

# STATE OF THE COMMUTE

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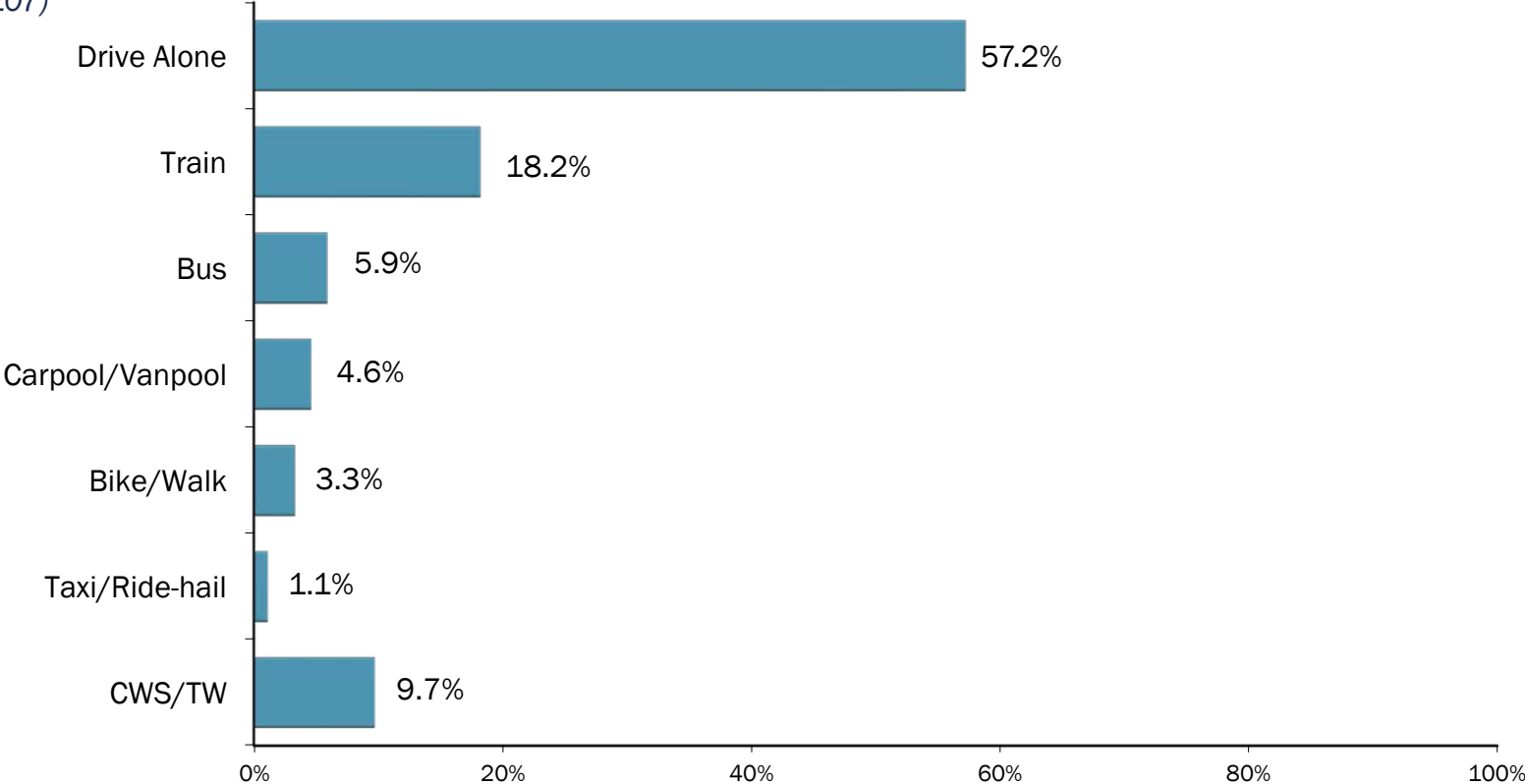
## 2019 Technical Survey Report

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TPB Bicycle and Pedestrian Subcommittee  
November 19, 2019

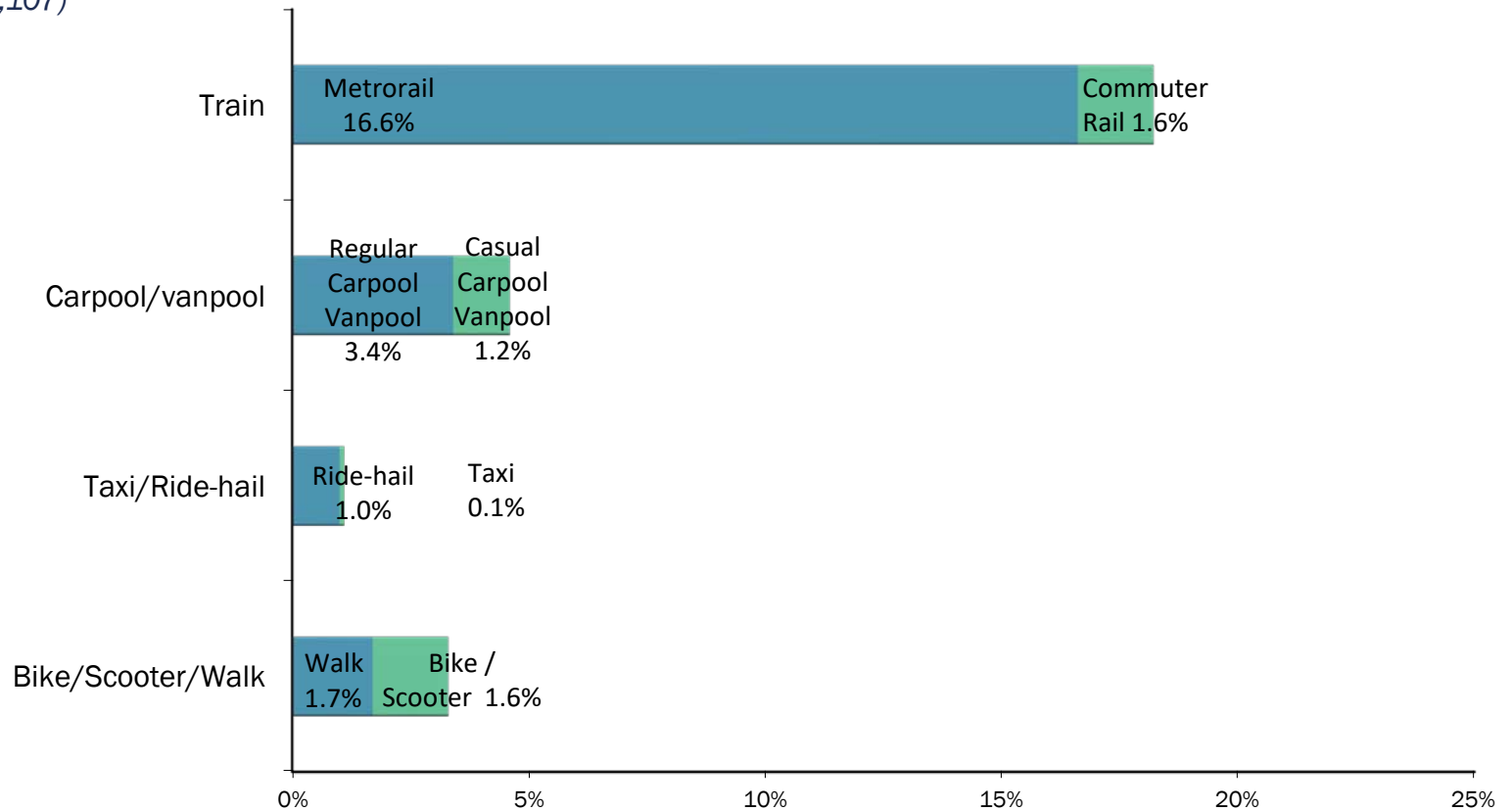
# Weekly Commute Trips by Modes Including Telework and CWS

Figure 4  
(n = 8,107)



# Combined Mode Groupings – Percentage of Weekly Commute Trips

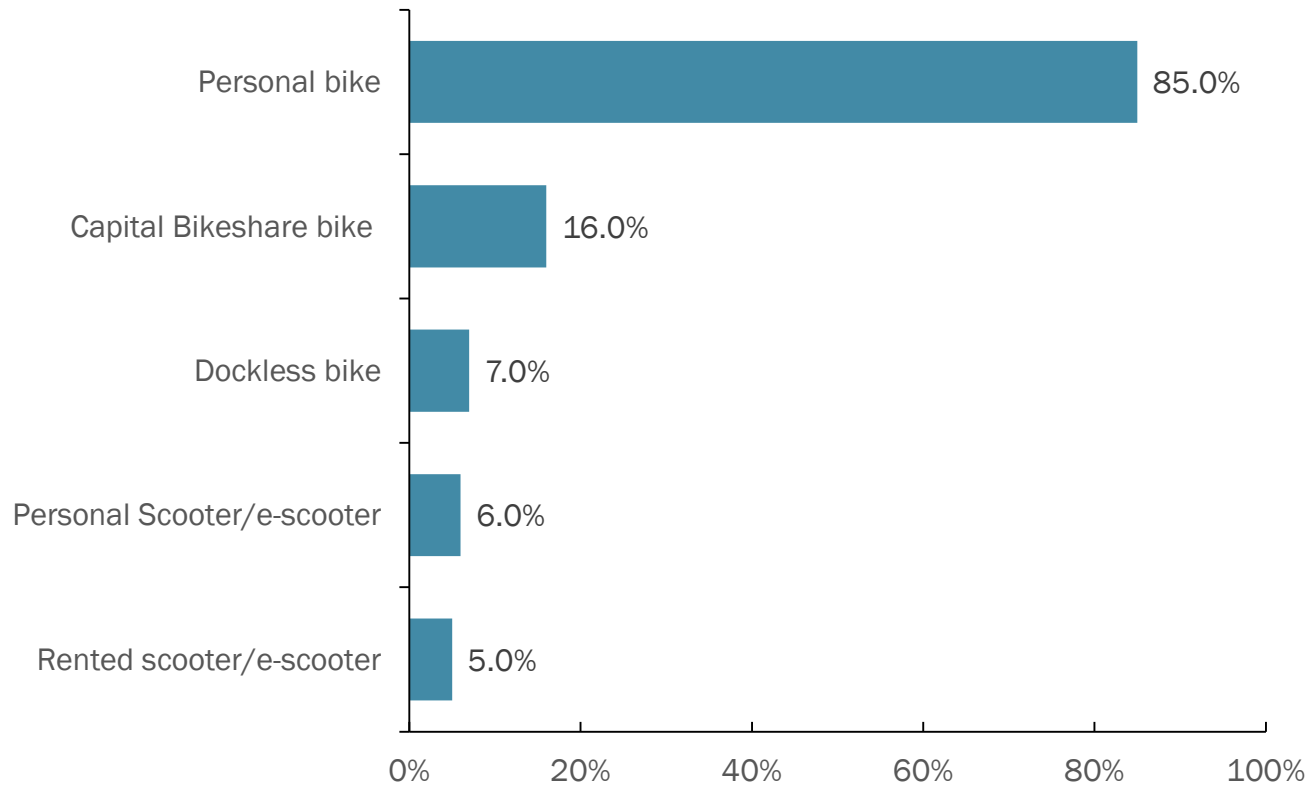
Figure 6  
(n = 8,107)



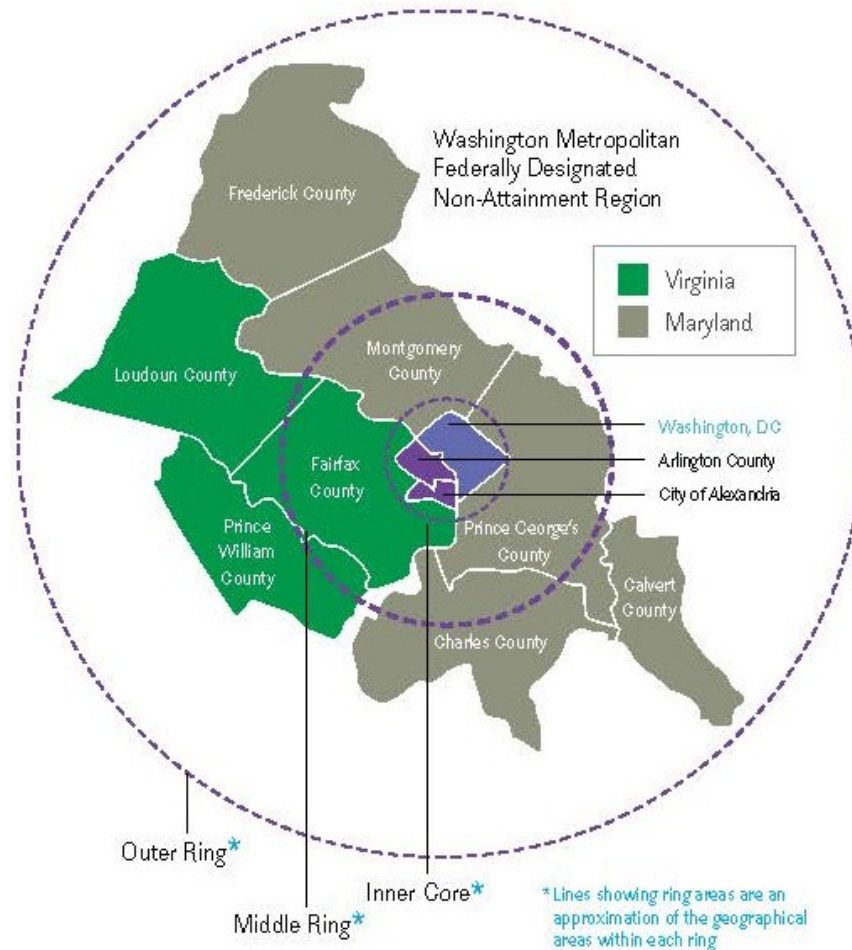
# Mode Groupings

## Bike/Scooter Subset

(n = 195)



# Geographic Areas Inner, Middle, and Outer Rings



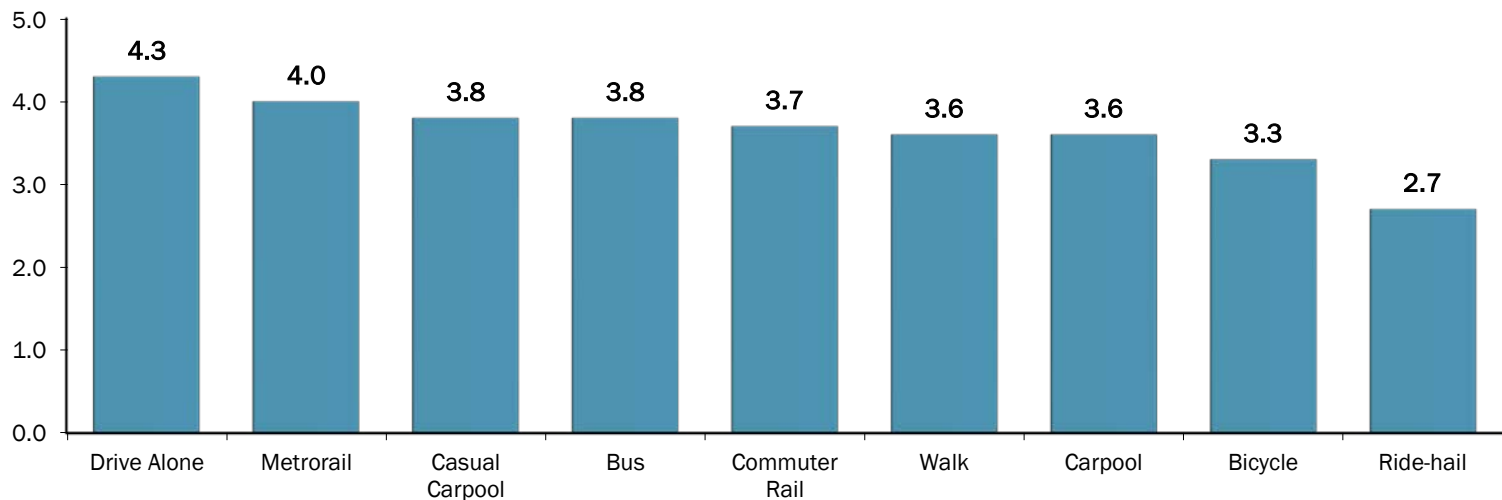
# Characteristics of Commuters Who Used Rented and Personal Bikes/Scooters

Table 1

Respondent Characteristic	Rented (n = 43)	Personal (n = 179)
Lived in Inner Core	70%	64%
Worked in Inner Core	68%	77%
Travel distance less than 5 miles	81%	53%
Age under 35 years old	56%	36%
Income \$160,000 or more	63%	53%
Male	75%	71%

# Average Days Modes Used

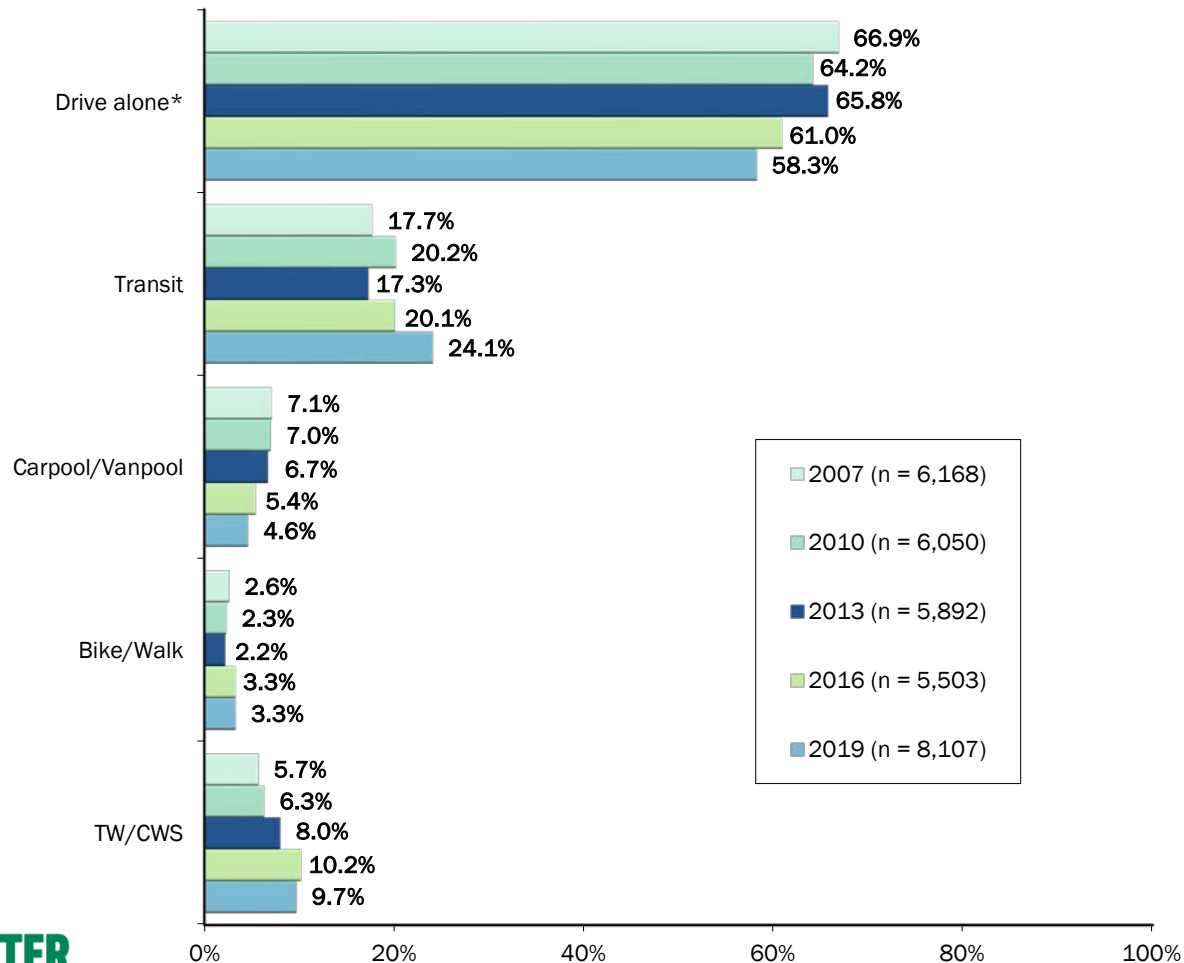
Figure 7



(Drive Alone n = 5,422, Metrorail n = 1,344, Casual Carpool n = 72, Bus n = 671, Commuter Rail n = 165 Walk n = 201, Carpool n = 362, Bicycle n = 195, Ride-hail n = 107; Note Vanpool and taxi not included due to insufficient sample sizes)  
(Multiple responses permitted)

# Percentage of Weekly Trips by Mode – 2007 to 2019

Figure 8





# Primary Mode by Age

Table 2

Age	(n = __)	Primary Commute Mode				
		Drive Alone*	Carpool/ Vanpool	Bus	Train	Bike/ Walk
Under 35 years old	1,725	57%	5%	6%	23%	5%
35-44 years old	1,795	61%	5%	6%	20%	3%
45-54 years old	1,998	64%	5%	8%	16%	3%
55 years or older	2,297	65%	4%	6%	18%	2%

\* Includes drive alone in personal vehicle or riding alone as a passenger in taxi or ride-hail vehicle

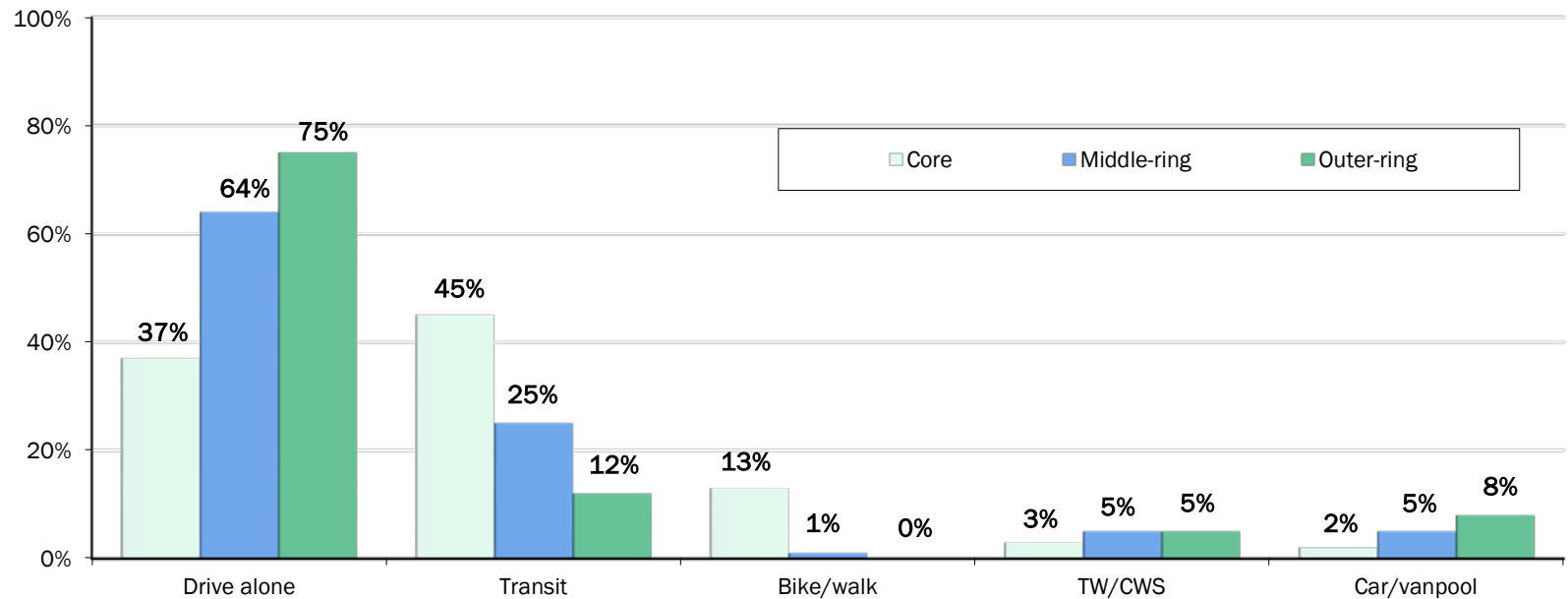
# Primary Mode by State of Residence and State of Employment

Table 7

State	(n = __)	Primary Commute Mode				
		Drive Alone	Carpool / Vanpool	Bus	Train	Bike/Walk
<b>State of Residence</b>						
District of Columbia	735	31%	2%	12%	35%	17%
Maryland	3,828	65%	3%	5%	19%	1%
Virginia	3,544	65%	8%	6%	15%	2%
<b>State of Employment</b>						
District of Columbia	2,720	32%	6%	12%	41%	7%
Maryland	2,447	75%	4%	5%	7%	2%
Virginia	2,846	76%	5%	4%	9%	2%

# Primary Mode by Home Area

Figure 9



(Inner Core n = 2,198, Middle Ring n = 2,421, Outer Ring n = 4,488)

# Primary Mode by Race/Ethnicity

Table 5

Ethnic Group	(n = __)	Primary Commute Mode				
		Drive Alone*	Carpool/ Vanpool	Bus	Train	Bike/ Walk
Hispanic	502	63%	4%	9%	17%	2%
Non-Hispanic Black	1,351	61%	5%	9%	21%	1%
Non-Hispanic White	5,466	61%	5%	5%	18%	6%

# Primary Mode by Number of Vehicles Per Adult in the Household

Table 6

Number of Vehicles per Adult	(n = __)	Primary Commute Mode				
		Drive Alone*	Carpool/ Vanpool	Bus	Train	Bike/ Walk
0 vehicles	393	8%	1%	24%	48%	16%
0.1 to 0.5 vehicles	1,021	43%	9%	8%	30%	5%
0.6 to 0.9 vehicles	431	67%	7%	5%	17%	1%
1 vehicle or more	5,982	70%	5%	4%	15%	2%

\* Includes drive alone in personal vehicle or riding alone as a passenger in taxi or ride-hail vehicle.

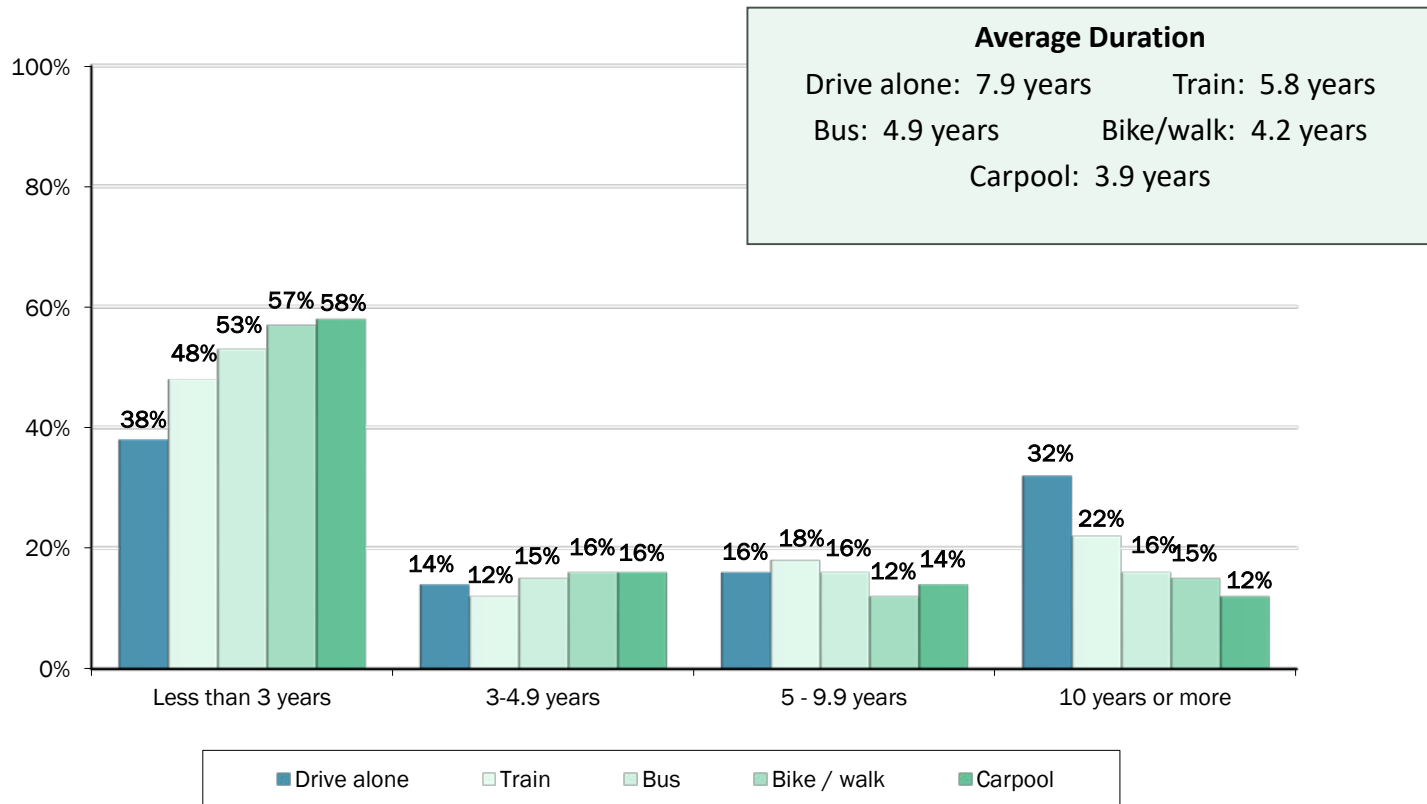
# Average Commute Distance and Commute Time by Primary Mode *(One-Way)*

Table 10

Primary Commute Mode	Average Distance (mi.)		Average Time (min.)	
	(n = __)	Average	(n = __)	Average
Vanpool	24	35.0 mi.	26	52 min.
Commuter rail	131	29.8 mi.	143	78 min.
Carpool	343	20.6 mi.	349	46 min.
Drive alone	4,908	17.6 mi.	5,012	39 min.
Bus	504	16.4 mi.	578	55 min.
Metrorail	987	13.6 mi.	1,172	50 min.
Bike	142	4.2 mi.	140	24 min.
Walk	152	1.0 mi.	156	18 min.

# Duration of Mode Use

Figure 15

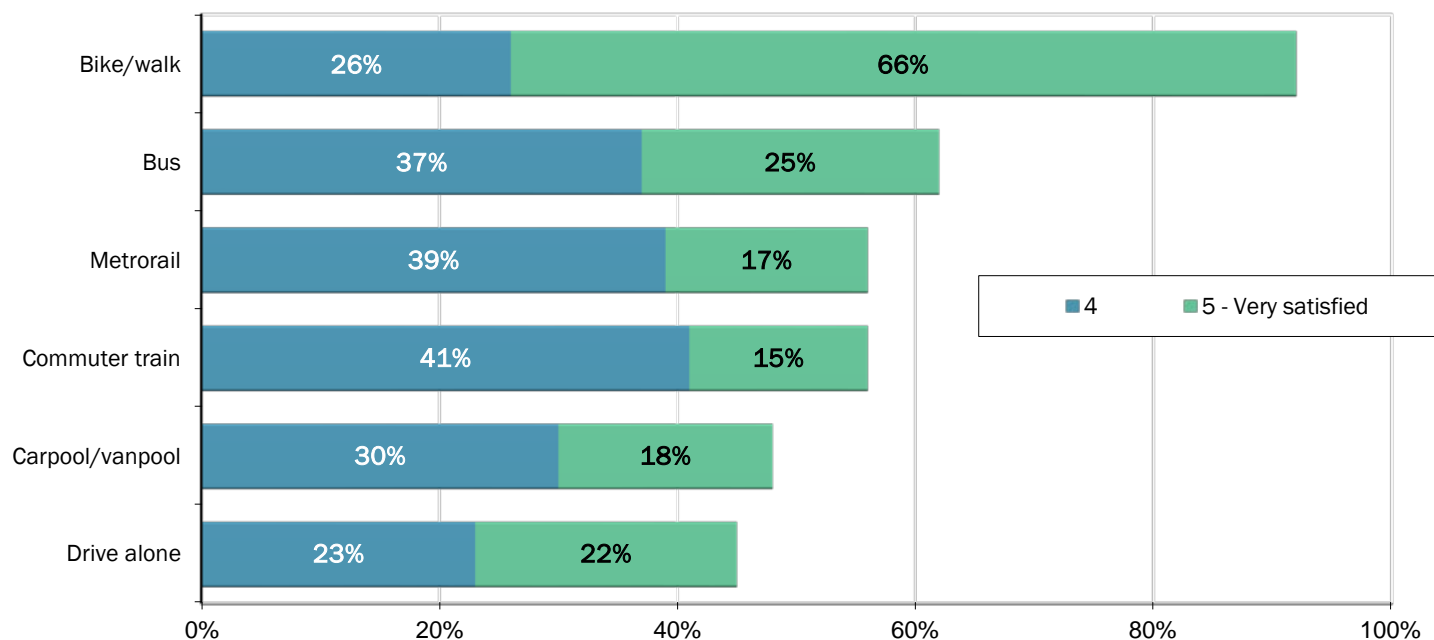


(Drive alone n = 5,067, Train n = 1,426, Bus n = 634, Bike / Walk n = 380, Carpool n = 409)

# Satisfaction with Commute by Primary Commute Mode

Figure 20

On 1 -5 scale, 1 = Not at all satisfied and 5 = Very satisfied



(Bike/walk n = 302, Bus n = 588, Metrorail n = 1,177, Commuter train n = 144, Carpool/Vanpool n = 378, Drive alone n = 5,042)



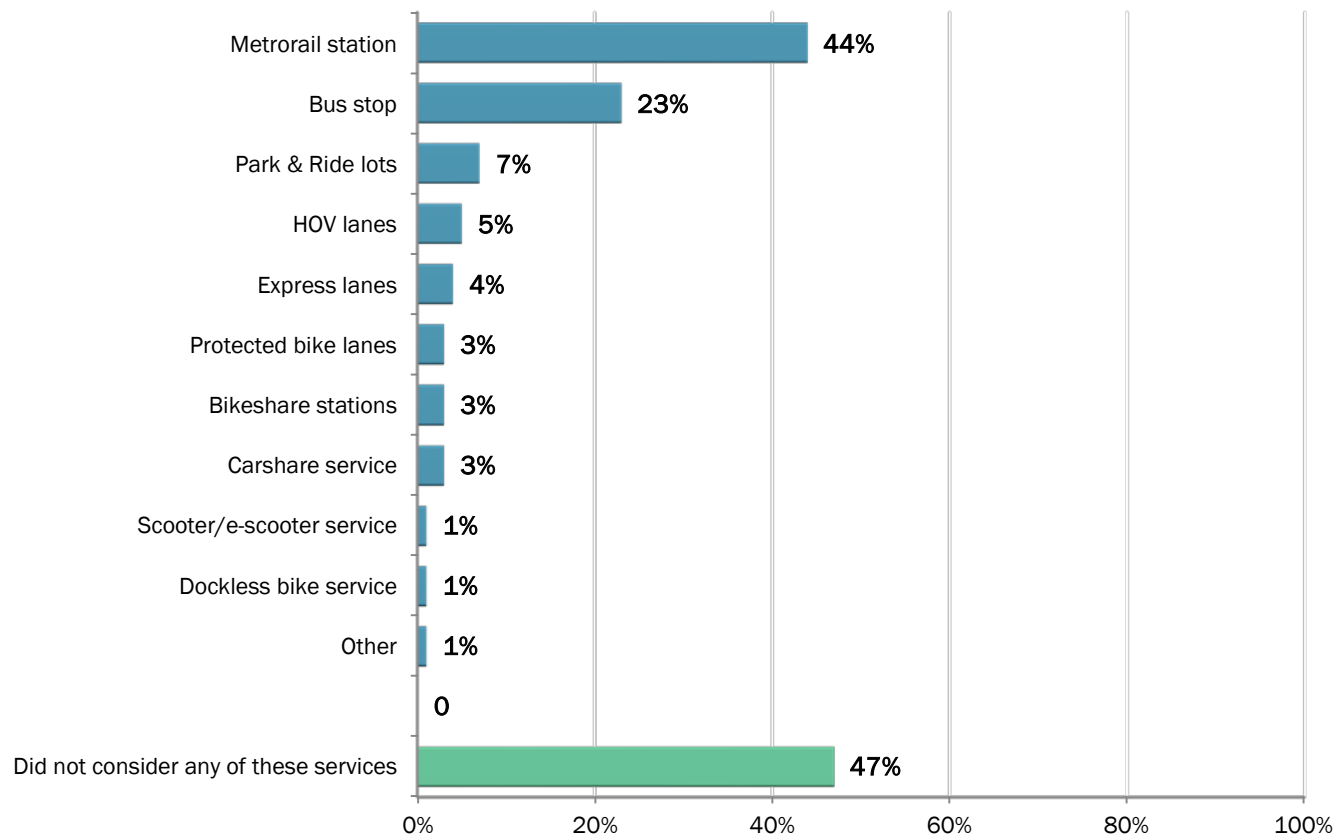
# Change in Ease of Commute by Primary Commute Mode

Table 14

Home Location	(n = __)	Easier	About the Same	More Difficult
Drive alone	4,979	12%	55%	33%
Train	1,278	21%	59%	20%
Bus	570	16%	62%	22%
Carpool/Vanpool	375	16%	56%	28%
Bike/Walk	300	30%	63%	7%

# Transportation Access Considerations when Making Home or Work Move

Figure 29



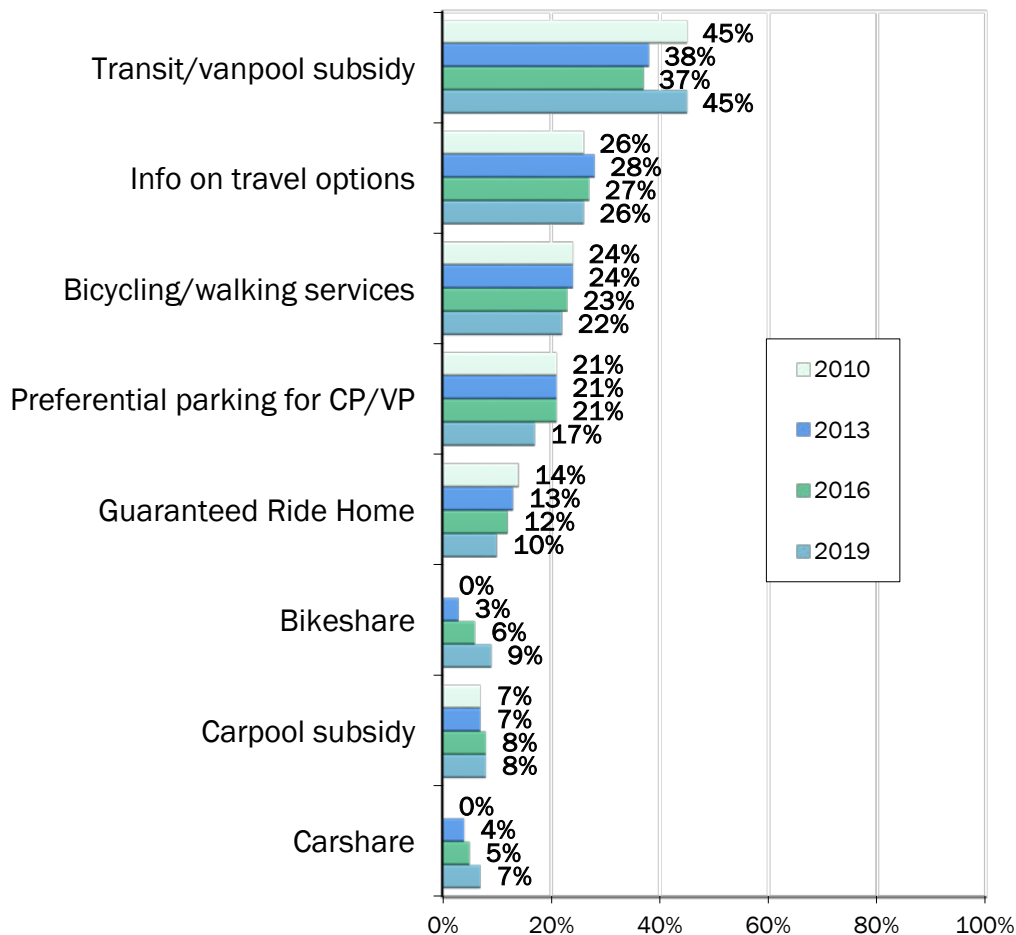
# Personal Benefits of Alternative Mode Use by Primary Alternative Mode

Table 29

Personal Benefit	Carpool/ Vanpool (n=342)	Bus (n=534)	Train (n=1,237)	Bike/Walk (n=292)
Save money	39%	35%	21%	23%
Save time, travel faster	38%	9%	15%	20%
Can use HOV lane	7%	0%	0%	0%
Have companionship during commute	9%	4%	1%	2%
Save gas, save energy	10%	5%	2%	1%
Less wear and tear on car	7%	6%	6%	1%
Use travel time productively	6%	17%	27%	3%
No need for a car	1%	3%	3%	1%
No need to park/look for parking	2%	10%	10%	2%
Receive financial benefit for mode use	1%	8%	8%	2%
Less traffic/congestion	8%	13%	26%	6%
Avoid stress, relax	13%	30%	31%	32%
Get exercise	0%	3%	6%	80%
Flexibility/always available	5%	4%	4%	11%
Arrive at work on time	3%	3%	2%	4%

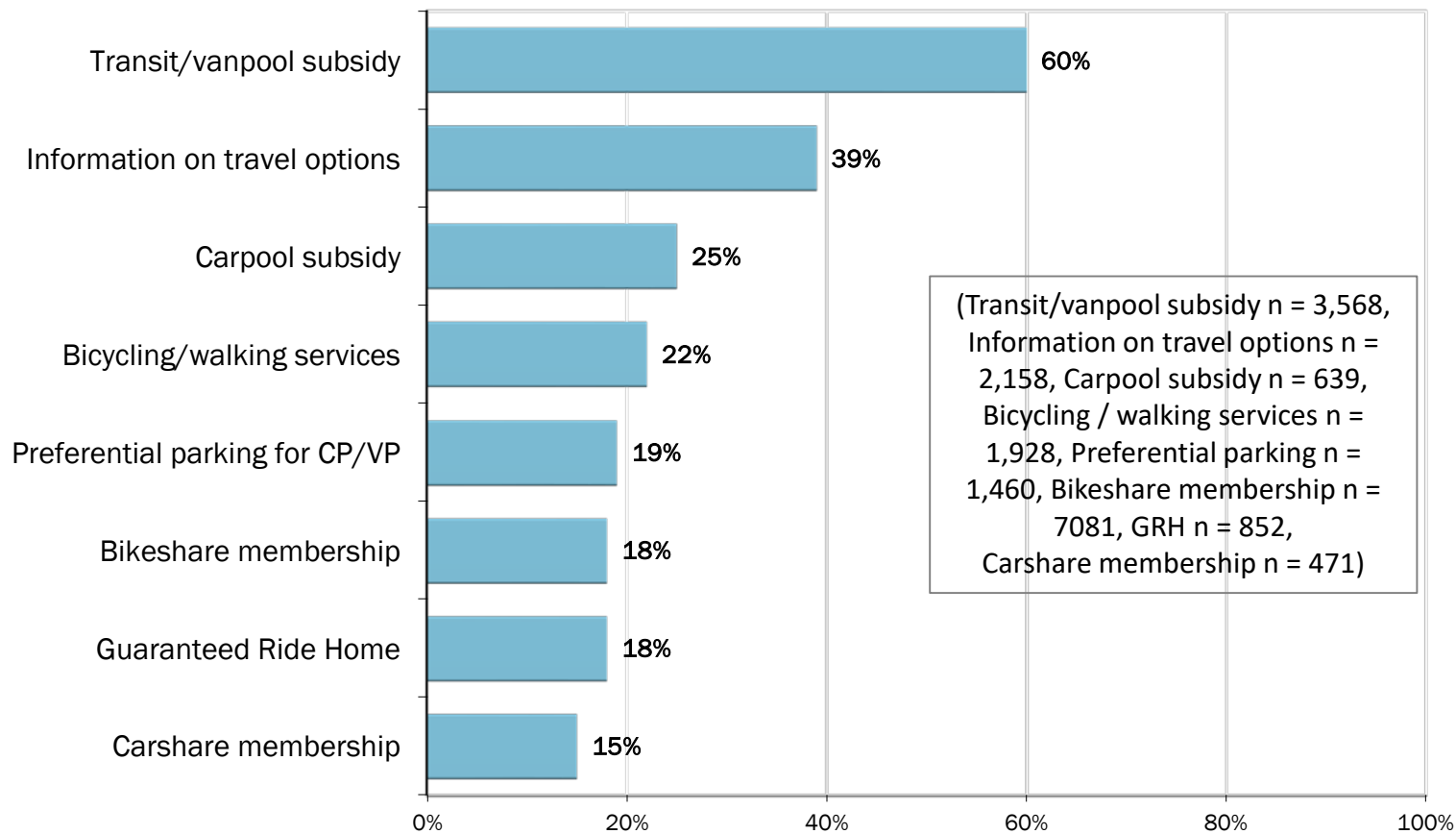
# Alternative Mode Benefits/Services Available at Worksites – 2010 to 2019

Figure 78



# Use of Employer-Provided Benefits/Services

Figure 79



# Commuter Benefits/Services Available by Employer Type

Table 36

Incentives/Support Services	Employer Type			
	Federal (n = 2,421)	Non-profit (n = 1,147)	State/local (n = 845)	Private (n = 3,390)
<u>Any services offered</u>	85%	66%	50%	44%
SmartBenefit/transit/vanpool subsidy	75%	51%	30%	29%
Commute information	43%	26%	29%	18%
Bike/walk services	36%	29%	23%	14%
Preferential parking	38%	12%	18%	8%
GRH	17%	8%	11%	6%
Carpool subsidy/cash payment	15%	6%	11%	5%
Capital Bikeshare	12%	10%	18%	6%
Carshare (Zipcar, car2go)	8%	8%	12%	5%

# Commuter Benefits/Services Available by Employer Size

Table 37

Incentives/Support Services	Employer Size (number of employees)			
	1-100 (n = 2,890)	101-250 (n = 994)	251-999 (n = 1,353)	1,000+ (n = 2,081)
<u>Any services offered</u>	40%	60%	72%	83%
SmartBenefit/transit/vanpool subsidy	28%	44%	55%	67%
Commute information	14%	25%	31%	47%
Bike/walk services	12%	22%	30%	38%
Preferential parking	7%	12%	19%	38%
GRH	6%	9%	11%	18%
Carpool subsidy/cash payment	5%	9%	9%	15%
Capital Bikeshare	5%	11%	11%	16%
Carshare (Zipcar, car2go)	6%	6%	8%	11%

# Commuter Benefits/Services Available by Work Area

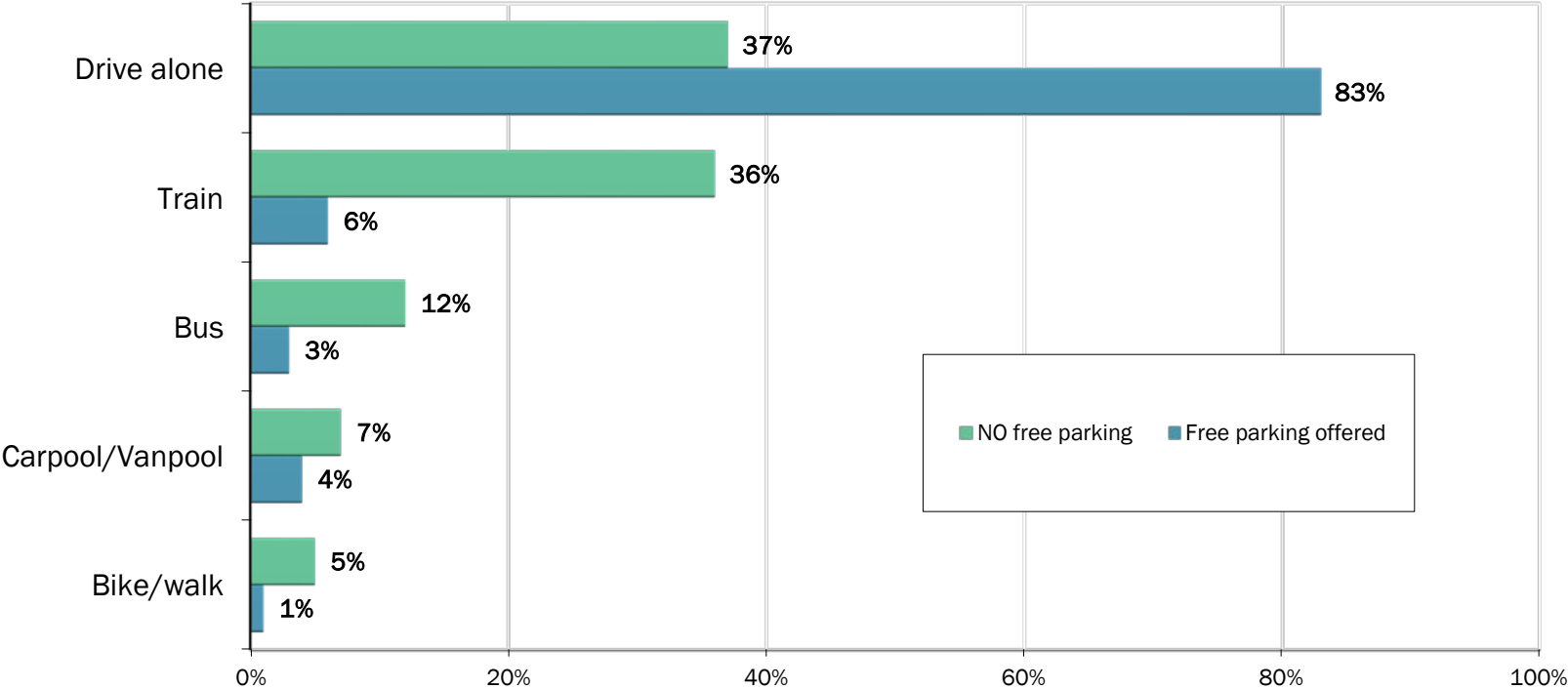
Table 38

Incentives/Support Services	Work Area		
	Inner Core (n = 3,815)	Middle Ring (n = 2,785)	Outer Ring (n = 1,332)
<u>Any services offered</u>	76%	51%	28%
SmartBenefit/transit/VP subsidy	66%	34%	12%
Commute information	32%	27%	13%
Bike/walk services	31%	20%	11%
Preferential parking	18%	0%	11%
GRH	12%	9%	7%
Carpool subsidy/cash payment	10%	9%	6%
Capital Bikeshare	15%	7%	3%
Carshare (Zipcar, car2go)	9%	6%	4%



# Primary Commute Mode by Free Parking Available at Work

Figure 84



(No free parking n = 3,520, Free parking offered n = 4,472)

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