

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

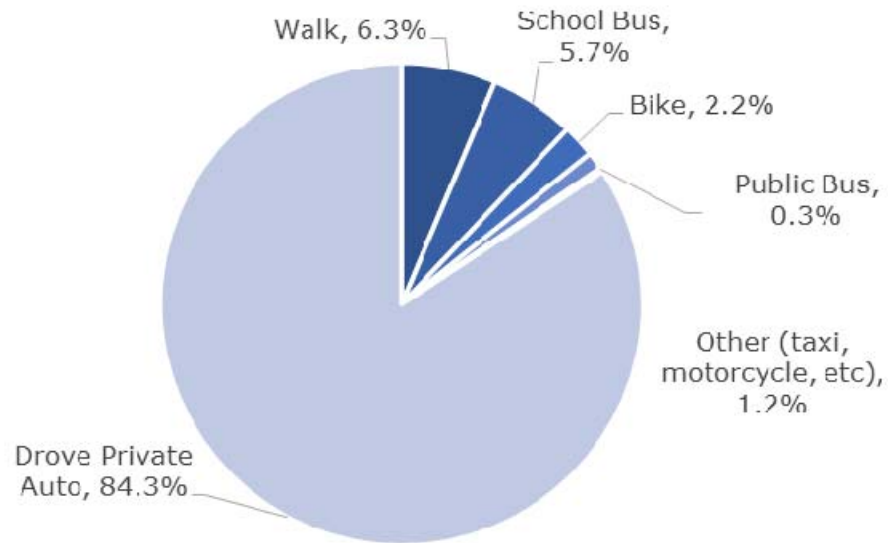


Introduction

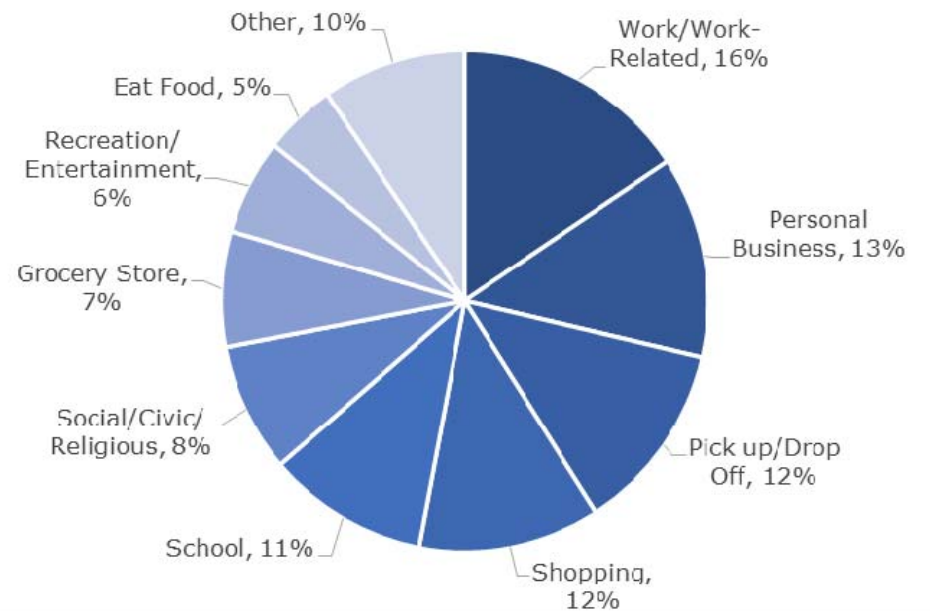
- Traffic Volumes
 - Regional (high level) changes
 - Facility type
 - Specific locations
 - January through June 2019 and 2020
 - Peak hour June 2019 and 2020
 - Downtown Boise
- Bike and Pedestrian Activity
- Bus Ridership Levels



Person Trips by Mode

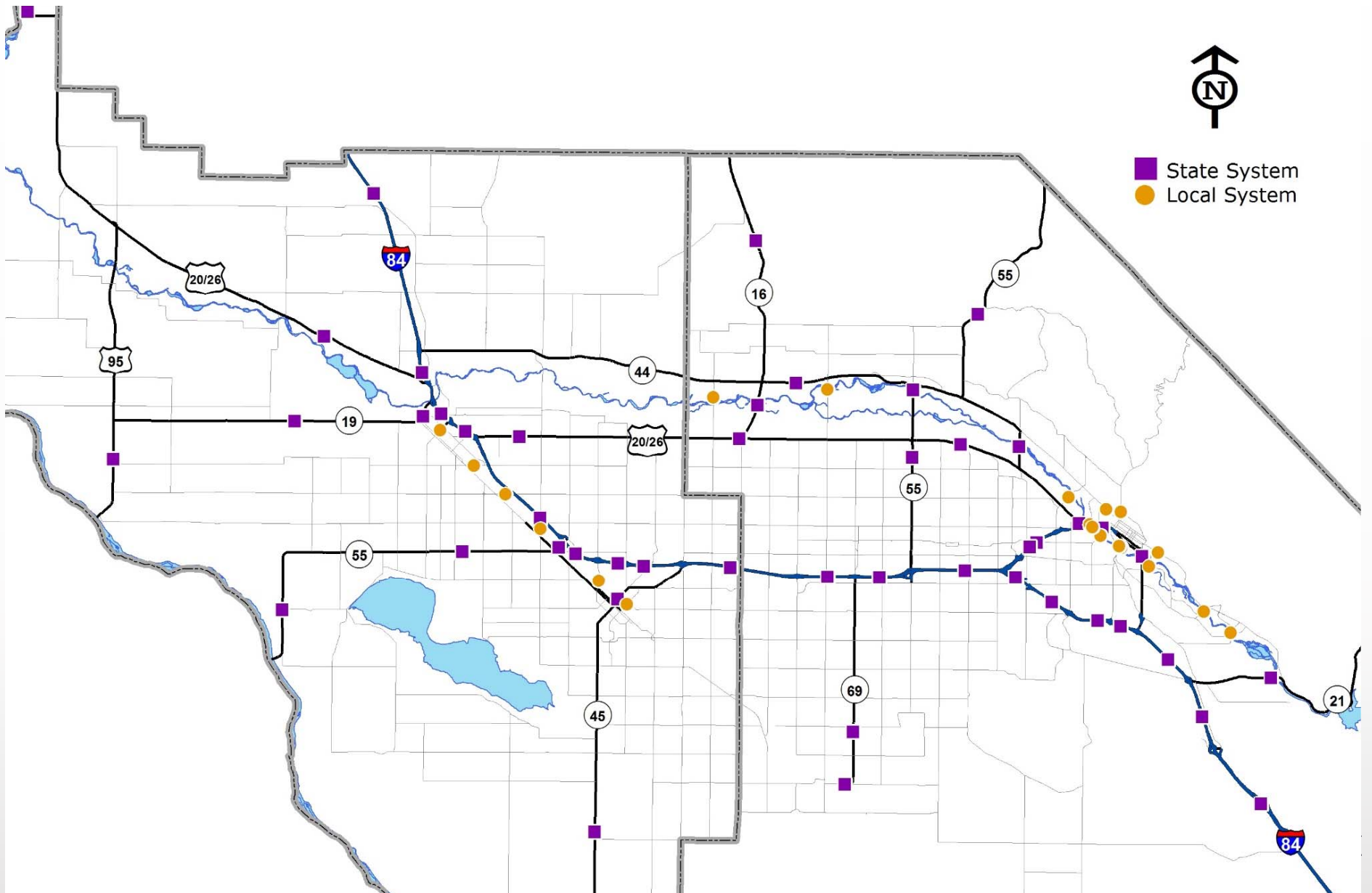


Trip Purpose, Auto-Mode

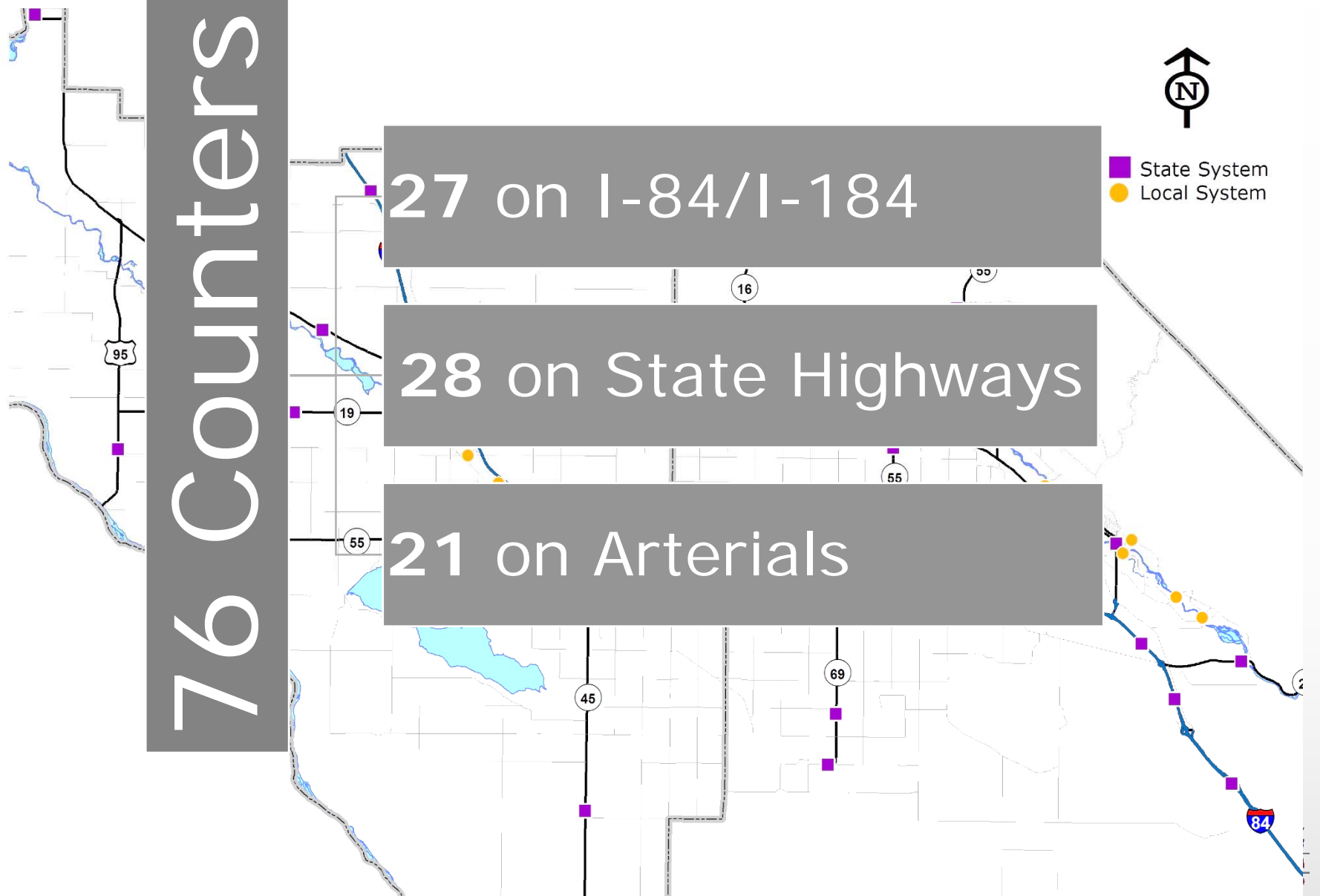


Source: 2011/12 COMPASS Regional Household Travel Survey

ITD's Permanent Traffic Count Locations

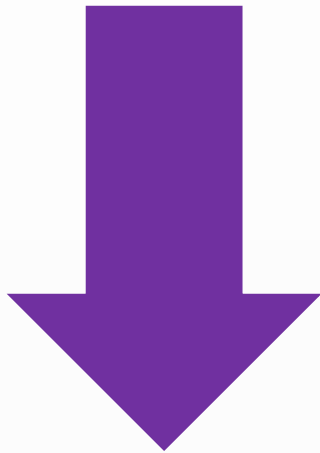


ITD's Permanent Traffic Count Locations



April Changes – Average Weekday

I-84/I-184

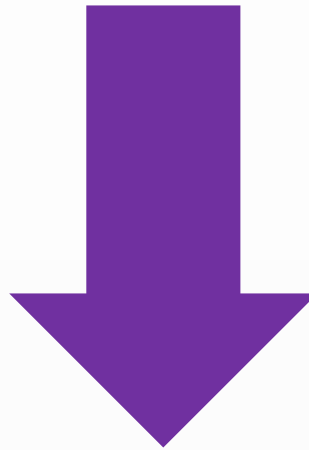


-26,100

-35%

(April 2020 vs April 2019)

State
Highways

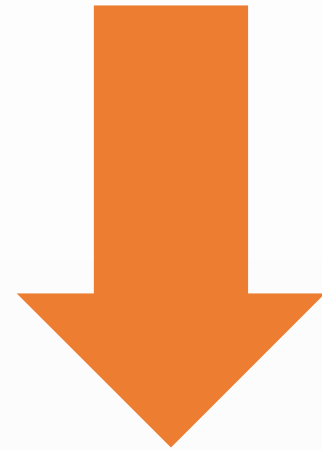


-6,000

-25%

(April 2020 vs April 2019)

Arterials



-5,900

-36%

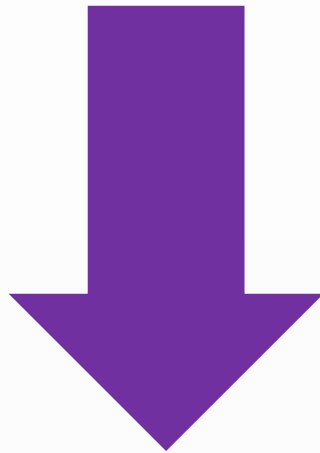
(April 2020 vs April 2019)

Source: ITD's ATR Data



June Changes – Average Weekday

I-84/I-184

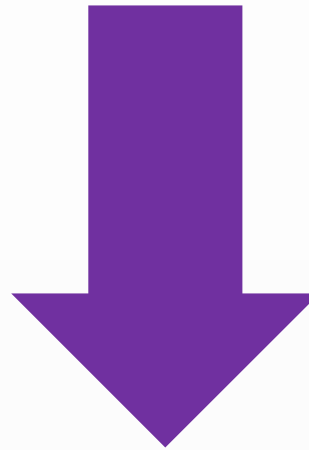


-9,000

-11%

(June 2020 vs June 2019)

State
Highways

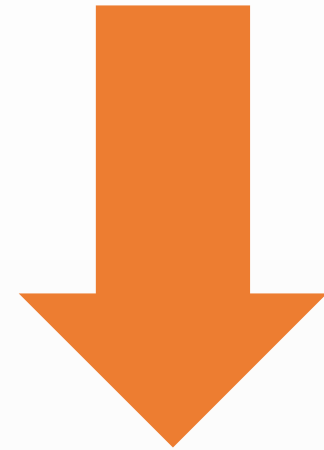


-1,650

-6%

(June 2020 vs June 2019)

Arterials



-2,300

-13%

(June 2020 vs June 2019)

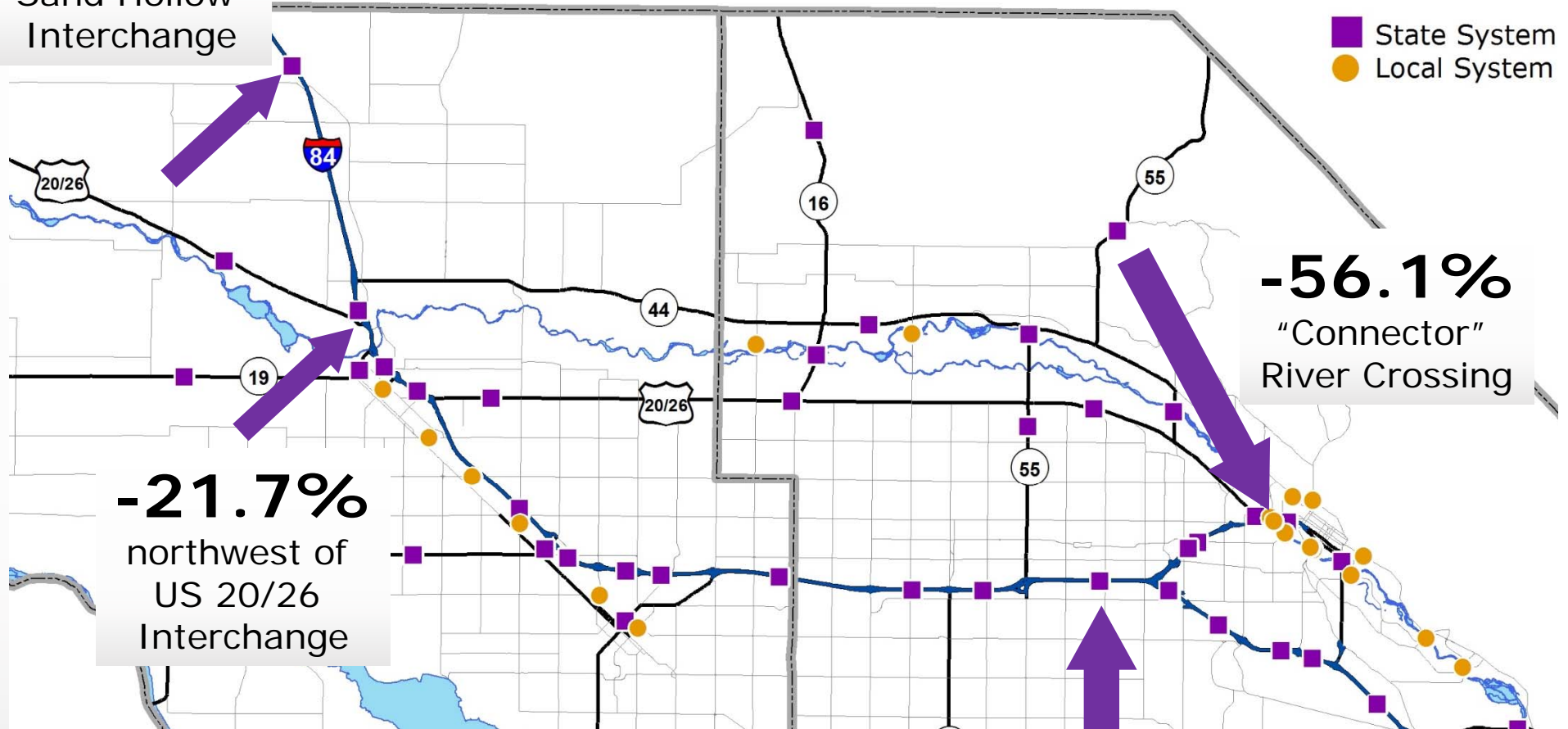
Source: ITD's ATR Data



Least and Most Change, I-84/I-184 April Data

-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

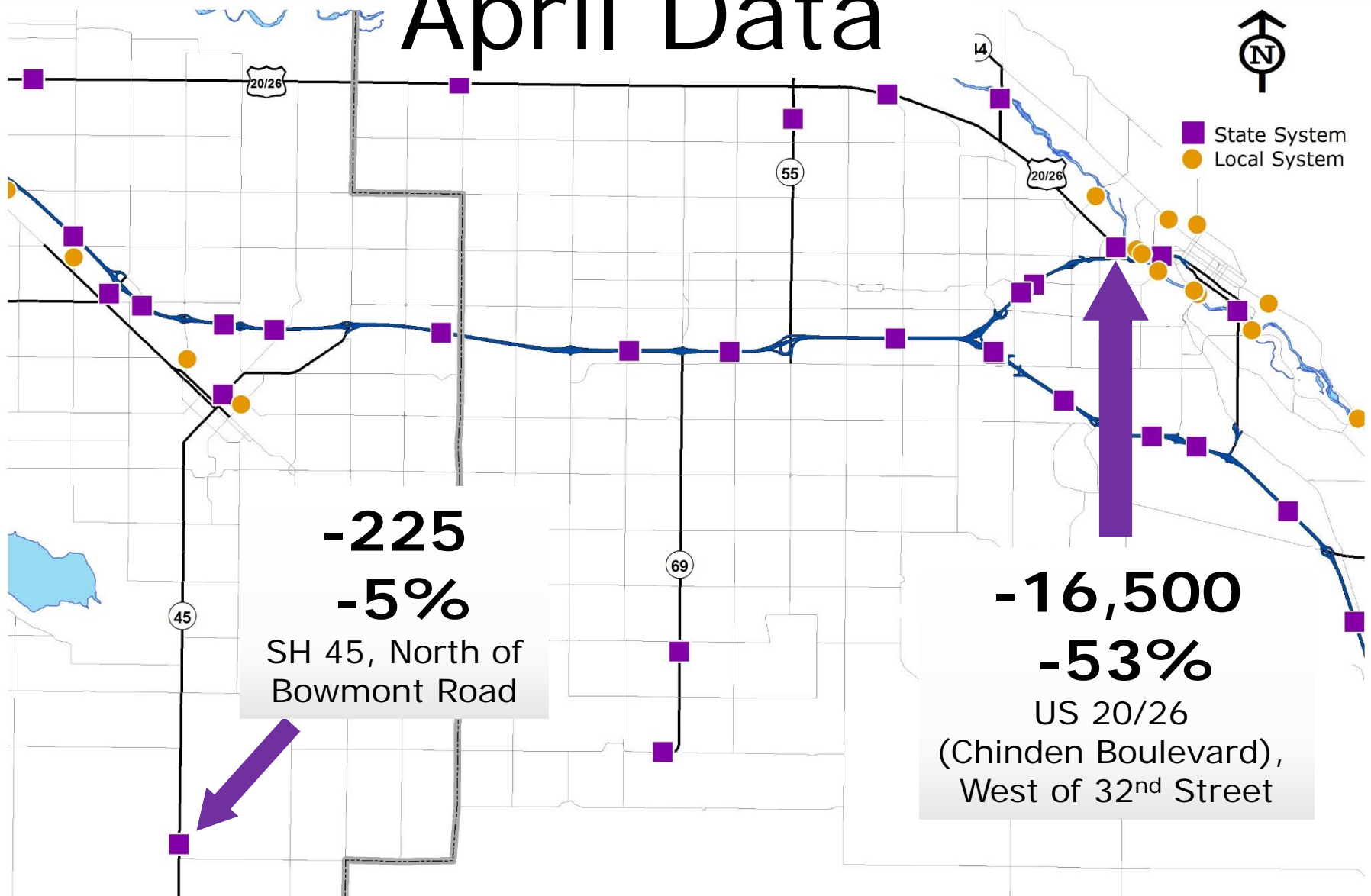
Source: ITD's ATR Data, April 2020 vs April 2019



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Least and Most Change, State Highways

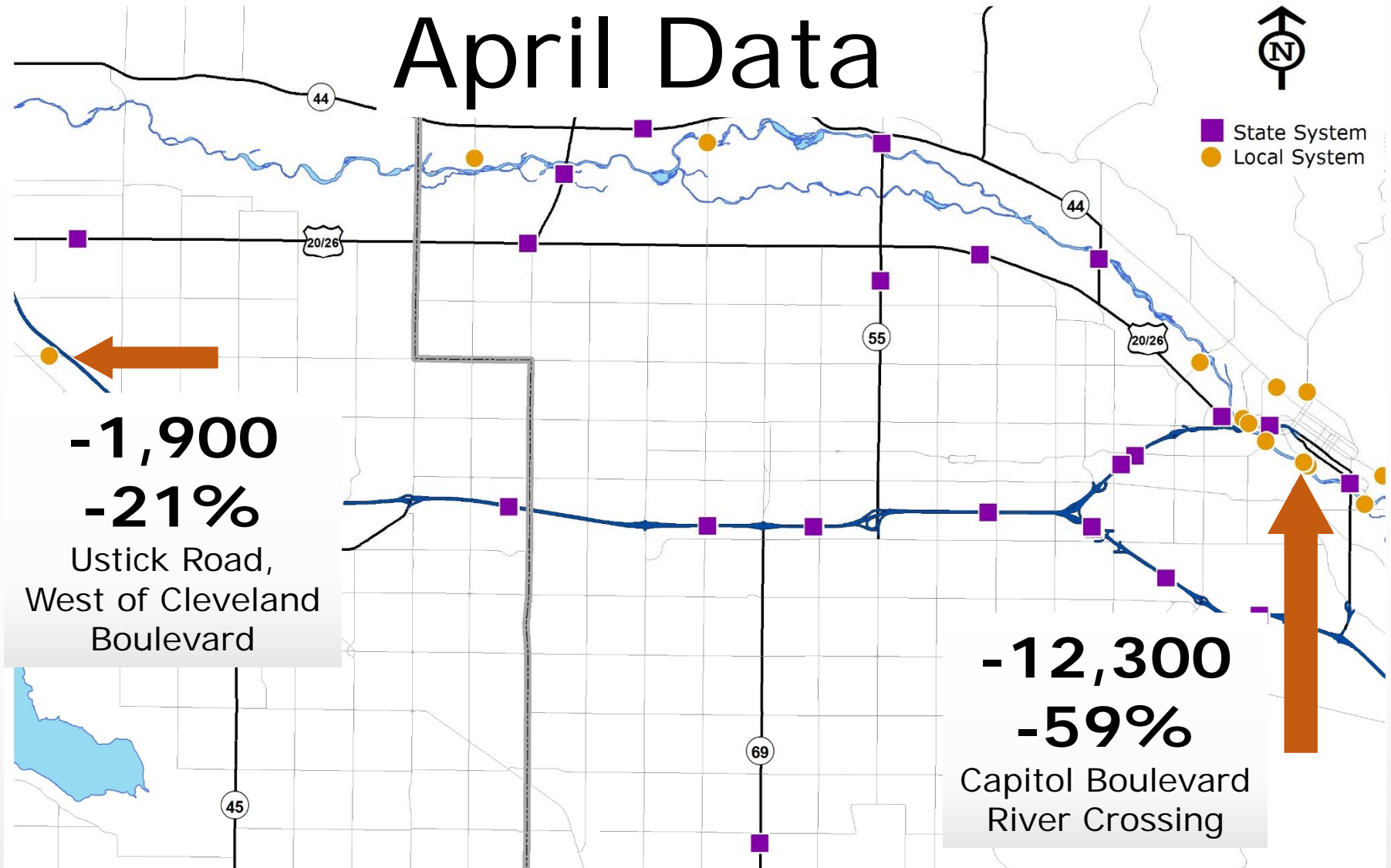
April Data



Source: ITD's ATR Data, April 2020 vs April 2019

Least and Most Change, Arterials

April Data

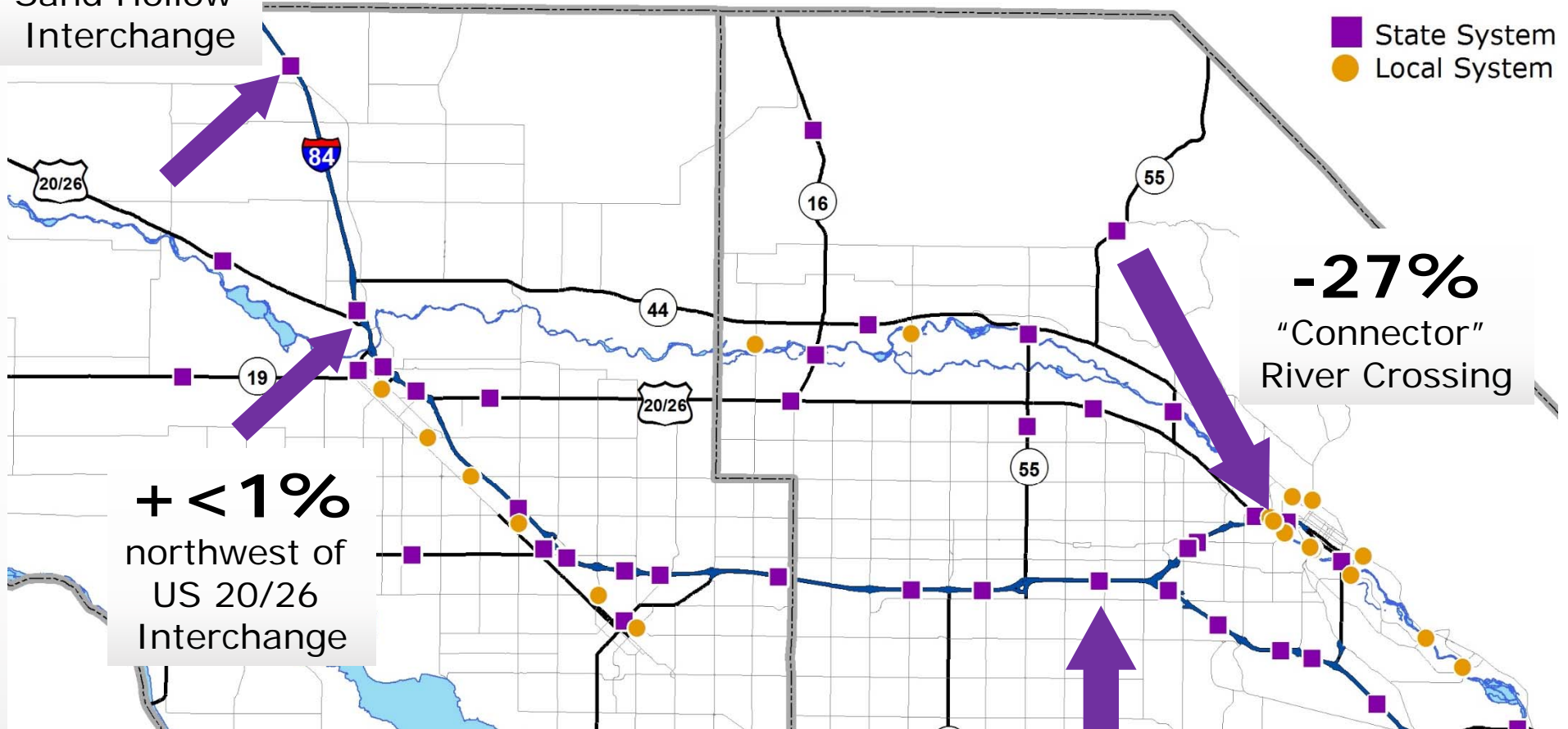


Source: ITD's ATR Data, April 2020 vs April 2019

Recent Changes, I-84/I-184 June Data

-260

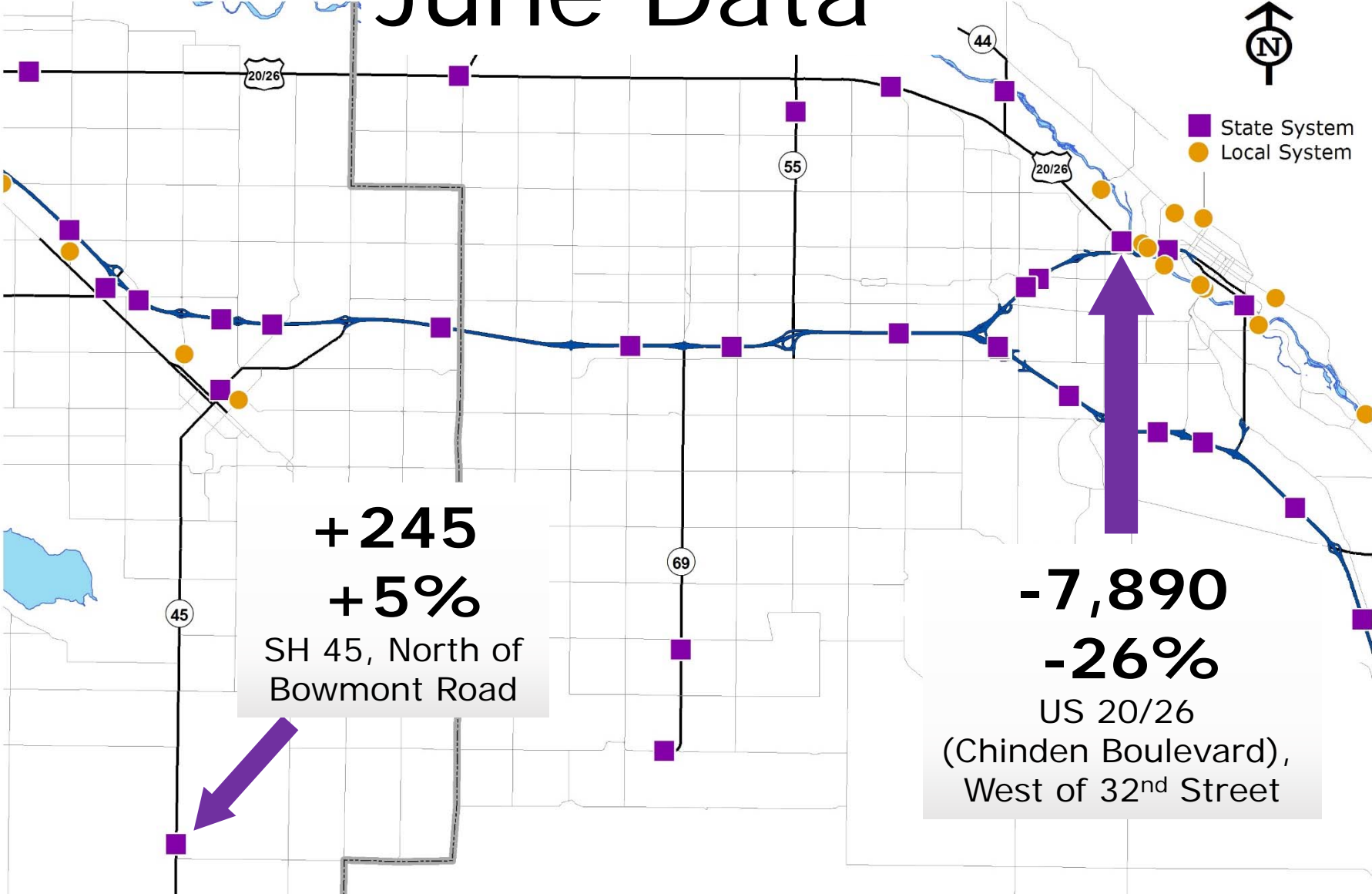
southeast of
Sand Hollow
Interchange



Source: ITD's ATR Data, June 2020 vs June 2019

Recent Changes, State Highways

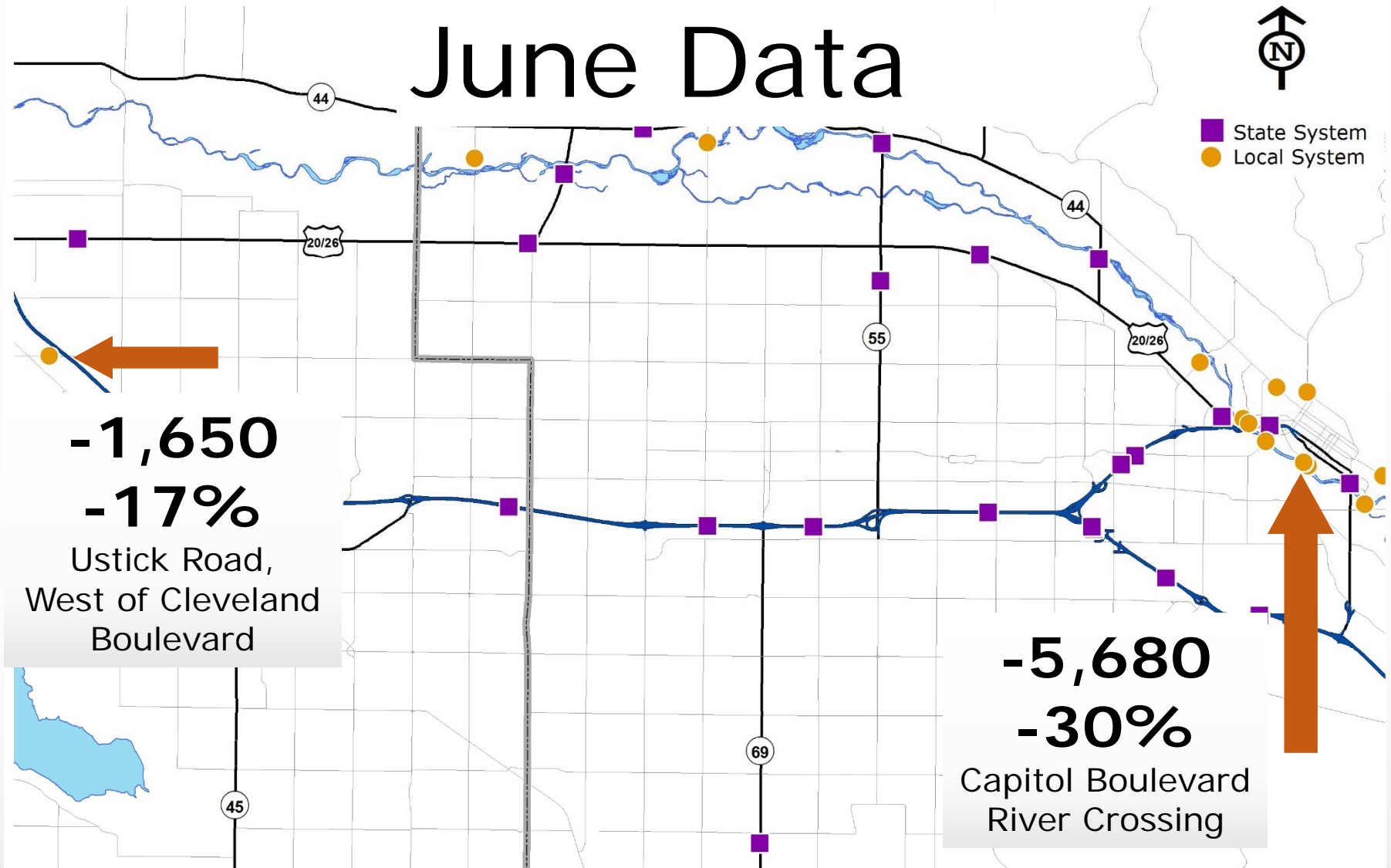
June Data



Source: ITD's ATR Data, June 2020 vs June 2019

Recent Changes, Arterials

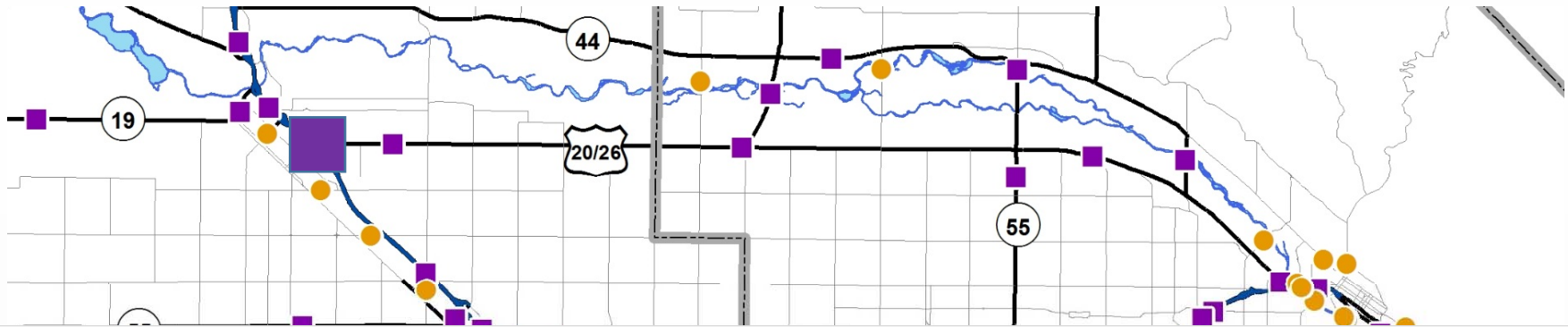
June Data



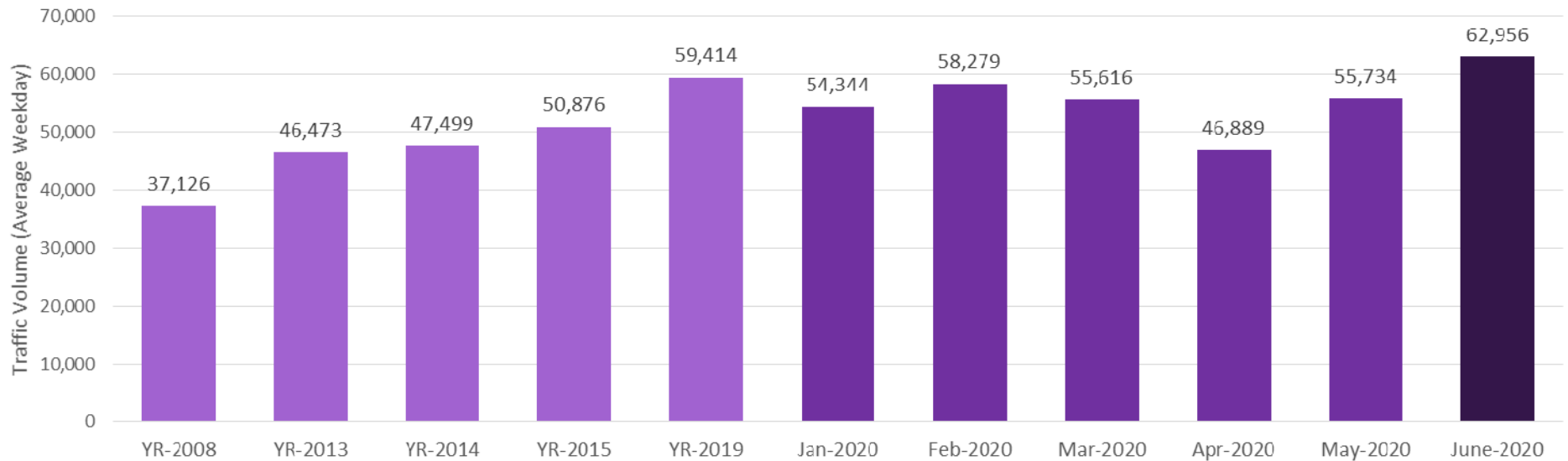
Source: ITD's ATR Data, June 2020 vs June 2019

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)



62,956 (June 2020)

Over 2019 volumes

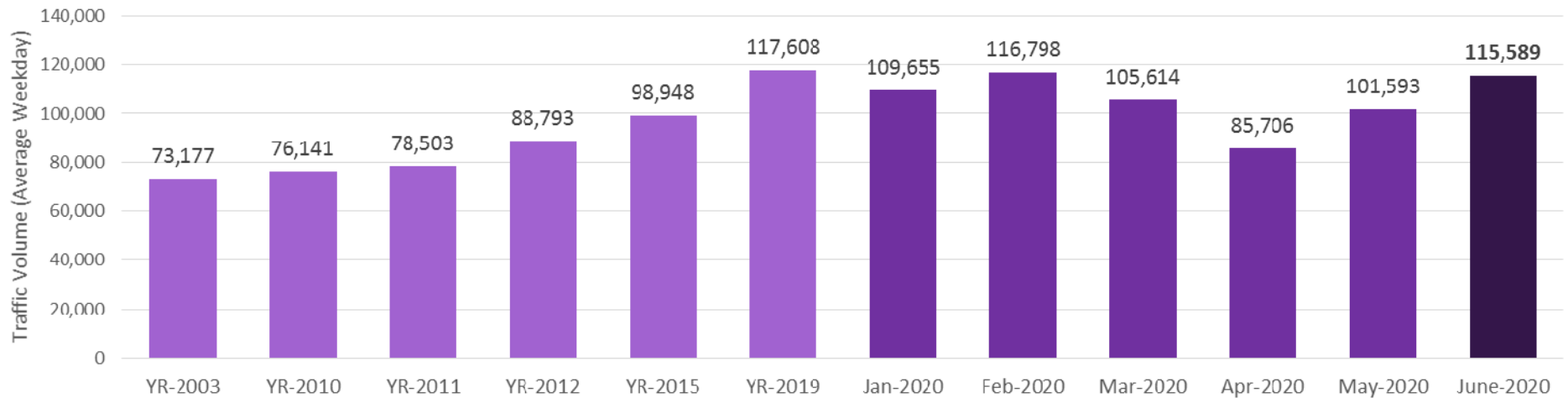
Source: ITD's ATR Data



I-84 Near Canyon-Ada County Line



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



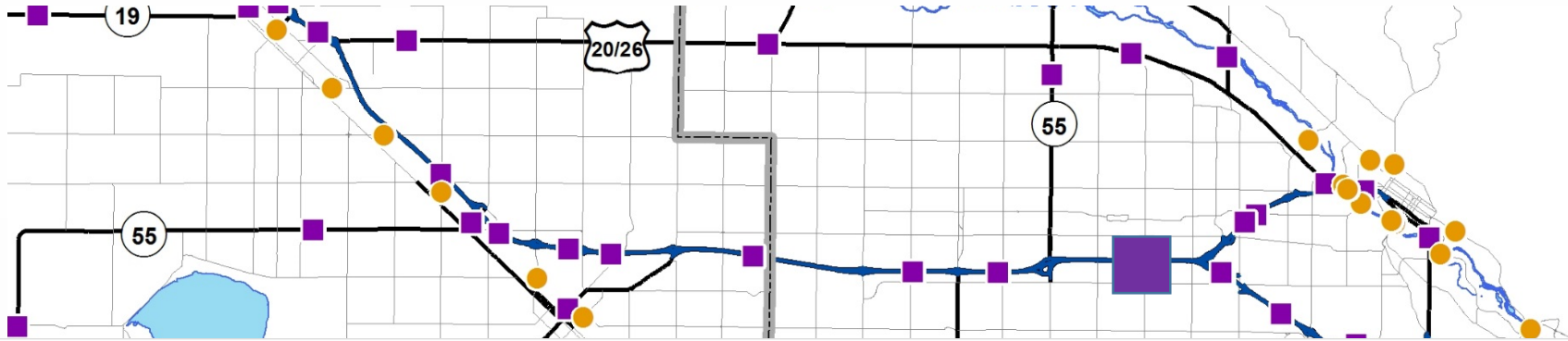
115,589 (June 2020)

Near 2019 volumes

Source: ITD's ATR Data



I-84 Near the Wye Interchange



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

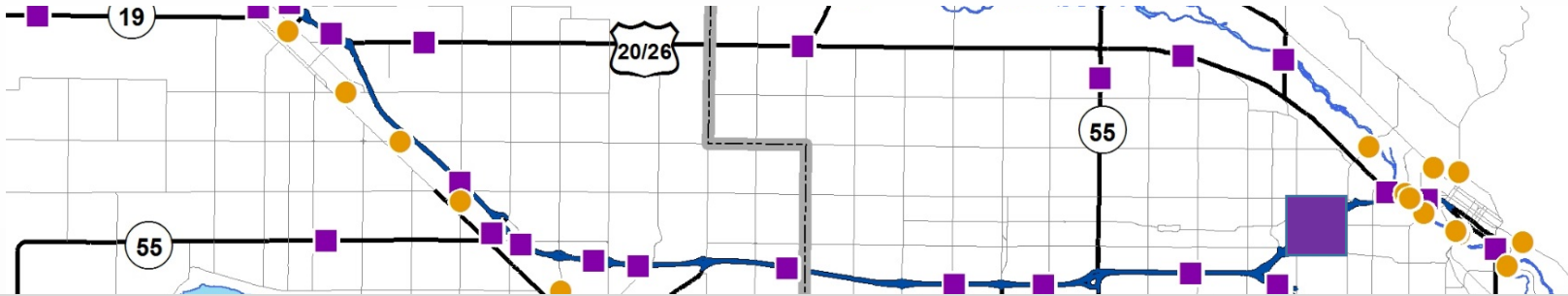


140,557 (June 2020)
Near 2017 volumes

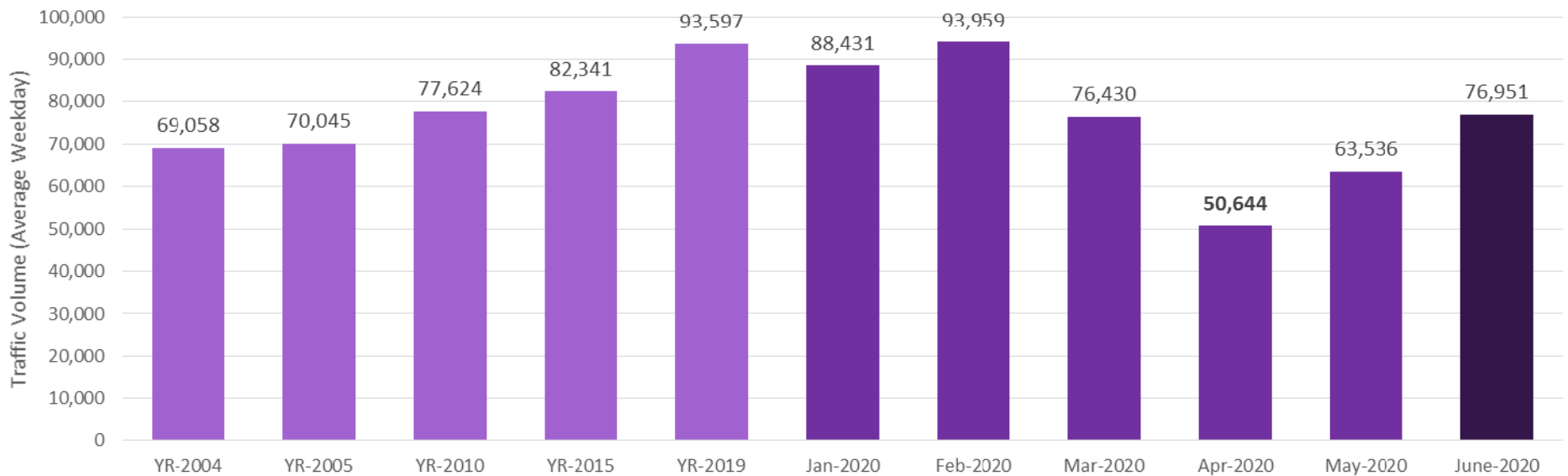
Source: ITD's ATR Data



I-184 Southwest of Curtis Road Interchange



I-184, Southwest of Curtis Road Interchange (Near Emerald Street Overpass)

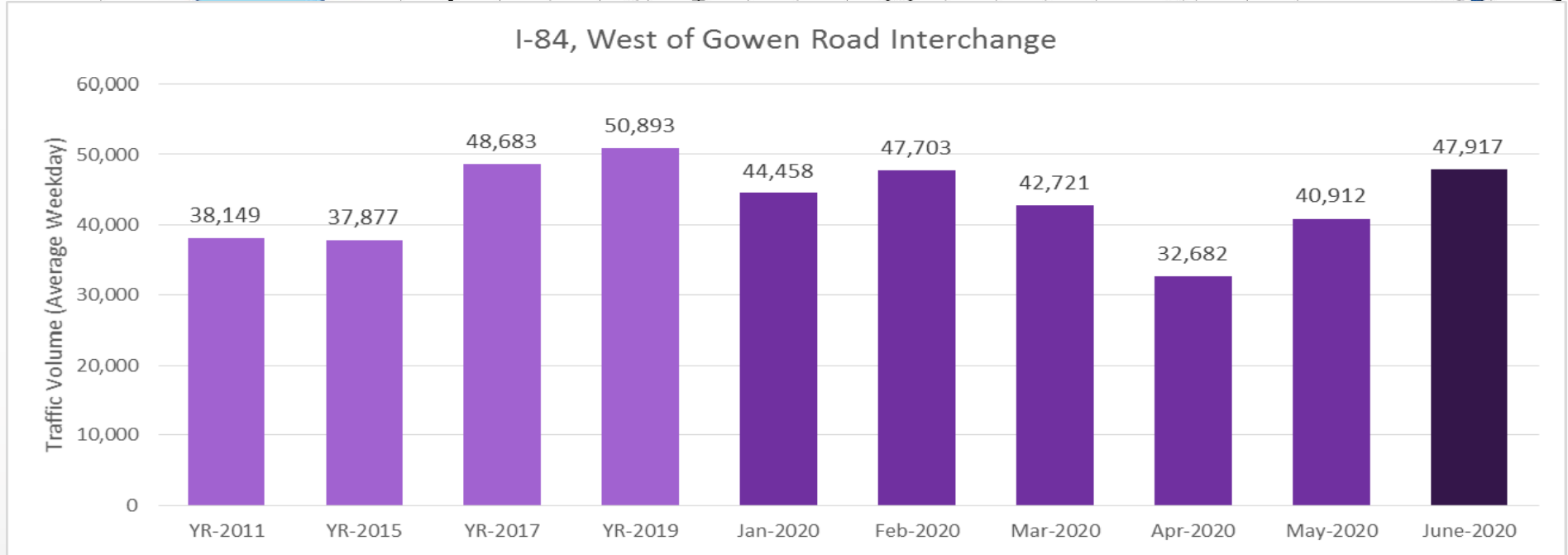
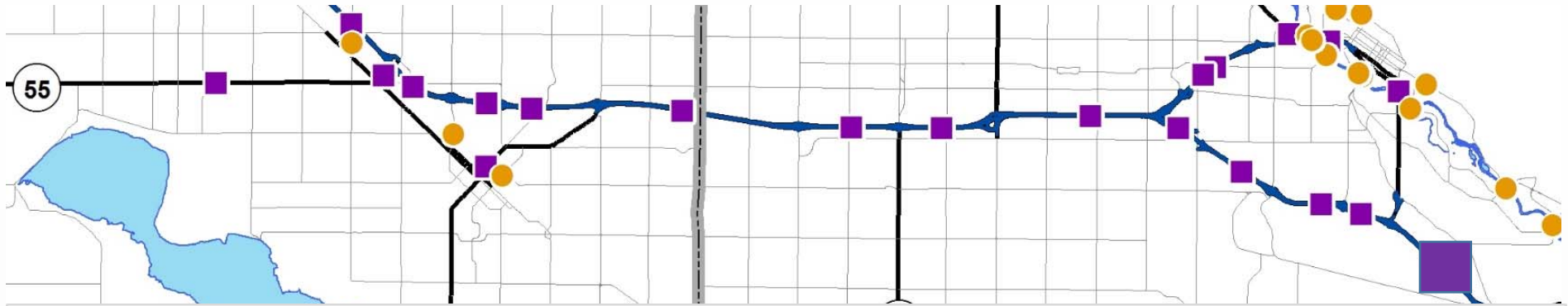


76,951 (April 2020)
Near 2010 volumes

Source: ITD's ATR Data



I-84 West of Gowen Road Interchange



47,917 (April 2020)

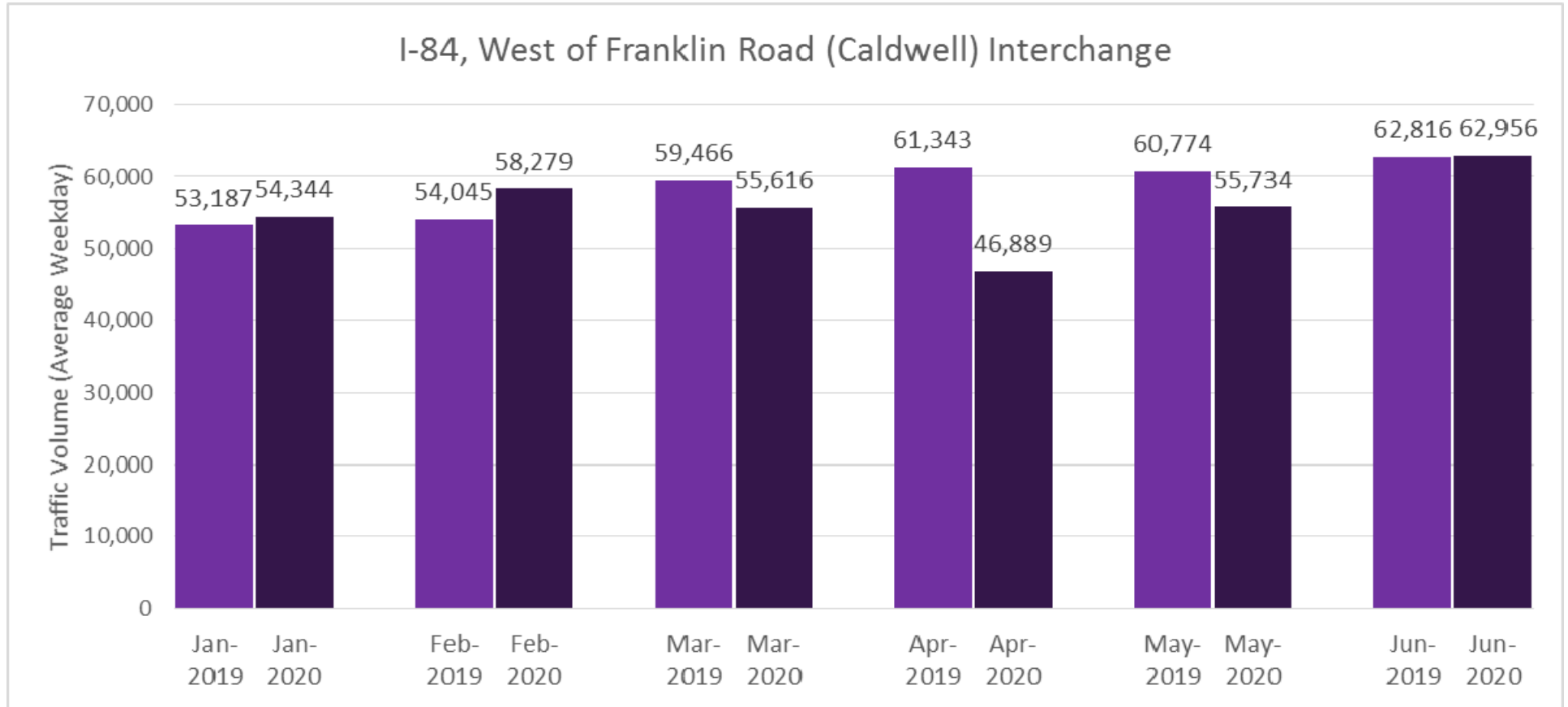
Near 2017 volumes

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



1,157



4,234



-3,850



-14,454



-5,040



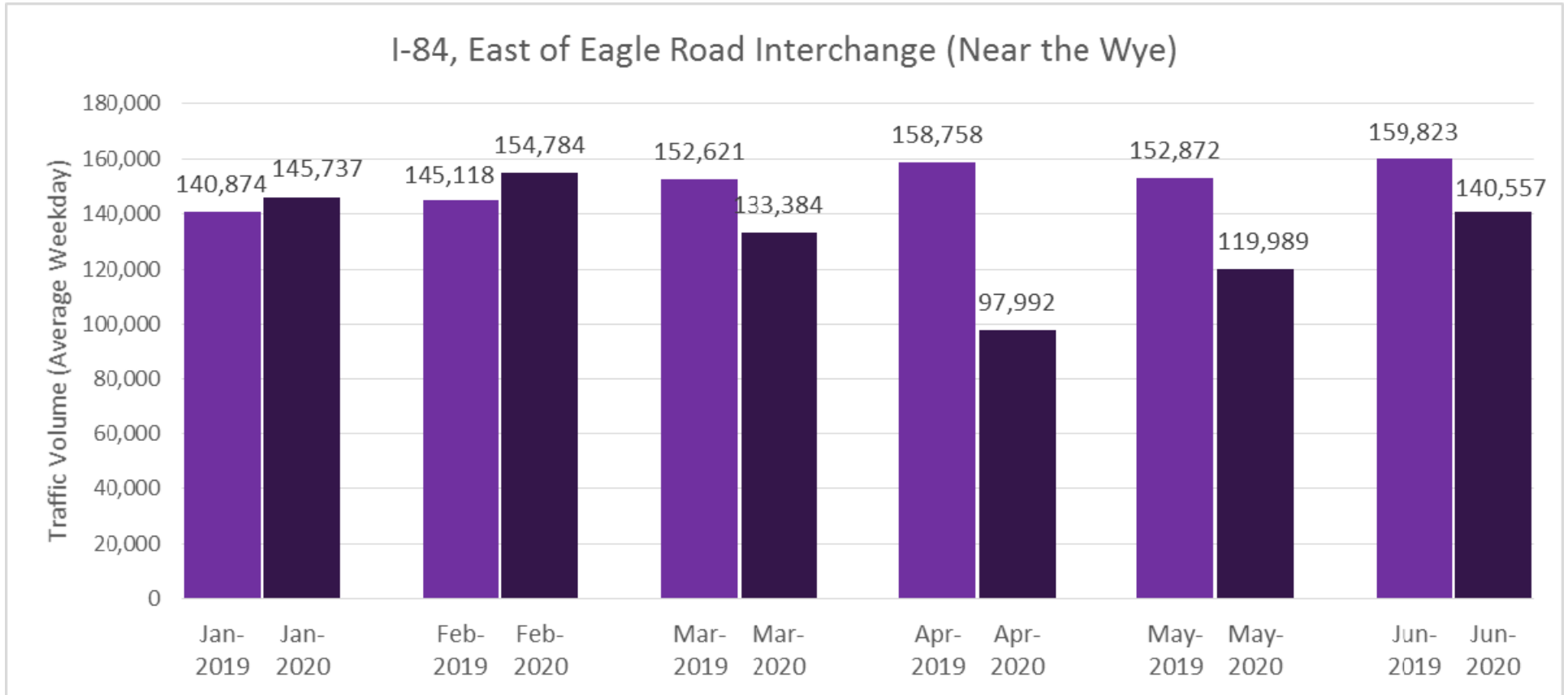
140

Source: ITD's ATR Data



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I-84 Near the Wye Interchange January through June



4,863



9,666



-19,237



-60,766



-32,883

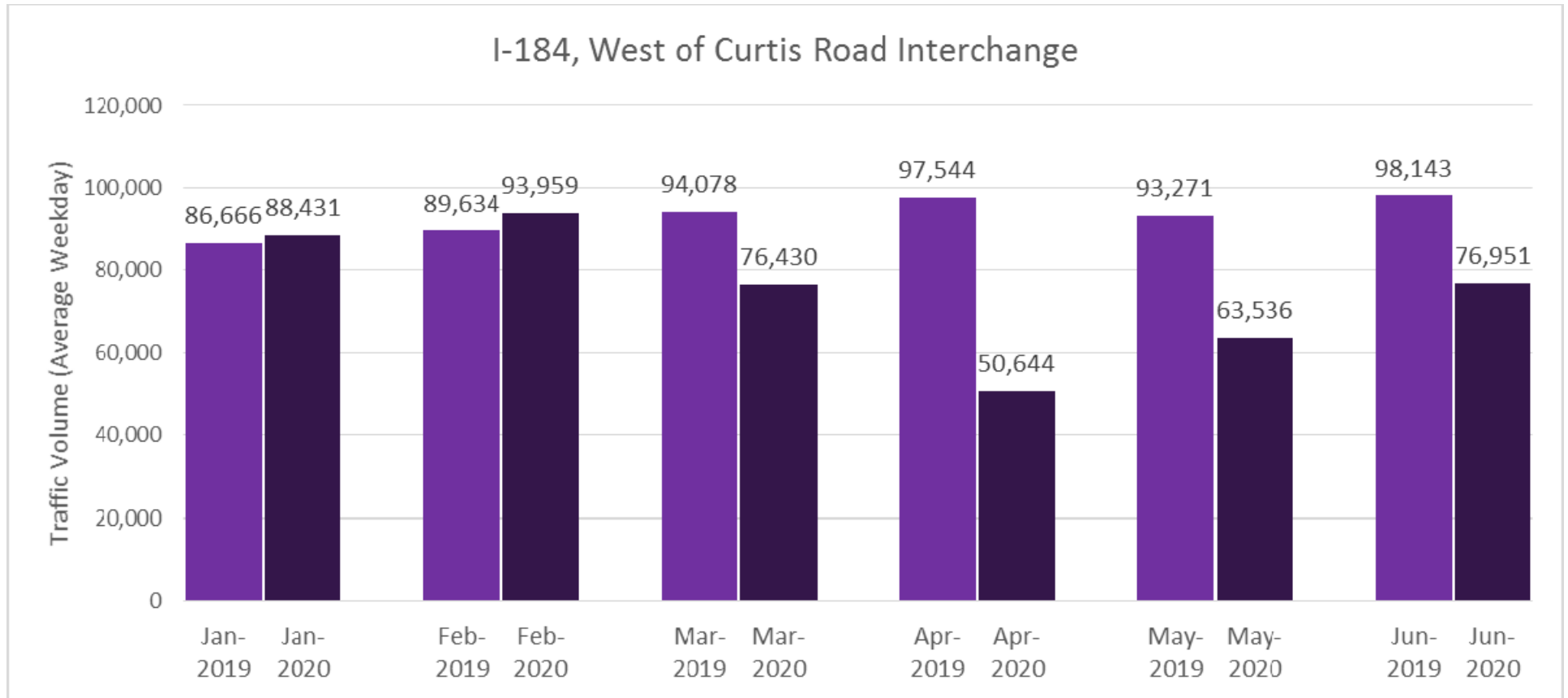


-19,266



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I-184 Southwest of Curtis Road Interchange January through June



1,765



4,325



-17,648



-46,900



-29,735



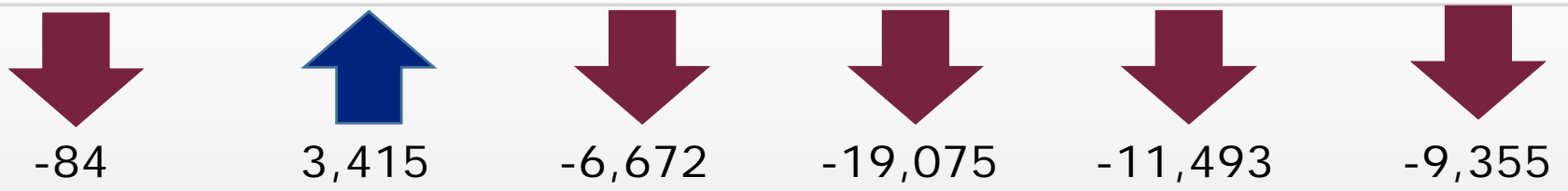
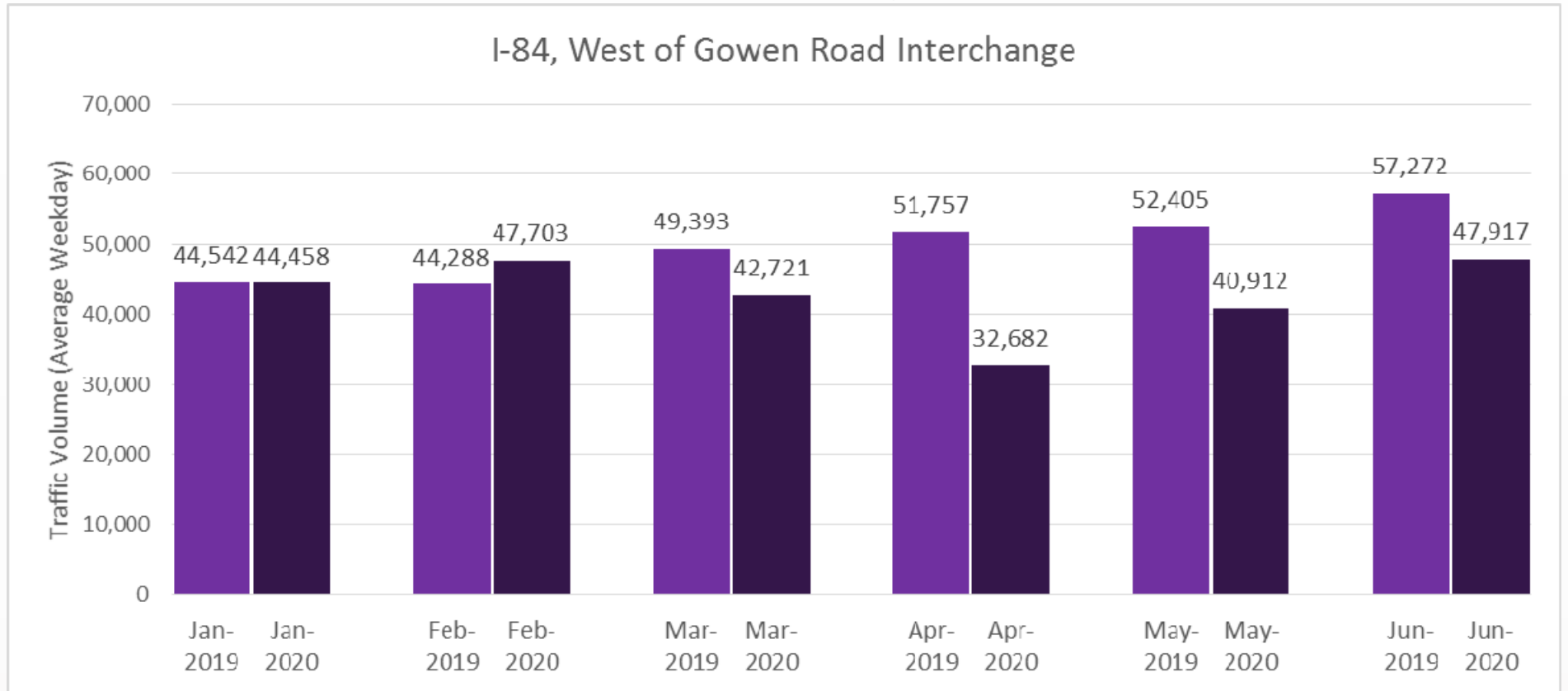
-21,192

Source: ITD's ATR Data



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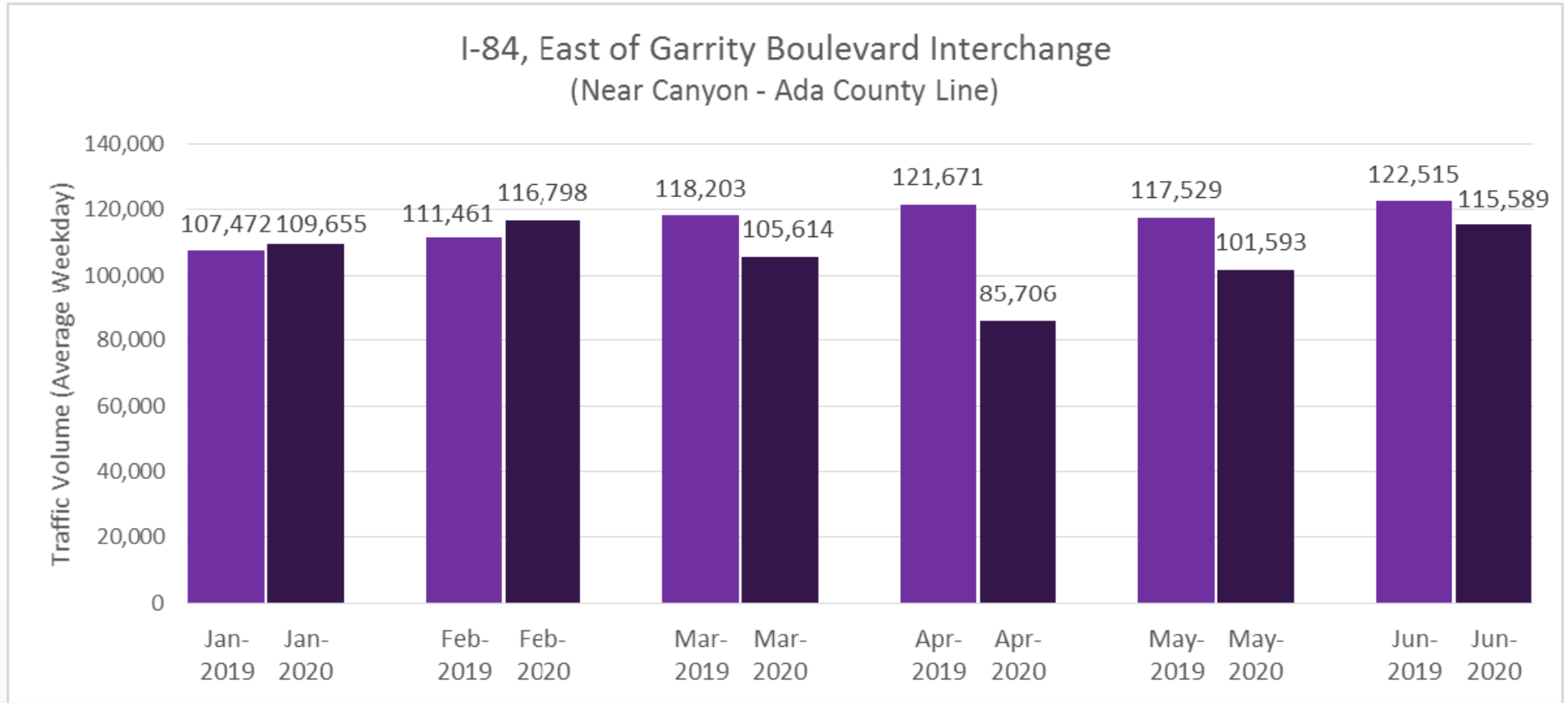
I-84 West of Gowen Road Interchange January through June



Source: ITD's ATR Data



I-84 Near Canyon – Ada County Line January through June



2,183



5,337



-12,589



-35,965



-15,936

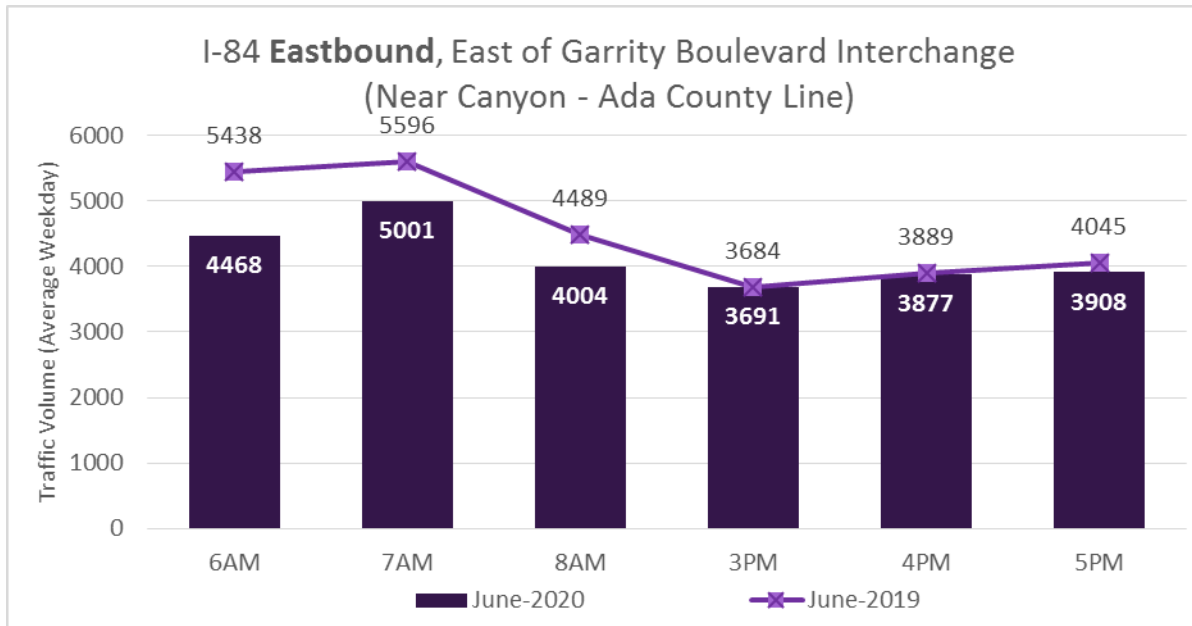


-6,926

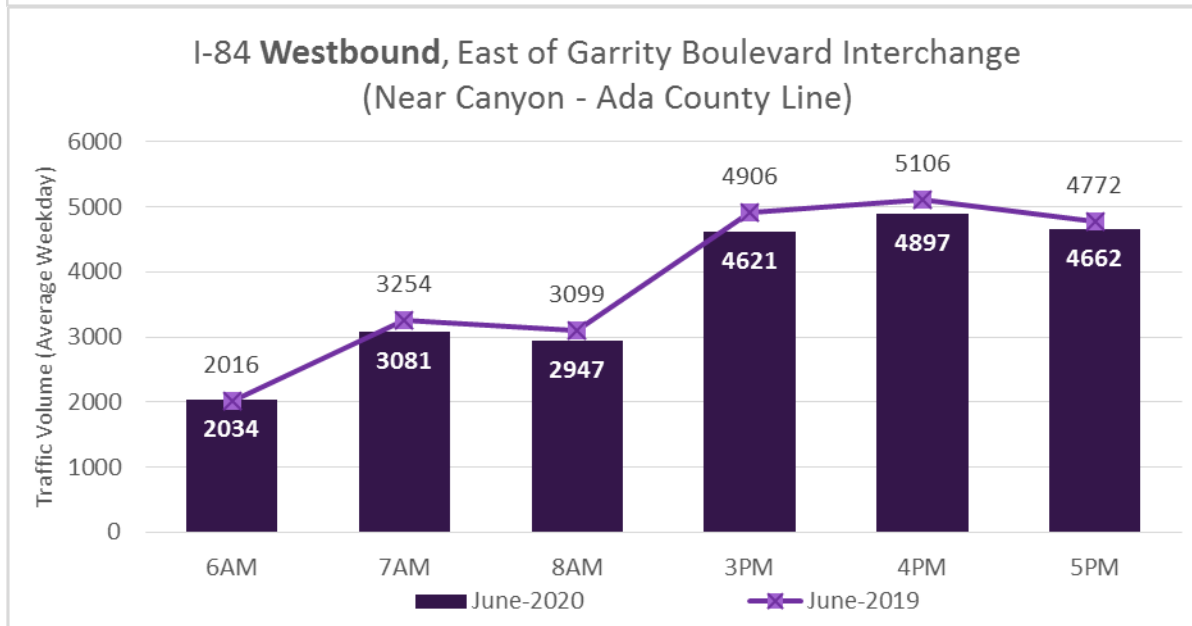
Source: ITD's ATR Data



I-84 Near Canyon – Ada County Line Peak Hours



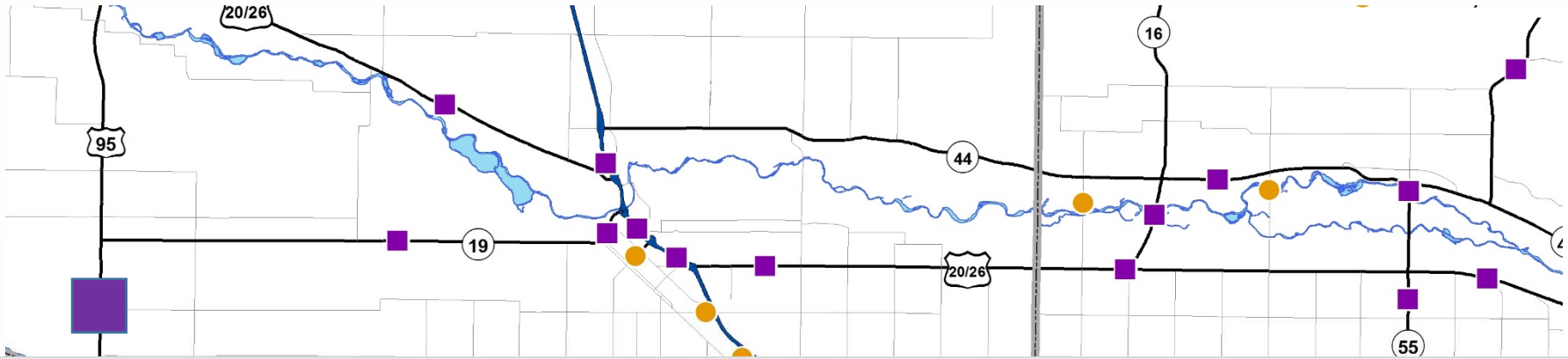
-680 (-13%)
(eastbound AM)



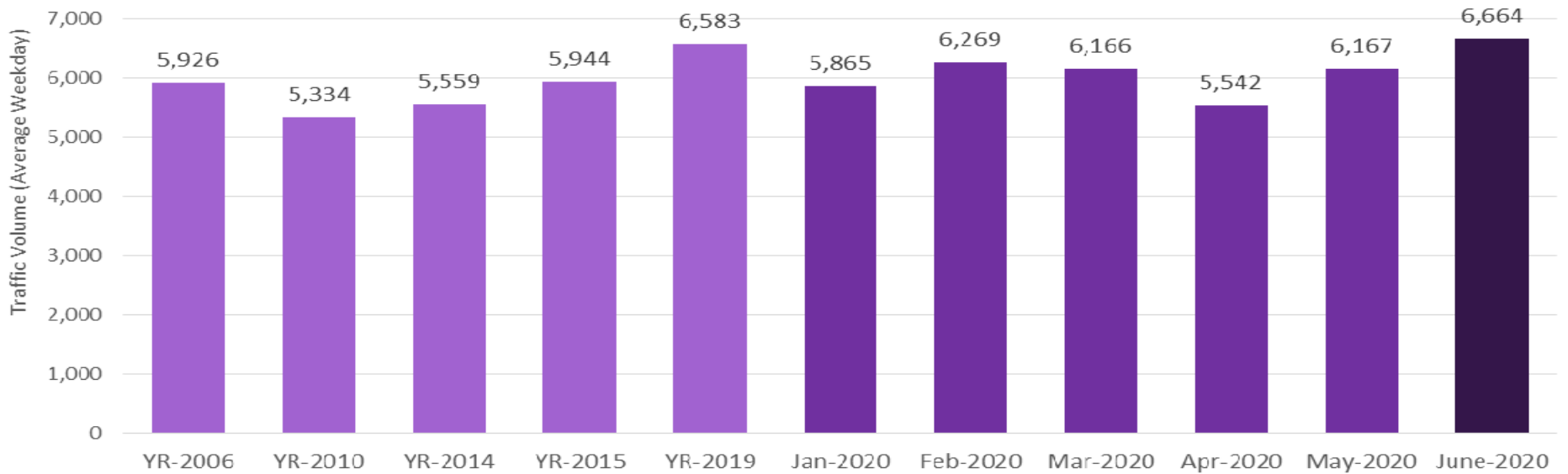
-200 (-4%)
(westbound PM)

State Highways Historic to Current Volumes

US 95, South of SH 19 (Simplot Boulevard)



US 95, South of SH 19



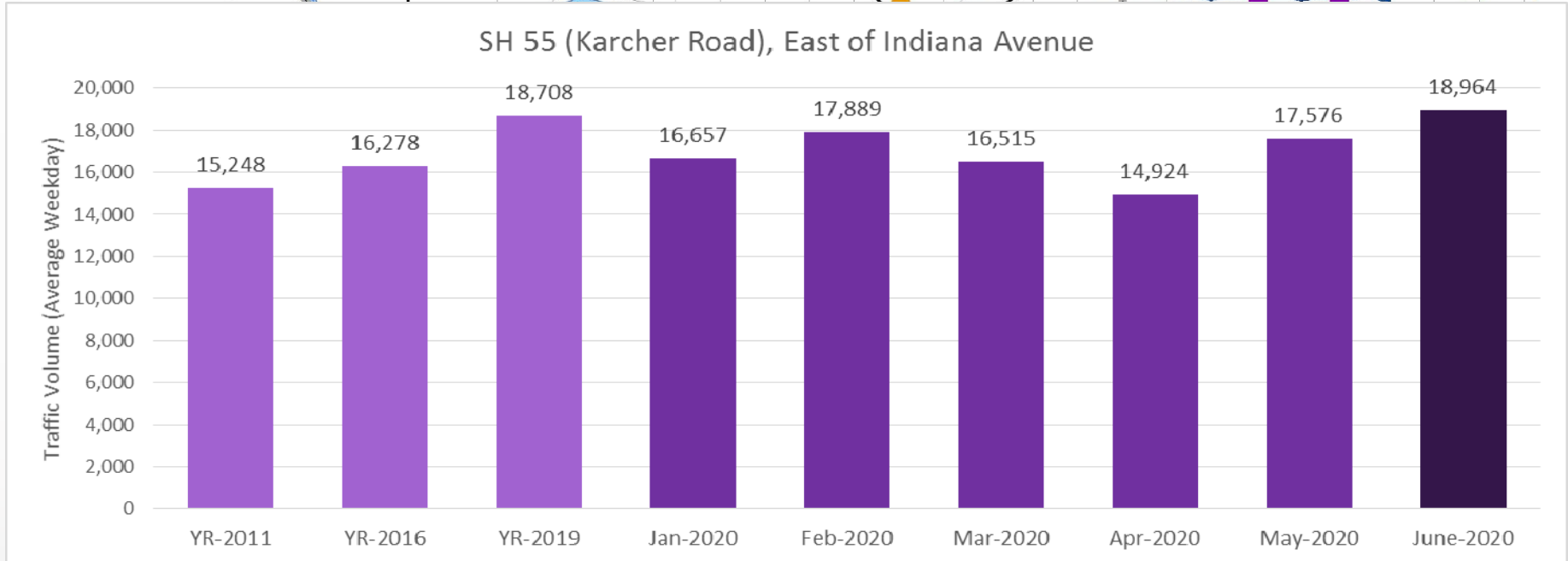
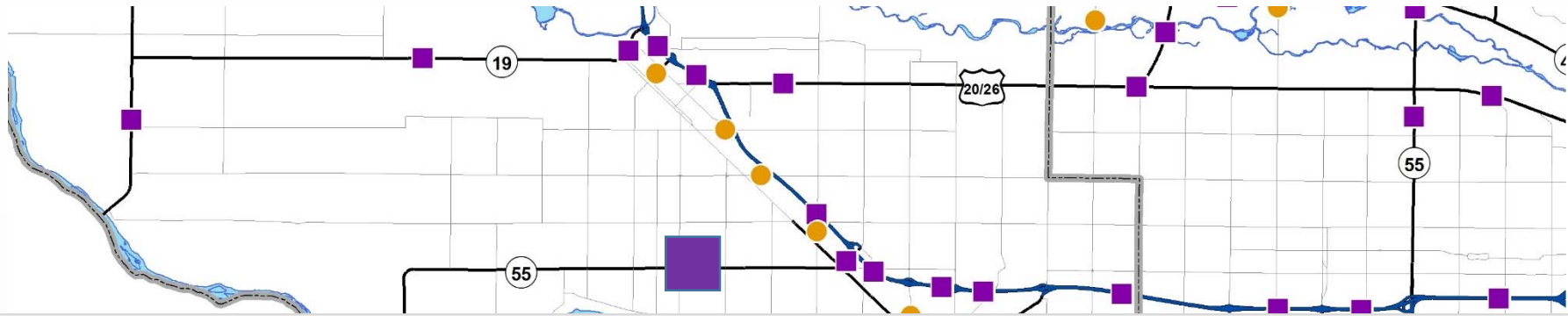
6,664 (June 2020)

Over 2019 volumes

Source: ITD's ATR Data



SH 55 (Karcher Road), East of Indiana Avenue

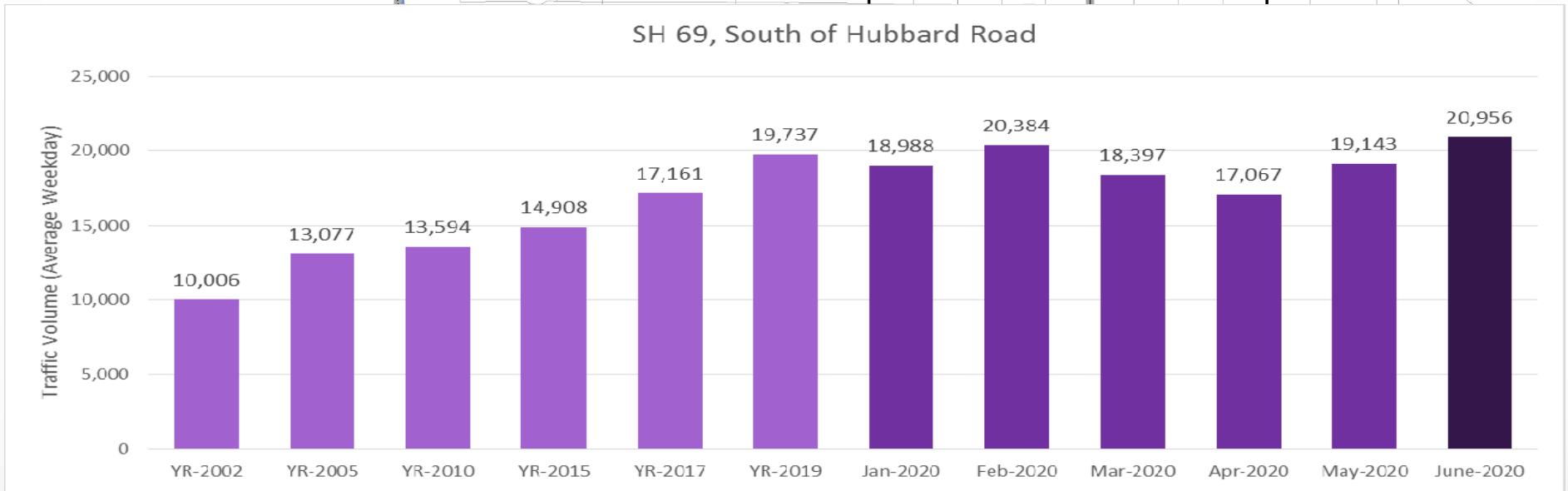
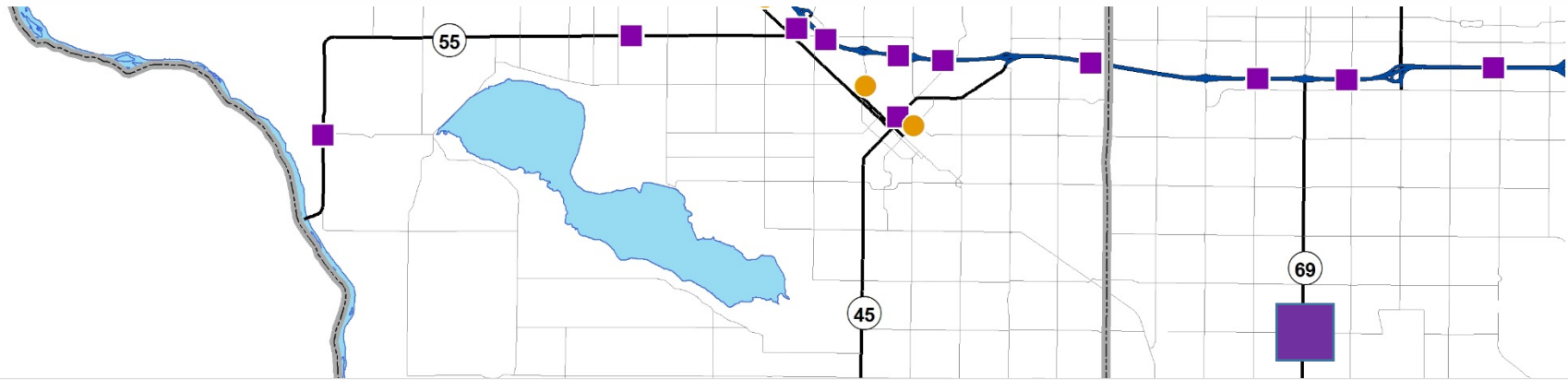


18,964 (June 2020)
Over 2019 volumes

Source: ITD's ATR Data



SH 69, South of Hubbard Road



20,956 (June 2020)

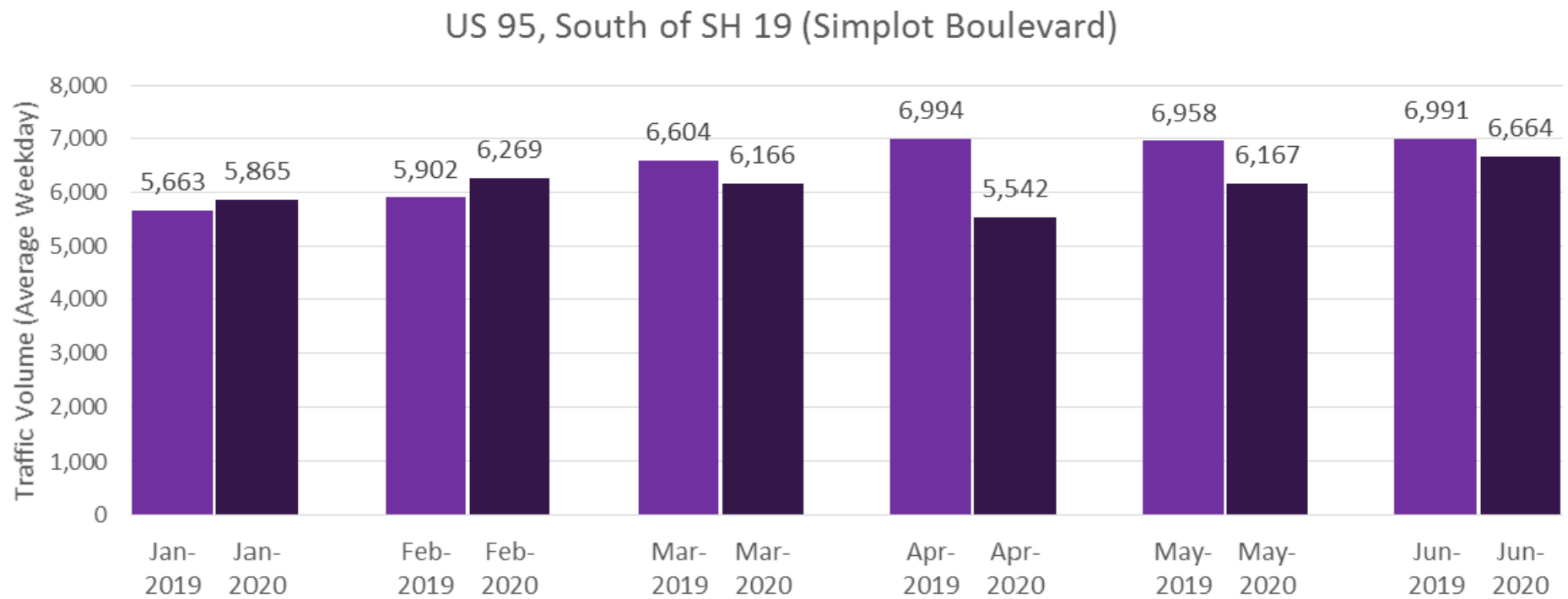
Over 2019 volumes

Source: ITD's ATR Data



State Highways Monthly and Peak Hour Volumes

US 95, South of SH 19 (Simplot Boulevard) January through June



202



367



-438



-1,452



-791



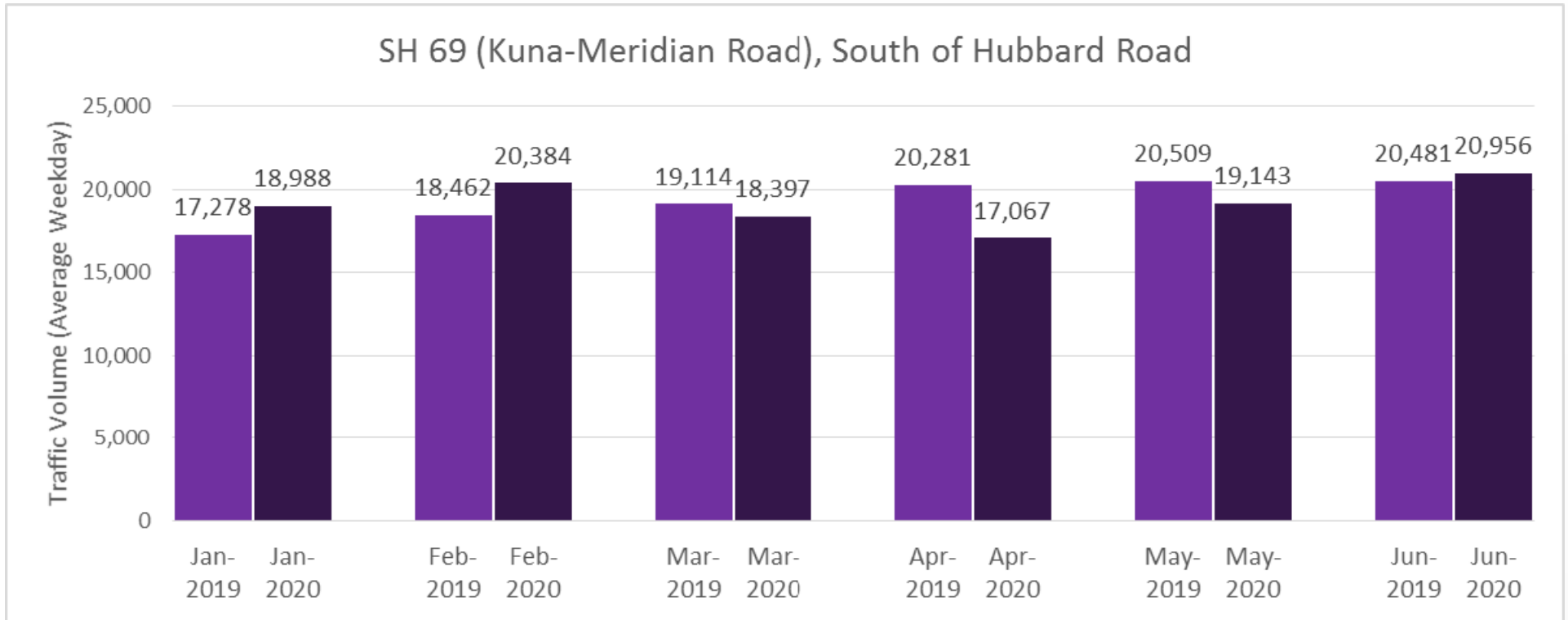
-327

Source: ITD's ATR Data



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SH 69, South of Hubbard Road January through June



1,710



1,922



-717



-3,214



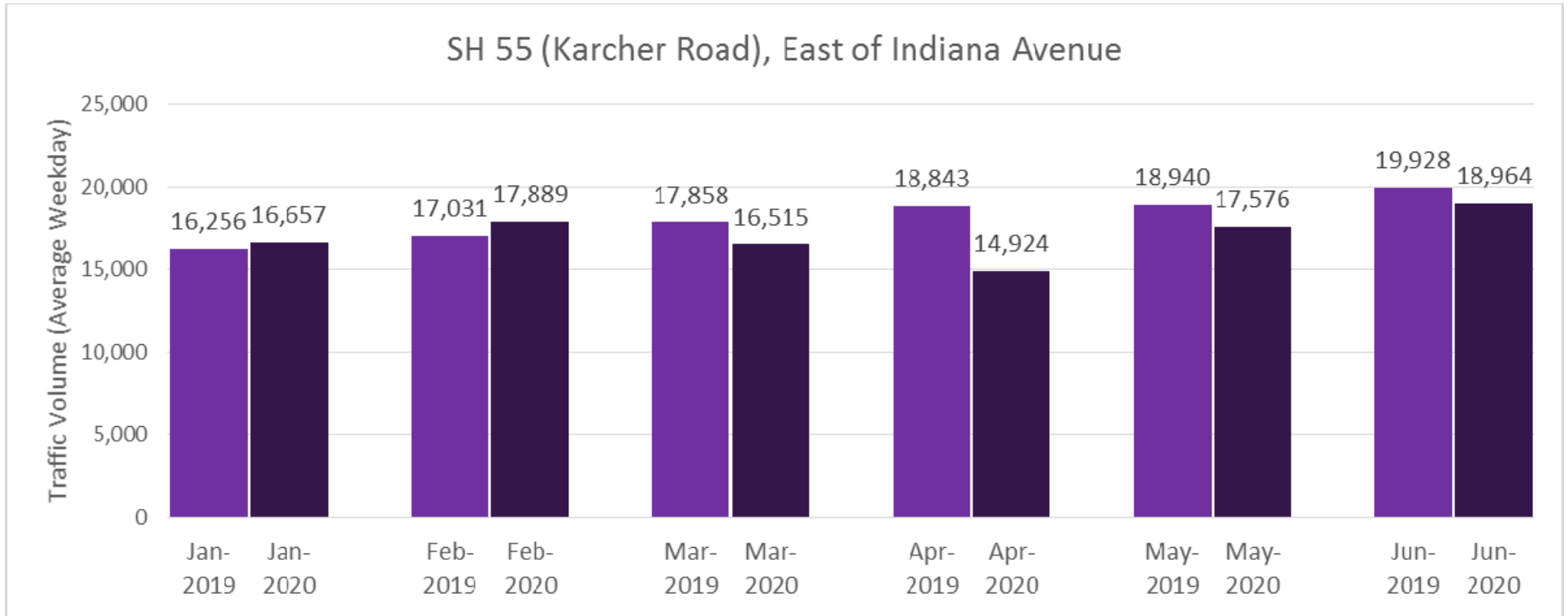
-1,366



475

Source: ITD's ATR Data

SH 55 (Karcher Road), East of Indiana Avenue January through June



401



858



-1,343



-3,919



-1,364

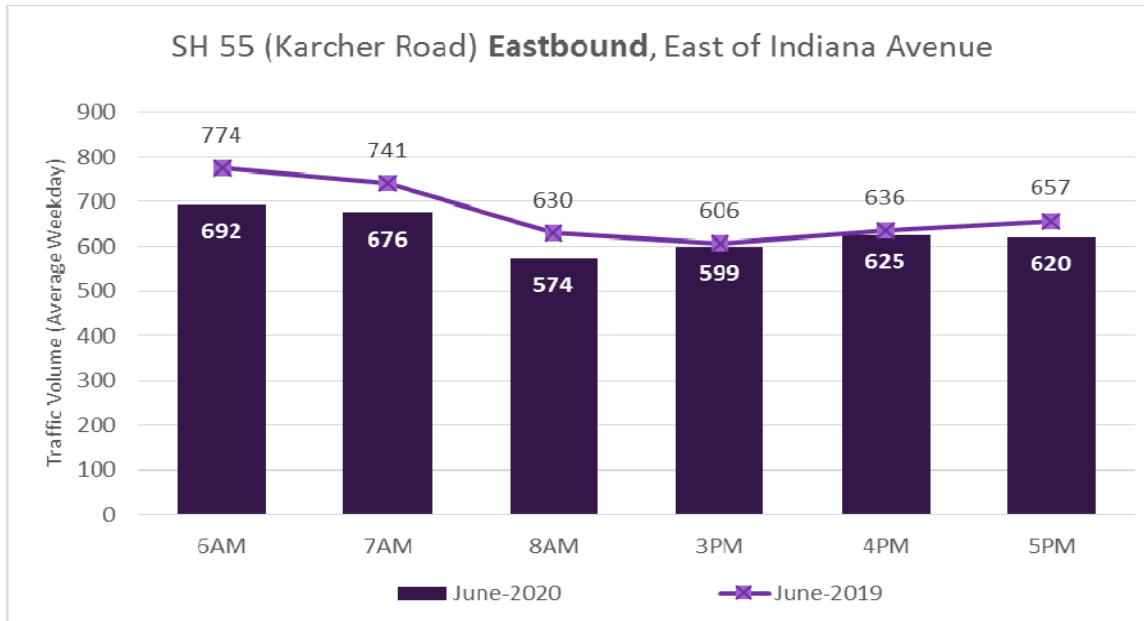


-954

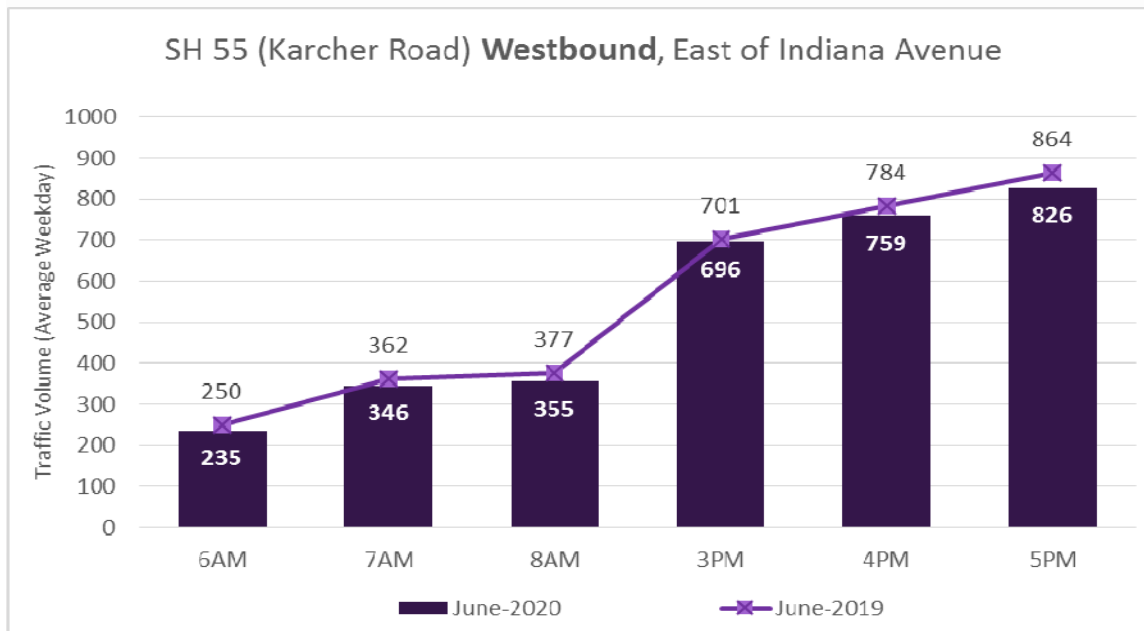
Source: ITD's ATR Data



SH 55 (Karcher Road), East of Indiana Avenue Peak Hours



-68 (-9%)
(eastbound AM)

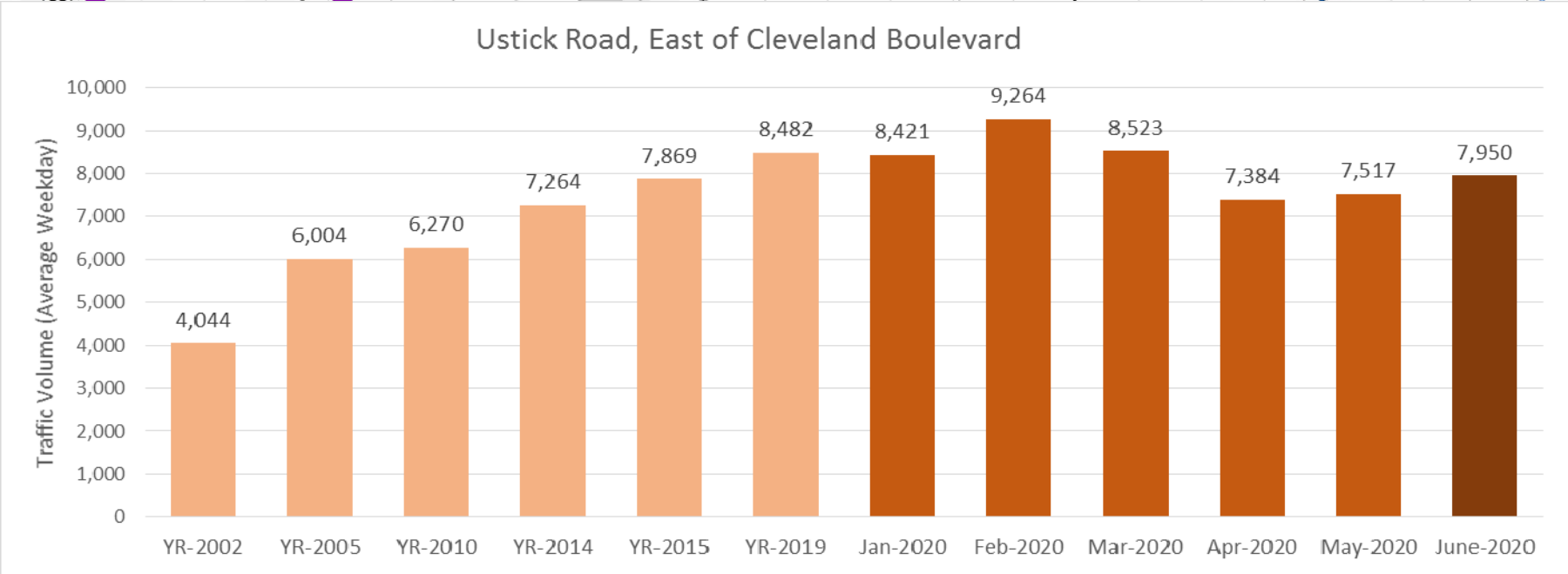
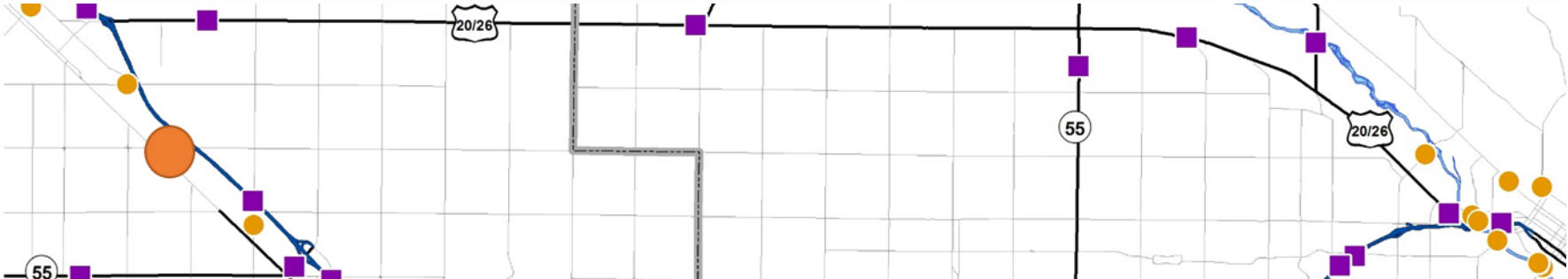


-23 (-3%)
(westbound PM)

Source: ITD's ATR Data

Arterials Historic to Current Volumes

Ustick Road, East of Cleveland Boulevard



7,950 (June 2020)
Near 2015 volumes

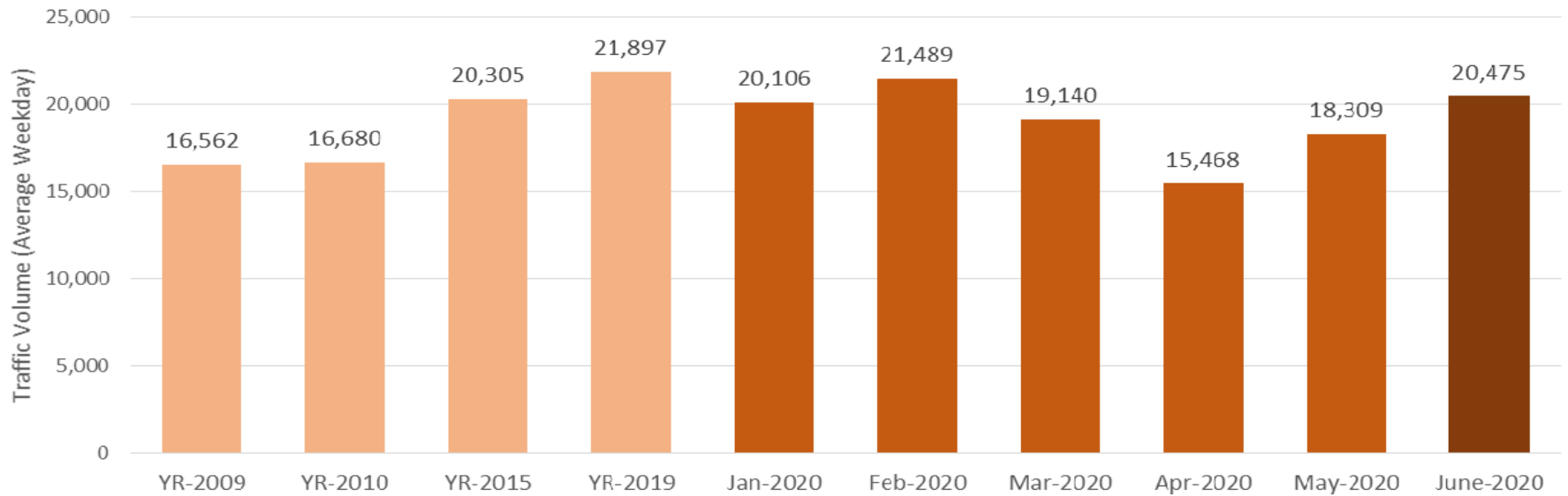
Source: ITD's ATR Data



16th Avenue Overpass



16th Avenue, South of 2nd Street



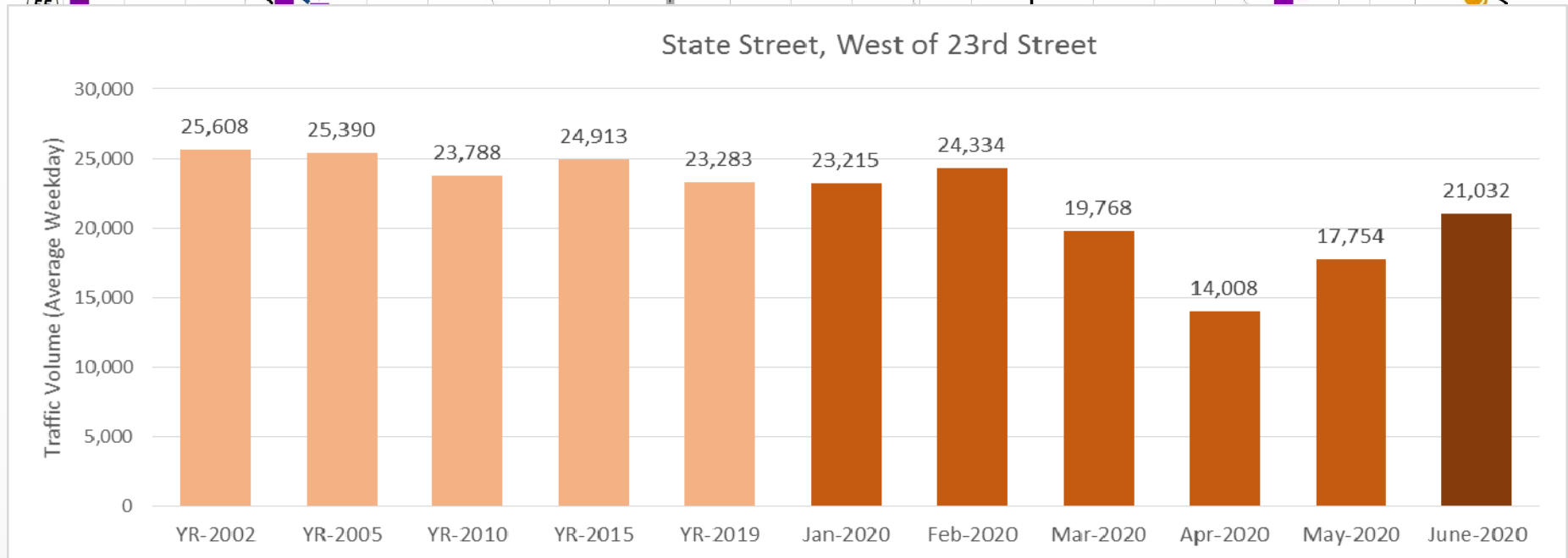
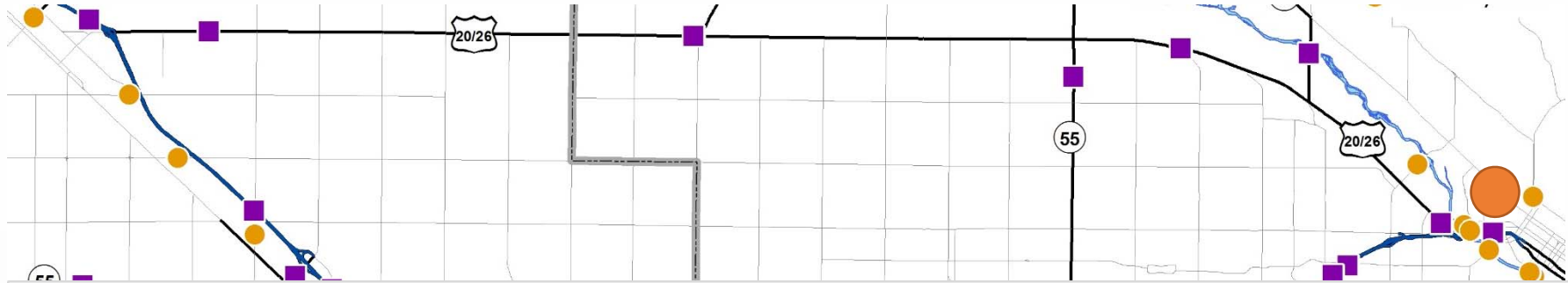
20,475 (June 2020)

Near 2019 volumes

Source: ITD's ATR Data



State Street, West of 23rd Street



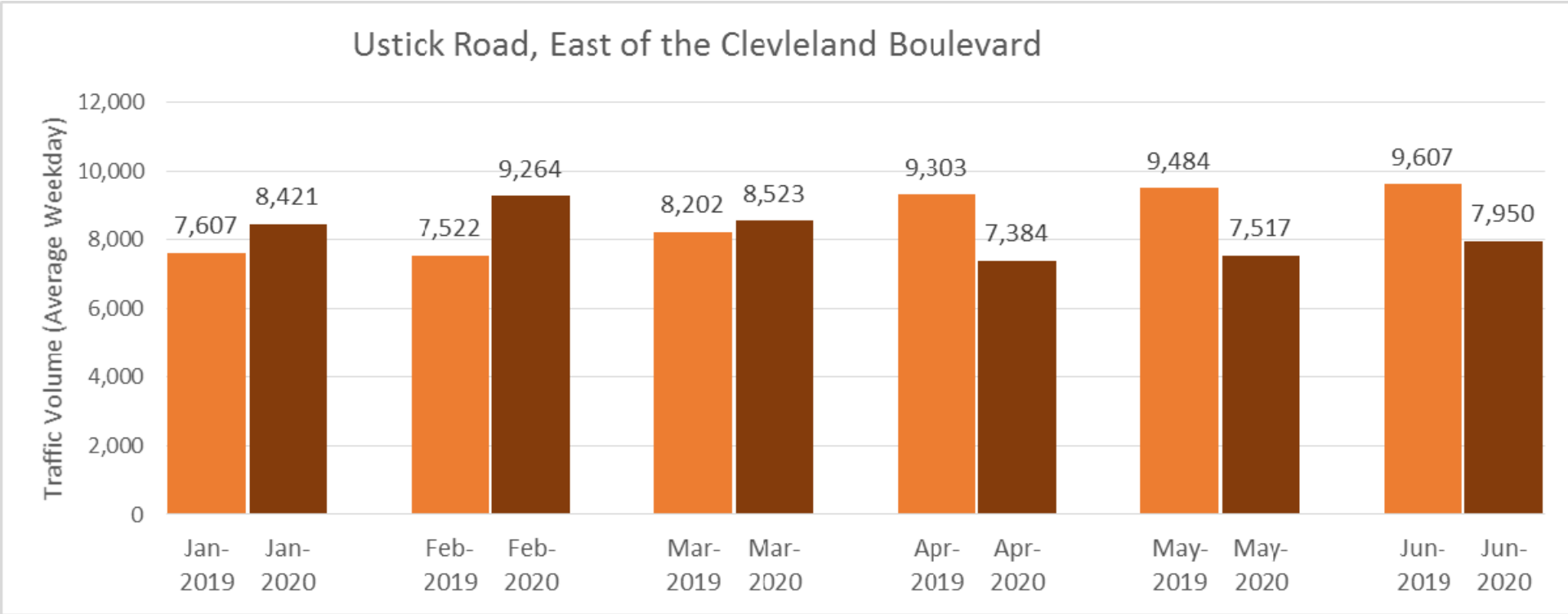
21,032 (June 2020)

Source: ITD's ATR Data



Arterials Monthly and Peak Hour Volumes

Ustick Road, East of Cleveland Boulevard January through June



814



1,742



321



-1,919



-1,967

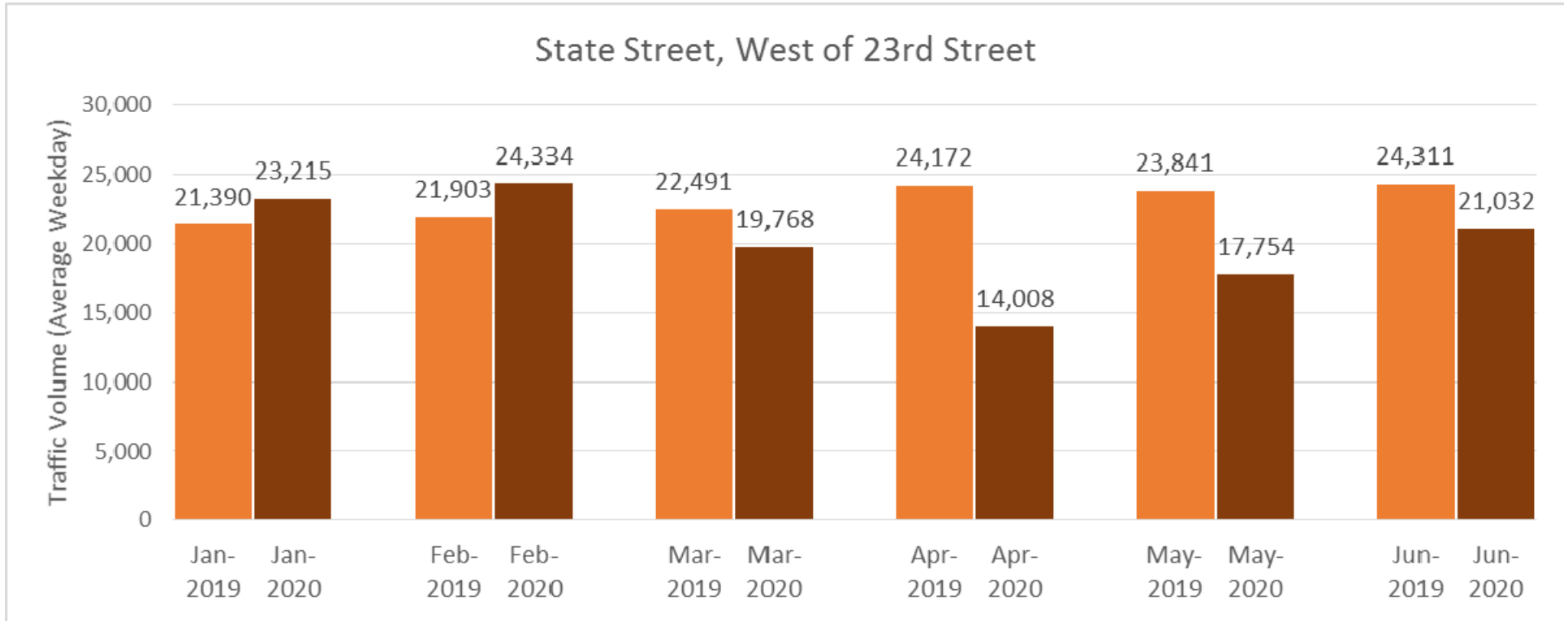


-1,657

Source: ITD's ATR Data



State Street, West of 23rd Street January through June



1,825



2,431



-2,723



-10,164



-6,087

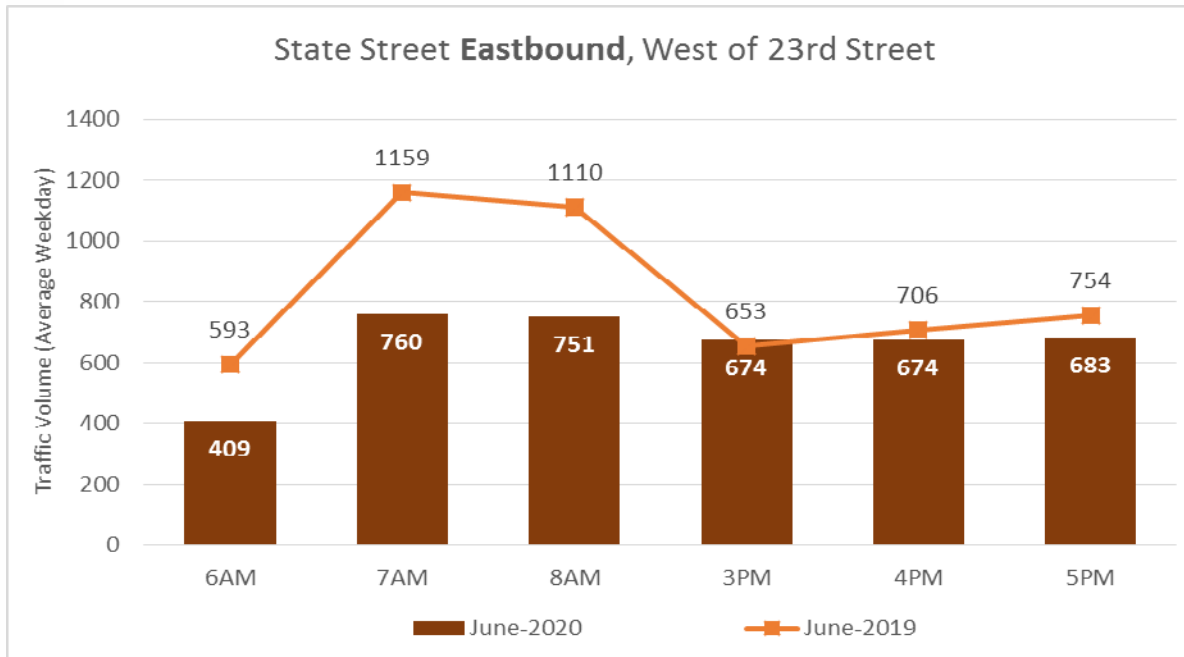


-3,279

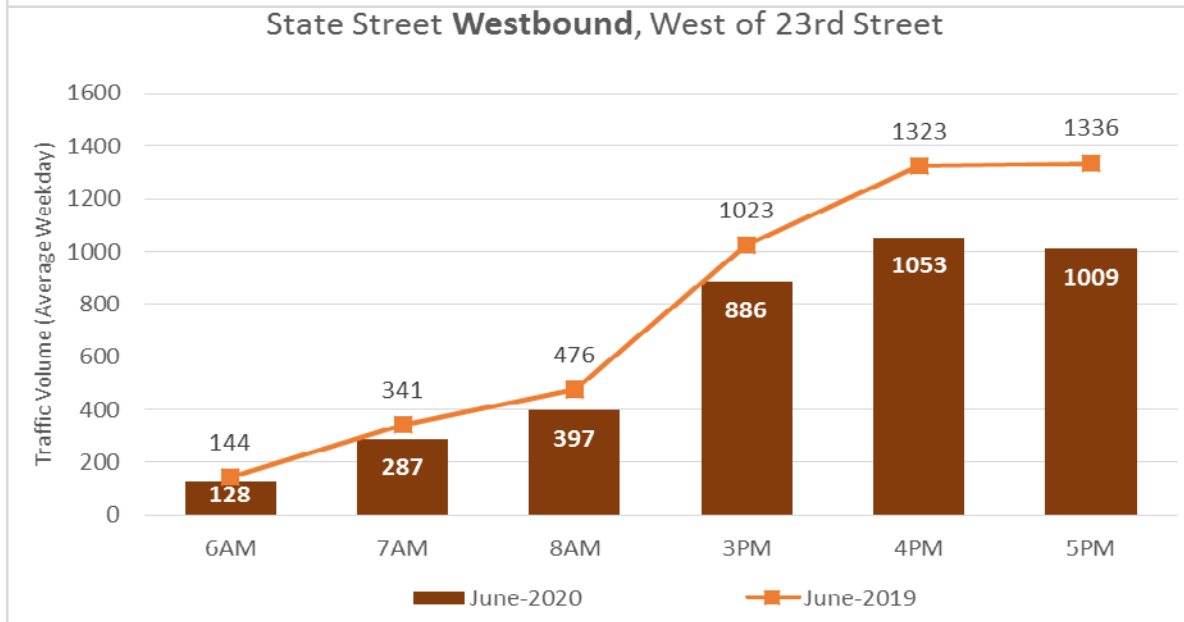
Source: ITD's ATR Data



State Street, West of 23rd Street Peak Hours



-314 (-33%)
(eastbound AM)

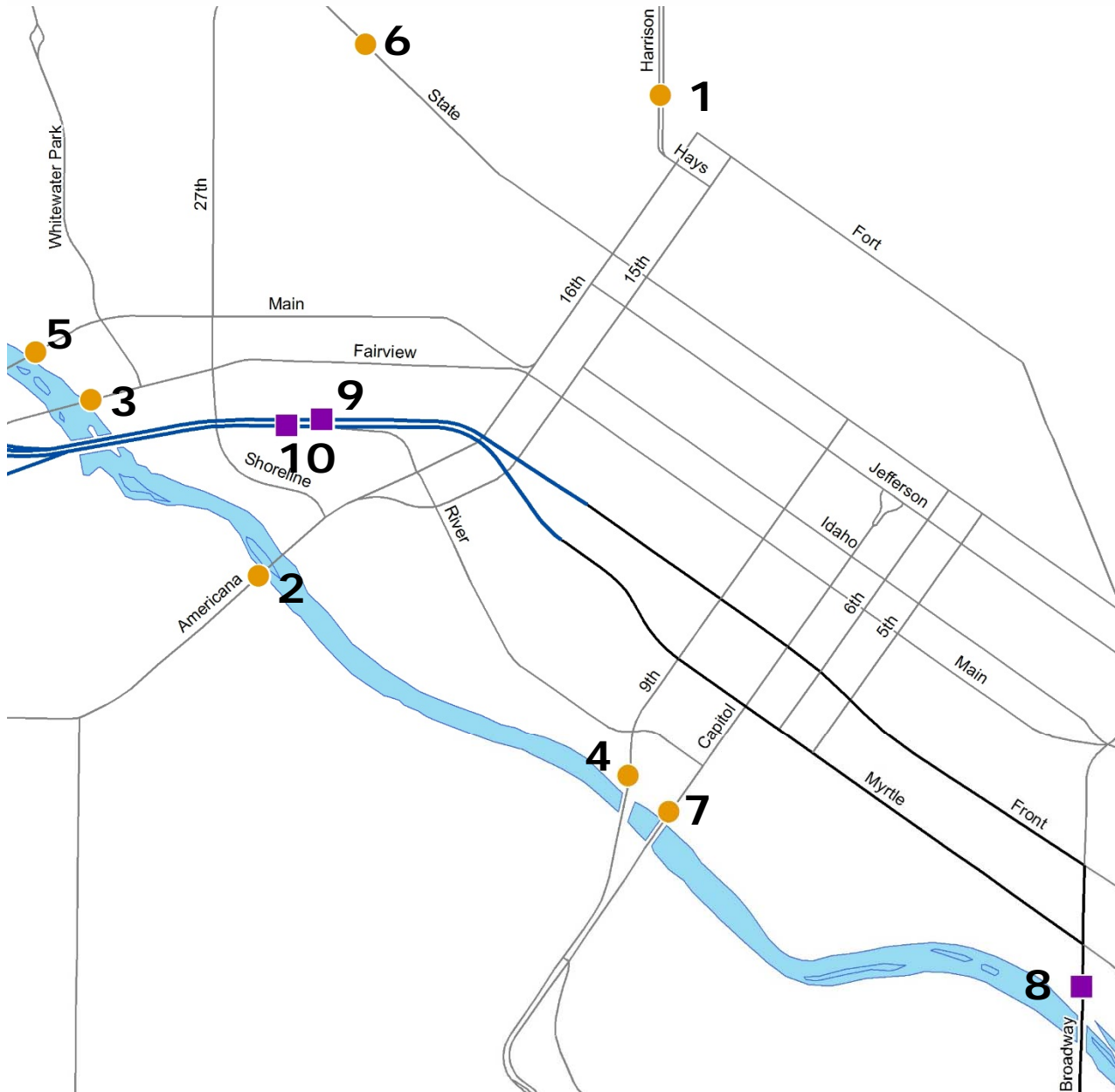


-245 (-20%)
(westbound PM)

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



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Downtown Boise – April and June

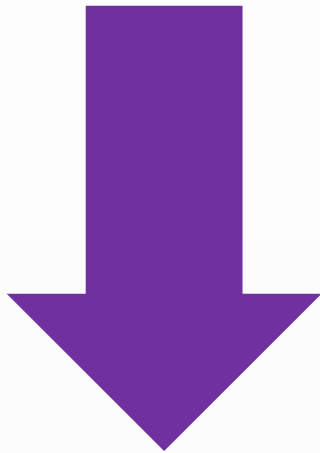
| Road Name | April Comps | June Comps |
|--------------------|-----------------|----------------|
| 1 Harrison Blvd | -6,646 | -3,285 |
| 2 Americana Blvd | -7,339 | -3,319 |
| 3 Fairview Ave | -7,739 | -4,076 |
| 4 9th St | -8,495 | -5,805 |
| 5 Main St | -9,464 | -5,079 |
| 6 State St | -10,164 |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

April = -50% June = -24%

Each Location has a “50%” recovery June 2019 compared to June 2020

Changes – Average Weekday

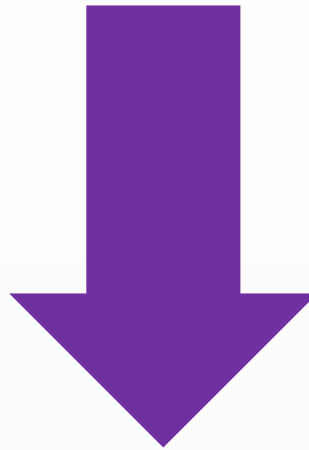
I-84/I-184



-9,000
-11%

(June 2020 vs June 2019)

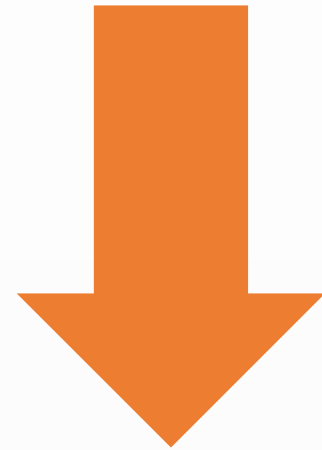
State
Highways



-1,650
-6%

(June 2020 vs June 2019)

Arterials



-2,300
-13%

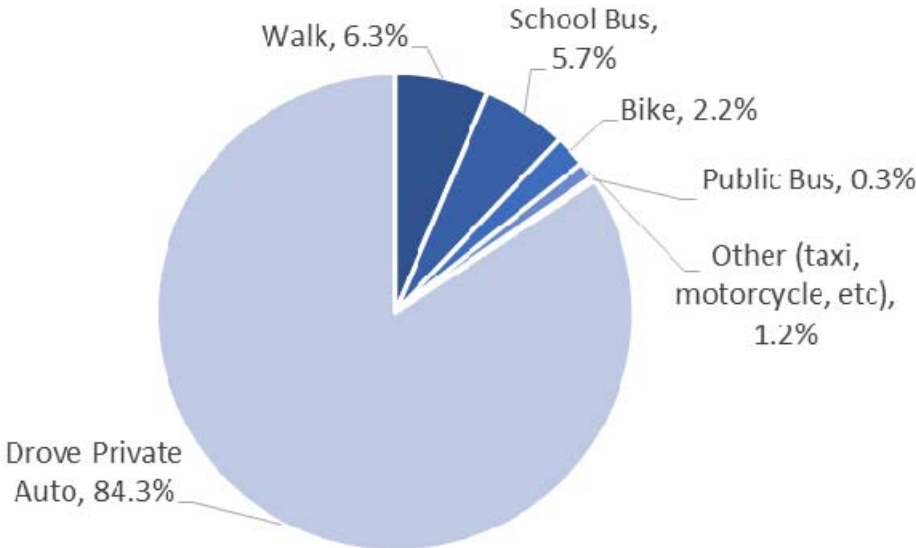
(June 2020 vs June 2019)

Source: ITD's ATR Data





Person Trips by Mode

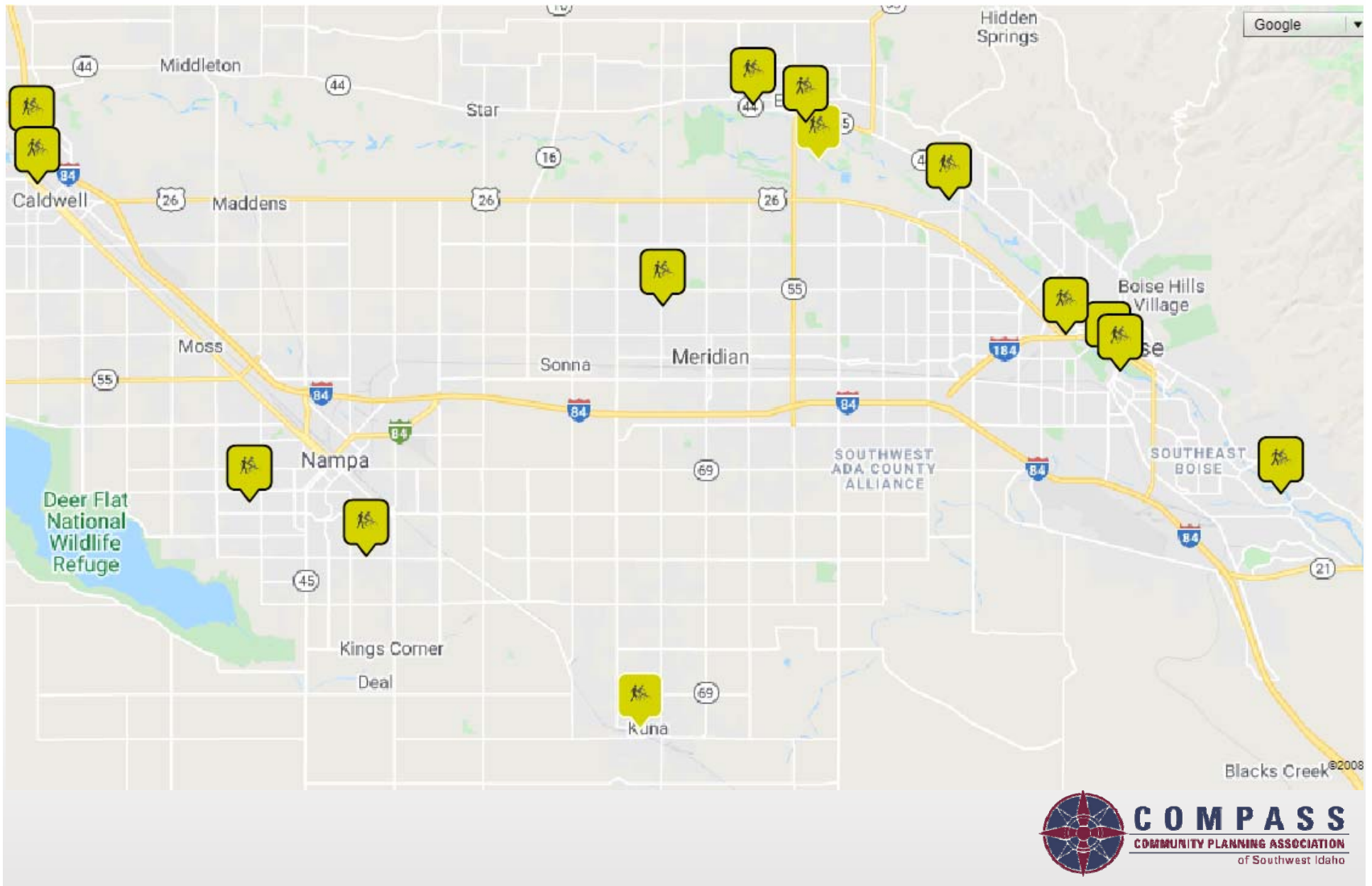


Source: 2011/12 COMPASS Regional Household Travel Survey

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...

| March | April | May | June |
|--------------------------|---------------------------|---------------------------|---------------------------|
| +3.4% total volume | +19.5% total volume | +16.9% total volume | +10.3% total volume |

Total increase of **12.5%**

...So which areas are seeing the most changes?

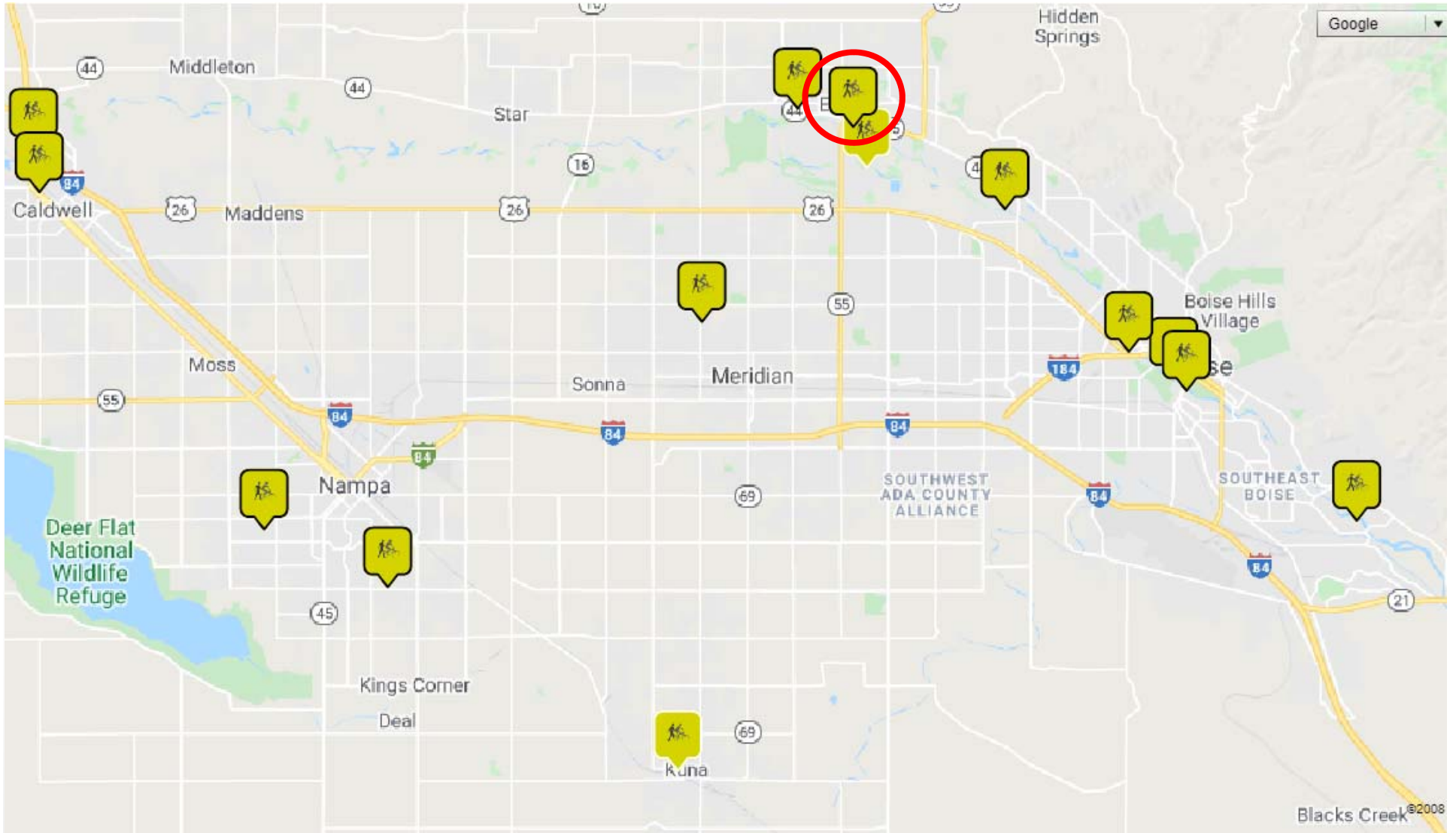


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Largest differences: 4 Locations



#4: Greenbelt in Eagle



#4: Greenbelt in Eagle From **2019** to **2020**...

| March | April | May | June |
|---|---|--|---|
| +57.1% or Increase of 7,291 users (bike+ped) | +142.1% or Increase of 19,165 users (bike+ped) | +98% or Increase of 18,108 users (bike+ped) | +21% or Increase of 4,811 users (bike+ped) |



#3: Eckert Bridge in Boise



#3: Eckert Bridge

From 2019 to 2020...

| March | April | May | June |
|---|---|--|---|
| +58.7% or Increase of 6,705 users (bike+ped) | +127.6% or Increase of 17,593 users (bike+ped) | +77% or Increase of 13,933 users (bike+ped) | +24% or Increase of 5,216 users (bike+ped) |



#2: Wilson Pathway in Nampa

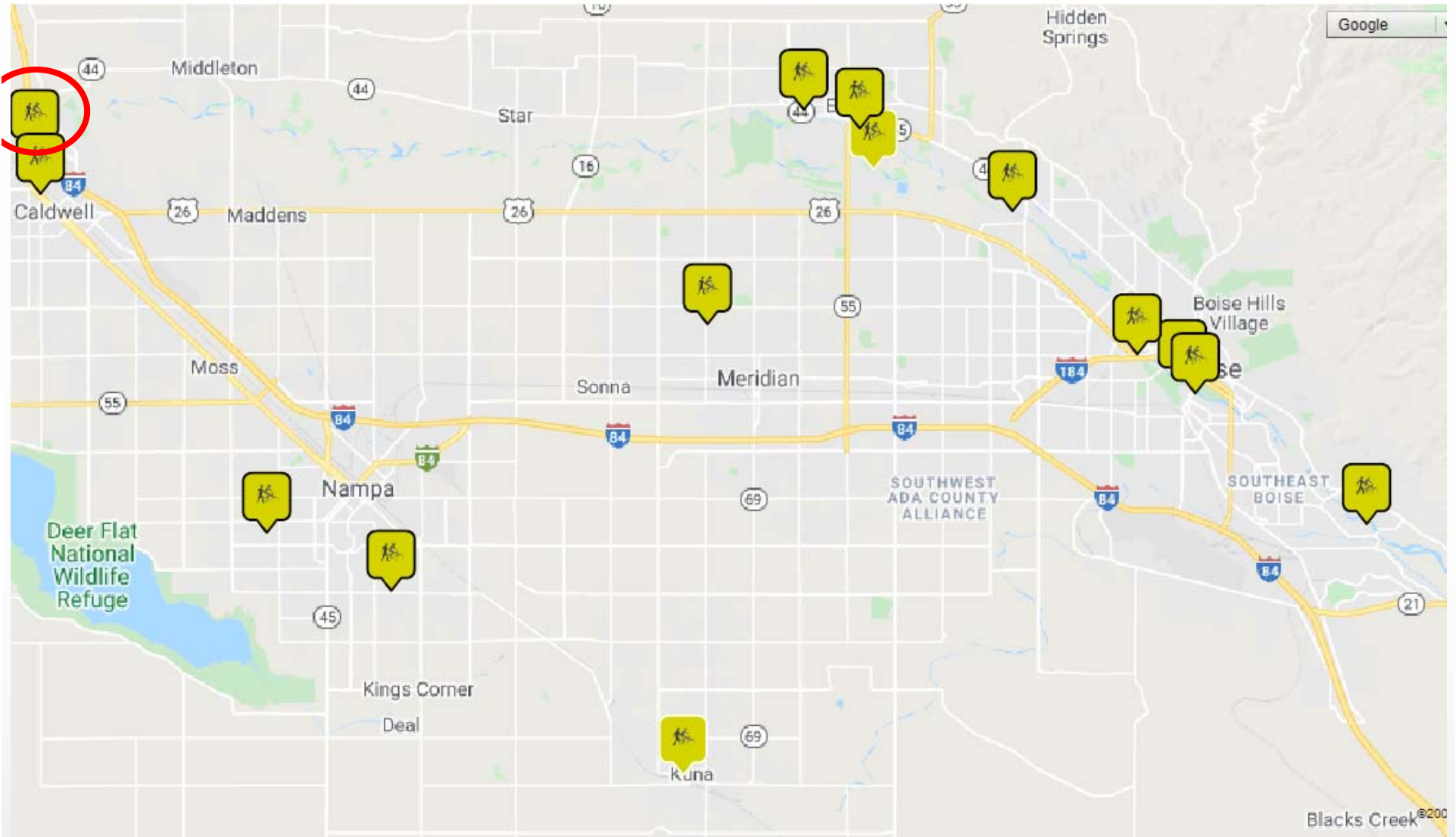


#2: Wilson Pathway in Nampa From **2019** to **2020**...

| March | April | May | June |
|---|---|---|---|
| +68% or Increase of 4,925 users (bike+ped) | +160.0% or Increase of 13,221 users (bike+ped) | +83% or Increase of 8,484 users (bike+ped) | +25% or Increase of 3,052 users (bike+ped) |



#1: Caldwell Greenbelt

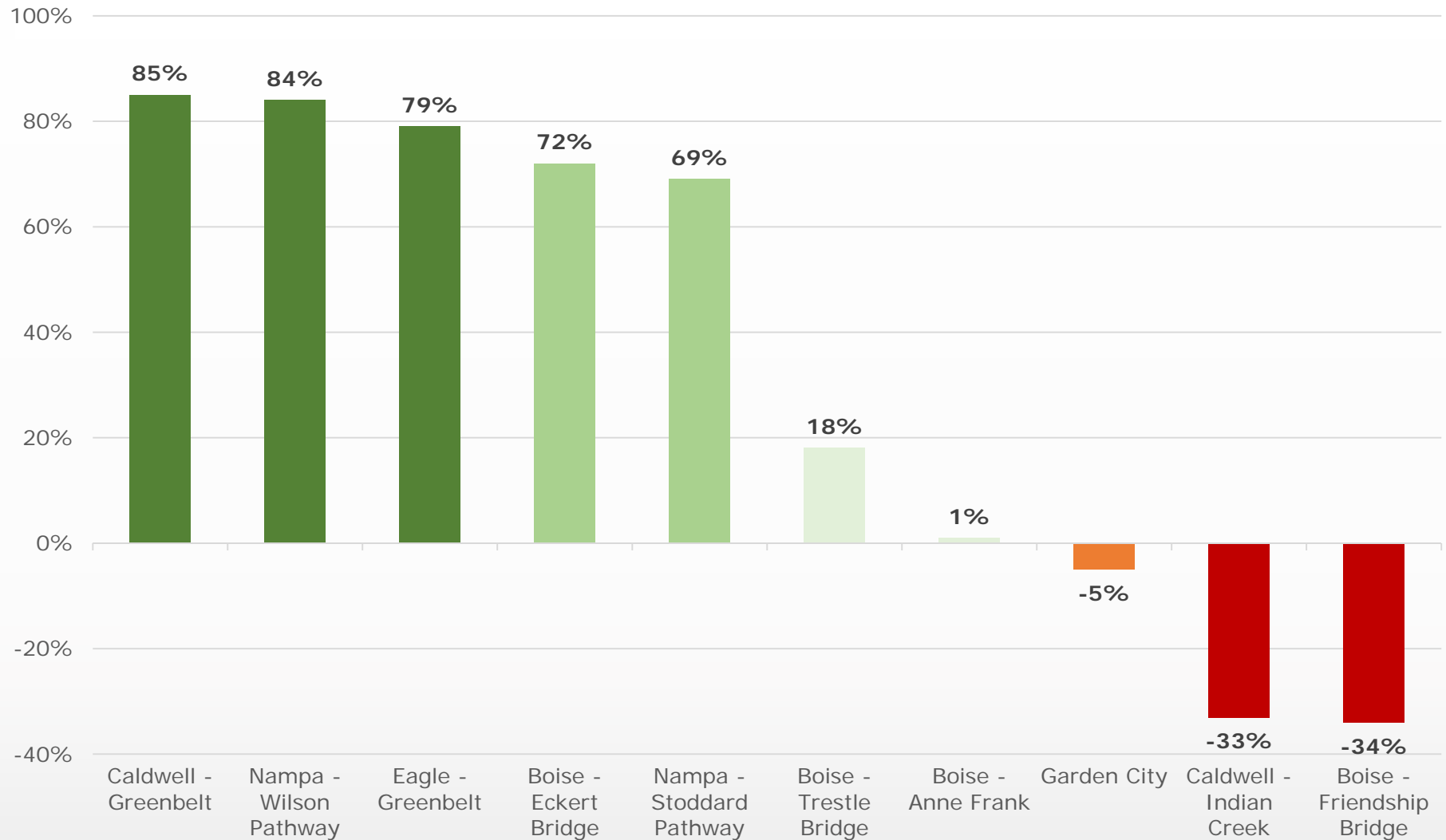


#1: Caldwell Greenbelt From 2019 to 2020...

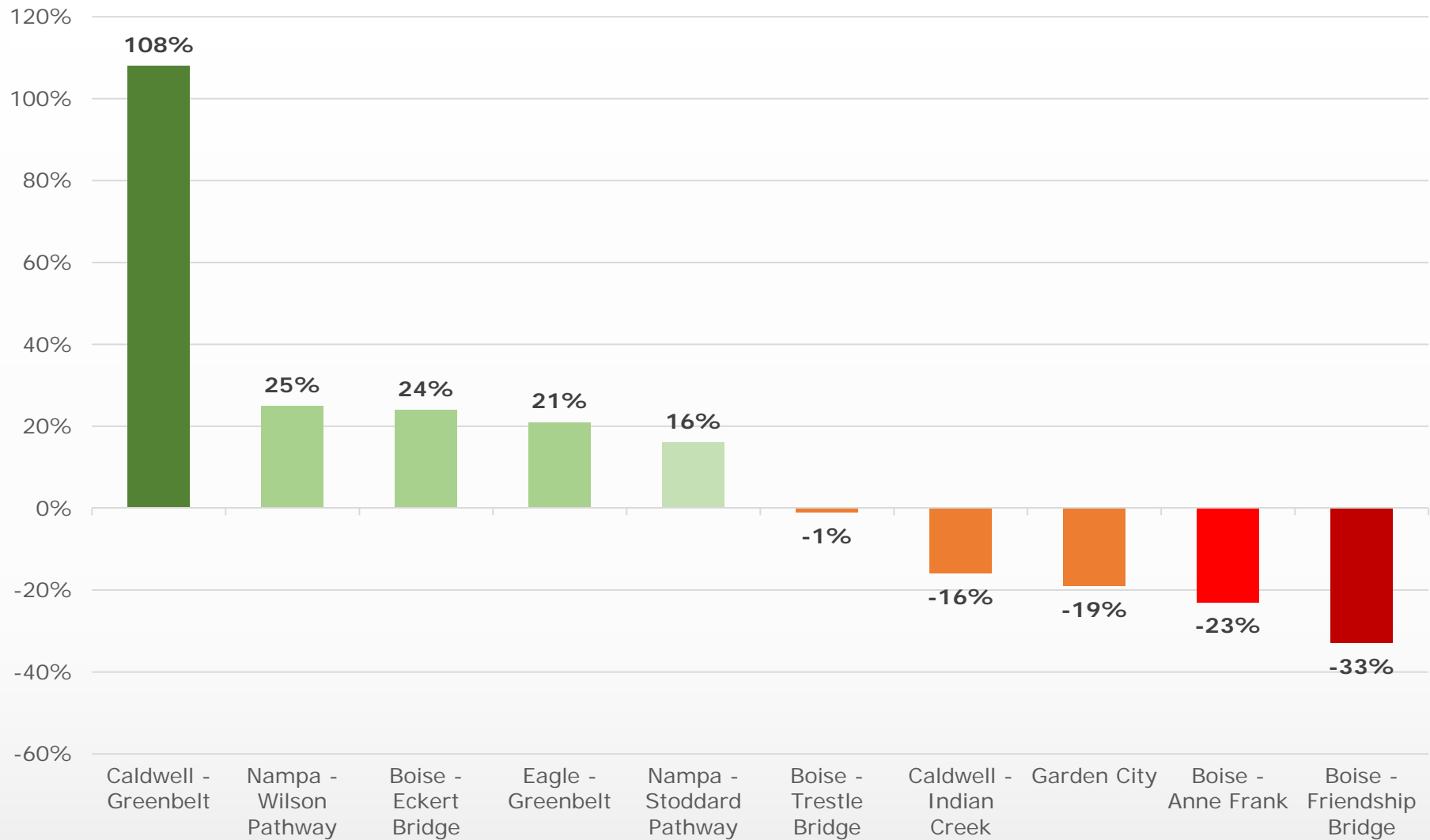
| March | April | May | June |
|---|--|---|--|
| +70% or Increase of 3,075 users (bike+ped) | +119% or Increase of 7,237 users (bike+ped) | +45% or Increase of 2,344 users (bike+ped) | +108% or Increase of 2,661 users (bike+ped) |



Total % Change Bike and Pedestrian Activity, March – June 2019 vs 2020



Total % Change Bike and Pedestrian Activity, June 2019 vs 2020



Summary

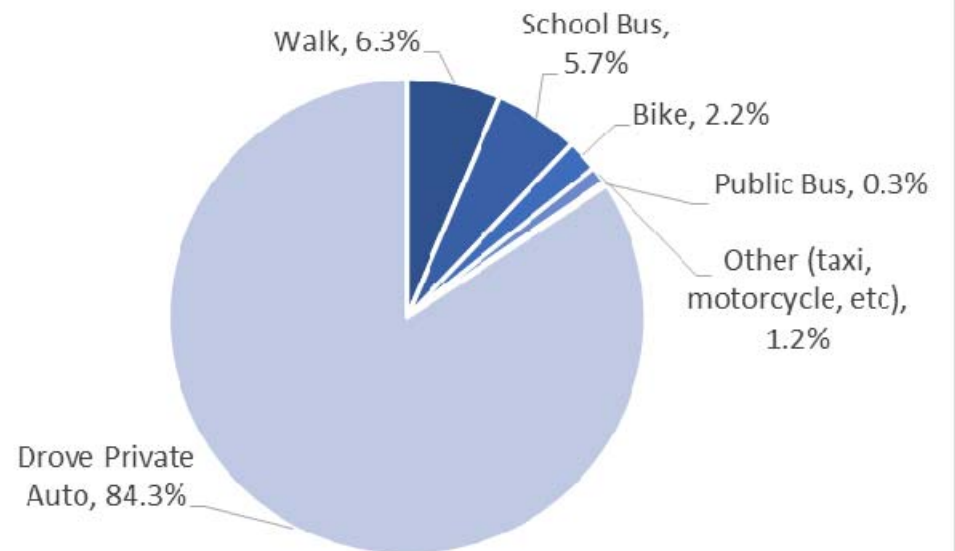
- Bike/Pedestrian volumes have normalized
- The “Caldwell-Greenbelt” continues to increase
 - +204% in Bicycles
 - 423 in June 2019
 - 1,288 in June 2020
 - +88% in Pedestrian
 - 2,028 in June 2019
 - 3,824 in June 2020



Caldwell – Greenbelt Counter



Person Trips by Mode



Source: 2011/12 COMPASS Regional Household Travel Survey)

VRT Ridership, January - June

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

*Ridership data collected by Automatic Passenger Counters (APC) versus fare box, compare data cautiously.

VRT Timeline, March - May

March 21,
stopped
collecting fares

May 4, resumed
some fixed
route service

March 27,
reduced fixed
route service
and closed all
facilities

VRT Timeline - June

June 1,
reopened some
facilities

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

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

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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