Citywide Mobility Survey:
Transportation Impacts of COVID-19

May 2020 Panel Results - Prepared for NYC DOT by RSG

SURVEY OBJECTIVES

1 Develop a longitudinal panel of participants from the 2019 Citywide Mobility Survey (CMS) to understand the impacts of COVID-19 on citywide travel behavior.

2 Compare current behavior to participants' behavior in spring 2019 and measure changes from spring 2020 through fall 2020.

3 Measure attitudes toward current transportation issues and topics.

COVID-19 PANEL SURVEY DESIGN

Invitation criteria for the COVID-19 spring panel survey:

1. Completed the 2019 CMS conducted from May 2019 through June 2019.

2. Agreed to participate in future NYC DOT surveys.

3. Provided an email address.

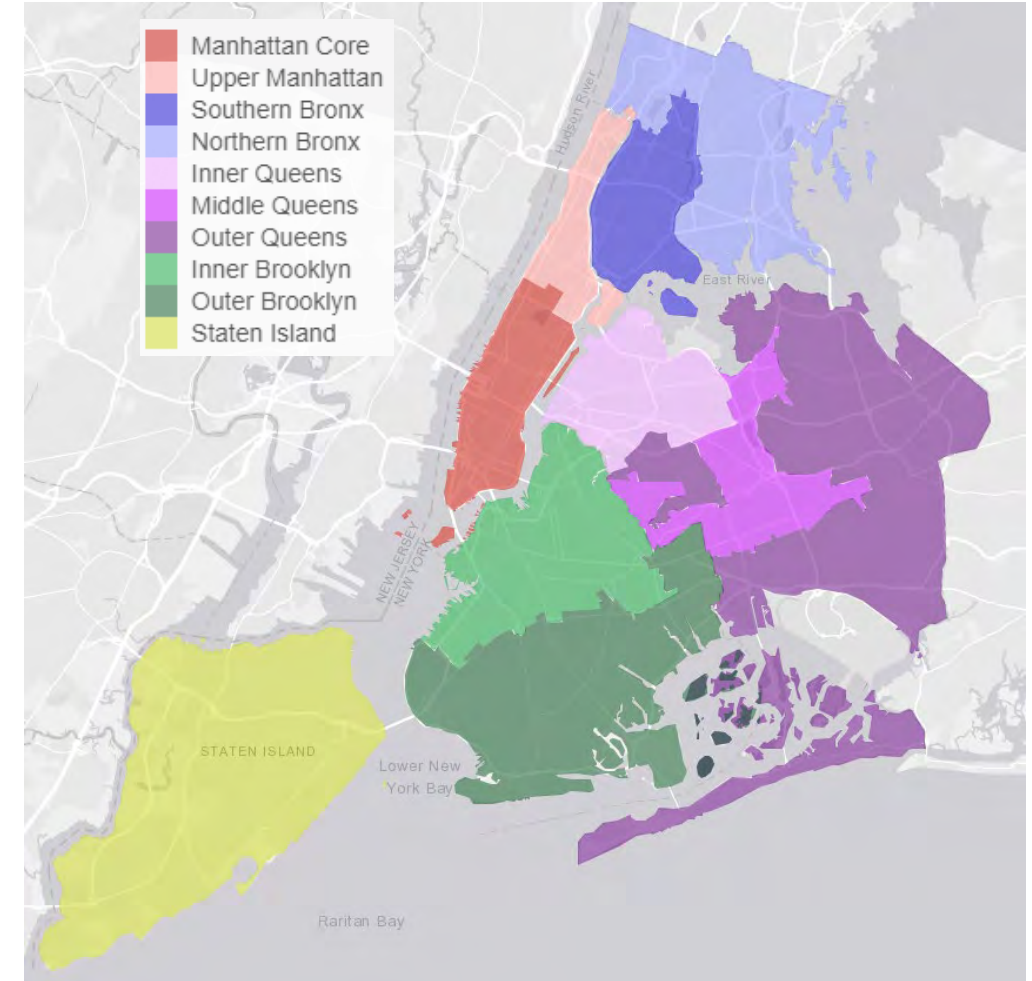*Spring panel fielding period began on May 4, 2020 and concluded on May 8, 2020.*

2019 CMS

3,346 COMPLETE PARTICIPANTS

EMAIL QUALIFYING 2019 CMS PARTICIPANTS

2,617 INVITATIONS

2020 SPRING PANEL

1,063 COMPLETE PARTICIPANTS

SPRING SURVEY RESPONSE

CMS ZONE	INVITED	COMPLETED	COMPLETE RATE[1]
Manhattan Core	273	100	36.6%
Upper Manhattan	253	106	41.9%
Inner Brooklyn	272	112	41.2%
Outer Brooklyn	237	92	38.8%
Inner Queens	234	87	37.2%
Middle Queens	240	102	42.5%
Outer Queens	258	109	42.2%
Southern Bronx	276	93	33.7%
Northern Bronx	301	126	41.9%
Staten Island	273	110	40.3%
Outside of New York City	--	26	--
Total	**2,617**	**1,063**	**40.6%**

[1]Complete Rate = Completed / Invited

Legend:
- Manhattan Core
- Upper Manhattan
- Southern Bronx
- Northern Bronx
- Inner Queens
- Middle Queens
- Outer Queens
- Inner Brooklyn
- Outer Brooklyn
- Staten Island

NEW YORK CITY DOT | CITYWIDE MOBILITY SURVEY

EXECUTIVE SUMMARY OVERVIEW

1 **Sample Profile**

2 **Employment Information**

3 **Travel Behavior Over Last 7 Days**

4 **Travel Behavior Changes Since COVID-19 Outbreak**

5 **Attitudinal Questions**

WEIGHTING KEY:

All figures are weighted to represent the population of New York City unless noted otherwise.

NEW YORK CITY DOT

CITYWIDE MOBILITY SURVEY

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Sample Profile

SAMPLE PROFILE

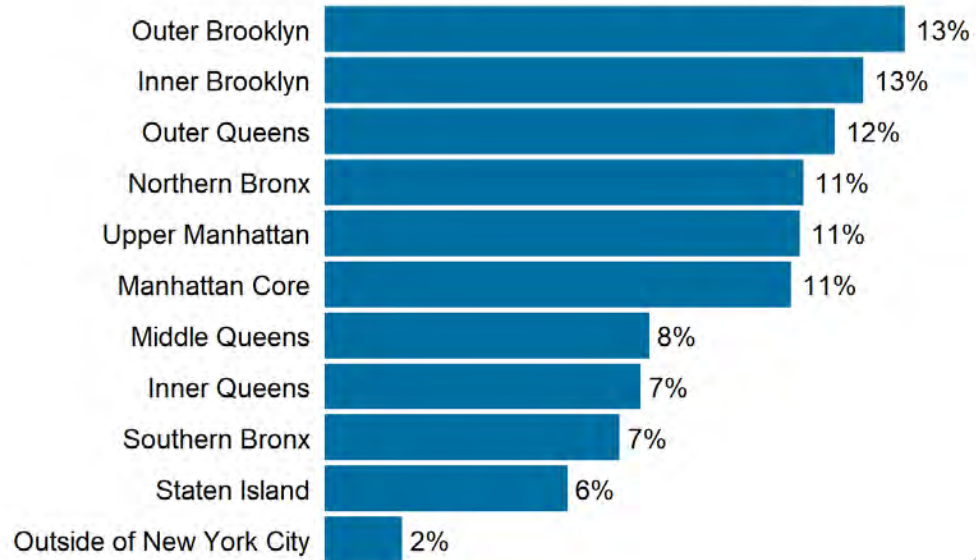| Demographic Breakdown		Unweighted Sample	Weighted Sample	ACS 5-Year Average (2013-2017)
Age	18 – 24	7%	11%	12%
	25 – 44	49%	40%	40%
	45 – 64	32%	31%	31%
	65 and older	12%	18%	17%
Gender	Female	58%	53%	53%
	Male	42%	47%	47%
Race	American Indian or Alaska Native	1%	0%	0%
	Asian	16%	18%	14%
	Black or African American	16%	19%	24%
	Native Hawaiian or other Pacific Islander	0%	0%	0%
	White	57%	44%	43%
	Two Races or More	4%	6%	3%
	Other	7%	12%	15%
Ethnicity	Hispanic, Latino, or Spanish Origin	20%	27%	29%
	Not of Hispanic, Latino, or Spanish Origin	80%	73%	71%
Income	Under $25,000	18%	28%	25%
	$25,000-$49,999	20%	23%	19%
	$50,000-$100,000	35%	27%	26%
	$100,000-$199,999	23%	17%	20%
	$200,000 or more	5%	6%	9%
Borough	Manhattan	20%	22%	21%
	Brooklyn	20%	27%	30%
	Queens	29%	27%	28%
	Bronx	21%	18%	16%
	Staten Island	11%	6%	5%
Employment Status	Employed	61%	54%	64%
	Not employed	39%	46%	36%
Disability	Any disability	9%	14%	13%
	Ambulatory – Difficulty walking or climbing stairs	5%	6%	8%
	Vision disability – Blind or have difficulty seeing	1%	1%	3%
	Hearing disability – Deaf or have difficulty hearing	2%	5%	3%

Note: For variables where "Prefer not the answer" was an option, respondents who selected that answer have been excluded from these calculations.

CURRENT RESIDENCE

13% of New Yorkers were currently residing somewhere other than their primary home as of May 4 – 8, 2020.

CURRENT HOME CMS ZONE

UNWEIGHTED N = 1,063, WEIGHTED N = 6,669,362

Zone	Percent
Outer Brooklyn	13%
Inner Brooklyn	13%
Outer Queens	12%
Northern Bronx	11%
Upper Manhattan	11%
Manhattan Core	11%
Middle Queens	8%
Inner Queens	7%
Southern Bronx	7%
Staten Island	6%
Outside of New York City	2%

CURRENT RESIDENCE TYPE

UNWEIGHTED N = 1,063, WEIGHTED N = 6,669,362

Type	Percent
Primary/usual home	87%
Partner's home	1%
Family member's home	5%
Friend or colleague's home	0.2%
Second home	4%
Short-term rental property	0.2%
Hotel	2%
Other	1%
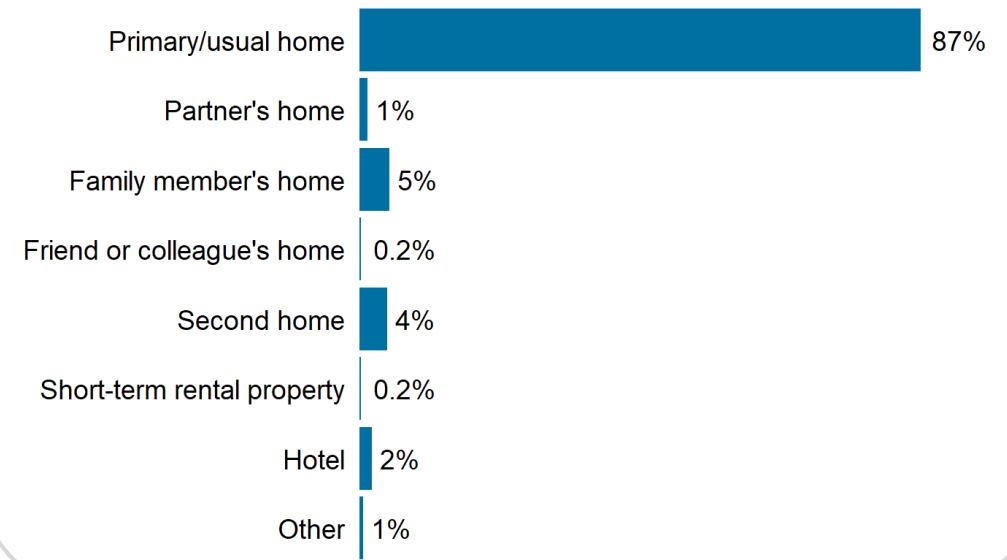
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Employment Information

EMPLOYMENT STATUS

The full-time employment rate dropped by 11 percentage points since mid-March 2020.

48% of workers experienced a change to their employment status during the COVID-19 pandemic.

EMPLOYMENT

UNWEIGHTED N = 1,063, WEIGHTED N = 6,669,362

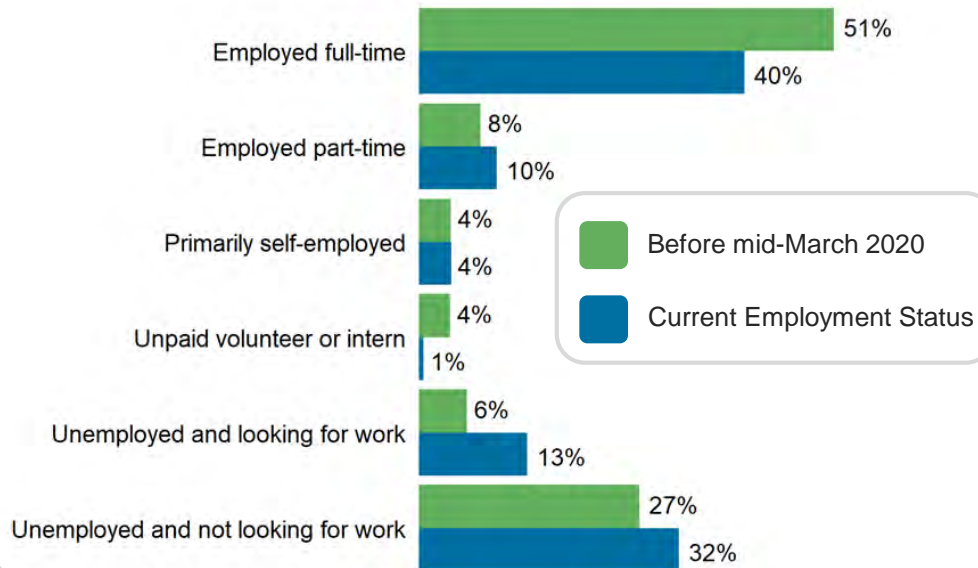| Category	Before mid-March 2020	Current Employment Status
Employed full-time	51%	40%
Employed part-time	8%	10%
Primarily self-employed	4%	4%
Unpaid volunteer or intern	4%	1%
Unemployed and looking for work	6%	13%
Unemployed and not looking for work	27%	32%

Legend:
- Before mid-March 2020
- Current Employment Status

EMPLOYMENT CHANGE

UNWEIGHTED N = 812, WEIGHTED N = 4,516,621

Category	Percent
Laid-off	9%
Left job by choice or necessity	4%
Furloughed with pay	1%
Furloughed without pay	4%
Work hours reduced	22%
Pay cut	10%
Pay increased	3%
Pay structure changed	9%
None of the above	52%
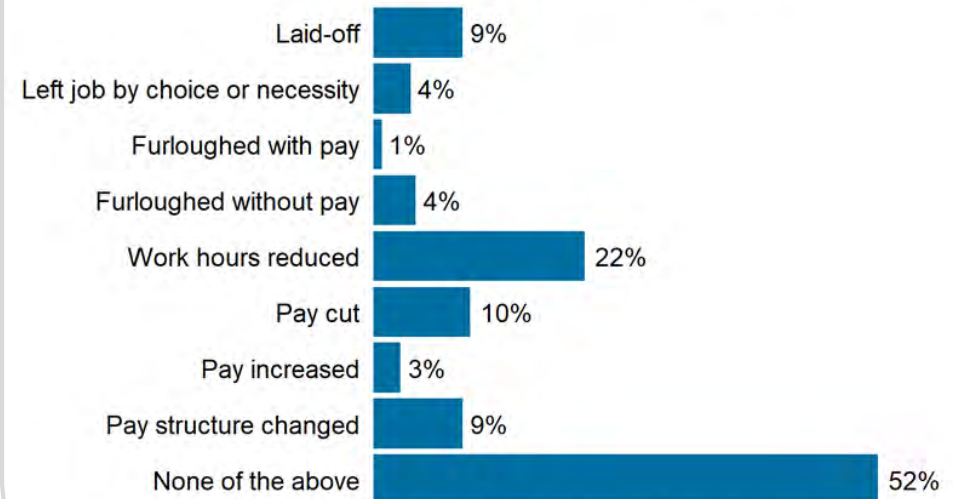
Note: respondents could select more than one answer to this question.

WORK LOCATION

57% of workers are currently working from home or remotely.

Before mid-March 2020, 40% of workers sometimes teleworked, and 11% worked remotely at least 5 days a week.

CURRENT WORK LOCATION

UNWEIGHTED N = 651, WEIGHTED N = 3,629,716

Category	Percentage
Work only from home or remotely	57%
Telework some days and travel to work location for the remainder	3%
Only one work location	24%
Work location regularly varies	7%
Drive/bike/travel for work	9%
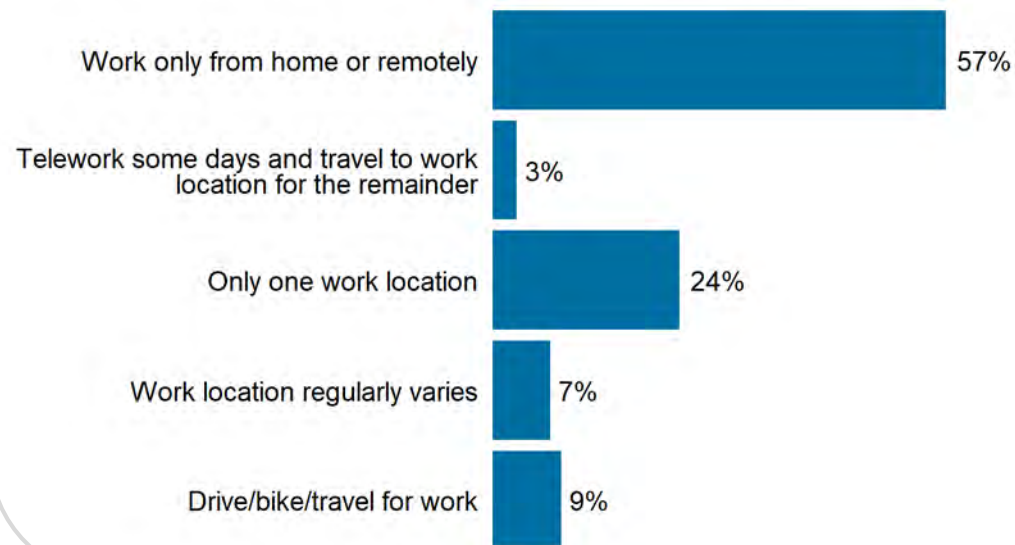
TELEWORK FREQUENCY BEFORE MID-MARCH 2020

UNWEIGHTED N = 809, WEIGHTED N = 4,453,431

Category	Percentage
6-7 days a week	2%
5 days a week	9%
4 days a week	1%
2-3 days a week	5%
1 day a week	2%
1-3 days a week	10%
Less than monthly	10%
Never	60%

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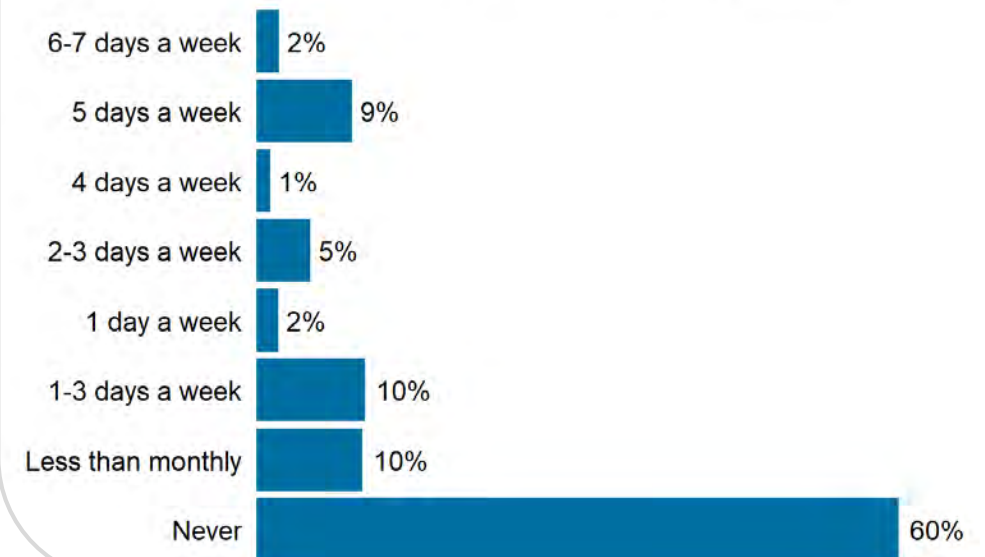
WORK MODE

25% of workers who are currently commuting to their workplace are taking a bus or the subway.

In the 2019 CMS, 38% of these workers who traveled to their workplace commuted by public transit.

CURRENT WORK MODE

UNWEIGHTED N = 183, WEIGHTED N = 1,544,384

Mode	Percent
Household vehicle	49%
Another vehicle	16%
Any taxi or ride service	1%
Any bus or shuttle	13%
Subway	12%
Walk	7%
Bicycle	1%
Other	1%
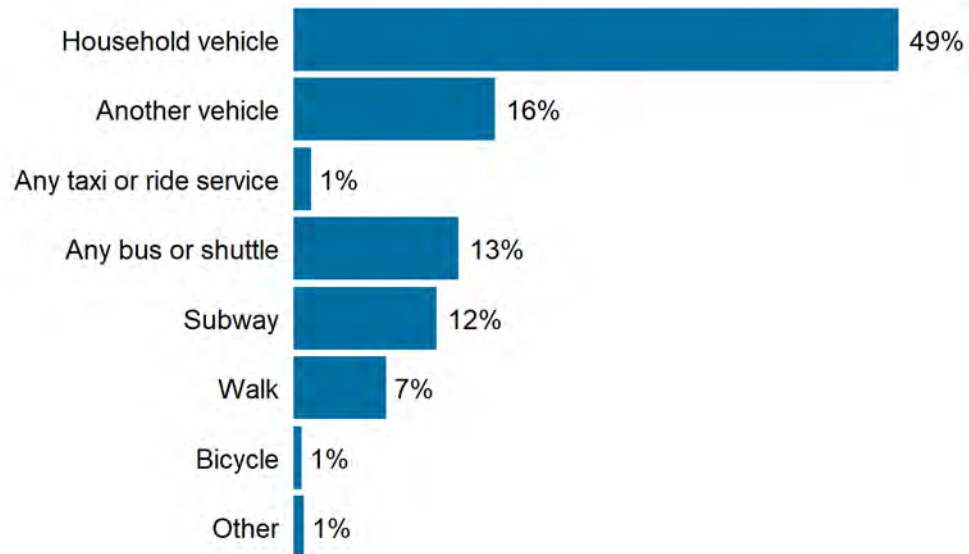
WORK MODE FROM THE 2019 CMS

UNWEIGHTED N = 163, WEIGHTED N = 1,481,989

Mode	Percent
Household vehicle	55%
Another vehicle	1%
Any taxi or ride service	0.1%
Any bus or shuttle	13%
Subway	25%
Ferry	0%
Walk	5%
Bicycle	1%
Other	0.1%
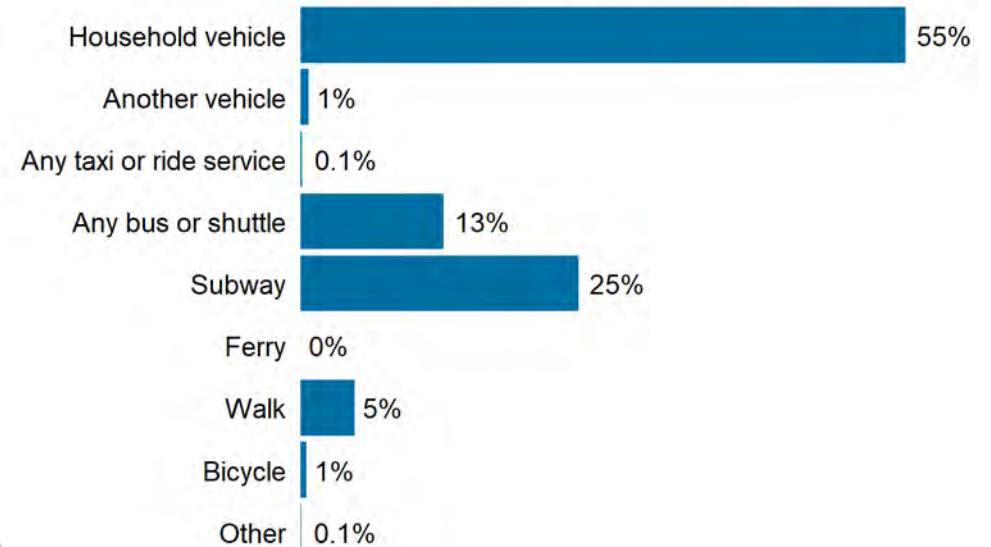
ESSENTIAL WORKERS

More than half of essential workers work in the medical and health care industry.

The largest share of essential workers live in Outer Queens, followed by Outer Brooklyn.

ESSENTIAL WORKERS - INDUSTRY
UNWEIGHTED N = 209, WEIGHTED N = 1,573,322

Industry	Percentage
Medical and health care	58%
Delivery and postal service	9%
Transportation and logistics	9%
Public safety	9%
Building maintenance and repair	4%
Grocery, pharmacy, convenience	1%
Human services	1%
Utilities	1%
Manufacturing	0.2%
Defense	0.1%
Sanitation	0.1%
Other	9%
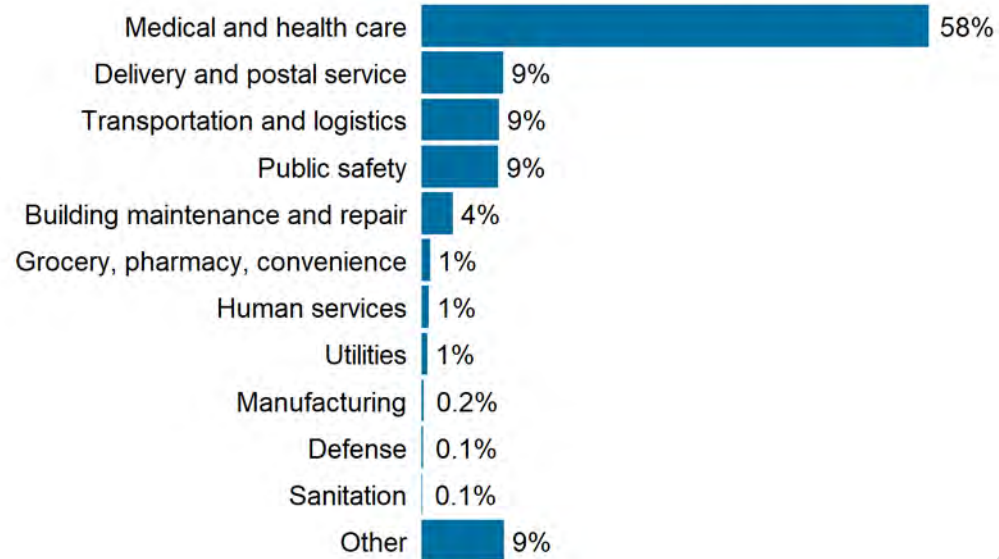
ESSENTIAL WORKERS - HOME CMS ZONE
UNWEIGHTED N = 209, WEIGHTED N = 1,573,322

Home CMS Zone	Percentage
Outer Queens	19%
Outer Brooklyn	16%
Northern Bronx	14%
Upper Manhattan	12%
Staten Island	11%
Inner Queens	9%
Manhattan Core	6%
Middle Queens	5%
Inner Brooklyn	5%
Southern Bronx	3%
Outside of New York City	0.2%
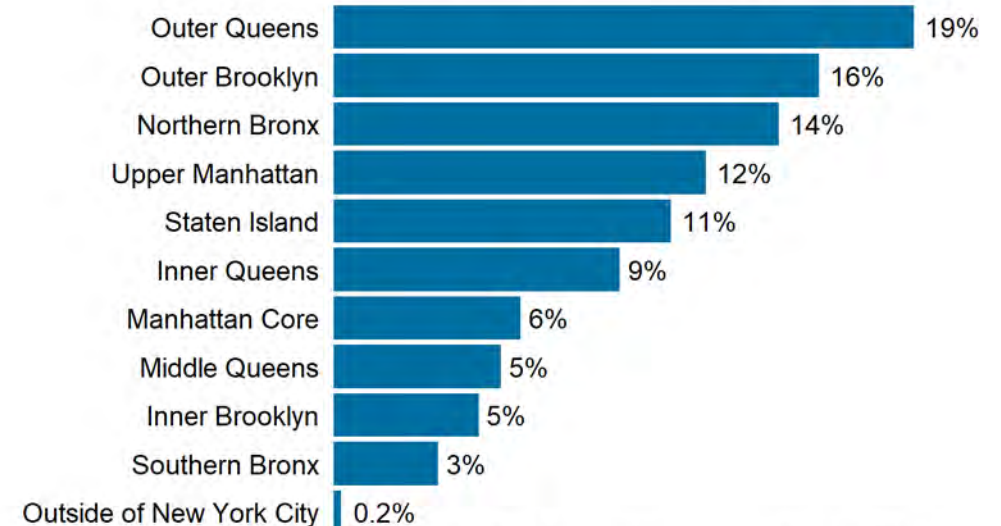
Note: this figure shows current home CMS zone.

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ESSENTIAL WORKERS – TRAVEL BEHAVIOR

70% of essential workers have at least one household vehicle, compared to 46% of the general population.

Essential workers are more likely than other commuters to commute in a personal vehicle or by bus.

VEHICLE OWNERSHIP BY ESSENTIAL WORKER STATUS

ESSENTIAL WORKERS
Unweighted N = 209
Weighted N = 1,573,322

ALL OTHERS
Unweighted N = 854
Weighted N = 5,096,040

	Essential Workers	All Others
0 vehicles	30%	55%
1 vehicle	35%	37%
2 vehicles or more	35%	9%
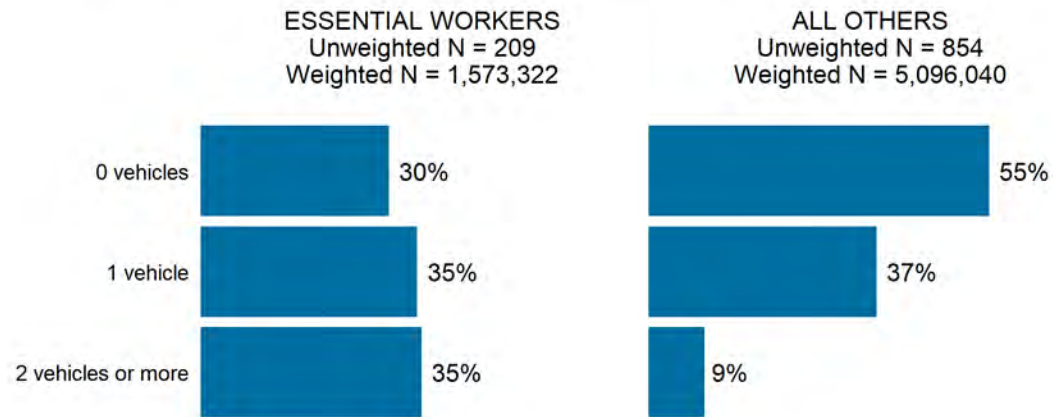
WORK MODE BY ESSENTIAL WORKER STATUS

ESSENTIAL WORKERS
Unweighted N = 143
Weighted N = 1,313,626

ALL OTHERS
Unweighted N = 40
Weighted N = 230,758

	Essential Workers	All Others
Household vehicle	52%	30%
Another vehicle	19%	1%
Any taxi or ride service	2%	0%
Any bus or shuttle	15%	3%
Subway	8%	31%
Walk	4%	29%
Bicycle	0.4%	2%
Other	0.2%	4%
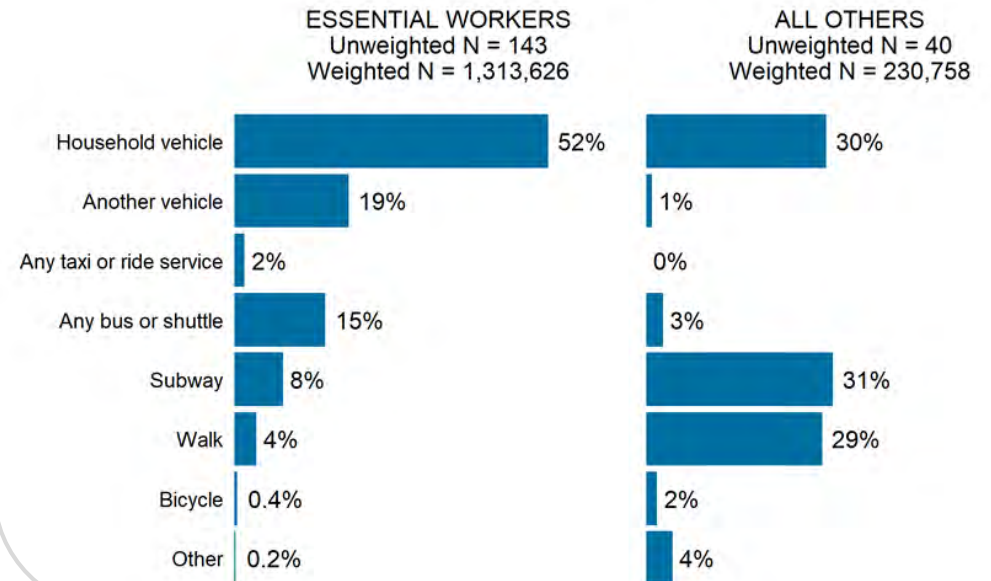
ESSENTIAL WORKERS – HOUSEHOLD INCOME

47% of essential workers have a household income between $25,000 and $75,000.

26% of essential workers have a household income greater than $100,000, compared with 35% of other New Yorkers.

HOUSEHOLD INCOME BY ESSENTIAL WORKER STATUS

Income	ESSENTIAL WORKERS Weighted N = 1,573,322	ALL OTHERS Weighted N = 5,096,040
Under $25,000	6%	21%
$25,000-$49,999	23%	14%
$50,000-$74,999	24%	19%
$75,000-$99,999	13%	7%
$100,000-$199,999	15%	26%
$200,000 or more	11%	9%
Prefer not to answer	8%	3%

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MOBILITY
SURVEY
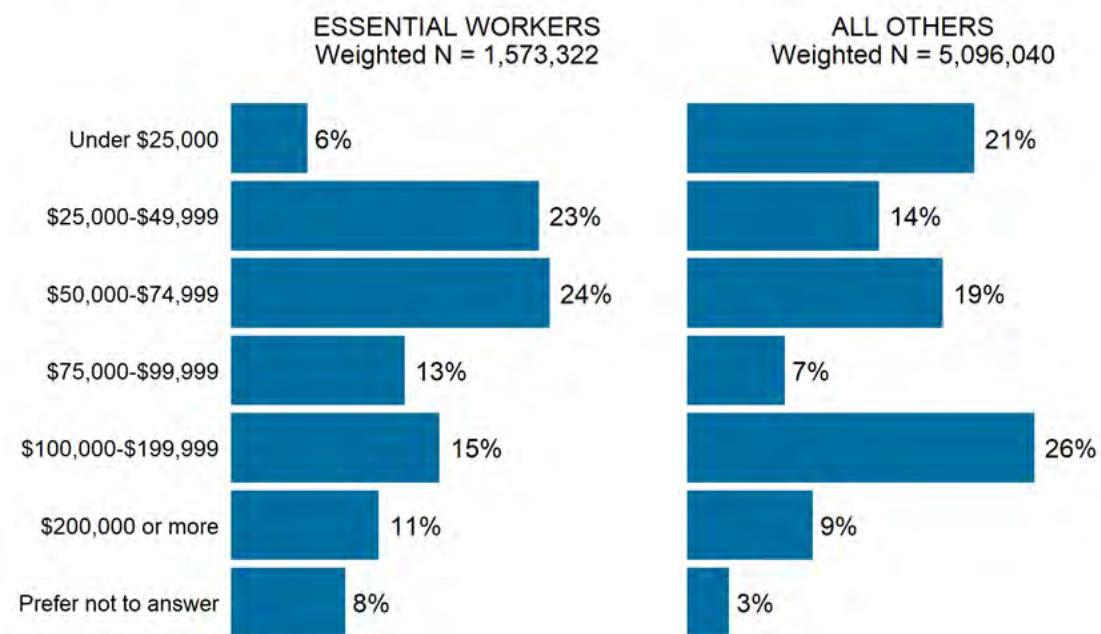
ESSENTIAL WORKERS – DEMOGRAPHICS

24% of essential workers are Black or African American. Essential workers are significantly less likely to be white than other New Yorkers.

The largest share of essential workers are between the ages of 35 and 44.

RACE BY ESSENTIAL WORKER STATUS

	ESSENTIAL WORKERS Unweighted N = 209 Weighted N = 1,573,322	ALL OTHERS Unweighted N = 854 Weighted N = 5,096,040
American Indian or Alaska Native	0.1%	0.4%
Asian	18%	13%
Black or African American	24%	11%
Native Hawaiian or other Pacific Islander	0%	0.2%
White	13%	39%
Two or more races	0.5%	6%
Other	9%	9%
Prefer not to answer	35%	22%

ESSENTIAL WORKERS - AGE
UNWEIGHTED N = 209, WEIGHTED N = 1,573,322

Age	
18-24	9%
25-34	7%
35-44	33%
45-54	27%
55-64	19%
65-74	5%

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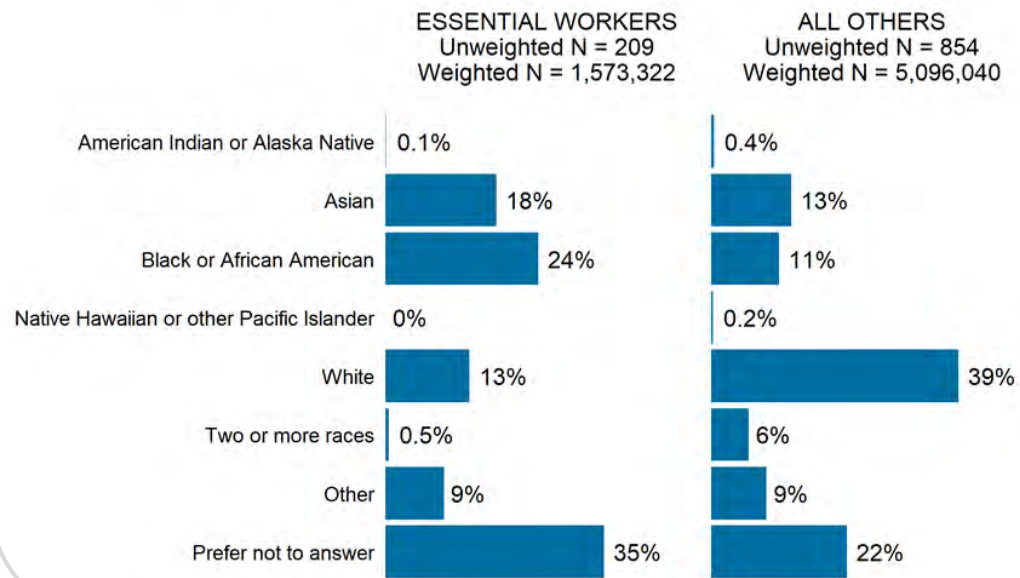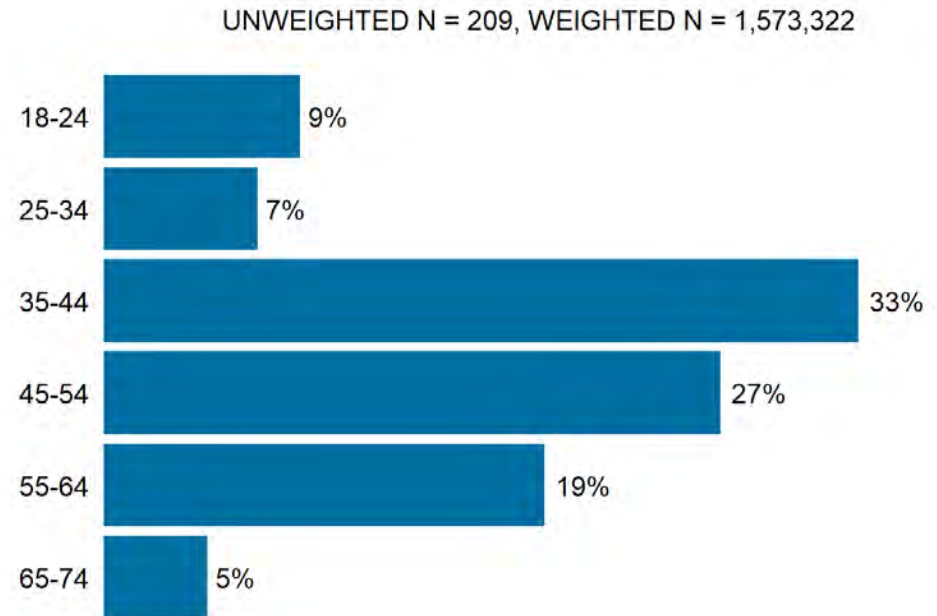
ESSENTIAL WORKERS – DEMOGRAPHICS

32% of essential workers are female. 11% declined to report their gender in the 2019 CMS.

60% of essential workers have a bachelor's degree or higher.

ESSENTIAL WORKERS - GENDER

UNWEIGHTED N = 209, WEIGHTED N = 1,573,322

Category	Percentage
Female	32%
Male	50%
Non-binary	7%
Prefer not to answer	11%
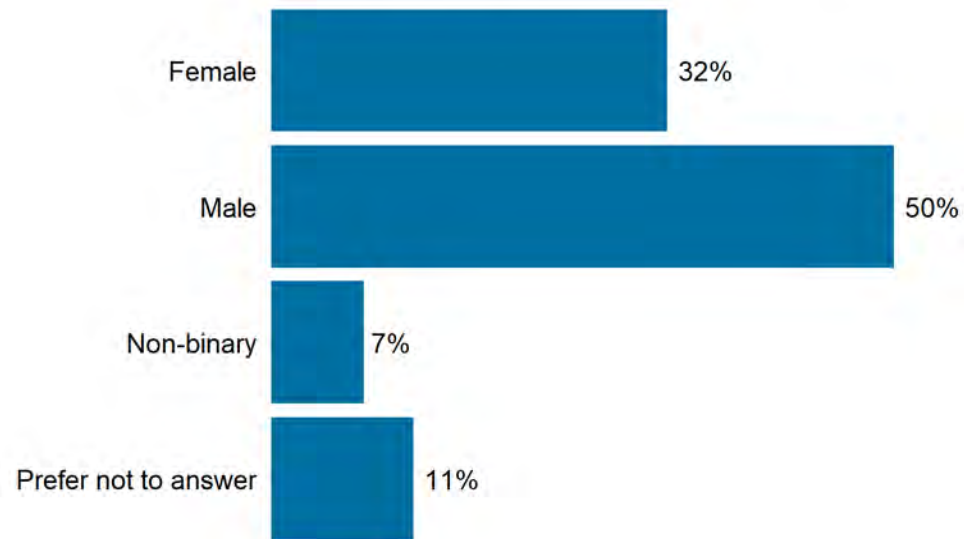
ESSENTIAL WORKERS - EDUCATIONAL ATTAINMENT

UNWEIGHTED N = 200, WEIGHTED N = 1,406,914

Category	Percentage
Less than high school	0.2%
High school graduate/GED	1%
Some college	23%
Vocational/technical training	4%
Associate degree	12%
Bachelor's degree	21%
Graduate/post-graduate degree	39%
Prefer not to answer	1%
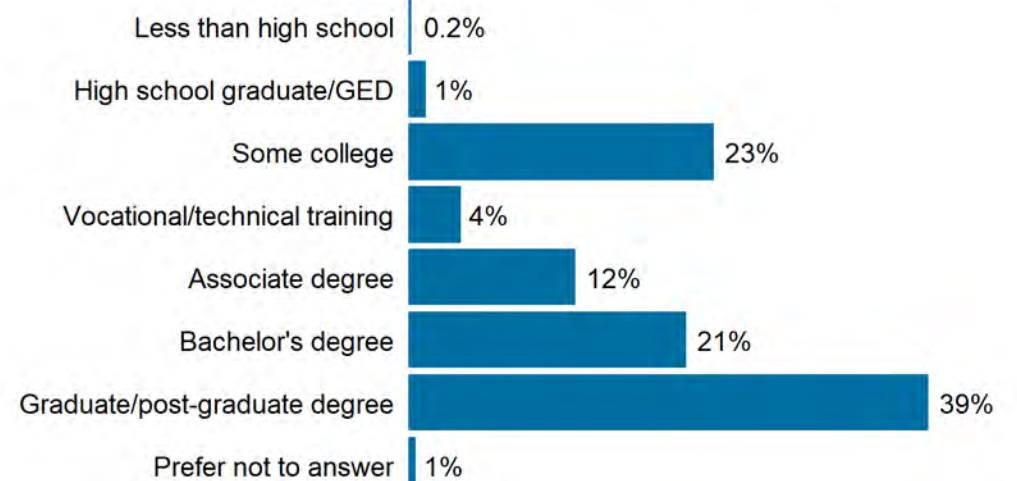
Note: the sample size for this figure is smaller due to non-response in the 2019 CMS.

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Travel Behavior Over the Last 7 Days

The spring panel fielding period began on May 4, 2020 and concluded on May 8, 2020.
The "Last 7 Days" refers to April 28, 2020 through May 8, 2020.

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S U R V E Y

OUTDOOR EXERCISE

82% of New Yorkers walked or jogged outside for exercise in the last 7 days.

25% of New Yorkers exercised outside on 5 or more days in the last week.

OUTDOOR EXERCISE FREQUENCY IN THE LAST 7 DAYS

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

Frequency	Percent
0 days	18%
1 day	15%
2 days	17%
3 days	15%
4 days	10%
5 days	6%
6 days	3%
7 days	16%

EXERCISE LOCATION IN THE LAST 7 DAYS

UNWEIGHTED N = 830, WEIGHTED N = 5,385,750

Location	Percent
A regular street/sidewalk	84%
An open street that restricts vehicle traffic	4%
Public plaza	5%
Park	38%
Recreational trail	12%
Other	7%

Note: respondents could select more than one answer to this question.

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New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

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BICYCLE FREQUENCY

15% of New Yorkers rode a bike in the last 7 days.

In the 2019 CMS, 11% of New Yorkers had ridden a bike in the last 7 days.

BICYCLE USE FREQUENCY IN THE LAST 7 DAYS

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

0 days	85%
1 day	6%
2 days	6%
3 days	2%
4 days	1%
5 days	1%
6 days	0.1%
7 days	0.3%
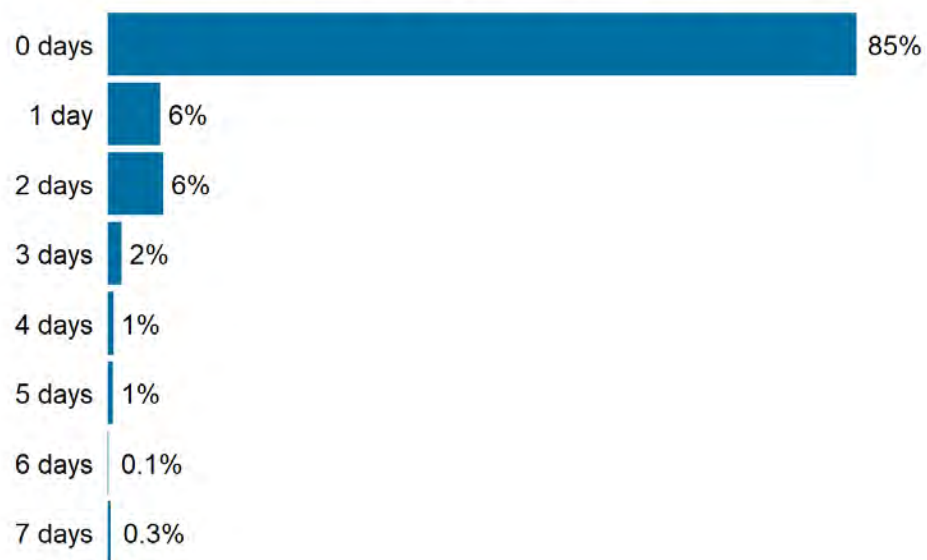
BICYCLE USE FREQUENCY IN THE LAST 7 DAYS FROM THE 2019 CMS

UNWEIGHTED N = 476, WEIGHTED N = 3,170,428

0 days	89%
1 day	4%
2 days	4%
3 days	1%
4 days	2%
5 days	0.3%
6 days	0.3%
7 days	1%

The spring panel fielding period began on May 4, 2020 and concluded on May 8, 2020.
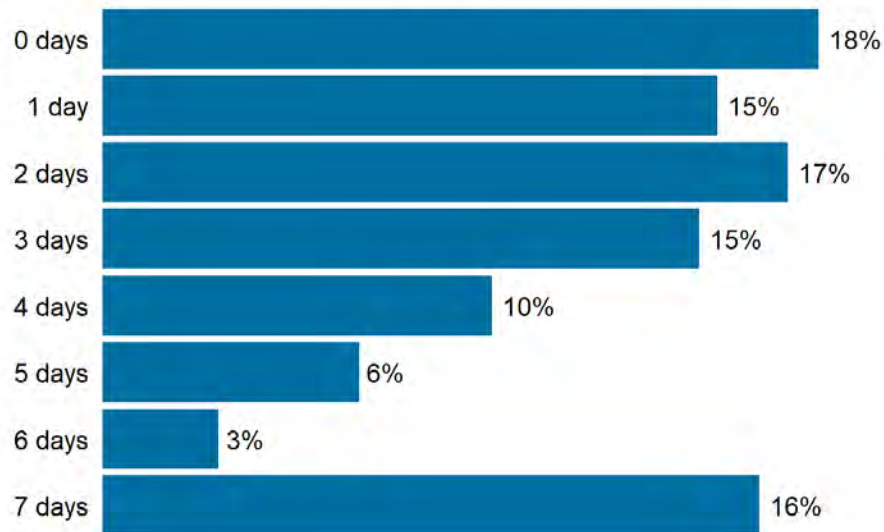*The "Last 7 Days" refers to April 28, 2020 through May 8, 2020.*
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BICYCLE TRIP PURPOSES

BICYCLE TRIP PURPOSE IN THE LAST 7 DAYS

UNWEIGHTED N = 132, WEIGHTED N = 1,003,105

Trip purpose	Percentage
For exercise or recreation	83%
To go to/from grocery/food shopping	44%
To go to/from other shopping	37%
To visit friends or relatives	8%
To go to/from work	3%
Other reason for biking	3%
To go to/from medical appointment	0.2%
For other work-related reason	2%
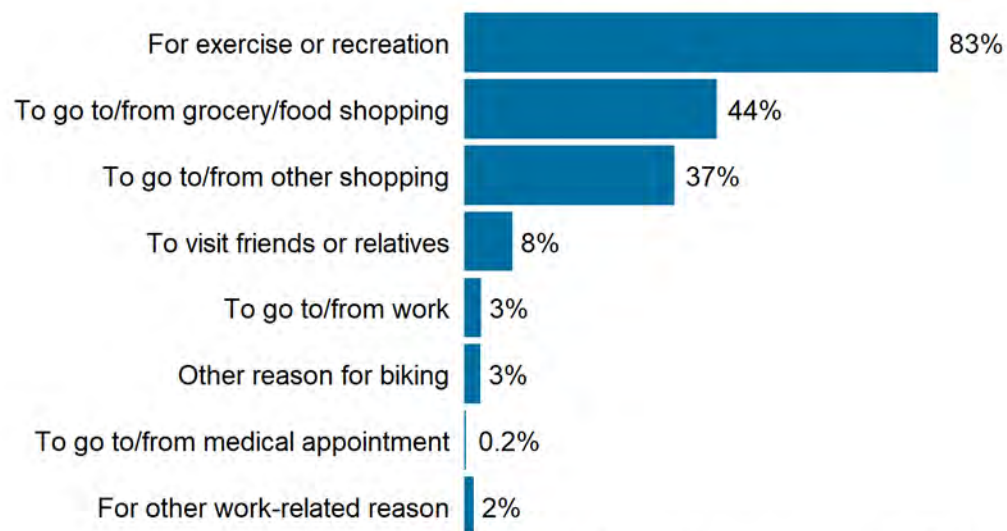
Note: respondents could select more than one answer to this question.

In the 2019 CMS:

- 89% of New Yorkers who used a bicycle in the city made exercise or recreation trips by bicycle.

- 44% of New Yorkers who used a bicycle in the city ran errands using a bicycle.

Based on 2019 CMS question: "Why do you ride your bicycle in New York City? Select all that apply." which was asked of anyone who reported riding a bike in the city.

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BICYCLE TYPE

90% of New Yorkers who rode a bicycle in the last 7 days rode their personal bicycle.

21% used a bike-share bicycle, such as Citi Bike.

BICYCLE TYPE USED IN LAST 7 DAYS

UNWEIGHTED N = 132, WEIGHTED N = 1,003,105

Bicycle owned by household	90%
Borrowed bicycle (e.g., from friend)	2%
Bike-share bicycle (e.g., citi bike)	21%
Other bicycle	0.5%

Note: respondents could select more than one answer to this question.

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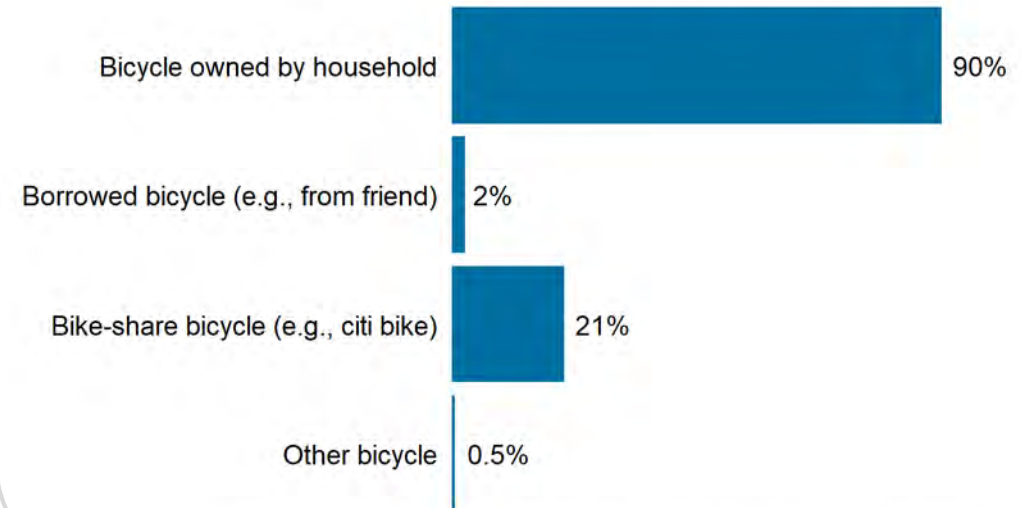
MODES USED IN THE PAST WEEK

MODES USED IN THE LAST 7 DAYS

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

Mode	Percentage
Household vehicle	43%
Walk	32%
Any bus or shuttle	18%
Bicycle	15%
Any taxi or ride service	15%
Subway	13%
Another vehicle	12%
Scooter, moped, or similar	4%
Any other rail	1%
Ferry	0.1%
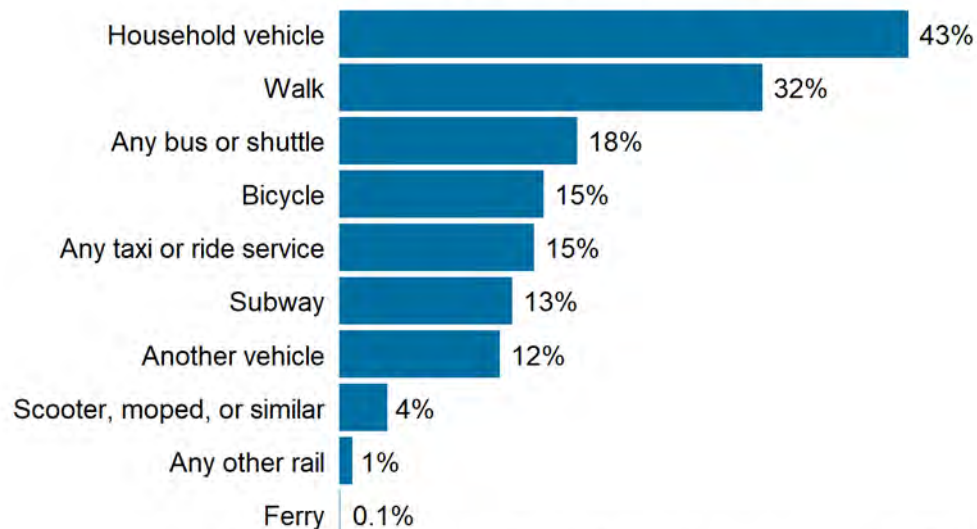
Note: respondents could select more than one answer to this question.

- Among New Yorkers who used a household vehicle in the last 7 days, 29% used a household vehicle on 1 day, and 16% made a vehicle trip on all 7 days.

  (unweighted N = 452, weighted N = 2,794,007)

- 74% of New Yorkers who rode the bus in the last week, rode the bus on only 1 of those 7 days.

  (unweighted N = 135, weighted N = 1,168,312)

- 75% of New Yorkers who rode the subway in the last week, rode the subway on only 1 of those 7 days.

  (unweighted N = 103, weighted N = 850,136)

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TRIP PURPOSE IN THE PAST WEEK

TRIP PURPOSES IN THE LAST 7 DAYS

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

Trip Purpose	Percentage
Appointment/shopping/errands	75%
Exercise	52%
Get coffee/take-out, pick-up food from restaurant	44%
Work/work-related/volunteer-related	24%
Social/religious/leisure activity	22%
Drop off/pick up/accompany person	11%
Other reason	5%

Note: respondents could select more than one answer to this question.

Of the 75% of New Yorkers who made a trip for an appointment, shopping, or errands, 43% made such a trip on 1 day, and 28% on 2 days in the last 7 days.
(unweighted N = 777, weighted N = 4,887,164)

59% of New Yorkers who made a work trip made work trips on 5 days in the last week.
(unweighted N = 224, weighted N = 1,573,279)

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SHOPPING FOR FOOD OR GROCERIES IN THE PAST WEEK

Of the 86% of New Yorkers who shopped for groceries in a store in the last 7 days, 73% shopped for groceries on 1 or 2 days.

5% of New Yorkers who shopped for groceries in a store in the last week shopped for groceries every day.

FOOD SHOPPING IN THE LAST 7 DAYS

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

- For groceries in a store — 86%
- Order food for pick-up at a restaurant — 35%
- Order food for delivery — 35%
- Order groceries for delivery to you — 22%
- Order groceries for pick-up — 8%
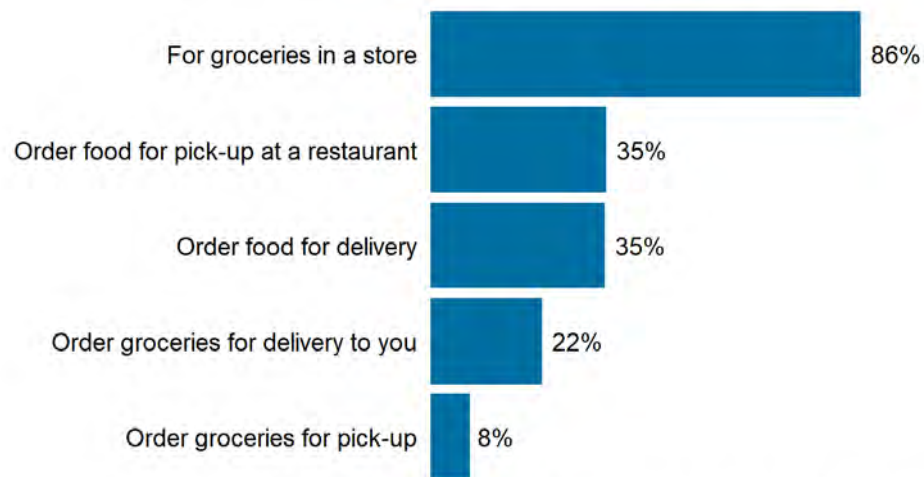
Note: respondents could select more than one answer to this question.

IN-STORE GROCERY SHOPPING FREQUENCY IN THE LAST 7 DAYS

UNWEIGHTED N = 839, WEIGHTED N = 5,626,658

- 1 day — 41%
- 2 days — 32%
- 3 days — 13%
- 4 days — 4%
- 5 days — 4%
- 6 days — 0.3%
- 7 days — 5%

The spring panel fielding period began on May 4, 2020 and concluded on May 8, 2020.
The "Last 7 Days" refers to April 28, 2020 through May 8, 2020.
New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

NEW YORK CITY DOT | CITYWIDE MOBILITY SURVEY
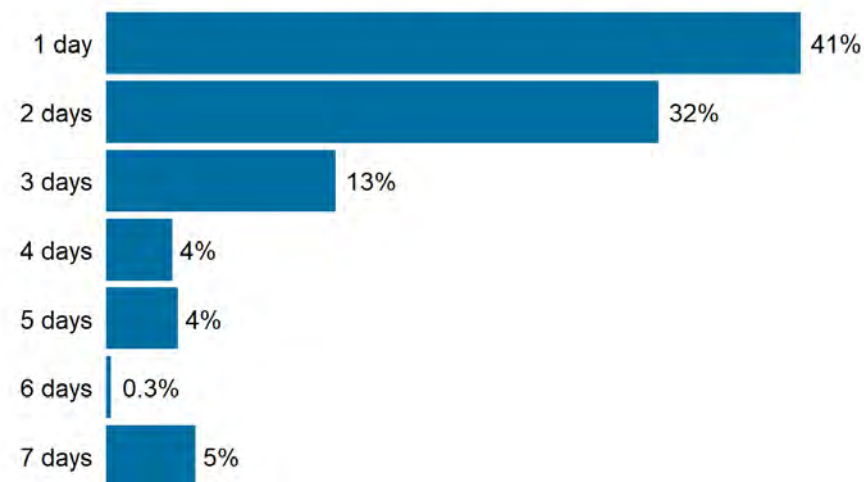
ONLINE PURCHASES AND DELIVERIES IN THE PAST WEEK

Of the 84% of New Yorkers who received a package at home in the last 7 days, 18% received packages on 4 or more days.

In the 2019 CMS, 49% of New Yorkers received a package at home during their travel period.

DELIVERIES IN THE LAST 7 DAYS
UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

- Receive packages at home — 84%
- Order/buy anything online from a major retailer — 76%
- Order/buy anything online from a local and/or small retailer — 29%
- Have someone come to your home to do work — 11%
- Receive packages at another location — 6%
- Receive packages at work — 5%
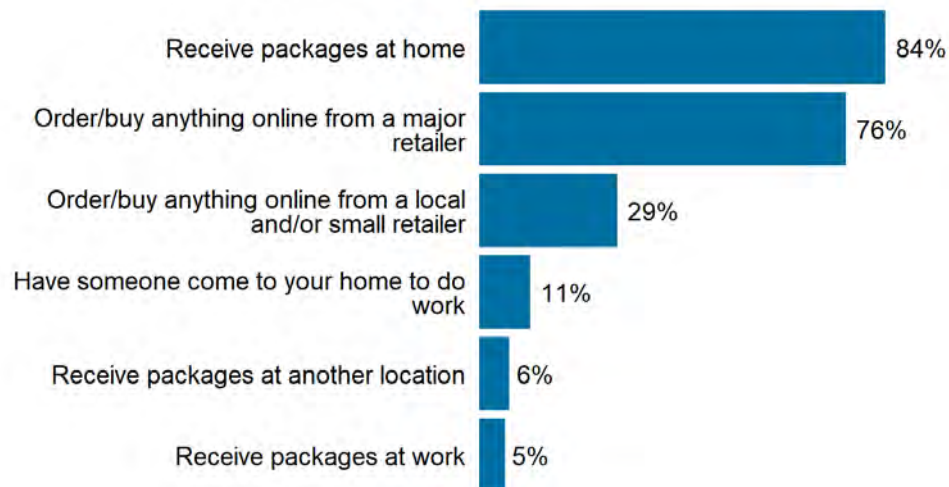
Note: respondents could select more than one answer to this question.

HOME PACKAGE DELIVERY FREQUENCY IN THE LAST 7 DAYS
UNWEIGHTED N = 872, WEIGHTED N = 5,511,091

- 1 day — 25%
- 2 days — 33%
- 3 days — 24%
- 4 days — 10%
- 5 days — 5%
- 6 days — 0.3%
- 7 days — 3%

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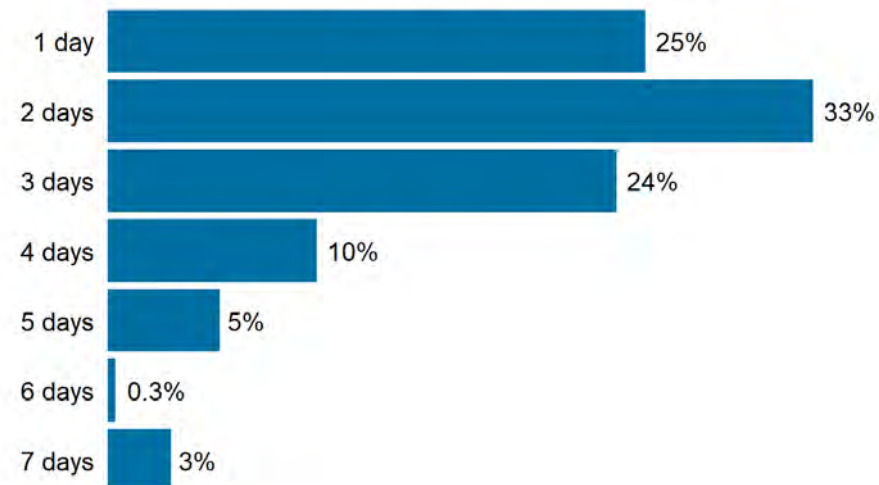
Travel Behavior Changes Since the COVID-19 Outbreak

MODE CHANGES

During the COVID-19 pandemic:

- 60% of New Yorkers changed their typical travel mode for picking up groceries and/or takeout.
- 59% of New Yorkers changed their typical travel mode for running errands.

MODE LAST USED TO SHOP FOR OR PICK UP FOOD

UNWEIGHTED N = 555, WEIGHTED N = 3,931,871

Mode	Percent
Walk	39%
Household vehicle	25%
Had food or groceries delivered	18%
Another vehicle	4%
Any taxi or ride service	3%
Scooter, moped, or similar	2%
Subway	2%
Any bus or shuttle	2%
Bicycle	2%
Other	3%
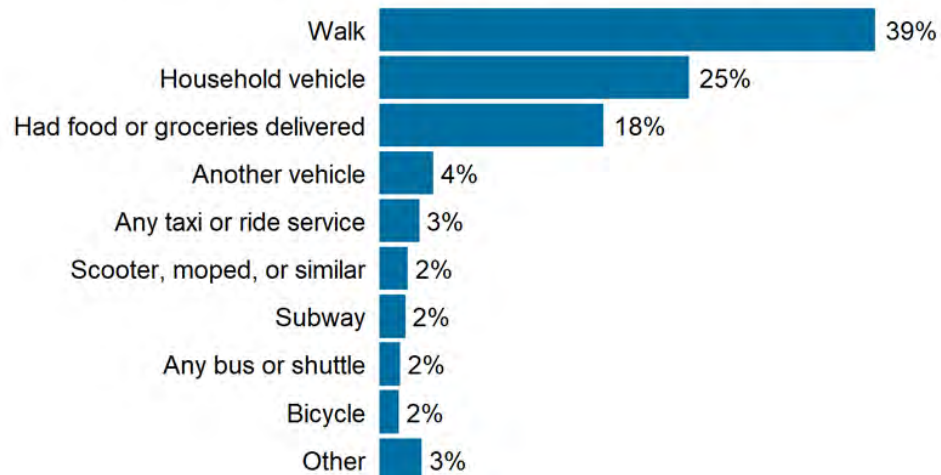
Note: only respondents who changed their typical mode to shop for or pick up food were asked this question.

MODE LAST USED TO RUN ERRANDS

UNWEIGHTED N = 565, WEIGHTED N = 3,860,154

Mode	Percent
Walk	34%
Household vehicle	31%
Had items delivered	12%
Another vehicle	4%
Any bus or shuttle	3%
Bicycle	3%
Scooter, moped, or similar	2%
Subway	2%
Any taxi or ride service	2%
Other	6%
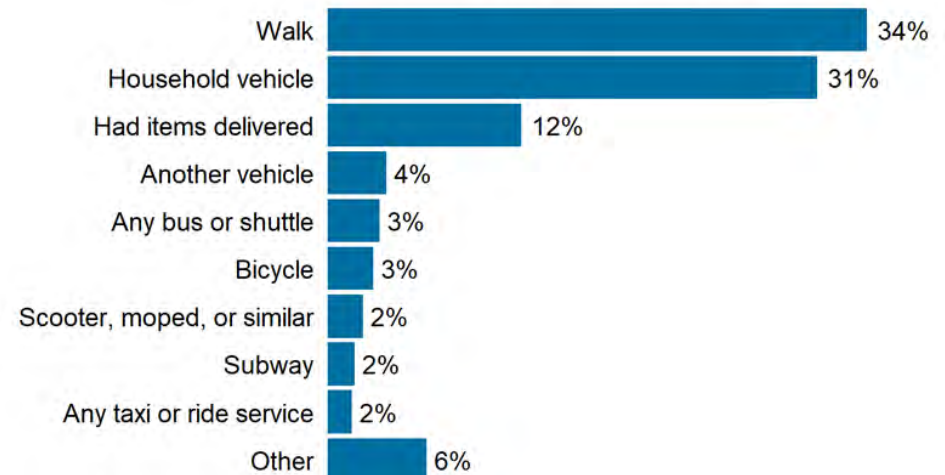
Note: only respondents who changed their typical mode to run errands were asked this question.

New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

NEW YORK CITY DOT
CITYWIDE MOBILITY SURVEY

MEDICAL APPOINTMENTS SINCE MID-MARCH 2020

Among the 32% of New Yorkers who attended an in-person medical appointment since mid-March 2020, 29% attended their last appointment using a household vehicle.

11% attended their last appointment virtually.

MEDICAL ACTIVITY

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

Category	Percentage
Attended a medical appointment in-person	32%
Attended a medical appointment virtually	39%
Attended another appointment virtually	22%
Canceled or postponed a previously scheduled medical appointment	44%
None of the above	21%
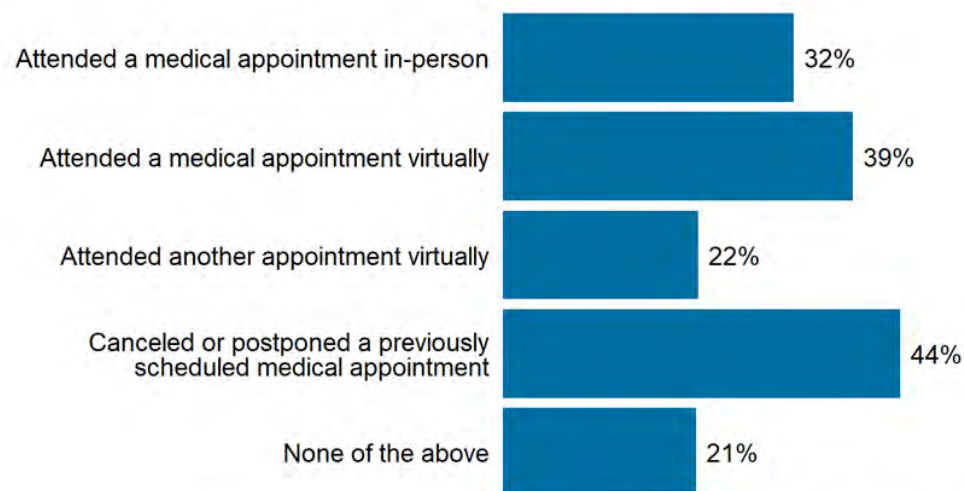
Note: respondents could select more than one answer to this question.

MODE LAST USED TO ATTEND MEDICAL APPOINTMENT

UNWEIGHTED N = 225, WEIGHTED N = 2,109,169

Mode	Percentage
Attended virtual/telephone medical appointment	11%
Household vehicle	29%
Another vehicle	3%
Any taxi or ride service	7%
Any bus or shuttle	9%
Subway	18%
Walk	24%
Bicycle	0.2%
Scooter/moped/or similar	0%
Other	0.2%

New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

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MODES USED BEFORE AND DURING THE COVID-19 PANDEMIC

- 49% of New Yorkers who have used a personal vehicle during the COVID-19 pandemic are using a personal vehicle to take trips they previously would have taken using another mode.

- Before mid-March 2020, 69% of New Yorkers used the subway and 58% used the bus in a typical week.

- 10% of New Yorkers currently use the subway and 12% use the bus in a typical week.

MODES USED IN A TYPICAL WEEK

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

Mode	Before mid-March 2020	During the COVID-19 pandemic
Household vehicle	48%	42%
Another vehicle	18%	8%
Any taxi or ride service	47%	13%
Any bus or shuttle	58%	12%
Subway	69%	10%
Any other rail	17%	1%
Ferry	6%	0%
Walk	51%	46%
Bicycle	18%	13%
Scooter, moped, or similar	6%	5%

Legend:
- Before mid-March 2020
- During the COVID-19 pandemic

Note: respondents could select more than one answer to this question.

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New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

MODES USED DURING THE COVID-19 PANDEMIC BY EMPLOYMENT STATUS

Essential workers are more likely to travel in a personal vehicle, using a taxi or ride service, or by transit compared to other New Yorkers.

Essential workers are less likely to walk than other New Yorkers.

MODES USED IN A TYPICAL WEEK BY ESSENTIAL WORKER STATUS

	ESSENTIAL WORKERS Unweighted N = 206 Weighted N = 1,569,808	ALL OTHERS Unweighted N = 831 Weighted N = 4,979,573
Household vehicle	56%	38%
Another vehicle	19%	5%
Any taxi or ride service	19%	11%
Any bus or shuttle	17%	11%
Subway	18%	7%
Any other rail	4%	0.1%
Ferry	0%	0%
Walk	33%	51%
Bicycle	12%	13%
Scooter, moped, or similar	10%	3%

Note: respondents could select more than one answer to this question.

New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

NEW YORK CITY DOT · CITYWIDE MOBILITY SURVEY

MODES USED DURING THE COVID-19 PANDEMIC BY HOUSEHOLD INCOME

New Yorkers in high-income households are more likely to make household vehicle and walk trips in a typical week during the COVID-19 pandemic.

New Yorkers with a household income under $50,000 are more likely to use a taxi or ride service or a bus or shuttle in a typical week.

MODES USED IN A TYPICAL WEEK BY INCOME

UNDER $50,000
Unweighted N = 290
Weighted N = 2,213,840

Mode	%
Household vehicle	27%
Another vehicle	22%
Any taxi or ride service	23%
Any bus or shuttle	21%
Subway	9%
Any other rail	3%
Ferry	0%
Walk	36%
Bicycle	12%
Scooter, moped, or similar	5%

$50,000-$99,999
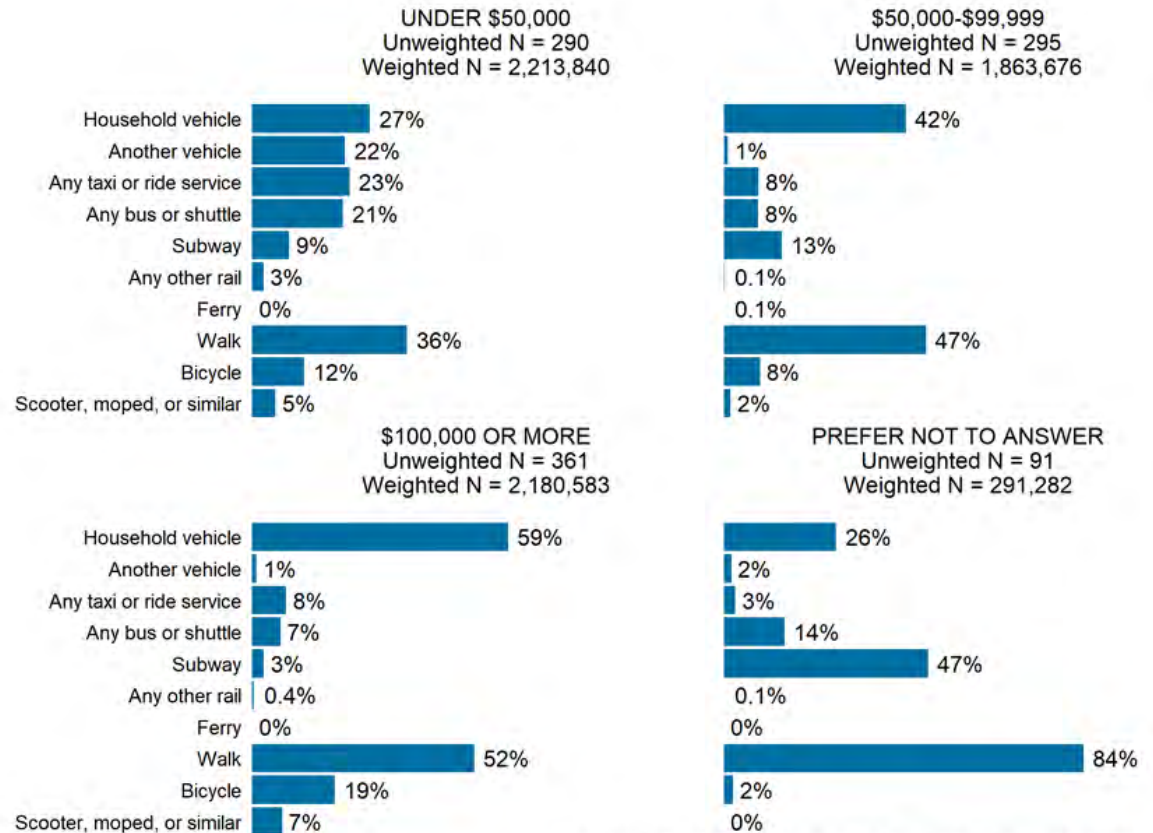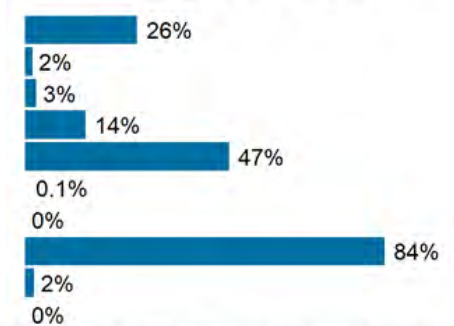Unweighted N = 295
Weighted N = 1,863,676

Mode	%
Household vehicle	42%
Another vehicle	1%
Any taxi or ride service	8%
Any bus or shuttle	8%
Subway	13%
Any other rail	0.1%
Ferry	0.1%
Walk	47%
Bicycle	8%
Scooter, moped, or similar	2%

$100,000 OR MORE
Unweighted N = 361
Weighted N = 2,180,583

Mode	%
Household vehicle	59%
Another vehicle	1%
Any taxi or ride service	8%
Any bus or shuttle	7%
Subway	3%
Any other rail	0.4%
Ferry	0%
Walk	52%
Bicycle	19%
Scooter, moped, or similar	7%

PREFER NOT TO ANSWER
Unweighted N = 91
Weighted N = 291,282

Mode	%
Household vehicle	26%
Another vehicle	2%
Any taxi or ride service	3%
Any bus or shuttle	14%
Subway	47%
Any other rail	0.1%
Ferry	0%
Walk	84%
Bicycle	2%
Scooter, moped, or similar	0%

Note: respondents could select more than one answer to this question.

New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

MODES USED DURING THE COVID-19 PANDEMIC BY BOROUGH

Manhattan and Brooklyn residents are more likely than other New Yorkers to make walk trips in a typical week during the COVID-19 pandemic.

Staten Island residents are the most likely to make household vehicle trips in a typical week, followed by Queens residents.

MODES USED IN A TYPICAL WEEK BY BOROUGH

	MANHATTAN Unweighted N = 206 Weighted N = 1,457,945	BROOKLYN Unweighted N = 204 Weighted N = 1,734,313	QUEENS Unweighted N = 298 Weighted N = 1,782,422
Household vehicle	6%	31%	67%
Another vehicle	13%	5%	10%
Any taxi or ride service	20%	13%	9%
Any bus or shuttle	23%	14%	6%
Subway	4%	17%	4%
Any other rail	4%	0%	1%
Ferry	0%	0%	0.1%
Walk	59%	62%	35%
Bicycle	22%	16%	7%
Scooter, moped, or similar	10%	7%	2%

	BRONX Unweighted N = 219 Weighted N = 1,198,682	STATEN ISLAND Unweighted N = 110 Weighted N = 376,019
Household vehicle	51%	89%
Another vehicle	5%	1%
Any taxi or ride service	13%	0.4%
Any bus or shuttle	8%	1%
Subway	16%	4%
Any other rail	0.3%	0.2%
Ferry	0%	0.2%
Walk	36%	12%
Bicycle	4%	15%
Scooter, moped, or similar	0.1%	0%

Note: respondents could select more than one answer to this question.

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New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.
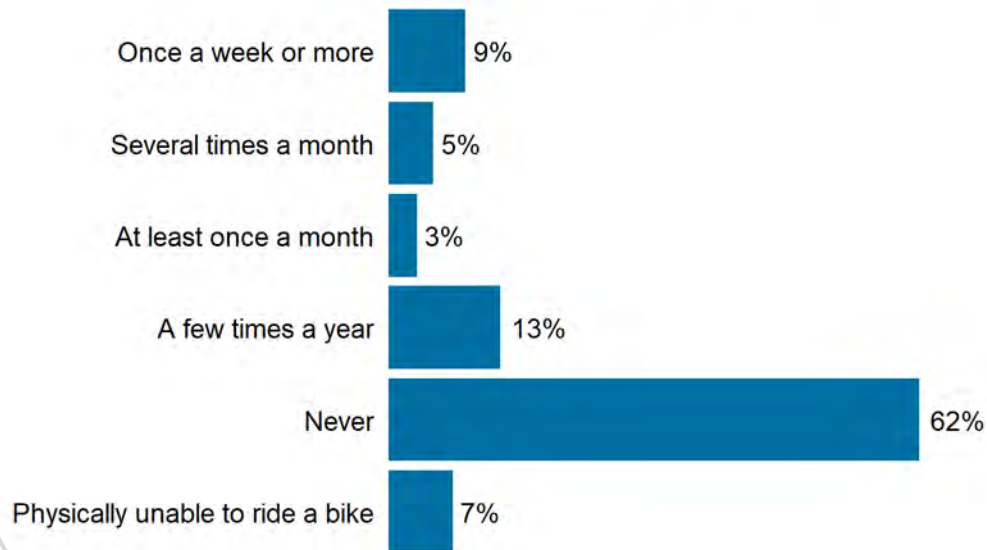
BICYCLE FREQUENCY

30% of New Yorkers have ridden a bicycle in New York City in the past 12 months.

9% of New Yorkers ride a bicycle at least once a week.

BICYCLE FREQUENCY FROM 2020 SPRING PANEL

UNWEIGHTED N = 1,037, WEIGHTED N = 6,549,381

Once a week or more	9%
Several times a month	5%
At least once a month	3%
A few times a year	13%
Never	62%
Physically unable to ride a bike	7%

BICYCLE FREQUENCY FROM 2019 CMS

UNWEIGHTED N = 1,020, WEIGHTED N = 6,462,218
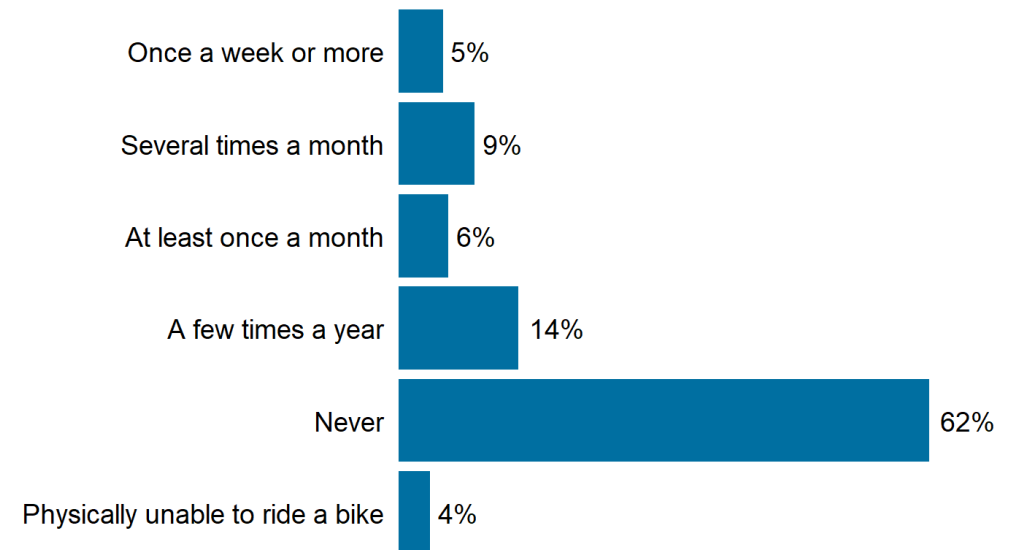
Once a week or more	5%
Several times a month	9%
At least once a month	6%
A few times a year	14%
Never	62%
Physically unable to ride a bike	4%

New Yorkers who reported that they are currently residing elsewhere have been excluded from this section of analysis.

Attitudinal Questions

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CURRENT ATTITUDES TOWARD SHARED MODES WHEN THERE IS NO COVID-19 VACCINE: BUS

Respondents were grouped into three categories:

1. Respondents who are unlikely to take the bus if no additional policies are implemented and if all policies are implemented.
2. Respondents who are neutral or likely to take the bus if no additional policies are implemented and if all policies are implemented.
3. Respondents who are unlikely to take the bus if no additional policies are implemented, but neutral or likely to take the bus if all policies are implemented.
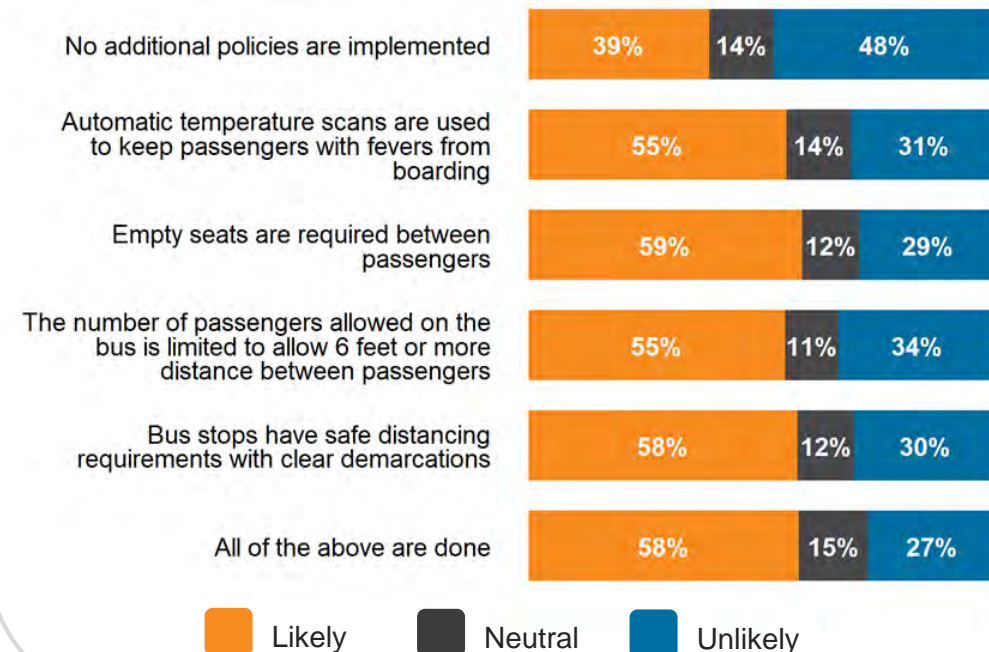
New Yorkers with a household vehicle are 1.9 times more likely than New Yorkers without a vehicle to be in the first category.

New Yorkers under 65 years old are more than 3 times more likely than New Yorkers 65+ to be in the third category.

Note: These statements are based on a multinomial logistic regression model.

BUS ATTITUDES

UNWEIGHTED N = 531, WEIGHTED N = 3,291,524

Policy	Likely	Neutral	Unlikely
No additional policies are implemented	39%	14%	48%
Automatic temperature scans are used to keep passengers with fevers from boarding	55%	14%	31%
Empty seats are required between passengers	59%	12%	29%
The number of passengers allowed on the bus is limited to allow 6 feet or more distance between passengers	55%	11%	34%
Bus stops have safe distancing requirements with clear demarcations	58%	12%	30%
All of the above are done	58%	15%	27%

Legend: ■ Likely ■ Neutral ■ Unlikely

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CURRENT ATTITUDES TOWARD SHARED MODES WHEN THERE IS NO COVID-19 VACCINE: SUBWAY

Respondents were grouped into three categories:

1. Respondents who are unlikely to take the subway if no additional policies are implemented and if all policies are implemented.
2. Respondents who are neutral or likely to take the subway if no additional policies are implemented and if all policies are implemented.
3. Respondents who are unlikely to take the subway if no additional policies are implemented, but neutral or likely to take the subway if all policies are implemented.

New Yorkers with a household vehicle are 1.8 times more likely than New Yorkers without a vehicle to be in the third category.

Males are 1.6 times more likely to be in the second category.

Note: These statements are based on a multinomial logistic regression model.

SUBWAY ATTITUDES

UNWEIGHTED N = 532, WEIGHTED N = 3,377,838

	Likely	Neutral	Unlikely
No additional policies are implemented	37%	13%	50%
Automatic temperature scans are used to keep passengers with fevers from entering stations and boarding	63%	13%	24%
Empty seats are required between passengers	64%	17%	19%
The number of passengers allowed into subway stations is limited to allow 6 feet or more between passengers on subway platforms	65%	13%	22%
All of the above are done	72%	9%	19%

■ Likely   ■ Neutral   ■ Unlikely

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CURRENT ATTITUDES TOWARDS SHARED MODES FOR TYPICAL TRANSIT USERS

FREQUENT BUS RIDERS: BUS ATTITUDES

UNWEIGHTED N = 415, WEIGHTED N = 2,343,438

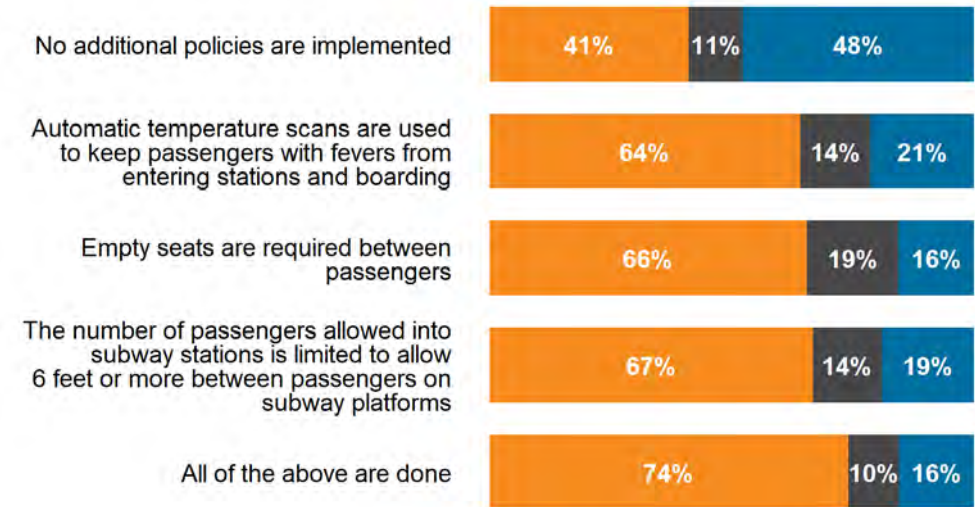|	Likely	Neutral	Unlikely
No additional policies are implemented	51%	11%	39%
Automatic temperature scans are used to keep passengers with fevers from boarding	68%	15%	17%
Empty seats are required between passengers	76%	9%	15%
The number of passengers allowed on the bus is limited to allow 6 feet or more distance between passengers	74%	10%	17%
Bus stops have safe distancing requirements with clear demarcations	76%	9%	15%
All of the above are done	77%	11%	13%

Note: this figure only includes respondents who reported using a bus or shuttle in a typical week before mid-March 2020.

Likely   Neutral   Unlikely

FREQUENT SUBWAY RIDERS: SUBWAY ATTITUDES

UNWEIGHTED N = 456, WEIGHTED N = 2,956,390

	Likely	Neutral	Unlikely
No additional policies are implemented	41%	11%	48%
Automatic temperature scans are used to keep passengers with fevers from entering stations and boarding	64%	14%	21%
Empty seats are required between passengers	66%	19%	16%
The number of passengers allowed into subway stations is limited to allow 6 feet or more between passengers on subway platforms	67%	14%	19%
All of the above are done	74%	10%	16%

Note: this figure only includes respondents who reported using the subway in a typical week before mid-March 2020.

Likely   Neutral   Unlikely

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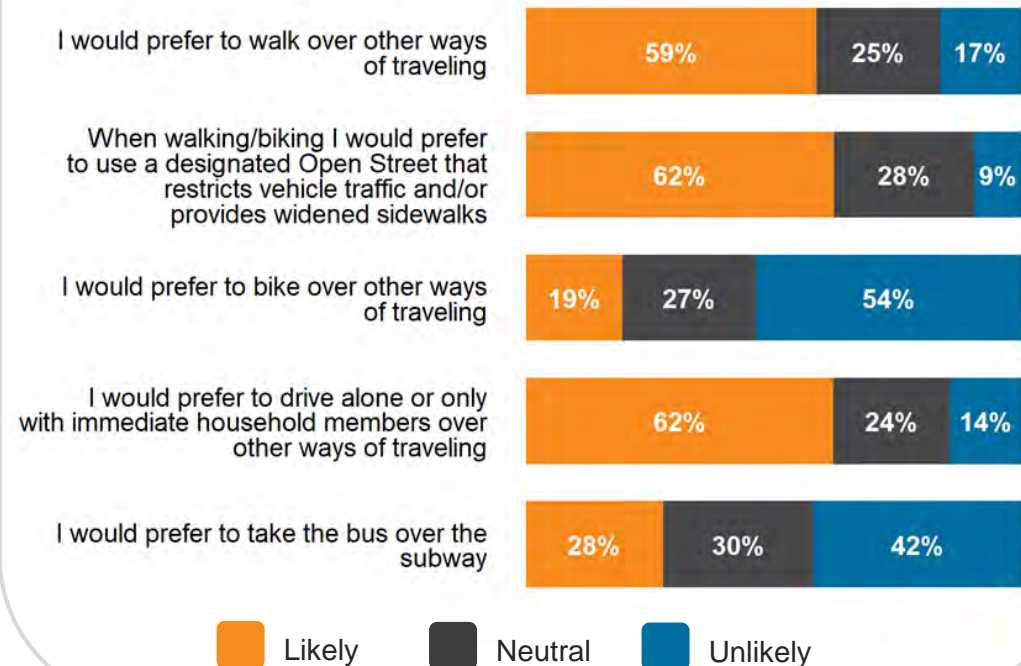
CURRENT ATTITUDES TOWARD TRAVELING WHEN THERE IS NO COVID-19 VACCINE

- 77% of New Yorkers **with a household vehicle** would prefer to drive alone or with household members.

- 47% of New Yorkers **without a household vehicle** stated that would prefer to drive alone.

ATTITUDES TOWARD TRAVEL MODES

UNWEIGHTED N = 1,063, WEIGHTED N = 6,669,362

	Likely	Neutral	Unlikely
I would prefer to walk over other ways of traveling	59%	25%	17%
When walking/biking I would prefer to use a designated Open Street that restricts vehicle traffic and/or provides widened sidewalks	62%	28%	9%
I would prefer to bike over other ways of traveling	19%	27%	54%
I would prefer to drive alone or only with immediate household members over other ways of traveling	62%	24%	14%
I would prefer to take the bus over the subway	28%	30%	42%

Likely   Neutral   Unlikely

CURRENT ATTITUDES TOWARD TRAVELING WHEN THERE IS NO COVID-19 VACCINE

ATTITUDES TOWARD TRAVEL

UNWEIGHTED N = 1,063, WEIGHTED N = 6,669,362

	Likely	Neutral	Unlikely
I think everyone should stay home as much as possible until there is a vaccine	68%	12%	20%
I would prefer to shop for groceries in the store	69%	20%	11%
I would prefer to pick-up groceries curbside or at a pick-up point	30%	33%	36%
I would prefer to have groceries delivered to me rather than shop in the store	34%	32%	35%
I would prefer to work from home rather than my normal workplace	59%	23%	18%

■ Likely   ■ Neutral   ■ Unlikely