

# COVID-19 and Traffic Patterns

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MTMUG

JUNE 29, 2020

# Potpourri of info related to COVID

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Purpose: to discuss COVID related research

Resources:

1. TRB Webinar: How Much Will COVID-19 Affect Travel Behavior? June 1, 2020
2. ITE COVID-19 Traffic Volume Trends
3. COVID-19 IMPACTS TO MINNESOTA TRAVEL PATTERNS. April 20, 2020

# TRB Webinar

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*The National Academies of*  
SCIENCES • ENGINEERING • MEDICINE

TRANSPORTATION RESEARCH BOARD

## **B Webinar: How Much COVID-19 Affect Travel Behavior?**

**June 1, 2020**

**@NASEMTRB  
#TRBwebinar  
#COVID19**

# TRB Webinar: University of Chicago

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Summary: *"Which travel behavioral changes will be long-lasting, and for whom? How, if at all, are the attitudes that underpinned our American lifestyle shifting in this crisis, and will these shifts be long-terms?"*

Location: <https://translab.lab.uic.edu/covid-19>

1. Located in the greater Chicagoland area
2. ~900 Respondents out of 1100 wanted
3. Realistic distribution of income and age from participants
4. Passive recording of results

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## Survey Findings: Expected on the part of this Presenter

1. Drop in traffic: 25-45% reduction
2. Mode Choice: higher perception of risk for shared modes
3. Discretionary shopping trips have fallen, but not as much as hospital or gym trips
4. Online shopping: greater intended use, from both existing and new users

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## Survey Findings: Unexpected on the part of this Presenter

### 1. Choices of the respondents:

1. Almost half expected to do the same about of air travel as before, post recovery

### 2. Quantification of results:

1. 75% of Full-time equivalent positions still had their jobs
2. 47% of Part-time equivalent positions still had their jobs with similar hours
3. Industries with greatest staff reductions; Dining/Drinks = 65%, Entertainment = 61%
4. Low income [ $<30k$ ], 43% had lost their jobs, while for High Income [ $\geq 150k$ ], 11% had lost their jobs
5. Telework, before 15% had done so 5 days a week, now 44%

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Survey material was analyzed and the lasting effects were modeled

1. Teleworking and reduction in pollutants
2. Greater speeds within the metro area [ex. 30mph now 60mph as posted]
3. Different home style purchasing; greater need for a home office
4. Different commercial building design; less large space requirements
5. Growth in online, consumer AND business to business

# ITE COVID-19 Traffic Volume Trends

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Source: <https://www.ite.org/about-ite/covid-19-resources/covid-19-traffic-volume-trends/>

Clearinghome of COVID traffic impacts:

1. Calgary, Alberta - 54% weekday reduction [March through May]
2. Overland Park, Kansas - up to 65% reduction on local roads [March thru April]
3. Florida - up to -50% reduction [ March to April]
4. Chattanooga, Tennessee - up to 45% reduction [February to April]
5. Madison, Wisconsin - up to -50% reduction [February to April]



# Minnesota MAASTO Content

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COVID-19 IMPACTS TO MINNESOTA TRAVEL PATTERNS. April 20, 2020

Source: <http://www.dot.state.mn.us/tda/tardis/html>

Tools and info: StreetLight, CCS

Time Period: March 2020 compared to the average of 2017-19

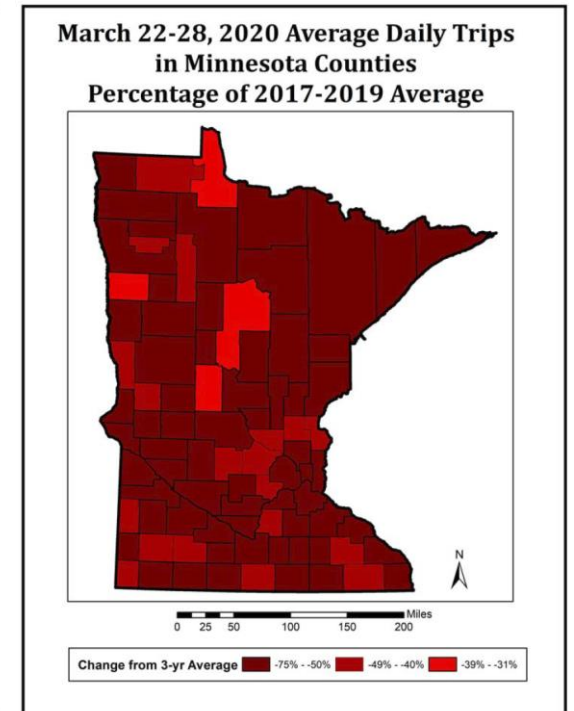
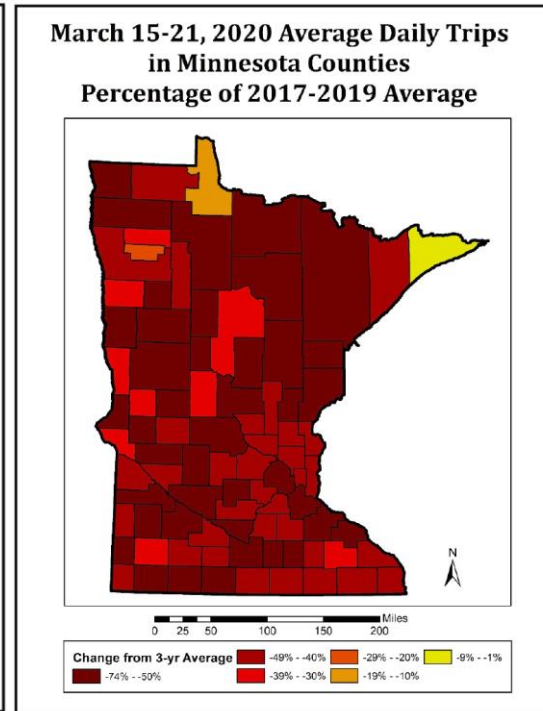
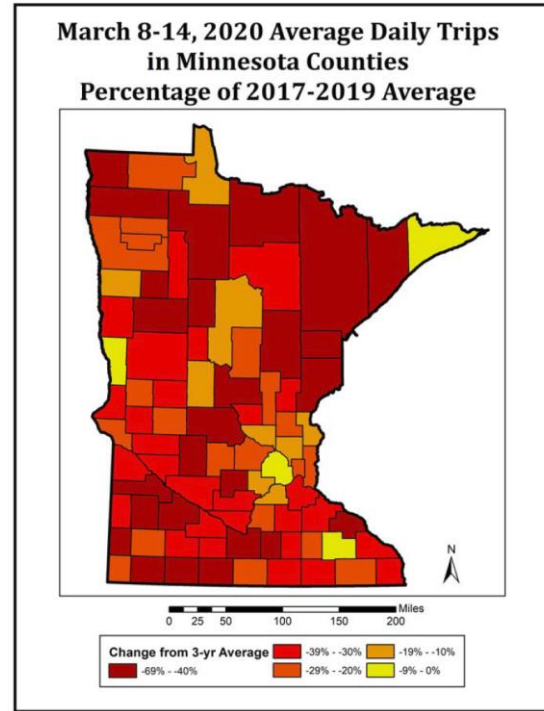
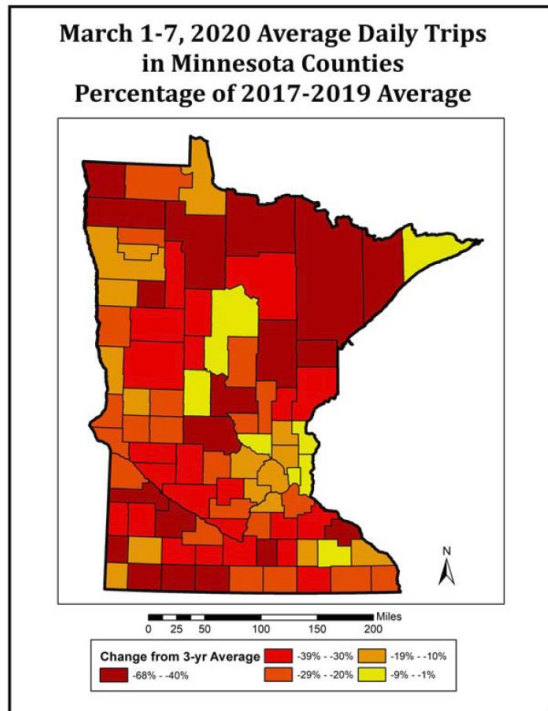
# Minnesota MAASTO Content

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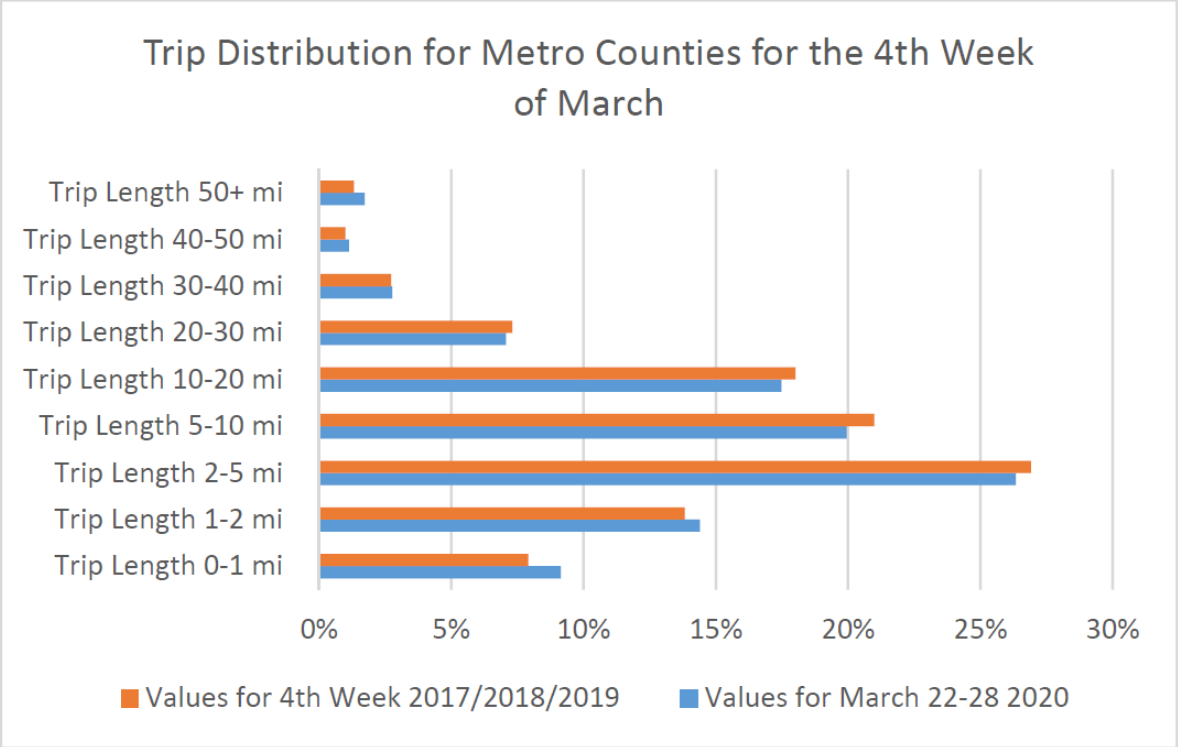
Showed the estimated changes in average trip making metrics reflecting the changes brought on by the pandemic

- 50% reduction: Hospitals, Nursing Homes, Activity Centers
- 70%+ reduction: Schools, MSP Airport
- Special metrics:
  - 40% less travel for lower poverty areas, 50% for higher poverty areas
  - 60% less travel for Tribal Nations

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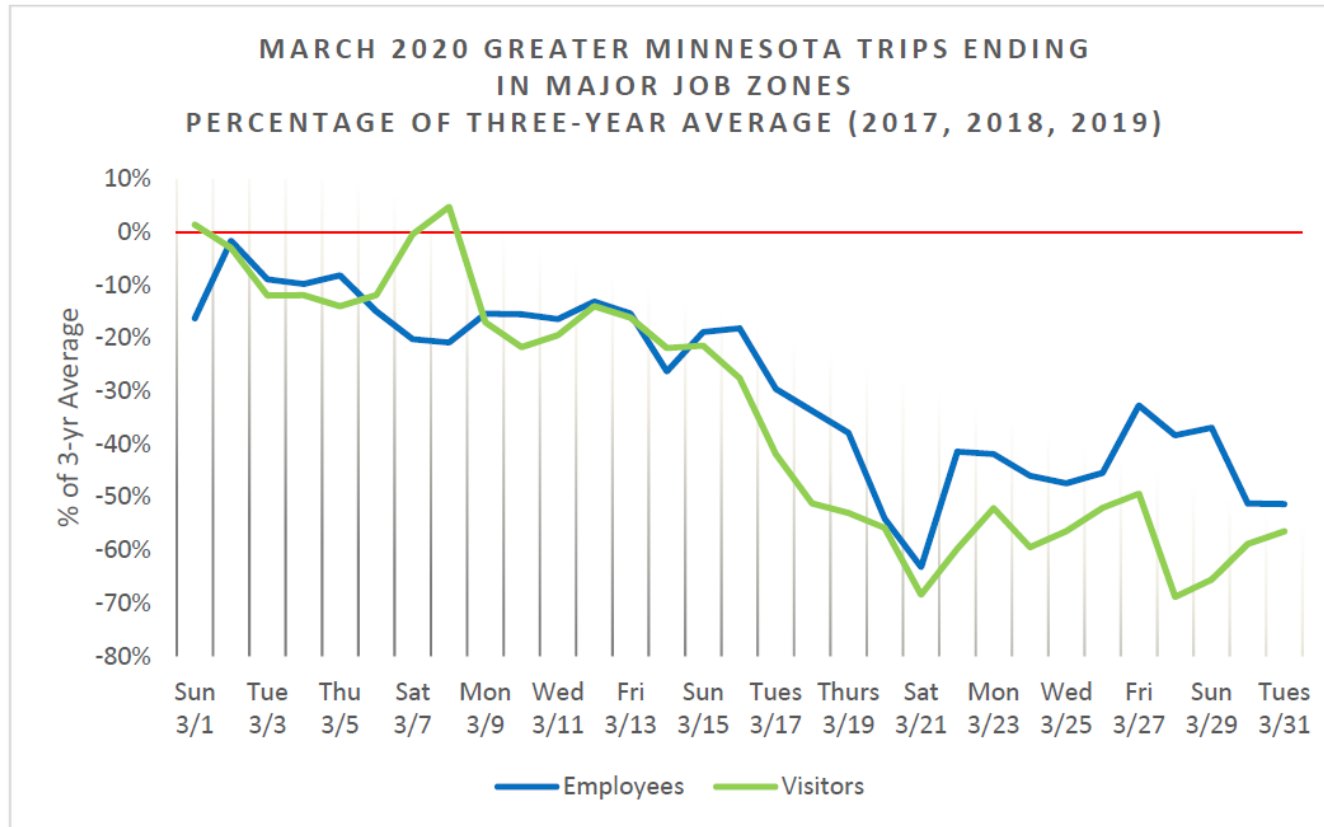


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Overall, the trip distribution for the Metro Counties did not change significantly when comparing the four weeks in March to similar weeks in 2017, 2018, and 2019.

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Thank you for your attention