



CALTRANS DIVISION OF RESEARCH,
INNOVATION AND SYSTEM INFORMATION

Research Results

Planning, Policy
&
Programming

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Project Title:

Commuting During and After
COVID-19: The Impact of COVID-19
on Shared Mobility and Extreme
Commuting in the Bay Area – Central
Valley

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Task Manager:

Stuart Mori
Associate Transportation Planner
stuart.mori@dot.ca.gov

Commuting During and After COVID-19: The Impact of COVID-19 on Shared Mobility and Extreme Commuting in the Bay Area – Central Valley

Examining the experience of mobility of disadvantaged workers during COVID-19.

WHAT WAS THE NEED?

The Central Valley was already encountering increased pressure from Bay Area residents relocating to the area prior to the COVID-19 pandemic. The Central Valley's low-density development and distance from coastal job centers, create a long-distance commute environment with limited transit availability, particularly among disadvantaged workers but increased carpool and vanpool opportunities.

WHAT WAS OUR GOAL?

This project looked at the experience of disadvantaged workers' ability to travel in the Central Valley during the COVID-19 pandemic. It sheds light on the movement difficulties experienced by disadvantaged workers.

WHAT DID WE DO?

We surveyed San Joaquin Council of Governments (SJCOG) dubs vanpool and app-based rideshare users in three counties (Merced, San Joaquin, and Stanislaus) about their experience during and after COVID-19. We then compared these findings to surveys of Altamont Commuter Express commuter rail riders. Finally, we compared results from both surveys to changes in commute patterns for the general population during the pandemic using a new mobile Global Positioning System.



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WHAT WAS THE OUTCOME?

Findings from the SJCOG dibs survey suggested this service affected mode choice by increasing the share of commuters who use carpools and vanpools. Results also pointed out carpool and vanpool programs in this region were used by mostly disadvantaged workers who were less likely to work remotely during the pandemic. During the first one and half years of the pandemic, these workers traveled more and were more likely to face higher exposure to COVID-19 at their workplace, while higher-income, office workers were able to travel less due to, telework.

WHAT IS THE BENEFIT?

This project contributed to the long-term understanding of travel behavior recovery during a prolonged shock, such as a pandemic. We showed health interventions and safety perception (as represented by vaccination rates) were necessary conditions for morning peak and home-based work trip recovery.

LEARN MORE

For more details, see the report, see <https://rosap.ntl.bts.gov/view/dot/67908>

IMAGES

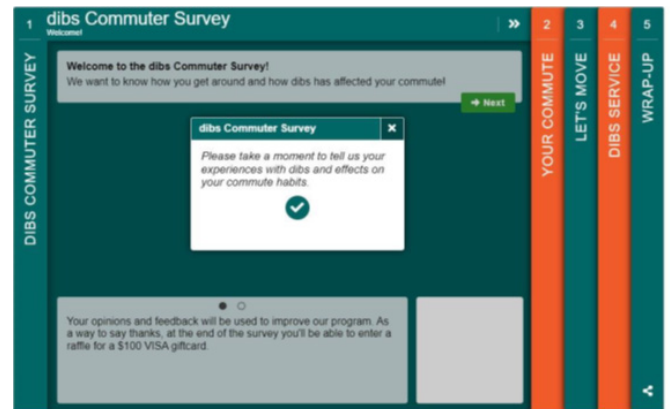


Image 1: Screenshot of dibs Survey Questionnaire