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
    - Long term trends to current
    - January through April 2019 and 2020
    - Peak hour April 2019 and 2020
    - Downtown Boise

- Bike and Pedestrian Activity

- Bus Ridership Levels
What does COMPASS do?

- Plan
- Implement
- Provide technical expertise
- Facilitate
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
Changes – Average Weekday

I-84/I-184

-26,100
-35%
(April 2020 vs April 2019)

State Highways

-6,000
-25%
(April 2020 vs April 2019)

Arterials

-5,900
-36%
(April 2020 vs April 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

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

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

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

-12,300  
-59%
Capitol Boulevard, River Crossing

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

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

46,889 (April 2020)
Similar to 2013 volumes

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

85,706 (April 2020)
Similar to 2011/2012 volumes

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

97,992 (April 2020)
Below 2002 volumes

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

Below 2004 volumes

50,644 (April 2020)

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

32,682 (April 2020)
Below 2011 volumes

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

Source: ITD’s ATR Data

+ 4,230 (February 2020 vs 2019)
-14,420 (April 2020 vs 2019)
I-84 West of Franklin Road Interchange
Peak Hours

**I-84 Eastbound, West of Franklin Road (Caldwell) Interchange**

<table>
<thead>
<tr>
<th>Time</th>
<th>Traffic Volume (Average Weekly)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>Apr-2020: 1,547, Apr-2019: 1,713</td>
</tr>
<tr>
<td>7AM</td>
<td>Apr-2020: 2,269, Apr-2019: 2,269</td>
</tr>
<tr>
<td>8AM</td>
<td>Apr-2020: 1,964, Apr-2019: 1,319</td>
</tr>
<tr>
<td>3PM</td>
<td>Apr-2020: 2,132, Apr-2019: 1,642</td>
</tr>
<tr>
<td>4PM</td>
<td>Apr-2020: 2,275, Apr-2019: 1,688</td>
</tr>
<tr>
<td>5PM</td>
<td>Apr-2020: 2,237, Apr-2019: 1,632</td>
</tr>
</tbody>
</table>

Source: ITD’s ATR Data

**-610 (-29%)**
(eastbound AM)

**I-84 Westbound, West of Franklin Road (Caldwell) Interchange**

<table>
<thead>
<tr>
<th>Time</th>
<th>Traffic Volume (Average Weekly)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>Apr-2020: 852, Apr-2019: 1,341</td>
</tr>
<tr>
<td>7AM</td>
<td>Apr-2020: 1,341, Apr-2019: 1,848</td>
</tr>
<tr>
<td>8AM</td>
<td>Apr-2020: 1,239, Apr-2019: 1,659</td>
</tr>
<tr>
<td>3PM</td>
<td>Apr-2020: 1,804, Apr-2019: 2,252</td>
</tr>
<tr>
<td>4PM</td>
<td>Apr-2020: 1,971, Apr-2019: 2,390</td>
</tr>
<tr>
<td>5PM</td>
<td>Apr-2020: 2,027, Apr-2019: 2,465</td>
</tr>
</tbody>
</table>

Source: ITD’s ATR Data

**-435 (-18%)**
(westbound PM)
I-84 Near Canyon – Ada County Line
January through April

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

<table>
<thead>
<tr>
<th>Month</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>107,472</td>
<td>109,655</td>
</tr>
<tr>
<td>Feb</td>
<td>111,461</td>
<td>116,798</td>
</tr>
<tr>
<td>Mar</td>
<td>118,203</td>
<td>105,614</td>
</tr>
<tr>
<td>Apr</td>
<td>121,671</td>
<td>85,706</td>
</tr>
</tbody>
</table>

+ **5,337** (February 2020 vs 2019)
- **35,965** (April 2020 vs 2019)

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)

<table>
<thead>
<tr>
<th>Time</th>
<th>Apr-2020</th>
<th>Apr-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>5,319</td>
<td>7,190</td>
</tr>
<tr>
<td>7AM</td>
<td>6,054</td>
<td>8,534</td>
</tr>
<tr>
<td>8AM</td>
<td>4,774</td>
<td>6,740</td>
</tr>
<tr>
<td>3PM</td>
<td>3,797</td>
<td>5,025</td>
</tr>
<tr>
<td>4PM</td>
<td>4,025</td>
<td>5,076</td>
</tr>
<tr>
<td>5PM</td>
<td>4,103</td>
<td>5,181</td>
</tr>
</tbody>
</table>

-1,870 (-35%) (eastbound AM)

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Apr-2020</th>
<th>Apr-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>2,038</td>
<td>3,539</td>
</tr>
<tr>
<td>7AM</td>
<td>2,463</td>
<td>3,595</td>
</tr>
<tr>
<td>8AM</td>
<td>2,182</td>
<td>3,176</td>
</tr>
<tr>
<td>3PM</td>
<td>3,576</td>
<td>4,920</td>
</tr>
<tr>
<td>4PM</td>
<td>4,111</td>
<td>5,126</td>
</tr>
<tr>
<td>5PM</td>
<td>3,856</td>
<td>4,933</td>
</tr>
</tbody>
</table>

-1,145 (-23%) (westbound PM)

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

I-84, East of Eagle Road Interchange (Near the Wye)

<table>
<thead>
<tr>
<th></th>
<th>Traffic Volume (Average Weekday)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan-2019</td>
<td>140,874</td>
</tr>
<tr>
<td>Jan-2020</td>
<td>145,737</td>
</tr>
<tr>
<td>Feb-2019</td>
<td>145,118</td>
</tr>
<tr>
<td>Feb-2020</td>
<td>154,784</td>
</tr>
<tr>
<td>Mar-2019</td>
<td>152,621</td>
</tr>
<tr>
<td>Mar-2020</td>
<td>133,384</td>
</tr>
<tr>
<td>Apr-2019</td>
<td>158,758</td>
</tr>
<tr>
<td>Apr-2020</td>
<td>97,992</td>
</tr>
</tbody>
</table>

+ **9,666** (February 2020 vs 2019)
- **60,766** (April 2020 vs 2019)

Source: ITD's ATR Data
I-84 Near the Wye Interchange
Peak Hours

**I-84 Eastbound, East of Eagle Road Interchange**
- **7AM:** 4,398
- **8AM:** 3,445
- **4PM:** 3,023
- **5PM:** 3,089

Source: ITD’s ATR Data

**-3,020 (-44%)**
(eastbound AM)

**I-84 Westbound, East of Eagle Road Interchange**
- **6AM:** 2,668
- **7AM:** 2,810
- **8AM:** 2,528
- **3PM:** 4,364
- **4PM:** 5,250
- **5PM:** 4,682

Source: ITD’s ATR Data

**-2,540 (-35%)**
(westbound PM)
I-184 Southwest of Curtis Road Interchange
January through April

I-184, West of Curtis Road Interchange

Traffic Volume (Average Weekday)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</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>
</tr>
</tbody>
</table>

+ 4,325 (February 2020 vs 2019)
-46,900 (April 2020 vs 2019)

Source: ITD’s ATR Data
I-84 Southwest of Curtis Road Interchange

Peak Hours

-2,340 (-55%) (eastbound AM)

-2,050 (-45%) (westbound PM)

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

I-84, West of Gowen Road Interchange

<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>44,542</td>
<td>44,458</td>
<td>44,288</td>
<td>47,703</td>
<td>49,393</td>
<td>42,721</td>
<td>51,757</td>
<td>32,682</td>
</tr>
</tbody>
</table>

+ 3,415 (February 2020 vs 2019)
-19,075 (April 2020 vs 2019)

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

-1,000 (-49%) (eastbound AM)

-1,050 (-42%) (westbound PM)

Source: ITD’s ATR Data
State Highways
Historic to Current Volumes
US 95, South of SH 19 (Simplot Boulevard)

5,542 (April 2020)
Near 2014 volumes

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

14,924 (April 2020)
Near 2011 volumes

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

17,067 (April 2020)
Near 2017 volumes

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

Source: ITD’s ATR Data

+367 (February 2020 vs 2019)

-1,452 (April 2020 vs 2019)
US 95, South of SH 19 (Simplot Boulevard) Peak Hours

US 95 Northbound, South of SH 19 (Simplot Boulevard)

-99 (-35%) (northbound AM)

US 95 Southbound, South of SH 19 (Simplot Boulevard)

-76 (-24%) (southbound PM)

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

+858 (February 2020 vs 2019)
-3,919 (April 2020 vs 2019)

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

Source: ITD’s ATR Data

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

- **-236 (-30%)**
  (eastbound AM)

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

- **-102 (-13%)**
  (westbound PM)

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

Source: ITD's ATR Data

+1,922 (February 2020 vs 2019)
-3,214 (April 2020 vs 2019)

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

**SH 69 Northbound, South of Hubbard Road**

<table>
<thead>
<tr>
<th>Time</th>
<th>April 2019</th>
<th>April 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>882</td>
<td>563</td>
</tr>
<tr>
<td>7AM</td>
<td>1,010</td>
<td>681</td>
</tr>
<tr>
<td>8AM</td>
<td>755</td>
<td>526</td>
</tr>
<tr>
<td>3PM</td>
<td>655</td>
<td>564</td>
</tr>
<tr>
<td>4PM</td>
<td>606</td>
<td>594</td>
</tr>
<tr>
<td>5PM</td>
<td>636</td>
<td>579</td>
</tr>
</tbody>
</table>

-292 (-33%)  
(northbound AM)

**SH 69 Southbound, South of Hubbard Road**

<table>
<thead>
<tr>
<th>Time</th>
<th>April 2019</th>
<th>April 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>245</td>
<td>218</td>
</tr>
<tr>
<td>7AM</td>
<td>487</td>
<td>310</td>
</tr>
<tr>
<td>8AM</td>
<td>367</td>
<td>338</td>
</tr>
<tr>
<td>3PM</td>
<td>753</td>
<td>843</td>
</tr>
<tr>
<td>4PM</td>
<td>1,012</td>
<td>856</td>
</tr>
<tr>
<td>5PM</td>
<td>1,116</td>
<td>903</td>
</tr>
</tbody>
</table>

-153 (-15%)  
(southbound PM)

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

**7,384** (April 2020)
Near 2014 volumes

Source: ITD’s ATR Data
16th Avenue Overpass

Source: ITD's ATR Data

15,468 (April 2020)
Near 2009 volumes

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

14,008 (April 2020)
Below 2002 volumes

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

Source: ITD’s ATR Data

Traffic Volume (Average Weekday)

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>January</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>
</tr>
<tr>
<td>February</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></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>9,264</td>
<td>8,202</td>
<td>8,523</td>
<td>9,303</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

+1,742 (February 2020 vs 2019)
-1,919 (April 2020 vs 2019)

Source: ITD’s ATR Data
Ustick Road, East of Cleveland Boulevard
Peak Hours

**Ustick Road Eastbound, East of Cleveland Boulevard**

<table>
<thead>
<tr>
<th>Time</th>
<th>Apr-2020</th>
<th>Apr-2019</th>
<th>Change</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>109</td>
<td>143</td>
<td>-34</td>
<td>-37%</td>
</tr>
<tr>
<td>7AM</td>
<td>150</td>
<td>270</td>
<td>-120</td>
<td>-71%</td>
</tr>
<tr>
<td>8AM</td>
<td>157</td>
<td>243</td>
<td>-86</td>
<td>-57%</td>
</tr>
<tr>
<td>3PM</td>
<td>323</td>
<td>372</td>
<td>-49</td>
<td>-14%</td>
</tr>
<tr>
<td>4PM</td>
<td>357</td>
<td>472</td>
<td>-115</td>
<td>-25%</td>
</tr>
<tr>
<td>5PM</td>
<td>388</td>
<td>491</td>
<td>-103</td>
<td>-21%</td>
</tr>
</tbody>
</table>

**Ustick Road Westbound, East of Cleveland Boulevard**

<table>
<thead>
<tr>
<th>Time</th>
<th>Apr-2020</th>
<th>Apr-2019</th>
<th>Change</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>6AM</td>
<td>186</td>
<td>235</td>
<td>-49</td>
<td>-26%</td>
</tr>
<tr>
<td>7AM</td>
<td>211</td>
<td>350</td>
<td>-139</td>
<td>-41%</td>
</tr>
<tr>
<td>8AM</td>
<td>143</td>
<td>226</td>
<td>-83</td>
<td>-37%</td>
</tr>
<tr>
<td>3PM</td>
<td>260</td>
<td>319</td>
<td>-59</td>
<td>-20%</td>
</tr>
<tr>
<td>4PM</td>
<td>291</td>
<td>334</td>
<td>-43</td>
<td>-14%</td>
</tr>
<tr>
<td>5PM</td>
<td>292</td>
<td>372</td>
<td>-80</td>
<td>-22%</td>
</tr>
</tbody>
</table>

Source: ITD’s ATR Data
### 16th Avenue Overpass
January through March

<table>
<thead>
<tr>
<th>Month</th>
<th>2019</th>
<th>2020</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan-2020</td>
<td>20,106</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb-2019</td>
<td>21,142</td>
<td>21,489</td>
<td>+347</td>
</tr>
<tr>
<td>Feb-2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar-2019</td>
<td>22,235</td>
<td>19,140</td>
<td>-8,056</td>
</tr>
<tr>
<td>Mar-2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr-2019</td>
<td>23,524</td>
<td>15,468</td>
<td></td>
</tr>
<tr>
<td>Apr-2020</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**January 2019 data unavailable**

Source: ITD’s ATR Data
16th Avenue Overpass
Peak Hours

16th Avenue Northbound, South of 2nd Street

-415 (-45%) (eastbound AM)

16th Avenue Southbound, South of 2nd Street

-426 (-35%) (westbound PM)

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

Source: ITD’s ATR Data

+2,431 (February 2020 vs 2019)
-10,164 (April 2020 vs 2019)

Traffic Volume (Average Weekday)

Jan-2019 21,390
Jan-2020 23,215
Feb-2019 21,903
Feb-2020 24,334
Mar-2019 22,491
Mar-2020 19,768
Apr-2019 24,172
Apr-2020 14,008
State Street, West of 23rd Street
Peak Hours

State Street Eastbound, West of 23rd Street

-638 (-62%) (eastbound AM)

State Street Westbound, West of 23rd Street

-600 (-47%) (westbound PM)

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

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Apr-2019</th>
<th>Apr-2020</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Harrison Blvd</td>
<td>14,812</td>
<td>8,166</td>
<td>-6,646</td>
</tr>
<tr>
<td>2 Americana Blvd</td>
<td>15,325</td>
<td>7,986</td>
<td>-7,339</td>
</tr>
<tr>
<td>3 Fairview Ave</td>
<td>15,986</td>
<td>8,247</td>
<td>-7,739</td>
</tr>
<tr>
<td>4 9th St</td>
<td>23,354</td>
<td>14,859</td>
<td>-8,495</td>
</tr>
<tr>
<td>5 Main St</td>
<td>20,047</td>
<td>10,583</td>
<td>-9,464</td>
</tr>
<tr>
<td>6 State St</td>
<td>24,172</td>
<td>14,008</td>
<td>-10,164</td>
</tr>
<tr>
<td>7 Capitol Blvd</td>
<td>20,716</td>
<td>8,448</td>
<td>-12,268</td>
</tr>
<tr>
<td>8 Broadway Ave</td>
<td>31,649</td>
<td>17,162</td>
<td>-14,487</td>
</tr>
<tr>
<td>9 I 184 Westbound</td>
<td>39,639</td>
<td>17,353</td>
<td>-22,286</td>
</tr>
<tr>
<td>10 I 184 Eastbound</td>
<td>46,125</td>
<td>20,229</td>
<td>-25,896</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>251,825</strong></td>
<td><strong>127,041</strong></td>
<td><strong>-124,784</strong></td>
</tr>
</tbody>
</table>

-50%
Changes – Average Weekday

- **I-84/I-184**
  - Change: -26,100
  - Percentage: -35%
  - Range: (-60,800 to -5,800)

- **State Highways**
  - Change: -6,000
  - Percentage: -25%
  - Range: (-16,500 to -225)

- **Arterials**
  - Change: -5,900
  - Percentage: -36%
  - Range: (-12,200 to -1,900)

Source: ITD’s ATR Data, April 2020 vs April 2019
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
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
    • Boise State University courses going online
  • Indian Creek in Caldwell
    • Due to closed businesses
Bike-Pedestrian Counter Locations
Comparing 2019 to 2020...

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

From **717,070** in **2019** to **818,130** in **2020**

Total increase of **14.1%** , or 101,060 bike+ped, in three months – nearly three Albertson’s Stadiums.
...So which areas are seeing the most changes?
Largest differences: 4 Locations
#4: Stoddard Pathway in Nampa
#4: Stoddard Pathway
From 2019 to 2020...

<table>
<thead>
<tr>
<th>Month</th>
<th>March</th>
<th>April</th>
<th>May</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+55.5% or Increase of 2,901 users (bike+ped)</td>
<td>+155.9% or Increase of 9,875 users (bike+ped)</td>
<td>+48.2% or Increase of 5,083 users (bike+ped)</td>
</tr>
</tbody>
</table>
#3: Eckert Bridge in Boise
#3: Eckert Bridge
From 2019 to 2020...

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

<table>
<thead>
<tr>
<th></th>
<th>March</th>
<th>April</th>
<th>May</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+57.1% or</td>
<td>+142.1% or</td>
<td>+98% or</td>
</tr>
<tr>
<td></td>
<td>Increase of 7,291</td>
<td>Increase of 19,165</td>
<td>Increase of 18,108</td>
</tr>
<tr>
<td></td>
<td>users (bike+ped)</td>
<td>users (bike+ped)</td>
<td>users (bike+ped)</td>
</tr>
</tbody>
</table>
#1: Wilson Pathway in Nampa
#1: Wilson Pathway in Nampa
From **2019** to **2020**...

<table>
<thead>
<tr>
<th>March</th>
<th>April</th>
<th>May</th>
</tr>
</thead>
<tbody>
<tr>
<td>+68% or</td>
<td>+160.0% or</td>
<td>+83% or</td>
</tr>
<tr>
<td>Increase of 4,925 users (bike+ped)</td>
<td>Increase of 13,221 users (bike+ped)</td>
<td>Increase of 8,484 users (bike+ped)</td>
</tr>
</tbody>
</table>
Total % Change Bike and Pedestrian Activity, March – May 2020 vs 2019

- Wilson Pathway - Nampa: 104%
- Eagle Greenbelt: 99%
- Eckert Bridge - Boise: 88%
- Stoddard Pathway - Nampa: 87%
- Caldwell Greenbelt: 78%
- Tully Park: 61%
- Trestle Bridge - Boise: 24%
- Anne Frank Memorial: 9%
- Garden City Bridge - Boise: 0%
- Friendship Bridge - Boise: -26%
- Indian Creek - Caldwell: -39%
Summary

• While bike-ped activity increased in general, bike activity increased **dramatically** in most cases
• Most sites saw **at least** a 100% increase in bike activity (March - May 2020)
• Caldwell Greenbelt experienced a **510.4% increase** in bike activity
  • 774 in 2019
  • 4,804 in 2020
## VRT Ridership

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ada County Fixed Route</td>
<td>88,950</td>
<td>96,786</td>
<td>94,281</td>
<td>66,015</td>
<td>-28,266 (-30%)</td>
<td>85,694</td>
</tr>
<tr>
<td>Ada County ACCESS</td>
<td>4,286</td>
<td>4,021</td>
<td>3,954</td>
<td>2,535</td>
<td>-1,419 (-36%)</td>
<td>3,503</td>
</tr>
<tr>
<td>Intercounty</td>
<td>7,011</td>
<td>7,017</td>
<td>6,942</td>
<td>4,539</td>
<td>-2,403 (-35%)</td>
<td>6,166</td>
</tr>
<tr>
<td>Canyon County Fixed Route</td>
<td>3,680</td>
<td>3,321</td>
<td>3,359</td>
<td>2,774</td>
<td>-585 (-17%)</td>
<td>3,151</td>
</tr>
<tr>
<td>Canyon County ACCESS</td>
<td>195</td>
<td>208</td>
<td>205</td>
<td>166</td>
<td>-39 (-19%)</td>
<td>193</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>104,121</strong></td>
<td><strong>121,899</strong></td>
<td><strong>119,247</strong></td>
<td><strong>83,508</strong></td>
<td><strong>-35,739 (-30%)</strong></td>
<td><strong>108,218</strong></td>
</tr>
</tbody>
</table>

Notes: April 2020 data are not yet available.
In mid-April, ridership was reportedly down approximately 50%
VRT Timeline

- March 21, VRT stopped collecting fares
- March 27, VRT reduced fixed route service and closed all facilities
- May 4, VRT resumed some fixed route service
- June 1, VRT reopened some facilities
- June 15, VRT will resume normal operations, fare collection, and reopen all facilities
Summary

- Traffic volumes are down
  (See you again in August)

- Bike and pedestrian activity is up

- Ridership is down

(PDF version of the slides posted)

Questions?
Contact

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mwaldinger@compassidaho.org

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