

Denise Capasso da Silva<sup>1</sup>, Sara Khoeini<sup>1</sup>, Deborah Salon<sup>2</sup>, Ram Pendyala<sup>1</sup>, Matthew Wigginton Conway<sup>2</sup>, Rishabh Singh Chauhan<sup>3</sup>, Laura Mirtich<sup>2</sup>, Ali Shamshirpour<sup>3</sup>, Ehsan Rahimi<sup>3</sup>, Abolfazl (Kouros) Mohammadian<sup>3</sup>, and Sybil Derrible<sup>3</sup>

1.School of Sustainable Engineering and the Built Environment, Arizona State University, Tempe, AZ, USA; 2.School of Geographical Sciences and Urban Planning, Arizona State University, Tempe, AZ, USA; 3.Department of Civil, Materials, and Environmental Engineering, University of Illinois at Chicago, IL, USA

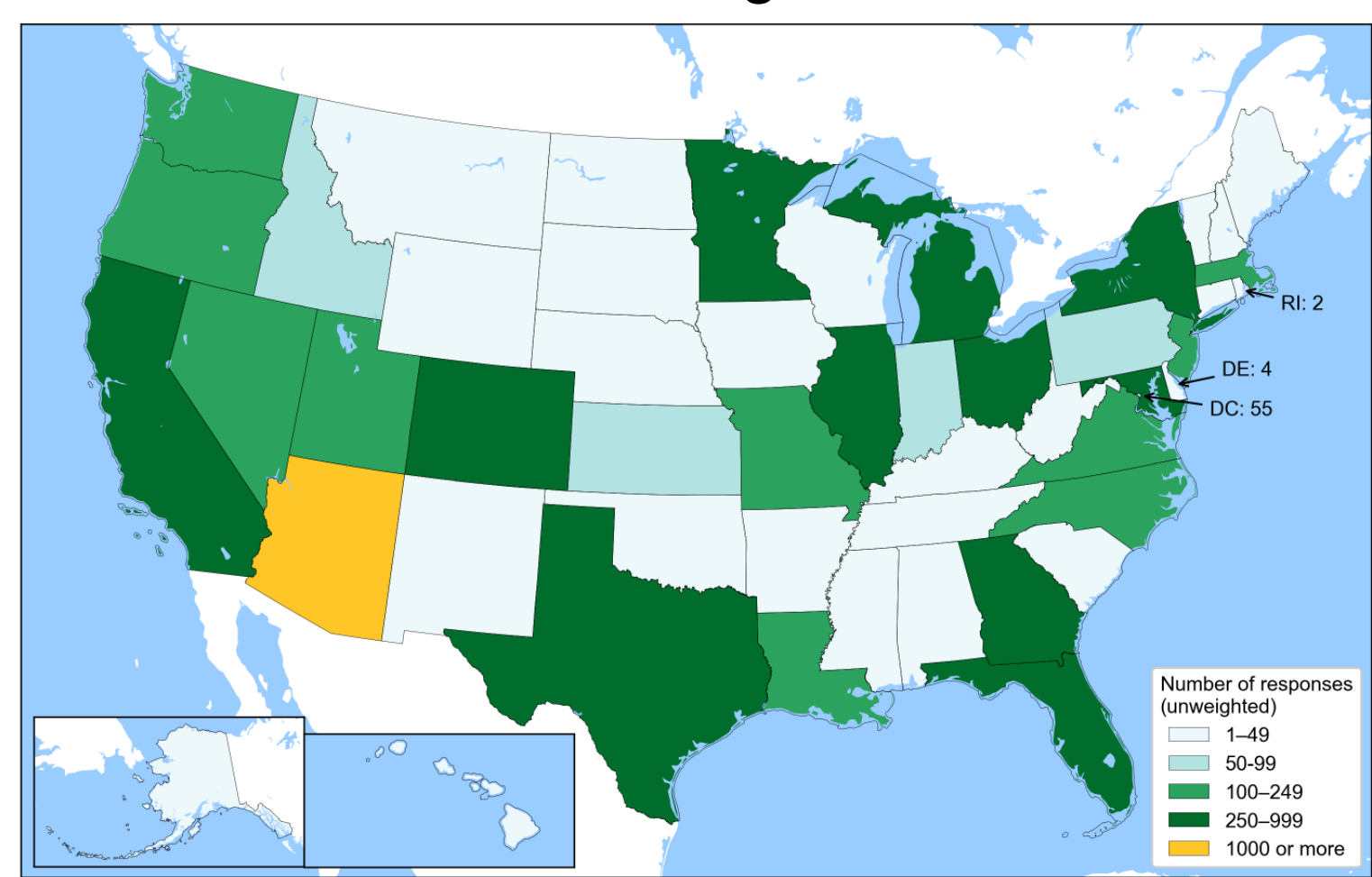
## INTRODUCTION

### Multi-wave Survey Effort

- a) **Wave 1:** April 14 – October 14, 2020
  - 8,723 responses in the United States
  - Weighted by age, gender, education, Hispanic status, household vehicles, presence of children, and income.
- b) Data collection method: online survey
- c) Recruitment method: convenience sample, online panel, and random addressing

- d) Deployed in Partnership with University of Illinois at Chicago
- e) Second wave of data collection current underway
- f) Data will be made available

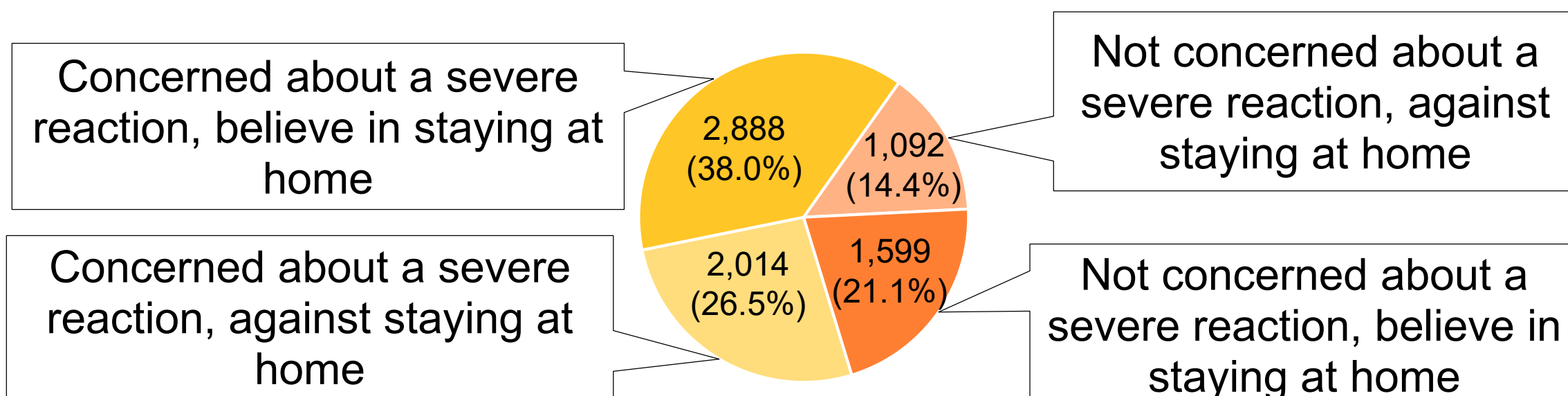
Geographical coverage of survey (unweighted)



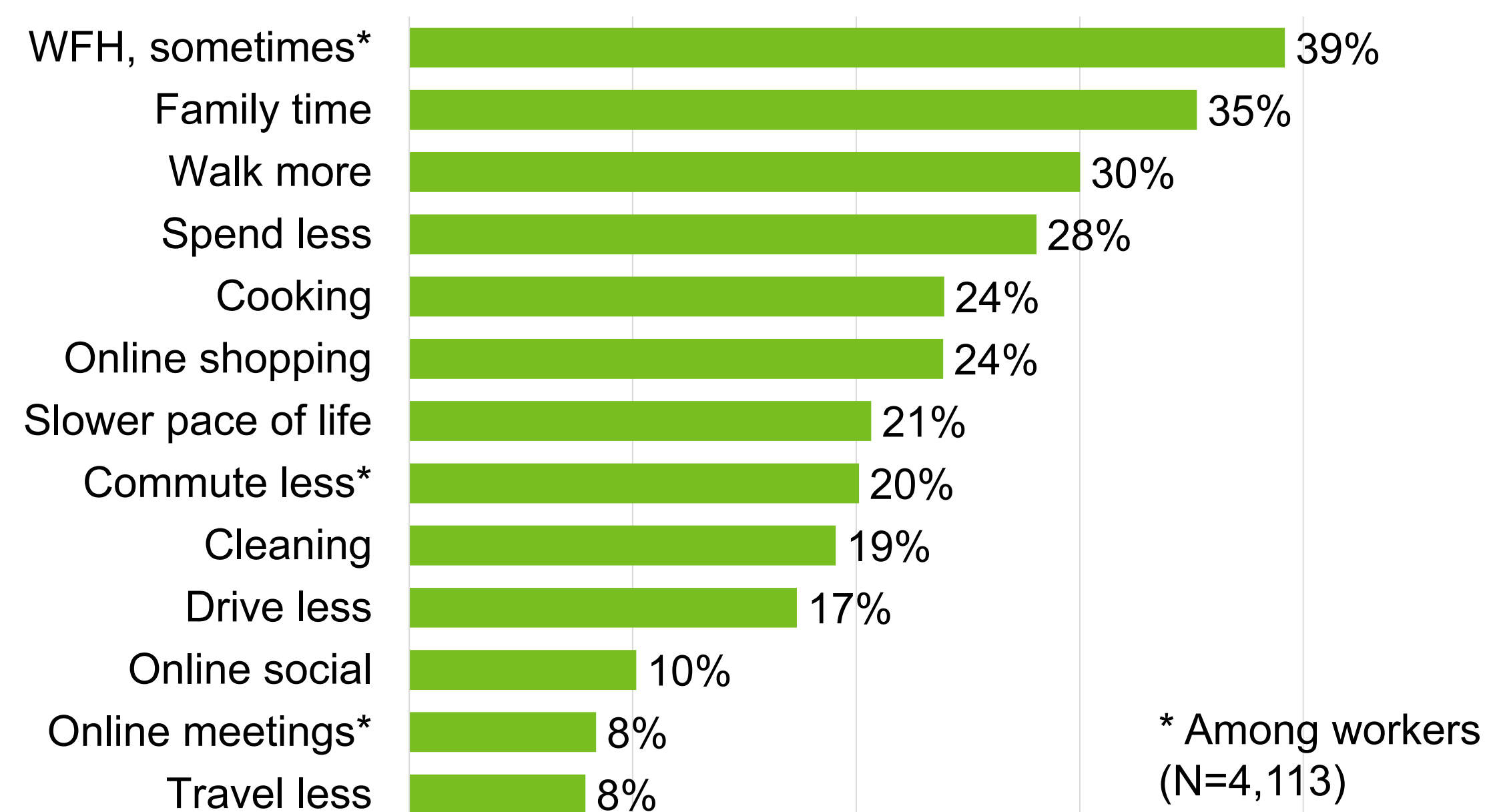
## OBJECTIVE

Understand the impacts of **disruptions caused by the COVID-19** pandemic in travel behavior and unravel its potential to bring **long-term changes**.

## PANDEMIC EXPERIENCE

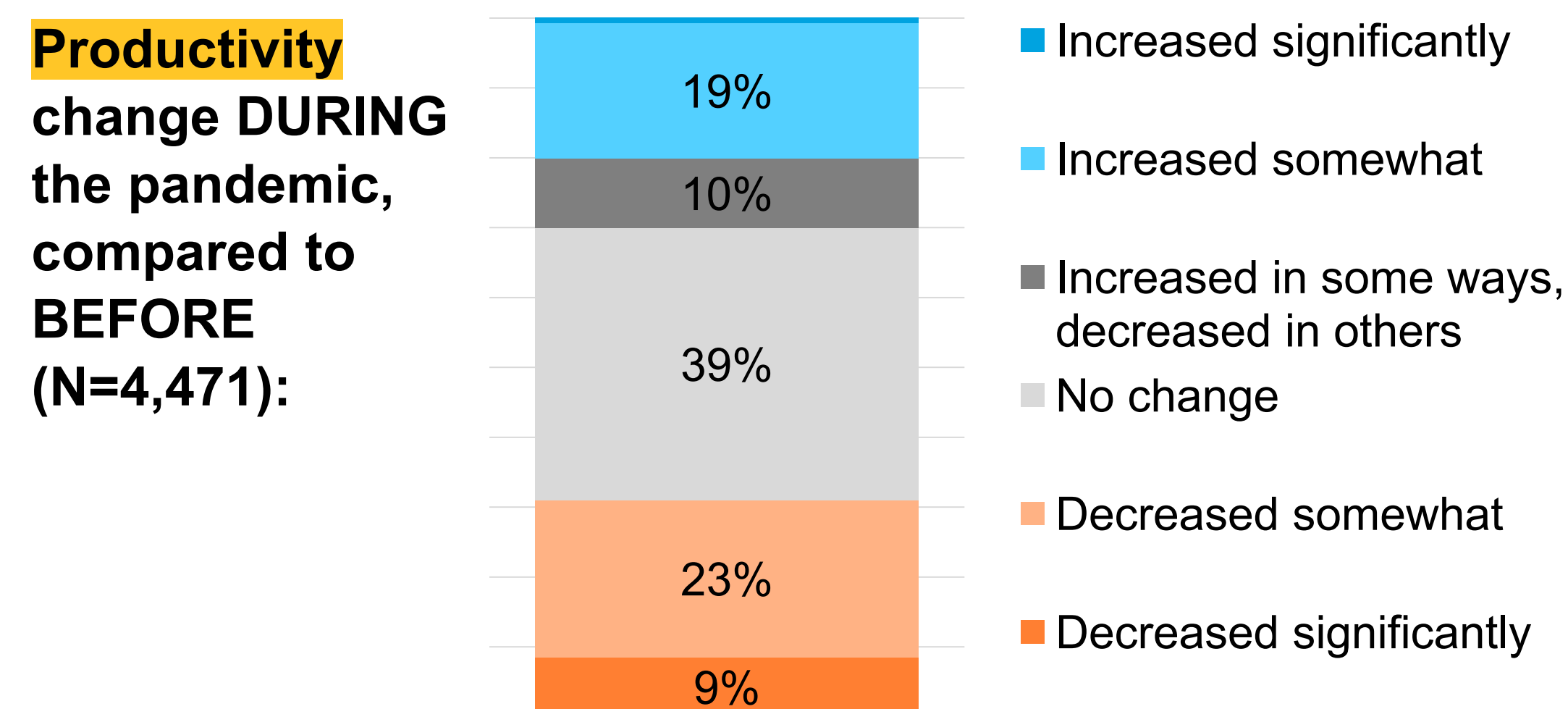
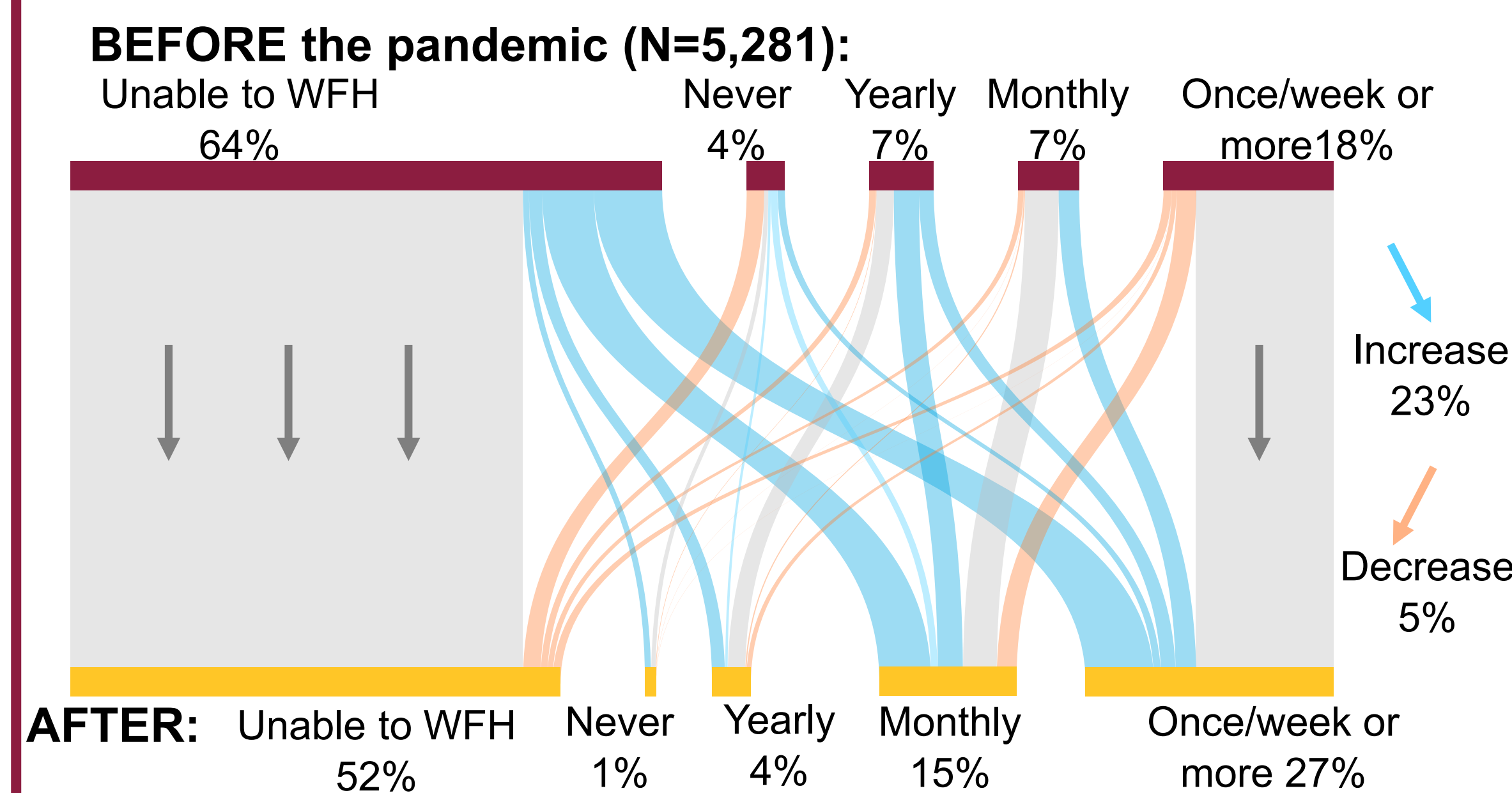


### New ways of living respondents want to keep after COVID (N=8,723)



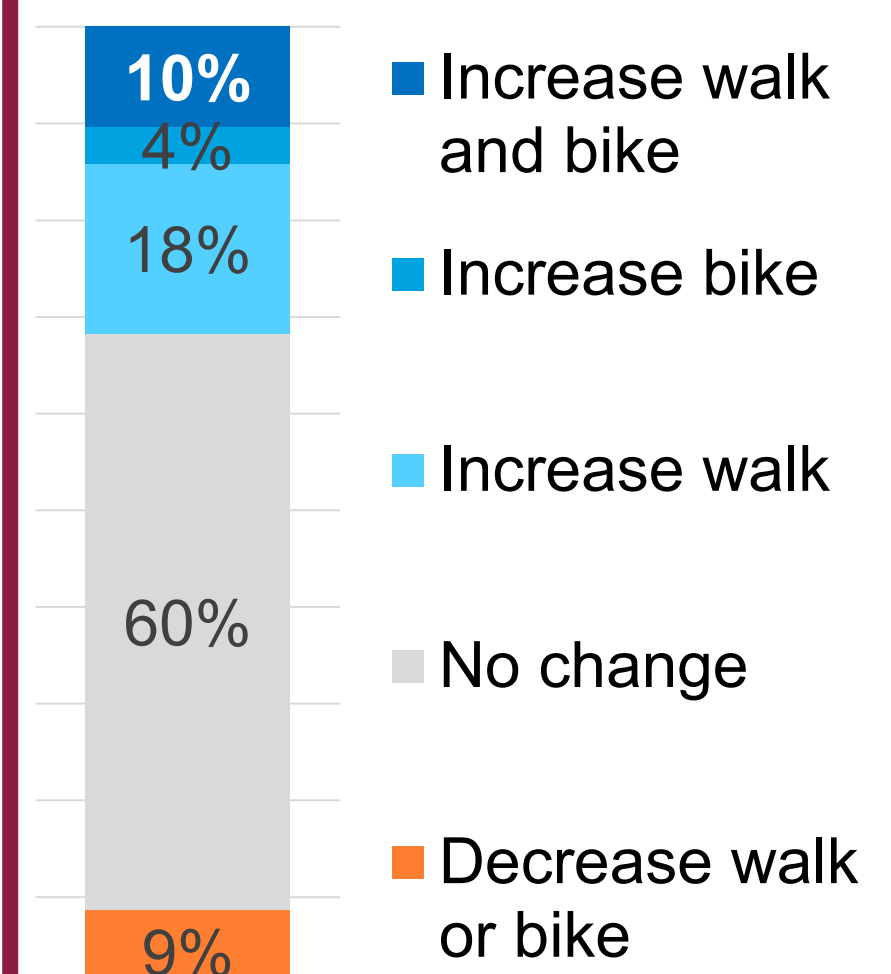
\* Among workers (N=4,113)

## WORK FROM HOME

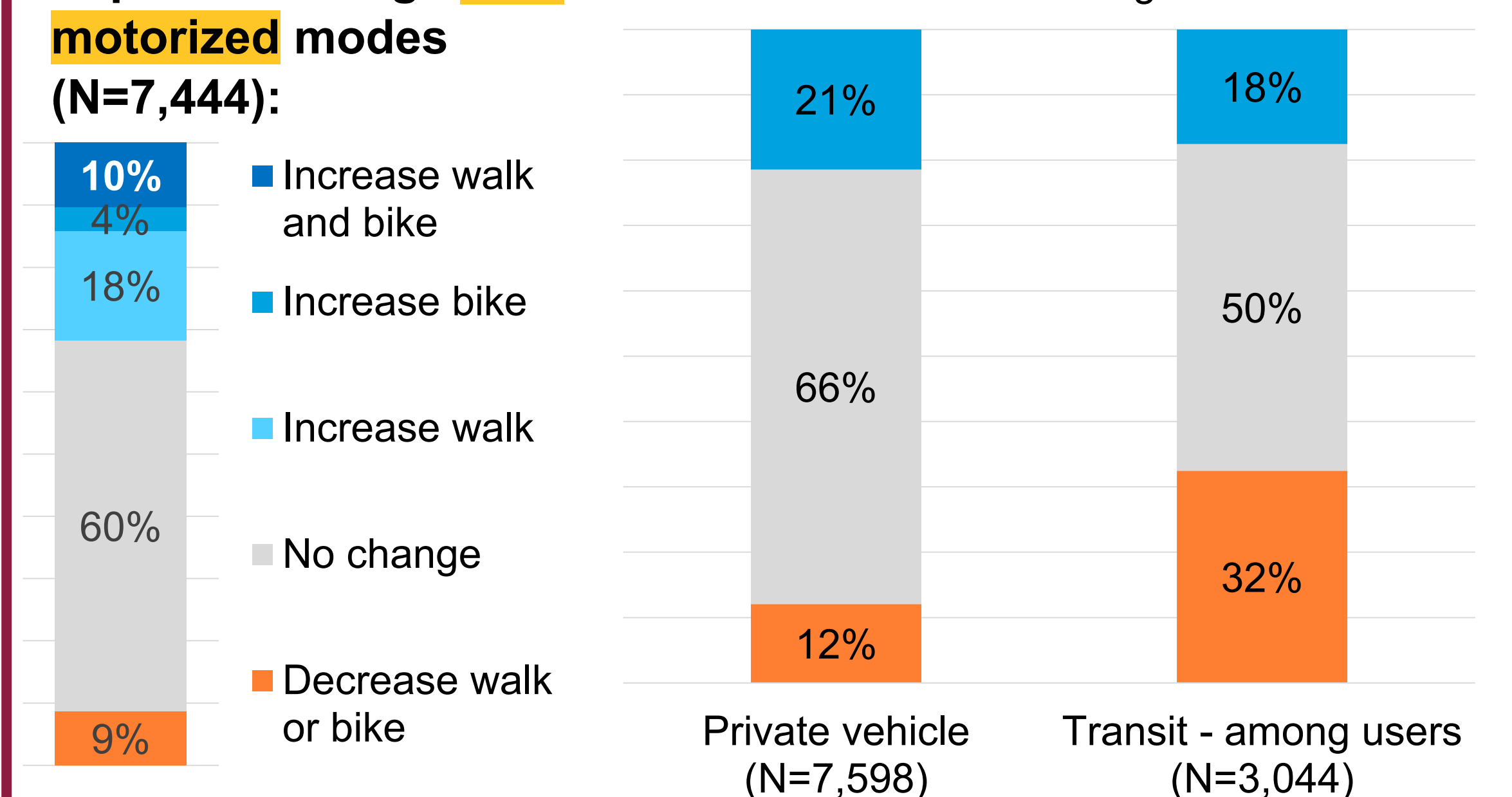


## TRAVEL

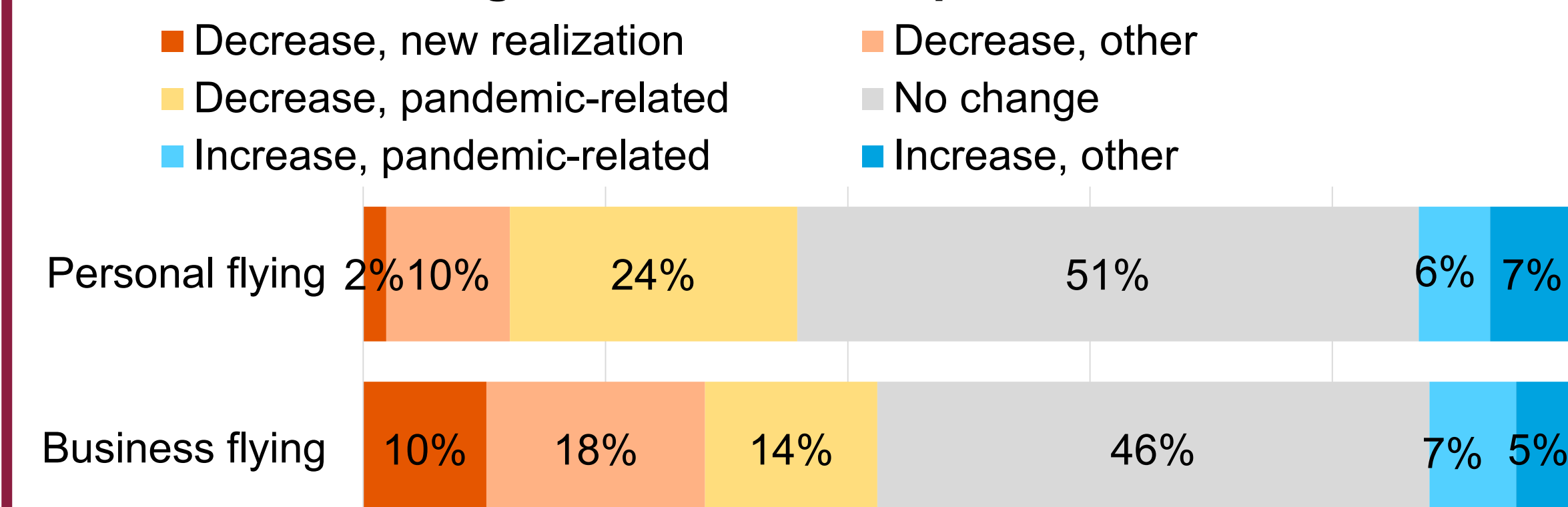
### Expected change **non-motorized** modes (N=7,444):



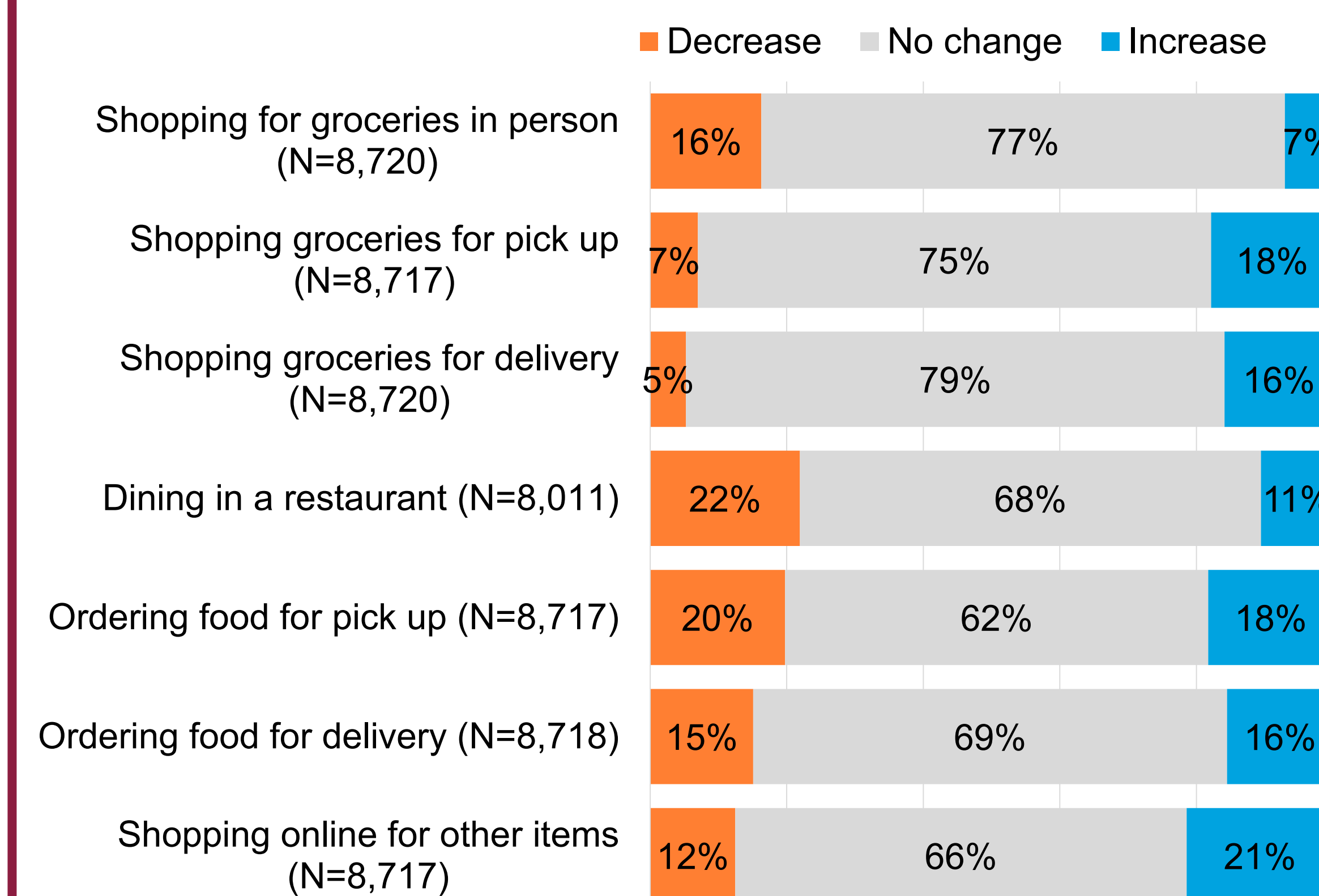
### Expected change in **air travel** AFTER the pandemic, compared to BEFORE, among users of air transportation



### Expected change in **air travel** AFTER the pandemic, compared to BEFORE, among users of air transportation



## SHOPPING AND DINING



## CONCLUSIONS

- Some travel behavior changes are likely to stick in the long term: **increases in telecommuting and decreases in business air travel**.
- Respondents expect to **increase in walking and biking and decrease in transit use**, even after the virus is no longer a threat.
- Survey results show an **increase in personal vehicle travel** at the same time with decrease in car commuting. This might suggest increase in non-commuting such as recreational car travel.
- A lot is still unknown about the "new norm". Upcoming waves will help.
- Planners should **take advantage of the pandemic impacts** to lead the society and policies toward a more sustainable and efficient transport future for all.

Learn more at [COVIDFUTURE.ORG](https://COVIDFUTURE.ORG)

**ACKNOWLEDGEMENT:** The authors thanks the TOMNET Tier 1 University Transportation Center and the National Science Foundation for supporting the research effort.