sustainability at Dalhousie

Transportation

The most popular topic was transportation, which was referenced 273 times. Within transportation, the most common suggestions involved infrastructure improvements to transit and shuttle services (89 references), with most suggestions advocating for better public transit in the HRM (or introducing public transit in Truro). Many of these suggestions highlighted the role that Dalhousie can play as an institution in lobbying for better bus services. Beyond advocacy, many respondents also suggested introducing university-specific shuttles. Inter-campus shuttles were mentioned, between Halifax campuses as well as between Halifax and Truro. Additionally, some respondents suggested that Dalhousie provide shuttles from commuter lots.

The second most frequently mentioned sub-topic in transportation was cycling infrastructure, which was referenced 35 times. Responses suggested that Dalhousie introduce safe and weather-proof bike storage on campus, as well as advocate to government for improved cycling infrastructure in Halifax and Truro. Some respondents mentioned the introduction of some sort of bike-sharing service on campus. This may indicate a need for greater awareness of the Bike Centre's bike rental program.

With a similar number of references to cycling, at 32, remote or hybrid work and learning was a common topic. Respondents highlighted the potential reduction of vehicle emissions given more remote work and learning. Additionally, some respondents highlighted potential reduction in on-campus energy consumption and single-use, food-related waste.

Twenty-eight references were made to Dalhousie's Bus Pass (UPass) program, with suggestions including expanding the eligibility of this program to part-time students, as well as staff. While discounted transit passes are available to some employee groups through the EPass program, these responses indicate a greater awareness or accessibility of the program may be needed. Other recommendations included extending the eligibility to the summer term for fall and winter students, and increased affordability of the program.

Carpooling as a topic saw 19 references. Suggestions involved improving Dalhousie's commuter networking programs, and improved parking incentives for carpools.

18 respondents referenced parking. While some advocated for more parking, suggesting that the emissions of cars searching for spots is a significant contribution to pollution, many advocated for less, or more expensive parking. Additionally, some respondents mentioned introducing parking permit criteria, where only individuals with a disability, or that live in an area under-served by transit, would be eligible to buy a parking pass. Notably, this type of approach has been used by other Canadian universities facing parking shortages, namely McGill University in Montreal [7], and Carleton University in Ottawa [8].

With 6 responses, the topic of EVs and charging mainly included suggestions to increase the number of charging stations and offer free or discounted parking for passes for those with EVs.

Waste

Waste was the second most common top-level topic, with 273 responses divided into 4 categories.

Food waste was referenced 71 times, with most suggestions highlighting waste in residence meal halls. Other suggestions mentioned limiting waste from other on-campus dining services, like fast-food chains found on campus. Many individuals indicated that they would like to see improved access to composting on campus.

Suggestions for ways to reduce the waste of single-use paper and plastic were found 66 times. Many of these related to food services, suggesting limiting use of single-use cups and containers at food services and incentivising re-usable containers. The other primary topic within consumption reduction was paper assignments and photocopier overuse, as many respondents indicated that many assignments could be shifted to online platforms.

Energy

Energy was also a common top-level topic, with 206 references. References were primarily divided into 2 categories: efficiency and sourcing.

Of the two, efficiency was referenced the most, at 144 times. Respondents focused on heating, air conditioning, and ventilation, mentioning the age of many buildings as a contributing factor to poor insulation, and highlighting the need for retrofitting. Other respondents mentioned lighting as an area for improvement, specifically in un-occupied buildings.

Renewable energy was mentioned 60 times. Respondents suggested that the university help supply its own power through sources like solar.

Governance

Governance included 144 responses. 74 of these suggested shifting investments away from polluting industries, such as fossil fuel extraction and processing, commonly referred to as “divestment”. Respondents additionally mentioned weapons manufacturing as an industry to shift investments away from, and some suggestions include alternative uses or investments to be made with the funds, like on-campus sustainability initiatives. Governance-related suggestions not in this category included limiting research for the purposes of fracking in Nova Scotia, and other policy-related changes, like shifting funds from executive/management salaries to sustainability initiatives.

Green Space

91 respondents mentioned green space, with suggestions including introducing new green spaces on campus, and improving existing greenspace. Suggested ways to improve existing greenspace included planting more trees and native plant species. Advocates highlighted the aesthetic and community-building aspects of greenspace, in addition to sustainability.

Food & Dining

84 respondents indicated that food and dining (other than food waste) was an area for improvement. The suggestions mainly focused on 2 categories: sustainable and local sourcing, and the provision of plant-based food options. Those that mentioned sourcing highlighted the importance of on-campus markets, like Beet Street, that focus on local produce. Additionally, some respondents pointed to sustainability issues with current dining hall suppliers. Additionally, some respondents mentioned the environmental impact of meat, particularly red meat, and suggested minimizing these food options in favor of more environmentally friendly plant-based options.

Awareness

About 50 students highlighted ways that Dalhousie could improve awareness of sustainability issues and initiatives. This was primarily divided into 2 groups: 15 respondents mentioned student engagement through clubs and initiatives, while 12 mentioned improvements of sustainability education through campaigns and changes to curriculum. Many respondents highlighted the importance and benefit of existing clubs and initiatives, like (as previously mentioned) Beet Street, the Free Store, the Loaded Ladle, and more. In terms of education, respondents suggested improving information on best practices when it comes to waste sorting and composting and introducing sustainability-focused courses and training.

Procurement/Purchasing

The least common topic, of those coded, was procurement and purchasing, with 12 responses. Respondents focused on prioritizing local suppliers and opting for sustainable options over the cheapest options.

8. Conclusion

The results and subsequent analysis of the 2025–26 Dalhousie Commuter Survey show the transportation habits of students, staff, faculty, and other members of the Dalhousie community. The responses provide 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 2025–26 Dalhousie Commuter Survey:

- The most common primary transportation method was public transportation. This is a notable shift from historic survey data.
- Compared to other years, this survey saw a proportional increase in student responses. Therefore, some statistics are skewed by the under-representation of staff and faculty responses. This provides some complications in comparing results to historic data.
- A large portion of the Dalhousie community regularly attends their related activities in-person on campus. The number of occasional attendees has continued to decline, while the number of fully remote participants has appeared to hold steady. Trends seem to be reaching a new, stable, post-pandemic status.
- Seasonal variations in mode choice depend heavily on an individual'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.
- The most-cited improvements that could be made to transportation in Halifax to encourage automobile drivers to use more sustainable travel methods include (listed in order of frequency): improvements to the speed, reliability, and routing of public transit; safer and more complete cycling infrastructure; and greater carpooling incentives.
- It is important to Dalhousie attendees that sustainability is a campus-wide goal, and, while most respondents are unsure about receiving sustainability communications, they consider the university to be doing an overall “good” job at this goal.
- Respondents identified transportation and waste as the most pressing areas for improvement, with particular emphasis on expanded and more affordable public transit options, university shuttle services, and reductions in single-use plastics and food waste. Energy efficiency retrofits, renewable energy sourcing, and institutional divestment from fossil fuels were also prominent themes. Across categories, respondents consistently called on Dalhousie to take a more proactive institutional role, through lobbying, policy change, and direct investment in on-campus sustainability initiatives.
- Those attending the Agricultural campus in Truro have different travel habits and mode choice patterns compared to those attending the Halifax campuses. Respondents in Truro were more likely to drive, had further commutes, and did not have access to any public transportation.
- Travel between Halifax campuses is an infrequent occasion for most respondents. Walking was the most common method used to get between campuses, although a large portion of

students used transit. Few respondents reported travelling between the Truro and Halifax campuses, and when they did, they generally drove.

It is crucial to continue providing the annual Commuter Survey and its subsequent report to the Dalhousie community. 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 can understand how the Dalhousie community feels, acts, and perceives sustainability on and off campus.

9. Appendix: Summary of 2025–2026 Survey Data

9.1. 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. What is your primary department and/or faculty?
5. When you are engaged in campus activities such as work, class, studying, and/or research, you are commuting to the Halifax or Truro campuses, on average:
6. How many days a week (on average) do you work or study remotely?
7. Please select the number of each vehicle that is owned and available for regular use by your household.

Levels automobile, including motorcycles (fossil fuel powered)

Levels automobile, including motorcycles (electric or hybrid)

Levels bicycle (non-electric)

Levels bicycle (electric)

Levels scooters, skateboards, or longboard (non-electric)

Levels scooters, skateboards, or longboard (electric)

8. What is your primary mode of transportation (most or all of the time – over 70%) for your commute to and from 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. Where do you generally park your car?
12. When you ride your bicycle, scooter, or skateboard/longboard (electric or non-electric) to Dalhousie's campuses, do you regularly park it in an indoor on-campus secure parking area (SPA) at Dalhousie?
13. What distance (in km), on average, do you travel from your home to Dalhousie when you use your primary mode of transportation? Please enter numbers only.
14. How many minutes, on average, does it take to get from your home to Dalhousie (during your commute) when you use your primary mode of transportation? Please enter numbers only.

15. At what time, on most days, do you arrive at Dalhousie? Please identify the time to the nearest hour.
16. At what time, on average, do you leave Dalhousie? Please identify the time to the nearest hour.
17. Would you use alternative transportation options if they were improved (e.g., bus service, cycling infrastructure, carpool incentives)?
18. Which of the following describes how often, if at all, you travel between the Halifax campuses? (Carleton, Sexton, and Studley)
19. What is your primary means of travel between Halifax campuses?
20. Which of the following best described how often, if at all, you travel between the Halifax and Agricultural campuses?
21. What is your primary means of travel between the Halifax and Agricultural campuses?
22. I receive regular communications (via various channels such as Instagram, LinkedIn, webpage, Dal News, etc.) from Dalhousie's Office of Sustainability about sustainability-related topics and campus initiatives, at least once a month.
23. It is important to me that sustainability, climate action and environmental responsibility are campus-wide goals.
24. How well do you think the university is performing on sustainability overall?
25. What sustainability areas should be the university's top priorities over the next 3 years?
26. What is one change you think would most improve sustainability at the university?
27. How did you hear about this survey? (choose all that apply)
28. What is your age?
29. What is your gender? OPTIONAL.
30. What is your annual household income? OPTIONAL.
31. 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.
32. Would you like to enter a draw for the chance to win one of five DalCard transfers at \$50?
33. Enter your full name below.
34. Enter your email address below.
35. Enter your Banner ID (B#####) below.

9.2. A.2. Results

Question	n (total 2518)	% of respondents
1. Which of these groups do you currently belong to?		
Students	1847	75.7%
Faculty	400	16.4%

Staff	162	6.6%
Alumni	9	0.4%
Other	23	0.9%
Total	2441	
Not answered	77	
2. Are you a full-time or part time staff, faculty, or student?		
Full-time	2303	94.3%
Part-time	102	4.2%
Other (please specify):	36	1.5%
Total	2441	
Not answered	77	
3. What is your primary campus or work/study location?		
Studley	1557	65.2%
Carleton	285	11.9%
Sexton	273	11.4%
Agricultural	114	4.8%
Health Facilities (off campus)	93	3.9%
Other	65	2.7%
Home Location (off campus remote work/study)	47	2.0%
NB Medical Campus	7	0.3%
Total	2387	
Not answered	131	
4. What is your primary Department and/or Faculty?		
Ancillary Services	7	0.3%
Athletics and Recreational Services	9	0.4%
Faculty of Open Learning	8	0.3%

College of Sustainability	18	0.7%
Communications and Marketing	4	0.2%
Dalhousie Art Gallery & Arts Centre	10	0.4%
Dalhousie Libraries	17	0.7%
Environmental Health and Safety	2	0.1%
Facilities Management	60	2.5%
Faculty of Agriculture	82	3.4%
Faculty of Architecture and Planning	37	1.5%
Faculty of Arts and Social Sciences	279	11.4%
Faculty of Computer Science	109	4.5%
Faculty of Dentistry	34	1.4%
Faculty of Engineering	224	9.2%
Faculty of Graduate Studies	81	3.3%
Faculty of Health	226	9.3%
Faculty of Law	70	2.9%
Faculty of Management	145	5.9%
Faculty of Medicine	222	9.1%
Faculty of Science	609	25.0%
Financial Services	11	0.5%
Human Resources	12	0.5%
Information Technology Services	12	0.5%
Legal & Internal Audit Services	2	0.1%
Office of Advancement	8	0.3%
President's Office of Provost's Office	7	0.3%
Registrar's Office	10	0.4%
Research Services	16	0.7%
Student Services	28	1.2%

Other	63	2.6%
Prefer Not to Say	19	0.8%
Total	2441	
Not answered	77	
5. 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 the time	1403	57.5%
About 75% of the time	521	21.4%
About 50% of the time	237	9.7%
About 25% of the time	127	5.2%
Almost never (primarily remote)	61	2.5%
Never - (100% remote)	33	1.4%
Never - attend a facility not on campus	58	2.4%
Total	2440	
Not Answered	78	
6. How many days a week (on average) do you work or study remotely?		
0	709	31.1%
1	465	20.4%
2	510	22.4%
3	248	10.9%
4	119	5.2%
5+	229	10.0%
Total	2280	
Not answered	238	
7. Number of each vehicle that is owned and available for regular use by your household		
Automobile, including motorcycles (fossil fuel powered)		

0	930	40.3%
1	811	35.2%
2	380	16.5%
3	114	4.9%
4+	72	3.1%
Total	2307	
Automobile, including motorcycles (electric or hybrid)		
0	1628	87.2%
1	191	10.2%
2	38	2.0%
3	4	0.2%
4+	5	0.3%
Total	1866	
Bicycle (non-electric)		
0	1164	59.1%
1	397	20.1%
2	213	10.8%
3	94	4.8%
4+	103	5.2%
Total	1971	
Bicycle (electric)		
0	1708	94.3%
1	75	4.1%
2	24	1.3%
3	4	0.2%
4+	1	0.1%
Total	1812	

Scooters, skateboards, or longboard (non-electric)		
0	1610	87.4%
1	139	7.5%
2	65	3.5%
3	14	0.8%
4+	15	0.8%
Total	1843	
Scooters, skateboards, or longboard (electric)		
0	1756	97.1%
1	40	2.2%
2	9	0.5%
3	1	0.1%
4+	3	0.2%
Total	1809	
No answer (to any)	210	
8. What is your primary mode of transportation (most or all of the time – over 70%) for your commute to and from campus throughout the year?		
Automobile (fossil fuel powered) - Drive alone	409	17.9%
Automobile (fossil fuel powered) - Am the driver, usually or always with passengers (carpool)	74	3.2%
Automobile (fossil fuel powered) - Am a passenger (carpool)	72	3.2%
Automobile (electric powered or hybrid) - Drive alone	42	1.8%
Automobile (electric powered or hybrid) - Am the driver, usually or always with passengers (carpool)	14	0.6%
Automobile (electric powered or hybrid) - Am a passenger (carpool)	10	0.4%
Public transit (including ferry services)	817	35.8%

Non-Electric Bicycle, Scooter, or Skateboard/Longboard	52	2.3%
Electric Bicycle, Scooter, or Skateboard/Longboard	12	0.5%
Walk	744	32.6%
No primary mode of transportation	5	0.2%
Other	29	1.3%
Total	2280	
No answer	238	
9. What is your secondary mode of transportation (less than 30% of the time) for your daily commute to campus?		
Walk	460	20.9%
Automobile (IC) - alone	319	14.5%
Automobile (IC) - carpool driver	66	3.0%
Automobile (IC) - carpool passenger	214	9.7%
Non-Electric Micro-Mobility Device	94	4.3%
Automobile (H/EV) - alone	31	1.4%
Other	21	1.0%
Automobile (H/EV) - carpool driver	4	0.2%
Electric micro-mobility	21	1.0%
Automobile (H/EV) - carpool passenger	32	1.5%
No secondary mode of transportation	353	16.0%
Total	2201	
No answer	317	
10. Does your primary mode change throughout the year (ex. from winter to summer)?		
N/A	2	0.3%
No Change/Never	225	52.0%
Rarely	134	20.1%
Sometimes	134	19.8%

Often Total	52	7.8%
No answer	547	
	1971	
11. If your primary mode is automobile (drive alone or passenger), where do you generally park your car?		
Dalhousie lots	364	47.7%
On-street (metered)	114	14.9%
On-street (free)	139	18.2%
HRM carpool lots	14	1.8%
Residential driveway	39	5.1%
Other	93	12.2%
Total	763	
Not answered	1755	
12. When you ride your bicycle, scooter, or skateboard/longboard (electric or non-electric) to Dalhousie's campuses, do you regularly park it in an indoor on-campus secure parking area (SPA) at Dalhousie?		
Yes	23	13.2%
No	151	86.8%
Total	174	
Not answered	2344	
15. At what time, on most days, do you arrive at Dalhousie? Please identify the time to the nearest hour.		
1:00	18	0.8%
2:00	8	0.4%
3:00	2	0.1%
4:00	1	0.1%
5:00	4	0.2%
6:00	28	1.3%
7:00	139	6.4%
8:00	667	30.6%

9:00	642	29.4%
10:00	346	15.9%
11:00	156	7.2%
12:00	58	2.7%
13:00	60	2.8%
14:00	21	1.0%
15:00	7	0.3%
16:00	8	0.4%
17:00	5	0.2%
18:00	7	0.3%
19:00	2	0.1%
20:00	2	0.1%
Total	2181	
Not answered	337	
14. At what time, on average, do you leave Dalhousie? Please identify the time to the nearest hour		
1:00	6	0.3%
2:00	12	0.6%
3:00	62	2.8%
4:00	122	5.6%
5:00	108	5.0%
6:00	56	2.6%
7:00	19	0.9%
8:00	12	0.6%
9:00	10	0.5%
10:00	9	0.4%
11:00	14	0.6%
12:00	36	1.7%

13:00	43	2.0%
14:00	118	5.4%
15:00	208	9.5%
16:00	463	21.2%
17:00	434	19.9%
18:00	204	9.4%
19:00	92	4.2%
20:00	71	3.3%
21:00	35	1.6%
22:00	24	1.1%
23:00	12	0.6%
24:00:00	12	0.6%
Total	2182	
Not answered	336	
17. Would you use alternative transportation options if they were improved (e.g., bus service, cycling infrastructure, carpool incentives)?		
Yes (Please explain what improvements would matter most)	284	56.2%
No	169	33.5%
N/A	52	10.3%
Total	505	
Not answered	2013	
18. Which of the following best describes how often, if at all, you travel between the Halifax campuses? (Carleton, Sexton, and Studley).		
Daily	182	8.4%
3-4 times a week	154	7.1%
1-2 times a week	242	11.2%
A few times a month	180	8.3%

Once a month	68	3.2%
A few times a year	156	7.2%
Rarely	496	23.0%
Never	678	31.4%
Total	2156	
Not answered	362	
19. What is your primary means of travel between Halifax campuses?		
Drive alone	142	9.8%
Carpool (Driver)	9	0.6%
Carpool (Passenger)	13	0.9%
Taxi/Car share	17	1.2%
Walk	900	62.1%
Bicycle, Scooter, Skateboard	22	1.5%
Bicycle, Scooter, Skateboard (Electric)	7	0.5%
Transit	330	22.8%
Other	10	0.7%
Total	1450	
Not answered	1068	
20. And which of the following best describes how often, if at all, you travel between the Halifax and A campuses?		
Daily	29	1.8%
3-4 times per week	14	0.8%
1-2 times per week	12	0.8%
A few times per month	16	0.9%
Once per month	24	1.2%
A few times per year	69	3.3%
Rarely	170	8.5%

Never	1762	82.8%
Total	2096	
Not answered	422	
21. What is your primary means of travel between the Halifax and Agricultural campuses?		
Public Transit	66	20.1%
Carpool (drive)	46	14.0%
Carpool (passenger)	55	16.7%
Drive Alone	125	38.0%
Other (please specify):	27	8.2%
Taxi/Car Share Services	10	3.0%
Total	329	
Not answered	2189	
22. 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.		
No	586	27.6%
Unsure	799	37.6%
Yes	742	34.9%
Total	2127	100.0%
Not Answered		
23. It is important to me that sustainability, climate action and environmental responsibility are campus-wide goals.		
Somewhat agree	636	29.9%
Somewhat disagree	59	2.8%
Strongly agree	1270	59.7%
Strongly disagree	63	3.0%
Unsure	101	4.7%

Total	2129	100.0%
Not Answered	389	
24. How well do you think the university is performing on sustainability overall?		
Poor	155	7.3%
Fair	674	31.9%
Good	911	43.1%
Very Good	321	15.2%
Excellent	55	2.6%
Total	2116	100.0%
Not answered	402	
25. What sustainability areas should be the university's top priorities over the next 3 years?		
Climate Action/GHG Reduction	937	44.8%
Green Buildings	766	36.6%
Waste Reduction	1018	48.6%
Sustainable Transportation	916	43.8%
Biodiversity, Green Space	810	38.7%
Sustainable Procurement	256	12.2%
Sustainable Food Systems	773	36.9%
Total responses	5476	
Total respondents	2093	
Not answered	425	
27. How did you hear about this survey? (Choose all that apply)		
Direct email	1901	89.8%
Faculty/departmental administrator	68	3.2%
'MyDal Announcement'	58	2.7%
Departmental newsletter	46	2.2%

Other	38	1.8%
"Today at Dal"	37	1.7%
Office of Sustainability website	16	0.8%
Word of mouth	10	0.5%
LCD Screen	6	0.3%
Student society	5	0.2%
Facebook	2	0.1%
Total responses	2187	
Total respondents	2117	
Not Answered	41	
26. How confident are you in sorting waste?		
Not strongly confident	6	0.3%
No confident	75	3.9%
Neutral	237	12.4%
Confident	864	45.1%
Strongly confident	414	21.6%
Total	1596	83.3%
Not answered	319	16.7%
27. How often do you purchase to-go food and drinks on campus?		
Never	279	14.6%
Rarely (1-2 times a month)	676	35.3%
Occasionally (once a week)	400	20.9%
Often (multiple times weekly)	186	9.7%
Daily	32	1.7%
Not applicable	24	1.3%
Total	1597	83.4%
Not answered	318	16.6%

28. What is your age?		
15-19	439	20.3%
20-24	756	34.9%
25-34	439	20.3%
35-44	209	9.7%
45-54	154	7.1%
55-64	109	5.0%
65 or above	29	1.3%
Prefer not to say	30	1.4%
Total	2165	
Not answered	353	
29. What is your gender? OPTIONAL		
Man	569	27.2%
Woman	1376	65.9%
Prefer not to say/Not sure	73	3.5%
Non-binary	65	3.1%
Another gender not listed here (Please specify - specificity is optional)	6	0.3%
Grand Total	2089	
Not Answered	429	
30. What is your annual household income? OPTIONAL		
<\$10,000	283	14.3%
\$10,000-19,999	178	9.0%
\$20,000-39,999	172	8.7%
\$40,000-59,999	139	7.0%
\$60,000-79,999	126	6.4%
\$80,000 - 99,999	136	6.9%

\$100,000–149,000	203	10.2%
\$150,000 or more	257	13.0%
Prefer not to say	490	24.7%
Total	1984	
Not answered	534	

9.3. A.3. Text-Response Thematic Coding

(Note: # of parent code references indicate sum of child code references plus references only coded to parent)

Q17 Response Coding	References	Q26 Response Coding	References
Barriers Identified (Selected “No”)	30	Awareness	50
Disability & health	3	Campaigns & Curriculum	12
Distance & geography	14	Student Engagement, Clubs & Initiatives	15
Reliability	1	Energy	206
Safety	2	Building Efficiency	144
Scheduling & Flexibility	8	Renewable Energy	60
Motivators Identified (Selected “Yes”)	377	Food, Dining	84
Carpooling incentives	25	Local sourcing	14
Cycling infrastructure	39	Plant-based options	7
E-Bike & scooter access	3	Governance	144
Transit	309	Divestment	74
Bus Frequency	44	Green Spaces	91
Bus Routes	99	Procurement - Sustainable Purchasing	12

Q17 Response Coding		References	Q26 Response Coding		References
Comfort		13	Transportation		289
Rail & BRT		29	Bus Passes		28
Reliable Scheduling		55	Carpool Incentives		19
Safety Improvements		8	Cycling Infrastructure		35
Transit Incentives & cost		8	EV Charging & Incentives		6
			Parking		18
			Transit Advocacy & University Shuttles		83
			WFH		32
			Waste		273
			Consumption reduction (plastic, paper)		66
			Food waste		71
			Lab Waste		16
			Recycling		35

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