Item V-C
Topic: How COVID-19 Has Changed Our Trip Making Choices

Purpose: Present data showing the changes in traffic, pedestrian / bike activity, and bus ridership pre- and during COVID-19

Mary Ann Waldinger
Principal Planner
Introduction

• Traffic Volumes
  • Regional (high level) changes
  • Facility type
  • Specific locations
    • January through June 2019 and 2020
    • Peak hour June 2019 and 2020
    • Downtown Boise

• Bike and Pedestrian Activity

• Bus Ridership Levels
Person Trips by Mode

- Drove Private Auto, 84.3%
- Walk, 6.3%
- School Bus, 5.7%
- Bike, 2.2%
- Public Bus, 0.3%
- Other (taxi, motorcycle, etc), 1.2%

Trip Purpose, Auto-Mode

- Shopping, 12%
- School, 11%
- Grocery Store, 7%
- Social/Civic/Religious, 8%
- Recreation/Entertainment, 5%
- Work/Work-Related, 16%
- Personal Business, 13%
- Pick up/Drop Off, 12%
- Other, 10%

Source: 2011/12 COMPASS Regional Household Travel Survey
ITD’s Permanent Traffic Count Locations
ITD’s Permanent Traffic Count Locations

76 Counters

27 on I-84/I-184

28 on State Highways

21 on Arterials
April Changes – Average Weekday

I-84/I-184

State Highways

Arterials

-26,100
-6,000
-5,900

-35%
-25%
-36%

(April 2020 vs April 2019)
(April 2020 vs April 2019)
(April 2020 vs April 2019)

Source: ITD’s ATR Data
June Changes – Average Weekday

I-84/I-184
-9,000
-11% 
(June 2020 vs June 2019)

State Highways
-1,650
-6% 
(June 2020 vs June 2019)

Arterials
-2,300
-13% 
(June 2020 vs June 2019)

Source: ITD's ATR Data
Least and Most Change, I-84/I-184

-5,800 southeast of Sand Hollow Interchange

-21.7% northwest of US 20/26 Interchange

-56.1% “Connector” River Crossing

-60,800 near the Wye

Source: ITD’s ATR Data, April 2020 vs April 2019
Least and Most Change, State Highways

**April Data**

- **-225**
  - **-5%**
  - SH 45, North of Bowmont Road

- **-16,500**
  - **-53%**
  - US 20/26 (Chinden Boulevard), West of 32nd Street

Source: ITD’s ATR Data, April 2020 vs April 2019
Least and Most Change, Arterials

April Data

-1,900
-21%
Ustick Road, West of Cleveland Boulevard

-12,300
-59%
Capitol Boulevard River Crossing

Source: ITD’s ATR Data, April 2020 vs April 2019
Recent Changes, I-84/I-184

June Data

-260
southeast of Sand Hollow Interchange

-27% “Connector” River Crossing

+<1%
northwest of US 20/26 Interchange

-19,300
near the Wye

Source: ITD’s ATR Data, June 2020 vs June 2019
Recent Changes, State Highways

June Data

+245
+5%
SH 45, North of Bowmont Road

-7,890
-26%
US 20/26 (Chinden Boulevard), West of 32nd Street

Source: ITD’s ATR Data, June 2020 vs June 2019
Recent Changes, Arterials

June Data

-1,650
-17%
Ustick Road, West of Cleveland Boulevard

-5,680
-30%
Capitol Boulevard River Crossing

Source: ITD’s ATR Data, June 2020 vs June 2019
I-84 and I-184
Historic to Current Volumes
5 Locations
I-84 Northwest of Franklin Road Interchange

I-84, Northwest of Franklin Road Interchange (Caldwell)

Traffic Volume (Average Weekday)

<table>
<thead>
<tr>
<th>Year</th>
<th>Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>YR-2008</td>
<td>37,126</td>
</tr>
<tr>
<td>YR-2013</td>
<td>46,473</td>
</tr>
<tr>
<td>YR-2014</td>
<td>47,499</td>
</tr>
<tr>
<td>YR-2015</td>
<td>50,876</td>
</tr>
<tr>
<td>YR-2019</td>
<td>59,414</td>
</tr>
<tr>
<td>Jan-2020</td>
<td>54,344</td>
</tr>
<tr>
<td>Feb-2020</td>
<td>58,279</td>
</tr>
<tr>
<td>Mar-2020</td>
<td>55,616</td>
</tr>
<tr>
<td>Apr-2020</td>
<td>46,889</td>
</tr>
<tr>
<td>May-2020</td>
<td>55,734</td>
</tr>
<tr>
<td>June-2020</td>
<td>62,956</td>
</tr>
</tbody>
</table>

62,956 (June 2020)
Over 2019 volumes

Source: ITD’s ATR Data
I-84 Near Canyon-Ada County Line

I-84, East of Garrity Boulevard Interchange (Near Canyon-Ada County Line)

Traffic Volume (Average Weekday)

<table>
<thead>
<tr>
<th>Year</th>
<th>Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>YR-2003</td>
<td>73,177</td>
</tr>
<tr>
<td>YR-2010</td>
<td>76,141</td>
</tr>
<tr>
<td>YR-2011</td>
<td>78,503</td>
</tr>
<tr>
<td>YR-2012</td>
<td>88,793</td>
</tr>
<tr>
<td>YR-2015</td>
<td>98,948</td>
</tr>
<tr>
<td>YR-2019</td>
<td>117,608</td>
</tr>
<tr>
<td>Jan-2020</td>
<td>109,655</td>
</tr>
<tr>
<td>Feb-2020</td>
<td>116,798</td>
</tr>
<tr>
<td>Mar-2020</td>
<td>105,614</td>
</tr>
<tr>
<td>Apr-2020</td>
<td>85,706</td>
</tr>
<tr>
<td>May-2020</td>
<td>101,593</td>
</tr>
<tr>
<td>June-2020</td>
<td>115,589</td>
</tr>
</tbody>
</table>

115,589 (June 2020)
Near 2019 volumes

Source: ITD’s ATR Data
**I-84 Near the Wye Interchange**

**140,557 (June 2020)**

Near 2017 volumes

Source: ITD’s ATR Data
I-184 Southwest of Curtis Road Interchange

76,951 (April 2020)
Near 2010 volumes

Source: ITD’s ATR Data
I-84 West of Gowen Road Interchange

47,917 (April 2020)

Near 2017 volumes

Source: ITD’s ATR Data
I-84 and I-184
Monthly and Peak Hour Volumes
5 Locations
I-84 West of Franklin Road Interchange January through June

Source: ITD’s ATR Data
I-84 Near the Wye Interchange
January through June

### Traffic Volume (Average Weekday)

<table>
<thead>
<tr>
<th>Month</th>
<th>2019</th>
<th>2020</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>140,874</td>
<td>145,737</td>
<td>4,863</td>
</tr>
<tr>
<td>Feb</td>
<td>145,118</td>
<td>154,784</td>
<td>9,666</td>
</tr>
<tr>
<td>Mar</td>
<td>133,384</td>
<td>152,621</td>
<td>-19,237</td>
</tr>
<tr>
<td>Apr</td>
<td>158,758</td>
<td>97,992</td>
<td>-60,766</td>
</tr>
<tr>
<td>May</td>
<td>152,872</td>
<td>119,989</td>
<td>-32,883</td>
</tr>
<tr>
<td>Jun</td>
<td>159,823</td>
<td>140,557</td>
<td>-19,266</td>
</tr>
</tbody>
</table>

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**COMPASS**
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho
I-184 Southwest of Curtis Road Interchange
January through June

Source: ITD's ATR Data

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Traffic</td>
<td>86,666</td>
<td>88,431</td>
<td>89,634</td>
<td>93,959</td>
<td>94,078</td>
<td>76,430</td>
<td>97,544</td>
<td>50,644</td>
<td>93,271</td>
<td>63,536</td>
<td>98,143</td>
<td>76,951</td>
</tr>
<tr>
<td>Volume (AVW)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Change</td>
<td>1,765</td>
<td>4,325</td>
<td>-17,648</td>
<td>-46,900</td>
<td>-29,735</td>
<td>-21,192</td>
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</tr>
</tbody>
</table>

Source: ITD’s ATR Data
I-84 West of Gowen Road Interchange
January through June

Source: ITD’s ATR Data
I-84 Near Canyon – Ada County Line
January through June

Source: ITD’s ATR Data
I-84 Near Canyon – Ada County Line
Peak Hours

**I-84 Eastbound, East of Garrity Boulevard Interchange**
(Near Canyon - Ada County Line)

- **6AM**: 5438
- **7AM**: 5001
- **8AM**: 4489
- **3PM**: 3684
- **4PM**: 3889
- **5PM**: 4045

Source: ITD’s ATR Data

**-680 (-13%)**
(eastbound AM)

**I-84 Westbound, East of Garrity Boulevard Interchange**
(Near Canyon - Ada County Line)

- **6AM**: 2016
- **7AM**: 3081
- **8AM**: 2947
- **3PM**: 4906
- **4PM**: 5106
- **5PM**: 4772

Source: ITD’s ATR Data

**-200 (-4%)**
(westbound PM)
State Highways
Historic to Current Volumes
US 95, South of SH 19 (Simplot Boulevard)

6,664 (June 2020)
Over 2019 volumes

Source: ITD’s ATR Data
SH 55 (Karcher Road), East of Indiana Avenue

18,964 (June 2020)
Over 2019 volumes

Source: ITD’s ATR Data
SH 69, South of Hubbard Road

20,956 (June 2020)

Over 2019 volumes

Source: ITD’s ATR Data
State Highways Monthly and Peak Hour Volumes
US 95, South of SH 19 (Simplot Boulevard) January through June

Source: ITD’s ATR Data
SH 69, South of Hubbard Road
January through June

Source: ITD’s ATR Data
SH 55 (Karcher Road), East of Indiana Avenue
January through June

Traffic Volume (Average Weekday)

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<thead>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>16,256</td>
<td>16,657</td>
<td>17,031</td>
<td>17,889</td>
<td>17,858</td>
<td>16,515</td>
<td>18,843</td>
<td>14,924</td>
<td>18,940</td>
<td>17,576</td>
<td>19,928</td>
<td>18,964</td>
</tr>
</tbody>
</table>

Source: ITD’s ATR Data
SH 55 (Karcher Road), East of Indiana Avenue
Peak Hours

SH 55 (Karcher Road) **Eastbound**, East of Indiana Avenue

<table>
<thead>
<tr>
<th>Time</th>
<th>June-2019</th>
<th>June-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>5AM</td>
<td>774</td>
<td>692</td>
</tr>
<tr>
<td>7AM</td>
<td>741</td>
<td>676</td>
</tr>
<tr>
<td>8AM</td>
<td>630</td>
<td>574</td>
</tr>
<tr>
<td>3PM</td>
<td>606</td>
<td>599</td>
</tr>
<tr>
<td>4PM</td>
<td>636</td>
<td>625</td>
</tr>
<tr>
<td>5PM</td>
<td>657</td>
<td>620</td>
</tr>
</tbody>
</table>

- **-68 (-9%)** (eastbound AM)

SH 55 (Karcher Road) **Westbound**, East of Indiana Avenue

<table>
<thead>
<tr>
<th>Time</th>
<th>June-2019</th>
<th>June-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>5AM</td>
<td>250</td>
<td>235</td>
</tr>
<tr>
<td>7AM</td>
<td>362</td>
<td>346</td>
</tr>
<tr>
<td>8AM</td>
<td>377</td>
<td>355</td>
</tr>
<tr>
<td>3PM</td>
<td>701</td>
<td>696</td>
</tr>
<tr>
<td>4PM</td>
<td>784</td>
<td>759</td>
</tr>
<tr>
<td>5PM</td>
<td>864</td>
<td>826</td>
</tr>
</tbody>
</table>

- **-23 (-3%)** (westbound PM)

Source: ITD’s ATR Data
Arterials
Historic to Current Volumes
Ustick Road, East of Cleveland Boulevard

7,950 (June 2020)
Near 2015 volumes

Source: ITD’s ATR Data
16th Avenue Overpass

Source: ITD’s ATR Data

20,475 (June 2020)
Near 2019 volumes

Source: ITD’s ATR Data
State Street, West of 23rd Street

21,032 (June 2020)

Source: ITD’s ATR Data
Arterials
Monthly and
Peak Hour Volumes
Ustick Road, East of Cleveland Boulevard
January through June

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Volume (Average Weekday)</td>
<td>7,607</td>
<td>8,421</td>
<td>7,522</td>
<td>9,264</td>
<td>8,202</td>
<td>8,523</td>
<td>9,303</td>
<td>7,384</td>
<td>9,484</td>
<td>7,517</td>
<td>9,607</td>
<td>7,950</td>
</tr>
</tbody>
</table>

Source: ITD’s ATR Data
State Street, West of 23rd Street
January through June

Source: ITD’s ATR Data
State Street, West of 23rd Street
Peak Hours

State Street Eastbound, West of 23rd Street

-314 (-33%)
eastbound AM

State Street Westbound, West of 23rd Street

-245 (-20%)
westbound PM

Source: ITD’s ATR Data
Downtown Boise Area
June 2019 and 2020
Downtown Boise – June

Road Name
1 Harrison Blvd
2 State St
3 Americana Blvd
4 Fairview Ave
5 Main St
6 Capitol Blvd
7 9th St
8 Broadway Ave
9 I 184 Westbound
10 I 184 Eastbound
## Downtown Boise – April and June

<table>
<thead>
<tr>
<th>Road Name</th>
<th>April Comps</th>
<th>June Comps</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  Harrison Blvd</td>
<td>-6,646</td>
<td>-3,285</td>
</tr>
<tr>
<td>2  Americana Blvd</td>
<td>-7,339</td>
<td>-3,319</td>
</tr>
<tr>
<td>3  Fairview Ave</td>
<td>-7,739</td>
<td>-4,076</td>
</tr>
<tr>
<td>4  9th St</td>
<td>-8,495</td>
<td>-5,805</td>
</tr>
<tr>
<td>5  Main St</td>
<td>-9,464</td>
<td>-5,079</td>
</tr>
<tr>
<td>6  State St</td>
<td>-10,164</td>
<td>-3,279</td>
</tr>
<tr>
<td>7  Capitol Blvd</td>
<td>-12,268</td>
<td>-5,677</td>
</tr>
<tr>
<td>8  Broadway Ave</td>
<td>-14,487</td>
<td>-6,760</td>
</tr>
<tr>
<td>9  I 184 Westbound</td>
<td>-22,286</td>
<td>-10,423</td>
</tr>
<tr>
<td>10 I 184 Eastbound</td>
<td>-25,896</td>
<td>-11,745</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>-124,784</strong></td>
<td><strong>-59,448</strong></td>
</tr>
</tbody>
</table>

April = **-50%**  June = **-24%**

Each Location has a “50%” recovery June 2019 compared to June 2020
Changes – Average Weekday

I-84/I-184
-9,000
-11%
(June 2020 vs June 2019)

State Highways
-1,650
-6%
(June 2020 vs June 2019)

Arterials
-2,300
-13%
(June 2020 vs June 2019)

Source: ITD’s ATR Data
Person Trips by Mode

- Drove Private Auto, 84.3%
- Walk, 6.3%
- Bike, 2.2%
- School Bus, 5.7%
- Public Bus, 0.3%
- Other (taxi, motorcycle, etc), 1.2%

Source: 2011/12 COMPASS Regional Household Travel Survey
Introduction

• Bike-Ped counter data support observations
  • Dramatic volume increases 2020 vs 2019
• Bike volumes have increased more than pedestrian
• Some volumes decreased
  • Friendship Bridge in Boise
  • Indian Creek in Caldwell
Bike-Pedestrian Counter Locations
Comparing 2019 to 2020...

<table>
<thead>
<tr>
<th>Month</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+3.4% total volume</td>
<td>+19.5% total volume</td>
<td>+16.9% total volume</td>
<td>+10.3% total volume</td>
</tr>
</tbody>
</table>

Total increase of **12.5%**
…So which areas are seeing the most changes?
Largest differences: 4 Locations
#4: Greenbelt in Eagle
#4: Greenbelt in Eagle
From **2019 to 2020**...

<table>
<thead>
<tr>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
</tr>
</thead>
<tbody>
<tr>
<td>+57.1%</td>
<td>+142.1%</td>
<td>+98%</td>
<td>+21%</td>
</tr>
<tr>
<td>or Increase of 7,291 users (bike+ped)</td>
<td>or Increase of 19,165 users (bike+ped)</td>
<td>or Increase of 18,108 users (bike+ped)</td>
<td>or Increase of 4,811 users (bike+ped)</td>
</tr>
</tbody>
</table>
#3: Eckert Bridge in Boise
#3: Eckert Bridge
From **2019** to **2020**

<table>
<thead>
<tr>
<th></th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>+58.7%</strong> or Increase of 6,705 users (bike+ped)</td>
<td><strong>+127.6%</strong> or Increase of 17,593 users (bike+ped)</td>
<td><strong>+77%</strong> or Increase of 13,933 users (bike+ped)</td>
<td><strong>+24%</strong> or Increase of 5,216 users (bike+ped)</td>
</tr>
</tbody>
</table>
#2: Wilson Pathway in Nampa
#2: Wilson Pathway in Nampa
From 2019 to 2020...

<table>
<thead>
<tr>
<th>Month</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase</td>
<td>+68%</td>
<td>+160.0%</td>
<td>+83%</td>
<td>+25%</td>
</tr>
<tr>
<td>or</td>
<td>or</td>
<td>or</td>
<td>or</td>
<td>or</td>
</tr>
<tr>
<td>Users</td>
<td>Increase of 4,925 users</td>
<td>Increase of 13,221 users</td>
<td>Increase of 8,484 users</td>
<td>Increase of 3,052 users</td>
</tr>
<tr>
<td>(bike+ped)</td>
<td>(bike+ped)</td>
<td>(bike+ped)</td>
<td>(bike+ped)</td>
<td>(bike+ped)</td>
</tr>
</tbody>
</table>
#1: Caldwell Greenbelt
From 2019 to 2020...

<table>
<thead>
<tr>
<th>Month</th>
<th>Increase of Users (bike+ped)</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>+70% or Increase of 3,075 users (bike+ped)</td>
</tr>
<tr>
<td>April</td>
<td>+119% or Increase of 7,237 users (bike+ped)</td>
</tr>
<tr>
<td>May</td>
<td>+45% or Increase of 2,344 users (bike+ped)</td>
</tr>
<tr>
<td>June</td>
<td>+108% or Increase of 2,661 users (bike+ped)</td>
</tr>
</tbody>
</table>
Total % Change Bike and Pedestrian Activity, March – June 2019 vs 2020

- Caldwell - Greenbelt: 85%
- Nampa - Wilson Pathway: 84%
- Eagle - Greenbelt: 79%
- Boise - Eckert Bridge: 72%
- Nampa - Stoddard Pathway: 69%
- Boise - Trestle Bridge: 18%
- Boise - Anne Frank: 1%
- Garden City: -5%
- Caldwell Indian Creek: -33%
- Boise - Friendship Bridge: -34%
Total % Change Bike and Pedestrian Activity, June 2019 vs 2020

- Caldwell - Greenbelt: +108%
- Nampa - Wilson Pathway: +25%
- Boise - Eckert Bridge: +24%
- Eagle - Greenbelt: +21%
- Nampa - Stoddard Pathway: +16%
- Boise - Trestle Bridge: -1%
- Caldwell - Indian Creek: -16%
- Garden City Pathway: -19%
- Boise - Anne Frank Bridge: -23%
- Boise - Friendship Bridge: -33%
Summary

• Bike/Pedestrian volumes have normalized
• The “Caldwell-Greenbelt” continues to increase
  • +204% in Bicycles
    • 423 in June 2019
    • 1,288 in June 2020
  • +88% in Pedestrian
    • 2,028 in June 2019
    • 3,824 in June 2020
Person Trips by Mode

- Drove Private Auto, 84.3%
- Walk, 6.3%
- School Bus, 5.7%
- Bike, 2.2%
- Public Bus, 0.3%
- Other (taxi, motorcycle, etc), 1.2%

Source: 2011/12 COMPASS Regional Household Travel Survey)
### VRT Ridership, January - June

<table>
<thead>
<tr>
<th>Fixed Route and Access</th>
<th>2019</th>
<th>2020</th>
<th>Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>111,072</td>
<td>111,353</td>
<td>281</td>
<td>0.3%</td>
</tr>
<tr>
<td>February</td>
<td>101,614</td>
<td>108,741</td>
<td>7,127</td>
<td>7%</td>
</tr>
<tr>
<td>March</td>
<td>107,887</td>
<td>76,029</td>
<td>-31,858</td>
<td>-30%</td>
</tr>
<tr>
<td>April</td>
<td>114,751</td>
<td>*73,873</td>
<td>-40,878</td>
<td>-36%</td>
</tr>
<tr>
<td>May</td>
<td>107,188</td>
<td>*70,806</td>
<td>-36,382</td>
<td>-34%</td>
</tr>
<tr>
<td>June</td>
<td>92,453</td>
<td>*86,481</td>
<td>-5,972</td>
<td>-6%</td>
</tr>
</tbody>
</table>

*Ridership data collected by Automatic Passenger Counters (APC) versus fare box, compare data cautiously.
VRT Timeline, March - May

- March 21, stopped collecting fares
- March 27, reduced fixed route service and closed all facilities
- May 4, resumed some fixed route service
June 1, reopened some facilities

June 15, resumed normal operations, fare collection, and reopen all facilities

June 24 returned to stage 3, suspended fares and closed Main Street Station
Summary

Traffic volumes are still down in most areas (Web Map)

Bike and pedestrian activity are up but "stabilizing"

Ridership is down

(PDF version of the slides posted)
Questions?
Contact

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