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Travel Behavior Inventory and COVID-19 Panel Survey

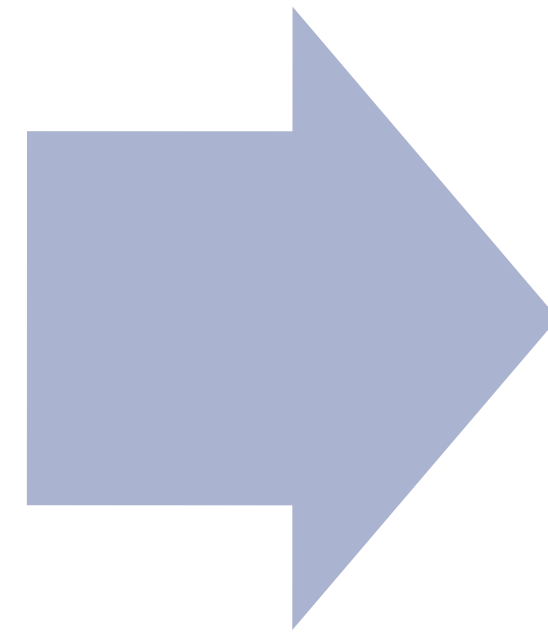
Land Use Advisory Committee
January 21, 2021



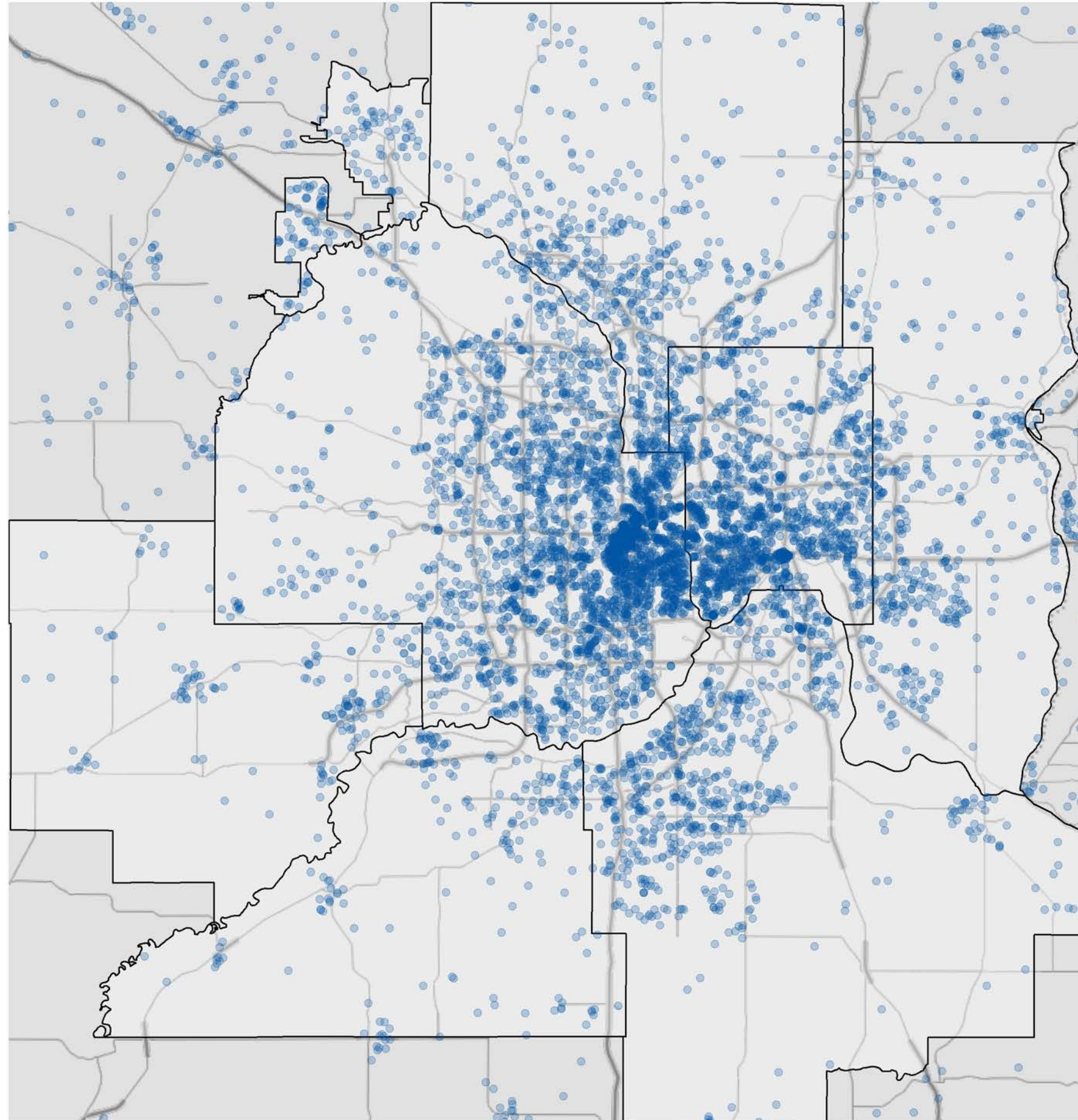
Travel Behavior Inventory Survey



Travel Behavior Inventory



Households surveyed: 7,870

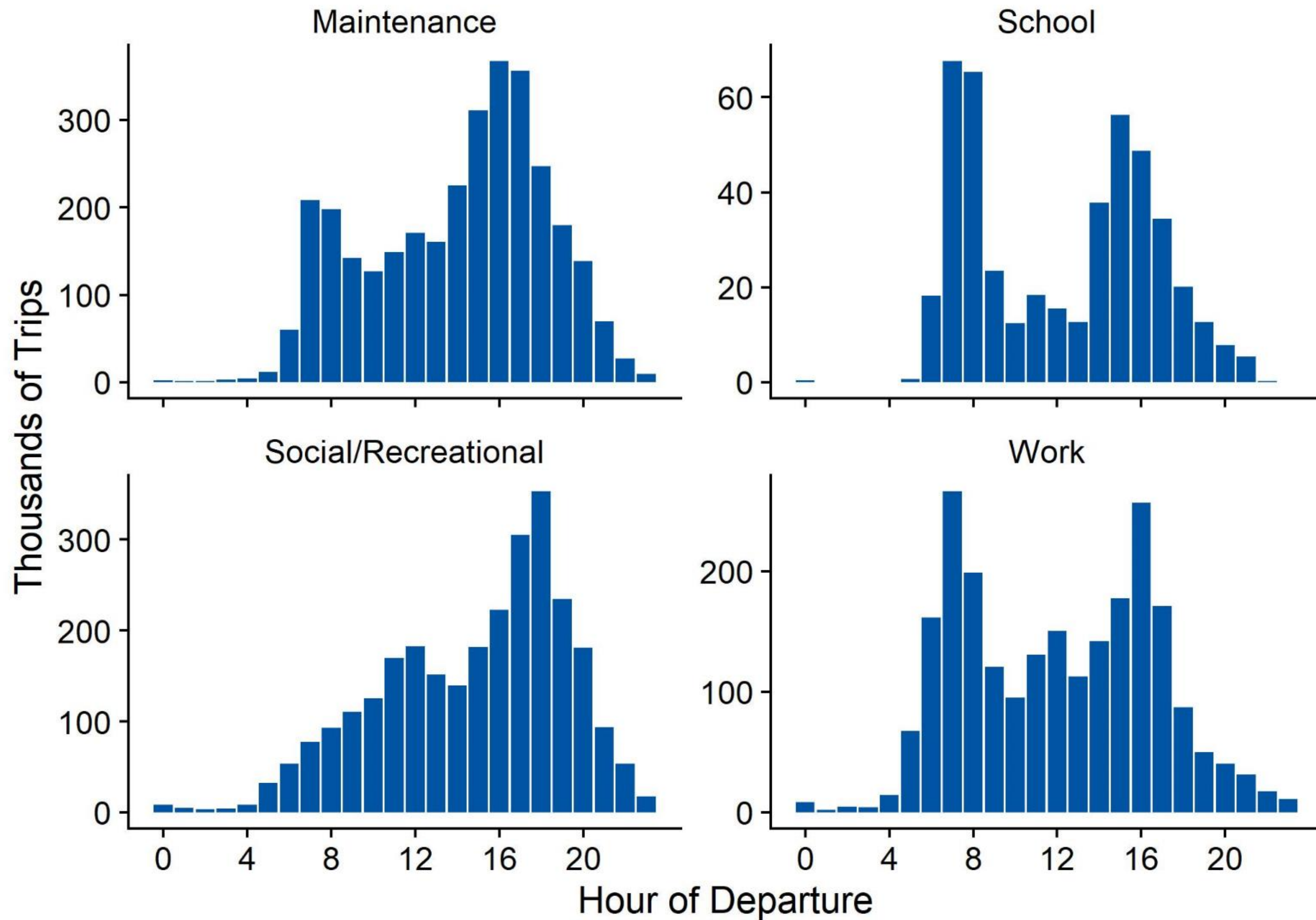


- October 2018-October 2019
- 7,870 households surveyed
- 5,366 responded using smartphone app (for one week)
- 2,504 used a one-day diary survey

- 58% Urban, 23% Rural or Rural-Ring
- 23% rent their home, 75% own
- 7% with no vehicle

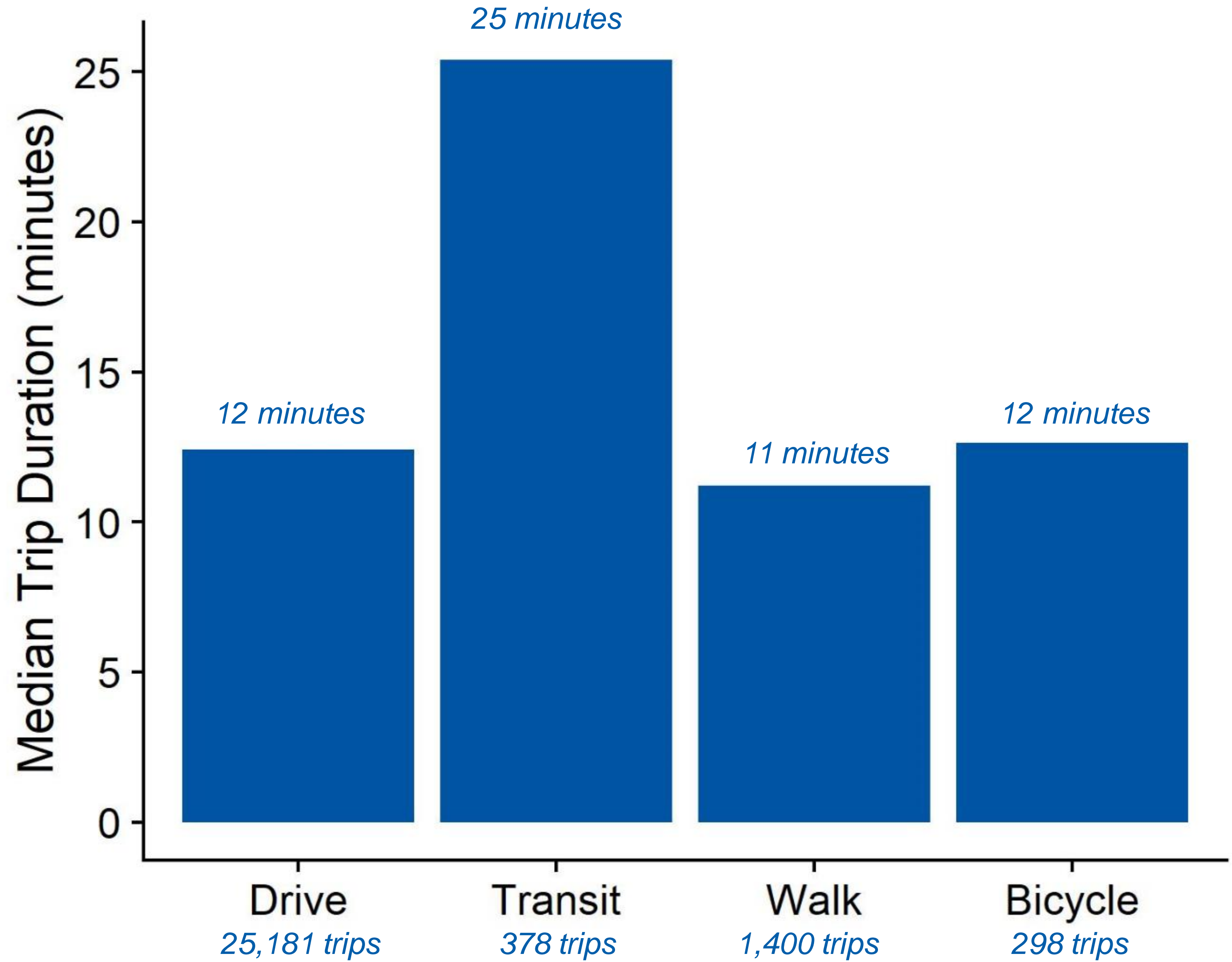
- Total of 16,222 people (2.1 people per household)

Travel behavior across the day



- Trip timing depends on the traveler and purpose
- Maintenance travel (e.g., errands, trips to grocery stores) peaks in morning and early evening
- Social travel peaks later than maintenance travel

Getting to the grocery store



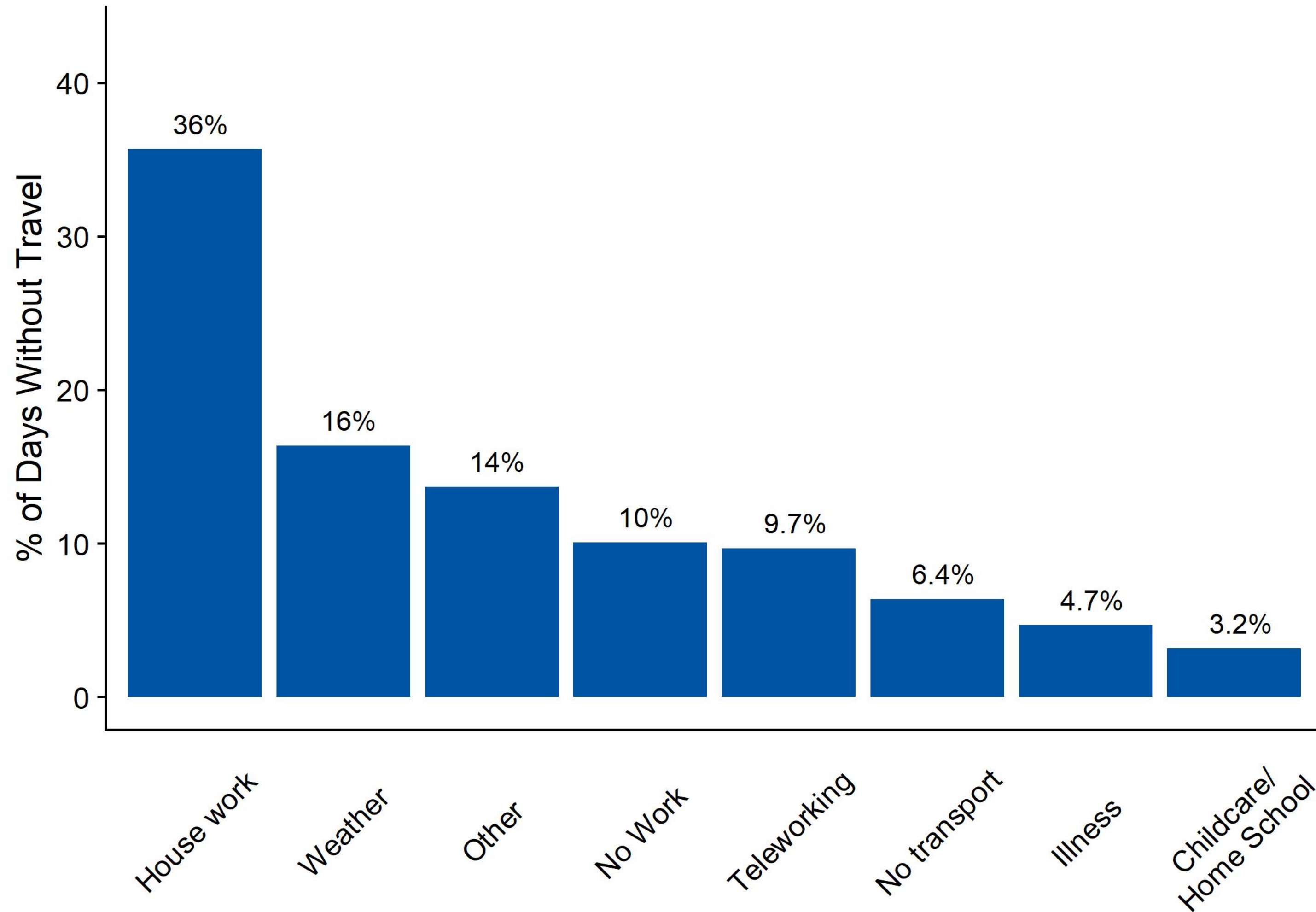
Average number of trips between home and grocery/pharmacy:

- 1.4 per household on a typical weekday
- 0.5 per person on a typical weekday
- 7 per household per week (7-day survey)
- 4 per person per week (7-day survey)

Of those who took transit to the grocery store, **18%** were African-American, compared to **3%** of those who drove, **9%** of those who walked, and **3%** of those who biked.



Trips not taken: days without travel



On a typical weekday in the Metro, **17%** of people do not travel. Why?

- **36%** were doing housework (48% female; 45% male)
- **3%** were taking care of children (52% female; 37% male)
- **16%** because of weather (78% in Jan/Feb 2019)
- **10%** were working remotely
- **6%** lacked transportation

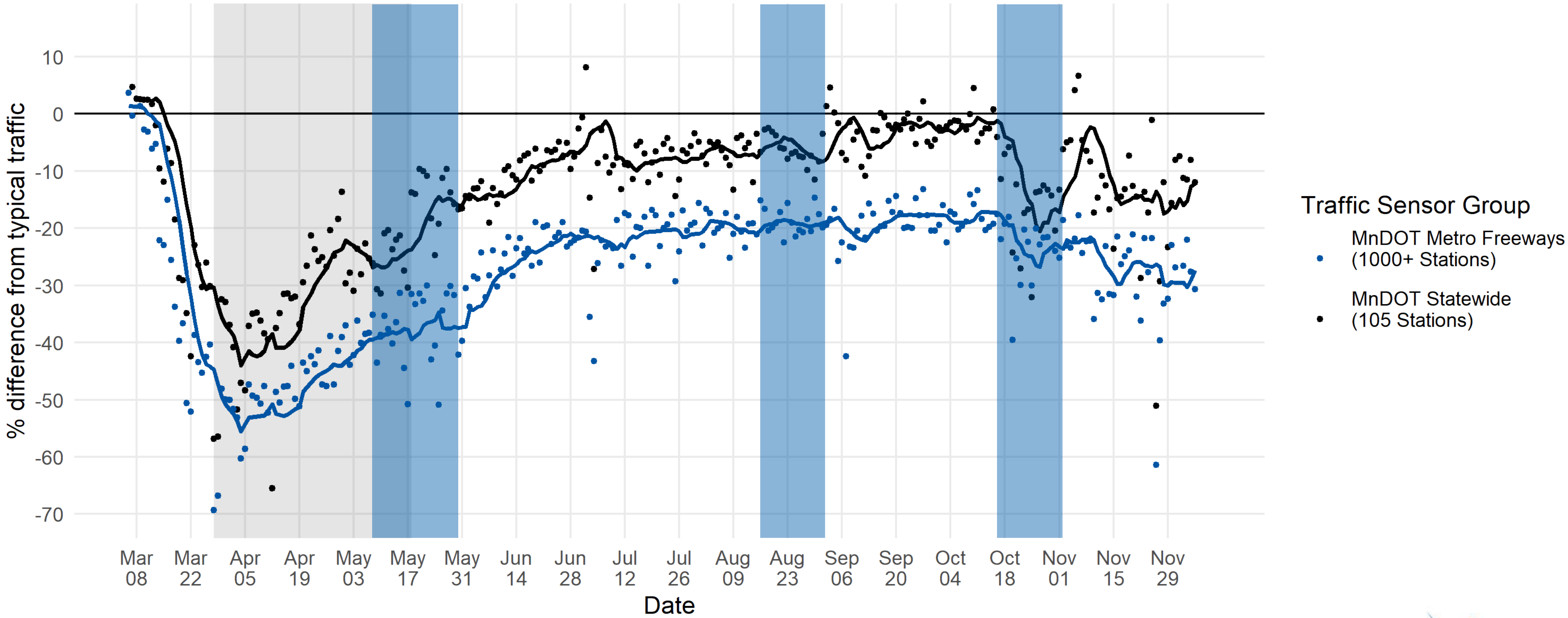
Travel Trends During COVID-19



COVID-19 Panel Survey

- Pool of eligible participants: all metro-area adults who participated in the 2019 TBI, provided an email address, and agreed to be re-contacted
- 8,800 adults eligible
- ~37% response rate = 3,244 responses
- 9% non-white
- Individual responses weighted to reflect the regional population (race, age, income, household size)
- Survey was conducted May, August, October

Survey timing relative to traffic trends



Some of the topics we asked about

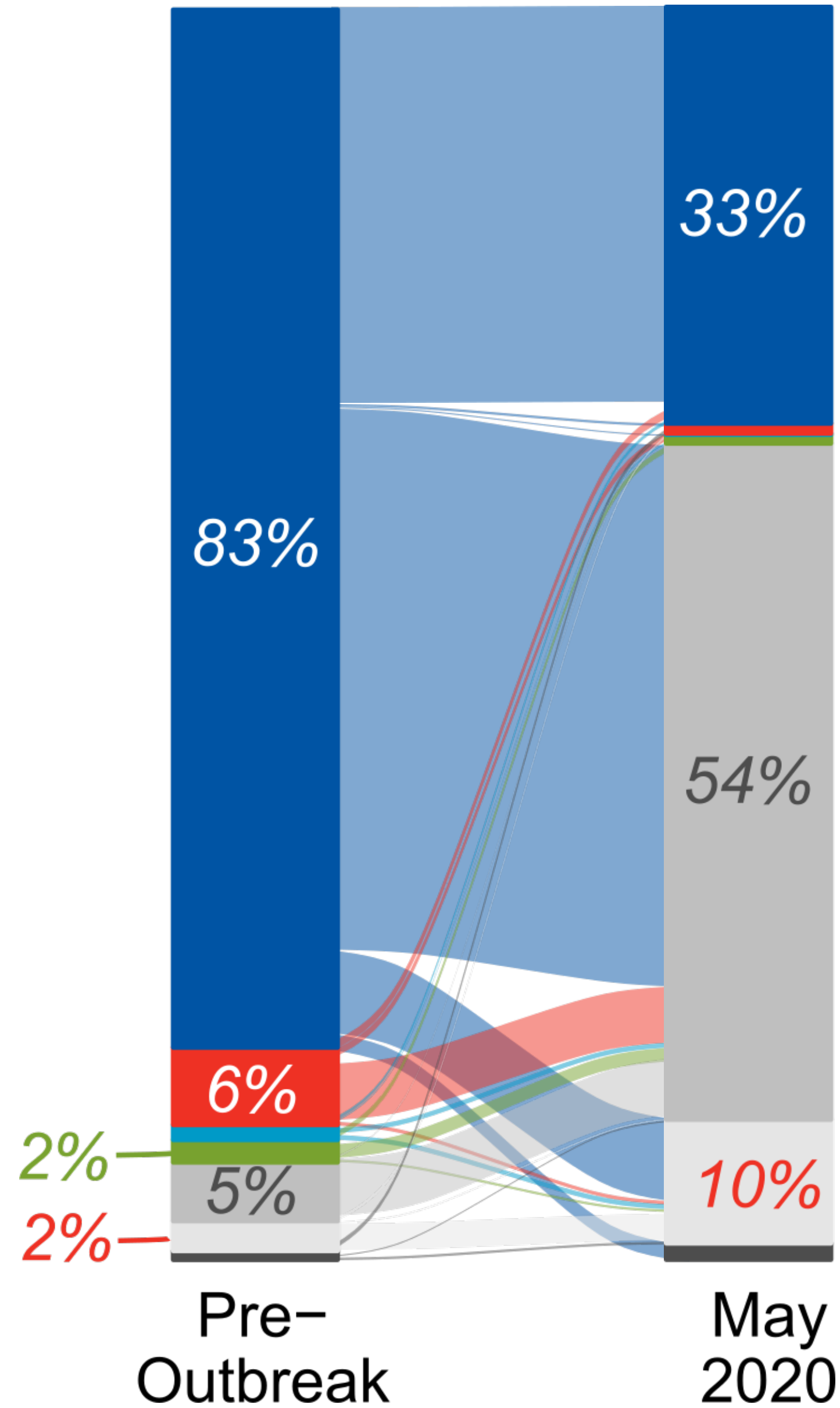
- Work: employment status, telecommuting, transportation to work
- Maintenance: grocery visits, online shopping, delivery services, telehealth
- Recreation: use of trails and newly widened paths
- Perceptions of COVID-19 health risks
- Attitudes towards new/proposed COVID-19 policies in transit and air travel
- Likelihood of car and bike purchases

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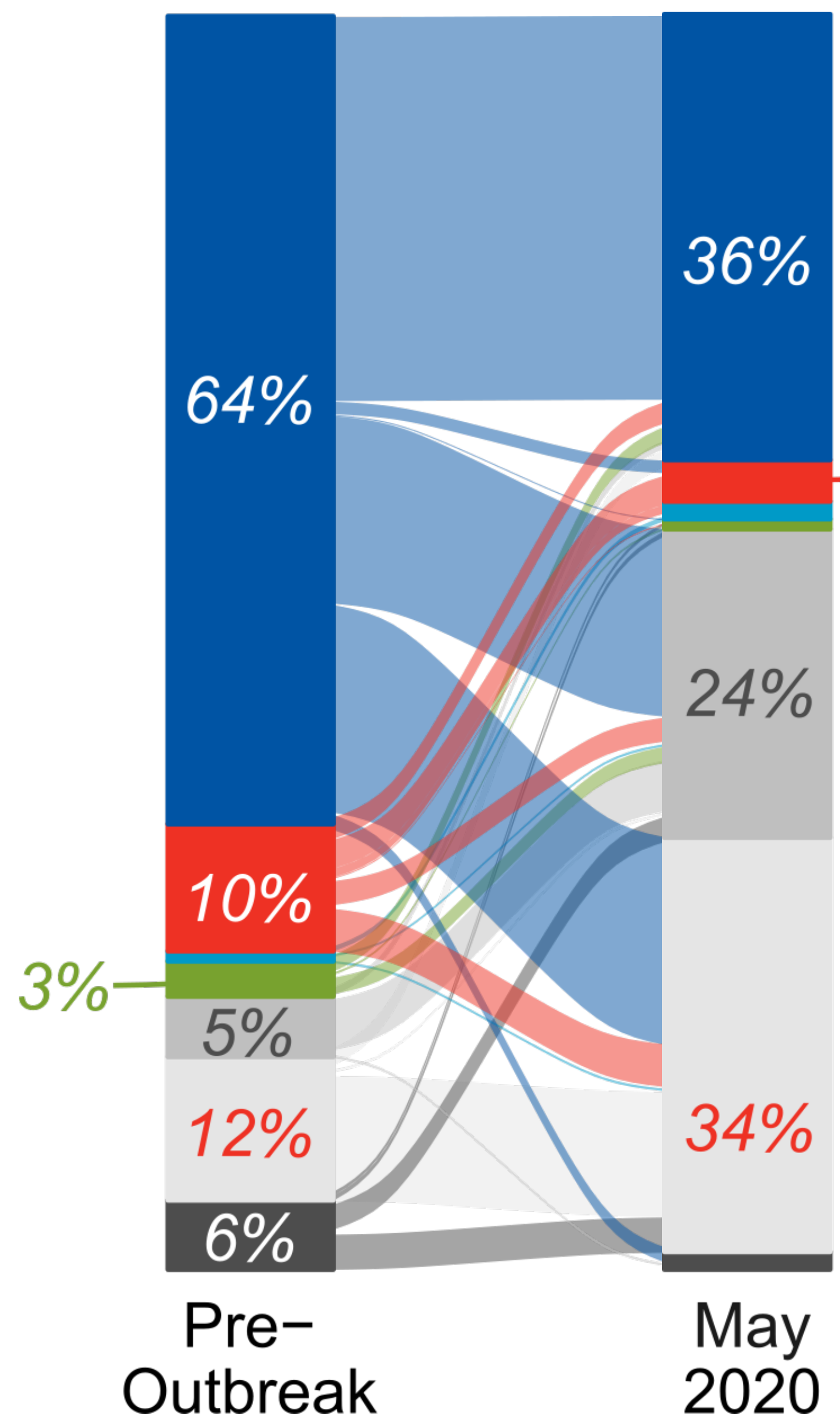
(Full list of topics at end of presentation)

- All responses can be linked back to 2019 TBI Household Survey

More than \$50K



Under \$50K



How has your work commute changed?

- Drive
- Public Transit
- Walk/Roll
- Bike
- Telework
- Unemployed/Furloughed
- Unemployed, Not Looking



How has your commute changed?

Across all incomes, workers who used to ...

use public transit are primarily teleworking (58%), driving (12%) or unemployed (16%). Only 11% continue to take transit to work.

drive to work are teleworking (48%), or still driving to work (39%), with a smaller share unemployed or furloughed (13%).

telework continue to do so (91%), with some now driving to work (7%) and very few unemployed (2%).

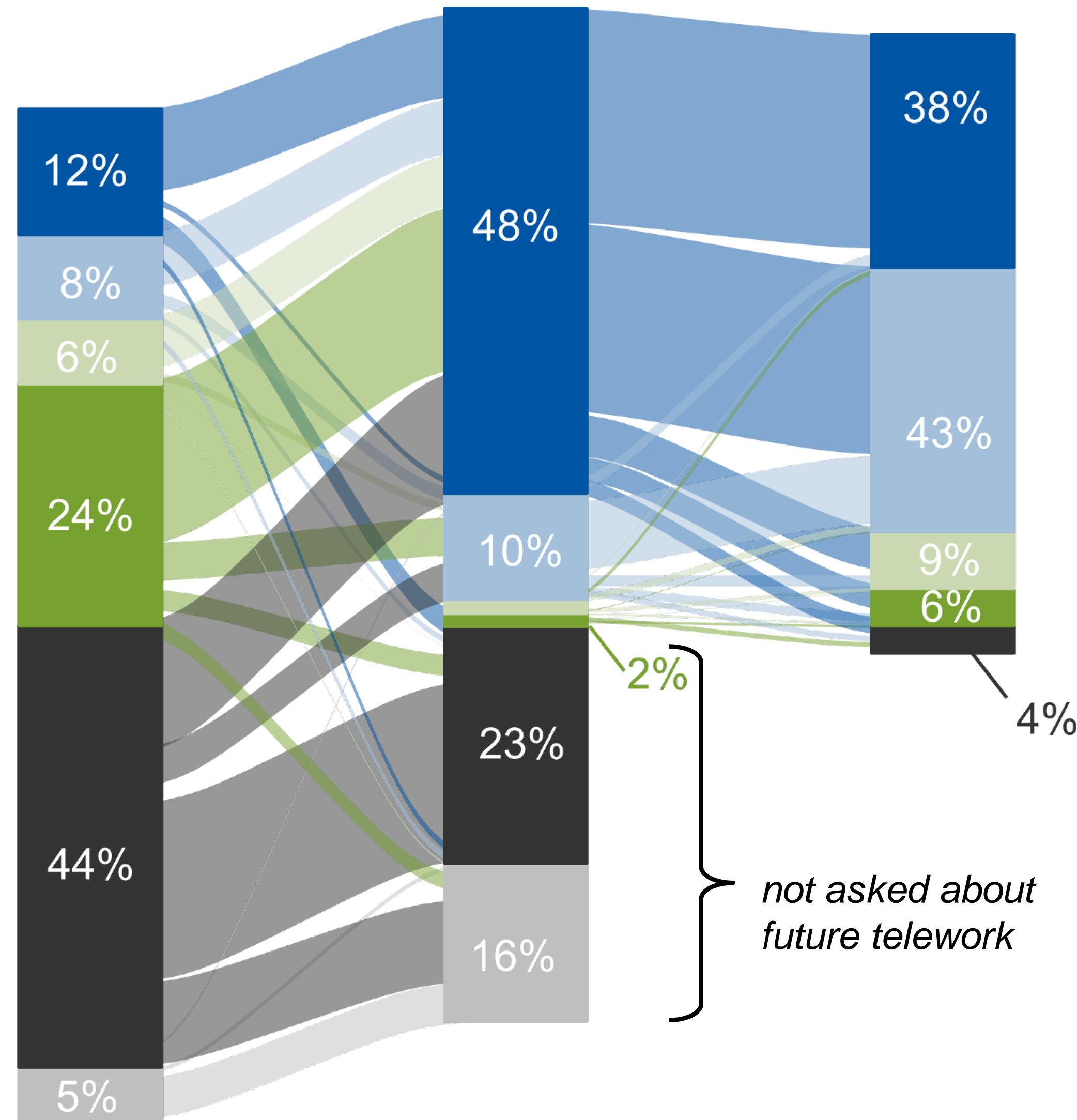
bike or walk to work are most likely teleworking (62% and 31% respectively).

Pre-
Outbreak

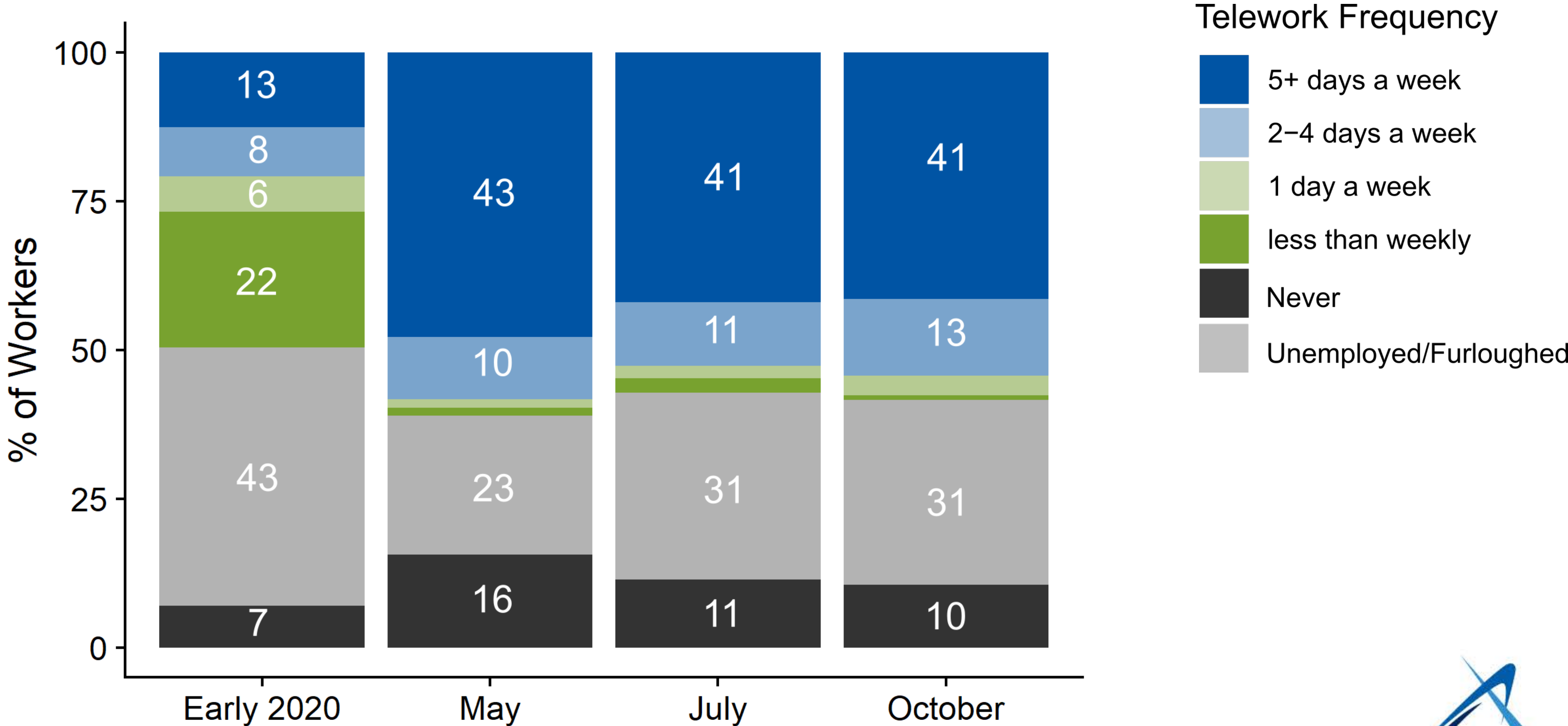
May 2020

Future/
Preferred

Telework Frequency



Teleworking rates relatively constant

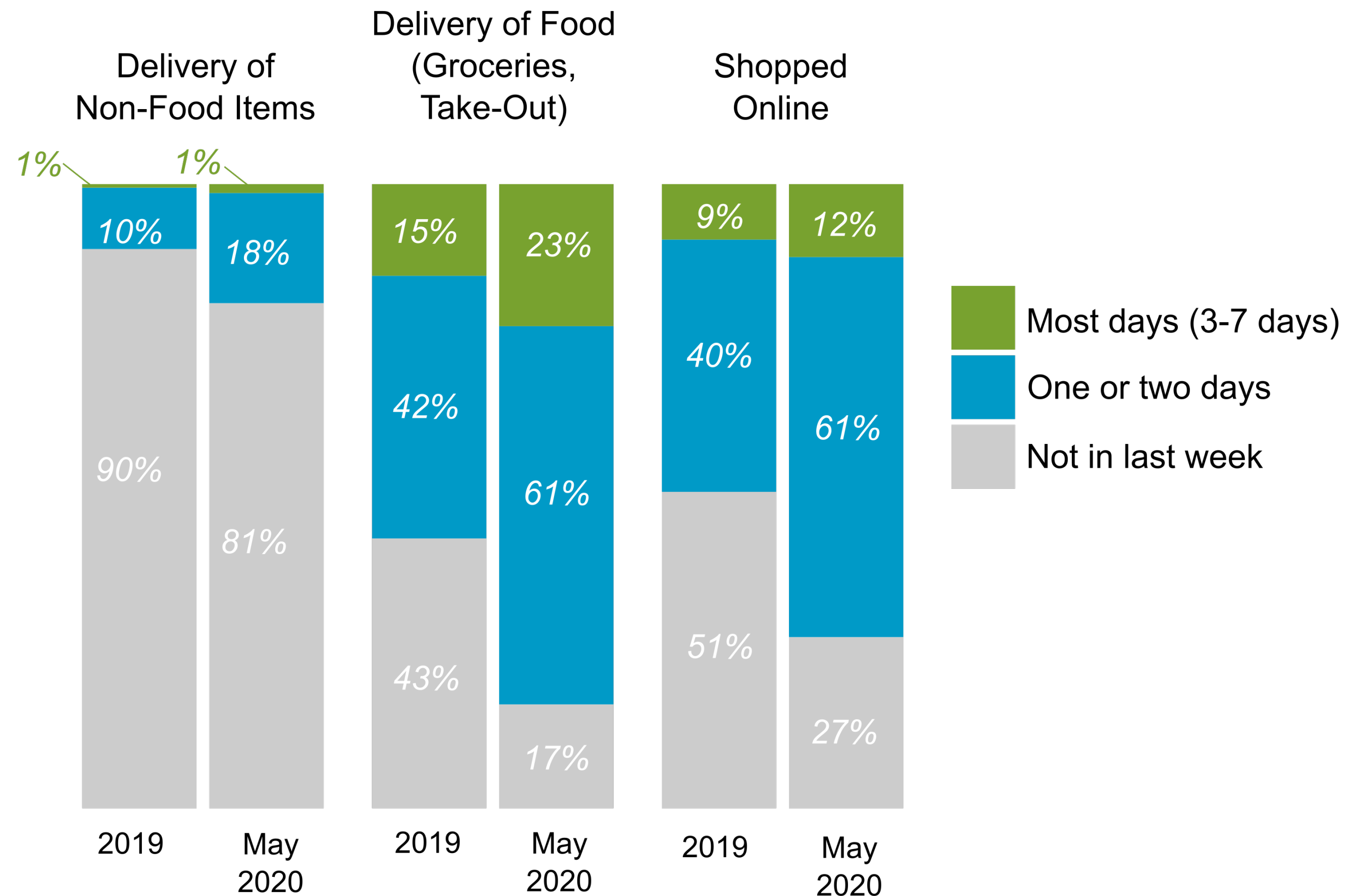


Perceived employer support of telework

Employees who currently teleworked were asked “**How likely do you think your employer would be to allow you to continue to work from home after you can commute to work again?**”

- 39% say their employer would be very likely to allow continued telework
- 30% somewhat likely
- 9% neutral
- 11% somewhat unlikely
- 11% very unlikely

Home delivery & Online Shopping



*Comparison includes only those survey participants who completed a 6- or 7-day 2019 TBI survey (n = 2321).

Who had *groceries* delivered in last 7 days?

- 16% of all adults
- 12% of adults in households earning <\$25K
- 32% of adults with disabilities

Only 3% of adults with disabilities used to have food (groceries, take-out) delivered one or two days per week; now, that number is 19%.

Outdoor recreation

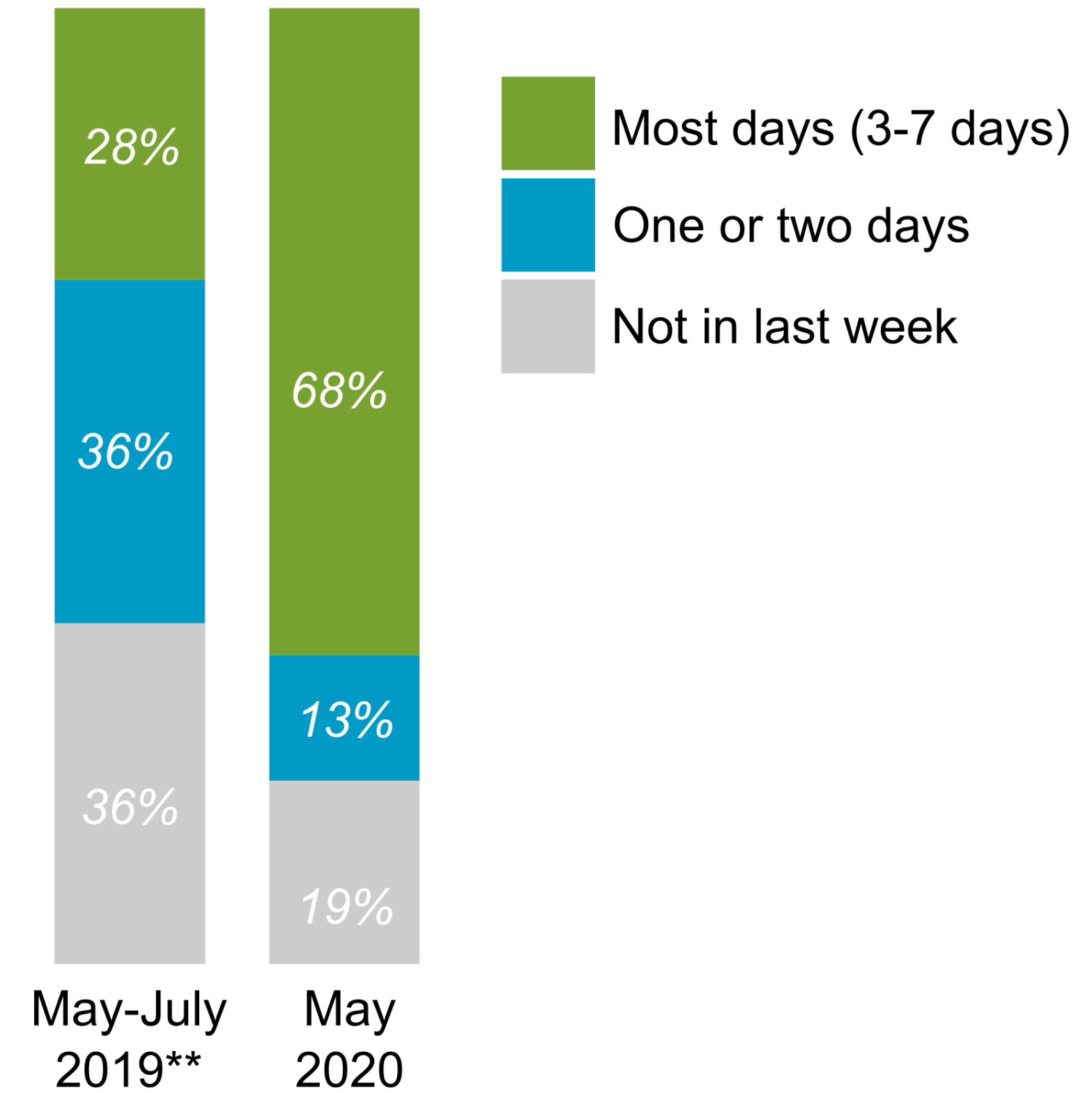
Overall, we observed greatly increased rates of outdoor exercise/recreation.

11% of adults had recently used streets that have temporarily restricted vehicle traffic to expand space for people walking, biking and rolling during the COVID-19 outbreak.

45% of respondents said they had recently used a park or trail for recreation or exercise.

Of those who had recently used a park or trail, 40% said they drove to a park or trail at least once in the past week.

In the past 7 days, on how many days did you go outside to walk, jog, or roll using a mobility device, such as a wheelchair for exercise or recreation?*



*Comparison includes only those survey participants who completed a 6- or 7-day 2019 TBI survey in summer months (n = 597).

**Values for summer 2019 may be over-estimates, because they include trips to gyms and other indoor exercise facilities that were closed in May 2020.

What questions are important to you?



List of topics covered in survey

- Exercise frequency and location
- Use of streets that have temporarily restricted vehicle traffic for social distancing
- Access to parks and trails: driving to reach parks and trails for exercise/recreation
- Bicycle frequency, trip purpose, bike share
- Grocery shopping type: in-store, delivery, pick-up
- Grocery shopping frequency
- Online shopping frequency
- All modes used last week
- All trip purposes for last week
- Travel to medical visits (and telehealth)
- Transit replacement modes
- Likelihood of purchasing a car, bike, scooter, bike share or transit pass in next six months
- Barriers to transportation
- Attitudes towards public health policies in air travel
- Attitudes towards public health policies on transit
- Demographics - change in residence, disability status, income, age, gender, race
- Size of household
- Employment status before and now
- Teleworking rates and preferences
- Perception of COVID-19 risks
- Job type