

2022 BIKE TO WORK DAY SURVEY RESULTS

May 16, 2023



**National Capital Region
Transportation Planning Board
COMMUTER CONNECTIONS PROGRAM**

**2022 BIKE TO WORK DAY
SURVEY RESULTS**

Prepared for:
Metropolitan Washington Council of Governments
777 North Capitol St NE, Suite 300
Washington, DC 20002
mwkog.org

Prepared by:
LDA Consulting
In association with:
WBA Research, Inc.

May 16, 2023

Page intentionally left blank

2022 BIKE TO WORK DAY SURVEY RESULTS

Published: May 16, 2023

ABOUT COMMUTER CONNECTIONS

Commuter Connections, a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments (COG), promotes bicycling to work, ridesharing, and other alternatives to drive alone commuting, provides ridematching for carpools and vanpools, incentive programs for alternative commuting, and offers the free Guaranteed Ride Home program. Commuter Connections is funded by the District of Columbia, Maryland, Virginia, and U.S. Department of Transportation.

The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

CREDITS

Author:

Nicholas Ramfos, COG Transportation Operations Programs Director

Prepared by LDA Consulting in association with WBA Research, Inc.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

Table of Contents

Section 1 – Introduction	1
Section 2 – Summary of Results	3
Characteristics and Demographics of the Sample	3
Employment Characteristics	6
2022 Bike to Work Day Participation	7
Characteristics of Bicycles Used on Bike to Work Day	12
Commute Patterns on Non-Bike Days	20
Bike Commute Assistance Offered by Employers	21
Use of Bike for Non-commute Trips After Participating in BTWD	23
Suggestions to Improve Bike to Work Day	24
Appendix A – Survey Questionnaire	27

SECTION 1 INTRODUCTION

Purpose of the Survey

This brief report presents results of a survey of commuters who participated in the 2022 regional Bike to Work Day event, held in May 2022. This survey was conducted by the Commuter Connections program of the National Capital Region Transportation Planning Board at 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. Data from the survey will be used in the July 2020 – June 2023 Transportation Demand Management (TDM) evaluation of the Mass Marketing TDM program element.

Survey Methodology

The survey was conducted by COG in November 2022, with assistance from LDA Consulting and WBA Research, Inc. The questionnaire was based on that used in the 2019 BTWD survey, with a few minor modifications to update the survey for 2022.

COG e-mailed a survey invitation to 12,943 commuters who registered for the 2022 event. All event participants registered through the Washington Area Bicyclist Association's web site. The questionnaire was programmed for on-line administration and the email invitation included an Internet website link directly to the survey. A copy of the questionnaire is provided in Appendix A. Of the original mailing, 12,550 emails were delivered (12,943 minus 393 duplicate or undeliverable email addresses). COG received 2,659 completed interviews, for a response rate of 21.2%.

Survey Data Collected

The survey collected information about the following:

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

Section 2 summarizes results of these survey topics. Each table and figure show both the percentage responses for the question and the raw number of respondents (e.g., $n = ##$) who answered the question.

Highlights of 2022 Survey Findings

Event Participation

- 2022 was the first BTWD event for 18% of participants.
- 92% of respondents said they were very likely to participate in another BTWD event in the future and 87% said they were very likely to recommend BTWD events to others.
- The most common BTW Day information sources were internet (30%) and referrals (18%). Eighteen percent heard about the event through a social media source, such as a Facebook post or Twitter.
- More than one-quarter (27%) of respondents said their favorite part of the event was sharing the ride with other cyclists. Two in ten (19%) noted pitstop activities as their favorite part.
- Nearly all (94%) riders said they rode a personal bike on BTWD. Five percent rode a Capital Bikeshare bike. Nine in ten (91%) participants rode a traditional pedal-powered bike; the other 9% of riders used an electric/electric-assist bike.
- Three-quarters (74%) of BTWD participants rode their bikes the entire way from home to work on BTWD. Eight percent rode part of the way, using another mode of transportation for the remaining part of the trip; 3% drove to a Park & Ride lot and biked from the lot to work, 4% biked from home to a transit stop or stations, then rode a bus or train for the remaining part of the trip. Two in ten (18%) participants biked from home to a pit stop, then rode directly back home for the rest of their workday, because they were working from home on the day of the event. Less than 1% of respondents gave this response in 2019.

Bicycle Commuting Before and After BTWD

- 86% of participants rode to work at least occasionally before BTWD; 86% rode to work in the summer after BTWD, 82% were still riding during the late fall (November 2022).
- Six percent of participants started riding to work after their first BTWD event – these were new riders. An additional 14% of participants rode before BTWD, but increased how often they rode to work. But 14% of participants who rode before BTWD decreased their riding frequency.
- Respondents who rode to work before BTWD rode an average of 2.2 days per week. The average frequency during the summer after BTWD also was 2.2 days/week, reflecting both participants who increased riding and those who decreased riding. In late fall, the average frequency dropped to 2.1 days per week.
- Participants who were riding less than three days per week in the fall after BTWD were asked why they did not ride or did not ride to work often. The overwhelming reason for not riding more often, mentioned by six in ten respondents, was that they worked from home some or all their workdays (53%) or had retired (7%). They also reported several barriers to bicycle commuting; 27% did not want to ride in inclement or cold/winter weather and 25% did not like to ride in the dark. Twenty percent of respondents said they did not feel safe riding or did not have a safe route and 18% said their commute was too far to ride on a regular basis.
- Respondents who biked after BTWD, even if only occasionally, were asked how they traveled to work on days they did not bike to work. Four in ten rode in a personal vehicle; 37% drove alone to work and 3% rode in a carpool or vanpool. Twenty-eight percent rode a train or bus and 6% walked or ran. A large share (26%) said they did not commute on non-bike days; they teleworked or worked from home.
- BTWD participants traveled an average of 8.5 miles one-way to work.

Section 2 Summary of Results

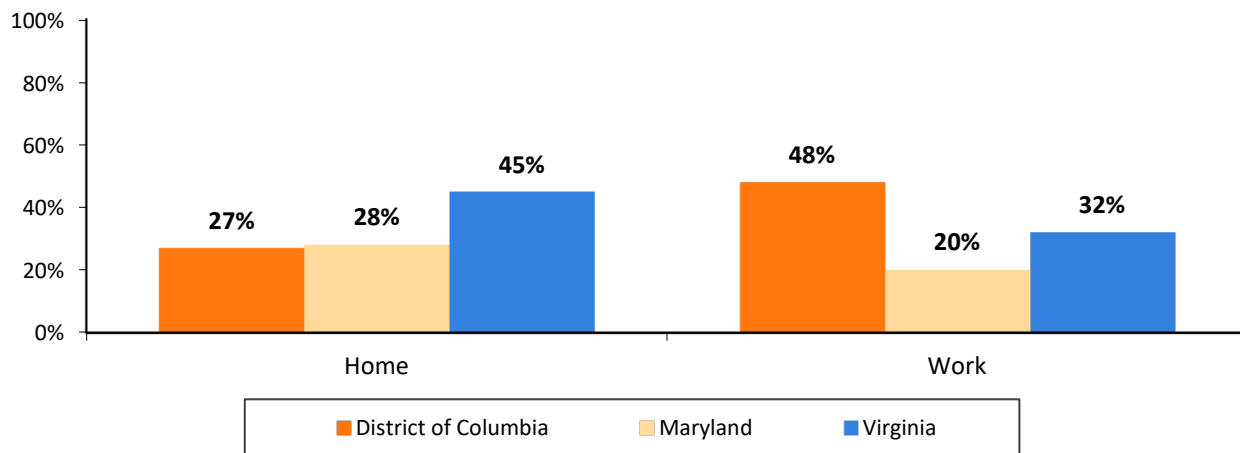
Characteristics and Demographics of the Sample

Home and Work Location

Nearly half (45%) of 2022 BTWD survey respondents lived in Virginia (Figure 1). Twenty-eight percent lived in Maryland and 27% lived in the District of Columbia. The distribution by work state was considerably different. Nearly half (48%) of respondents worked in the District of Columbia and three in ten (32%) worked in Virginia. The remaining 20% worked in Maryland.

Figure 1
Home and Work Jurisdictions

(Home n = 2,343, Work n = 2,397)



The top home Maryland and Virginia locations for 2022 BTWD participants included:

Virginia Home Counties	Percentage	Maryland Home Counties	Percentage
Fairfax County	18%	Montgomery County	20%
Arlington County	13%	Prince George’s County	6%
Alexandria City	7%	Frederick County	1%
Loudoun County	4%		
Prince William County	2%		

Top Home and Work Zip Codes – Participant home and work locations were widely distributed across the region; respondents reported more than 290 home zip codes and over 200 work zip codes. But eight zip codes each accounted for 2% or more of participants’ home locations. Six of the top residential zip codes were in the District of Columbia: 20001 (2.2% of total participants), 20002 (4.8%), 20003 (2.6%), 20009 (3.1%), 20010 (2.2%), and 20011 (2.3%). The two other notable home zip codes included 20910 (2.3%) in Silver Spring, MD (2.3%), 22201 in Arlington, VA (2.1%), and 22314 in Alexandria, VA (2.6%).

Eleven zip codes each accounted for 2% or more of the total participants’ work locations. Seven of the top work zip codes were in the District of Columbia: 20001 (3.9% of total participants), 20002 (3.7%), 20003 (2.0%), 20004 (2.2%), 20005 (3.5%), 20006 (2.9%), and 20036 (4.3%). Other notable work zip codes included 20892 (2.3%) in Bethesda, MD, two Arlington, VA zip codes (22201 – 2.2% and 22202 – 2.0%), and one zip code in Alexandria, VA, 22314 (2.7%).

Demographics

The survey asked respondents four demographic questions: sex, income, age, and race/ethnicity. Details of these characteristics are presented below for BTWD participants.

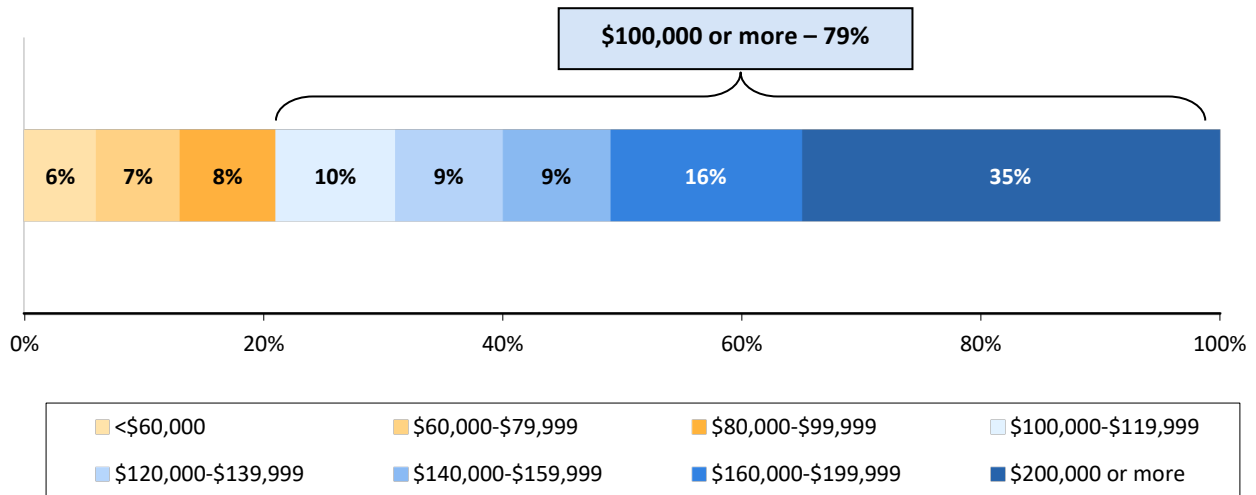
Gender – Among BTWD participants, men substantially outnumbered women; 65% of BTWD survey respondents were male and 35% were female. This distribution was not statistically different from that noted in the 2019 BTWD survey; in that survey, 67% of respondents were male and 33% female.

But the 2022 BTWD survey population differed substantially from the regional commute population. The 2022 State of Commute (SOC) survey found a distribution for the metropolitan Washington region of 51% female and 49% male.

Income – Eighty-seven percent of respondents reported household incomes of \$80,000 or more and 79% had incomes of \$100,000 or more (Figure 2). BTWD participants had slightly higher incomes than did the regional population overall; as found in the 2022 SOC survey; 74% of regional workers reported household incomes of \$80,000 or more and 63% noted an income of \$100,000 or more.

Figure 2
Annual Household Income

(n = 2,034)

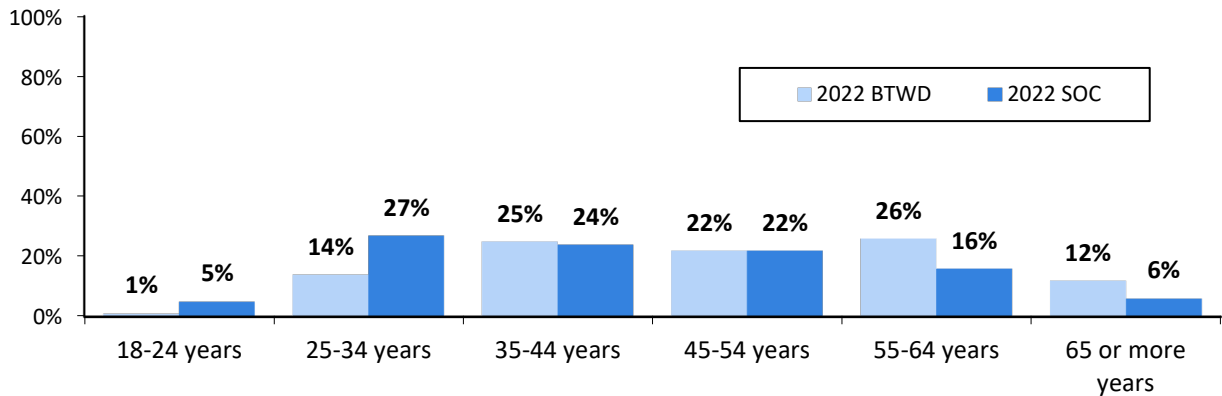


Age – BTWD participants were distributed across all age brackets (Figure 3). Fifteen percent were younger than 35 years old, 25% were between the ages of 35 and 44 years, and 22% were between 45 and 54 years old. The remaining 38% of respondents were 55 years or older.

Figure 3 also shows the age distribution for all workers in the Washington region. As shown, BTWD participants were older than workers regionally; 60% of BTWD participants were 45 years of age or older, compared with 44% of all regional workers.

Figure 3
Respondent Age Distribution – 2022 BTWD Participants vs Regional Workers

(2022 BTWD n = 2,500, 2022 SOC n = 8,074)



Race/Ethnicity – The overwhelming majority (82%) of 2022 BTWD survey respondents were of White/Caucasian racial/ethnic background (Table 1). The remaining respondents were divided among four other groups: Hispanic (6%), Asian (5%), African-American (4%), and multi-racial/other (3%). The race/ethnicity distribution in 2022 was similar to that from 2019; percentages of all race/ethnic groups were within 1% of their 2019 shares of the BTWD registrant population.

Table 1
Race/Ethnicity – BTWD Participants (2019 and 2022) and Regional Workers (2022)

Ethnic Group	2019 BTWD (n = 2,021)	2022 BTWD (n = 2,021)	Region (2022 SOC) (n = 7,693)
White/Caucasian	82%	82%	43%
Hispanic	7%	6%	14%
Asian	5%	5%	15%
Black/African-American	4%	4%	23%
Multi-racial/other	2%	3%	5%

BTWD participants were disproportionately white, when compared to the overall population of workers in the region, as defined by the 2022 State of Commute Survey. That survey estimated that 43% of regional workers were White. Black/African-Americans were particularly under-represented in the BTWD event; while 23% of all regional workers were Black/African-American, only 4% of BTWD survey respondents were of this race/ethnicity.

Employment Characteristics

Size and Type of Employer

Size – Respondents also were asked for what type of employer they worked and the number of employees at their worksites. A large share of respondents worked for large employers (Table 2). Six in ten (62%) worked for firms with more than 100 employees; 31% worked for employers that employed 1,000 or more employees.

Table 2
Employer Size

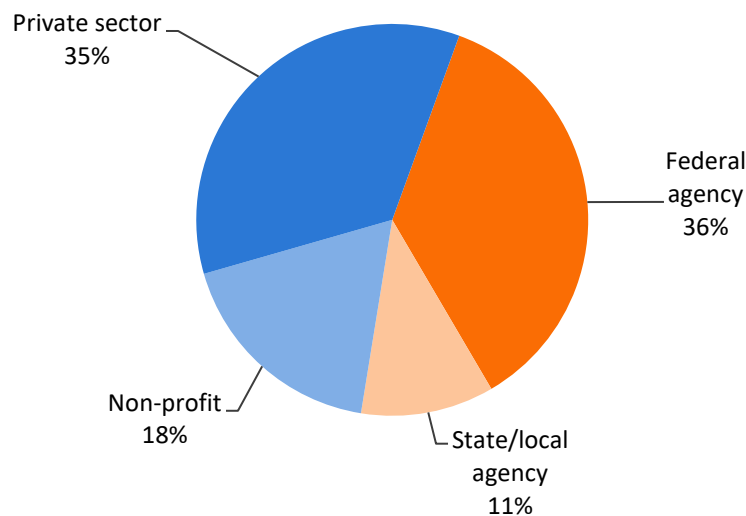
(n = 2,340)

Number of Employees	Percentage	Number of Employees	Percentage
1-25	19%	101-250	13%
26-50	9%	251-999	18%
51-100	10%	1,000+	31%

Type – More than one-third (36%) of respondents worked for a Federal government agency and 35% were employed by a private sector employer (Figure 4). About two in ten (18%) respondents worked for non-profit organizations and 11% worked for state or local government agencies.

Figure 4
Employer Type

(n = 2,315)



2022 Bike to Work Day Participation

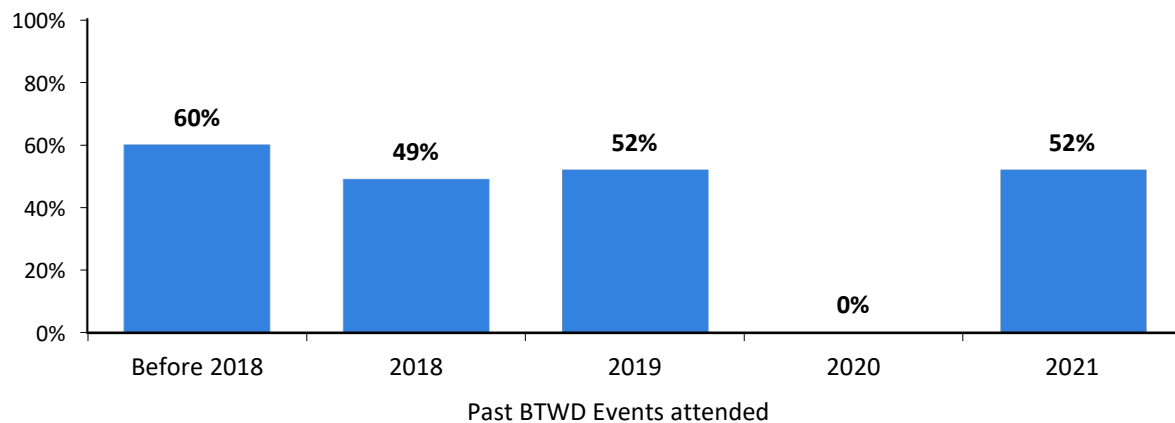
Past Participation in BTWD Events

Eighteen percent of respondents said the 2022 BTWD event was the first they attended. The remaining 82% said they had participated in a BTWD event before 2022. The 18% 2022 first-time percentage was lower than the 23% noted in the 2019 BTWD survey.

About half of respondents had also participated in the 2021 (52%), 2019 (52%), and 2018 (49%) BTWD events (Figure 5). Six in ten (60%) participated in an event prior to 2018. The 2020 BTWD event was canceled due to the coronavirus pandemic.

Figure 5
Past BTWD Events Attended in Addition to 2022 Event

(n = 2,677, Multiple responses permitted)



Source of Information on 2022 BTWD event

The most common source of information about the 2022 BTWD was a notice on the Internet, noted by 29% of respondents (Figure 6). This was essentially the same percentage as cited this source in the 2019 survey. About two in ten (18%) respondents said they learned of 2022 BTWD through a personal referral from a family member, co-worker, or friend, again about the same percentage as gave this response in 2019 (20%).

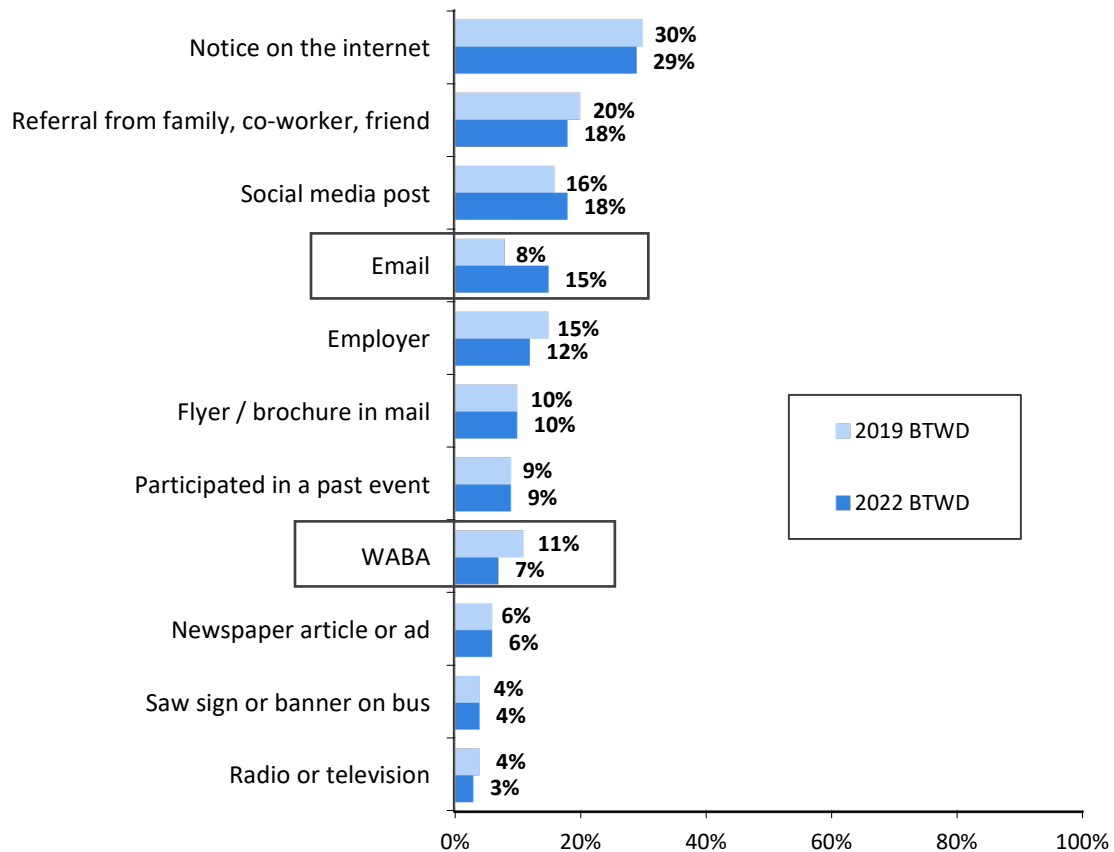
Other common sources noted by at least one in ten respondents included: social media outreach such as a tweet or Facebook post (18%), an email about the event (15%), information from an employer (12%), or a flyer or brochure they received in the mail (10%). Nine percent knew of BTWD because they had participated in a previous BTWD event, so sought registration information themselves. Smaller percentages of respondents heard about BTWD from outreach by the Washington Area Bicyclist Association (WABA, 7%), a newspaper article or advertisement (6%), a sign or banner on a bus (4%), or from radio or television (3%).

Two sources had significantly different percentages in 2022 compared with 2019. WABA was noted by a smaller percentage of respondents in 2022 (7%) than in 2019 (11%), while email was named by a higher share in 2022 (15%) than in 2019 (8%). Other sources had similar percentages in 2022 and 2019.

Figure 6
Sources of Information About Bike to Work Day Event

(2019 BTWD n = 2,273; 2022 BTWD n = 2,659)

Responses with statistical changes between 2019 and 2022 are indicated



Respondents cited similar sources of BTWD information regardless of how far they traveled to work and how they traveled on non-bike days. But respondents in some other sub-groups reported different BTWD sources:

- **Employer Size** – Respondents who worked for large employers were slightly more likely to note hearing about the event from their employer than were respondents who worked for small employers. Sixteen percent of respondents who worked for employers with 1,000 or more employees mentioned this source, compared with 12% who worked for employers with between 101 and 999 employees and 10% who worked for employers with fewer than 100 employees.
- **Employer Type** – The employer as a source of BTWD information also was much more common among participants who worked for a state or local agency; 24% of these state/local agency workers cited their employe as the source, compared with about one in ten participants who worked for a Federal agency (12%), non-profit organization (12%), or private sector employer (10%). Other sources of BTWD information were named similarly regardless of the employer type.
- **First BTWD vs Previous Participant** – Respondents who participated in a previous BTWD were more likely than were new participants to report learning about BTWD from three sources: Internet (31%

of past participants versus 21% of new participants), WABA (6% of past participants versus 1% of new participants), and email from an organization other than WABA (15% of past participants versus 6% of new participants). Conversely, new participants were more likely to cite a personal referral than were respondents who participated before (29% of new participants versus 16% of previous participants). A higher share of new participants also noted hearing about the event from their employer (23%) than did past participants (9%).

- **Gender** – Women cited two sources more often than did men: referral (21% of women versus 16% of men) and information from an employer (15% of women versus 10% of men). Men named one source, messages/posts on the Internet, more than did women (33% of men versus 22% of women).
- **Age** – Differences also were notable by age group. Three sources were more common among respondents who were younger than 35 years: referrals (28% of under 35 years versus 16% of 35 or older), social media sources (25% of under 35 years versus 17% of 35 or older), and information from an employer (19% of under 35 years versus 11% of 35 years or older). Conversely, respondents who were 35 year or older were more likely to mention Internet (30% of 35 or older versus 24% of under 35 years) and email (15% of 35 or older versus 10% of under 35 years).

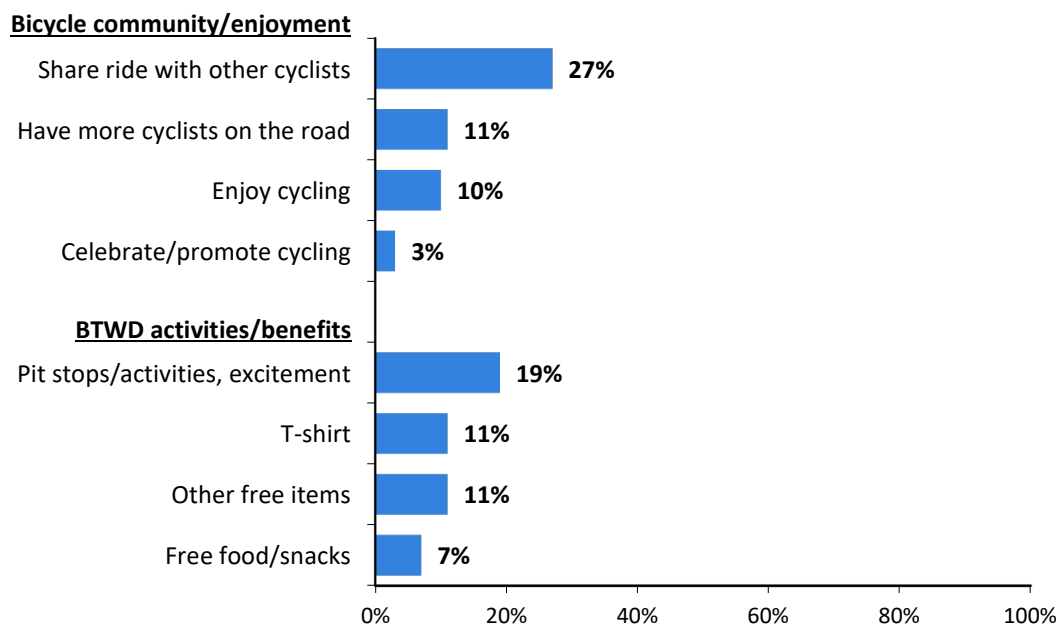
Respondents' BTWD Event Experience

The survey included several questions to explore riders' BTWD experience. These questions asked about respondents' favorite part of the 2022 BTWD event experience, how likely they would be to register for a future event, and how likely they were to recommend BTWD to a friend.

Favorite Part of BTWD Event – The survey question on respondents' favorite part of the BTWD experience was an open-ended question. About three-quarters of respondents provided a response (Figure 7).

Figure 7
Favorite Part of 2022 Bike to Work Day Event Experience

(n = 2,659, Multiple responses permitted)



Many respondents mentioned a connection to the bicycling community or enjoyment of bicycling as their favorite part of the event. More than one-quarter (27%) said they most enjoyed sharing the ride to work with other cyclists. Eleven percent mentioned having more cyclists on the road and 3% said they enjoyed celebrating or promoting bicycling. One in ten (10%) simply said they enjoyed cycling. A sample of quotes related to these experiences includes:

- “Camaraderie in biking the trail together; it gets many who normally do not bike to begin to think about biking.”
- “Reason to ride bike! Everyone at work impressed I rode my bike, and wondered how I managed the traffic on the roads.”
- “Amazing to see so many people cycling and feeling like a part of something bigger.”
- “Seeing a bunch of other people who aren't normally commuting out on the trail there and having fun in the morning.”
- “Mainly I like to be with other cyclists and be counted as part of cycling community.”
- “BTWD gave us an opportunity at my workplace to build a sense of community among colleagues who either already bike to work or who were interested in trying it. We gathered a group of about 20 colleagues who rode in that day -- a measurable increase beyond our norm.”
- “Community involvement in biking to work, spreading awareness for bike safety, and continuing discussions about making streets safe for cyclists.”
- “Commuting by bicycle can be a very isolating experience in the DC area since there are comparatively few others out there. BTWD makes it feel like you're not alone.”
- “Feeling connected to other bikers and seeing a whole community of people visible promoting bike commuting.”
- “My whole family rides their bikes down to the nearest pit stop, and then we all head off in different directions to work, high school, and back home/elementary school. My youngest kids particularly get into it.”
- “Promotes collaboration, encourages better health and environmental protection to combat climate change, safety and fun for all!”
- “Riding down to GTOWN waterfront with my Canadian neighbor and his little boy. I introduced him to BTW Day.”
- “Seeing my daughter enjoy it and all the bike camaraderie, plus the giveaways were beyond anything I had imagined!”
- “Meeting up with friends from work, since we were still working remotely.”
- “It's just fun to get out and ride. Often it may be my first ride of the season and it jump starts my riding for the new season. The T-shirt is always a nice treat.”
- “I love that Bike to Work Day encourages more people to commute via bike. I do this anyway regardless; however, I feel a special level of solidarity on that day. It also feels good to be recognized for engaging in healthy, sustainable, and cost-effective transport.”

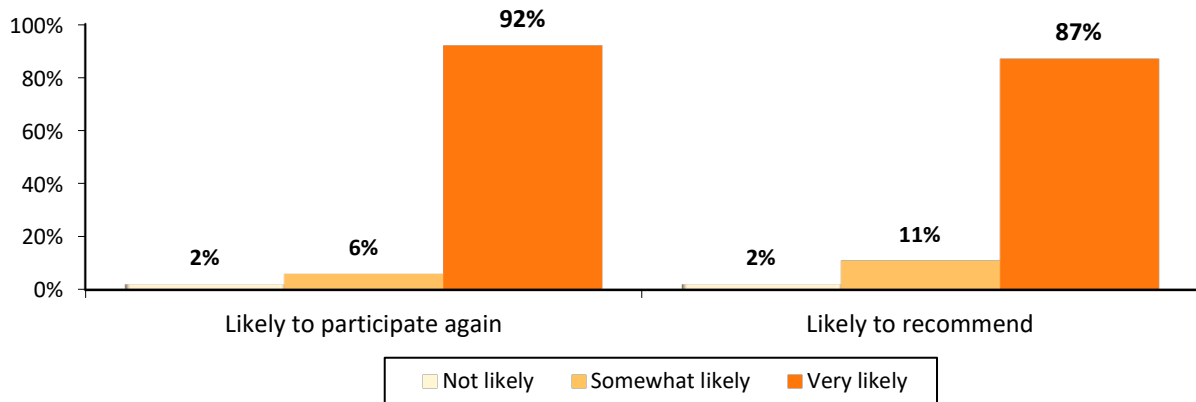
A large share of respondents also mentioned activities or tangible benefits they received. Two in ten (19%) cited the excitement and activities at pit stops as their favorite part of the event. One in ten mentioned receiving a t-shirt (11%) and 11% mentioned getting free food/snacks or receiving other free items, such as bike maps or bike tune-ups as their favorite part. A sample of quotes related to these experiences includes:

- “Bike to Work Day is a party specifically to thank me for biking to work every day!”
- “Getting closer to normal with this event was awesome! Very glad to see many long-term sponsors and vendors along with several new ones at the morning pit-stop.”
- “Biking with my husband and son (to preschool and work) together, knowing we could stop off at a fun pit stop along the way with food vendors / vendor tables and swag for the kid!”
- “Discovering the T-shirt color! Only slightly kidding.”
- “Drinks at pit stops and getting my t-shirt. About half of my t-shirts now are bike-to-work shirts, and it's fun to talk with other cyclists who wear theirs.”
- “Knowing there was a tent with refreshments and people who could help if I had mechanical problems was reassuring.”
- “Employer provided breakfast to all participants. The yearly T-shirt is a great incentive to participate as well as the stops to talk to the volunteers.”
- “The big party event at the end where it was a whole biking community.”
- “Freebies - got the best bike light, canned food lids and water bottles, plus music, raffles, and fuel (fresh fruit, and other yummy food).”
- “Getting a check of my bike to see if it needed any maintenance (offered by the local bike shop, Proteus).”
- “Getting the annual T shirt, now becoming a collector’s item! Seeing neighbors at the pit stop.”
- Pit stop to refresh with water/food/and bike check. Raffle was fun and t-shirt is cool. I learned about bike maps and trails throughout the county, along with free rides on trains and bike racks on buses. Thanks for doing this every year.”
- “The cupcakes and giveaways at the Georgetown stop. I even got a free bell, which made me much safer on the trail!”
- “The morning event on Columbia Pike was fantastic. Enjoyed talking to the Phoenix bikes folks, getting delicious coffee and snacks, and of course bananas #freebananaday.”
- “The pit stops where you can meet different people, see different offerings that are from the neighborhood, and just spread the bike love.”
- “The Rosslyn Pit Stop had lots of swag and giveaways, plus a mobile bike repair tent helped me fix my tire.”
- “There were many vendors/organizations it was like a fair. The ambiance was wonderful and it attracted many people walking around. I loved the t-shirt PINK.”

Likely to Participate in a Future BTWD Event and Likely to Recommend BTWD – The overwhelming majority of respondents said they were likely to participate in another Bike to Work Day event in the future; 92% said they were very likely and 6% were somewhat likely to participate again (Figure 8). And nearly all respondents said they were likely to recommend BTWD to a friend; 87% were very likely and 11% were somewhat likely.

Figure 8
Likelihood to Participate in a Future BTWD Event and Likelihood to Recommend BTWD

(Likely to participate again n = 2,685; Likely to recommend n = 2,684)



Characteristics of Bicycles Used on Bike to Work Day

The 2022 BTWD survey included several questions related to the type of bicycle used for the ride and what portion of the commute trip the participant had made by bicycle.

Type of Bicycle Used

Personal or Borrowed/Rented Bicycle – The overwhelming majority (94%) of respondents said they rode a personal bike that they owned on the 2022 BTWD event. Five percent rode a Capital Bikeshare (CaBi) bike. The remaining 1% rode either a bike they borrowed from a friend, family member, co-worker, or neighbor or a dockless bike from one of the companies such as Spin, Lime, or Mobike, which offer these bikes in the region.

Electric Bicycle – Nine in ten (91%) respondents rode a traditional rider-powered bike. Nine percent used an electric bike or e-bike on the ride; this was an increase over the 3% of 2019 participants who had used e-bikes.

Portion of Commute Biked

Three-quarters (74%) of BTWD participants rode their bikes the entire way from home to work on BTWD (Table 3). Eight percent rode part of the way and used another mode of transportation for the remaining portion of the trip. For example, 3% said they drove to a Park & Ride lot, parked their vehicle, and biked the remaining portion of the commute trip. Another 4% rode their bikes from home to a transit stop or stations, where they boarded a bus or train for the remaining part of the trip. One percent of participants either biked from home to a location where they met carpool partners or took a bus or train for the beginning of the trip and biked from the transit stop to work.

The relative proportion of respondents who combined biking with another mode was not substantially different than was observed in the 2019 BTWD survey. But what was very different in 2022 was that two in ten (18%) participants did not ride to a main worksite at all. Rather, they biked from home to a pit stop, then rode directly back home for the rest of their workday, because they were working from home on the day of the event. Less than 1% of respondents had given this response in 2019.

Table 3
Portion of Commute Ridden by Bike on BTWD – 2019 and 2022

Portion of Commute	2019 BTWD (n = 2,209)	2022 BTWD (n = 2,595)
Rode entire trip from home to work	88%	74%
Rode part of trip	12%	26%
- Biked from home to pit stop then rode home	<1%	18%
- Drove to Park & Ride lot then biked rest of the way to work	5%	3%
- Biked from home to bus stop/train station	5%	4%
- Biked from home to carpool meeting point	1%	<1%
- Took bus/transit, then biked rest of the way to work	1%	<1%

Bike in Conjunction with Transit – Metrorail, Metrobus, and some other transit agencies in the Washington metropolitan region permit transit riders to bring a bicycle on the transit trip, either on a bike rack attached to the bus or inside the train car. Some transit stations/stops also offer bike racks or bike lockers to store bikes at the stations/stop. The 4% of riders who said they used transit for part of their commute were asked if they left their bikes or took them on the vehicle. Just under half (46%) of these riders parked their bikes at the bus stop or train station. The remaining riders took the bike with them on the transit vehicle; 42% took the bike on a train and 12% took the bike on a bus.

Bike Commuting Before and After Bike to Work Day

A primary objective of the BTWD survey was to determine the change in biking after the BTWD event. To determine a baseline against which to measure change, respondents were asked how often they rode to work before their first BTWD event. To gauge both the immediate impact of BTWD and the longer-term benefit, respondents were next asked about bicycle commuting during two time periods; May through September 2022, immediately after BTWD, and at the time the survey was conducted, in November 2022.

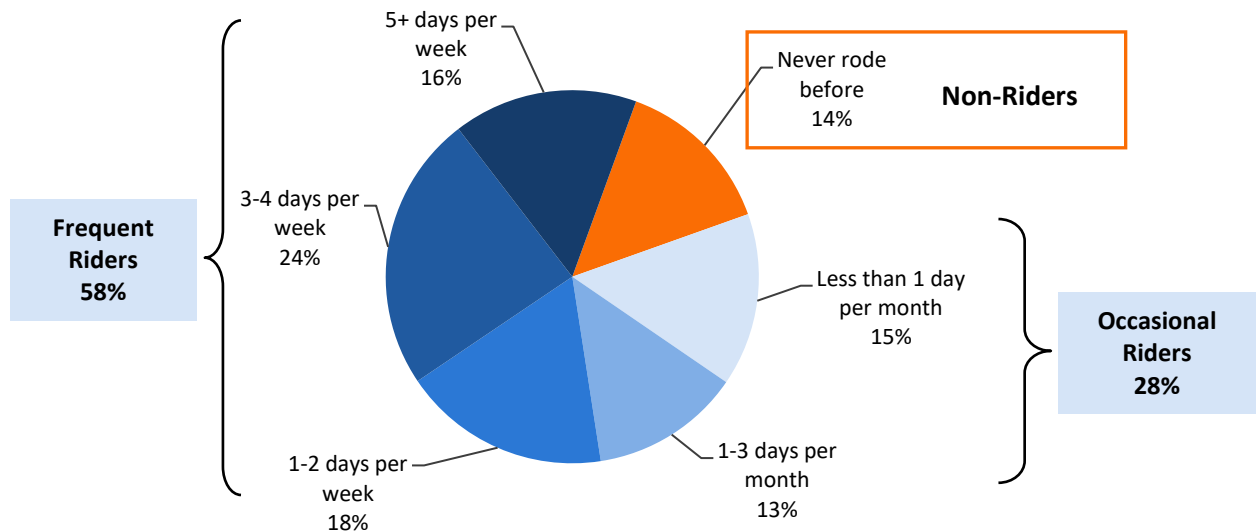
Frequency of Bike Commuting Before Participating in BTWD

Eighty-six percent of respondents rode to work at least occasionally before they participated in their first BTWD event (Figure 9). Nearly six in ten (58%) were frequent riders, riding at least one day per week. Thirteen percent rode one to three days per month and 15% rode occasionally, but less than one day per month. The remaining 14% of respondents did not commute by bike before BTWD.

This distribution of pre-event riding frequency was statistically the same for the 2022 survey as for the 2019 survey, with 87% reporting biking to work at least some days. But the question asked how often they rode before their first event. Since more than eight in ten respondents participated in past BTWD events and 60% participated prior to 2018, most respondents would have reported a pre-BTWD riding pattern from a time before the start of the coronavirus pandemic.

Figure 9
Frequency of Bike Commuting Before First BTWD

(n = 2,569)



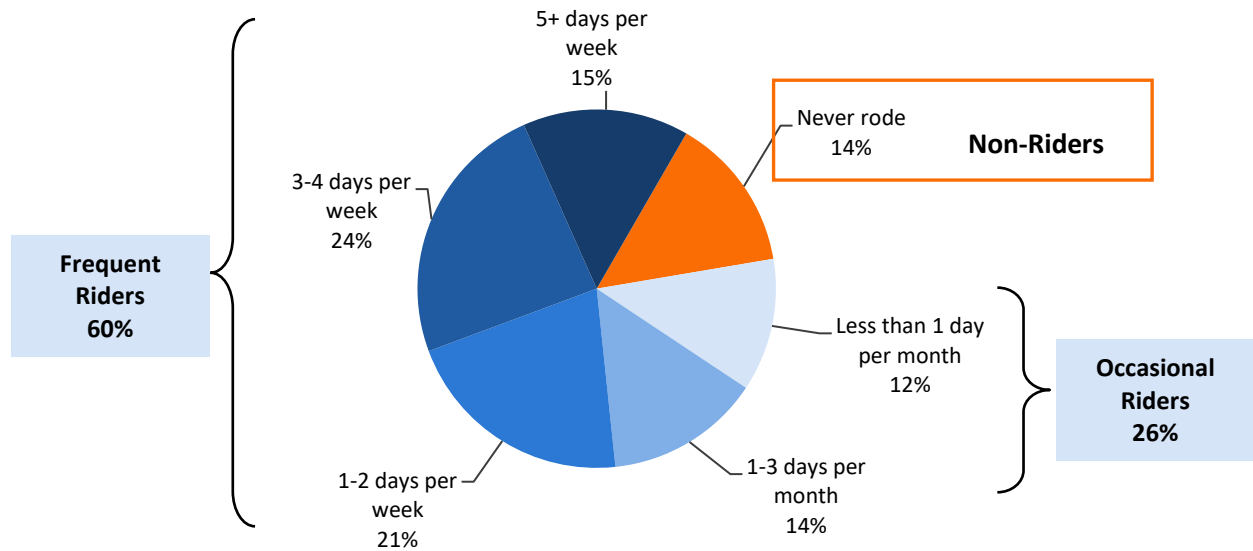
Participants whose first BTWD experience was in 2021 or 2022, when the pandemic might have influenced their commute travel, were less likely to have been riders before the event than were those who rode in 2019 or an earlier event. Only 77% of 2021/2022 first-time participants rode to work before BTWD, compared with 89% of participants whose first BTWD experience was in a pre-pandemic event.

Frequency of Biking During Summer 2022 After BTWD

Between May and September 2022, after the 2022 BTWD event, 86% of respondents biked to work at least occasionally, the same percentage as reported biking before their first BTWD. And as shown in Figure 10, the share who rode frequently (one or more days per week) during the summer also was about the same (60%) as for the pre-BTWD case (58%). Twenty-six percent of respondents said they rode occasionally, but less than one day per week in summer 2022. The remaining 14% did not ride at all during the summer.

Past BTWD surveys have typically shown small increases in bike use from before first BTWD to the summer after the event. The unchanged frequency in 2022 must account, however, for the fact that 5% of respondents were no longer commuting in summer 2022; they were teleworking full-time or had retired. These respondents were excluded from the summer 2022 frequency distribution. Some additional respondents, who were included in the distribution, likely were working from home some but not all their workdays, reducing the number of days they could bicycling to work. Further analysis of these changed travel patterns will be performed in the triennial TDM analysis to be conducted in the spring/summer of 2023.

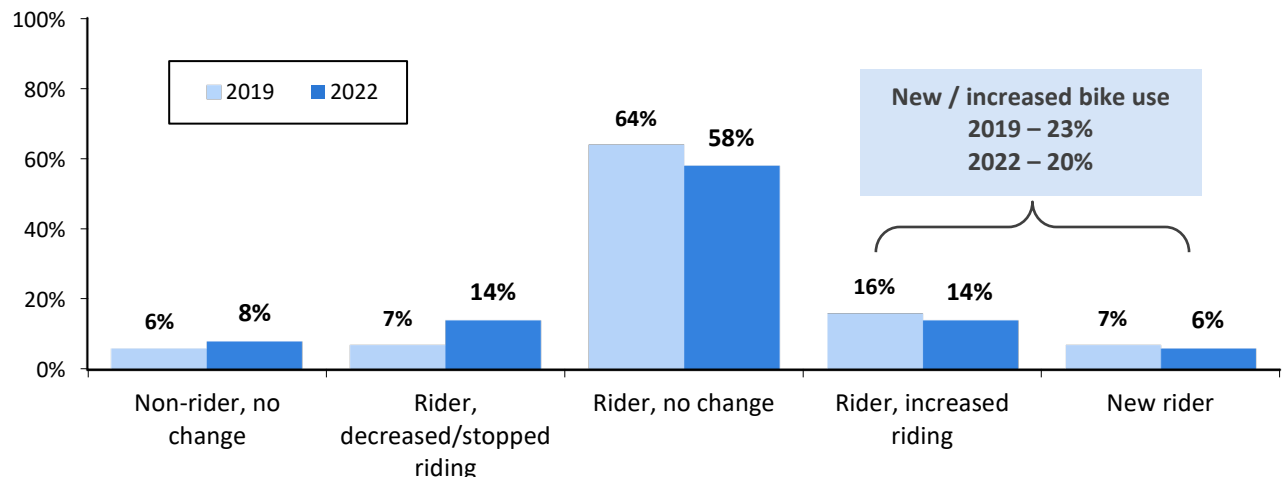
Figure 10
Frequency of Bike Commuting Summer 2022 (After BTWD)
 (n = 2,477)



New and Increased Biking During Summer After BTWD

Comparison of each respondent’s biking frequency before BTWD and during summer 2022 found that two in ten (20%) respondents either started biking or increased biking (Figure 11) in the summer after BTWD 2022. Six percent were new riders; they did not commute by bike before their first BTWD event but did ride in summer 2022. An additional 14% had been biking to work before the event but started biking more often after BTWD 2022.

Figure 11
Changes in Bike Commuting from Before First BTWD to Summer – 2019 BTWD and 2022 BTWD
 (2019 BTWD n = 2,237, 2022 BTWD n = 2,477)



Fifty-eight percent of respondents said they biked to work before BTWD and continued to bike the same number of days per week after the 2022 event; these were “no change” riders. Fourteen percent previously rode to work but decreased or stopped their riding during the summer of 2022. The remaining 8% said they did not bike to work before BTWD and still were not biking in the summer after BTWD (“no change” non-riders).

Figure 11 also shows the results for this analysis from the 2019 BTWD survey. The share of new/increased riders in 2022 (20%) was only slightly lower than for 2019 (23%), indicating some additional riding had occurred in 2022, even accounting for pandemic influences. But the proportion of participants who reporting decreasing their riding was twice as high in 2022 (14%) as in 2019 (7%). This is likely due to riders working from home some days; even if they were still riding some days, they commuted fewer days in summer 2022 than they had before their first BTWD event.

Average Bike Commute Frequency Before BTWD and During Summer 2022

Respondents who biked to work before the BTWD event biked an average of 2.2 days per week (Table 4). Respondents who biked during summer 2022 biked an average of 2.2 days per week, the same average frequency as before BTWD. The analysis also calculated pre-BTWD and summer 2022 biking frequency for four groups of respondents: new riders, previous riders who increased riding frequency, previous riders who decreased riding frequency, and previous riders who made no change in how often they rode. Table 3 also presents these results.

Table 4
Average Riding Frequency (Participants Who Rode) – Before BTWD and Summer 2022

Riding Status	Average Days/Week Riding to Work		
	Before BTWD	Summer 2022 After BTWD	Change
- All riders (Before BTWD n = 2,208, summer n = 2,137)	2.2	2.2	0.0
- New riders after BTWD (n = 147)	0.0	1.1	+1.1
- Previous riders increased frequency (n = 327)	0.9	2.5	+1.6
- Previous riders decreased frequency (n = 350)	2.3	0.7	-1.6
- Previous riders no frequency change (n = 1,410)	2.5	2.5	0.0

New Riders – Respondents who were new riders rode less frequently after BTWD (1.1 days per week) than did all riders (2.2 days per week). But their summer frequency represented an increase of 1.1 days per week from not riding at all.

Increased Riding – Respondents who rode before BTWD and increased their riding rode an average of 2.5 days per week in the summer, an increase of 1.6 days per week over their riding frequency of 0.9 days before BTWD.

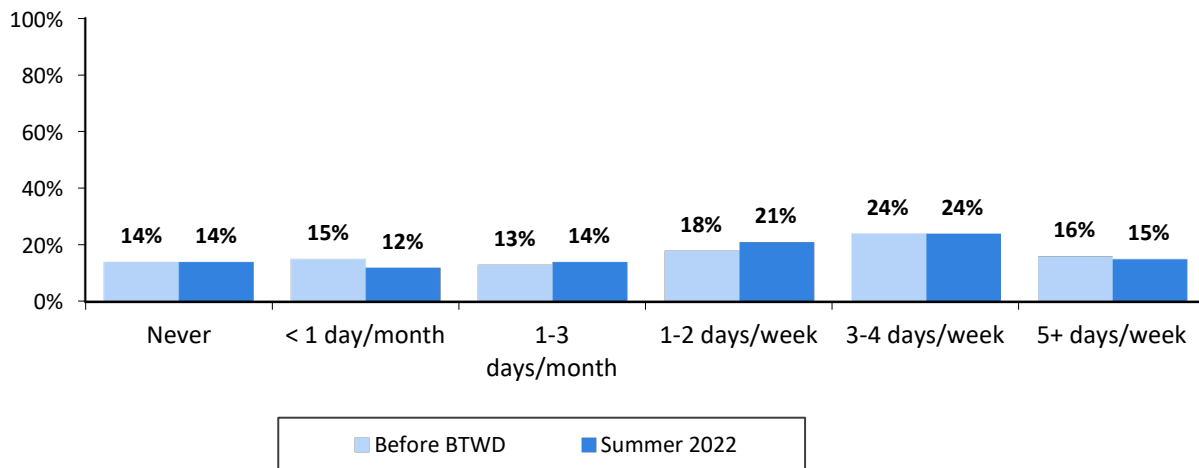
Decreased/Stopped Riding – Some respondents who were biking to work before BTWD decreased or stopped riding during summer 2022. Their average frequency declined from 2.3 biking days per week to 0.7 days, a drop of 1.6 days per week.

Previous Riders, No Frequency Change –Finally, a large share of respondents who rode to work before BTWD continued riding during the summer at the same frequency. These respondents had the highest riding frequency during the before BTWD period (2.5 days) and the same summer riding frequency (2.5 days) as respondents who increased riding during the summer after BTWD (2.5 days).

The overall average frequency of 2.2 days per week for the before BTWD period was the same as the 2.2 days per week in the summer of 2022. As this result might suggest and as confirmed by Figure 12, there was little change in the shares of respondents in various frequency categories. The share who “never rode” was 14% before BTWD and 14% in summer 2022. Similarly, there was just a two percentage point increase in the share of frequent riders; 60% reported riding one or more days per week in summer 2022, compared with 58% before BTWD. So even as 6% of respondents started riding and another 14% increased riding, their additional bike use was offset by 14% of riders who decreased or stopped riding.

Figure 12
Frequency of Bike Commuting Before BTWD Events and During Summer 2022

(Before BTWD n = 2,569, Summer 2022 n = 2,477)



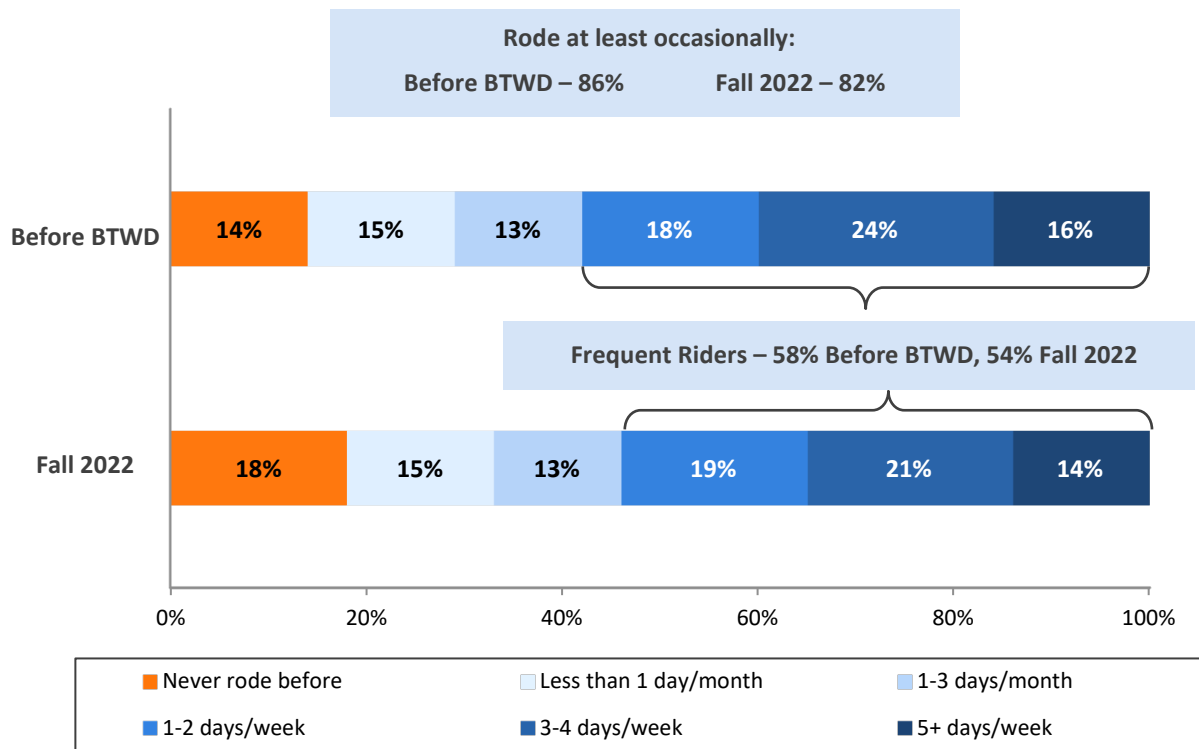
Bike Commuting During Fall 2022

Eighty-two percent of respondents were still biking to work at least occasionally during the late fall (November 2022), six months after the 2022 BTWD event (Figure 13). This was a four percentage point drop from summertime riding, when 86% were riding and the same decline from the 86% who biked to work before BTWD.

But more than half (54%) were still regular riders in fall 2022, biking to work at least one day per week. About one in ten (13%) rode one to three days per month and 15% rode, but less than once per month. The remaining 18% did not ride to work at all in the fall. Note that 8% said they were either retired or working from home full-time in fall 2022. They are excluded from the Fall 2022 distribution but are included in the Before BTWD percentages.

Figure 13
Frequency of Bike Commuting Before BTWD Events and During Fall 2022

(Before BTWD n = 2,569, Fall 2022 n = 2,411)



The average biking frequency fell slightly from the summertime frequency of 2.2 days per week to 2.1 days per week during the late fall (Table 5). Respondents who were new riders after BTWD rode less often during the late fall (0.8 days per week) than did respondents who had been riding before BTWD (2.0 days per week). Both new riders and those who rode before BTWD slightly decreased their riding from summer to fall. New riders decreased from 1.1 days per week in the summer to 0.8 days per week in the fall. Previous riders decreased their frequency from 2.5 days per week in the summer to 2.0 days per week in the fall.

Table 5
Average Riding Frequency (Participants Who Rode) – Summer and Fall After BTWD

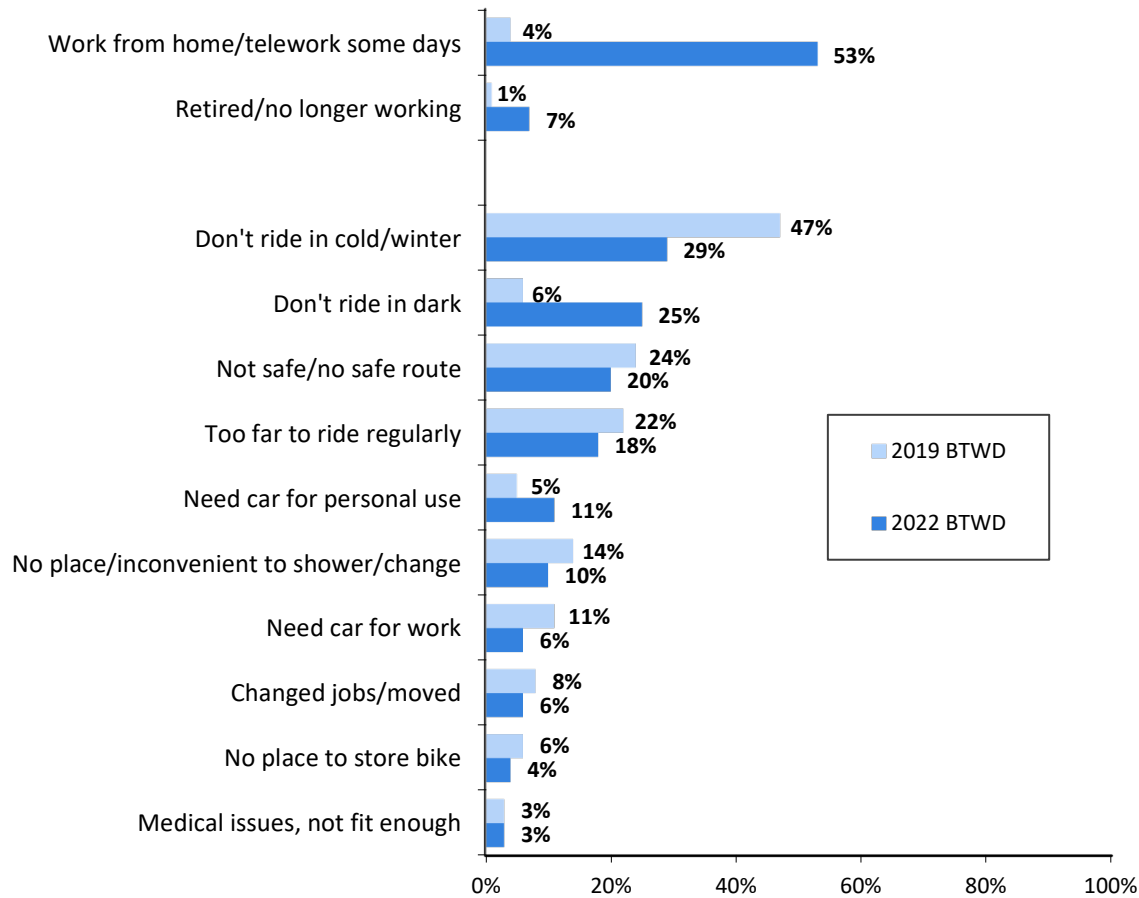
Riding Status	Average Days/Week Riding to Work		
	Summer	Fall	Change
- All riders (Summer n = 2,137, Fall n = 1,981)	2.2	2.1	-0.1
- New riders after BTWD (n = 140)	1.1	0.8	-0.3
- Previous riders (n = 1,955)	2.5	2.0	-0.5

Barriers to Increased Bike Commuting

Respondents who were riding to work less than three days per week at the time of the survey (November 2022) were asked why they did not ride or did not ride more often. Results for this question are shown in Figure 14.

Figure 14
Barriers to Riding to Work or More Frequent Riding – 2019 and 2022

(2019 BTW n = 1,222, 2022 BTW n = 1,785, Multiple responses permitted)



As indicated by the top section of the figure, the overwhelming reason for not riding to work more often in fall 2022 was not traveling to work at all. This was cited by six in ten infrequent riders / non-riders; 53% worked from home some or all their workdays and 7% had retired. These responses also were named in the 2019 survey but by only 5% of respondents.

The other reasons given for not riding often focused on issues related to weather, riding safety, and long travel distance to work. Three in ten (29%) did not want to ride in inclement or cold/winter weather and 25% did not like to ride in the dark. Two in ten (20%) respondents did not feel safe riding or did not have a safe route and 18% said their commute was too far to ride on a regular basis. These also were the top reasons noted by 2019 BTWD survey respondents.

Other common reasons cited in 2022 were that the respondents needed a car for personal use (11%), did not have a convenient place to shower or change after riding (10%), needed a car for work (6%), or had moved or changed jobs (6%). Four percent did not have a place to store the bike during the day and 3% said they had a medical issue or were not fit enough to ride frequently.

Summertime riders who decreased their riding in the fall were more likely to note cold weather and darkness as riding barriers. Four in ten (40%) of summer riders who decreased riding in the fall mentioned cold weather as a barrier, compared with 32% of summer riders who maintained their summer riding frequency into the fall months. And 37% of summer riders who decreased riding cited not wanting to ride in the dark, compared with 26% of continued riders.

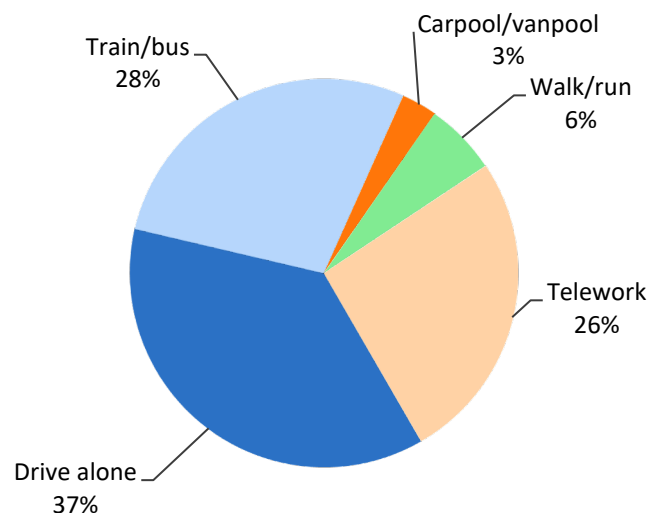
Commute Patterns on Non-Bike Days

Commute Mode on Non-Bike Days

Respondents who biked after BTWD, even if only occasionally, were asked how they traveled to work on days they did not bike to work. Just under four in ten (37%) drove alone to work on days they didn't bike (Figure 15). Another 37% used another commute alternative on non-bike days; 28% rode a bus or train, 6% walked or ran, 3% carpoolled or vanpooled. The remaining 26% primarily teleworked on non-bike commute days.

The 37% drive alone rate in 2022 was about the same as the 38% of respondents who used this mode on non-bike days in 2019. Carpool/vanpool and walk/run percentages also were within one percentage point of their 2019 use. But the 26% telework rate in 2022 was dramatically higher than the 6% from 2019. And the 2022 transit use (28%) on non-bike days was much lower than had been reported in 2019, when 45% of respondents said they rode a bus or train to work on non-bike days.

Figure 15
Non-Bike Days Commute Modes – Respondents who Biked After BTWD
(n = 2,388)



Capital Bikeshare as a Commute Mode

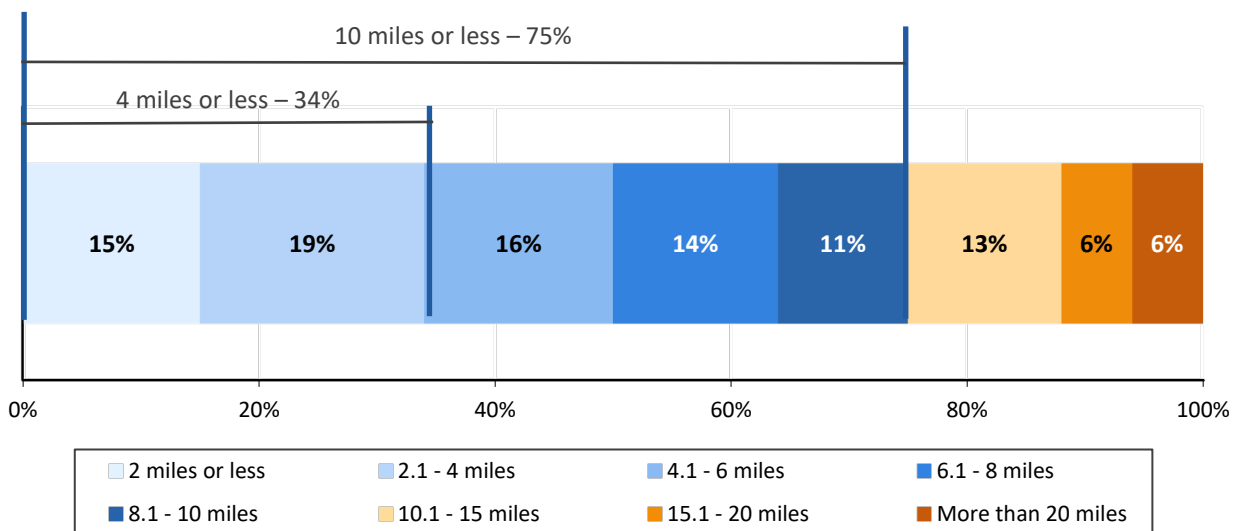
Two in ten (19%) respondents had used Capital Bikeshare during the past year to commute to or from work. This was about the same percentage (20%) as reported using bikeshare to commute in 2019.

Travel Distance

BTWD survey respondents traveled an average of 8.5 miles one-way to work, a considerably shorter distance than the 16.7-mile average one-way distance of all commuters in the Washington metropolitan region (2022 SOC survey). But the 8.5 mile BTWD average is nearly twice the distance of the average bike commuter (4.5 miles) in the region. One-third (34%) of respondents lived within four miles of their work location and 75% lived within ten miles of work (Figure 16). Twenty-five percent of respondents commuted more than 10 miles to work.

Figure 16
Commute Distance

(n = 2,443)



Bike Commute Assistance Offered by Employers

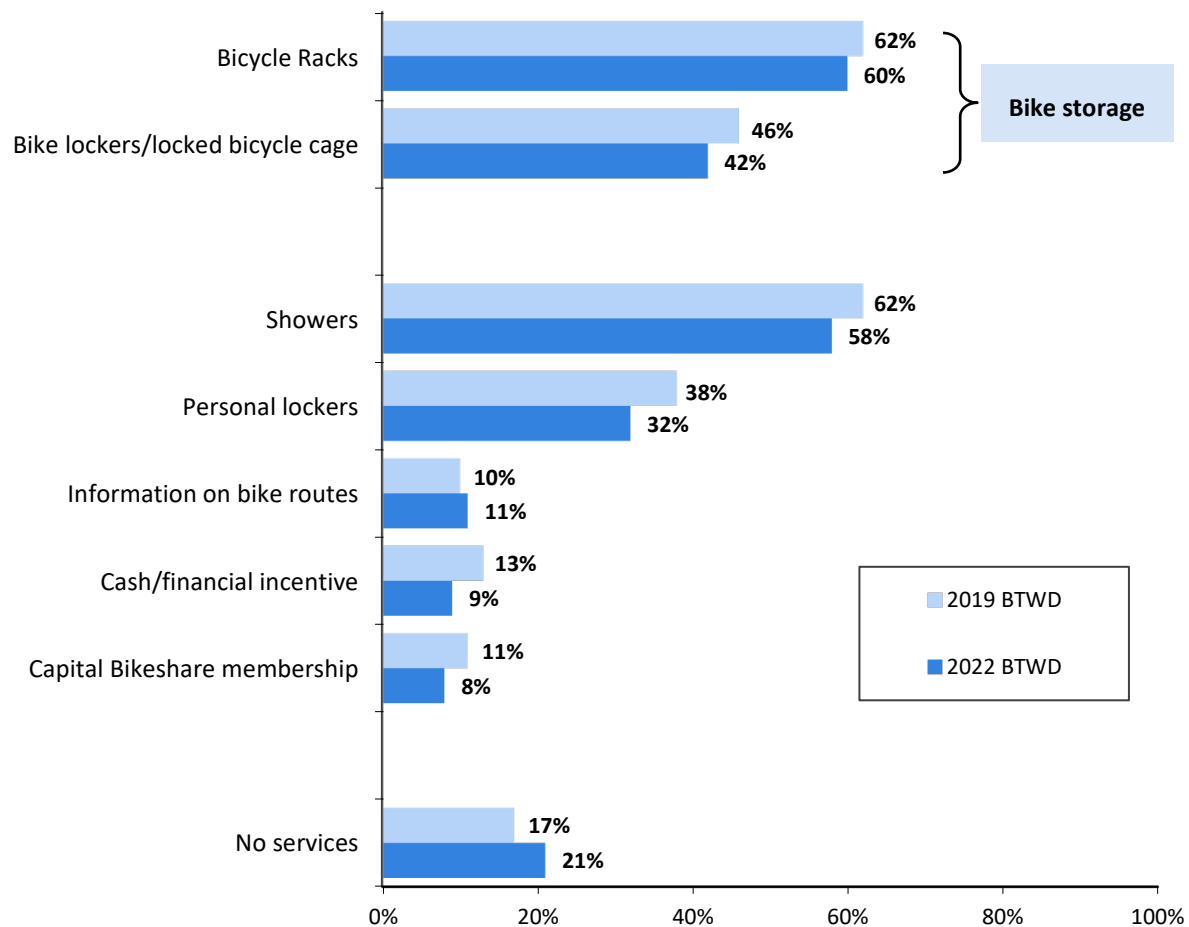
Commute Assistance Services

Nearly eight in ten (79%) respondents said their employers offered some type of commute assistance information, services, or facilities for employees who biked to work, a slightly lower share than the 83% who mentioned access to bike services in 2019.

The most common service was bike racks, offered by 60% of employers (Figure 17). Nearly half (42%) said the employer offered a secure form of bicycle storage such as lockers or a locked bicycle cage or permitted 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 (58%) and personal lockers or a locker room (32%). About one in ten respondents said their employers offered bike route information (11%), cash or financial incentives for bicyclists (9%), and access to a Capital Bikeshare membership at work (8%).

Figure 17
Bicycle Commute Assistance Services Offered at Work – 2019 and 2022

(2019 n = 2,213, 2022 n = 2,462; multiple responses permitted 0)



The 2022 availability of most services was slightly lower than was noted in 2019. Secure bike storage, showers, personal lockers, cash/financial incentives for bike users, and Capital Bikeshare memberships all were noted by slightly smaller shares of respondents in 2022 than in 2019.

Respondents who did not ride after BTWD or who rode infrequently (less than one time per month) were less likely to report having bicycle support services at work. Only 73% of infrequent riders had bicycle services at work, compared with 84% of regular riders (rode at least one day per week). Non-riders/infrequent riders also were less likely to mention access to several individual services:

- **Bicycle Racks** – 55% of non-riders/infrequent riders versus 65% of regular riders
- **Bicycle Lockers/Bike Cage** – 34% of non-riders/infrequent riders versus 48% of regular riders
- **Personal Lockers/Locker Room** – 28% of non-riders/infrequent riders versus 36% of regular riders
- **Showers On-site** – 52% of non-riders/infrequent riders versus 62% of regular riders
- **Cash/Financial Benefits for Bicyclists** – 6% of non-riders/infrequent riders versus 11% of regular riders

Requested “Biking to Work in the Washington Area Guide”

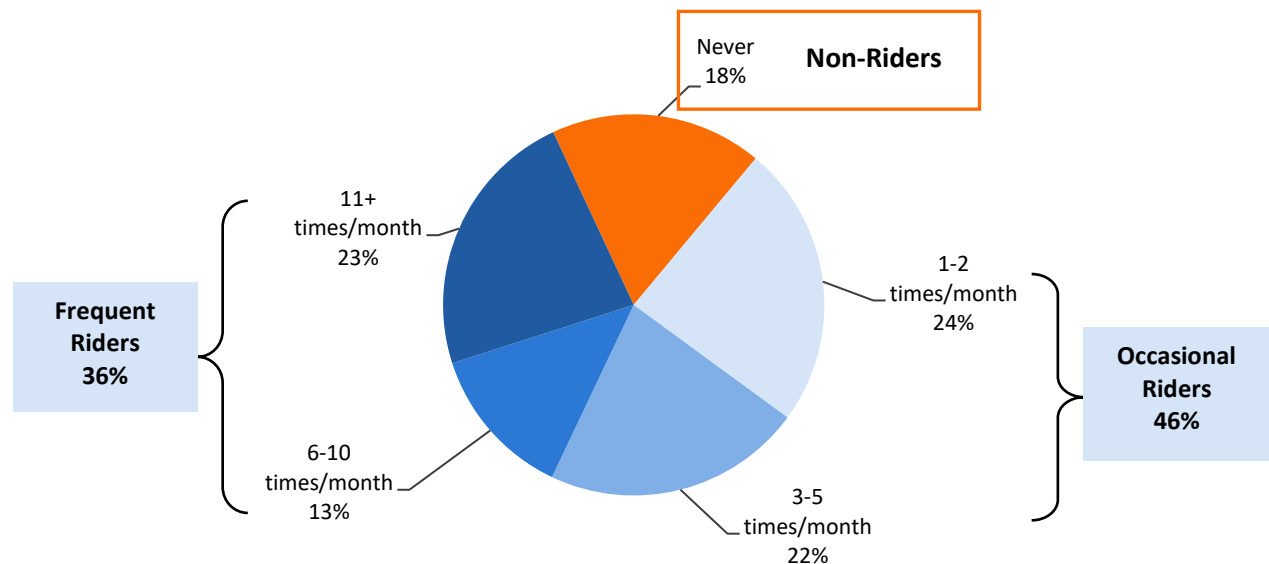
Nine percent of respondents said they had requested a copy of the bicycling guide produced by Commuter Connections, “Biking to Work in the Washington Area Guide.” The remaining 91% said they had not requested the guide. This was about the same result as found in the 2019 BTWD survey, when 8% had asked for the guide.

Use of Bike for Non-commute Trips After Participating in BTWD

Although the primary focus of the survey was on commuting patterns, all respondents also were asked about their use of bike for non-commute trips, such as for errands, shopping, social visits, meetings, or personal appointments. More than eight in ten made at least one non-commute trip by bicycle in the past month (Figure 18). Forty-six percent rode a bicycle for a non-commute trip between one and five times in the past month and 36% made six or more non-commute bicycle trips. Eighteen percent did not ride a bike for a non-commute trip at all during the past month.

Figure 18
Frequency of Bike Use for Non-Commute Trips

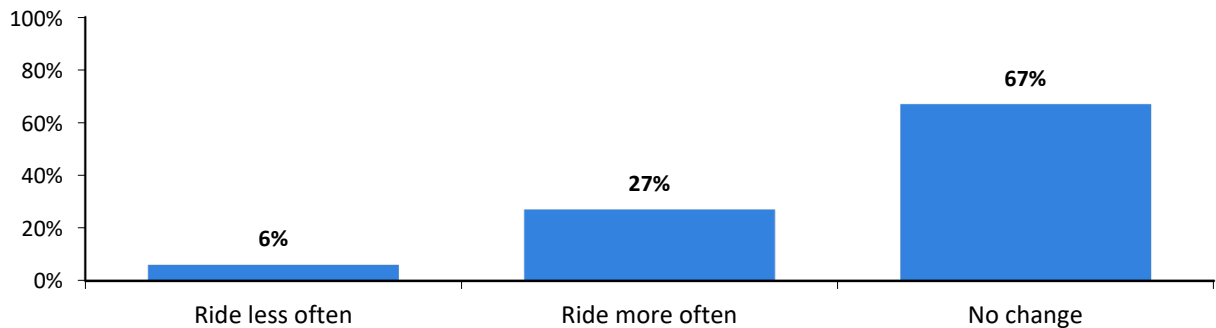
(n = 2,571)



Twenty-seven percent of respondents said they increased how often they biked for non-work trips after BTWD (Figure 19). Six percent rode less often for non-commute trips after BTWD. Most (67%) respondents did not make any changes in their use of biking for non-commute trips.

Figure 19
Changes in Use of Bike for Non-Work Trips After BTWD

(n = 2,469)



Suggestions to Improve Bike to Work Day

Finally, respondents were given an open-ended opportunity to offer suggestions to improve how Bike to Work Day. Many who wrote comments gave compliments to the organizers but about 600 respondents suggested improvement. These are grouped below in four categories: pit stops, incentives, ride assistance/general bicycling advocacy, and BTWD event/promotion. Note that the numbers of responses reflect the count of respondents who made each suggestion, rather than the percentage of respondents.

Pit stops

	<u>Response Count</u>
• More pit stops, stops at specific locations	43
• Pit stops earlier/later hours, off-peak hours	42
• Better directions/information/signage about pit stop locations	25
• More pit stops throughout the day	17
• Other activities at pit stop	36

Incentives

• More prizes, better giveaways	60
• Larger/smaller t-shirts/better distribution	44
• Have enough t-shirts for everyone. Don't run out	37
• Improve t-shirts, replace with other items	37
• More/better food, healthy food, equal food at all stops	29
• Other prize/give-away suggestions	12

Ride Assistance/General Bicycling Advocacy

• Better bike infrastructure, lanes, trails	52
• Provide safe riding tips, routes, safety suggestions	30
• Better bike routes, close streets to cars	27

BTWD Event/Promotion

• Hold events more often, bike week, bike month	54
• More advertising, promotion, public awareness	50
• Encourage more businesses, employers, organizations to participate	32
• Outreach to non-riders, kids, retirees, combine with school trips	16

Pit Stops

Pit stops were a common item for suggestions. Numerous riders made suggestions for more pit stops, earlier or later hours, for pit stops in the afternoon or evening hours, and for pit stops at off-peak/mid-day hours. Some respondents noted that their work hours did not conform to typical rush hour commuting so the pit stops either were not yet open when they rode past or that they arrived as pit stops were closing down. Some respondents who arrived later noted that the food, t-shirts, and other free items often were no longer available. Respondents who were working from home and rode to the pit stop then back home suggested they would like more suburban pit stop locations closer to residential areas.

Respondents also mentioned that they had difficulty finding the pit stops, didn't know what activities would be offered at various pit stops, and wanted more "festivities," such as music. Some commented that the event seemed smaller and less vibrant than in the past.

Incentives

Respondents made suggestions about the incentives, services, and free items given away at the event. Suggestions about food focused on offering more food, healthy food, similar food at all pit stops, and other ideas. Respondents particularly mentioned the need to have food available throughout the entire pit stop activity hours. Late arriving riders commented that they missed getting food. Other food-related suggestions included partnering with local restaurants and holding afternoon/evening happy hour activities when riders could stay longer at the event.

Ideas related to T-shirts also were common. Many respondents noted that there were no small or medium shirts, or no shirts at all, when they arrived at the pit stop. Others recommended that shirts be sent to pre-registered riders before the event so they could be sure of receiving one and could wear them to the event. Many respondents made comments about the type of shirt (cotton, tech/sport fabric, brighter color, logos) or about items they would prefer to receive in lieu of a shirt. Other suggestions related to incentives included having more prizes, bigger-value or "higher-quality" prizes. Suggestions also were common for safety gear, maps, and bike gear and maintenance services.

Ride Assistance/General Bicycling Advocacy

Respondents made suggestions related to the riding experience, both during the BTWD event and for riding around the region more generally. These included riders who wanted more emphasis on bike safety, safe routes, traffic safety officers in high traffic areas, and other safety-related information. Some suggested more safety materials be provided prior to BTWD; they noted that some participants seemed to be inexperienced riders who did not follow safe and respectful riding practices. Many riders cited general concerns about bicycling safety in the region, noting ideas to raise the visibility of biking on local roadways and educate drivers about safety for bicyclists on shared roadways.

Some riders also made suggestions for improvements to bike infrastructure, such as development or expansion of bike paths/trails, maintenance of bike trails, access to bike facilities at shops and other businesses. Included in this category also were suggestions for road closures and/or use of temporary barriers to protect bike lanes on the day of the event to enhance biking safety and encourage new and inexperienced riders. Another suggestion to help new riders was to organize and publicize opportunities for group rides from pit stop locations for riders who were traveling in the same direction. New and inexperienced riders also noted that they would like help finding riding partners to continue bike commuting after BTWD.

General Event/Promotion

A popular comment in the general event/promotion category was to hold BTWD more than once per year and/or to extend the event to a full week or month. Many wanted a fall event in addition to the spring event. Other suggestions related to better integration of BTWD with working from home, such as holding the event on a mid-week day (Tuesday, Wednesday, Thursday), when people who work a hybrid schedule are more likely to commute to a main workplace. Respondents also noted that they would like to see more advertising of the event, both to potential riders and to drivers to help them understand and be watchful of bicyclists during the event. Respondents made suggestions also to engage employers and public officials more in the event at pit stops and in bicycling generally. Finally, some respondents made suggestions to conduct outreach to non-riders, retirees, children. Several suggested changing the name to Bike DC or Bike Week/Month to encourage biking for both commute and non-commute riding.

Appendix A – Survey Questionnaire

Bike to Work Day Survey – 2022

Questionnaire programmed for internet administration

The Metropolitan Washington Council of Governments and the Washington Area Bicyclist Association are conducting this survey to learn about bike use by participants in the Bike to Work Day event held in the Washington DC metropolitan region in May 2022. 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.

To advance to the next page in the survey, click on continue. On subsequent pages, if you want to return to a previous page, use the back arrow at the bottom of the page. Do not use the forward or back buttons on your browser.

ASK EVERYONE:

Q1 How did you hear about the 2022 Bike to Work Day? (Select all that apply) **(MULTIPLE RESPONSES ACCEPTED.)**

- 01 Received a flyer/brochure
- 02 Saw a newspaper article or advertisement
- 03 My employer/boss told me
- 04 Family member, co-worker, or friend told me
- 05 Heard it on the radio or television
- 06 Saw sign or banner on bus
- 07 Saw notice on the internet
- 08 Saw a Tweet, Facebook post, Instagram post, TikTok/saw on other social media
- 95 Other (**specify**)
- 99 *Left blank*

Q1A What was your favorite part of the 2022 Bike to Work Day event experience?

Q1B Bike to Work Day is an annual event. How likely are you to register for a future Bike to Work Day event?

- 01 Not likely
- 02 Somewhat likely
- 03 Very likely
- 98 Not sure
- 99 *Left blank*

Q1C How likely are you to recommend Bike to Work Day?

- 01 Not likely
- 02 Somewhat likely
- 03 Very likely
- 98 Not sure
- 99 *Left blank*

Q2 Was 2022 the first year you participated in the Bike to Work Day event? **(MULTIPLE RESPONSES ACCEPTED FOR 02-06.)**

01 Yes **(EXCLUSIVE)**

No, I also participated in (select all that apply):

02 2021

04 2019

05 2018

06 Event before 2018

99 *Left blank*

Q2A What bike did you use for your ride on the 2022 Bike to Work Day? Please select only one option.

01 Personal bike that I own

02 Bike I borrowed from a friend, family member, neighbor, or co-worker

03 Capital Bikeshare (CaBi) bike

04 Dockless bike (e.g., Spin, Lime, Mobike)

05 Bike I rented from a bike shop or other bike rental service

95 Other **(specify)**

99 *Left blank*

Q2B Was the bike you used an electric bicycle or e-bike?

01 Yes

02 No

98 Not sure

99 *Left blank*

Q2C Did you bike the entire trip from home to work or did you bike part of the trip? Please select only one option.

01 Biked the entire trip from home to work

→ SKIP TO Q3

02 Biked from home to a bus stop or train station

03 Biked from home to a location where I met carpool or vanpool partners

→ SKIP TO Q3

04 Biked from home to a BTWD pit stop, then returned home

→ SKIP TO Q3

05 Drove to a Park & Ride/other parking location, then biked the rest of the way to work

→ SKIP TO Q3

06 Did not bike/ride/participate this year

→ SKIP TO Q3

95 Other **(specify)**

→ SKIP TO Q3

98 Not sure

→ SKIP TO Q3

99 *Left blank*

→ SKIP TO Q3

THOSE WHO BIKED TO BUS STOP/TRAIN STATION [Q2C(02)], ASK:

Q2D Did you leave your bike at the transit stop/station or take it on the transit vehicle?

01 Parked my bike in a locker or rack at the bus stop/train station

02 Took my bike with me on a bus

03 Took my bike with me on a train

98 Not sure

99 *Left blank*

ASK EVERYONE:

- Q3 Next, please answer some questions about **biking to work** before and after Bike to Work Day. On average, how often did you ride your bicycle to work before your first Bike to Work Day event?
- 01 Never rode my bike to work before my first BTWD
 - 02 Less than 1 day per month
 - 03 1-3 days per month
 - 04 1-2 days per week
 - 05 3-4 days per week
 - 06 5 or more days per week
 - 95 Other (**specify**)
 - 99 *Left blank*
- Q4 On average, how often did you ride your bicycle to work during May – September 2022, after the 2022 Bike to Work Day event?
- 01 Never rode my bike to work during May-September 2022
 - 02 Less than 1 day per month
 - 03 1-3 days per month
 - 04 1-2 days per week
 - 05 3-4 days per week
 - 06 5 or more days per week
 - 95 Other (**specify**)
 - 99 *Left blank*
- Q5 How often do you bicycle to work now?
- 01 Never ride my bike to work now
 - 02 Less than 1 day per month
 - 03 1-3 days per month
 - 04 1-2 days per week
 - 05 3-4 days per week → SKIP TO Q7
 - 06 5 or more days per week → SKIP TO Q7
 - 95 Other (**specify**)
 - 99 *Left blank* → SKIP TO Q7

THOSE WHO BIKE LESS THAN 3 DAYS/WEEK OR “OTHER” FREQUENCY [Q5(01,02,03,04, 95)], ASK:

- Q6 Why do you not ride your bicycle to work or not ride more often now? Select all that apply. (**MULTIPLE RESPONSES ACCEPTED. IF Q6(11) IS SELECTED, SKIP TO Q9 EVEN IF OTHER Q6 RESPONSES ALSO ARE CHECKED.**)
- 01 Don't feel safe/no safe route
 - 02 Don't like to ride in winter/cold weather
 - 03 Don't like to ride after dark, path is not well lit after dark
 - 04 Need my car for work
 - 05 Need my car for personal/family circumstances
 - 06 Too far to ride on a regular basis
 - 07 Changed jobs/moved
 - 08 No place to shower or change after riding
 - 09 No place to store my bicycle
 - 10 Work from home/telework some or all my workdays
 - 11 No longer working → **AUTOCODE Q7(12), THEN SKIP TO Q9**
 - 12 Can't ride regularly for health/fitness reasons
 - 95 Other (**specify**)
 - 99 *Left blank*

IF [Q6(11)], AUTOCODE Q7(12), THEN SKIP TO Q9

IF [Q5(05,06,99)] OR [Q5(01,02,03,04,95) AND Q6 NE 11] ASK:

Q7 On workdays that you do not ride your bicycle, how do you usually get to work? (If you use more than one method, select the one you use MOST OFTEN, for the longest distance part of your trip)

- 01 Drive alone
- 02 Carpool or casual carpool/slug
- 03 Vanpool
- 04 Walk (entire trip from home to work)
- 05 Ride Metrorail
- 06 Ride a bus
- 07 Ride a commuter train (MARC, VRE, AMTRAK)
- 08 Uber/Lyft/taxi
- 09 Scooter/e-Scooter
- 10 Work from home/telecommute/telework
- 11 Always/only ride a bike
- 12 [AUTOCODE ONLY: No longer working] → **SKIP TO Q9**
- 95 Other (**specify**)
- 99 *Left blank*

THOSE WHO DO NOT REPORT NO LONGER WORKING [Q7(01-11,95,99)], ASK:

Q7A Have you ever used Capital Bikeshare to commute to or from work within the past 12 months?

- 01 Yes
- 02 No
- 98 Not sure
- 99 *Left blank*

Q8 How many miles do you travel from home to work (one-way)? If you are working from home full-time, please report the distance to the location where you would work if you were not working from home.

_____ miles
999 Left blank

Q8A Does your employer offer any of the following commute assistance information or services to employees who bike to work? Select all that apply. (**MULTIPLE RESPONSES ACCEPTED.**)

- 02 Information on bicycle routes
- 03 Bicycle racks
- 04 Secure bike storage (ex. bike rack near security, bicycle lockers, locked bike cage)
- 05 Personal lockers, locker room
- 06 Showers on-site
- 07 Cash or other financial benefits for employees who bicycle to work
- 08 Capital Bikeshare Membership/discount
- 95 Other (**specify**)
- 01 No, my employer does not offer any bike services (**EXCLUSIVE**)
- 99 *Left blank*

ASK EVERYONE:

Q9 In the past month, how many times did you ride a 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/recreation.)

- 01 Never
- 02 1 – 2 times
- 03 3 – 5 times
- 04 6 – 10 times
- 05 More than 10 times
- 98 Not sure
- 99 *Left blank*

Q10 Do you ride your bicycle for non-commute trips more often, less often, or about the same as before you first participated in a Bike to Work Day event?

- 01 Ride more often for non-commute trips
- 02 Ride less often for non-commute trips
- 03 Ride about the same - did not change how often I ride for non-commute trips
- 98 Not sure
- 99 *Left blank*

Q13 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?

- 01 Yes
- 02 No
- 98 Not sure
- 99 *Left blank*

DEMOGRAPHICS

Finally, the following questions are for classification purposes only. They will not be used to identify you in any way.

IF REPORTED NOT WORKING [Q7(12)], SKIP TO Q17:

THOSE WHO REPORTED COMMUTE MODE OR LEFT BLANK [Q7(01-11,95,99)], ASK:

Q14 About how many employees work at your worksite?

- 01 1 – 25
- 02 26 – 50
- 03 51 – 100
- 04 101 – 250
- 05 251 – 999
- 06 1,000 or more
- 98 Not sure
- 99 *Left blank*

Q15 What type of employer do you work for?

- 01 Federal agency
- 02 State, or local government agency
- 03 Non-profit organization/association
- 04 Private sector employer
- 95 Other (**specify**)
- 98 Not sure
- 99 *Left blank*

Q16 What is your zip code at work? If you are working from home full-time, report the zip code of the location where you would work if you were not working from home. _____

99999 *Left blank*

ASK EVERYONE:

Q17 What is your home zip code? _____

99999 *Left blank*

Q18 Which of the following groups includes your age?

- 01 Under 18
- 02 18 – 24
- 03 25 – 34
- 04 35 – 44
- 05 45 – 54
- 06 55 – 64
- 07 65 or older
- 98 Prefer not to answer
- 99 *Left blank*

Q19 Do you consider yourself to be Latino, Hispanic, or Spanish?

- 01 Yes
- 02 No
- 98 Prefer not to answer
- 99 *Left blank*

Q20 Which one of the following best describes your racial background (Please select ONLY ONE response)

- 01 White
- 02 Black or African-American
- 03 American Indian or Alaska Native
- 04 Asian
- 05 Native Hawaiian or Other Pacific Islander
- 06 Two or more races
- 95 Other (**specify**)
- 98 Prefer not to answer
- 99 *Left blank*

Q21 Please indicate the category that best represents your household's total annual income.

- 01 Less than \$20,000
- 02 \$20,000 - \$29,999
- 03 \$30,000 - \$39,999
- 04 \$40,000 - \$59,999
- 05 \$60,000 - \$79,999
- 06 \$80,000 - \$99,999
- 07 \$100,000 - \$119,999
- 08 \$120,000 - \$139,999
- 09 \$140,000 - \$159,999
- 10 \$160,000 - \$179,999
- 11 \$180,000 - \$199,999
- 12 \$200,000 - \$249,999
- 13 \$250,000 or more
- 98 Prefer not to answer
- 99 *Left blank*

Q22 Are you ...?

- 01 Female
- 02 Male
- 03 Non-binary
- 98 Prefer not to answer
- 99 *Left blank*

Q23 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 2023 will be held on May 19, 2023. Please visit the event website at www.biketowork-metrodc.org.