

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

TERM EVALUATION PROJECT



**2013 BIKE-TO-WORK DAY
SURVEY RESULTS**

March 18, 2014

**Prepared for:
Metropolitan Washington Council of Governments**

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SECTION 1 INTRODUCTION

PURPOSE OF THE SURVEY

This brief report presents results of a survey of commuters who participated in the 2013 regional Bike-to-Work Day event, held in May 2013. This survey was conducted by the Metropolitan Washington Council of Governments (COG) to identify the experience of the participants with the Bike-to-Work Day event and to assess participants' use of bike for commute travel before and after the event. The results of the survey described in this summary will be used in the July 2011 - June 2014 Transportation Emission Reduction Measure (TERM) evaluation of the Mass Marketing TERM.

SURVEY METHODOLOGY

The survey presented in this report was conducted by COG in November 2013, with assistance from LDA Consulting and CIC Research, Inc. The questionnaire was based on that used in the 2010 BTWD survey, with a few minor modifications to update the survey for 2013. Demographic questions were added to assist with future program management and outreach.

COG e-mailed copies of the survey to 14,643 commuters who participated in the event. All event participants registered through the Washington Area Bicyclist Association's web site, thus this email list included all event participants. Participants were asked to complete the questionnaire and return it to COG by e-mail. A copy of the questionnaire is provided in Appendix A. COG received 4,255 completed questionnaires, for a response rate of 29%.

SURVEY DATA COLLECTED

The survey collected information about the following:

- Respondent demographics
- Participation in past Bike-to-Work (BTW) events and source of information on BTW Day
- Use of bike for commuting before and after BTW Day
- Commute patterns on non-bike days
- Bike use for non-commute trips
- Bike commute assistance offered by employers

Section 2 summarizes results of these survey topics. Survey result percentages presented in the results tables show percentages of the number of respondents for the relevant questions, indicated as "n= ___."

Highlights of Findings

- 2013 was the first BTW Day event for 26% of participants.
- Most common BTW Day information sources were internet (34%) and referrals (22%).
- 83% of participants rode to work at least occasionally before BTW Day; 91% rode to work in the summer after BTW Day, 84% were still riding during the late fall (November).
- 10% of participants started riding to work after their first BTW Day event – these were new riders. An additional 21% of participants increased the number of days they ride to work.
- Respondents who rode to work before BTW Day rode an average of 2.5 days per week. The average frequency increased during the summer after BTW Day to 2.7 days/week. In late fall, the average frequency dropped back to 2.5 days per week.

SECTION 2 SUMMARY OF RESULTS

CHARACTERISTICS AND DEMOGRAPHICS OF THE SAMPLE

Home and Work Location

As shown in Table 1, about four in ten (44%) of 2013 BTW Day survey respondents live in Virginia. About one-quarter (28%) live in the District of Columbia and a similar share (28%) of respondents live in Maryland. The distribution by work state is considerably different. Nearly half (48%) of respondents work in the District of Columbia and about three in ten (31%) work in Virginia. The remaining 21% work in Maryland.

Table 1
Home and Work Jurisdictions

	Home State (n = 4,032)	Work State (n = 4,049)
District of Columbia	28%	48%
Maryland	28%	21%
Virginia	44%	31%

The top home Maryland and Virginia locations for 2013 BTW Day participants include:

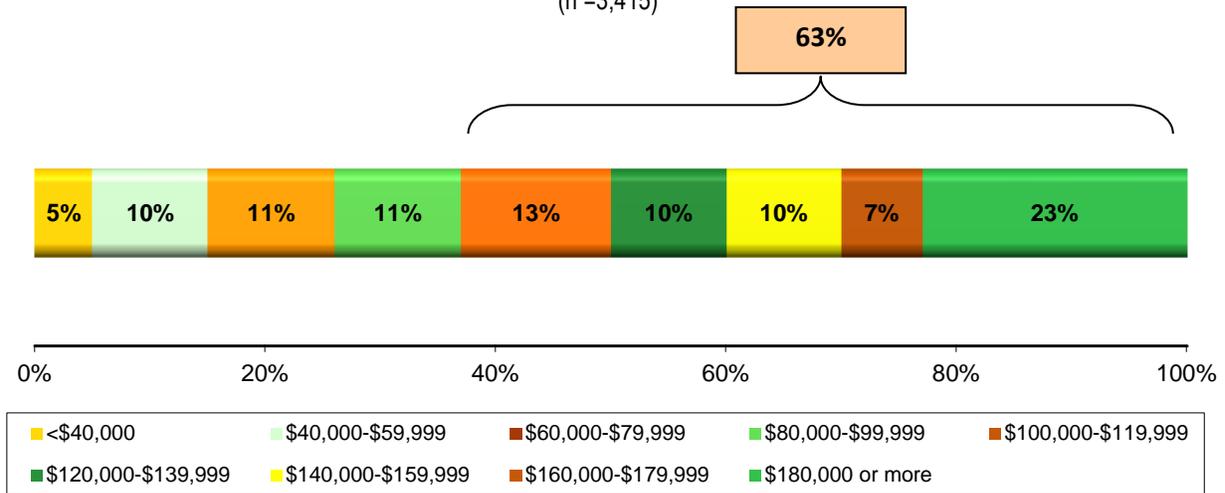
Virginia Home Counties	Percentage	Maryland Home Counties	Percentage
Fairfax County	19%	Montgomery County	20%
Arlington County	12%	Prince George's County	4%
Alexandria City	6%	Frederick County	2%
Loudoun County	5%	Howard County	1%
Prince William County	2%		

Demographics

The survey asked respondents four demographic questions: gender, income, age, and ethnic group. Two-thirds (66%) of respondents are male and the remaining 34% are female. BTW Day participants are disproportionately male; in the 2013 State of Commute Survey, only 45% of respondents were male. Details of other characteristics are presented below.

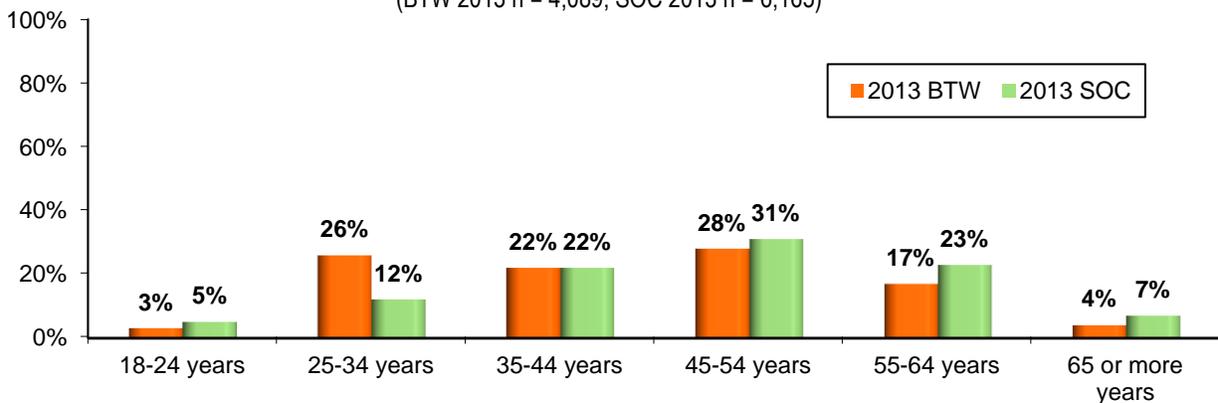
Income – Figure 1 presents the distribution of respondents' annual household income. Three-quarters (74%) of respondents have household incomes of \$80,000 or more and 63% have incomes of \$100,000 or more. These results are essentially the same as for all regional workers, as noted in the 2013 State of Commute Survey; 72% of regional workers reported household incomes of \$80,000 or more and 64% noted an income of \$100,000 or more.

Figure 1
Annual Household Income
(n =3,415)



Age – BTW Day participants are well distributed across age brackets (Figure 2). About three in ten (29%) are younger than 35 years old, 22% are between the ages of 35 and 44 years and 28% are between 45 and 54 years old. Approximately two in ten (21%) respondents are 55 years or older. As also illustrated in Figure 2, BTW Day participants are younger than workers regionally; 51% of BTW Day participants are under 45 years of age, compared with 39% of regional workers.

Figure 2
Respondent Age Distribution
(BTW 2013 n = 4,089; SOC 2013 n = 6,165)



Ethnic Background – Lastly, as shown in Table 2, the overwhelming majority (86%) of BTW Day survey respondents are of White/Caucasian racial/ethnic background. Approximately equal shares of respondents are members of other racial/ethnic groups: Asian (4%), African-American (4%), Hispanic (3%), and multi-racial/other (3%). BTW Day participants are disproportionately White, when compared to the overall population of workers in the region, as defined by the 2013 State of Commute Survey. That survey estimated the proportion of workers who are White as 50% of the total worker population.

Table 2
Race / Ethnic Background – BTW Participants vs Regional Workers

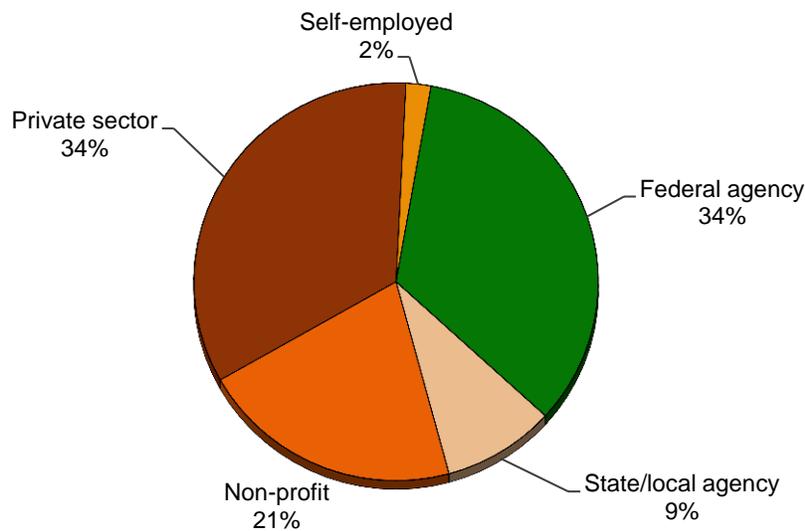
Ethnic Group	BTW 2013 n = 3,836	Region (SOC 2013) n = 6,334
White / Caucasian	86%	50%
Asian	4%	25%
Hispanic	4%	13%
Black / African-American	3%	10%
Multi-racial / other	3%	2%

Employment Characteristics

Type and Size of Employer

Type – Respondents also were asked for what type of employer they work and the number of employees at their worksites. These results are shown in Figure 3 and Table 3, respectively. One-third (34%) of respondents work for a private sector employer and another third (34%) are employed by Federal government agencies. Two in ten (21%) respondents work for non-profit organizations and 9% work for state and local agencies. Two percent of respondents said they are self-employed.

Figure 3
Employer Type
 (n = 4,076)



Size – A large share of respondents work for employers that are large (Table 3). Two-thirds (66%) work for firms with more than 100 employees. About one-third (32%) work for employers that employ 1,000 or more employees.

Table 3
Employer Size
(n = 4,066)

Number of Employees	Percentage	Number of Employees	Percentage
1-25	15%	101-250	13%
26-50	9%	251-999	21%
51-100	10%	1,000+	32%

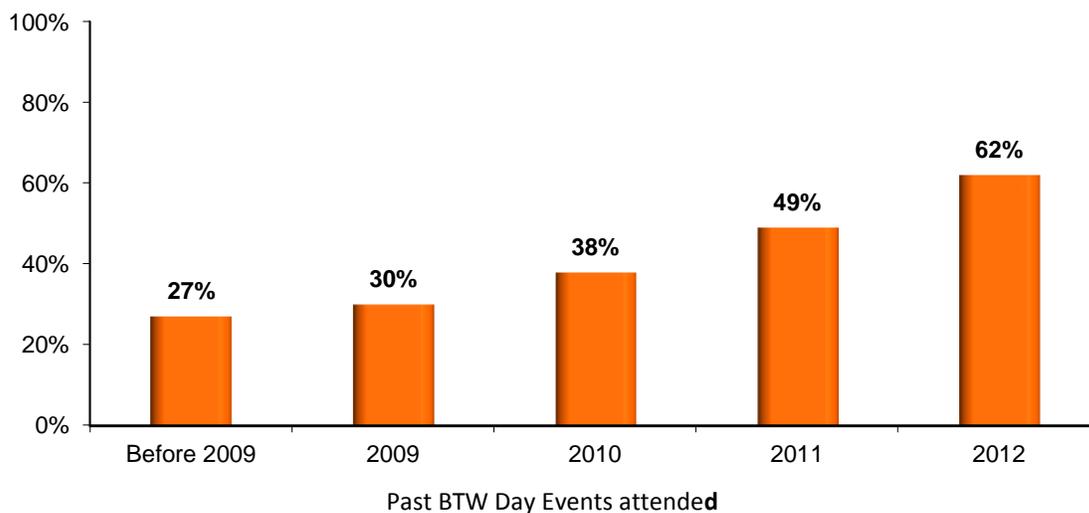
2013 BIKE TO WORK DAY PARTICIPATION

Past Participation in BTW Days (Figure 4)

- About a quarter (26%) of respondents said this was their first BTW Day event. This was a drop from the result from the 2010 BTW Day survey, in which 32% reported that year as their first event. The remaining 74% said they had participated in a BTW Day before 2013.
- More than six in ten (62%) respondents said they also participated in the 2012 BTW Day and 49% participated in 2011. Nearly four in ten (38%) participated in the 2010 event and three in ten (30%) participated in 2009. More than a quarter (27%) attended an event prior to 2009.

Figure 4
Past BTW Day Events Attended in Addition to 2013 Event

(n = 4,224) Multiple responses permitted



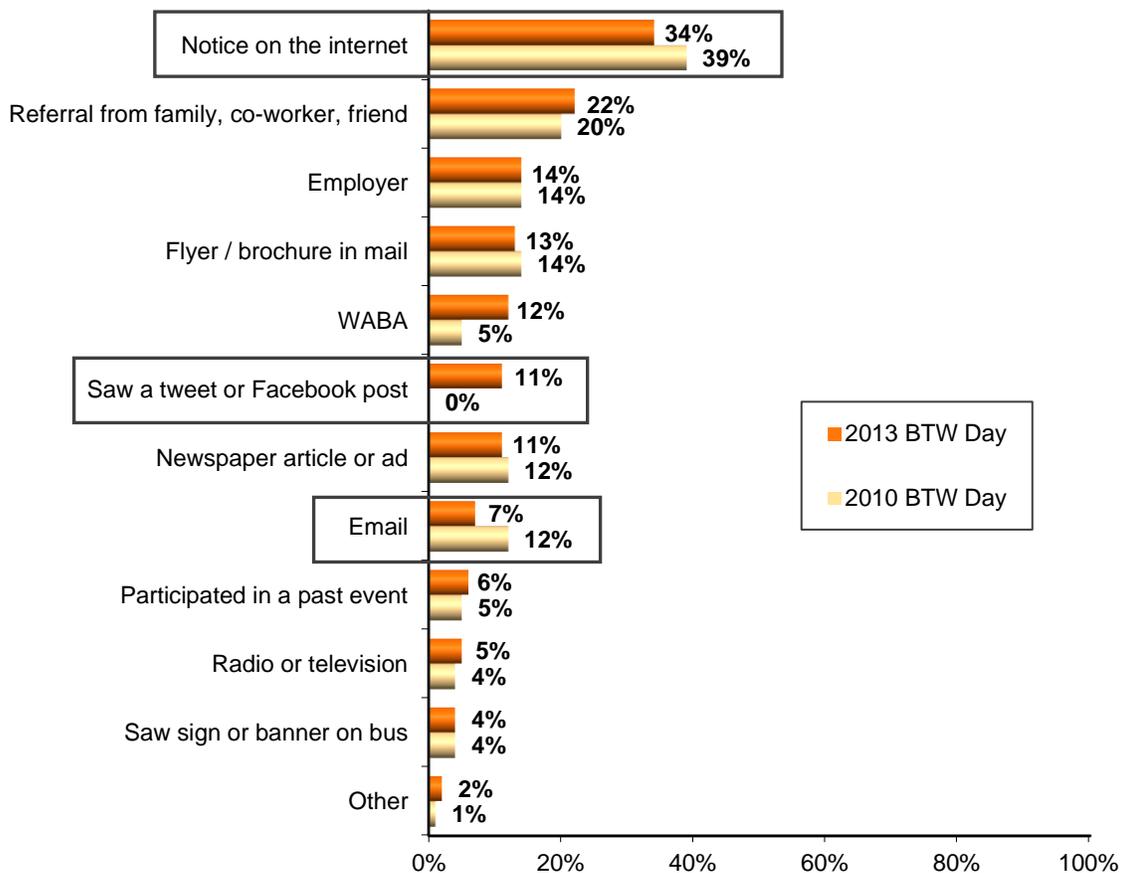
Source of Information on 2013 BTW Day (Figure 5)

- The most common source of information about the 2013 BTW Day was a notice on the internet, noted by 34% of respondents. As indicated in Figure 5, this was a drop from 2010, when 39% of respondents reported this response. About one in five (22%) 2013 respondents said they learned of BTW Day through a personal referral from a family member, co-worker, or friend, essentially the same percentage as gave this response in 2010 (20%).
- Other common sources noted by 10% or more respondents included: from an employer (14%), from a flyer or brochure they received in the mail (13%), from outreach by the Washington Area Bicyclist Association (WABA – 12%), through social media outreach through a tweet or Facebook post (11%), or from a newspaper article or advertisement (11%). WABA and social media sources grew in importance from 2010 to 2013. The other sources had similar percentages as were noted in 2010.
- About one in twenty said they heard about BTW Day from an email (7%) and similar shares cited participation in past BTW Day event (6%), radio or television (5%), or a sign / banner on a bus (4%).

Figure 5
Sources of Information About Bike to Work Day Event

(2013 BTW n = 4,253, 2010 BTW n = 3,015)

Responses with statistical changes between 2010 and 2013 are indicated



- Respondents for whom 2013 was the first BTW Day were less likely to report learning about BTW Day from the internet (26%) than were respondents who had participated in previous BTW Day events (38%). New participants were more likely to cite a referral from family member, co-worker, or friend (31%) than were repeat participants (19%). A higher share of new participants also noted hearing about the event from their employer (21%) than did past participants (12%).
- Respondents cited similar sources of BTW Day information regardless of the mode they used on non-bike days or the distance they traveled to work. There were no significant differences for either of these two travel characteristics. Similarly, BTW Day information sources were essentially the same regardless of the respondents' employers' size or type.
- But respondents in different demographic groups reported different information sources. For example, a significantly larger share of women (28%) reported a referral than did men (19%), while a larger share of men (37%) than women (28%) mentioned the Internet as their source.
- Differences also were notable by age group. Referrals were more common among younger respondents than among older respondents; 32% of respondents who are under 35 years old named this source, compared with 16% of respondents who are 55 or older. Young respondents also named social media sources more often than did older respondents; 15% of respondents who are younger than 35 named social media, compared with just 7% of respondents who are between 45 and 54 and 3% of respondents who are 55 or older. Conversely, WABA and the Internet were a more common source among older respondents than younger; WABA was cited by 17% of respondents who are 55 or older, versus 2% of respondents who are under 35 years old. The internet was mentioned by 40% of respondents who are 55 or older, compared with 26% of respondents aged 35 or younger.

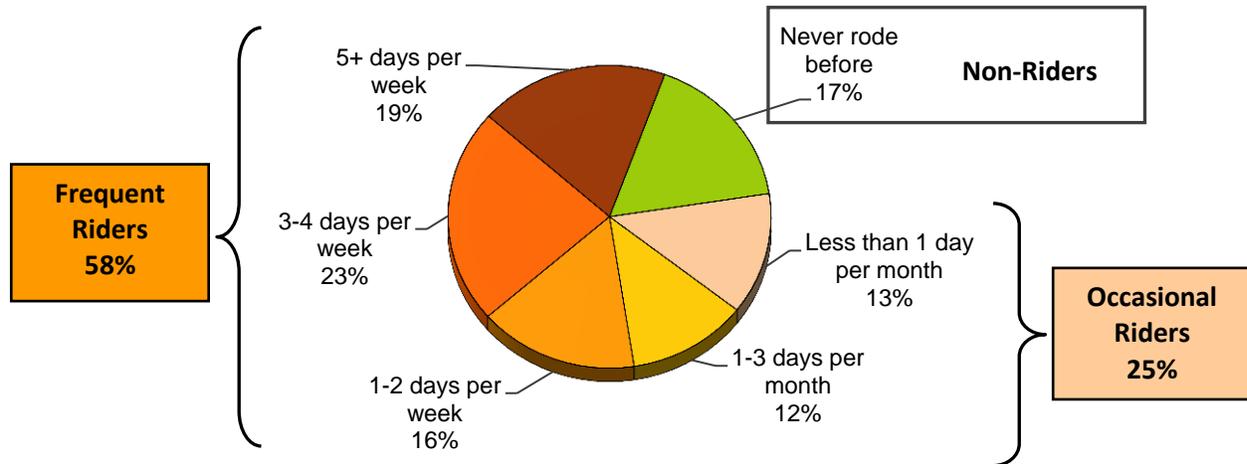
BIKE COMMUTING BEFORE AND AFTER BIKE TO WORK DAY

A primary objective of the BTW Day survey was to determine the change in biking after BTW Day. To determine a baseline against which to measure change, respondents were asked how often they rode to work before their first BTW Day event. Then, to gauge both the immediate continued impact of BTW Day and the longer-term benefit, respondents were asked about bicycle commuting during two time periods; May through September, immediately after BTW Day, and at the time the survey was conducted, in November.

Bike Commuting Before Participating in BTW Day (Figure 6)

- Eighty-three percent of respondents rode to work at least occasionally before they participated in a BTW Day event. Nearly six in ten (58%) were frequent riders, riding at least one day per week, 12% rode one to three days per month, and 13% rode less than one day per month. The remaining 17% of respondents said they did not commute by bike before they participated in a BTW Day event.
- First-time BTW participants were more likely to be non-riders before the event than were past participants; 26% of first-time participants were non-riders compared with 14% of past participants.

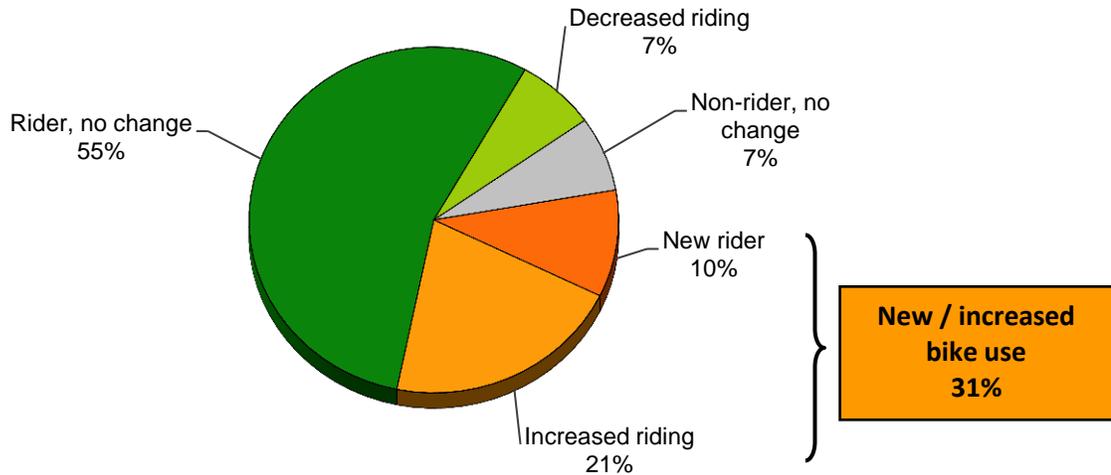
Figure 6
Frequency of Bike Commuting Before BTW Day
 (n = 4,200)



Percentage of Respondents Biking During Summer 2013 After BTW Day (Figure 7)

- Between May and September 2013, after the 2013 BTW Day event, 91% of respondents biked to work at least occasionally, an increase of eight percent compared to before BTW Day. About seven in ten (69%) rode at least one day per week and 13% rode one to three days per month. One in ten (9%) rode less than once per month, essentially just one or two times during the summer. The remaining 9% of respondents said they did not ride at all during the summer.
- Figure 7 shows bike commute changes during the summer after 2013 BTW Day event. Thirty-one percent of respondents either started biking or increased biking. Ten percent of respondents were new riders; they did not commute by bike before their first BTW day event. Twenty-one percent biked to work before, but started biking more often after BTW Day.
- About half (55%) of respondents said they biked to work before BTW Day and continued to bike the same number of days per week after the 2013 event. Seven percent of respondents previously rode to work but decreased their riding during the summer of 2013. The remaining seven percent said they did not bike to work before BTW Day and still did not bike to work after the event.

Figure 7
Changes in Bike Commuting in Summer 2013 After BTW Day
 (n = 4,130)



Bike Commute Frequency Before BTW Day and During Summer 2013 (Table 4 and Figure 8)

- As shown in Table 4, Respondents who biked to work before the BTW event biked an average of 2.5 days per week. Respondents who biked to work during summer 2013 biked an average of 2.7 days per week, an increase of 0.2 days per week. The increase in average frequency between the Before BTW Day period and the summer of 2013 was generated by a combination of frequency changes: new riders starting to bike, previous riders increasing their biking frequency, offset by previous riders who decreased their riding frequency after BTW Day.

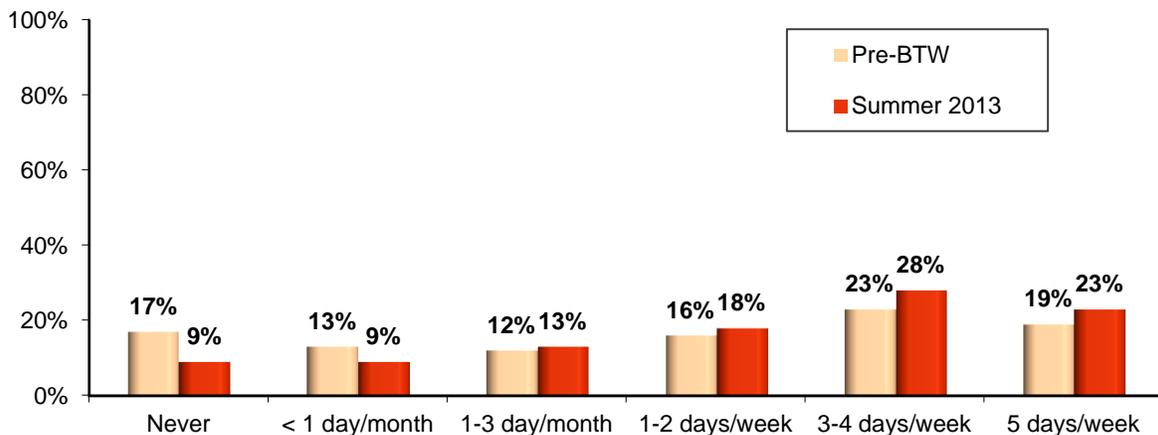
Table 4
Average Riding Frequency – Before BTW Day and Summer 2013 After BTW Day

Riding Status	Average Days/Week Riding to Work		
	Before BTWD	Summer After BTWD	Change
- All riders (Pre BTWD n = 4,200, summer n = 4,163)	2.5	2.7	+0.2
- New riders after BTWD (n = 429)	0.0	1.4	+1.4
- Existing riders increased frequency (n = 854)	1.2	2.8	+1.6
- Existing riders decreased frequency (n = 290)	2.3	0.8	-1.5
- Existing riders no frequency change (n = 2,269)	3.0	3.0	0.0

- Respondents who were new riders rode less frequently after BTW Day (1.4 days per week) than did all riders (2.7 days per week). But their summer frequency represented an increase of 1.4 days per week from not riding at all.
- Respondents who rode before BTW Day and increased their riding rode an average of 2.8 days per week in the summer, an increase of 1.6 days per week over their riding frequency of 1.2 days before BTW Day.
- Some respondents decreased or stopped riding after BTW Day. Their average frequency declined from 2.3 biking days per week to 0.8 days, a drop of 1.5 days per week.
- Finally, a large share of respondents who rode to work before BTW Day continued riding during the summer at the same frequency. These respondents had the highest riding frequency during both the before BTW Day period (3.0 days) and during the summer after BTW Day (3.0 days).
- As shown in Figure 8, bike use rose the most in the frequent rider categories and fell in both the “never” (non-rider) and “less than one day per month” categories.

Figure 8
Frequency of Bike Commuting Before BTW Day Events and During Summer 2013

(Pre BTW n = 4,200, Summer 2013 n = 4,163)



Bike Commuting During Fall 2013 After Participating in BTW Day

- Eighty-four percent of all respondents were still biking to work at least occasionally during the late fall (early-mid November) after the 2013 BTW Day event. This was a drop-off from summer and early fall, when 91% of respondents were riding, but was essentially equal to the percentage (83%) who biked to work before BTW Day.
- Just over half (54%) of respondents were regular riders, biking to work at least one day per week. About one in ten (11%) said they rode one to three days per week and 16% rode less than once per month. The remaining 19% said they did not ride to work at all in the fall.
- Not surprisingly, the average biking frequency fell from the summertime frequency of 2.7 days per week to 2.5 days per week during the late fall (Table 5).
- Respondents who were new riders after BTW Day rode less often during the late fall (1.4 days per week) than did respondents who had been riding before BTW Day (2.7 days per week).

Table 5
Average Riding Frequency – Before BTW Day and Summer After BTW Day

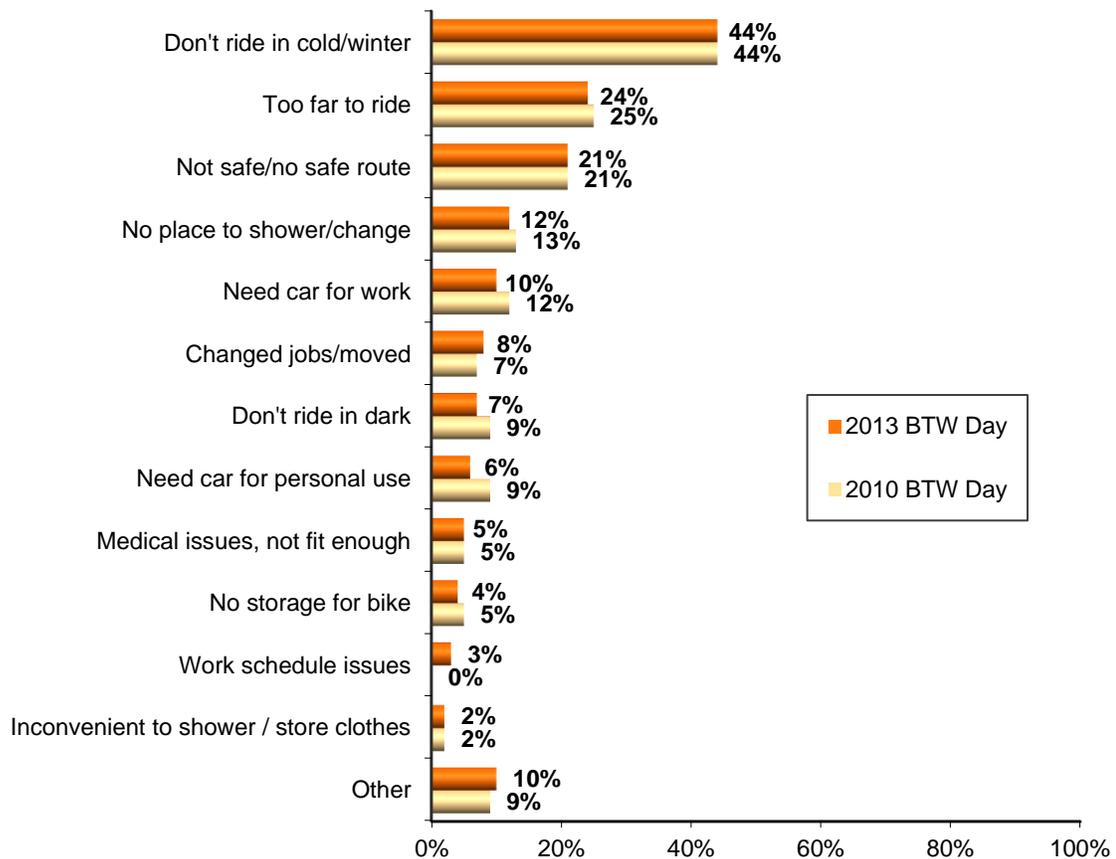
Riding Status	Average Days/Week Riding to Work		
	Summer	Fall	Change
- All riders (summer n = 4,163, fall n = 4,103)	2.7	2.5	-0.2
- New riders after BTWD (n = 334)	1.4	1.4	0.0
- Existing riders (n = 3,050)	2.7	2.4	-0.3

Barriers to Increased Bike Commuting

- Respondents who rode to work less than three days per week at the time of the survey were asked why they did not ride or did not ride very often. Results for this question are shown in Figure 9.

Figure 9
Barriers to Riding to Work or More Frequent Riding – 2013 and 2010

(2013 BTW n = 2,444, 2010 BTW n = 1,802) Multiple responses permitted



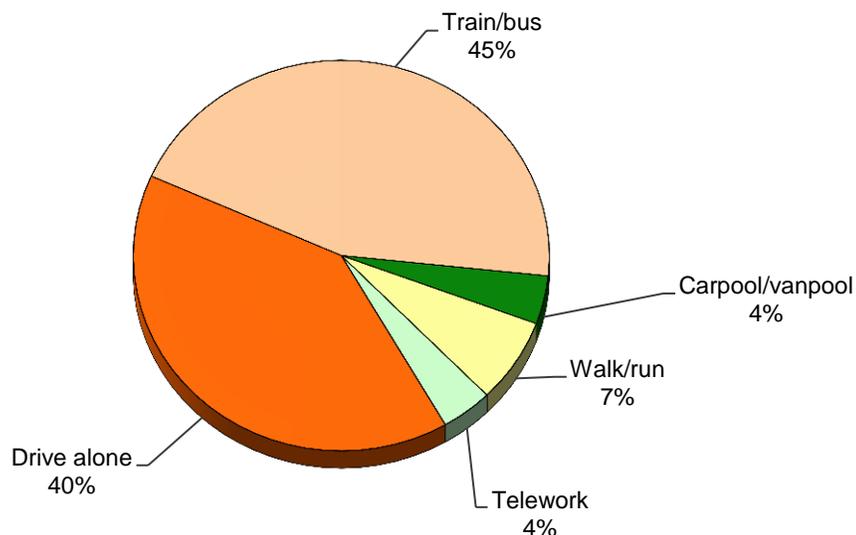
- The most common reasons were that they did not want to ride in inclement or cold/winter weather (44%). A quarter (24%) of respondents said their commute was too far to ride on a regular basis and 21% said they did not feel safe riding or did not have a safe route. These also were the top three reasons noted by 2010 BTW Day survey respondents.
- Other common reasons cited in 2013 were that the respondents did not have a place to shower or change after riding (12%), needed a car for work (10%) or for personal use (6%), moved or changed jobs (8%), or didn't want to ride in the dark (7%).
- Respondents who did not ride during the summer after BTW Day or who rode infrequently (less than one time per week) reported different concerns than did respondents who rode more often. Twice as many non-riders / infrequent riders (34%) said that their commute distance was too long to ride on a regular basis, compared with 15% of respondents who rode at least one day per week. Three in ten (28%) non-riders/infrequent riders cited safety as a reason not to ride, compared with 13% of respondents who rode more often. And 16% of non-riders / infrequent riders said not having a place to shower or change after riding deterred them, compared with 8% of respondents who rode more often.

COMMUTE PATTERNS ON NON-BIKE DAYS

Commute Mode on Non-Bike Days (Figure 10)

- Respondents who biked after BTW Day, even if only occasionally, were asked how they travel to work on days they do not bike to work. Four in ten (40%) said they drive alone to work on days they don't bike. This is a considerable drop from the 48% of respondents who used this mode in 2010 on their non-bike days.
- The remaining six in ten respondents said they use another commute alternative on non-bike days. Forty-five percent ride a bus or train, 7% walk or run, 4% carpool or vanpool, and 4% primarily telework.
- Fifteen percent of respondents said they have used Capital Bikeshare during the past year to commute to or from work.

Figure 10
Non-Bike Days Commute Modes – Respondents who Biked After BTW Day
 (n = 4,232)

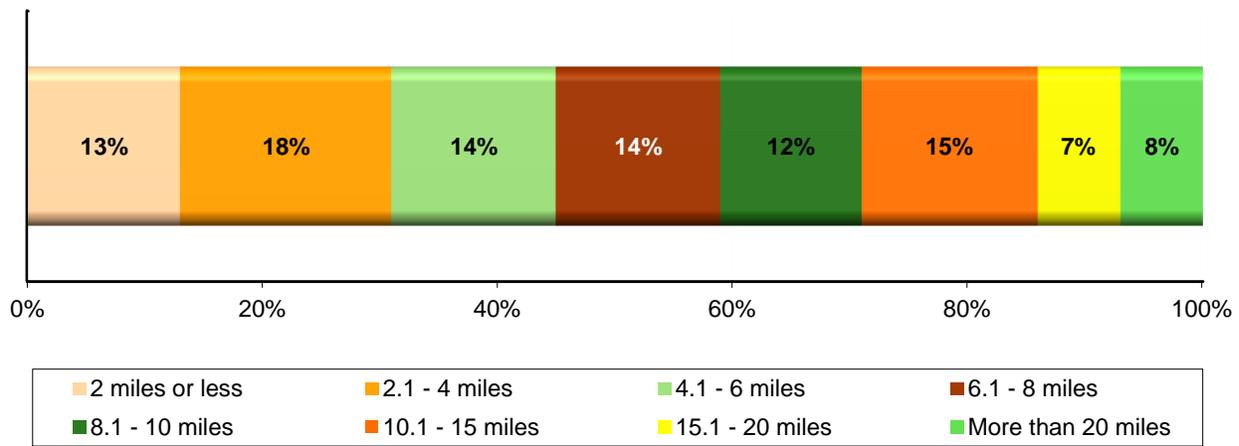


Travel Distance (Figure 11)

- Respondents travel an average of 9.2 miles one-way to work.
- Three in ten (31%) respondents live within four miles of their work location and 71% live within ten miles of their work site.
- Fifteen percent of respondents commute more than 15 miles to work.

Figure 11
Commute Distance

(n = 4,114)

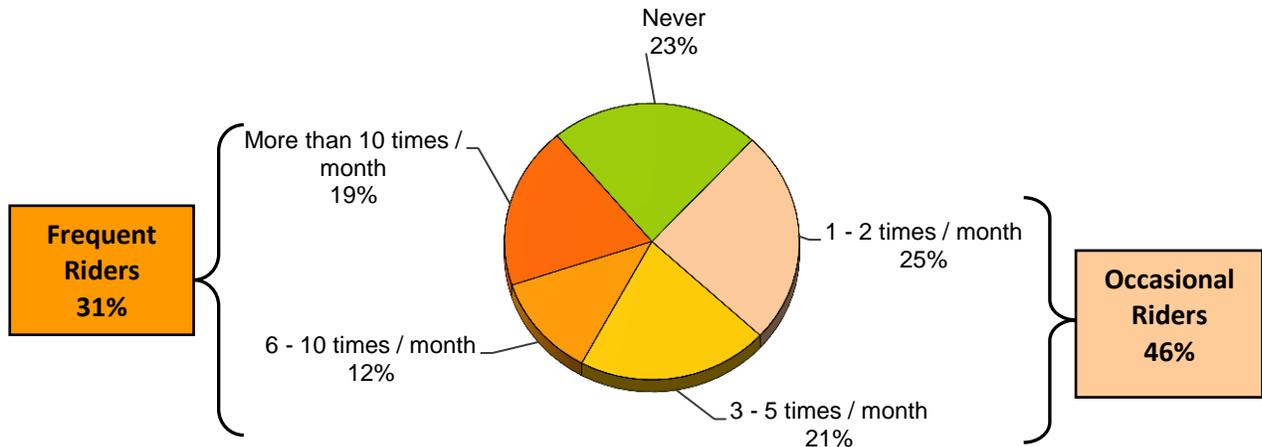


Use of Bike for Non-commute Trips After Participating in BTW Day

- Although the primary focus of the survey was on commuting patterns, respondents also were asked about their use of biking for non-commute trips. First, they were asked how many times in the past month they had ridden a bicycle for non-commute trips, such as errands, shopping, social visits, meetings, or personal appointments. Then they were asked how this frequency compared with their use of bike for non-work trips before their first BTW Day.
- Figure 12 indicates that three in ten respondents rode a bike at least six times during the past month for a non-commute trip. Just under half (46%) of respondents occasionally made a non-commute trip by bike – five times a month or less. Twenty-three percent said they did not ride a bike for a non-commute trip at all during the past month.

Figure 12
Frequency of Biking for Non-Commute Trips

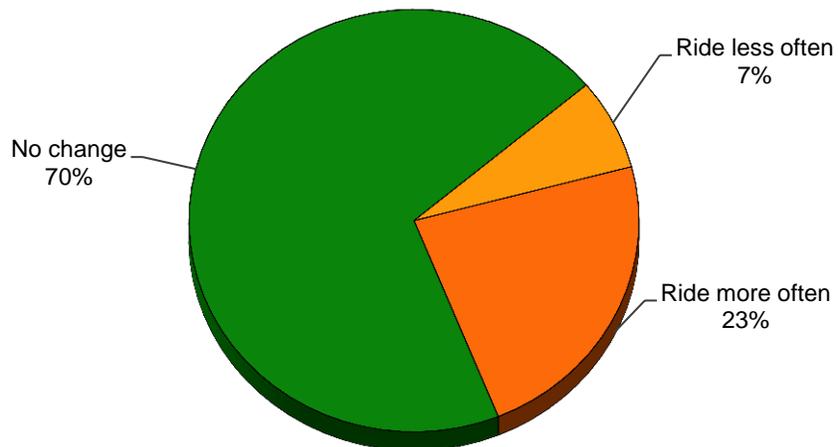
(n = 4,146)



- Twenty-three percent of respondents said they bike more often for non-work trips after BTW Day than they did before the event and 7% said they ride less often for non-commute trips than they did before BTW Day (Figure 13). The majority of respondents (70%) said they did not make any changes in their use of biking for non-commute trips.

Figure 13
Changes in Use of Bike for Non-Work Trips After BTW Day

(n = 4,042)



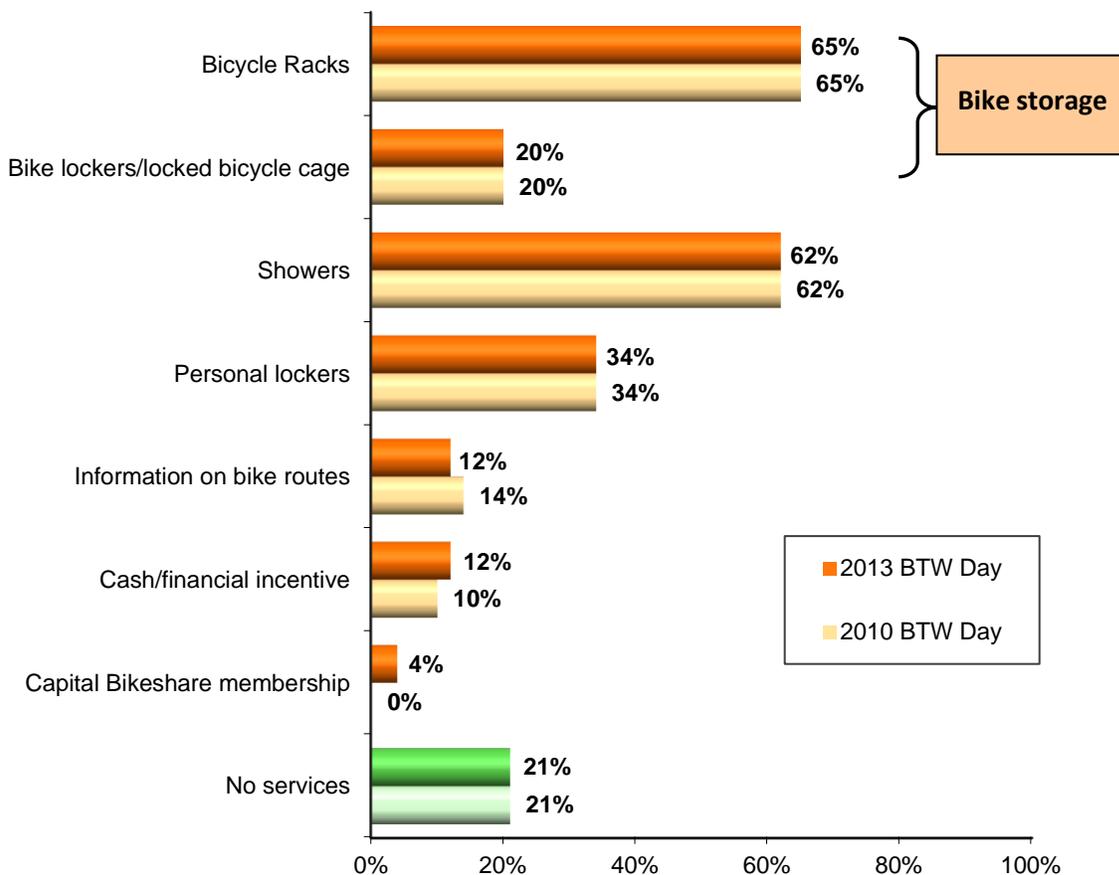
BIKE COMMUTE ASSISTANCE OFFERED BY EMPLOYERS

Commute Assistance Services (Figure 14)

- A sizeable majority (79%) of respondents said their employers offer some type of commute assistance information, services, or facilities for employees who bike to work.
- The most common service was bike racks, offered by 65% of employers. Twenty percent said the employer offer a secure form of bicycle storage such as lockers or a locked bicycle cage or permit employees to store their bicycles in their offices or workstations.
- A large share of respondents also noted that their employers offered personal convenience services including showers (62%) and personal lockers or a locker room (34%).
- Twelve percent of respondents said their employers offer bike route information and 12 percent said the employer provides a financial incentive for employees who bike.

Figure 14
Bicycle Commute Assistance Services Offered – 2013 and 2010

(2013 n = 4,149, 2010 n = 2,991) multiple responses permitted



- The percentages of employers who offer each service is identical or nearly the same as was observed in the 2010 BTW Day survey, with one notable exception. In 2013, 4% of respondents said their employer provides

free or discounted Capital Bikeshare memberships to employees. Capital Bikeshare did not begin operation until the end of 2010, so this service is new to the 2013 BTW Day survey.

- Respondents who did not ride during the summer after BTW Day or who rode very infrequently (less than one time per month) were less likely to report that their employers offered bicycle support strategies. Six in ten (59%) non-riders / infrequent riders said their employers offered bike racks, compared with 69% of respondents who rode at least one day per week. Non-riders and infrequent riders also were less likely than were more frequent riders to report access to bike lockers (16% infrequent riders vs 22% for frequent riders), personal lockers (29% vs 36%), or showers (56% vs 65%) than were more frequent riders.

Requested “Biking to Work in the Washington Area Guide”

- Seven percent of respondents said they had requested a copy of the bicycling guide produced by Commuter Connections, “Biking to Work in the Washington Area Guide.” The remaining 93% said they had not requested the guide.

APPENDIX A – SURVEY QUESTIONNAIRE

Bike-to-Work Day Survey – 2013

Survey was programmed for internet administration

The Metropolitan Washington Council of Governments and the Washington Area Bicyclist Association are conducting this survey to learn about the commute travel of participants in recent Bike-to-Work Day events held in the Washington DC metropolitan region. Please take a few minutes to answer and submit this brief questionnaire. If you have questions, call us at (800) 745-RIDE. Thanks for your help.

1 How did you hear about the 2013 Bike-to-Work Day? (Check all that apply)

- 1 Received a flyer/brochure
- 2 Saw a newspaper article or advertisement
- 3 My employer/boss told me
- 4 Family member, co-worker, or friend told me
- 5 Heard it on the radio or television
- 6 Saw sign or banner on bus
- 7 Saw notice on the internet
- 8 Saw a Tweet or a Facebook post
- 99 Other _____

2 Was 2013 the first year you participated in the Bike-to-Work Day event?

- 1 Yes
- 2 No, I also participated in (check all that apply):
2012 2011 2010 2009 Event before 2009

3 On average, how often did you ride your bicycle to work before your first Bike-to-Work Day event?

- 1 Never rode my bike to work before my first BTW Day
- 2 Less than 1 day per month
- 3 1-3 days per month
- 4 1-2 days per week
- 5 3-4 days per week
- 6 5 days per week
- 7 Other _____

4 On average, how often did you ride your bicycle to work during May – September, 2013, after the 2013 Bike-to-Work Day event?

- 1 Never rode my bike to work during May-September 2013
- 2 Less than 1 day per month
- 3 1-3 days per month
- 4 1-2 days per week
- 5 3-4 days per week
- 6 5 days per week
- 7 Other _____

5 How often do you bicycle to work now?

- 1 Never ride my bike to work now
- 2 Less than 1 day per month
- 3 1-3 days per month
- 4 1-2 days per week
- 5 3-4 days per week (**SKIP TO Q7**)
- 6 5 days per week (**SKIP TO Q7**)
- 7 Other _____

6 Why do you not ride your bicycle to work or not ride more often now? (check all that apply)

- 1 Don't feel safe/no safe route
- 2 Don't like to ride in winter/cold weather
- 3 Need my car for work
- 4 Too far to ride on a regular basis
- 5 Changed jobs/moved
- 6 No place to shower or change after riding
- 7 No place to store my bicycle
- 8 Other _____

7 On days you do not ride your bicycle, how do you usually commute to work? (If you use more than one method, check the one you use **MOST OFTEN)**

- 1 Drive alone
- 2 Carpool
- 3 Vanpool
- 4 Walk
- 5 Ride Metrorail
- 6 Ride a bus
- 7 Telecommute / telework
- 8 Ride a commuter train (MARC, VRE, AMTRAK)
- 9 Other _____

8 How many miles do you travel from home to work (one-way)? _____ miles**9 In the past month, how many times did you ride your bicycle for a trip other than getting to or from work, such as trips for errands, shopping, social visits, meetings, or personal appointments? (Please also exclude trips you made **SOLELY** for exercise or recreation)**

- 1 Never
- 2 1 – 2 times
- 3 3 – 5 times
- 4 6 – 10 times
- 5 More than 10 times
- 9 Don't know

10 Do you ride your bicycle for non-commute trips more often, less often, or about same as before you first participated in a Bike-to-Work Day event? (Please check ONLY ONE box)

- 1 Ride more often for non-commute trips
- 2 Ride less often for non-commute trips
- 3 Ride about the same - did not change how often I ride for non-commute trips
- 9 Don't know

11 Have you used Capital Bikeshare to commute to or from work within the past 12 months?

- 1 Yes
- 2 No

12 Does your employer offer any of the following commute assistance information or services to employees who bike to work? (Check all that apply)

- 1 No, my employer does not offer any of these services
- 2 Information on bicycle routes
- 3 Bicycle racks
- 4 Bicycle lockers, locked bike cage
- 5 Personal lockers, locker room
- 6 Showers on-site
- 7 Cash or other financial benefits for employees who bicycle to work
- 8 Capital Bikeshare Membership
- 9 Other, please describe _____

13 Have you ever requested a copy of the Commuter Connections pamphlet "Biking to Work in the Washington Area Guide" from the Metropolitan Washington Council of Governments?

- 1 Yes
- 2 No

DEMOGRAPHICS

Finally, the following questions are for classification purposes only. They will not be used to identify you in any way and this information will not be disclosed for any individual who responds to the survey.

14 About how many employees work at your worksite?

- 1 1 – 25
- 2 26 – 50
- 3 51 – 100
- 4 101 – 250
- 5 251 – 999
- 6 1,000 or more
- 9 Prefer not to answer

15 What type of employer do you work for?

- 1 Federal agency
- 2 State, or local government agency
- 3 Non-profit organization/association
- 4 Private sector employer
- 5 Self-employed
- 6 Other (SPECIFY) _____
- 9 Prefer not to answer

16 In what zip code is your workplace? _____**17 In what zip code is your home? _____****18 Which of the following groups includes your age?**

- 1 under 18
- 2 18 – 24
- 3 25 – 34
- 4 35 – 44
- 5 45 – 54
- 6 55 – 64
- 7 65 or older
- 9 Prefer not to answer

19 Do you consider yourself to be Latino, Hispanic, or Spanish?

- 1 Yes
- 2 No
- 9 Prefer not to answer

20 Which one of the following best describes your racial background (Please select ONLY ONE response)

- 1 White
- 2 Black or African-American
- 3 American Indian or Alaska Native
- 4 Asian
- 5 Native Hawaiian or Other Pacific Islander
- 6 Other (SPECIFY) _____
- 9 Prefer not to answer

21 Please indicate the category that best represents your household's total annual income.

- 1 less than \$20,000
- 2 \$20,000 - \$29,999
- 3 \$30,000 - \$39,999
- 4 \$40,000 - \$59,999
- 5 \$60,000 - \$79,999
- 6 \$80,000 - \$99,999
- 7 \$100,000 - \$119,999
- 8 \$120,000 - \$139,999
- 9 \$140,000 - \$159,999
- 10 \$160,000 - \$179,999
- 11 \$180,000 or more
- 19 Prefer not to answer

22 Are you female or male?

- 1 Female
- 2 Male
- 3 Prefer not to answer

23 If you have any suggestions for how we could improve Bike-to-Work Day, please provide them below.

Thank you for completing this questionnaire. Your responses will be confidential. Please click on the "Submit" button below.

Bike To Work Day in 2014 will be held on May 16, 2014. Please visit the event website at www.biketoworkmetrodc.org.
