



Second Mobility Survey 2025 - Results

Sustainability & Energy Unit

in cooperation with:

The AMBER junior research group and FU-Diagnostik, Department of Education and Psychology

Funded by the German Federal Ministry of Economic Affairs and Climate Action

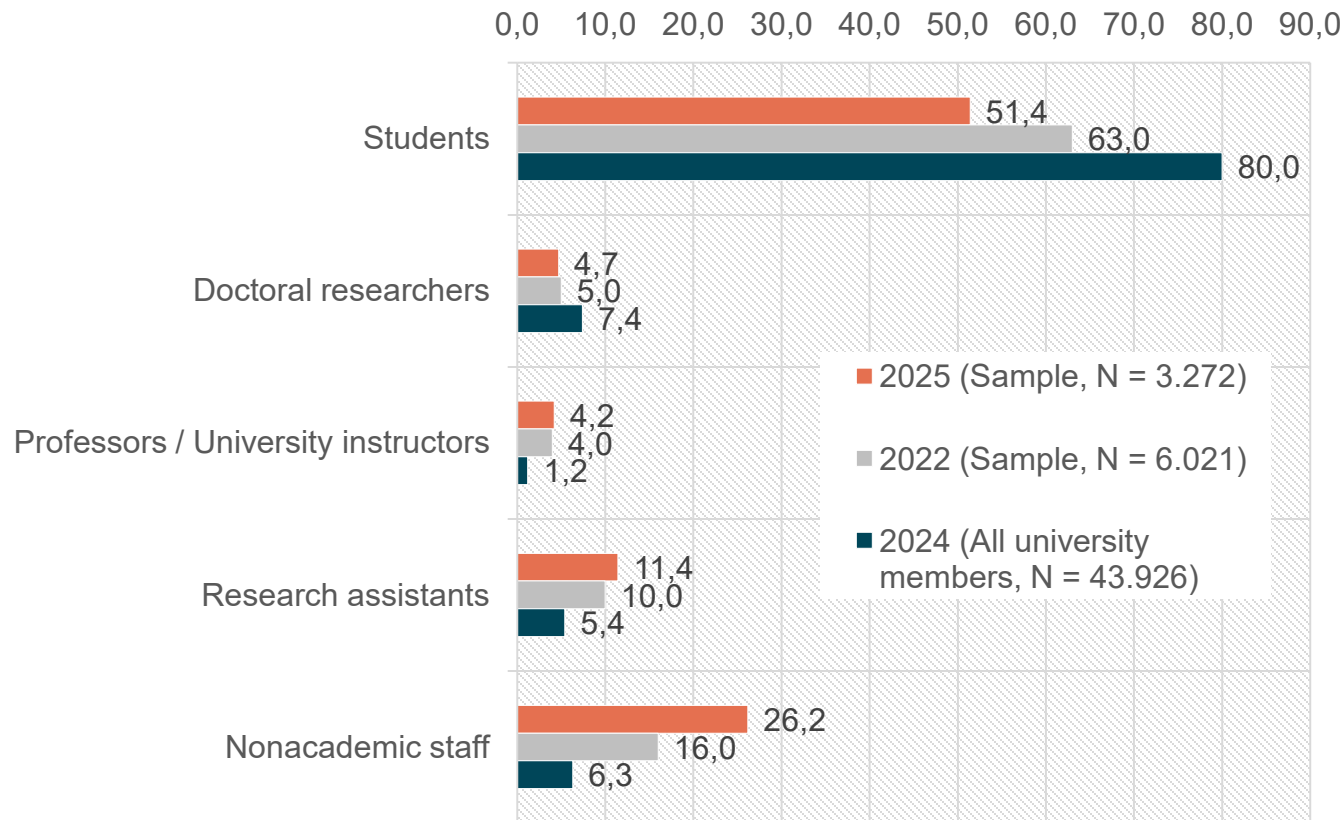
Survey conducted from May 13–31, 2025



- Modal split: Which modes of transportation do people use? And how often? How does their use impact carbon emissions?
- What improvements do students and employees want to see regarding travel routes, types of transportation, mobility infrastructure, and accessibility?
- What recommendations can be derived from the results to promote mobility that is climate-friendly, environmentally conscious, and inclusive?

I. The Participants

Comparison of Respondent Groups (in %)



- Overall response rate: **7.5%**
- Total number of participants: **3,272** (2,835 fully processed)
- **51%** of participants were students; significantly less than in 2022 and proportionately low given the size of the student population
- Nonacademic staff participation was disproportionately high with **26%**

I. The Participants

44% were between 20 and 29 years old



57% female
36% male
3% other/non-binary



20% have children at home



82% have a public transport pass (subscription)

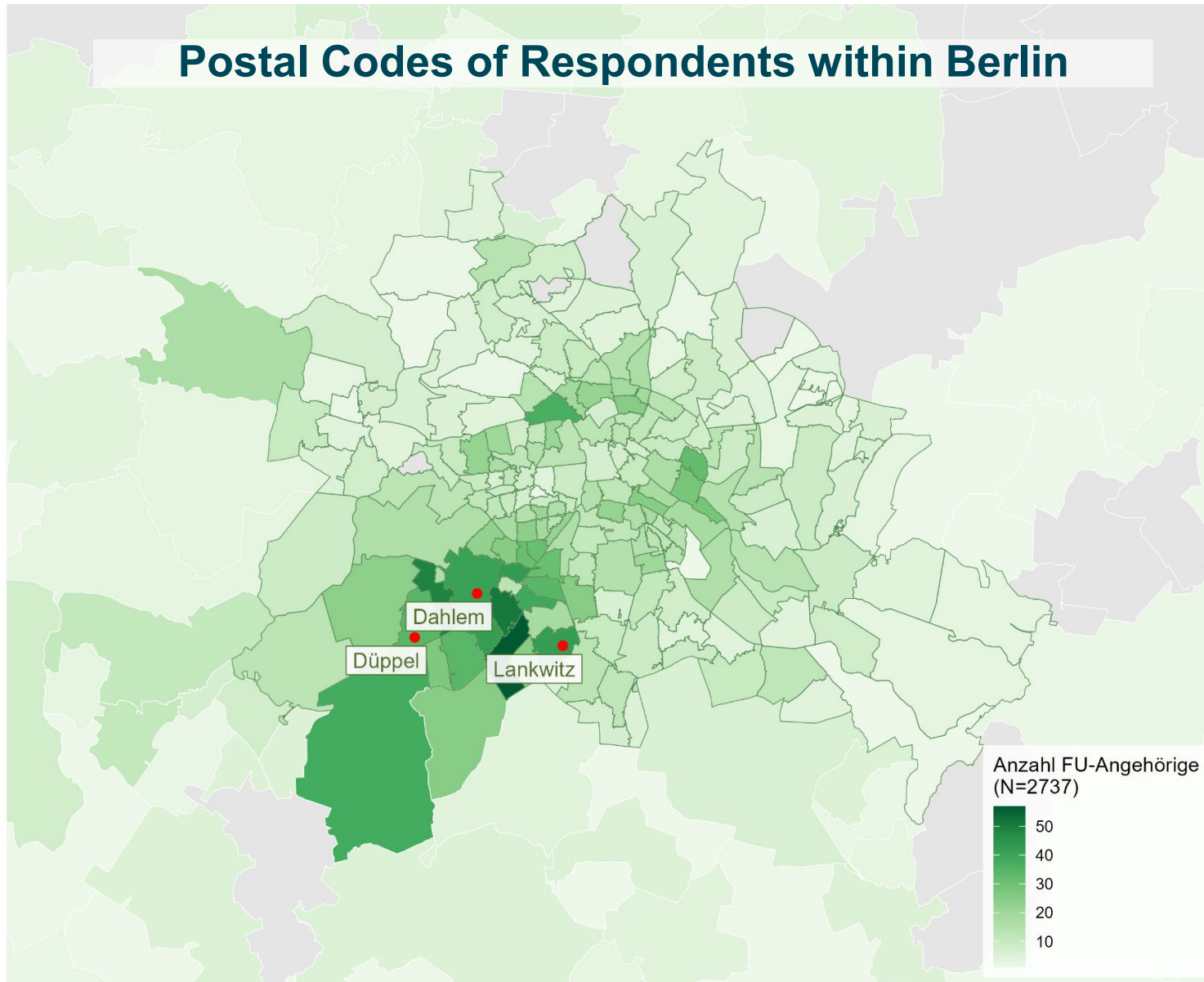


79% have a functioning bicycle



34% drive to campus by car (among other means of transport); 4% only use cars

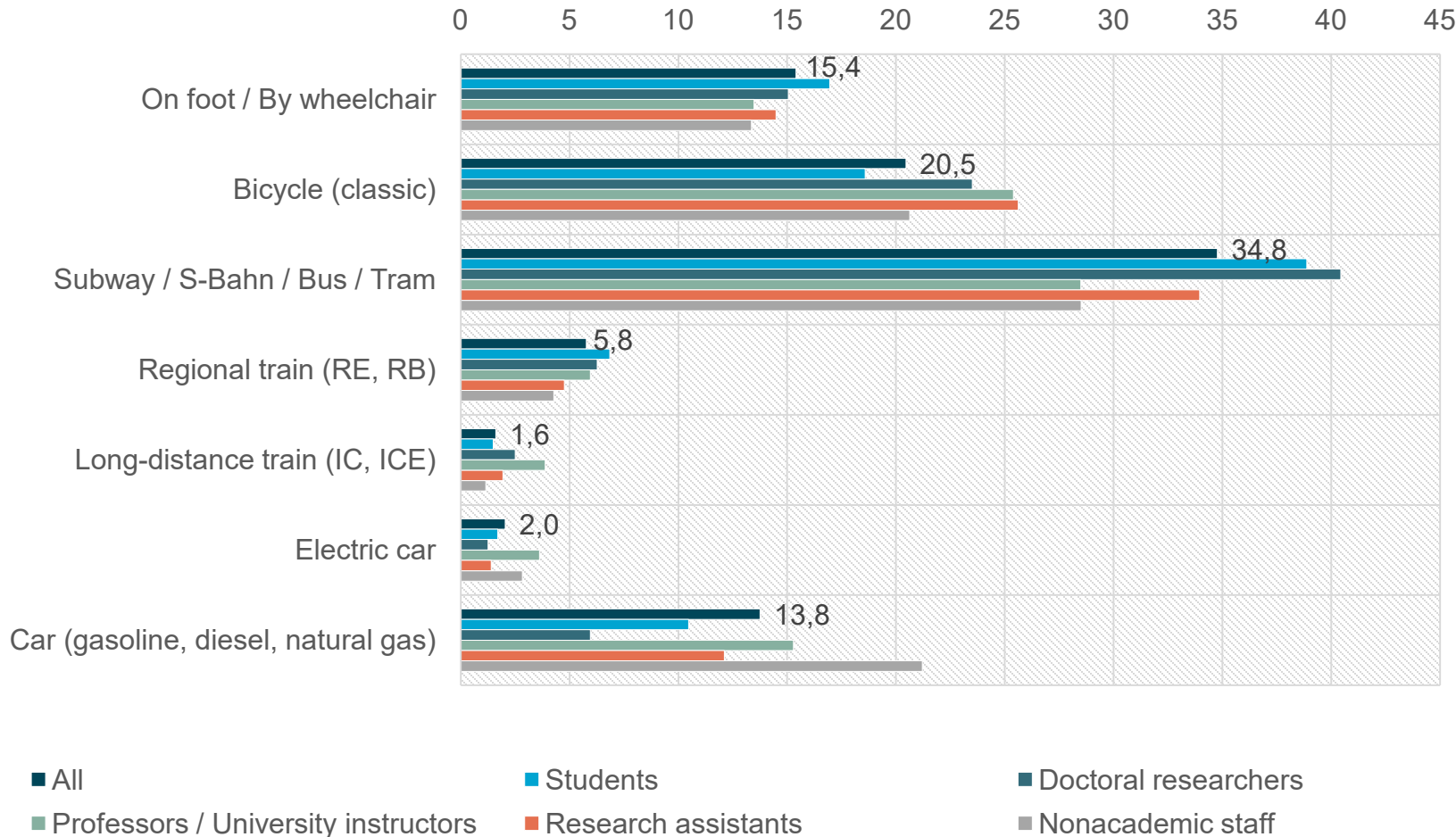
I. Participants' Places of Residence



- Spread out across almost all of the city
- Highest population density in **the southwest corner of Berlin**

II. Choice of Transportation

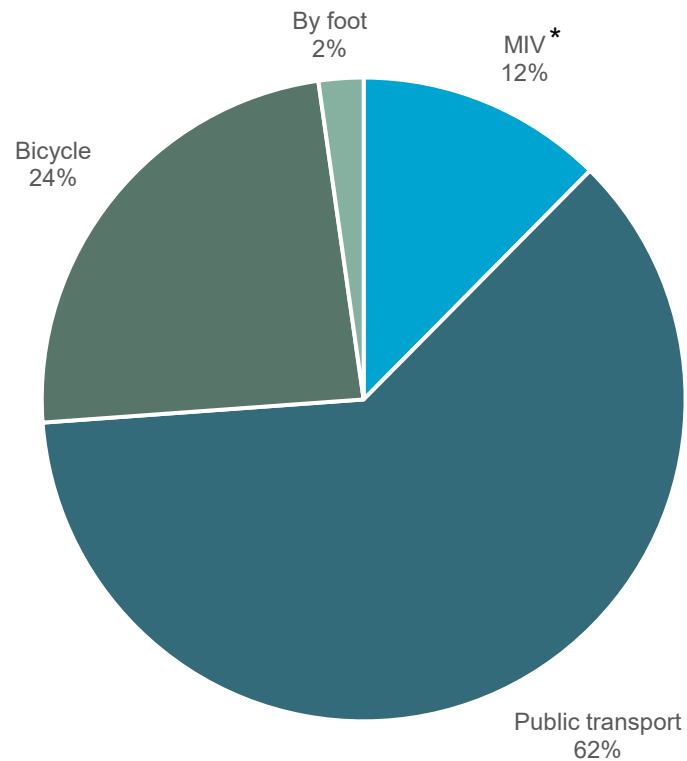
Choice of Transportation According to Groups (in %)
(N=3,076, multiple responses allowed)



- **Public transit** most common choice for journeys to and from campus (34.8%)
- Classic **bicycle** second place (20.5%)
- Distribution of choices similar across all groups
- Largest discrepancy by **car use**

II. Modal Split for Journeys to and from Campus

Modal Split by Number of Trips, 2025 (in %)
(based on N=2,570)



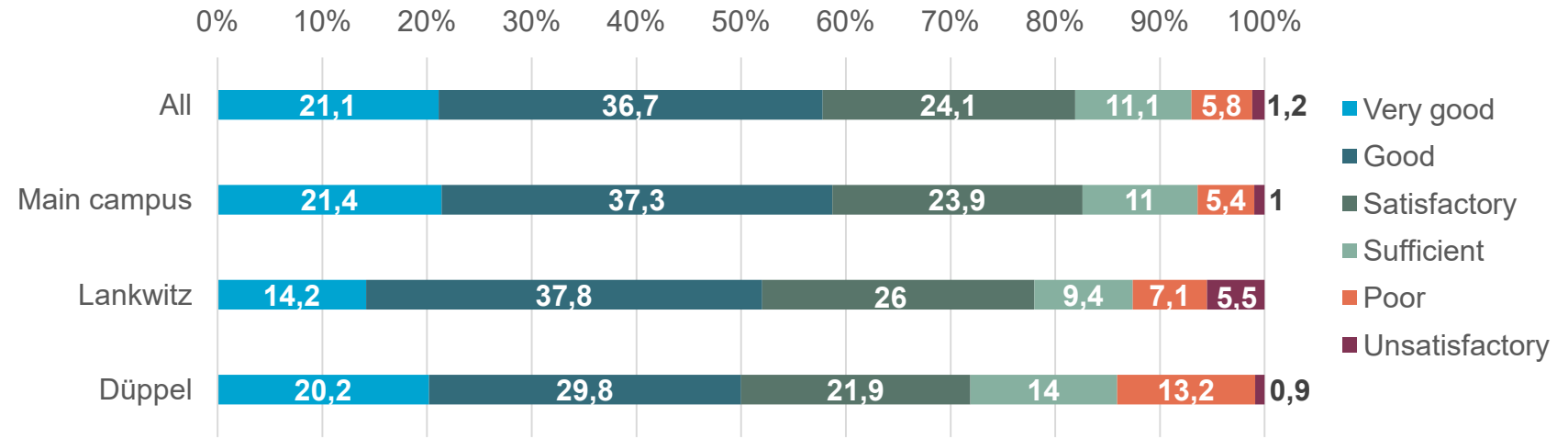
- **The modal split** was calculated based on the survey results
- Each journey counted equally, regardless of its length
- Approximately **14 million journeys per year** taken by **44,000 university members**

*MIV = individual transportation with a motorized vehicle (*motorisierter Individualverkehr*)

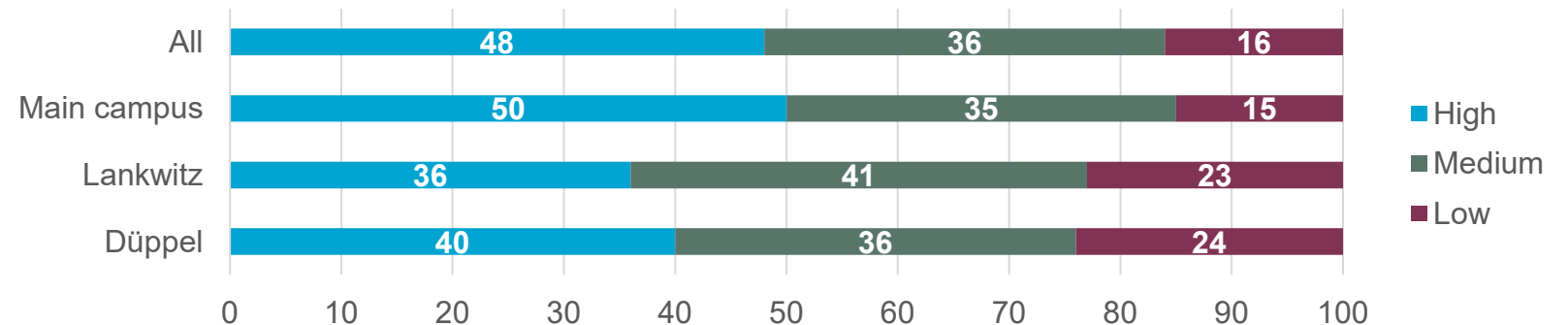
II. Satisfaction with Perceived Accessibility

- **Average grade in 2025** for accessibility of the university's campuses: **2.5 = B**
- **58%** rated accessibility of campuses as **very good/good**
- **Satisfaction with the accessibility** of the different campuses **increased from 2022 by almost 10%** (especially for the Lankwitz campus)

Satisfaction with Perceived Accessibility, 2025 (in %)
(N=2,970)

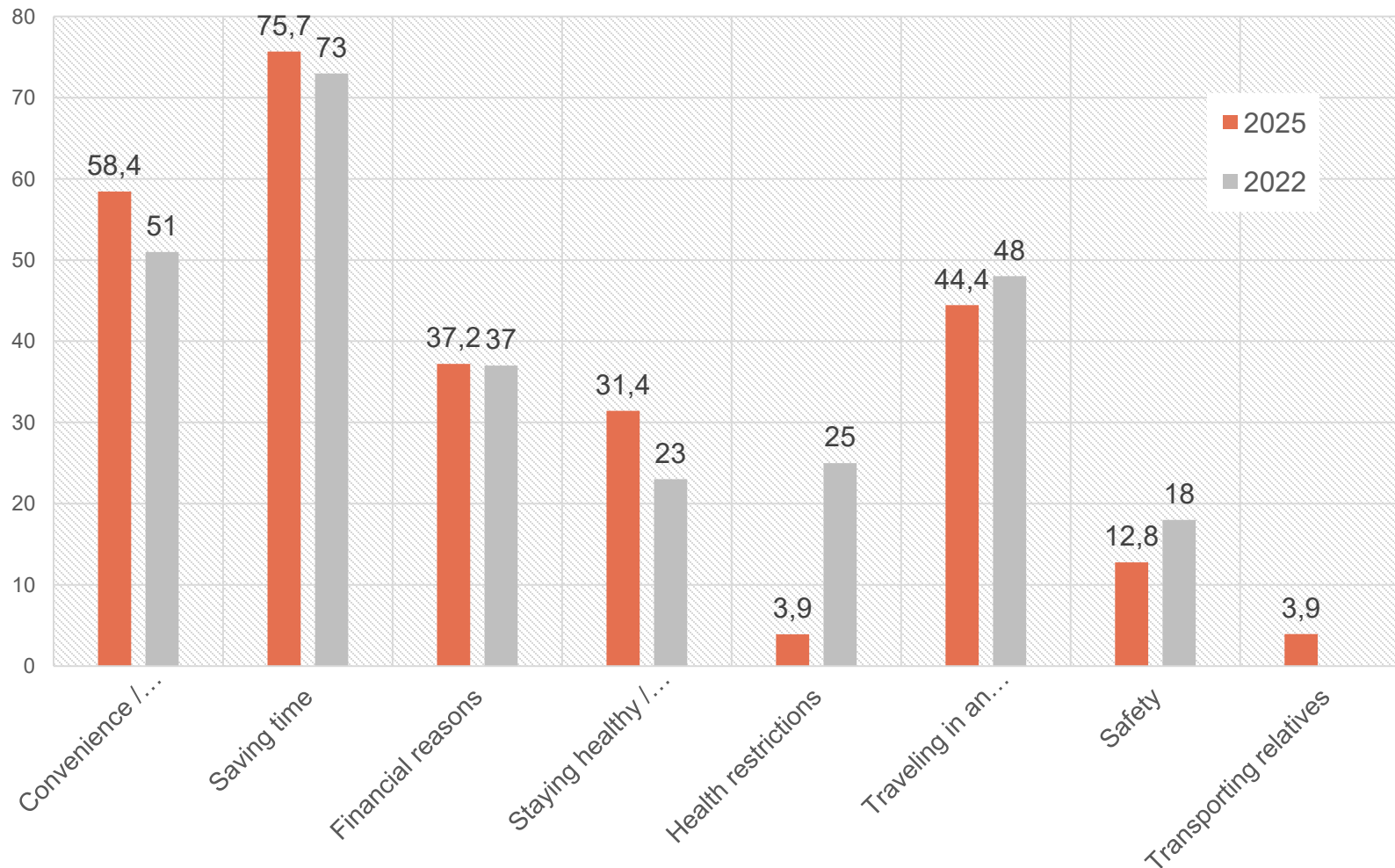


Satisfaction, 2022 (in %)



II. Choice of Transportation - Motivation

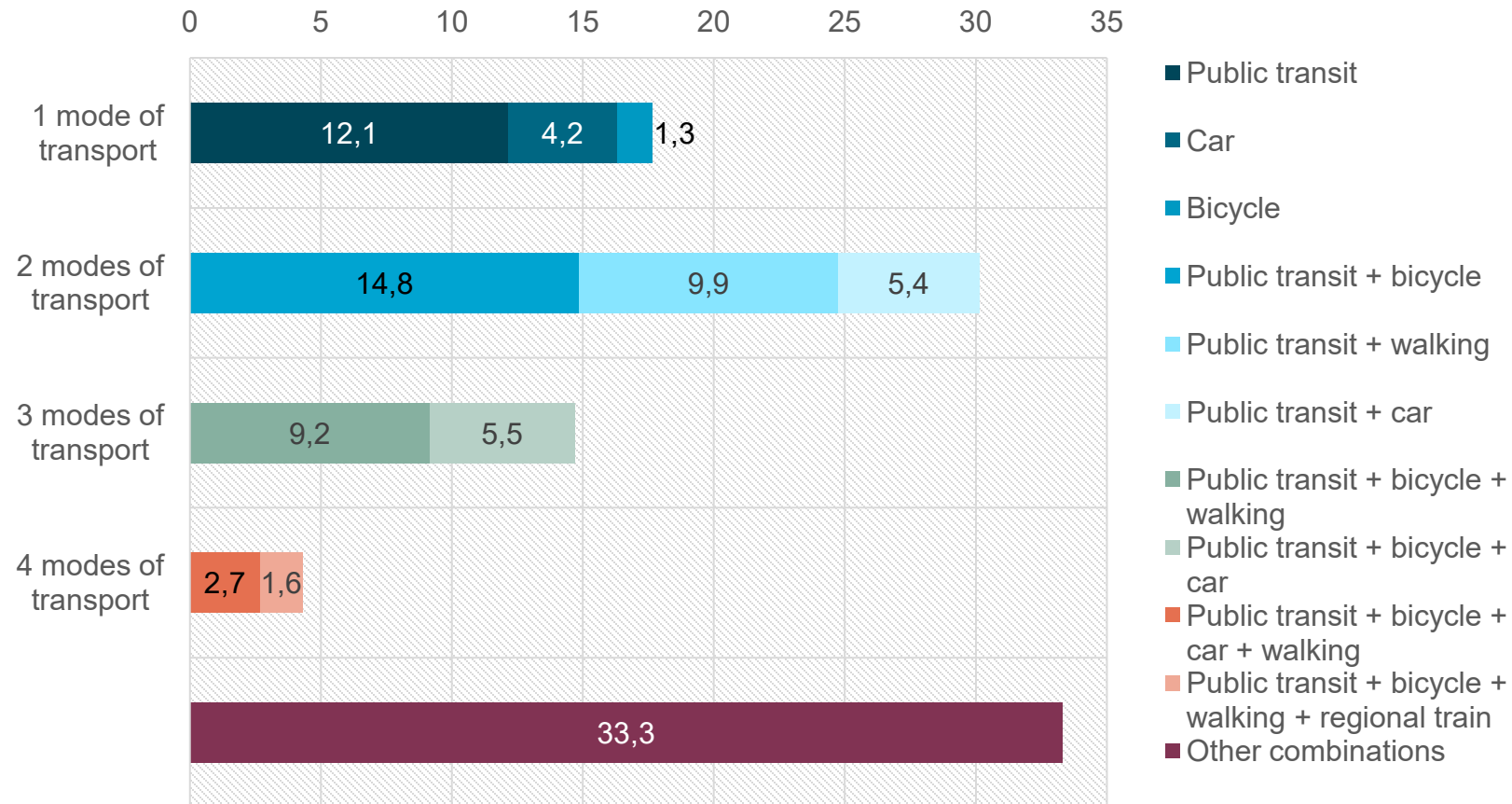
Comparison of Motivation behind Choice of Transportation: 2025 vs. 2022 (in %)
(Multiple responses possible)



- **Saving time** and **comfort** were more significant to people in 2025
- **Exercise/good health** was much more significant
- **Concern for environment/climate** was less significant
- **Personal health issues/disability** were much less significant

II. Choice of Transportation - Types of Mobility

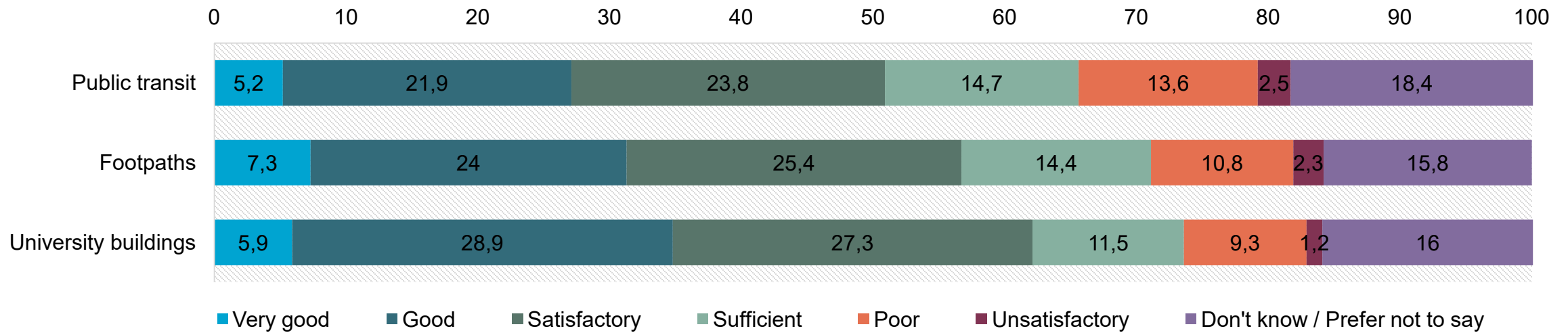
Types of Mobility According to the Number of Different Modes of Transportation Used
(N=3,071)



- **Public transit** most common choice for main mode of transportation; for 2+ modes it was always one of the modes
- In 2022 more people **used just one mode of transportation**
- In 2025 more people **used multiple modes of transportation (3 or more)**

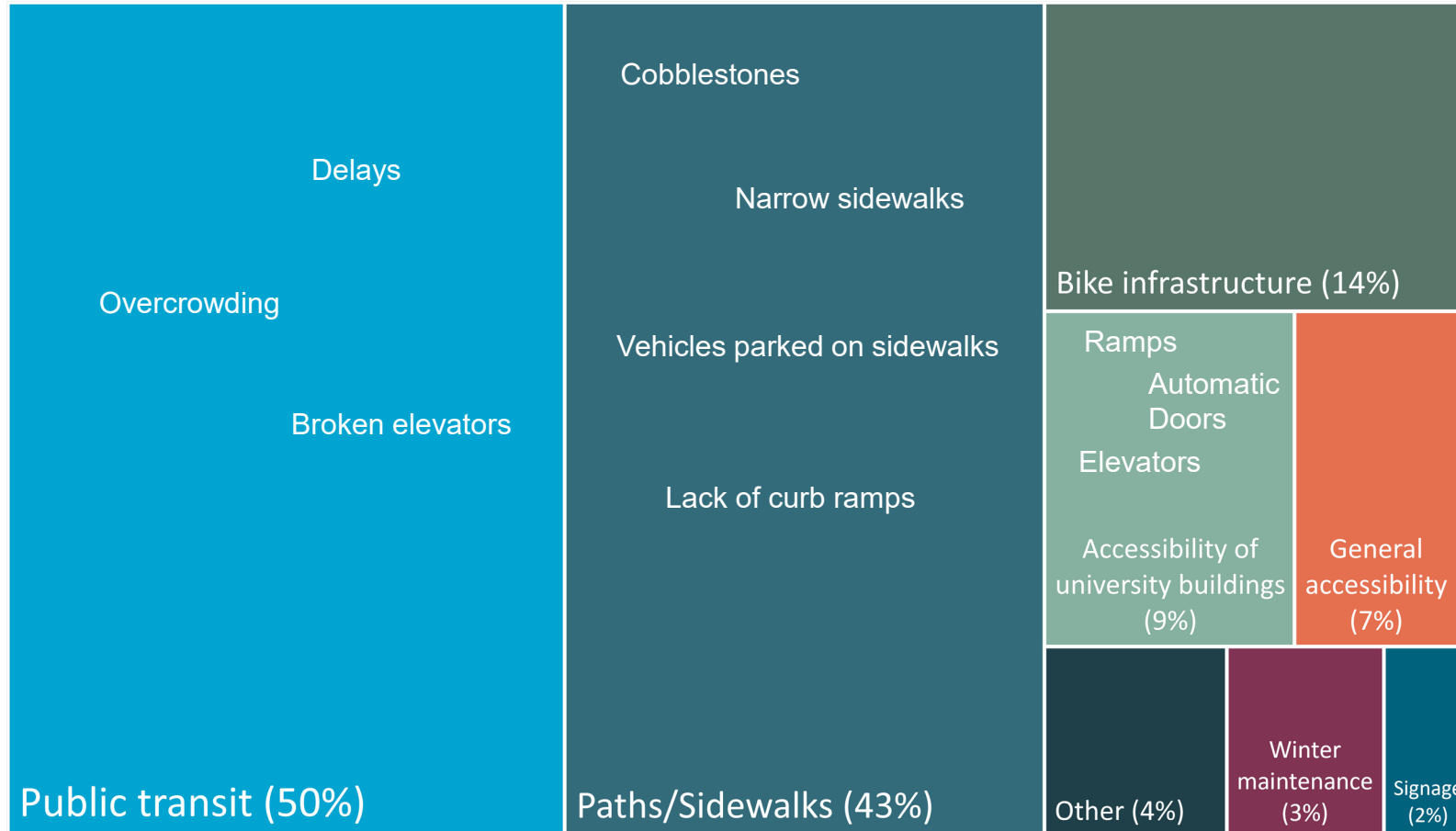
III. Accessibility

Accessibility Ratings in the Context of Disabilities (in %) (N=2,851-2,979)



- **Average grade** for accessibility: Public transit = **3.2 (C)** | Footpaths = **3.1 (C)** | University buildings = **2.9 (C)**
- About **1/3** of the respondents consider **accessibility in university buildings** to be “**very good**” or “**good**”
- Another **27%** feel the same way about **public transit**
- **10–16%** consider accessibility “**poor**” or “**unsatisfactory**”
- **15%** of the respondents indicated that they were “**slightly**” to “**severely**” **limited in their physical mobility**, and their rating of accessibility reflected slightly worse scores: Public transit = **3.4 (C)** | Footpaths = **3.2 (C)** | University buildings = **3.2 (C)**

III. Improving Accessibility

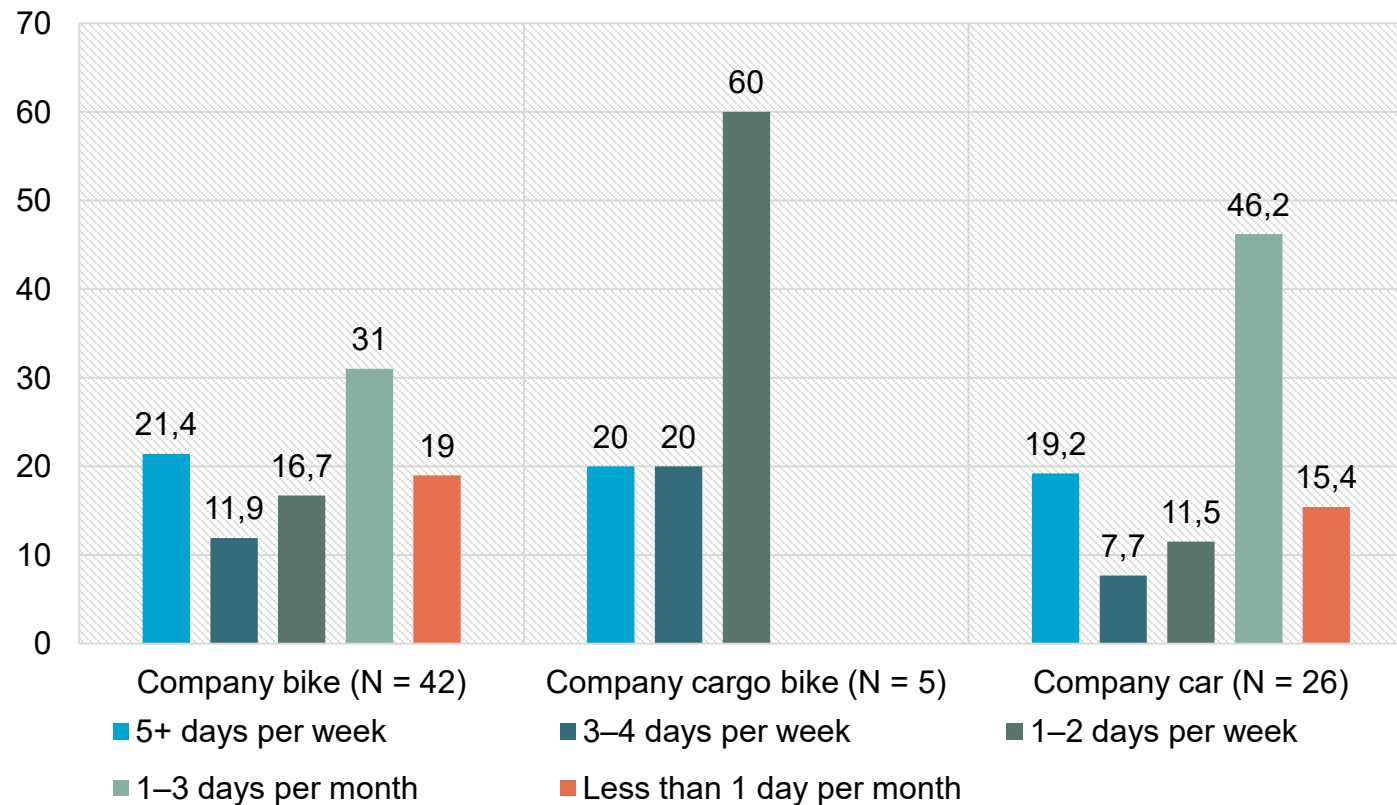


- **24%** submitted **recommendations for improving accessibility** on the travel routes to Freie Universität
- **Half** of their recommendations were about **public transit**
- Over **40%** were about the condition of **paths and sidewalks**

Results compiled with help from ChatAI; certain individual responses could have potentially been categorized differently

IV. Use of Mobility Options Provided Internally by Freie Universität

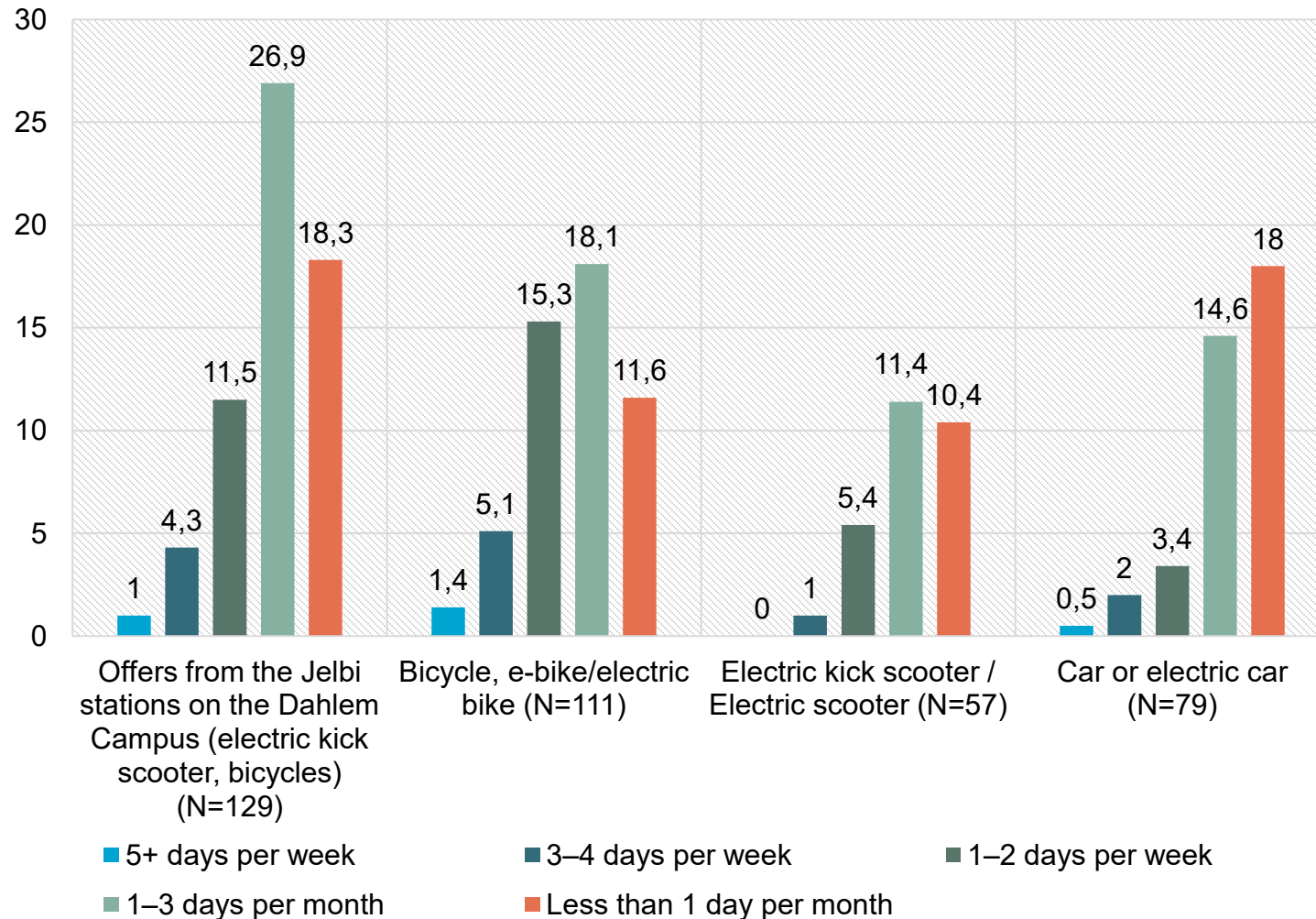
Frequency of Use of Internal Mobility Options Specifically for University Employees (in %)



- Only **2%** of respondents said they used **mobility options provided internally**
- Limited use can be traced back to **limited availability** (there is no fleet of employee bikes or cars)
- Most people use **company cargo bikes 1–2 times per week**
- Most people use **company bikes and cars 1–3 times per month**

IV. Use of (External) Shared Mobility Services

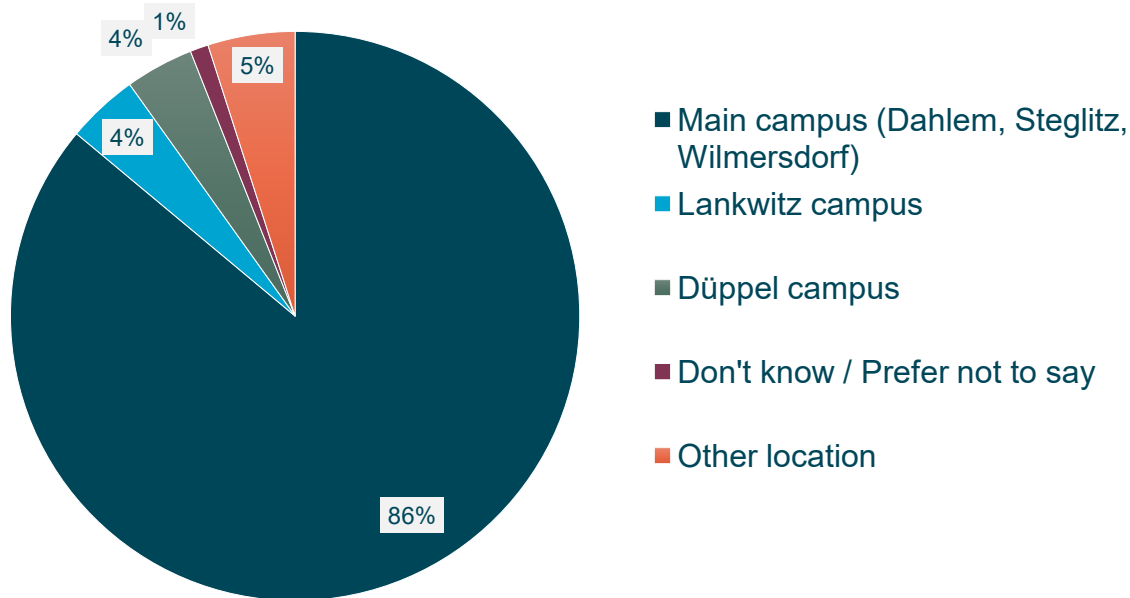
Frequency of Use of External Mobility Services (in %)



- 7% of respondents use **external sharing services**
- Berlin's public transit authority's "**Jelbi stations**" are the most popular
- Most people use them **at irregular intervals** (1–3 times per month or less)
- Respondents make use of a **wide spread** of sharing services

V. Primary Campus and Distance from Residence

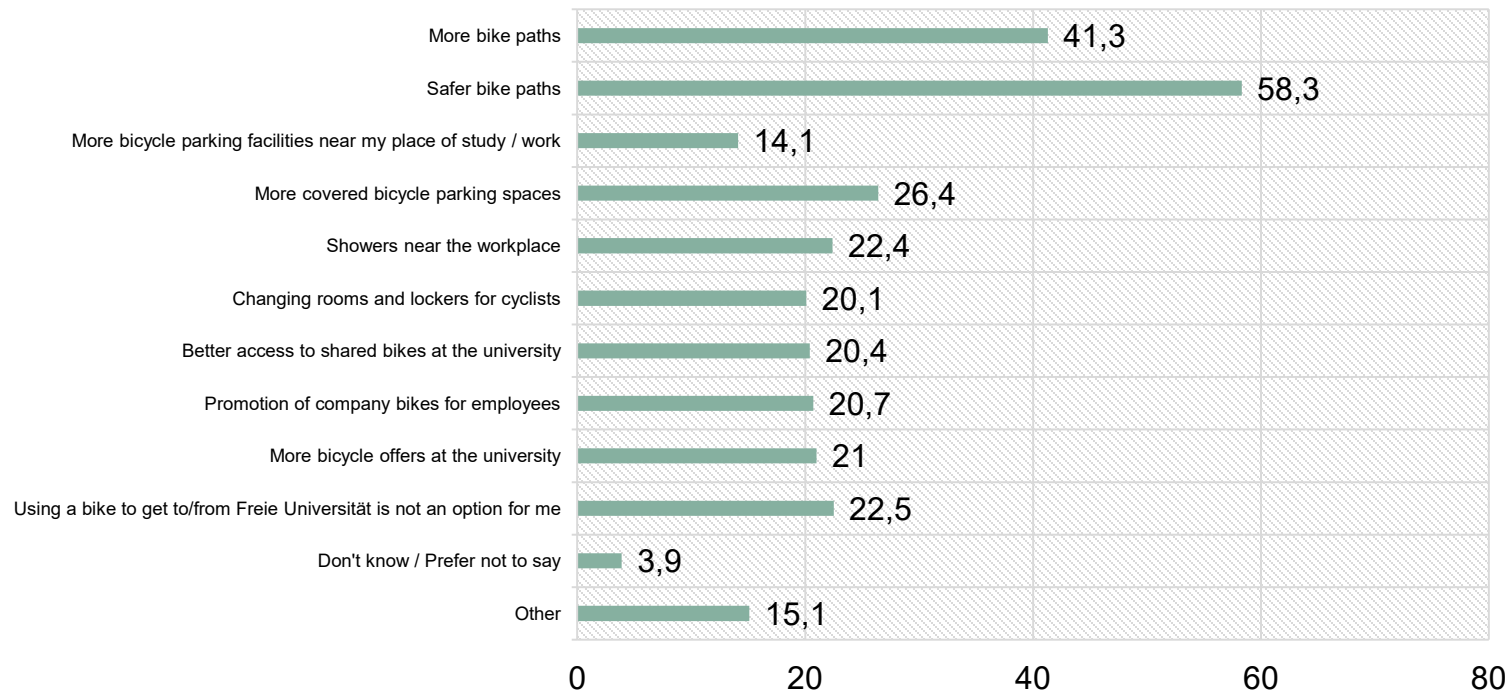
Which Campus Participants Primarily Frequent
(in %)
(N=3,272)



- Distance from residence to campus:
 - 2025: ø **15 km** (median: 11km)
 - 2022: ø **17 km** (median: 12km)
- The majority of respondents work/study on **the main campus in Dahlem**
- Respondents from **the Lankwitz Campus** had the shortest distance (ø 15,1 km), while those from **the Düppel Campus** traveled the farthest (ø 17.6 km).

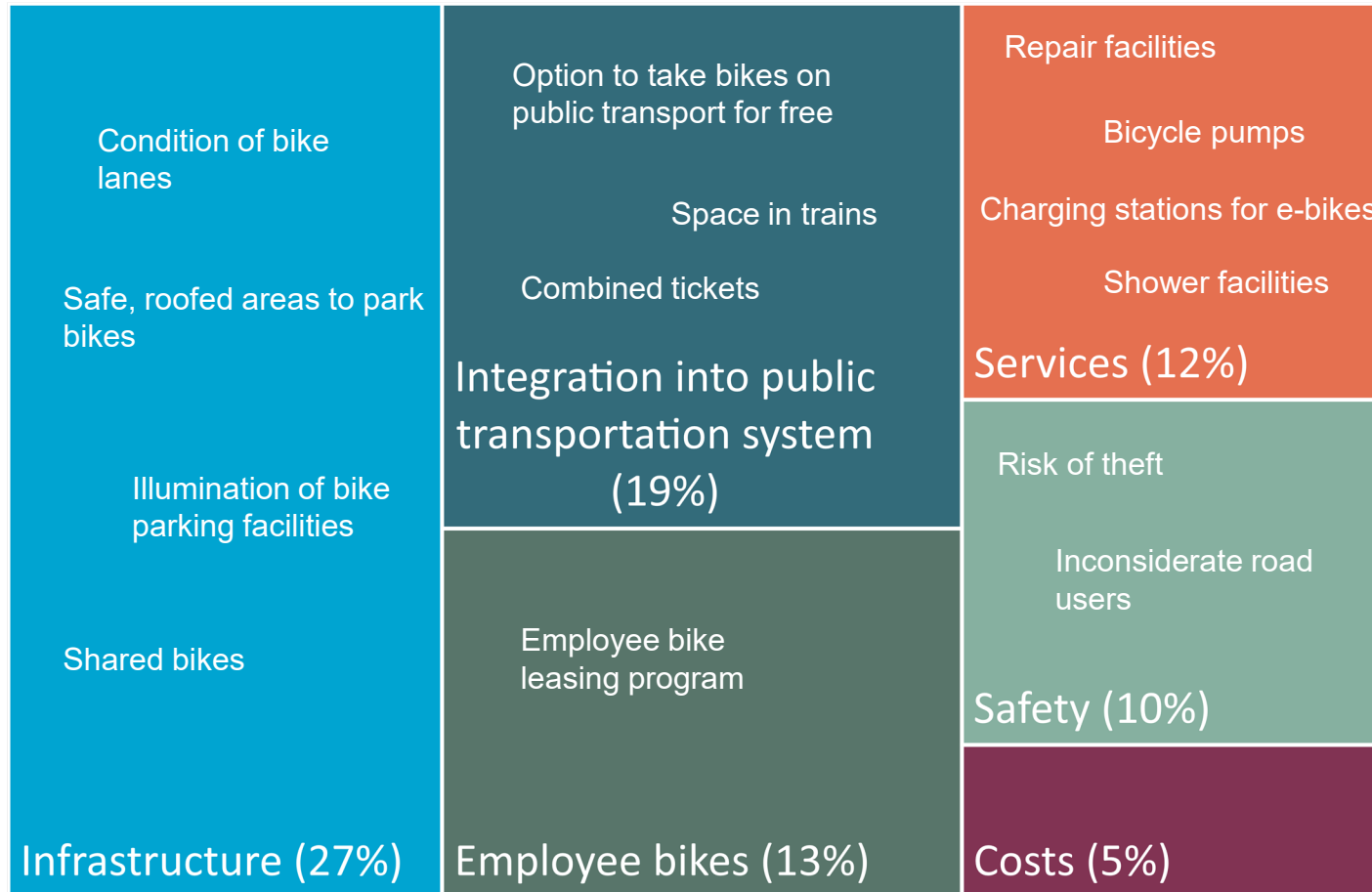
VI. Attitudes on Bicycle Use

What Needs to Change to Increase Bicycle Use (in %)
(N=2,909, multiple responses allowed)



- Above all university members want to see **more and safer** bike paths around the university
- About **20%** want to see better **cycling infrastructure** at the university (most popular: covered bicycle racks)

VII. Recommendations for Bicycle Use

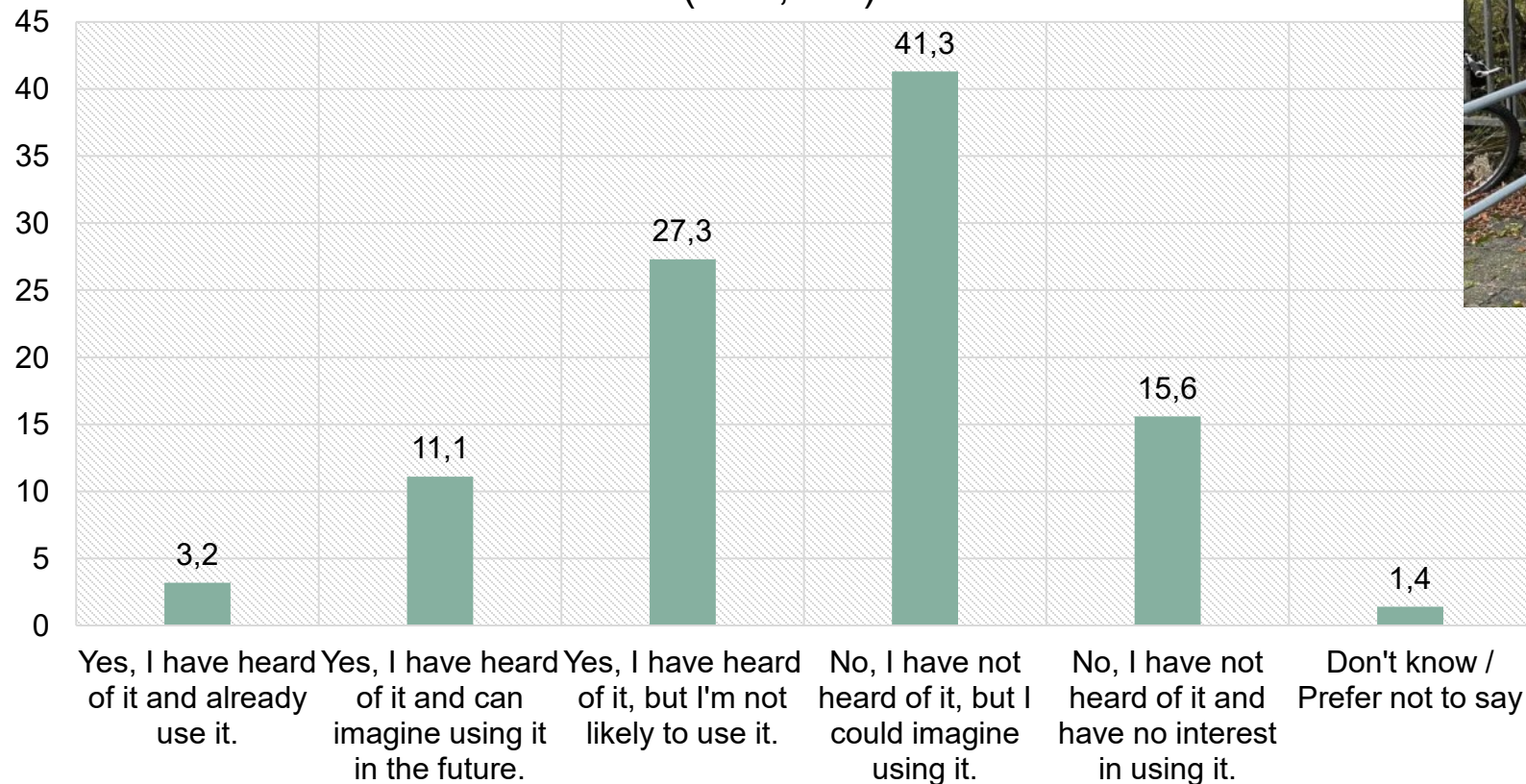


- **15%** of respondents shared recommendations on how to increase bike use
- Many recommendations on **cycling infrastructure** at the university
- Better **integration of bicycles into public transportation system**
- Provide **employee bikes**

Results compiled with help from ChatAI; certain individual responses could have potentially been categorized differently

VII. FURad – DIY Bicycle Repair Workshop

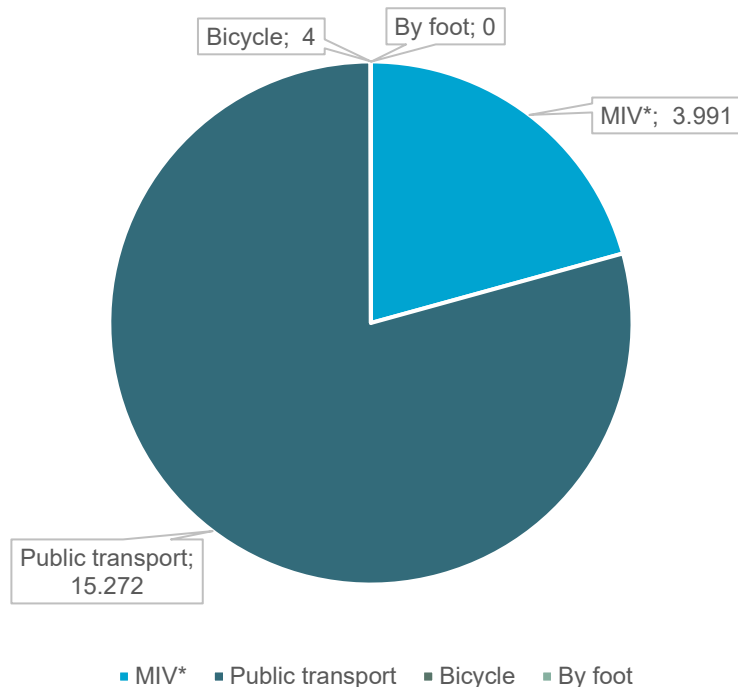
Awareness of the DIY Bicycle Repair Workshop
(N=2,838)



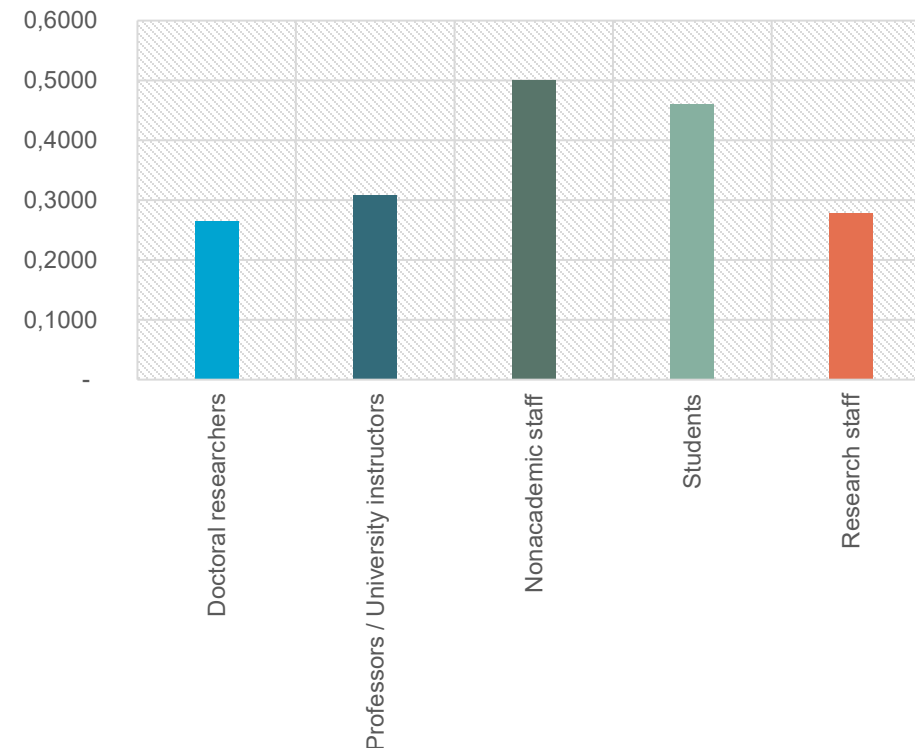
A little over **40%** of respondents were aware of the Self-Help Bike Workshop. Roughly the same percent were **not aware** of the workshop, but would be interested in **using it in the future**.

VIII. Carbon Footprint

CO₂ Equivalent Emissions
(Total university-wide = 19,268 t)
(based on N=2,570)



Calculated Average Footprint
(in t CO₂ equivalent emissions)
(based on N=2,570)



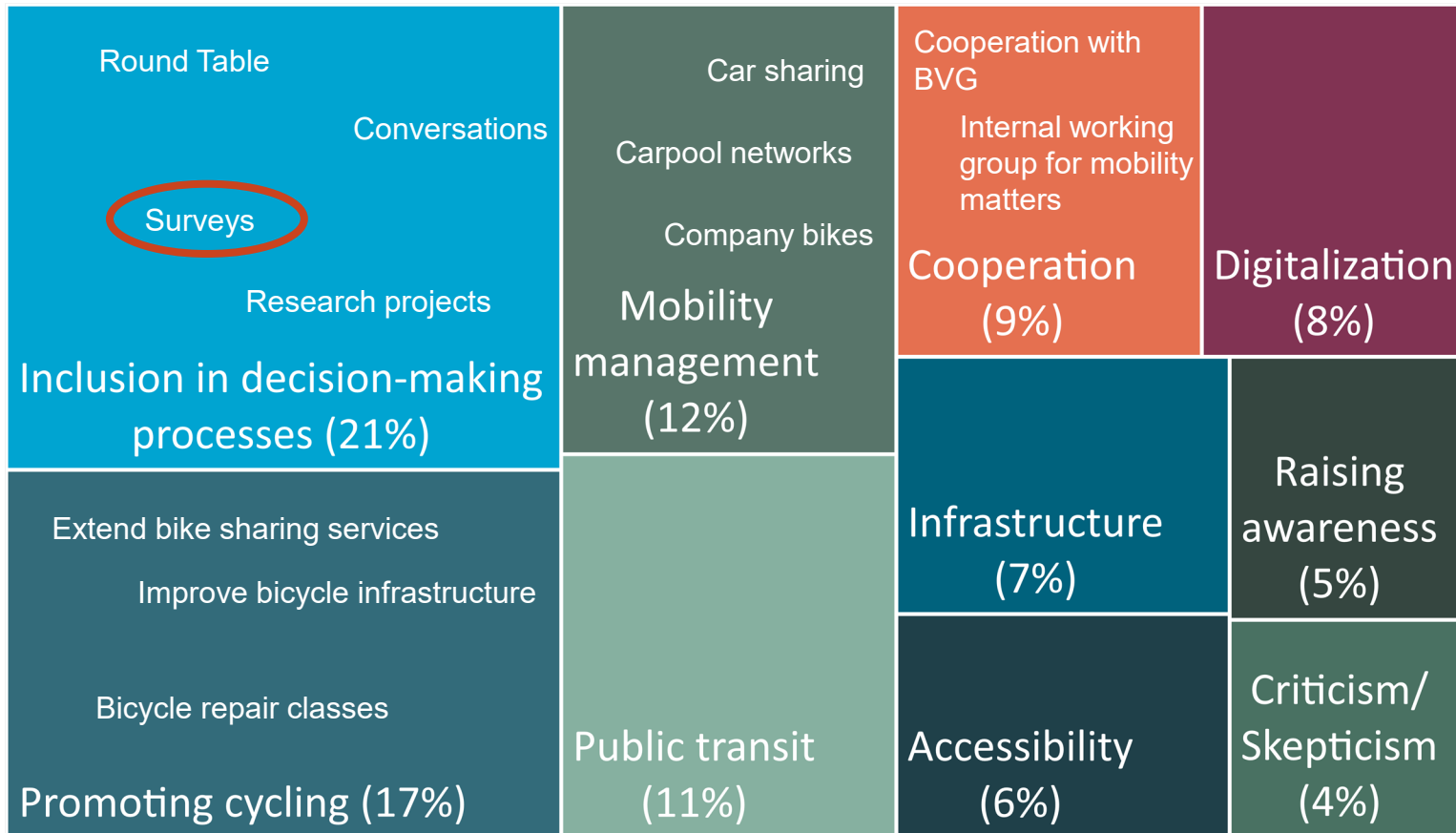
*MIV = individual transportation with a motorized vehicle (*motorisierter Individualverkehr*)

Special note on interpreting the data:

The estimated calculation corrected for the irregular distribution of the status groups in the sample as compared to the actual number of individuals in each group.

The calculation is based on emission data provided by the German Environment Agency, which are intended to represent realistic well-to-wheel emissions for Germany. The values tend to be higher than those used by BVG and Deutsche Bahn because they are calculated using the German electricity mix. The footprint calculation factors in choice of transportation, length of journey, and days absent.

IX. Promoting Participation in Shaping Sustainable Mobility



Results compiled with help from ChatAI; certain individual responses could have potentially been categorized differently

- **23% or respondents** shared suggestions on how to promote sustainable mobility at the university through **participatory measures**
- **21%** suggested including students/employees **more in decision-making processes**
- **17%** had suggestions related to **cycling**

Quote:

“This survey is a good way to do it.”

X. Summary

- **Response rate** of 7.5 percent is comparable to other similar surveys.
- Half of the respondents were **students** and one quarter were **nonacademic staff**.
- Modal split: **Public transportation** is used most often among the different modes of transport with 62 percent. 24 percent of respondents use bicycles, 12 percent cars or other individual motorized vehicles, 2 percent walk.
- Commuting by individual motorized vehicles (MIV) to Freie Universität Berlin results in annual emissions of **3,995 metric tons** of carbon dioxide equivalent (CO₂e).*
- The majority of respondents expressed a high to very high level of satisfaction with how easy it is to get to the university: **perceived accessibility** has risen slightly since 2022.
- 15 percent reported at least mild **mobility issues in terms of accessibility and disability**.
- Respondents generally gave **accessibility** average grades (“satisfactory”); however, they did indicate dissatisfaction with public transportation in particular.

* Cars, electric cars, motorcycles, electric motorcycles according to information provided by the respondents; **different method of calculating results as compared to the first Mobility Survey in 2022; 2025 results based on the emission data published by the German Environment Agency (UBA 2023); https://www.umweltbundesamt.de/sites/default/files/medien/366/bilder/dateien/vtv_pv_tab_2023.pdf

X. Summary

- Comfort and time efficiency were the most important factors for many when choosing a **mode of transportation** (especial for people who use individual motorized vehicles). Other important factors were environmental protection, the climate, and financial reasons.
- There is a lot of **variety** in people's choice of transportation – only 18 percent use one single mode of transportation; meanwhile public transportation is used by almost everyone who combine different modes.
- **Public transportation** could be made more attractive by improving punctuality/reliability and by providing more frequent buses/trains.
- In order to improve **conditions for cyclists**, respondents want to see more bike paths and for bike paths to be safer. They would also like bicycle infrastructure on campus to be improved.
- On average about **one quarter of respondents** took this opportunity to share **specific suggestions and ideas**. A total of 5,542 tips, ideas, and suggestions were submitted overall. 1,060 comments were ideas on how to make sustainable mobility more attractive and increase participatory measures to shape mobility together.

VIII. A Source of Potential Change for Climate Protection, Sustainability, and Inclusion



Outlook

- The *FUturRad* project (2024–2027) uses suggestions and ideas to improve cycling infrastructure and participation at Freie Universität Berlin (e.g., parking facilities, additional bike racks, and communication surrounding mobility).
- Third mobility survey is scheduled for May 2027 (every two years) and will assess the modal split.
- Accessibility: Collect more information regarding specific recommendations, collaborative implementation with the relevant offices and persons.
- Communication: Information on cycling infrastructure initiatives is continuously shared on the website of the Sustainability & Energy Unit, accompanied by announcements via Freie Universität Berlin's other communication channels (websites, news formats, and social media).
- New workshops on bicycle mobility available starting 2025/2026 (e.g., bicycle repair workshops).