



2025 BIKE TO WORK DAY PARTICIPANT SURVEY REPORT

DRAFT - February 2026

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Introduction

SURVEY PURPOSE

This report presents results of a survey of commuters who participated in the 2025 regional Bike to Work Day (BTWD) event, held on Thursday, May 15, 2025. 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), in conjunction with the Washington Area Bicyclist Association (WABA), to examine their experience of the Bike to Work Day event and to assess their use of bicycling for commute travel before and after the event. Data from the survey will be incorporated into Commuter Connections' July 2023–June 2026 Transportation Demand Management (TDM) Analysis Report.

ABOUT BIKE TO WORK DAY

Bike to Work Day has been held annually in the region for over two decades, started by WABA with a rallying point or “pit stop” in downtown DC. In September 2000, Commuter Connections partnered with WABA to form a regional Bike to Work Day Steering Committee to examine the feasibility of adding additional Bike to Work Day pit stops throughout the region. In 2001, the expanded event created a greater awareness of bicycling to work as a viable commuting alternative. Pit stops offer free refreshments, t-shirts, other giveaways, and information about biking to work for participants.

Since that first regional Bike to Work Day, annual registrations have grown exponentially over the years. There were 12,777 participants registered for the 2025 event. For the first time in 2025, the event was held on a Thursday instead of a Friday, to accommodate participants who might not have been able to participate due to higher rates of telework on Fridays.

12,777 participants registered for 2025 Bike to Work Day

SURVEY METHODOLOGY

The survey was conducted by COG in November 2025. The questionnaire was based on that used in the 2022 BTWD survey, with minor modifications to update the survey for 2025. COG e-mailed a survey invitation to 12,384 commuters who registered for the 2025 event. All event participants had registered for the event through WABA's website. The survey was programmed for online administration and the email invitation included a link directly to the survey. A copy of the questionnaire is provided in the appendix. Of the original mailing, 12,223 emails were delivered (12,384 minus 161 undeliverable email addresses). COG received 1,625 completed interviews, for a response rate of 13.3 percent.

Note: To better understand overall trends and patterns in these responses, an artificial intelligence tool was employed to categorize answers to some open-ended responses, after which the results were reviewed by staff.

SURVEY DATA COLLECTED

The survey collected information about the following:

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

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

Survey Results

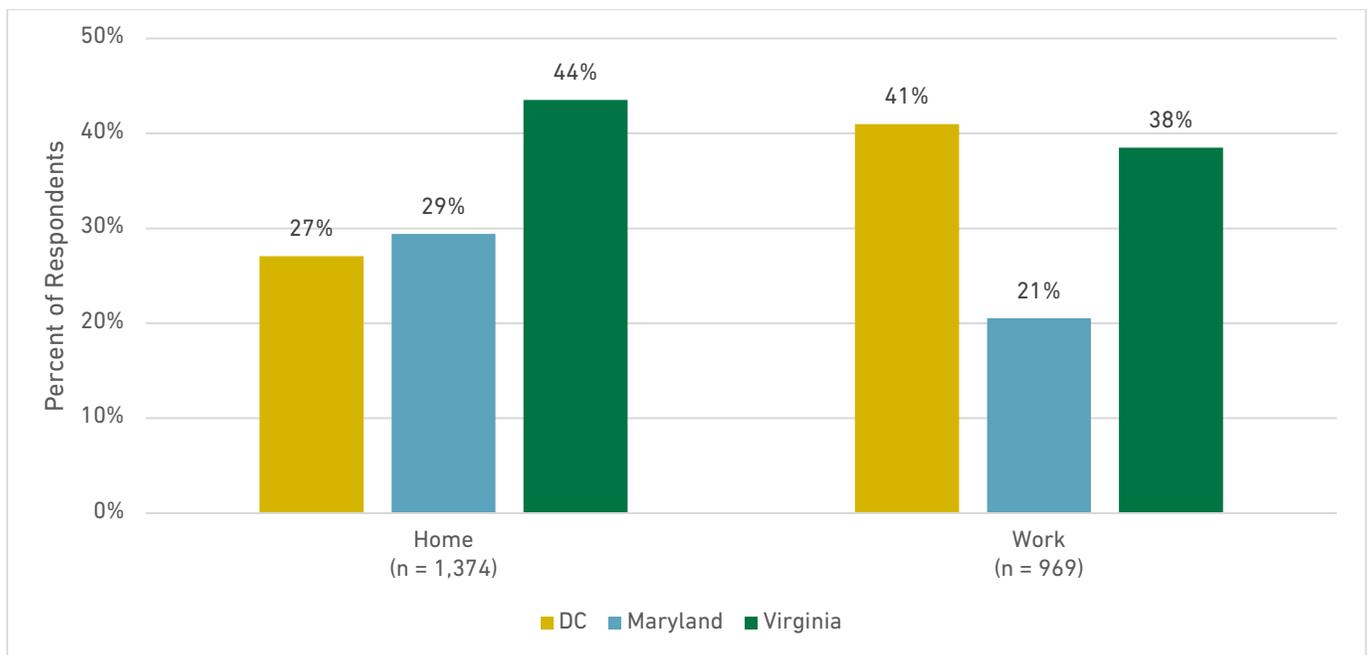
CHARACTERISTICS OF SAMPLE

Home and Work Location

STATE / DISTRICT

Nearly half (44 percent) of 2025 BTWD survey respondents lived in Virginia (**Figure 1**). Twenty-nine percent lived in Maryland and 27 percent lived in the District of Columbia. The distribution by work state/district was considerably different. Forty-one percent of respondents worked in the District of Columbia and 38 percent worked in Virginia. The remaining 21 percent worked in Maryland.

Figure 1: Share of Respondents by State/District (Home and Work Locations)



HOME ZIP CODE

The five ZIP codes with the most respondents (by home location) were located across the District of Columbia, Virginia, and Maryland, and include a range of neighborhoods with varying residential and travel characteristics. The top five home ZIP codes included:

- **20002:** Northeast DC, encompassing neighborhoods such as Capitol Hill, H Street Corridor, NoMa, and Trinidad.
- **20009:** Northwest DC, encompassing neighborhoods such as Adams Morgan, the U Street Corridor, and parts of Dupont/Logan Circle.
- **22204:** South Arlington, Virginia, encompassing neighborhoods along the Columbia Pike corridor including Penrose, Alcova Heights, Arlington Heights, and Douglas Park.
- **20910:** Encompassing downtown Silver Spring, Maryland, and the surrounding neighborhoods.
- **22201:** Central Arlington, Virginia, encompassing neighborhoods such as Clarendon, Courthouse, Ballston, and Ashton Heights.

Table 1 summarizes the top five home ZIP codes by state for survey respondents, highlighting the geographic distribution of participants across the region. In summary:

- **District of Columbia:** The top five ZIP codes in DC are primarily concentrated in Northwest DC, with additional representation from parts of Southeast and Northeast DC.
- **Virginia:** Most Virginia home ZIP codes are located in Arlington, with additional concentrations in Falls Church and Alexandria.
- **Maryland:** The most common Maryland home ZIP codes are located near Metrorail stations, including areas such as Rockville, Bethesda, and Wheaton/Glenmont.

Table 1: Top Five Zip Codes by Jurisdiction

DISTRICT OF COLUMBIA			MARYLAND		VIRGINIA	
Rank	ZIP Code	Respondent Count	ZIP Code	Respondent Count	ZIP Code	Respondent Count
1	20002	57	20910	34	22204	38
2	20009	45	20814	25	22201	34
3	20003	33	20902	23	20170	28
4	20011	33	20901	21	22207	26
5	20001	30	20817	20	22314	25

Demographics

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

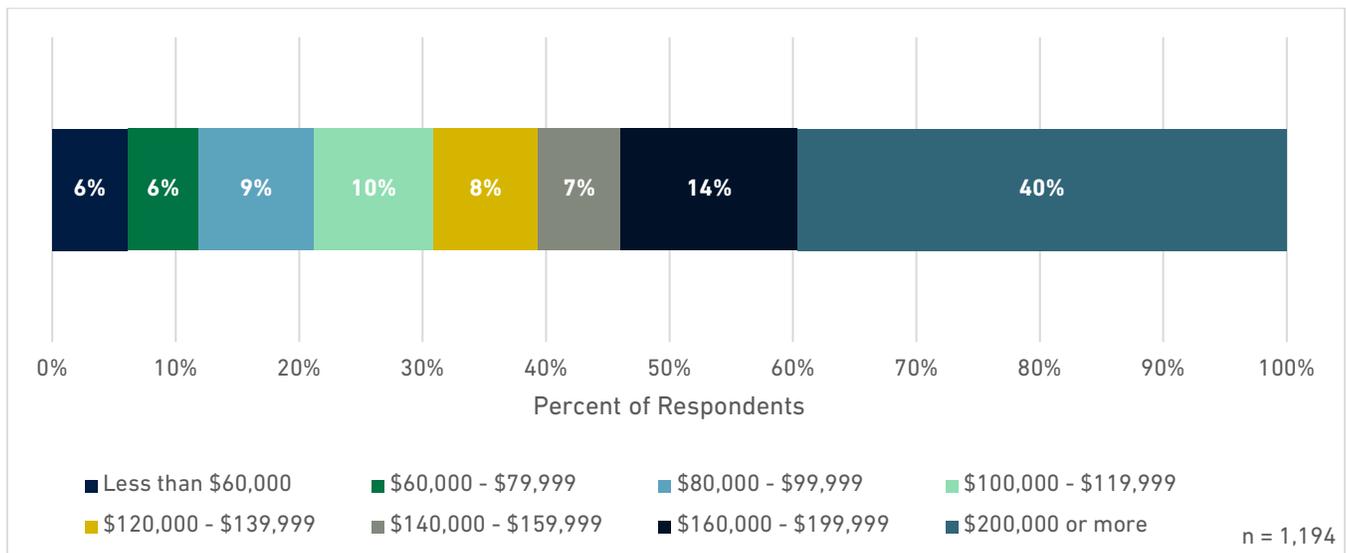
GENDER

Among BTWD survey respondents, 65 percent were male and 30 percent were female. This distribution was not statistically different from that noted in the 2022 BTWD survey; in that survey, 65 percent of respondents were male and 35 percent female. The other four percent indicated another gender or preferred not to answer. The 2025 BTWD survey respondents differed substantially from the regional commuting population—the 2025 State of Commute (SOC) survey found a distribution for the metropolitan Washington region of 50 percent female, 49 percent male, and one percent other.

INCOME

Eighty-eight percent of respondents reported household incomes of \$80,000 or more and 69 percent had household incomes of \$120,000 or more (**Figure 2**). BTWD participants had slightly higher household incomes than the regional commuting population—as indicated in the 2025 SOC survey, 75 percent of regional workers reported household incomes of \$80,000 or more and 55 percent noted household incomes of \$120,000 or more.

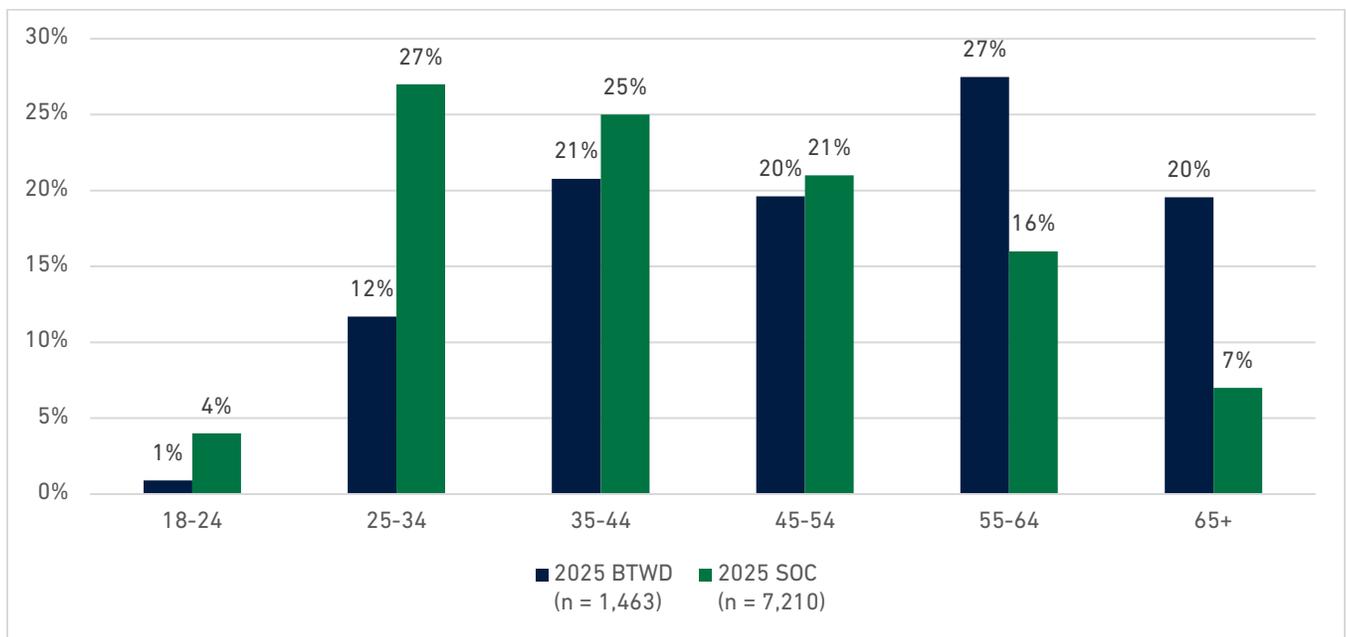
Figure 2: Share of Respondents by Annual Household Income



AGE

BTWD survey respondents were distributed across all age brackets and trend slightly older than the region’s workers as indicated in the 2025 SOC (**Figure 3**). Thirteen percent of BTWD respondents were younger than 35 years old, while 31 percent of the region’s commuters are. Almost half of the BTWD respondents (47 percent) were 55 years or older, compared to just 23 percent of all regional workers.

Figure 3: Respondent Age Distribution – 2025 BTWD Participants vs Regional Workers



RACE/ETHNICITY

The overwhelming majority (81 percent) of 2025 BTWD survey respondents were of non-Hispanic white racial/ethnic background illustrated in **Table 2**. The remaining respondents were divided among four other groups: Hispanic (six percent), Asian (six percent), non-Hispanic Black (four percent), and multi-

racial/other (one percent). The race/ethnicity distribution in 2025 was similar to that from the 2022 survey; percentages of all race/ethnic groups were within one percent of their 2019 shares of the BTWD registrant population.

BTWD participants were disproportionately white when compared to the overall population of workers in the region. The 2025 SOC survey reported 39 percent of regional workers were non-Hispanic white (half of the share of non-Hispanic white respondents from the BTWD survey). Non-Hispanic Black workers were particularly under-represented among the BTWD respondents, with 22 percent of all regional workers but only four percent of BTWD survey respondents. Other non-white racial/ethnic groups were similarly underrepresented.

Table 2: Race/Ethnicity – BTWD Participants (2022 and 2025) and Regional Workers (2025)

RACE/ETHNICITY	2022 BTWD (n = 2,021)	2025 BTWD (n = 1,222)	REGION (2025 SOC)
Non-Hispanic White	82%	81%	39%
Hispanic	6%	6%	15%
Asian	5%	6%	17%
Non-Hispanic Black	4%	4%	22%
Other/Mixed	3%	1%	7%

EMPLOYMENT STATUS

When asked how often participants expected to commute to an in-person worksite over the next few months (whether by bike or any other mode of transportation), nearly 12 percent of respondents indicated they are no longer working. These respondents were not asked questions about employer characteristics, bike commuting habits, or other commuting habits, and therefore they are left out of those sections of the report. They were, however, asked questions about their non-commute travel, demographics, and feedback on the BTWD event.

Employer Characteristics

EMPLOYER SIZE

More than half of respondents worked for large employers (**Table 3**). Six in ten (63 percent) worked for firms with more than 100 employees and 32 percent worked for employers that employed 1,000 or more employees.

Table 3: Share of Respondents by Employer Size

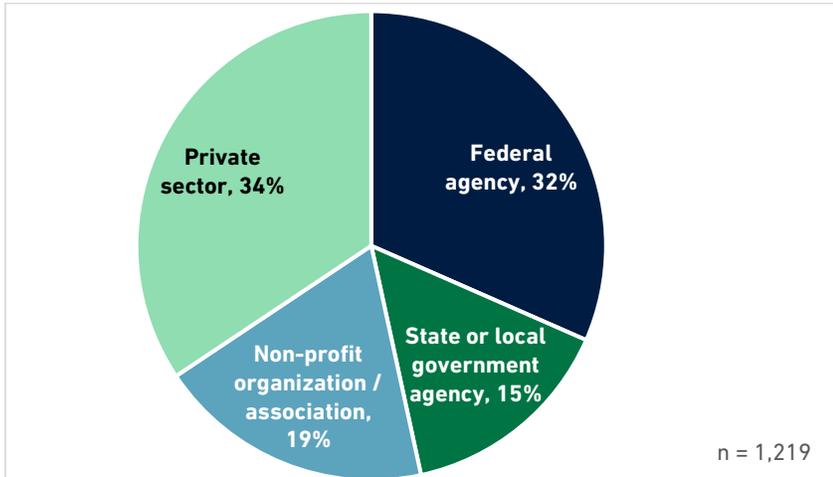
NUMBER OF EMPLOYEES	PERCENTAGE
1 - 25	18%
26 - 50	10%
51 - 100	9%
101 - 250	14%
251 - 999	17%
1,000 or more	32%

n = 1,258

EMPLOYER TYPE

About one-third of respondents worked for Federal government agencies (32 percent) and private sector employers (34 percent) (**Figure 4**). Nineteen percent of respondents worked for non-profit organizations and 15 percent worked for state or local government agencies.

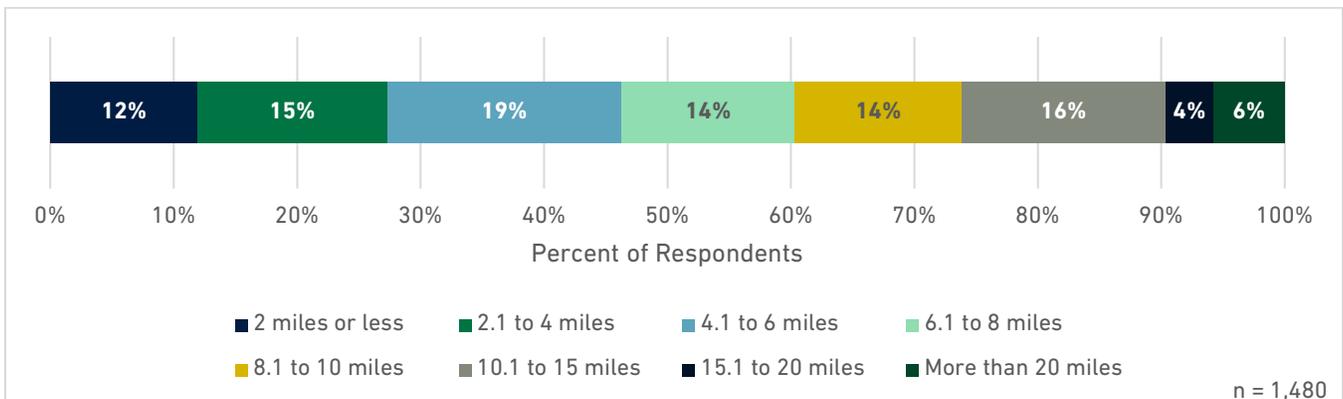
Figure 4: Share of Respondents by Employer Type



Travel Distance

BTWD survey respondents traveled an average of 9.1 miles one-way to work, a considerably shorter distance than the 17-mile average one-way distance of all commuters in the Washington metropolitan region (2025 SOC survey). Twenty-seven percent of respondents lived within four miles of their work location and 60 percent lived within eight miles of work (**Figure 5**). Ten percent of respondents commuted more than 15 miles to work.

Figure 5: Share of Respondents by Commute Distance



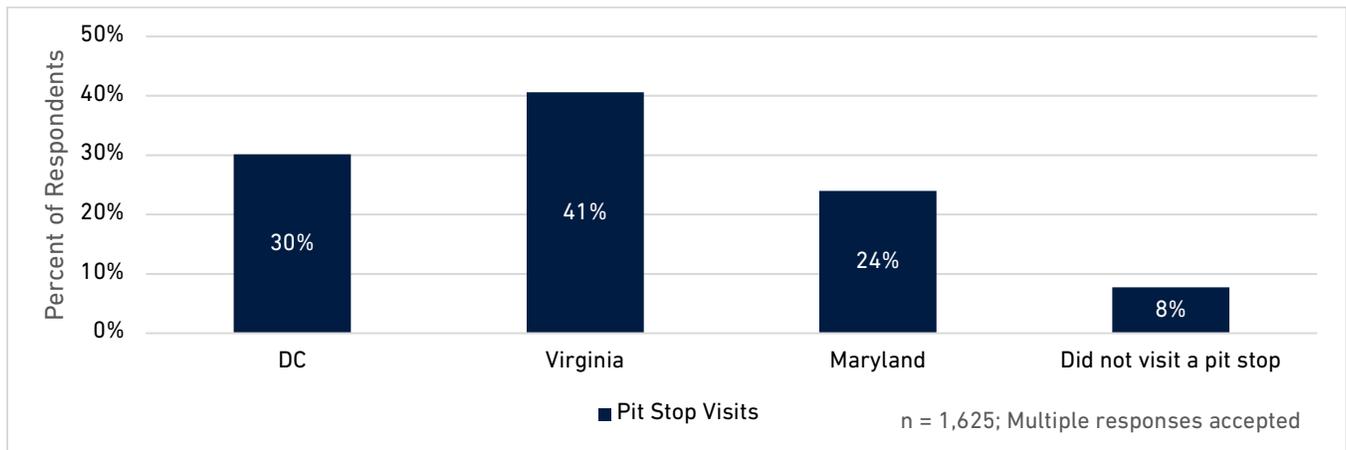
2025 BIKE TO WORK DAY PARTICIPATION

Respondents' BTWD Event Experience

PIT STOP VISITS BY JURISDICTION

Participants were asked to indicate if they visited a pit stops in DC, Maryland, or Virginia—they were permitted to select more than one, in case they visited multiple pit stops (**Figure 6**). Virginia had the highest share of pit stops by respondents, with 41 percent of visits. DC and Maryland followed with 30 percent and 24 percent respectively. Eight percent of respondents indicated that they did not visit a pit stop.

Figure 6: Share of Respondents by Pit Stop Visited during BTWD



PORTION OF COMMUTE BIKED

About three-quarters (76 percent) of BTWD participants rode their bikes the entire way from home to work on BTWD (**Table 4**). The other 24 percent rode part of the way and used another mode of transportation for the remaining portion of the trip: three percent said they drove to a Park & Ride lot, parked their vehicle, and biked the remaining portion of the commute trip while five percent rode their bikes for part of the trip and rode transit for the other part of the trip. Less than one percent of participants biked from home to a location where they met carpool partners. Sixteen percent of respondents biked from home to a pit stop and then biked home, indicating that they were likely working from home that day but still wanted to participate in BTWD. The relative proportion of respondents who combined biking with another mode was not substantially different than was observed in the 2022 BTWD survey.

Table 4: Portion of Commute Ridden by Bike on BTWD – 2022 and 2025

PORTION OF COMMUTE	2025 BTWD (n = 1,460)	2022 BTWD (n =2,595)
Biked entire trip from home to work	76%	74%
Biked part of trip	24%	26%
- Biked from home to pit stop then rode home	16%	18%
- Drove to Park & Ride lot then Biked rest of the way to work	3%	3%
- Biked part of the trip and rode transit part of the trip	5%	5%
- Biked from home to carpool meeting point	<1%	<1%

Bike in Conjunction with Transit

Metrorail, Metrobus, and other transit agencies in the Washington metropolitan region welcome transit riders to bring a bicycle with them. Some transit stations/stops also offer bike racks or bike lockers to store bikes at the stations/stop. The five percent 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. Around half took their bike on the train with them (51 percent) and four percent took their bike on the bus with them. The remaining 45 percent of these respondents parked their bikes at the bus stop or train station.

Characteristics of Bicycles Rode on Bike to Work Day

TYPE OF BICYCLE USED

Participants were asked to indicate the type of bicycle they used for BTWD (**Figure 7**). An overwhelming majority (93 percent) of respondents indicated that they used a personal bike that they owned. Six percent of respondents indicated that they used a Capital Bikeshare bike—although this number is low in comparison to personal bikes, it was by far the second most popular type of bicycle used, with bikes from other providers (Spin, Lime, Bird) or borrowed bikes reaching less than a percentage point combined. Eighty-six percent of respondents used a standard pedal bike while the remaining 14 percent used an electric bicycle (e-bike) for BTWD (**Figure 8**).

Figure 7: Share of Respondents by Type of Bicycle Used for BTWD

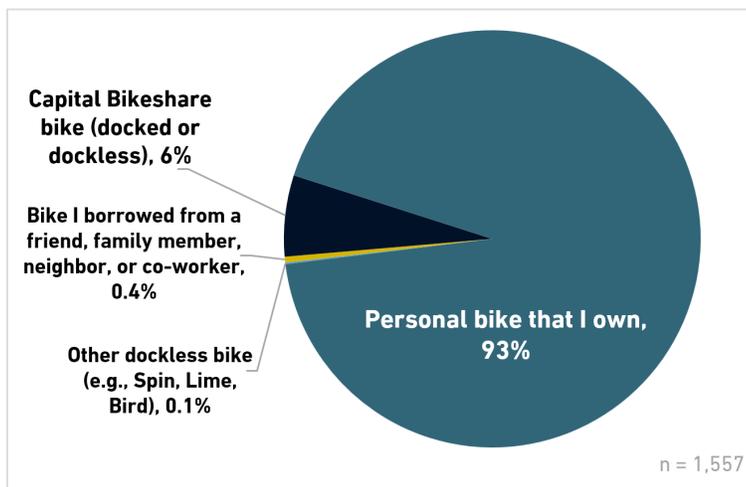


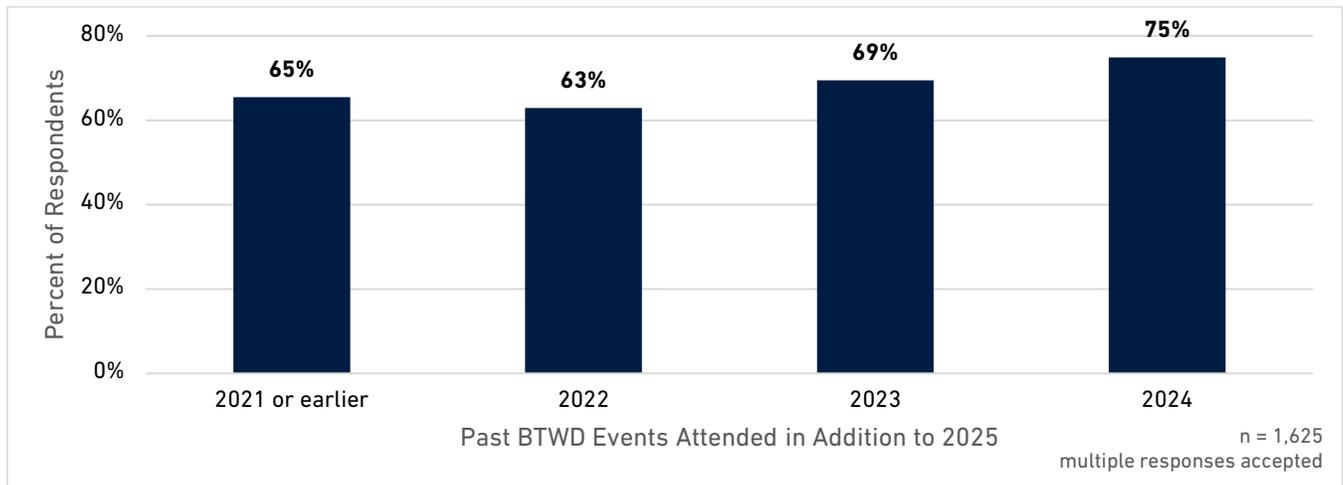
Figure 8: Share of Respondents by Electric vs. Standard Pedal Bike used for BTWD



Past Participation in BTWD Events

Eighteen percent of respondents said the 2025 BTWD event was the first time they attended BTWD (the same share as in 2022). The remaining 82 percent said they had participated in a BTWD event before 2025, as illustrated by the past events attended in **Figure 9**. Three quarters of respondents participated in 2024 and almost 70 percent participated in 2023. More than 60 percent of respondents also participated in 2022 or 2021 or earlier.

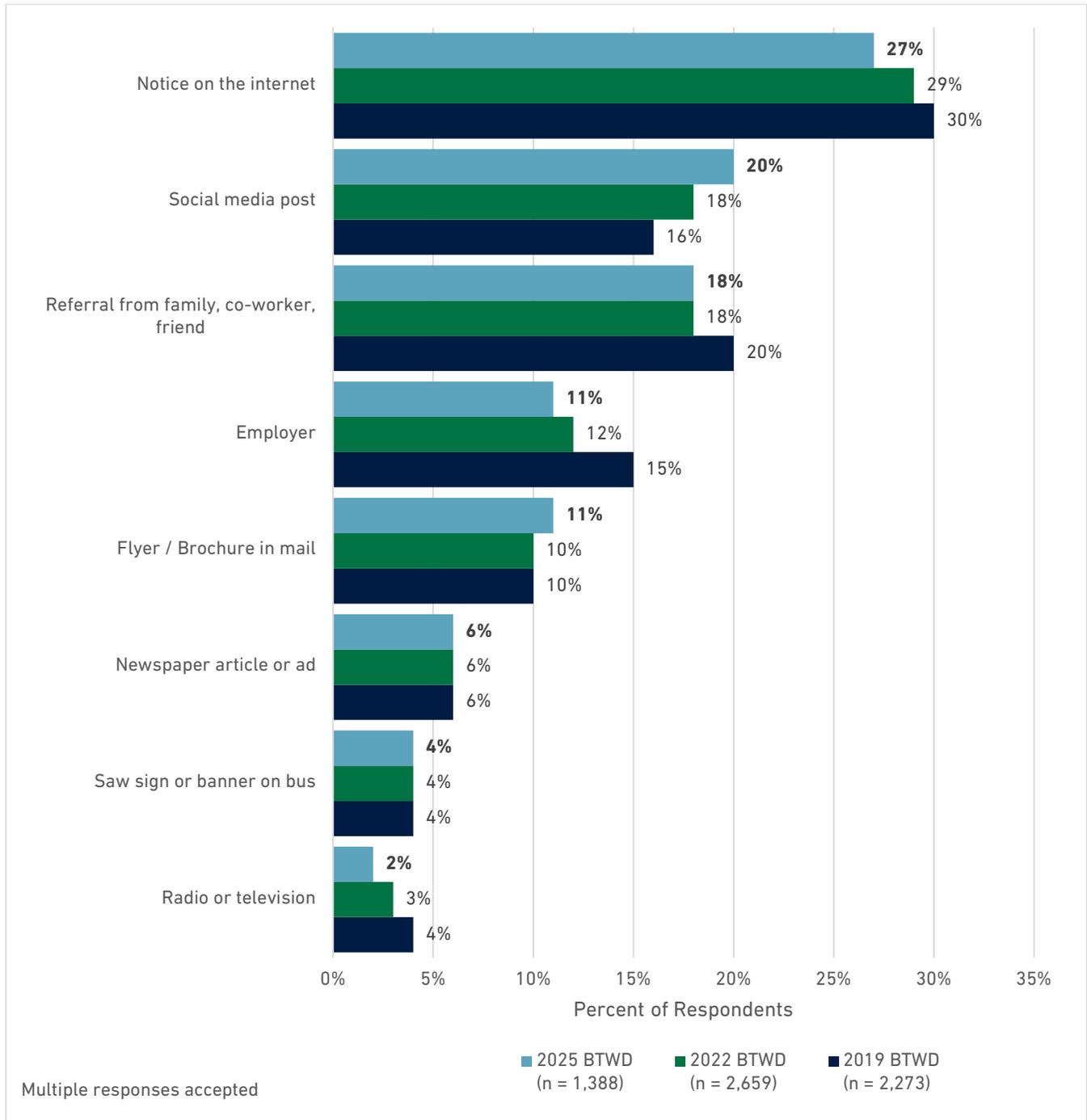
Figure 9: Share of Respondents by Past BTWD Events Attended in Addition to 2025



Sources of Information for 2025 BTWD Event

Respondents were asked how they heard about the 2025 BTWD event. The most common source of information was a notice on the internet, cited by 27 percent of respondents, as illustrated in **Figure 10**. This was similar to the percentage cited in the 2022 and 2019 surveys, with a small and steady decrease from 30 percent. Two in ten respondents said they learned of 2025 BTWD through a social media post; although this is also similar to the response in 2022, there has been a steady increase since 2019, when sixteen percent of respondents selected social media. Other common sources noted by at least one in ten respondents included: referral from a family member, friend, or coworker (18 percent), information from an employer (11 percent), or a flyer or brochure they received in the mail (11 percent). Smaller percentages of respondents heard about BTWD from a newspaper article or advertisement (six percent), a sign or banner on a bus (four percent), or from radio or television (two percent).

Figure 10: Sources of Information About Bike to Work Day Event



Respondents cited similar sources of BTWD information regardless of how far they traveled to work and how they traveled on non-bike-commuting days, but other differences among respondent characteristics included:

- **Employer Type** – The employer as a source of BTWD information was much more common among participants who worked for a state or local agency—27 percent of these state/local agency workers cited their employer as the source, compared with about one in ten participants who worked for a

Federal agency (12 percent), non-profit organization (14 percent), or private sector employer (seven percent). Other sources of BTWD information were named similarly regardless of the employer type.

- **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 percent who worked for employers with between 101 and 999 employees and six percent who worked for employers with fewer than 100 employees.
- **First BTWD in 2025 vs Previous Participant** – Respondents who participated in previous BTWD events were more likely than were new participants to report learning about BTWD from the internet (27 percent of past participants versus 16 percent of new participants). Conversely, new participants were more likely to cite a personal referral than were respondents who participated before (27 percent of new participants versus 18 percent of previous participants). A higher share of new participants also noted hearing about the event from their employer (19 percent) than did past participants (11 percent).
- **Age** – Differences also were notable by age group. Two sources were more common among respondents who were younger than 35 years: referrals (22 percent of under 35 years versus 16 percent of 35 or older) and information from an employer (18 percent of under 35 years versus nine percent of 35 years or older). Conversely, respondents who were 35 years or older were more likely to mention the internet (28 percent of 35 or older versus 23 percent of under 35 years). Social media as a source was more popular among younger participants in 2025 compared to younger participants in 2022.

BIKE COMMUTING TRENDS

Frequency of Bike Commuting

Respondents were asked to report the frequency with which they biked to work (or planned to bike to work) for the following time periods:

- Before participating in Bike to Work Day for the first time (no matter what year it was)
- During Summer 2025 (May-September), post-2025 Bike to Work Day
- Planned future bike commuting “over the next few months”, i.e., Fall/Winter 2025

This section of the report presents the results to these questions and analyzes the changes in bike commuting frequency between the periods of time. **Figure 11** shows the share of respondents by frequency of bike commuting before they attended their first BTWD event, during Summer 2025, and their planned bike commuting for Fall/Winter 2025.

Before Participating in BTWD

Eighty-four percent of respondents biked to work at least occasionally before they participated in their first BTWD event. More than half (56 percent) were frequent riders, riding at least one day per week. Fourteen percent rode one to three days per month and 13 percent rode occasionally, but less than one day per month. This distribution of pre-event riding frequency was similar to that of the 2022 survey, when 86 percent reported biking to work at least some days.

Sixteen percent of participants never biked to work before the 2025 event. Applying that percentage to the total number of people who registered for the 2025 BTWD event (12,777), around 2,000 commuters may have used BTWD to try biking to work for the first time (note that the number of people who registered for the event does not mean that many people actually participated and that the sample of people who took the survey may not be representative of all people who registered/participated).

Summer 2025

Between May and September 2025, after the 2025 BTWD event, 86 percent of respondents reported that they biked to work at least occasionally—a similar rate in comparison to the same frequency category from pre-BTWD. A slightly higher share of respondents reported riding frequently (one or more days per week) during Summer 2025 compared to pre-BTWD (61 percent to 56 percent). Twenty-five percent of respondents said they rode occasionally, but less than one day per week, in Summer 2025. These results echo similar trends from past BTWD surveys, which have typically shown small increases in bike use from before respondents’ first BTWD to the summer after the event.

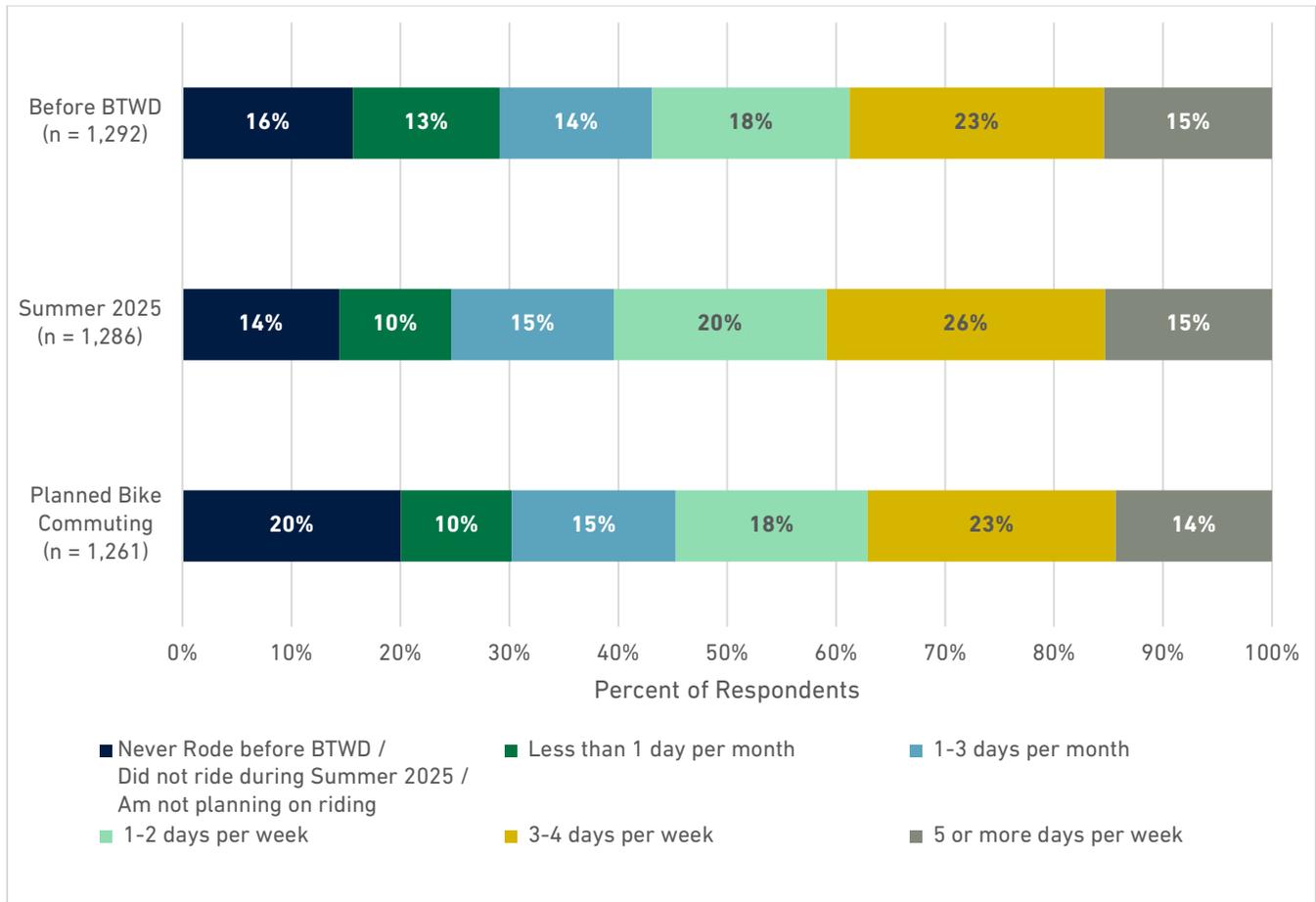
Planned Bike Commuting

In previous Bike to Work Day reports, participants were asked to describe their bike commute patterns at the time of taking the survey in the fall after the BTWD event (in addition to sharing their bike commute frequency from before their first BTWD and during the summer following that year’s event). While these results provided a snapshot of potential weather impacts on biking as the weather got cooler in the fall, it only captured up to two months of data. For the 2025 report, the question was revised to focus on planned bike commuting, aiming to understand how frequently respondents intend to bike to work over a longer period of time.

Eighty percent of respondents were still planning on biking to work at least occasionally during the late fall and winter after the 2025 BTWD event. This was lower than the share of respondents who biked

occasionally pre-BTWD and in Summer 2025 (84 percent and 86 percent, respectively). The winter decline is likely due to colder winter weather, which can affect bicycle commutes, especially for less frequent or seasoned riders. More than half (55 percent) reported that they would still be regular riders in Fall and Winter 2025, biking to work at least one day per week.

Figure 11: Share of Respondents by Frequency of Bike Commuting Before First BTWD, During Summer 2025, and Planned Bike Commuting



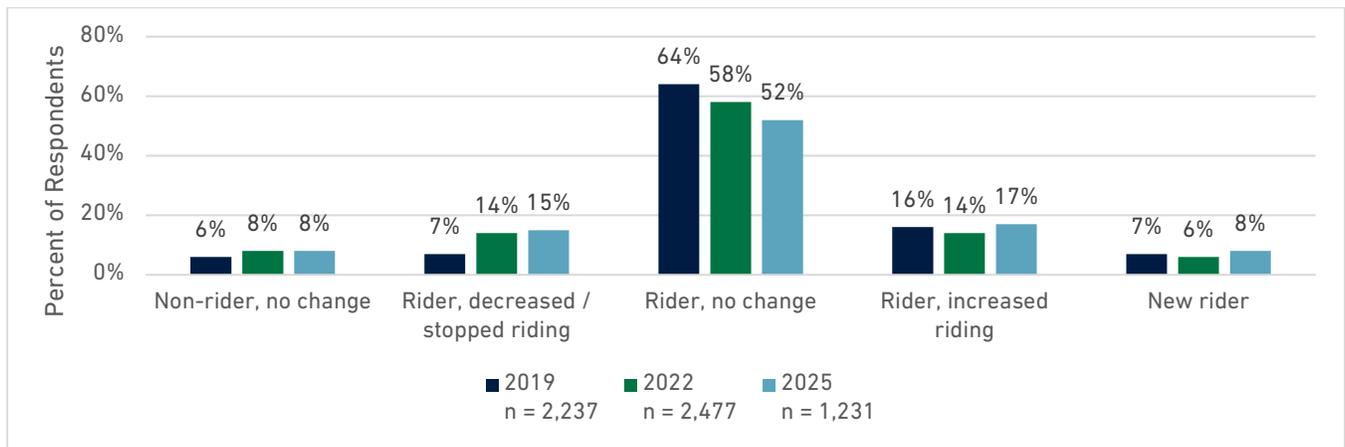
NEW AND INCREASED BIKING DURING SUMMER 2025

Comparison of each respondent’s biking frequency before BTWD and during Summer 2025 found that one in four (25 percent) respondents either started biking to work or biked to work more often (**Figure 12**) in the summer after BTWD 2025. Eight percent were new riders—they did not commute by bike before their first BTWD event but did so in Summer 2025. An additional 17 percent had been biking to work before the event but started biking to work more often after BTWD 2025. Fifty-two percent of respondents said they biked to work before BTWD and continued to bike the same number of days per week after the 2025 event (“no change” riders). Fifteen percent previously biked to work but decreased or stopped riding during the Summer 2025. The remaining eight percent said they did not bike to work before BTWD and still were not biking in the summer after BTWD (“no change” non-riders).

Figure 12 also shows the results for this analysis from the 2022 and 2019 BTWD surveys. The share of new riders and those who increased their frequency during the summer (25 percent) grew slightly in 2025, from 20 percent in 2022 and 23 percent in 2019. The share of participants who reported riding less

frequently in the summer compared to pre-BTWD was twice as high in 2025 and 2022 (15 and 14 percent, respectively) than it was in 2019 (seven percent).

Figure 12: Changes in Bike Commuting from Before First BTWD to Summer 2019, 2022, and 2025 Post-BTWD



AVERAGE WEEKLY BIKE COMMUTE FREQUENCY

Respondents who biked to work before their first BTWD event biked an average of 2.0 days per week (Table 5). Those who biked to work during Summer 2025 biked an average of 2.1 days per week, with notable differences by riding status:

- New Riders** – Respondents who were new riders since BTWD rode less frequently after BTWD (1.3 days per week) than did all riders (2.1 days per week), but their summer frequency represented an increase of 1.3 days per week from not riding at all.
- Increased Riding** – Respondents who rode before BTWD and increased their riding rode an average of 2.9 days per week in the summer, an increase of 1.9 days per week over 1.0 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 2.7 biking days per week to 0.7 days, a drop of 2.0 days per week.
- Previous Rider, 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 second highest riding frequency before BTWD (2.9 days) and the same summer riding frequency (2.6 days) as respondents who increased riding during the summer after BTWD (2.9 days).

Table 5: Average Weekly Riding Frequency Change Between Before BTWD and Summer 2025¹

RIDING STATUS	BEFORE BTWD	SUMMER AFTER BTWD	CHANGE
All riders	2.0	2.1	+0.1
- New Riders after BTWD (n = 95)	0.0	1.3	+1.3
- Previous riders increased frequency (n = 215)	1.0	2.9	+1.9
- Previous riders decreased frequency (n = 190)	2.7	0.7	-2.0
- Previous riders no change (n= 637)	2.6	2.6	0.0

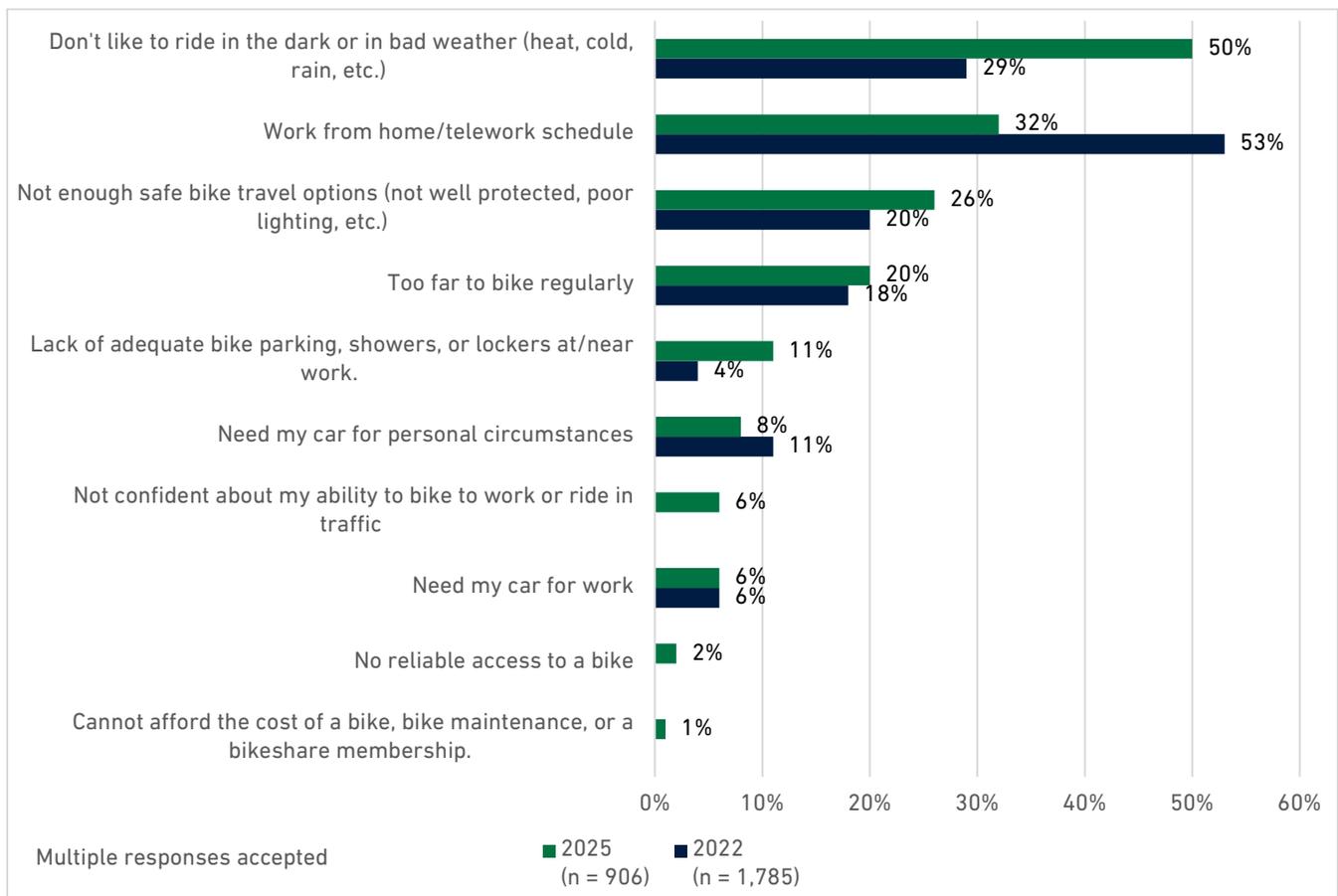
¹ Respondents selected one of five frequency categories (days per week or days per month) listed in the Appendix for questions 3, 4, and 5. Responses given in days per month were converted to average weekly values by assigning each category an average number of days per month and dividing by four.

Respondents planned to bike less frequently in the fall and winter than they had biked in the summer. Respondents who were new riders after BTWD were planning to ride less often in the fall and winter than they did in the summer, from 1.3 days per week on average to 0.9 days per week. Respondents who had biked to work prior to BTWD also planned to decrease their frequency, from 2.3 days per week to 2.1 days per week.

Barriers to Increased Bike Commuting

Respondents who biked to work fewer than three days per week at the time of the survey (November 2025) were asked why they did not bike or did not bike more often. The results are shown in **Figure 13**. Half of 2025 respondents cited weather or darkness as a primary reason for not biking to work (50 percent), a significant increase from 2022 (29 percent). Thirty-two percent indicated that a work-from-home or telework schedule limited how often they biked to work; however, this represents a substantial decline from 2022, when 53 percent cited telework. This shift likely reflects return-to-office policies and mandates across the region. Twenty-six percent of respondents reported insufficient safe bicycling options, while 20 percent indicated that their worksites were too far away to bike regularly.

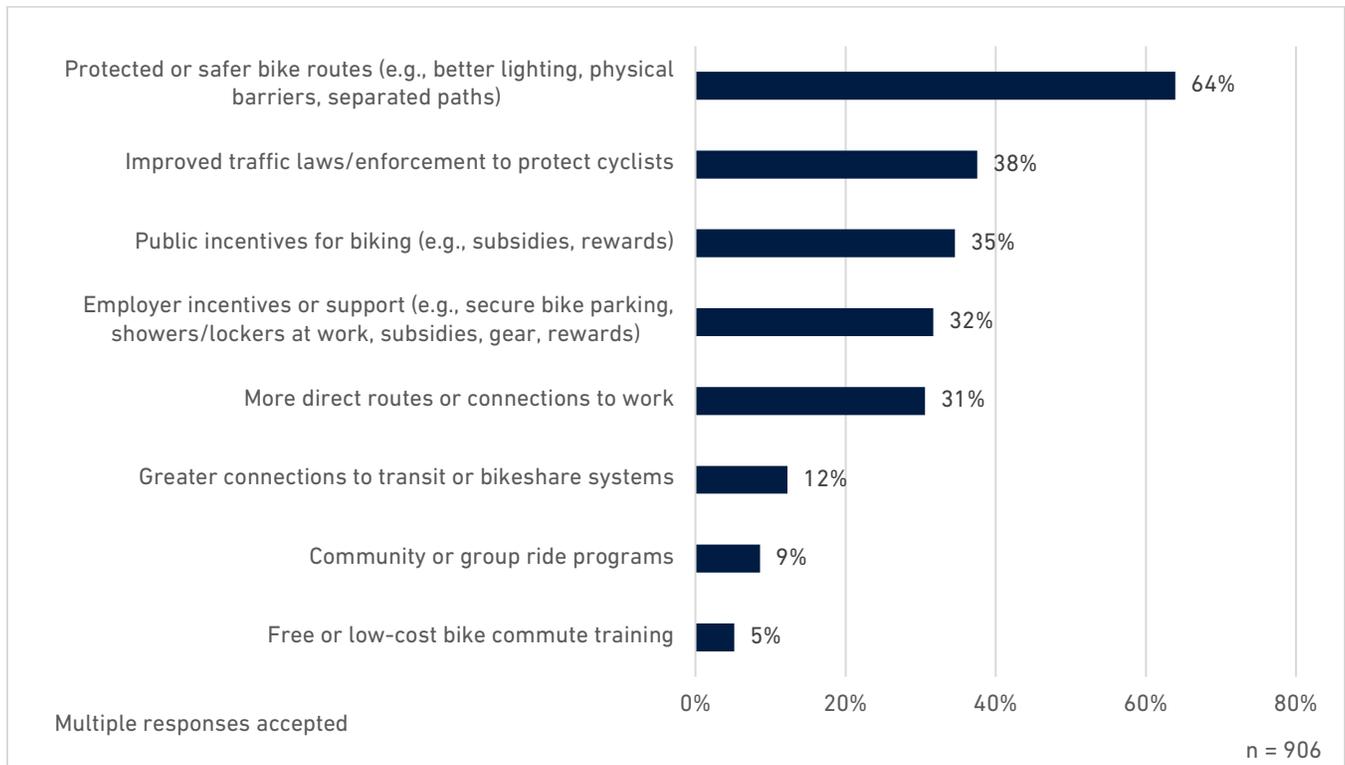
Figure 13: Barriers to Riding to Work or More Frequent Riding – 2022 and 2025



Incentives for Increased Bike Commuting

For the first time in the 2025 report, respondents were asked to indicate which changes or incentives might encourage them to bike to work more frequently. Responses are illustrated in **Figure 14**. The most popular response was more protected or safer bike lanes, chosen by 64 percent of respondents. Improved traffic laws/enforcement was selected by 38 percent, while around a third of respondents indicated that public incentives (such as subsidies or rewards), employer incentives, or more direct routes and connections to work would encourage them to bike more.

Figure 14: Incentives to Ride to Work or More Frequent Riding

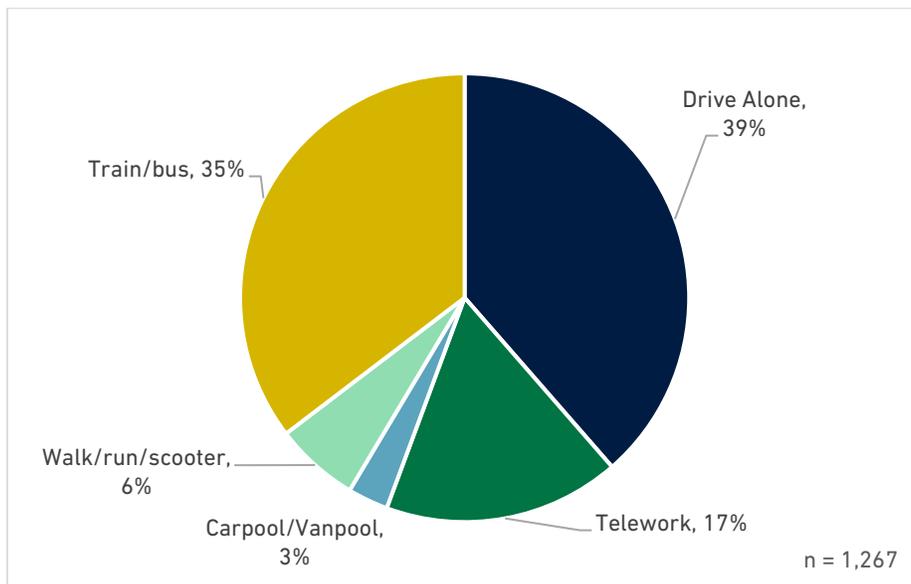


Commute Patterns on Non-Bike Days

Respondents who biked to work after BTWD, even if only occasionally, were asked how they traveled to work on days they did not bike to work (**Figure 15**). Forty-four percent commuted using non-drive-alone modes on non-bike days: 35 percent rode a bus or train, six percent walked, ran, or used a scooter, and three percent carpoolled or vanpooled. Just under four in ten (39 percent) drove alone to work on days they didn't bike and the remaining 17 percent primarily teleworked on non-bike commute days.

The drive-alone share in 2025 (39 percent) was similar to the 37 percent of respondents who drove alone on non-bike days in 2022. In contrast, the telework share declined from 26 percent in 2022 to 17 percent in 2025. Transit use remained relatively stable at approximately 35 percent in 2025, only three percent lower than in 2022. Walking, running, or using a scooter accounted for six percent of trips in 2025 (the same as 2022), while carpooling or vanpooling represented three percent (the same as 2022).

Figure 15: Non-Bike Days Commute Modes of Respondents who Biked after BTWD

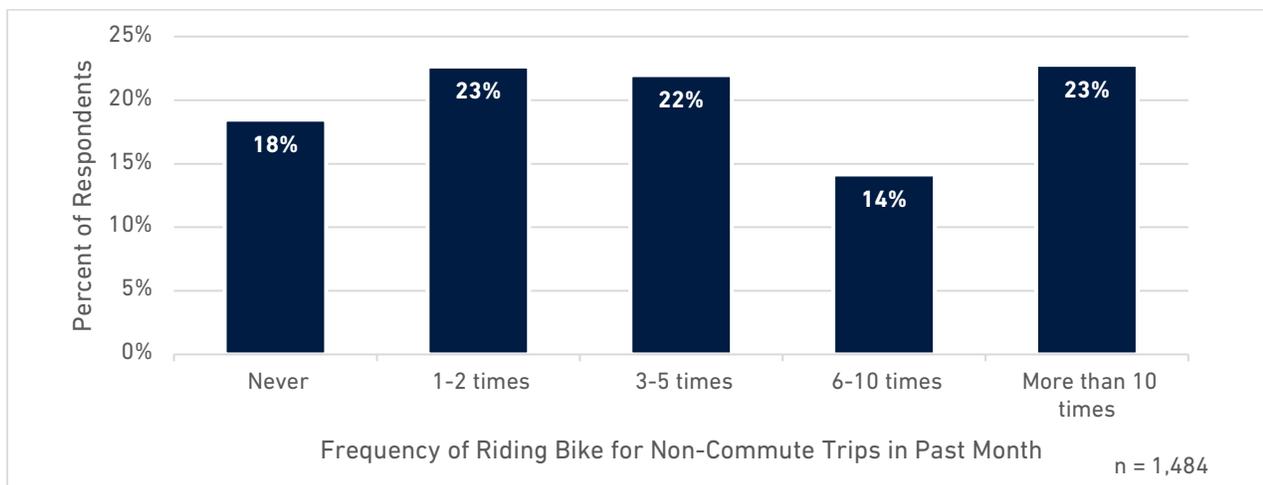


Use of Bike for Non-Commute Trips After Participating in BTWD

FREQUENCY

Although the primary focus of the survey was on commuting patterns, respondents were asked about their bike use 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 16**). Forty-five percent rode a bicycle for a non-commute trip between one and five times in the past month and 37 percent 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.

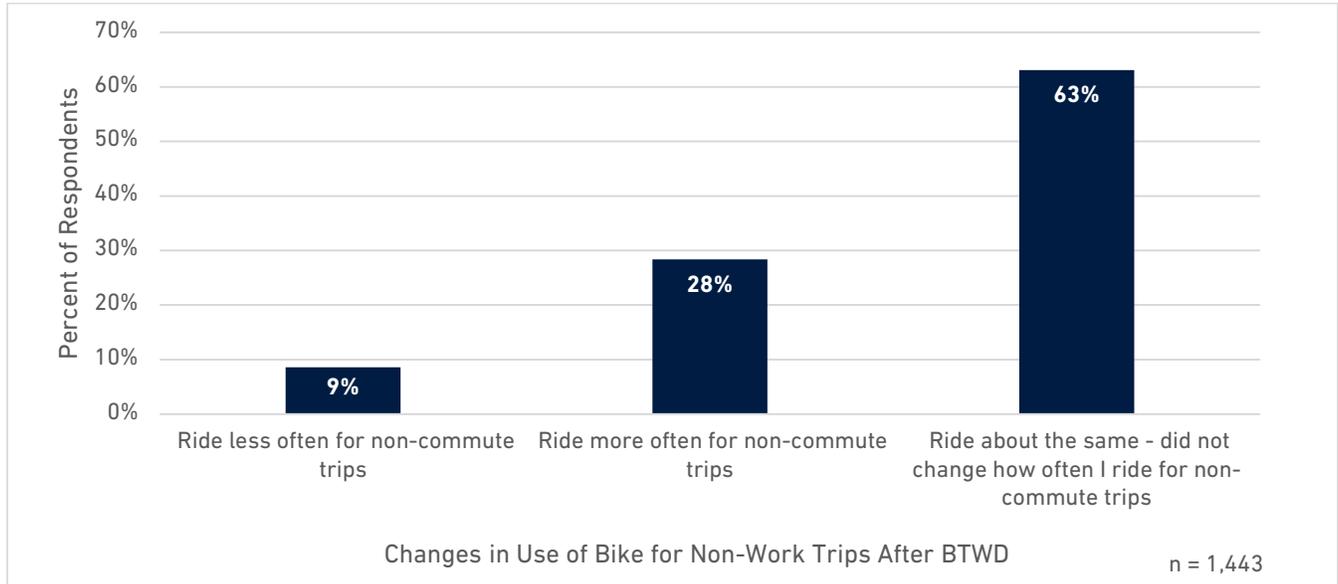
Figure 16: Share of Respondents by Frequency of Riding Bike for Non-Commute Trips in Past Month



FREQUENCY CHANGE POST-BTWD

Twenty-eight percent of respondents said they increased how often they biked for non-work trips after BTWD (**Figure 17**). Nine percent rode less often for non-commute trips after BTWD and most (63 percent) respondents did not make any changes in their use of biking for non-commute trips.

Figure 17: Share of Respondents by Whether Non-Commute Bike Travel Changed Post-BTWD



BIKE COMMUTE ASSISTANCE

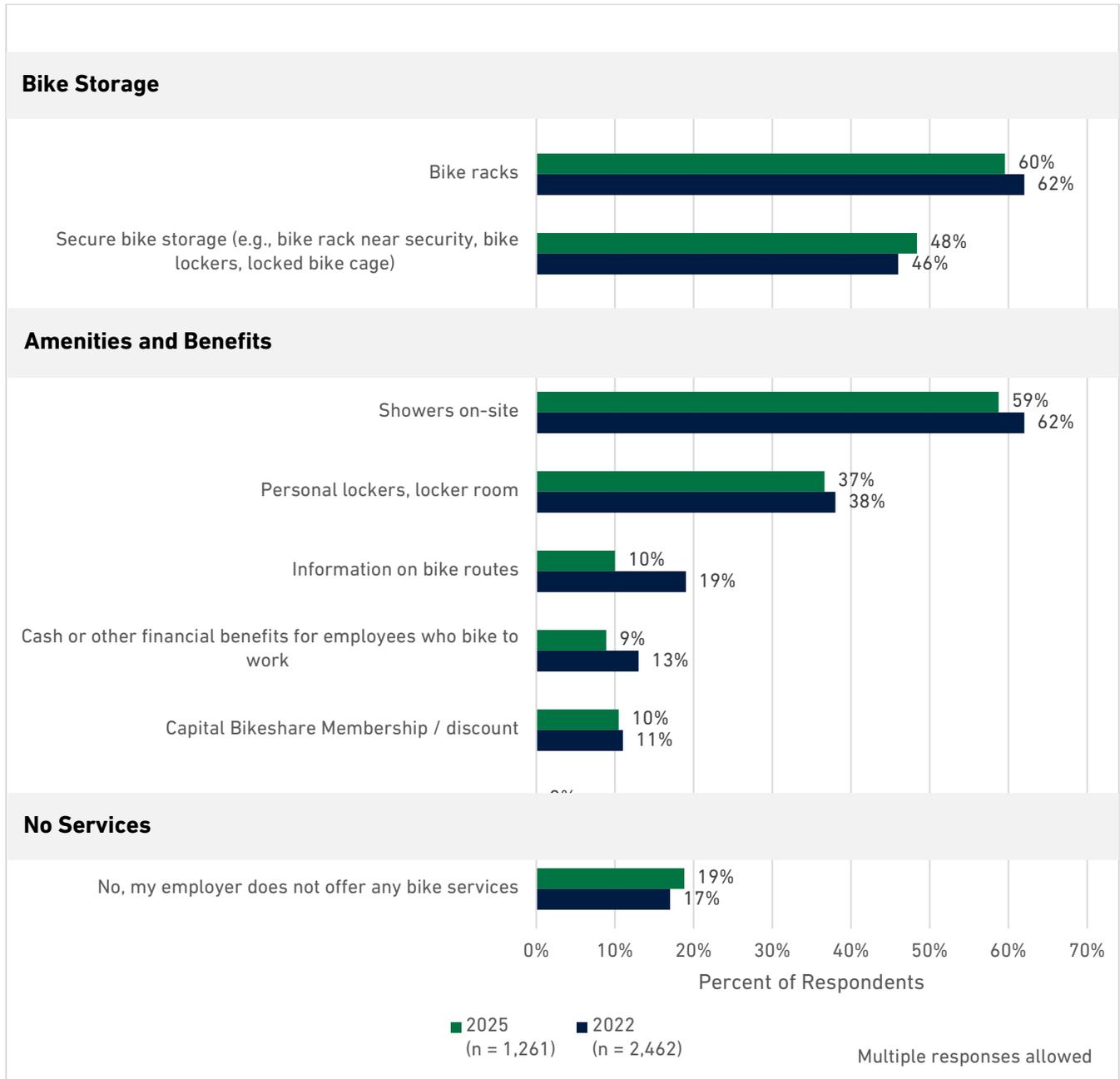
Requested “Biking to Work in the Washington Area Guide”

Thirteen 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 87 percent said they had not requested the guide. This was a slight increase from the 2022 BTWD survey, when nine percent had asked for the guide.

Commuter Assistance Services Available from Employer

Employer services offered to respondents are illustrated in **Figure 18**. Eighty-one percent of respondents said their employers offered some type of commute assistance information, services, or facilities for employees who biked to work, similar to the 83 percent who mentioned access to bike services in 2022. The two most cited bike commute services provided by employers in both 2022 and 2025 were bike racks and on-site showers, reported by approximately six out of every ten respondents. Secure bike storage was reported by 48 percent of respondents in 2025, comparable to the 46 percent reported in 2022. Personal lockers or access to a locker room were reported by 37 percent of respondents in 2025. Other services were reported at similar rates between 2025 and 2022, except for a notable decrease in employer-provided information on bike routes: 19 percent of respondents indicated that their employer provided this information in 2022, compared to just ten percent in 2025. In 2025, around one out of every ten respondents reported employer-provided cash or other financial benefits for bike commuting and free/subsidized Capital Bikeshare memberships.

Figure 18: Bicycle Commute Assistance Services Offered at Work – 2022 and 2025



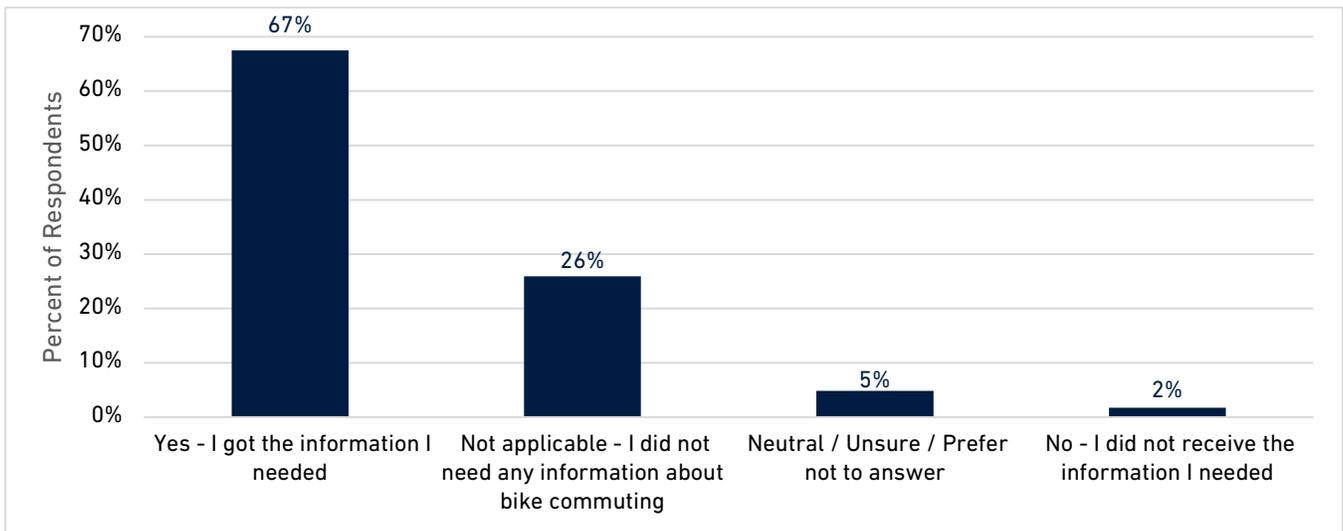
EVENT FEEDBACK

The survey included several questions to explore the BTWD experience in order to gather feedback to inform future event planning. These questions asked about respondents' favorite part of the 2025 BTWD event, how likely they would be to register for a future event, how likely they were to recommend BTWD to a friend, and any open-ended feedback that they wanted to share.

Information Provided About Bike Commuting

Respondents were asked whether they received the information they needed about commuting by bike from the Bike to Work Day website, partner websites, or pit stops. Most respondents (67 percent) indicated that they did receive the information they needed, while 26 percent reported that they did not need information (Figure 19). Only two percent indicated that they did not receive the information they were looking for. These results indicate that Commuter Connections, WABA, and their partners are providing helpful information about bike commuting in ways that are successfully reaching most participants who need information.

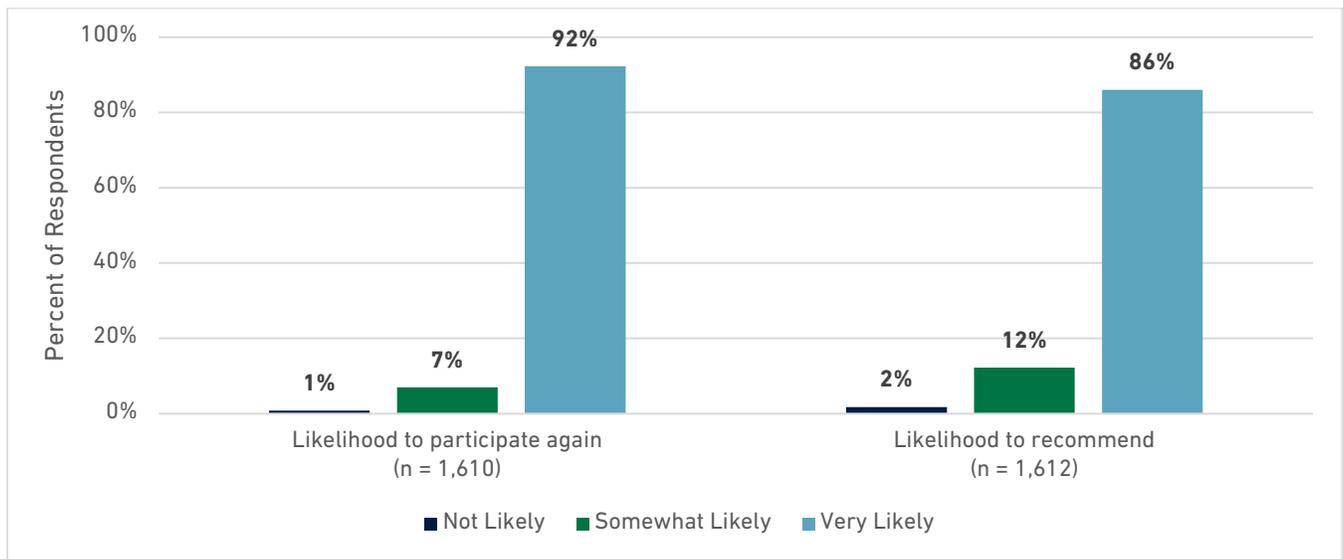
Figure 19: Share of Respondents Who Got Necessary Information During BTWD About Bike Commuting



Likelihood to Participate in a Future BTWD and 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 percent said they were very likely, and seven percent were somewhat likely to participate again (Figure 20). Similarly, most respondents said they were likely to recommend BTWD to a friend—86 percent were very likely and 12 percent were somewhat likely. These results reflect a high level of enthusiasm for and satisfaction with the event.

Figure 20: Likelihood to Participate in a Future BTWD Event and Likelihood to Recommend BTWD



Favorite Part of BTWD Event

The survey included an open-ended question asking respondents to describe their favorite part of the Bike to Work Day experience. Approximately one-third of participants provided a response, offering a rich set of qualitative insights (**Figure 21**). Each response could be counted in more than one category, as categories were not mutually exclusive.

BICYCLE COMMUNITY / ENJOYMENT

Many respondents highlighted a connection to the bicycling community or the enjoyment of cycling as their favorite part of Bike to Work Day, as they did in 2022 (ranking second in 2025 and first in 2022). Sixteen percent mentioned enjoying cycling itself as their favorite part of BTWD, up from 10 percent in 2022. Similar shares of respondents said their favorite part was having more cyclists on the road during BTWD (12 percent in 2025, 11 percent in 2022). The following are a selection of direct quotes from participants citing their favorite part related to enjoying biking and community:

- “Seeing so many people on bikes—it felt like a big community event, and it felt great to be joined by so many others who also bike to work.”
- “Meeting new people and taking on the challenge of figuring out how to navigate the roads to work made the day feel meaningful and fun.”
- “Seeing other infrequent bike commuters give it a try, and recognizing those of us who commute by bike regularly, made it feel like a real celebration.”
- “Meeting up at the pavilion, seeing and chatting with other bike commuters, and feeling that sense of connection was the highlight of the day.”
- “Riding with my son on our way to drop him off at school made Bike to Work Day feel like a family event, not just a commute.”
- “Having an opportunity to connect with other bike commuters from around the region reminded me that I’m part of a much bigger biking community.”

-
- “Seeing more bikes on the road, even if only for one day, really showed what our streets could feel like with more people biking.”
 - “The positive energy from other riders, volunteers, and people at the pit stops made the whole ride feel special.”
 - “Socializing with other bikers and seeing familiar faces made the commute feel less routine and more like a shared experience.”
 - “This has become a family tradition for us, and doing it together every year reinforces how important community is to biking.”
 - “Meeting fellow commuters at the rest stops and along the route made the ride feel social instead of solitary.
 - “Talking with other bicycle riders and having a day when active transportation is actually celebrated felt really meaningful.”
 - “Seeing so many people participating made the event feel energetic and reminded me how many others care about biking.”
 - “Interacting with fellow participants at the pit stop made me feel welcomed and part of something bigger.”
 - “Seeing familiar faces and celebrating bike transportation together made the commute feel special instead of routine.”

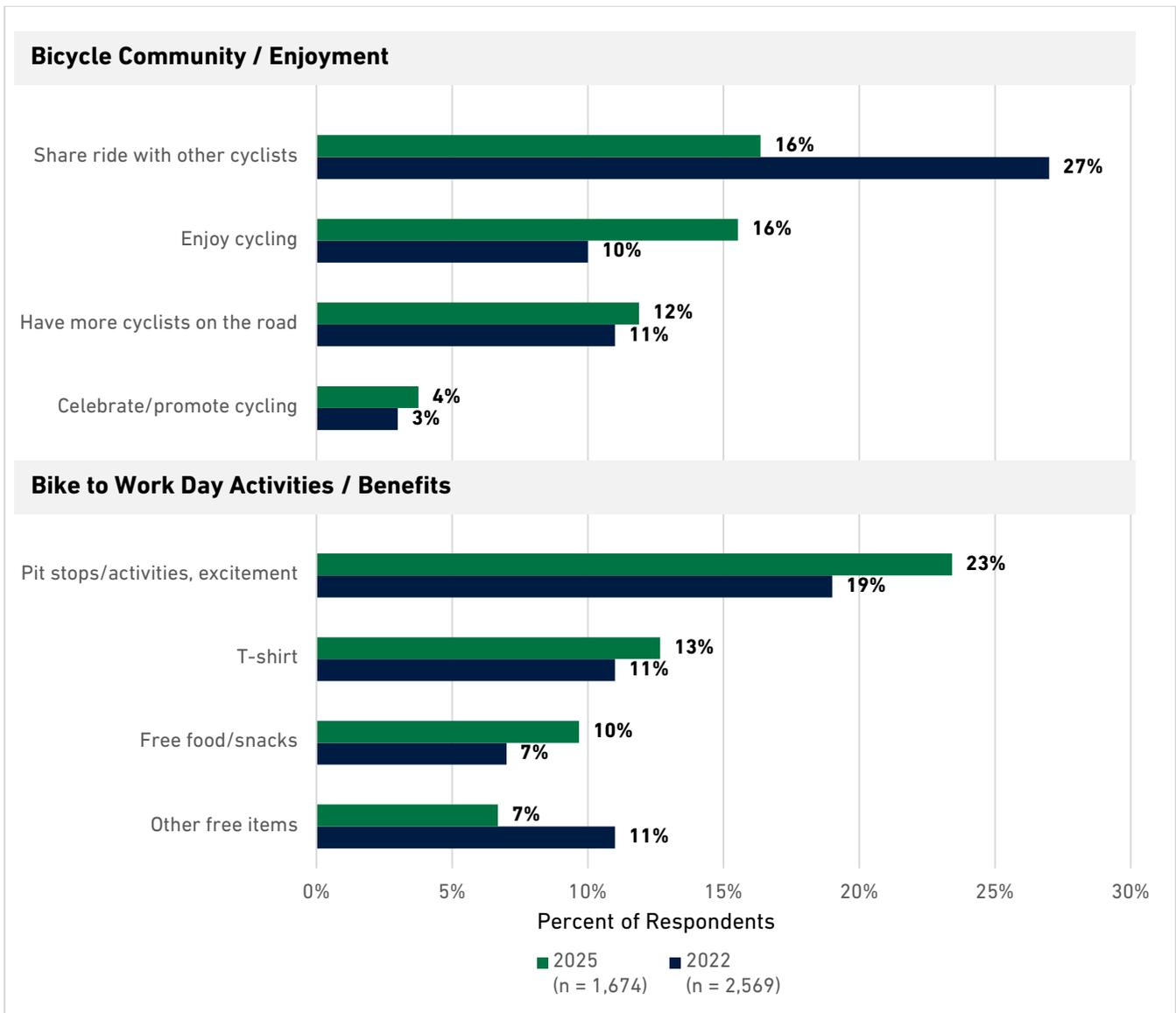
BIKE TO WORK DAY ACTIVITIES / BENEFITS

Many respondents also mentioned event benefits or activities as their favorite part of Bike to Work Day. About 23 percent cited pit stop activities and the excitement surrounding them, up slightly from 19 percent in 2022. Thirteen percent of participants specifically highlighted free t-shirts, while 10 percent specifically mentioned free food and snacks. The following are a selection of direct quotes from participants citing their favorite part related to tangible benefits and activities:

- “I really liked the T-shirt and food giveaways at the pit stop—it made stopping feel worthwhile and celebratory.”
- “Having coffee at the pit stop was a great way to start the workday and made the ride feel appreciated.”
- “The bike mechanic at the pit stop was incredibly helpful, and I also loved seeing the bike maps and getting snacks.”
- “Swag and food created a fun atmosphere that made Bike to Work Day feel like more than just another commute.”
- “Getting both a nice T-shirt and breakfast snacks was a great reward after riding in.”
- “Bike tune-ups at the pit stop were one of my favorite parts, since they made me feel more confident about riding regularly.”
- “Snacks and coupons to local businesses were a nice touch and helped connect the event to the surrounding community.”
- “Breakfast, a DJ, local partners, a T-shirt, and a bike tune-up all together made the pit stop feel like a real event.”

- “Giveaways and vendors at the pit stop added energy and made it fun to linger and talk with other riders.”
- “The free T-shirt this year was very good quality, which made it feel like something I’d actually want to wear again.”
- “The snacks and giveaways at my local pit stop made it fun to stop and take a break during the ride.”
- “Free food and coffee at the pit stop were a great incentive and made the morning feel more festive.”
- “The bike tune-up offered at the pit stop was really valuable and helped me feel more confident riding afterward.”
- “Tables with free stuff and friendly volunteers made the pit stop feel lively and welcoming.”
- “The combination of food, prizes, and giveaways made Bike to Work Day feel like a real event rather than just a commute.”

Figure 21: Favorite Part of 2022 and 2025 Bike to Work Day Event Experience



Suggestions to Improve Bike to Work Day

The survey included an open-ended question asking respondents to share any suggestions for improving Bike to Work Day. Some common suggestions included adjusting or extending event hours and enhancing the pit stop experience. Opinions about the free giveaways were mixed; some participants highlighted the popularity of the t-shirts, while others requested higher-quality shirts or more sustainably sourced materials for the swag to reduce waste. Respondents also emphasized the importance of broader outreach to encourage greater participation in bike commuting beyond BTWD. The following are a selection of direct quotes from participants with their suggestions for improving BTWD by category. Each response could be counted in more than one category, as categories were not mutually exclusive.

EVENT LOGISTICS, TIMING, AND SCHEDULING

- “As someone who normally arrives to work later in the morning, I either have to change my schedule to reach a pit stop before it closes or skip them entirely.”
- “Some pit stops opened and closed earlier than advertised, which made it frustrating to plan my ride around them.”
- “Opening pit stops earlier, especially for people who need to be at work by 7:30, would make the event more accessible.”
- “Moving the event back to Friday would make participation easier, since many people have fewer meetings or work from home that day.”
- “I arrived at a pit stop that was already shut down even though the listed hours suggested it should still be open.”
- “Clearer and more accurate pit stop hours would help people better plan their commute and stops.”
- “Later closing times would help riders who start work later or who want to visit pit stops in the afternoon.”
- “Consistency in pit stop timing across jurisdictions would reduce confusion and missed opportunities.”
- “It would help to clearly indicate which pit stops are open early versus those that stay open later.”
- “Scheduling the event in a way that better reflects hybrid work schedules would increase participation.”

PIT STOP OPERATIONS AND EXPERIENCE

- “Some pit stops felt rushed, like it was just ‘grab a T-shirt and go,’ instead of an engaging experience.”
- “Better signage and visibility for pit stops would make them easier to find, especially for first-time participants.”
- “A few pit stops ran out of food or swag well before closing, which was disappointing.”
- “The best pit stops had volunteers who were welcoming, knowledgeable, and clearly excited to talk with riders.”
- “Having more activities or information tables at pit stops would encourage people to linger and connect.”
- “Some pit stops were crowded and chaotic, making it difficult to safely park bikes and move through the space.”
- “Better coordination and staffing at busy pit stops would improve the overall experience.”

-
- “Pit stops that included music, mechanics, or maps felt much more memorable and useful.”
 - “Clear directions for where to park bikes at pit stops would reduce congestion and stress.”
 - “Consistency in quality across pit stops would help ensure everyone has a good experience, regardless of location.”

SWAG, T-SHIRTS, AND SUSTAINABILITY

- “The quality of the T-shirts has declined in recent years, and I would rather have fewer shirts if they were higher quality.”
- “I would gladly pay a few dollars for a better-quality T-shirt that lasts longer and can actually be worn.”
- “There is a lot of plastic swag that feels wasteful and doesn’t align with the sustainability goals of the event.”
- “Instead of more cheap giveaways, it would be better to offer fewer, more useful items.”
- “Alternative swag like socks, repair kits, or safety gear would be more practical than another T-shirt.”
- “Some pit stops had boxes of leftover T-shirts, while others ran out early, which felt inefficient.”
- “The event should prioritize environmentally friendly materials for all giveaways.”
- “I like collecting the shirts each year, but consistency in quality and sizing would really help.”
- “Less focus on quantity of swag and more focus on usefulness would improve the experience.”
- “Giving out fewer items, but ones people actually want to keep, would reduce waste and cost.”

PROGRAM GROWTH, OUTREACH, AND LONG-TERM IMPACT

- “Bike to Work Day is great, but one day a year isn’t enough to build lasting habits.”
- “Adding smaller bike-to-work events in the spring and fall could help maintain momentum.”
- “More promotion leading up to the event would help reach people who don’t already bike regularly.”
- “Employers could play a bigger role by encouraging participation or offering incentives.”
- “Group rides or neighborhood meet-ups could help new riders feel more comfortable participating.”
- “An end-of-day celebration would give people something to look forward to after work.”
- “Highlighting safe routes and biking resources year-round would help turn this into more than just an event.”
- “Programs like bike buses or commuter groups could be supported through Bike to Work Day.”
- “Better follow-up after the event could help people continue biking beyond that one day.”
- “Bike to Work Day works best when it’s part of a larger strategy to normalize biking as transportation.”

Appendix: Survey Questionnaire

Commuter Connections and the Washington Area Bicyclist Association are conducting this survey to learn about bike use by people who participated in the May 2025 Bike to Work Day event. Please take a few minutes to answer 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 "**Next**". On subsequent pages, you can return to a previous page by clicking "**Back**" at the bottom of the page. Do not use the forward or back buttons on your browser.

Title VI Nondiscrimination Policy

Bike to Work Day Survey Privacy Statement

We are committed to respecting your privacy and this survey employs industry standard safeguards to protect the confidentiality of your personal information. Your responses to this survey will be combined with the responses from other survey participants and used for aggregate statistical purposes by transportation planners, researchers and policymakers. Any personal information you provide about your commute and/or household will be strictly confidential. **We will never sell your personal contact information to any third party.**

Your participation in this survey is important to us, but is entirely voluntary. We will make every reasonable effort to maintain the confidentiality of your responses to this survey as permitted by law. If you have any questions about this privacy policy, please [contact us](#).

Learn More About This Survey

ASK EVERYONE

Q1 How did you hear about the 2025 Bike to Work Day event? Even if you were aware of Bike to Work Day before 2025, how did you hear about the 2025 event? (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 social media post or ad
- 09 Don't know / don't remember
- 95 Other (**specify**)
- 99 Left blank

Q1A What was your favorite part of the 2025 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?

- 03 Very likely
- 02 Somewhat likely
- 01 Not likely
- 98 Not sure / Prefer not to answer
- 99 Left blank

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

- 03 Very likely
- 02 Somewhat likely
- 01 Not likely
- 98 Not sure / Prefer not to answer
- 99 Left blank

Q2 Other than 2025, which years have you participated in Bike to Work Day? (Select all that apply)

- 07 2024
- 08 2023
- 09 2022
- 05 2021 or earlier
- 06 Not sure / Prefer not to answer
- 99 Left blank

Q2A What type of bike did you use on Bike to Work Day 2025? Please select 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 (docked or dockless)
- 04 Other dockless bike (e.g., Spin, Lime, Bird)
- 05 Bike I rented from a bike shop or other bike rental service
- 06 Not sure / prefer not to answer
- 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

Q24 Did you visit a pit stop during the 2025 Bike to Work Day event? Select all that apply.

- 01 Yes, in Washington, D.C.
- 02 Yes, in Virginia
- 03 Yes, in Maryland
- 04 Did not visit a pit stop
- 05 Not sure / prefer not to answer

Q26 Did the Bike to Work Day website, partner websites, and/or your pit stop provide you with information you needed about bike commuting?

- 01 Yes—I got the information I needed
- 04 No—I did not receive information that I needed
- 05 Not applicable—I did not need any information about bike commuting
- 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. **[THIS QUESTION CONTAINS SKIP LOGIC AND REQUIRES RESPONDENTS TO ANSWER]**

This question is required. Please select an answer. If you prefer not to answer, please select "Don't remember / Prefer not to answer".

01 Biked the entire trip from home to work	→ SKIP TO Q3
02 Biked from home to a bus or train station, then continued my trip by transit	→ Ask Q2D
03 Biked from home to a location where I met carpool or vanpool partners	→ SKIP TO Q3
04 Biked from home to a Bike to Work Day 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 Don't remember / prefer not to answer	→ SKIP TO Q3

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

Q2D After you biked to a bus stop or train station, what did you do with your bike? Please select only one option.

- 01 Parked my bike in a locker, rack, bikeshare dock, or parking area 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 Don't remember / Prefer not to answer
- 99 Left blank

ASK EVERYONE

Next, please answer this question about your commuting habits.

Q28 How often do you expect to commute to an in-person worksite over the next few months (whether by bike or any other mode of transportation)? **[THIS QUESTION CONTAINS SKIP LOGIC AND REQUIRES RESPONDENTS TO ANSWER]**

This question is required. Please select an answer. If you prefer not to answer, please select "Don't remember / Prefer not to answer".

- 01 I work from home and do not commute → **ASK Q3**
- 02 I commute less than one time per month → **ASK Q3**
- 03 1-3 days per month → **ASK Q3**
- 04 1-2 days per week → **ASK Q3**
- 05 3-4 days per week → **ASK Q3**
- 06 5 or more days per week → **ASK Q3**
- 07 I am no longer working / unemployed / retired → **SKIP TO Q9**
- 08 Not sure / prefer not to answer → **ASK Q3**

THOSE WHO DO NOT REPORT THAT THEY ARE NO LONGER WORKING [Q27(01,02,03,04,05,06,08)] ASK:

Next, please answer some questions about biking to work.

Q3 On average, how often did you **bike to work before your first** Bike to Work Day event?

- 01 Never biked to work before my first Bike to Work Day
- 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
- 07 Don't remember / prefer not to answer
- 95 Other (**specify**)
- 99 Left blank

Q4 On average, how often did you bike to work in the months **following the 2025 Bike to Work Day event, from May–September 2025?**

- 01 Never biked to work during May-September 2025
- 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
- 07 Don't remember / prefer not to answer
- 95 Other (**specify**)
- 99 Left blank

Q5 How often do you expect to bike to work over the next few months, based on your current plans or habits?

This question is required. Please select an answer. If you prefer not to answer, please select "Don't remember / Prefer not to answer".

01 I do not plan on biking to work over the next few months	→ Ask Q6
02 Less than 1 day per month	→ ASK Q6
03 1-3 days per month	→ ASK Q6
04 1-2 days per week	→ ASK Q6
05 3-4 days per week	→ SKIP TO Q7
06 5 or more days per week	→ SKIP TO Q7
07 Not sure / prefer not to answer	→ ASK Q6
95 Other (specify)	→ ASK Q6

THOSE WHO BIKE LESS THAN 3 DAYS/WEEK OR "OTHER" FREQUENCY [Q5(01,02,03,04,07,95,99)], ASK:

Q6 What keeps you from biking to work more often? Select all that apply. (MULTIPLE RESPONSES ACCEPTED)

- 01 Not enough safe bike travel options (not well protected, poor lighting, etc.)
- 02 Not confident about my ability to bike to work or ride in traffic
- 03 Don't like to ride in the dark or in bad weather (heat, cold, rain, etc.)
- 04 No reliable access to a bike
- 05 Cannot afford the cost of a bike, bike maintenance, or a bikeshare membership.
- 06 Lack of adequate bike parking, showers, or lockers at/near work.
- 07 Need my car for work
- 08 Need my car for personal circumstances
- 09 Too far to bike regularly
- 10 Work from home/telework schedule
- 95 Other (**specify**)
- 99 *Left blank*

Q27 What changes or improvements would make you more likely to choose biking as your mode of commuting more often? Select all that apply. (MULTIPLE RESPONSES ACCEPTED.)

- 01 Protected or safer bike routes (e.g., better lighting, physical barriers, separated paths)
- 02 More direct routes or connections to work
- 03 Improved traffic laws/enforcement to protect cyclists
- 04 Greater connections to transit or bikeshare systems
- 05 Employer incentives or support (e.g., secure bike parking, showers/lockers at work, subsidies, gear, rewards)
- 06 Public incentives for biking (e.g., subsidies, rewards)
- 07 Community or group ride programs
- 08 Free or low-cost bike commute training
- 95 Other (**specify**)
- 99 *Left blank*

THOSE WHO DO NOT REPORT THAT THEY ARE NO LONGER WORKING [Q27(01,02,03,04,05,06,08)] ASK:

Next, please answer a few questions about your commuting habits and your workplace (all are optional).

Q7 On workdays that you **do not bike, 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 I am no longer working
- 13 Not sure / prefer not to answer
- 95 Other (**specify**)
- 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. **Please enter distance in 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 bike routes
- 03 Bike racks
- 04 Secure bike storage (ex. bike rack near security, bike lockers, locked bike cage)
- 05 Personal lockers, locker room
- 06 Showers on-site
- 07 Cash or other financial benefits for employees who bike to work
- 08 Capital Bikeshare Membership/discount
- 95 Other (**specify**)
- 01 No, my employer does not offer any bike services
- 09 Not sure / prefer not to answer
- 99 *Left blank*

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/prefer not to answer
- 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/prefer not to answer
- 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:

This section asks about your biking habits separate from work trips.

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, child drop off/pick up, 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 / prefer not to answer
- 99 *Left blank*

Q10 Do you ride a 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 / prefer not to answer
- 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 / prefer not to answer
- 99 Left blank

DEMOGRAPHICS

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

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 of the following best describes your race? You may select more than one category. **(Accept multiples for 01-95)**

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

Q21 Please select 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 "Done" button below.

Bike to Work Day in 2026 will be held on May 15, 2026. Please visit the event website at <https://www.biketoworkmetrodc.org/>.