



Long-term Transportation, Land Use, and Air Quality Impacts of COVID-19

Clean Air Caucus
August 18, 2020

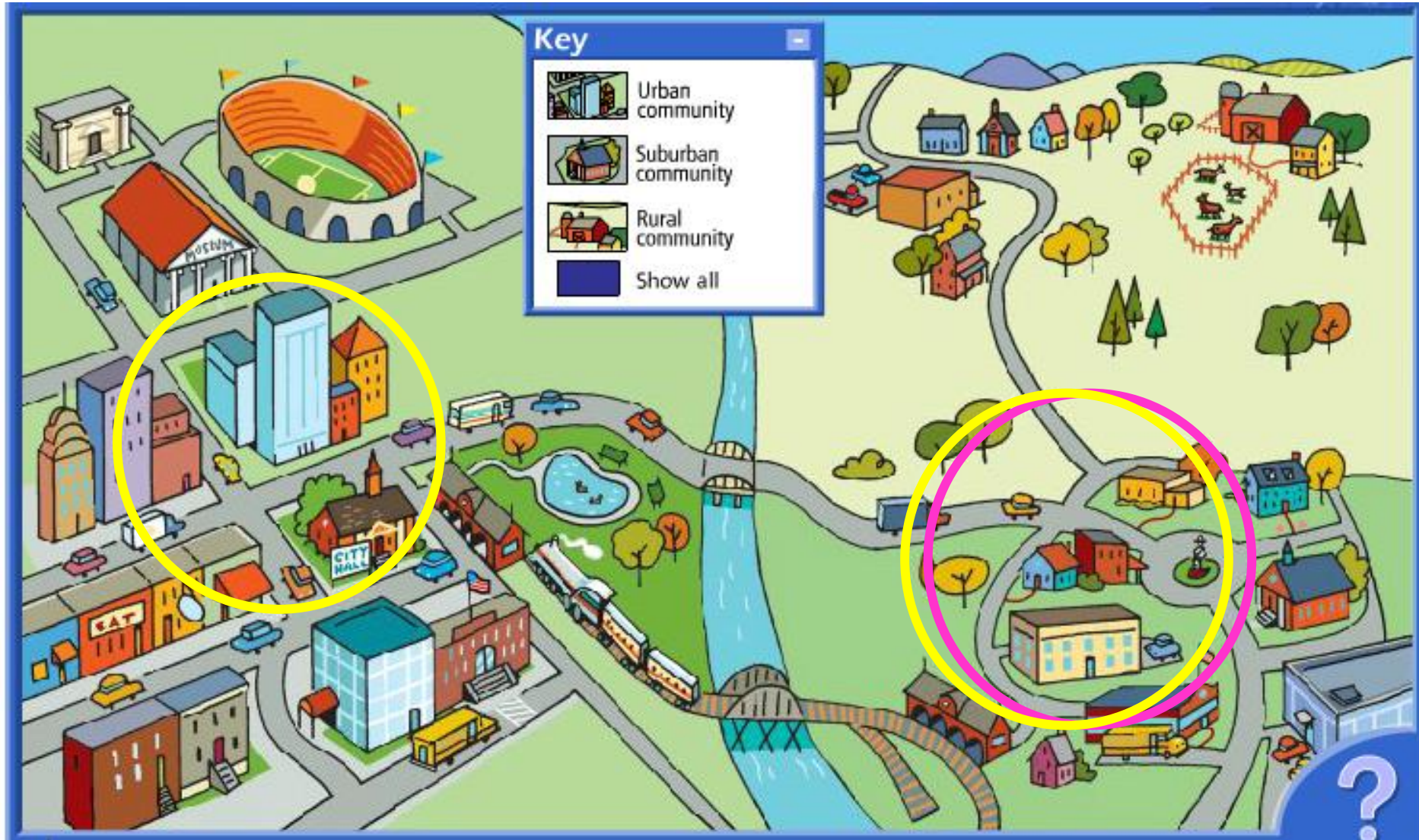
Utah August data versus “Pre-COVID-19”

• Retail trips	-7%
• Workplace trips	-40%
• Transit trips	-70%
• Bicycle trips	+40%
• Open space, trips to	+160%
• Freeway volumes	-10%
• Air emissions from transport*	-10%

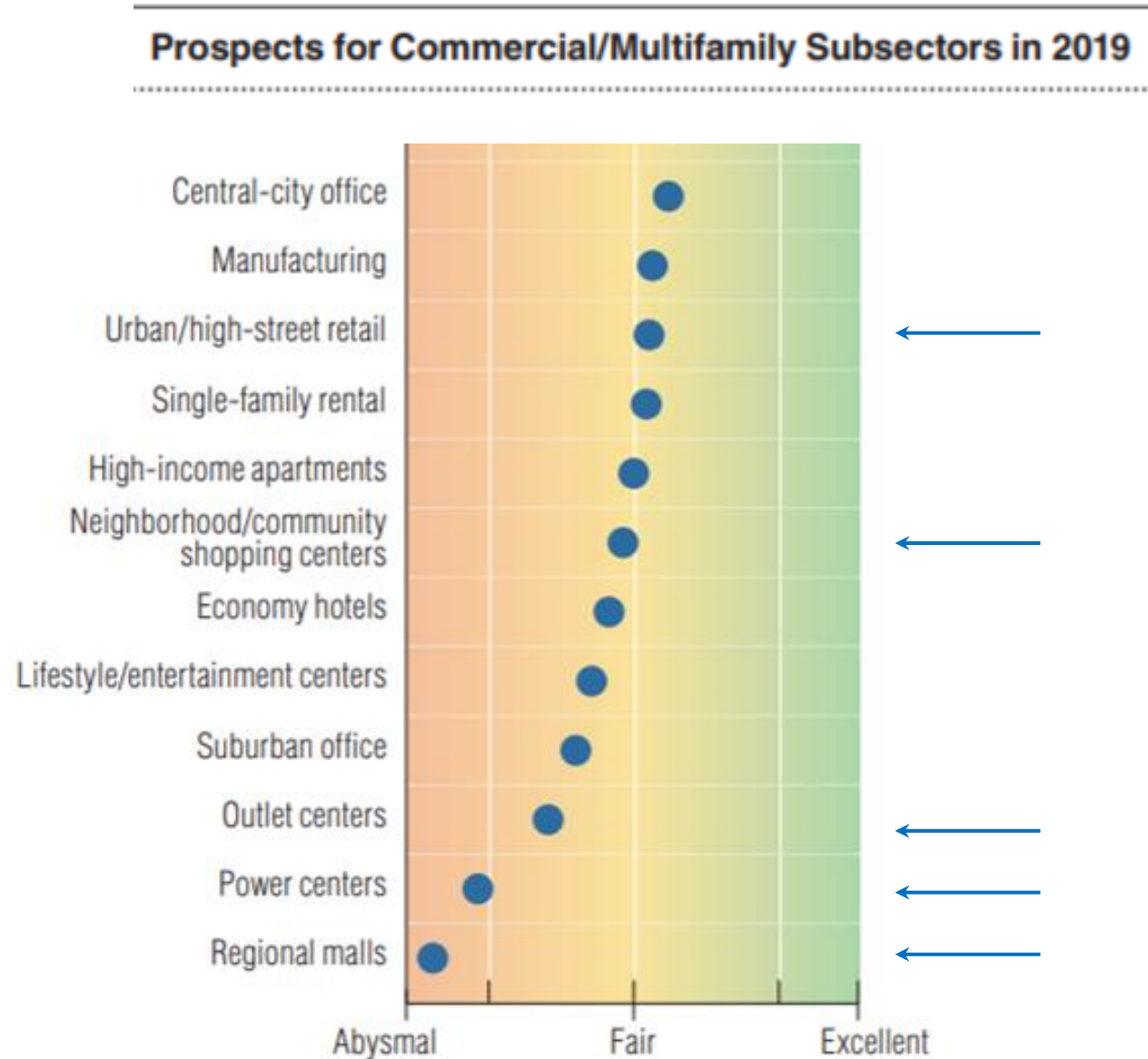
Sources: Google COVID-19 Community Mobility Report, Strava Metro Dashboard, UDOT, UTA, WFRC

*estimate

A great localization of activity



Retail Development Market Prospects before COVID-19



https://www.pwc.com/jg/en/publications/etre_us_2019_report.pdf

The “Great Localization”?





1 Provide
transportation choices

3 Preserve
open space

2 Support
housing options

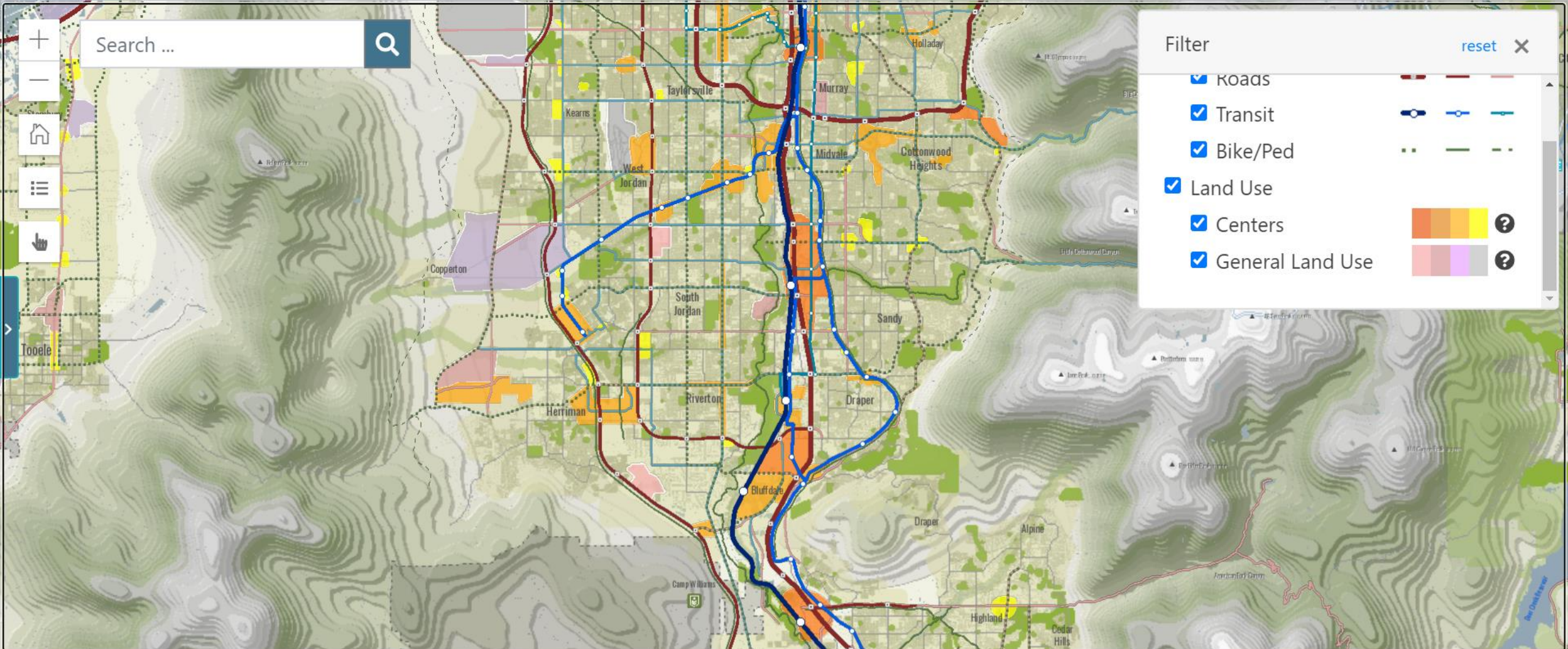
4 Link economic development
with transportation
and housing decisions

wfrc.org/wasatch-choice-map/

Wasatch Choice Map #wherematters



- Vision
- Transportation
- Land Use
- Economic Development
- Recreation



Filter reset ×

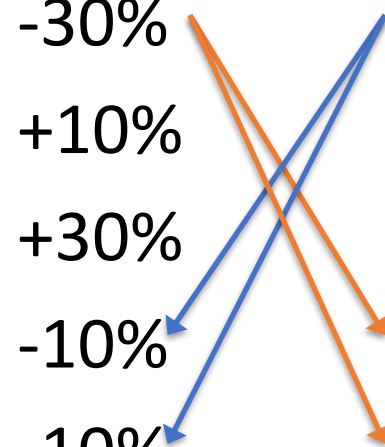
- ☒ Roads
- ☒ Transit
- ☒ Bike/Ped
- ☒ Land Use
- ☒ Centers
- ☒ General Land Use

Utah “new equilibrium” low and high postulates +/- two years after COVID-19

	Aug2020	Low	High
• Retail trips	-7%	-5%	-2%
• Workplace trips	-40%	-20%	-10%
• Transit trips	-70%	-30%	+5%
• Bicycle trips	+40%	+10%	+20%
• Open space, trips to	+160%	+30%	+60%
• Freeway volumes	-10%	-10%	+10%
• Air emissions from transport*	-10%	-10%	+10%

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