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**Presentation Title:** Impact of COVID-19 on Parking And Travel Activity Behavior: Leveraging Private And Public Data

**Abstract:** Understanding the travel and activity behaviors associated with COVID-19 are vital to ensure future efficient mobility and sustainable land use planning. Parking demand and activity use trends may drastically change as a result of COVID due to changing demands for teleworking, single occupancy vehicle travel, transit ridership, and shared mobility services. Understanding short, mid, and long-term dynamics could manifest will help cities adapt to a new mobility paradigm. Parking, curbside, and infrastructure design and planning may provide opportunities to leverage post-COVID travel and activity behavior towards achieving sustainable mobility goals. We explore both historic associations of parking, mobility, and energy outcomes and assess travel and activity behavior data from public and private data sources to understand parking's role in shaping mobility and affordability outcomes in the context of COVID-19. Some of these data sources include the LADOT real-time metered occupancy parking data, City of Pittsburgh's parking transactions, Washington DC metered parking data and curbside pick-up/drop-off zone pilots, and City of Seattle parking data. We also compare trends of demand for parking, transit services, and teleworking to pre-COVID in order to understand the potential implications for travel and energy impacts at a regional level and draw conclusions about future energy implications of parking and travel activity shifts. Finally, we examine parking and travel activity trends across city neighborhoods and compare with travel and household budgets to understand implications for equitable mobility. These analyses seek to shed light on the impact of parking trends to help shape and re-imagine more human-centered and less vehicle-centered mobility, transportation infrastructure, and land uses that enable future energy-efficient mobility pathways. In a post-COVID world, significant potential may exist for cities to leverage urban parking and curbside management to promote energy-productive and efficient urban movement, enhance asset and land utilization, and improve mobility affordability and access.