KINGSTONMOVES

HOUSEHOLD TRAVEL SURVEY 2024

2024 City of Kingston Household Travel Survey

Final Report

Prepared for:

KINGSTON

Prepared by:
R.A. Malatest & Associates Ltd.

MALATEST

Acknowledgements

The survey research was conducted by R.A. Malatest & Associates Ltd. The Consultant gratefully acknowledges the direction and guidance of the City of Kingston project team.

This project would not be possible without the contributions of over 3,775 participating households that responded to this survey, via phone interview or online, and told us about their daily travel. We thank you for your participation in *Kingston Moves*, the city's household travel survey; you have contributed to transportation planning data that will be useful for years to come.

Survey Highlights

2024 Kingston Household Travel Survey

The 2024 Kingston Household Travel Survey (KHTS) was undertaken with a random sample of households in the City of Kingston between late September and early December of 2024. The survey was last conducted in 2019. The 2024 KHTS obtained a total of 3,587 valid survey completions, representing a 4.7% sample of the population. The survey gathered information on household and demographic characteristics relevant to understanding travel patterns. It also captured detailed trip information for residents aged 5+ years, providing a snapshot of the 24-hour travel patterns over the course of a typical fall weekday. Results of the 2024 survey provide a reference point against which the 2019 baseline survey and future surveys can be compared to. These comparisons will help understand changes in transportation demand and the impacts of transportation initiatives and other trends on residents' travel choices.

The expanded survey results represent a total of 72,070 households and a total of 157,620 residents of the city (including both permanent residents and seasonal students).[1] This represents a 10% increase in residents compared to the 2019 survey. The survey results represent a total of 407,600 daily trips made by all modes of travel. Survey results are broken out by the four sub-areas (Central, West, East, Rural) and 15 transportation Focus Areas.

Demographics

The City of Kingston has 55,250 full-time and 16,110 part-time workers, for a total of 71,360 residents or just under half (45%) of the fall population who are employed. Retired residents represent 18% of Kingston's population. About 13% of workers are also students. Compared to the 2019 survey, the total employed population appears to have increased by 15%, while population has increased by 10%.

The age distribution of Kingston residents has remained largely the same since 2019, however the 2024 survey results suggests a slight increase in population between the ages of 45 and 60. In both years, there are spikes in the 15 to 19 and 20 to 24 age ranges as a result of seasonal post-secondary student residents. Post-secondary students are well represented by the survey, with the expanded data matching the 2024 enrollments of approximately 33,425 students across the three large institutions in Kingston. About 26% of post-secondary and other adult students are employed, whether part-time or full-time.

[1] The expanded number of households represented by the survey is consistent with the City of Kingston dwelling forecasts reviewed when the data were weighted, but it may be noted that the expanded dwelling and population estimates may not necessarily match population and dwelling estimates from other sources. Section 2.8 provides more information on the basis of the data expansion and comparisons with reference data.

There has also been little change in the type and make up of households in Kingston since 2019. Almost half (47%) of surveyed households reside in single detached houses, 19% reside in other ground-oriented dwellings (townhouses, semi-detached), 17% in low-rise apartments or condominiums (less than five storeys), and 17% in apartments or condominiums with five or more storeys. Almost three in ten (29%) households are single-person households, 28% are couples without children, 23% are couples with children, and 9% are roommate households. Only 6% are single parent households with children and 4% are extended family households.

Transportation Options

Household Vehicles. Results suggest that Kingston households own nearly 90,000 insured vehicles. Overall, 83% of all households have access to at least one vehicle, with vehicle ownership varying considerably by sub-area. Only 71% of households in the Central sub-area have at least one vehicle, with an average of 1.01 vehicles per household and 0.53 vehicles per person aged 16+, reflecting lower levels of ownership in this part of the city. By contrast, ownership levels are highest in the Rural (100%) sub-area, where the average number of vehicles per household is 2.23 and vehicles per person aged 16+ reaches a high of 1.01. Vehicle ownership across the city is highest for those living in houses, and lowest for those living in apartments less than 5 storeys. The number of vehicles per household increases with the increase in household size. About 7% of household vehicles were electrified vehicles (hybrid and zero-emission vehicles), with this being highest (13%) in the East sub-area and lowest (6%) in the Rural sub-area.

Household Bicycles. Kingston residents own about 84,090 bicycles and/or e-bikes, representing an average of 1.28 bicycles per household. While this is substantial, slightly less than half of households (49%) have at least one adult bicycle or e-bike. The link between bicycle ownership and family households is much stronger, with about 70% of households with children owning at least one child's bicycle. Households in the East and Rural sub-areas are most likely to have access to a bicycle, with ownership rates at 68% and 65% respectively. Less than half of households in the Central sub-area have access to a bicycle (46%). Ownership of adult e-bicycles is limited, with a total of 2,830 units citywide, or an average of 0.05 per household. Few households (2%) own other e-micromobility devices, such as e-scooters or e-skateboards.

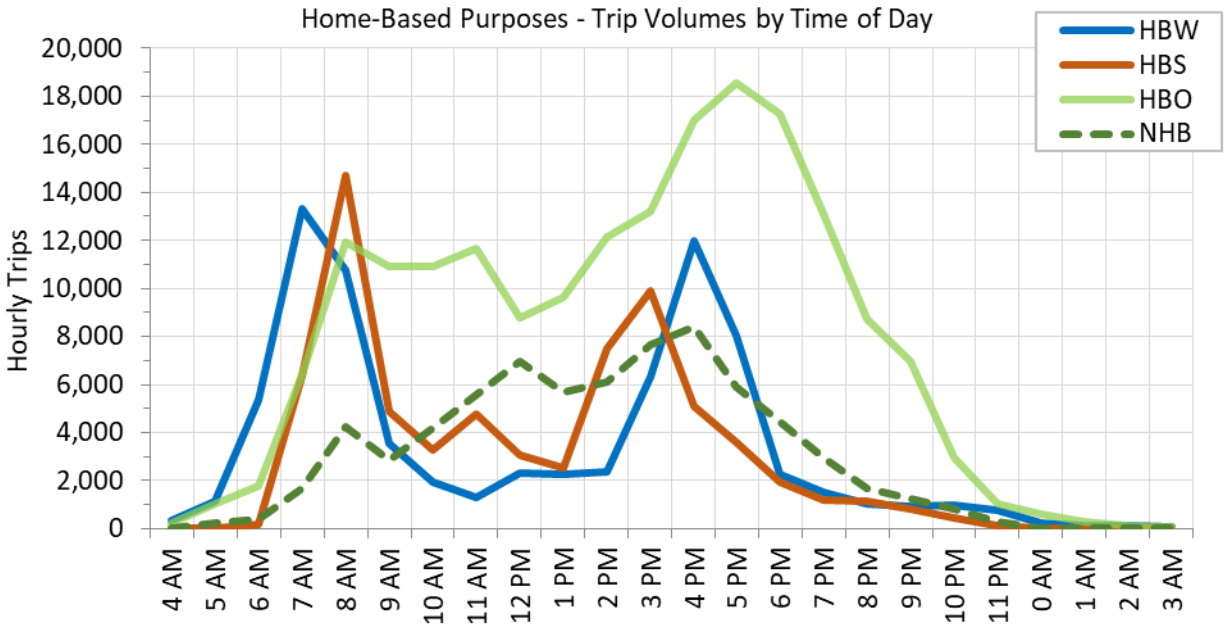
Trip Volumes

The expanded survey results estimate that Kingston residents make about 407,600 trips per weekday. On average, each household makes 5.66 trips each day, representing a 12% decrease from 6.43 in 2019. Reductions were also seen in the average daily trips made by residents, decreasing from 2.98 in 2019 to 2.69 in 2024 (a 10% decrease in trips per person). Overall, the survey results suggest that the total trips made by Kingston residents increased by 2% between

2019 and 2024, which does not keep pace with the 10% increase in population in the same period.

These shifts may be a result, in part, of a likely increase in hybrid workers (workers with a usual workplace outside the home who telecommute at least some of the time), with 23% of full-time workers with a usual workplace telecommuting at least one day per week and to a lesser extent the modest increase in workers who work exclusively from home.

Looking at the trip volumes by time of day reveals a morning AM peak that accounts for 22% of all daily trips while the afternoon PM peak accounts for the largest share at 35% of all daily trips. When examining the trip volumes by overall purpose, home-based work (HBW) and school (HBS) commutes make up the majority of trips during the AM peak. The work trip peak is at 7 AM and the school trip peak is at 8 AM. Home-based other (HBO) passenger drop off trips also peak at 8 AM and remain prominent throughout the rest of the day, before peaking again at 5 PM. The afternoon peak for HBS is 3 PM, and HBW trips at 4 PM.

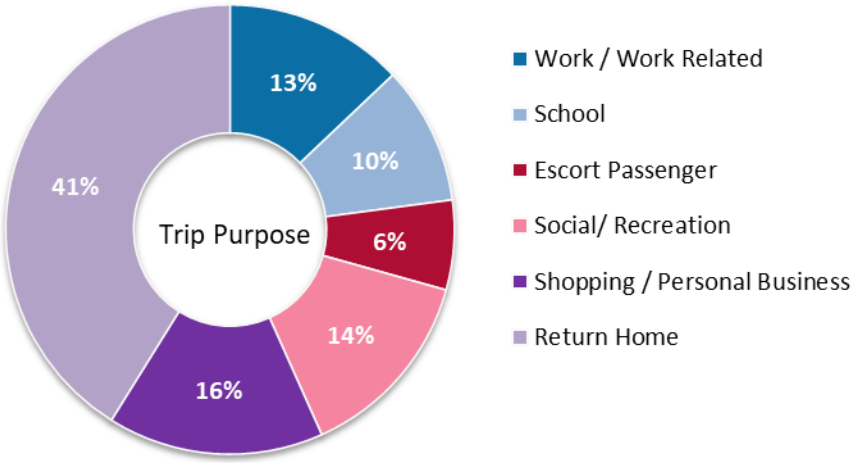


Full-time and part-time workers are generating the highest trip rates (3.00 and 2.88 respectively). Among adult residents, retirees generate the second highest daily trip rate (2.49). Students generally have lower trip rates compared to non-students, with the exception of those attending post-secondary education part-time. Post-secondary part-time students have a higher trip rate compared to all other levels of education and non-students (3.32). The highest person trip rates are generated by those living in houses, those with households earning of $150,000 or more, those in single parent-households, and those with access to at least one or more vehicles. The lowest trip rates are generated from residents living in apartments with five or more

storeys, those in households earning under $50,000, those in extended family households, and those in zero-vehicle households.

Trip Purpose

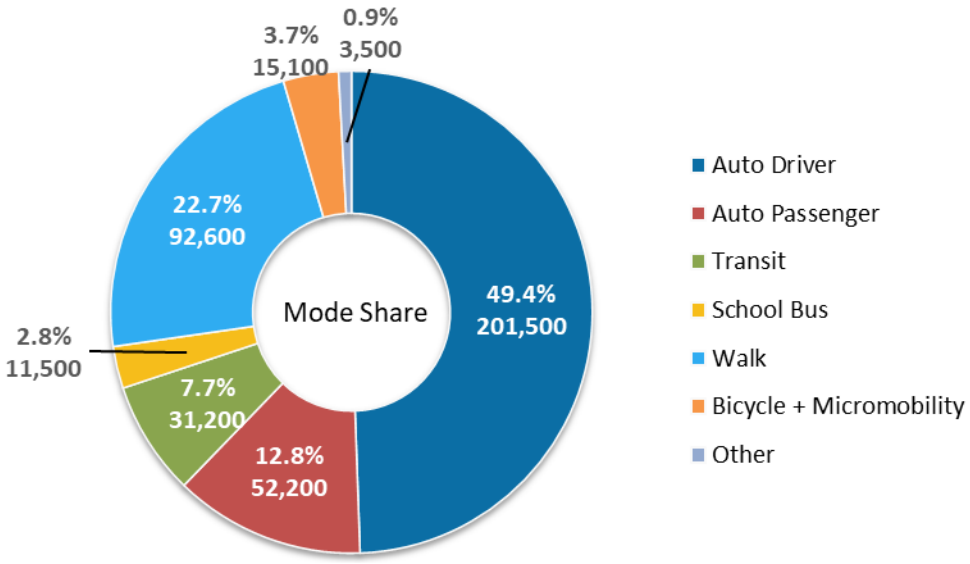
Non-commute trips are a substantial share of trip purpose. Specifically, trips to shopping and personal business destinations make up 16% of all trip destinations and social and recreational trips account for 14% of all trips. Commute-based trips represent a smaller proportion of all trip destinations. Work and work-related trips make up 13% of all trip destinations, school trips account for 10% and serve passenger trips represent 6%. Of the total daily trips, 41% of trips are returning home from these various destinations.



The absolute number of work and work-related trips overall saw an 8% increase volume since 2019 despite the 15% increase in workers suggested by the survey results. This may be the result of the rise of hybrid work arrangements, with 23% of full-time workers with a usual workplace having reported on the survey that they telecommuted instead of commuting to work at least one weekday in the last week. Trips to attend both K-12 school and to attend post-secondary education each saw a 7% increase in trips, with the K-12 increase consistent with an 8% increase in population between 5 and 17 years of age.

Mode Shares

Just under half (49.4%) of all daily trips are driving trips (about 201,500 trips per day), and 12.8% are auto passenger trips. Walking trips represent the third-largest mode share, consisting of 22.7% of all trips. Transit mode share is 7.7%, representing 31,200 daily trips, while bicycle and micromobility accounts for 3.7% and school bus at 2.8%.



Shifts in mode share have occurred since 2019. Specifically, a 2%-pt reduction in auto driver trips and auto passenger trip mode shares was observed. Despite this reduction, transit trips are stable at 8%. School bus mode share also stayed steady at 3%. A notable increase in walking mode share was observed, rising from 18% in 2019 to 23% in 2024. Bicycle and micromobility mode share remained similar to that of 2019.

Given the modest increase in total trips of only 2% (less than the population increase), and the shifts in mode shares, the shifts in the actual numbers of trips by each mode has not been uniform. Examining the volume of trips reveals that the number of auto driver trips dropped by 2%, the number of transit trips was similar to 2019, while school bus trips dropped by 7%, walking trips increased by 29%, and bicycle/micromobility trips increased slightly, by 1%.

Sustainable Mode Share. Combined, sustainable modes (transit, school bus, walking, and cycling) comprise 37% of the mode share. Those in the Central sub-area far exceed others with over half (55%) of all trips made by sustainable modes. The second-highest proportion of sustainable mode shares is observed in the East sub-area, representing 29% of all trips. Sustainable modes are lowest in the Rural sub-area (8%). By age, sustainable mode shares are highest among those in the 15 to 19 and 20 to 24 age groups. By gender, men+ have a higher share of bicycle and micromobility trips (5% vs. 3%), women demonstrate the highest share of active modes (walk, bicycle + micromobility) (29% vs. 24%). Transit mode share is also slightly higher for women+.

Transit Trips. Survey results suggest that Kingston residents took almost 31,200 transit trips each weekday during the survey period and about 35,600 bus boardings, with the great majority of trips consisting of one boarding (and 14% that entailed at least one transfer). Only a small proportion of transit trips were accessed using a mode other than walking at one end of

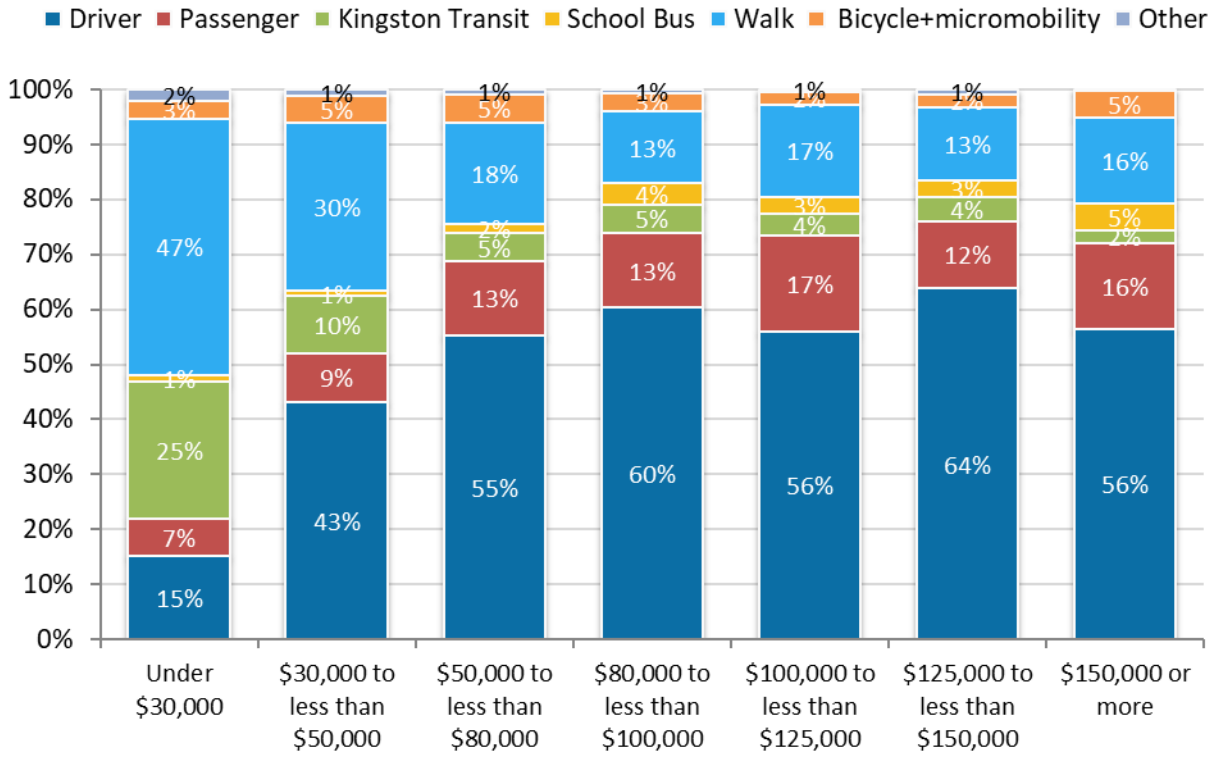
the trip. At least 2% were drive-access transit trips ('park & ride') and 1% were auto-passenger ('kiss and ride') to or from the transit stops. Cycling accounted for 1% of all transit trips.

Vehicle Occupancy. On average, there was 1.36 persons per vehicle, with 73% of all trips being single-occupancy vehicle (SOV) trips. Vehicle occupancy has remained stable since the last survey period. In 2019, the average vehicle occupancy was 1.37, with 72% SOV trips.

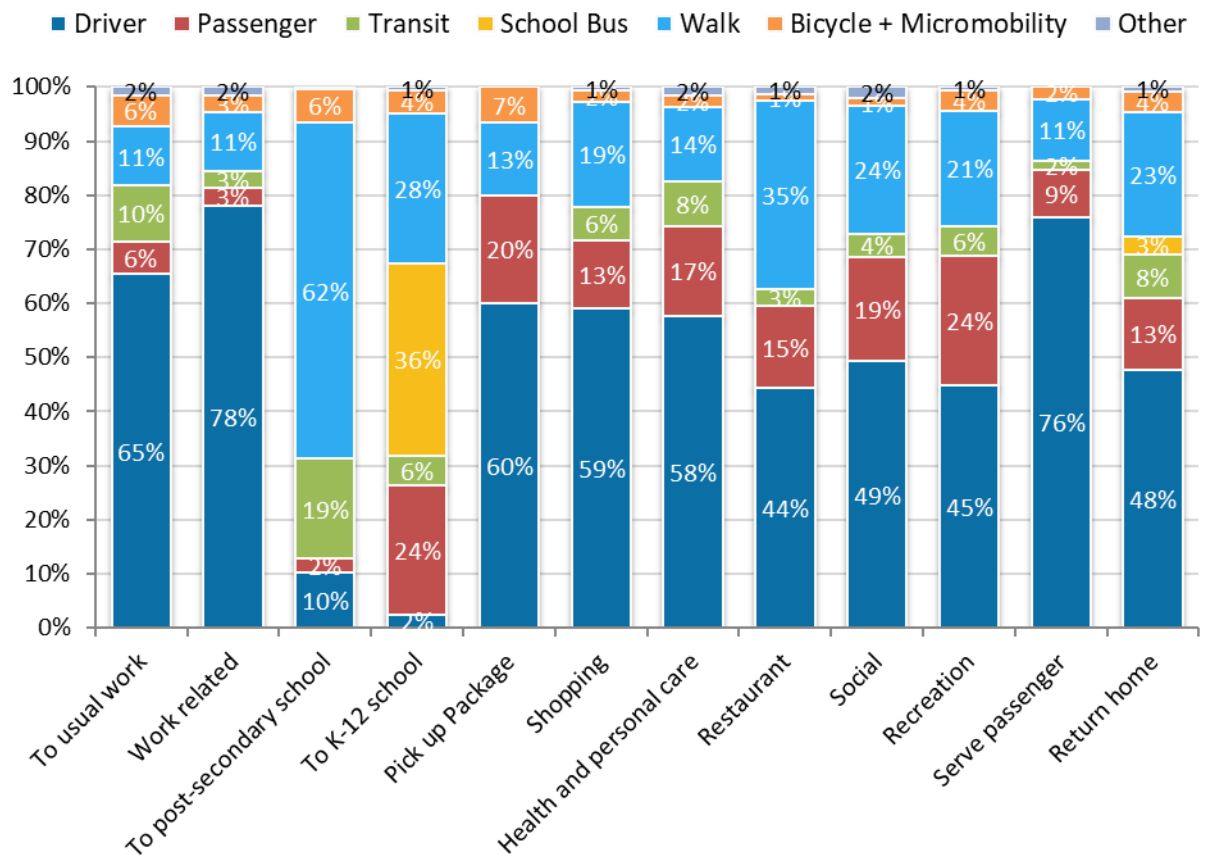
Mode Shares by Age Group. Reliance on auto driver trips increases with age, initially representing just over one quarter of all trips for those aged 20 to 24 and steadily growing to a peak of 71% at the aged of 45 to 54. Transit mode shares are highest for youth between the ages of 15 and 24 (15%-16%). The proportion of transit trips drops slightly for residents 25 to 34 (12%), before decreasing to 6% or less for those over the age of 35. Walking mode shares are highest in the 15 to 24 age group (45%-52%), but drop to 17% of all trips for those aged 25 to 34. Cycling and micromobility modes shares are highest among those aged 25 to 34 (7%), followed by children aged 5 to 9 (5%) and those aged 35 to 44 (4%).

Mode Shares for Household Characteristics. Auto driver trips are the highest among those living in a house (59%), and decrease with increasing dwelling density (46% for other ground-oriented; 33% for apartments with fewer than five storeys), but rise again for people in apartment or condominium buildings with five or more storeys (45%). Walk shares are the highest for those living in student residence (71%), as are transit shares (18%). Bicycle and micromobility mode shares are highest for those living in apartments with fewer than five storeys, and lowest for those living apartments with more than five storeys.

Mode Shares by Household Income. Highest reliance on autos (both driver and passenger) is observed in households with incomes of $125K to $150K, representing over three quarters of all household trips, while reliance on walking and transit use is low. Those in the lowest income group (less than $30,000) have the lowest reliance on auto trips (22%), with a greater reliance on transit (47%) and walk (25%) mode shares. Bicycle and micromobility shares peak for those with incomes of between $30,000 and $80,000 (5%). Close to 2 in 10 (18%) trips made by post-secondary students living in residence are transit trips.



Mode Shares by Trip Purpose. Similar to the 2019 survey results, auto driver and auto passenger are the most predominant mode share for work commutes, however sustainable modes account for just under three in ten trips to work. Post-secondary student commutes are largely represented by sustainable mode shares (87%), with the majority of trips being walk (62%), transit (19%), and cycling (6%). Of trips to attend K-12 school, 36% are school bus trips, 28% are walk, and 24% are via auto passenger (e.g., parents driving children to school).



Trip Distances and Travel Durations

Estimated Actual Distances and Durations. The average trip distance across all modes is 5.8 km. Auto drivers and passengers travel the farthest (7.9 km and 7.4 km respectively), followed by Kingston Transit (6.3 km). School bus trips are close to the overall average (5.2 km), but other sustainable modes like bicycle or micromobility and walking are shorter distances (2.6 km and 0.9 km respectively), reflecting their predominance for local travel.

By purpose, the overall average trip distance remains 5.8 km, but there is a wide variation across results. The longest trips are work-related (9.9 km) and trips to usual work (8.7 km), while social (7.9 km) and recreational trips (6.8 km) remain above average. Trips to school (2.6 km PSE; 3.7 km K-12), shopping (4.7 km) and restaurants (3.9 km) are shorter than average.

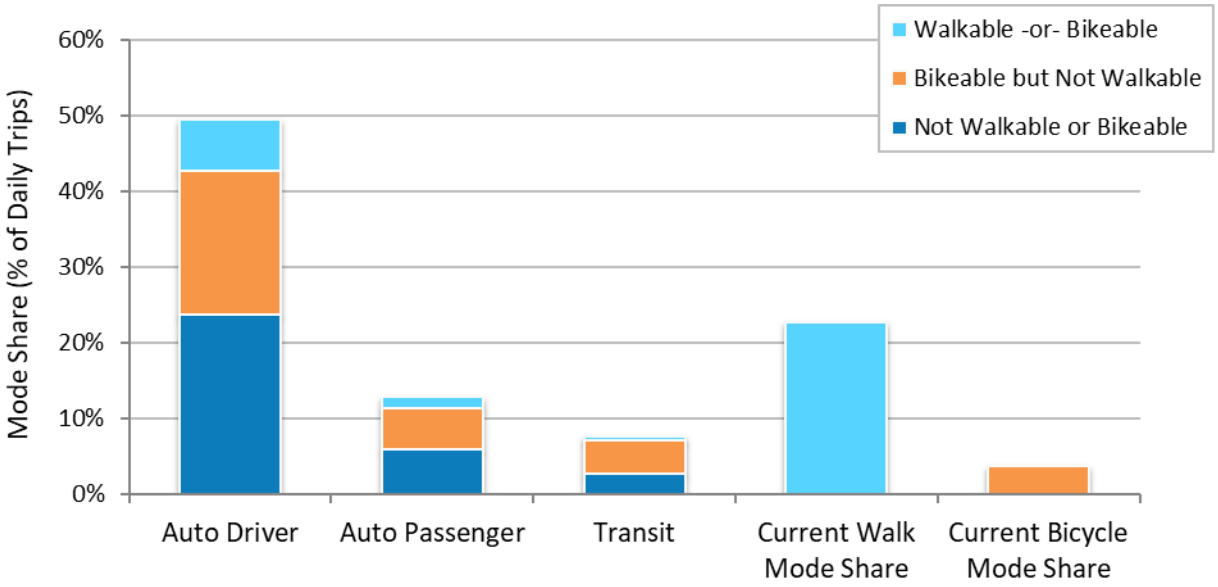
The average trip duration is 13 minutes, with the longest trip duration of 15.4 minutes for usual work travel, followed by 14.5 minutes for work-related trips and 14.3 minutes for post-secondary school. Social (13.4 minutes) and recreational (13.8 minutes) are slightly higher than average. Shorter trip durations were observed when trip distances were also shorter, such as for K to 12 school, passenger pick-up or drop-off, restaurants and package pickup.

Daily vehicle kilometres travelled (VKT). Vehicle kilometres travelled (VKT) are calculated by summing the total distance of auto driver trips made by residents of Kingston on a weekday. The survey results suggest that residents travel 1.59 million kilometres by automobile each weekday. The highest kilometres are generated by residents in the Urban Area of Kingston (1.33 million), while residents in the Rural Area generate 254,900 kilometres. When examining daily VKT on a per capita basis, higher intensity of vehicle use is observed in the Rural Area (22 km), compared to the Urban Area (9 km).

Bikeable and Walkable Trips

To assess walkability' and 'bikeability' of a trip, the distance of a trip was analyzed to determine the extent to which trips made by auto or transit could feasibly have been made on foot or by bicycle (or micromobility device) instead. 'Bikeable' trips were those within a range of 5.5 km and a 20 minute threshold. 'Walkable' trips were those within a 1.6 km range and a duration threshold of 20 minutes.

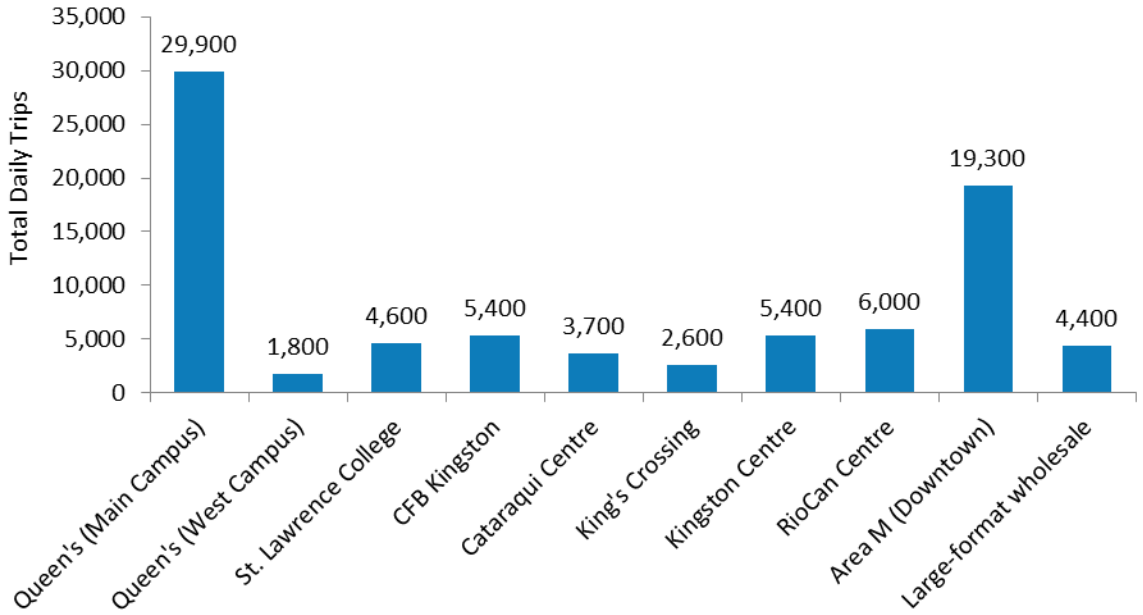
About one half of auto driver and auto passenger trips are of a bikeable distance (52% and 54% respectively), while 14% of auto driver trips are of a walkable distance. By sub-area, the greatest mode shift potential (the potential percentage-points of the current mode share that could be shifted to walking or biking based on distance alone) was found to be in the West and East sub-areas, demonstrating the highest potential mode shift to cycling and walking trips.

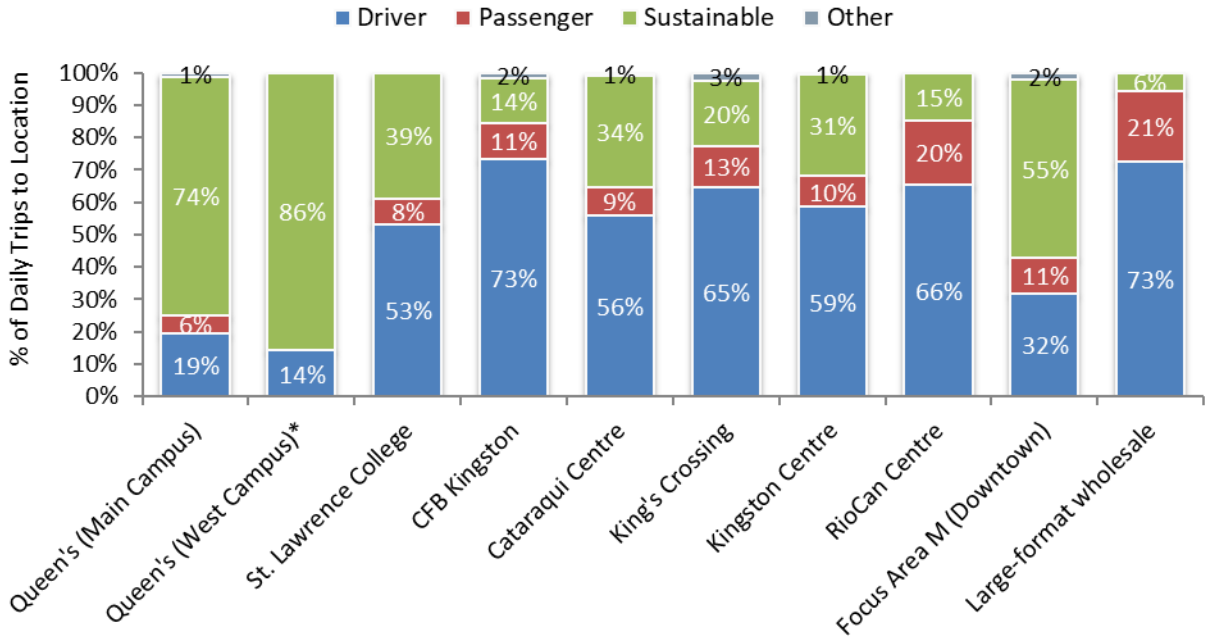


Special Generators

The survey provides estimates of the daily number of trips to different destinations. These are popular destinations that attract trips made by residents such as Queen's University main campus and Downtown Kingston (Focus Area M). Queen's University is the largest generator of

trips, attracting close to 30,000 trips a day. The Downtown (Focus Area M) is the second largest generator, with 19,300 daily trips. Mode share for trips to the special generators show patterns that vary substantially based on the generator. Sustainable mode shares represent close to three-quarters of trips to Queen's University main campus, while auto driver represents about 2 in 10 (19%) daily trips and 6% are auto passenger. Just over half (55%) of mode shares to the Downtown (Focus Area M) are a sustainable mode share, with a larger share of auto driver (32%) and auto passenger (11%) trips. More information on the daily trips destined to the special generators and the mode share by special generators can be found below.





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Glossary

The table below explains acronyms and terms that are used in this report and its appendices.

Acronym	Explanation
AM peak period	Morning commuter peak period, covering the hours from 6:00 AM to 8:59 AM
CAGR	Compound annual growth rate (annualized compounded average rate of growth)
CATI/CAWI	Computer Assisted Telephone/Web Interview survey systems
CMA	Census Metropolitan Area
CSD	Census Subdivision
F/T	Full-time employment or full-time student
Focus Areas	A set of 13 urban and 2 rural geographies used for analysis and planning
Gender	Refers to an individual's personal and social identity as a man, woman, or non-binary person (a person who isn't exclusively a man or a woman). Given that the sample of the non-binary population surveyed is small, for the purpose of this report, analysis is undertaken using aggregate categories of "men+" and "women+" that group random portions of non-binary people with men/boys and women/girls. [2]
HB trip	Home-based trip: a trip between home and another place, whether from home to that place or from that place returning home
HBES / HBPass	Home-based escort passenger trip
HBGS	Home-based grade school trip
HBO	Home-based other trip: a trip between home and a place other than work, school, or picking up or dropping off a passenger (i.e., a home-based trip other than HBS, HBW, or HBES)
HBPS	Home-based post-secondary trip
HBS	Home-based school trip (includes HBGS and HBPS trips)
HBW	Home-based work trip
HOV	High-occupancy vehicle (2 or more persons, including the driver)
IPF	Iterative Proportional Fitting, a method of balancing multivariate weighting controls
K-12	Kindergarten to Grade 12 (grade school)
O-D	Origin-destination

[2] This follows the approach used by Statistics Canada in aggregating to a two-category gender variable to protect the confidentiality of the responses provided. More information can be found here: *2021 Census gender note* (https://www12.statcan.gc.ca/census-recensement/2021/ref/gender-genre-eng.cfm) and *Filling the gaps: Information on gender in the 2021 Census* (https://www12.statcan.gc.ca/census-recensement/2021/ref/98-20-0001/982000012021001-eng.cfm).

Acronym	Explanation
Men+	Men (and/or boys) plus some non-binary people, people with other gender (prefer to self-define), and people who refused to provide their gender on the survey
NHB	Non-home-based trip: trip that does not have home as either origin or destination
PM peak period	Afternoon commuter peak period, covering the hours from 3:00 PM to 5:59 PM
P/T	Part-time employment or part-time student
SOV	Single-occupancy vehicle (only the driver)
Sub-areas	A set of four sub-municipal geographies (Central, West, East, and Rural) used for analysis of the survey data. The sub-areas are aggregations of the Focus Areas.
IMP	The City of Kingston's Integrated Mobility Plan
WFH	Work from home
Women+	Women (and/or girls) plus some non-binary people, people with other gender (prefer to self-define), and people who refused to provide their gender on the survey

1 Project Overview

1.1 Project background

This report presents the findings from the *2024 Kingston Household Travel Survey*.

In Fall 2024, the City of Kingston conducted a comprehensive origin-destination (or O-D) survey of household travel in order to collect information to support an update to the City's transportation model and to inform the City's new Integrated Mobility Plan. The survey asked about the trips made by all household members aged 5 years or older over a recent 24-hour weekday. The survey collected information at three levels:

- **Household**, including number of members, number of vehicles and bicycles, type of dwelling, and other household characteristics.
- **Person,** including age, occupational status, type of occupation if employed, whether the person has a driver's licence, and other demographics and travel habits (commuting/telecommuting patterns, cycling frequency).
- **Trip,** covering the trips made by each household member. For each trip made on the designated survey day, information was gathered about where the trip began (origin), the time the trip began, where it ended (destination), the mode(s) used for the trip (e.g., auto, public transit, bicycle or walk), the purpose of the trip (e.g., commuting to work) and other trip characteristics.

An address-based sample of households was randomly selected and invited to participate by letter. Additionally, some households whose telephone numbers were available were contacted by telephone to target selected areas with low online response rates. Additional supplementary surveys were also done to oversample students at Queen's University, Royal Military College and St. Lawrence College.

The survey profile will aid the City of Kingston in its community planning, transportation modelling, transportation planning, and other ongoing sustainable planning initiatives. The 2024 survey updates the previous survey, which was conducted in 2019.

The 2024 survey study area coincides with Kingston's municipal boundary. The survey was conducted with a random sample of 3,775 households in the study area. A total of 34,151 households were invited to participate by survey invitation letter and/or phone call, for a response rate of 11.1% prior to data validation.

A supplemental survey of students from Queen's University, Royal Military College and St. Lawrence College captured data representative of 287 households. 41% of these students lived off campus with others but chose only to report on their own demographics and travel.

The data were weighted to compensate for non-response bias and expanded to represent the population. Care was taken to ensure that the oversample of post-secondary students was integrated without over-representing such households.

The final survey dataset used for analysis comprises 3,587 households, after the removal of surveys with failing validation tests and the creation of composite households from surveys with students in multi-person households who only answered about themselves. The survey data were weighted and expanded to represent approximately 157,620 residents in 72,070 households in Kingston.

The survey achieved a sampling rate of 5.0% of households and 4.7% of the population living in private residences and student residences. Overall, the household-level survey results are subject to a margin of sampling error of ±2.3% for household-level results and ±1.5% for person- and trip-level results, at a 95% confidence level, taking into account the effects of data weighting.[3]

1.2 Report organization

The report has six chapters in addition to this introductory chapter:

- Chapter 2 explains how the survey was conducted, including an overview of the sampling, expansion and analysis.
- Chapters 3 and 4 present the survey results, with Chapter 3 profiling the household and demographics characteristics gathered from the survey and Chapter 4 profiling the travel characteristics. Both chapters include comparisons with the 2019 KHTS where appropriate.
- Chapter 5 is an overview of the origin-destination patterns and special generators of trips.
- Chapter 6 presents key household, demographic and trip characteristics based on the expanded survey results by sub-area, Focus Area, and population groups of interest.
- Chapter 7 presents the volumes, purposes, and mode shares of trips to, from, and within each of the Focus Areas, reporting on trips made by all residents of Kingston.

The report is accompanied by four appendices, provided under a separate cover:

- Appendix 1 provides a comparison of official municipal dwelling and population forecasts with the expanded figures from the KHTS survey results.
- Appendix 2 provides a comparison of transit ridership estimates with expanded transit trips from the KHTS survey results.
- Appendix 3 presents the survey invitations (mailed invitation and the student email).
- Appendix 4 presents the survey instrument (scripts and questionnaire).
- Appendix 5 provides detail on mode shares by dwelling type by Focus Area.

[3] 19 times out of 20, for a given survey question, the survey response percentage should be somewhere within the margin of error of the survey results. The margin of error has been adjusted to take into account the increase in error associated with data weighting to correct for over-/under-sampling and/or non-response bias.

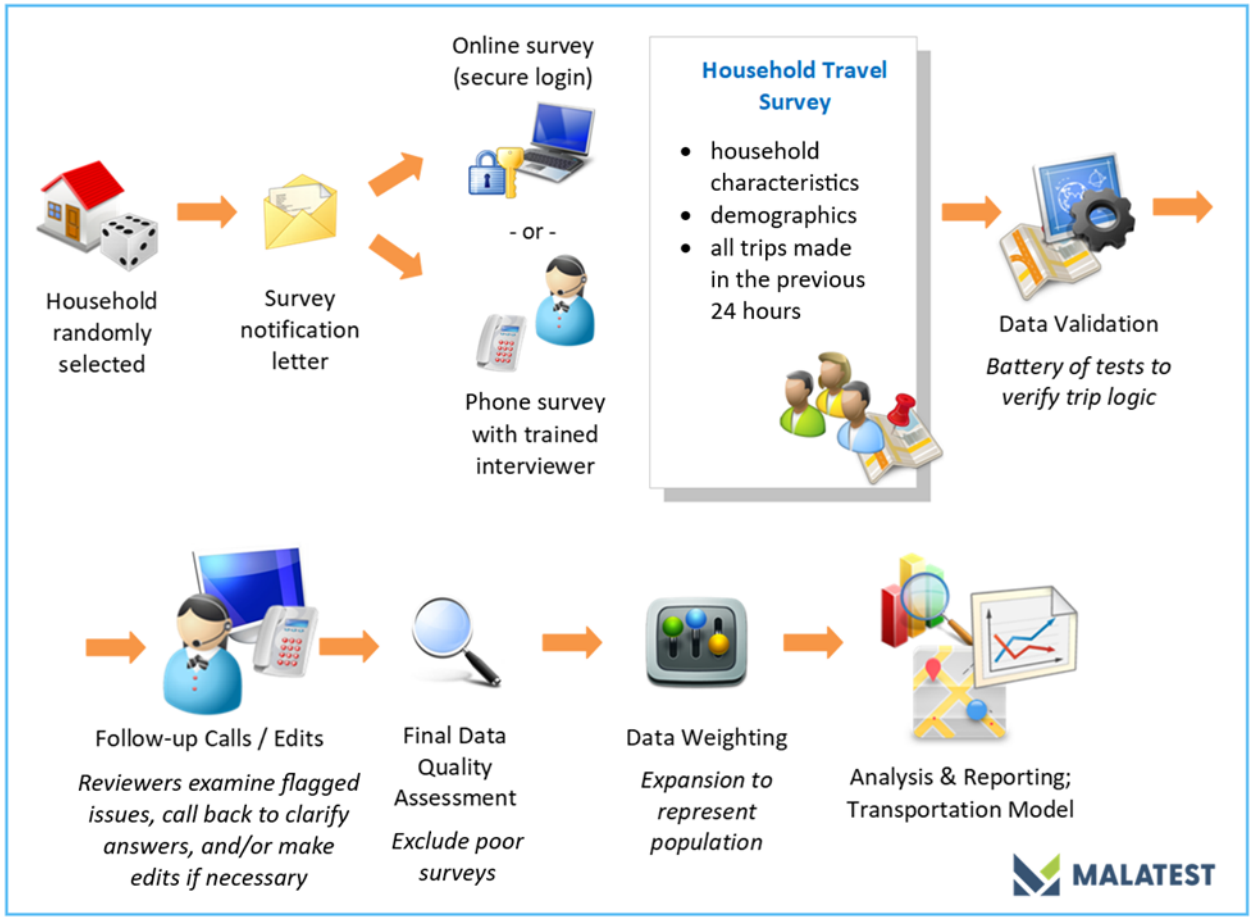
2 Survey Conduct

2.1 Overview

The 2024 Kingston Household Travel Survey is designed to obtain information on mode shares and travel patterns in the study area. The survey captured information on key household characteristics (number of household members, number of vehicles, dwelling type, income); household residents' demographics, socio-economic characteristics and places of work and school; and trips taken over the past 24 hours (from 4:00 AM to 3:59 AM the next day).

The study method allowed for the completion of surveys both by telephone and online via a 24-hour recall survey. Triptelligence™, Malatest's CATI/CAWI (Computer Assisted Telephone/Web Interview) system, accommodated both survey modes on a single integrated platform. Figure 1 illustrates the general process for the household travel survey. The survey process described in the figure is explained in the sections that follow.

Figure 1. Household travel survey overview

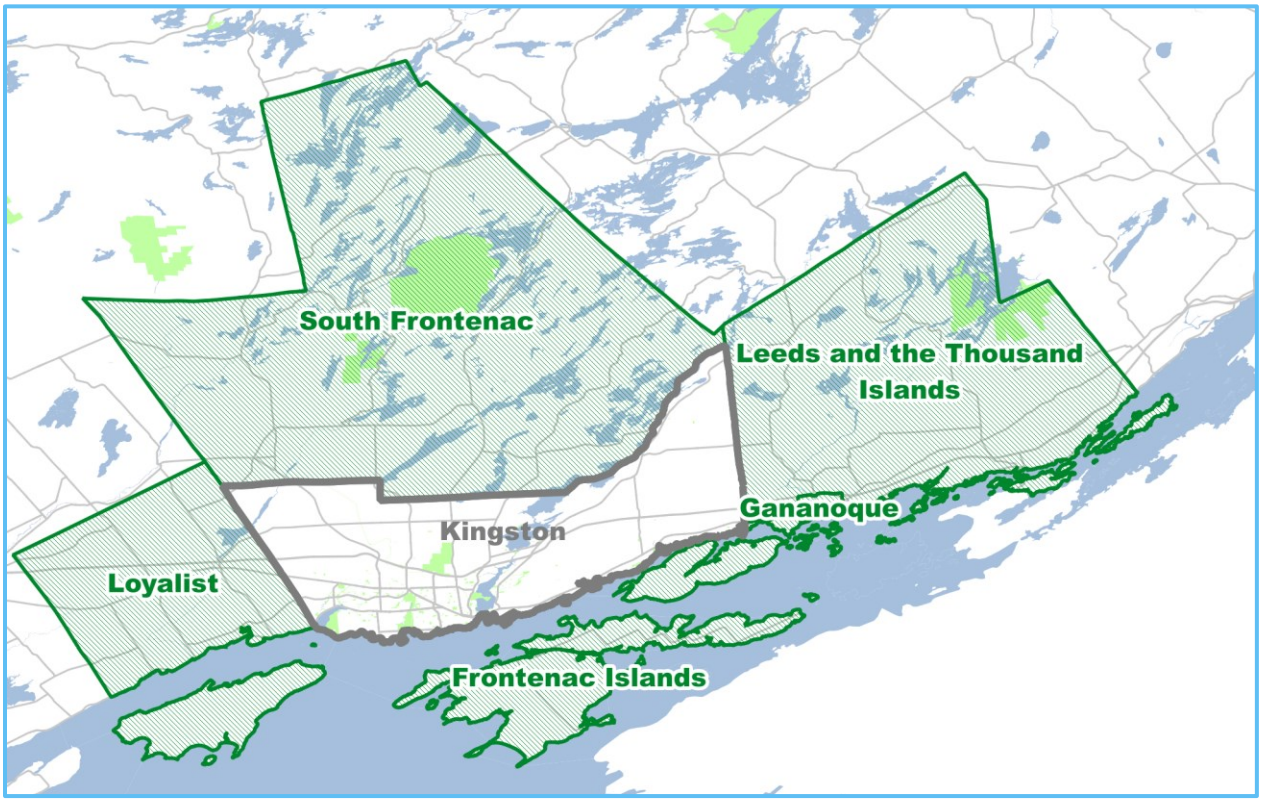


2.2 Survey geography

The 2024 study area coincides with Kingston's municipal boundaries. The daily travel patterns and socio-economic characteristics of residents of households in the study area were captured through the survey.

For the purposes of defining trips external to the study area, a wider geographical 'Travel Area' (including the broader Kingston Census Metropolitan Area) was developed so that relatively local trips to, from, and within nearby communities were accounted for. Only trips well beyond the study area bounds were considered to be 'external trips'. The Travel Area includes a wider boundary around the study area to encompass the surrounding Loyalist, South Frontenac, Leeds and the Thousand Islands, Gananoque, and Frontenac Island counties. The map in **Figure 2** below shows the external areas alongside the city of Kingston study area.

Figure 2. Map of the study area and travel area



The study area is organized into a set of 15 Focus Areas, illustrated in **Figure 3**. These geographies have been grouped into four 'sub-areas' for analysis: Central, West, East, and Rural.

The neighbourhoods contained within each Focus Area are detailed in **Table 1**. The Focus Areas do not necessarily follow neighbourhood boundaries; as such, some neighbourhoods have portions in multiple Focus Areas.

Figure 3. Focus Areas

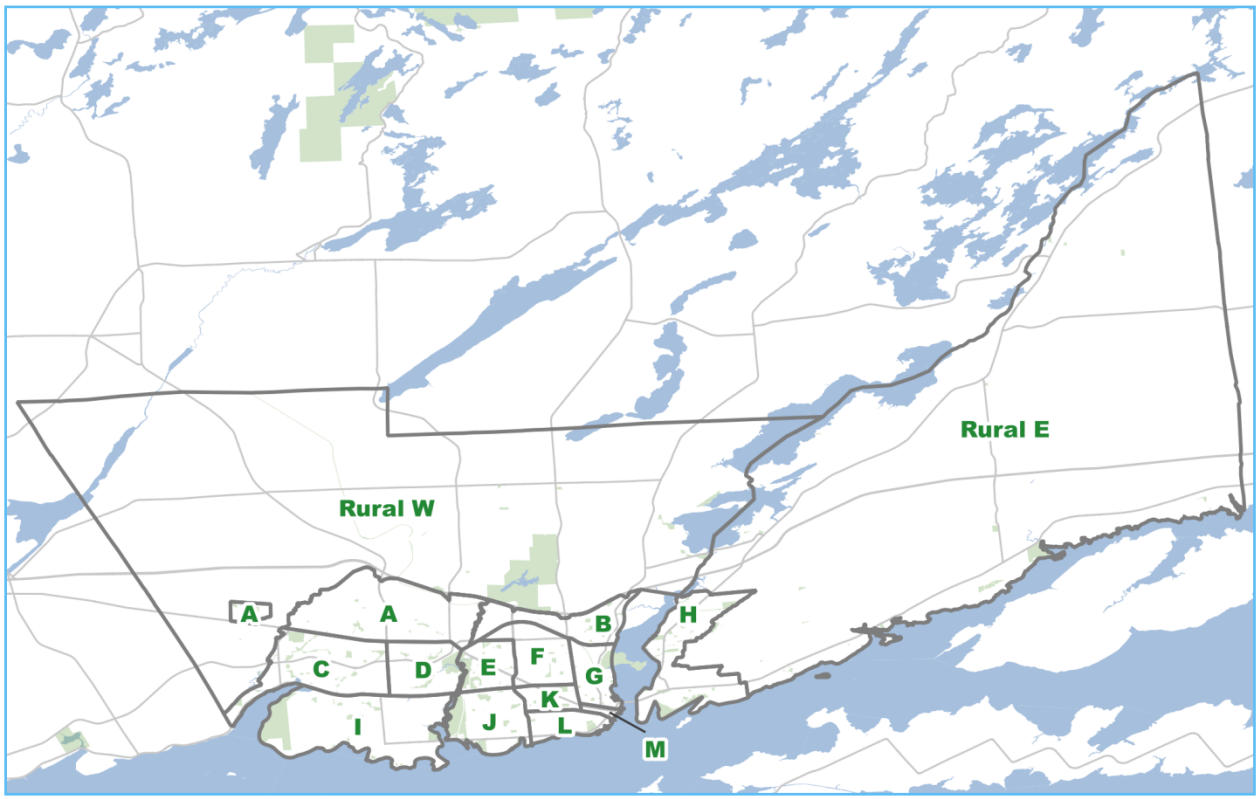


Table 1. Focus area geographies

Sub-Area	Focus Area	Neighbourhood within Focus Area	Estimated 2024 Population	Estimated 2024 Dwellings	Estimated 2024 Dwellings Occupied by Usual Residents
West	A*	Cataraqui North, Westbrook Enclave	19,830	7,750	7,550
	C*	Bayridge, Westwood, Sutton Mills, Gardiners / Meadowbrook (west)	18,690	7,510	7,360
	D	Waterloo Village, Gardiners / Meadowbrook (east)	9,500	4,600	4,380
	I	Lemoine Point, Collins Bay, Auden Park, Henderson, Reddendale	11,800	4,760	4,670
Central	B	Marker's Acres, Rideau Heights (north), Kingscourt / Novelis (north)	7,740	3,760	3,620
	E	Grenville Park, Strathcona Park, Hillendale	7,510	3,580	3,440

Sub-Area	Focus Area	Neighbourhood within Focus Area	Estimated 2024 Population	Estimated 2024 Dwellings	Estimated 2024 Dwellings Occupied by Usual Residents
	F	Kingscourt / Novelis (south)	5,050	2,740	2,610
	G*	Inner Harbour, Rideau Heights (south)	8,640	4,810	4,310
	J	Portsmouth, Fairway Hills, Calvin Park, Polson Park	11,550	6,130	5,740
	K	Williamsville, Sunnyside (north)	9,670	7,610	5,600
	L	Queen's (south), Alwington, Sunnyside (south)	6,410	4,280	3,190
	M	Downtown (portions of Inner Harbour, Queen's, and Sydenham neighbourhoods)	1,740	1,030	630
East	H*	East End (Greenwood Park / St. Lawrence South, Cataraqui River East, CFB Kingston portions within urban boundary)	11,480	4,590	4,460
Rural	Rural W*	Rural East (outside urban boundary: Kingston Mills, Joyceville / Brewer's Mills, St. Lawrence North, Ravensview, Greenwood Park)	6,050	2,100	2,060
	Rural E*	Rural West (outside urban boundary: Woodbine, Mile Square, Sharpton / Grenville, Elginburg / Silvers Corners / Shannon's Corners, Glenburnie)	6,260	2,280	2,150

Estimated 2024 population and dwelling counts are based on 2016 and 2021 Census data by Dissemination Block projected to 2024 on the basis of City of Kingston forecasts of population growth by neighbourhood.
* The estimated population and dwelling counts for Focus Areas A, C, G, H, Rural W, and Rural E may be imprecise due to the Statistics Canada Dissemination Block geographies occasionally straddling Focus Area boundaries, creating challenges in apportioning population and dwellings to these Focus Areas.

2.3 Survey design

The primary goal of the 2024 Kingston Household Travel Survey is to understand where people are going and how they get there by collecting information on the trips made by each member of the household. The data collected from this study helps shape Kingston's future transportation planning.

The 2024 survey design was a household-based survey that collected demographic information on all household members and trip information for household members 5 years of age and older. The survey employed a 24-hour recall method that asked survey respondents to report on their

What is a trip?
For this survey, a trip was defined as a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. For example, travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining and another with a purpose of work.

trips on the previous weekday, from 4:00 AM on the previous day to 3:59 AM the next day. The questionnaire can be found in **Appendix 4: Survey Instrument.**

2.3.1 Survey data elements

The survey collected the following data points at the household, person and trip levels for all household members +5 years of age:

Household level

- Confirm have reached the appropriate person to complete the survey (online: also confirm at least 16 years of age)
- Confirm phone number
- Travel day surveyed (date and day of the week)
- If post-secondary student survey invitation, confirm if living on campus
- Confirm household address (geocode home XY coordinates)
- Dwelling type
- Dwelling tenure
- Number of household members
- Household type
- Number of roommates if living with roommates
- Number of vehicles available to members of the household (includes company vehicles, lease or own, motorcycles, light trucks, but not recreational vehicles like RVs, UTVs, or snowmobiles)
- Number of motor vehicles of each fuel type (if vehicles are available to the household)
- Number of working bicycles, electric bicycles or other e-mobility devices available to members of the household
- Available parking space at home (excluding parking on City streets)
- Whether deliveries received by household and type of delivery
- Household income
- Immigration status

Person level

- Identifier (respondent's preference – first name, initial, relationship, or other identifier) for reference in survey questions
- Gender

- Age
- Driver's licence (yes/no)
- Student status (f/t, p/t)
- School type (Elementary, High School, College, etc.)
- School program type (if post-secondary)
- School program year (if post-secondary)
- School name / location (geocode school XY coordinates)
- Whether attends the school in person, online, or a mix of both
- Permanent Residence when not in school, whether in Kingston in May (if post-secondary)
- Employment status (f/t, p/t, self-employed, unemployed, retired)
- Occupation Type
- Workplace location (employed) (note if home) (geocode workplace XY coordinates)
- Weekdays commuted or telecommuted last week
- Workplace parking availability (free or paid parking)
- Frequency of cycling as primary mode of transportation by season
- Immigration period if not born in Canada
- Made any trips between 4:00 a.m. yesterday and 3:59 a.m. today

Trip level

- Origin (geocode origin XY coordinates)
- Destination (geocode destination XY coordinates)
- Trip departure time
- Trip purpose (or activity at destination location)
- Mode of travel (up to five modes)
- Clarify access and egress modes if transit was chosen without a preceding or subsequent mode entry in the trip chain
- Number of buses taken on trip (if transit taken)
- Number of vehicle occupants (if auto driver or auto passenger)
- Additional information about trip (open-ended response)

2.3.2 Changes to the survey design since the 2019 survey

Several questions were added to the survey instrument in the 2024 survey.

At the household level, the following questions were added:

- Vehicle fuel type: hybrid, electric-only, diesel, biodiesel and other alternative fuel type
- Number of e-micromobility devices
- Dwelling tenure
- Whether deliveries received by household and type of delivery

At the person level, the following questions were added:

- Occupation type
- Weekdays commuted or telecommuted last week

Other changes were made to response categories:

- Income (2 additional categories)
- Mode (3 additional categories: Paid rideshare / non-traditional taxi; E-scooter or other electric mobility device; assisted mobility device)
    - Trip purpose (additional categories and changes), including: 'Work-related was changed to Business meeting or work-related'
    - 'Picking up a package or online purchase' added
    - 'Other trip purpose, specify' added

2.4 Sampling frame and sample design

The population frame for the 2024 KHTS included all private households within the study area. All persons normally residing within each sampled household in the study area were included in the sample frame. Detailed trip data were only collected for individuals five years of age or older, as it is assumed that younger children would generally be accompanied by an older individual for their travel. Beyond reducing the response burden for families with young children, another reason for limiting the data collection to older individuals is the reluctance of some respondents to provide potentially sensitive information about the activities of younger children. For children under the age of five, the survey collected some limited demographic information (such as age and gender).

It may be noted that the sample frame does not include the small proportions of the population that are housed in collective dwellings such as long-term care homes or institutional settings, or those who are homeless.

A sampling plan was developed that stratified the survey area into 43 sampling zones based on neighbourhoods. Dwelling counts for each sampling zone were developed from matching 2021 Census dissemination blocks to the zones as best as possible, with apportionment of dissemination blocks that straddled zones.

To obtain a representative sample of households in the study area, an address-based sampling approach was employed. Households were randomly sampled from a database of mailable residential addresses maintained by Canada Post, with a portion of records having only address listings (address-only) and a portion having addresses that could be matched to listed phone numbers (address-and-phone). A total of 34,151 survey invitation letters were sent to households in private dwellings within the Kingston study area. Approximately 79% of these invitations came from the address-only sample, and the remaining 21% comprised the address-and-phone sample. As address-and-phone listings have higher response rates, fewer listings were required to obtain a representative survey sample.

Additionally, the City of Kingston coordinated efforts to encourage students from three large institutions Queen's University, St. Lawrence College, and Royal Military College to complete the survey as part of student oversample. More information on the student oversample is provided in section 2.6.

2.5 Survey conduct

At the start of survey administration, a rolling field test was conducted with a sample of 100 households across Kingston. The test began with a small batch of invitation letters mailed on September 20, and the first survey completions were received on September 24. The field test assessed initial response, tested telephone administration of the survey, ensured processes associated with the reception of calls to the toll-free line and email enquiries were working as intended, confirmed that the survey programming functioned as intended, and gauged the effectiveness of the survey questions through feedback from initial respondents and telephone surveyors. As no issues were identified, full survey administration continued. Six initial waves of survey invitation letters were sent (including the first smaller flight for the field test). In November and December, a seventh and an eighth wave were added to target specific sampling zones with low response rates.

Survey administration continued until late December. The first travel date recorded in the field test was September 24, 2024, and the last travel date recorded was December 20, 2024. Almost all of the surveys were obtained before winter snow conditions set in, with 7% of surveys obtained in September, 59% in October, 31% in November, and only 3% in December with the first snowfall having been in early December. Light snow was first observed on November 28.[4]

[4] https://weatherspark.com/h/m/22191/2024/11/Historical-Weather-in-November-2024-in-Kingston-Ontario-Canada (last accessed January 8, 2026)

Households were sent survey invitation letters signed by the Mayor of Kingston with a branded brochure explaining the purpose of the study, along with a secure access code and instructions for completing the survey online or over the telephone (See **Appendix 3: Survey Invitation Letter and Brochure**). The mixed-mode telephone/online method maximized opportunities for households to complete the survey. A total of 34,151 households were sent a survey invitation letter, with the largest flights of invitations mailed out in October and early November, with a few smaller flights in late November and early December.

For addresses with listed landlines, households were contacted by professional interviewers to complete the survey over the phone. Respondents who expressed a preference to do the survey online were provided the option to do so and were emailed instructions with a link to the online survey. Telephone surveying began on October 8, 2024, and continued throughout the survey period. Telephone follow-ups for partially completed surveys also occurred in November and early December to help respondents finish their surveys and to obtain extra survey completions. This activity allowed for a better accounting from underrepresented demographics (such as larger households and younger respondents). Exceeding the target number of survey responses also provided room to replace any surveys that might later be found to contain unusable data.

As the 2024 Kingston Household Travel Survey considers only weekday travel, telephone surveying was limited to Tuesday through Saturday, to collect data on Monday through Friday travel. Online respondents were permitted to complete the survey between Sunday and Monday. While the survey usually asked about the most recent weekday to mitigate the potential for over-representation of Friday travel, a portion of respondents who completed the survey on Saturday or Sunday were directed to complete the survey with respect to Thursday. Those who complete the survey on Monday were always asked about Friday, as recollection of Thursday travel may wane more by Monday. No calls were made regarding trips made on National Truth and Reconciliation Day (September 30), Thanksgiving (October 14) or Remembrance Day (November 11), as travel recorded on these dates would be atypical of normal travel patterns for many households. Online surveys were also restricted from providing travel for these dates.

A prize draw was offered to incentivize participation. The prizes included a grand prize of $500 cash and sixty $50 gift cards. The prize draw took place in early 2025.

The main survey was conducted with a random sample of 3,488 households in the study area, for a response rate of 10% prior to data validation.

2.6 Post-secondary oversample

Post-secondary students from Queen's University (Queen's), Royal Military College (RMC) and St. Lawrence College (SLC) were oversampled to ensure a good representation of post-secondary students in Kingston. Specialized email invitations were developed to appeal to the

student population. The email invitation included a specialized URL for students and a specific call to action that requested the representation of students in the research being conducted for the City of Kingston. Representatives from the City also set up information tables on various dates at St. Lawrence College and on Queen's campus to spread the word about the household travel survey to the student body.

Royal Military College and St. Lawrence College sent out invitations to students beginning on October 28, 2024. Queen's University posted about the survey on their social feeds beginning on October 31, 2024; however, no direct email invitations were sent to students. A total of 287 student survey completions were received (before data cleaning).

2.7 Data processing

2.7.1 Data validation and imputations

Each night, Malatest's Triptelligence™ data validation system automatically ran a battery of tests on survey completions from the previous day. The system assigned flags for different issues with different levels of priority (critical issue, possible error, warning, etc.) for review by data validation staff. The data validation staff reviewed each flagged survey and either made logical corrections, re-geocoded locations, called back respondents to clarify information, or rejected the survey as unsalvageable. Surveys that passed all data validation tests were randomly selected for manual review to verify that such surveys appeared to be correct and that validation tests were working as expected. Through the data validation process, 3.3% of surveys were rejected.

The data were systematically reviewed and tested by data analysts during and post data collection to provide quality control of the dataset and rule out the possibility of any systemic data issues. Any relevant re-codes to the data were undertaken (such as combining captured information on work status, school status or other status into a single occupation variable) in preparing the data for analysis.

After data collection, the survey data was further tested by analysts using additional/final validation tests and manual checks to flag any remaining errors in the data or issues with trip logic, addressing any unresolved edits or errors from case follow-ups/ corrections to finalize the dataset for analysis and reporting.

A modest number of missing data points were imputed in preparation for the data weighting by age and gender. Person records with unknown age were imputed (221 who provided a five-year age range and 71 who answered only a broader range, out of 7,454 person records in the dataset used for analysis). Those who reported non-binary gender or who refused to provide their gender (44 people) were randomly assigned to categories of "men+" (men and boys plus a portion of non-binary/refused) or "women+" (women and girls plus a portion of non-binary/refused) for data weighting and analysis, as such respondents were too few to analyze

separately. This follows the approach used by Statistics Canada in reporting federal Census results. The original responses are preserved in the final dataset.

After data validation and rejection of surveys with unresolvable trip logic issues, 3,661 surveys were retained. The rejection rate for surveys with unresolvable trip logic issues or other data issues was 3%.

Respondents from the post-secondary student oversample who lived in multi-person households located off campus (i.e., were not in student residences) were given the option to report on their entire household or just themselves. About 41% of all students surveyed in the supplemental student survey opted to respond for just themselves and not report on the demographics or movements of their housemates. The majority of such individuals (94%) were grouped into 'composite households' within the same neighbourhood with similar characteristics where possible (similar household size and similar access to vehicles). The basic unit of sampling and for certain kinds of analysis is the household; creating composite households is easier for data weighting and analysis than trying to compensate for partial households with missing household members and their missing trips. The household characteristics for the composite household were taken from one of the individuals in the composite household. A total of 37 composite households were created using 111 surveys of students who reported only their own information.

After formation of composite households, the final dataset represents 3,587 households.

2.7.2 Geocoding

After finalization of the dataset, all latitude/longitude coordinates for locations captured by the survey (home, work, school, trip origin, and trip destination) were geocoded using GIS tools to relevant study geographies (43 neighbourhoods) and to Universal Transverse Mercator (UTM) Zone 18N x-y coordinates.

2.7.3 Trip distances

Euclidean straight-line distances between trip origins and destinations were computed from the UTM Zone 18 x-y coordinates associated with the latitudes and longitudes.

Google APIs were accessed to determine estimates of the actual trip distance and duration as travelled on actual roads, cycling paths, and/or walking paths using Google's recommended route of travel for the given mode of travel and time of day. The Google API may not have returned trip distances and durations for a small portion of trips. The actual distance travelled by the participant on their travel day may have differed if the participant's route choice differed from Google's recommended route. Durations are estimates for the given mode and time of day and may have differed on the actual day of travel. The durations for different modes are not exactly comparable: for transit trips, the trip duration includes the total time associated with the journey, including time spent walking to the bus stop or transit station, time walking

between transfers, and time waiting for transfers; For automobile trips, the duration does not include time to find parking or time to walk from the parking location to the final destination. It may be noted that for the small portion of transit trips that have access modes other than walking, the trip distance and duration obtained from this method may not always be accurate. Distances for trips reported with the mode of 'school bus' are not known, as routes are not known, but were estimated using driving distance for analysis purposes.

2.8 Data expansion and weighting

The data for the surveyed households were expanded to represent the total population living in residential households in the study area and a portion of post-secondary students living in on-campus residences. The survey data were also weighted to more accurately represent the distributions of households by household characteristics and demographics. This is necessary to address non-response bias and uneven sampling rates in the final survey sample.

Households that would normally be counted in the Census were weighted against data controls from the Census, while seasonal students who would not normally be counted in the Census were only included in adjustments for total student enrolment and on/off campus temporary (seasonal) housing.

The study area geography was organized into expansion zones as the base geographical unit for data weighting. The expansion zones were constructed to closely follow the 15 Focus Area boundaries with a few deviations to better match the Dissemination Area boundaries for which Census Profile data are available.

An iterative proportional fitting (IPF) method was employed to balance household weights and person weights for the multiple weighting controls. In this method, incremental adjustments to the household weights are made in succession for each of the household controls, as well as a composite adjustment to each household weight to account for the disproportionate distribution by age/gender among the members of each household. Each successive adjustment to balance a given control may slightly or significantly unbalance the correction previously introduced for a different control. However, iteratively cycling through each control results in convergence to a solution where all household and population controls have expected distributions (to within reasonable tolerance; some deviations may be expected, particularly for expansion zones with smaller sample sizes). In this manner, all persons within each household carry the same weight as the household.

Limits were set on extreme weights, although they were allowed to range from 0.175 to 5.75 times the base expansion weight for the household's expansion zone. Only 4.7% of households received weights above 3.0 times the base expansion weight. The weights received final calibrations to ensure that the total number of households in each expansion zone matched the control totals.

The core weighting controls were developed from 2021 Census data. The controls were selected for having significant influence on trip-making behaviour and for completeness of the information in the survey data. Estimates for 2024 dwelling counts were projected forward from 2021 Census counts for sub-municipal geographies using a multi-step process:

- First, the historical growth rates were developed using custom Census counts of total private dwellings by neighbourhood provided by the City for the 2016 and 2021 Census years, to determine the compound annual growth rates (CAGR) by neighbourhood for the five years between the last censuses. The CAGR was applied to the 2021 counts across three years to develop 2024 estimates of total dwellings. In the absence of sub-municipal forecasts from other sources, this is preferable to applying a uniform growth rate across all neighbourhoods. The implicit assumption is that base growth between 2021 and 2024 might be expected to follow a similar pattern as that from 2016 to 2021, at least for most kinds of new builds.
- Given that the City had greenlit some exceptional developments that were completed after the 2021 Census, namely new very large apartment buildings, an additional 2,222 new units located in six neighbourhoods[5] were added to the base growth estimates described above to come up with 2024 total dwelling estimates by neighbourhood. This resulted in an estimated total of 67,634 private dwellings.
- To develop an estimate of the number of private dwellings occupied by usual residents (households) in each neighbourhood, the ratio of such dwellings to total dwellings in the 2021 Census was applied to the 2024 estimate of total dwellings. This resulted in an estimated total of 61,752 private dwellings occupied by usual residents.
- To develop estimates of the number of private dwellings occupied entirely by seasonal student residents (post-secondary students with permanent homes elsewhere who would not be included in Census population counts of Kingston), in fifteen neighbourhoods in proximity to Queen's University and St. Lawrence College, it was assumed that 93% of the estimated number of private dwellings not occupied by usual residents would be occupied by seasonal students. This resulted in an estimated total of 4,591 off-campus seasonal student dwellings.

These dwelling estimates—and the resulting survey estimates after application of data weights of both the permanent and seasonal student population—were very close to the City's own dwelling, population, and employment forecasts. The number of households (total, including permanent and student households) represented by the survey is almost identical to the City's medium-growth-scenario forecasts for 2024, and differences in population estimates were modest. For a detailed comparison of the survey estimates to the municipal forecasts, see

[5] Cataraqui Westbrook, Cataraqui North, Bayridge East, Williamsville, Sunnyside, and Queen's neighbourhoods

Appendix 1: Comparison of City of Kingston Official Forecasts with 2024 KHTS Estimates (appendices provided under a separate cover).

Adjustments to the resulting counts were also made to remove the portion of the population outside the survey sampling frame (approximately 3% of the population) that lives in collective dwellings or without a fixed address. The adjustments to the distributions of population by age group considered that seniors make up a greater portion of the population living in collective dwellings. For this adjustment, information from Statistics Canada on the proportion of the population by age and gender at the Census Subdivision level were used to determine subtractions in the population counts by age and gender groups in those expansion zones known to have population in collective dwellings. The final Census-based weighting controls thus represent the age distributions of the population living in private households. In some smaller expansion zones, certain age and/or gender categories may have been collapsed further due to small sample sizes or strata with no sample.

Throughout the IPF iterations, Census-level weighting controls were applied to 'Census households' in both the address-based sample and the portion of post-secondary student oversample that answered questions on the survey that indicated that Kingston was their permanent home. Seasonal students in seasonal households, and seasonal students within Census households—i.e.,[6] all those that indicated that their permanent home was outside Kingston and that they would not have been counted in the Kingston Census Subdivision in a census if it was conducted in May—only received adjustments pertaining to student enrolments and student housing on/off campus.

Throughout the IPF iterations, Census-level weighting controls were applied to households. For each expansion zone, the Census-based weighting controls applied to Census households included:

- total households (private dwellings occupied by usual residents);
- household counts by dwelling type (house, apartment 0 to 4 floors, apartment 5+ floors, other ground-oriented[7]);
- household counts by household size (1-person, 2-person, 3-person, 4-person, 5+ people); and

[6] Note that while most households were either Census households populated entirely by people who would normally be counted in the Census or seasonal student households populated entirely by people who would not normally be counted in the Census, there was a small number of households that had a mix of people who would be counted in the Census and seasonal students who would not be. For example, a household with multiple post-secondary students, some of whom had a permanent residence outside Kingston, and some of whom live in Kingston year-round and do not have a permanent residence elsewhere, or a resident family that took on a seasonal student as a boarder.

[7] 'Other ground-oriented' includes dwellings such as townhouses, row houses and semi-detached dwellings but excludes single-family dwellings and apartments.

- population counts by age and gender (12 age ranges, 2 genders[8]).

The IPF iterations also applied household level adjustment for weighting controls to characteristics other than by expansion zone. Person-level weighting adjustments were averaged and applied at the household level. These weighting adjustments were either applied to post-secondary students, census households, or all surveys, as follows.

i. For the post-secondary students:
   - total students (living on campus or off campus, whether in census or non-census households). For Queen's, the count of students was further classified by level of education (first year, undergraduate in upper years of study, graduate degree);[9]
   - total off-campus seasonal student housing by neighbourhood (non-census);

ii. total households by neighbourhood (private dwellings occupied by usual residents, census households only);

iii. for persons 15 years of age or older, a labour force adjustment was applied at the city level;

iv. total households by Focus Area.

In addition, for the census households, the weights were seeded by an initial adjustment of household counts by dissemination area to better balance the sample geographically within each expansion zone. For the post-secondary student oversample, the weights were seeded by an initial adjustment of on-/off-campus student counts and off-campus seasonal student housing. After this, the iterative process was applied. A final adjustment by Focus Area was applied so that the reported results accurately represent each Focus Area. It is worth noting that the post-secondary students are not weighted by gender, as such data wasn't available. Analysis of post-secondary students by gender may reveal differences in the survey results for different genders, however, the gender balance of post-secondary students is not necessarily accurate.

To contain the variance of the data weights, no attempt was made to adjust the weighting to balance the survey sample by day of week, as such weighting could create more extreme high or low data weights. It may be noted that travel on Mondays is underrepresented (10% of all surveys, in part due to postal delivery dates for the mail-outs, in part due to statutory holidays usually being Mondays) while Fridays are overrepresented (29% of all surveys, due to a higher

[8] Men+ (men, boys, and some non-binary persons) and Women+ (women, girls, and some non-binary persons).

[9] The numbers of students for Queen's and SLC were drawn from official enrolment reports. The number of beds in on-campus residences for Queen's was taken from the residence website, while the number of on-campus residence beds for SLC was obtained from SLC by the City of Kingston. Both enrolment and on-campus residence beds for the RMC were obtained from the RMC by the City of Kingston. Note that the weighting controls did not include an adjustment for enrolments by gender.

likelihood of the survey being completed as the previous weekday for any response submitted between Saturday through Monday). Of note, both Monday and Friday have similar weighted average trip rates (2.5trips/person 5+, both lower than Tuesday-Thursday trip rates).

2.9 Validation of the weighted survey data

The weighted survey data were validated against Census statistics (various household and demographic characteristics and other available reference data such as enrolments). The results compared favourably for most Census characteristics, including geographic distributions, most household size categories, dwelling type, age/gender, and household income. This suggests that the survey results can be taken to be generally representative of the total population. It may be noted that the weighted survey results are less than total population given that people living in collective dwellings are not in scope, other than the post-secondary students living in residence, who were surveyed. The weighted number of post-secondary students also aligns closely with enrolment figures provided by the University.

Finally, Kingston Transit ridership counts were compared against the survey data. The official ridership figures of about 24,380 daily transit trips and 29,108 boardings compare against expanded survey estimates of 31,157 transit trips (27.8% more) and 35,581 boardings (22.2% more). A deeper analysis by fare type revealed that approximately three quarters of the apparent over-representation is associated with transit trips made by Queen's students. Excluding Queen's students' transit trips, the survey appears to only slightly over-represent the transit trips made by non-Queen's students by 8.5%. More details of the comparisons by fare type can be found in **Appendix 2: Comparison of Kingston Transit Ridership with 2024 KHTS Estimates**. It is reasonable to assume that the transit boarding counts for Queen's students may be undercounted in the ridership figures, given that they are not required to 'tap' a pass when boarding. Similar apparent differences in transit ridership counts were observed in the 2019 KHTS.[10] No actions were undertaken to adjust the survey data to match the ridership figures. The 2024 KHTS data, like the 2019 KHTS data, is subject to the caveat that it *may* over-represent transit ridership by Queen's students.

[10] In 2019, it was theorized the Queen's students' boardings may not always have been manually registered by bus drivers at busy transit exchanges on campus. In 2024, the tracking of boardings with scanning of student passes was theoretically more reliable than in 2019. Nevertheless, the 5,582 daily transit trips for Queen's students from the ridership counts compares to 4,684 for SLC students (only 20% more), which seems somewhat unusual given that Queen's has five times as many students compared to SLC, although there may be other explanations (such Queen's students being more likely to live within walking distance of campus). Without more information with which to better understand the apparent discrepancy, no adjustment was advised. As the 2019 and 2024 dataset both had a similar pattern, longitudinal patterns should still reveal shifts in behaviour between the two survey cycles.

2.10 Survey dataset

The final database is in Microsoft Access format and includes the expanded data for the 2024 Kingston Household Travel survey. The dataset consists of three main data tables along with associated lookup tables. The final dataset contains the following records:

Table 2. 2024 KHTS final dataset

Data Table	# of Valid Records	Weighted #
Household	3,587	72,070
Persons	7,454	157,620
Trips (for persons 5+ years)	19,372	407,600

The data collection period covered travel dates from September 24 to December 20, 2024, with about 92% of the data having been collected for travel dates prior to 15. Table 4 presents the breakdown of weighted surveys completed by the day of the week of the travel dates surveyed. Mondays are underrepresented, and Fridays are overrepresented. As Mondays and Fridays are days more likely to have reduced commuting due to flex days, hybrid work schedules, or individual vacation days taken adjacent to a weekend, the low Monday proportion may be balanced out by the high Friday proportion.

Table 3. Survey completion by survey week

Survey Week	Month	Survey Completions	Cumulative Surveys	Cumulative %
1	September	269	269	7%
2	October	472	741	21%
3		562	1,303	36%
4		252	1,555	43%
5		603	2,158	60%
6	October / November	317	2,475	69%
7	November	651	2,475	87%
8		181	3,126	92%
9		102	3,307	95%
10		79	3,409	97%
11	December	25	3,488	98%
12		36	3,513	99%
13		38	3,549	100%

Table 4. Survey completions by day of week

Day	# of Surveys	Weighted %
Monday	345	10%
Tuesday	751	22%
Wednesday	780	23%
Thursday	663	18%
Friday	1,048	28%

2.11 Statistical reliability

Even with a thorough data sampling, quality control, processing and weighting built into the survey, it is inherent in any survey to have some residual and unavoidable errors, such as sampling errors. To inform applications of the survey data, this section discusses data reliability and explains any sampling errors in the data. The section concludes with a summary of any caveats that analysts should note when using the data.

2.11.1 Data reliability

As with any survey, the data collected can be subject to sources of error or bias that can affect the reliability of the survey results. Potential sources of error can include the following:

- **Under coverage.** Coverage error is associated with the failure to include some populations in the same frame used for sample selection, which may occur with samples of convenience such as telephone directories. The sample frame used was a Canada Post database of mailable residential addresses, which provides excellent coverage of private dwellings in the study area, reducing the concern of under-coverage. However, the Canada Post database may occasionally miss or under-represent some housing types, such as basement / secondary suites, mobile home parks and other non-conventional dwelling types.
- **Non-response bias.** Non-response bias occurs when individuals who do not participate in a survey differ in relevant ways from individuals who do participate. For example, younger people are often less inclined to participate in surveys. This bias has also been addressed, in part, through the data expansion process, including weighting by household size, dwelling type, age, and gender. However, it should be noted that there can be other, hidden biases in the data that could not be corrected by the data weighting.
- **Measurement error.** This type of error is associated with the failure of survey instruments to capture correct information (e.g., through misunderstanding survey questions). To control for this, the questionnaire and associated materials were based on previously well-tested survey questions, thoroughly reviewed for content and meaning and field-tested with a sample of respondents prior to the full survey administration.

Telephone interviewers were trained on the objectives of the survey, definitions of key terms, the intent of survey questions and how to address different trip circumstances described by respondents. During survey administration, telephone interviews were regularly monitored by a supervisor to ensure consistent application of questions. The online survey also included several built-in tests to prompt respondents to confirm key data and clarify illogical responses (e.g., checking for someone who reported their travel mode as 'auto driver' even though they were not reported as having a driver's licence).

- **Respondent under-reporting of minor trips for other household members.** This type of error could include respondents failing to report all trips made by other household members. In the 24-hour recall method employed in this survey, in which a household member reports on the travel made by other household members, the household member responding to the survey should remember all of their trips, and will likely be aware of the most important trips made by other household members, such as non-discretionary (commuting) trips as well as their home-based trips (those that leave or arrive at home). They may sometimes not be aware of or report non-home-based trips with discretionary purposes, such as a stop for coffee along the way to somewhere else or a short trip at lunch from work to a sandwich shop and back. Thus, there may be some under-representation in the survey data of brief stops along reported journeys or short non-home-based discretionary trips. No attempt was made to correct for possible under-reporting of such trips.[11]
- **Processing error.** Processing errors include data entry, coding, editing and imputation errors. These potential sources of error were addressed through comprehensive training of survey staff and survey validation staff, continuous quality management practices and data validation.
- **Sampling error.** Sampling error refers to the variability that occurs by chance because a sample was surveyed, rather than the complete population. As best as possible, sampling error was controlled by obtaining a robust survey sample and targeting areas with lower-than-expected response rates to improve sample sizes for these areas.
- **Error due to extreme weights when analyzing small samples.** Notwithstanding the limiting of very extreme weights in the data weighting, small sample sizes for some strata and non-response bias may contribute to the assignment of high weights for some cases relative to others within the same geographic zone or population stratum. Users of the data should take note that the sample sizes for some zones are relatively modest.

[11] Such adjustments would require detailed analysis of the trip making behaviours by trip type, trip purpose, and demographic characteristics of primary respondents and proxy respondents (other household members) as well as complex trip-synthesis imputations and/or weighting adjustments that would have been beyond the scope of this project. Such imputations or weighting adjustments also carry the risk of introducing unintended bias (e.g., over-compensation) and/or distortion of other trip characteristics, such as average trip distances.

The survey results for such zones should be interpreted with caution. Caution should also be exercised when analyzing any small subgroups of the total population.

2.11.2 Estimates of sampling error

Sampling error can be estimated based on the size of the sample universe (number of households in the study area) and the number of household survey completions. The estimated margin of error for the survey results at the household level is at ±2.3% at a 95% confidence level (theoretically, for a given survey question, the true response proportion for the population would be somewhere within the margin of error of the survey results 19 times out of 20), considering the effects of data weighting on sampling error.

For person- and trip-level survey results for the entire study area, the sampling error is estimated to be ±1.5%. Sampling errors increase when the study area is disaggregated into sub-municipal geographies, or when analyzing population subsamples.

Table 5 provides the household sampling rate, the household and person sample sizes, and the household and person sampling errors for the geographies in the study area. For geographies that include on-campus student residences (collective dwellings), figures have also been provided for use when filtering to only private dwellings / households (when excluding students living on campus from the results).

Table 5. Survey samples and sampling errors for different levels of reporting

	Households in Given Area				Persons Living in Given Area		
	Household universe	Sample size (n households)	Sample rate	Sample error	Expanded persons	Sample Size (n persons)	Sample error
Survey Total	**72,070**	**3,587**	**5.0%**	**±2.3%**	**157,620**	**7,454**	**±1.5%**
Private Dwellings	**65,780**	**3,487**	**5.3%**	**±2.2%**	**151,070**	**7,348**	**±1.5%**
Sub-area							
Urban Area	67,630	3,323	4.9%	±2.4%	145,910	6,843	±1.6%
Central	38,430	1,743	4.5%	±3.6%	75,440	3,424	±2.4%
West	23,760	1,261	5.3%	±3.4%	58,290	2,780	±2.3%
East	5,440	319	5.9%	±7.2%	12,180	639	±5.2%
Rural	4,440	264	5.9%	±8.1%	11,720	611	±5.5%
Sub-area (private dwellings only)							
Urban Area	61,330	3,223	5.3%	±2.3%	139,350	6,737	±1.6%
Central	33,250	1,700	5.1%	±3.3%	70,040	3,377	±2.3%
East	4,320	262	6.1%	±8.4%	11,020	580	±5.6%
Focus Area							
Area A	7,430	365	4.9%	±6.3%	19,450	841	±4.1%
Area B	3,420	146	4.3%	±10.8%	7,530	320	±7.2%
Area C	7,540	414	5.5%	±5.8%	18,850	915	±3.8%

	Households in Given Area				Persons Living in Given Area		
	Household universe	Sample size (n households)	Sample rate	Sample error	Expanded persons	Sample Size (n persons)	Sample error
Area D	4,110	227	5.5%	±8.3%	8,960	457	±5.7%
Area E	3,420	184	5.4%	±8.6%	7,080	388	±5.9%
Area F	2,730	160	5.9%	±10.5%	5,180	316	±7.4%
Area G	5,080	248	4.9%	±8.3%	9,670	433	±6.1%
Area H	5,440	319	5.9%	±7.2%	12,180	639	±5.2%
Area I	4,670	255	5.5%	±8.2%	11,030	567	±5.4%
Area J	7,170	349	4.9%	±7.4%	13,490	658	±5.2%
Area K	7,000	320	4.6%	±7.7%	15,280	617	±5.5%
Area L	8,360	279	3.3%	±10.7%	15,410	601	±7%
Area M	1,250	57	4.5%	±20.2%	1,800	91	±16.3%
Area Rural W	2,280	116	5.1%	±11.9%	6,020	257	±8.4%
Area Rural E	2,160	148	6.8%	±10.9%	5,700	354	±7.1%
Focus Area (private dwellings only)							
Area H	4,320	262	6.1%	±8.4%	11,020	580	±5.6%
Area J	6,060	335	5.5%	±6.9%	12,330	643	±4.9%
Area L	4,290	250	5.8%	±10%	11,170	569	±6.4%

* In this table, Households and Population are expanded survey estimates and include both Census households, off-campus student households not counted in the Census, and (in this table) individual students living on campus (whereas in the analysis of households elsewhere in this report, individual students living on campus are excluded from the definition of a household). When reporting for private dwellings, on-campus residence counts and population are excluded but the seasonal student residents living off campus are included. Numbers may differ from the Census and reflect some under-representation of total population due to the under-representation of households with five or more persons and/or because persons living in collective dwellings and unhoused persons are not included in the sampling frame. Student residences are found in Focus Areas H, J and L, and as such, figures filtered to just private dwellings (both households and population) are listed separately.

Person-level sampling errors associated with post-secondary student population subgroups of interest are as follows: all post-secondary students, ±4.5%; seasonal post-secondary students who live in Kingston from April to September, ±6.4%; Queen's University students, ±5.3%; St. Lawrence College students, ±8.8%; Royal Military College students, ±12.4%; and students living in on-campus residence, ±13.5%.

The sampling errors for person-level information can be considered to carry over to the trips those people make (i.e., the person-level sampling error is associated with the entire trip chain). Reporting of survey results related to trips originating in or destined to given Focus Areas includes trips made by residents of the given geography as well as other residents of the study area from outside that given geography. Therefore, the sampling error associated with information on trips to, from, or within the area would be much better than that for just the trips made by residents of the area, particularly in areas that attract a lot of trips, such as the

downtown and other commercial centres. Therefore, the calculation of sampling error can be undertaken using the number of persons who make trips to a given zone as the sample size rather than the number of trips.

2.11.3 Caveats

Sampling error is not the only possible source of error. While efforts have been made to control for possible error and to weight the data to be more representative of the population, there may still remain some non-response bias or other sources of error not accounted for in the data weighting and data processing.

The inclusion of the student oversamples contributes to the robustness of the survey data and allows for more detailed and reliable analysis of this subpopulation. Nevertheless, the possibility exists that the oversample may have introduced biases that are not easily detectable. In addition, the segmentation of the sample into Census households and non-Census households (those composed entirely of post-secondary students who are seasonal residents who would not usually be counted in the Census) is based on survey responses; if students who are seasonal residents were less likely to respond than those who live in Kingston, it may be possible for seasonal residents to be underrepresented, Census households with post-secondary students to be overrepresented, and for local households without post-secondary residents to thus be slightly underrepresented.

The gender balance of post-secondary students, specifically among those who are seasonal residents, may not reflect the actual gender balance of such students, as the enrolment-based weighting controls did not stratify enrolment counts by gender. Note that Census-based weighting controls for age and gender strata were applied to permanent residents of Kingston who would normally be counted in the Census, which includes post-secondary students whose family home is in Kingston or who moved to Kingston for school without maintaining a permanent residence elsewhere. The weighting of Census persons would mitigate but not eliminate possible survey response bias by gender among post-secondary students.

As noted in section 2.9, the 2024 KHTS is subject to the caveat that it *may* over-represent transit ridership by Queen's students. More investigation would be required to determine the extent to which the apparent under-representation is associated with bias in the survey data dataset or with possible undercounting of boardings by Queen's students in the ridership figures.

Comparisons to 2019 survey results were undertaken using data from the 2019 report. The two survey cycles employed very similar survey methods and very similar data processing and data weighting approaches, with some minor differences.[12] Therefore the overall comparability of

[12] For example, the 2019 KHTS adjusted for employed labour force using 2016 Census figures projected to 2019, whereas the 2024 KHTS adjusted for employed labour force using the proportions of full-time, part-time, and not employed persons 15+ years of age from fall 2024 Labour Force Survey (LFS) estimates for the Kingston CMA rescaled to the city of Kingston.

both datasets may be considered very good, and one may expect that true shifts in behaviour should be apparent above the noise associated with minor methodological differences.

Notwithstanding the good comparability of the 2019 and 2024 survey results, it may be noted that the 2019 survey underrepresented the estimated 30,470 public post-secondary students by about 1,300 students due to limits placed on extreme weights, particularly for the sample of students living in residence on campus, whereas the 2024 expanded survey count of 33,320 public PSE students closely matches total 2024 enrolments across all three institutions. While this should not affect many comparisons, there may be some analyses for which the difference between 2019 and 2024 survey results may be somewhat overstated.

The weighted survey data are based on a 4.7% sample of population expanded to represent the total population of persons living in private dwellings (excluding population living in collective dwellings). As such, expanded counts from the survey data should be understood to be estimates, not exact counts.

(Proportions were used rather than counts, as the LFS estimates of population 15+ do not align with Census counts). The LFS estimates were used because the 2021 Census labour-force-related data could not be relied on given that the Census was conducted during the COVID-19 pandemic. There were other minor differences in the stratification of post-secondary student enrolments, in that the 2019 survey balanced these by gender for Queen's students, whereas this was not done in 2024. Nevertheless the types of weighting controls used and their application were more or less the same in both cycles.

3 Households and Demographics

This section profiles the households and population in the city of Kingston. Household characteristics and population demographics are explored, as well as household transportation options (vehicles, bicycles, transit passes). This information provides important context for the analysis of travel patterns presented later in this report.

The importance of presenting the demographics of the survey area is threefold. First, it profiles Kingston's residents: these are the people who are making trips. Second, exploring demographic trends can help to explain the reasons for travelling and the travel choices residents make. The explanations, in turn, enable a further understanding of the travel characteristics. Third, the results of the travel survey provide a reference point against which the 2019 baseline survey and future surveys can be compared to; changes in household and demographic characteristics over time may provide context to help explain changes in travel patterns.

The 2024 Kingston Household Travel Survey obtained a robust sample of residents across 42 neighbourhoods in Kingston, including a representative sample of post-secondary students living in the community. It should be noted that the survey as a whole does not represent populations living in collective dwellings other than on-campus residences—such as group homes, care homes, or prisons—nor does it capture those experiencing homelessness at the time of the survey.

This report provides analysis at both a 'household' and a 'resident' level. Residents who are post-secondary students may be referred to as 'seasonal', meaning that they live in Kingston only from September to April of each year.

The term 'households' includes residents living in private dwelling units, whether living in the private dwelling year-round or as a seasonal resident. Analysis of households excludes students living in on-campus residences.

The analysis at a 'resident' level includes both the permanent residents of Kingston and the portion of post-secondary students who are seasonal residents between September and April each year, including students living in on-campus residences.

The composition of the survey universe is detailed in Table 6 on the next page, with totals for the city, the area within the city's urban boundary, three urban sub-areas, and the rural sub-area outside the Urban Boundary. The Central sub-area accounts for 41.1% of the population, West 42.1%, East 8.1%, and Rural 8.7%. In section 6, the distribution of expanded households and population is detailed for the 13 urban and two rural Focus Areas with selected demographics.

The expanded survey results represent 65,774 households occupied by usual residents and a total of 157,620 residents of the city, about 97% of the total population in the fall months. This is less than the total population for two reasons. First, residents of most collective dwelling

types and those without a fixed address were not included in the scope of the survey. Second, despite weighting by household size, non-response bias amongst the largest households and the limits placed on extreme weights restrict the expansion of the total population to slightly less than the actual population in private dwellings. Of note, the survey represents approximately 33,320 students at the three public post-secondary institutions, of whom approximately 20,350 are estimated to be seasonal residents living off or on campus.[13]

Table 6. 2024 survey universe: permanent and temporary/seasonal dwellings, households, and population

Private Dwellings / Households	City of Kingston	Urban Area	Central	West	East	Rural
Total private dwellings (from Census and City forecasts)	**67,530**	**63,150**	**33,940**	**24,610**	**4,590**	**4,380**
Private dwellings occupied by usual residents	61,770	57,550	29,130	23,960	4,460	4,220
Private dwellings occupied by seasonal student residents	4,590	4,590	4,420	130	40	0
Other private dwellings (not occupied or occupied by other temporary residents); outside survey scope	1,170	1,010	390	520	90	160
Survey expanded households (excluding student residences)	**65,780**	**61,330**	**33,250**	**23,760**	**4,320**	**4,440**
Population	**City of Kingston**	**Urban Area**	**Central**	**West**	**East**	**Rural**
Total Census population	**141,900**	**129,600**	**58,310**	**59,810**	**11,480**	**12,300**
Population in private dwellings occupied by usual residents	138,270	127,310	57,040	58,880	11,390	10,960
Population in collective dwellings; outside survey scope	3,630	2290	1,270	930	90	1,340
% of Census population living in collective dwellings	2.63%	1.80%	2.23%	1.58%	0.79%	12.23%
Seasonal (Sept.-April) population not counted in the Census	**20,350**	**20,352**	**19,120**	**180**	**1,050**	**0**
Estimated seasonal student residents living off campus	13,900	13,902	13,720	180	0	0
Students not counted in Census but living in private dwellings also occupied by permanent residents	3,240	3,238	3,060	180	0	0
Students living in seasonal student housing where all household members are seasonal residents	10,660	10,665	10,660	0	0	0
Students living in on-campus residences	6,450	6,450	5,400	0	1,050	0
Total population during fall months	**162,250**	**149,952**	**77,430**	**59,990**	**12,530**	**12,300**
Population in scope for the survey	**158,620**	**147,662**	**76,160**	**59,060**	**12,440**	**10,960**
Survey expanded population	**157,620**	**145,910**	**75,440**	**58,290**	**12,180**	**11,720**

[13] The 2024 KHTS survey estimate closely matches actual enrolments, whereas the 2019 KHTS represented 29,020 PSE students, somewhat less than the 30,470 enrolments, due to limits placed on weights for the small sample of students living on campus.

Important note on interpreting the survey results

Readers are reminded that expanded counts from the survey are estimates based on weighted survey sample of 5% of households expanded to represent the size of the population and should not be taken to be exact counts. Overall household-level results are subject to a margin of error associated with random sampling of ±2.2%, with person-level results ±1.5%, at a 95% confidence level.

Household- and person-level results are usually rounded to the nearest 10 and trip-level results are usually rounded to the nearest 100. Due to rounding, the percentages presented for individual response categories may not always sum to 100%.

3.1 Key household and population indicators

This section describes the household and demographic factors that influence people's travel choices and patterns and discusses how these relate to each other. Table 7 summarizes the key indicators for households in Kingston, including seasonal student households, but excluding students living on campus. As a means of vetting the results and examining trends in these key indicators, the table also summarizes the findings from the 2019 Kingston Household Travel Survey. All data are expanded survey results.

Both private dwellings and population between 2019 and 2024 have experienced similar growth (increases of 11% and 10%, respectively). However, the survey results suggest that the growth in the number of bicycles is less than the rate of population growth, while the number of vehicles has grown slightly faster than the total population (but is closer to the growth in population 16+ years). The number of workers has also grown faster (by 15%) than population. The average household size and average number of vehicles per person remain about the same (±0.01).

Table 7. Key indicators (households, vehicles, population, employed population)

Statistic	2019 Expanded Survey Count	2024 Expanded Survey Count	% change
Households	59,360	65,780	10.8%
Population in private households*	136,880	151,070	10.4%
Total employed population	61,390	70,840	15.4%
Population 5+ (represented in trip data)	133,560	144,920	8.5%
Population 16+ (eligible for driver's licence)	116,560	130,140	11.7%
Number of household vehicles	79,880	89,770	12.4%
Number of bicycles	79,460	84,090	5.8%
Average household size	2.31	2.30	-0.4% (-0.01)
Average vehicles per household	1.35	1.36	0.7% (+0.01)
Average vehicles per person 16+	0.69	0.69	0.0%

* 'Population in private households' is less than the total population, as it does not include people living in collective dwellings (such as students in on-campus residences, the survey results for whom are suppressed from this table, and those in other types of collective dwellings, who were not surveyed) or unhoused people.

3.2 Household characteristics

This section provides an overview of household characteristics (dwelling type, household size, dwelling tenure, household structure, household income, and number of household vehicles). Note that in accordance with the reporting for the 2019 KHTS, household characteristics are only presented for private households, including seasonal student households. Students living in residence on campus are excluded from the discussion of household characteristics.

3.2.1 Dwelling type

The most common household type in this study is single detached houses, at 47% of the weighted sample (Figure 4). The remainder is divided between other ground-oriented units at 19%, apartments or condominiums with fewer than five storeys at 17%, and apartments or condominiums with five or more storeys at 17%. When examining dwelling type by sub-area (Table 8), the highest concentration of apartments (both those with fewer than five storeys and those with five or more storeys) is found in the Central sub-area, where apartments together make up over half of all dwellings. In contrast, single-detached houses dominate the Rural sub-area, accounting for 95% of all dwellings. The West and East sub-areas are more mixed but lean toward single detached houses, at 63% and 64% respectively, while the Urban Area overall shows a balance between detached houses (43%) and apartments (37%). Table 9 shows the comparison between 2019 and 2024 survey results. There was a 1% increase in the number of apartments in buildings with five or more storeys and a 1% decrease in other ground-oriented dwellings.

Figure 4. Dwelling type

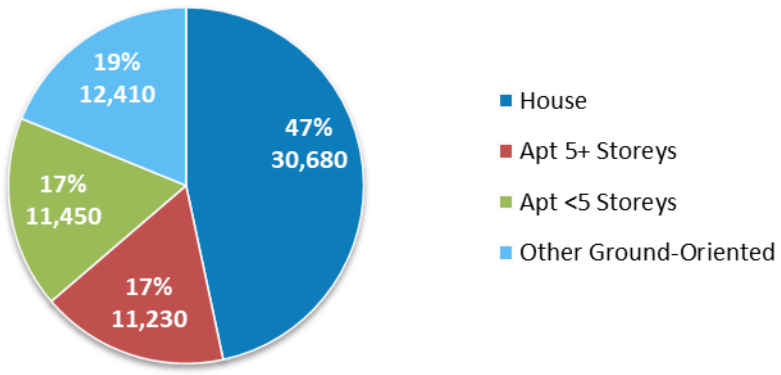


Table 8. Dwelling type by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Total private dwellings	**65,780**	**61,330**	**33,250**	**23,760**	**4,320**	**4,440**
House	47%	43%	27%	63%	64%	95%
Apartment/condo with 5 or more storeys	17%	18%	25%	9%	16%	0%
Apartment/condo with 1 to 4 storeys	17%	19%	28%	7%	4%	2%
Other ground-oriented	19%	20%	20%	21%	15%	3%

* Other ground-oriented includes row houses, townhouses, semi-detached, duplexes, and mobile homes.

Table 9. Households by dwelling type 2019 vs. 2024

Households by Dwelling Type	2019 Survey	2019 %	2024 Survey	2024 %
Total private dwellings	**59,360**	**100%**	**65,780**	**100%**
House	27,810	47%	30,680	47%
Apartment/condo with 5 or more storeys	9,580	16%	11,230	17%
Apartment/condo with 1 to 4 storeys	10,090	17%	11,450	17%
Other ground-oriented	11,880	20%	12,410	19%

3.2.2 Dwelling tenure

Dwelling tenure patterns show a clear contrast between renters and owners. Based on the survey results, 57% of households own their dwelling, while 41% rent (Table 10). Compared to the 2021 Census, the survey represents a slightly higher proportion of ownership (56% Census vs. 57% survey) and a slightly lower proportion of renters. Ownership is most strongly associated with single detached homes and other ground-oriented dwellings, particularly in suburban and rural areas, while rental tenure is more concentrated in apartments and student residences located in the Central sub-area. This spatial distinction highlights a divide in housing tenure across Kingston, where the urban core supports higher-density rental markets, and ownership is more dominant in peripheral and low-density neighbourhoods.

Table 10. Households by dwelling tenure: expanded survey data vs. 2021 Census

Dwelling Tenure	Census	%	Survey	%
Rent	27,110	44%	27,280	41%
Own	34,620	56%	37,710	57%
Unknown	-	-	790	1%

3.2.3 Household size

Household size distributions are presented in Figure 5 and broken out by sub-area in Table 11. Overall, 31% are single-person households, 36% have two household members, and 33% have three or more household members. As might be expected, higher concentrations of single-

person households are found in the Central sub-area (39%), while the East (42%) and Rural (40%) sub-areas have more households that consist of three or more people, with the average household size reflecting this (at 2.55 in the East and 2.64 in the Rural sub-area).

Figure 5. Household size

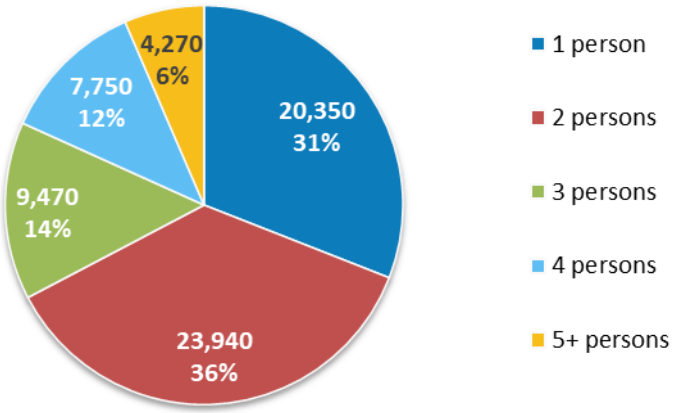


Table 11. Household size by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Total households	**65,780**	**61,330**	**33,250**	**23,760**	**4,320**	**4,450**
1 person	31%	32%	39%	25%	20%	16%
2 persons	36%	36%	35%	37%	38%	45%
3 persons	14%	14%	12%	16%	17%	16%
4 persons	12%	11%	8%	15%	17%	16%
5+ persons	6%	6%	6%	7%	8%	7%
Average household size	**2.30**	**2.27**	**2.11**	**2.45**	**2.55**	**2.64**

Table 12 presents the distribution of household size from the 2019 survey compared to the 2024 survey. There does not appear to have been a shift in household size during the past 5 years.

Table 12. Households by household size, 2019 vs. 2024

	2019 Survey	2024 Survey
Total Private Dwellings	**59,360**	**65,780**
1 person	31%	31%
2 persons	36%	36%
3 persons	14%	14%
4 persons	12%	12%
5+ persons	7%	6%

3.2.4 Household structure

Citywide, the largest categories of household structures are single-person households (29%), couples without children (28%), and couples with children (23%). Central Kingston has the highest shares of single-person households (37%) and roommates (16%), while West (32%) and East (36%) record the highest shares of couples with children. Couples without children are most common in the Rural area (39%), which also has the highest share of extended families (9%), while multiple-family households are uncommon across all sub-areas (ranging between none and 2%).

Figure 6. Household structure

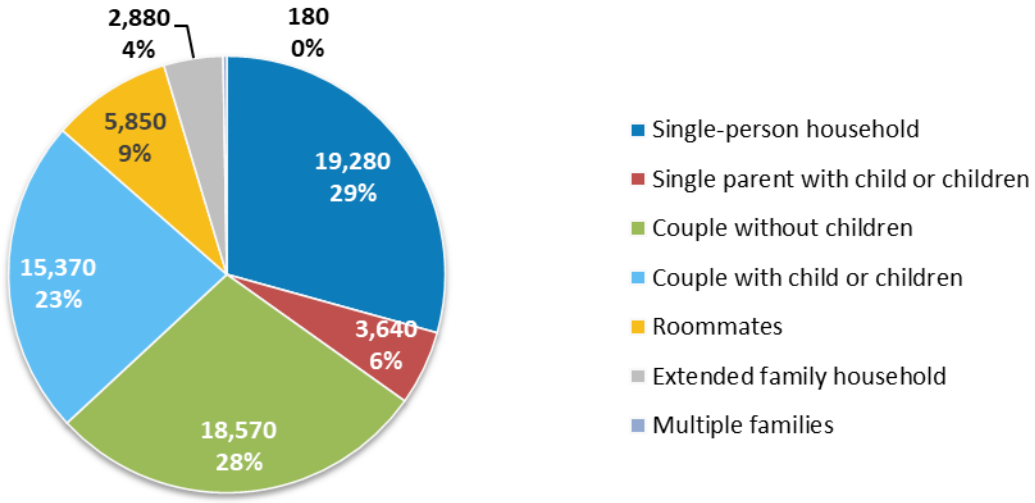


Table 13. Household structure by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Total households	**65,780**	**61,330**	**33,260**	**23,760**	**4,320**	**4,450**
Single-person household	29%	30%	37%	23%	18%	15%
Single parent with child or children	6%	6%	5%	6%	8%	3%
Couple without children	28%	27%	25%	30%	32%	39%
Couple with child or children	23%	23%	14%	32%	36%	34%
Roommates	9%	9%	16%	2%	1%	1%
Extended family household	4%	4%	3%	6%	4%	9%
Multiple families	<0.5%	<0.5%	<0.5%	<0.5%	2%	0%

3.2.5 Household income

Figure 7 illustrates the income distribution of households surveyed and Table 14 presents this information by sub-area. A total of 14% of respondents declined to answer this question; results may be subject to question non-response bias. The survey results may differ from the Census.

Overall, 18% of households with a valid response reported income below $30,000, while 19% report incomes of $150,000 or more. Likewise, middle-income groups between $50,000 and $79,999 make up another 19%, with other brackets ranging between 9% and 13%. By sub-area, the Central area has the highest share of low-income households ($0-29,999 at 29%) and the lowest share of high-income households ($150,000+ at 11%). In contrast, the East (31%) and Rural (35%) sub-areas have the highest proportions of high-income households, with much lower shares in the lowest income brackets. The West sits in between, with 25% in the $150,000+ category and relatively balanced distributions across middle incomes.

Figure 7. Household income

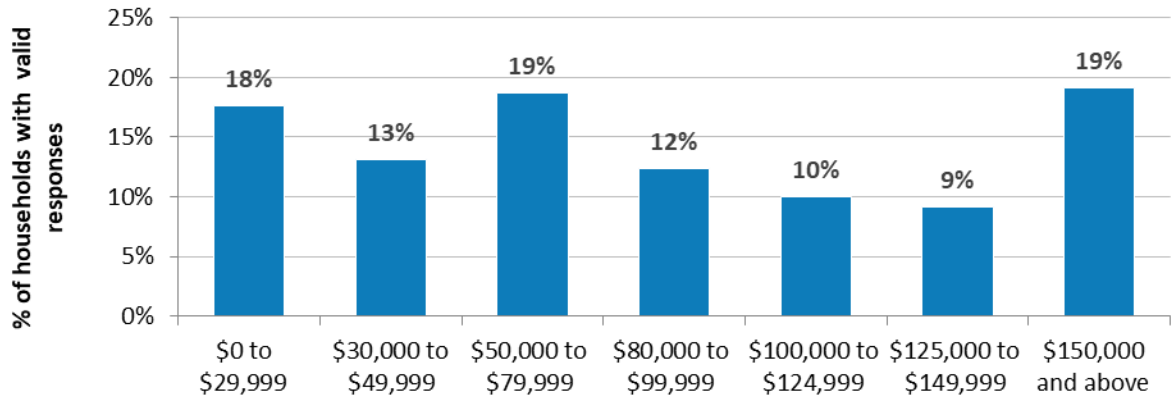


Table 14. Household income distribution by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Total households	**65,780**	**61,340**	**33,260**	**23,760**	**4,310**	**4,450**
$0 to $29,999	18%	19%	29%	6%	3%	4%
$30,000 to $49,999	13%	13%	16%	11%	4%	8%
$50,000 to $79,999	19%	19%	20%	18%	19%	13%
$80,000 to $99,999	12%	12%	10%	15%	13%	14%
$100,000 to $124,999	10%	10%	7%	13%	11%	14%
$125,000 to $149,999	9%	9%	6%	12%	19%	12%
$150,000 and above	19%	18%	11%	25%	31%	35%
Total Valid Response	100%	100%	100%	100%	100%	100%
*Unknown / declined (% of total households)**	*14%*	*14%*	*13%*	*16%*	*14%*	*16%*

* Percentage distributions by income range are based on valid responses, excluding unknown/declined responses. The proportion of total households responding that did not provide an answer is provided for reference.

3.2.6 Household vehicles

83% of all households have access to at least one vehicle. On average, there are 0.69 vehicles per person aged 16 years and older (those eligible for a driver's licence). The average number of vehicles per household is 1.36.

The expanded survey results suggest that Kingston households collectively own nearly 90,000 insured vehicles (including cars, light trucks, vans, and motorcycles, as well as vehicles provided by employers that household members use for commuting or personal business).

Vehicle ownership by sub-area varies considerably. Only 71% of households in the Central sub-area have at least one vehicle, with an average of 1.01 vehicles per household and 0.53 vehicles per person aged 16+, reflecting lower levels of ownership in this part of the city. By contrast, ownership levels are highest in the West (95%), East (96%), and Rural (100%) sub-areas, where the average number of vehicles per household ranges from 1.64 in the West to 2.23 in the Rural area, and vehicles per person aged 16+ reach as high as 1.01 in Rural Kingston (Table 15).

Table 15. Vehicles per household by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Private Households	65,780	61,330	33,250	23,760	4,320	4,440
Total household vehicles	89,770	79,870	33,510	39,070	7,290	9,900
People 16+*	130,140	120,320	63,470	47,960	8,900	9,820
Vehicles/ household	1.36	1.30	1.01	1.64	1.69	2.23
Vehicles/ person 16+*	0.69	0.66	0.53	0.81	0.82	1.01
% of households with vehicles	83%	82%	71%	95%	96%	100%
% of Persons 16+ with access to a household vehicle	87%	86%	76%	97%	98%	100%

*Population 16 years or older who are eligible for a driver's licence, whether or not they hold a licence.

Comparison with 2019 suggests that although the total number of vehicles has increased, along with a marginal increase in the average number of vehicles per household, the % of persons 16+ with access to a household vehicle has increased by 2%.

Table 16. Vehicle availability, 2019 vs. 2024

	2019 Survey	2024 Survey
Households	59,360	65,780
Total household vehicles	79,880	89,770
Persons 16+*	116,560	130,140
Vehicles/ household	1.35	1.36
Vehicles/ person 16+*	0.69	0.69
% of households with vehicles	82%	83%
% of Persons 16+ with access to a household vehicle	85%	87%

* Those eligible for a driver's licence

Figure 8 and Table 17 detail the relationship between dwelling type and household vehicle availability. The average number of vehicles per single-detached house is 1.81, decreasing to 1.31 for other ground-oriented dwelling types. Apartments with five or more storeys had slightly higher vehicle availability, at 0.85, compared to apartments with fewer than five storeys (0.72).

Figure 8. Dwelling type and vehicle availability

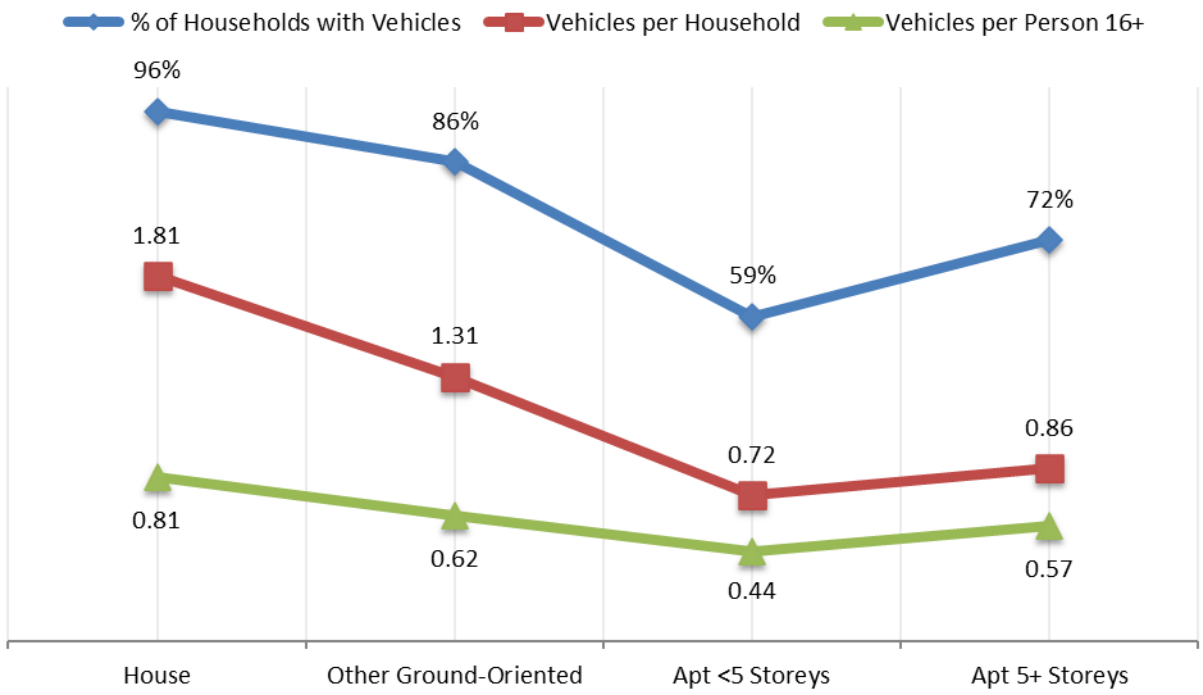


Table 17. Vehicles per household by dwelling type

	Households	People 16+*	Vehicles	% of Households with Vehicles	Vehicles/ Household	Vehicles/ Person 16+
Single-detached	30,680	68,450	55,590	96%	1.81	0.81
Other ground-oriented	12,410	26,130	16,280	86%	1.31	0.62
Apartment/condo with 1 to 4 storeys	11,450	18,700	8,270	59%	0.72	0.44
Apartment/condo with 5 or more storeys	11,230	16,870	9,620	72%	0.86	0.57

When looking at vehicle availability by household size (Table 18), the number of vehicles per household increases with the increase in household size. However, it's notable that vehicles per person 16+ decreases with the increase in household size.

The vehicle fuel type distribution shows that 88% of household vehicles in Kingston use gasoline/petrol as a fuel followed by 4% hybrid, 3% gas motorcycle, 2% electric, and plug-in hybrid and diesel both at 1%.

Aggregating the categories, zero-emission vehicles (ZEVs), which consist of hybrid plug-in and electric vehicles,[14] currently make up 3% of household vehicles, while the total for electrified vehicles (adding in hybrids with ZEVs) is 7%. The distribution of vehicle fuel type by sub-area shows that East has the highest proportions of electrified vehicles at 13% combined and Rural Kingston has the lowest proportion of electrified vehicles (6%) and the highest proportion of diesel vehicles (3%).

Table 18. Vehicle availability by household size

Household Size	Households	Vehicles	People 16+	Vehicles/ Household	Vehicles / Person 16+	% of households with vehicles
1 person	20,350	15,830	20,350	0.78	0.78	68%
2 persons	23,940	34,610	47,350	1.63	0.73	89%
3 persons	9,470	15,100	24,080	1.76	0.63	91%
4 persons	7,750	15,150	21,590	2.05	0.70	95%
5+ persons	4,270	9,070	16,770	2.34	0.54	91%
Total	**65,780**	**89,760**	**130,140**	**1.63**	**0.69**	**83%**

Table 19. Vehicle fuel type

Fuel Type	City of Kingston	Urban Area	Central	West	East	Rural
Private Vehicles	**89,770**	**79,870**	**33,510**	**39,070**	**7,290**	**9,900**
Petrol	88%	88%	90%	88%	83%	88%
Hybrid	4%	4%	4%	4%	9%	2%
Plug-in Hybrid	1%	1%	1%	1%	2%	1%
Electric	2%	2%	2%	2%	2%	3%
Diesel	1%	1%	1%	1%	0%	3%
Biodiesel	0%	0%	0%	0%	0%	0%
Gas motorcycle	3%	3%	3%	3%	4%	4%

[14] Transport Canada defines a ZEV is a vehicle that either produces no tailpipe emissions or has the potential to produce no emissions, for example, an electric vehicle. There are three types of ZEVs on the market: battery-electric, plug-in hybrid electric, and hydrogen fuel cell.

3.2.7 Parking at home

Table 20 shows the availability of off-street parking at home across Kingston. Citywide, households average 2.36 off-street parking spots, with 8% having none and 29% limited to a single space. Larger parking availability is less common overall, with 9% of households reporting five or more spaces.

Patterns vary sharply by sub-area. The Central sub-area has the highest share of households without off-street parking (16%) and the smallest average supply (1.60 spaces per household), reflecting its higher-density housing mix. By contrast, the West and Rural sub-areas report far greater parking availability, averaging 2.77 and 5.35 spaces per household, with 10% (West) and 57% (Rural) of households having five or more spaces. The East (2.41) and Urban area overall (2.13) fall between these extremes, with most households having one to two off-street spaces.

Figure 9. Available parking spots at home

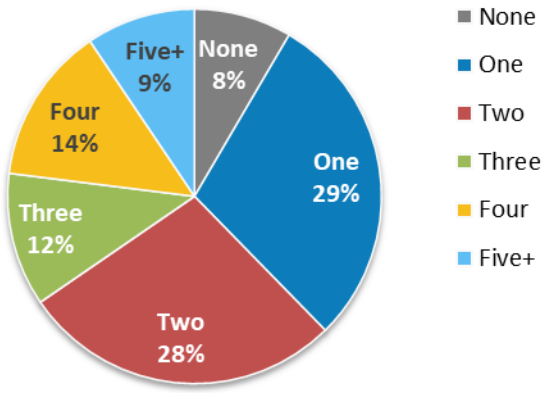


Table 20. Availability of parking at home by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Households	65,780	61,330	33,250	23,760	4,320	4,440
Number of household vehicles	89,770	79,870	33,510	39,070	7,290	9,900
Total home parking spots available for use (other than on-street parking)	154,940	130,690	53,340	65,820	10,390	23,750
Average number of available off-street parking spots per household	2.36	2.13	1.60	2.77	2.41	5.35
% of Households						
No off-street parking available	8%	9%	16%	1%	0%	0%
One off-street parking spot	29%	31%	41%	20%	22%	3%
Two	28%	29%	25%	32%	41%	11%
Three	12%	11%	9%	14%	16%	15%
Four	14%	13%	5%	23%	18%	15%
Five or more	9%	6%	3%	10%	3%	57%

Figure 10 presents the availability of off-street parking by dwelling type. Results show that houses have the highest parking availability, with 99% of households reporting access and an average of 3.25 spaces per household. Other ground-oriented dwellings, such as row houses and townhouses, also have high access (93%), though at a lower average supply of 1.94 spaces per household.

Parking availability is more limited for apartments. Among apartments in buildings with five or more storeys, 84% have access to off-street parking, averaging 0.98 spaces per household, while 16% report none. For apartments with fewer than five storeys, access drops further, with 76% having off-street parking and an average of 1.14 spaces per household, while nearly one in four households (24%) report no parking at all.

Overall, houses and ground-oriented dwellings provide near-universal access to multiple off-street spaces, while apartments—particularly smaller buildings—show the greatest share of households without parking.

Figure 10. Available parking at home by dwelling type

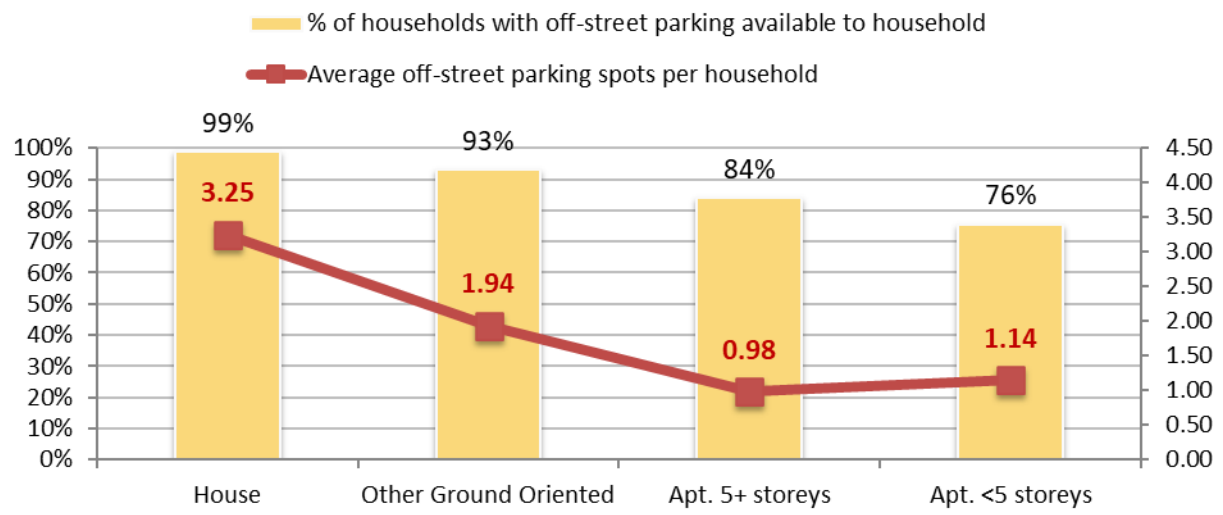


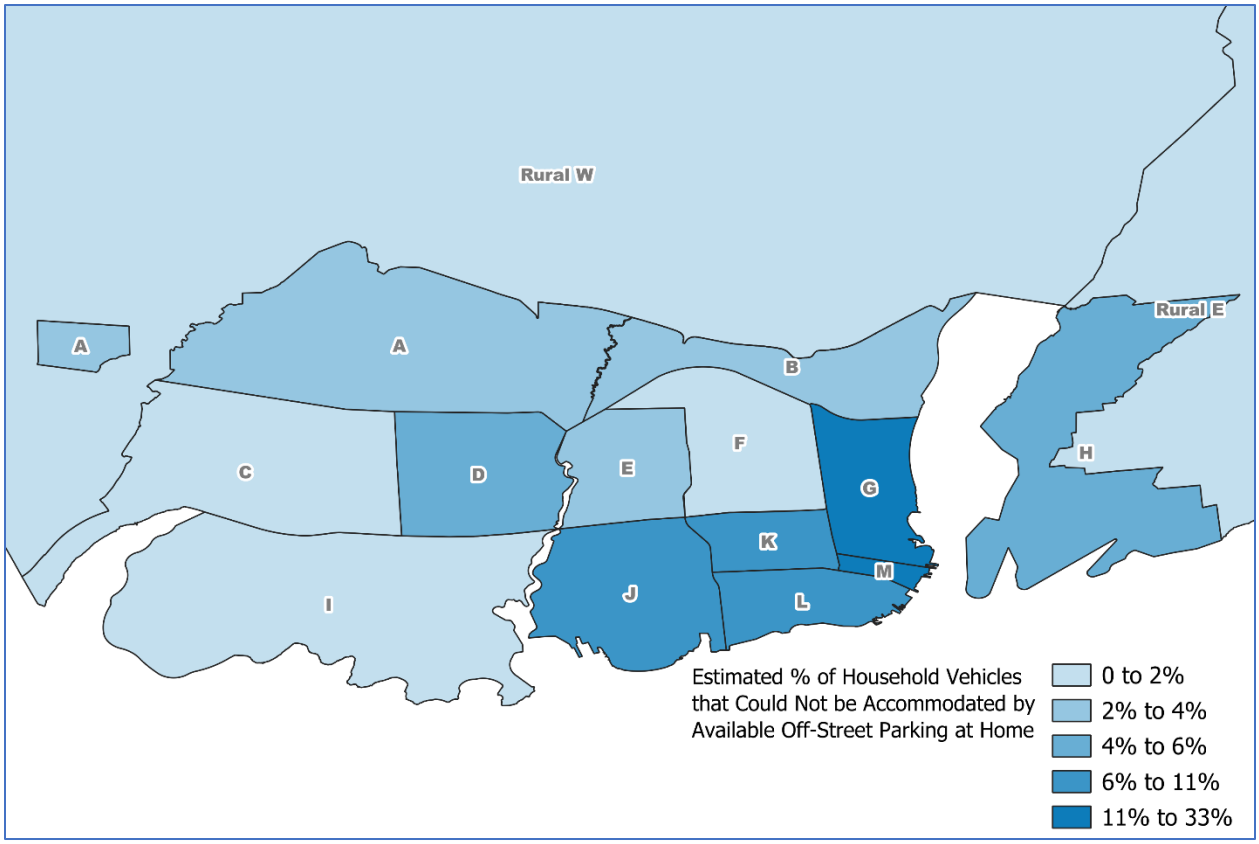
Table 21 on the following page provides detail by Focus Area, including an estimate of the proportion of household vehicles that could not be accommodated by available off-street parking at the resident's own home.

Table 21. Availability of parking at home by Focus Area

	Kingston Total Private Dwell.	Focus Area A	Focus Area B	Focus Area C	Focus Area D	Focus Area E	Focus Area F	Focus Area G	Focus Area H	Focus Area I	Focus Area J	Focus Area K	Focus Area L	Focus Area M	Rural West	Rural East
Private households	65,780	7,430	3,420	7,540	4,110	3,420	2,730	5,080	4,320	4,670	6,060	7,000	4,290	1,250	2,280	2,160
# of household vehicles	89,770	12,660	4,240	12,890	6,020	3,810	3,240	4,990	7,290	7,500	6,250	5,910	4,330	730	5,010	4,890
Avg. # vehicles/household	1.36	1.70	1.24	1.71	1.46	1.11	1.19	0.98	1.69	1.61	1.03	0.84	1.01	0.58	2.20	2.26
Total off-street home parking spots available for use	154,940	20,380	7,290	21,740	9,600	6,290	5,420	6,310	10,330	14,110	10,880	10,140	6,490	680	12,320	11,450
Avg. # off-street parking spots per household	2.36	2.74	2.13	2.88	2.33	1.84	1.98	1.24	2.39	3.02	1.80	1.45	1.51	0.54	5.40	5.29
% of households with no off-street parking available at home	8%	1%	9%	1%	2%	9%	7%	19%	1%	2%	9%	22%	19%	54%	0%	0%
Estimated % of vehicles not accommodated by available parking at home	5%	4%	3%	2%	6%	4%	2%	18%	6%	0%	7%	11%	11%	33%	1%	1%

Note that not all households with parking spots have a vehicle, and not all households with a vehicle have parking spots. This analysis excludes students living in residence. Figures are scaled to account for non-response to the question on number of parking spaces available to household members excluding off-street parking. There may be slight discrepancies between the sum of individual figures by focus area compared to the survey total that are due to variations in the scaling for non-response.

Figure 11. Map of estimated % of household vehicles that could not be accommodated by available off-street parking at home



3.2.8 Household bicycles and e-micromobility devices

The survey results suggest that Kingston residents own about 84,090 bicycles and/or e-bikes, representing an average of 1.28 bicycles per household. While this indicates a substantial supply, slightly less than half of households (49%) have at least one adult bicycle or e-bike, as shown in Figure 12. Among households with children, about 70% own at least one child's bicycle, showing a stronger link between family households and bicycle ownership.

Figure 12. Households with bicycles

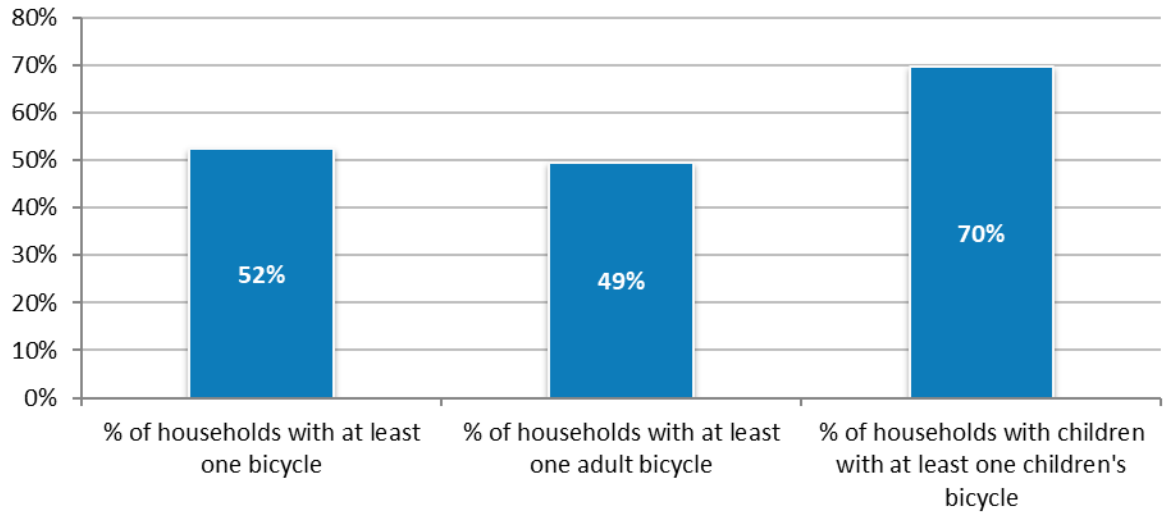


Table 22 presents a variety of statistics related to bicycle and e-micromobility ownership for the city overall and by sub-area. Patterns vary by sub-area. Households in the Rural area report the highest average number of bicycles (2.07 per household) and the highest per capita supply (0.78 per person), followed by the East (1.74 per household, 0.68 per person). In contrast, households in the Central area average only 1.02 bicycles per household, with just 44% reporting at least one adult bicycle or e-bike. The West (1.41 per household) and the Urban area overall (1.22 per household) fall in between these extremes. At the household level, ownership rates are highest in the East (68%) and Rural (65%) areas, compared to less than half in Central (46%).

Ownership of adult e-bicycles remains somewhat limited, with 2,830 units citywide, as estimated from the survey results, or an average of 0.05 per household, though slightly higher in Rural and East areas (0.63–0.66 per adult 16+). Only 2% of households own other e-micromobility devices, such as e-scooters or e-skateboards.

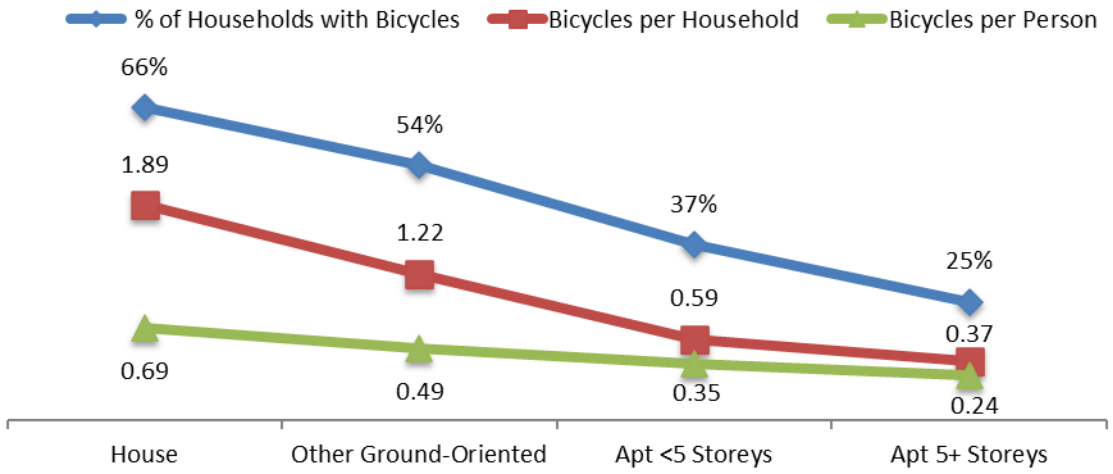
Table 22. Detailed bicycle and e-micromobility device statistics

	City of Kingston	Urban	Central	West	East	Rural
Total households	65,780	61,330	33,250	23,760	4,320	4,440
Population in private households*	151,070	139,350	70,040	58,290	11,020	11,720
Households with children <18 Yrs	13,910	12,770	4,500	6,790	1,470	1,140
Total bicycles	84,090	74,900	33,800	33,580	7,520	9,190
Adult bicycles	63,140	56,580	27,380	23,590	5,610	6,550
Adult E-bicycles	2,830	2,460	1,110	1,210	130	380
Children's bicycles	18,120	15,860	5,310	8,780	1,780	2,260
Avg. bicycles per household	1.28	1.22	1.02	1.41	1.74	2.07
Avg. bicycles per capita	0.56	0.54	0.48	0.58	0.68	0.78
Persons 16+ years of age	130,140	120,320	63,470	47,960	8,900	9,820
Avg. adult bicycles per person 16+ years of age	0.51	0.49	0.45	0.52	0.64	0.71
Avg. adult bicycles per adult 18+ years of age	0.50	0.48	0.44	0.51	0.65	0.68
% of households with at least one bicycle	52%	51%	46%	56%	68%	65%
% of households with at least one adult bicycle or e-bike	49%	49%	44%	53%	63%	60%
% of population 16+ in households with access to at least one adult bicycle	52%	51%	45%	56%	66%	64%
% of households with children with at least one children's bicycle	70%	69%	62%	73%	71%	76%
E-micromobility devices (e-scooter, e-skateboard, etc.)	1,680	1,530	740	660	140	150
% of households with at least one e-micromobility device	2%	2%	2%	2%	3%	2%

*Excludes on-campus residents

Access also differs by dwelling type (Figure 13). Houses show the highest levels of bicycle ownership, with 66% of households reporting at least one bicycle and an average of 1.89 bicycles per household (0.69 per person). Other ground-oriented dwellings, such as townhouses or duplexes, report 54% ownership, averaging 1.22 bicycles per household. Bicycle availability is much lower in apartments: only 37% of households in apartments with fewer than five storeys and 25% of those in five-or-more storeys own a bicycle, with averages of 0.59 and 0.37 bicycles per household, respectively.

Figure 13. Dwelling type and bicycle access



Examining the longitudinal data for 2019 and 2024 (Table 23), the increase in bicycles has not kept pace with the increase in population. While the total number of bicycles has increased, both average bicycles per household and average bicycles per capita show reductions.

Table 23. Bicycle access, 2019 vs. 2024

	2019 Survey	2024 Survey	% change
Private Households	59,360	65,780	10.8%
Population in households	136,880	151,070	10.4%
Households with children <18 yrs	13,160	13,910	5.7%
Total bicycles	79,460	84,090	5.8%
Adult bicycles (adult bike or e-bike)	61,430	63,140	2.8%
Children's bicycles*	18,030	18,120	0.5%
Average bicycles per household	1.34	1.28	-4.5% (-0.06)
Average bicycles per capita	0.58	0.56	-3.4% (-0.02)

*Working children's bicycles that have been used in the past year

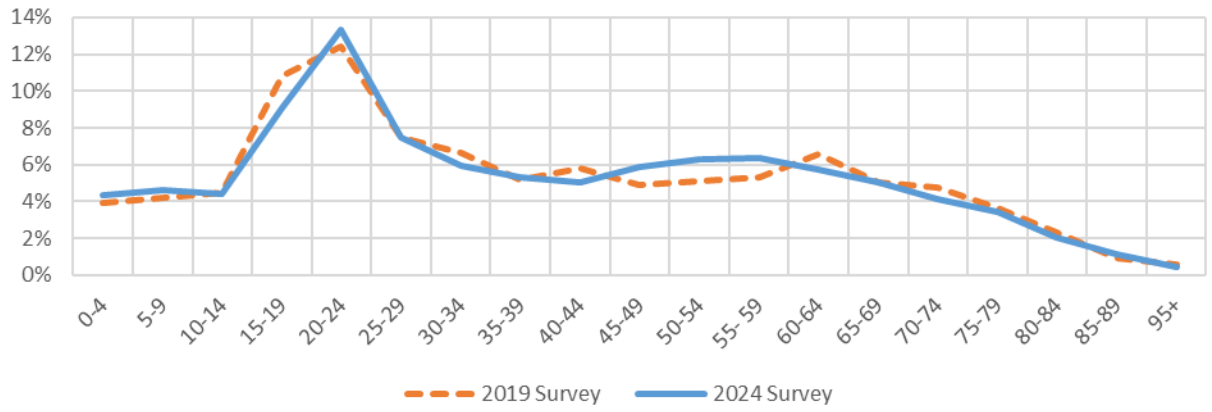
3.3 Demographic characteristics

This section provides information on several other factors that influence travel behaviour. The discussion focuses on age, immigration status, driver's licences, and occupational status. The data in this section includes on-campus residents and the population in private households.

3.3.1 Age distribution

Age is an important indicator of travel behaviour, reflecting, in part, an individual's occupational status, as well as their responsibilities in the household and the modes that are available to them. Figure 14 shows the population distributions by 5-year age groups from the weighted survey data, compared with the 2019 survey distributions: the survey distributions in both years show a very similar distribution, with the 2024 survey data suggesting a slight increase in population between the ages of 45 and 60. In both surveys, the spike in the 15-19 and 20-24 age ranges is due to seasonal post-secondary student residents.

Figure 14. Population by age distribution, 2019 vs. 2024



3.3.2 Immigration status

Table 24 presents the distribution of residents by immigration status across Kingston from the survey responses. Overall, 84% of surveyed residents were born in Canada, while 16% are immigrants or non-permanent residents. Among immigrants, the largest share is those who arrived more than 20 years ago (6%), followed by smaller proportions who immigrated 10–20 years ago (2%), 5–10 years ago (2%), and within the last 5 years (4% combined). Non-permanent residents account for 1% of the population, while responses of "prefer not to say" or "don't know" are negligible. Note that the survey results may not necessarily match the Census; there may be some non-response bias amongst immigrant populations.

Geographically, the Rural area has the highest proportion of Canadian-born residents (92%), while the Central area has the highest share of recent immigrants, including 4% within the last 2 years and 3% within 2–5 years.

Table 24. Immigration status

	City of Kingston	Urban	Central	West	East	Rural
Total population	157,620	145,900	75,440	58,300	12,180	11,720
Born in Canada	84%	83%	82%	85%	86%	92%
Immigrated within the last 2 years	2%	2%	4%	1%	1%	0%
Immigrated 2 to 5 years ago	2%	2%	3%	1%	1%	0%
Immigrated 5-10 years ago	2%	2%	2%	2%	2%	0%
Immigrated 10-20 years ago	2%	2%	3%	2%	2%	2%
Immigrated more than 20 years ago	6%	6%	5%	7%	7%	6%
Not applicable - Not a permanent resident or citizen of Canada	1%	1%	2%	1%	1%	0%
Prefer not to say / don't know	0%	0%	0%	0%	0%	0%

3.3.3 Driver's licence

The survey results suggest that, of the population 16 years of age and older, 87% have a driver's licence, about 119,050 people in total. The largest proportion of residents with a driver's licence lived in the East and Rural sub-areas (Table 25).

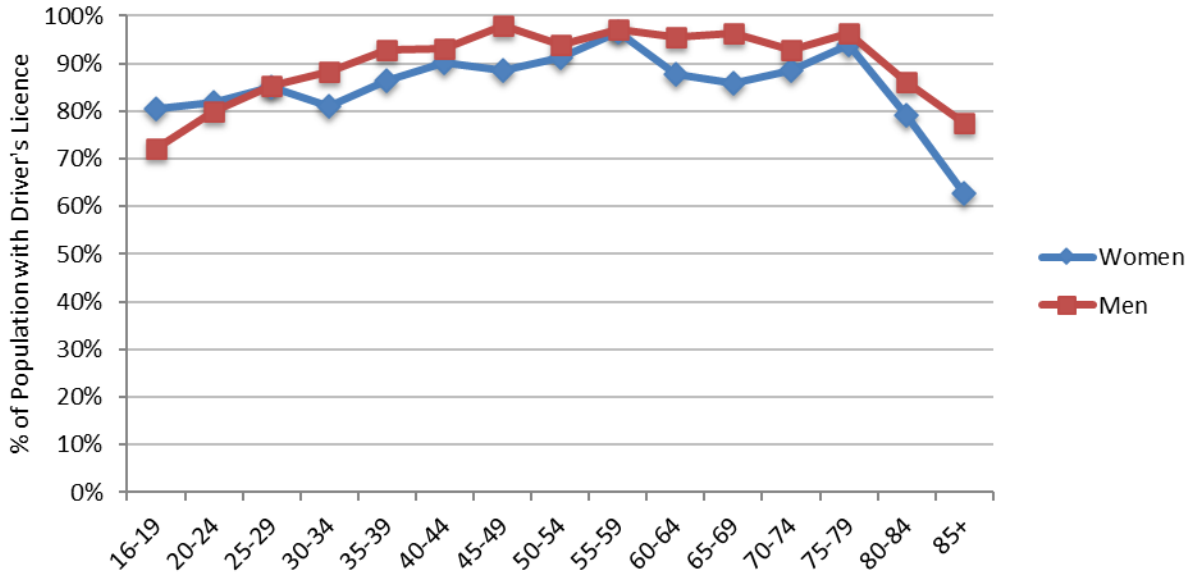
Table 25. Licensed drivers

	City of Kingston	Urban Area	Central	West	East	Rural
Population 16+ years of age	136,700	126,880	68,870	47,960	10,060	9,820
Persons with driver's licences	119,050	109,670	57,300	42,950	9,420	9,380
% licensed drivers	87%	86%	83%	90%	94%	96%

Figure 15 illustrates the proportion of the population with a driver's licence by age and gender. In the chart, "Men+" includes men, boys, and a portion of non-binary, self-described, or undisclosed gender respondents. "Women+" includes women, girls, and a portion of the same.[15] Overall, across all age groups, 89% of men+ over the age of 16 have a driver's licence vs. 86% of women+. The gap narrows for those from 20 to 29 years old, again for those from 50 to 59 years old, and again at 75 to 79 years old, before licensing rates for women+ start to demonstrate distinctly lesser proportions compared to men+.

[15] This follows the approach used by Statistics Canada to aggregate data to a two-category gender variable to protect the confidentiality of responses provided, given that the non-binary population is small.

Figure 15. Licensed drivers by age and gender



3.3.4 Occupational status

Figure 16 shows employment status for the survey population. In total, the survey results suggest that 71,360 residents of Kingston are employed (55,250 full-time; 16,110 part-time). Overall, 45% of the population is employed, with 35% full-time and 10% part-time. About 13% of workers are also students. Table 26 summarizes employment by sub-area. The lowest rates of full-time employment are found in the Central sub-area, due to the high concentration of post-secondary students. However, this sub-area had the highest percentage of part-time employment, suggesting that the high concentration of post-secondary students hold part-time jobs while attending school. Table 27 provides details on occupational status and student status.

Figure 16. Employment status

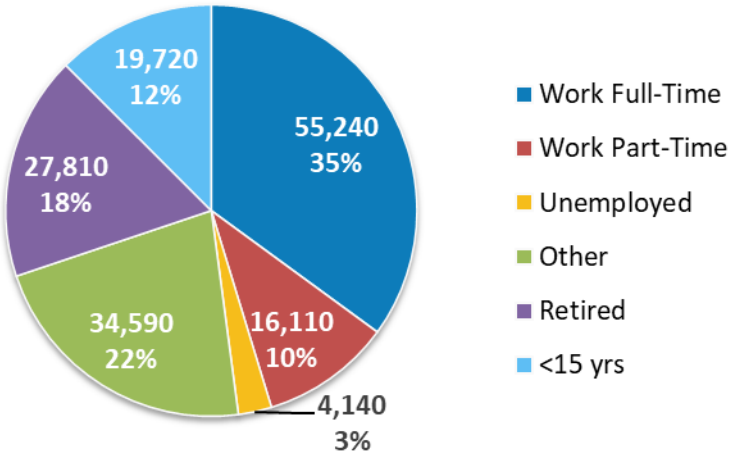


Table 26. Employment status by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Total Population	**157,620**	**145,910**	**75,440**	**58,290**	**12,180**	**11,720**
Population 15+ years of age	137,910	127,940	69,130	48,700	10,110	9,960
Work Full-Time	35%	35%	28%	42%	38%	41%
Work Part-Time	10%	10%	12%	8%	9%	9%
Unemployed	3%	3%	3%	2%	2%	2%
Other	22%	23%	34%	10%	15%	10%
Retired	18%	17%	13%	22%	18%	24%
<15 yrs	13%	12%	8%	16%	17%	15%
# of full-time workers	55,250	50,440	21,340	24,420	4,680	4,800
# of part-time workers	16,110	15,100	9,390	4,660	1,050	1,010

Table 27. Detailed occupation status

Overall Status	2019 Expanded Count	%	2024 Expanded Count	%
Total	**139,600**	**100%**	**163,770**	**100%**
Employed full-time	45,710	33%	53,880	33%
Employed part-time	9,610	7%	7,900	5%
Employed full-time / student part-time	690	0%	1,370	1%
Student full-time / employed part-time	4,730	3%	7,100	4%
Student part-time / employed part-time	250	0%	510	0%
Student full-time	24,610	18%	24,360	15%
Student part-time	1,480	1%	1,150	1%
Stay-at-home parent or caregiver*	0	0%	1,930	1%
Unemployed and looking for work**	4,060	3%	4,140	3%
Unemployed not looking for work**	0	0%	3,180	2%
Retired	25,370	18%	27,810	17%
Other status	3,630	3%	3970	2%
15+ High School Student Works PT	870	1%	600	0%
<15 years	12,570	9%	19,720	12%
Under 5 years of age	6,020	4%	6,150	4%
Subtotals - Employed	**61,860**	**39%**	**71,360**	**45%**
Employed Full Time	46,400	75%	55,250	77%
Employed Part Time	15,460	25%	16,110	23%
Subtotals - Students	**44,710**	**28%**	**54,810**	**33%**
Student Full Time	42,780	96%	51,780	94%
Student Part Time	2,420	5%	3,030	6%

* The 2019 survey did not have a 'stay-at-home parent/caregiver' category; such people may have chosen 'other' or 'unemployed'. Note that the 2022 responses do not represent all parents who provide care to children at home during the day; quite a few such people may have reported their primary occupational status as unemployed or student and did not select 'stay-at-home parent or caregiver'.
** The 2019 survey did not have separate categories for unemployed looking for work and unemployed not looking for work. There was just 'unemployed'. Some who were unemployed and not looking may have chosen that category, while others may have chosen 'other status'.

Post-secondary education (PSE) students are well represented by the survey. As per the enrolment reports, the total PSE students in three of the large institutions within Kingston reached 33,425. The 2024 KHTS represents a total of 33,320 PSE students. The expanded survey data matches the number of students living on campus. Of note, just over one-quarter (26%) of post-secondary and other adult students are employed.

Table 28. Post-secondary school enrolments

Occupation Type	2024 Enrolments	Students Living On Campus from Residence Capacities	Students Living On Campus Represented by Survey	Students Living Off Campus Represented by Survey	Total Students Represented by Survey
Queen's University	26,862	4,790	4,790	21,980	26,770
St. Lawrence College	5,413	608	610	4,790	5,400
Royal Military College	1,150	1,100	1,100	50	1,150
Total	**33,425**	**6,498**	**6,500**	**26,820**	**33,320**

3.3.5 Occupation type

Among surveyed workers, the highest proportion is in the education, law & social, community & government services occupational group (27%), followed by health services occupations (16%), sales and service occupations (16%), and business, finance, and administration (12%). These distributions may not necessarily match Census distributions, since the survey weighting does not take occupation into consideration.

Table 29. Occupation type

Occupation Type	Workers	Percent of workers
Senior Management Occupations*	4,870	7%
Business Finance and Admin Occupations	8,580	12%
Natural and Applied Science Occupations	4,670	7%
Health Services Occupations	11,320	16%
Education, Law & Social, Community & Government services	19,230	27%
Performing and Facilitating Art, Culture, Recreation, and Sports	2,190	3%
Sales & Service Provision	11,580	16%
Trades, Transport & Equipment Operators	4,040	6%
Commercial Driver	810	1%
Natural Resources, Agriculture & Related Production	430	1%
Manufacturing and Utilities	1,770	2%
Unknown or prefer not to say	1,860	3%
Total, full-time and part-time employed	**71,360**	**100%**

** Some respondents may have selected Senior Management Occupations even if their role aligns more closely with middle management positions, which would normally be classified in other National Occupation Classification (NOC) broad classifications in the list.*

3.4 Place of work, commuting and telecommuting

3.4.1 Place of work

Figure 17 breaks out those with a usual workplace into those with hybrid work arrangements and those who only commute to work, based on the results of a question asking workers with a usual workplace which days they commuted and telecommuted in the last week. As indicated, 64% of workers have a usual workplace but do not telecommute, 17% have hybrid arrangements, 7% do not have a fixed workplace and the rest work exclusively from home (12%).

Comparing results with the 2019 survey (Table 30), the proportion of workers who work exclusively from home has increased from 8% to 13%, although in the same period, the proportion reporting no fixed workplace address has dropped from 9% to 7%, with only a modest net drop in those reporting a usual workplace outside the home, from 83% to 81%. The increase in workers who only work from home since 2019 is almost certainly related to the long-term impact of COVID-19 pandemic. Examination of 2021 Census data indicates that at the height of the pandemic, fully 26% of all workers were working from home and only 64% were working at a usual workplace outside the home. Note that while the persistent effect on the incidence of Kingston residents with a usual workplace post-pandemic has been modest, this likely belies a more significant shift to hybrid work arrangements for many workers. As the 2019 survey did not identify whether workers had hybrid arrangements, we do not know the pre-pandemic baseline for hybrid arrangements, but they most likely are more prevalent now.

Figure 17. Place of work (including hybrid work)

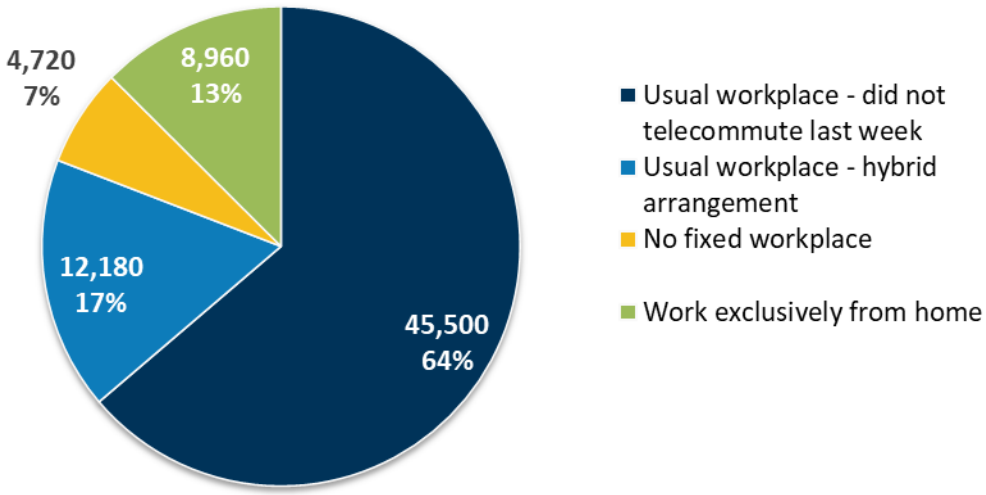


Table 30. Place of work, 2019 vs. 2024

	2019 Survey	2024 Survey
Total Workers	**61,870**	**71,370**
Usual place of work outside the home*	83%	81%
No fixed workplace	9%	7%
Work from home	8%	13%

* The 2019 survey did not collect information on telecommuting that could be used to identify workers with hybrid work arrangements, so only the total workers with a usual workplace can be compared between surveys.

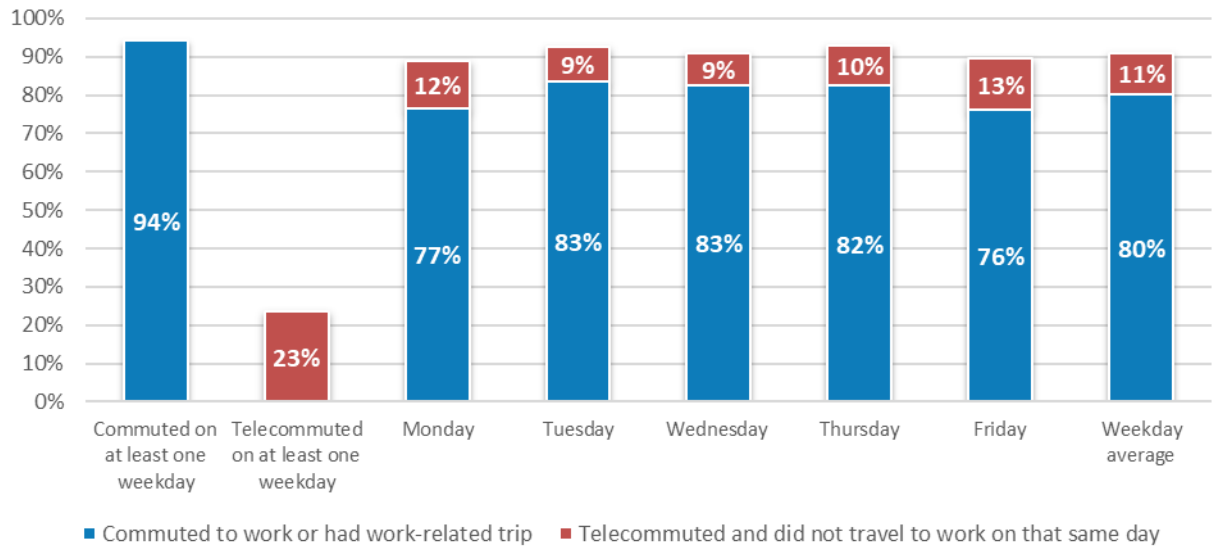
Table 31. Distribution of workers' places of residence and places of work by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Total workers	**71,360**	**65,540**	**30,730**	**29,080**	**5,730**	**5,820**
Usual place of work outside the home	81%	81%	79%	84%	75%	79%
Work from home	13%	13%	13%	10%	23%	10%
No fixed workplace	7%	6%	8%	5%	2%	10%

3.4.2 Commuting and telecommuting

Details on the commuting and telecommuting patterns of *full-time workers with a usual workplace* by day of week can be found in Figure 18. Of the full-time workers with a usual workplace, close to one quarter (23%) reported hybrid work arrangements, and on an average weekday, 11% telecommuted and did not commute to work or make work-related trips.

Figure 18. Commuting and telecommuting patterns by day of week, full-time workers with usual workplace



3.4.3 Workers by place of residence and location of work

Table 32 presents the distribution of workers by place of residence and their place of work. People who reported that they work from home or who have no fixed workplace address were assigned to their home sub-area, although it may be noted that those with no fixed workplace do not necessarily go to worksites within their home sub-area and their work likely spans many areas of the city. It is also important to note that the KHTS only surveyed residents of Kingston (i.e., the survey area) and does not include residents outside of Kingston (i.e., does not account for jobs located within Kingston that are held by residents outside of Kingston).

Within the study area, there are 71,360 resident workers compared to 66,040 jobs located in Kingston, resulting in a ratio of 0.93 jobs per worker. An additional 7% of workers who live in Kingston have jobs located outside Kingston.

At the sub-area level, the Central area has the highest concentration of jobs relative to its resident workforce, with a ratio of 1.27. The East also shows more jobs than resident workers (1.24), while the West (0.60) and Rural (0.42) sub-areas have fewer jobs than resident workers.

Within Focus Areas, the distribution is uneven. Focus Area M (5.28) and Focus Area L (3.76) have the strongest job concentrations relative to resident workers, while Focus Area F (1.45) and Focus Area H (1.24) also exceed parity. In contrast, most other Focus Areas have fewer jobs than workers, with the lowest ratios in Rural W (0.34) and Focus Area K (0.44).

Table 32. Distribution of workers' places of residence and places of work

	Workers (by Place of Residence)	%	Jobs (Workers by Place of Work)	% of Jobs	Ratio of Jobs to Workers
Study Area	71,360	100%	66,040	93%	0.93
Outside Kingston	-	-	5,310	7%	-
Urban Area Subtotal					
Urban Area	65,540	92%	63,620	89%	0.97
Sub-Areas					
Central	30,730	43%	38,990	55%	1.27
West	29,080	41%	17,540	25%	0.60
East	5,730	8%	7,080	10%	1.24
Rural	5,820	8%	2,430	3%	0.42
Focus Areas					
Focus Area A	9,850	14%	6,730	9%	0.68
Focus Area B	3,590	5%	2,700	4%	0.75
Focus Area C	9,350	13%	4,970	7%	0.53
Focus Area D	4,510	6%	2,910	4%	0.65
Focus Area E	3,330	5%	1,570	2%	0.47
Focus Area F	2,960	4%	4,300	6%	1.45

	Workers (by Place of Residence)	%	Jobs (Workers by Place of Work)	% of Jobs	Ratio of Jobs to Workers
Focus Area G	4,600	6%	4,990	7%	1.08
Focus Area H	5,730	8%	7,080	10%	1.24
Focus Area I	5,380	8%	2,930	4%	0.54
Focus Area J	5,570	8%	4,560	6%	0.82
Focus Area K	6,240	9%	2,760	4%	0.44
Focus Area L	3,470	5%	13,040	18%	3.76
Focus Area M	960	1%	5,070	7%	5.28
Focus Area Rural W	3,090	4%	1,050	1%	0.34
Focus Area Rural E	2,730	4%	1,370	2%	0.50

3.4.4 Parking at work

Across Kingston, 69% of workers with a usual workplace outside the home park at their workplace, with 78% of those who park using free parking and 22% paying for parking. The remaining 31% do not park at work or do not drive to work.

At the sub-area level, parking use is lowest in the Central area (61%), while the West (79%), East (86%), and Rural (97%) report much higher parking rates. In both the West and Rural sub-areas, parking is universally free, while in the Central area, 40% of workers who park at their workplace pay for parking.

At the Focus Area level, the highest concentrations of paid parking are in Area L (77%), Area M (70%), and Area J (49%). In contrast, most other Focus Areas report near-universal free parking, with rates of 100% in Areas A, B, C, D, E, F, and I. Focus Area G also shows some paid parking (16%), while Area K reports 17%.

Figure 19. Free or paid parking at work

Table 33. Free of paid parking at work by Focus Area

Job Location	Workers with Usual Workplace Outside the Home	% of Workers who Use Parking at Work	% of Workers who Use Free Parking at Work	% of Workers who Pay for Parking at Work
City of Kingston	**52,370**	**69%**	**78%**	**22%**
Urban Area	51,140	68%	77%	23%
Sub-Areas				
Central	32,500	61%	60%	40%
West	13,030	79%	100%	0%
East	5,610	86%	99%	1%
Rural	1,230	97%	100%	0%
Focus Areas				
Focus Area A	5,060	83%	100%	0%
Focus Area B	2,020	76%	100%	0%
Focus Area C	3,650	70%	100%	0%
Focus Area D	2,140	78%	100%	0%
Focus Area E	900	88%	100%	0%
Focus Area F	3,790	77%	100%	0%
Focus Area G	4,160	75%	84%	16%
Focus Area H	5,610	86%	99%	1%
Focus Area I	2,180	89%	100%	0%
Focus Area J	3,460	74%	51%	49%
Focus Area K	1,150	62%	83%	17%
Focus Area L	12,210	43%	23%	77%
Focus Area M	4,800	59%	30%	70%
Rural Area West	520	96%	100%	0%
Rural Area East	710	97%	100%	0%
External to travel area	5,310	92%	98%	2%

4 Travel Characteristics

This section of the report presents trip characteristics for the weighted data. Trip details were collected from household members who were 5 years of age or older (referred to elsewhere as "persons 5+"). Survey participants were asked to provide information on the trips they made on the last weekday – for example, if a participant completed the survey on a Wednesday, they were prompted to provide information about the trips that they took the day prior (Tuesday).

The first part of this section covers trip characteristics with respect to household and demographics followed by sections describing trip rate by mode, purpose, number of passengers in vehicle, distance travelled, origin-destination flows, and other travel characteristics of interest.

Important note on interpreting the survey results

Readers are reminded that expanded counts from the survey are estimates based on weighted survey sample of 5% of households expanded to represent the size of the population and should not be taken to be exact counts. Overall trip-level results are subject to a margin of error associated with random sampling of ±1.5% at a 95% confidence level.

Household and person-level results are usually rounded to the nearest 10 and trip-level results are usually rounded to the nearest 100. Due to rounding, the percentages presented for individual response categories may not always sum to 100%.

4.1 Total trips and trip rates by household characteristics

The expanded survey results suggest that residents of Kingston make about 407,600 trips per day. As illustrated in Figure 20, each household makes 5.66 trips each day, which represent a 12% decrease from 6.43 in 2019. This decrease may be a result of a likely increase in hybrid work (workers with a usual workplace outside the home who telecommute at least some of the time), with 23% of full-time workers with a usual workplace telecommuting at least one day per week (see Figure 18 in section 3.4.2 earlier in this report), and to a lesser extent, the modest increase in workers who work exclusively from home. In addition, the COVID-19 pandemic may have had an impact on or may have accelerated other shifts in travel-related behaviours, such as possible increases in virtual/online classes, online shopping, grocery deliveries, restaurant deliveries and/or shifts in engagement in social and recreational activities.

Figure 20. Daily trips and trip rates, 2019 vs. 2024

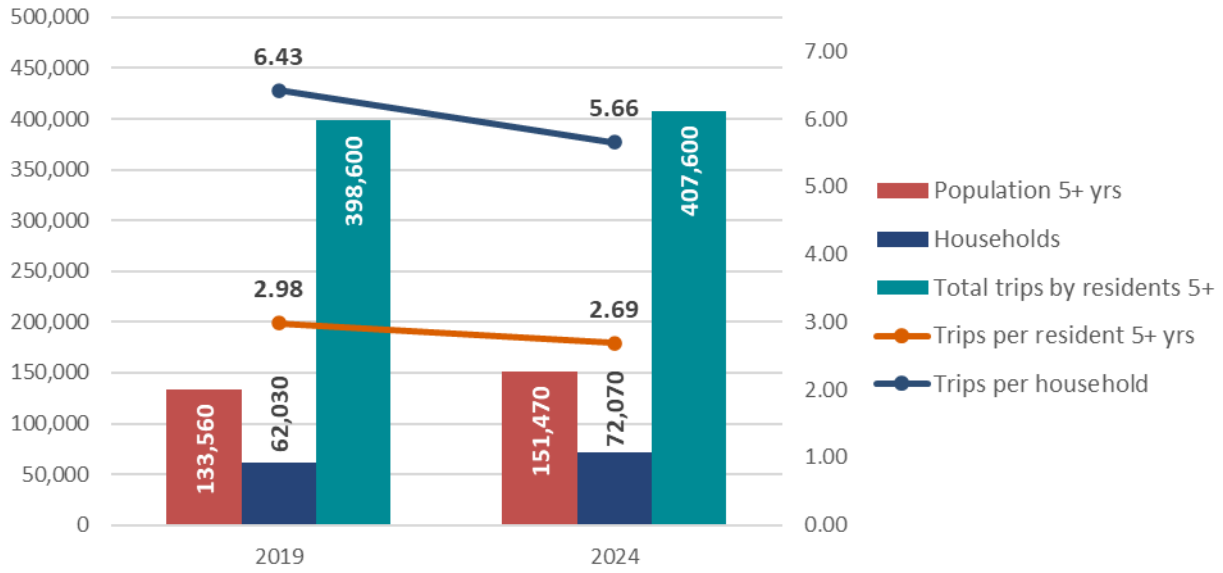


Table 34. Average daily trips per household and per person, 2019 vs. 2024

Year	Households	Persons 5+	Total Daily Trips	Avg. Daily Trips per Household	Avg. Daily Trips per Person 5+
2019	62,030	133,560	398,600	6.43	2.98
2024	72,070	151,470	407,600	5.66	2.69

The number of daily trips and person trip rates are broken out by sub-area in Figure 21, with details, including household trip rates, in Table 35. Person trip rates are close to the average across all sub-areas except Rural, which is lower, at 2.46. The West and Rural sub-areas have higher than average household trip rates. Table 36 compares the 2024 person trip rates with 2019. Of note, the survey results suggest that the reductions in daily trip making for residents of the Urban, Central, and West sub-areas were very similar (ranging from -11% to -9%), with a slightly greater drop for Rural residents (-14%) and little change for residents of the East (-4%).

Figure 21. Total daily trips and person trip rates by sub-area

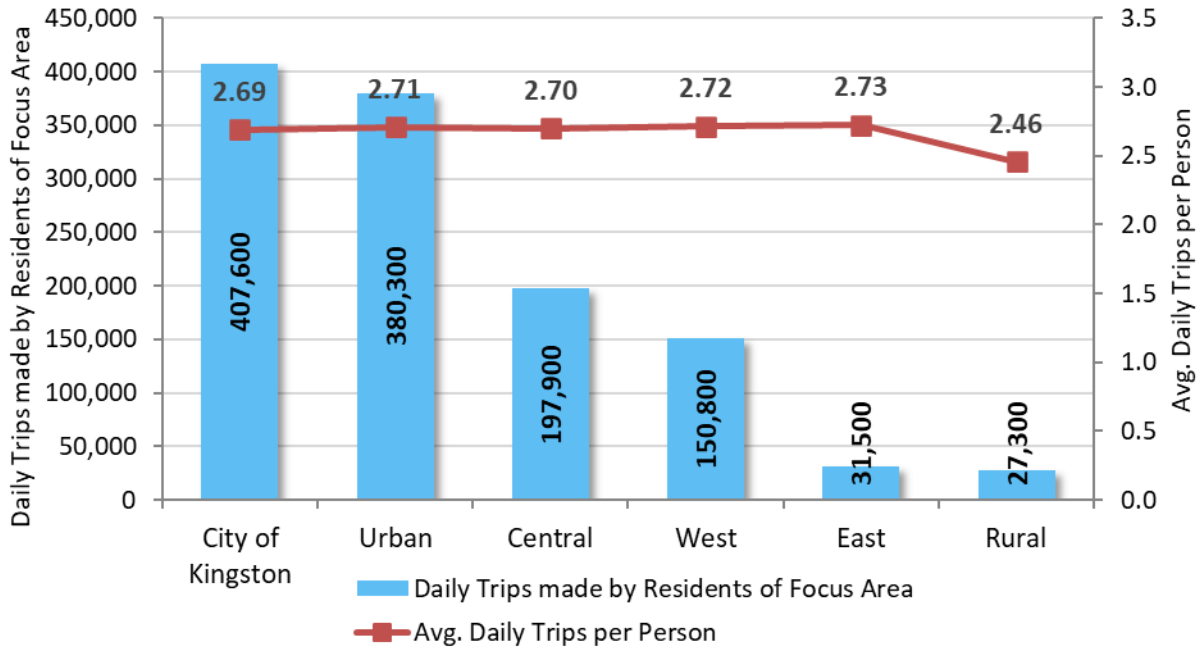


Table 35. Daily trips and trip rate by sub-area of residence

	City of Kingston	Urban Area	Central	West	East	Rural
Households	72,070	67,630	38,430	23,760	5,440	4,440
Total persons 5+ years	151,470	140,350	73,260	55,530	11,570	11,120
Total trips	407,600	380,300	197,900	150,800	31,500	27,300
Household trip rate	5.66	5.62	5.15	6.35	5.79	6.15
Person trip rate	2.69	2.71	2.70	2.72	2.73	2.46

Table 36. Person trip rates by sub-area of residence, 2019 vs. 2024

	City of Kingston	Urban Area	Central	West	East	Rural
Person trip rate, 2019	2.98	3.00	2.96	3.07	2.85	2.86
Person trip rate, 2024	2.69	2.71	2.70	2.72	2.73	2.46
change	-0.29	-0.29	-0.26	-0.35	-0.12	-0.40
% change	-10%	-10%	-9%	-11%	-4%	-14%

The relationship between household characteristics and trip rates is explored below in Table 37. Since dwelling type, household income, and vehicle ownership are all correlated with household size, trip rates per household can vary by category. While this is helpful for modelling, person-based trip rates may offer a clearer understanding of these differences.

- There are slight variations in daily trip rates by household size, with those living in one-person (2.82) or four-person households (2.74) making at least 0.2 more trips per day on average compared to those in five-person households (2.55).
- By dwelling type, residents of houses (2.72) and those in apartments with fewer than five storeys (2.77) report higher person trip rates than those in 5+ storey apartments (2.55). Residents of student residences record the lowest rate (2.51), aligning with their smaller household trip rate (2.62 trips per household).
- Income differences are also pronounced. Households earning $150,000 or more have the highest person trip rate (3.25) and household trip rate (8.91), while those earning under $50,000 make the fewest trips per person (2.20–2.52).
- Household structure further differentiates trip-making. Single-parent households (3.03) and couples with children (2.91) show the highest person trip rates, while roommate households (2.19) and extended family households (2.05) have the lowest.
- Vehicle availability is another factor. Households with no vehicle average only 2.32 trips per person, compared with 2.76 trips per person for those with at least one. In terms of total household trips, the gap is even greater: 3.39 daily trips per household without vehicles compared to 6.27 with vehicles, reflecting smaller household sizes among zero-vehicle households.
- Worker households generate more travel. Households with two or more workers average 2.79 trips per person, compared to 2.52 trips in households with no workers. Household trip rates rise correspondingly, from 3.83 in non-worker households to 8.37 in those with two or more workers.

Table 37. Trip rates by household characteristics

Household Characteristic	Trips made by Residents	Household Trip Rate	Person Trip Rate
Survey Total	**407,600**	**5.66**	**2.69**
By Household Size			
1 person	74,500	2.82	2.82
2 people	128,600	5.32	2.66
3 people	71,400	7.54	2.68
4 people	77,300	9.98	2.74
5+ people	55,700	13.06	2.55
By Dwelling Type			
House	215,600	7.03	2.72
Apartment 5+ storeys	45,200	3.99	2.55
Apartment <5 storeys	52,600	4.59	2.77
Other Ground-Oriented	78,000	6.29	2.68
Student Residence	16,200	2.62	2.51

Household Characteristic	Trips made by Residents	Household Trip Rate	Person Trip Rate
By Household Income			
Under $30,000	52,700	3.97	2.52
$30,000 to $49,999	30,300	3.97	2.20
$50,000 to $79,999	51,700	4.85	2.69
$80,000 to $99,999	41,700	5.93	2.78
$100,000 to $124,999	41,000	6.68	2.77
$125,000 to $149,999	36,100	7.01	2.76
$150,000 and above	101,900	8.91	3.25
Don't Know / Refused	52,300	4.86	2.24
By Household Type			
Single-person household	55,600	2.88	2.88
Single parent with child or children	26,900	7.41	3.03
Couple without children	99,700	5.37	2.68
Couple with child or children	146,000	9.50	2.91
Roommates	40,500	6.93	2.19
Extended family household	21,300	7.39	2.05
Student living in on-campus residence	16,500	2.62	2.52
Multiple families	1,000	5.57	2.43
By Vehicle Ownership			
No household vehicles	52,100	3.39	2.32
At least one vehicle	355,500	6.27	2.76
Worker vs. Non-Worker Households			
No workers	107,600	3.83	2.52
1 worker	107,000	5.11	2.69
2 or more workers	193,100	8.37	2.79

4.2 Total trips and trip rates by demographic characteristics

Figure 22 and Table 38 below illustrate the relationship between demographic characteristics and trip rates.

Residents aged 35 to 44 years old had the highest trip rates, while the lowest trip rates were seen for elderly residents (85+). Women+ residents had marginally higher trip rates than men+. Residents with full-time and part-time employment have the highest trip rates (trip rates of 3.00 and 2.88, respectively). Students generally have lower trip rates compared to non-students, with the exception of those attending post-secondary education part-time. Post-secondary part-time students have a higher trip rate compared to all other levels of education and non-students.

Figure 22. Total daily trips and trip rates by age group

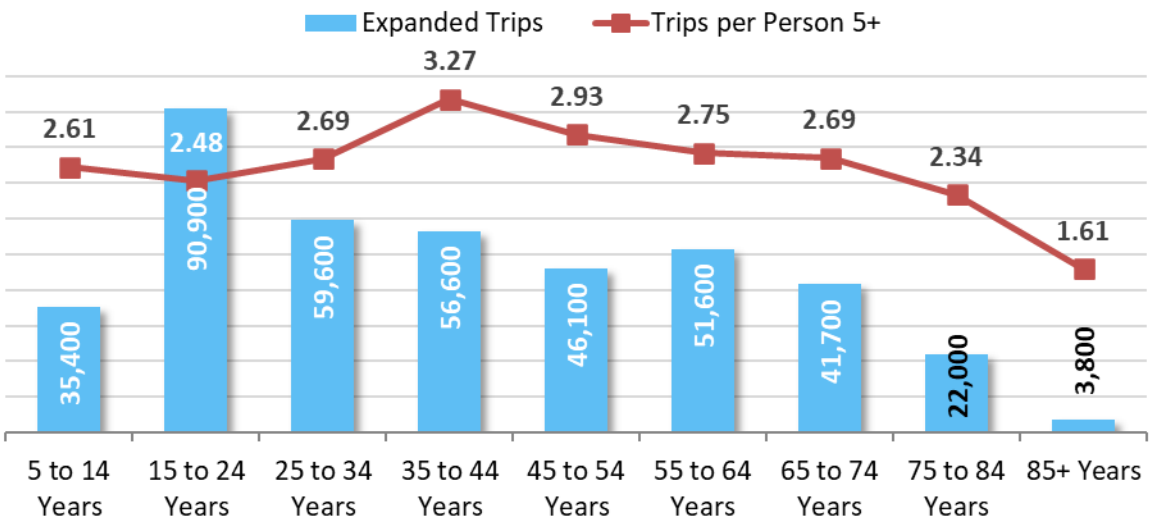


Table 38. Trip rates by person characteristics

Person Characteristic	Trips made by Residents	Person Trip Rate
Survey Total	**407,600**	**2.69**
By Employment Status		
Work Full-Time	165,500	3.00
Work Part-Time	46,400	2.88
Unemployed	9,700	2.35
Other (includes students 15+ who do not work)	81,400	2.35
Retired	69,200	2.49
Not applicable (5-14 yrs)	35,400	2.61
By Student Status		
Not a student	272,300	2.75
K-12 student	48,600	2.72
PSE Full-time	76,800	2.44
PSE Part-time	9,900	3.32
Other / online	100	0.79
By Gender		
Men+	184,900	2.67
Women+	222,700	2.71
By Age Group		
5 to 14	35,400	2.61
15 to 24	90,900	2.48
25 to 34	59,600	2.69
35 to 44	56,600	3.27
45 to 54	46,100	2.93
55 to 64	51,600	2.75
65 to 74	41,700	2.69
75 to 84	22,000	2.34
85+	3,800	1.61

4.3 Comparison with other jurisdictions

Table 39 compares daily person and household trip rates from the 2024 Kingston Household Travel Survey with selected rates from recent surveys in several other urban regions. This comparison provides context for Kingston's travel characteristics and illustrates how they have changed over time relative to other cities. All sources are publicly available or used with permission, although not all survey years are directly comparable due to differences in methodology.

Kingston's 2024 daily person trip rate is 2.69, down from 2.98 in 2019. The household trip rate declined from 6.43 to 5.66 over the same period. These rates are generally consistent with those observed in other Canadian cities, including Saskatoon and Regina.

The comparative data also shows that person and household trip rates have been declining in several regions since before the pandemic. Cities such as Edmonton, Saskatoon, Victoria's Capital Regional District, and the Central Okanagan demonstrate evidence of reductions in trip rates, with further declines continuing through the pandemic period. For Kingston, the decrease between 2019 and 2024 mirrors this broader pattern of lower trip rates in the most recent survey cycles.

Table 39. Comparison of trip rates

Region	Year of Survey	Daily Person Trip Rate	Daily Household Trip Rate	Population	Method
City of Kingston	**2024**	**2.69**	**5.66**	**157,600**	**A**
	2019	**2.98**	**6.43**	**139,600**	**A**
TRANS OD (Ottawa-Gatineau)	2022	2.47	5.64	1,200,800	A
	2011	2.67	6.10	1,081,300	A
	2005	2.78	6.03	1,150,600	A
Greater Toronto and Hamilton Area **	2022 5+	2.10	5.27	7,154,600	B
	2022 11+	1.96	4.61		C
	Fall 2021 ††	--	2.60	--	G
	2016	2.22	5.24	6,813,900	C
	2011	2.36	5.76	6,577,200	C
	2006	2.40	5.67	5,871,900	C
Greater Montréal Region	2023	2.01	4.46	4,674,080	A
	2018	2.22	4.97	4,474,180	A
	2013	2.30	5.13	4,287,630	A
	2008	2.16	--	3,939,760	A
City of Red Deer	2024	2.48	5.67	94,100	A
	2016	2.83	6.55	91,900	A
City of Saskatoon	2023	2.74	5.60	281,700	A
	2013	3.29	7.42	218,800	A
Regina CMA *	2024	2.67	6.11	252,500	A
	2009	3.37	--	203,404	D
City of Edmonton	2015	3.51	8.54	894,400	D
	2005	3.63	8.57	712,400	D

Region	Year of Survey	Daily Person Trip Rate	Daily Household Trip Rate	Population	Method
City of Calgary	2022	3.4	8.2	--	E2
	2020	2.8	7.3	--	E2
	2019	3.5	9.3	--	E2
City of Winnipeg	2007	2.83	5.92	632,970	A
Capital Regional District (Victoria region)	2022	2.63	5.23	394,000	A
	2017	3.20	6.35	363,300	A
	2011	3.30	6.58	338,000	A
City of Burnaby	2024	2.28	5.26	253,780	A
City of Coquitlam	2022	2.41	6.04	140,600	A
TransLink Metro Vancouver Regional Trip Diary – Vancouver result	2023	3.11	--	not published	E1
	2017	3.27	--	not published	E1
	2011	2.94	--	not published	D
City of Vancouver † (individuals 18+ years)	2024	3.17	--	714,600	F
	2023	3.00	--	687,700	F
	2022	2.90	--	674,100	F
	2021	2.85	--	663,900	F
	2020	2.71	--	--	F
	2019	3.73	--	--	F
	2018	3.76	--	--	F
Vancouver North Shore Municipalities ‡ (individuals 15+ years)	2023	3.12	--	200,400	F
	2021	3.13	--	196,360	F
	2019	3.66	--	189,390	F
Central Okanagan (Kelowna region)	2018	3.02	6.67	237,250	A
	2013	3.22	7.14	220,470	--
	2007	3.37	7.63	198,870	--

Methods:

A Same method as KHTS: 24-hour recall, address-based sampling for recent cycles, trips captured for persons 5+ years of age. A trip can have multiple modes. Trips captured for persons 5+ years of age.

B 24-hour recall, but slightly different trip definition. TTS asks respondents to exclude short stops of less than 15 minutes along a longer trip, e.g., stopping at a gas station or drive-through restaurant. Trips captured for persons 5+ years of age in 2022 only. Trips captured for persons 11+ years of age in earlier surveys.

C 24-hour recall, but trips only captured for persons 11+ years of age.

D Trip diary method (recruit respondent, assign travel day, provide diary, report back).

E1 Mix of smart-phone app and online surveys; applies an adjustment factor to boost trip rates for online surveys (TransLink 2023).

E2 Mix of smart-phone app and online surveys, applies an adjustment factor to boost trip rates for online surveys (Calgary). For the Calgary survey, trips only have a single mode, i.e., a journey to work that involves driving to a Park & Ride location then taking transit would be counted as two trips (whereas in the Burnaby HTS, this is a single trip).

F Similar method of sampling and completion but restricting to a single individual in each household (results are for adults 18+ or persons 15+).

G Other / unknown.

Notes:

* Consultants' tabulation of 2009 expanded data from the *Regina EMME Model Upgrade and Calibration Report*, December 2011. The survey documents describe only the number of responses and their contents (*2009 City of Regina Travel Study*, 2010).

† Small sample (panel survey) of adults 18+ years of age. Source: *2022 Vancouver Transportation Fall Survey, Final Report*, City of Vancouver, July 2023.

‡ Small sample panel survey of persons 15+ years of age for City of North Vancouver, District of North Vancouver, and District of West Vancouver. Source: 2023 North Shore Transportation Survey Final Report.

†† Very small sample. Unweighted results. Source: *COVID-19 influenced Households' Interrupted Travel Schedules (COVHITS) Survey: Fall 2021 Cycle Report*, University of Toronto, December 31, 2021.

** Transportation Tomorrow Survey (TTS) results are for trips per person aged 11+ unless otherwise noted. The TTS trip definition in all survey cycles does not include incidental stops of less than 15 minutes (such as stopping for gas or a drive-through coffee) on the way to a main destination. In 2016 and earlier cycles, non-commute walk trips were not captured, and the age for trip capture was 11+ years. In 2022, trips for persons 5+ and non-commute walking trips were captured. The 2022 TTS 11+ statistic is for comparability to previous TTS survey cycles. It filters the 2022 result to ages 11+ years and filters out non-commute walking trips that would not have been captured in 2016 and earlier cycles.

Sources: RA Malatest, *TTS 2022: 2016, 2011, 2006, 1996 and 1986 Travel Summaries for the Greater Toronto & Hamilton Area*, MTO. To be published in 2025.

Other sources:

- The City of Calgary, data from panel surveys as published with permission in *2022 Origin Destination Household Travel Survey Travel Analysis Report*, TRANS Committee. Rates shown were provided only to the single decimal place. This study reports each segment of a multi-mode journey as an individual trip.
- RA Malatest with David Kriger Consultants Inc., *Capital Region District (CRD) Origin Destination Household Travel Survey 2022, Final Report*, September 2023.
- RA Malatest*, 2018 Okanagan Travel Survey, Report 3: Analysis of Survey Results & Trends*, City of Kelowna et al., 2020.
- RA Malatest with David Kriger Consultants Inc., *2015 Edmonton and Region Household Travel Survey, Summary Report*, City of Edmonton, 2018.
- RA Malatest with iTRANS Consulting, *2007 Winnipeg Area Travel Survey Results – Final Report*, City of Winnipeg, 2009.
- Enquête origine-destination 2023, La mobilité des personnes dans la région métropolitaine de Montréal, ARTM, 2025, and previous reporting for 2008 to 2018. Trips per person aged 5+.

4.4 Trips by start hour

Figure 23 illustrates hourly trip volumes across the day, while Table 40 summarizes volumes by peak period by sub-area. Of the 407,600 daily trips:

- the three-hour AM peak (7:00 to 9:59 AM) accounts for 22% of all daily trips;
- the four-hour PM peak (2:00–5:59 PM) accounts for the largest share at 35%;
- while the four-hour inter-peak and 13-hour evening to early AM period each accounts for about one fifth of all daily trips (21% each).

Patterns are consistent across sub-areas, with the PM peak representing the highest proportion of trips in each.

- The AM peak ranges from 21% of all trips made by residents of the Central and Rural sub-areas to 26% for residents of the East;
- Residents of the West (36%) and East (39%) show slightly higher concentrations of PM peak travel compared to the Central (34%) and Rural (35%) sub-areas;
- Inter-peak travel is most pronounced among Central (22%) and Rural (22%) residents;
- Evening to early AM travel is relatively uniform across most areas (21–23%), except in the East, where it is lower at 15%.

Overall, the distribution of travel across Kingston shows strong afternoon activity, with classic peak spreading compared to the AM peak period, and smaller but balanced shares of daily trips across the other periods, and modest variation between sub-areas.

Figure 23. Trips by start hour

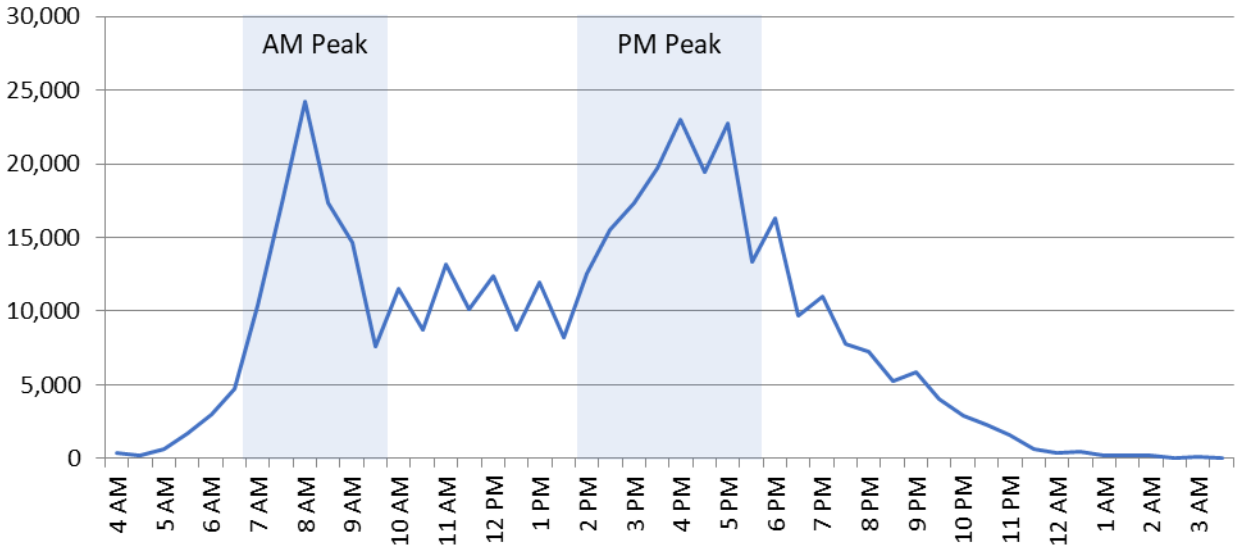


Table 40. Trips by peak period by sub-area of residence

	City of Kingston	Urban Area	Central	West	East	Rural
24-hr total	**407,600**	**380,300**	**197,900**	**150,800**	**31,500**	**27,300**
AM Peak: 7:00–9:59 AM (3 hrs)	91,600	85,800	42,100	35,500	8,200	5,800
Inter-Peak: 10:00 AM–1:59 PM (4 hrs)	84,900	78,800	43,600	28,800	6,400	6,100
PM Peak: 2:00 PM–5:59 PM (4 hrs)	143,800	134,300	66,900	55,000	12,300	9,500
Evening to Early AM: 6:00 PM–6:59 AM (13 hrs)	87,300	81,300	45,200	31,500	4,600	5,900
% of 24-hr total						
AM peak	22%	23%	21%	24%	26%	21%
Inter-peak	21%	21%	22%	19%	20%	22%
PM peak	35%	35%	34%	36%	39%	35%
Evening to early AM	21%	21%	23%	21%	15%	22%

4.5 Trips by worker status

Figure 24 illustrates the estimated number and proportion of trips made each day by adult workers, adult non-workers, and children aged 5 to 17 years old. Over half of trips (51%) are made by workers, compared to 37% by non-workers and 12% by children aged 5 to 17 (Figure 24).

Figure 24. Trips by worker status

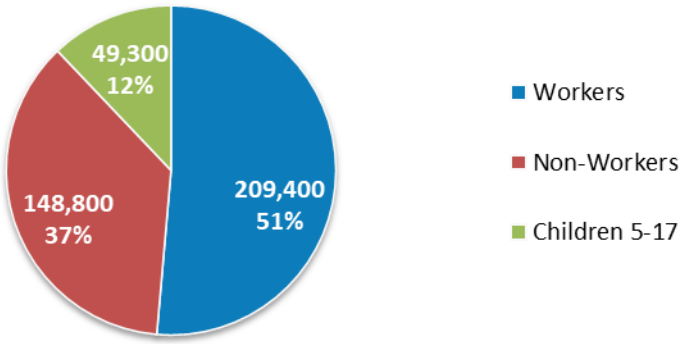


Figure 25 demonstrates the total number of trips by hour by worker status and Figure 26 provides the volume of trips as a percentage of daily trips by each subgroup. These figures illustrate the notable differences in travel patterns between workers and non-workers.

Non-workers demonstrate a fairly even volume of trips between 8 AM and 4 PM, with a small peak in trip volume at 11 AM. Workers have more defined periods of travel that peak at 8 AM and 4 PM. The children between the ages of 5 to 17 have peak trip volumes at 8 AM and 3 PM, with very few trips in between the peak periods, and some trips after 5 PM.

Figure 25. Volume of trips by time of day by worker status

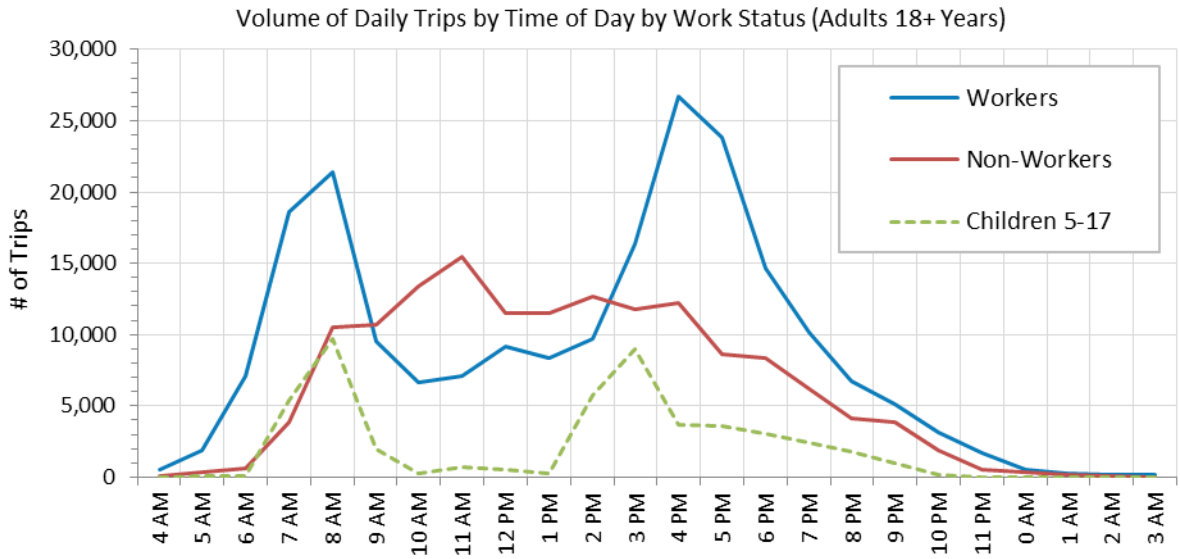
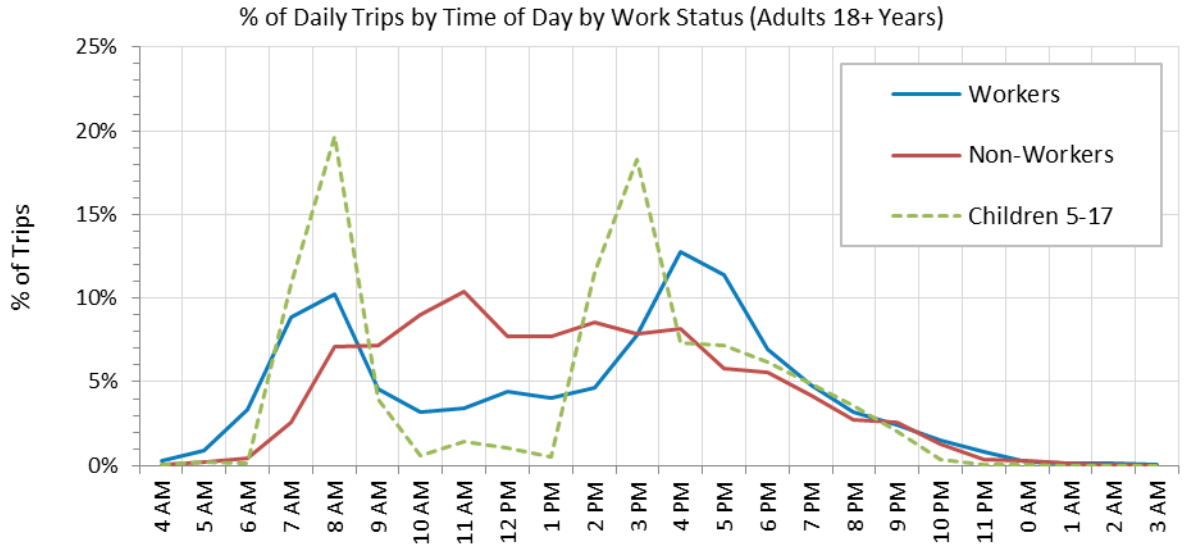


Figure 26. Percent daily trips by time of day by worker status



4.6 Primary mode

This section describes the daily mode shares of Kingston residents. For analysis, the detailed modes reported were grouped as follows below.

Mode group	Modes included
Auto driver	Auto driver
Auto passenger	Auto passenger
Transit	Kingston transit
Bicycle + micromobility	bicycle, e-bike (power-assisted bicycle with pedals), e-scooter or other electric micromobility device (e-skateboard, hoverboard, e-unicycle/mono-wheel, throttle e-bike that does not require pedalling), other micromobility (skateboard, kick scooter, longboard, roller blades, unicycle, or another human-powered device)
Walk	walked (including jogging), assisted mobility device (wheelchair, mobility scooter)
Other	motorcycle or motor scooter, low speed motorcycle, taxi or limousine, paid ride hail / non-traditional taxi, Kingston Access Bus, work/campus shuttle, intercity bus (e.g., MegaBus, Flix Bus), VIA Rail, ferry, others

Figure 27 provides a breakdown of mode shares. Almost half (49.4%) of all daily trips are driving trips (about 201,500 trips per day), and 12.8% are auto passenger trips. Walking trips are the third-largest mode share, representing 22.7% of all trips. Transit mode share is 7.7%, representing 31,200 daily trips. Bicycle and micromobility mode share is at 3.7%, and school bus at 2.8%.

Figure 27. Daily mode shares

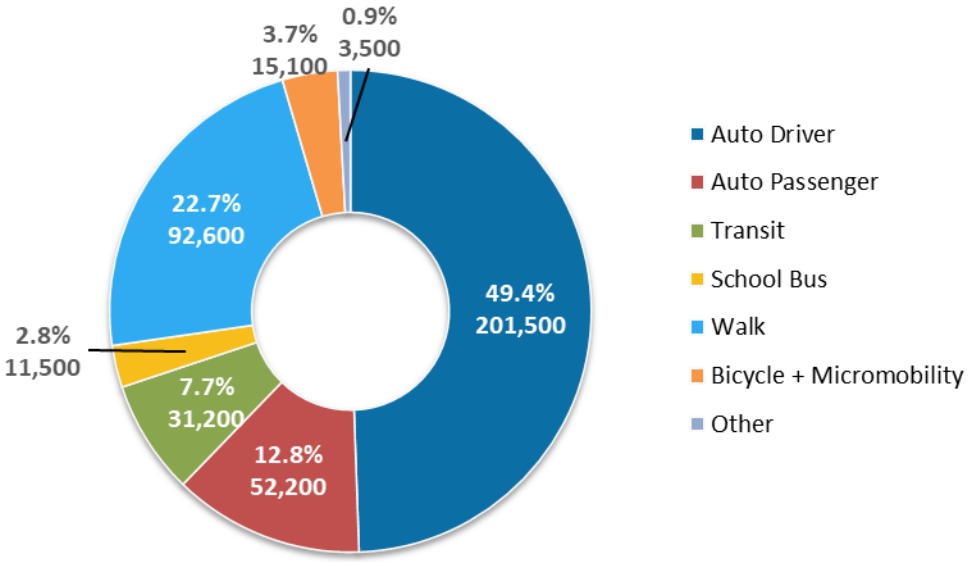


Table 41 shows the 2019 and 2024 trip volumes by mode and mode shares. Compared to the 2019 survey, the total trip volume increased by about 9,000 trips, and an increase of only 2%, which is less than the increase in population, and reflects the decrease in trip rates since 2019. The changes have not been uniform across modes.

- Auto driver trips dropped from 204,950 to 201,500 (-2%), reducing the auto driver mode share from 51% to 49%. Likewise, auto passenger trips dropped from 58,300 to 52,200 (-10%), also with a 2% reduction in mode share.
- Transit had a minimal change in trip volumes (31,950 to 31,200 trips), with mode share stable at 8%, despite the drop in auto trips.
- School bus trips decreased slightly from 12,320 to 11,500 (-7%), with mode share staying at 3%.
- Walking trips grew from 71,740 to 92,600 (+29%), boosting mode share from 18% to 23%.
- Bicycle and micromobility trips increased slightly from 14,940 to 15,100 (+1%), with no increase in the mode share.

Overall, the shifts in the mode volumes and mode shares could be the result of several factors. The drop in automobile driver trips and mode share may be related, in part, to the increase in work-from-home and hybrid work arrangements, and/or other trip substitutions (e.g., more

online shopping and deliveries). The same trend with transit has been observed elsewhere in Canada and is typical of the sharp drop in transit use during the pandemic, followed by a less than full recovery (in part due to shifts in work arrangements and/or potentially due to some previous transit users having shifts in mode choice during the pandemic that have persisted longer-term). The decrease in school bus trips is interesting but does not indicate a decrease in school children. Examination of the survey data reveals an 8% increase in the number of children 5 to 17 years of age (a 6% increase for children 5 to 11 years and 10% for children 12 to 17 years) as well as a corresponding 7% increase in trips to K-12 school. The large increase in walking trips is particularly notable. It may be related to the shifts in school-aged children and how they get to school, more workers working from home at least some of the time (and perhaps more likely to take short walking trips closer to home or to walk their child to school), a substantial increase in the number of public post-secondary students,[16] and/or urban development.[17]

Note that the 2019 and 2024 surveys were conducted in similar fall time frames, although the 2019 KHTS collected somewhat more data in September and less in October and thereafter; more research would be needed to determine whether this would have had an impact on mode choice.

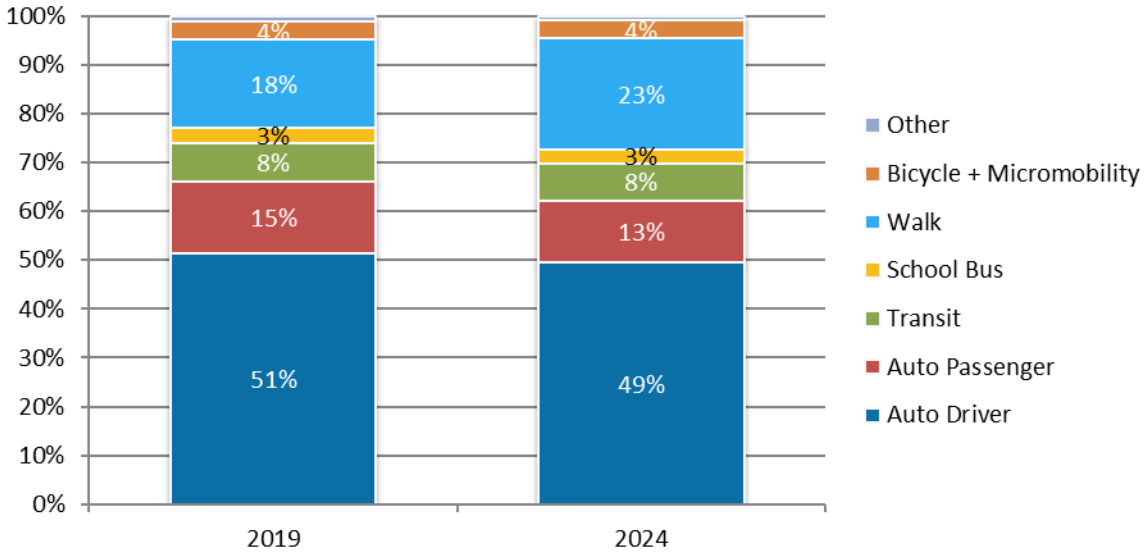
Table 41. Total daily trips by primary mode of travel, 2019 vs. 2024

Mode	2019 Expanded Trips	2024 Expanded Trips	Change in Volume	% Change in Volume	2019 Mode Share (%)	2024 Mode Share (%)	Mode share change (%-pt)
Auto Driver	205,000	201,500	-3,500	-2%	51.4%	49.4%	-2.0%
Auto Passenger	58,300	52,200	-6,100	-10%	14.6%	12.8%	-1.8%
Transit	32,000	31,200	-800	-3%	8.0%	7.7%	-0.3%
School Bus	12,300	11,500	-800	-7%	3.1%	2.8%	-0.3%
Bicycle + Micromobility	14,900	15,100	200	+1%	3.7%	3.7%	0.0%
Walk	71,700	92,600	20,900	+29%	18.0%	22.7%	4.7%
Other	4,400	3,490	-900	-20%	1.1%	0.9%	-0.2%
Total	**398,600**	**407,600**	**9,000**	**+2%**	**100%**	**100%**	

[16] The 2024 KHTS represents 33,320 public PSE students, 4,300 more than the 29,020 public PSE students represented in the 2019 KHTS (an increase of 14.8% in the survey data). It may be noted that while the 2024 KHTS survey estimate closely matches actual enrolments, the 2019 KHTS data represented somewhat less than the actual 2019 enrolment count of 30,470 PSE students, due to limits placed on weights for the small sample of students living on campus. Therefore the actual increase in public PSE enrolments was about 9.4%, somewhat less than that suggested by the data, with the shortfall in the 2019 data potentially having small effects on comparisons between 2019 and 2024 survey results.

[17] For example, in the year or two prior to the 2024 KHTS, over 2,200 new residential units in large apartment buildings were completed in Kingston, most of these in walking proximity to amenities, services, and possibly jobs.

Figure 28. Mode shares, 2019 vs. 2024



4.6.1 Mode shares by sub-area

Figure 29 below presents mode shares by sub-area of residence. As illustrated, automobile trips predominate the mode shares for most sub-areas (70%-92%), apart from the Central sub-area, where they represent less than half of all trips (44%). Residents of the Central sub-area have the highest transit mode share and walk mode share, at 11% and 36% respectively. These active modes hold the lowest share in the Rural sub-area. More details can be found in Table 42.

Figure 29. Mode shares by sub-area of residence

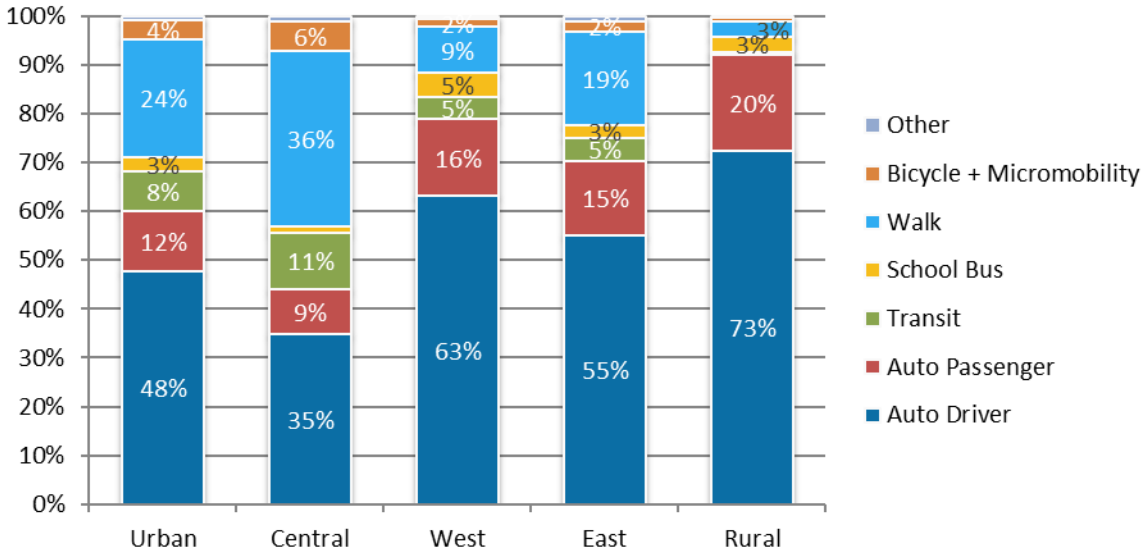


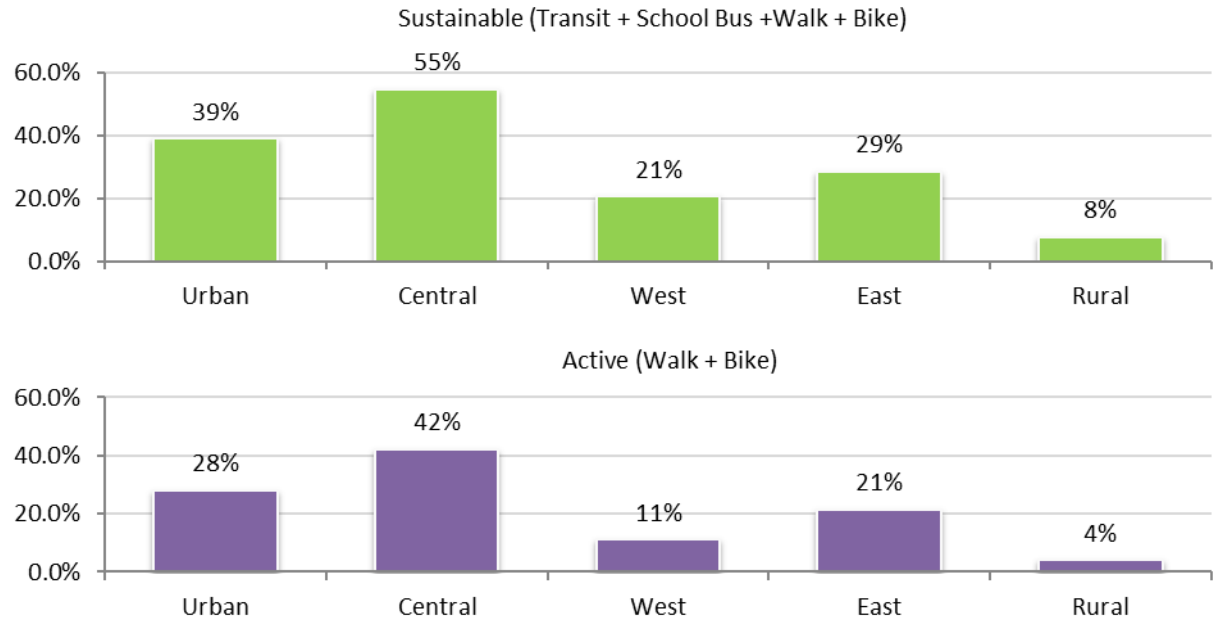
Table 42. Daily trips by mode by sub-area

% of Trips	City of Kingston	Urban Area	Central	West	East	Rural
Auto Driver	49%	48%	35%	63%	55%	73%

Auto Passenger	13%	12%	9%	16%	15%	20%
Transit	8%	8%	11%	5%	5%	1%
School Bus	3%	3%	1%	5%	3%	3%
Bicycle + Micromobility	4%	4%	6%	2%	2%	1%
Walk	23%	24%	36%	9%	19%	3%
Other	1%	1%	1%	1%	1%	0%
Auto Subtotal	**62%**	**60%**	**44%**	**79%**	**70%**	**92%**
Sustainable Subtotal	**37%**	**39%**	**55%**	**21%**	**29%**	**8%**
Active Subtotal	**26%**	**28%**	**42%**	**11%**	**21%**	**4%**

As indicated above, those in the Central sub-area have the highest transit and walk mode shares compared to other sub-areas. When aggregating all sustainable and active mode shares (i.e., Transit, School Bus, Walk, Bicycle + Micromobility), the Central sub-area continues to exceed the other sub-areas, with 55% of all trips made by sustainable modes (Figure 30). The East sub-area has the second-highest proportion of sustainable mode shares, representing 29% of all trips.

Figure 30. Sustainable and active mode shares, 2024



4.6.2 Mode shares by Focus Area

Table 43 presents mode shares by Focus Area of residence, rounded to the closest 1%.[18]

- As shown, residents of Focus Areas L, M and G are least reliant on auto travel for their daily trips; these Focus Areas have only modest transit modes shares but have the highest active mode shares (at 68%, 62%, and 45% respectively), which also results in the highest sustainable mode shares (75%, 66%, and 54% respectively).

[18] See Section 6.3.2 of this report for more detail on mode shares and other trip characteristics by Focus Area, expressed to 0.1% precision.

- Residents of Focus Areas B, F, J, K , and F have the highest transit mode shares (18%, 13%, 19%, and 16%, respectively).
- Reliance on auto is highest in Rural West and Rural East (92%-93%) and in Focus Areas A, C, D, and I East of Little Cataraqui Creek, Focus Area E, and Focus Area H to the west (with combined driver and passenger shares ranging from 71% to 78%).

The maps on the following pages illustrate mode shares for selected modes and aggregated modes: Figure 31, Auto (Driver + Passenger); Figure 32, Transit; Figure 33, Bicycle + Micromobility; Figure 34, Walk; Figure 35, Sustainable (Transit + School Bus + Bicycle/Micromobility + Walk); Figure 36, Active (Bicycle/Micromobility + Walk).

Table 43. Mode Shares by Focus Area of Residence, 2024

	Study Area	Focus Area														
		A	B	C	D	E	F	G	H	I	J	K	L	M	Rural W	Rural E
Driver	49%	65%	55%	62%	62%	53%	52%	36%	55%	57%	40%	44%	18%	25%	71%	74%
Passenger	13%	14%	11%	17%	18%	18%	11%	9%	15%	15%	11%	11%	7%	8%	21%	19%
Transit	8%	5%	18%	5%	3%	9%	13%	7%	5%	5%	19%	16%	6%	4%	1%	0%
School Bus	3%	7%	2%	4%	6%	2%	1%	2%	3%	3%	1%	1%	1%	1%	3%	4%
Bicycle+ micromobility	4%	1%	1%	2%	1%	5%	5%	5%	2%	2%	7%	7%	8%	8%	1%	1%
Walk	23%	9%	13%	10%	10%	13%	18%	40%	19%	17%	21%	19%	61%	53%	3%	3%
Other	1%	1%	1%	0%	1%	1%	2%	1%	1%	1%	2%	2%	0%	0%	1%	0%
Subtotals:																
Auto (Driver + Passenger)	62%	78%	65%	79%	79%	71%	63%	45%	70%	73%	51%	55%	25%	34%	92%	93%
Sustainable	37%	21%	34%	21%	20%	29%	36%	54%	29%	26%	47%	43%	75%	66%	7%	7%
Active	26%	9%	14%	12%	11%	18%	22%	45%	22%	19%	28%	26%	68%	62%	4%	4%

Sustainable Modes = Transit + School Bus + Bicycle/micromobility + Walk
Active Modes = Bicycle/micromobility + Walk

Figure 31. Map of Auto (Driver + Passenger) Mode Share, 2024

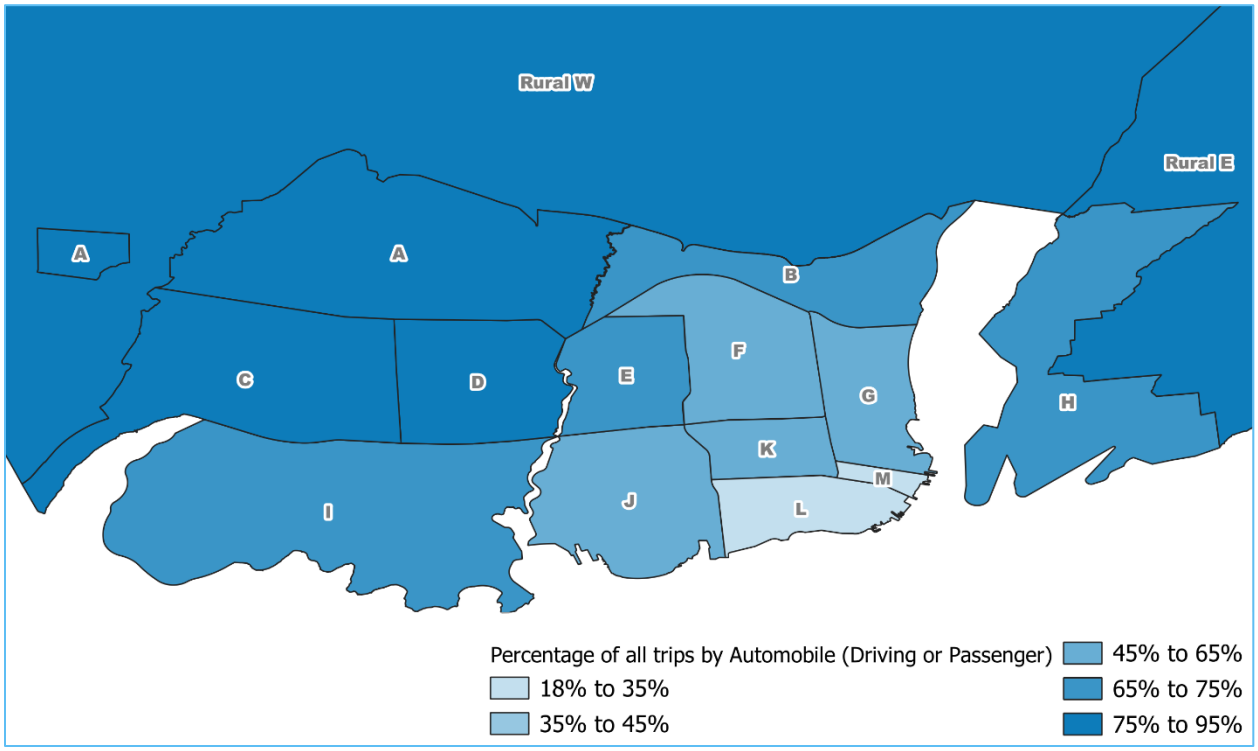


Figure 32. Map of Transit Mode Share, 2024

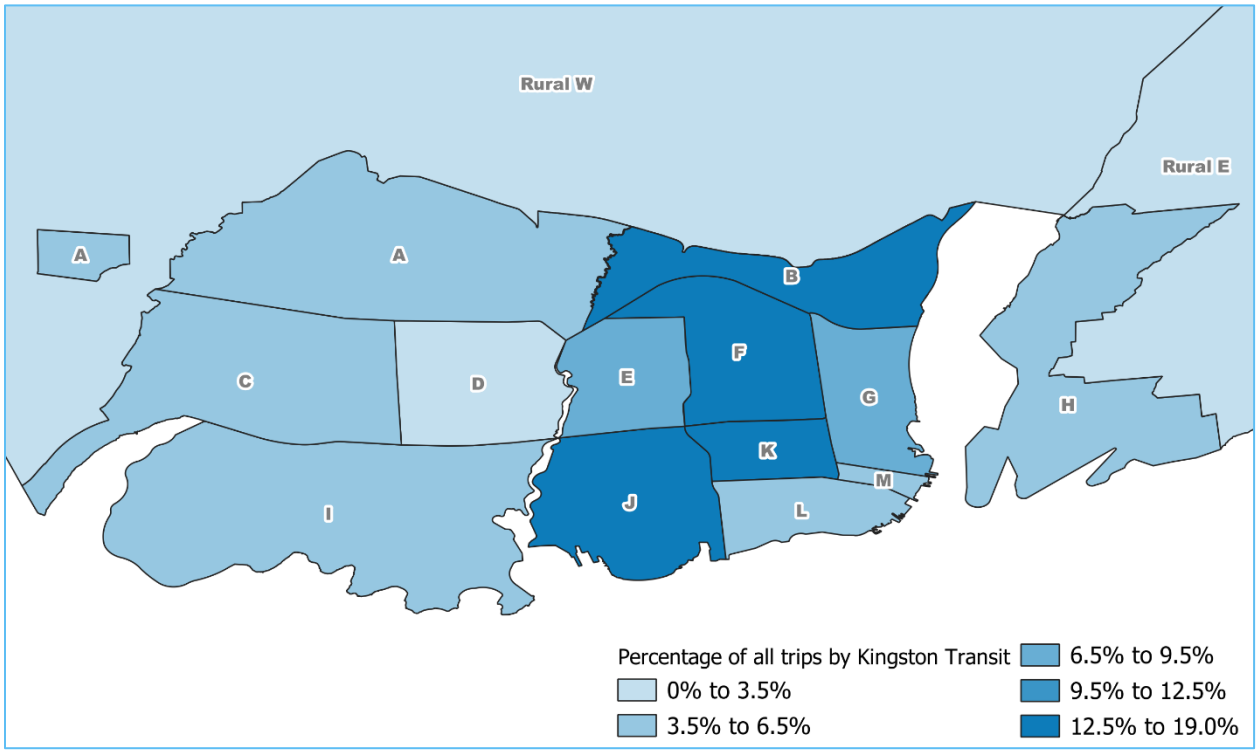


Figure 33. Map of Bicycle/Micromobility Mode Share, 2024

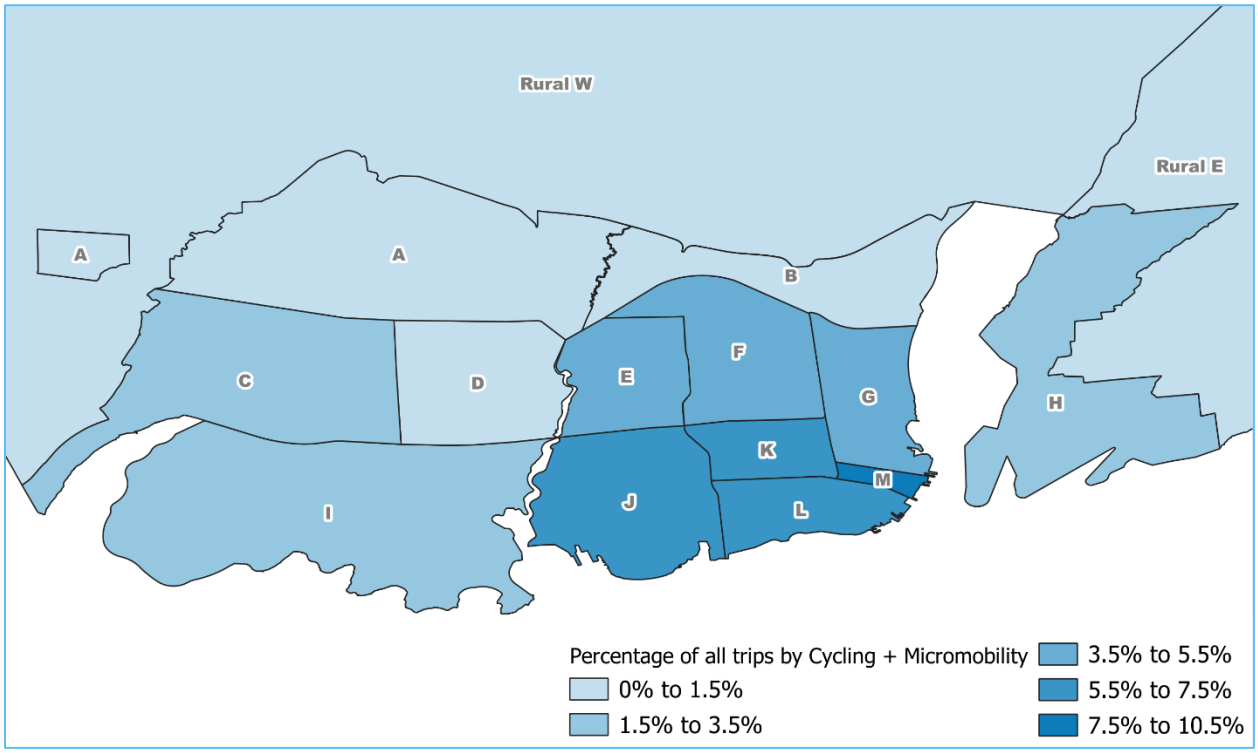


Figure 34. Map of Walk Mode Share, 2024

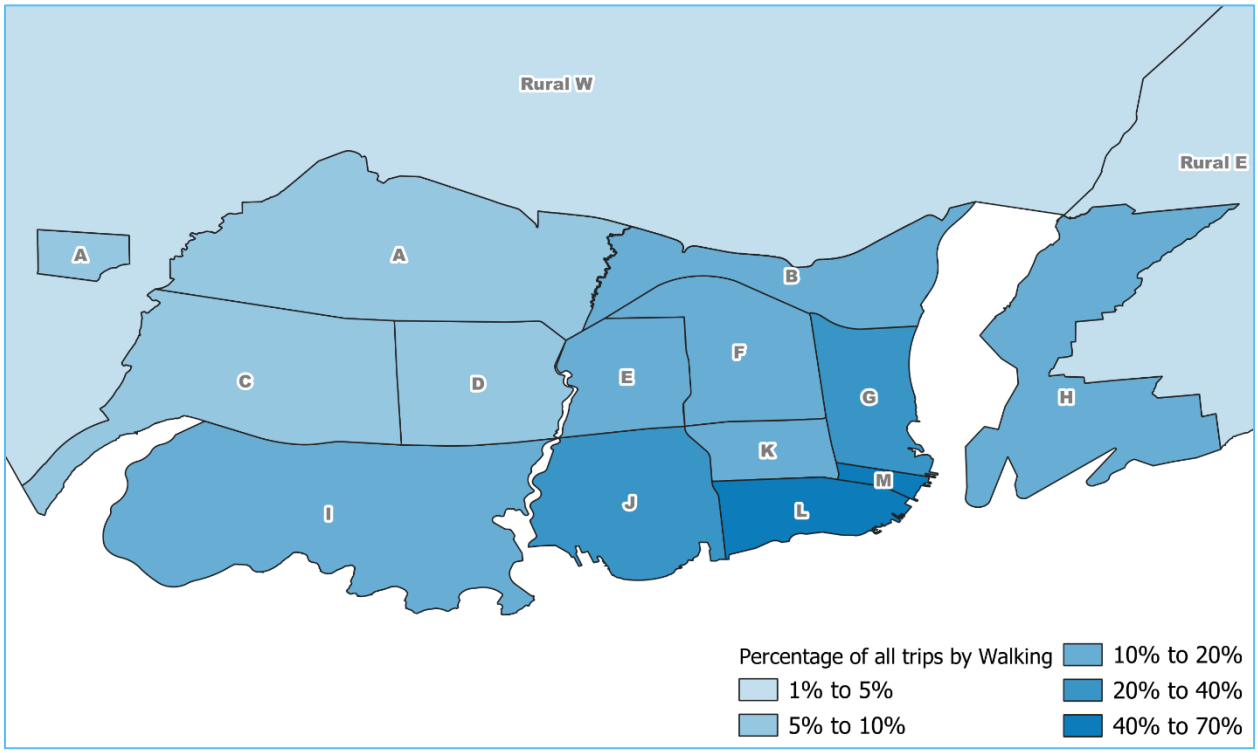


Figure 35. Map of Sustainable (Transit + School Bus + Bicycle/Micromobility + Walk) Mode Share, 2024

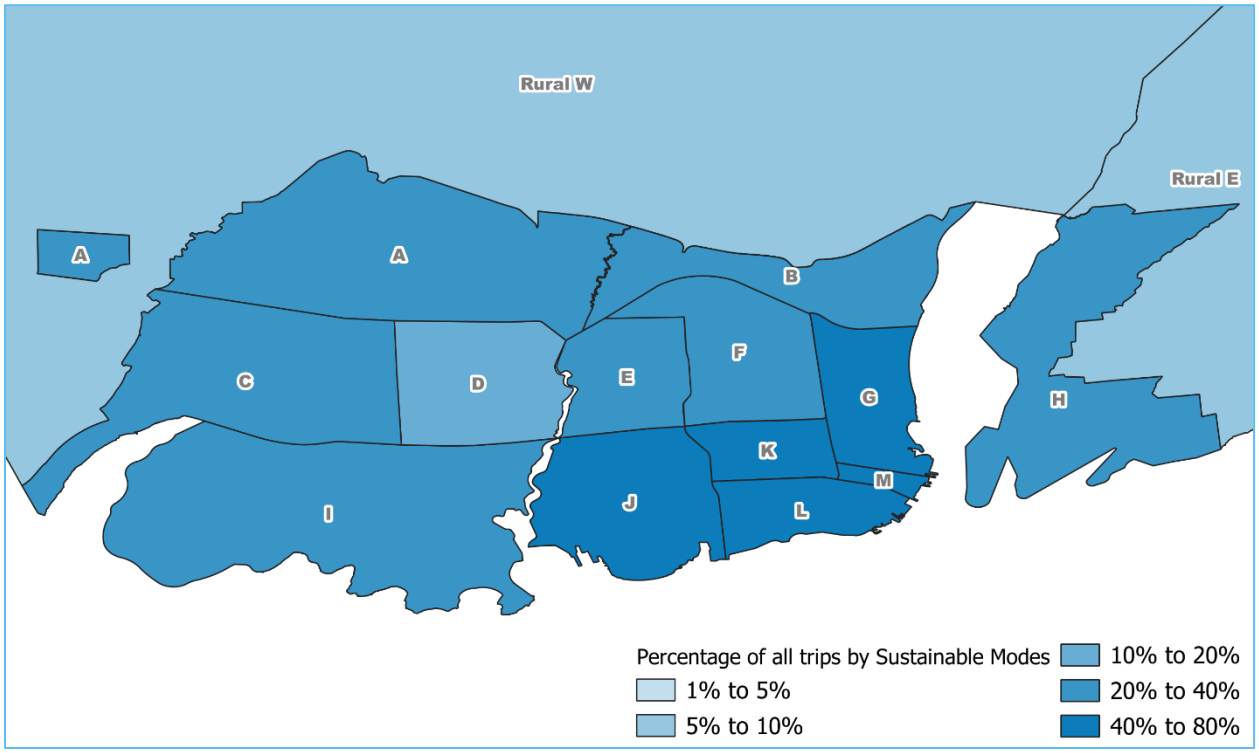
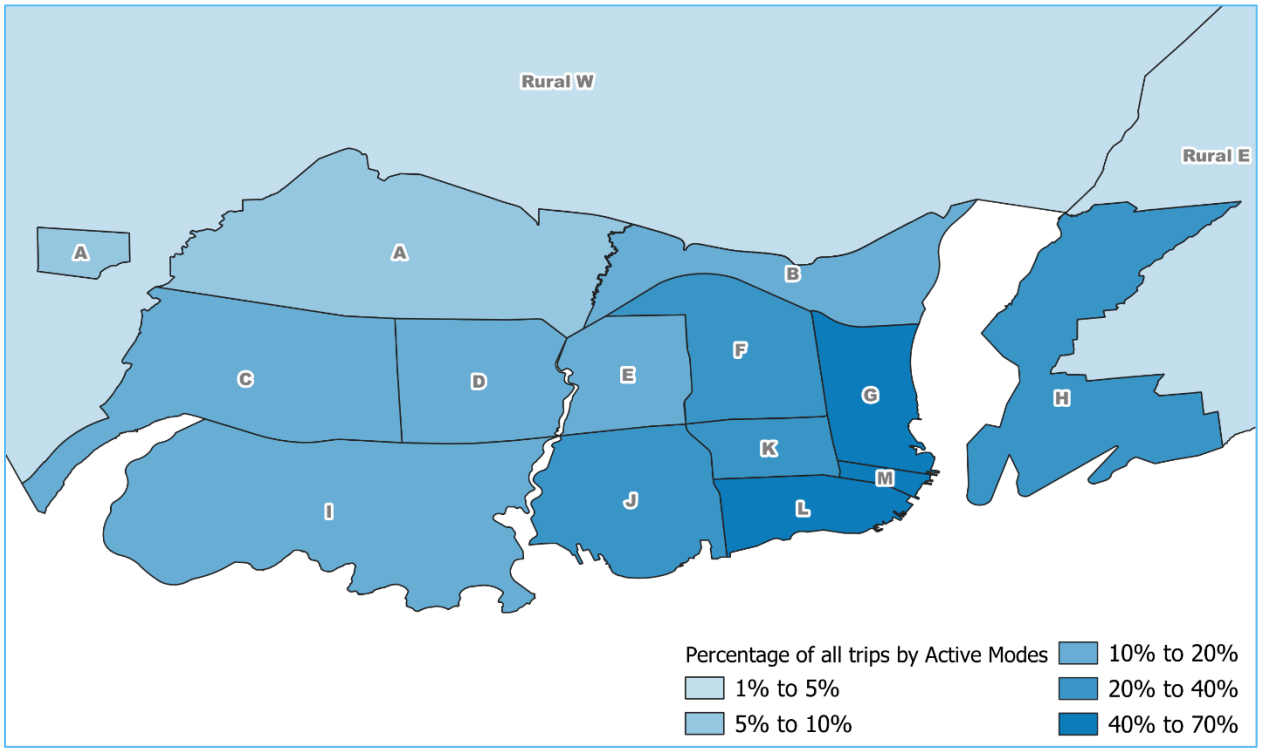


Figure 36. Map of Active (Walk + Bicycle/Micromobility) Mode Share, 2024



4.6.3 Mode shares by age group

The following two tables (Table 44 and Table 45) detail travel mode shares by age group and estimated volumes of trips by mode by age group. Figure 37 illustrates the shares of each mode by age group. Sustainable and active mode share subtotals by age group are presented in Figure 38. Residents have been grouped into 5-year age ranges for those under 25 to better illustrate the rapid changes in modal trends during this period of transition, and 10-year ranges for those over 25.

The survey findings demonstrate the following:

- There is an increasing dependence on auto driver trips with age, beginning at 20 to 24 years of age, with just over one quarter of all trips being auto trips. This reliance steadily increases, peaking at 71% at the ages of 45 to 54 before decreasing slowly to 64% at 85 years of age.
- Children and the elderly are the most reliant on auto passenger trips (42% for those 5 to 9 years, and 40% for those 10 to 14 years; 20% for those 85 and up).
- From age 75 and up, auto driver and passenger trips represent 84% of all trips, with the highest combined auto trips (driver + passenger) share across all age groups.
- Transit mode shares are highest for youth between the ages of 15 and 24 (15%-16%). The proportion of transit trips drops slightly for residents 25 to 34 (12%), before decreasing to 6% or less for those over the age of 35. Kingston residents 85 years of age and up are least likely to take transit.
- Walking mode shares are highest for those aged 15 to 24 (45%-52%). The proportion of trips made by walking drops to 17% of all trips for those aged 25 to 34.
- Cycling and micromobility modes shares are highest among those aged 25 to 34 (7%), followed by children aged 5 to 9 (5%) and those aged 35 to 44 (4%). However, when considering the combination of all sustainable and active modes (Figure 38), those aged 15 to 19 had the highest sustainable (75%) and active (55%) mode shares, followed by those aged 20 to 24, with 64% sustainable mode shares and 49% active mode shares.

Table 44. Mode shares by age group

	Total Trips	Driver	Passenger	Kingston Transit	School Bus	Walk	Bicycle + micromobility	Other
Total	**407,600**	**201,500**	**52,200**	**31,200**	**11,500**	**92,600**	**15,100**	**3,500**
5 to 9	16,800	0%	42%	4%	23%	26%	5%	0%
10 to 14	18,600	0%	40%	3%	30%	23%	3%	1%
15 to 19	43,200	10%	13%	16%	5%	52%	2%	1%
20 to 24	47,700	26%	9%	15%	0%	45%	3%	1%
25 to 34	59,600	55%	8%	12%	0%	17%	7%	1%
35 to 44	56,600	66%	8%	6%	0%	15%	4%	0%
45 to 54	46,100	71%	10%	4%	0%	11%	4%	1%
55 to 64	51,600	69%	9%	4%	0%	13%	4%	1%
65 to 74	41,600	69%	11%	2%	0%	15%	2%	1%
75 to 84	22,000	70%	14%	3%	0%	12%	0%	1%
85+	3,800	64%	20%	2%	0%	9%	3%	2%

Table 45. Estimated daily volume of trips by mode by age group

	Total Trips	Driver	Passenger	Kingston Transit	School Bus	Walk	Bicycle + micromobility	Other
Total	**407,600**	**201,500**	**52,200**	**31,200**	**11,500**	**92,600**	**15,100**	**3,500**
5 to 9	16,800	-	7,000	600	3,900	4,400	800	0
10 to 14	18,600	-	7,500	600	5,500	4,300	600	100
15 to 19	43,200	4,200	5,800	6,900	2,100	22,700	1,000	600
20 to 24	47,700	12,300	4,500	7,100	0	21,600	1,600	500
25 to 34	59,600	32,600	5,000	7,100	0	10,200	4,000	700
35 to 44	56,600	37,200	4,700	3,400	0	8,500	2,500	300
45 to 54	46,100	32,700	4,500	1,800	0	5,100	1,700	300
55 to 64	51,600	35,700	4,800	2,000	0	6,800	2,000	300
65 to 74	41,600	28,900	4,500	1,000	0	6,000	700	400
75 to 84	22,000	15,400	3,000	700	0	2,700	100	100
85+	3,800	2,400	800	100	0	300	100	100

Figure 37. Mode shares by age group

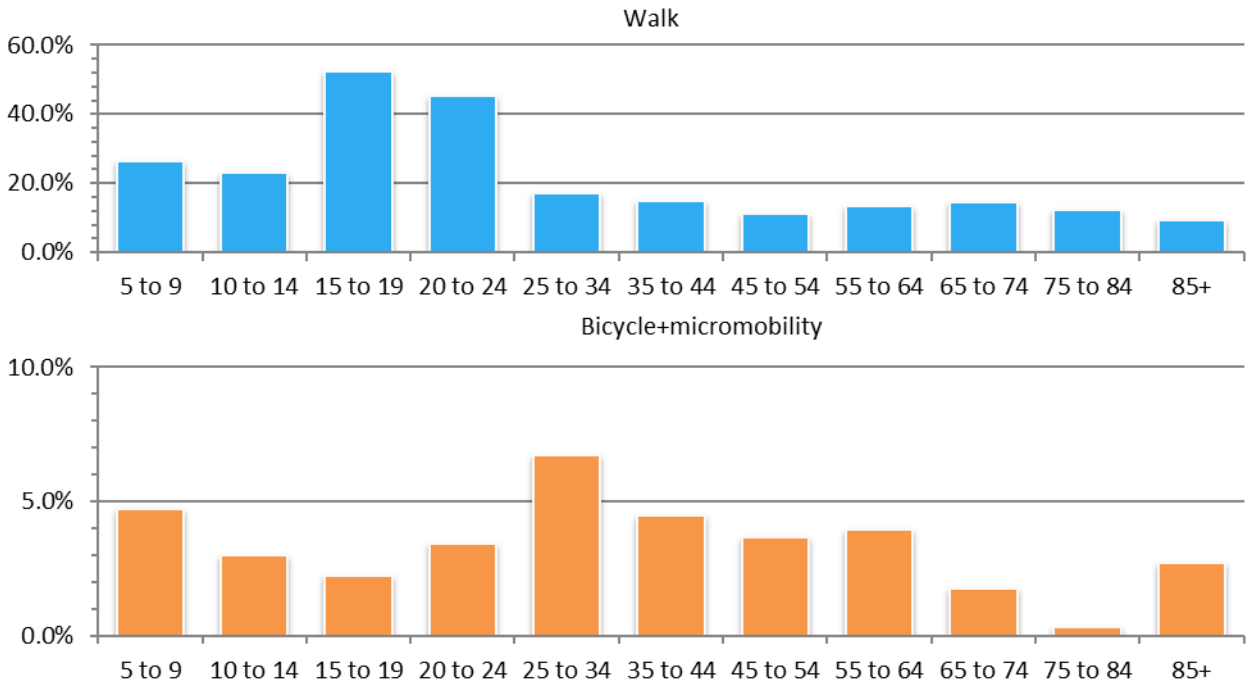
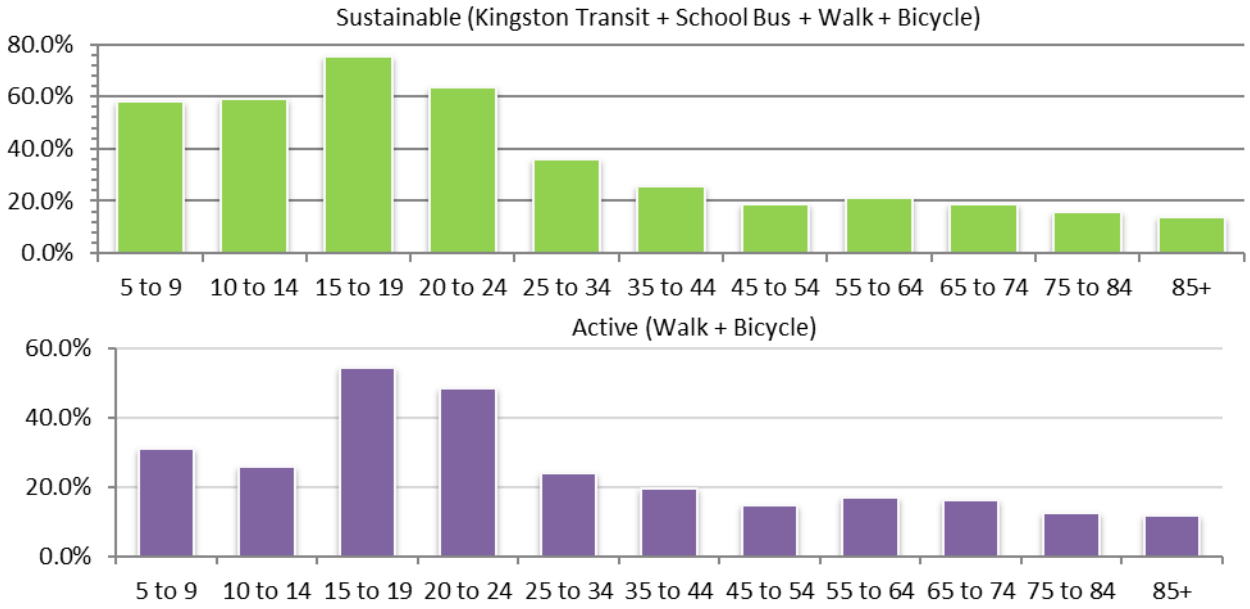


Figure 38. Sustainable and active mode shares by age group

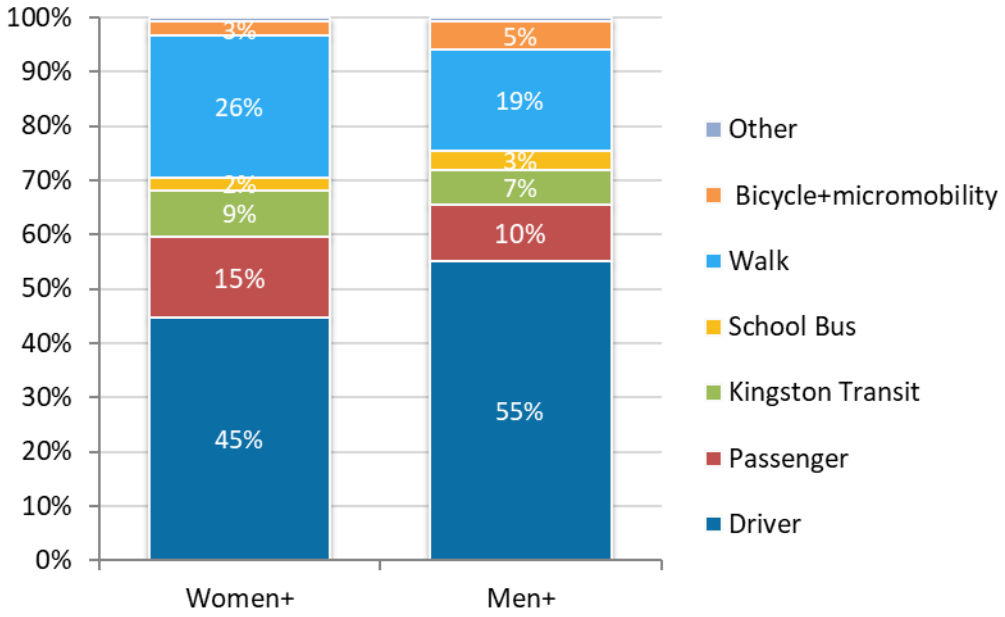


4.6.4 Mode shares by gender

There are considerable differences in mode share by gender.

- Men+ tend to make more auto driver trips compared to women+ (45% vs. 55%), while women are more likely to be passengers (15% vs. 10%). Overall, men+ have the highest share of all automobile trips (65% vs. 60%).
- Although men+ have a higher share of bicycle + micromobility trips (5% vs. 3%), women demonstrate the highest share of active modes (walk, bicycle + micromobility) (29% vs. 24%).
- Women are slightly more frequent users of transit (9% vs. 7%).

Figure 39. Mode shares by gender



4.6.5 Mode shares by other demographic characteristics

Differences in mode use are explored by other characteristics, including employment status and student status. The findings suggest that:

- Auto driver trips are highest among full-time workers (70%) and retired residents (69%). These two groups also have the lowest proportion of walking trips (12% and 14% respectively).
- Bicycle mode shares are fairly stable across all employment statuses, with the exception of retired residents and part-time workers (1-2%).
- Reliance on transit is highest among full-time post-secondary students (18%), and second highest among part-time post-secondary students (15%). Full-time post-

secondary students also have the highest walk mode share (54%), while walk trips made by part-time post-secondary students have a 21% mode share.

- K-12 students rely most on auto passenger trips (39%), followed by school bus (24%) and walk trips (23%) almost equally.
- Bicycle mode shares are fairly stable across all student statuses.

Figure 40. Mode shares by employment status

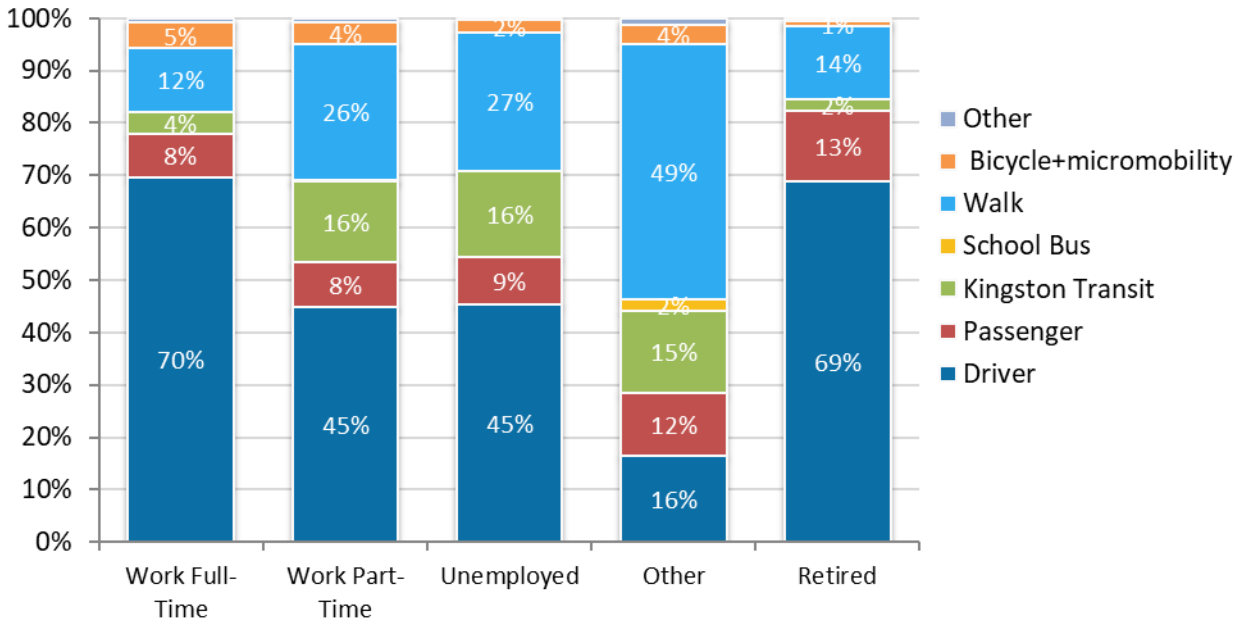
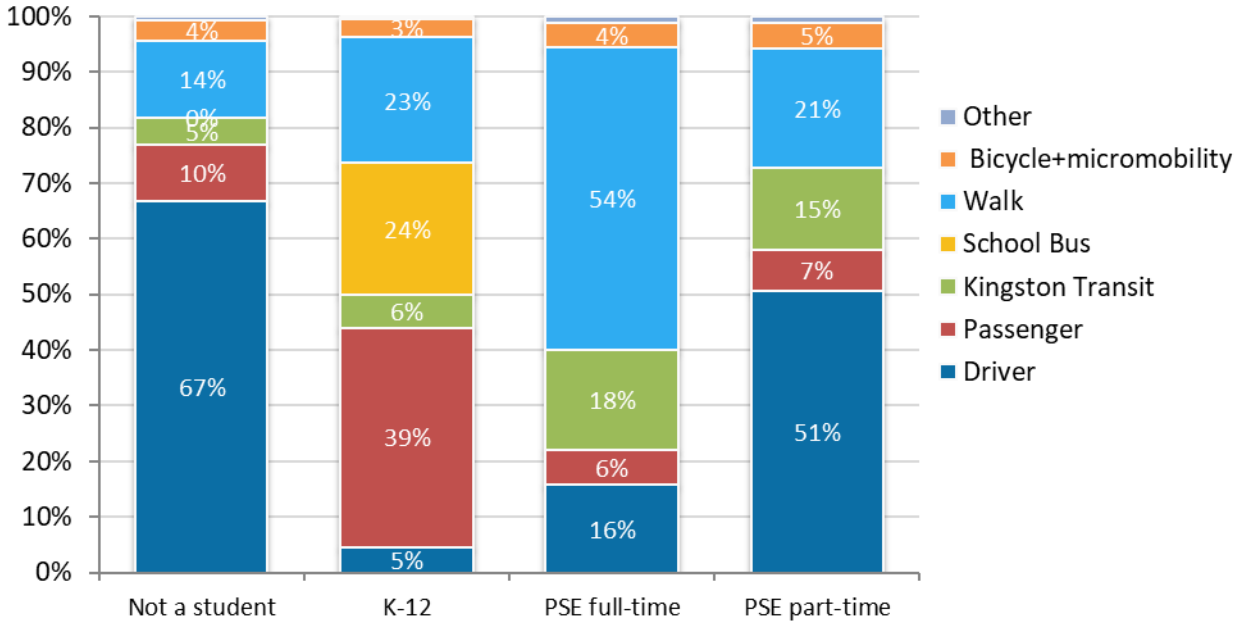


Figure 41. Mode shares by student status



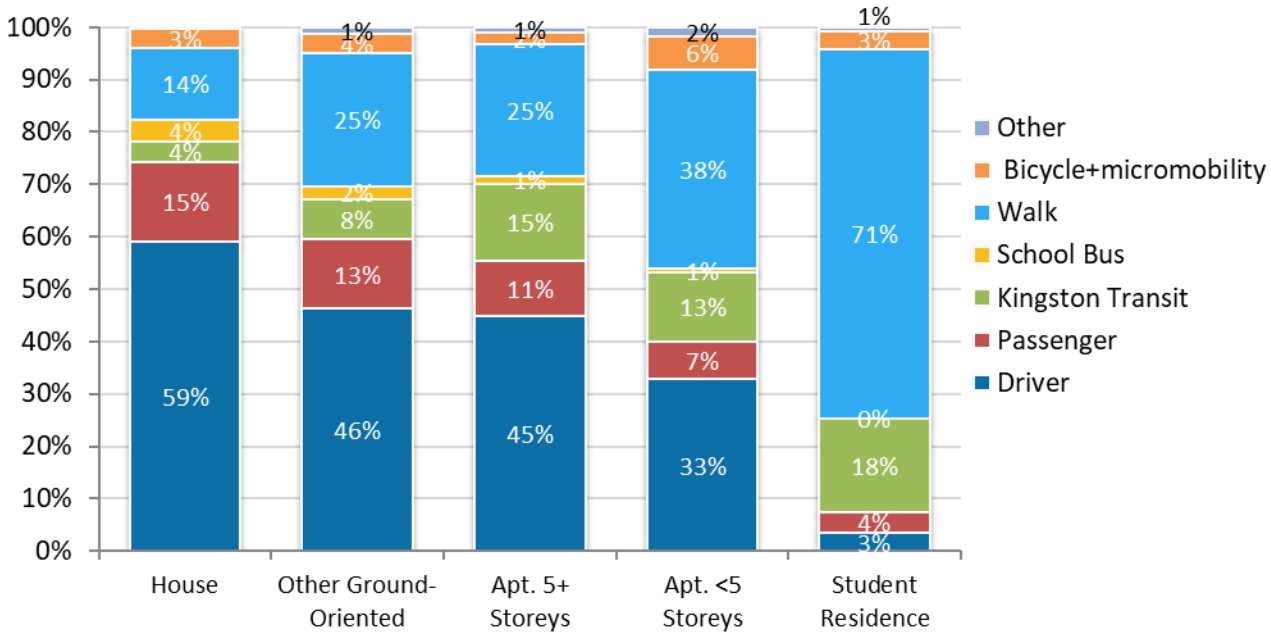
4.6.6 Mode shares by household characteristics

Mode shares by various household characteristics are explored in the charts below. By dwelling type (Figure 42):

- Auto driver trips are the highest among those living in a house (59%), and decrease with increasing dwelling density (46% for other ground-oriented; 33% for apartments with fewer than five storeys), but rise again for people in apartment or condominium buildings with five or more storeys (45%) possibly due to the different demographics of people living in such dwellings and/or the proximity of these dwellings to nearby amenities.
- Walk shares are the highest for those living in residence (71%), as are transit shares (18%).
- Bicycle + micromobility mode shares are highest for those living in apartments with fewer than five storeys, and lowest for those living apartments with more than five storeys.

Charts and tables with more detailed analysis of mode shares by Focus Area for each dwelling type are provided in **Appendix 5: Mode Shares by Dwelling Type by Focus Area** (provided under a separate cover).

Figure 42. Mode shares by dwelling type



In terms of household income (Figure 43) and household structure (Figure 44), results suggest that:

- Those with an income of less than $30,000 have the highest walk (47%) and transit (25%) shares compared to all other income groups. Walk and transit mode shares drop to only 13% and 3% respectively for those with an income of $125K to $150K.
- Reliance on autos (both driver and passenger) increases with income, beginning at only 22% for the lowest income group, while representing over three quarters of all trips for those with an income of $125K to $150K.
- Bicycle + micromobility shares peak for those that with incomes of between $30,000 and $80,000 (5%).
- Households with children have school bus mode shares and higher auto passenger shares, reflecting the trips of children in those households.
- Households with roommates and those living in student residence have the highest transit share (18%), followed by households that have a single parent with a child or children.

Figure 43. Mode share by household income

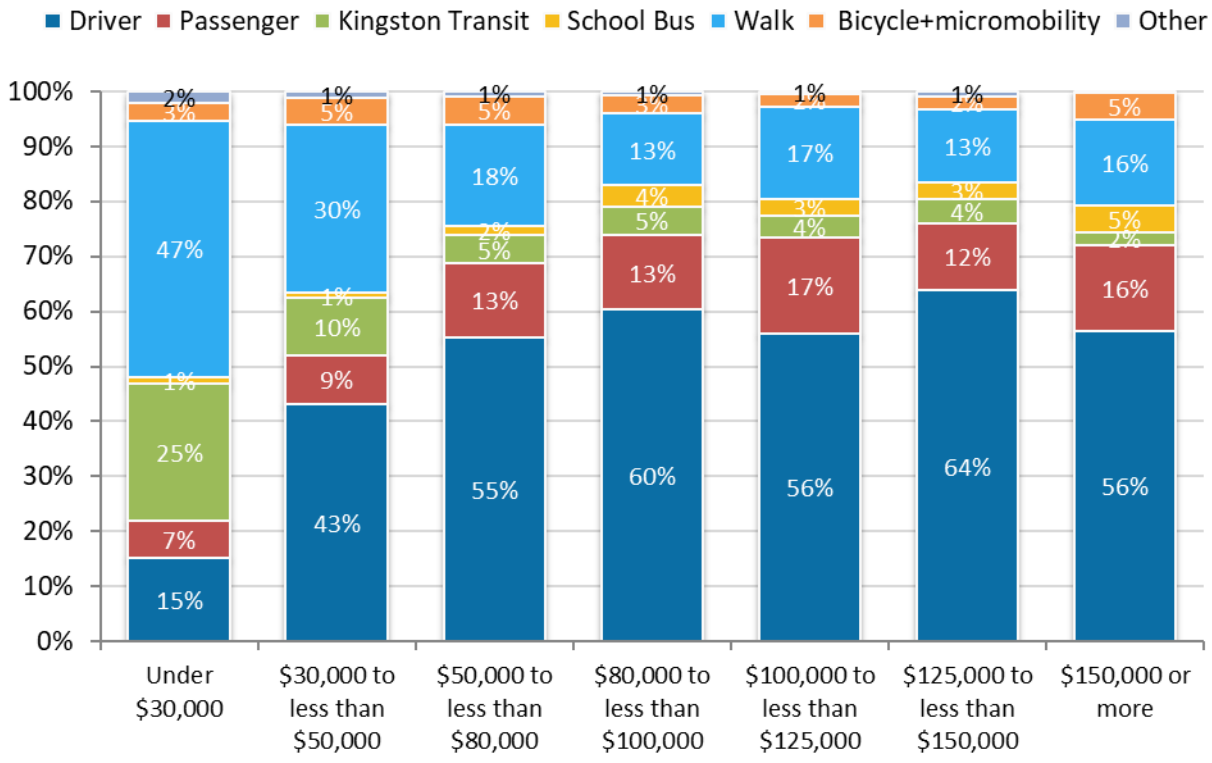


Figure 44. Mode share by household structure

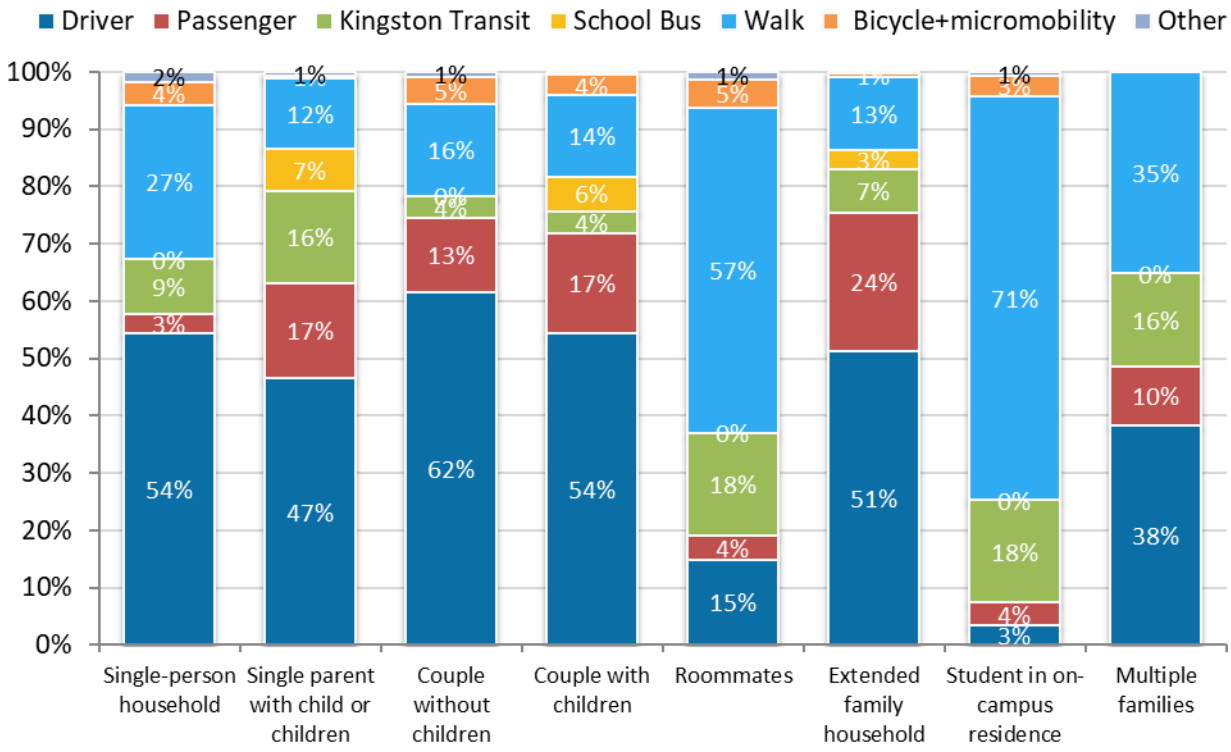
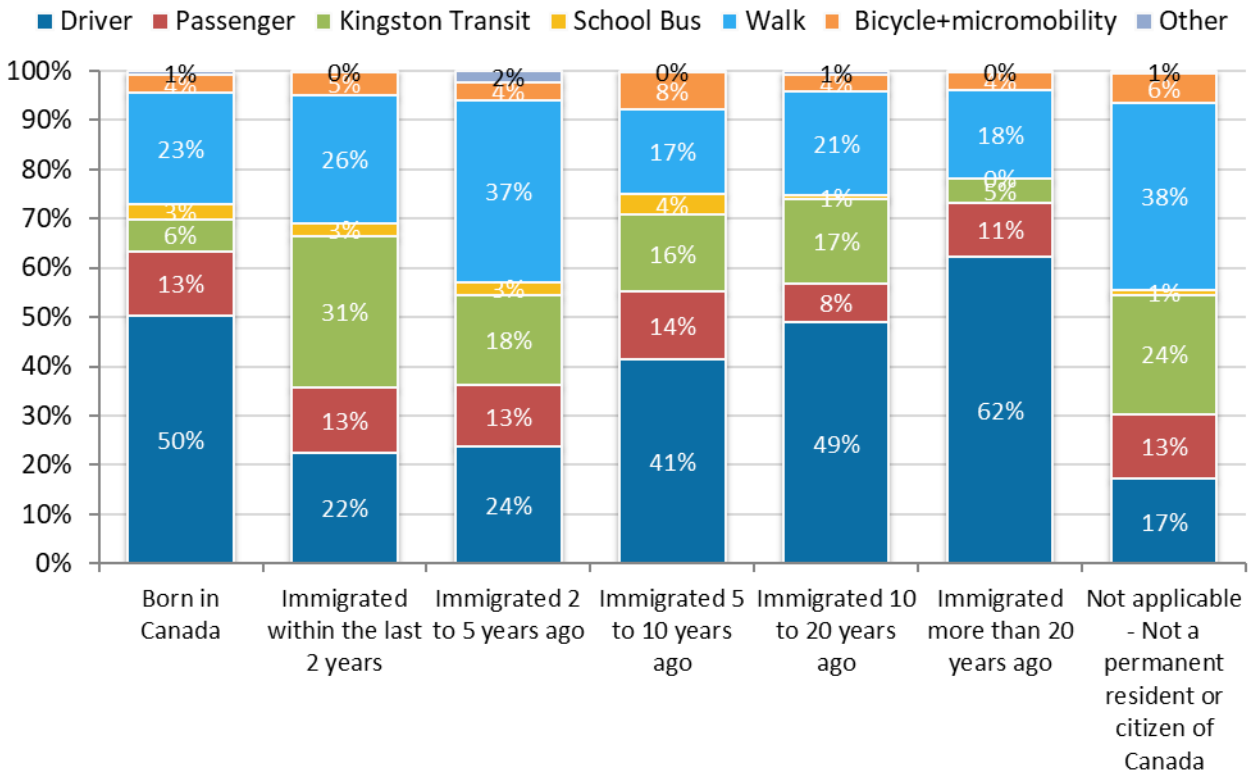


Figure 45 presents mode share by year of immigration. Mode shares vary substantially by immigration status.

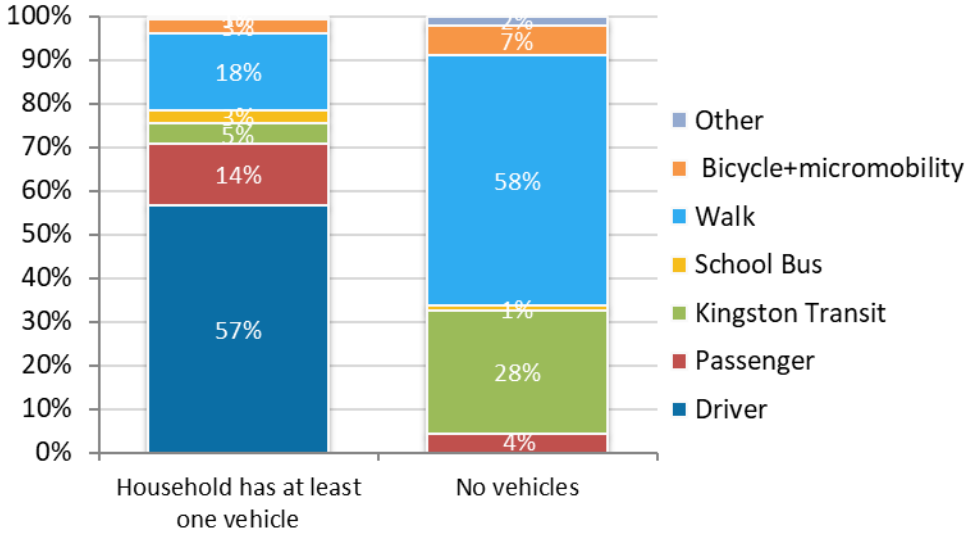
- Recent immigrants (0–5 years in Canada) report the highest use of sustainable modes, with Kingston Transit accounting for 18% to 31% of trips and walking 26% to 37%, resulting in sustainable mode shares above 60% compared to 36% for Canadian-born residents.
- Immigrants with 5 to 10 and 10 to 20 years in Canada show similar patterns, with auto driver shares of 41% to 49% and sustainable modes at 42% to 45%.
- Immigrants of more than 20 years resemble Canadian-born residents more closely compared to those who migrated more recently, recording the highest auto driver share (62%) and the lowest sustainable share (27%).
- Non-permanent residents (student visa, visitor, or other status) stand apart with the strongest reliance on walking (38%) and Kingston Transit (24%), producing the highest sustainable (69%) and active (44%) mode shares overall.

Figure 45. Mode shares by year of immigration



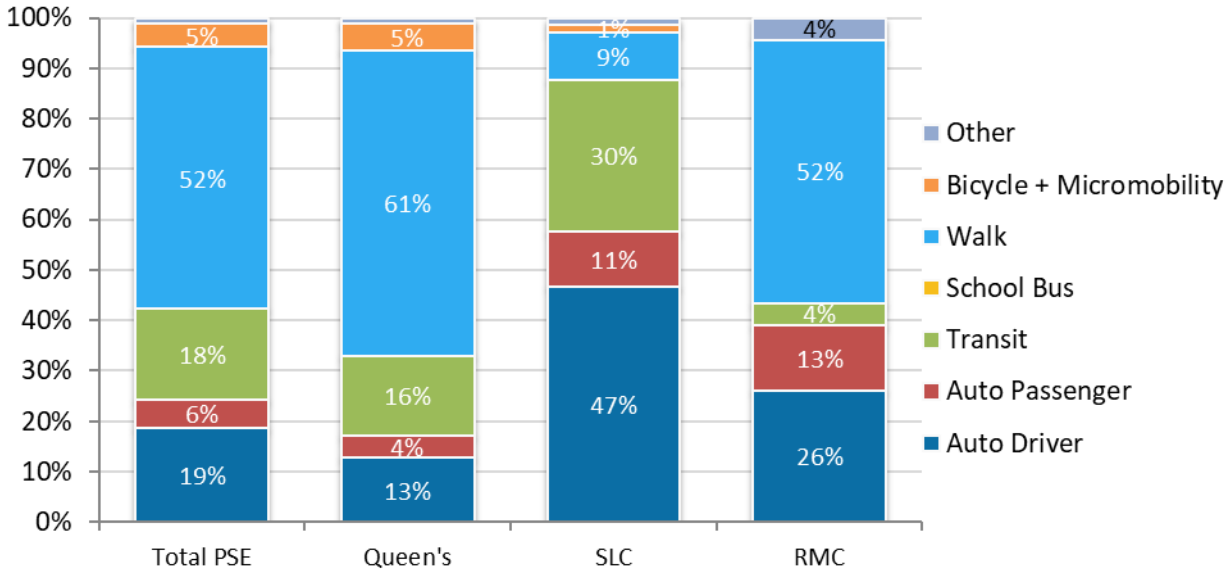
Sustainable and active mode share differs the most when comparing households with at least one vehicle to those with no vehicles (Figure 46). Households with no vehicles have a 94% sustainable mode share compared to 29% for households with at least one vehicle. The active mode share for households with no vehicle is 64% compared to 21% for households with at least one vehicle.

Figure 46. Mode shares by vehicle ownership



The analysis of trips for students by post-secondary institutions shows that SLC has a largely different mode share compared to Queen's and RMC, with 47% auto driver trips and 30% transit trips and comparatively low walk trips (9%). Queen's students have the highest sustainable trip mode share (82%), followed by RMC students (57%), while SLC students have a 41% sustainable mode share.

Figure 47. Mode shares by PSE institution



4.6.7 Trip mode by start hour and peak periods

Figure 48 provides another view of mode shares, illustrating the distribution of mode shares by trip start hour.

- Beginning at 7 AM, auto driver trips begin to increase (from 15,300 trips at 7 AM to 18,800 trips at 8 AM). Auto driver trips decrease and remain relatively steady during the hours of 9 AM and 2 PM, before increasing again at 3 PM (17,100 trips) and peaking at 4 PM (23,400 trips). Auto driver trips remain high between 5 PM and 6 PM (18,300 trips), before dropping off at 7 PM.
- Transit trips are highest between 7 AM and 8 AM, and between 3 PM and 6 PM, with 2,300 to 3,200 transit trips per hour.
- Walking trips also hold a sizable share of the modes by time of day. The greatest walking shares occur between 8 AM and 9 AM (10,700 walk trips) and between 3 PM to 5 PM (7,500 to 8,600 walk trips per hour). Cycling + micromobility trips were also highest between 8 AM and 9 AM (2,200 trips) and between 3 PM and 6 PM (1,300 to 2,000 trips).

- When comparing the peak periods (Figure 49). The mode shares in the AM peak and PM peak periods are similar. Inter-peak has the highest share for auto driver (52%) and walk (26%), while the evening to early morning period has the highest auto passenger mode share (20%) compared to other periods of the day.

Figure 48. Mode shares by hour of departure

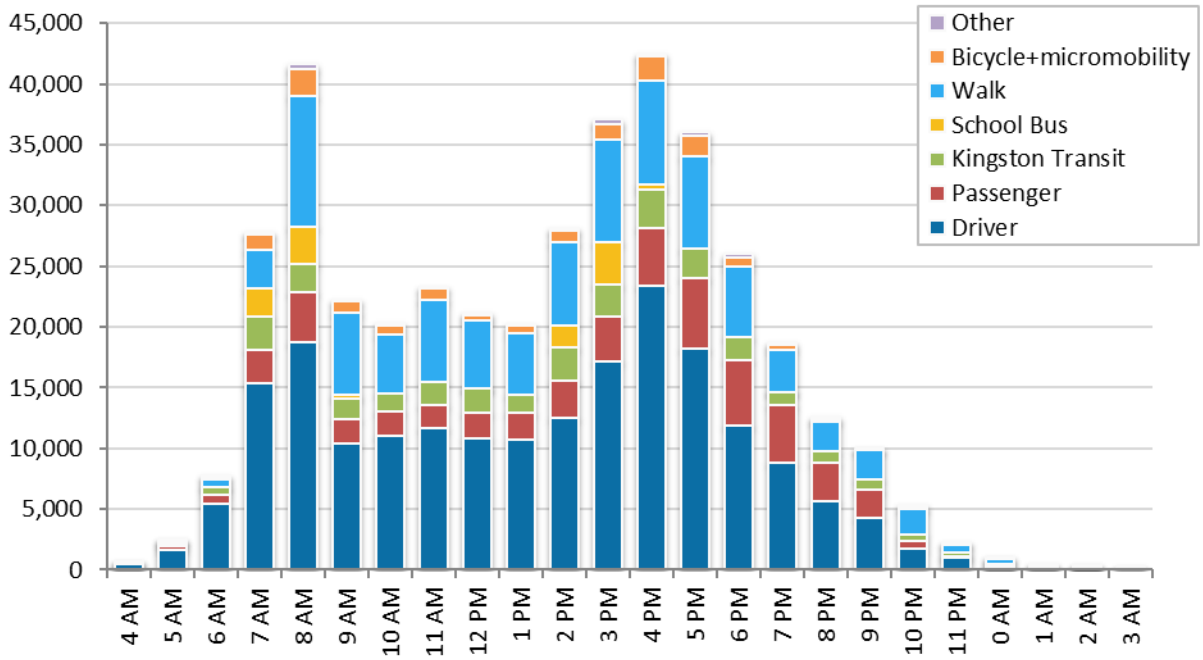
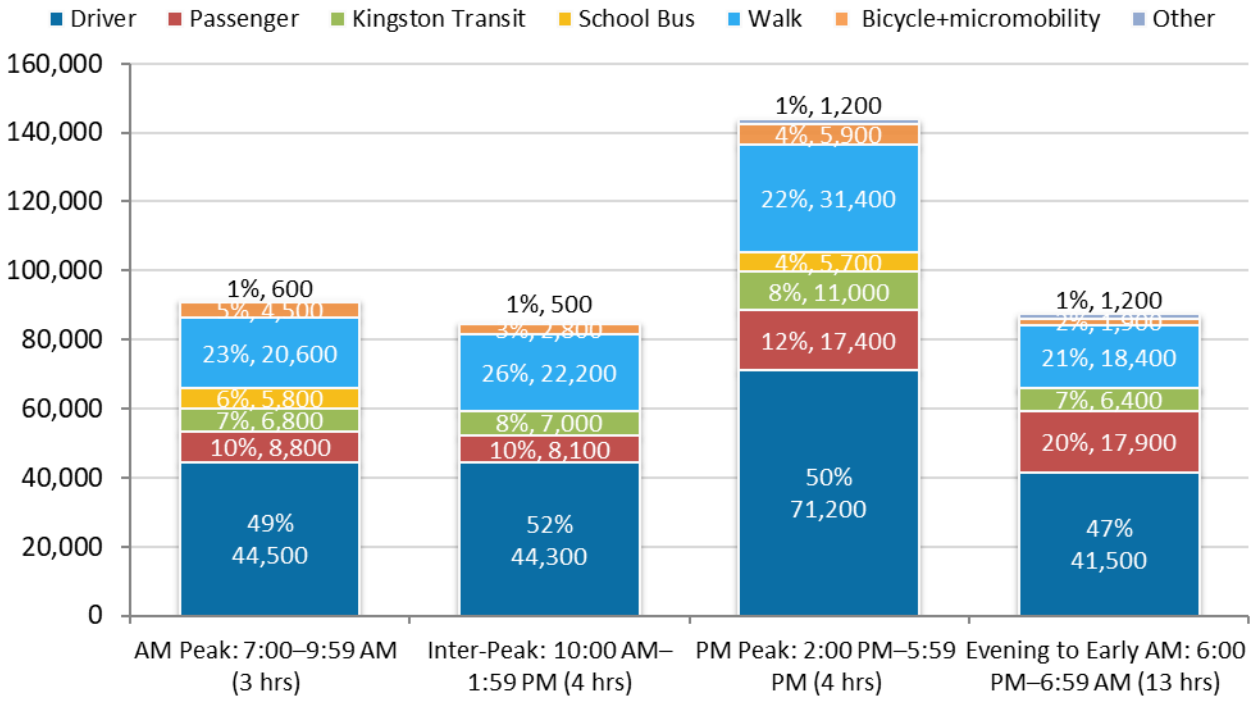


Figure 49. Mode shares by peak period

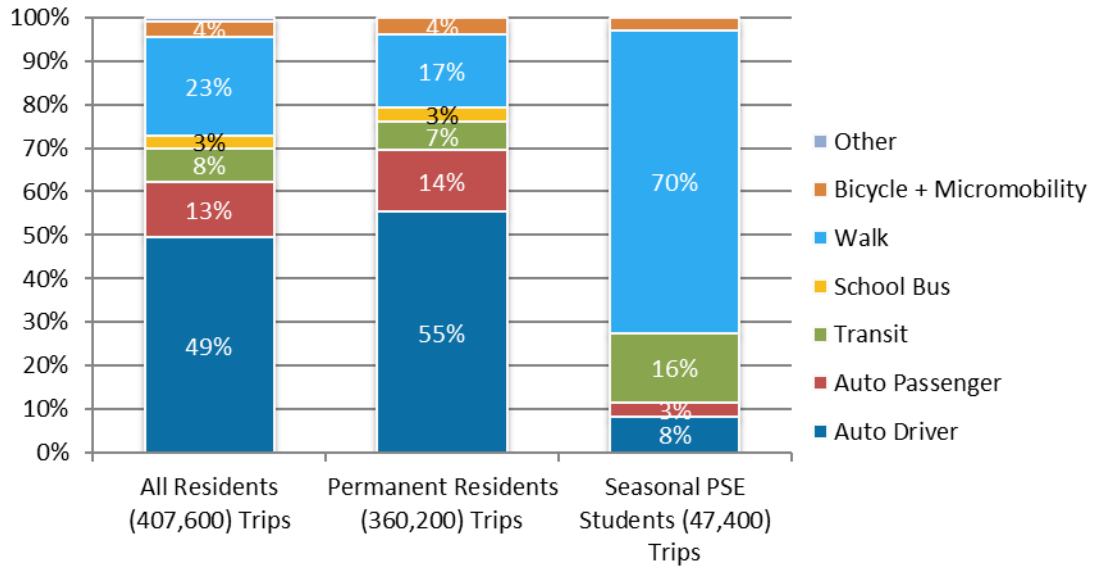


4.6.8 Mode shares for permanent compared to seasonal residents

Figure 50 presents mode shares by resident type. Permanent residents show a strong reliance on automobiles, with 55% of trips as auto drivers and 14% as auto passengers. Walking accounts for 17% of trips, while transit use is 7%, and bicycle/micromobility is 4%.

Seasonal PSE students, by contrast, exhibit very different travel behaviours. Walking is the dominant mode at 70% of trips, compared to 17% among permanent residents. Transit also plays a larger role for seasonal students (16%) than for permanent residents (7%). Conversely, automobile use is substantially lower among seasonal students, with only 8% as drivers and 3% as passengers, compared to 55% and 14% respectively for permanent residents.

Figure 50. Fall 2024 mode shares for permanent vs. seasonal PSE student residents



4.7 Frequency of bicycle trips by season

Table 46 shows a strong seasonal variation in cycling frequency. As might be expected, Winter shows the lowest participation in cycling, while summer records the highest levels of participation across almost all frequency bands. In Fall, the conditions of the survey, 16% of respondents report cycling at least once a week, while 59% never do. In Winter, non-use rises to 66%, with 6% of respondents cycling at least once a week. By Summer, non-use falls to 55% and cycling at least once a week rises to 22%. Daily use reaches its highest level in Summer (7%), compared to 5% in Fall and 2% in Winter. Note that the question on cycling frequency was only asked of the primary survey respondent in each household, virtually all of whom (99.7%) were adults; as the question was not asked of other household members (as the primary respondent would not necessarily be aware of all of the other household members' habits in other seasons), the results may not represent all Kingston residents.

Figure 51. Cycling frequency by season (adults)

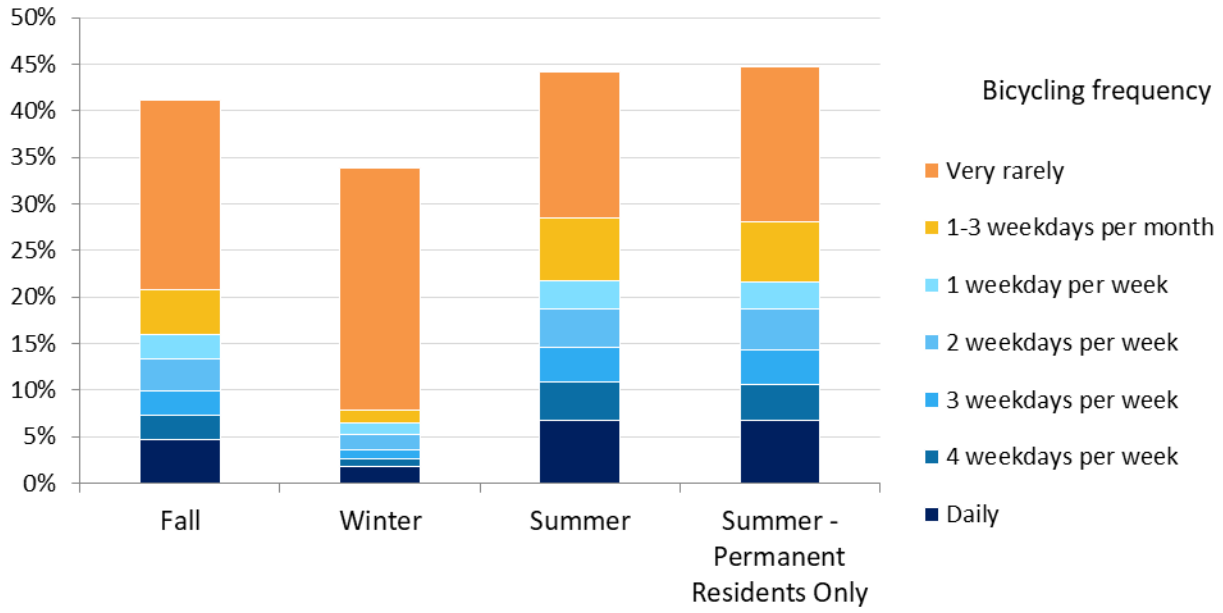


Table 46. Reported frequency of bicycle trips by season (adults)

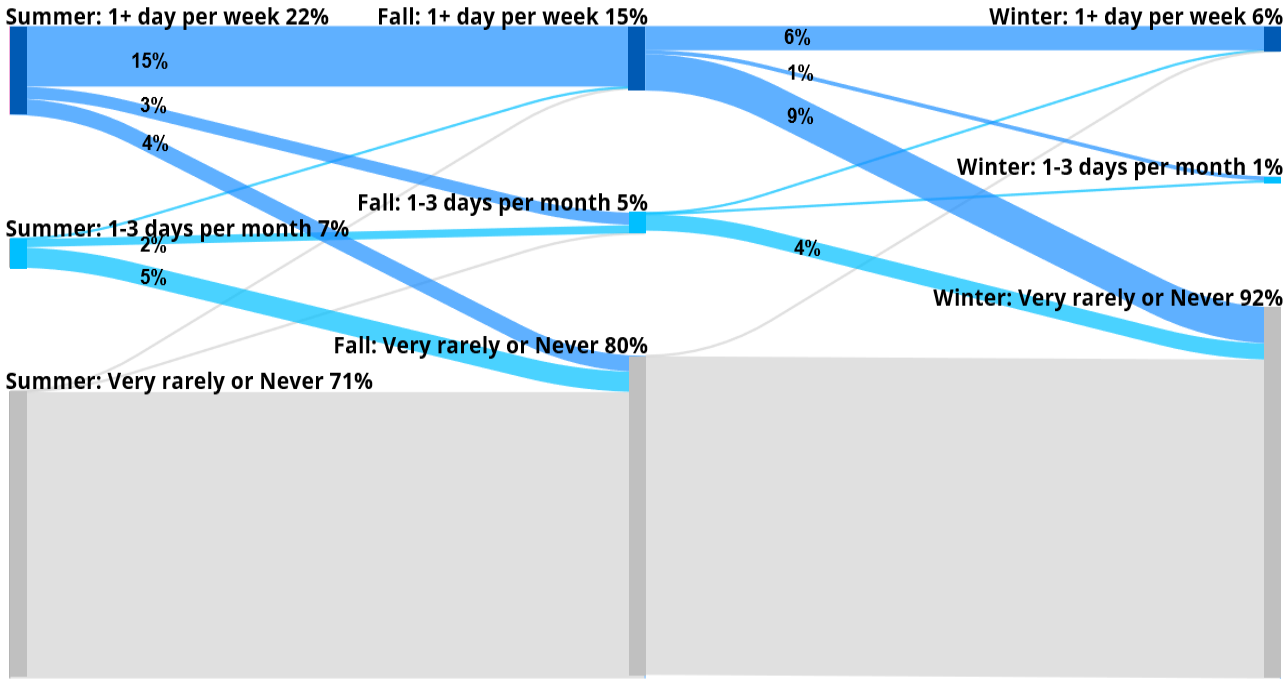
Mode	Fall	Winter	Summer	Summer - Permanent Residents Only
Total respondents	70,980	70,600	69,700	60,670
Daily	5%	2%	7%	7%
4 weekdays per week	3%	1%	4%	4%
3 weekdays per week	3%	1%	4%	4%
2 weekdays per week	3%	2%	4%	4%
1 weekday per week	3%	1%	3%	3%
1-3 weekdays per month	5%	1%	7%	6%
Very rarely	20%	26%	16%	17%
Never: I do not have a bicycle or do not like cycling	53%	59%	50%	48%
Never: I am physically unable to ride a bicycle	6%	7%	6%	7%

The diagram below (Figure 52) illustrates how adult cyclists' reported cycling frequency transitions by season. Survey responses have been aggregated three groups: at least one weekday per week, one to three weekdays per month, and very rarely or never. Percentages should be understood to represent adults.[19] As illustrated, 15% of adult residents cycle at least one day per week in both summer and fall, while 6% cycle at least one day per week in both fall and winter. About 3% of all adults cycle at least one day per week in the summer and shift to

[19] The question on cycling frequency was only asked of the primary survey respondent in each household, virtually all of whom (99.7%) were adults; as the question was not asked for other household members, the results may not represent all Kingston residents.

one to three days per month in the fall, while 4% of all adults at least one day per week in the summer and stop cycling or very rarely cycle in the fall. Table 1, following, expresses transitions between seasons as the percentage of each regular cycling frequency group in each season.

Figure 52. Sankey diagram illustrating transitions in cycling frequency by season (adults)



Percentages are rounded to closest 1% and may not add to 100% due to rounding. Percentages are of total question respondents.

Table 47. Summer cyclists' transitions to Fall, Fall cyclists' transitions to Winter (adults)

Regular Summer cyclists	%	New behaviour in Fall
Of those who cycle at least 1 day per week in Summer:	71%	continue to cycle at least 1 day per week
	12%	reduce to 1-3 days per month
	17%	stop cycling or move to very rarely cycling
Of those who cycle 1-3 days per month in Summer:	3%	increase to cycling at least 1 day per week
	31%	continue to cycle 1-3 days per month
	67%	stop cycling or move to very rarely cycling
Regular Fall cyclists	**%**	**New behaviour in Winter**
Of those who cycle at least 1 day per week in Fall:	39%	continue to cycle at least 1 day per week
	7%	reduce to 1-3 days per month
	55%	stop cycling or move to very rarely cycling
Of those who cycle 1-3 days per month in Fall:	1%	increase to cycling at least 1 day per week
	7%	continue to cycle 1-3 days per month
	90%	stop cycling or move to very rarely cycling

This analysis does not depict transitions from very rarely or never cycling in one season to cycling more often in the next season. The numbers of survey respondents who reported such transitions are very small.

4.8 Trip purpose

Figure 53 illustrates the distribution of trips by detailed trip purpose, and Table 48 provides groupings used in other analyses. Non-commute trips are the most substantial trip purpose. Trips to shopping and personal business destinations account for 16% of all trip destinations, and social and recreational trips account for 14% of all trips. Commute-based trips make up a slightly smaller proportion of all trip destinations, with 13% of Kingston residents making trips to work and for work-related reasons. Trips to school account for 10% of all trips and trips to serve passengers account for 6%. Of the total daily trips, 41% of trips are returning home from these various destinations.

Figure 53. Trip Purpose

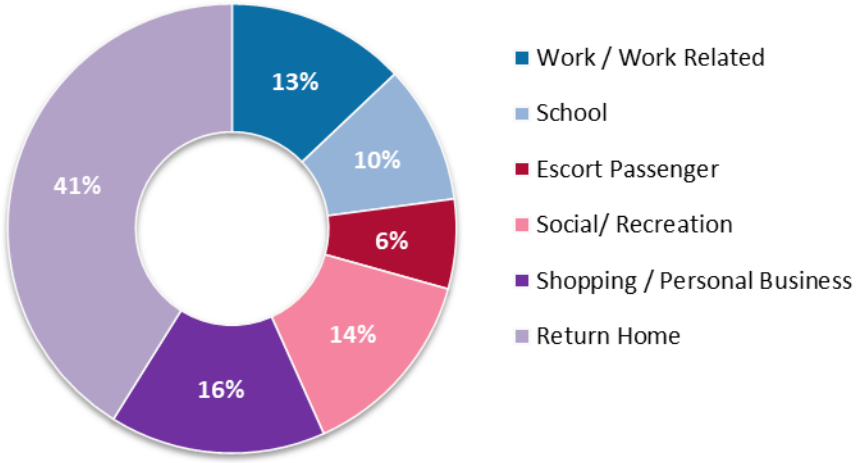


Table 48. Trips by detailed trip purposes

Group	%	Trips by Trip Purpose	Expanded Trips	%
Work / Work Related	13%	Travel to work	46,200	11.3%
		Work-related	4,100	1.0%
		Working on the road / itinerant	2,400	0.6%
School	10%	Attend School (PSE)	24,400	6.0%
		Attend School (K-12)	16,200	4.0%
Escort Passenger	6%	Pick up a passenger	11,800	2.9%
		Drop off a passenger	14,500	3.6%
Social / Recreation	14%	Social / Religious	13,900	3.4%
		Recreation	27,200	6.7%
		Dining/restaurant	15,800	3.9%
Shopping / Personal Business	16%	Shopping / Services	48,800	12.0%
		Personal Business	13,200	3.2%
		Picking up package	1,500	0.4%
Return Home	41%	Return Home	167,600	41.1%

Trip purpose by sub-area is presented in Table 49 and Table 50, which illustrates the trip purpose profiles of the different areas across Kingston. Those in the Central sub-area have the highest proportion of trips to school (PSE and K-12 combined, 13%), primarily due to the high concentration of post-secondary students in the area. Residents in the West sub-area have a slightly higher number of work and work-related trips, representing 13% of all trip destinations in the sub-area. Those in the Rural sub-area have a predominance of non-commute trips, namely trips to shopping and to personal business destinations, with 22% of all trips in this sub-area.

Table 49. Trip Purpose (Share of trips)

	Kingston	Urban	Central	West	East	Rural
Share	**407,600**	**380,300**	**197,900**	**150,800**	**31,500**	**27,300**
To usual work	11%	11%	10%	13%	11%	13%
Work related	2%	2%	2%	2%	1%	1%
To post-secondary school	6%	6%	11%	1%	2%	0%
To K-12 school	4%	4%	2%	6%	5%	4%
Pick up package	0%	0%	0%	0%	1%	0%
Shopping	12%	12%	11%	12%	13%	17%
Personal business	3%	3%	3%	3%	4%	5%
Restaurant	4%	4%	4%	4%	4%	4%
Recreation	7%	7%	7%	7%	6%	7%
Social	3%	3%	3%	3%	4%	5%
Serve passenger	6%	6%	5%	8%	9%	7%
Return home	41%	41%	41%	41%	40%	39%

Table 50. Trip purposes (volume of trips)

	Kingston	Urban	Central	West	East	Rural
Daily Trips	**407,600**	**380,300**	**197,900**	**150,800**	**31,500**	**27,300**
To usual work	46,200	42,700	19,100	20,100	3,500	3,400
Work related	6,500	6,100	3,100	2,700	300	400
To post-secondary school	24,400	24,300	21,600	2,000	700	100
To K-12 school	16,200	15,200	4,900	8,600	1,700	1,000
Pick up package	1,500	1,400	700	500	200	100
Shopping	48,800	44,200	22,300	17,800	4,200	4,600
Personal business	13,200	11,900	5,600	5,000	1,400	1,300
Restaurant	15,800	14,900	8,200	5,400	1,300	1,000
Recreation	27,200	25,300	13,000	10,500	1,900	1,800
Social	13,900	12,600	6,900	4,600	1,100	1,300
Serve passenger	26,300	24,500	10,500	11,300	2,700	1,800
Return home	167,600	157,000	82,000	62,400	12,600	10,600

Details on trips by trip purpose compared to 2019 can be found in Table 51. When compared to 2019, trip volumes across some destination purposes appear to have decreased. The largest decreases are observed in work-related trips to attend meetings, personal business, and social trip purposes. Overall, the number of work and work-related trips has grown by 8%, which is notably less than the 15% increase in workers, which may be associated with an increase in hybrid work arrangements. The increase in K-12 school trips (7%) is consistent with an 8% increase in population between 5 and 17 years of age. The increase in post-secondary school trips (7%) lags somewhat behind the 15% increase in public post-secondary students in the survey data (or 9% in actual enrolment counts).[20] The trip shares (percentage of total) by destination purpose remain mostly similar to 2019, with the exception of return home trips (+3%-pts) and work-related trips (-2.2%-pts).

Table 51. Trip purposes 2019 vs. 2024

	Trip Volumes			% of Trips		
Trip Purpose	**2019**	**2024**	**% change**	**2019**	**2024**	**2024 - 2019 (%-pt change)**
Total Trips	**398,600**	**407,600**	**2%**	**100%**	**100%**	
Travel to Work (usual place of work)	42,100	46,200	10%	10.6%	11.3%	0.8%
Work-related trips to attend meetings	12,900	4,100	-68%	3.2%	1.0%	-2.2%
Working on the road / itinerant.	2,400	2,400	0%	0.6%	0.6%	0.0%
Post-Secondary School	22,800	24,400	7%	5.7%	6.0%	0.3%
K-12 School	15,100	16,200	7%	3.8%	4.0%	0.2%
Shopping	46,000	50,300	9%	11.5%	12.4%	0.8%
Personal business	17,100	13,200	-23%	4.3%	3.2%	-1.0%
Restaurant	15,700	15,800	1%	3.9%	3.9%	-0.1%
Social	18,000	13,900	-23%	4.5%	3.4%	-1.1%
Recreation	23,400	27,200	16%	5.9%	6.7%	0.8%
Pick up a passenger	12,500	11,800	-6%	3.1%	2.9%	-0.2%
Drop off a passenger	14,900	14,500	-3%	3.7%	3.6%	-0.2%
Other*	3,300	0	-100%	0.8%	0.0%	-0.8%
Return Home	152,400	167,600	10%	38.2%	41.1%	2.9%
Subtotal work + work-related + working on the road / itinerant work	57,400	52,700	8%	14.4%	12.9%	1.5%

* Other has a small sample size in 2024, and the total trips rounded to the closest 100 becomes 0.

The charts on the following page provide an alternate way of looking at trip purposes, which is to filter to only trips with non-home destinations, i.e., excluding all trips with a purpose of returning home. This provides a focus on the destinations that attract travel. Figure 54 depicts

[20] The 2024 KHTS represents 33,320 public PSE students, 14.8% more than the 29,020 public PSE students represented in the 2019 KHTS, which was short of actual 2019 enrolment figures of 30,470 PSE students. Therefore the actual increase in public PSE enrolments was about 9.4%, somewhat less than that suggested by the survey data (with the shortfall in the 2019 data potentially having effects on comparisons between 2019 and 2024 survey results with respect to school trips).

aggregated non-home trip destinations for 2019 and 2024. The underlying data are drawn from Table 51 above, except that the percentages have been recalculated to be based on total trips excluding Return Home trips. As illustrated, when looking at aggregated non-home destination purposes, proportions are either equivalent or have only shifted modestly from 2019 to 2024. The second chart while Figure 55 shows the nuanced changes when considering detailed non-home destination purposes. For example, while in 2024 there were proportionally slightly fewer work and work-related trips (-1 percentage-point overall) compared to 2019, there was a 2 percentage-point increase in the trips to usual work, and a 3 percentage-point decrease in work-related trips.

Figure 54. Non-Home destinations by aggregated trip purpose

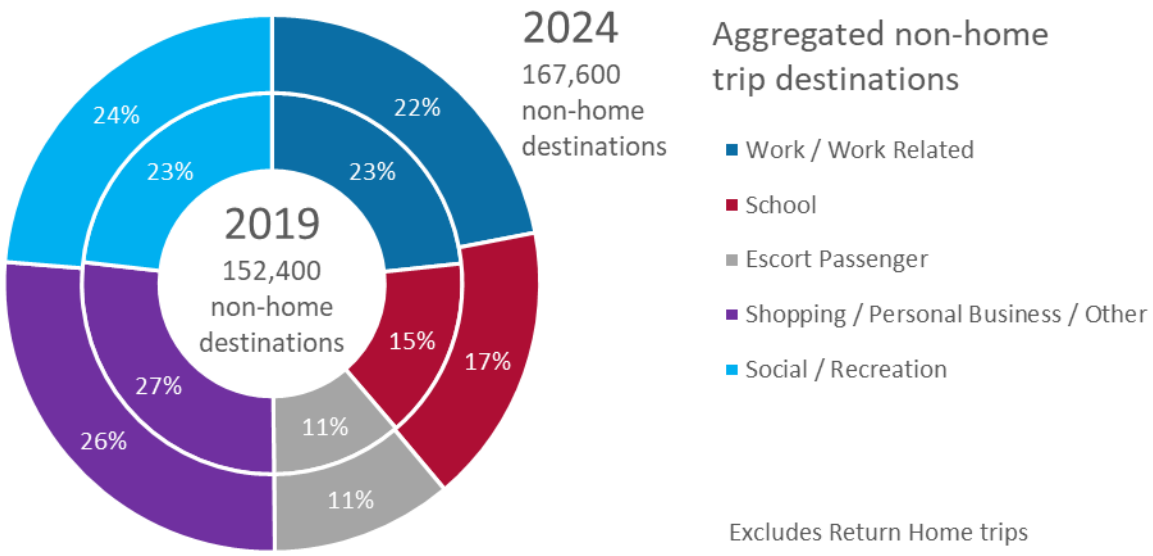
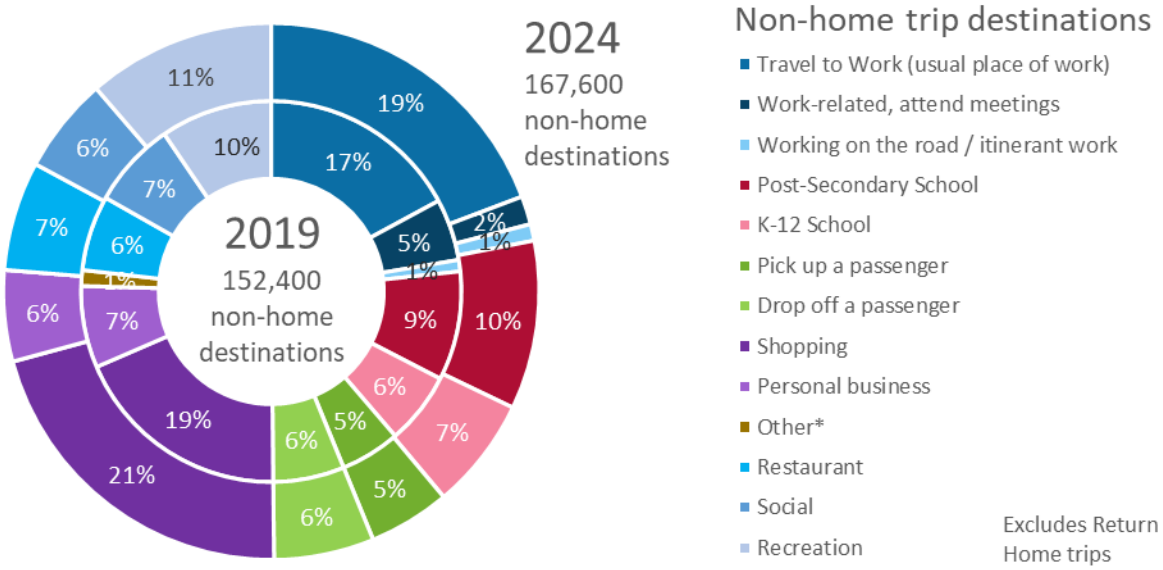


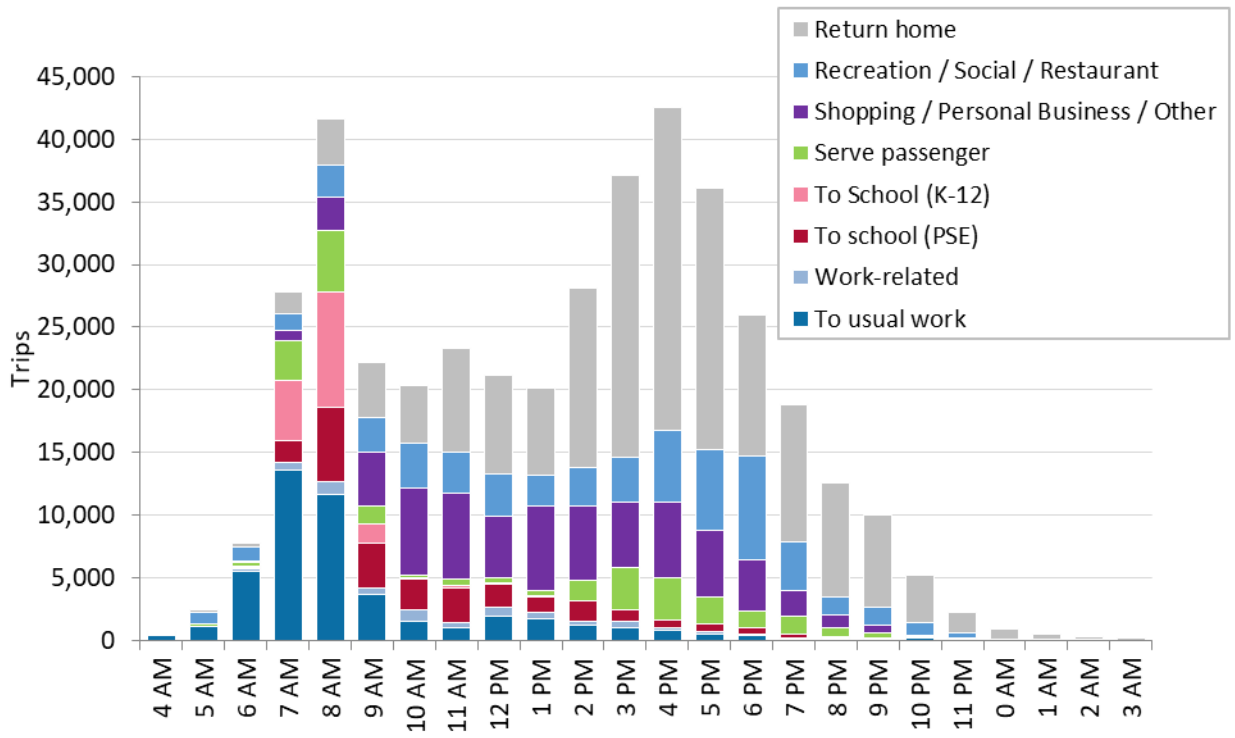
Figure 55. Non-home destinations by detailed trip purpose



4.8.1 Trip purpose by time of day

Figure 56 provides more detail on daily trips by trip purpose, illustrating the distribution by time of day (by 1-hour interval based on the start hour of departure). The distribution shows a classic profile of a concentrated AM peak dominated by commute trips to work and school (including passenger drop-off trips by those serving passengers).

Figure 56. Trip by purpose by hour of departure



4.8.2 Mode shares by trip purpose

Mode shares and volumes by trip purpose are presented in the following figure (Figure 57) and two subsequent tables (Table 52 and Table 53). The chart illustrates the predominance of driving as a travel mode for work commutes (but with sustainable modes also accounting for almost three in ten trips to work), the importance of bicycle + micromobility and transit modes for post-secondary school commutes, and the almost equal split of mixed modes for K-12 commutes (36% school bus, 28% walk, and 24% passenger). Mode shares for trips to PSE are very different from the other purposes, with 62% walk, 19% transit, and 6% cycling, for a total of 87% sustainable mode share.

Figure 57. Mode shares by trip purpose

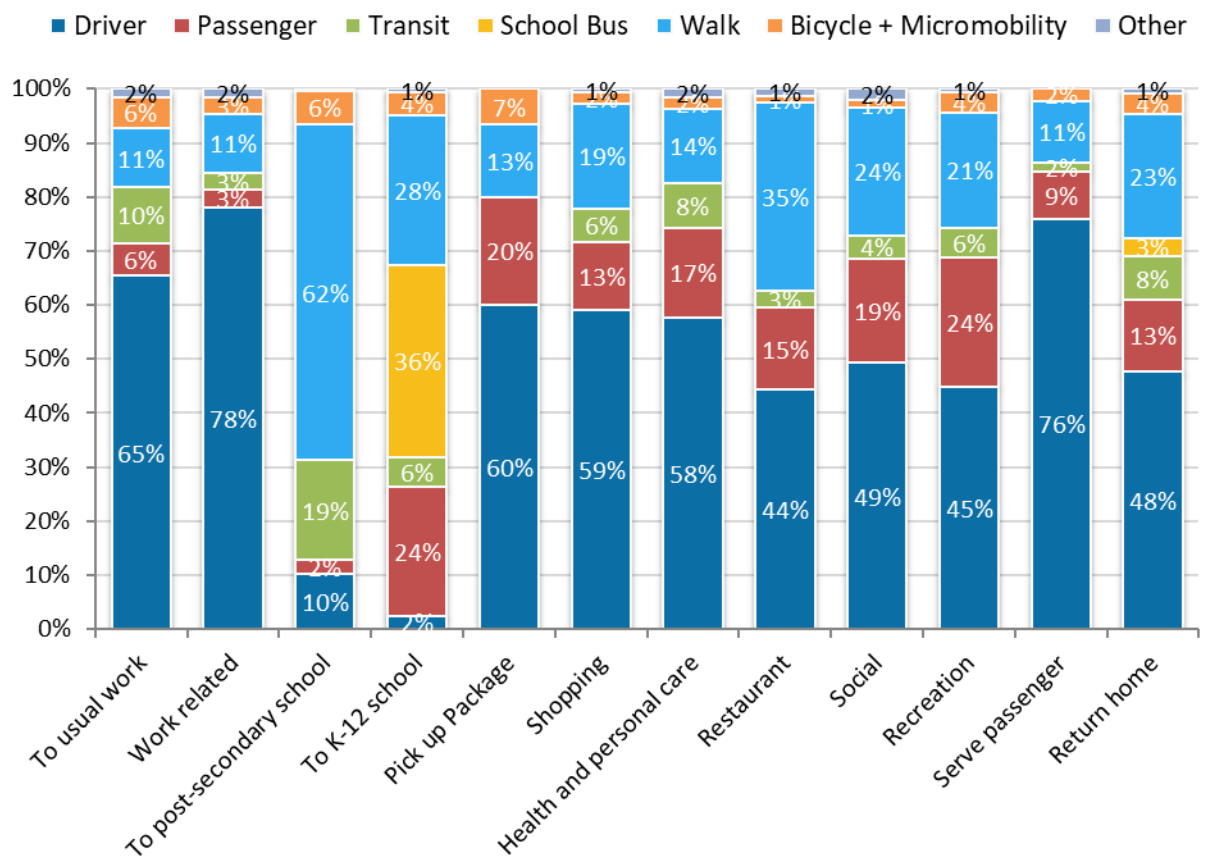


Table 52. Mode shares by purpose

Purpose	Trips	Driver	Passenger	Transit	School Bus	Bicycle + Micromobility	Walk	Other
To usual work	46,200	65%	6%	10%	0%	6%	11%	2%
Work related	6,500	78%	3%	3%	0%	3%	11%	2%
To post-secondary school	24,400	10%	2%	19%	0%	6%	62%	0%
To K-12 school	16,200	2%	24%	6%	36%	4%	28%	1%
Pick up Package	1,500	60%	20%	0%	0%	7%	13%	0%
Shopping	48,800	59%	13%	6%	0%	2%	19%	1%
Health and personal care	13,200	58%	17%	8%	0%	2%	14%	2%
Restaurant	15,800	44%	15%	3%	0%	1%	35%	1%
Social	13,900	49%	19%	4%	0%	1%	24%	2%
Recreation	27,200	45%	24%	6%	0%	4%	21%	1%
Serve passenger	26,300	76%	9%	2%	0%	2%	11%	0%
Return home	167,600	48%	13%	8%	3%	4%	23%	1%

Table 53. Trip volumes by primary mode and purpose

Purpose	Trips	Driver	Passenger	Transit	School Bus	Bicycle + Micromobility	Walk	Other
To usual work	46,200	30,200	2,800	4,800	0	2,700	5,000	700
Work related	6,500	5,000	200	200	0	200	700	100
To post-secondary school	24,400	2,500	600	4,500	0	1,500	15,100	100
To K-12 school	16,200	400	3,900	900	5,800	700	4,500	100
Pick up Package	1,500	900	300	0	0	100	200	0
Shopping	48,800	28,800	6,100	3,100	0	1,100	9,400	300
Health and personal care	13,200	7,600	2,200	1,100	0	300	1,800	200
Restaurant	15,800	7,000	2,400	500	0	200	5,500	200
Social	13,900	6,900	2,700	600	0	200	3,300	300
Recreation	27,200	12,200	6,500	1,500	0	1,000	5,800	200
Serve passenger	26,300	19,900	2,300	400	0	600	3,000	0
Return home	167,600	80,000	22,100	13,500	5,700	6,500	38,400	1,400

4.8.3 Home-based trip purposes

The following section examines trips in terms of an overall purpose as identified from the origin and the destination. There are four 'home-based purpose' categories that take into account both the origin and destination location or purpose: home-based work (HBW), home-based school (HBS), home-based other (HBO), and non-home-based (NHB). These types of categories can help contribute to the development of transportation models. Table 54 presents the trip distributions by sub-area.

HBW trips account for 19% of all trips, with HBS and NHB representing a slightly lower proportion (18% each). HBO is the largest category (46%). Those living in the Central and West sub-areas have a very similar number of HBW trips (34,000 and 34,100 respectively), though the percentage of HBW trips is lower in the Central sub-area compared to the West (17% vs. 23%). Residents of the Central sub-area have the highest HBS trips (45,900, 23% of all trips in the area), which is in line with expectations given the high concentration of students in this area.

Table 54. Home-based trip purpose by area of residence

	City of Kingston	Urban Area	Central	West	East	Rural
Total Trips	**407,600**	**380,300**	**197,900**	**150,800**	**31,500**	**27,300**
HBW	79,200	73,500	34,000	34,100	5,400	5,700
HBS	71,600	69,700	45,900	19,600	4,200	1,900
HBO	185,300	171,600	84,500	71,500	15,600	13,700
NHB	71,400	65,500	33,500	25,700	6,300	6,000
% of Trips						
HBW	19.4%	19.3%	17.2%	22.6%	17.2%	20.8%
HBS	17.6%	18.3%	23.2%	13.0%	13.3%	7.1%
HBO	45.5%	45.1%	42.7%	47.4%	49.6%	50.3%
NHB	17.5%	17.2%	16.9%	17.0%	19.9%	21.8%

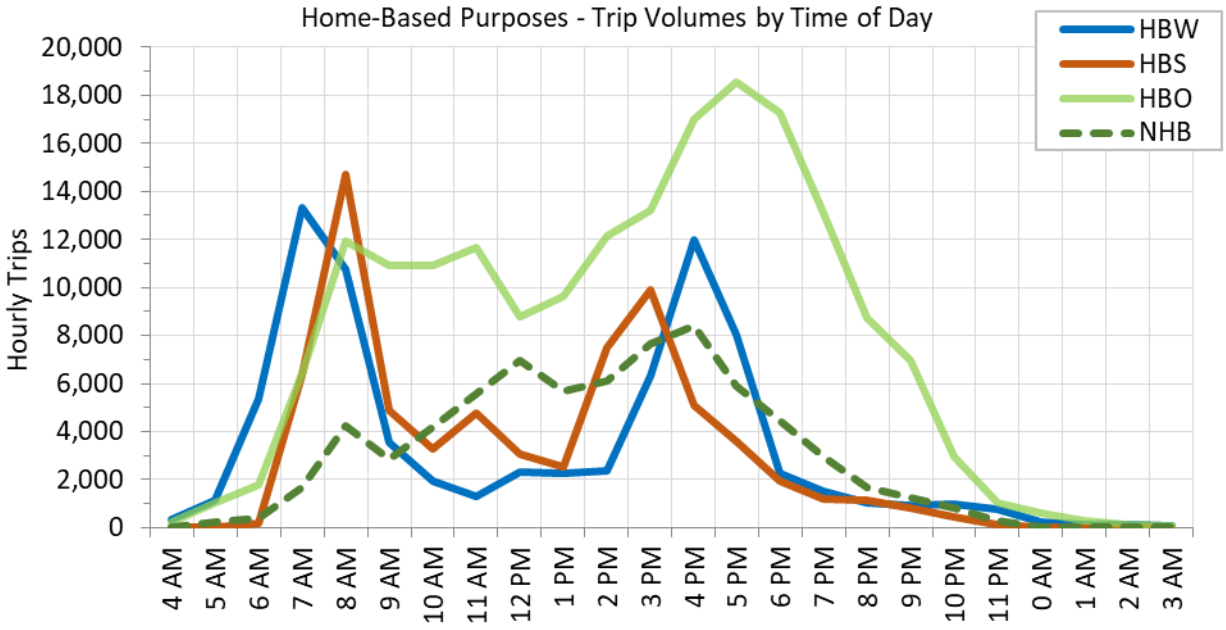
HBW = home-based work/work-related. HBS = home-based school (K-12 or PSE). HBO = home-based other. NHB = non-home-based.

Figure 58 illustrates the difference in trips by home-based purpose by time of day. These results provide a valuable perspective, as the return-home trips are categorized by the previous activity (at the trip origin).

The results show:

- Two commuter peaks in HBW trips at 7 AM and 4 PM, with considerable volumes continuing within the next hour following these peaks.
- HBS peaks at 8 AM and 3 PM.
- HBO peaks at 8 AM and 11 AM before decreasing at noon. The HBO trips climb steadily from midday before peaking between the hours of 4 PM to 6 PM. A portion of the HBO trips during the morning and afternoon peaks may be part of work and school commutes if the trip includes a stop along the way for another purpose in between home and the commute destination.
- NHB trips are fairly evenly distributed throughout the daytime, beginning to increase at 8 AM and peaking at 4 PM. A portion of NHB trips may be the result of trips made between work (or school) and another activity (e.g., an HBO trip to a coffee shop may be followed by an NHB trip to work, as part of an overall trip chain from home to work).

Figure 58. Home-based trip purposes by time of day



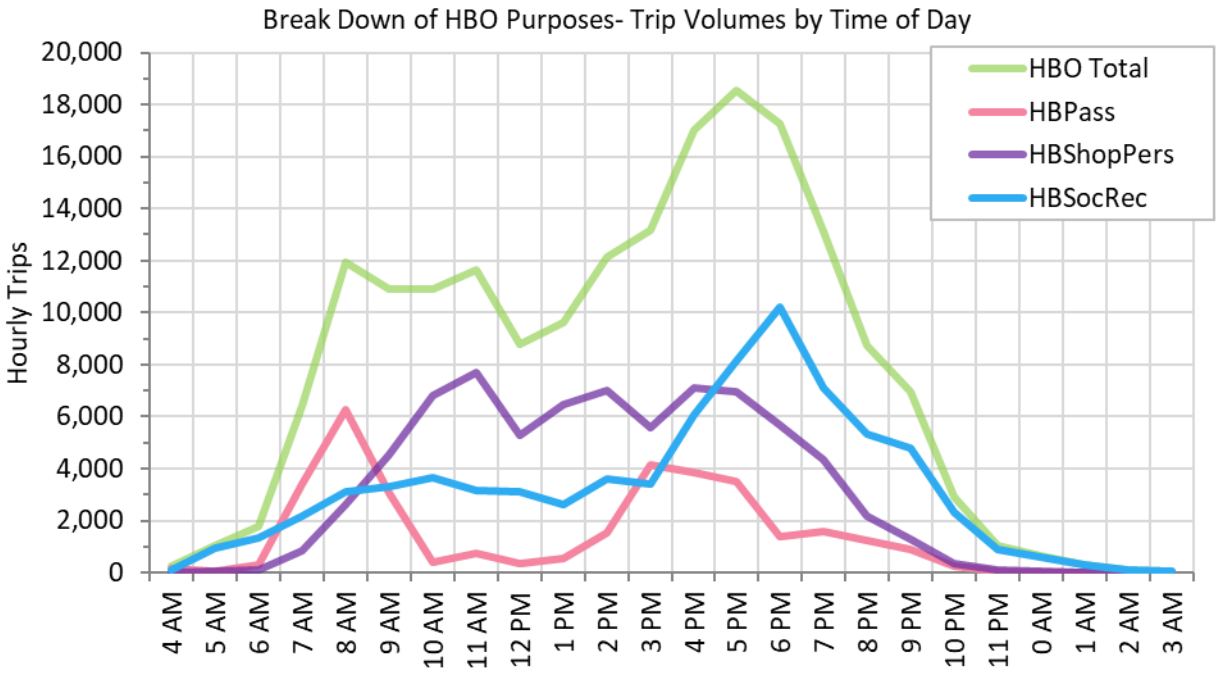
HBW = home-based work/work-related. HBS = home-based school (K-12 or PSE). HBO = home-based other. NHB = non-home-based.

Figure 59 provides a breakdown of just the HBO trips into more detailed categories:

- HBPass (Home-Based Serve Passenger pick-up or drop-off trips);
- HBShopPers (Home-Based Shopping and Personal Business); and HBSocRec (Home-Based Social, Recreational and Restaurant trips).

Home-based trips to serve passengers peak at 8 AM, mirroring that of the school trips in the previous figure and rising again between 3 PM and 5 PM before levelling off into the early evening. The majority of shopping and personal business-related trips that involve a departure from or return to home reach their peak at 11 AM and fluctuate slightly until 5 PM, when they drop off into the evening. Social, recreational, and restaurant trips have modest volumes from the morning through to early afternoon. Beginning at 3 PM, HBSocRec trips rise to a peak at 6 PM, and then decline steadily.

Figure 59. Breakdown of home-based other purposes by time of day



HBO = home-based other. HBPass = home-based serve passenger (pick up or drop off someone else).
HBShopPers = shopping, personal business (medical appointment, banking, personal care, etc.), other
HBSocRec = recreation, social outing, restaurant (whether eat-in or take out)
Chart excludes HBW, HBS, and NHB trips (see previous chart).

Figure 60 and Table 55 detail the mode shares for the various home-based trip purposes. As illustrated previously, HB serve-passenger has the largest share of auto driver trips, followed by HBW trips and NHB. NBH trips tend to have a high auto driver mode share, since an automobile can facilitate making trips for other purposes while away from home. Some NHB trips are the result of making stops along the way to or from work, which also has a higher auto driver mode share. As would be expected, HBS trips have the highest share of sustainable modes.

Figure 60. Home-based trip purpose mode shares

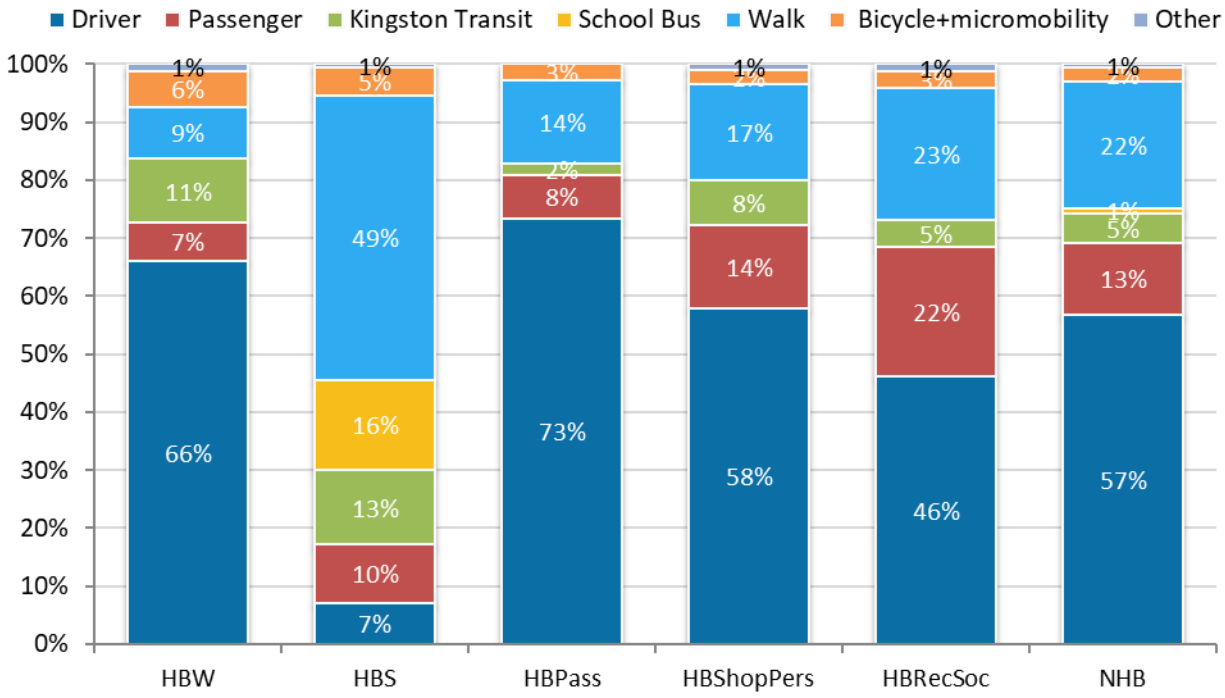


Table 55. Home-based trip purpose by mode share

	Trips	Driver	Passenger	Transit	School Bus	Bicycle + Micromobility	Walk	Other
HBW	79,200	66%	7%	11%	0%	6%	9%	1%
HBS	71,600	7%	10%	13%	16%	5%	49%	1%
HBO	185,300	56%	16%	5%	0%	3%	19%	1%
HBPass	33,800	73%	8%	2%	0%	3%	14%	0%
HBShopPers	58,500	58%	14%	8%	0%	2%	17%	1%
HBRecSoc	76,400	46%	22%	5%	0%	3%	23%	1%
NBH	71,400	57%	13%	5%	1%	2%	22%	1%

4.9 Vehicle occupancy

Figure 61 illustrates the proportion of auto driver trips that are single- and high-occupancy. Table 56 provides vehicle occupancy by sub-area. The average number of vehicle occupants reported was 1.36 persons per vehicle, with 73% of all trips being single-occupant vehicle (SOV) trips. Residents in the West sub-area had the largest proportion of single-occupant vehicle trips. Conversely, those living in the East sub-area had the highest proportion of high-occupancy trips (i.e., 3 or more occupants). Compared with 2019 results, vehicle occupancy has remained stable. In 2019, the average vehicle occupancy was 1.37, with 72% SOV trips, 21% HOV-2, and 7% HOV-3+, virtually identical to the 2024 results. This consistency suggests that travel behaviours related to vehicle sharing have not shifted significantly between the two survey periods.

Figure 61. Vehicle occupancy

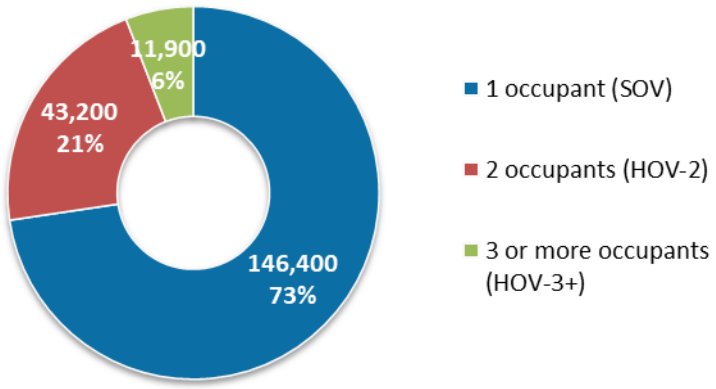


Table 56. Vehicle occupancy by sub-area

	City of Kingston	Urban Area	Central	West	East	Rural
Auto driver trips	201,500	181,700	69,100	95,200	17,400	19,800
1 occupant (SOV)	73%	73%	73%	74%	66%	71%
2 occupants (HOV-2)	21%	21%	21%	20%	26%	23%
3 or more occupants (HOV 3+)	6%	6%	6%	6%	7%	6%
Average vehicle occupancy	**1.36**	**1.36**	**1.36**	**1.34**	**1.44**	**1.39**

4.10 Transit use

Table 57 provides information on transit trips. During the survey period, the survey results suggest that Kingston residents took almost 31,200 transit trips each weekday, and about 35,600 bus boardings. Note that the survey results may not match official ridership figures (see section 2.9 on validation of the weighted data for more information).

Just over one in eight transit trips reported on the survey required a transfer (14%), but the great majority of trips consisted of just one boarding.

A small proportion of transit trips were accessed using a mode other than walking at one end of the trip. At least 2% were drive-access transit trips ('park & ride'); however, the survey results on Park & Ride use should be interpreted with caution due to the small sample of drive-access-transit trips captured in the survey.

The proportion of drive-access transit trips is highest for residents of the Rural sub-area (~100%), although the results for this sub-area should be interpreted with caution due to a small sample of transit trips made by residents of this area. Auto passenger ('kiss and ride') and bicycle each accounted for about 1% of all transit trips.

Table 57. Number of bus routes taken and transit access mode

	City of Kingston	Urban Area	Central	West	East	Rural
Transit trips	31,160	31,020	22,570	6,980	1,470	140
Boardings	35,580	35,440	25,690	8,050	1,710	140
Avg. boardings per transit trip	1.14	1.14	1.14	1.15	1.16	1.02
# of buses taken (Boardings)						
1 route	86.2%	86.1%	86.7%	84.7%	83.9%	98.5%
2 routes	13.4%	13.5%	12.7%	15.3%	16.1%	2.2%
3 routes	0.4%	0.4%	0.5%	0.0%	0.0%	0.0%
Transit access mode						
Walk-Access Transit (WAT)	95.5%	96.1%	97.8%	90.0%	93.3%	0.0%
Drive-Access Transit (DAT)	1.9%	1.6%	0.9%	4.3%	0.0%	100.0%
Drive-Access Transit - Passenger (DAT-P)	0.6%	0.6%	0.4%	2.9%	0.0%	0.0%
Bicycle-Access Transit	1.3%	1.3%	1.3%	1.4%	0.0%	0.0%
Other Access Mode	0.3%	0.3%	0.0%	1.4%	0.0%	0.0%

WAT = both transit access and egress mode were walking (or bus stop was right at trip origin and/or destination).
DAT = at least one end of the transit trip had access or egress mode of auto driver or motorcycle.
DAT-P = at least one end of the transit trip had access or egress mode of auto passenger, and did not have auto driver at the other end.
Other Access = at least one end of the transit trip had access or egress mode of taxi, Kingston Access Bus (KAB), school bus, moped, or other mode, and did not have auto driver or auto passenger at the other end.
Bicycle Access = at least one end of the transit trip had access or egress mode of bicycle, and did not have auto driver, auto passenger, or another mode other than walking at the other end.

Table 58 compares the 2024 survey data on transit trips in terms of number of routes taken to the 2019 survey data. The survey results suggest that the proportion of transit trips that require a transfer has remained stable.

Table 58. Number of bus routes taken, 2019 vs. 2024

# of routes taken	Trips		Percent	
	2019	2024	2019	2024
1 route	27,700	26,900	86.2%	86.2%
2 routes	4,100	4,200	13.4%	13.4%
3 routes	100	100	0.4%	0.4%

4.11 Estimated actual trip distance and duration

Figure 62 to Figure 64 present mean trip distances and durations by mode of travel and trip purpose. Across all modes, the average trip distance is 5.8 km, with drivers (7.9 km) and passengers (7.4 km) travelling the farthest, followed by Kingston Transit (6.3 km). School bus trips (5.2 km) are near the overall average, while walking (0.9 km) and bicycle or micromobility (2.6 km) are much shorter, reflecting their predominance for local travel.

By purpose, the overall average trip distance remains 5.8 km, but results vary widely. Work-related trips (9.9 km) and trips to usual work (8.7 km) are the longest, social (7.9 km), and recreation (6.8 km) also above average. Shorter trips are observed for trips to PSE (2.6 km), K-12 school (3.7 km), shopping (4.7 km), and restaurants (3.9 km), all below the average.

Average trip duration is 13.0 minutes overall. The longest trips by duration are to usual work (15.4 minutes), work-related (14.5 minutes), and post-secondary school (14.3 minutes), while social (13.4 minutes) and recreation (13.8 minutes) are also above the mean. In contrast, trips to K–12 school (9.7 minutes), serve passenger (9.7 minutes), restaurant (9.5 minutes), and package pickup (9.5 minutes) are shortest in duration, aligning with their shorter trip distances.

Figure 62. Mean trip distance by mode of travel

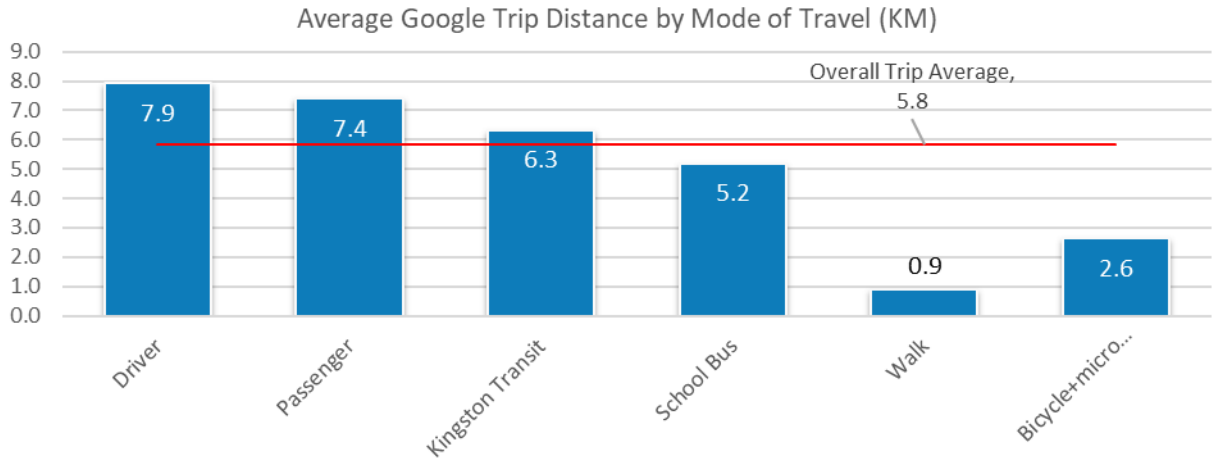


Figure 63. Mean trip distance by trip purpose

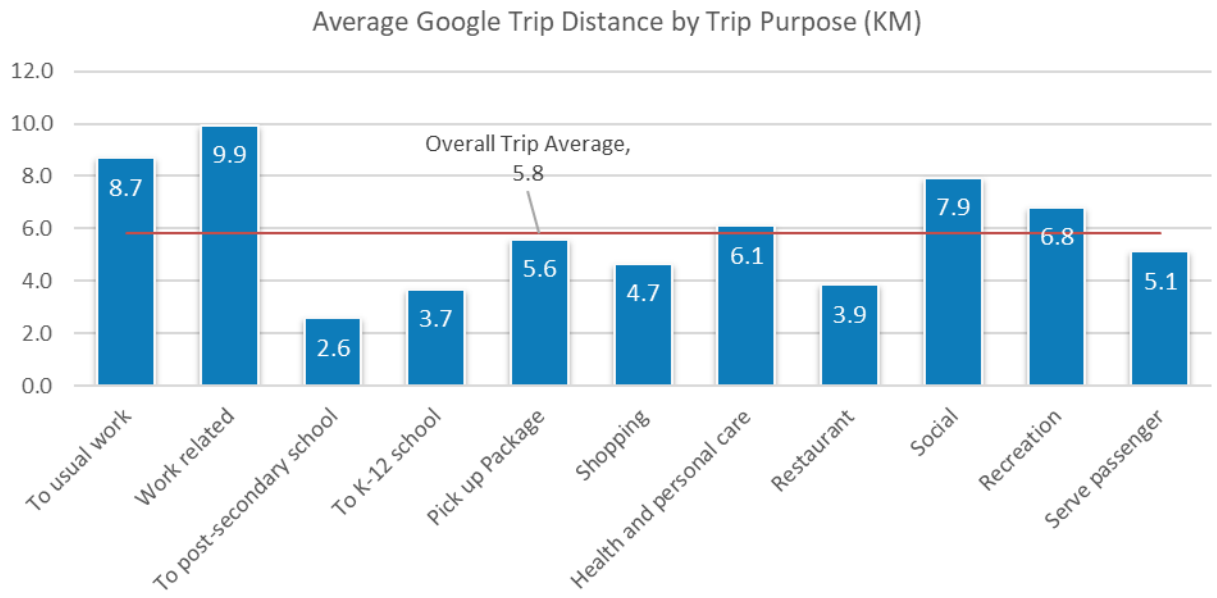
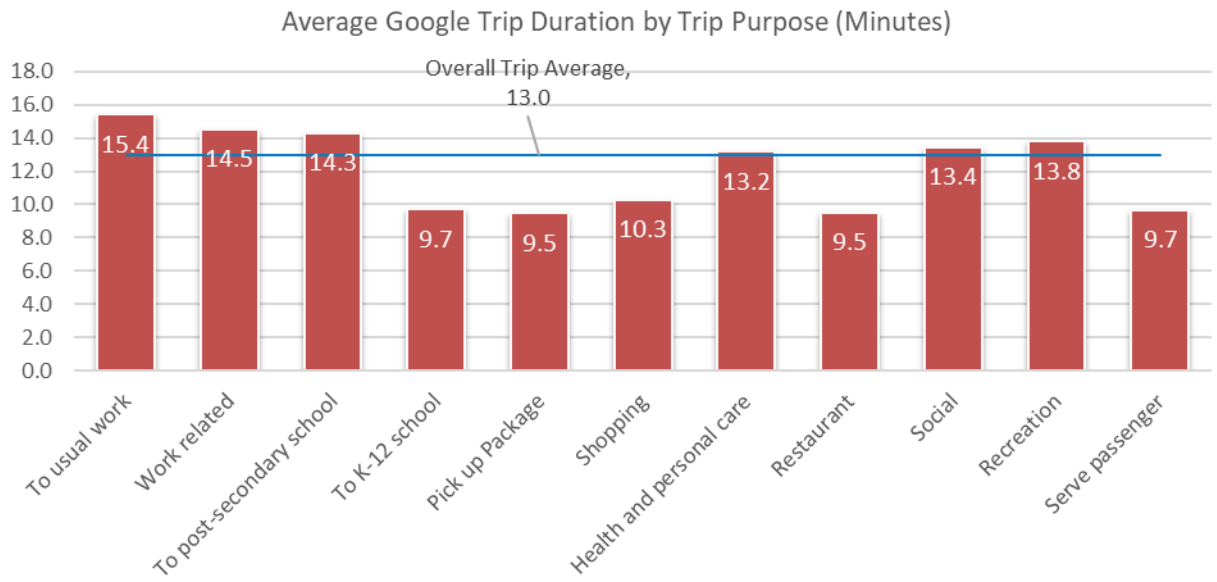


Figure 64. Mean trip duration by purpose of travel



4.12 Daily VKT (weekdays)

Vehicle kilometres travelled (VKT) are calculated by summing the total distance of auto driver trips made by residents of Kingston on a weekday. VKT provides a measure of total vehicle travel activity and, when expressed on a per capita basis, allows for comparison of travel intensity across different geographies within the study area.

In total, the survey results suggest that Kingston residents travel 1.59 million kilometres by automobile each weekday. Of this, 1.33 million kilometres are generated by residents of the Urban Area, while residents of Rural Area contribute 254,900 kilometres. On a per capita basis, the Rural Area has the highest intensity of vehicle use at 22 km per person, compared to 9 km per person in the Urban Area.

Among the sub-areas, residents of the West (738,400 km, 13 km per capita) generate the largest share of daily vehicle travel, followed by Central (462,200 km, 6 km per capita) and East (132,700 km, 11 km per capita). Within the Rural sub-areas, Rural East residents average 24 km per person compared to 19 km in Rural West, reflecting the highest per capita levels in the region.

At the Focus Area level, results vary widely. Focus Area I (14 km per capita) and Focus Area A (13 km per capita) record the highest vehicle use among the urban Focus Areas, while Focus Areas K (5 km per capita), L (3 km per capita), and M (4 km per capita) show the lowest intensities.

Table 59. VKT and VKT per capita by sub-area and Focus Area

Geography	Total VKT	VKT per capita
City of Kingston	1,588,200	10.08
Urban	1,333,200	9.14
Sub-Area		
Central	462,200	6.13
West	738,400	12.67
East	132,700	10.89
Rural	254,900	21.76
Focus Area		
Focus Area A	255,700	13.15
Focus Area B	79,800	10.59
Focus Area C	233,100	12.36
Focus Area D	98,700	11.02
Focus Area E	70,800	10.01
Focus Area F	44,200	8.52
Focus Area G	63,300	6.55
Focus Area H	132,700	10.89
Focus Area I	151,000	13.69
Focus Area J	81,900	6.07
Focus Area K	72,700	4.76
Focus Area L	41,900	2.72
Focus Area M	7,500	4.18
Rural W	117,200	19.48
Rural E	137,700	24.17

4.13 Walkable and bikeable trips

This section examines the extent to which trips made by auto or transit could feasibly have been made on foot or by bicycle (or micromobility device) instead. The analysis uses distance to assess 'walkability' and 'bikeability.' The distance was based on the trip length for each mode. Bikeable trips were determined as those within a 5.5 km range, based on 20 minutes being a reasonable threshold. The distance threshold for walkable trips was set for a 1.6 km range, also based on 20 minutes as a reasonable threshold.[21] For trips made via auto or transit, the trip origin, destination and time of day were processed via the Google API to determine the auto trips whose lengths fell within the eligible bicycle and walk thresholds.

Figure 65 presents the findings and Table 60 details the potential shifts in auto driver trips by sub-area. In the table and the discussion below, 'mode shift potential' refers to the potential percentage-points of the current mode share (the percentage of all trips by all modes) that could be shifted to walking or biking based on distance alone. Note that walkable trips are also bikeable by definition, while some bikeable trips may be too long to be walkable.

The analysis suggests that over half (52%) of study area auto driver trips across the study area could be made by bicycle or micromobility device. In terms of mode shift potential, there is a 26% auto driver mode share that could be bikeable and a 7% auto driver mode share that could be walkable. Similarly, more than half (54%) of auto passenger trips could be made by bicycle, equating to a bikeable 7% auto passenger mode share and a walkable 1% mode share.

By sub-area, Central Kingston shows the greatest relative potential for cycling, with 63% of auto driver trips bikeable and a 22% mode shift potential. West Kingston also shows a strong cycling opportunity, with 51% auto driver trips being bikeable and a 32% mode shift potential, the highest in the city. The East Urban area overall also shows high cycling mode shift potential (29% and 27% auto driver to cycling mode shift potential respectively), while the Rural area has the lowest mode shift potential (14%), reflecting fewer short-distance auto trips.

Walking potential is more limited but varies geographically. The East has the highest percent of auto driver trips that are walkable (21%) with 12% mode shift potential, followed by Central (17% with 6% mode shift potential) and West (12% with 8% mode shift potential). The Rural

[21] These thresholds assume an average walking speed of about 4.8 km/hour and an average cycling speed of about 16.5 km/hour, which include an allowance for stoppages at intersections. Overall, 88% of reported walking trips and 90% of reported cycling trips are within the respective 1.6 km and 5.6 km threshold distances for a 20-minute journey. The intent of this analysis was to identify trips of a distance conveniently walked or cycled by most people, not just avid walkers or cyclists.

Note that when a similar analysis was undertaken in 2019, the walkable trip threshold was the same; however, the bikeable trip threshold was set lower, at 4.6 km, as 90% of reported cycling trips in that survey were below 4.6 km. It is unclear whether the apparent increase in bicycle trip distance is due to a change in the results that the Google API returns for cycling trips, or whether cyclists and micromobility users are increasing their distances travelled (potentially due to increased adoption of e-bikes and e-micromobility devices, which enable faster and longer-distance travel with less physical effort).

area records the lowest walkable potential at only 5% of auto driver trips that are walkable and a 4% mode shift potential.

Results should be caveated, in that this examines only distance. Many of the auto or transit trips that are of walkable or bikeable distance may be impractical. For example, these trips may be part of a trip chain that requires a vehicle; an auto may be needed to carry heavy items not easily carried while walking or biking; the traveller might have a disability or health condition that limits their ability to walk or bike; some cyclists will use only separated pathways rather than travelling on the road; and so on. There may also be a need to ensure that the 'supply' of bicycle and pedestrian facilities is available to meet traveller needs and itineraries.

Figure 65. Auto driver, auto passenger and transit trips that are walkable or bikeable, 2024

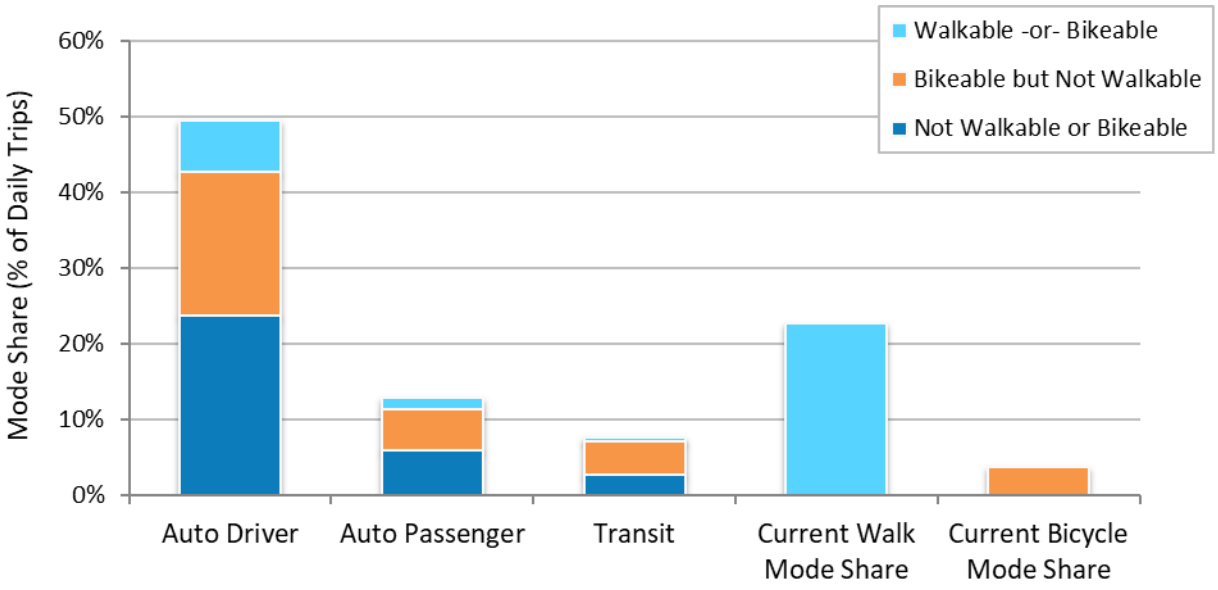


Table 60. Auto driver trips that are walkable or bikeable by sub-area, 2024

	Kingston	Urban	Central	West	East	Rural
Auto Driver Trips	201,500	181,700	69,100	95,200	17,400	19,800
Auto Driver Mode Share	49%	48%	35%	63%	55%	73%
Bikeable Trips	104,700	100,900	43,500	48,400	9,000	3,800
% of Auto Driver Trips	52%	56%	63%	51%	52%	19%
Mode shift potential	26%	27%	22%	32%	29%	14%
Walkable Trips	27,900	26,900	11,800	11,400	3,700	1,000
% of Auto Driver Trips	14%	15%	17%	12%	21%	5%
Mode shift potential	7%	7%	6%	8%	12%	4%

4.14 Deliveries on travel day

Deliveries to households were also recorded on the travel day. Respondents could select more than one type of delivery, so totals add to more than 100 percent of households.

In total, 22% of households reported receiving a package purchased online or by phone delivered to the home. A further 1% received such a package delivered to a workplace, and 2% reported picking up a package from an offsite locker or postal location. Food deliveries, including take-out and groceries, were reported by 6% of households, while 4% received an in-home service such as landscaping, plumbing, or housecleaning. Other item deliveries, such as furniture or appliances, were less common, at 0%-1% of households.

Table 61. Deliveries on travel day

Delivery*	Households	% of households**
Package purchased online or by phone delivered to home	15,810	22%
Personal package purchased online or by phone delivered to workplace (only if someone in the household is employed outside home)	380	1%
Item purchased online or by phone, picked up at an offsite locker, Canada Post location, or other pickup location	1,130	2%
Food delivered to home (e.g., take-out or groceries)	4,310	6%
Other items delivered to home (e.g., appliances, furniture, or heating oil)	260	0%
Service provided at home or unit (e.g., landscaping, plumbing, or housecleaning)	2,920	4%
None	49,850	69%
Don't know / Decline	1,350	2%

* Multiple response question. A single household could select multiple methods of receiving deliveries.
** percent of all households, including on-campus residents, who may have received deliveries.

5 Travel Destinations

This section discusses where Kingston residents travel to and from, in more detail.

5.1 Internalization of travel

Figure 66 examines internal travel. This is a measure of the accessibility of opportunities—work, school, shopping and so on—relative to a traveller's place of residence. The closer proximity of these activities to one's home can be more conducive to sustainable transportation alternatives to driving alone, especially walking and cycling.

Overall, 24% of all trips were internalized to the same Focus Area as the traveller's home Focus Area. Focus Areas with the highest degree of internalization include Focus Area L (55%), which includes Queen's University and considerable student housing, Focus Area H (East End, 44%) and to a somewhat lesser extent Focus Areas C and I (27%).

The urban areas with the least internalization of trips are Focus Areas E and W (8% and 4% respectively), which stands to reason, as these are mainly rural areas with few commercial generators of trips.

Figure 66. Internalization of trips by home Focus Area

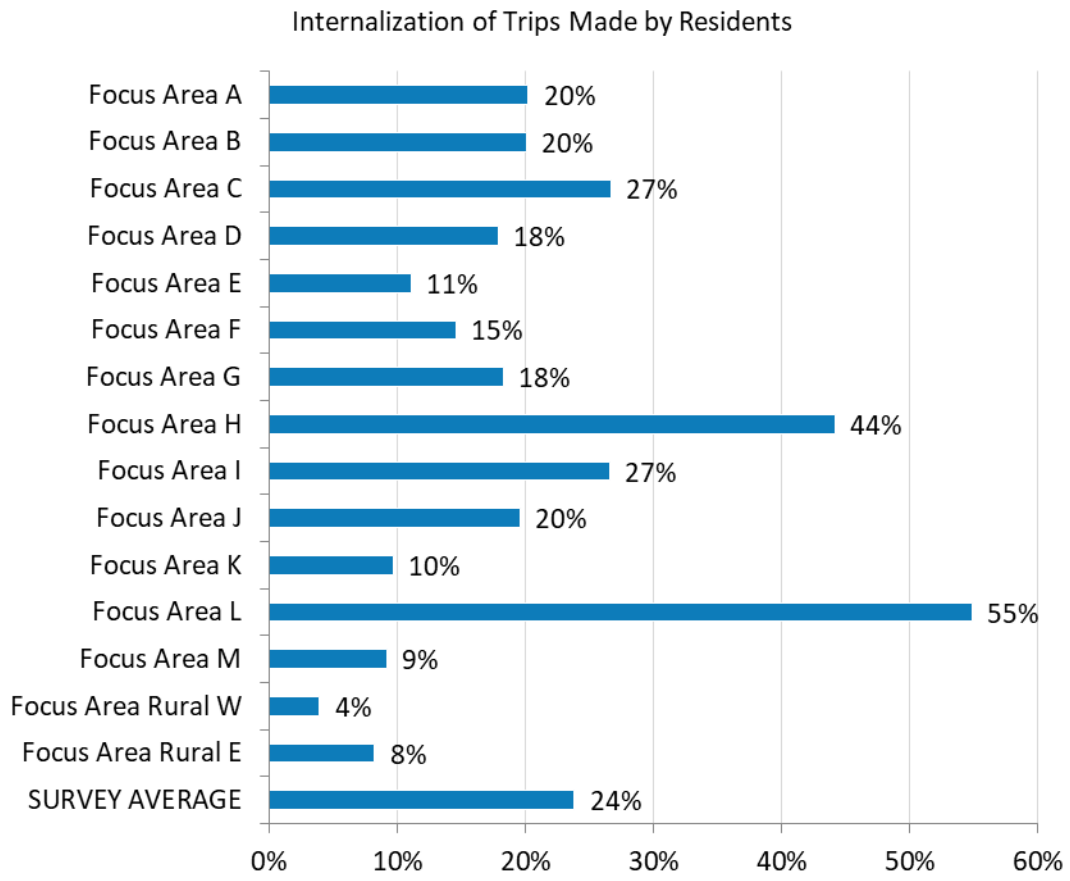
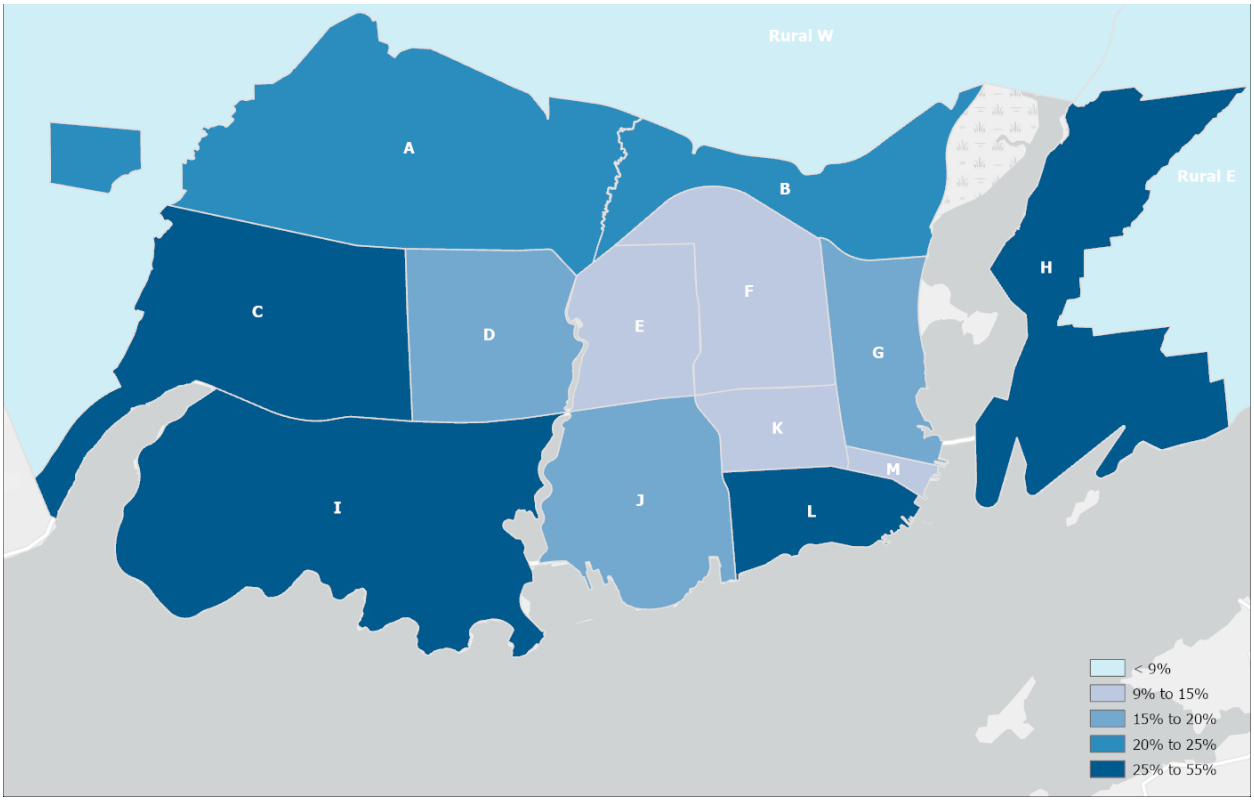


Figure 67. Map of internalization of travel by home Focus Area



The table below shows internalization of trips by Focus Area and home-based purpose. The HBW and HBS trip counts do not capture all work and school commutes, only home-based work and school trips. I.e., the counts do not include trips to/from work or school that have been interrupted by a stop along the way for another purpose. Nevertheless, these statistics should still provide a good indicator of the extent to which commutes are internalized within a given Focus Area.

The highest levels of internalization occur in Focus Area L (55% overall, 93% school, 53% work) and Focus Area H (44% overall, 76% school, 50% work), with Focus Area I also showing strong school internalization (70%). By contrast, Focus Area M (9%) and the Rural areas (4–8%) have very low internalization, with most trips leaving the area. Across all areas, school trips are the most likely to remain local, while work trips are the least internalized.

Table 62. Internalization of trips by home Focus Area for HBW, HBS, and HBO purposes

	Total Trips Made by Residents of Area		HBW Trips Made by Residents of Area		HBS Trips Made by Residents of Area		HBO Trips Made by Residents of Area	
	Trips Made by Residents of Area	% of Residents' Trips Internal to Home Area	HBW Trips Made by Residents	% of HBW Trips Internal to Home Area	HBS Trips Made by Residents	% of HBS Trips Internal to Home Area	HBO Trips Made by Residents	% of HBO Trips Internal to Home Area
Focus Area A	49,600	20%	11,500	16%	8,000	22%	21,500	27%
Focus Area B	18,900	20%	4,800	8%	2,100	27%	9,100	27%
Focus Area C	46,800	27%	10,800	17%	5,900	50%	22,400	32%
Focus Area D	21,100	18%	5,200	8%	2,400	13%	10,100	28%
Focus Area E	19,100	11%	4,200	6%	2,100	17%	8,400	18%
Focus Area F	13,100	15%	3,900	6%	1,900	24%	4,800	24%
Focus Area G	29,300	18%	5,000	17%	4,900	7%	14,100	29%
Focus Area H	31,500	44%	5,400	37%	4,200	76%	15,600	50%
Focus Area I	33,400	27%	6,600	13%	3,400	70%	17,600	29%
Focus Area J	32,200	20%	6,100	12%	5,800	42%	14,700	21%
Focus Area K	37,100	10%	5,800	4%	10,600	1%	14,500	22%
Focus Area L	41,400	55%	3,300	53%	17,200	93%	15,600	27%
Focus Area M	6,900	9%	800	9%	1,200	0%	3,400	14%
Rural Area West	13,800	4%	2,900	5%	600	31%	7,500	2%
Rural Area East	13,500	8%	2,800	2%	1,400	26%	6,300	11%
Survey Average	407,580	24%	79,200	15%	71,610	44%	185,330	27%

HBS, HBW and HBO trips include trips from home or returning to home. NHB trips are included in the total trips but not broken out separately. 'Internal' = both origin and destination are in the same Focus Area at the traveller's home.

5.2 Special generators

Figure 68 maps the special generators. These are popular destinations that attract trips made by residents. Table 64 summarizes trips to and from special generators by time of day. Across all generators, these account for 83,000 trips destined to and 82,900 trips originating from such locations daily, excluding trips made within the generators themselves. This represents roughly one fifth of all daily trip destinations, and 28% during AM peak hours. Overall, 40% of daily trips are either made to or are from these destinations. Including trips internalized to special generators, 44% of all daily trips involve these special generators.

Figure 68. Special generator locations

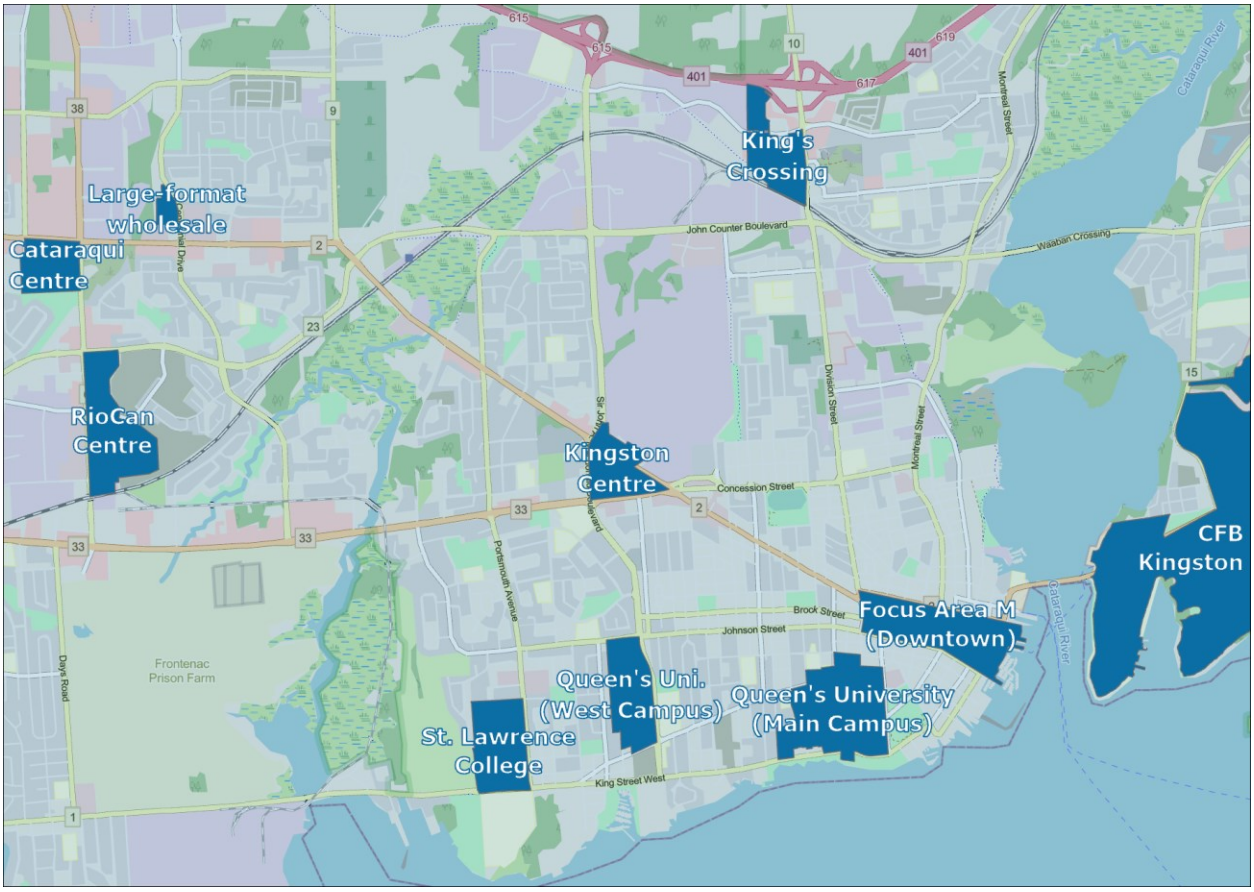
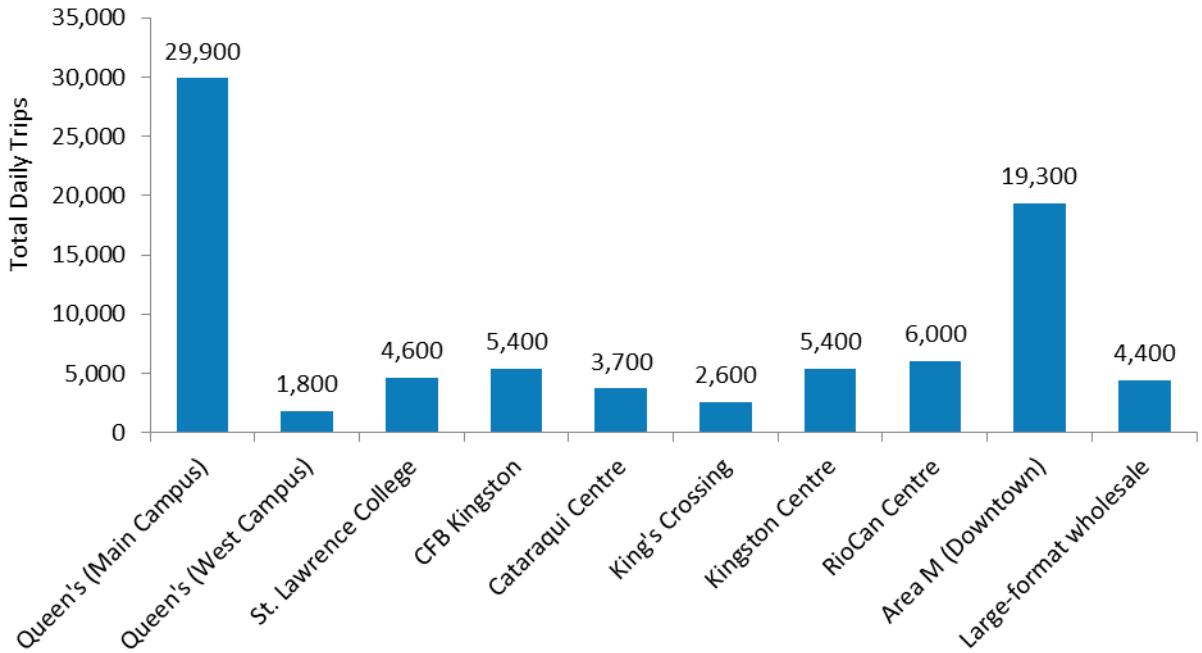


Table 63. Daily (24-Hour) trips destined to generators (from origins outside generator boundaries)



5.2.1 Special generator trips by period of day

Table 64 details the flow of trips to and from each special generator. Figure 69 and Figure 70 on the following page illustrate the trip volumes to and from special generators. All trips made entirely within each generator are excluded from the mentioned table and figures.

Queen's University main campus is the single largest generator, attracting 29,900 trips daily, with the greatest intensity during the AM peak (13,500 to and 1,400 from) and the PM peak (4,600 to and 14,700 from). The Downtown (Area M) is also a major focus of travel, with 19,300 trips in each direction daily, spread across the day but with strong peaks in the PM period (5,700 to and 6,900 from) and evening/early AM (4,700 to and 6,800 from).

Other major contributors include RioCan Centre (6,000 to, 6,000 from), CFB Kingston (5,400 to, 5,500 from), Kingston Centre (5,400 to, 5,400 from), and St. Lawrence College (4,600 to, 4,600 from), each generating several thousand trips daily. Retail centres such as the Cataraqui Centre, Kingston Centre, and King's Crossing show smaller totals, with traffic distributed more evenly across the inter-peak and PM periods. The large-format wholesale store at Princess & Centennial generates 4,400 trips in each direction daily, with activity concentrated in the inter-peak and PM periods.

Looking across all special generators, the AM peak accounts for 25,200 inbound trips (28% of total trips AM trips), while the PM peak accounts for 19,100 inbound (13% of PM peak trips) and 36,000 outbound trips (25% PM peak trips), underlining the concentration of generator-related travel in the afternoon period. Evening and overnight travel is also significant, particularly to/from Downtown and Queen's University.

Table 64. Trips destined to and leaving from special generators by time of day

Special Generator	24-Hour Total		AM Peak		Inter Peak		PM Peak		Evening / Early AM	
	To	From	To	From	To	From	To	From	To	From
Queen's (Main Campus)	29,900	29,700	13,500	1,400	7,800	6,200	4,600	14,700	4,000	7,400
Queen's (West Campus)	1,800	1,800	500	600	300	800	200	200	800	300
St. Lawrence College	4,600	4,600	2,100	200	1,300	1,000	800	2,500	300	900
CFB Kingston	5,400	5,500	2,500	400	800	600	900	3,400	1,200	1,100
Cataraqui Centre	3,700	3,700	500	100	1,600	1,100	1,400	1,800	200	700
King's Crossing	2,600	2,600	400	100	900	900	800	900	400	700
Kingston Centre	5,400	5,400	500	200	2,000	1,500	1,900	2,200	1,000	1,500
RioCan Centre	6,000	6,000	500	200	2,200	1,900	1,700	1,900	1,600	2,000
Area M (Downtown)	19,300	19,300	4,000	1,600	5,000	4,000	5,700	6,900	4,700	6,800
Large-format wholesale	4,400	4,400	700	200	1,500	1,300	1,300	1,600	900	1,300
Total Trips To or From Special Generator (excluding within)	**83,000**	**82,900**	**25,200**	**4,900**	**23,400**	**19,300**	**19,100**	**36,000**	**15,200**	**22,700**
% of daily total trips	**20%**	**20%**	**28%**	**5%**	**28%**	**23%**	**13%**	**25%**	**17%**	**26%**

Figure 69. Trip volumes to special generators by period

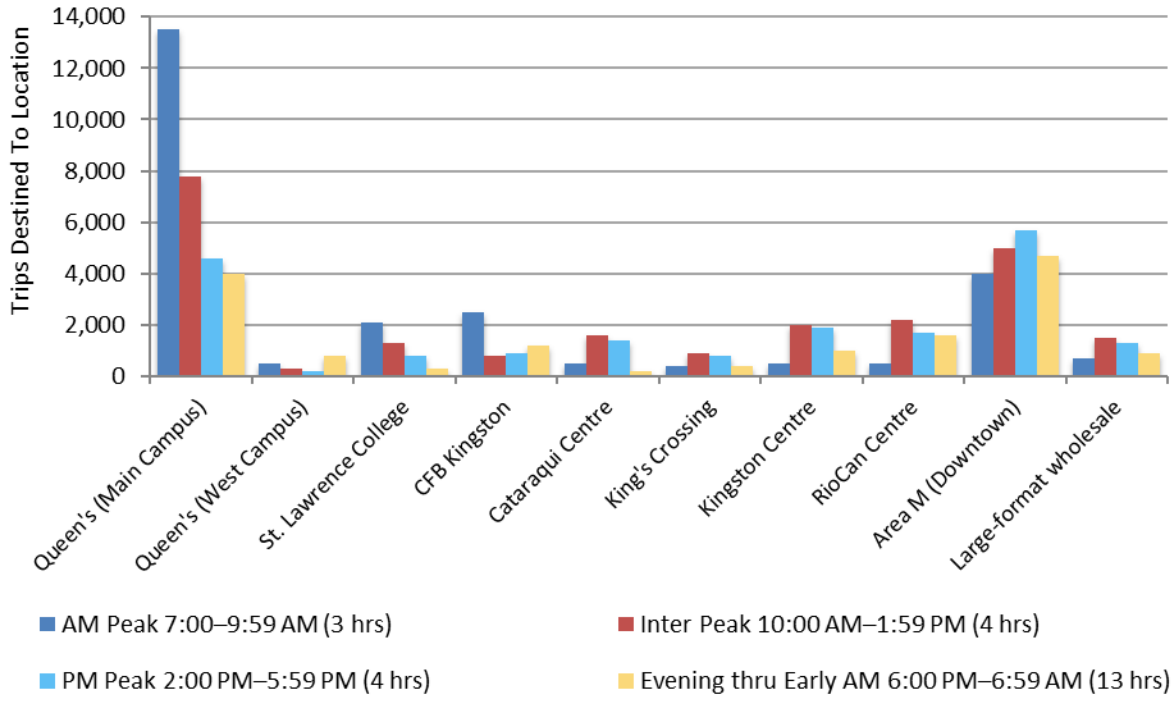
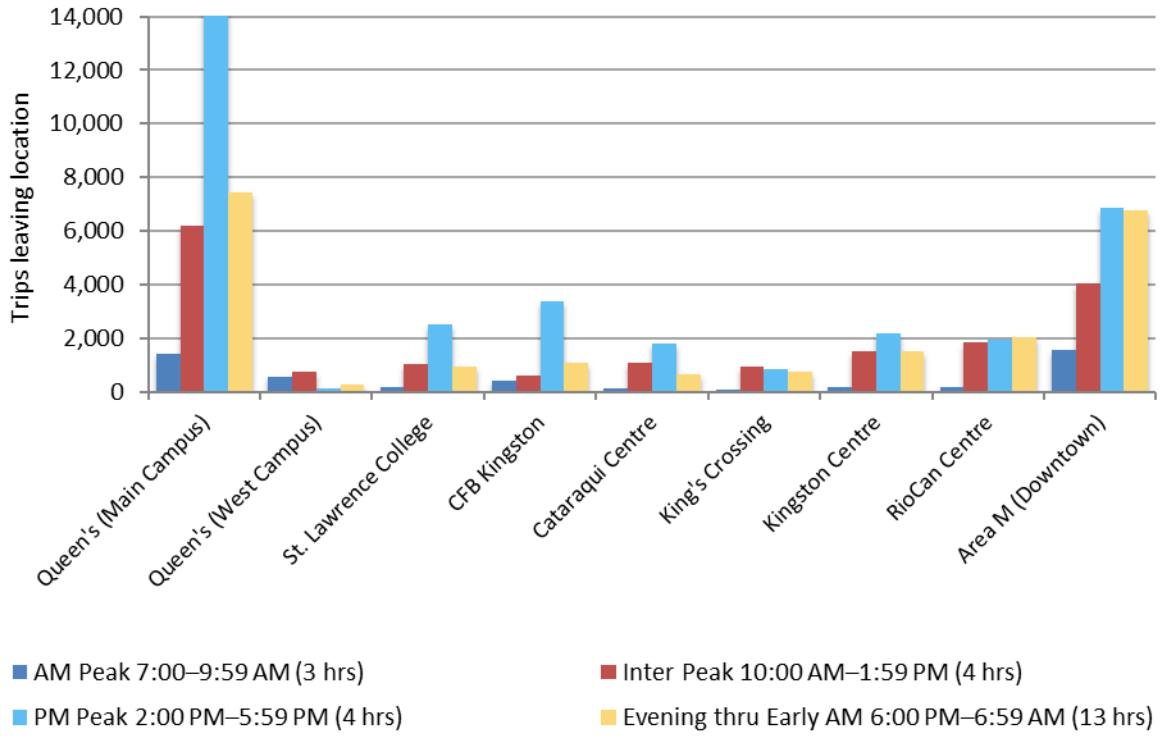


Figure 70. Trip volumes from special generators by period



5.2.2 Special generators mode shares

Table 65 presents the mode shares of trips associated with major special generators. Travel patterns vary substantially depending on the generator. The results are further illustrated by Figure 71, which shows mode shares, and Figure 72, which aggregates the sustainable mode shares to better showcase total sustainable shares.

At Queen's University (Main Campus), auto driver trips account for only 19%, with a further 6% as passengers. Sustainable modes dominate, with 19% using Kingston Transit and nearly half (48%) walking, giving Queen's the highest walk share among all generators. The results for Queen's West Campus should be interpreted with caution due to a small sample of trips to this special generator (n=36).

By contrast, CFB Kingston and the large-format wholesale store at Princess and Centennial are strongly auto-oriented, with 73% of trips made by drivers and limited sustainable mode use (14% and 6% respectively). Similar auto reliance is observed at RioCan Centre (66% driver, 20% passenger), though passenger shares are higher than at other generators.

The Downtown (Area M) has a more balanced profile, with 32% of trips made by drivers and a 55% sustainable share. Walking accounts for 37% of trips, the highest outside of Queen's.

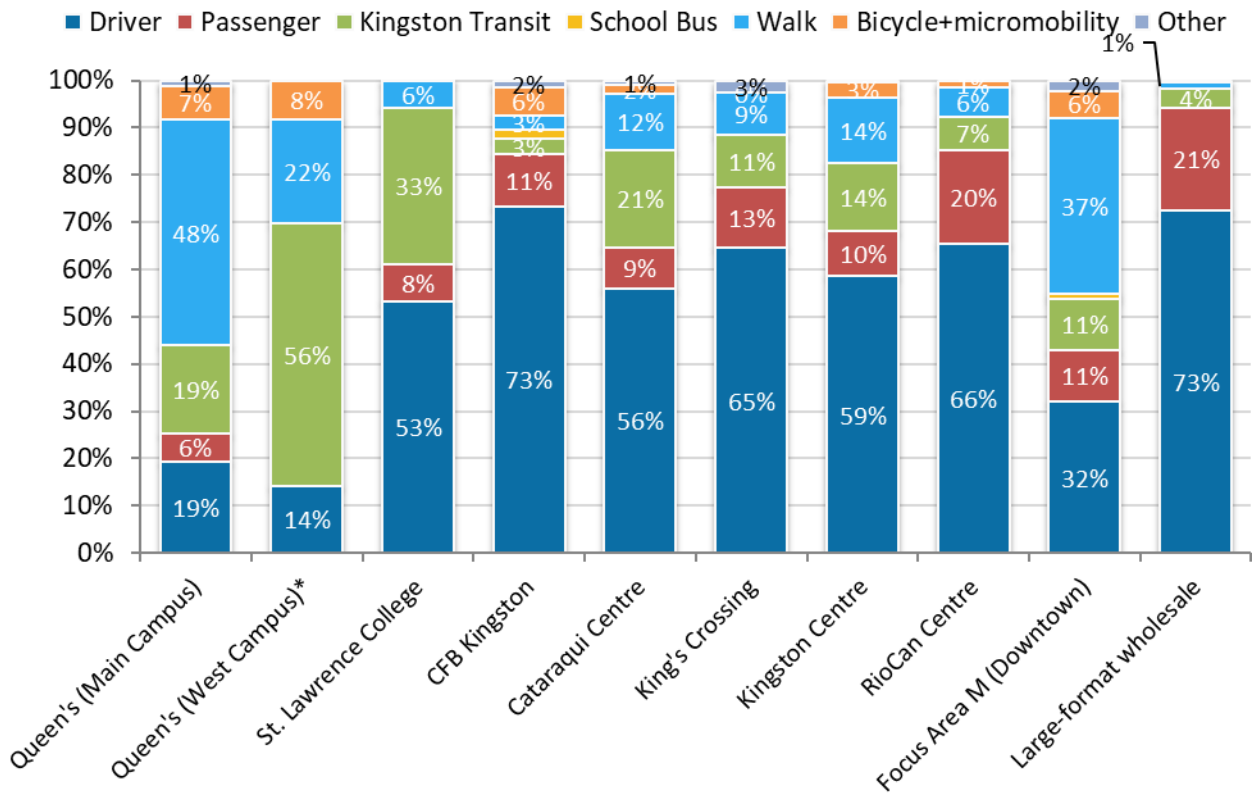
Other retail destinations, such as the Cataraqui Centre, Kingston Centre, and King's Crossing show moderate driver reliance (56%–65%) with sustainable mode shares ranging from 20% to 34%, supported by both transit and walking.

Table 65. Mode shares for trips destined to special generators

	Queen's (Main Campus)	Queen's (West Campus)*	St. Lawrence College	CFB Kingston	Cataraqui Centre	King's Crossing	Kingston Centre	RioCan Centre	Focus Area M	Large-format wholesale
Total Trips	**29,900**	**1,800**	**4,600**	**5,400**	**3,700**	**2,600**	**5,400**	**6,000**	**19,300**	**4,400**
Driver	19%	14%	53%	73%	56%	65%	59%	66%	32%	73%
Passenger	6%	0%	8%	11%	9%	13%	10%	20%	11%	21%
Kingston Transit	19%	56%	33%	3%	21%	11%	14%	7%	11%	4%
School Bus	0%	0%	0%	2%	0%	0%	0%	0%	1%	0%
Walk	48%	22%	6%	3%	12%	9%	14%	6%	37%	1%
Bicycle + micromobility	7%	8%	0%	6%	2%	0%	3%	1%	6%	0%
Other	1%	0%	0%	2%	1%	3%	1%	0%	2%	0%
Sustainable Subtotal	**74%**	**86%**	**39%**	**14%**	**34%**	**20%**	**31%**	**15%**	**55%**	**6%**

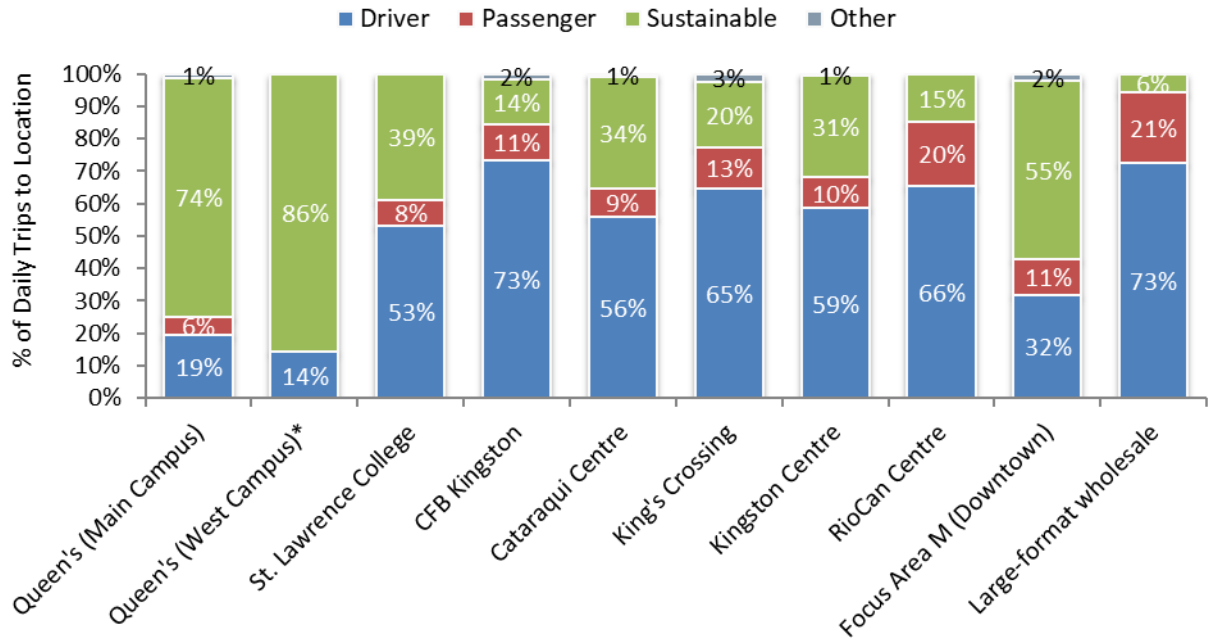
Sustainable modes: transit + school bus + walk + bicycle/micromobility
*Interpret mode shares for trips to Queen's West Campus with caution due to very small sample size (n=36).

Figure 71. Mode shares for total daily trips destined to special generators



* small sample size, interpret with caution.

Figure 72. Sustainable mode shares for total daily trips destined to special generators



* small sample size, interpret with caution.

5.2.3 Distribution of origins of trips to special generators

The following table presents an origin-destination matrix identifying the origins of trips destined to the various special generators. Note that the table may include reported trips that were internalized to the special generator areas. This is why the total trips to special generators in the table below is greater than what was presented in Table 64 and Table 65.

Table 66. Origin-to-special generator matrix – Total daily (24-hour) trips

Trip Origin	Queen's University (Main Campus)	Queen's Uni (West Campus)	St. Lawrence College	CFB Kingston	Cataraqui Centre	King's Crossing	Kingston Centre	RioCan Centre	Focus Area M (Downtown)	Large-format wholesale (Princess & Centennial)
Total Daily Trips	**40,000**	**1,800**	**4,800**	**7,400**	**3,800**	**2,800**	**5,700**	**6,500**	**22,600**	**4,400**
A	1,600	-	500	500	600	-	200	900	1,100	700
B	400	-	300	400	100	900	100	200	1,200	100
C	1,200	100	500	600	700	200	200	1,400	700	500
D	1,200	-	300	200	600	-	300	1,400	800	600
E	700	100	100	300	100	100	600	200	700	100
F	700	-	600	300	200	200	600	100	1,100	100
G	3,000	-	300	300	100	400	400	100	2,400	200
H	900	-	200	3,300	300	200	100	100	1,100	300
I	700	-	600	300	200	100	200	1,100	700	100
J	3,200	100	800	200	300	200	1,200	400	1,100	300
K	6,600	100	500	200	100	200	1,100	100	2,100	300
L	16,800	1,300	100	100	200	-	600	400	5,600	400
M	2,400	-	-	200	-	100	100	-	3,300	100
Rural W	200	-	-	200	100	100	-	100	100	500
Rural E	300	-	-	400	-	-	-	100	400	-
External Origins	100	-	-	-	-	-	-	-	100	-

5.3 Origins and destinations

The tables on the following pages provide origin-destination matrices for the 15 Focus Areas in the study area and the external geographies.

Origin-destination matrices have been provided for four periods:

- 24-hour daily total
- AM Peak: trips with departure times between 7 AM and 9:59 AM (3-hour period)
- PM Peak: trips with departure times between 2 PM and 5:59 PM (4-hour period)
- Off Peak: all other times outside the peak periods, including the inter-peak period, evening, and overnight.

The expanded survey counts are based on a random sample of the population and should be understood to be estimates. All expanded survey counts have been rounded to the closest 100. The sum of individual cells may not add to the listed survey totals or sub-area subtotals due to rounding.

Table 67. Origin-destination matrix by area (24-hour trips)

Destinations / Origin	A	B	C	D	E	F	G	H	I	J	K	L	M	Rural W	Rural E	External	Total
Focus Area A	11,600	1,100	7,300	4,900	800	1,400	1,500	1,600	2,600	1,700	1,000	2,600	1,100	1,100	600	1,700	42,700
Focus Area B	1,300	4,300	900	700	500	1,200	1,500	1,400	200	900	800	700	1,200	400	400	500	16,600
Focus Area C	7,200	1,100	13,400	4,000	1,200	1,100	1,200	1,300	3,900	1,800	700	1,700	700	300	200	1,500	41,200
Focus Area D	4,700	500	4,000	5,900	600	700	700	800	2,800	2,200	600	1,800	800	1,300	300	900	28,600
Focus Area E	1,100	600	900	800	2,300	1,400	500	500	400	1,300	800	1,100	700	200	200	400	13,000
Focus Area F	1,700	1,200	900	800	1,600	2,600	1,900	700	600	2,300	2,400	1,500	1,100	300	100	500	20,200
Focus Area G	1,300	1,500	1,200	700	600	1,900	5,600	1,200	500	1,000	1,300	4,800	2,400	500	600	400	25,500
Focus Area H	1,500	1,300	1,300	900	500	700	1,100	15,500	500	900	500	1,200	1,100	500	1,600	900	29,800
Focus Area I	2,300	200	3,900	2,700	500	700	600	500	9,700	1,900	700	1,300	700	300	100	1,000	27,000
Focus Area J	2,100	1,000	1,700	2,000	1,300	2,300	1,000	800	1,800	6,900	2,100	4,100	1,100	200	300	700	29,400
Focus Area K	700	700	700	700	800	2,400	1,300	700	600	2,200	3,900	8,100	2,100	400	100	500	25,900
Focus Area L	2,900	800	1,600	1,400	1,000	1,900	4,200	1,300	1,600	4,000	7,400	25,500	5,600	200	300	300	59,800
Focus Area M	1,200	1,100	1,000	800	700	1,300	2,900	900	700	1,100	2,600	4,500	3,300	100	400	100	22,600
Rural Area West	1,100	300	500	1,100	100	300	500	500	400	200	500	300	100	600	400	900	7,700
Rural Area East	500	300	200	300	200	100	700	1,600	100	300	100	600	400	300	1,200	600	7,300
External	1,700	500	1,900	800	500	300	400	600	600	500	600	400	300	1,000	500	-	10,400
Total	42,800	16,500	41,200	28,300	13,000	20,200	25,500	29,800	27,000	29,200	25,900	60,000	22,600	7,600	7,300	10,800	407,600

Table 68. Origin-destination matrix by area – AM peak

Destinations / Origin	A	B	C	D	E	F	G	H	I	J	K	L	M	Rural W	Rural E	External	Total
Focus Area A	2,800	600	2,000	600	200	500	500	400	800	700	200	1,000	200	200	100	700	11,800
Focus Area B	400	1,300	200	200	-	400	400	500	-	300	100	200	200	-	-	200	4,700
Focus Area C	1,400	300	3,300	500	300	400	600	300	1,100	400	100	1,000	200	-	100	600	10,700
Focus Area D	800	100	700	700	100	200	300	200	700	500	100	600	400	100	-	100	5,800
Focus Area E	200	100	400	200	700	300	200	300	200	500	300	600	200	-	100	100	4,200
Focus Area F	100	100	100	100	200	500	300	100	200	400	200	300	200	100	-	300	3,300
Focus Area G	100	300	100	200	100	800	1,200	400	100	500	300	1,700	600	-	100	-	6,400
Focus Area H	300	300	400	200	-	300	300	4,400	-	200	100	700	400	100	100	200	7,900
Focus Area I	200	-	800	300	100	100	200	200	2,800	800	200	500	300	100	-	200	6,800
Focus Area J	200	200	300	200	200	300	300	400	200	2,200	300	1,800	200	100	-	100	6,900
Focus Area K	100	100	100	100	100	400	300	100	-	900	700	3,100	300	100	-	200	6,700
Focus Area L	100	100	100	100	100	300	600	-	100	700	500	5,700	500	-	-	100	9,000
Focus Area M	-	-	100	100	100	100	200	-	-	-	100	900	100	-	-	-	1,700
Rural Area West	100	100	100	200	-	100	200	200	200	100	100	100	100	100	200	400	2,400
Rural Area East	100	200	-	100	-	100	400	600	-	100	100	300	200	-	300	400	2,800
External	100	100	-	-	-	-	-	-	-	-	100	-	-	300	-	-	600
Total	6,900	3,800	8,700	3,800	2,200	4,800	6,000	8,100	6,400	8,300	3,400	18,500	4,100	900	1,000	3,600	91,600

Table 69. Origin-destination matrix by area – PM peak

Destinations / Origin	A	B	C	D	E	F	G	H	I	J	K	L	M	Rural W	Rural E	External	Total
Focus Area A	4,200	400	2,100	1,600	200	400	500	500	500	400	400	200	200	300	100	400	12,400
Focus Area B	500	1,500	400	200	300	300	600	400	100	200	100	200	300	200	200	-	5,500
Focus Area C	3,000	100	5,900	1,600	500	200	100	700	1,500	700	300	100	200	100	100	200	15,300
Focus Area D	1,600	200	1,500	1,900	200	200	100	200	700	700	100	200	100	400	100	200	8,400
Focus Area E	400	100	200	200	800	600	100	100	100	200	100	200	300	-	-	-	3,400
Focus Area F	1,000	600	400	400	500	1,000	1,100	300	200	700	1,200	500	200	200	-	100	8,400
Focus Area G	700	800	700	300	300	400	2,200	400	200	300	300	1,300	400	300	300	100	9,000
Focus Area H	700	500	600	400	200	300	300	6,600	300	400	200	200	300	300	1,000	100	12,400
Focus Area I	1,000	100	1,600	1,000	200	300	100	100	3,800	400	300	200	100	100	-	200	9,500
Focus Area J	1,200	400	700	800	700	900	300	200	600	2,500	1,000	600	400	100	100	100	10,600
Focus Area K	300	500	300	200	300	800	400	300	400	500	1,500	1,600	600	-	100	100	7,900
Focus Area L	1,200	300	1,100	600	400	800	2,100	1,000	700	1,400	3,100	8,300	2,400	200	200	-	23,800
Focus Area M	400	400	400	400	200	600	1,000	300	400	400	1,000	1,200	1,000	-	200	-	7,900
Rural Area West	400	100	100	200	-	100	100	100	100	100	300	-	-	200	-	100	1,900
Rural Area East	200	-	100	-	100	-	100	300	-	100	-	200	100	100	500	100	1,900
External	900	200	1,000	500	400	200	200	300	300	200	200	300	100	400	200	-	5,400
Total	17,800	6,100	17,000	10,200	5,400	7,200	9,300	11,700	9,700	9,200	10,100	15,300	6,600	3,000	3,300	1,800	143,800

Table 70. Origin-destination matrix by area – non-peak (inter-peak and evening/overnight)

Destinations Origin	A	B	C	D	E	F	G	H	I	J	K	L	M	Rural W	Rural E	External	Total
Focus Area A	4,600	200	3,200	2,700	300	600	500	700	1,400	600	400	1,400	700	600	400	600	18,700
Focus Area B	300	1,400	400	300	100	400	400	500	100	400	600	200	600	200	100	200	6,400
Focus Area C	2,800	700	4,200	1,900	400	400	500	300	1,300	700	300	600	300	100	100	600	15,300
Focus Area D	2,300	200	1,900	3,200	300	300	300	400	1,400	900	400	1,000	400	900	100	500	14,400
Focus Area E	600	400	300	500	800	600	200	100	200	600	400	300	200	100	200	200	5,400
Focus Area F	600	500	400	300	900	1,100	600	300	200	1,100	900	700	700	100	100	200	8,600
Focus Area G	600	400	400	200	200	600	2,200	400	200	300	700	1,800	1,500	200	200	200	9,900
Focus Area H	400	500	300	300	300	200	400	4,500	200	300	200	300	400	100	500	600	9,500
Focus Area I	1,000	100	1,500	1,400	100	300	200	200	3,200	700	200	700	300	100	-	500	10,700
Focus Area J	700	300	800	1,000	500	1,000	500	200	900	2,200	800	1,800	500	100	100	400	11,900
Focus Area K	300	100	200	500	400	1,200	600	300	200	800	1,700	3,300	1,100	300	100	100	11,300
Focus Area L	1,600	300	400	700	500	800	1,600	300	800	1,800	3,900	11,500	2,700	-	100	200	27,000
Focus Area M	800	800	600	300	300	600	1,700	600	300	700	1,500	2,400	2,200	100	200	100	13,000
Rural Area West	600	200	200	700	-	100	200	100	100	100	100	100	-	200	200	400	3,300
Rural Area East	100	100	100	200	100	-	200	700	-	100	-	100	100	100	300	200	2,400
External	700	300	800	200	100	0	200	300	300	200	200	100	300	400	200	-	4,200
Total	17,900	6,400	15,700	14,300	5,400	8,300	10,100	10,000	10,900	11,600	12,300	26,200	11,900	3,400	2,800	5,000	172,200

Table 71. Origin-destination matrix by area – 24-hour transit trips

Destinations / Origin	A	B	C	D	E	F	G	H	I	J	K	L	M	Rural W	Rural E	Total
Focus Area A	100	100	200	-	100	100	100	-	-	400	-	600	100	-	-	1,900
Focus Area B	100	100	200	-	200	-	500	-	-	100	400	100	200	-	-	2,000
Focus Area C	100	200	700	-	-	100	100	-	-	400	300	400	100	-	-	2,400
Focus Area D	-	-	100	-	-	-	100	-	100	200	-	300	100	-	-	1,000
Focus Area E	100	200	100	100	-	-	100	-	-	200	-	300	100	-	-	1,200
Focus Area F	100	100	-	100	-	100	300	-	100	500	300	400	200	-	-	2,300
Focus Area G	100	500	100	-	100	100	300	-	100	100	100	700	-	-	-	2,300
Focus Area H	-	-	-	-	-	-	-	200	-	100	-	200	100	-	-	900
Focus Area I	-	-	-	100	-	-	100	-	100	100	200	300	100	-	-	1,000
Focus Area J	500	200	400	200	100	500	200	100	100	400	300	1,800	400	-	-	5,100
Focus Area K	100	300	100	100	-	100	100	-	200	400	-	800	300	-	-	2,800
Focus Area L	600	100	600	200	300	600	400	300	300	1,600	500	200	500	100	-	6,200
Focus Area M	100	200	100	-	100	400	-	200	100	200	500	200	-	-	-	2,200
Rural Area West	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	100
Rural Area East	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,800	2,000	2,600	1,000	1,100	2,200	2,200	1,000	1,100	4,700	2,900	6,400	2,100	100	0	31,200

6 Key Indicators by Focus Area of Residence

This section presents key expanded survey results by geographical area of residence and sub-population of interest. I.e., the trip-level results presented are for trips made by residents of those areas, not the trips to or from those areas.

All results are weighted and expanded to represent total households and population, except for the "Unweighted n" column, which lists the associated survey sample size (# of households surveyed, # of person records, or # of trip records) for the overall survey total.

The results are presented for household, person, and trip characteristics. The person and trip characteristics contain only information for the person or person trips in a given geography or sub-population of interest. The household characteristics, on the other hand, contain information for the entire household even if one person meets the criteria. For example, household characteristics for Queen's students contain information for the households who have at least one household member attending Queen's University.

The geographies for which results are presented are listed below. For geographies that include a post-secondary campus with on-campus residences, two versions of the results are presented: one for the all surveys and people surveyed, including students living on campus (in which case the count of 'households' is actual households in private dwellings plus the count of students living on campus); and one for just households in private dwellings and their residents, excluding students living on campus (but including seasonal students living in private dwellings).

Table 72. Sub-Areas and Focus Areas

Sub-Area	Focus Area	Neighbourhood within Focus Area
West	A	Cataraqui North, Westbrook Enclave
	C	Bayridge, Westwood, Sutton Mills, Gardiners / Meadowbrook (west)
	D	Waterloo Village, Gardiners / Meadowbrook (east)
	I	Lemoine Point, Collins Bay, Auden Park, Henderson, Reddendale
Central	B	Marker's Acres, Rideau Heights (north), Kingscourt / Novelis (north)
	E	Grenville Park, Strathcona Park, Hillendale
	F	Kingscourt / Novelis (south)
	G	Inner Harbour, Rideau Heights (south)
	J	Portsmouth, Fairway Hills, Calvin Park, Polson Park
	K	Williamsville, Sunnyside (north)
	L	Queen's (south), Alwington, Sunnyside (south)
	M	Downtown (portions of Inner Harbour, Queen's, and Sydenham neighbourhoods)
East	H	East End (Greenwood Park / St. Lawrence South, Cataraqui River East, CFB Kingston portions within urban boundary)
Rural	Rural W	Rural East (outside urban boundary: Kingston Mills, Joyceville / Brewer's Mills, St. Lawrence North, Ravensview, Greenwood Park)
	Rural E	Rural West (outside urban boundary: Woodbine, Mile Square, Sharpton / Grenville, Elginburg / Silvers Corners / Shannon's Corners, Glenburnie)

The tables on the following pages are formatted for legal-sized (8.5 x 14 inch) paper.

When printing a PDF version of this document, if print settings are set to 'fit' or 'shrink oversized pages', the tables will print on letter-sized (8.5 x 11) paper along with the preceding sections of this report, however text size will be smaller, and may not meet accessibility requirements.

6.1 Household characteristics

6.1.1 Household characteristics by sub-area and population group

Table 73. Household characteristics by sub-area and for population groups of interest

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Survey meta data																		
Households surveyed (n)	3,587	3,587	100	3,487	3,323	3,223	1,743	1,700	1,261	319	262	264	3,424	242	527	337	143	59
Persons surveyed (n)	7,454	7,454	106	7,348	6,843	6,737	3,424	3,377	2,780	639	580	611	7,057	397	855	618	176	61
Maximum sampling error for person-level results (accounting for data weighting)	7,454	1.5%	13.5%	1.5%	1.6%	1.6%	2.4%	2.3%	2.3%	5.2%	5.6%	5.5%	1.5%	6.4%	4.5%	5.3%	8.8%	12.4%
Households, population																		
Households	3,587	72,070	6,300	65,780	67,630	61,330	38,430	33,250	23,760	5,440	4,320	4,440	61,770	12,570	21,470	16,160	4,600	1,110
Population (excl. pop'n in collective dwellings, unhoused people)	7,454	157,620	6,560	151,070	145,910	139,350	75,440	70,040	58,290	12,180	11,020	11,720	140,610	23,930	47,760	35,100	12,880	1,180
Persons / household		2.19	1.04	2.30	2.16	2.27	1.96	2.11	2.45	2.24	2.55	2.64	2.28	1.90	2.22	2.17	2.80	1.06
Number of Children 0 to 14 years	746	19,720	0	19,720	17,970	17,970	6,300	6,300	9,590	2,070	2,070	1,750	19,720	90	2,640	1,430	1,210	0
Number of Children 0 to 17 years	922	24,510	500	24,020	22,380	21,880	8,230	7,740	11,690	2,450	2,450	2,130	24,020	620	4,310	2,600	1,710	0
# of Persons 15+ Eligible for Labour Force	6,708	137,910	6,560	131,350	127,940	121,390	69,130	63,740	48,700	10,110	8,950	9,960	120,890	23,840	45,120	33,670	11,670	1,180
Number of Adults 18+ Years	6,532	133,110	6,060	127,050	123,530	117,470	67,200	62,300	46,590	9,730	8,570	9,580	116,590	23,310	43,450	32,500	11,180	1,180
Population Aged 5+ Years (had trip capture)	7,229	151,470	6,560	144,920	140,350	133,800	73,260	67,860	55,530	11,570	10,410	11,120	134,460	23,930	46,980	34,660	12,540	1,180
Population 16+ Years (eligible for licence)	6,662	136,700	6,560	130,140	126,880	120,320	68,870	63,470	47,960	10,060	8,900	9,820	119,680	23,840	44,980	33,590	11,600	1,180
Daily trips (weekdays)																		
Trips (Persons 5+)	19,372	407,590	16,500	391,090	380,260	363,760	197,930	183,510	150,800	31,530	29,450	27,330	367,500	56,630	119,570	88,050	32,670	2,430
Daily Trips / Person 5+ Years of Age	19,372	2.69	2.52	2.70	2.71	2.72	2.70	2.70	2.72	2.73	2.83	2.46	2.73	2.37	2.55	2.54	2.61	2.06

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Vehicles																		
Households with vehicles	3,083	56,730	1,820	54,910	52,290	50,470	24,970	23,770	22,540	4,780	4,160	4,440	52,650	5,570	12,220	8,480	3,400	670
% of households		79%	29%	83%	77%	82%	65%	71%	95%	88%	96%	100%	85%	44%	57%	52%	74%	60%
Total Vehicles	4,942	92,810	3,040	89,770	82,910	79,870	35,860	33,510	39,070	7,980	7,290	9,900	86,700	8,750	20,780	13,570	7,030	760
Avg per household		1.29	0.48	1.36	1.23	1.30	0.93	1.01	1.64	1.47	1.69	2.23	1.40	0.70	0.97	0.84	1.53	0.68
Avg per person 16+ years of age		0.68	0.46	0.69	0.65	0.66	0.52	0.53	0.81	0.79	0.82	1.01	0.72	0.37	0.46	0.40	0.61	0.64
Fuel Type																		
Petrol	4,354	81,990	2,720	79,270	73,300	70,580	32,190	30,000	34,500	6,620	6,080	8,690	76,410	8,120	18,820	12,500	6,310	580
Hybrid	212	3,720	40	3,690	3,560	3,520	1,230	1,230	1,670	660	620	170	3,590	150	590	290	270	40
Plug-in Hybrid	48	770	60	710	680	620	230	230	260	180	130	90	710	60	160	0	100	60
Electric	101	2,040	0	2,040	1,760	1,760	780	780	820	170	170	280	2,040	0	320	260	60	0
Diesel	62	1,220	170	1,060	940	770	420	250	520	0	0	280	1,040	180	350	210	110	30
Biodiesel	1	10	0	10	10	10	0	0	10	0	0	0	10	0	0	0	0	0
Gas motorcycle	152	2,810	60	2,750	2,450	2,390	880	880	1,210	350	300	360	2,740	160	450	210	180	60
other	12	250	0	250	210	210	130	130	80	0	0	40	160	90	90	90	0	0
% of vehicles																		
Petrol		88%	89%	88%	88%	88%	90%	90%	88%	83%	83%	88%	88%	93%	91%	92%	90%	76%
Hybrid		4%	1%	4%	4%	4%	3%	4%	4%	8%	9%	2%	4%	2%	3%	2%	4%	5%
Plug-in Hybrid		1%	2%	1%	1%	1%	1%	1%	1%	2%	2%	1%	1%	1%	1%	0%	1%	8%
Electric		2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	0%	2%	2%	1%	0%
Diesel		1%	6%	1%	1%	1%	1%	1%	1%	0%	0%	3%	1%	2%	2%	2%	2%	4%
Biodiesel		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Gas motorcycle		3%	2%	3%	3%	3%	2%	3%	3%	4%	4%	4%	3%	2%	2%	2%	3%	8%
Other		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Bicycles and micromobility																		
Households with Bicycles, Adult E-Bikes or E-Micromobility Devices	1,836	35,510	1,070	34,440	32,630	31,560	16,120	15,260	13,380	3,130	2,920	2,880	33,490	3,060	8,270	5,930	2,300	260
% households		49%	17%	52%	48%	51%	42%	46%	56%	58%	68%	65%	54%	24%	39%	37%	50%	23%
Adult Bicycles	3,352	64,790	1,650	63,140	58,230	56,580	28,770	27,380	23,590	5,870	5,610	6,550	61,840	5,000	15,120	11,150	4,030	310
Adult E-Bikes	183	2,850	20	2,830	2,480	2,460	1,110	1,110	1,210	150	130	380	2,820	100	290	160	110	30
Child Bicycles	757	18,140	20	18,120	15,880	15,860	5,310	5,310	8,780	1,800	1,780	2,260	18,120	40	2,590	1,110	1,470	20
E-micromobility	97	1,680	0	1,680	1,530	1,530	740	740	660	140	140	150	1,680	50	440	180	260	0
Avg per household																		
Adult Bicycles		0.90	0.26	0.96	0.86	0.92	0.75	0.82	0.99	1.08	1.30	1.48	1.00	0.40	0.70	0.69	0.88	0.28
Adult E-Bikes		0.04	0.00	0.04	0.04	0.04	0.03	0.03	0.05	0.03	0.03	0.09	0.05	0.01	0.01	0.01	0.02	0.03
Child Bicycles		0.25	0.00	0.28	0.23	0.26	0.14	0.16	0.37	0.33	0.41	0.51	0.29	0.00	0.12	0.07	0.32	0.02
E-micromobility		0.02	0.00	0.03	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.00	0.02	0.01	0.06	0.00
Households with Adult Bikes or Adult E-Bikes	1,749	33,580	1,070	32,510	30,920	29,850	15,470	14,600	12,510	2,940	2,740	2,660	31,560	3,060	8,110	5,850	2,220	260
% of households		47%	17%	49%	46%	49%	40%	44%	53%	54%	63%	60%	51%	24%	38%	36%	48%	23%
Households with Adult Bikes	1,749	33,580	1,070	32,510	30,920	29,850	15,470	14,600	12,510	2,940	2,740	2,660	31,560	3,060	8,110	5,850	2,220	260
% of households		47%	17%	49%	46%	49%	40%	44%	53%	54%	63%	60%	51%	24%	38%	36%	48%	23%
Households with Adult E-Bikes	142	2,300	20	2,280	2,030	2,010	960	960	960	100	80	270	2,270	100	290	160	100	30
% of households		3%	0%	3%	3%	3%	2%	3%	4%	2%	2%	6%	4%	1%	1%	1%	2%	3%
Households with Child Bikes	421	9,710	20	9,690	8,840	8,820	2,810	2,810	4,970	1,060	1,040	870	9,690	30	1,350	610	720	20
% of households		13%	0%	15%	13%	14%	7%	8%	21%	19%	24%	20%	16%	0%	6%	4%	16%	2%
Households with E-Micromobility Devices	76	1,270	0	1,270	1,160	1,160	570	570	470	120	120	110	1,270	50	310	150	160	0
% of households		2%	0%	2%	2%	2%	1%	2%	2%	2%	3%	2%	2%	0%	1%	1%	3%	0%

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Dwelling Type (grouped categories used in data weighting)																		
House	1,960	30,680	0	30,680	26,480	26,480	8,820	8,820	14,890	2,760	2,760	4,200	29,730	1,460	4,730	3,150	1,570	10
Apt 5+ Storeys	554	11,230	0	11,230	11,210	11,210	8,290	8,290	2,220	710	710	20	10,100	1,290	2,400	2,010	470	0
Apt <5 Storeys	427	11,450	0	11,450	11,380	11,380	9,470	9,470	1,730	190	190	70	9,980	2,570	5,010	4,470	700	20
Other Ground-Oriented (row house, townhouse, semi-detached, secondary suite, mobile home)	546	12,410	0	12,410	12,260	12,260	6,670	6,670	4,930	660	660	150	11,760	1,150	3,100	1,910	1,310	10
Student Residence	100	6,300	6,300	0	6,300	0	5,170	0	0	1,120	0	0	200	6,100	6,240	4,620	550	1,060
% of Households																		
House		43%	0%	47%	39%	43%	23%	27%	63%	51%	64%	95%	48%	12%	22%	19%	34%	1%
Apt 5+ Storeys		16%	0%	17%	17%	18%	22%	25%	9%	13%	16%	0%	16%	10%	11%	12%	10%	0%
Apt <5 Storeys		16%	0%	17%	17%	19%	25%	28%	7%	3%	4%	2%	16%	20%	23%	28%	15%	2%
Other Ground-Oriented (row house, townhouse, semi-detached, secondary suite, mobile home)		17%	0%	19%	18%	20%	17%	20%	21%	12%	15%	3%	19%	9%	14%	12%	28%	1%
Student Residence		9%	100%	0%	9%	0%	13%	0%	0%	21%	0%	0%	0%	49%	29%	29%	12%	95%
Dwelling type (detailed survey answers)																		
Single-detached house	1,960	30,680	0	30,680	26,480	26,480	8,820	8,820	14,890	2,760	2,760	4,200	29,730	1,460	4,730	3,150	1,570	10
Row house or townhouse*	211	4,550	0	4,550	4,550	4,550	2,570	2,570	1,690	290	290	0	4,320	500	1,110	730	370	10
Semi-detached (side-by-side)*	329	7,720	0	7,720	7,570	7,570	3,990	3,990	3,230	350	350	150	7,300	650	1,990	1,180	940	0
Student Residence	100	6,300	6,300	0	6,300	0	5,170	0	0	1,120	0	0	200	6,100	6,240	4,620	550	1,060
Apartment or condominium, <5 storeys	427	11,450	0	11,450	11,380	11,380	9,470	9,470	1,730	190	190	70	9,980	2,570	5,010	4,470	700	20
Apartment or condominium, 5+ storeys	554	11,230	0	11,230	11,210	11,210	8,290	8,290	2,220	710	710	20	10,100	1,290	2,400	2,010	470	0
Mobile home / other*	6	140	0	140	140	140	120	120	0	20	20	0	140	0	0	0	0	0

KINGSTONMOVES

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
% of Households																		
Single-detached house		43%	0%	47%	39%	43%	23%	27%	63%	51%	64%	95%	48%	12%	22%	19%	34%	1%
Row house or townhouse*		6%	0%	7%	7%	7%	7%	8%	7%	5%	7%	0%	7%	4%	5%	5%	8%	1%
Semi-detached (side-by-side)*		11%	0%	12%	11%	12%	10%	12%	14%	6%	8%	3%	12%	5%	9%	7%	20%	0%
Apartment or condominium, <5 storeys		16%	0%	17%	17%	19%	25%	28%	7%	3%	4%	2%	16%	20%	23%	28%	15%	2%
Apartment or condominium, 5+ storeys		16%	0%	17%	17%	18%	22%	25%	9%	13%	16%	0%	16%	10%	11%	12%	10%	0%
Mobile home / other*		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
** note the balance of other ground-oriented dwelling types may not match Census counts, as these were combined for data weighting purposes, and there may sometimes be confusion on the part of survey respondents in these types of dwellings as to which dwelling type category applies to them*																		
Household Size																		
1 person	1,193	26,390	6,040	20,350	25,690	19,650	17,870	12,920	5,890	1,930	850	690	18,930	7,460	9,660	7,270	1,330	1,060
2 persons	1,534	24,200	250	23,940	22,200	21,950	11,760	11,540	8,750	1,690	1,660	2,000	23,090	2,240	4,880	4,170	810	40
3 persons	431	9,470	0	9,470	8,750	8,750	4,150	4,150	3,860	740	740	720	8,770	1,190	2,760	1,870	970	10
4 persons	302	7,750	0	7,750	7,040	7,040	2,660	2,660	3,650	730	730	710	7,340	700	2,010	1,220	880	0
5+ persons	127	4,270	0	4,270	3,940	3,940	1,980	1,980	1,610	340	340	330	3,650	990	2,160	1,640	600	0
% of Households																		
1 person		37%	96%	31%	38%	32%	47%	39%	25%	35%	20%	16%	31%	59%	45%	45%	29%	95%
2 persons		34%	4%	36%	33%	36%	31%	35%	37%	31%	38%	45%	37%	18%	23%	26%	18%	4%
3 persons		13%	0%	14%	13%	14%	11%	12%	16%	14%	17%	16%	14%	9%	13%	12%	21%	1%
4 persons		11%	0%	12%	10%	11%	7%	8%	15%	13%	17%	16%	12%	6%	9%	8%	19%	0%
5+ persons		6%	0%	6%	6%	6%	5%	6%	7%	6%	8%	7%	6%	8%	10%	10%	13%	0%
Dwelling Tenure: Rent or Own																		
Rent	1,105	27,280	0	27,280	27,110	27,110	20,930	20,930	5,040	1,150	1,150	160	23,200	6,030	11,170	9,010	2,530	20
Own	2,337	37,710	0	37,710	33,460	33,460	12,080	12,080	18,270	3,110	3,110	4,250	37,570	410	3,740	2,300	1,430	30
No response	45	790	0	790	760	760	250	250	450	60	60	30	790	30	320	240	90	0

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
% of Households																		
Rent		38%	0%	41%	40%	44%	54%	63%	21%	21%	27%	4%	38%	48%	52%	56%	55%	2%
Own		52%	0%	57%	49%	55%	31%	36%	77%	57%	72%	96%	61%	3%	17%	14%	31%	3%
No response		1%	0%	1%	1%	1%	1%	1%	2%	1%	1%	1%	1%	0%	1%	1%	2%	0%
Note: dwelling tenure was not adjusted for in data weighting and the survey data may have some bias towards ownership																		
Household Type																		
Single-person household	1,057	19,280	0	19,280	18,630	18,630	12,420	12,420	5,430	770	770	660	17,870	1,420	3,050	2,730	290	40
Single parent with child or children	146	3,640	0	3,640	3,490	3,490	1,630	1,630	1,530	330	330	140	3,640	0	910	330	580	0
Couple without children	1,268	18,570	0	18,570	16,850	16,850	8,370	8,370	7,090	1,390	1,390	1,720	18,350	810	2,600	2,210	390	0
Couple with child or children	684	15,370	0	15,370	13,870	13,870	4,700	4,700	7,630	1,540	1,540	1,510	15,370	160	2,530	1,340	1,170	10
Roommates	188	5,850	0	5,850	5,820	5,820	5,220	5,220	550	50	50	30	3,340	3,960	5,210	4,630	980	0
Extended family household	138	2,880	0	2,880	2,490	2,490	850	850	1,470	170	170	390	2,830	90	820	300	520	0
Student living in on-campus residence	100	6,300	6,300	0	6,300	0	5,170	0	0	1,120	0	0	200	6,100	6,240	4,620	550	1,060
Multiple families	6	180	0	180	180	180	70	70	50	70	70	0	180	40	110	0	110	0
% of households																		
Single-person household		27%	0%	29%	28%	30%	32%	37%	23%	14%	18%	15%	29%	11%	14%	17%	6%	4%
Single parent with child or children		5%	0%	6%	5%	6%	4%	5%	6%	6%	8%	3%	6%	0%	4%	2%	13%	0%
Couple without children		26%	0%	28%	25%	27%	22%	25%	30%	26%	32%	39%	30%	6%	12%	14%	8%	0%
Couple with child or children		21%	0%	23%	21%	23%	12%	14%	32%	28%	36%	34%	25%	1%	12%	8%	25%	1%
Roommates		8%	0%	9%	9%	9%	14%	16%	2%	1%	1%	1%	5%	32%	24%	29%	21%	0%
Extended family household		4%	0%	4%	4%	4%	2%	3%	6%	3%	4%	9%	5%	1%	4%	2%	11%	0%
Student living in on-campus residence		9%	100%	0%	9%	0%	13%	0%	0%	21%	0%	0%	0%	49%	29%	29%	12%	95%
Multiple families		0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	1%	0%	2%	0%

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Household Income																		
Under $30,000	445	13,280	3,350	9,930	13,120	9,780	10,900	8,390	1,270	950	110	160	8,110	5,990	8,380	6,570	1,270	780
$30,000 to $49,999	410	7,630	240	7,390	7,330	7,090	4,800	4,750	2,210	320	140	300	6,890	1,090	2,080	1,440	510	190
$50,000 to $79,999	588	10,660	150	10,520	10,170	10,020	5,760	5,670	3,630	780	720	500	10,320	840	2,350	1,450	840	70
$80,000 to $99,999	427	7,020	50	6,970	6,510	6,460	3,060	3,010	2,950	490	490	510	6,970	180	890	580	280	20
$100,000 to $124,999	335	6,130	500	5,640	5,620	5,120	2,640	2,140	2,570	410	410	520	5,640	510	1,130	860	270	0
$125,000 to $149,999	272	5,140	20	5,120	4,700	4,680	1,600	1,600	2,370	720	700	450	5,110	30	590	400	170	30
$150,000 and above	571	11,430	660	10,770	10,100	9,440	3,940	3,280	5,030	1,140	1,140	1,320	10,620	870	1,960	1,430	540	0
Don't know / decline to answer	539	10,780	1,340	9,440	10,080	8,750	5,730	4,420	3,730	620	600	690	8,100	3,070	4,100	3,430	730	20
% of Households with Income Response																		
Under $30,000		22%	67%	18%	23%	19%	33%	29%	6%	20%	3%	4%	15%	63%	48%	52%	33%	72%
$30,000 to $49,999		12%	5%	13%	13%	13%	15%	16%	11%	7%	4%	8%	13%	11%	12%	11%	13%	17%
$50,000 to $79,999		17%	3%	19%	18%	19%	18%	20%	18%	16%	19%	13%	19%	9%	14%	11%	22%	6%
$80,000 to $99,999		11%	1%	12%	11%	12%	9%	10%	15%	10%	13%	14%	13%	2%	5%	5%	7%	2%
$100,000 to $124,999		10%	10%	10%	10%	10%	8%	7%	13%	9%	11%	14%	11%	5%	7%	7%	7%	0%
$125,000 to $149,999		8%	0%	9%	8%	9%	5%	6%	12%	15%	19%	12%	10%	0%	3%	3%	4%	3%
$150,000 and above		19%	13%	19%	18%	18%	12%	11%	25%	24%	31%	35%	20%	9%	11%	11%	14%	0%
Don't know / decline to answer *(% of total households)*		15%	21%	14%	15%	14%	15%	13%	16%	11%	14%	16%	13%	24%	19%	21%	16%	2%
Note: Percentage distributions by income range are based on valid responses, excluding unknown/declined responses. The proportion of total households responding that did not provide an answer is provided for reference.																		
Deliveries																		
Household received any deliveries	1,066	20,870	1,280	19,580	19,270	17,990	10,710	9,740	6,820	1,750	1,440	1,590	18,270	3,180	5,920	4,250	1,400	320
A package purchased only or by phone was delivered to home	804	15,810	640	15,160	14,390	13,750	7,130	6,650	5,880	1,380	1,210	1,420	14,340	1,800	4,080	2,920	1,040	170
A personal package purchased online or by phone was delivered to work	17	380	40	340	360	330	190	190	130	40	0	20	330	100	150	0	100	50

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Picked up something purchased online or by phone at an offsite locker (e.g., Amazon Locker), Canada Post pickup location, or other offsite pickup location	43	1,130	350	780	1,100	750	700	370	220	180	160	30	680	490	610	570	20	20
Food was delivered to your home (take-out or groceries)	174	4,310	420	3,890	4,190	3,770	3,180	2,930	790	220	60	110	3,140	1,500	2,170	1,510	500	160
Other items were delivered to your home (such as an appliance or furniture, or heating oil delivery)	20	260	0	260	240	240	50	50	180	10	10	20	260	0	0	0	0	0
Someone came to your home (or unit) to provide a service (e.g., landscaping, plumber, housecleaning)	188	2,920	20	2,900	2,740	2,720	1,610	1,610	1,050	80	70	180	2,820	120	440	290	140	20
% of Households																		
Household received any deliveries		29%	20%	30%	28%	29%	28%	29%	29%	32%	33%	36%	30%	25%	28%	26%	30%	29%
A package purchased only or by phone was delivered to home		22%	10%	23%	21%	22%	19%	20%	25%	25%	28%	32%	23%	14%	19%	18%	23%	15%
A personal package purchased online or by phone was delivered to work		1%	1%	1%	1%	1%	0%	1%	1%	1%	0%	0%	1%	1%	1%	0%	2%	5%
Picked up something purchased online or by phone at an offsite locker (e.g., Amazon Locker), Canada Post pickup location, or other offsite pickup location		2%	6%	1%	2%	1%	2%	1%	1%	3%	4%	1%	1%	4%	3%	4%	0%	2%
Food was delivered to your home (take-out or groceries)		6%	7%	6%	6%	6%	8%	9%	3%	4%	1%	2%	5%	12%	10%	9%	11%	14%
Other items were delivered to your home (such as an appliance or furniture, or heating oil delivery)		0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Someone came to your home (or unit) to provide a service (e.g.,		4%	0%	4%	4%	4%	4%	5%	4%	1%	2%	4%	5%	1%	2%	2%	3%	2%

Household Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
landscaping, plumber, housecleaning)																		

6.1.2 Household characteristics by Focus Area

Table 74. Household characteristics by Focus Area

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Survey meta data																				
Households surveyed (n)	3,587	3,587	365	146	414	227	184	160	248	319	262	255	349	335	320	279	250	57	116	148
Persons surveyed (n)	7,454	7,454	841	320	915	457	388	316	433	639	580	567	658	643	617	601	569	91	257	354
Maximum sampling error for person-level results (accounting for data weighting)	7,454	1.5%	4.1%	7.2%	3.8%	5.7%	5.9%	7.4%	6.1%	5.2%	5.6%	5.4%	5.2%	4.9%	5.5%	7.0%	6.4%	16.3%	8.4%	7.1%
Households, population																				
Households	3,587	72,070	7,430	3,420	7,540	4,110	3,420	2,730	5,080	5,440	4,320	4,670	7,170	6,060	7,000	8,360	4,290	1,250	2,280	2,160
Population (excl. pop'n in collective dwellings, unhoused people)	7,454	157,620	19,450	7,530	18,850	8,960	7,080	5,180	9,670	12,180	11,020	11,030	13,490	12,330	15,280	15,410	11,170	1,800	6,020	5,700
Persons / household		2.19	2.62	2.20	2.50	2.18	2.07	1.90	1.90	2.24	2.55	2.36	1.88	2.03	2.18	1.84	2.60	1.44	2.64	2.64
Number of Children 0 to 14 years	746	19,720	3,880	1,260	2,860	1,260	970	550	890	2,070	2,070	1,590	1,390	1,390	680	550	550	20	830	930
Number of Children 0 to 17 years	922	24,510	4,550	1,530	3,630	1,580	1,070	670	1,170	2,450	2,450	1,920	1,700	1,700	900	1,170	680	20	1,070	1,060
# of Persons 15+ Eligible for Labour Force	6,708	137,910	15,560	6,270	15,990	7,700	6,110	4,630	8,780	10,110	8,950	9,440	12,100	10,940	14,600	14,860	10,620	1,780	5,190	4,770
Number of Adults 18+ Years	6,532	133,110	14,890	6,000	15,220	7,380	6,010	4,510	8,490	9,730	8,570	9,100	11,800	10,640	14,380	14,240	10,500	1,780	4,950	4,630
Population Aged 5+ Years (had trip capture)	7,229	151,470	18,320	7,070	18,030	8,590	6,770	4,980	9,340	11,570	10,410	10,600	13,000	11,840	15,050	15,270	11,030	1,780	5,750	5,370

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Population 16+ Years (eligible for licence)	6,662	136,700	15,290	6,270	15,730	7,610	6,090	4,590	8,740	10,060	8,900	9,320	12,040	10,880	14,490	14,860	10,620	1,780	5,090	4,730
Daily trips (weekdays)																				
Trips (Persons 5+)	19,372	407,590	49,560	18,890	46,760	21,090	19,130	13,050	29,280	31,530	29,450	33,390	32,180	29,250	37,140	41,390	29,900	6,860	13,810	13,520
Daily Trips / Person 5+ Years of Age	19,372	2.69	2.71	2.67	2.59	2.46	2.83	2.62	3.13	2.73	2.83	3.15	2.48	2.47	2.47	2.71	2.71	3.85	2.40	2.52
Vehicles																				
Households with vehicles	3,083	56,730	7,230	2,550	7,180	3,820	2,810	2,190	3,760	4,780	4,160	4,320	4,750	4,370	4,290	4,040	3,220	590	2,280	2,160
% of households		79%	97%	75%	95%	93%	82%	80%	74%	88%	96%	93%	66%	72%	61%	48%	75%	47%	100%	100%
Total Vehicles	4,942	92,810	12,660	4,240	12,890	6,020	3,810	3,240	4,990	7,980	7,290	7,500	6,780	6,250	5,910	6,150	4,330	730	5,010	4,890
Avg per household		1.29	1.70	1.24	1.71	1.46	1.11	1.19	0.98	1.47	1.69	1.61	0.95	1.03	0.84	0.74	1.01	0.58	2.20	2.26
Avg per person 16+ years of age		0.68	0.83	0.68	0.82	0.79	0.63	0.71	0.57	0.79	0.82	0.80	0.56	0.57	0.41	0.41	0.41	0.41	0.98	1.03
Fuel Type																				
Petrol	4,354	81,990	11,010	3,800	11,710	5,360	3,320	3,070	4,300	6,620	6,080	6,420	6,070	5,700	5,250	5,750	3,940	620	4,360	4,330
Hybrid	212	3,720	710	130	310	240	210	70	130	660	620	420	130	130	260	200	200	110	110	60
Plug-in Hybrid	48	770	120	30	70	20	90	0	40	180	130	50	40	40	30	10	10	0	40	50
Electric	101	2,040	290	0	270	60	110	0	260	170	170	210	130	130	110	160	160	0	110	170
Diesel	62	1,220	140	80	130	70	60	30	50	0	0	190	180	10	0	10	10	0	70	210
Biodiesel	1	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gas motorcycle	152	2,810	350	190	390	260	30	80	220	350	300	210	190	190	170	10	10	0	290	70
other	12	250	40	0	20	20	0	0	0	0	0	10	40	40	90	0	0	0	40	0
% of vehicles																				
Petrol		88%	87%	90%	91%	89%	87%	95%	86%	83%	83%	86%	90%	91%	89%	93%	91%	85%	87%	89%
Hybrid		4%	6%	3%	2%	4%	6%	2%	3%	8%	9%	6%	2%	2%	4%	3%	5%	15%	2%	1%
Plug-in Hybrid		1%	1%	1%	1%	0%	2%	0%	1%	2%	2%	1%	1%	1%	1%	0%	0%	0%	1%	1%
Electric		2%	2%	0%	2%	1%	3%	0%	5%	2%	2%	3%	2%	2%	2%	3%	4%	0%	2%	3%
Diesel		1%	1%	2%	1%	1%	2%	1%	1%	0%	0%	3%	3%	0%	0%	0%	0%	0%	1%	4%
Biodiesel		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Gas motorcycle		3%	3%	4%	3%	4%	1%	2%	4%	4%	4%	3%	3%	3%	3%	0%	0%	0%	6%	1%

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Other		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	2%	0%	0%	0%	1%	0%
Bicycles and micromobility																				
Households with Bicycles, Adult E-Bikes or E-Micromobility Devices	1,836	35,510	4,290	1,330	4,060	1,940	1,670	1,250	2,480	3,130	2,920	3,090	3,480	3,320	2,840	2,600	1,890	480	1,440	1,440
% households		49%	58%	39%	54%	47%	49%	46%	49%	58%	68%	66%	49%	55%	41%	31%	44%	38%	63%	67%
Adult Bicycles	3,352	64,790	7,250	2,570	7,060	3,320	2,640	1,940	4,590	5,870	5,610	5,950	5,570	5,420	4,820	5,980	4,740	660	3,400	3,160
Adult E-Bikes	183	2,850	170	90	720	110	90	230	240	150	130	210	190	190	230	50	50	0	170	210
Child Bicycles	757	18,140	3,580	800	2,650	880	1,010	380	640	1,800	1,780	1,680	1,160	1,160	810	510	510	0	990	1,270
E-micromobility	97	1,680	190	230	280	40	100	20	20	140	140	140	80	80	140	140	140	10	140	10
Avg per household																				
Adult Bicycles		0.90	0.98	0.75	0.94	0.81	0.77	0.71	0.90	1.08	1.30	1.27	0.78	0.89	0.69	0.72	1.10	0.53	1.49	1.46
Adult E-Bikes		0.04	0.02	0.03	0.10	0.03	0.03	0.08	0.05	0.03	0.03	0.04	0.03	0.03	0.03	0.01	0.01	0.00	0.07	0.10
Child Bicycles		0.25	0.48	0.23	0.35	0.21	0.30	0.14	0.13	0.33	0.41	0.36	0.16	0.19	0.12	0.06	0.12	0.00	0.43	0.59
E-micromobility		0.02	0.03	0.07	0.04	0.01	0.03	0.01	0.00	0.03	0.03	0.03	0.01	0.01	0.02	0.02	0.03	0.01	0.06	0.00
Households with Adult Bikes or Adult E-Bikes	1,749	33,580	4,000	1,220	3,710	1,780	1,490	1,180	2,460	2,940	2,740	3,020	3,340	3,190	2,690	2,600	1,890	480	1,310	1,350
% of households		47%	54%	36%	49%	43%	44%	43%	48%	54%	63%	65%	47%	53%	38%	31%	44%	38%	57%	63%
Households with Adult Bikes	1,749	33,580	4,000	1,220	3,710	1,780	1,490	1,180	2,460	2,940	2,740	3,020	3,340	3,190	2,690	2,600	1,890	480	1,310	1,350
% of households		47%	54%	36%	49%	43%	44%	43%	48%	54%	63%	65%	47%	53%	38%	31%	44%	38%	57%	63%
Households with Adult E-Bikes	142	2,300	140	50	520	100	90	220	220	100	80	200	140	140	210	50	40	0	100	170
% of households		3%	2%	1%	7%	2%	3%	8%	4%	2%	2%	4%	2%	2%	3%	1%	1%	0%	4%	8%
Households with Child Bikes	421	9,710	1,930	570	1,620	590	430	240	310	1,060	1,040	830	590	590	390	270	270	0	390	490
% of households		13%	26%	17%	21%	14%	13%	9%	6%	19%	24%	18%	8%	10%	6%	3%	6%	0%	17%	23%
Households with E-Micromobility Devices	76	1,270	130	120	180	40	100	10	20	120	120	120	70	70	140	120	120	10	90	10
% of households		2%	2%	4%	2%	1%	3%	0%	0%	2%	3%	3%	1%	1%	2%	1%	3%	1%	4%	0%

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Dwelling Type (grouped categories used in data weighting)																				
House	1,960	30,680	4,870	880	5,410	1,320	1,300	970	990	2,760	2,760	3,280	1,650	1,650	1,680	1,330	1,330	20	2,080	2,120
Apt 5+ Storeys	554	11,230	440	360	720	650	1,310	700	810	710	710	410	2,220	2,220	1,420	1,130	1,130	350	20	0
Apt <5 Storeys	427	11,450	160	690	540	720	300	450	1,950	190	190	300	1,400	1,400	2,930	870	870	880	70	0
Other Ground-Oriented (row house, townhouse, semi-detached, secondary suite, mobile home)	546	12,410	1,960	1,490	870	1,420	510	610	1,330	660	660	680	800	800	960	960	960	10	110	40
Student Residence	100	6,300	0	0	0	0	0	0	0	1,120	0	0	1,110	0	0	4,070	0	0	0	0
% of Households																				
House		43%	66%	26%	72%	32%	38%	36%	19%	51%	64%	70%	23%	27%	24%	16%	31%	2%	91%	98%
Apt 5+ Storeys		16%	6%	11%	10%	16%	38%	26%	16%	13%	16%	9%	31%	37%	20%	14%	26%	28%	1%	0%
Apt <5 Storeys		16%	2%	20%	7%	18%	9%	16%	38%	3%	4%	6%	20%	23%	42%	10%	20%	70%	3%	0%
Other Ground-Oriented (row house, townhouse, semi-detached, secondary suite, mobile home)		17%	26%	44%	12%	35%	15%	22%	26%	12%	15%	15%	11%	13%	14%	11%	22%	1%	5%	2%
Student Residence		9%	0%	0%	0%	0%	0%	0%	0%	21%	0%	0%	15%	0%	0%	49%	0%	0%	0%	0%
Dwelling type (detailed survey answers)																				
Single-detached house	1,960	30,680	4,870	880	5,410	1,320	1,300	970	990	2,760	2,760	3,280	1,650	1,650	1,680	1,330	1,330	20	2,080	2,120
Row house or townhouse*	211	4,550	780	560	220	420	330	100	580	290	290	280	470	470	180	340	340	0	0	0
Semi-detached (side-by-side)*	329	7,720	1,190	810	650	1,000	180	510	760	350	350	400	330	330	780	610	610	10	110	40
Student Residence	100	6,300	0	0	0	0	0	0	0	1,120	0	0	1,110	0	0	4,070	0	0	0	0
Apartment or condominium, <5 storeys	427	11,450	160	690	540	720	300	450	1,950	190	190	300	1,400	1,400	2,930	870	870	880	70	0
Apartment or condominium, 5+ storeys	554	11,230	440	360	720	650	1,310	700	810	710	710	410	2,220	2,220	1,420	1,130	1,130	350	20	0
Mobile home / other*	6	140	0	120	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
% of Households																				
Single-detached house		43%	66%	26%	72%	32%	38%	36%	19%	51%	64%	70%	23%	27%	24%	16%	31%	2%	91%	98%
Row house or townhouse*		6%	10%	16%	3%	10%	10%	4%	11%	5%	7%	6%	7%	8%	3%	4%	8%	0%	0%	0%
Semi-detached (side-by-side)*		11%	16%	24%	9%	24%	5%	19%	15%	6%	8%	9%	5%	5%	11%	7%	14%	1%	5%	2%
Apartment or condominium, <5 storeys		16%	2%	20%	7%	18%	9%	16%	38%	3%	4%	6%	20%	23%	42%	10%	20%	70%	3%	0%
Apartment or condominium, 5+ storeys		16%	6%	11%	10%	16%	38%	26%	16%	13%	16%	9%	31%	37%	20%	14%	26%	28%	1%	0%
Mobile home / other*		0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
** note the balance of other ground-oriented dwelling types may not match Census counts, as these were combined for data weighting purposes, and there may sometimes be confusion on the part of survey respondents in these types of dwellings as to which dwelling type category applies to them*																				
Household Size																				
1 person	1,193	26,390	1,470	1,110	1,690	1,410	1,340	1,210	2,070	1,930	850	1,310	3,470	2,420	2,770	5,140	1,240	760	410	280
2 persons	1,534	24,200	2,690	1,260	2,900	1,430	1,230	950	2,020	1,690	1,660	1,720	2,280	2,230	2,010	1,580	1,420	440	1,000	1,000
3 persons	431	9,470	1,290	550	1,300	610	410	320	540	740	740	670	600	600	1,130	540	540	50	400	320
4 persons	302	7,750	1,370	320	1,170	450	300	170	320	730	730	660	520	520	620	410	410	0	330	380
5+ persons	127	4,270	610	190	480	210	140	80	130	340	340	310	290	290	460	690	690	0	140	190
% of Households																				
1 person		37%	20%	32%	22%	34%	39%	44%	41%	35%	20%	28%	48%	40%	40%	61%	29%	61%	18%	13%
2 persons		34%	36%	37%	38%	35%	36%	35%	40%	31%	38%	37%	32%	37%	29%	19%	33%	35%	44%	46%
3 persons		13%	17%	16%	17%	15%	12%	12%	11%	14%	17%	14%	8%	10%	16%	6%	13%	4%	18%	15%
4 persons		11%	18%	9%	16%	11%	9%	6%	6%	13%	17%	14%	7%	9%	9%	5%	10%	0%	14%	18%
5+ persons		6%	8%	6%	6%	5%	4%	3%	3%	6%	8%	7%	4%	5%	7%	8%	16%	0%	6%	9%
Dwelling Tenure: Rent or Own																				
Rent	1,105	27,280	1,330	1,590	1,580	1,290	1,560	1,570	2,960	1,150	1,150	830	3,590	3,590	5,530	2,980	2,980	1,140	160	10
Own	2,337	37,710	5,920	1,830	5,880	2,770	1,760	1,130	2,090	3,110	3,110	3,700	2,410	2,410	1,450	1,310	1,310	90	2,100	2,150
No response	45	790	180	0	90	50	100	40	20	60	60	140	60	60	10	0	0	20	20	10

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
% of Households																				
Rent		38%	18%	46%	21%	31%	46%	58%	58%	21%	27%	18%	50%	59%	79%	36%	69%	91%	7%	0%
Own		52%	80%	54%	78%	67%	51%	41%	41%	57%	72%	79%	34%	40%	21%	16%	31%	7%	92%	100%
No response		1%	2%	0%	1%	1%	3%	1%	0%	1%	1%	3%	1%	1%	0%	0%	0%	2%	1%	0%
Note: dwelling tenure was not adjusted for in data weighting and the survey data may have some bias towards ownership																				
Household Type																				
Single-person household	1,057	19,280	1,290	1,080	1,540	1,350	1,340	1,030	1,960	770	770	1,250	2,330	2,330	2,680	1,240	1,240	760	410	250
Single parent with child or children	146	3,640	590	570	530	210	220	80	120	330	330	210	410	410	180	30	30	0	100	40
Couple without children	1,268	18,570	2,100	850	2,370	1,200	900	760	1,680	1,390	1,390	1,430	1,640	1,640	1,160	1,030	1,030	340	800	920
Couple with child or children	684	15,370	2,700	660	2,400	1,060	600	460	750	1,540	1,540	1,460	1,020	1,020	640	560	560	20	770	730
Roommates	188	5,850	190	60	170	150	190	260	530	50	50	40	550	550	2,170	1,360	1,360	110	0	30
Extended family household	138	2,880	520	210	530	140	160	120	40	170	170	280	70	70	160	80	80	20	200	190
Student living in on-campus residence	100	6,300	0	0	0	0	0	0	0	1,120	0	0	1,110	0	0	4,070	0	0	0	0
Multiple families	6	180	50	0	0	0	0	30	0	70	70	0	40	40	0	0	0	0	0	0
% of households																				
Single-person household		27%	17%	32%	20%	33%	39%	38%	39%	14%	18%	27%	32%	38%	38%	15%	29%	61%	18%	12%
Single parent with child or children		5%	8%	17%	7%	5%	6%	3%	2%	6%	8%	4%	6%	7%	3%	0%	1%	0%	4%	2%
Couple without children		26%	28%	25%	31%	29%	26%	28%	33%	26%	32%	31%	23%	27%	17%	12%	24%	27%	35%	43%
Couple with child or children		21%	36%	19%	32%	26%	18%	17%	15%	28%	36%	31%	14%	17%	9%	7%	13%	2%	34%	34%
Roommates		8%	3%	2%	2%	4%	6%	10%	10%	1%	1%	1%	8%	9%	31%	16%	32%	9%	0%	1%
Extended family household		4%	7%	6%	7%	3%	5%	4%	1%	3%	4%	6%	1%	1%	2%	1%	2%	2%	9%	9%
Student living in on-campus residence		9%	0%	0%	0%	0%	0%	0%	0%	21%	0%	0%	15%	0%	0%	49%	0%	0%	0%	0%
Multiple families		0%	1%	0%	0%	0%	0%	1%	0%	1%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Household Income																				
Under $30,000	445	13,280	240	1,040	520	220	460	270	1,280	950	110	300	1,970	1,500	2,720	2,630	580	540	90	70
$30,000 to $49,999	410	7,630	330	450	670	670	580	500	630	320	140	540	1,170	1,120	890	480	480	100	170	130
$50,000 to $79,999	588	10,660	1,340	460	1,060	730	810	720	930	780	720	500	1,210	1,160	850	580	540	200	310	190
$80,000 to $99,999	427	7,020	970	440	1,040	520	380	440	460	490	490	410	480	430	550	160	160	160	340	170
$100,000 to $124,999	335	6,130	790	390	920	480	380	160	370	410	410	380	400	400	220	680	190	50	350	170
$125,000 to $149,999	272	5,140	830	160	680	390	220	320	190	720	700	470	210	210	240	210	210	50	140	300
$150,000 and above	571	11,430	1,930	110	1,540	490	280	60	710	1,140	1,140	1,080	1,000	670	430	1,300	970	50	540	780
Don't know / decline to answer	539	10,780	1,020	390	1,100	620	310	260	510	620	600	990	740	580	1,100	2,330	1,170	100	340	350
% of Households with Income Response																				
Under $30,000		22%	4%	34%	8%	6%	15%	11%	28%	20%	3%	8%	31%	27%	46%	44%	19%	47%	5%	4%
$30,000 to $49,999		12%	5%	15%	10%	19%	19%	20%	14%	7%	4%	15%	18%	20%	15%	8%	15%	9%	9%	7%
$50,000 to $79,999		17%	21%	15%	16%	21%	26%	29%	20%	16%	19%	14%	19%	21%	14%	10%	17%	17%	16%	10%
$80,000 to $99,999		11%	15%	14%	16%	15%	12%	18%	10%	10%	13%	11%	7%	8%	9%	3%	5%	14%	18%	9%
$100,000 to $124,999		10%	12%	13%	14%	14%	12%	6%	8%	9%	11%	10%	6%	7%	4%	11%	6%	4%	18%	9%
$125,000 to $149,999		8%	13%	5%	11%	11%	7%	13%	4%	15%	19%	13%	3%	4%	4%	3%	7%	4%	7%	17%
$150,000 and above		19%	30%	4%	24%	14%	9%	2%	16%	24%	31%	29%	16%	12%	7%	22%	31%	4%	28%	43%
Don't know / decline to answer *(% of total households)*		15%	14%	11%	15%	15%	9%	10%	10%	11%	14%	21%	10%	10%	16%	28%	27%	8%	15%	16%
Note: Percentage distributions by income range are based on valid responses, excluding unknown/declined responses. The proportion of total households responding that did not provide an answer is provided for reference.																				
Deliveries																				
Household received any deliveries	1,066	20,870	2,240	1,210	2,370	830	1,190	740	1,330	1,750	1,440	1,370	1,960	1,550	1,900	2,140	1,580	250	700	900
A package purchased only or by phone was delivered to home	804	15,810	2,000	760	2,060	630	920	560	990	1,380	1,210	1,190	1,510	1,200	1,130	1,190	1,020	70	630	790
A personal package purchased online or by phone was delivered to work	17	380	60	10	10	30	60	0	50	40	0	20	0	0	70	0	0	0	0	20
Picked up something purchased online or by phone at an offsite locker (e.g.,	43	1,130	80	10	70	50	40	0	70	180	160	20	40	40	50	400	70	100	0	30

Household Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Amazon Locker), Canada Post pickup location, or other offsite pickup location																				
Food was delivered to your home (take-out or groceries)	174	4,310	240	330	360	90	320	160	480	220	60	110	510	320	670	690	620	10	80	30
Other items were delivered to your home (such as an appliance or furniture, or heating oil delivery)	20	260	60	10	90	0	10	0	10	10	10	40	0	0	0	20	20	0	10	0
Someone came to your home (or unit) to provide a service (e.g., landscaping, plumber, housecleaning)	188	2,920	260	180	380	170	220	100	250	80	70	240	290	290	230	260	260	70	60	110
% of Households																				
Household received any deliveries		29%	30%	35%	31%	20%	35%	27%	26%	32%	33%	29%	27%	26%	27%	26%	37%	20%	31%	42%
A package purchased only or by phone was delivered to home		22%	27%	22%	27%	15%	27%	21%	19%	25%	28%	25%	21%	20%	16%	14%	24%	6%	28%	37%
A personal package purchased online or by phone was delivered to work		1%	1%	0%	0%	1%	2%	0%	1%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%
Picked up something purchased online or by phone at an offsite locker (e.g., Amazon Locker), Canada Post pickup location, or other offsite pickup location		2%	1%	0%	1%	1%	1%	0%	1%	3%	4%	0%	1%	1%	1%	5%	2%	8%	0%	1%
Food was delivered to your home (take-out or groceries)		6%	3%	10%	5%	2%	9%	6%	9%	4%	1%	2%	7%	5%	10%	8%	14%	1%	4%	1%
Other items were delivered to your home (such as an appliance or furniture, or heating oil delivery)		0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Someone came to your home (or unit) to provide a service (e.g., landscaping, plumber, housecleaning)		4%	3%	5%	5%	4%	6%	4%	5%	1%	2%	5%	4%	5%	3%	3%	6%	6%	3%	5%

6.2 Demographics and other person characteristics

6.2.1 Demographic characteristics by sub-area and population group

Table 75. Demographic characteristics by sub-area and for population groups of interest

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Gender																		
Men+	3,470	72,470	2,500	69,970	66,500	63,990	32,450	30,630	28,060	5,990	5,310	5,970	65,830	6,640	11,750	8,550	2,530	670
Women+	3,984	85,160	4,060	81,100	79,410	75,360	42,990	39,420	30,230	6,190	5,710	5,740	71,550	13,610	21,570	18,220	2,870	480
% of Persons																		
Men+		46.0%	38.1%	46.3%	45.6%	45.9%	43.0%	43.7%	48.1%	49.2%	48.2%	50.9%	47.9%	32.8%	35.3%	31.9%	46.9%	58.3%
Women+		54.0%	61.9%	53.7%	54.4%	54.1%	57.0%	56.3%	51.9%	50.8%	51.8%	49.0%	52.1%	67.2%	64.7%	68.1%	53.1%	41.7%
For analysis, persons with non-binary/other/refused gender have been randomly apportioned to either men+ or women+ aggregate categories to protect the confidentiality of survey respondents in categories with small sample sizes. Gender was not included in data weighting of seasonal post-secondary students; therefore the gender mix for students living in on-campus residence, seasonal students, and the institutions may not necessarily reflect the actual mix.																		
Age Range																		
0 - 4 years	225	6,150	0	6,150	5,550	5,550	2,180	2,180	2,760	620	620	600	6,150	0	0	0	0	0
5 - 9 years	235	6,570	0	6,570	6,060	6,060	2,040	2,040	3,300	720	720	510	6,570	0	0	0	0	0
10 - 14 years	286	7,000	0	7,000	6,350	6,350	2,090	2,090	3,530	740	740	650	7,000	0	0	0	0	0
15 - 19 years	425	17,090	5,210	11,880	16,550	11,340	12,370	7,480	3,290	900	570	540	7,560	9,530	12,060	10,590	1,210	270
20 - 24 years	626	19,620	1,110	18,500	19,150	18,040	14,690	14,370	3,240	1,230	430	470	10,680	8,930	14,810	11,540	2,460	810
25 - 29 years	375	11,740	120	11,620	11,220	11,090	7,240	7,140	3,320	660	640	530	10,700	1,040	3,500	2,620	830	40
30 - 34 years	401	10,410	110	10,300	9,730	9,620	5,070	4,970	3,810	850	830	690	9,890	520	1,370	1,110	240	30
35 - 39 years	406	8,110	0	8,110	7,560	7,560	3,490	3,490	3,560	510	510	560	8,020	90	510	340	170	0
40 - 44 years	386	9,160	0	9,160	8,380	8,380	3,200	3,200	4,030	1,150	1,150	790	9,090	70	430	220	210	0
45 - 49 years	356	7,760	0	7,760	7,260	7,260	2,730	2,730	3,910	620	620	500	7,760	0	350	130	210	0
50 - 54 years	397	7,990	0	7,990	7,040	7,040	2,560	2,560	3,610	860	860	960	7,920	80	220	220	0	0
55- 59 years	430	8,400	0	8,400	7,290	7,290	2,900	2,900	3,730	660	660	1,110	8,400	0	0	0	0	0
60 - 64 years	616	10,370	0	10,370	9,200	9,200	4,250	4,250	4,190	750	750	1,170	10,370	0	80	0	80	0
65 - 69 years	627	7,980	0	7,980	7,020	7,020	3,130	3,130	3,250	650	650	950	7,980	0	0	0	0	0

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
70 - 74 years	628	7,490	0	7,490	6,760	6,760	2,910	2,910	3,420	420	420	730	7,490	0	0	0	0	0
75 - 79 years	507	5,770	0	5,770	5,260	5,260	2,210	2,210	2,570	480	480	510	5,770	0	0	0	0	0
80 - 84 years	331	3,640	0	3,640	3,290	3,290	1,370	1,370	1,710	210	210	360	3,640	0	0	0	0	0
85 - 89 years	122	1,420	0	1,420	1,360	1,360	620	620	620	120	120	60	1,420	0	0	0	0	0
90 - 94 years	62	800	0	800	760	760	330	330	390	40	40	30	800	0	0	0	0	0
95+ years	13	140	0	140	120	120	60	60	50	10	10	20	140	0	0	0	0	0
% of Persons																		
0 - 4 years		3.9%	0.0%	4.1%	3.8%	4.0%	2.9%	3.1%	4.7%	5.1%	5.6%	5.1%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%
5 - 9 years		4.2%	0.0%	4.3%	4.2%	4.3%	2.7%	2.9%	5.7%	5.9%	6.5%	4.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%
10 - 14 years		4.4%	0.0%	4.6%	4.4%	4.6%	2.8%	3.0%	6.1%	6.1%	6.7%	5.5%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%
15 - 19 years		10.8%	79.4%	7.9%	11.3%	8.1%	16.4%	10.7%	5.6%	7.4%	5.2%	4.6%	5.5%	47.1%	36.2%	39.6%	22.4%	23.5%
20 - 24 years		12.4%	16.9%	12.2%	13.1%	12.9%	19.5%	20.5%	5.6%	10.1%	3.9%	4.0%	7.8%	44.1%	44.4%	43.1%	45.6%	70.4%
25 - 29 years		7.4%	1.8%	7.7%	7.7%	8.0%	9.6%	10.2%	5.7%	5.4%	5.8%	4.5%	7.8%	5.1%	10.5%	9.8%	15.4%	3.5%
30 - 34 years		6.6%	1.7%	6.8%	6.7%	6.9%	6.7%	7.1%	6.5%	7.0%	7.5%	5.9%	7.2%	2.6%	4.1%	4.1%	4.4%	2.6%
35 - 39 years		5.1%	0.0%	5.4%	5.2%	5.4%	4.6%	5.0%	6.1%	4.2%	4.6%	4.8%	5.8%	0.4%	1.5%	1.3%	3.1%	0.0%
40 - 44 years		5.8%	0.0%	6.1%	5.7%	6.0%	4.2%	4.6%	6.9%	9.4%	10.4%	6.7%	6.6%	0.3%	1.3%	0.8%	3.9%	0.0%
45 - 49 years		4.9%	0.0%	5.1%	5.0%	5.2%	3.6%	3.9%	6.7%	5.1%	5.6%	4.3%	5.6%	0.0%	1.1%	0.5%	3.9%	0.0%
50 - 54 years		5.1%	0.0%	5.3%	4.8%	5.1%	3.4%	3.7%	6.2%	7.1%	7.8%	8.2%	5.8%	0.4%	0.7%	0.8%	0.0%	0.0%
55- 59 years		5.3%	0.0%	5.6%	5.0%	5.2%	3.8%	4.1%	6.4%	5.4%	6.0%	9.5%	6.1%	0.0%	0.0%	0.0%	0.0%	0.0%
60 - 64 years		6.6%	0.0%	6.9%	6.3%	6.6%	5.6%	6.1%	7.2%	6.2%	6.8%	10.0%	7.5%	0.0%	0.2%	0.0%	1.5%	0.0%
65 - 69 years		5.1%	0.0%	5.3%	4.8%	5.0%	4.1%	4.5%	5.6%	5.3%	5.9%	8.1%	5.8%	0.0%	0.0%	0.0%	0.0%	0.0%
70 - 74 years		4.8%	0.0%	5.0%	4.6%	4.9%	3.9%	4.2%	5.9%	3.4%	3.8%	6.2%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%
75 - 79 years		3.7%	0.0%	3.8%	3.6%	3.8%	2.9%	3.2%	4.4%	3.9%	4.4%	4.4%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%
80 - 84 years		2.3%	0.0%	2.4%	2.3%	2.4%	1.8%	2.0%	2.9%	1.7%	1.9%	3.1%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%
85 - 89 years		0.9%	0.0%	0.9%	0.9%	1.0%	0.8%	0.9%	1.1%	1.0%	1.1%	0.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
90 - 94 years		0.5%	0.0%	0.5%	0.5%	0.5%	0.4%	0.5%	0.7%	0.3%	0.4%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
95+ years		0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Licensed Drivers																		
# with driver's licence	5,886	119,050	5,680	113,370	109,670	103,990	57,300	52,730	42,950	9,420	8,310	9,380	101,650	17,400	27,640	22,950	3,590	1,100
% of Persons 16+ years of age		87.1%	86.6%	87.1%	86.4%	86.4%	83.2%	83.1%	89.6%	93.6%	93.4%	95.5%	87.3%	85.9%	83.0%	85.7%	66.5%	95.7%
Work status																		
Total workers living in area	3,156	71,360	520	70,840	65,540	65,030	30,730	30,650	29,080	5,730	5,300	5,820	68,400	2,960	8,390	5,790	2,190	410
Full-time workers	2,392	55,240	60	55,180	50,440	50,380	21,340	21,340	24,420	4,680	4,620	4,800	55,150	100	1,020	710	270	40
Part-time workers	764	16,110	450	15,660	15,100	14,650	9,390	9,310	4,660	1,050	680	1,010	13,250	2,860	7,370	5,080	1,910	370
% of Persons																		
Total workers living in area		45.3%	7.9%	46.9%	44.9%	46.7%	40.7%	43.8%	49.9%	47.0%	48.1%	49.7%	49.8%	14.6%	25.2%	21.6%	40.6%	35.7%
Full-time workers		35.0%	0.9%	36.5%	34.6%	36.2%	28.3%	30.5%	41.9%	38.4%	41.9%	41.0%	40.1%	0.5%	3.1%	2.7%	5.0%	3.5%
Part-time workers		10.2%	6.9%	10.4%	10.3%	10.5%	12.4%	13.3%	8.0%	8.6%	6.2%	8.6%	9.6%	14.1%	22.1%	19.0%	35.4%	32.2%
Work location																		
Work exclusively from home	389	8,960	250	8,710	8,370	8,120	4,060	4,060	2,980	1,330	1,080	590	8,350	610	1,140	880	70	190
Usual place of work	2,564	57,690	210	57,470	53,060	52,850	24,230	24,150	24,560	4,270	4,130	4,620	55,790	1,900	6,360	4,220	1,980	150
Usual workplace - hybrid arrangement	571	12,180	0	12,180	11,560	11,560	4,880	4,880	5,590	1,080	1,080	630	12,010	170	780	770	10	0
Usual workplace - no telecommute last week	1,993	45,500	210	45,290	41,510	41,300	19,350	19,270	18,970	3,180	3,050	4,000	43,780	1,730	5,580	3,450	1,970	150
No fixed workplace address	203	4,720	60	4,660	4,110	4,050	2,430	2,430	1,540	140	80	610	4,260	450	890	680	130	70
% of Workers																		
Work exclusively from home		12.6%	48.1%	12.3%	12.8%	12.5%	13.2%	13.2%	10.2%	23.2%	20.4%	10.1%	12.2%	20.6%	13.6%	15.2%	3.2%	46.3%
Usual place of work		80.8%	40.4%	81.1%	81.0%	81.3%	78.8%	78.8%	84.5%	74.5%	77.9%	79.4%	81.6%	64.2%	75.8%	72.9%	90.4%	36.6%
Usual workplace - hybrid arrangement		17.1%	0.0%	17.2%	17.6%	17.8%	15.9%	15.9%	19.2%	18.8%	20.4%	10.8%	17.6%	5.7%	9.3%	13.3%	0.5%	0.0%
Usual workplace - no telecommute last week		63.8%	40.4%	63.9%	63.3%	63.5%	63.0%	62.9%	65.2%	55.5%	57.5%	68.7%	64.0%	58.4%	66.5%	59.6%	90.0%	36.6%
No fixed workplace address		17.1%	0.0%	17.2%	17.6%	17.8%	15.9%	15.9%	19.2%	18.8%	20.4%	10.8%	17.6%	5.7%	9.3%	13.3%	0.5%	0.0%
Student status																		
Total students living in area	1,603	52,290	6,500	45,790	50,440	43,950	34,190	28,790	12,530	3,720	2,620	1,850	32,030	20,260	33,320	26,770	5,400	1,150
Full-Time student	1,491	49,060	6,310	42,750	47,300	41,000	32,310	27,100	11,540	3,460	2,360	1,750	29,520	19,540	30,830	25,210	4,500	1,110
Part-Time student	112	3,230	190	3,040	3,140	2,950	1,880	1,690	1,000	260	260	100	2,510	720	2,490	1,560	900	40

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
% of Persons																		
Total students living in area		33.2%	99.1%	30.3%	34.6%	31.5%	45.3%	41.1%	21.5%	30.5%	23.8%	15.8%	23.3%	100.0%	100.0%	100.0%	100%	100.0%
Full-Time student		31.1%	96.2%	28.3%	32.4%	29.4%	42.8%	38.7%	19.8%	28.4%	21.4%	14.9%	21.5%	96.5%	92.5%	94.2%	83.3%	96.5%
Part-Time student		2.0%	2.9%	2.0%	2.2%	2.1%	2.5%	2.4%	1.7%	2.1%	2.4%	0.9%	1.8%	3.6%	7.5%	5.8%	16.7%	3.5%
Students K-12 vs. PSE																		
FT student age K-12	687	17,660	0	17,660	16,090	16,090	5,490	5,490	8,850	1,750	1,750	1,570	17,660	0	0	0	0	0
PT student age K-12	13	200	0	200	200	200	10	10	180	10	10	0	200	0	0	0	0	0
FT student PSE / other	804	31,400	6,310	25,090	31,210	24,910	26,810	21,610	2,690	1,710	610	190	11,860	19,540	30,830	25,210	4,500	1,110
PT student PSE / other	99	3,030	190	2,840	2,940	2,740	1,870	1,680	820	250	250	100	2,310	720	2,490	1,560	900	40
% of Persons																		
FT student age K-12		11.2%	0.0%	11.7%	11.0%	11.5%	7.3%	7.8%	15.2%	14.4%	15.9%	13.4%	12.9%	0.0%	0.0%	0.0%	0.0%	0.0%
PT student age K-12		0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.3%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
FT student PSE / other		19.9%	96.2%	16.6%	21.4%	17.9%	35.5%	30.9%	4.6%	14.0%	5.5%	1.6%	8.6%	96.5%	92.5%	94.2%	83.3%	96.5%
PT student PSE / other		1.9%	2.9%	1.9%	2.0%	2.0%	2.5%	2.4%	1.4%	2.1%	2.3%	0.9%	1.7%	3.6%	7.5%	5.8%	16.7%	3.5%
Location of school attendance																		
School seats K-12*	684	17,500	0	17,860	16,560	16,560	7,620	7,620	7,270	1,670	1,670	940	17,860	0	0	0	0	0
School seats PSE / other**	864	33,540	6,500	27,930	33,540	27,050	32,320	26,920	80	1,150	50	0	14,170	20,250	33,320	26,770	5,400	1,150
School seats K-12* outside study area: 370	16																	
School seats PSE/Other** outside study area: 890	39																	
**note: may include occasional home locations if the location of schooling is distance learning or home schooling; may include external locations*																		
*** note: may include some High School students; may include occasional home location if location of schooling is distance learning; may include external locations*																		
Detailed Occupation Status																		
Work Full-Time	2,344	53,880	60	53,810	49,150	49,090	20,680	20,680	23,920	4,550	4,490	4,730	53,880	0	0	0	0	0
Work Part-Time	504	7,900	0	7,900	7,110	7,110	3,320	3,320	3,330	450	450	800	7,900	0	0	0	0	0
Student Full-Time	587	24,360	5,850	18,510	24,330	18,480	21,330	16,210	1,810	1,190	460	30	7,590	16,770	23,880	20,390	2,760	740
Work Part-Time / Student Full-Time	219	7,100	450	6,640	6,940	6,480	5,530	5,450	880	520	150	160	4,330	2,770	6,940	4,820	1,740	370
Student Part-Time	36	1,150	190	960	1,130	940	820	630	210	90	90	20	620	530	1,050	590	460	0

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Work Full-Time / Student Part-Time	48	1,370	0	1,370	1,290	1,290	660	660	500	130	130	80	1,270	100	1,020	710	270	40
Work Part-Time / Student Part-Time	15	510	0	510	510	510	380	380	110	30	30	0	420	90	430	260	170	0
Retired	2,349	27,810	0	27,810	25,050	25,050	10,150	10,150	12,660	2,230	2,230	2,760	27,810	0	0	0	0	0
Unemployed looking for work	133	4,140	0	4,140	3,920	3,920	2,570	2,570	1,080	270	270	220	4,140	0	0	0	0	0
Not employed and not looking for work	190	3,180	0	3,180	2,810	2,810	1,640	1,640	1,040	130	130	380	3,180	0	0	0	0	0
Stay-at-home parent or caregiver	88	1,930	0	1,930	1,570	1,570	530	530	860	180	180	360	1,930	0	0	0	0	0
Other, specify	169	3,970	0	3,970	3,600	3,600	1,340	1,340	1,960	290	290	380	3,970	0	0	0	0	0
15+ High School Student Works PT	26	600	0	600	540	540	150	150	340	50	50	60	600	0	0	0	0	0
Not in labour force 5-14 yrs (almost all in school full-time)	521	13,570	0	13,570	12,410	12,410	4,130	4,130	6,830	1,460	1,460	1,160	13,570	0	0	0	0	0
Not in labour force nor school 0-4 yrs	225	6,150	0	6,150	5,550	5,550	2,180	2,180	2,760	620	620	600	6,150	0	0	0	0	0
% of Persons																		
Work Full-Time		34.2%	0.9%	35.6%	33.7%	35.2%	27.4%	29.5%	41.0%	37.4%	40.7%	40.4%	39.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Work Part-Time		5.0%	0.0%	5.2%	4.9%	5.1%	4.4%	4.7%	5.7%	3.7%	4.1%	6.8%	5.8%	0.0%	0.0%	0.0%	0.0%	0.0%
Student Full-Time		15.5%	89.2%	12.3%	16.7%	13.3%	28.3%	23.1%	3.1%	9.8%	4.2%	0.3%	5.5%	82.8%	71.7%	76.2%	51.1%	64.3%
Work Part-Time / Student Full-Time		4.5%	6.9%	4.4%	4.8%	4.7%	7.3%	7.8%	1.5%	4.3%	1.4%	1.4%	3.2%	13.7%	20.8%	18.0%	32.2%	32.2%
Student Part-Time		0.7%	2.9%	0.6%	0.8%	0.7%	1.1%	0.9%	0.4%	0.7%	0.8%	0.2%	0.5%	2.6%	3.2%	2.2%	8.5%	0.0%
Work Full-Time / Student Part-Time		0.9%	0.0%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	1.1%	1.2%	0.7%	0.9%	0.5%	3.1%	2.7%	5.0%	3.5%
Work Part-Time / Student Part-Time		0.3%	0.0%	0.3%	0.3%	0.4%	0.5%	0.5%	0.2%	0.2%	0.3%	0.0%	0.3%	0.4%	1.3%	1.0%	3.1%	0.0%
Retired		17.6%	0.0%	18.4%	17.2%	18.0%	13.5%	14.5%	21.7%	18.3%	20.2%	23.5%	20.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Unemployed looking for work		2.6%	0.0%	2.7%	2.7%	2.8%	3.4%	3.7%	1.9%	2.2%	2.5%	1.9%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Not employed and not looking for work		2.0%	0.0%	2.1%	1.9%	2.0%	2.2%	2.3%	1.8%	1.1%	1.2%	3.2%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Stay-at-home parent or caregiver		1.2%	0.0%	1.3%	1.1%	1.1%	0.7%	0.8%	1.5%	1.5%	1.6%	3.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%
Other, specify		2.5%	0.0%	2.6%	2.5%	2.6%	1.8%	1.9%	3.4%	2.4%	2.6%	3.2%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%
15+ High School Student Works PT		0.4%	0.0%	0.4%	0.4%	0.4%	0.2%	0.2%	0.6%	0.4%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
Not in labour force 5-14 yrs (almost all in school full-time)		8.6%	0.0%	9.0%	8.5%	8.9%	5.5%	5.9%	11.7%	12.0%	13.2%	9.9%	9.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Not in labour force nor school 0-4 yrs		3.9%	0.0%	4.1%	3.8%	4.0%	2.9%	3.1%	4.7%	5.1%	5.6%	5.1%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Immigration																		
Born in Canada / Canadian citizen at birth	6,240	132,290	5,390	126,900	121,520	116,130	61,820	57,320	49,280	10,430	9,540	10,770	115,560	16,740	26,270	21,770	3,560	940
Within the last 2 years	123	3,620	280	3,340	3,620	3,340	2,830	2,550	710	80	80	0	3,060	550	1,810	670	1,150	0
2 to 5 years ago (survey 2019-2022)	98	2,720	180	2,540	2,720	2,540	2,040	1,860	570	120	120	0	2,350	380	1,040	800	240	0
5-10 years ago (2014-2018)	120	2,830	80	2,750	2,780	2,700	1,250	1,250	1,250	280	200	50	2,420	410	860	800	40	20
10-20 years ago (2004-2013)	162	3,820	500	3,320	3,620	3,120	2,020	1,690	1,350	250	80	200	2,860	960	1,250	1,020	60	170
Immigrated more than 20 years ago (2004 and earlier)	612	9,510	20	9,490	8,850	8,830	3,630	3,630	4,300	910	890	660	9,030	470	620	600	0	20
Not applicable - Not a permanent resident or citizen of Canada (student visa, visitor, other status)	75	2,160	110	2,050	2,160	2,050	1,520	1,410	550	100	100	0	1,570	600	1,150	800	360	0
Prefer not to say / don't know	24	670	0	670	630	630	330	330	290	10	10	40	530	140	310	310	0	0
% of persons																		
Born in Canada / Canadian citizen at birth		84%	82%	84%	83%	83%	82%	82%	85%	86%	87%	92%	84%	83%	79%	81%	66%	82%
Within the last 2 years		2%	4%	2%	2%	2%	4%	4%	1%	1%	1%	0%	2%	3%	5%	3%	21%	0%
2 to 5 years ago (survey 2019-2022)		2%	3%	2%	2%	2%	3%	3%	1%	1%	1%	0%	2%	2%	3%	3%	4%	0%
5-10 years ago (2014-2018)		2%	1%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	3%	3%	1%	2%
10-20 years ago (2004-2013)		2%	8%	2%	2%	2%	3%	2%	2%	2%	1%	2%	2%	5%	4%	4%	1%	15%
Immigrated more than 20 years ago (2004 and earlier)		6%	0%	6%	6%	6%	5%	5%	7%	7%	8%	6%	7%	2%	2%	2%	0%	2%
Not applicable - Not a permanent resident or citizen of Canada (student visa, visitor, other status)		1%	2%	1%	1%	1%	2%	2%	1%	1%	1%	0%	1%	3%	3%	3%	7%	0%
Prefer not to say / don't know		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Fall Bike Frequency* **																		
Daily	155	3,310	0	3,310	3,230	3,230	2,430	2,430	630	180	180	80	3,150	530	1,240	970	310	0
4 weekdays per week	91	1,890	170	1,720	1,770	1,600	1,520	1,360	210	40	40	120	1,670	370	780	740	100	0
3 weekdays per week	109	1,810	180	1,630	1,660	1,490	870	820	520	270	150	140	1,630	300	520	220	150	150
2 weekdays per week	124	2,470	440	2,030	2,290	1,850	1,560	1,180	550	170	120	180	1,910	580	770	490	240	60
1 weekday per week	101	1,890	220	1,670	1,770	1,540	940	740	650	180	160	130	1,660	250	500	370	100	30
1-3 weekdays per month	162	3,390	260	3,130	3,280	3,020	1,660	1,500	1,240	380	290	110	2,770	640	960	780	90	90
Very rarely	746	14,400	660	13,740	13,140	12,480	5,680	5,170	5,850	1,610	1,460	1,260	13,190	1,540	3,300	2,660	470	160
Never: I do not have a bicycle or do not like cycling	1,769	37,810	4,300	33,510	35,710	31,410	21,110	17,470	12,230	2,370	1,710	2,100	30,890	8,150	12,750	9,650	2,780	600
Never: I am physically unable to ride a bicycle	276	4,010	0	4,010	3,790	3,790	2,140	2,140	1,450	210	210	220	4,010	40	350	80	260	0
Decline / don't know	54	1,090	70	1,020	980	910	500	450	440	40	20	110	900	190	310	190	100	20
% of primary respondents																		
Daily		5%	0%	5%	5%	5%	6%	7%	3%	3%	4%	2%	5%	4%	6%	6%	7%	0%
4 weekdays per week		3%	3%	3%	3%	3%	4%	4%	1%	1%	1%	3%	3%	3%	4%	5%	2%	0%
3 weekdays per week		3%	3%	2%	2%	2%	2%	2%	2%	5%	3%	3%	3%	2%	2%	1%	3%	14%
2 weekdays per week		3%	7%	3%	3%	3%	4%	4%	2%	3%	3%	4%	3%	5%	4%	3%	5%	5%
1 weekday per week		3%	3%	3%	3%	3%	2%	2%	3%	3%	4%	3%	3%	2%	2%	2%	2%	3%
1-3 weekdays per month		5%	4%	5%	5%	5%	4%	5%	5%	7%	7%	2%	4%	5%	4%	5%	2%	8%
Very rarely		20%	10%	21%	19%	20%	15%	16%	25%	30%	34%	28%	21%	12%	15%	16%	10%	14%
Never: I do not have a bicycle or do not like cycling		52%	68%	51%	53%	51%	55%	53%	51%	44%	40%	47%	50%	65%	59%	60%	60%	54%
Never: I am physically unable to ride a bicycle		6%	0%	6%	6%	6%	6%	6%	6%	4%	5%	5%	6%	0%	2%	0%	6%	0%
Decline / don't know		2%	1%	2%	1%	1%	1%	1%	2%	1%	0%	2%	1%	2%	1%	1%	2%	2%

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Winter Bike Frequency* **																		
Daily	60	1,240	0	1,240	1,230	1,230	830	830	400	10	10	10	1,240	140	630	420	240	0
4 weekdays per week	30	550	0	550	510	510	400	400	100	10	10	40	550	50	170	120	60	0
3 weekdays per week	39	720	20	700	700	680	450	450	210	30	10	30	700	80	230	210	60	20
2 weekdays per week	47	1,090	220	880	1,050	830	780	580	130	140	120	40	780	310	360	180	170	20
1 weekday per week	42	890	20	870	790	770	570	570	200	20	0	100	870	20	110	90	10	20
1-3 weekdays per month	40	960	350	610	940	590	750	420	170	20	0	20	610	440	550	510	20	20
Very rarely	948	18,120	920	17,200	16,590	15,680	7,830	7,230	6,590	2,170	1,860	1,530	16,570	1,940	4,090	3,000	740	360
Never: I do not have a bicycle or do not like cycling	1,942	41,290	4,690	36,610	39,110	34,420	23,080	19,090	13,310	2,710	2,010	2,180	33,580	9,090	14,090	10,900	2,830	640
Never: I am physically unable to ride a bicycle	310	4,840	20	4,820	4,590	4,580	2,710	2,710	1,650	240	220	250	4,770	210	640	300	320	20
Decline / don't know	129	2,360	70	2,290	2,120	2,050	1,030	970	1,000	90	70	240	2,090	290	590	420	140	20
% of primary respondents																		
Daily		2%	0%	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	1%	3%	3%	5%	0%
4 weekdays per week		1%	0%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	0%	1%	1%	1%	0%
3 weekdays per week		1%	0%	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	1%	1%	1%	1%	2%
2 weekdays per week		2%	3%	1%	2%	1%	2%	2%	1%	3%	3%	1%	1%	2%	2%	1%	4%	2%
1 weekday per week		1%	0%	1%	1%	1%	1%	2%	1%	0%	0%	2%	1%	0%	1%	1%	0%	2%
1-3 weekdays per month		1%	6%	1%	1%	1%	2%	1%	1%	0%	0%	0%	1%	4%	3%	3%	0%	2%
Very rarely		25%	15%	26%	25%	26%	20%	22%	28%	40%	43%	34%	27%	15%	19%	19%	16%	32%
Never: I do not have a bicycle or do not like cycling		57%	74%	56%	58%	56%	60%	57%	56%	50%	47%	49%	54%	72%	66%	67%	62%	58%
Never: I am physically unable to ride a bicycle		7%	0%	7%	7%	7%	7%	8%	7%	4%	5%	6%	8%	2%	3%	2%	7%	2%
Decline / don't know		3%	1%	3%	3%	3%	3%	3%	4%	2%	2%	5%	3%	2%	3%	3%	3%	2%

Person Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Summer Bike Frequency* **																		
Daily	218	4,750	400	4,350	4,660	4,260	3,430	3,100	930	290	230	90	4,120	1,070	1,890	1,590	340	70
4 weekdays per week	151	2,900	500	2,400	2,720	2,220	2,030	1,570	490	200	160	180	2,330	640	1,070	740	300	40
3 weekdays per week	153	2,600	290	2,310	2,460	2,160	1,380	1,200	730	350	230	150	2,260	400	670	450	70	150
2 weekdays per week	143	2,980	220	2,760	2,730	2,500	1,540	1,370	920	260	210	250	2,630	470	930	620	250	70
1 weekday per week	105	2,090	170	1,920	2,030	1,860	860	700	1,100	60	60	60	1,790	320	550	530	30	0
1-3 weekdays per month	202	4,780	570	4,210	4,500	3,930	2,340	1,840	1,420	740	660	290	3,870	980	1,490	1,220	190	70
Very rarely	575	11,060	410	10,650	10,040	9,640	4,170	3,970	4,810	1,060	860	1,010	10,160	1,120	2,510	1,810	500	210
Never: I do not have a bicycle or do not like cycling	1,703	35,200	3,500	31,700	33,090	29,590	19,420	16,470	11,440	2,230	1,680	2,110	29,410	6,940	11,150	8,400	2,540	490
Never: I am physically unable to ride a bicycle	278	4,240	0	4,240	4,040	4,040	2,330	2,330	1,490	210	210	210	4,100	180	510	220	290	0
Decline / don't know	59	1,480	240	1,240	1,370	1,140	910	690	430	40	20	110	1,090	470	700	580	100	20
% of primary respondents																		
Daily		7%	6%	7%	7%	7%	9%	9%	4%	5%	5%	2%	7%	9%	9%	10%	7%	6%
4 weekdays per week		4%	8%	4%	4%	4%	5%	5%	2%	4%	4%	4%	4%	5%	5%	5%	7%	4%
3 weekdays per week		4%	5%	4%	4%	4%	4%	4%	3%	6%	5%	3%	4%	3%	3%	3%	2%	14%
2 weekdays per week		4%	3%	4%	4%	4%	4%	4%	4%	5%	5%	6%	4%	4%	4%	4%	5%	6%
1 weekday per week		3%	3%	3%	3%	3%	2%	2%	5%	1%	1%	1%	3%	3%	3%	3%	1%	0%
1-3 weekdays per month		7%	9%	6%	7%	6%	6%	6%	6%	14%	15%	7%	6%	8%	7%	8%	4%	6%
Very rarely		15%	7%	16%	15%	16%	11%	12%	20%	19%	20%	23%	16%	9%	12%	11%	11%	19%
Never: I do not have a bicycle or do not like cycling		49%	56%	48%	49%	48%	51%	50%	48%	41%	39%	48%	48%	55%	52%	52%	55%	44%
Never: I am physically unable to ride a bicycle		6%	0%	6%	6%	7%	6%	7%	6%	4%	5%	5%	7%	1%	2%	1%	6%	0%
Decline / don't know		2%	4%	2%	2%	2%	2%	2%	2%	1%	0%	2%	2%	4%	3%	4%	2%	2%

*** Only asked of one person per household (primary respondent), as it is not expected that the main respondent would necessarily be able to report on other household members' habits in all seasons. The difference in the proportion who said that they are unable to ride a bicycle may vary by season, either due to greater challenges in winter and/or due to misinterpretation of the question or respondent error.

6.2.2 Demographic characteristics by Focus Area

Table 76. Demographic characteristics by Focus Area

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Gender																				
Men+	3,470	72,470	9,300	3,510	9,010	4,230	3,230	2,550	4,520	5,990	5,310	5,510	5,990	5,690	6,050	5,750	4,220	860	3,020	2,950
Women+	3,984	85,160	10,150	4,020	9,840	4,720	3,850	2,640	5,140	6,190	5,710	5,520	7,500	6,640	9,220	9,660	6,950	940	3,000	2,750
% of Persons																				
Men+		46.0%	47.8%	46.6%	47.8%	47.2%	45.6%	49.2%	46.7%	49.2%	48.2%	50.0%	44.4%	46.1%	39.6%	37.3%	37.8%	47.8%	50.2%	51.8%
Women+		54.0%	52.2%	53.4%	52.2%	52.7%	54.4%	51.0%	53.2%	50.8%	51.8%	50.0%	55.6%	53.9%	60.3%	62.7%	62.2%	52.2%	49.8%	48.2%
For analysis, persons with non-binary/other/refused gender have been randomly apportioned to either men+ or women+ aggregate categories to protect the confidentiality of survey respondents in categories with small samples.																				
Age Range																				
0 - 4 years	225	6,150	1,130	460	820	370	310	210	320	620	620	430	490	490	230	140	140	20	270	330
5 - 9 years	235	6,570	1,360	430	950	460	290	170	260	720	720	530	470	470	230	190	190	0	240	270
10 - 14 years	286	7,000	1,390	360	1,080	420	370	180	310	740	740	630	430	430	210	220	220	0	320	320
15 - 19 years	425	17,090	1,110	400	1,110	460	310	170	660	900	570	610	1,280	580	2,760	6,740	2,560	40	310	220
20 - 24 years	626	19,620	1,010	460	1,100	540	450	480	1,450	1,230	430	590	1,940	1,680	5,490	3,700	3,640	730	220	240
25 - 29 years	375	11,740	1,130	710	880	700	580	450	1,240	660	640	610	1,660	1,560	1,320	970	970	310	270	250
30 - 34 years	401	10,410	1,490	640	1,060	630	470	520	860	850	830	630	1,130	1,040	970	290	290	180	340	350
35 - 39 years	406	8,110	1,100	450	1,150	730	380	280	630	510	510	570	810	810	560	200	200	170	330	230
40 - 44 years	386	9,160	1,850	570	1,100	310	530	400	540	1,150	1,150	760	480	480	390	240	240	60	290	490
45 - 49 years	356	7,760	1,050	620	1,590	680	350	210	260	620	620	590	530	530	410	350	350	0	160	340
50 - 54 years	397	7,990	1,480	190	900	450	370	340	530	860	860	780	520	520	380	170	170	70	610	350
55- 59 years	430	8,400	1,030	330	1,300	650	310	210	580	660	660	750	690	690	440	320	320	20	510	600
60 - 64 years	616	10,370	1,230	730	1,480	590	720	610	570	750	750	890	680	680	540	400	400	10	750	420
65 - 69 years	627	7,980	920	360	1,130	490	610	220	350	650	650	700	620	620	600	340	340	30	510	450
70 - 74 years	628	7,490	930	380	1,300	520	330	350	500	420	420	670	650	650	280	340	340	80	340	390

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
75 - 79 years	507	5,770	620	180	1,030	240	310	210	440	480	480	670	510	510	220	310	310	50	320	200
80 - 84 years	331	3,640	400	130	490	530	240	60	140	210	210	290	240	240	180	340	340	40	170	190
85 - 89 years	122	1,420	140	80	200	110	100	70	20	120	120	170	160	160	60	130	130	0	30	30
90 - 94 years	62	800	40	40	120	80	50	50	10	40	40	140	150	150	0	30	30	0	20	10
95+ years	13	140	10	0	40	0	20	0	0	10	10	0	50	50	0	0	0	0	10	10
% of Persons																				
0 - 4 years		3.9%	5.8%	6.1%	4.4%	4.1%	4.4%	4.1%	3.3%	5.1%	5.6%	3.9%	3.6%	4.0%	1.5%	0.9%	1.3%	1.1%	4.5%	5.8%
5 - 9 years		4.2%	7.0%	5.7%	5.0%	5.1%	4.1%	3.3%	2.7%	5.9%	6.5%	4.8%	3.5%	3.8%	1.5%	1.2%	1.7%	0.0%	4.0%	4.7%
10 - 14 years		4.4%	7.1%	4.8%	5.7%	4.7%	5.2%	3.5%	3.2%	6.1%	6.7%	5.7%	3.2%	3.5%	1.4%	1.4%	2.0%	0.0%	5.3%	5.6%
15 - 19 years		10.8%	5.7%	5.3%	5.9%	5.1%	4.4%	3.3%	6.8%	7.4%	5.2%	5.5%	9.5%	4.7%	18.1%	43.7%	22.9%	2.2%	5.1%	3.9%
20 - 24 years		12.4%	5.2%	6.1%	5.8%	6.0%	6.4%	9.3%	15.0%	10.1%	3.9%	5.3%	14.4%	13.6%	35.9%	24.0%	32.6%	40.6%	3.7%	4.2%
25 - 29 years		7.4%	5.8%	9.4%	4.7%	7.8%	8.2%	8.7%	12.8%	5.4%	5.8%	5.5%	12.3%	12.7%	8.6%	6.3%	8.7%	17.2%	4.5%	4.4%
30 - 34 years		6.6%	7.7%	8.5%	5.6%	7.0%	6.6%	10.0%	8.9%	7.0%	7.5%	5.7%	8.4%	8.4%	6.3%	1.9%	2.6%	10.0%	5.6%	6.1%
35 - 39 years		5.1%	5.7%	6.0%	6.1%	8.1%	5.4%	5.4%	6.5%	4.2%	4.6%	5.2%	6.0%	6.6%	3.7%	1.3%	1.8%	9.4%	5.5%	4.0%
40 - 44 years		5.8%	9.5%	7.6%	5.8%	3.5%	7.5%	7.7%	5.6%	9.4%	10.4%	6.9%	3.6%	3.9%	2.6%	1.6%	2.1%	3.3%	4.8%	8.6%
45 - 49 years		4.9%	5.4%	8.2%	8.4%	7.6%	4.9%	4.1%	2.7%	5.1%	5.6%	5.3%	3.9%	4.3%	2.7%	2.3%	3.1%	0.0%	2.7%	6.0%
50 - 54 years		5.1%	7.6%	2.5%	4.8%	5.0%	5.2%	6.6%	5.5%	7.1%	7.8%	7.1%	3.9%	4.2%	2.5%	1.1%	1.5%	3.9%	10.1%	6.1%
55- 59 years		5.3%	5.3%	4.4%	6.9%	7.3%	4.4%	4.1%	6.0%	5.4%	6.0%	6.8%	5.1%	5.6%	2.9%	2.1%	2.9%	1.1%	8.5%	10.5%
60 - 64 years		6.6%	6.3%	9.7%	7.9%	6.6%	10.2%	11.8%	5.9%	6.2%	6.8%	8.1%	5.0%	5.5%	3.5%	2.6%	3.6%	0.6%	12.5%	7.4%
65 - 69 years		5.1%	4.7%	4.8%	6.0%	5.5%	8.6%	4.2%	3.6%	5.3%	5.9%	6.3%	4.6%	5.0%	3.9%	2.2%	3.0%	1.7%	8.5%	7.9%
70 - 74 years		4.8%	4.8%	5.0%	6.9%	5.8%	4.7%	6.8%	5.2%	3.4%	3.8%	6.1%	4.8%	5.3%	1.8%	2.2%	3.0%	4.4%	5.6%	6.8%
75 - 79 years		3.7%	3.2%	2.4%	5.5%	2.7%	4.4%	4.1%	4.6%	3.9%	4.4%	6.1%	3.8%	4.1%	1.4%	2.0%	2.8%	2.8%	5.3%	3.5%
80 - 84 years		2.3%	2.1%	1.7%	2.6%	5.9%	3.4%	1.2%	1.4%	1.7%	1.9%	2.6%	1.8%	1.9%	1.2%	2.2%	3.0%	2.2%	2.8%	3.3%
85 - 89 years		0.9%	0.7%	1.1%	1.1%	1.2%	1.4%	1.4%	0.2%	1.0%	1.1%	1.5%	1.2%	1.3%	0.4%	0.8%	1.2%	0.0%	0.5%	0.5%
90 - 94 years		0.5%	0.2%	0.5%	0.6%	0.9%	0.7%	1.0%	0.1%	0.3%	0.4%	1.3%	1.1%	1.2%	0.0%	0.2%	0.3%	0.0%	0.3%	0.2%
95+ years		0.1%	0.1%	0.0%	0.2%	0.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Licensed Drivers																				
# with driver's licence	5,886	119,050	13,650	5,140	14,280	6,820	4,990	3,650	7,430	9,420	8,310	8,200	9,640	8,740	11,670	13,180	9,510	1,600	4,870	4,510
% of Persons 16+ years of age		87.1%	89.3%	82.0%	90.8%	89.6%	81.9%	79.5%	85.0%	93.6%	93.4%	88.0%	80.1%	80.3%	80.5%	88.7%	89.5%	89.9%	95.7%	95.3%
Work status																				
Total workers living in area	3,156	71,360	9,850	3,590	9,350	4,510	3,330	2,960	4,600	5,730	5,300	5,380	5,570	5,520	6,240	3,470	3,440	960	3,090	2,730
Full-time workers	2,392	55,240	8,080	2,980	7,950	3,980	2,710	2,410	3,460	4,680	4,620	4,400	3,830	3,830	3,170	2,100	2,100	670	2,700	2,100
Part-time workers	764	16,110	1,770	610	1,390	530	630	540	1,140	1,050	680	970	1,730	1,680	3,070	1,380	1,350	290	380	630
% of Persons																				
Total workers living in area		45.3%	50.6%	47.7%	49.6%	50.3%	47.0%	57.1%	47.6%	47.0%	48.1%	48.8%	41.3%	44.8%	40.8%	22.5%	30.8%	53.3%	51.3%	47.9%
Full-time workers		35.0%	41.5%	39.6%	42.2%	44.4%	38.3%	46.5%	35.8%	38.4%	41.9%	39.9%	28.4%	31.1%	20.7%	13.6%	18.8%	37.2%	44.9%	36.8%
Part-time workers		10.2%	9.1%	8.1%	7.4%	5.9%	8.9%	10.4%	11.8%	8.6%	6.2%	8.8%	12.8%	13.6%	20.1%	9.0%	12.1%	16.1%	6.3%	11.1%
Work location																				
Work exclusively from home	389	8,960	1,300	440	840	500	350	210	600	1,330	1,080	350	690	690	960	550	550	270	220	370
Usual place of work	2,564	57,690	8,170	2,910	8,030	3,740	2,660	2,450	3,780	4,270	4,130	4,620	4,470	4,420	4,630	2,640	2,610	690	2,550	2,070
Usual workplace - hybrid arrangement	571	12,180	1,760	510	1,760	1,020	640	310	1,080	1,080	1,080	1,060	840	840	830	530	530	140	340	290
Usual workplace - no telecommute last week	1,993	45,500	6,420	2,400	6,270	2,720	2,030	2,140	2,700	3,180	3,050	3,560	3,630	3,580	3,810	2,110	2,080	540	2,220	1,780
No fixed workplace address	203	4,720	380	240	480	270	320	300	230	140	80	410	410	410	650	280	280	10	320	290
% of Workers																				
Work exclusively from home		12.6%	13.2%	12.3%	9.0%	11.1%	10.5%	7.1%	13.0%	23.2%	20.4%	6.5%	12.4%	12.5%	15.4%	15.9%	16.0%	28.1%	7.1%	13.6%
Usual place of work		80.8%	82.9%	81.1%	85.9%	82.9%	79.9%	82.8%	82.2%	74.5%	77.9%	85.9%	80.3%	80.1%	74.2%	76.1%	75.9%	71.9%	82.5%	75.8%
Usual workplace - hybrid arrangement		17.1%	17.9%	14.2%	18.8%	22.6%	19.2%	10.5%	23.5%	18.8%	20.4%	19.7%	15.1%	15.2%	13.3%	15.3%	15.4%	14.6%	11.0%	10.6%
Usual workplace - no telecommute last week		63.8%	65.2%	66.9%	67.1%	60.3%	61.0%	72.3%	58.7%	55.5%	57.5%	66.2%	65.2%	64.9%	61.1%	60.8%	60.5%	56.3%	71.8%	65.2%
No fixed workplace address		17.1%	17.9%	14.2%	18.8%	22.6%	19.2%	10.5%	23.5%	18.8%	20.4%	19.7%	15.1%	15.2%	13.3%	15.3%	15.4%	14.6%	11.0%	10.6%
Student status																				
Total students living in area	1,603	52,290	4,920	1,500	3,860	1,520	1,580	1,060	3,310	3,720	2,620	2,230	5,400	4,240	9,370	11,240	7,000	730	890	960
Full-Time student	1,491	49,060	4,630	1,470	3,630	1,350	1,510	900	3,040	3,460	2,360	1,930	4,940	3,940	8,710	11,010	6,810	720	890	860
Part-Time student	112	3,230	300	30	230	170	70	170	270	260	260	300	450	300	660	220	190	10	0	100

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
% of Persons																				
Total students living in area		33.2%	25.3%	19.9%	20.5%	17.0%	22.3%	20.5%	34.2%	30.5%	23.8%	20.2%	40.0%	34.4%	61.3%	72.9%	62.7%	40.6%	14.8%	16.8%
Full-Time student		31.1%	23.8%	19.5%	19.3%	15.1%	21.3%	17.4%	31.4%	28.4%	21.4%	17.5%	36.6%	32.0%	57.0%	71.4%	61.0%	40.0%	14.8%	15.1%
Part-Time student		2.0%	1.5%	0.4%	1.2%	1.9%	1.0%	3.3%	2.8%	2.1%	2.4%	2.7%	3.3%	2.4%	4.3%	1.4%	1.7%	0.6%	0.0%	1.8%
Students K-12 vs. PSE																				
FT student age K-12	687	17,660	3,400	1,030	2,740	1,210	780	460	850	1,750	1,750	1,510	1,170	1,170	660	540	540	0	830	730
PT student age K-12	13	200	50	0	80	0	0	0	0	10	10	50	0	0	10	0	0	0	0	0
FT student PSE / other	804	31,400	1,230	440	890	140	730	430	2,190	1,710	610	430	3,770	2,760	8,050	10,480	6,270	720	50	130
PT student PSE / other	99	3,030	250	30	150	170	70	160	270	250	250	250	450	300	650	220	190	10	0	100
% of Persons																				
FT student age K-12		11.2%	17.5%	13.7%	14.5%	13.5%	11.0%	8.9%	8.8%	14.4%	15.9%	13.7%	8.7%	9.5%	4.3%	3.5%	4.8%	0.0%	13.8%	12.8%
PT student age K-12		0.1%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
FT student PSE / other		19.9%	6.3%	5.8%	4.7%	1.6%	10.3%	8.3%	22.6%	14.0%	5.5%	3.9%	27.9%	22.4%	52.7%	68.0%	56.1%	40.0%	0.8%	2.3%
PT student PSE / other		1.9%	1.3%	0.4%	0.8%	1.9%	1.0%	3.1%	2.8%	2.1%	2.3%	2.3%	3.3%	2.4%	4.3%	1.4%	1.7%	0.6%	0.0%	1.8%
Location of school attendance																				
School seats K-12*	684	17,500	1,050	1,140	3,310	330	570	1,660	1,130	1,670	1,670	2,580	1,840	1,840	450	510	510	320	670	270
School seats PSE / other**	864	33,540	0	0	0	0	0	0	0	1,150	50	80	6,310	5,380	50	25,910	21,450	50	0	0
School seats K-12* outside study area: 370	16																			
School seats PSE/Other** outside study area: 890	39																			
**note: may include occasional home locations if the location of schooling is distance learning or home schooling; may include external locations*																				
*** note: may include some High School students; may include occasional home location if location of schooling is distance learning; may include external locations*																				
Detailed Occupation Status																				
Work Full-Time	2,344	53,880	7,920	2,980	7,820	3,900	2,660	2,300	3,310	4,550	4,490	4,280	3,720	3,720	3,040	2,000	2,000	670	2,700	2,030
Work Part-Time	504	7,900	1,360	320	880	370	460	270	580	450	450	730	750	750	510	330	330	110	290	510
Student Full-Time	587	24,360	890	190	580	90	560	230	1,650	1,190	460	250	3,010	2,060	5,690	9,440	5,270	550	10	10
Work Part-Time / Student Full-Time	219	7,100	340	250	310	50	170	200	540	520	150	180	760	700	2,410	1,030	1,010	170	40	120
Student Part-Time	36	1,150	30	0	20	40	20	20	120	90	90	120	160	0	380	130	100	0	0	20

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Work Full-Time / Student Part-Time	48	1,370	160	0	130	80	50	120	150	130	130	130	110	110	130	90	90	0	0	80
Work Part-Time / Student Part-Time	15	510	60	30	0	50	0	30	0	30	30	0	190	190	140	0	0	0	0	0
Retired	2,349	27,810	3,370	1,190	4,320	2,270	1,370	1,010	1,320	2,230	2,230	2,710	2,390	2,390	1,190	1,480	1,480	200	1,510	1,260
Unemployed looking for work	133	4,140	250	430	460	240	410	170	450	270	270	130	350	350	620	90	90	60	40	180
Not employed and not looking for work	190	3,180	190	430	380	120	230	170	240	130	130	350	280	280	230	50	50	10	190	190
Stay-at-home parent or caregiver	88	1,930	290	130	270	150	60	0	100	180	180	150	110	110	50	80	80	0	150	210
Other, specify	169	3,970	700	310	620	290	120	70	300	290	290	350	230	230	210	110	110	0	220	160
15+ High School Student Works PT	26	600	10	20	200	70	0	50	20	50	50	60	50	50	0	10	10	0	60	0
Not in labour force 5-14 yrs (almost all in school full-time)	521	13,570	2,750	790	2,030	880	660	350	570	1,460	1,460	1,160	900	900	450	410	410	0	560	590
Not in labour force nor school 0-4 yrs	225	6,150	1,130	460	820	370	310	210	320	620	620	430	490	490	230	140	140	20	270	330
% of Persons																				
Work Full-Time		34.2%	40.7%	39.6%	41.5%	43.5%	37.6%	44.4%	34.2%	37.4%	40.7%	38.8%	27.6%	30.2%	19.9%	13.0%	17.9%	37.2%	44.9%	35.6%
Work Part-Time		5.0%	7.0%	4.2%	4.7%	4.1%	6.5%	5.2%	6.0%	3.7%	4.1%	6.6%	5.6%	6.1%	3.3%	2.1%	3.0%	6.1%	4.8%	8.9%
Student Full-Time		15.5%	4.6%	2.5%	3.1%	1.0%	7.9%	4.4%	17.1%	9.8%	4.2%	2.3%	22.3%	16.7%	37.2%	61.3%	47.2%	30.6%	0.2%	0.2%
Work Part-Time / Student Full-Time		4.5%	1.7%	3.3%	1.6%	0.6%	2.4%	3.9%	5.6%	4.3%	1.4%	1.6%	5.6%	5.7%	15.8%	6.7%	9.0%	9.4%	0.7%	2.1%
Student Part-Time		0.7%	0.2%	0.0%	0.1%	0.4%	0.3%	0.4%	1.2%	0.7%	0.8%	1.1%	1.2%	0.0%	2.5%	0.8%	0.9%	0.0%	0.0%	0.4%
Work Full-Time / Student Part-Time		0.9%	0.8%	0.0%	0.7%	0.9%	0.7%	2.3%	1.6%	1.1%	1.2%	1.2%	0.8%	0.9%	0.9%	0.6%	0.8%	0.0%	0.0%	1.4%
Work Part-Time / Student Part-Time		0.3%	0.3%	0.4%	0.0%	0.6%	0.0%	0.6%	0.0%	0.2%	0.3%	0.0%	1.4%	1.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Retired		17.6%	17.3%	15.8%	22.9%	25.3%	19.4%	19.5%	13.7%	18.3%	20.2%	24.6%	17.7%	19.4%	7.8%	9.6%	13.2%	11.1%	25.1%	22.1%
Unemployed looking for work		2.6%	1.3%	5.7%	2.4%	2.7%	5.8%	3.3%	4.7%	2.2%	2.5%	1.2%	2.6%	2.8%	4.1%	0.6%	0.8%	3.3%	0.7%	3.2%
Not employed and not looking for work		2.0%	1.0%	5.7%	2.0%	1.3%	3.2%	3.3%	2.5%	1.1%	1.2%	3.2%	2.1%	2.3%	1.5%	0.3%	0.4%	0.6%	3.2%	3.3%
Stay-at-home parent or caregiver		1.2%	1.5%	1.7%	1.4%	1.7%	0.8%	0.0%	1.0%	1.5%	1.6%	1.4%	0.8%	0.9%	0.3%	0.5%	0.7%	0.0%	2.5%	3.7%
Other, specify		2.5%	3.6%	4.1%	3.3%	3.2%	1.7%	1.4%	3.1%	2.4%	2.6%	3.2%	1.7%	1.9%	1.4%	0.7%	1.0%	0.0%	3.7%	2.8%
15+ High School Student Works PT		0.4%	0.1%	0.3%	1.1%	0.8%	0.0%	1.0%	0.2%	0.4%	0.5%	0.5%	0.4%	0.4%	0.0%	0.1%	0.1%	0.0%	1.0%	0.0%
Not in labour force 5-14 yrs (almost all in school full-time)		8.6%	14.1%	10.5%	10.8%	9.8%	9.3%	6.8%	5.9%	12.0%	13.2%	10.5%	6.7%	7.3%	2.9%	2.7%	3.7%	0.0%	9.3%	10.4%
Not in labour force nor school 0-4 yrs		3.9%	5.8%	6.1%	4.4%	4.1%	4.4%	4.1%	3.3%	5.1%	5.6%	3.9%	3.6%	4.0%	1.5%	0.9%	1.3%	1.1%	4.5%	5.8%

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Immigration																				
Born in Canada / Canadian citizen at birth	6,240	132,290	15,570	6,810	16,140	7,630	6,180	4,400	7,550	10,430	9,540	9,940	10,130	9,320	12,080	13,250	9,560	1,420	5,530	5,240
Within the last 2 years	123	3,620	340	100	220	30	310	280	510	80	80	110	1,010	760	480	110	70	30	0	0
2 to 5 years ago (survey 2019-2022)	98	2,720	190	30	290	90	0	110	400	120	120	0	520	520	400	500	320	80	0	0
5-10 years ago (2014-2018)	120	2,830	810	90	230	60	40	100	160	280	200	150	270	270	390	160	160	30	50	0
10-20 years ago (2004-2013)	162	3,820	670	130	360	260	50	90	180	250	80	70	270	270	660	620	290	30	70	130
Immigrated more than 20 years ago (2004 and earlier)	612	9,510	1,540	370	1,190	860	450	190	480	910	890	710	740	740	750	570	570	80	340	320
Not applicable - Not a permanent resident or citizen of Canada (student visa, visitor, other status)	75	2,160	260	0	210	20	40	0	350	100	100	60	460	350	440	100	100	120	0	0
Prefer not to say / don't know	24	670	70	0	210	10	20	0	30	10	10	0	110	110	70	90	90	10	40	0
% of persons																				
Born in Canada / Canadian citizen at birth		84%	80%	90%	86%	85%	87%	85%	78%	86%	87%	90%	75%	76%	79%	86%	86%	79%	92%	92%
Within the last 2 years		2%	2%	1%	1%	0%	4%	5%	5%	1%	1%	1%	7%	6%	3%	1%	1%	2%	0%	0%
2 to 5 years ago (survey 2019-2022)		2%	1%	0%	2%	1%	0%	2%	4%	1%	1%	0%	4%	4%	3%	3%	3%	4%	0%	0%
5-10 years ago (2014-2018)		2%	4%	1%	1%	1%	1%	2%	2%	2%	2%	1%	2%	2%	3%	1%	1%	2%	1%	0%
10-20 years ago (2004-2013)		2%	3%	2%	2%	3%	1%	2%	2%	2%	1%	1%	2%	2%	4%	4%	3%	2%	1%	2%
Immigrated more than 20 years ago (2004 and earlier)		6%	8%	5%	6%	10%	6%	4%	5%	7%	8%	6%	5%	6%	5%	4%	5%	4%	6%	6%
Not applicable - Not a permanent resident or citizen of Canada (student visa, visitor, other status)		1%	1%	0%	1%	0%	1%	0%	4%	1%	1%	1%	3%	3%	3%	1%	1%	7%	0%	0%
Prefer not to say / don't know		0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	1%	1%	0%

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Fall Bike Frequency* **																				
Daily	155	3,310	230	100	210	80	250	100	350	180	180	100	350	350	760	510	510	10	70	10
4 weekdays per week	91	1,890	40	50	50	90	120	110	350	40	40	20	340	340	140	410	240	10	40	80
3 weekdays per week	109	1,810	200	30	150	30	40	20	310	270	150	140	130	80	250	90	90	0	10	130
2 weekdays per week	124	2,470	90	80	150	160	110	230	180	170	120	160	180	130	280	440	110	70	160	20
1 weekday per week	101	1,890	180	160	300	60	60	130	80	180	160	120	120	120	80	250	50	60	20	100
1-3 weekdays per month	162	3,390	340	70	200	220	120	150	150	380	290	470	390	390	210	420	250	140	80	30
Very rarely	746	14,400	2,290	410	1,650	870	580	460	1,000	1,610	1,460	1,040	1,230	1,230	580	1,210	700	220	690	570
Never: I do not have a bicycle or do not like cycling	1,769	37,810	3,610	1,980	4,230	2,290	1,840	1,200	2,450	2,370	1,710	2,110	3,850	2,900	4,320	4,740	2,050	730	1,080	1,020
Never: I am physically unable to ride a bicycle	276	4,010	330	450	480	320	270	300	190	210	210	320	430	430	260	190	190	30	100	120
Decline / don't know	54	1,090	130	90	120	0	40	20	10	40	20	190	130	80	120	90	90	0	10	90
% of primary respondents																				
Daily		5%	3%	3%	3%	2%	7%	4%	7%	3%	4%	2%	5%	6%	11%	6%	12%	1%	3%	0%
4 weekdays per week		3%	1%	1%	1%	2%	4%	4%	7%	1%	1%	0%	5%	6%	2%	5%	6%	1%	2%	4%
3 weekdays per week		3%	3%	1%	2%	1%	1%	1%	6%	5%	3%	3%	2%	1%	4%	1%	2%	0%	0%	6%
2 weekdays per week		3%	1%	2%	2%	4%	3%	8%	4%	3%	3%	3%	3%	2%	4%	5%	3%	6%	7%	1%
1 weekday per week		3%	2%	5%	4%	1%	2%	5%	2%	3%	4%	3%	2%	2%	1%	3%	1%	5%	1%	5%
1-3 weekdays per month		5%	5%	2%	3%	5%	4%	5%	3%	7%	7%	10%	5%	6%	3%	5%	6%	11%	4%	1%
Very rarely		20%	31%	12%	22%	21%	17%	17%	20%	30%	34%	22%	17%	20%	8%	14%	16%	18%	30%	26%
Never: I do not have a bicycle or do not like cycling		52%	49%	58%	56%	56%	54%	44%	48%	44%	40%	45%	54%	48%	62%	57%	48%	58%	47%	47%
Never: I am physically unable to ride a bicycle		6%	4%	13%	6%	8%	8%	11%	4%	4%	5%	7%	6%	7%	4%	2%	4%	2%	4%	6%
Decline / don't know		2%	2%	3%	2%	0%	1%	1%	0%	1%	0%	4%	2%	1%	2%	1%	2%	0%	0%	4%

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Winter Bike Frequency* **																				
Daily	60	1,240	200	110	100	60	20	70	100	10	10	40	150	150	210	160	160	0	10	0
4 weekdays per week	30	550	10	0	60	30	80	80	60	10	10	0	70	70	100	0	0	0	20	20
3 weekdays per week	39	720	40	10	20	50	50	0	120	30	10	110	120	120	120	40	40	0	0	20
2 weekdays per week	47	1,090	80	30	10	40	30	140	100	140	120	0	80	80	130	260	60	10	30	10
1 weekday per week	42	890	40	0	130	20	20	40	290	20	0	10	10	10	30	120	120	60	20	80
1-3 weekdays per month	40	960	50	20	60	50	70	0	80	20	0	10	80	80	110	400	60	0	10	10
Very rarely	948	18,120	2,210	540	1,990	920	700	670	1,240	2,170	1,860	1,480	1,690	1,580	1,150	1,580	1,080	270	880	640
Never: I do not have a bicycle or do not like cycling	1,942	41,290	4,050	2,140	4,350	2,460	2,010	1,280	2,860	2,710	2,010	2,450	4,080	3,130	4,590	5,320	2,290	800	1,130	1,050
Never: I am physically unable to ride a bicycle	310	4,840	380	460	600	360	330	360	200	240	220	310	660	660	330	290	290	80	100	140
Decline / don't know	129	2,360	360	120	230	140	100	80	30	90	70	270	240	180	240	190	190	40	70	180
% of primary respondents																				
Daily		2%	3%	3%	1%	1%	1%	3%	2%	0%	0%	1%	2%	2%	3%	2%	4%	0%	0%	0%
4 weekdays per week		1%	0%	0%	1%	1%	2%	3%	1%	0%	0%	0%	1%	1%	1%	0%	0%	0%	1%	1%
3 weekdays per week		1%	1%	0%	0%	1%	1%	0%	2%	1%	0%	2%	2%	2%	2%	0%	1%	0%	0%	1%
2 weekdays per week		2%	1%	1%	0%	1%	1%	5%	2%	3%	3%	0%	1%	1%	2%	3%	1%	1%	1%	0%
1 weekday per week		1%	1%	0%	2%	0%	1%	1%	6%	0%	0%	0%	0%	0%	0%	1%	3%	5%	1%	4%
1-3 weekdays per month		1%	1%	1%	1%	1%	2%	0%	2%	0%	0%	0%	1%	1%	2%	5%	1%	0%	0%	0%
Very rarely		25%	30%	16%	26%	22%	20%	25%	24%	40%	43%	32%	24%	26%	16%	19%	25%	22%	39%	30%
Never: I do not have a bicycle or do not like cycling		57%	55%	63%	58%	60%	59%	47%	56%	50%	47%	52%	57%	52%	66%	64%	53%	64%	50%	49%
Never: I am physically unable to ride a bicycle		7%	5%	13%	8%	9%	10%	13%	4%	4%	5%	7%	9%	11%	5%	3%	7%	6%	4%	6%
Decline / don't know		3%	5%	4%	3%	3%	3%	3%	1%	2%	2%	6%	3%	3%	3%	2%	4%	3%	3%	8%

Person Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Summer Bike Frequency* **																				
Daily	218	4,750	250	130	250	150	280	150	620	290	230	270	430	430	910	910	580	10	70	10
4 weekdays per week	151	2,900	80	40	160	110	160	160	250	200	160	150	500	390	270	600	240	50	40	130
3 weekdays per week	153	2,600	230	220	200	80	50	150	260	350	230	210	180	180	220	300	120	10	50	90
2 weekdays per week	143	2,980	310	60	340	150	120	240	250	260	210	130	210	210	320	250	80	90	170	80
1 weekday per week	105	2,090	350	80	430	110	40	50	140	60	60	200	90	90	40	280	120	140	10	50
1-3 weekdays per month	202	4,780	460	170	290	270	150	120	430	740	660	400	630	460	190	590	260	60	200	80
Very rarely	575	11,060	1,740	310	1,290	770	630	420	450	1,060	860	1,010	970	970	370	880	680	150	530	480
Never: I do not have a bicycle or do not like cycling	1,703	35,200	3,560	1,870	3,960	2,090	1,690	1,090	2,340	2,230	1,680	1,830	3,550	2,760	4,090	4,070	1,910	720	1,090	1,020
Never: I am physically unable to ride a bicycle	278	4,240	330	470	530	330	260	320	250	210	210	300	450	450	360	210	210	30	90	120
Decline / don't know	59	1,480	130	90	90	60	40	20	90	40	20	160	180	130	230	260	90	0	10	90
% of primary respondents																				
Daily		7%	3%	4%	3%	4%	8%	5%	12%	5%	5%	6%	6%	7%	13%	11%	14%	1%	3%	0%
4 weekdays per week		4%	1%	1%	2%	3%	5%	6%	5%	4%	4%	3%	7%	6%	4%	7%	6%	4%	2%	6%
3 weekdays per week		4%	3%	6%	3%	2%	1%	5%	5%	6%	5%	4%	3%	3%	3%	4%	3%	1%	2%	4%
2 weekdays per week		4%	4%	2%	5%	4%	4%	9%	5%	5%	5%	3%	3%	3%	5%	3%	2%	7%	7%	4%
1 weekday per week		3%	5%	2%	6%	3%	1%	2%	3%	1%	1%	4%	1%	1%	1%	3%	3%	11%	0%	2%
1-3 weekdays per month		7%	6%	5%	4%	7%	4%	4%	8%	14%	15%	9%	9%	8%	3%	7%	6%	5%	9%	4%
Very rarely		15%	23%	9%	17%	19%	18%	15%	9%	19%	20%	22%	14%	16%	5%	11%	16%	12%	23%	22%
Never: I do not have a bicycle or do not like cycling		49%	48%	55%	53%	51%	49%	40%	46%	41%	39%	39%	50%	46%	58%	49%	45%	58%	48%	47%
Never: I am physically unable to ride a bicycle		6%	4%	14%	7%	8%	8%	12%	5%	4%	5%	6%	6%	7%	5%	3%	5%	2%	4%	6%
Decline / don't know		2%	2%	3%	1%	1%	1%	1%	2%	1%	0%	3%	3%	2%	3%	3%	2%	0%	0%	4%

*** Only asked of one person per household (primary respondent), as it is not expected that the main respondent would necessarily be able to report on other household members' habits in all seasons. The difference in the proportion who said that they are unable to ride a bicycle may vary by season, either due to greater challenges in winter and/or due to misinterpretation of the question or respondent error.

6.3 Trip characteristics by geography of residence

6.3.1 Trip characteristics by sub-area and population group

Table 77. Trip characteristics by sub-area of residence and for population groups of interest

Trip Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Daily trips (weekdays)																		
Population Aged 5+ Years (eligible for trip capture)	7,229	151,470	6,560	144,920	140,350	133,800	73,260	67,860	55,530	11,570	10,410	11,120	131,220	20,250	33,320	26,770	5,400	1,150
Trips (Persons 5+)	19,372	407,600	16,500	391,100	380,300	363,800	197,900	183,500	150,800	31,500	29,500	27,300	360,200	47,400	83,800	67,600	13,900	2,300
Daily Trips / Person 5+ Yrs of Age		2.69	2.52	2.70	2.71	2.72	2.70	2.70	2.72	2.72	2.83	2.46	2.75	2.34	2.52	2.53	2.57	2.00
Travelled on travel day																		
No trips on travel day	1,543	30,300	1,600	28,700	28,000	26,400	15,300	14,300	10,200	2,500	1,900	2,300	25,200	5,100	7,500	5,900	1,000	500
Yes, took trips	5,686	121,200	4,900	116,200	112,300	107,400	57,900	53,600	45,300	9,100	8,500	8,800	106,000	15,200	25,900	20,800	4,400	700
Aggregate Mode																		
Driver	10,782	201,500	600	201,000	181,700	181,100	69,100	69,000	95,200	17,400	16,900	19,800	197,600	3,900	15,700	8,600	6,500	600
Passenger	2,650	52,200	700	51,500	46,800	46,200	18,300	17,900	23,700	4,800	4,500	5,400	50,700	1,500	4,700	2,900	1,500	300
Transit (Kingston Transit)	1,082	31,200	2,900	28,200	31,000	28,100	22,600	19,700	7,000	1,500	1,400	100	23,600	7,500	15,100	10,800	4,200	100
School Bus	440	11,500	0	11,500	10,700	10,700	2,500	2,500	7,400	800	800	900	11,500	0	0	0	0	0
Bicycle/micromobility (personal bike, e-bike, bikeshare, micromobility, e-micromobility)	717	15,100	600	14,500	14,900	14,300	11,600	11,000	2,600	700	700	300	13,700	1,400	3,900	3,700	200	0
Walking (incl. wheelchair, medical mobility scooter, or other assistive device)	3,520	92,600	11,600	81,000	91,700	80,100	71,600	61,200	14,000	6,100	4,900	800	59,900	32,700	43,400	40,900	1,300	1,200
Other (motorcycle, school bus, other, unknown)	181	3,500	100	3,400	3,400	3,300	2,300	2,300	800	300	200	100	3,100	400	1,000	600	200	100
% of Trips																		
Driver		49.4%	3.6%	51.4%	47.8%	49.8%	34.9%	37.6%	63.1%	55.2%	57.3%	72.5%	54.9%	8.2%	18.7%	12.7%	46.8%	26.1%
Passenger		12.8%	4.2%	13.2%	12.3%	12.7%	9.2%	9.8%	15.7%	15.2%	15.3%	19.8%	14.1%	3.2%	5.6%	4.3%	10.8%	13.0%
Transit (Kingston Transit)		7.7%	17.6%	7.2%	8.2%	7.7%	11.4%	10.7%	4.6%	4.8%	4.7%	0.4%	6.6%	15.8%	18.0%	16.0%	30.2%	4.3%
School Bus		2.8%	0.0%	2.9%	2.8%	2.9%	1.3%	1.4%	4.9%	2.5%	2.7%	3.3%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Trip Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Bicycle/micromobility (personal bike, e-bike, bikeshare, micromobility, e-micromobility)		3.7%	3.6%	3.7%	3.9%	3.9%	5.9%	6.0%	1.7%	2.2%	2.4%	1.1%	3.8%	3.0%	4.7%	5.5%	1.4%	0.0%
Walking (incl. wheelchair, medical mobility scooter, or other assistive device)		22.7%	70.3%	20.7%	24.1%	22.0%	36.2%	33.4%	9.3%	19.4%	16.6%	2.9%	16.6%	69.0%	51.8%	60.5%	9.4%	52.2%
Other (motorcycle, school bus, other, unknown)		0.9%	0.6%	0.9%	0.9%	0.9%	1.2%	1.3%	0.5%	1.0%	0.7%	0.4%	0.9%	0.8%	1.2%	0.9%	1.4%	4.3%
Detailed Mode Shares																		
Auto Driver	10,782	201,500	600	201,000	181,700	181,100	69,100	69,000	95,200	17,400	16,900	19,800	197,600	3,900	15,700	8,600	6,500	600
Auto Passenger	2,650	52,200	700	51,500	46,800	46,200	18,300	17,900	23,700	4,800	4,500	5,400	50,700	1,500	4,700	2,900	1,500	300
Transit (Kingston Transit)	1,082	31,200	2,900	28,200	31,000	28,100	22,600	19,700	7,000	1,500	1,400	100	23,600	7,500	15,100	10,800	4,200	100
School Bus	440	11,500	0	11,500	10,700	10,700	2,500	2,500	7,400	800	800	900	11,500	0	0	0	0	0
Kingston Access Bus (KAB)	32	600	0	600	600	600	400	400	200	100	100	0	600	0	100	0	0	0
Work/campus shuttle	5	100	0	100	100	100	0	0	100	0	0	0	100	0	0	0	0	0
Bicycle	599	12,800	500	12,300	12,600	12,100	10,200	9,700	2,000	400	400	100	11,400	1,300	3,600	3,500	100	0
E-bike	85	1,400	0	1,400	1,300	1,300	700	700	300	200	200	100	1,400	0	100	100	0	0
Personal e-scooter or other electric micromobility	14	300	0	300	300	300	300	300	0	0	0	0	300	0	0	0	0	0
Skateboard, kick scooter, roller blades, unicycle, or other human-powered device	19	600	0	600	600	600	400	300	200	0	0	0	600	0	200	100	0	0
Walk	3,504	92,300	11,600	80,700	91,500	79,800	71,400	60,900	14,000	6,100	4,900	800	59,700	32,700	43,400	40,900	1,300	1,200
Assisted mobility device (wheelchair, mobility scooter)	16	300	0	300	300	300	200	200	0	0	0	0	300	0	0	0	0	0
Motorcycle or moped	27	700	0	600	700	600	500	500	100	100	100	0	600	100	100	100	0	0
Low-speed motor vehicle (moped, limited-speed motorcycle, throttle e-bike that does not require pedalling, other low-speed vehicle)	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi or limousine	57	1,000	0	1,000	900	900	500	500	400	0	0	100	1,000	0	100	0	0	0
Paid ride hail / non-traditional taxi (via Uber, Uride, or other paid rideshare app)	28	800	100	700	800	700	700	600	100	0	0	0	500	300	600	400	100	0
Intercity bus	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ferry	26	200	0	200	200	200	200	200	0	0	0	0	200	0	0	0	0	0
Other	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Trip Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
% of Trips																		
Auto Driver		49.4%	3.6%	51.4%	47.8%	49.8%	34.9%	37.6%	63.1%	55.2%	57.3%	72.5%	54.9%	8.2%	18.7%	12.7%	46.8%	26.1%
Auto Passenger		12.8%	4.2%	13.2%	12.3%	12.7%	9.2%	9.8%	15.7%	15.2%	15.3%	19.8%	14.1%	3.2%	5.6%	4.3%	10.8%	13.0%
Transit (Kingston Transit)		7.7%	17.6%	7.2%	8.2%	7.7%	11.4%	10.7%	4.6%	4.8%	4.7%	0.4%	6.6%	15.8%	18.0%	16.0%	30.2%	4.3%
School Bus		2.8%	0.0%	2.9%	2.8%	2.9%	1.3%	1.4%	4.9%	2.5%	2.7%	3.3%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Kingston Access Bus (KAB)		0.1%	0.0%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.3%	0.3%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%
Work/campus shuttle		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle		3.1%	3.0%	3.1%	3.3%	3.3%	5.2%	5.3%	1.3%	1.3%	1.4%	0.4%	3.2%	2.7%	4.3%	5.2%	0.7%	0.0%
E-bike		0.3%	0.0%	0.4%	0.3%	0.4%	0.4%	0.4%	0.2%	0.6%	0.7%	0.4%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%
Personal e-scooter or other electric micromobility		0.1%	0.0%	0.1%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Skateboard, kick scooter, roller blades, unicycle, or other human-powered device		0.1%	0.0%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%
Walk		22.6%	70.3%	20.6%	24.1%	21.9%	36.1%	33.2%	9.3%	19.4%	16.6%	2.9%	16.6%	69.0%	51.8%	60.5%	9.4%	52.2%
Assisted mobility device (wheelchair, mobility scooter)		0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Motorcycle or moped		0.2%	0.0%	0.2%	0.2%	0.2%	0.3%	0.3%	0.1%	0.3%	0.3%	0.0%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%
Low-speed motor vehicle (moped, limited-speed motorcycle, throttle e-bike that does not require pedalling, other low-speed vehicle)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Taxi or limousine		0.2%	0.0%	0.3%	0.2%	0.2%	0.3%	0.3%	0.3%	0.0%	0.0%	0.4%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%
Paid ride hail / non-traditional taxi (via Uber, Uride, or other paid rideshare app)		0.2%	0.6%	0.2%	0.2%	0.2%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	0.1%	0.6%	0.7%	0.6%	0.7%	0.0%
Intercity bus		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ferry		0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Other		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Trip Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Destination purpose																		
Travel to Work (usual place of work)	2,051	46,200	100	46,100	42,700	42,600	19,100	19,100	20,100	3,500	3,500	3,400	45,300	900	3,300	2,100	1,100	100
Business meeting or work-related trips…	192	4,100	0	4,100	4,000	4,000	1,900	1,900	2,000	200	200	100	4,100	0	200	200	0	0
Working on the road / itinerant...	115	2,400	0	2,400	2,100	2,100	1,300	1,300	700	100	100	300	2,300	100	100	100	0	0
Post-Secondary School	589	24,400	5,100	19,300	24,300	19,200	21,600	16,900	2,000	700	300	100	8,700	15,700	24,000	20,200	3,400	400
Attend School (K-12) Trips made for…	636	16,200	0	16,200	15,200	15,200	4,900	4,900	8,600	1,700	1,700	1,000	16,200	0	0	0	0	0
Picking up a package or online purchase (from a store or pickup locker)	91	1,500	0	1,500	1,400	1,400	700	600	500	200	200	100	1,400	100	200	100	100	0
Shopping or household maintenance (grocery, shoe store, auto repair, gas station)	2,748	48,800	1,200	47,600	44,200	43,000	22,300	21,300	17,800	4,200	4,000	4,600	45,100	3,700	7,000	5,500	1,200	200
Health and personal care	797	13,200	300	13,000	11,900	11,600	5,600	5,400	5,000	1,400	1,300	1,300	12,800	400	1,100	800	200	100
Restaurant, bar, or coffee (whether eat-in or take-out)	782	15,800	1,200	14,600	14,900	13,700	8,200	7,200	5,400	1,300	1,100	1,000	13,600	2,200	3,700	3,100	400	200
Social (visiting friends / family, religious gathering)	826	13,900	400	13,500	12,600	12,200	6,900	6,600	4,600	1,100	1,000	1,300	12,800	1,100	2,400	1,800	300	200
Recreation, sports, leisure, arts, or other recreational activities	1,488	27,200	1,000	26,100	25,300	24,300	13,000	12,200	10,500	1,900	1,700	1,800	25,200	2,000	3,700	3,000	500	200
Pick someone up	552	11,800	0	11,800	11,000	11,000	4,800	4,800	4,900	1,300	1,300	800	11,800	0	800	500	300	0
Drop someone off	664	14,500	0	14,500	13,500	13,500	5,700	5,700	6,400	1,400	1,400	1,000	14,400	100	900	600	300	0
Return Home	7,837	167,600	7,100	160,400	157,000	149,800	82,000	75,700	62,400	12,600	11,800	10,600	146,400	21,100	36,300	29,400	6,000	900
Other	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% of Trips																		
Travel to Work (usual place of work)		11.3%	0.6%	11.8%	11.2%	11.7%	9.7%	10.4%	13.3%	11.1%	11.9%	12.5%	12.6%	1.9%	3.9%	3.1%	7.9%	4.3%
Work-related trips to attend meetings,…		1.0%	0.0%	1.0%	1.1%	1.1%	1.0%	1.0%	1.3%	0.6%	0.7%	0.4%	1.1%	0.0%	0.2%	0.3%	0.0%	0.0%
Working on the road / itinerant…		0.6%	0.0%	0.6%	0.6%	0.6%	0.7%	0.7%	0.5%	0.3%	0.3%	1.1%	0.6%	0.2%	0.1%	0.1%	0.0%	0.0%
Post-Secondary School		6.0%	30.9%	4.9%	6.4%	5.3%	10.9%	9.2%	1.3%	2.2%	1.0%	0.4%	2.4%	33.1%	28.6%	29.9%	24.5%	17.4%
Attend School (K-12)		4.0%	0.0%	4.1%	4.0%	4.2%	2.5%	2.7%	5.7%	5.4%	5.8%	3.7%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Picking up a package or online purchase (from a store or pickup locker)		0.4%	0.0%	0.4%	0.4%	0.4%	0.4%	0.3%	0.3%	0.6%	0.7%	0.4%	0.4%	0.2%	0.2%	0.1%	0.7%	0.0%
Shopping or household maintenance (grocery, shoe store, auto repair, gas station)		12.0%	7.3%	12.2%	11.6%	11.8%	11.3%	11.6%	11.8%	13.3%	13.6%	16.8%	12.5%	7.8%	8.4%	8.1%	8.6%	8.7%

Trip Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Personal business (e.g., bank, dentist, health appointments, personal care)		3.2%	1.8%	3.3%	3.1%	3.2%	2.8%	2.9%	3.3%	4.4%	4.4%	4.8%	3.6%	0.8%	1.3%	1.2%	1.4%	4.3%
Restaurant, bar, or coffee (whether eat-in or take-out)		3.9%	7.3%	3.7%	3.9%	3.8%	4.1%	3.9%	3.6%	4.1%	3.7%	3.7%	3.8%	4.6%	4.4%	4.6%	2.9%	8.7%
Social (visiting friends / family, religious gathering)		3.4%	2.4%	3.5%	3.3%	3.4%	3.5%	3.6%	3.1%	3.5%	3.4%	4.8%	3.6%	2.3%	2.9%	2.7%	2.2%	8.7%
Recreation, sports, leisure, arts, or other recreational activities		6.7%	6.1%	6.7%	6.7%	6.7%	6.6%	6.6%	7.0%	6.0%	5.8%	6.6%	7.0%	4.2%	4.4%	4.4%	3.6%	8.7%
Pick someone up		2.9%	0.0%	3.0%	2.9%	3.0%	2.4%	2.6%	3.2%	4.1%	4.4%	2.9%	3.3%	0.0%	1.0%	0.7%	2.2%	0.0%
Drop someone off		3.6%	0.0%	3.7%	3.5%	3.7%	2.9%	3.1%	4.2%	4.4%	4.7%	3.7%	4.0%	0.2%	1.1%	0.9%	2.2%	0.0%
Return Home		41.1%	43.0%	41.0%	41.3%	41.2%	41.4%	41.3%	41.4%	40.0%	40.0%	38.8%	40.6%	44.5%	43.3%	43.5%	43.2%	39.1%
Other		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Transit Boardings																		
Boardings by residence	1,230	35,600	3,600	32,000	35,400	31,900	25,700	22,300	8,100	1,700	1,600	100	27,100	8,500	17,200	12,000	5,000	100
Avg boardings per transit trip		1.14	1.24	1.13	1.14	1.14	1.14	1.13	1.16	1.13	1.14	1.00	1.15	1.13	1.14	1.11	1.19	1.00
Boardings by sub-area of each boarding	1,229	35,600	3,600	32,000	35,500	31,900	26,800	0	7,600	1,100	0	100	27,100	8,500	17,200	12,000	5,000	100
Transit Access Mode																		
Walk-Access Transit (WAT)	1,025	29,800	2,900	26,900	29,800	26,900	22,100	19,200	6,300	1,400	1,400	0	22,300	7,500	14,600	10,400	4,100	100
Drive-Access Transit (DAT)	30	600	0	600	500	500	200	200	300	0	0	100	600	0	200	200	0	0
Drive-Access Transit - Passenger (DAT-P) (incl Taxi, Ride hail)	12	200	0	200	200	200	100	100	200	0	0	0	200	0	100	100	0	0
Bicycle-Access Transit	13	400	0	400	400	400	300	300	100	0	0	0	400	0	200	100	100	0
Other-Mode-Access (e-micromobility, KAB, moped/scooter, school bus)	2	100	0	100	100	100	0	0	100	0	0	0	100	0	0	0	0	0
% of transit trips																		
Walk-Access Transit (WAT)		95.5%	100.0%	95.4%	96.1%	95.7%	97.8%	97.5%	90.0%	93.3%	100.0%	0.0%	94.5%	100.0%	96.7%	96.3%	97.6%	100.0%
Drive-Access Transit (DAT)		1.9%	0.0%	2.1%	1.6%	1.8%	0.9%	1.0%	4.3%	0.0%	0.0%	100.0%	2.5%	0.0%	1.3%	1.9%	0.0%	0.0%
Drive-Access Transit - Passenger (DAT-P) (incl Taxi, Ride hail)		0.6%	0.0%	0.7%	0.6%	0.7%	0.4%	0.5%	2.9%	0.0%	0.0%	0.0%	0.8%	0.0%	0.7%	0.9%	0.0%	0.0%
Bicycle-Access Transit		1.3%	0.0%	1.4%	1.3%	1.4%	1.3%	1.5%	1.4%	0.0%	0.0%	0.0%	1.7%	0.0%	1.3%	0.9%	2.4%	0.0%
Other-Mode-Access (e-micromobility, KAB, moped/scooter, school bus)		0.3%	0.0%	0.4%	0.3%	0.4%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

Trip Characteristic	Unweighted n	Study Area	On-Campus Residence	Private Dwellings	Urban	Urban (private dwellings only)	Central	Central (private dwellings only)	West	East	East (private dwellings only)	Rural	Perm Residents (incl mixed hhs)	Student Seasonal Residents (incl mixed hhs)	Total PSE	Queen's	SLC	RMC
Mode of first trip to work																		
Auto Driver	1,317	30,000	100	29,900	26,700	26,700	9,200	9,200	15,400	2,100	2,100	3,300	29,800	200	1,000	500	400	0
Auto Passenger	122	2,700	0	2,700	2,700	2,700	1,000	1,000	1,200	400	400	100	2,700	100	100	100	0	0
Transit	202	4,900	0	4,900	4,800	4,800	3,000	3,000	1,500	400	400	100	4,400	500	1,300	1,000	300	0
Bicycle	148	2,700	0	2,700	2,700	2,700	2,100	2,100	300	200	200	100	2,700	0	200	100	0	0
Walked	193	4,300	0	4,300	4,300	4,200	3,400	3,400	700	100	100	100	4,100	200	700	500	200	0
Other	27	600	0	600	600	600	400	400	100	0	0	0	600	0	100	0	100	0
% workers who made a work trip on travel day																		
Auto Driver		66.4%	100.0%	66.3%	63.9%	64.0%	48.2%	48.2%	80.2%	65.6%	65.6%	89.2%	67.3%	20.0%	29.4%	22.7%	40.0%	#DIV/0!
Auto Passenger		6.0%	0.0%	6.0%	6.5%	6.5%	5.2%	5.2%	6.3%	12.5%	12.5%	2.7%	6.1%	10.0%	2.9%	4.5%	0.0%	#DIV/0!
Transit		10.8%	0.0%	10.9%	11.5%	11.5%	15.7%	15.7%	7.8%	12.5%	12.5%	2.7%	9.9%	50.0%	38.2%	45.5%	30.0%	#DIV/0!
Bicycle		6.0%	0.0%	6.0%	6.5%	6.5%	11.0%	11.0%	1.6%	6.3%	6.3%	2.7%	6.1%	0.0%	5.9%	4.5%	0.0%	#DIV/0!
Walked		9.5%	0.0%	9.5%	10.3%	10.1%	17.8%	17.8%	3.6%	3.1%	3.1%	2.7%	9.3%	20.0%	20.6%	22.7%	20.0%	#DIV/0!
Other		1.3%	0.0%	1.3%	1.4%	1.4%	2.1%	2.1%	0.5%	0.0%	0.0%	0.0%	1.4%	0.0%	2.9%	0.0%	10.0%	#DIV/0!
Travel to Work on Travel Day*																		
Total workers who travelled to work or for a work-related purpose on travel day*	1,993	44,890	110	44,780	41,300	41,200	18,790	18,740	19,210	3,310	3,250	3,570	43,950	940	3,270	2,160	1,040	80
% of workers		62.9%	21.2%	63.2%	63.0%	63.4%	61.1%	61.1%	66.1%	57.8%	61.3%	61.3%	64.3%	31.8%	39.0%	37.3%	47.5%	19.5%
*%'s are based on total workers, including those who work exclusively from home or who have no fixed workplace address. Caution should be exercised when comparing Census Journey to Work data against the survey data. The survey has reported modes of travel for current workers scheduled to work at a usual workplace outside the home on a sampled weekday (with some workers not travelling due to work from home, some workers not scheduled to work on the given weekday, and some workers absent from work due to illness) as well as workers who had work-related errands. The Census, on the other hand, has reported habitual mode choice for a typical journey to work on any day of the week for any frequency per week. In addition, the 2021 Census was conducted at the height of the COVID-19 pandemic, and the labour force characteristics, workplace arrangements, and commuting patterns may vary considerably in 2024.																		
Vehicle occupants for auto driver trips																		
1 occupant (SOV)	7,967	146,400	300	146,100	132,300	132,000	50,300	50,200	70,500	11,500	11,300	14,100	143,400	3,000	12,000	6,500	5,100	300
2 occupants (HOV-2)	2,296	43,200	100	43,100	38,800	38,600	14,700	14,700	19,400	4,600	4,500	4,500	42,600	700	3,100	1,700	1,300	100
3+ occupants (HOV 3+)	519	11,700	200	11,600	10,600	10,500	4,000	4,000	5,400	1,300	1,100	1,200	11,500	200	600	400	100	200
% auto driver trips																		
1 occupant (SOV)		72.7%	50.0%	72.7%	72.8%	72.9%	72.8%	72.8%	74.1%	66.1%	66.9%	71.2%	72.6%	76.9%	76.4%	75.6%	78.5%	50.0%
2 occupants (HOV-2)		21.4%	16.7%	21.4%	21.4%	21.3%	21.3%	21.3%	20.4%	26.4%	26.6%	22.7%	21.6%	17.9%	19.7%	19.8%	20.0%	16.7%
3+ occupants (HOV 3+)		5.8%	33.3%	5.8%	5.8%	5.8%	5.8%	5.8%	5.7%	7.5%	6.5%	6.1%	5.8%	5.1%	3.8%	4.7%	1.5%	33.3%

6.3.2 Trip characteristics by Focus Area

Table 78. Trip characteristics by Focus Area of residence

Trip Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Daily trips (weekdays)																				
Population Aged 5+ Years (eligible for trip capture)	7,229	151,470	18,320	7,070	18,030	8,590	6,770	4,980	9,340	11,570	10,410	10,600	13,000	11,840	15,050	15,270	11,030	1,780	5,750	5,370
Trips (Persons 5+)	19,372	407,600	49,600	18,900	46,800	21,100	19,100	13,000	29,300	31,500	29,500	33,400	32,200	29,300	37,100	41,400	29,900	6,900	13,800	13,500
Daily Trips / Person 5+ Yrs of Age		2.69	2.71	2.67	2.60	2.46	2.82	2.61	3.14	2.72	2.83	3.15	2.48	2.47	2.47	2.71	2.71	3.88	2.40	2.51
Travelled on travel day																				
No trips on travel day	1,543	30,300	2,900	1,400	3,800	1,600	1,300	900	1,300	2,500	1,900	1,900	3,200	3,000	3,600	3,400	2,500	300	1,200	1,100
Yes, took trips	5,686	121,200	15,400	5,700	14,200	6,900	5,500	4,100	8,000	9,100	8,500	8,700	9,800	8,900	11,400	11,900	8,500	1,500	4,600	4,300
Aggregate Mode																				
Driver	10,782	201,500	32,000	10,300	28,900	13,000	10,100	6,800	10,600	17,400	16,900	21,300	13,000	12,900	9,800	7,500	7,500	1,100	9,800	10,000
Passenger	2,650	52,200	6,700	2,000	7,800	3,700	3,400	1,400	2,600	4,800	4,500	5,500	3,400	3,300	2,400	2,800	2,500	400	2,900	2,500
Transit (Kingston Transit)	1,082	31,200	2,400	3,300	2,400	600	1,700	1,700	2,100	1,500	1,400	1,600	6,100	4,600	5,200	2,500	1,100	200	100	0
School Bus	440	11,500	3,400	400	2,000	1,300	400	100	700	800	800	600	300	300	300	300	300	0	400	500
Bicycle/micromobility (personal bike, e-bike, bikeshare, micromobility, e-micromobility)	717	15,100	400	200	800	200	1,000	600	1,500	700	700	1,200	2,100	2,100	3,100	3,100	2,500	0	100	100
Walking (incl. wheelchair, medical mobility scooter, or other assistive device)	3,520	92,600	4,200	2,500	4,600	2,100	2,500	2,300	11,600	6,100	4,900	3,100	6,800	5,500	15,900	25,100	15,900	4,900	400	400
Other (motorcycle, school bus, other, unknown)	181	3,500	400	200	200	200	200	200	200	300	200	100	500	500	600	100	100	300	100	0
% of Trips																				
Driver		49.4%	64.5%	54.5%	61.8%	61.6%	52.9%	52.3%	36.2%	55.2%	57.3%	63.8%	40.4%	44.0%	26.4%	18.1%	25.1%	15.9%	71.0%	74.1%
Passenger		12.8%	13.5%	10.6%	16.7%	17.5%	17.8%	10.8%	8.9%	15.2%	15.3%	16.5%	10.6%	11.3%	6.5%	6.8%	8.4%	5.8%	21.0%	18.5%
Transit (Kingston Transit)		7.7%	4.8%	17.5%	5.1%	2.8%	8.9%	13.1%	7.2%	4.8%	4.7%	4.8%	18.9%	15.7%	14.0%	6.0%	3.7%	2.9%	0.7%	0.0%
School Bus		2.8%	6.9%	2.1%	4.3%	6.2%	2.1%	0.8%	2.4%	2.5%	2.7%	1.8%	0.9%	1.0%	0.8%	0.7%	1.0%	0.0%	2.9%	3.7%

Trip Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Bicycle/micromobility (personal bike, e-bike, bikeshare, micromobility, e-micromobility)		3.7%	0.8%	1.1%	1.7%	0.9%	5.2%	4.6%	5.1%	2.2%	2.4%	3.6%	6.5%	7.2%	8.4%	7.5%	8.4%	0.0%	0.7%	0.7%
Walking (incl. wheelchair, medical mobility scooter, or other assistive device)		22.7%	8.5%	13.2%	9.8%	10.0%	13.1%	17.7%	39.6%	19.4%	16.6%	9.3%	21.1%	18.8%	42.9%	60.6%	53.2%	71.0%	2.9%	3.0%
Other (motorcycle, school bus, other, unknown)		0.9%	0.8%	1.1%	0.4%	0.9%	1.0%	1.5%	0.7%	1.0%	0.7%	0.3%	1.6%	1.7%	1.6%	0.2%	0.3%	4.3%	0.7%	0.0%
Detailed Mode Shares																				
Auto Driver	10,782	201,500	32,000	10,300	28,900	13,000	10,100	6,800	10,600	17,400	16,900	21,300	13,000	12,900	9,800	7,500	7,500	1,100	9,800	10,000
Auto Passenger	2,650	52,200	6,700	2,000	7,800	3,700	3,400	1,400	2,600	4,800	4,500	5,500	3,400	3,300	2,400	2,800	2,500	400	2,900	2,500
Transit (Kingston Transit)	1,082	31,200	2,400	3,300	2,400	600	1,700	1,700	2,100	1,500	1,400	1,600	6,100	4,600	5,200	2,500	1,100	200	100	0
School Bus	440	11,500	3,400	400	2,000	1,300	400	100	700	800	800	600	300	300	300	300	300	0	400	500
Kingston Access Bus (KAB)	32	600	200	0	0	0	0	100	0	100	100	0	100	100	0	0	0	0	0	0
Work/campus shuttle	5	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	599	12,800	400	100	300	200	700	400	1,300	400	400	1,200	2,000	2,000	2,600	2,900	2,400	0	0	100
E-bike	85	1,400	0	0	300	0	200	100	0	200	200	0	100	100	200	100	100	0	100	0
Personal e-scooter or other electric micromobility	14	300	0	0	0	0	0	0	0	0	0	0	0	0	200	0	0	0	0	0
Skateboard, kick scooter, roller blades, unicycle, or other human-powered device	19	600	0	0	200	0	0	100	200	0	0	0	0	0	0	0	0	0	0	0
Walk	3,504	92,300	4,200	2,500	4,600	2,100	2,500	2,300	11,600	6,100	4,900	3,100	6,700	5,400	15,900	25,100	15,900	4,800	400	400
Assisted mobility device (wheelchair, mobility scooter)	16	300	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	100	0	0
Motorcycle or moped	27	700	0	0	0	0	0	0	100	100	100	0	0	0	400	0	0	0	0	0
Low-speed motor vehicle (moped, limited-speed motorcycle, throttle e-bike that does not require pedalling, other low-speed vehicle)	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi or limousine	57	1,000	100	200	100	100	0	0	100	0	0	100	200	200	100	0	0	0	100	0
Paid ride hail / non-traditional taxi (via Uber, Uride, or other paid rideshare app)	28	800	0	0	100	0	100	0	0	0	0	0	200	100	100	100	100	300	0	0
Intercity bus	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ferry	26	200	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0
Other	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Trip Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
% of Trips																				
Auto Driver		49.4%	64.5%	54.5%	61.8%	61.6%	52.9%	52.3%	36.2%	55.2%	57.3%	63.8%	40.4%	44.0%	26.4%	18.1%	25.1%	15.9%	71.0%	74.1%
Auto Passenger		12.8%	13.5%	10.6%	16.7%	17.5%	17.8%	10.8%	8.9%	15.2%	15.3%	16.5%	10.6%	11.3%	6.5%	6.8%	8.4%	5.8%	21.0%	18.5%
Transit (Kingston Transit)		7.7%	4.8%	17.5%	5.1%	2.8%	8.9%	13.1%	7.2%	4.8%	4.7%	4.8%	18.9%	15.7%	14.0%	6.0%	3.7%	2.9%	0.7%	0.0%
School Bus		2.8%	6.9%	2.1%	4.3%	6.2%	2.1%	0.8%	2.4%	2.5%	2.7%	1.8%	0.9%	1.0%	0.8%	0.7%	1.0%	0.0%	2.9%	3.7%
Kingston Access Bus (KAB)		0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.3%	0.3%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Work/campus shuttle		0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle		3.1%	0.8%	0.5%	0.6%	0.9%	3.7%	3.1%	4.4%	1.3%	1.4%	3.6%	6.2%	6.8%	7.0%	7.0%	8.0%	0.0%	0.0%	0.7%
E-bike		0.3%	0.0%	0.0%	0.6%	0.0%	1.0%	0.8%	0.0%	0.6%	0.7%	0.0%	0.3%	0.3%	0.5%	0.2%	0.3%	0.0%	0.7%	0.0%
Personal e-scooter or other electric micromobility		0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Skateboard, kick scooter, roller blades, unicycle, or other human-powered device		0.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Walk		22.6%	8.5%	13.2%	9.8%	10.0%	13.1%	17.7%	39.6%	19.4%	16.6%	9.3%	20.8%	18.4%	42.9%	60.6%	53.2%	69.6%	2.9%	3.0%
Assisted mobility device (wheelchair, mobility scooter)		0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%
Motorcycle or moped		0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Low-speed motor vehicle (moped, limited-speed motorcycle, throttle e-bike that does not require pedalling, other low-speed vehicle)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Taxi or limousine		0.2%	0.2%	1.1%	0.2%	0.5%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.6%	0.7%	0.3%	0.0%	0.0%	0.0%	0.7%	0.0%
Paid ride hail / non-traditional taxi (via Uber, Uride, or other paid rideshare app)		0.2%	0.0%	0.0%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.3%	0.3%	0.2%	0.3%	4.3%	0.0%	0.0%
Intercity bus		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ferry		0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Other		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Trip Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Destination purpose																				
Travel to Work (usual place of work)	2,051	46,200	7,100	2,500	6,300	2,900	2,500	2,300	2,900	3,500	3,500	3,800	3,500	3,400	3,100	2,000	2,000	500	1,600	1,900
Business meeting or work-related trips…	192	4,100	700	400	800	200	100	300	300	200	200	200	200	200	300	400	400	0	0	100
Working on the road / itinerant...	115	2,400	100	400	200	200	200	100	200	100	100	300	200	200	300	0	0	0	200	100
Post-Secondary School	589	24,400	800	400	700	100	500	600	2,200	700	300	300	2,700	1,700	5,600	8,800	5,100	900	0	100
Attend School (K-12) Trips made for…	636	16,200	3,300	800	2,500	1,200	700	400	800	1,700	1,700	1,600	1,000	1,000	600	600	600	0	300	600
Picking up a package or online purchase (from a store or pickup locker)	91	1,500	100	0	200	100	0	100	100	200	200	200	100	100	100	200	200	100	0	100
Shopping or household maintenance (grocery, shoe store, auto repair, gas station)	2,748	48,800	5,100	2,200	5,300	3,300	2,400	1,200	3,700	4,200	4,000	4,100	4,400	4,200	4,700	3,200	2,400	500	2,400	2,200
Health and personal care	797	13,200	1,800	800	1,400	700	700	500	700	1,400	1,300	1,100	800	800	1,300	800	600	100	900	500
Restaurant, bar, or coffee (whether eat-in or take-out)	782	15,800	1,700	500	1,800	800	700	500	1,500	1,300	1,100	1,100	1,100	900	1,400	1,900	1,100	500	500	500
Social (visiting friends / family, religious gathering)	826	13,900	1,600	600	1,200	700	800	400	1,100	1,100	1,000	1,200	1,200	1,100	1,200	1,000	800	500	600	700
Recreation, sports, leisure, arts, or other recreational activities	1,488	27,200	3,000	1,200	3,300	1,300	1,500	700	2,100	1,900	1,700	2,800	2,200	1,900	1,800	2,700	2,200	800	900	900
Pick someone up	552	11,800	1,700	500	1,500	400	800	300	1,000	1,300	1,300	1,300	900	900	500	800	800	0	400	500
Drop someone off	664	14,500	2,200	800	1,900	600	800	400	900	1,400	1,400	1,700	800	800	900	900	900	200	600	400
Return Home	7,837	167,600	20,400	8,000	19,500	8,700	7,300	5,300	11,900	12,600	11,800	13,700	13,300	12,200	15,400	18,100	12,900	2,700	5,400	5,200
Other	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% of Trips																				
Travel to Work (usual place of work)		11.3%	14.3%	13.2%	13.5%	13.7%	13.1%	17.7%	9.9%	11.1%	11.9%	11.4%	10.9%	11.6%	8.4%	4.8%	6.7%	7.2%	11.6%	14.1%
Work-related trips to attend meetings,…		1.0%	1.4%	2.1%	1.7%	0.9%	0.5%	2.3%	1.0%	0.6%	0.7%	0.6%	0.6%	0.7%	0.8%	1.0%	1.3%	0.0%	0.0%	0.7%
Working on the road / itinerant…		0.6%	0.2%	2.1%	0.4%	0.9%	1.0%	0.8%	0.7%	0.3%	0.3%	0.9%	0.6%	0.7%	0.8%	0.0%	0.0%	0.0%	1.4%	0.7%
Post-Secondary School		6.0%	1.6%	2.1%	1.5%	0.5%	2.6%	4.6%	7.5%	2.2%	1.0%	0.9%	8.4%	5.8%	15.1%	21.3%	17.1%	13.0%	0.0%	0.7%
Attend School (K-12)		4.0%	6.7%	4.2%	5.3%	5.7%	3.7%	3.1%	2.7%	5.4%	5.8%	4.8%	3.1%	3.4%	1.6%	1.4%	2.0%	0.0%	2.2%	4.4%
Picking up a package or online purchase (from a store or pickup locker)		0.4%	0.2%	0.0%	0.4%	0.5%	0.0%	0.8%	0.3%	0.6%	0.7%	0.6%	0.3%	0.3%	0.3%	0.5%	0.7%	1.4%	0.0%	0.7%
Shopping or household maintenance (grocery, shoe store, auto repair, gas station)		12.0%	10.3%	11.6%	11.3%	15.6%	12.6%	9.2%	12.6%	13.3%	13.6%	12.3%	13.7%	14.3%	12.7%	7.7%	8.0%	7.2%	17.4%	16.3%
Personal business (e.g., bank, dentist, health appointments, personal care)		3.2%	3.6%	4.2%	3.0%	3.3%	3.7%	3.8%	2.4%	4.4%	4.4%	3.3%	2.5%	2.7%	3.5%	1.9%	2.0%	1.4%	6.5%	3.7%

Trip Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Restaurant, bar, or coffee (whether eat-in or take-out)		3.9%	3.4%	2.6%	3.8%	3.8%	3.7%	3.8%	5.1%	4.1%	3.7%	3.3%	3.4%	3.1%	3.8%	4.6%	3.7%	7.2%	3.6%	3.7%
Social (visiting friends / family, religious gathering)		3.4%	3.2%	3.2%	2.6%	3.3%	4.2%	3.1%	3.8%	3.5%	3.4%	3.6%	3.7%	3.8%	3.2%	2.4%	2.7%	7.2%	4.3%	5.2%
Recreation, sports, leisure, arts, or other recreational activities		6.7%	6.0%	6.3%	7.1%	6.2%	7.9%	5.4%	7.2%	6.0%	5.8%	8.4%	6.8%	6.5%	4.9%	6.5%	7.4%	11.6%	6.5%	6.7%
Pick someone up		2.9%	3.4%	2.6%	3.2%	1.9%	4.2%	2.3%	3.4%	4.1%	4.4%	3.9%	2.8%	3.1%	1.3%	1.9%	2.7%	0.0%	2.9%	3.7%
Drop someone off		3.6%	4.4%	4.2%	4.1%	2.8%	4.2%	3.1%	3.1%	4.4%	4.7%	5.1%	2.5%	2.7%	2.4%	2.2%	3.0%	2.9%	4.3%	3.0%
Return Home		41.1%	41.1%	42.3%	41.7%	41.2%	38.2%	40.8%	40.6%	40.0%	40.0%	41.0%	41.3%	41.6%	41.5%	43.7%	43.1%	39.1%	39.1%	38.5%
Other		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Transit Boardings																				
Boardings by residents of each Focus Area	1,230	35,600	3,000	4,200	2,600	700	1,900	1,800	2,100	1,700	1,600	1,800	6,700	5,200	5,800	3,000	1,100	200	100	0
Avg boardings per transit trip		1.14	1.25	1.27	1.08	1.17	1.12	1.06	1.00	1.13	1.14	1.13	1.10	1.13	1.12	1.20	1.00	1.00	1.00	#DIV/0!
Boardings by Focus Area of each boarding	1,229	35,600	2,700	2,500	2,700	1,100	1,300	2,500	2,300	1,100	1,000	1,100	5,700	4,800	3,400	6,800	5,300	2,200	100	0
Transit Access Mode																				
Walk-Access Transit (WAT)	1,025	29,800	2,200	3,200	2,000	600	1,600	1,600	2,000	1,400	1,400	1,500	5,900	4,400	5,000	2,500	1,100	200	0	0
Drive-Access Transit (DAT)	30	600	0	0	200	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0
Drive-Access Transit - Passenger (DAT-P) (incl Taxi, Ride hail)	12	200	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle-Access Transit	13	400	0	0	100	0	0	0	0	0	0	0	100	100	100	0	0	0	0	0
Other-Mode-Access (e-micromobility, KAB, moped/scooter, school bus)	2	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
% of transit trips																				
Walk-Access Transit (WAT)		95.5%	91.7%	97.0%	83.3%	100.0%	94.1%	94.1%	95.2%	93.3%	100.0%	93.8%	96.7%	95.7%	96.2%	100.0%	100.0%	100.0%	0.0%	#DIV/0!
Drive-Access Transit (DAT)		1.9%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	#DIV/0!
Drive-Access Transit - Passenger (DAT-P) (incl Taxi, Ride hail)		0.6%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!
Bicycle-Access Transit		1.3%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	2.2%	1.9%	0.0%	0.0%	0.0%	0.0%	#DIV/0!
Other-Mode-Access (e-micromobility, KAB, moped/scooter, school bus)		0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!

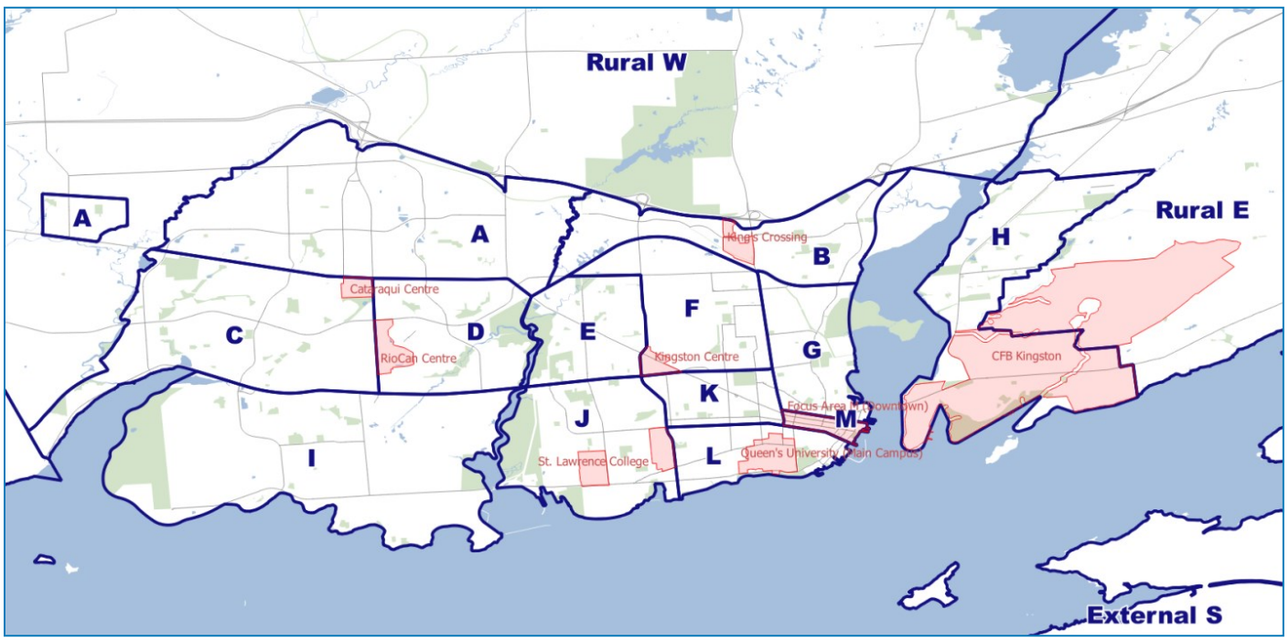
Trip Characteristic by Focus Area	Unweighted n	Study Area	A	B	C	D	E	F	G	H	H (private dwellings only)	I	J	J (private dwellings only)	K	L	L (private dwellings only)	M	Rural W	Rural E
Mode of first trip to work																				
Auto Driver	1,317	30,000	5,700	1,800	4,800	2,200	1,600	1,500	1,000	2,100	2,100	2,700	1,700	1,700	900	400	400	200	1,600	1,600
Auto Passenger	122	2,700	200	200	400	300	100	200	100	400	400	300	100	100	200	100	100	0	0	100
Transit	202	4,900	300	300	600	200	400	300	400	400	400	300	700	700	800	200	200	0	100	0
Bicycle	148	2,700	0	100	100	0	200	100	500	200	200	200	400	400	500	400	400	0	100	0
Walked	193	4,300	200	0	200	100	200	200	900	100	100	200	300	300	700	800	800	200	0	100
Other	27	600	0	0	100	0	0	0	0	0	0	100	100	100	100	0	0	0	0	0
% workers who made a work trip on travel day																				
Auto Driver		66.4%	89.1%	75.0%	77.4%	78.6%	64.0%	65.2%	34.5%	65.6%	65.6%	71.1%	51.5%	51.5%	28.1%	21.1%	21.1%	50.0%	88.9%	88.9%
Auto Passenger		6.0%	3.1%	8.3%	6.5%	10.7%	4.0%	8.7%	3.4%	12.5%	12.5%	7.9%	3.0%	3.0%	6.3%	5.3%	5.3%	0.0%	0.0%	5.6%
Transit		10.8%	4.7%	12.5%	9.7%	7.1%	16.0%	13.0%	13.8%	12.5%	12.5%	7.9%	21.2%	21.2%	25.0%	10.5%	10.5%	0.0%	5.6%	0.0%
Bicycle		6.0%	0.0%	4.2%	1.6%	0.0%	8.0%	4.3%	17.2%	6.3%	6.3%	5.3%	12.1%	12.1%	15.6%	21.1%	21.1%	0.0%	5.6%	0.0%
Walked		9.5%	3.1%	0.0%	3.2%	3.6%	8.0%	8.7%	31.0%	3.1%	3.1%	5.3%	9.1%	9.1%	21.9%	42.1%	42.1%	50.0%	0.0%	5.6%
Other		1.3%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	3.0%	3.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Travel to Work on Travel Day*																				
Total workers who travelled to work or for a work-related purpose on travel day*	1,993	44,890	6,580	2,490	6,180	2,790	2,370	2,250	2,890	3,310	3,250	3,650	3,390	3,340	3,020	1,870	1,870	500	1,790	1,790
% of workers		62.9%	66.8%	69.4%	66.1%	61.9%	71.2%	76.0%	62.8%	57.8%	61.3%	67.8%	60.9%	60.5%	48.4%	53.9%	54.4%	52.1%	57.9%	65.6%
*%'s are based on total workers, including those who work exclusively from home or who have no fixed workplace address. Caution should be exercised when comparing Census Journey to Work data against the survey data. The survey has reported modes of travel for current workers scheduled to work at a usual workplace outside the home on a sampled weekday (with some workers not travelling due to work from home, some workers not scheduled to work on the given weekday, and some workers absent from work due to illness) as well as workers who had work-related errands. The Census, on the other hand, has reported habitual mode choice for a typical journey to work on any day of the week for any frequency per week. In addition, the 2021 Census was conducted at the height of the COVID-19 pandemic, and the labour force characteristics, workplace arrangements, and commuting patterns may vary considerably in 2024.																					
Vehicle occupants for auto driver trips																				
1 occupant (SOV)	7,967	146,400	24,300	7,300	20,800	9,500	7,100	5,400	6,900	11,500	11,300	15,800	10,200	10,100	7,700	5,000	5,000	700	6,500	7,600
2 occupants (HOV-2)	2,296	43,200	5,900	2,800	6,500	2,700	2,100	1,000	3,000	4,600	4,500	4,400	1,900	1,900	1,900	1,700	1,700	300	2,800	1,700
3+ occupants (HOV 3+)	519	11,700	1,900	200	1,600	900	900	300	600	1,300	1,100	1,000	800	800	100	700	700	0	500	700
% auto driver trips																				
1 occupant (SOV)		72.7%	75.9%	70.9%	72.0%	73.1%	70.3%	79.4%	65.1%	66.1%	66.9%	74.2%	78.5%	78.3%	78.6%	66.7%	66.7%	63.6%	66.3%	76.0%
2 occupants (HOV-2)		21.4%	18.4%	27.2%	22.5%	20.8%	20.8%	14.7%	28.3%	26.4%	26.6%	20.7%	14.6%	14.7%	19.4%	22.7%	22.7%	27.3%	28.6%	17.0%
3+ occupants (HOV 3+)		5.8%	5.9%	1.9%	5.5%	6.9%	8.9%	4.4%	5.7%	7.5%	6.5%	4.7%	6.2%	6.2%	1.0%	9.3%	9.3%	0.0%	5.1%	7.0%

7 Snapshot of Trip Purposes and Mode Shares of Trips from, to, and within each Focus Area

The tables on the following pages break out the trip purposes and mode shares for trips from, to, and within each of the 13 urban Focus Areas and the two rural areas made by all residents of the study area. Tables are provided for total daily trips, AM Peak trips, and PM Peak trips (with peak periods identified based on trip departure time).

Whereas the preceding section of this report provided information on only the trips made by the residents of each Focus Area, this section provides information on trips made by all residents of the entire study area for which either origin or destination, or both, were within the given Focus Area at the given time of day.[22]

Note that the sum of total trips in each Focus Area will not add to the total daily trips across the entire study area due to double-counting; a single trip with an origin in one Focus Area and a destination in a different Focus Area will be counted in both Focus Areas (in one as a “trip from” and in the other as a “trip to”).



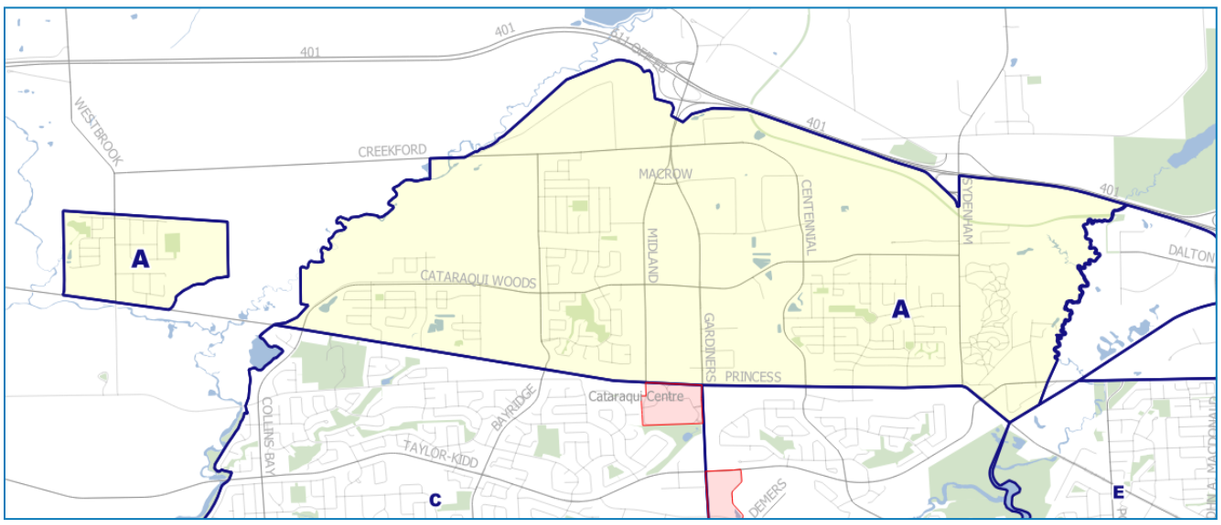
As with the preceding tables, the tables on these pages are formatted for legal-sized (8.5 x 14 inch) paper.

When printing a PDF version of this document, if print settings are set to ‘fit’ or ‘shrink oversized pages’, the tables will print on letter-sized (8.5 x 11) paper along with the preceding sections of this report, however text size will be smaller, and may not meet accessibility requirements.

[22] While this provides a good representation of travel activity within the given zone, it does not account for trips with both origin and destination outside the Focus Area that pass through the Focus Area.

7.1 Focus Area A (trips to, from, within)

Sub-area: West
Neighbourhoods: Cataraqui North, Westbrook Enclave



Trips from, to, and within Focus Area A

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	31,090		31,130		11,640		73,850	
AM Peak (7:00-9:59 AM, 3 hours)	8,910	29%	4,230	14%	2,850	24%	15,990	22%
PM Peak (2:00-5:59 PM, 4 hours)	8,020	26%	13,570	44%	4,230	36%	25,820	35%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area A
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**31,090**	**100%**	**31,130**	**100%**	**11,640**	**100%**	**73,850**	**100%**
Purpose								
Work or work-related	5,390	17%	3,080	10%	1,250	11%	9,720	13%
To post-secondary school	820	3%	-	-	-	-	820	1%
To K-12 school	2,460	8%	130	0%	920	8%	3,510	5%
Pick up / drop off passenger	2,330	7%	1,350	4%	940	8%	4,610	6%
Shopping / personal business / other	4,840	16%	7,830	25%	2,470	21%	15,140	20%
Recreation / social / restaurant	4,460	14%	3,230	10%	1,160	10%	8,860	12%
Return home	10,790	35%	15,520	50%	4,900	42%	31,210	42%
Mode								
Auto Driver	21,350	69%	21,320	68%	6,770	58%	49,440	67%
Auto Passenger	5,070	16%	5,140	17%	1,560	13%	11,770	16%
Kingston Transit	1,800	6%	1,750	6%	90	1%	3,640	5%
School Bus	1,700	5%	1,610	5%	270	2%	3,580	5%
Walk	630	2%	800	3%	2,680	23%	4,120	6%
Bicycle + micromobility	310	1%	290	1%	240	2%	840	1%
Other	220	1%	220	1%	10	0%	450	1%

Focus Area A
AM Peak: 7:00-9:59 AM (3 hours)

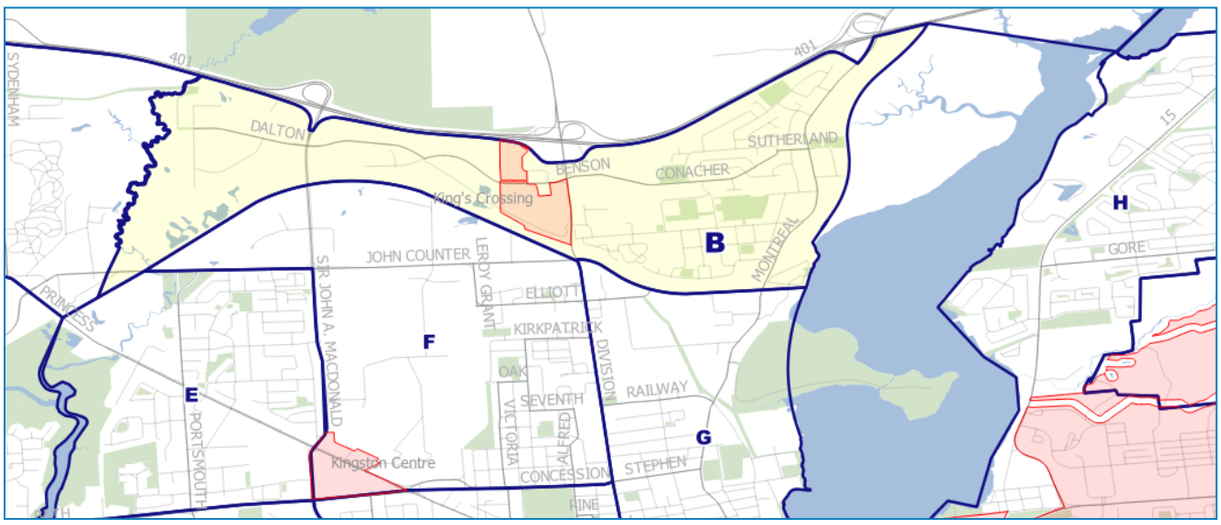
	From	%	To	%	Within	%	Total	%
AM Peak Trips	**8,910**	**100%**	**4,230**	**100%**	**2,850**	**100%**	**15,990**	**100%**
Purpose								
Work or work-related	3,230	36%	1,660	39%	690	24%	5,570	35%
To post-secondary school	600	7%	-	-	-	-	600	4%
To K-12 school	2,410	27%	130	3%	920	32%	3,450	22%
Pick up / drop off passenger	990	11%	320	8%	430	15%	1,740	11%
Shopping / personal business / other	540	6%	790	19%	290	10%	1,620	10%
Recreation / social / restaurant	560	6%	350	8%	160	6%	1,070	7%
Return home	590	7%	990	23%	350	12%	1,930	12%
Mode								
Auto Driver	5,390	60%	3,420	81%	1,280	45%	10,090	63%
Auto Passenger	920	10%	490	11%	400	14%	1,810	11%
Kingston Transit	780	9%	150	4%	-	-	930	6%
School Bus	1,590	18%	50	1%	150	5%	1,800	11%
Walk	190	2%	70	2%	980	34%	1,230	8%
Bicycle + micromobility	40	0%	50	1%	40	1%	120	1%
Other	-	-	-	-	-	-	-	-

Focus Area A
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**8,020**	**100%**	**13,570**	**100%**	**4,230**	**100%**	**25,820**	**100%**
Purpose								
Work or work-related	340	4%	230	2%	110	3%	680	3%
To post-secondary school	70	1%	-	-	-	-	70	0%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	800	10%	500	4%	330	8%	1,630	6%
Shopping / personal business / other	1,540	19%	2,920	21%	820	19%	5,280	20%
Recreation / social / restaurant	1,170	15%	1,030	8%	330	8%	2,530	10%
Return home	4,090	51%	8,900	66%	2,650	63%	15,630	61%
Mode								
Auto Driver	5,830	73%	8,790	65%	2,460	58%	17,090	66%
Auto Passenger	1,270	16%	1,780	13%	520	12%	3,560	14%
Kingston Transit	430	5%	760	6%	30	1%	1,220	5%
School Bus	50	1%	1,560	11%	120	3%	1,730	7%
Walk	170	2%	470	3%	930	22%	1,570	6%
Bicycle + micromobility	190	2%	150	1%	170	4%	510	2%
Other	70	1%	70	0%	10	0%	150	1%

7.2 Focus Area B (trips to, from, within)

Sub-area: Central
Neighbourhoods: Marker's Acres, Rideau Heights (north), Kingscourt / Novelis (north)



Trips from, to, and within Focus Area B

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	12,310		12,220		4,260		28,790	
AM Peak (7:00-9:59 AM, 3 hours)	3,330	27%	2,670	22%	1,340	31%	7,330	25%
PM Peak (2:00-5:59 PM, 4 hours)	3,980	32%	4,540	37%	1,530	36%	10,050	35%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area B
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**12,310**	**100%**	**12,220**	**100%**	**4,260**	**100%**	**28,790**	**100%**
Purpose								
Work or work-related	2,790	23%	1,800	15%	210	5%	4,810	17%
To post-secondary school	250	2%	-	-	-	-	250	1%
To K-12 school	520	4%	720	6%	290	7%	1,530	5%
Pick up / drop off passenger	1,070	9%	390	3%	280	7%	1,740	6%
Shopping / personal business / other	1,920	16%	1,890	16%	1,000	24%	4,820	17%
Recreation / social / restaurant	1,590	13%	1,210	10%	730	17%	3,530	12%
Return home	4,160	34%	6,200	51%	1,750	41%	12,110	42%
Mode								
Auto Driver	7,800	63%	7,630	62%	1,440	34%	16,870	59%
Auto Passenger	1,620	13%	1,650	14%	210	5%	3,490	12%
Kingston Transit	1,870	15%	1,870	15%	100	2%	3,830	13%
School Bus	700	6%	700	6%	-	-	1,400	5%
Walk	110	1%	110	1%	2,380	56%	2,600	9%
Bicycle + micromobility	120	1%	190	2%	40	1%	340	1%
Other	90	1%	80	1%	100	2%	260	1%

Focus Area B
AM Peak: 7:00-9:59 AM (3 hours)

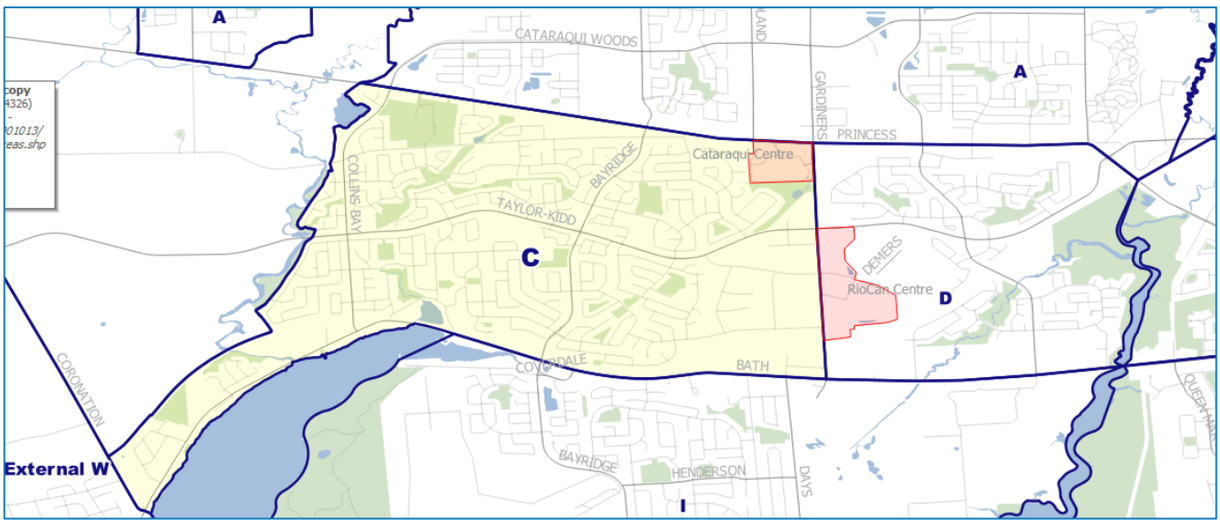
	From	%	To	%	Within	%	Total	%
AM Peak Trips	**3,330**	**100%**	**2,670**	**100%**	**1,340**	**100%**	**7,330**	**100%**
Purpose								
Work or work-related	1,490	45%	980	37%	130	10%	2,600	36%
To post-secondary school	110	3%	-	-	-	-	110	1%
To K-12 school	470	14%	680	25%	290	22%	1,440	20%
Pick up / drop off passenger	410	12%	100	4%	220	16%	740	10%
Shopping / personal business / other	560	17%	200	7%	160	12%	920	13%
Recreation / social / restaurant	120	4%	160	6%	220	16%	500	7%
Return home	170	5%	560	21%	310	23%	1,030	14%
Mode								
Auto Driver	2,120	64%	1,670	62%	280	21%	4,060	55%
Auto Passenger	340	10%	280	10%	10	1%	630	9%
Kingston Transit	580	17%	250	10%	40	3%	870	12%
School Bus	180	5%	440	17%	-	-	620	8%
Walk	50	2%	30	1%	990	74%	1,070	15%
Bicycle + micromobility	60	2%	-	-	20	1%	80	1%
Other	-	-	-	-	-	-	-	-

Focus Area B
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**3,980**	**100%**	**4,540**	**100%**	**1,530**	**100%**	**10,050**	**100%**
Purpose								
Work or work-related	290	7%	330	7%	-	-	620	6%
To post-secondary school	30	1%	-	-	-	-	30	0%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	550	14%	210	5%	30	2%	790	8%
Shopping / personal business / other	180	5%	540	12%	520	34%	1,240	12%
Recreation / social / restaurant	670	17%	380	8%	330	22%	1,380	14%
Return home	2,250	57%	3,080	68%	650	43%	5,980	60%
Mode								
Auto Driver	2,320	58%	2,840	63%	620	41%	5,780	58%
Auto Passenger	550	14%	410	9%	60	4%	1,020	10%
Kingston Transit	510	13%	800	18%	40	2%	1,350	13%
School Bus	520	13%	260	6%	-	-	780	8%
Walk	10	0%	50	1%	790	52%	850	8%
Bicycle + micromobility	50	1%	160	4%	20	1%	220	2%
Other	20	1%	20	0%	-	-	40	0%

7.3 Focus Area C (trips to, from, within)

Sub-area: West



Neighbourhoods: Bayridge, Westwood, Sutton Mills, Gardiners / Meadowbrook (west)

Trips from, to, and within Focus Area C

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	27,780		27,780		13,420		68,980	
AM Peak (7:00-9:59 AM, 3 hours)	7,370	27%	5,270	19%	3,320	25%	15,960	23%
PM Peak (2:00-5:59 PM, 4 hours)	9,320	34%	11,090	40%	5,870	44%	26,280	38%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area C
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**27,780**	**100%**	**27,780**	**100%**	**13,420**	**100%**	**68,980**	**100%**
Purpose								
Work or work-related	5,450	20%	2,740	10%	1,120	8%	9,320	14%
To post-secondary school	650	2%	10	0%	80	1%	740	1%
To K-12 school	1,000	4%	1,520	5%	1,460	11%	3,970	6%
Pick up / drop off passenger	1,290	5%	1,990	7%	1,240	9%	4,520	7%
Shopping / personal business / other	5,460	20%	4,520	16%	1,900	14%	11,880	17%
Recreation / social / restaurant	4,590	17%	3,500	13%	1,600	12%	9,690	14%
Return home	9,330	34%	13,490	49%	6,030	45%	28,850	42%
Mode								
Auto Driver	18,180	65%	18,230	66%	6,280	47%	42,680	62%
Auto Passenger	4,890	18%	4,820	17%	1,430	11%	11,140	16%
Kingston Transit	1,710	6%	1,910	7%	680	5%	4,310	6%
School Bus	1,600	6%	1,620	6%	620	5%	3,850	6%
Walk	940	3%	720	3%	3,970	30%	5,630	8%
Bicycle + micromobility	320	1%	320	1%	380	3%	1,030	1%
Other	120	0%	150	1%	70	0%	340	0%

Focus Area C
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**7,370**	**100%**	**5,270**	**100%**	**3,320**	**100%**	**15,960**	**100%**
Purpose								
Work or work-related	3,970	54%	1,700	32%	600	18%	6,270	39%
To post-secondary school	360	5%	10	0%	40	1%	410	3%
To K-12 school	940	13%	1,510	29%	1,390	42%	3,840	24%
Pick up / drop off passenger	480	7%	580	11%	420	13%	1,480	9%
Shopping / personal business / other	790	11%	670	13%	170	5%	1,630	10%
Recreation / social / restaurant	430	6%	340	6%	170	5%	940	6%
Return home	400	5%	470	9%	520	16%	1,390	9%
Mode								
Auto Driver	5,440	74%	2,970	56%	1,180	35%	9,580	60%
Auto Passenger	710	10%	960	18%	250	7%	1,920	12%
Kingston Transit	370	5%	180	3%	320	10%	870	5%
School Bus	690	9%	880	17%	310	9%	1,880	12%
Walk	90	1%	200	4%	1,060	32%	1,360	8%
Bicycle + micromobility	40	0%	60	1%	160	5%	260	2%
Other	30	0%	10	0%	40	1%	90	1%

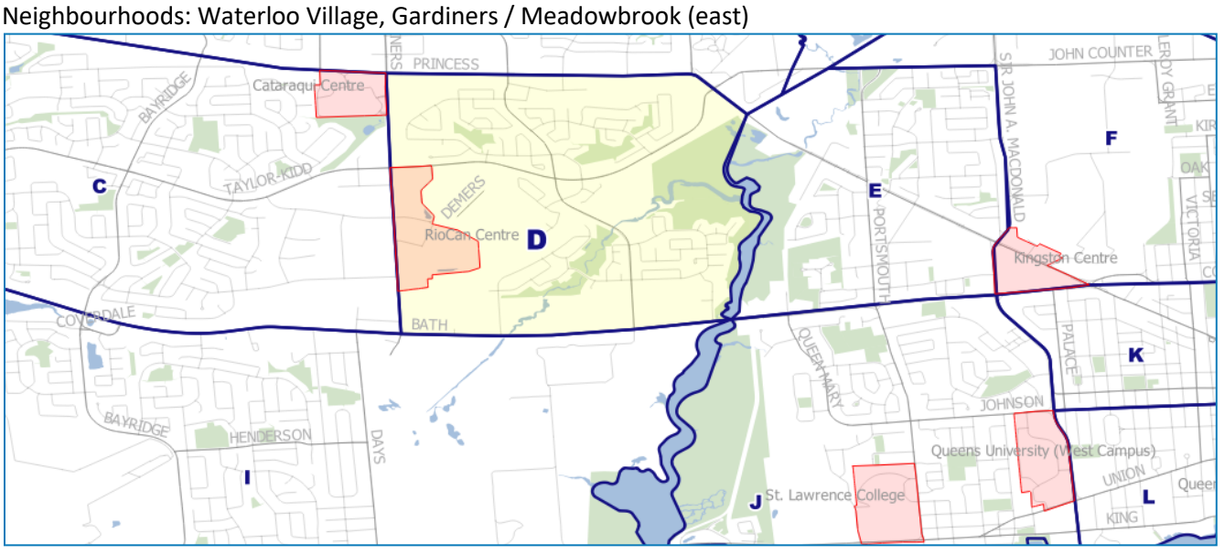
Focus Area C
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**9,320**	**100%**	**11,090**	**100%**	**5,870**	**100%**	**26,280**	**100%**
Purpose								
Work or work-related	190	2%	320	3%	140	2%	650	2%
To post-secondary school	60	1%	-	-	-	-	60	0%
To K-12 school	-	-	-	-	30	1%	30	0%
Pick up / drop off passenger	260	3%	940	8%	520	9%	1,710	7%
Shopping / personal business / other	2,050	22%	1,700	15%	900	15%	4,640	18%
Recreation / social / restaurant	1,470	16%	990	9%	810	14%	3,270	12%
Return home	5,300	57%	7,140	64%	3,480	59%	15,910	61%
Mode								
Auto Driver	5,590	60%	7,300	66%	2,670	45%	15,560	59%
Auto Passenger	1,800	19%	1,410	13%	500	9%	3,700	14%
Kingston Transit	360	4%	1,240	11%	290	5%	1,900	7%
School Bus	920	10%	730	7%	310	5%	1,960	7%
Walk	460	5%	220	2%	1,910	33%	2,590	10%
Bicycle + micromobility	180	2%	160	1%	170	3%	510	2%
Other	10	0%	30	0%	10	0%	50	0%

7.4 Focus Area D (trips to, from, within)

Sub-area: West

Neighbourhoods: Waterloo Village, Gardiners / Meadowbrook (east)



Trips from, to, and within Focus Area D

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	22,720		22,460		5,870		51,050	
AM Peak (7:00-9:59 AM, 3 hours)	5,030	22%	3,070	14%	740	13%	8,840	17%
PM Peak (2:00-5:59 PM, 4 hours)	6,460	28%	8,280	37%	1,930	33%	16,670	33%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area D
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**22,720**	**100%**	**22,460**	**100%**	**5,870**	**100%**	**51,050**	**100%**
Purpose								
Work or work-related	3,440	15%	1,610	7%	180	3%	5,230	10%
To post-secondary school	290	1%	-	-	-	-	290	1%
To K-12 school	970	4%	170	1%	150	3%	1,300	3%
Pick up / drop off passenger	1,520	7%	1,650	7%	420	7%	3,590	7%
Shopping / personal business / other	3,970	17%	8,230	37%	2,440	42%	14,640	29%
Recreation / social / restaurant	2,090	9%	4,080	18%	710	12%	6,880	13%
Return home	10,440	46%	6,720	30%	1,970	34%	19,130	37%
Mode								
Auto Driver	15,340	68%	15,200	68%	2,670	46%	33,210	65%
Auto Passenger	4,660	21%	4,400	20%	940	16%	10,000	20%
Kingston Transit	930	4%	940	4%	30	0%	1,900	4%
School Bus	680	3%	620	3%	-	-	1,300	3%
Walk	650	3%	750	3%	2,170	37%	3,570	7%
Bicycle + micromobility	350	2%	350	2%	70	1%	770	2%
Other	100	0%	200	1%	-	-	300	1%

Focus Area D
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**5,030**	**100%**	**3,070**	**100%**	**740**	**100%**	**8,840**	**100%**
Purpose								
Work or work-related	2,020	40%	930	30%	80	11%	3,030	34%
To post-secondary school	210	4%	-	-	-	-	210	2%
To K-12 school	970	19%	170	6%	150	20%	1,300	15%
Pick up / drop off passenger	430	9%	340	11%	100	14%	870	10%
Shopping / personal business / other	340	7%	980	32%	120	17%	1,440	16%
Recreation / social / restaurant	160	3%	420	14%	100	14%	680	8%
Return home	890	18%	230	8%	180	24%	1,300	15%
Mode								
Auto Driver	3,210	64%	2,380	78%	390	52%	5,980	68%
Auto Passenger	850	17%	310	10%	80	10%	1,240	14%
Kingston Transit	180	4%	120	4%	-	-	300	3%
School Bus	660	13%	-	-	-	-	660	7%
Walk	50	1%	210	7%	280	37%	530	6%
Bicycle + micromobility	70	1%	10	0%	-	-	80	1%
Other	10	0%	40	1%	-	-	50	1%

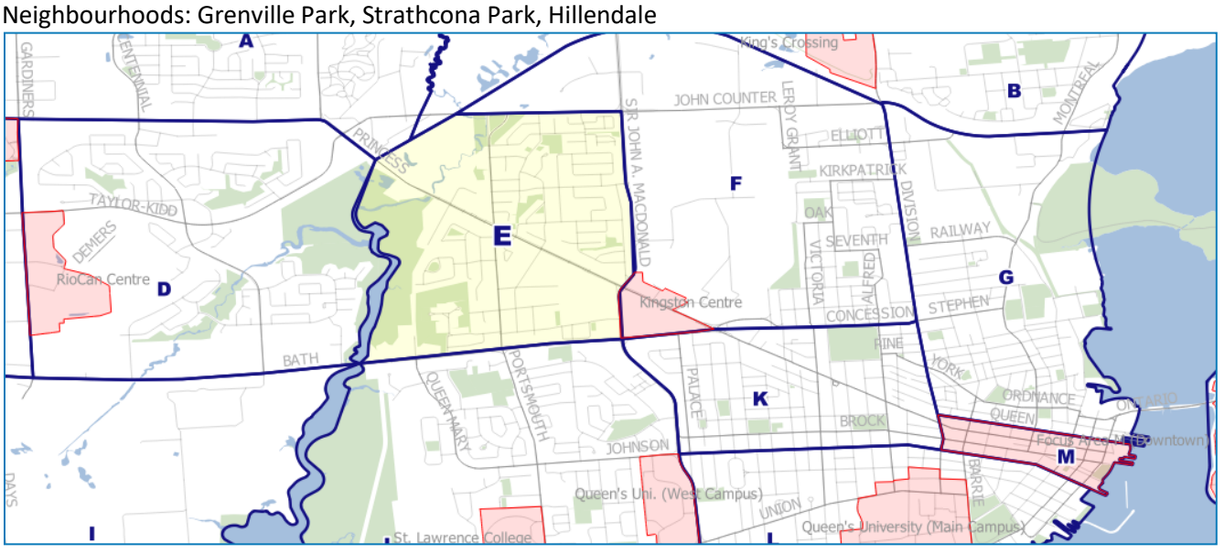
Focus Area D
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**6,460**	**100%**	**8,280**	**100%**	**1,930**	**100%**	**16,670**	**100%**
Purpose								
Work or work-related	290	5%	290	3%	40	2%	620	4%
To post-secondary school	10	0%	-	-	-	-	10	0%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	630	10%	510	6%	90	5%	1,230	7%
Shopping / personal business / other	1,240	19%	2,470	30%	680	35%	4,400	26%
Recreation / social / restaurant	680	10%	1,050	13%	240	13%	1,970	12%
Return home	3,610	56%	3,970	48%	870	45%	8,440	51%
Mode								
Auto Driver	4,500	70%	5,400	65%	1,060	55%	10,960	66%
Auto Passenger	920	14%	1,540	19%	190	10%	2,640	16%
Kingston Transit	480	7%	180	2%	-	-	670	4%
School Bus	20	0%	620	8%	-	-	640	4%
Walk	380	6%	250	3%	650	34%	1,280	8%
Bicycle + micromobility	110	2%	170	2%	20	1%	300	2%
Other	60	1%	120	1%	-	-	180	1%

7.5 Focus Area E (trips to, from, within)

Sub-area: Central

Neighbourhoods: Grenville Park, Strathcona Park, Hillendale



Trips from, to, and within Focus Area E

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	10,770		10,730		2,260		23,750	
AM Peak (7:00-9:59 AM, 3 hours)	3,470	32%	1,560	15%	680	30%	5,710	24%
PM Peak (2:00-5:59 PM, 4 hours)	2,610	24%	4,570	43%	820	36%	8,010	34%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area E
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**10,770**	**100%**	**10,730**	**100%**	**2,260**	**100%**	**23,750**	**100%**
Purpose								
Work or work-related	2,300	21%	800	7%	130	6%	3,220	14%
To post-secondary school	480	4%	20	0%	20	1%	520	2%
To K-12 school	550	5%	350	3%	160	7%	1,070	4%
Pick up / drop off passenger	690	6%	550	5%	260	11%	1,500	6%
Shopping / personal business / other	2,160	20%	1,730	16%	400	18%	4,290	18%
Recreation / social / restaurant	1,620	15%	1,070	10%	160	7%	2,840	12%
Return home	2,980	28%	6,210	58%	1,130	50%	10,320	43%
Mode								
Auto Driver	6,140	57%	6,060	56%	820	36%	13,010	55%
Auto Passenger	1,840	17%	1,990	19%	170	8%	4,000	17%
Kingston Transit	1,170	11%	1,110	10%	-	-	2,280	10%
School Bus	420	4%	380	4%	50	2%	850	4%
Walk	580	5%	670	6%	1,100	49%	2,350	10%
Bicycle + micromobility	550	5%	470	4%	90	4%	1,110	5%
Other	60	1%	50	0%	40	2%	150	1%

Focus Area E
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**3,470**	**100%**	**1,560**	**100%**	**680**	**100%**	**5,710**	**100%**
Purpose								
Work or work-related	1,490	43%	400	26%	20	3%	1,910	33%
To post-secondary school	290	8%	20	1%	20	3%	330	6%
To K-12 school	550	16%	350	22%	160	24%	1,060	19%
Pick up / drop off passenger	300	9%	120	8%	190	28%	620	11%
Shopping / personal business / other	430	12%	310	20%	150	22%	890	16%
Recreation / social / restaurant	240	7%	100	7%	20	2%	360	6%
Return home	180	5%	250	16%	120	17%	550	10%
Mode								
Auto Driver	1,890	54%	980	63%	70	10%	2,930	51%
Auto Passenger	480	14%	200	13%	30	5%	710	12%
Kingston Transit	420	12%	30	2%	-	-	450	8%
School Bus	160	5%	230	15%	20	3%	420	7%
Walk	170	5%	60	4%	440	65%	680	12%
Bicycle + micromobility	320	9%	60	4%	70	11%	450	8%
Other	30	1%	-	-	40	6%	70	1%

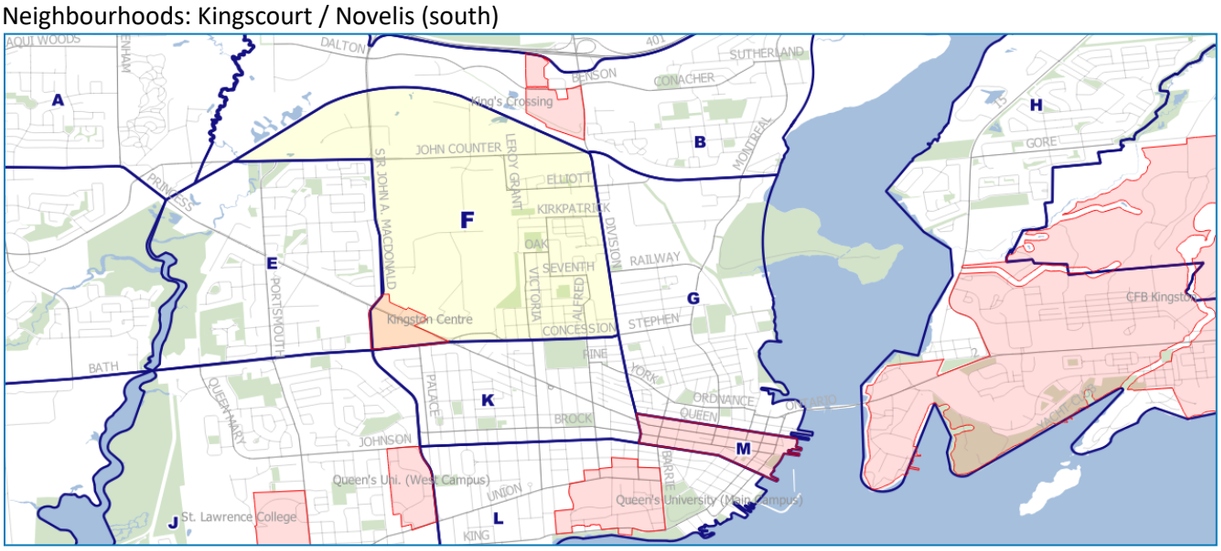
Focus Area E
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**2,610**	**100%**	**4,570**	**100%**	**820**	**100%**	**8,010**	**100%**
Purpose								
Work or work-related	80	3%	90	2%	40	5%	210	3%
To post-secondary school	-	-	-	-	-	-	-	-
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	280	11%	240	5%	40	5%	550	7%
Shopping / personal business / other	520	20%	670	15%	150	18%	1,340	17%
Recreation / social / restaurant	540	21%	360	8%	40	4%	940	12%
Return home	1,190	46%	3,210	70%	560	68%	4,960	62%
Mode								
Auto Driver	1,560	60%	2,440	53%	350	43%	4,350	54%
Auto Passenger	620	24%	740	16%	30	4%	1,390	17%
Kingston Transit	-	-	800	17%	-	-	800	10%
School Bus	260	10%	150	3%	20	3%	430	5%
Walk	130	5%	290	6%	400	49%	810	10%
Bicycle + micromobility	50	2%	150	3%	10	2%	220	3%
Other	-	-	-	-	-	-	-	-

7.6 Focus Area F (trips to, from, within)

Sub-area: Central

Neighbourhoods: Kingscourt / Novelis (south)



Trips from, to, and within Focus Area F

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	17,620		17,600		2,580		37,800	
AM Peak (7:00-9:59 AM, 3 hours)	2,750	16%	4,150	24%	540	21%	7,440	20%
PM Peak (2:00-5:59 PM, 4 hours)	7,380	42%	6,200	35%	960	37%	14,540	38%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area F
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**17,620**	**100%**	**17,600**	**100%**	**2,580**	**100%**	**37,800**	**100%**
Purpose								
Work or work-related	2,420	14%	3,020	17%	270	10%	5,700	15%
To post-secondary school	600	3%	20	0%	-	-	620	2%
To K-12 school	230	1%	1,330	8%	260	10%	1,830	5%
Pick up / drop off passenger	670	4%	1,400	8%	120	5%	2,200	6%
Shopping / personal business / other	2,450	14%	5,500	31%	750	29%	8,710	23%
Recreation / social / restaurant	2,210	13%	1,930	11%	280	11%	4,410	12%
Return home	9,030	51%	4,390	25%	900	35%	14,330	38%
Mode								
Auto Driver	10,680	61%	10,710	61%	780	30%	22,180	59%
Auto Passenger	2,350	13%	2,190	12%	90	3%	4,630	12%
Kingston Transit	2,130	12%	2,040	12%	130	5%	4,300	11%
School Bus	550	3%	680	4%	-	-	1,230	3%
Walk	1,210	7%	1,340	8%	1,370	53%	3,920	10%
Bicycle + micromobility	560	3%	540	3%	140	5%	1,240	3%
Other	140	1%	100	1%	70	3%	310	1%

Focus Area F
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**2,750**	**100%**	**4,150**	**100%**	**540**	**100%**	**7,440**	**100%**
Purpose								
Work or work-related	1,320	48%	1,660	40%	160	30%	3,140	42%
To post-secondary school	210	8%	20	0%	-	-	230	3%
To K-12 school	180	6%	1,290	31%	240	45%	1,710	23%
Pick up / drop off passenger	260	9%	390	9%	0	1%	650	9%
Shopping / personal business / other	200	7%	430	10%	90	17%	710	10%
Recreation / social / restaurant	200	7%	300	7%	10	2%	520	7%
Return home	390	14%	60	1%	30	6%	480	6%
Mode								
Auto Driver	1,790	65%	2,440	59%	90	17%	4,320	58%
Auto Passenger	290	11%	430	10%	40	8%	760	10%
Kingston Transit	450	16%	320	8%	60	11%	830	11%
School Bus	20	1%	630	15%	-	-	660	9%
Walk	90	3%	160	4%	230	43%	470	6%
Bicycle + micromobility	70	3%	170	4%	90	16%	320	4%
Other	30	1%	10	0%	30	6%	80	1%

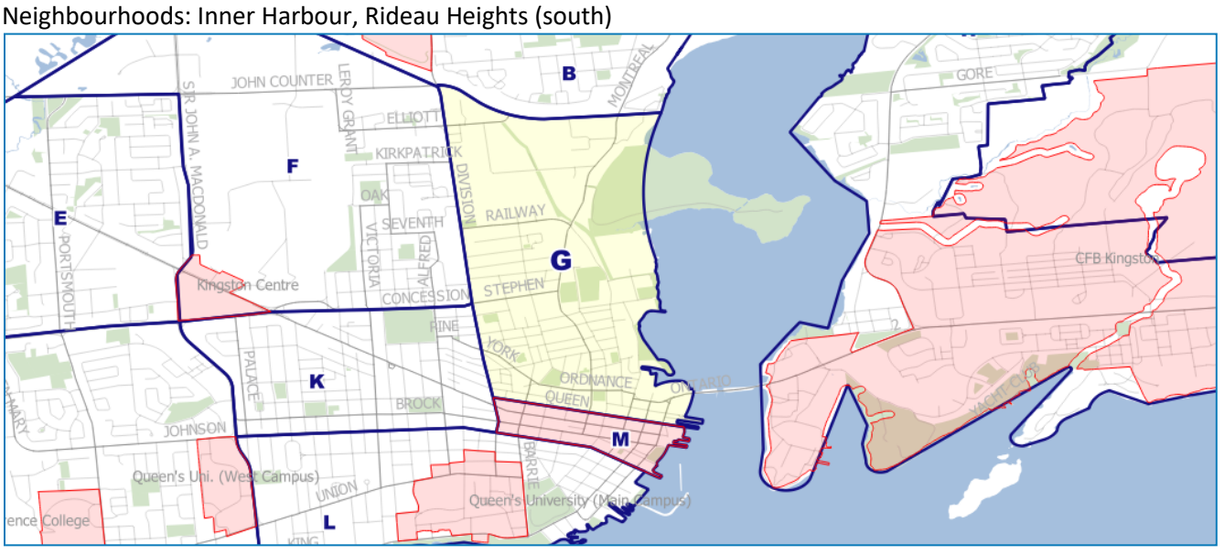
Focus Area F
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**7,380**	**100%**	**6,200**	**100%**	**960**	**100%**	**14,540**	**100%**
Purpose								
Work or work-related	180	2%	330	5%	20	2%	520	4%
To post-secondary school	170	2%	-	-	-	-	170	1%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	300	4%	640	10%	100	10%	1,040	7%
Shopping / personal business / other	990	13%	1,980	32%	240	25%	3,210	22%
Recreation / social / restaurant	770	10%	750	12%	100	11%	1,620	11%
Return home	4,980	67%	2,500	40%	500	52%	7,980	55%
Mode								
Auto Driver	4,360	59%	3,620	58%	220	23%	8,200	56%
Auto Passenger	810	11%	870	14%	10	1%	1,690	12%
Kingston Transit	730	10%	930	15%	50	5%	1,710	12%
School Bus	530	7%	40	1%	-	-	570	4%
Walk	540	7%	460	7%	600	62%	1,600	11%
Bicycle + micromobility	410	6%	180	3%	50	6%	640	4%
Other	10	0%	90	1%	30	4%	130	1%

7.7 Focus Area G (trips to, from, within)

Sub-area: Central

Neighbourhoods: Inner Harbour, Rideau Heights (south)



Trips from, to, and within Focus Area G

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	19,840		19,850		5,630		45,320	
AM Peak (7:00-9:59 AM, 3 hours)	5,210	26%	4,780	24%	1,240	22%	11,220	25%
PM Peak (2:00-5:59 PM, 4 hours)	6,880	35%	7,140	36%	2,190	39%	16,220	36%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area G
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**19,840**	**100%**	**19,850**	**100%**	**5,630**	**100%**	**45,320**	**100%**
Purpose								
Work or work-related	3,000	15%	3,290	17%	420	8%	6,710	15%
To post-secondary school	1,940	10%	70	0%	-	-	2,010	4%
To K-12 school	690	3%	770	4%	180	3%	1,640	4%
Pick up / drop off passenger	1,390	7%	1,740	9%	310	5%	3,440	8%
Shopping / personal business / other	2,370	12%	2,090	11%	1,040	18%	5,500	12%
Recreation / social / restaurant	3,170	16%	2,650	13%	980	17%	6,800	15%
Return home	7,280	37%	9,230	47%	2,700	48%	19,210	42%
Mode								
Auto Driver	9,270	47%	9,320	47%	1,170	21%	19,770	44%
Auto Passenger	2,470	12%	2,280	11%	370	7%	5,120	11%
Kingston Transit	2,010	10%	1,940	10%	270	5%	4,220	9%
School Bus	610	3%	420	2%	70	1%	1,090	2%
Walk	4,290	22%	4,760	24%	3,430	61%	12,480	28%
Bicycle + micromobility	980	5%	910	5%	320	6%	2,220	5%
Other	200	1%	210	1%	-	-	410	1%

Focus Area G
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**5,210**	**100%**	**4,780**	**100%**	**1,240**	**100%**	**11,220**	**100%**
Purpose								
Work or work-related	2,020	39%	1,940	41%	300	25%	4,270	38%
To post-secondary school	730	14%	70	1%	-	-	800	7%
To K-12 school	630	12%	760	16%	180	14%	1,570	14%
Pick up / drop off passenger	500	10%	690	14%	150	12%	1,340	12%
Shopping / personal business / other	260	5%	270	6%	100	8%	630	6%
Recreation / social / restaurant	590	11%	350	7%	250	20%	1,190	11%
Return home	470	9%	700	15%	260	21%	1,430	13%
Mode								
Auto Driver	1,920	37%	2,790	58%	240	20%	4,960	44%
Auto Passenger	460	9%	640	13%	70	6%	1,160	10%
Kingston Transit	630	12%	560	12%	10	1%	1,190	11%
School Bus	360	7%	170	3%	30	3%	560	5%
Walk	1,380	26%	440	9%	800	64%	2,620	23%
Bicycle + micromobility	430	8%	130	3%	90	7%	650	6%
Other	30	1%	60	1%	-	-	90	1%

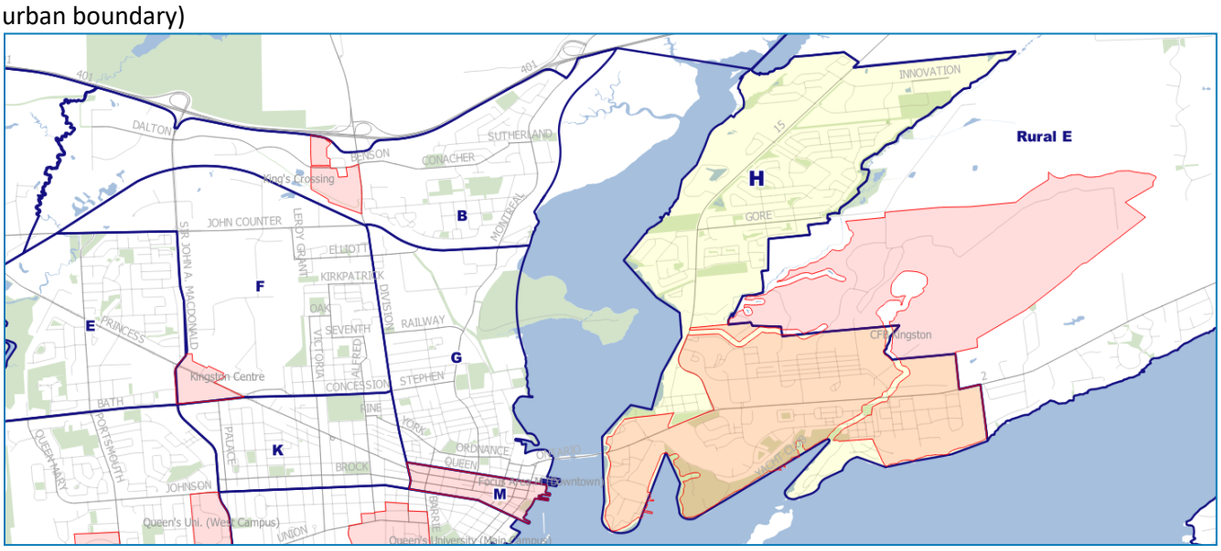
Focus Area G
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**6,880**	**100%**	**7,140**	**100%**	**2,190**	**100%**	**16,220**	**100%**
Purpose								
Work or work-related	260	4%	270	4%	10	1%	550	3%
To post-secondary school	360	5%	-	-	-	-	360	2%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	680	10%	850	12%	100	4%	1,630	10%
Shopping / personal business / other	780	11%	710	10%	350	16%	1,840	11%
Recreation / social / restaurant	990	14%	860	12%	350	16%	2,210	14%
Return home	3,810	55%	4,450	62%	1,380	63%	9,640	59%
Mode								
Auto Driver	3,880	56%	2,910	41%	530	24%	7,320	45%
Auto Passenger	1,100	16%	790	11%	220	10%	2,100	13%
Kingston Transit	650	9%	820	11%	140	6%	1,610	10%
School Bus	250	4%	250	4%	30	2%	530	3%
Walk	750	11%	1,710	24%	1,130	51%	3,580	22%
Bicycle + micromobility	130	2%	560	8%	140	6%	830	5%
Other	130	2%	100	1%	-	-	230	1%

7.8 Focus Area H (trips to, from, within)

Sub-area: East

Neighbourhoods: East End (Greenwood Park / St. Lawrence South, Cataraqui River East, CFB Kingston portions within urban boundary)



Trips from, to, and within Focus Area H

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	14,300		14,280		15,490		44,070	
AM Peak (7:00-9:59 AM, 3 hours)	3,470	24%	3,730	26%	4,420	29%	11,620	26%
PM Peak (2:00-5:59 PM, 4 hours)	5,770	40%	5,040	35%	6,620	43%	17,420	40%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area H
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**14,300**	**100%**	**14,280**	**100%**	**15,490**	**100%**	**44,070**	**100%**
Purpose								
Work or work-related	2,110	15%	3,750	26%	1,400	9%	7,260	16%
To post-secondary school	290	2%	10	0%	380	2%	680	2%
To K-12 school	360	3%	280	2%	1,320	9%	1,970	4%
Pick up / drop off passenger	1,100	8%	830	6%	1,440	9%	3,360	8%
Shopping / personal business / other	2,430	17%	1,720	12%	2,170	14%	6,320	14%
Recreation / social / restaurant	2,150	15%	1,770	12%	2,100	14%	6,020	14%
Return home	5,870	41%	5,910	41%	6,670	43%	18,440	42%
Mode								
Auto Driver	10,370	72%	10,090	71%	7,260	47%	27,720	63%
Auto Passenger	2,110	15%	2,280	16%	1,660	11%	6,050	14%
Kingston Transit	680	5%	770	5%	220	1%	1,670	4%
School Bus	380	3%	300	2%	360	2%	1,030	2%
Walk	200	1%	190	1%	5,500	36%	5,880	13%
Bicycle + micromobility	460	3%	470	3%	390	3%	1,320	3%
Other	120	1%	180	1%	100	1%	400	1%

Focus Area H
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**3,470**	**100%**	**3,730**	**100%**	**4,420**	**100%**	**11,620**	**100%**
Purpose								
Work or work-related	1,590	46%	2,490	67%	1,000	23%	5,080	44%
To post-secondary school	80	2%	10	0%	290	7%	380	3%
To K-12 school	360	10%	270	7%	1,280	29%	1,920	17%
Pick up / drop off passenger	390	11%	220	6%	730	17%	1,350	12%
Shopping / personal business / other	450	13%	120	3%	170	4%	740	6%
Recreation / social / restaurant	360	10%	220	6%	360	8%	940	8%
Return home	240	7%	390	10%	580	13%	1,200	10%
Mode								
Auto Driver	2,240	65%	2,960	79%	1,690	38%	6,890	59%
Auto Passenger	490	14%	280	8%	390	9%	1,160	10%
Kingston Transit	270	8%	90	2%	60	1%	420	4%
School Bus	250	7%	100	3%	130	3%	480	4%
Walk	10	0%	50	1%	2,020	46%	2,080	18%
Bicycle + micromobility	150	4%	190	5%	120	3%	460	4%
Other	50	1%	70	2%	10	0%	130	1%

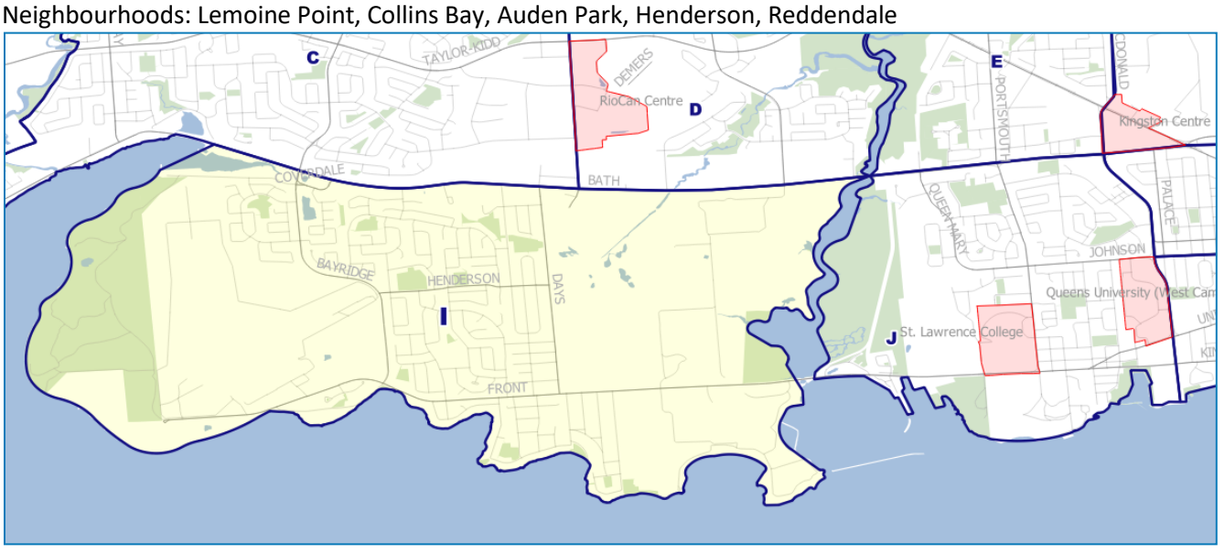
Focus Area H
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**5,770**	**100%**	**5,040**	**100%**	**6,620**	**100%**	**17,420**	**100%**
Purpose								
Work or work-related	110	2%	190	4%	100	1%	400	2%
To post-secondary school	-	-	-	-	20	0%	20	0%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	450	8%	450	9%	580	9%	1,490	9%
Shopping / personal business / other	730	13%	820	16%	1,140	17%	2,690	15%
Recreation / social / restaurant	600	10%	580	12%	690	10%	1,870	11%
Return home	3,870	67%	2,990	59%	4,090	62%	10,950	63%
Mode								
Auto Driver	4,500	78%	3,230	64%	3,070	46%	10,800	62%
Auto Passenger	700	12%	960	19%	670	10%	2,330	13%
Kingston Transit	130	2%	350	7%	120	2%	590	3%
School Bus	120	2%	190	4%	230	3%	540	3%
Walk	60	1%	20	0%	2,260	34%	2,340	13%
Bicycle + micromobility	210	4%	240	5%	200	3%	640	4%
Other	50	1%	60	1%	70	1%	180	1%

7.9 Focus Area I (trips to, from, within)

Sub-area: West

Neighbourhoods: Lemoine Point, Collins Bay, Auden Park, Henderson, Reddendale



Trips from, to, and within Focus Area I

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	17,260		17,280		9,720		44,270	
AM Peak (7:00-9:59 AM, 3 hours)	4,060	24%	3,610	21%	2,760	28%	10,420	24%
PM Peak (2:00-5:59 PM, 4 hours)	5,720	33%	5,950	34%	3,750	39%	15,420	35%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area I
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**17,260**	**100%**	**17,280**	**100%**	**9,720**	**100%**	**44,270**	**100%**
Purpose								
Work or work-related	3,450	20%	1,530	9%	720	7%	5,700	13%
To post-secondary school	310	2%	-	-	-	-	310	1%
To K-12 school	240	1%	1,280	7%	1,300	13%	2,820	6%
Pick up / drop off passenger	1,810	10%	690	4%	1,130	12%	3,630	8%
Shopping / personal business / other	3,180	18%	2,200	13%	1,160	12%	6,550	15%
Recreation / social / restaurant	3,560	21%	2,000	12%	1,260	13%	6,810	15%
Return home	4,710	27%	9,580	55%	4,150	43%	18,440	42%
Mode								
Auto Driver	11,860	69%	11,840	68%	4,490	46%	28,190	64%
Auto Passenger	2,810	16%	2,810	16%	1,720	18%	7,340	17%
Kingston Transit	920	5%	980	6%	80	1%	1,990	4%
School Bus	1,040	6%	1,200	7%	280	3%	2,520	6%
Walk	310	2%	260	1%	2,300	24%	2,860	6%
Bicycle + micromobility	210	1%	170	1%	850	9%	1,240	3%
Other	120	1%	20	0%	-	-	140	0%

Focus Area I
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**4,060**	**100%**	**3,610**	**100%**	**2,760**	**100%**	**10,420**	**100%**
Purpose								
Work or work-related	2,190	54%	910	25%	460	17%	3,570	34%
To post-secondary school	220	5%	-	-	-	-	220	2%
To K-12 school	220	6%	1,230	34%	1,180	43%	2,640	25%
Pick up / drop off passenger	370	9%	210	6%	510	19%	1,090	11%
Shopping / personal business / other	330	8%	380	10%	70	2%	780	7%
Recreation / social / restaurant	550	14%	290	8%	210	7%	1,050	10%
Return home	170	4%	580	16%	320	12%	1,070	10%
Mode								
Auto Driver	2,810	69%	2,040	57%	1,060	39%	5,910	57%
Auto Passenger	420	10%	440	12%	370	13%	1,230	12%
Kingston Transit	300	7%	90	2%	30	1%	420	4%
School Bus	130	3%	960	27%	160	6%	1,250	12%
Walk	140	3%	30	1%	790	29%	950	9%
Bicycle + micromobility	160	4%	40	1%	350	13%	550	5%
Other	100	2%	20	1%	-	-	120	1%

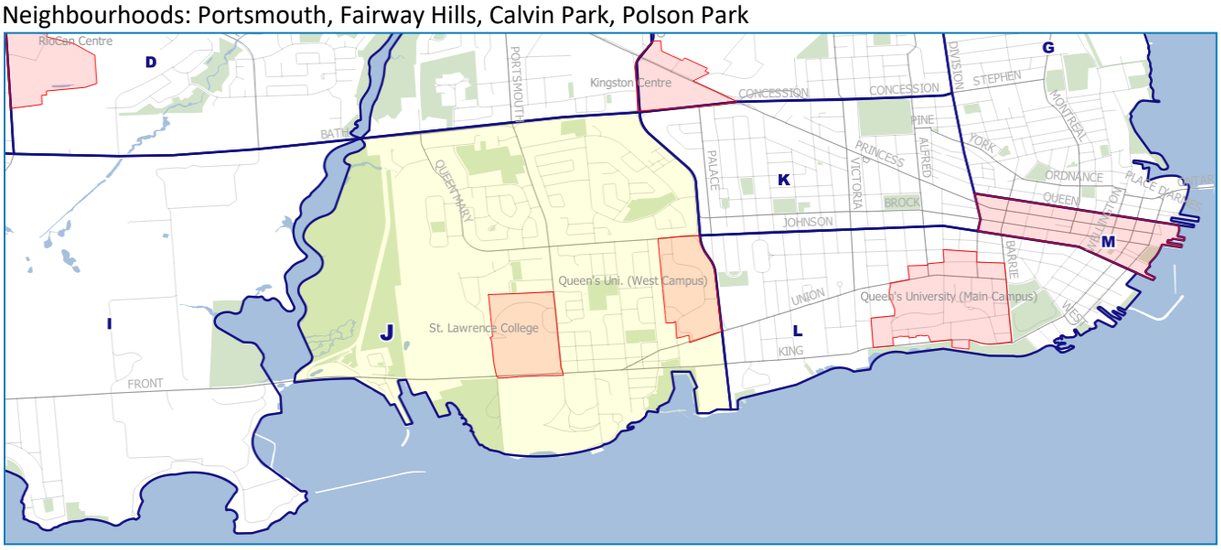
Focus Area I
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**5,720**	**100%**	**5,950**	**100%**	**3,750**	**100%**	**15,420**	**100%**
Purpose								
Work or work-related	230	4%	210	3%	80	2%	520	3%
To post-secondary school	20	0%	-	-	-	-	20	0%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	710	12%	390	7%	360	10%	1,460	9%
Shopping / personal business / other	1,010	18%	570	10%	390	10%	1,970	13%
Recreation / social / restaurant	1,150	20%	420	7%	620	17%	2,190	14%
Return home	2,590	45%	4,360	73%	2,300	61%	9,250	60%
Mode								
Auto Driver	3,510	61%	4,250	71%	1,640	44%	9,390	61%
Auto Passenger	1,010	18%	710	12%	610	16%	2,340	15%
Kingston Transit	110	2%	520	9%	30	1%	660	4%
School Bus	910	16%	200	3%	120	3%	1,230	8%
Walk	100	2%	150	3%	900	24%	1,150	7%
Bicycle + micromobility	50	1%	130	2%	450	12%	630	4%
Other	20	0%	-	-	-	-	20	0%

7.10 Focus Area J (trips to, from, within)

Sub-area: Central

Neighbourhoods: Portsmouth, Fairway Hills, Calvin Park, Polson Park



Trips from, to, and within Focus Area J

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	22,500		22,330		6,860		51,690	
AM Peak (7:00-9:59 AM, 3 hours)	4,740	21%	6,180	28%	2,160	31%	13,080	25%
PM Peak (2:00-5:59 PM, 4 hours)	8,090	36%	6,760	30%	2,470	36%	17,320	34%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area J
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**22,500**	**100%**	**22,330**	**100%**	**6,860**	**100%**	**51,690**	**100%**
Purpose								
Work or work-related	3,660	16%	2,620	12%	530	8%	6,810	13%
To post-secondary school	1,680	7%	3,350	15%	650	9%	5,670	11%
To K-12 school	220	1%	1,010	5%	700	10%	1,930	4%
Pick up / drop off passenger	1,290	6%	2,090	9%	670	10%	4,060	8%
Shopping / personal business / other	4,310	19%	430	2%	380	6%	5,120	10%
Recreation / social / restaurant	3,170	14%	2,430	11%	1,040	15%	6,650	13%
Return home	8,170	36%	10,400	47%	2,890	42%	21,460	42%
Mode								
Auto Driver	11,910	53%	11,860	53%	1,830	27%	25,590	50%
Auto Passenger	2,610	12%	3,010	14%	550	8%	6,170	12%
Kingston Transit	4,760	21%	4,340	19%	360	5%	9,460	18%
School Bus	450	2%	470	2%	130	2%	1,060	2%
Walk	1,320	6%	1,260	6%	3,510	51%	6,100	12%
Bicycle + micromobility	1,140	5%	1,200	5%	340	5%	2,680	5%
Other	320	1%	180	1%	140	2%	640	1%

Focus Area J
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**4,740**	**100%**	**6,180**	**100%**	**2,160**	**100%**	**13,080**	**100%**
Purpose								
Work or work-related	1,880	40%	2,000	32%	300	14%	4,190	32%
To post-secondary school	990	21%	1,710	28%	280	13%	2,990	23%
To K-12 school	220	5%	940	15%	700	32%	1,860	14%
Pick up / drop off passenger	290	6%	870	14%	330	15%	1,490	11%
Shopping / personal business / other	650	14%	50	1%	140	7%	840	6%
Recreation / social / restaurant	280	6%	280	5%	110	5%	670	5%
Return home	430	9%	320	5%	300	14%	1,050	8%
Mode								
Auto Driver	2,380	50%	3,420	55%	560	26%	6,360	49%
Auto Passenger	420	9%	840	14%	250	11%	1,510	12%
Kingston Transit	1,200	25%	940	15%	50	2%	2,180	17%
School Bus	100	2%	400	6%	40	2%	540	4%
Walk	230	5%	330	5%	1,120	52%	1,680	13%
Bicycle + micromobility	320	7%	250	4%	110	5%	680	5%
Other	100	2%	-	-	30	2%	130	1%

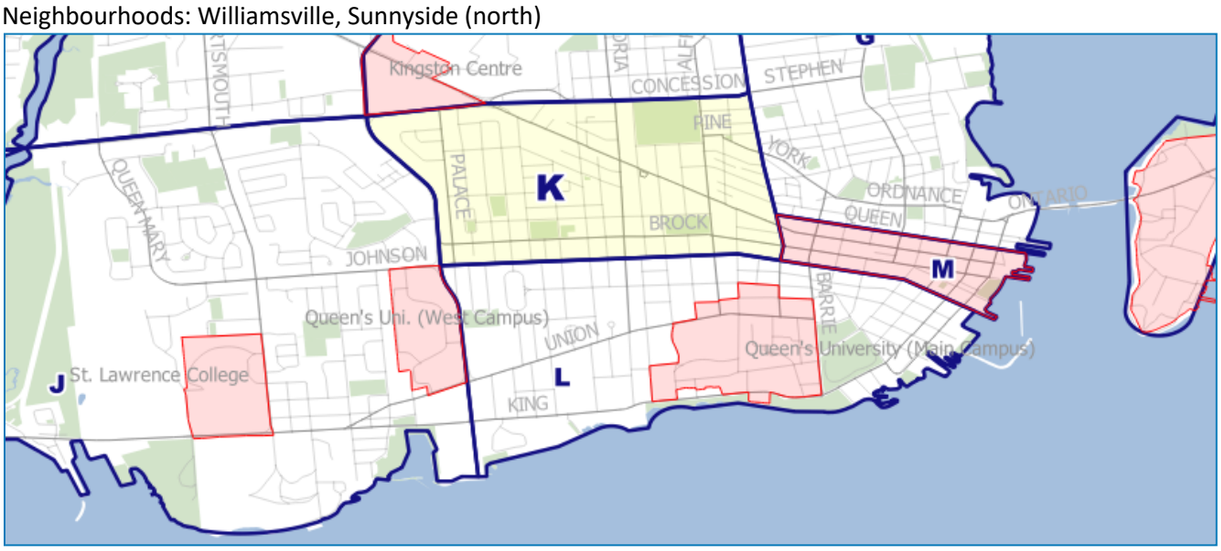
Focus Area J
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**8,090**	**100%**	**6,760**	**100%**	**2,470**	**100%**	**17,320**	**100%**
Purpose								
Work or work-related	560	7%	90	1%	60	3%	710	4%
To post-secondary school	30	0%	380	6%	130	5%	540	3%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	610	7%	830	12%	300	12%	1,730	10%
Shopping / personal business / other	1,740	22%	120	2%	120	5%	1,980	11%
Recreation / social / restaurant	1,060	13%	950	14%	430	17%	2,440	14%
Return home	4,090	51%	4,390	65%	1,440	58%	9,920	57%
Mode								
Auto Driver	4,170	51%	3,710	55%	760	31%	8,640	50%
Auto Passenger	1,010	13%	1,090	16%	160	6%	2,260	13%
Kingston Transit	1,670	21%	980	15%	110	4%	2,760	16%
School Bus	350	4%	70	1%	90	4%	520	3%
Walk	380	5%	440	7%	1,130	46%	1,950	11%
Bicycle + micromobility	430	5%	370	5%	160	6%	950	6%
Other	80	1%	90	1%	60	2%	240	1%

7.11 Focus Area K (trips to, from, within)

Sub-area: Central

Neighbourhoods: Williamsville, Sunnyside (north)



Trips from, to, and within Focus Area K

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	21,970		22,010		3,900		47,880	
AM Peak (7:00-9:59 AM, 3 hours)	5,960	27%	2,710	12%	750	19%	9,420	20%
PM Peak (2:00-5:59 PM, 4 hours)	6,420	29%	8,670	39%	1,470	38%	16,560	35%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area K
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**21,970**	**100%**	**22,010**	**100%**	**3,900**	**100%**	**47,880**	**100%**
Purpose								
Work or work-related	3,470	16%	980	4%	140	4%	4,600	10%
To post-secondary school	5,420	25%	-	-	-	-	5,420	11%
To K-12 school	520	2%	300	1%	60	2%	880	2%
Pick up / drop off passenger	1,170	5%	1,600	7%	400	10%	3,170	7%
Shopping / personal business / other	3,390	15%	2,330	11%	660	17%	6,380	13%
Recreation / social / restaurant	2,910	13%	3,250	15%	800	21%	6,960	15%
Return home	5,090	23%	13,540	62%	1,840	47%	20,470	43%
Mode								
Auto Driver	7,780	35%	7,950	36%	720	18%	16,450	34%
Auto Passenger	2,380	11%	2,520	11%	60	2%	4,970	10%
Kingston Transit	2,750	13%	2,890	13%	30	1%	5,670	12%
School Bus	270	1%	360	2%	20	0%	640	1%
Walk	6,750	31%	6,180	28%	3,030	78%	15,960	33%
Bicycle + micromobility	1,640	7%	1,610	7%	40	1%	3,290	7%
Other	400	2%	500	2%	-	-	900	2%

Focus Area K
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**5,960**	**100%**	**2,710**	**100%**	**750**	**100%**	**9,420**	**100%**
Purpose								
Work or work-related	1,820	31%	750	28%	30	4%	2,600	28%
To post-secondary school	2,200	37%	-	-	-	-	2,200	23%
To K-12 school	520	9%	300	11%	60	8%	880	9%
Pick up / drop off passenger	340	6%	420	16%	220	29%	980	10%
Shopping / personal business / other	220	4%	520	19%	40	6%	780	8%
Recreation / social / restaurant	410	7%	210	8%	140	18%	750	8%
Return home	460	8%	510	19%	250	34%	1,220	13%
Mode								
Auto Driver	1,760	30%	1,390	51%	210	28%	3,370	36%
Auto Passenger	390	6%	310	11%	40	5%	740	8%
Kingston Transit	560	9%	230	9%	10	2%	810	9%
School Bus	130	2%	200	8%	20	2%	350	4%
Walk	2,340	39%	350	13%	470	62%	3,160	34%
Bicycle + micromobility	770	13%	140	5%	-	-	910	10%
Other	10	0%	80	3%	-	-	90	1%

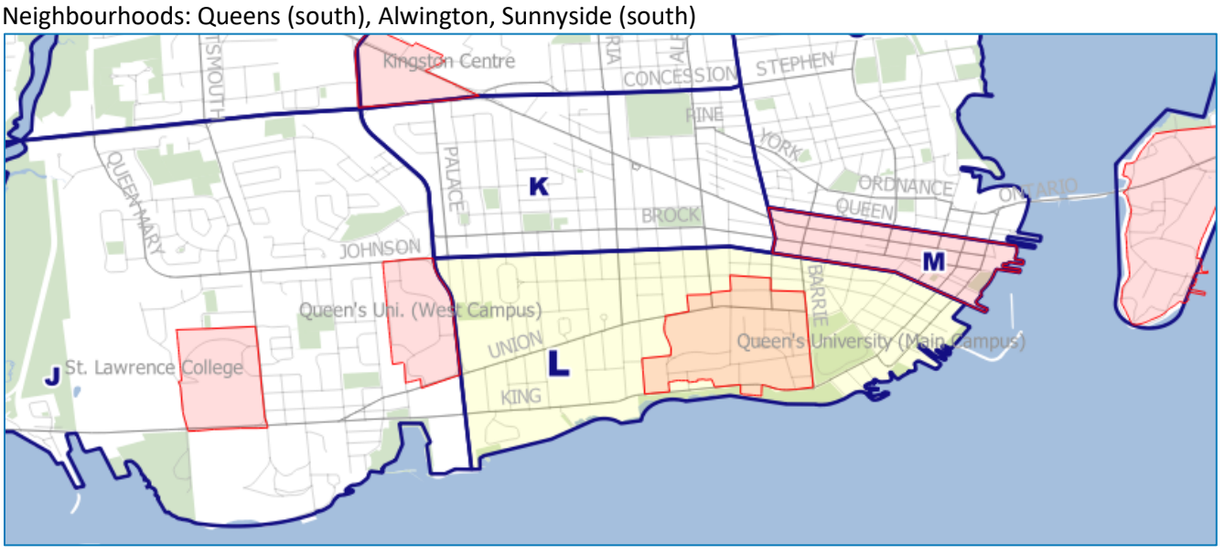
Focus Area K
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**6,420**	**100%**	**8,670**	**100%**	**1,470**	**100%**	**16,560**	**100%**
Purpose								
Work or work-related	490	8%	100	1%	40	2%	630	4%
To post-secondary school	750	12%	-	-	-	-	750	5%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	470	7%	800	9%	170	11%	1,440	9%
Shopping / personal business / other	1,350	21%	890	10%	240	16%	2,480	15%
Recreation / social / restaurant	770	12%	1,120	13%	300	20%	2,180	13%
Return home	2,590	40%	5,760	66%	730	50%	9,070	55%
Mode								
Auto Driver	2,520	39%	2,760	32%	300	20%	5,570	34%
Auto Passenger	930	14%	1,090	13%	20	1%	2,040	12%
Kingston Transit	930	15%	1,240	14%	0	0%	2,180	13%
School Bus	130	2%	150	2%	-	-	290	2%
Walk	1,440	22%	2,280	26%	1,140	78%	4,860	29%
Bicycle + micromobility	360	6%	1,030	12%	10	1%	1,400	8%
Other	100	2%	120	1%	-	-	220	1%

7.12 Focus Area L (trips to, from, within)

Sub-area: Central

Neighbourhoods: Queens (south), Alwington, Sunnyside (south)



Trips from, to, and within Focus Area L

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	34,350		34,510		25,500		94,360	
AM Peak (7:00-9:59 AM, 3 hours)	3,310	10%	12,760	37%	5,720	22%	21,790	23%
PM Peak (2:00-5:59 PM, 4 hours)	15,480	45%	6,990	20%	8,320	33%	30,790	33%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area L
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**34,350**	**100%**	**34,510**	**100%**	**25,500**	**100%**	**94,360**	**100%**
Purpose								
Work or work-related	1,940	6%	8,910	26%	1,460	6%	12,320	13%
To post-secondary school	440	1%	10,720	31%	9,020	35%	20,180	21%
To K-12 school	390	1%	280	1%	260	1%	920	1%
Pick up / drop off passenger	1,790	5%	2,380	7%	430	2%	4,590	5%
Shopping / personal business / other	5,620	16%	920	3%	410	2%	6,940	7%
Recreation / social / restaurant	4,350	13%	3,950	11%	3,180	12%	11,470	12%
Return home	19,830	58%	7,350	21%	10,750	42%	37,930	40%
Mode								
Auto Driver	10,520	31%	10,660	31%	640	3%	21,820	23%
Auto Passenger	3,470	10%	3,140	9%	420	2%	7,030	7%
Kingston Transit	6,010	17%	6,240	18%	190	1%	12,430	13%
School Bus	310	1%	310	1%	-	-	620	1%
Walk	11,210	33%	11,100	32%	22,520	88%	44,830	48%
Bicycle + micromobility	2,560	7%	2,720	8%	1,670	7%	6,950	7%
Other	270	1%	340	1%	70	0%	680	1%

Focus Area L
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**3,310**	**100%**	**12,760**	**100%**	**5,720**	**100%**	**21,790**	**100%**
Purpose								
Work or work-related	790	24%	5,200	41%	860	15%	6,840	31%
To post-secondary school	340	10%	5,100	40%	3,670	64%	9,110	42%
To K-12 school	380	11%	260	2%	230	4%	860	4%
Pick up / drop off passenger	350	11%	950	7%	210	4%	1,520	7%
Shopping / personal business / other	400	12%	220	2%	190	3%	820	4%
Recreation / social / restaurant	160	5%	570	4%	260	5%	1,000	5%
Return home	880	26%	460	4%	310	5%	1,640	8%
Mode								
Auto Driver	1,580	48%	3,760	29%	180	3%	5,510	25%
Auto Passenger	160	5%	880	7%	80	1%	1,120	5%
Kingston Transit	340	10%	2,770	22%	60	1%	3,170	15%
School Bus	150	5%	150	1%	-	-	310	1%
Walk	760	23%	3,820	30%	4,750	83%	9,320	43%
Bicycle + micromobility	300	9%	1,330	10%	640	11%	2,270	10%
Other	20	1%	60	0%	20	0%	90	0%

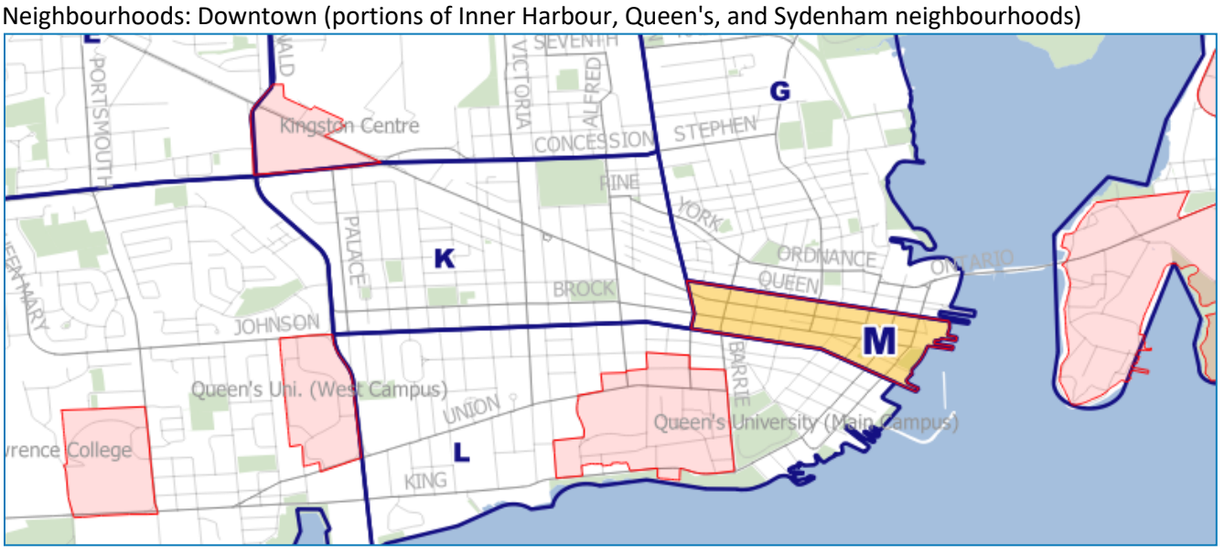
Focus Area L
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**15,480**	**100%**	**6,990**	**100%**	**8,320**	**100%**	**30,790**	**100%**
Purpose								
Work or work-related	420	3%	670	10%	130	2%	1,210	4%
To post-secondary school	50	0%	1,360	19%	1,810	22%	3,210	10%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	930	6%	970	14%	170	2%	2,070	7%
Shopping / personal business / other	2,420	16%	260	4%	60	1%	2,740	9%
Recreation / social / restaurant	1,480	10%	880	13%	1,240	15%	3,590	12%
Return home	10,190	66%	2,860	41%	4,920	59%	17,960	58%
Mode								
Auto Driver	4,690	30%	2,500	36%	180	2%	7,380	24%
Auto Passenger	1,330	9%	780	11%	180	2%	2,290	7%
Kingston Transit	3,010	19%	880	13%	70	1%	3,960	13%
School Bus	150	1%	160	2%	-	-	310	1%
Walk	4,780	31%	2,110	30%	7,520	90%	14,410	47%
Bicycle + micromobility	1,360	9%	470	7%	350	4%	2,190	7%
Other	150	1%	80	1%	20	0%	250	1%

7.13 Focus Area M (trips to, from, within)

Sub-area: Central

Neighbourhoods: Downtown (portions of Inner Harbour, Queen's, and Sydenham neighbourhoods)



Trips from, to, and within Focus Area M

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	19,260		19,280		3,320		41,860	
AM Peak (7:00-9:59 AM, 3 hours)	1,580	8%	3,970	21%	130	4%	5,680	14%
PM Peak (2:00-5:59 PM, 4 hours)	6,860	36%	5,650	29%	960	29%	13,480	32%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Focus Area M
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**19,260**	**100%**	**19,280**	**100%**	**3,320**	**100%**	**41,860**	**100%**
Purpose								
Work or work-related	1,080	6%	4,280	22%	450	14%	5,810	14%
To post-secondary school	1,000	5%	30	0%	-	-	1,040	2%
To K-12 school	-	-	350	2%	-	-	350	1%
Pick up / drop off passenger	650	3%	750	4%	20	1%	1,420	3%
Shopping / personal business / other	1,430	7%	5,890	31%	1,410	42%	8,730	21%
Recreation / social / restaurant	2,510	13%	5,650	29%	1,020	31%	9,180	22%
Return home	12,590	65%	2,320	12%	420	13%	15,330	37%
Mode								
Auto Driver	6,080	32%	6,160	32%	110	3%	12,350	29%
Auto Passenger	2,080	11%	2,120	11%	30	1%	4,230	10%
Kingston Transit	2,130	11%	2,070	11%	30	1%	4,230	10%
School Bus	190	1%	230	1%	-	-	410	1%
Walk	7,100	37%	7,190	37%	3,090	93%	17,380	42%
Bicycle + micromobility	1,150	6%	1,100	6%	70	2%	2,320	6%
Other	520	3%	420	2%	-	-	950	2%

Focus Area M
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**1,580**	**100%**	**3,970**	**100%**	**130**	**100%**	**5,680**	**100%**
Purpose								
Work or work-related	300	19%	2,250	57%	50	40%	2,600	46%
To post-secondary school	530	34%	-	-	-	-	530	9%
To K-12 school	-	-	320	8%	-	-	320	6%
Pick up / drop off passenger	110	7%	250	6%	-	-	360	6%
Shopping / personal business / other	60	4%	550	14%	50	36%	660	12%
Recreation / social / restaurant	140	9%	410	10%	10	8%	550	10%
Return home	450	28%	190	5%	20	15%	660	12%
Mode								
Auto Driver	400	25%	1,840	46%	-	-	2,240	39%
Auto Passenger	30	2%	230	6%	-	-	260	5%
Kingston Transit	80	5%	480	12%	-	-	560	10%
School Bus	-	-	230	6%	-	-	230	4%
Walk	1,030	65%	800	20%	130	100%	1,960	34%
Bicycle + micromobility	50	3%	360	9%	-	-	410	7%
Other	-	-	30	1%	-	-	30	0%

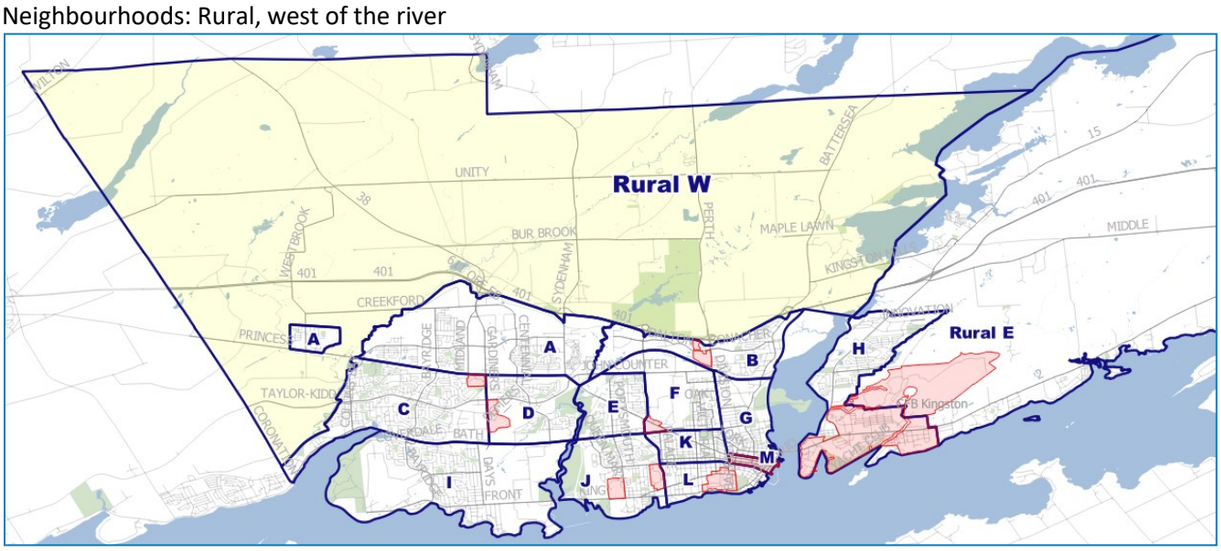
Focus Area M
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**6,860**	**100%**	**5,650**	**100%**	**960**	**100%**	**13,480**	**100%**
Purpose								
Work or work-related	130	2%	480	8%	80	8%	690	5%
To post-secondary school	170	3%	-	-	-	-	170	1%
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	390	6%	180	3%	20	2%	590	4%
Shopping / personal business / other	630	9%	2,180	39%	570	59%	3,380	25%
Recreation / social / restaurant	400	6%	1,870	33%	200	21%	2,480	18%
Return home	5,130	75%	940	17%	90	10%	6,160	46%
Mode								
Auto Driver	2,440	36%	1,460	26%	40	4%	3,940	29%
Auto Passenger	600	9%	560	10%	30	3%	1,200	9%
Kingston Transit	1,050	15%	490	9%	-	-	1,550	11%
School Bus	190	3%	-	-	-	-	190	1%
Walk	1,930	28%	2,690	48%	880	92%	5,500	41%
Bicycle + micromobility	570	8%	320	6%	10	1%	900	7%
Other	70	1%	120	2%	-	-	200	1%

7.14 Rural West (trips to, from, within)

Sub-area: Rural

Neighbourhoods: Rural, west of the river



Trips from, to, and within Rural West

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	7,160		7,060		560		14,790	
AM Peak (7:00-9:59 AM, 3 hours)	2,220	31%	1,070	15%	140	25%	3,430	23%
PM Peak (2:00-5:59 PM, 4 hours)	1,800	25%	2,800	40%	240	43%	4,840	33%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Rural W
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**7,160**	**100%**	**7,060**	**100%**	**560**	**100%**	**14,790**	**100%**
Purpose								
Work or work-related	1,650	23%	490	7%	80	13%	2,220	15%
To post-secondary school	-	-	-	-	-	-	-	-
To K-12 school	220	3%	80	1%	90	16%	390	3%
Pick up / drop off passenger	730	10%	330	5%	-	-	1,060	7%
Shopping / personal business / other	1,730	24%	410	6%	20	3%	2,150	15%
Recreation / social / restaurant	1,560	22%	590	8%	120	22%	2,270	15%
Return home	1,270	18%	5,160	73%	260	46%	6,700	45%
Mode								
Auto Driver	5,350	75%	5,320	75%	300	52%	10,960	74%
Auto Passenger	1,480	21%	1,420	20%	10	3%	2,920	20%
Kingston Transit	70	1%	70	1%	-	-	130	1%
School Bus	120	2%	100	1%	180	32%	390	3%
Walk	20	0%	30	0%	40	8%	90	1%
Bicycle + micromobility	40	1%	50	1%	30	5%	120	1%
Other	80	1%	90	1%	-	-	170	1%

Rural W
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**2,220**	**100%**	**1,070**	**100%**	**140**	**100%**	**3,430**	**100%**
Purpose								
Work or work-related	960	43%	310	29%	30	23%	1,300	38%
To post-secondary school	-	-	-	-	-	-	-	-
To K-12 school	220	10%	80	8%	90	64%	390	11%
Pick up / drop off passenger	440	20%	120	12%	-	-	570	17%
Shopping / personal business / other	330	15%	120	11%	-	-	450	13%
Recreation / social / restaurant	120	5%	120	11%	20	13%	260	8%
Return home	160	7%	310	29%	-	-	470	14%
Mode								
Auto Driver	1,790	81%	910	85%	30	23%	2,730	80%
Auto Passenger	280	13%	110	10%	-	-	390	11%
Kingston Transit	30	1%	-	-	-	-	30	1%
School Bus	120	5%	20	2%	90	64%	230	7%
Walk	-	-	10	1%	20	13%	30	1%
Bicycle + micromobility	-	-	20	2%	-	-	20	1%
Other	-	-	-	-	-	-	-	-

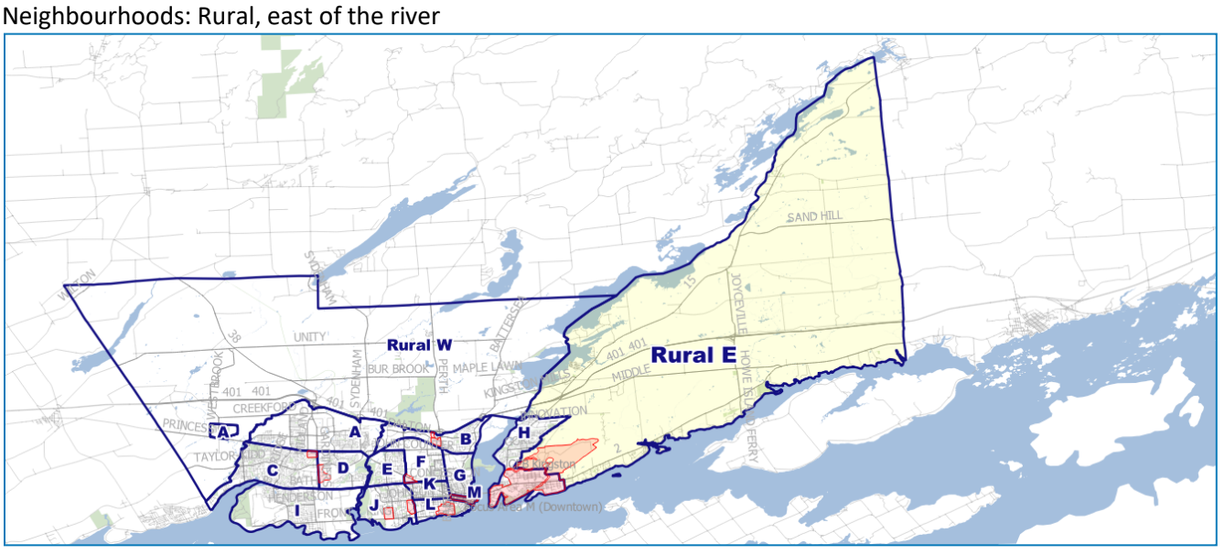
Rural W
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**1,800**	**100%**	**2,800**	**100%**	**240**	**100%**	**4,840**	**100%**
Purpose								
Work or work-related	90	5%	20	1%	-	-	110	2%
To post-secondary school	-	-	-	-	-	-	-	-
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	130	7%	140	5%	-	-	270	6%
Shopping / personal business / other	360	20%	70	3%	10	3%	440	9%
Recreation / social / restaurant	470	26%	210	8%	50	20%	730	15%
Return home	760	42%	2,360	84%	180	77%	3,300	68%
Mode								
Auto Driver	1,250	70%	2,310	83%	120	53%	3,690	76%
Auto Passenger	450	25%	330	12%	10	3%	780	16%
Kingston Transit	-	-	70	2%	-	-	70	1%
School Bus	-	-	80	3%	90	38%	170	3%
Walk	10	1%	10	0%	-	-	20	0%
Bicycle + micromobility	10	1%	10	0%	10	6%	30	1%
Other	80	5%	-	-	-	-	80	2%

7.15 Rural East (trips to, from, within)

Sub-area: Rural

Neighbourhoods: Rural, east of the river



Trips from, to, and within Rural East

	From	% of 24-Hour	To	% of 24-Hour	Within	% of 24-Hour	Total	% of 24-Hour
24-Hour Trips	6,170		6,110		1,150		13,430	
AM Peak (7:00-9:59 AM, 3 hours)	2,420	39%	810	13%	340	30%	3,570	27%
PM Peak (2:00-5:59 PM, 4 hours)	1,620	26%	2,780	45%	540	47%	4,940	37%

From = trips from this Focus Area to other Focus Areas; To = trips to this Focus Area from other Focus Areas
Within = trips within this Focus Area (both origin and destination within this focus area)

Rural E
Daily (24-Hour) Trips

	From	%	To	%	Within	%	Total	%
24-Hour Trips	**6,170**	**100%**	**6,110**	**100%**	**1,150**	**100%**	**13,430**	**100%**
Purpose								
Work or work-related	1,750	28%	810	13%	30	3%	2,590	19%
To post-secondary school	60	1%	-	-	-	-	60	0%
To K-12 school	470	8%	-	-	190	16%	660	5%
Pick up / drop off passenger	560	9%	60	1%	70	6%	690	5%
Shopping / personal business / other	1,300	21%	100	2%	70	6%	1,470	11%
Recreation / social / restaurant	970	16%	550	9%	210	18%	1,730	13%
Return home	1,070	17%	4,590	75%	580	51%	6,230	46%
Mode								
Auto Driver	5,000	81%	4,950	81%	600	52%	10,550	79%
Auto Passenger	980	16%	970	16%	270	24%	2,220	17%
Kingston Transit	-	-	0	0%	-	-	0	0%
School Bus	110	2%	130	2%	210	19%	460	3%
Walk	10	0%	-	-	60	5%	70	1%
Bicycle + micromobility	50	1%	40	1%	10	0%	100	1%
Other	20	0%	20	0%	-	-	30	0%

Rural E
AM Peak: 7:00-9:59 AM (3 hours)

	From	%	To	%	Within	%	Total	%
AM Peak Trips	**2,420**	**100%**	**810**	**100%**	**340**	**100%**	**3,570**	**100%**
Purpose								
Work or work-related	1,110	46%	470	58%	20	6%	1,600	45%
To post-secondary school	60	3%	-	-	-	-	60	2%
To K-12 school	450	19%	-	-	190	56%	640	18%
Pick up / drop off passenger	230	10%	10	1%	30	10%	270	8%
Shopping / personal business / other	280	12%	10	1%	10	2%	300	8%
Recreation / social / restaurant	250	10%	50	6%	40	13%	340	9%
Return home	30	1%	280	35%	50	14%	360	10%
Mode								
Auto Driver	1,810	75%	720	88%	120	34%	2,650	74%
Auto Passenger	470	19%	80	10%	60	17%	610	17%
Kingston Transit	-	-	-	-	-	-	-	-
School Bus	100	4%	-	-	140	42%	240	7%
Walk	10	0%	-	-	20	6%	30	1%
Bicycle + micromobility	30	1%	10	1%	-	-	40	1%
Other	-	-	-	-	-	-	-	-

Rural E
PM Peak: 2:00 PM-5:59 PM (4 hours)

	From	%	To	%	Within	%	Total	%
PM Peak Trips	**1,620**	**100%**	**2,780**	**100%**	**540**	**100%**	**4,940**	**100%**
Purpose								
Work or work-related	70	4%	30	1%	-	-	90	2%
To post-secondary school	-	-	-	-	-	-	-	-
To K-12 school	-	-	-	-	-	-	-	-
Pick up / drop off passenger	220	14%	30	1%	30	6%	280	6%
Shopping / personal business / other	300	19%	60	2%	30	5%	390	8%
Recreation / social / restaurant	370	23%	260	9%	100	19%	740	15%
Return home	660	41%	2,400	86%	380	70%	3,440	70%
Mode								
Auto Driver	1,310	81%	2,100	76%	310	57%	3,720	75%
Auto Passenger	300	19%	510	18%	140	26%	960	19%
Kingston Transit	-	-	0	0%	-	-	0	0%
School Bus	-	-	130	5%	70	13%	200	4%
Walk	-	-	-	-	20	3%	20	0%
Bicycle + micromobility	0	0%	30	1%	10	1%	40	1%
Other	-	-	-	-	-	-	-	-

Appendices (under separate cover)

The following appendices are provided under a separate cover.

Appendix 1: Comparison of City of Kingston Official Forecasts with 2024 KHTS Estimates

Appendix 2: Comparison of Kingston Transit Ridership with 2024 KHTS Estimates

Appendix 3: Survey Invitation Letter and Brochure

Appendix 4: Survey Instrument

Appendix 5: Mode Shares by Dwelling Type by Focus Area