

EXECUTIVE SUMMARY

This report explores transit behaviour in a mid

Commuting by automobile still remains the primary method of commuting by the sample population in 2016, with 57.4% of all year round trips made using a private automobile.

Overall willingness to use Kingston Transit has increased over time, indicating more favourable opinions since the introduction of express service. The primary barriers and facilitators identified by respondents indicate that access to transit, specifically where it is highly influential to transit ridership. Over time, access to transit significantly increased at Queen's University. Other barriers and facilitators to transit use that experienced increase over time include service being unavailable or over a parking pass as a barrier. The primary barriers and facilitators identified generally remained constant over time, with few statistically significant changes and fluctuations in response proportions.

Seven variables were found to have a statistically significant influence towards predicting transit shifting amongst the sample population between 2013 and 2016. The largest degree of influence was walking distance to transit stops. Those in proximity to an express stop had the highest influence, followed by those reporting walking distance to a bus stop, and finally those who were in proximity to a

Recommendation 2: Provide better connections to express/bus routes for those within shorter and longer commute distances

While Kingston Transit is actively improving infrastructure and intermodal connections based on the policy directions reviewed, more should be done to reduce the perceived distance to access transit. Continued work to upgrade transit shelters, bicycle infrastructure,