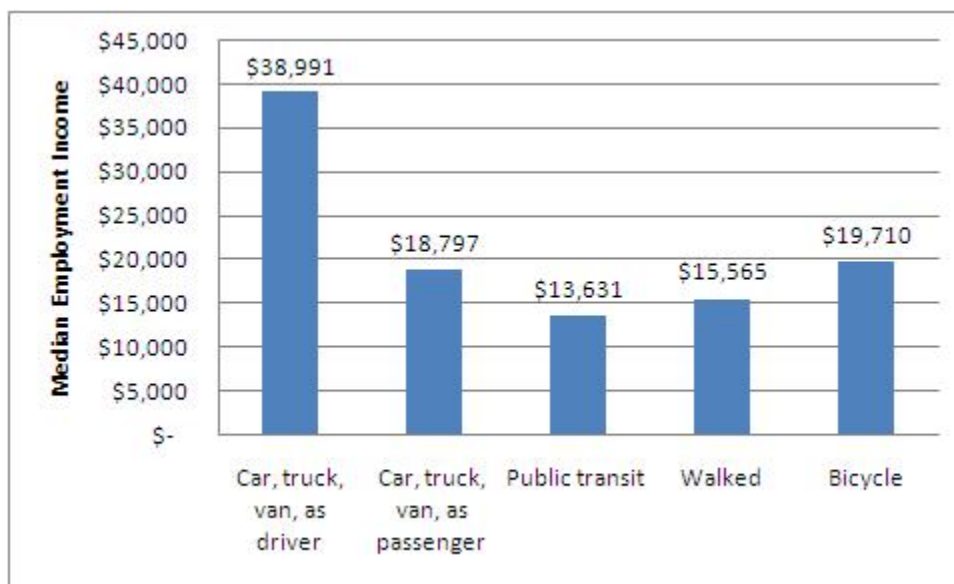


Transportation and Commuting

Transportation information, as gathered by Statistics Canada, only captures the primary mode of transportation by the employed labour force with a regular place of work.

Highlights

- Changes in the Mode of Transportation proportions between 2001 and 2006:
 - Decrease in automobile drivers and an increase in automobile passengers
 - Increase in public transit use from 3.5% to 4.1%
 - Decrease in walking from 10.4% to 9.6%
 - Increase in cycling from 2.2% to 2.4%
- Automobile trips less than 2 km made up 23% of all trips (Household Travel Survey, 2002)
- Median employment income of persons who drive to work was double those of other modes (See Figure below for comparison)
- 61% of public transit users earned less than \$20,000 in employment income, compared to 26% of all private automobile drivers and passengers
- Sustainable transportation – public transit, walking and bicycling – increased from 16.1% to 16.4%, with the largest increase attributed to use by the younger Kingston population
- Persons aged 15 to 34 years make up the majority of Kingston's public transit users
- Females generally used public transit more than males
- Kingston CMA's distribution of workers has increased in central municipalities and decreased in peripheral municipalities
- Most number of out-commuters living in the City of Kingston commute to Loyalist Township
- Most number of in-commuters to the City of Kingston live in South Frontenac Township



Median Employment Income by Mode of Transportation in Kingston, 2006

Implications

- Increasing the cost of public transportation may adversely and inequitably affect the Kingston population
- Increases in sustainable transportation use by the younger population may be indicative of a shifting transportation paradigm, but monetary considerations may also play a role