

# 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

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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

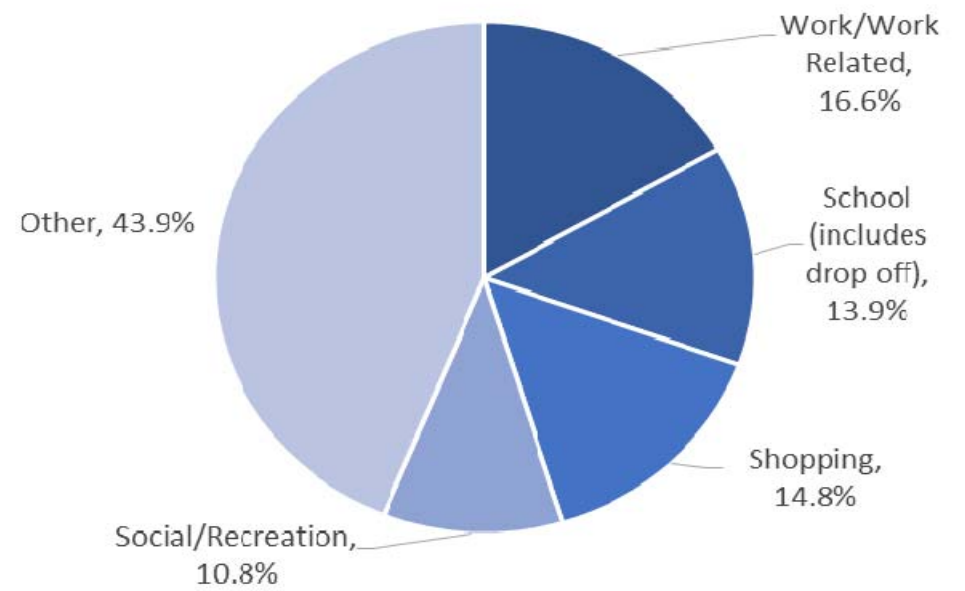
**Provide Data!**



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

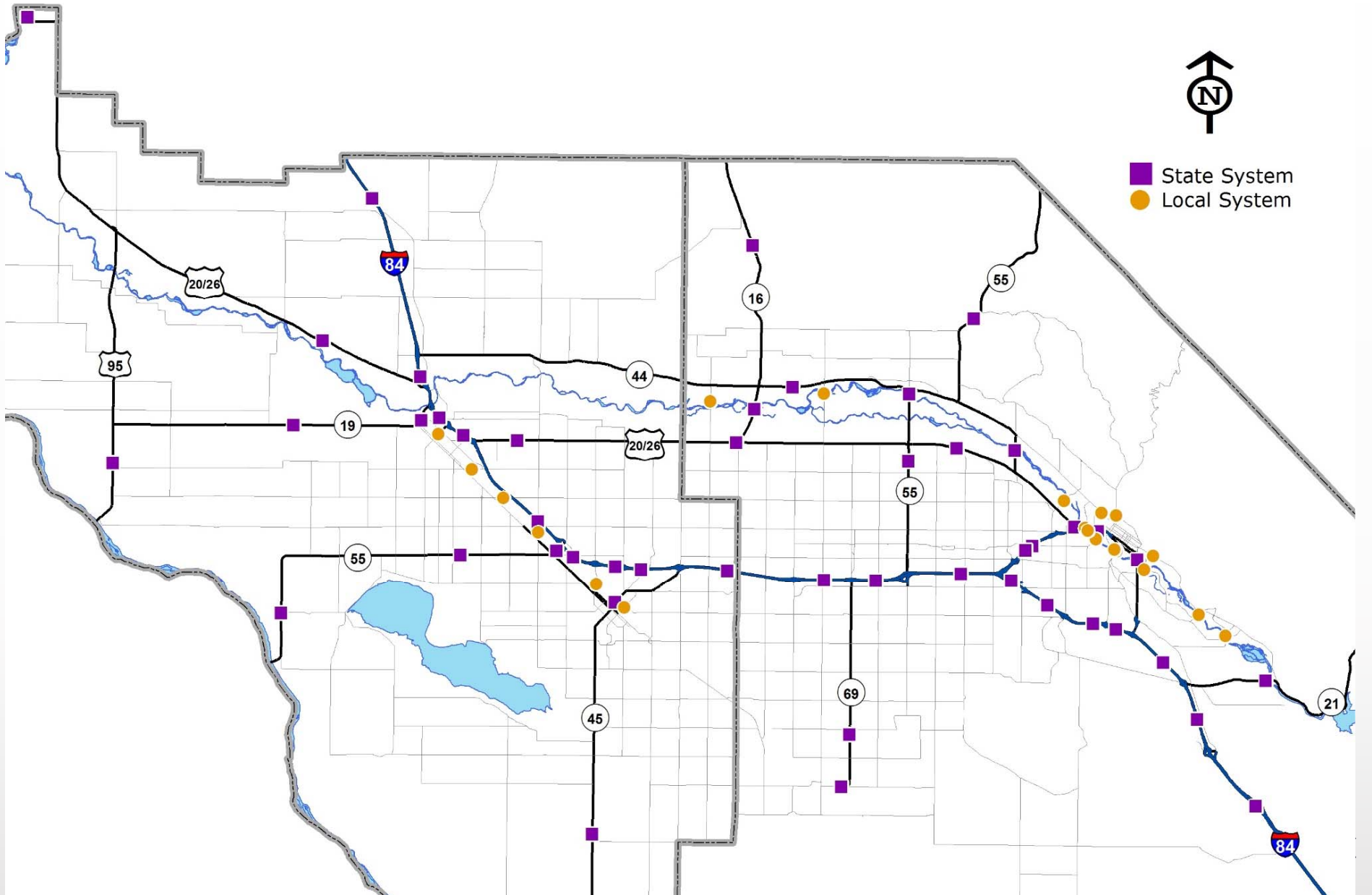


Person Trips by Purpose (Auto-Mode)

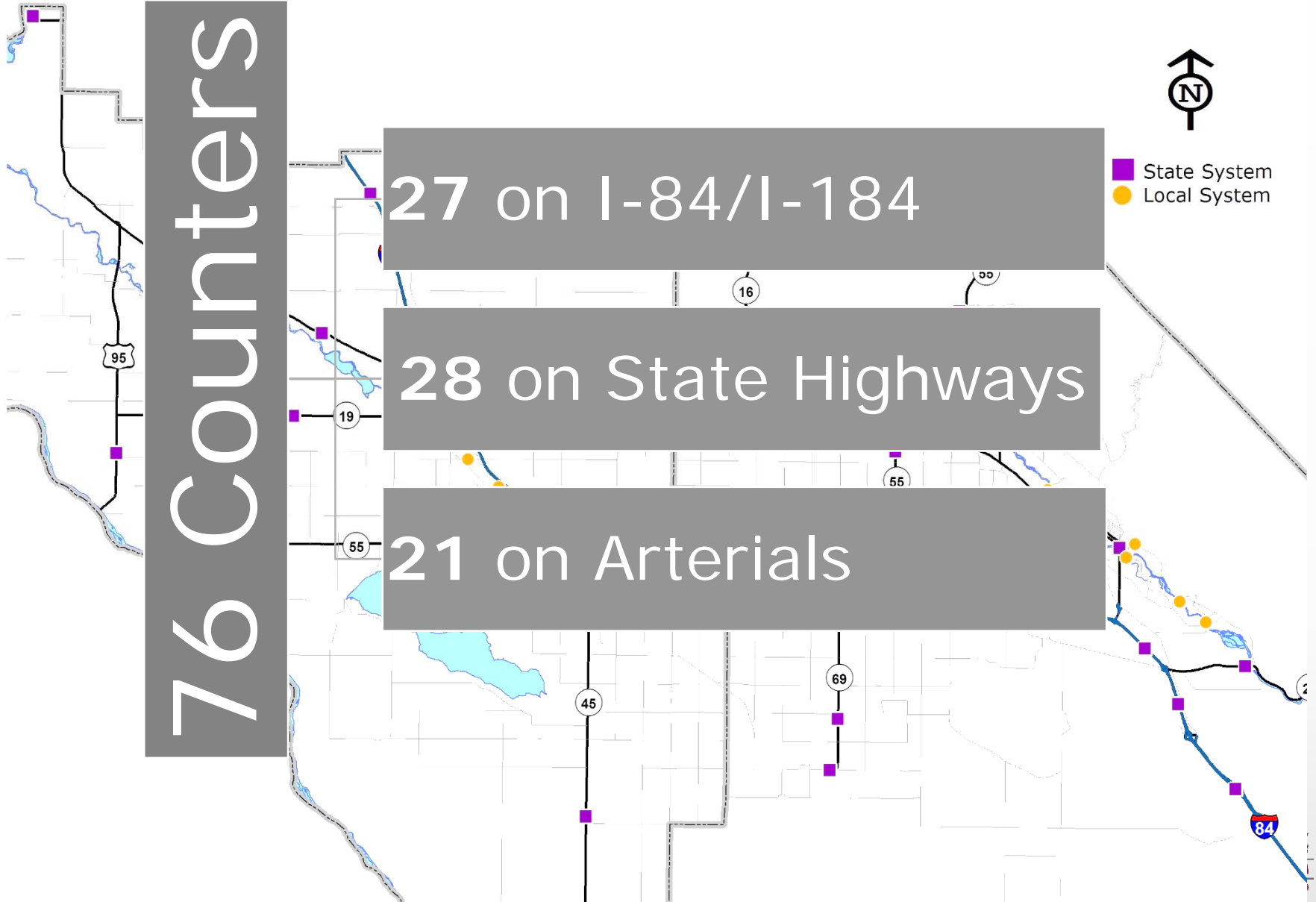


Source: 2011/12 COMPASS Regional Household Travel Survey

# ITD's Permanent Traffic Count Locations

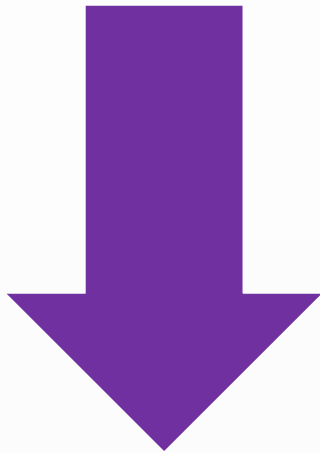


# ITD's Permanent Traffic Count Locations



# Changes – Average Weekday

I-84/I-184

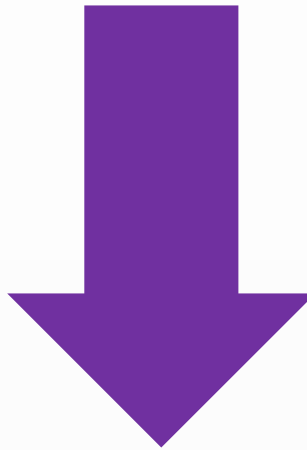


**-26,100**

**-35%**

(April 2020 vs April 2019)

State  
Highways

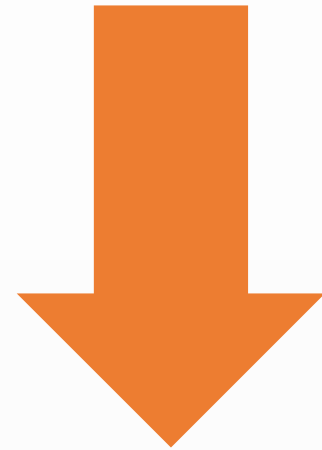


**-6,000**

**-25%**

(April 2020 vs April 2019)

Arterials



**-5,900**

**-36%**

(April 2020 vs April 2019)

Source: ITD's ATR Data

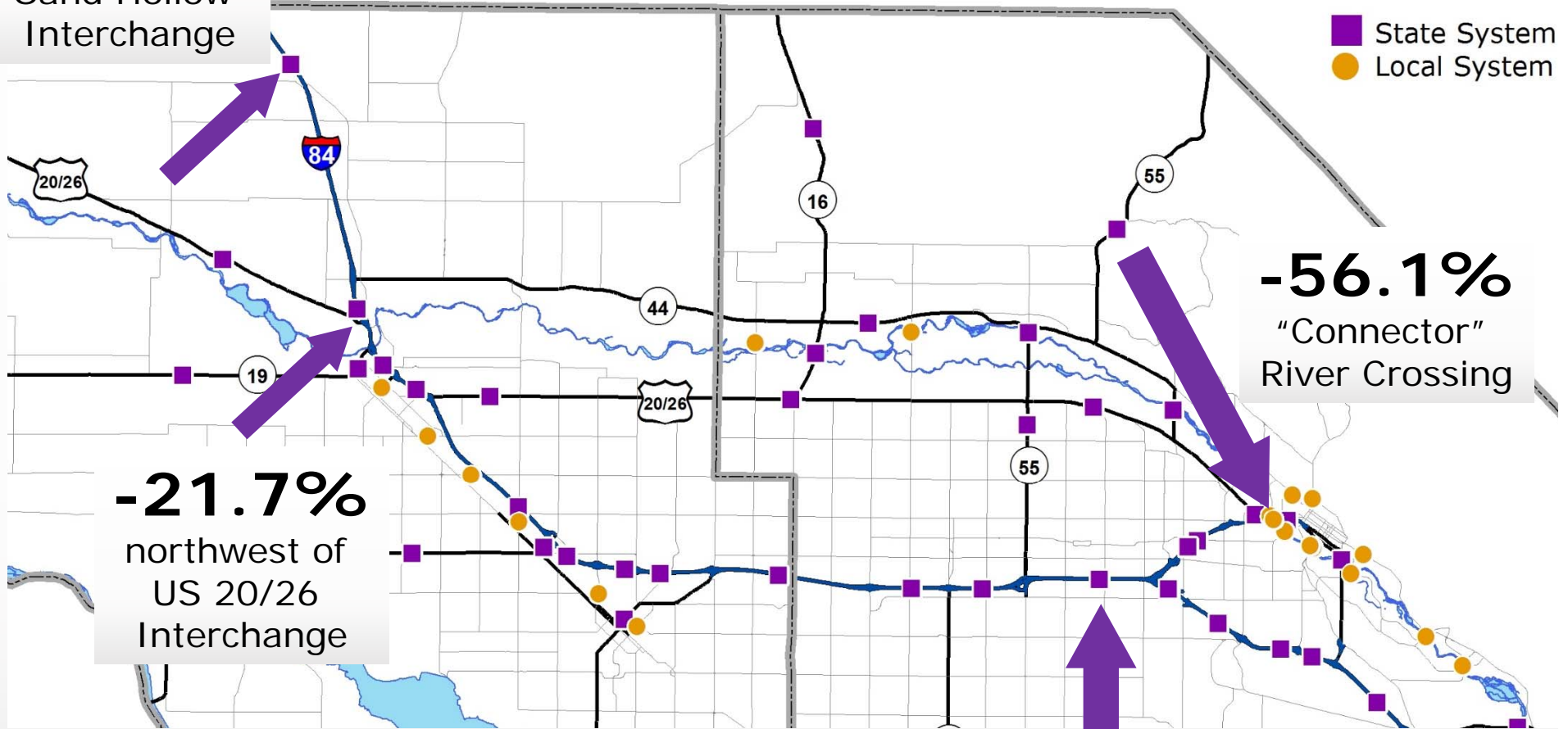




# Least and Most Change, I-84/I-184

**-5,800**

southeast of  
Sand Hollow  
Interchange

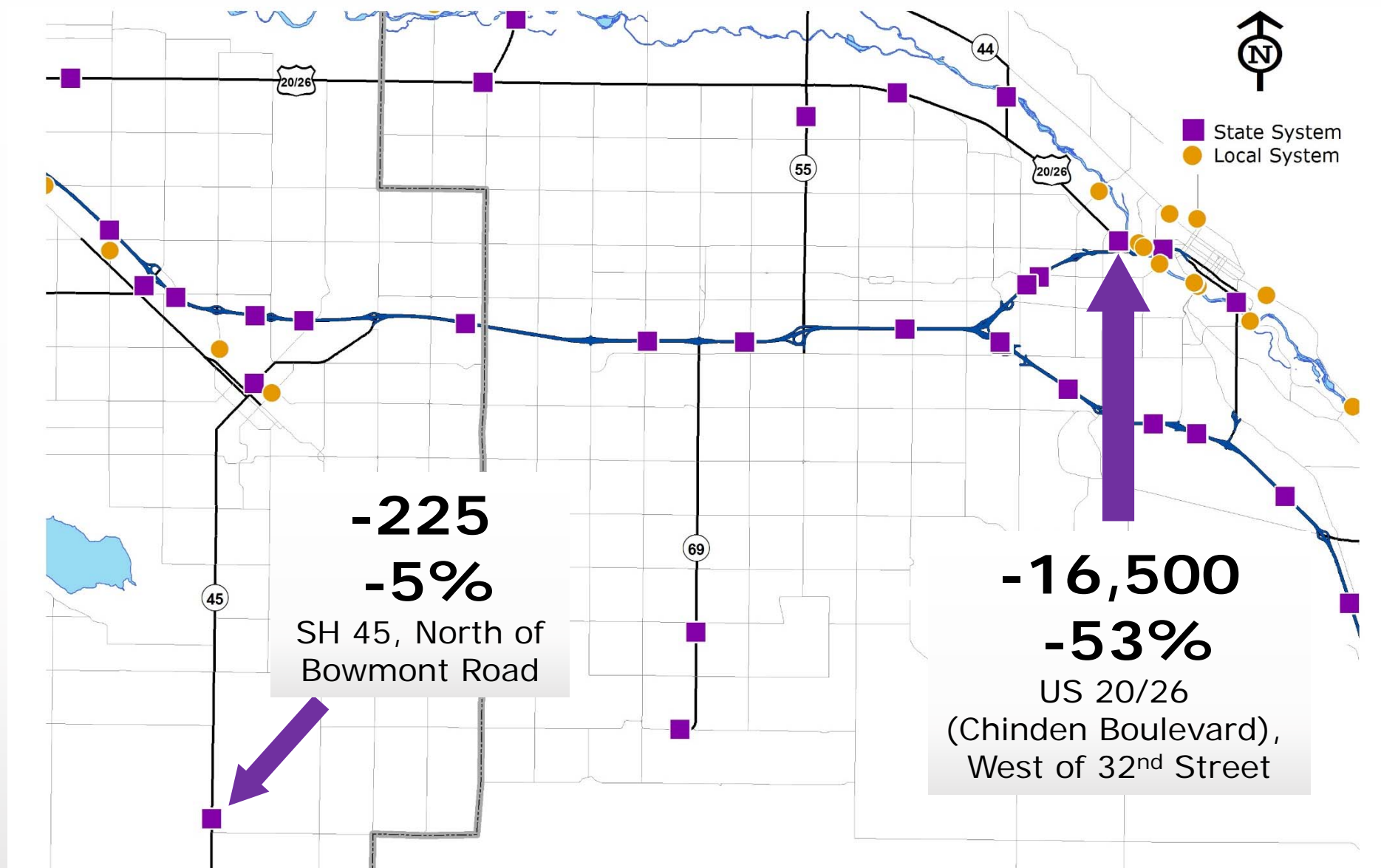


**-60,800**  
near the Wye

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

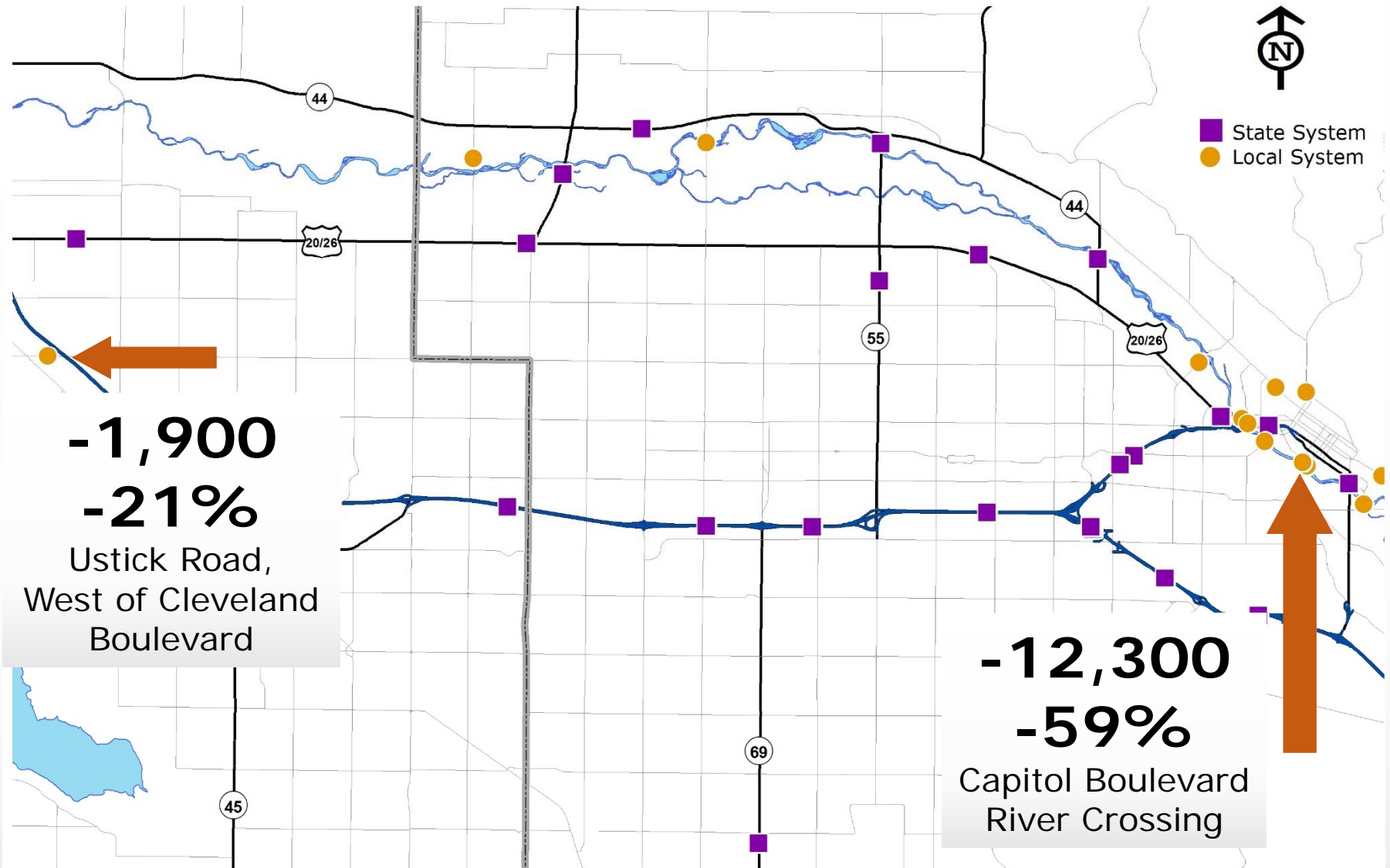


# Least and Most Change, State Highways



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

# Least and Most Change, Arterials



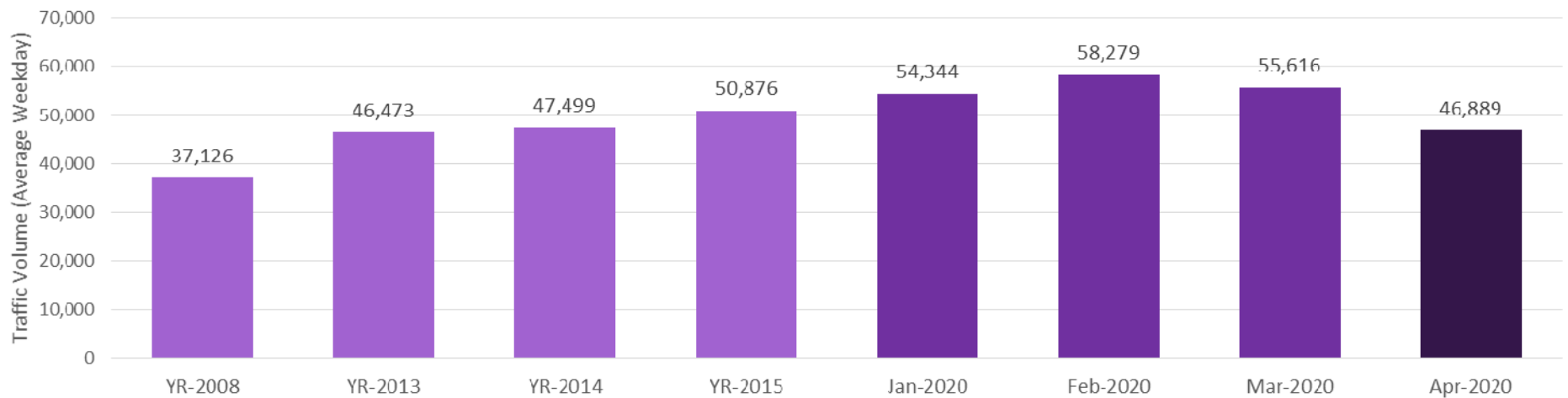
Source: ITD's ATR Data, April 2020 vs April 2019)

# I-84 and I-184 Historic to Current Volumes 5 Locations

# I-84 Northwest of Franklin Road Interchange



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

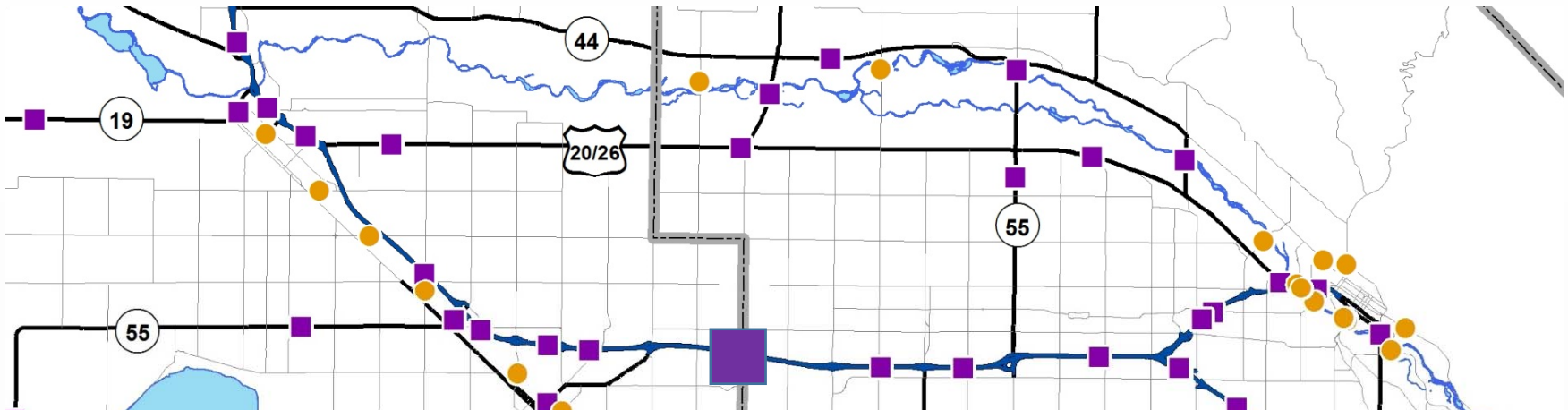


**46,889 (April 2020)**  
Similar to 2013 volumes

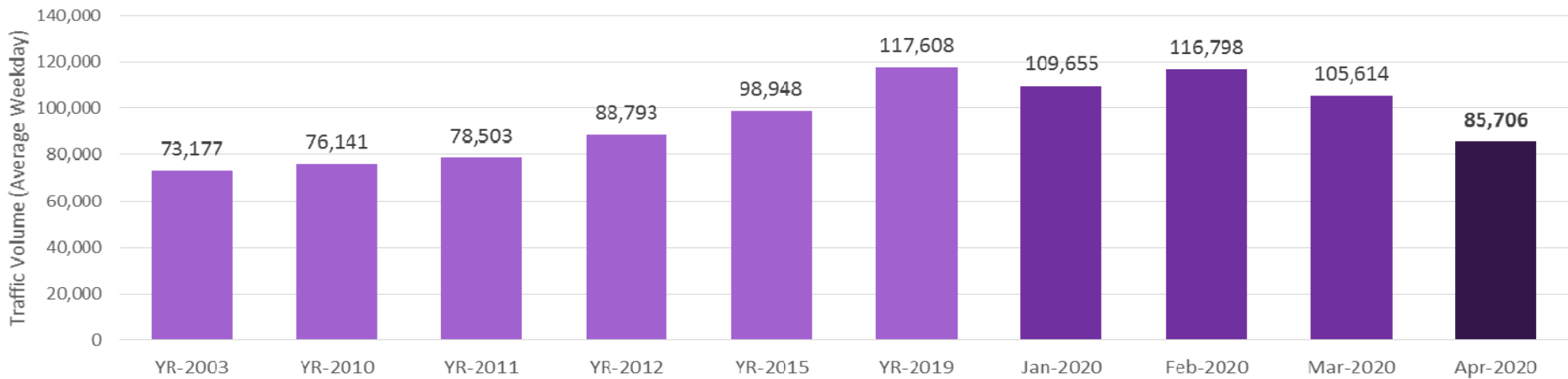
Source: ITD's ATR Data



# I-84 Near Canyon-Ada County Line



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

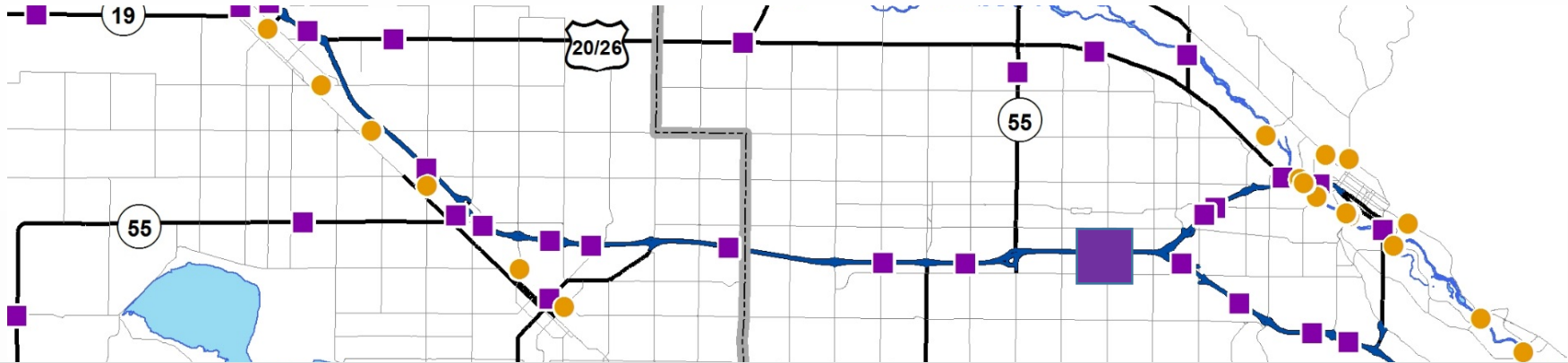


**85,706 (April 2020)**

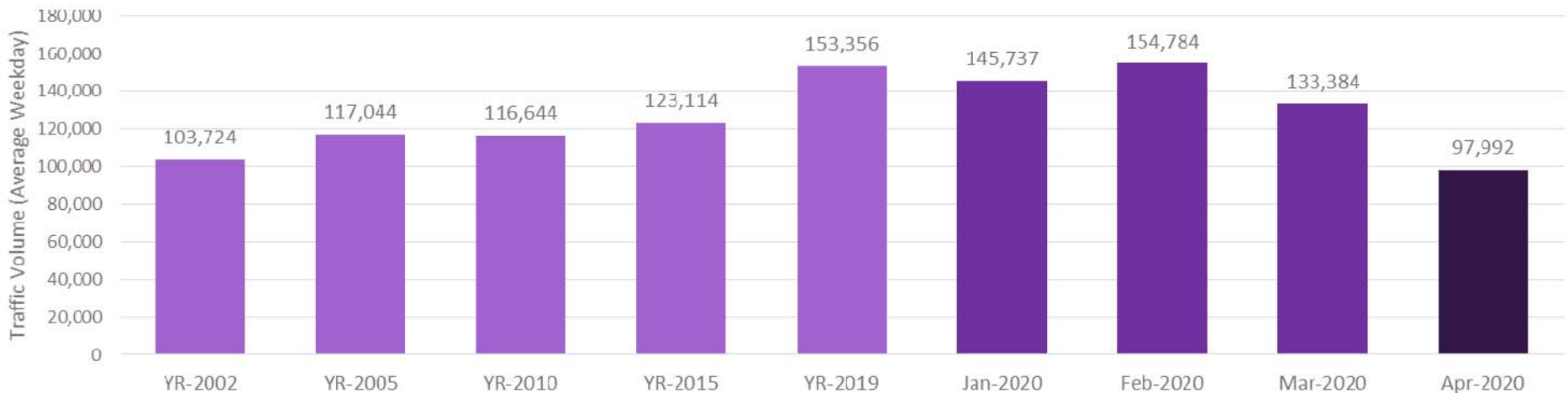
Similar to 2011/2012 volumes

Source: ITD's ATR Data

# I-84 Near the Wye Interchange



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



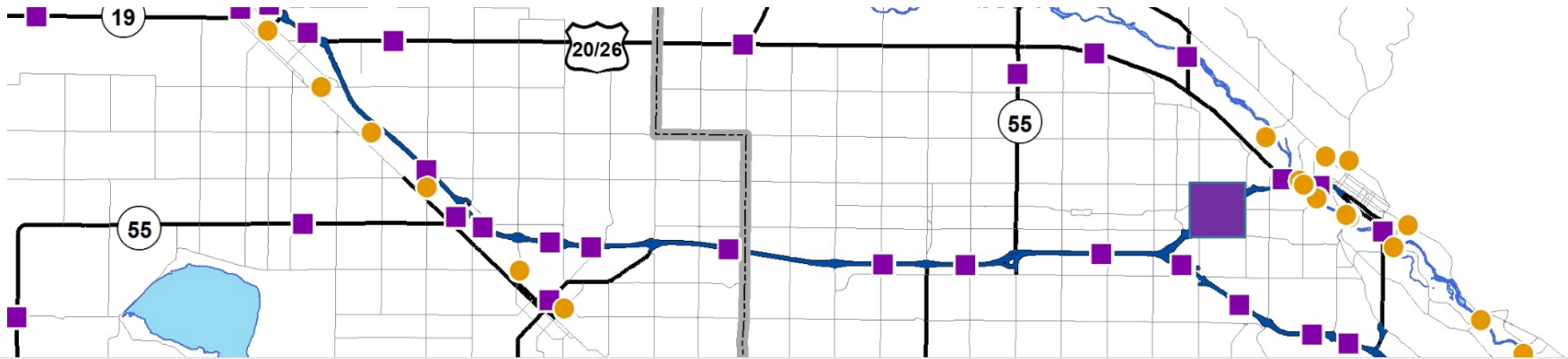
**97,992 (April 2020)**

Below 2002 volumes

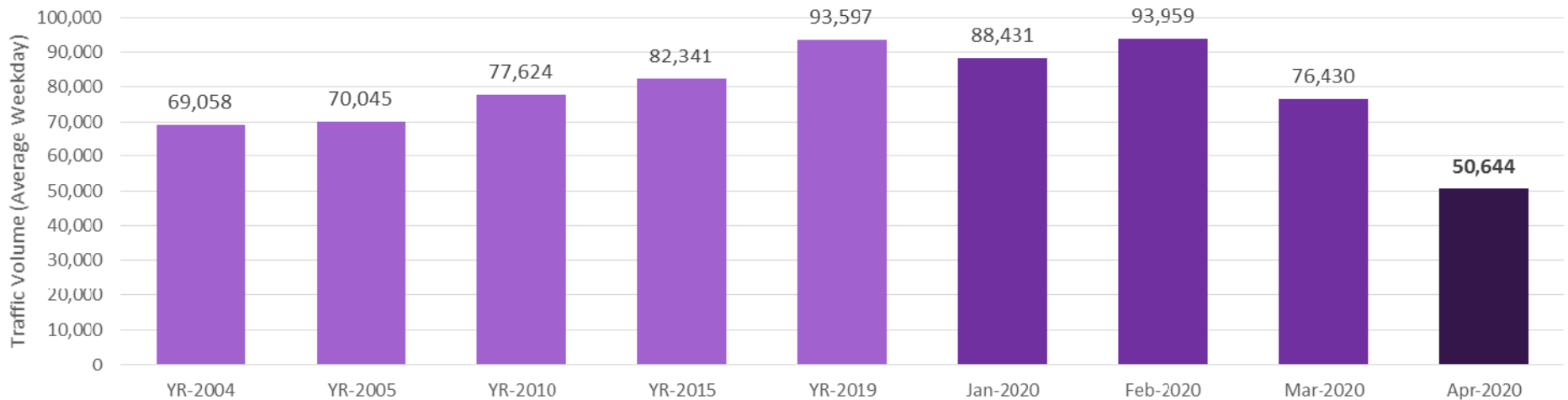
Source: ITD's ATR Data



# I-184 Southwest of Curtis Road Interchange



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



**50,644 (April 2020)**

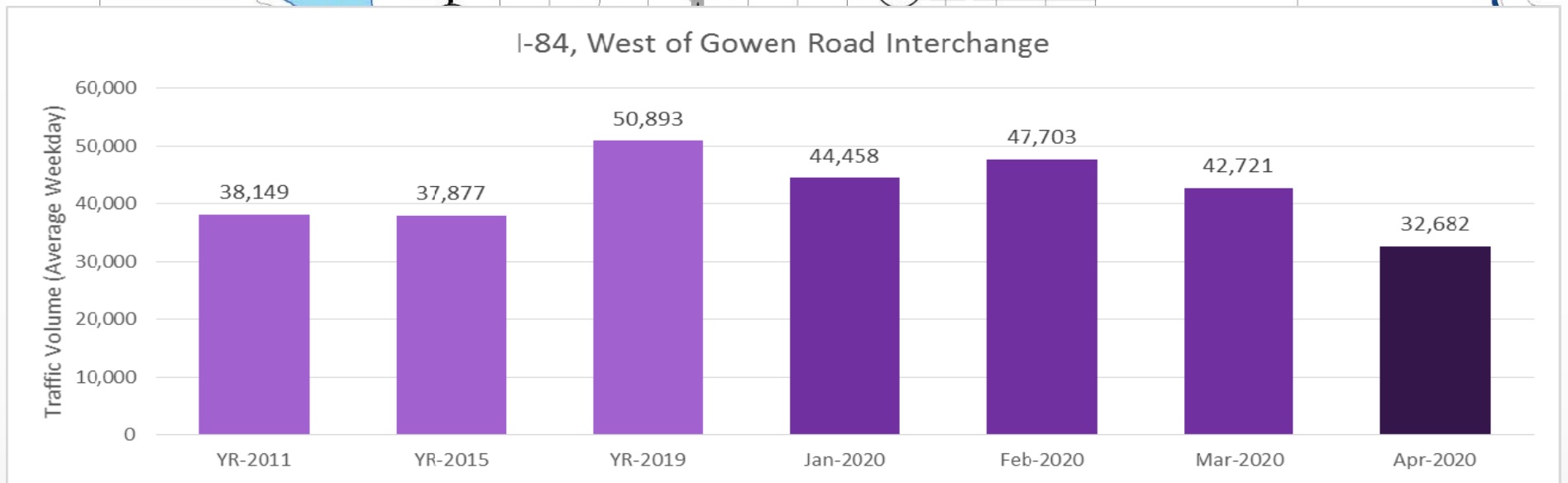
Below 2004 volumes

Source: ITD's ATR Data





# I-84 West of Gowen Road Interchange



**32,682 (April 2020)**

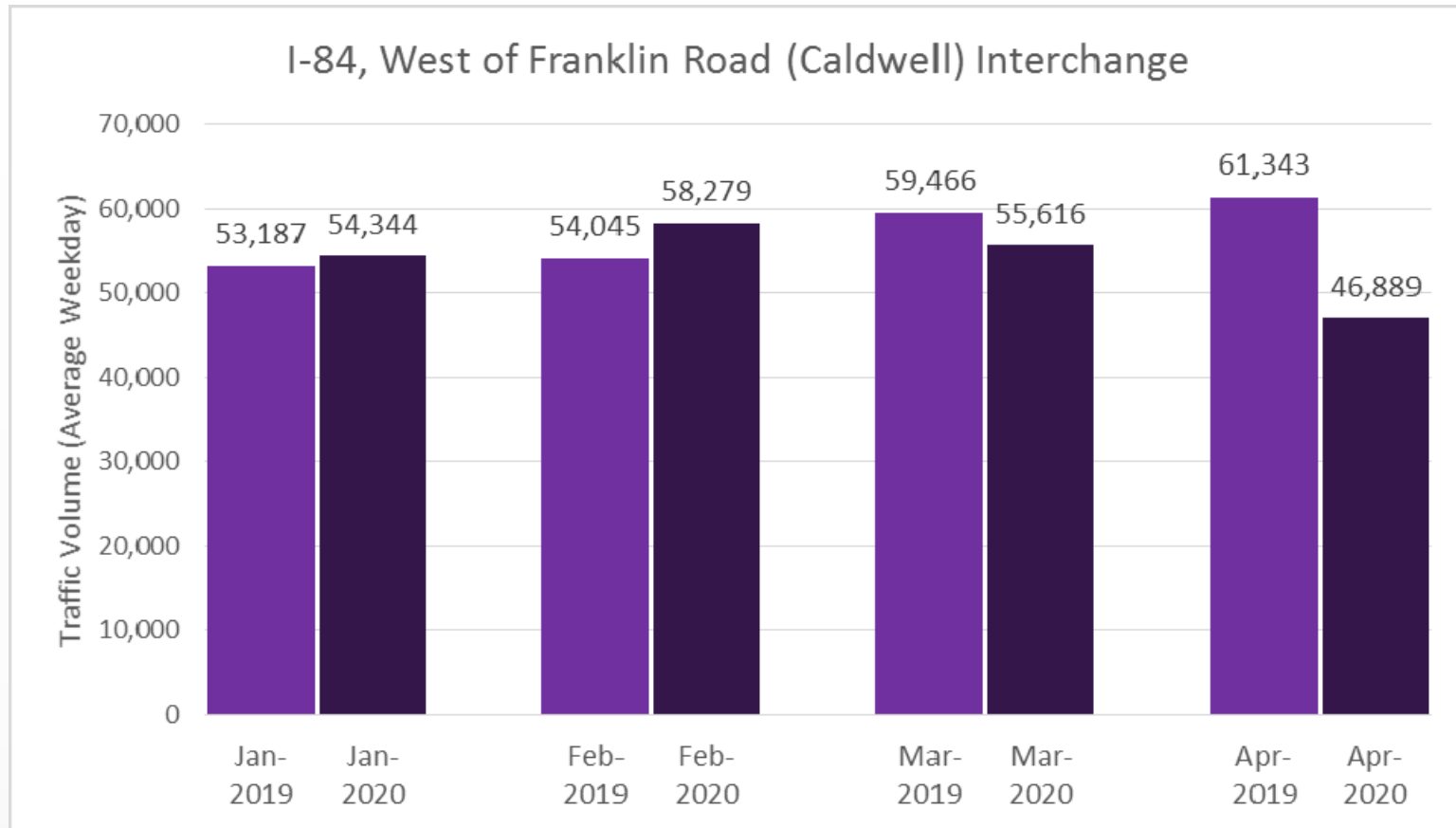
Below 2011 volumes

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

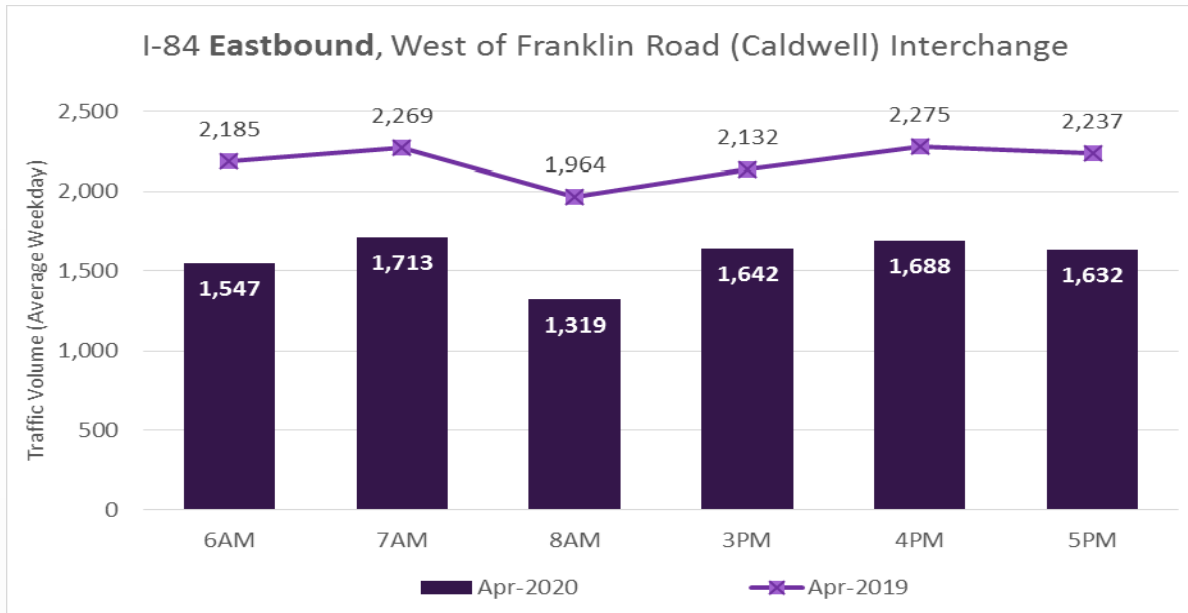


**+ 4,230** (February 2020 vs 2019)

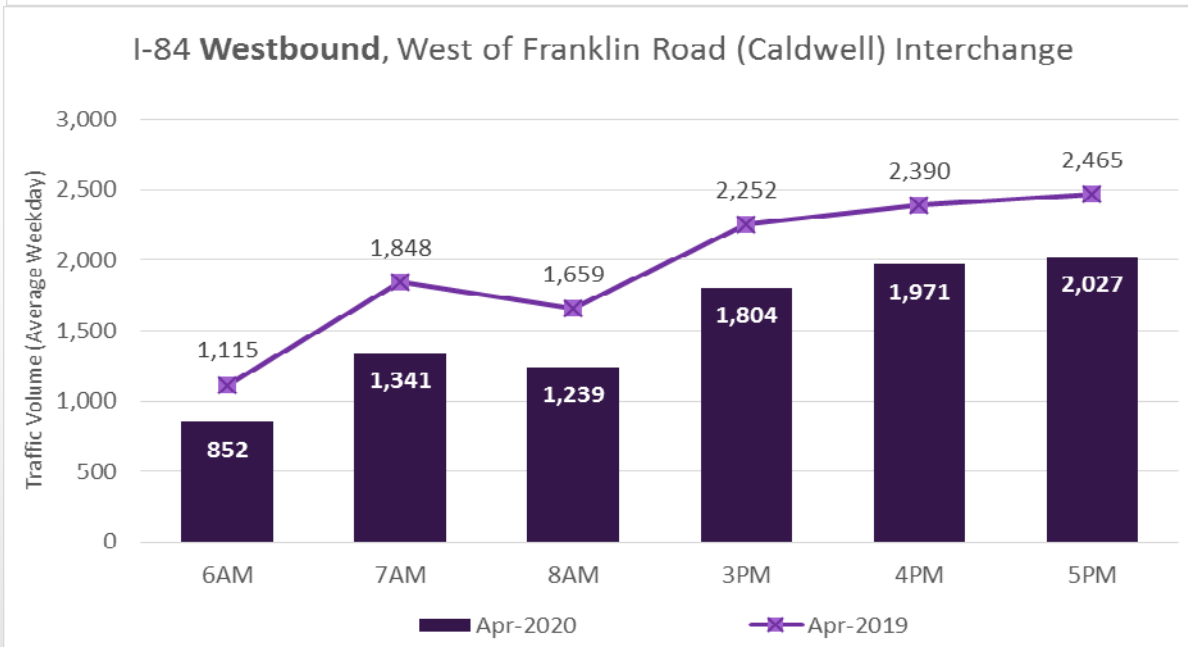
**-14,420** (April 2020 vs 2019)

Source: ITD's ATR Data

# I-84 West of Franklin Road Interchange Peak Hours



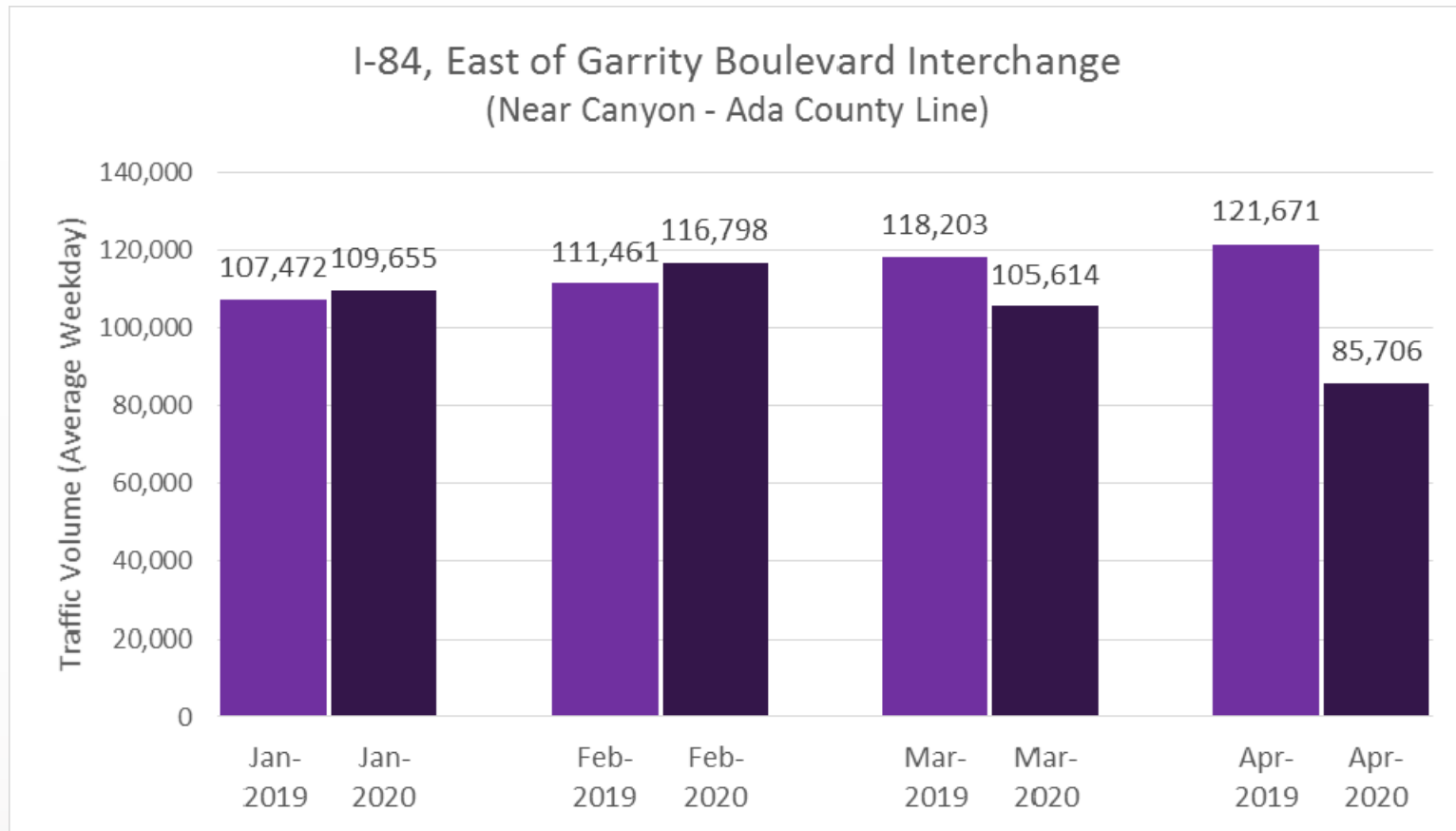
**-610 (-29%)**  
(eastbound AM)



**-435 (-18%)**  
(westbound PM)

Source: ITD's ATR Data

# I-84 Near Canyon – Ada County Line January through April



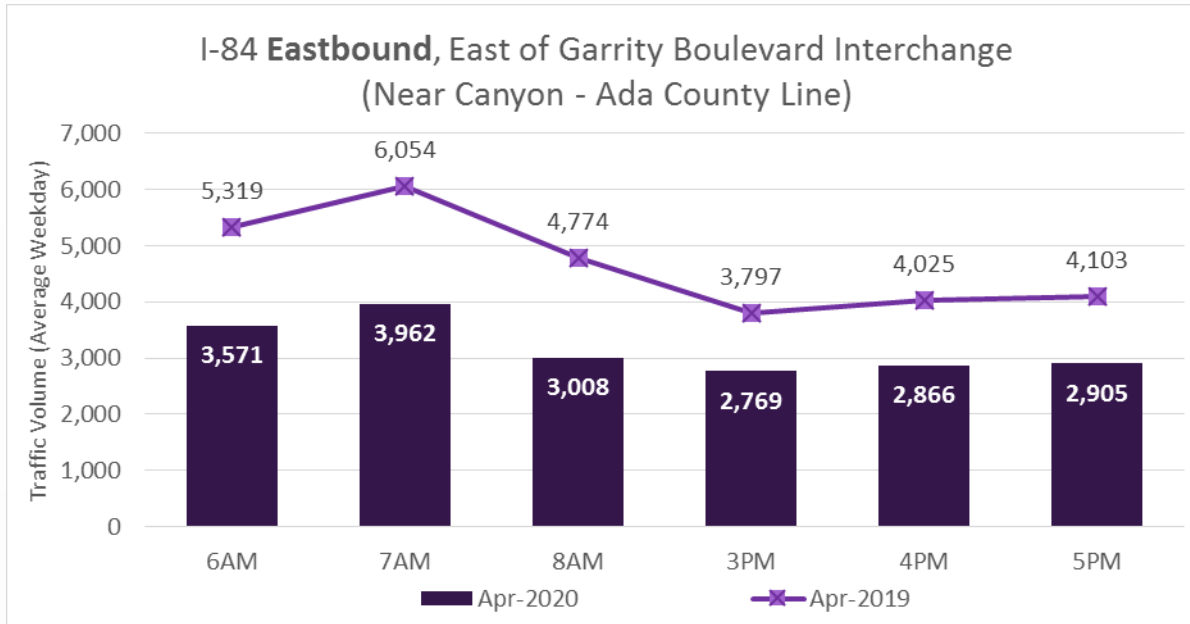
**+ 5,337** (February 2020 vs 2019)

**-35,965** (April 2020 vs 2019)

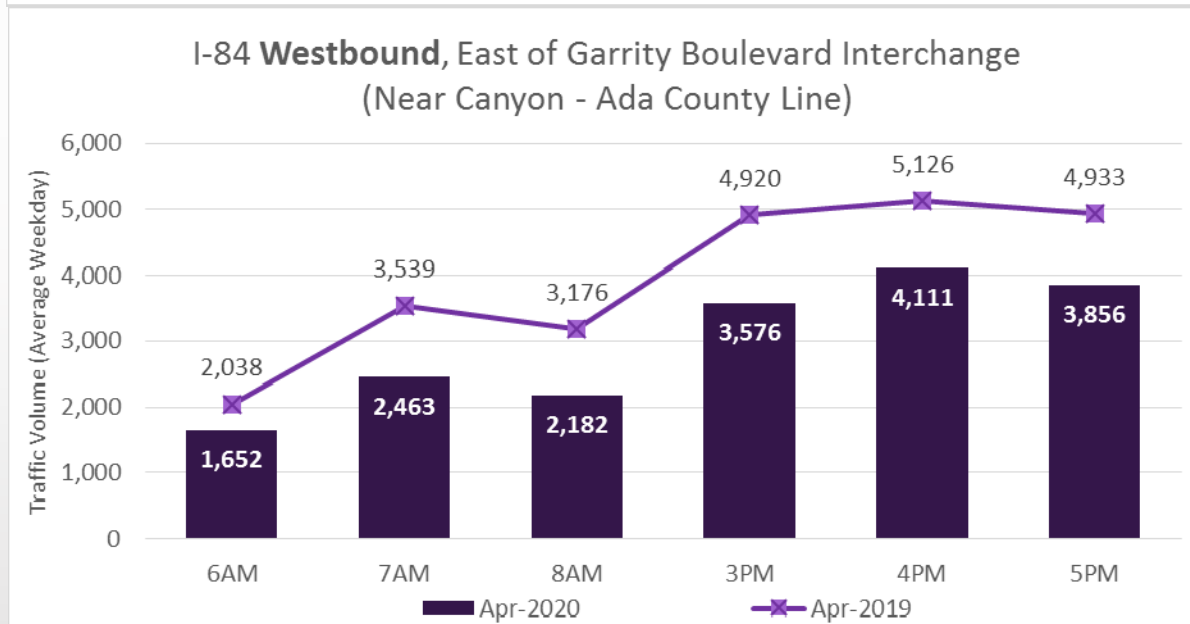
Source: ITD's ATR Data



# I-84 Near Canyon – Ada County Line Peak Hours



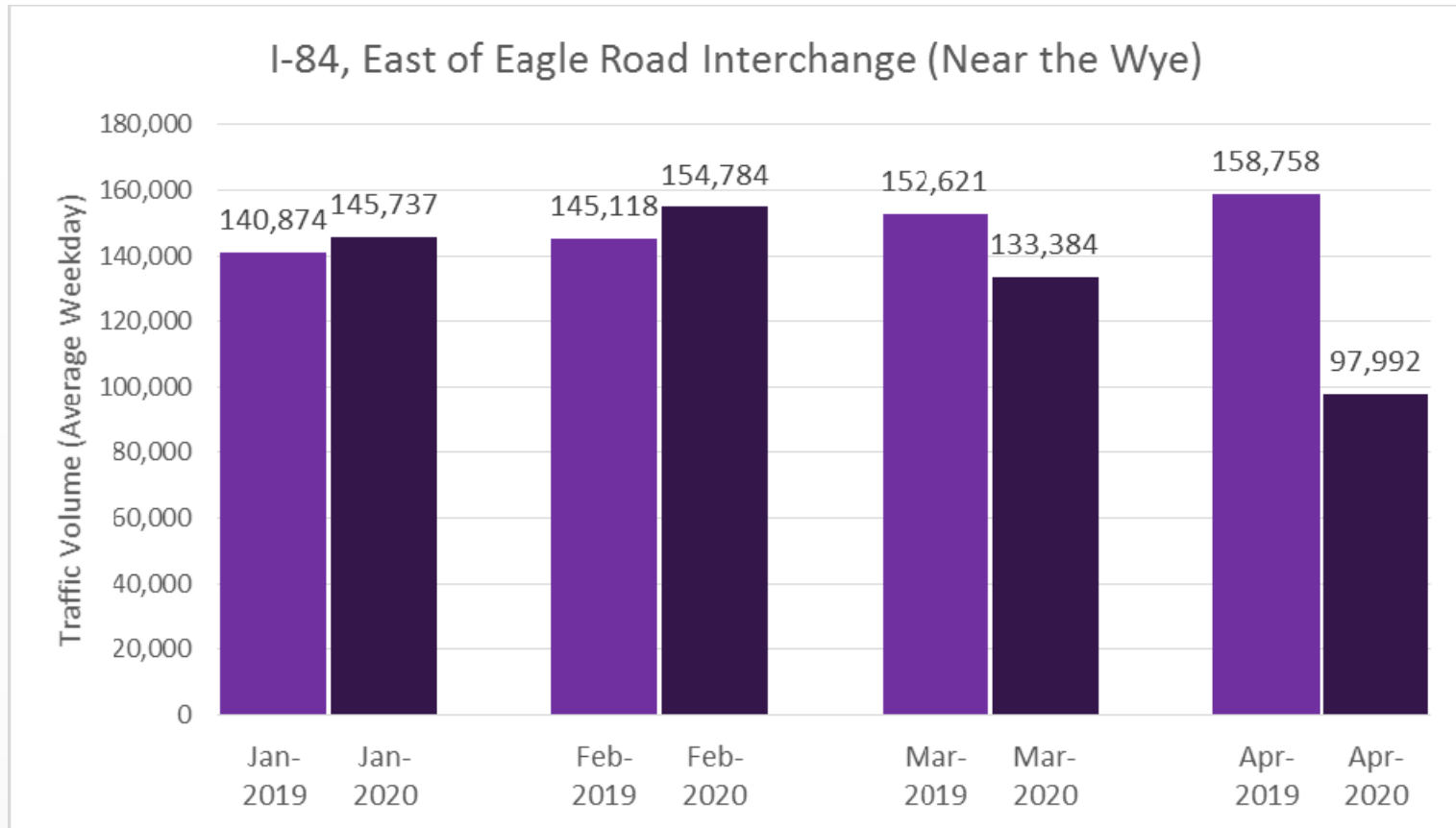
**-1,870 (-35%)**  
(eastbound AM)



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

Source: ITD's ATR Data

# I-84 Near the Wye Interchange January through April



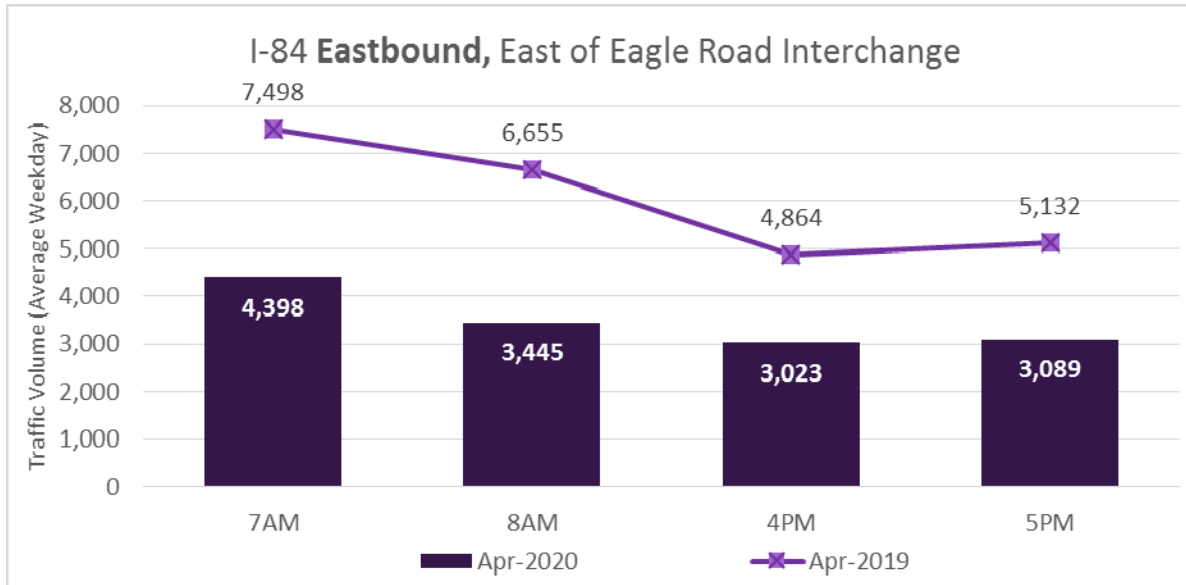
**+ 9,666** (February 2020 vs 2019)

**-60,766** (April 2020 vs 2019)

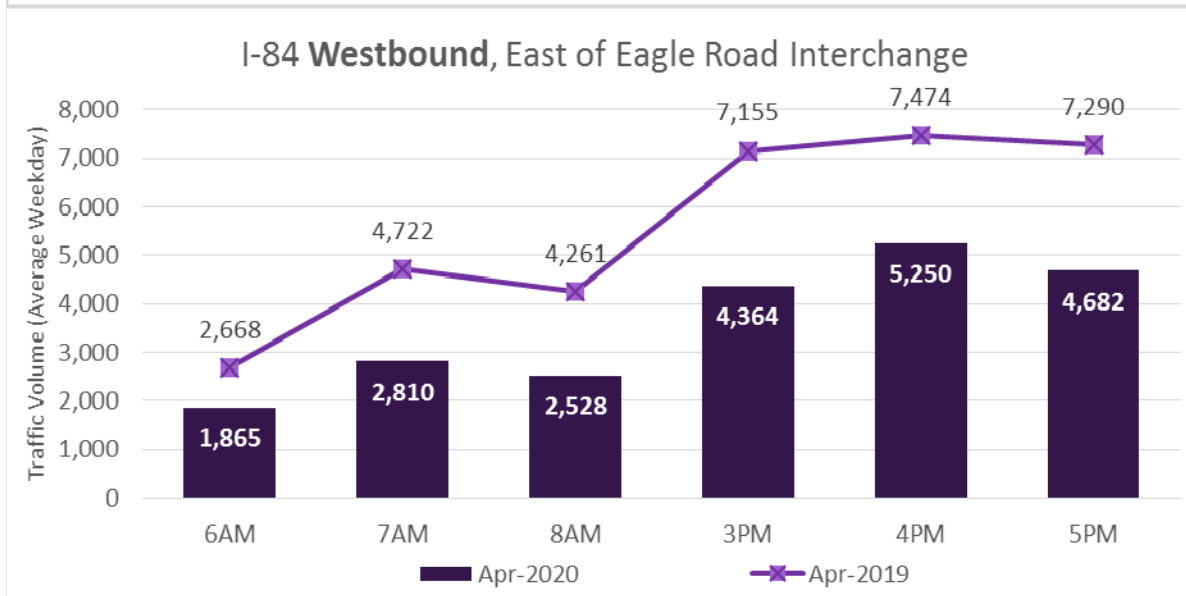
Source: ITD's ATR Data



# I-84 Near the Wye Interchange Peak Hours



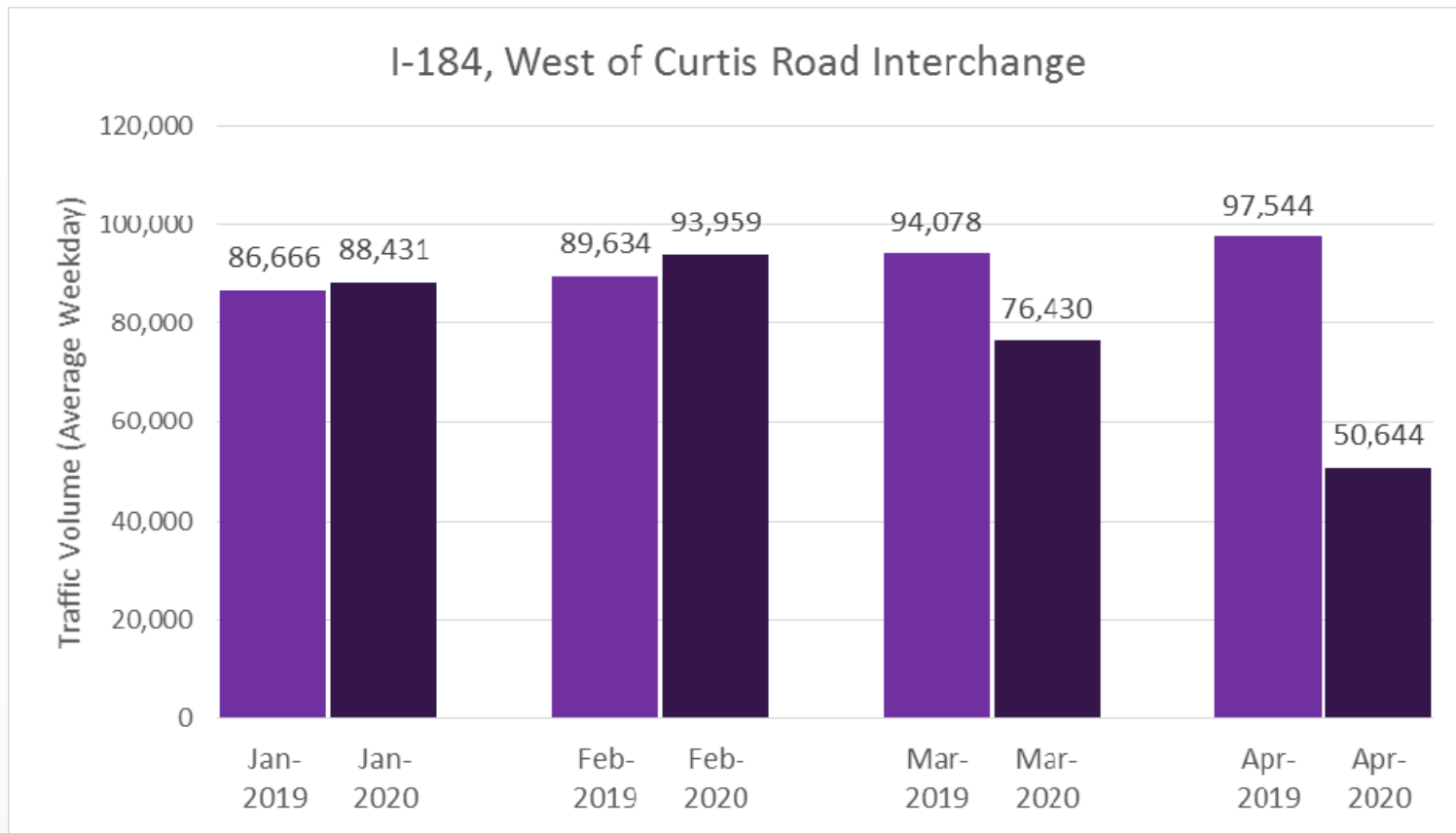
**-3,020 (-44%)**  
(eastbound AM)



**-2,540 (-35%)**  
(westbound PM)



# I-184 Southwest of Curtis Road Interchange January through April



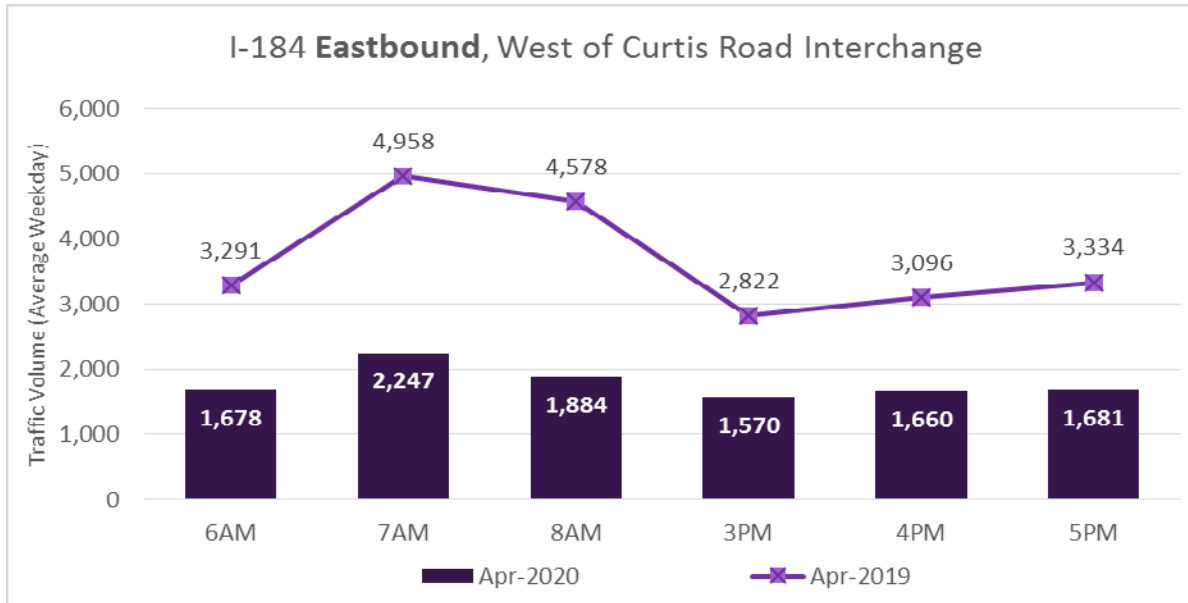
**+ 4,325** (February 2020 vs 2019)

**-46,900** (April 2020 vs 2019)

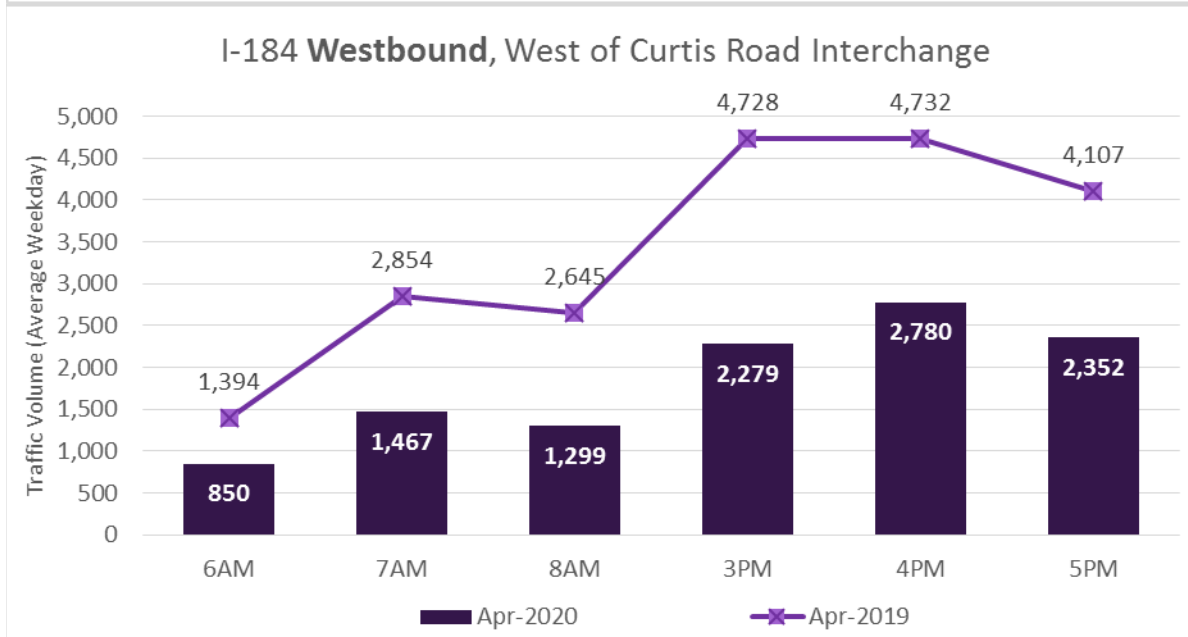
Source: ITD's ATR Data



# I-84 Southwest of Curtis Road Interchange Peak Hours



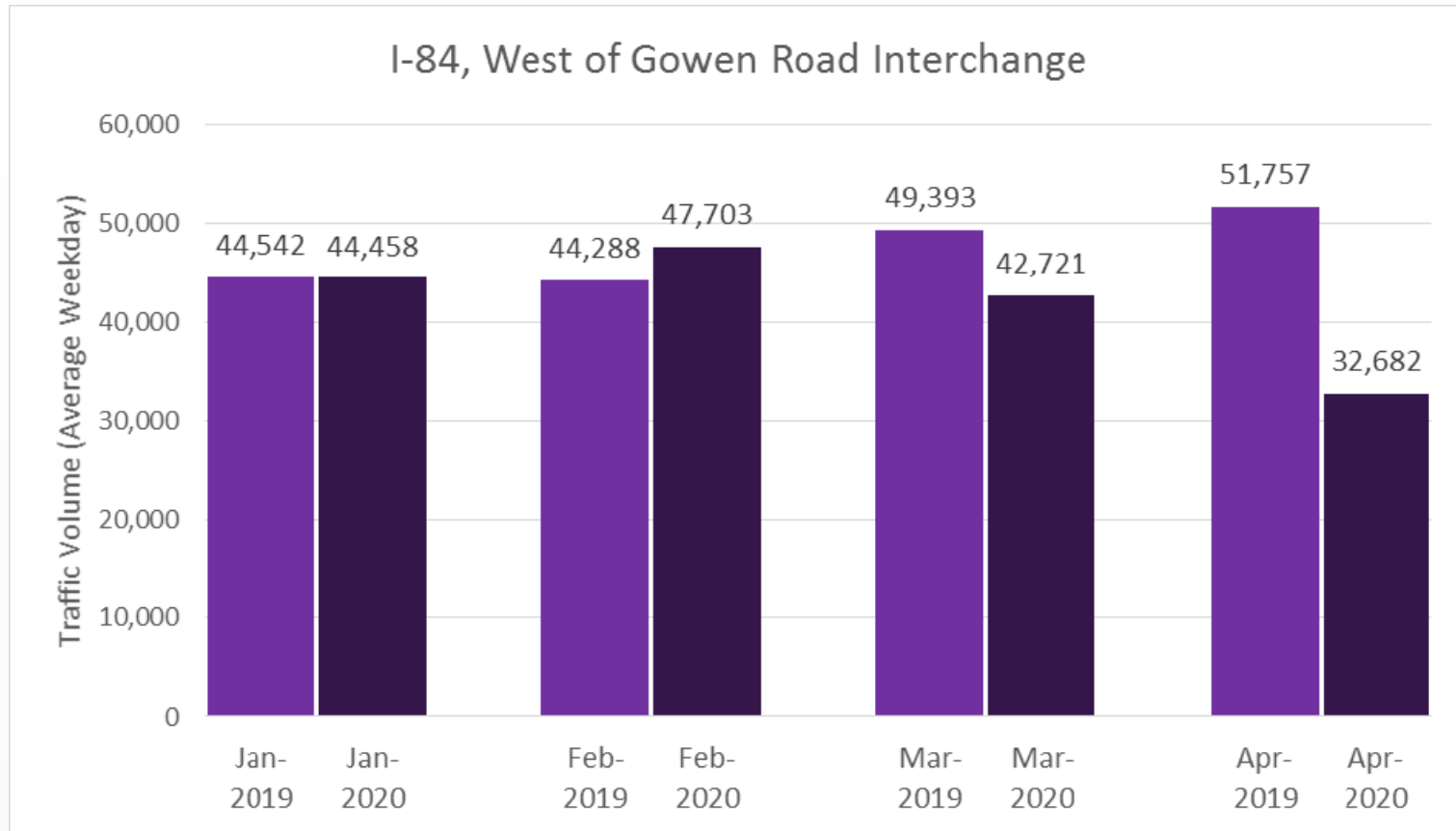
**-2,340 (-55%)**  
(eastbound AM)



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

Source: ITD's ATR Data

# I-84 West of Gowen Road Interchange January through April

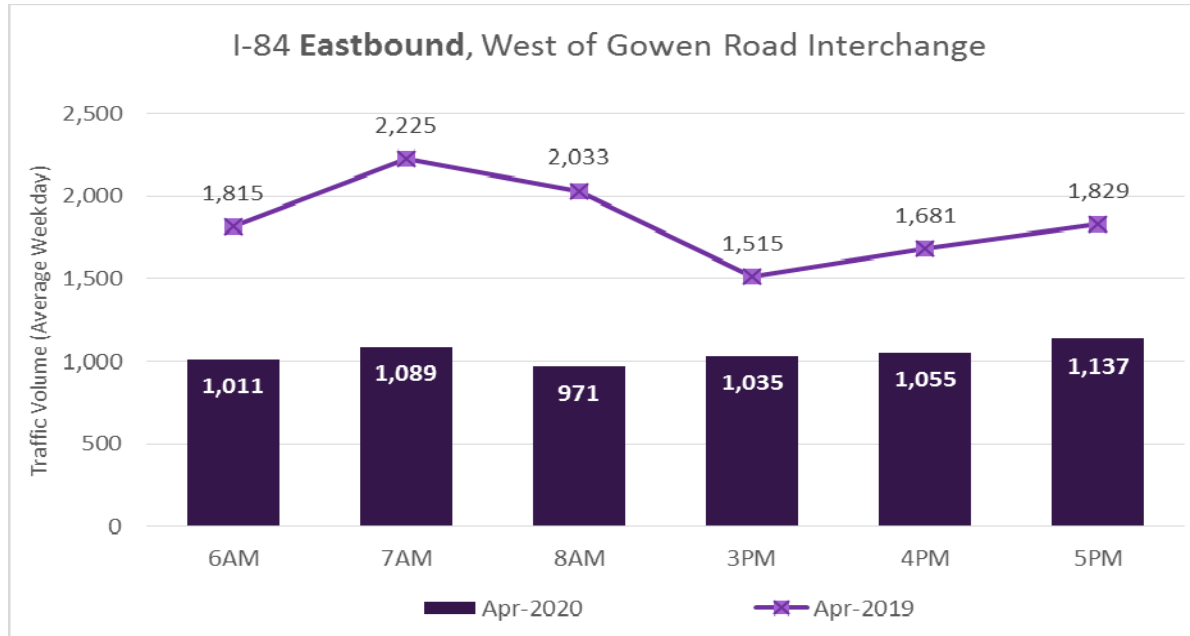


**+ 3,415** (February 2020 vs 2019)

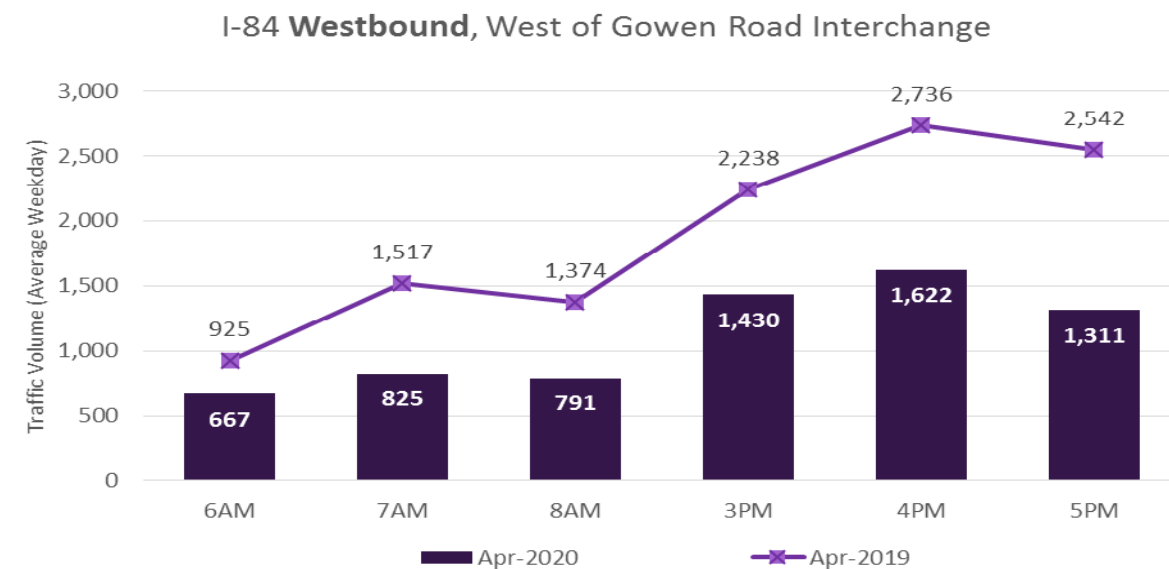
**-19,075** (April 2020 vs 2019)

Source: ITD's ATR Data

# I-84 West of Gowen Road Interchange Peak Hours



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

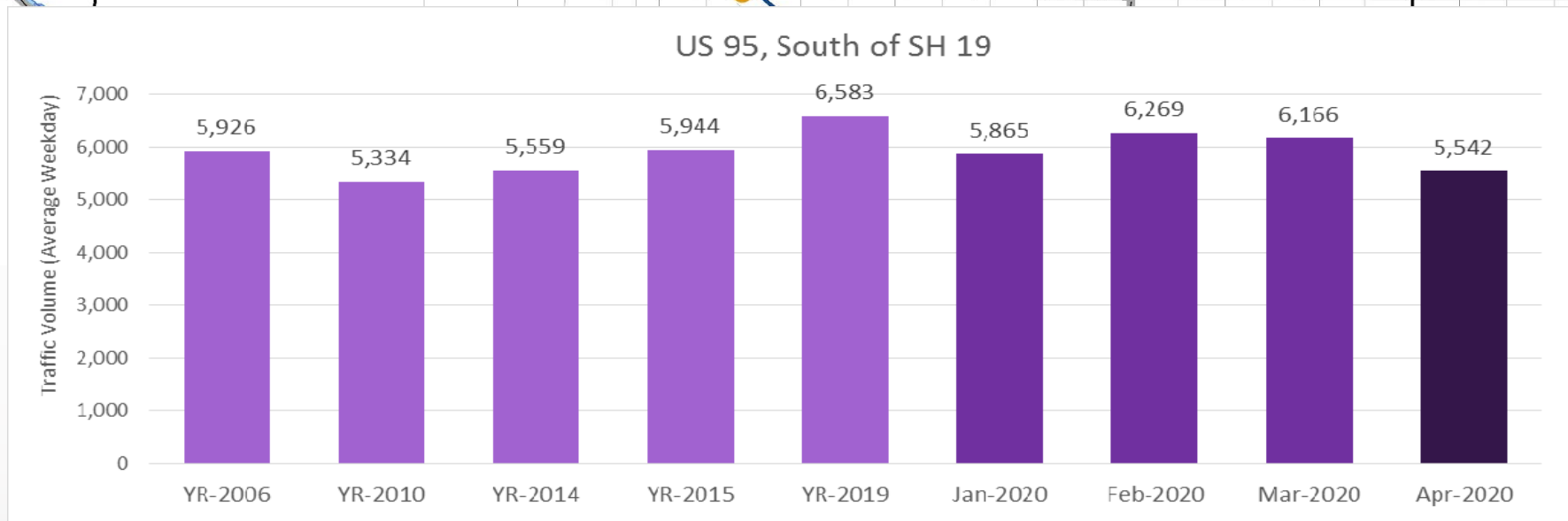
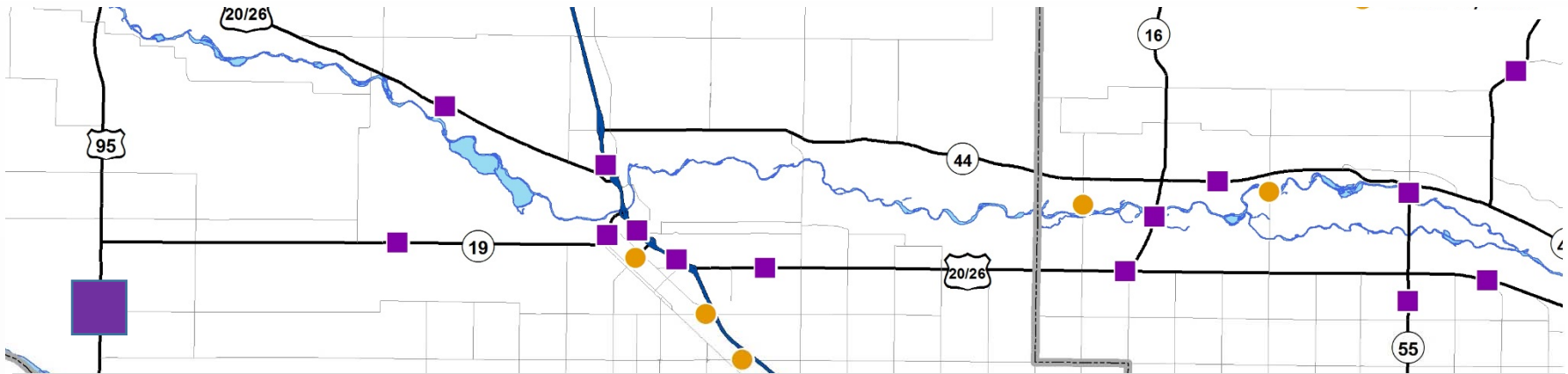


**-1,050 (-42%)**  
(westbound PM)

Source: ITD's ATR Data

# State Highways Historic to Current Volumes

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



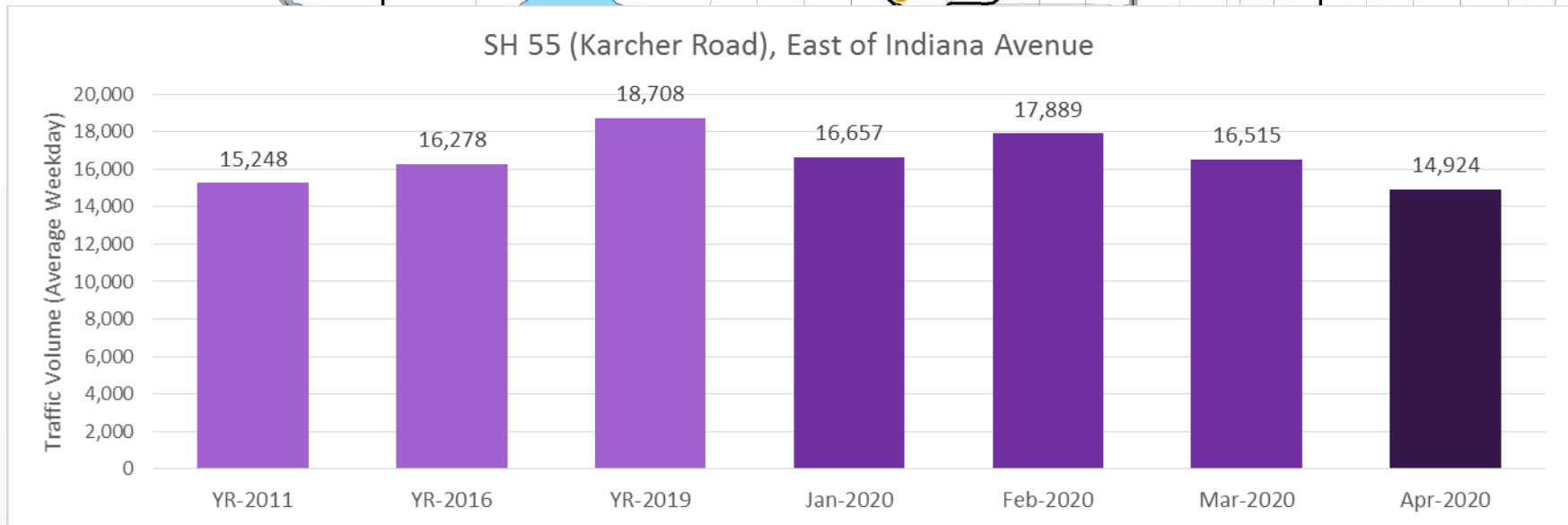
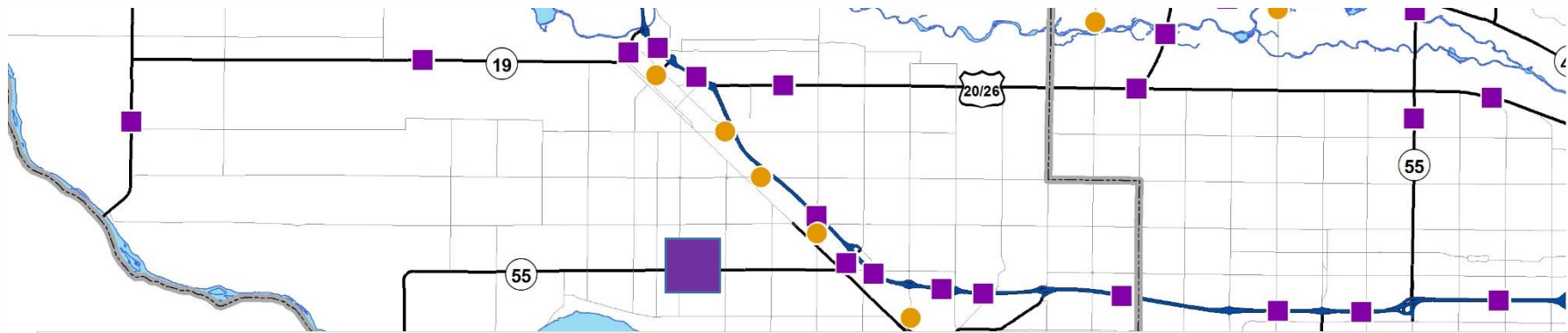
**5,542 (April 2020)**

Near 2014 volumes

Source: ITD's ATR Data



# SH 55 (Karcher Road), West of Indiana Avenue



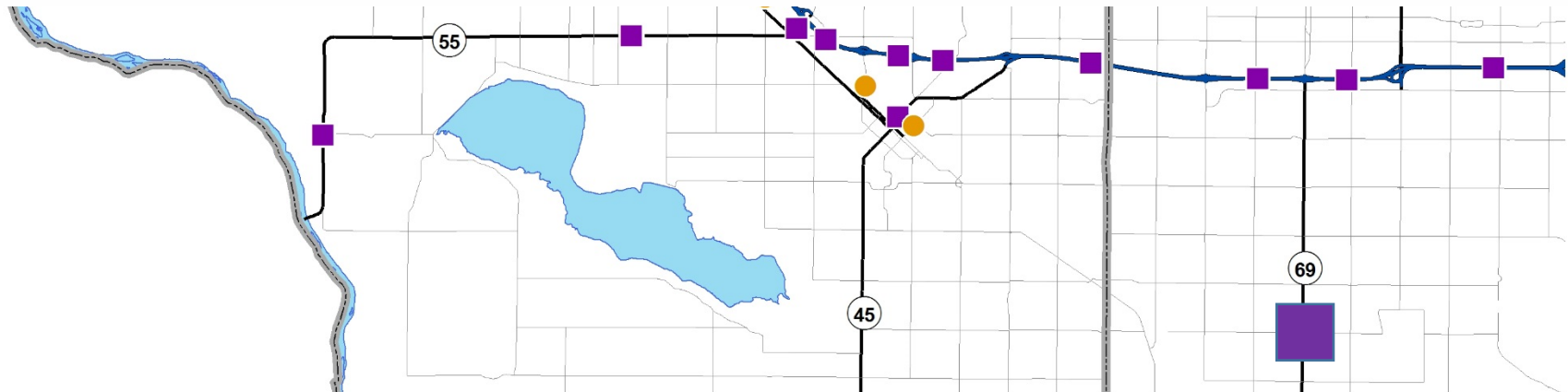
**14,924 (April 2020)**

Near 2011 volumes

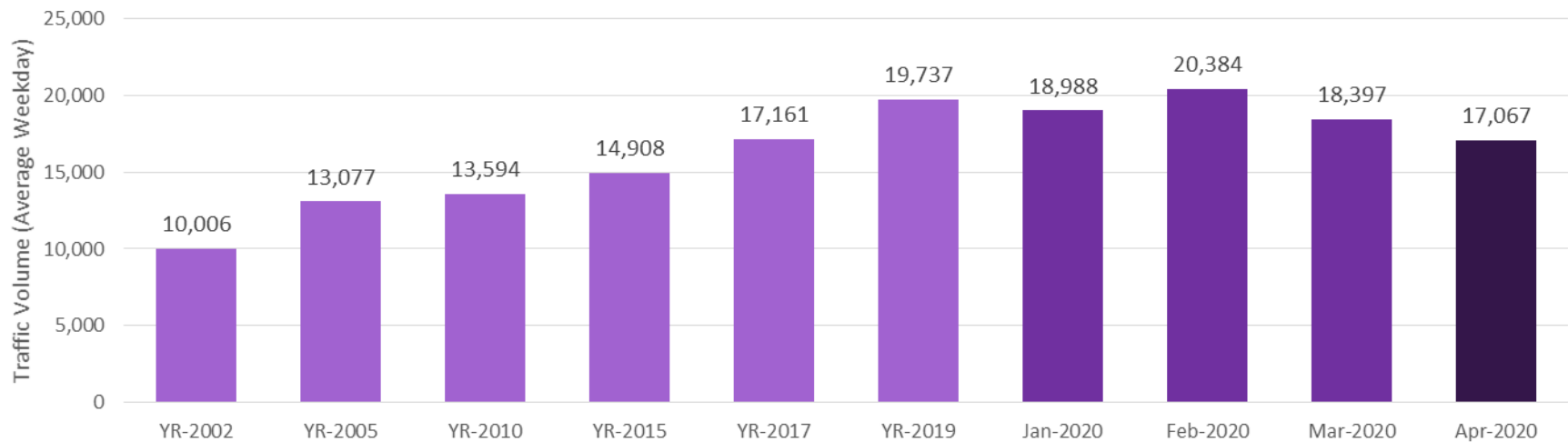
Source: ITD's ATR Data



# SH 69, South of Hubbard Road



SH 69, South of Hubbard Road



**17,067 (April 2020)**

Near 2017 volumes

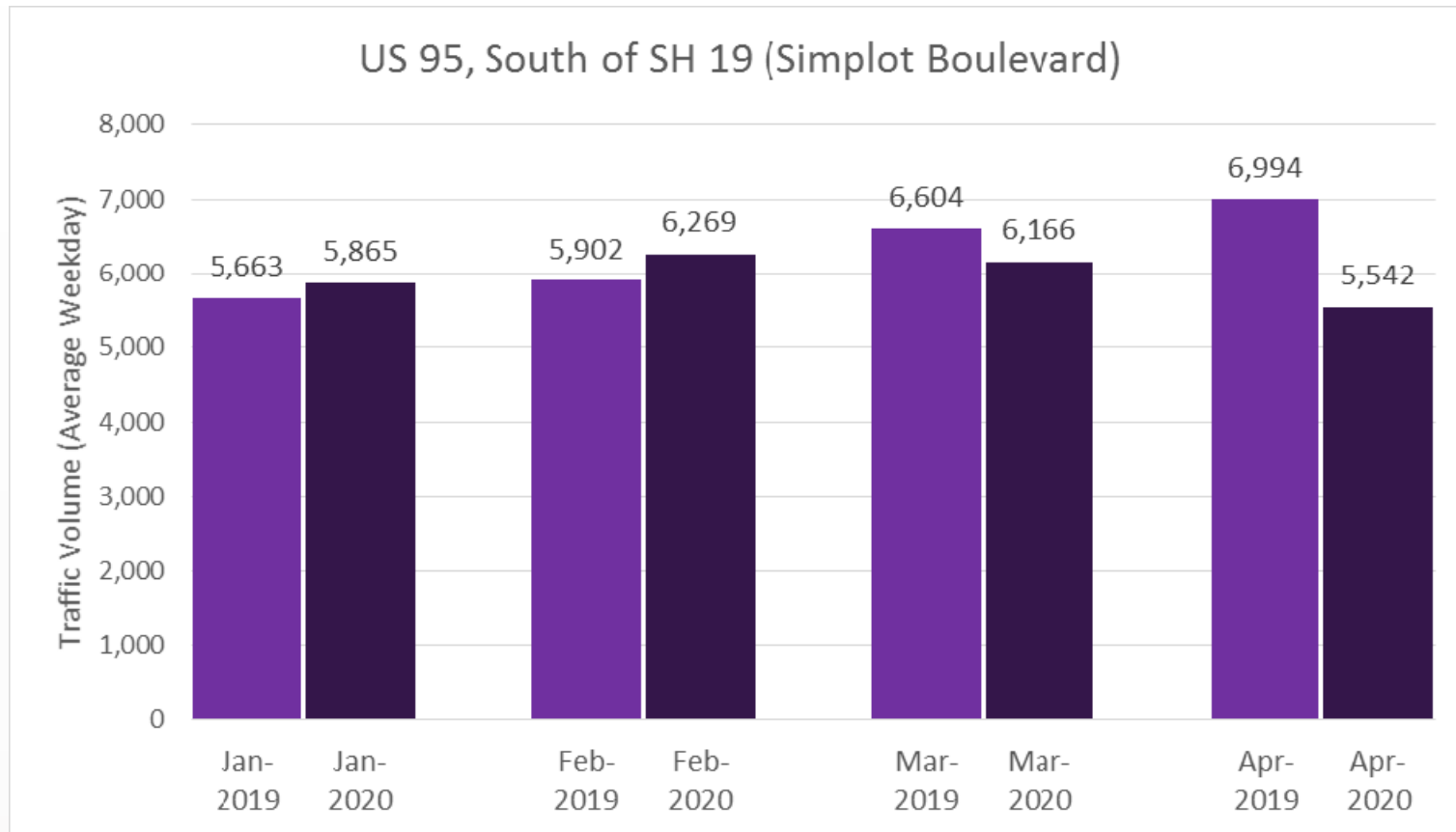
Source: ITD's ATR Data





# State Highways Monthly and Peak Hour Volumes

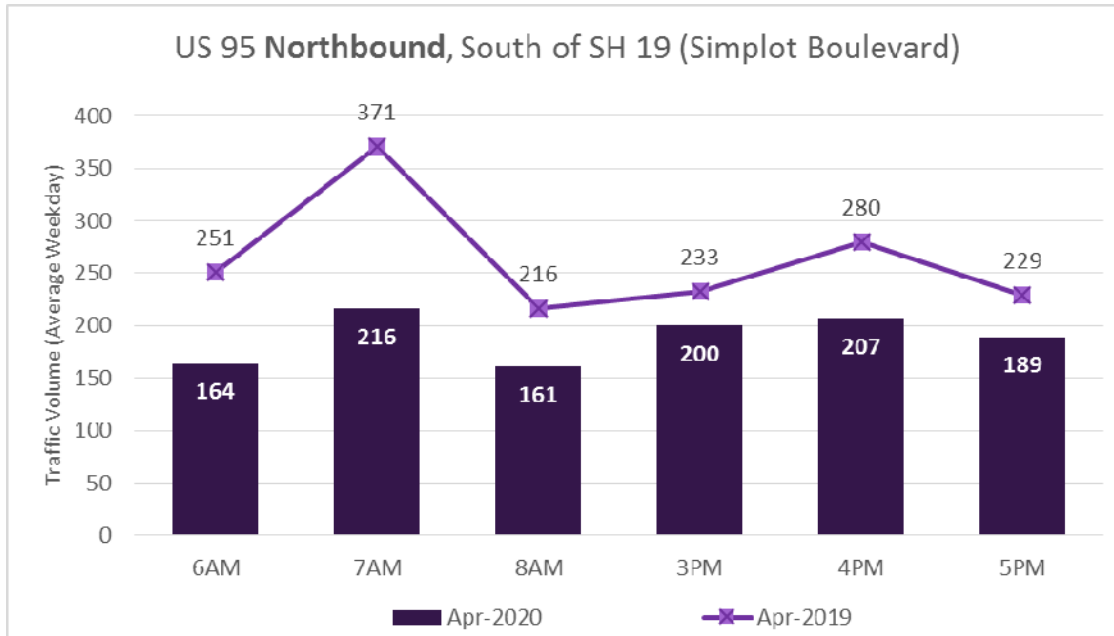
# US 95, South of SH 19 (Simplot Boulevard) January through March



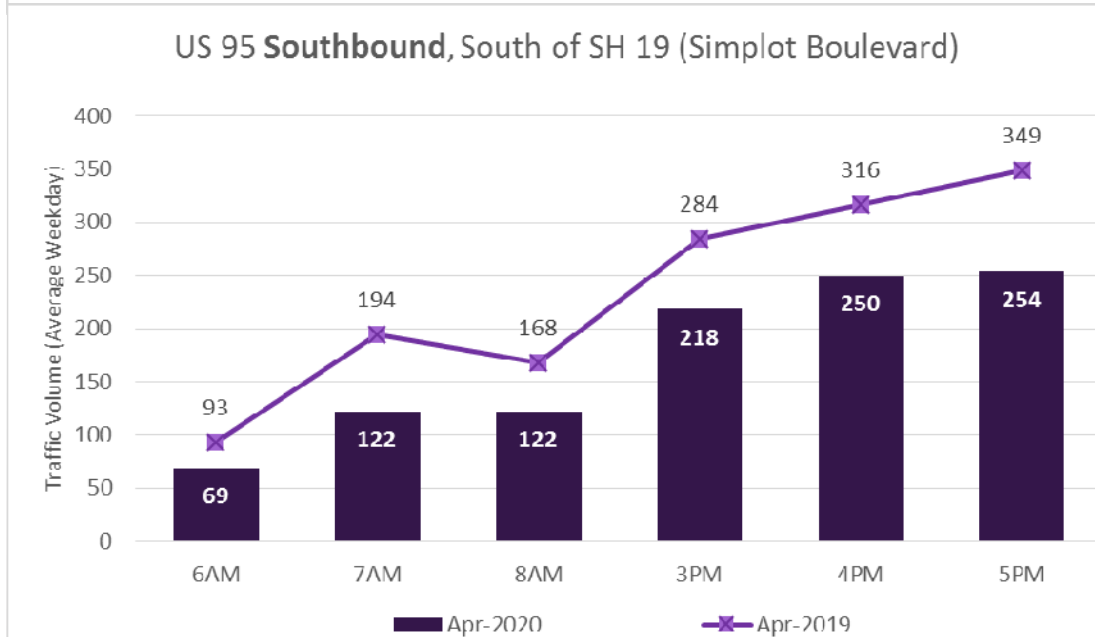
**+ 367** (February 2020 vs 2019)

**-1,452** (April 2020 vs 2019)

# US 95, South of SH 19 (Simplot Boulevard) Peak Hours



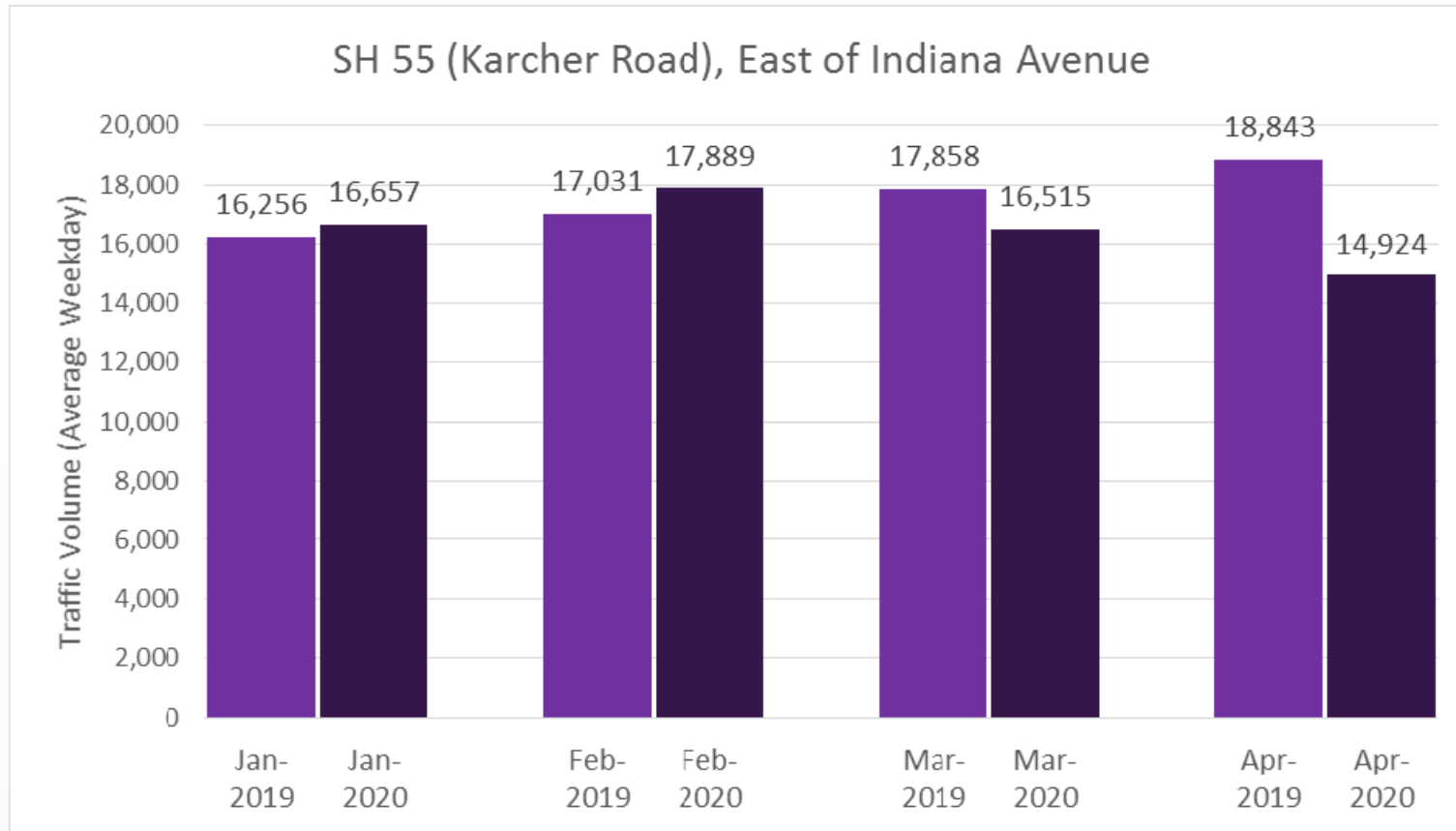
**-99 (-35%)**  
(northbound AM)



**-76 (-24%)**  
(southbound PM)

Source: ITD's ATR Data

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



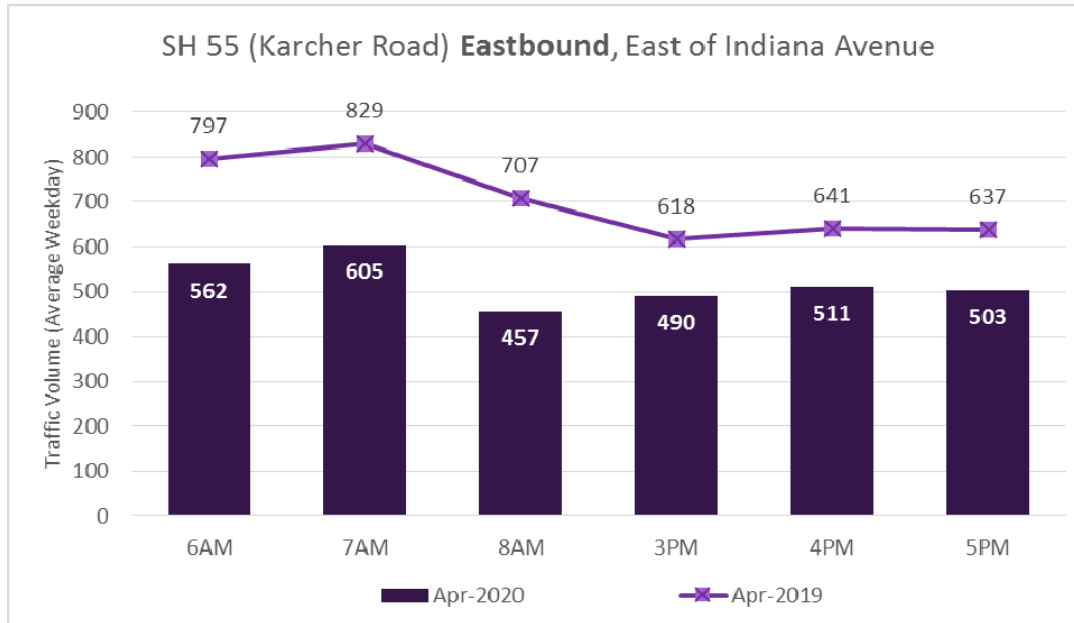
**+858** (February 2020 vs 2019)

**-3,919** (April 2020 vs 2019)

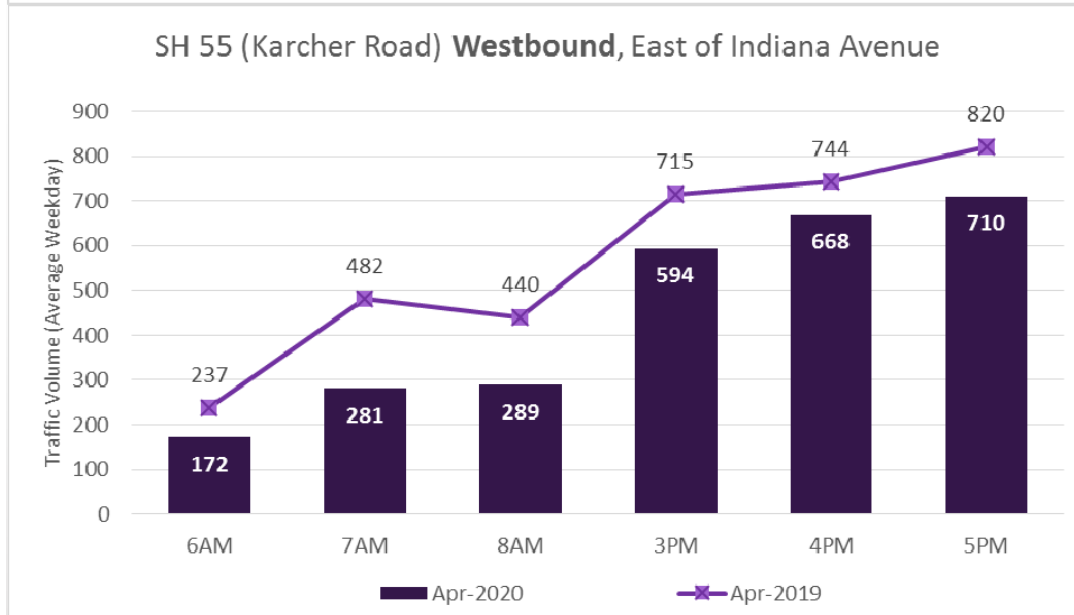
Source: ITD's ATR Data



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



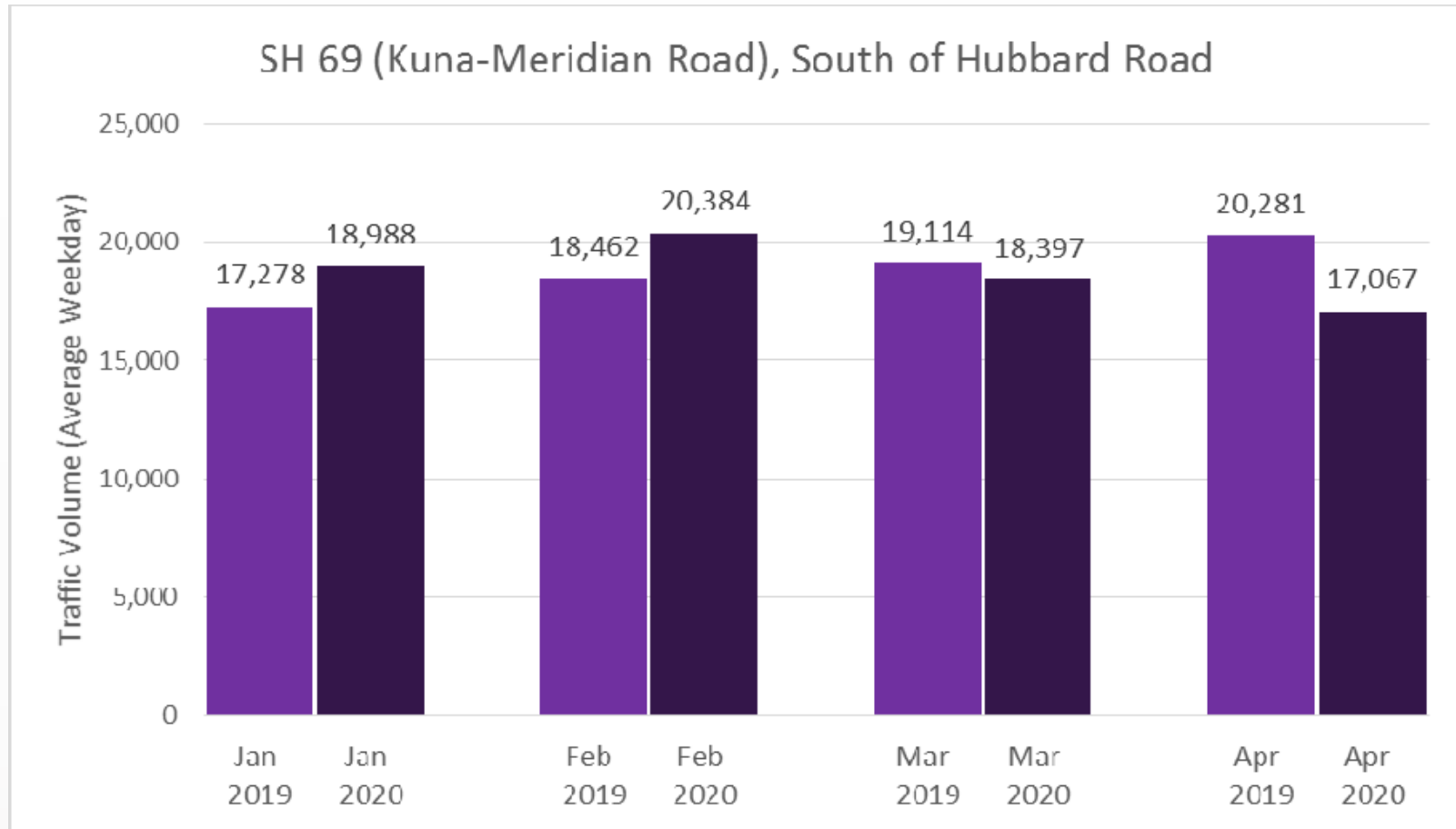
**-236 (-30%)**  
(eastbound AM)



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

Source: ITD's ATR Data

# SH 69, South of Hubbard Road January through March



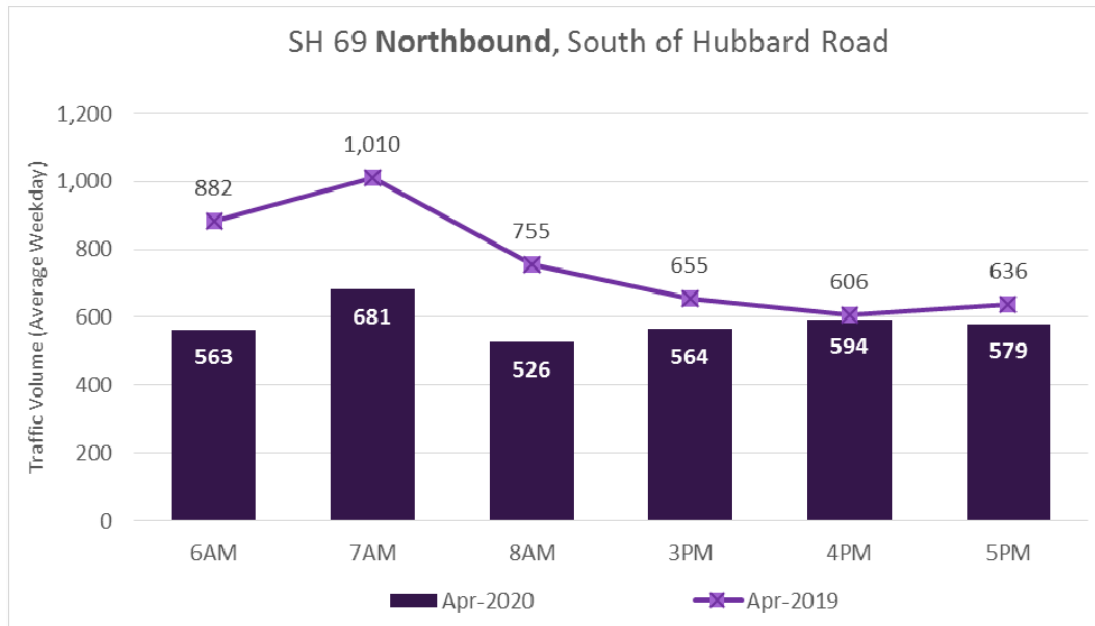
**+1,922** (February 2020 vs 2019)

**-3,214** (April 2020 vs 2019)

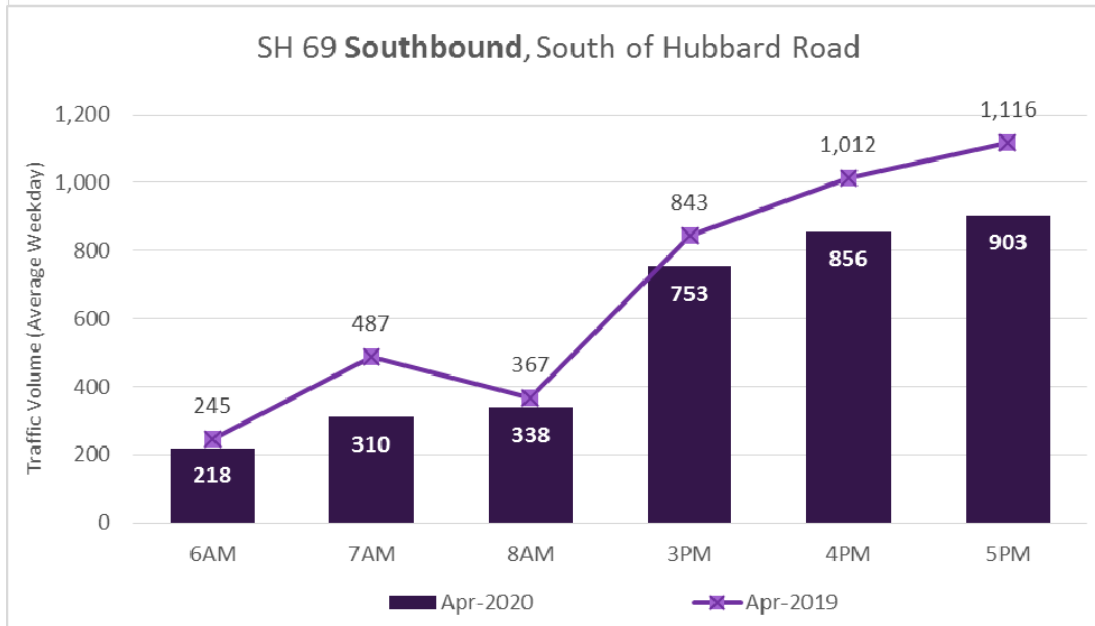
Source: ITD's ATR Data



# SH 69, South of Hubbard Road January through March



**-292 (-33%)**  
(northbound AM)

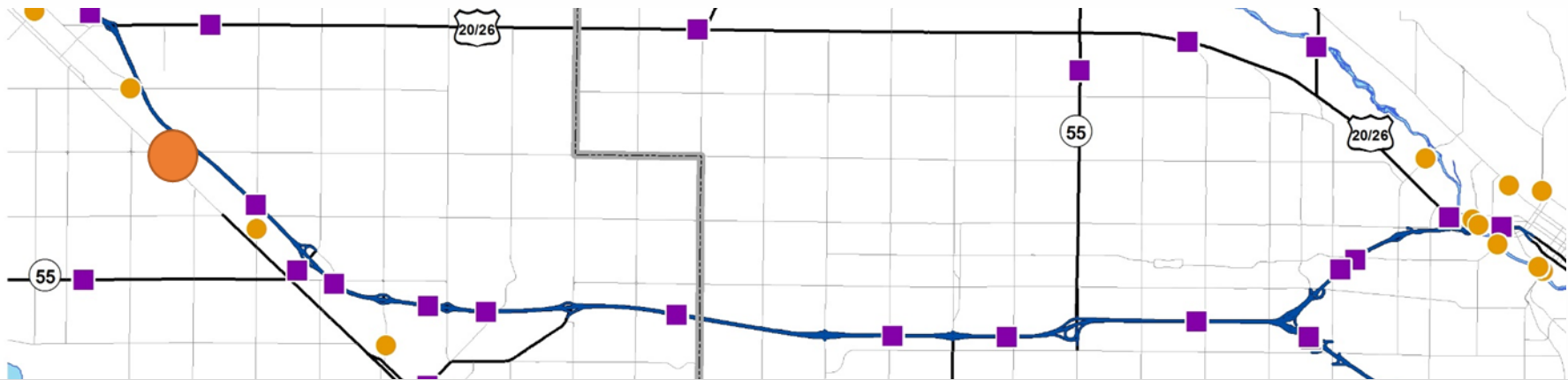


**-153 (-15%)**  
(southbound PM)

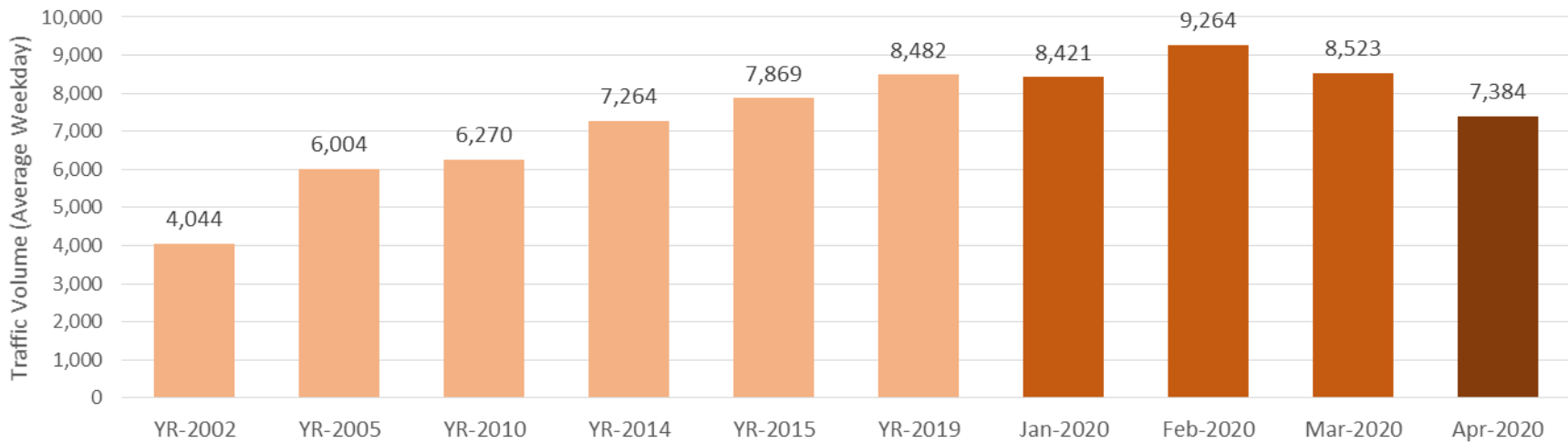
# Arterials Historic to Current Volumes



# Ustick Road, East of Cleveland Boulevard



Ustick Road, East of Cleveland Boulevard



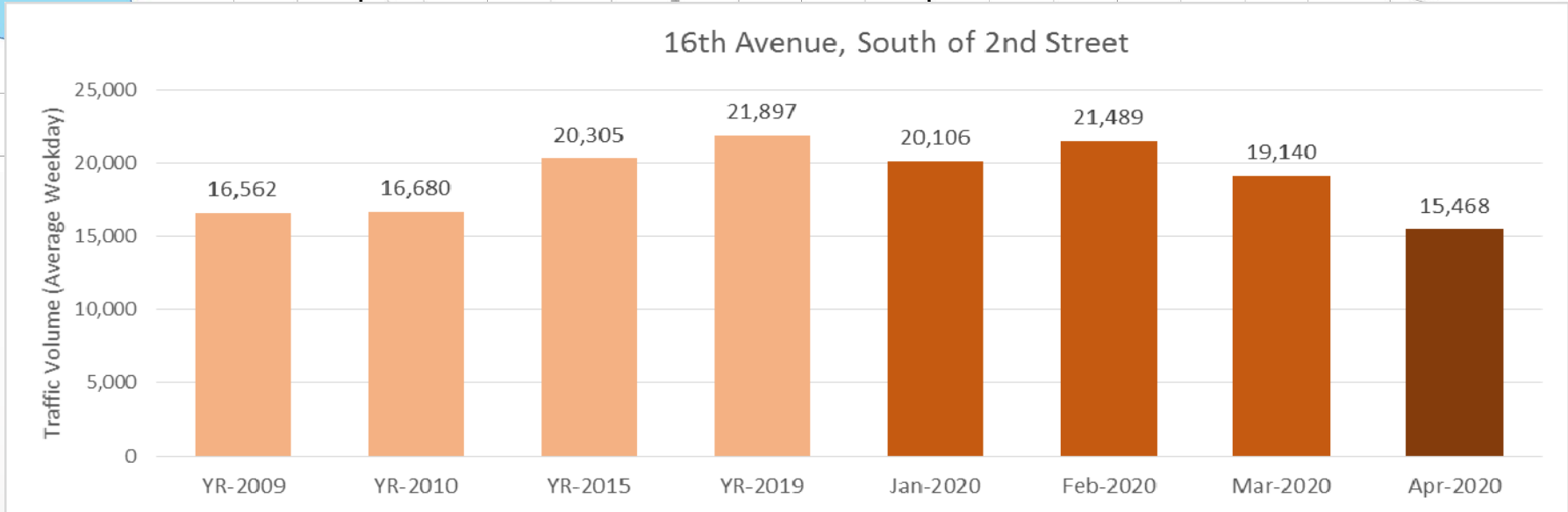
**7,384 (April 2020)**

Near 2014 volumes

Source: ITD's ATR Data



# 16<sup>th</sup> Avenue Overpass



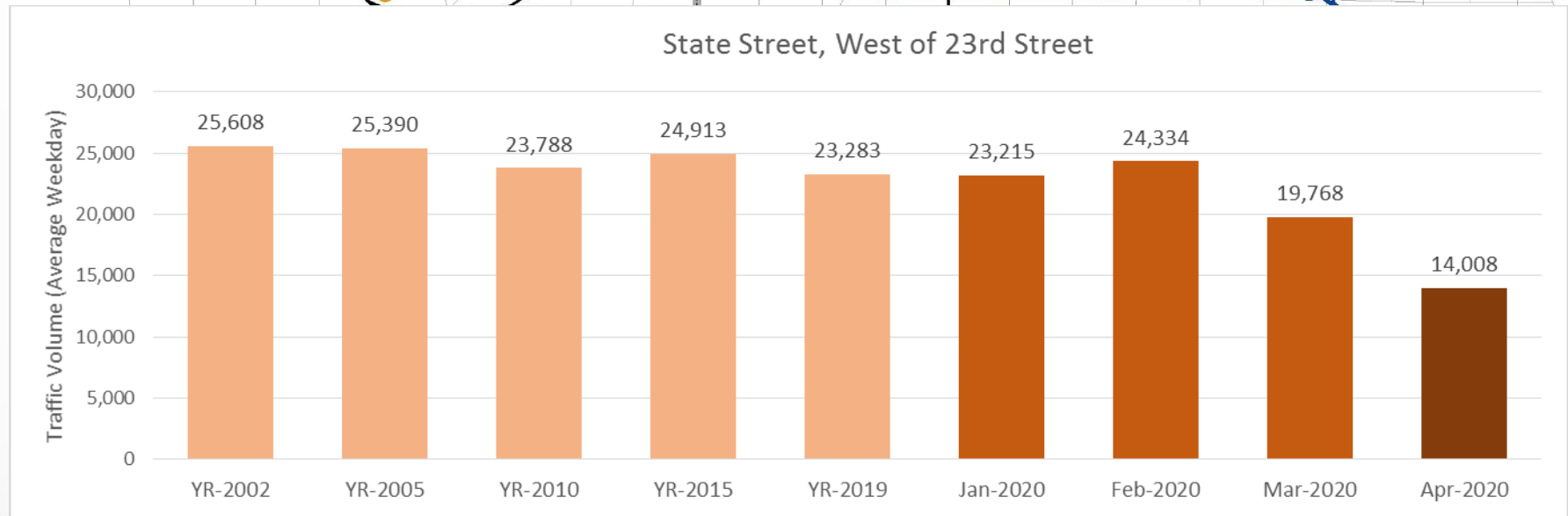
**15,468 (April 2020)**

Near 2009 volumes

Source: ITD's ATR Data



# State Street, West of 23<sup>rd</sup> Street



**14,008 (April 2020)**

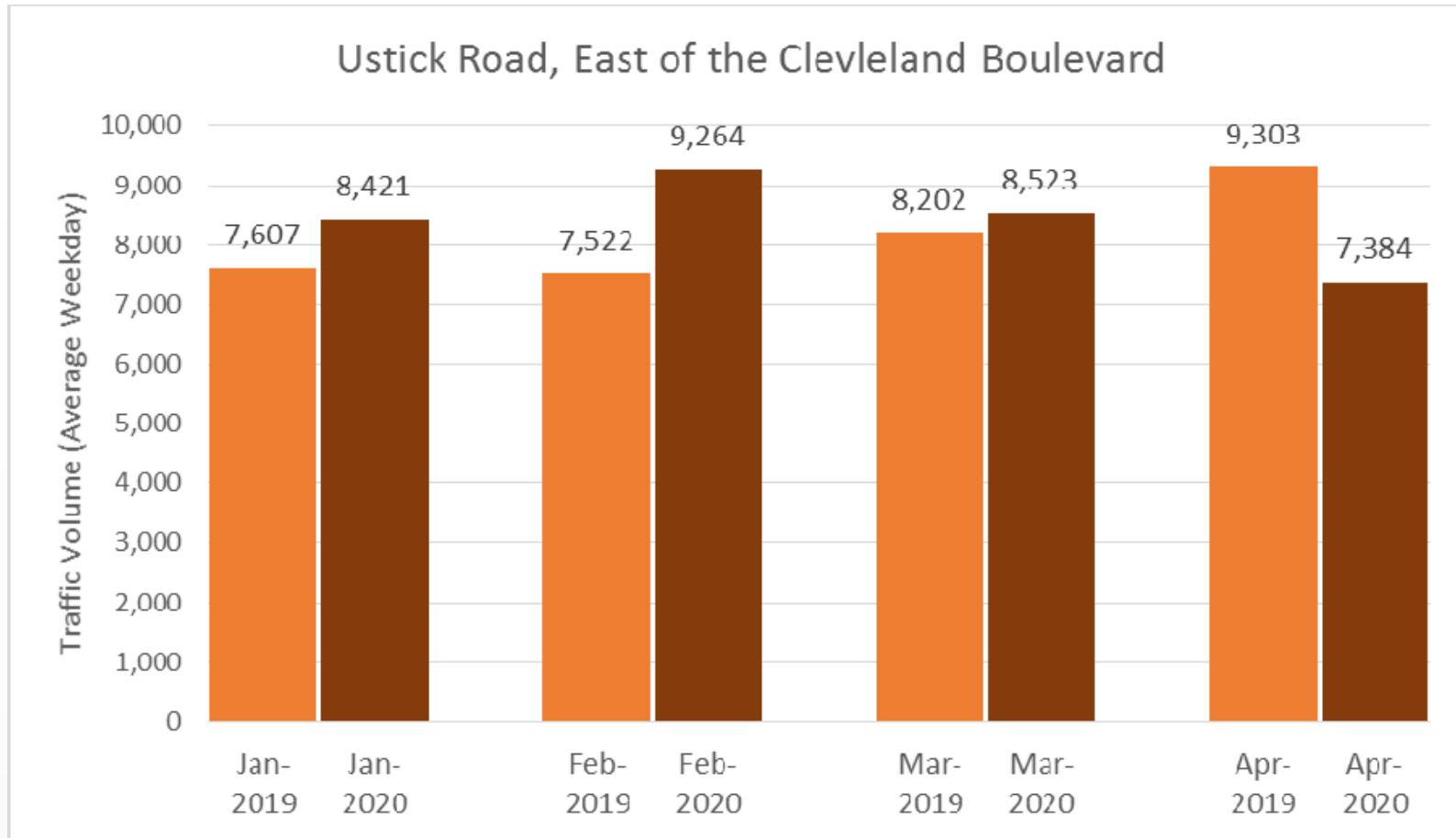
Below 2002 volumes

Source: ITD's ATR Data



# Arterials Monthly and Peak Hour Volumes

# Ustick Road, East of Cleveland Boulevard January through March



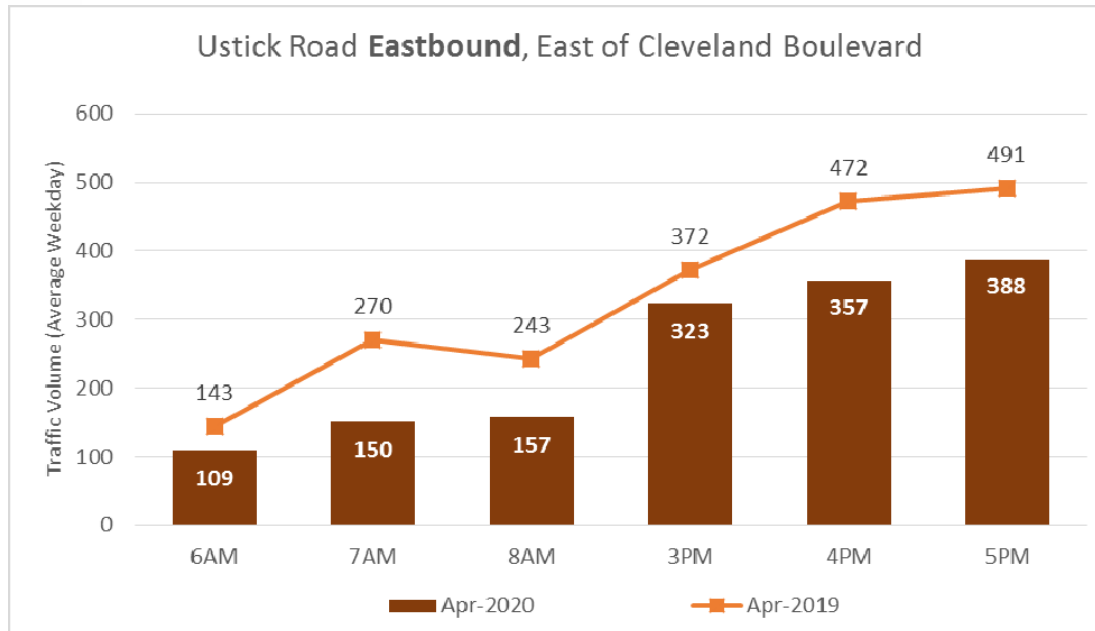
**+1,742** (February 2020 vs 2019)

**-1,919** (April 2020 vs 2019)

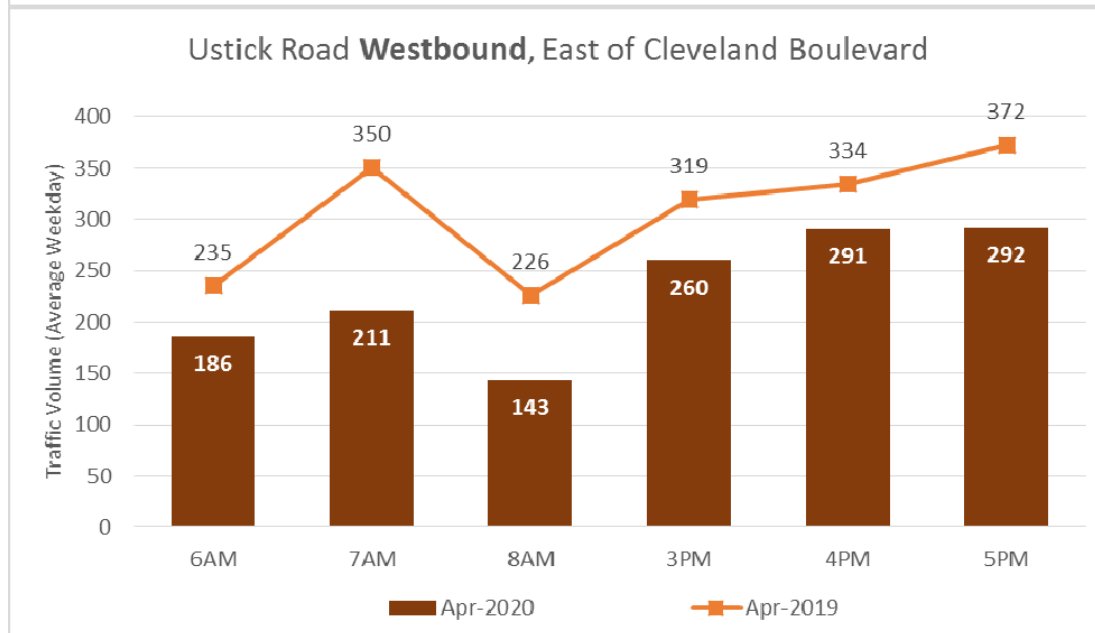
Source: ITD's ATR Data



# Ustick Road, East of Cleveland Boulevard Peak Hours



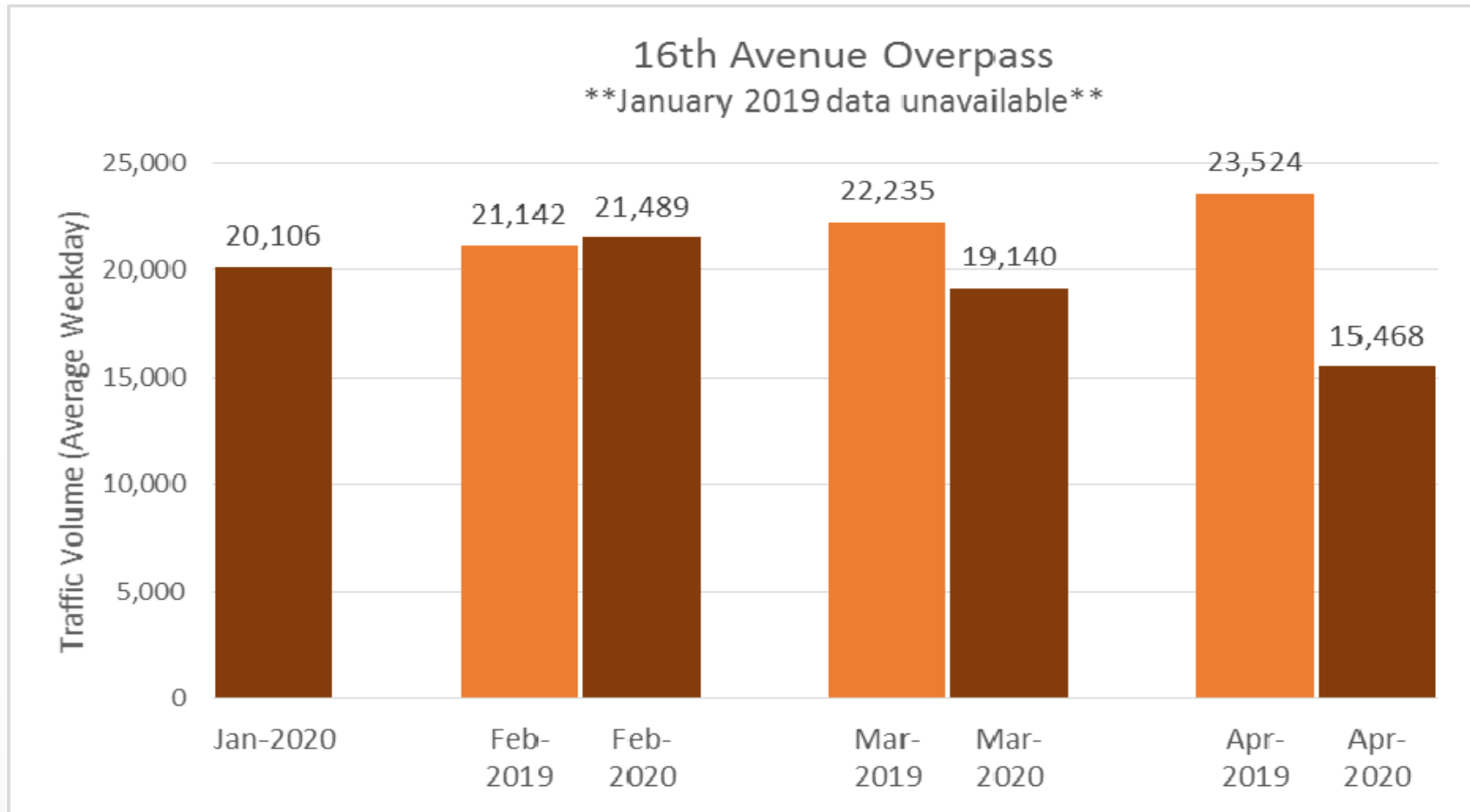
**-80 (-37%)**  
(eastbound AM)



**-61 (-18%)**  
(westbound PM)

Source: ITD's ATR Data

# 16<sup>th</sup> Avenue Overpass January through March



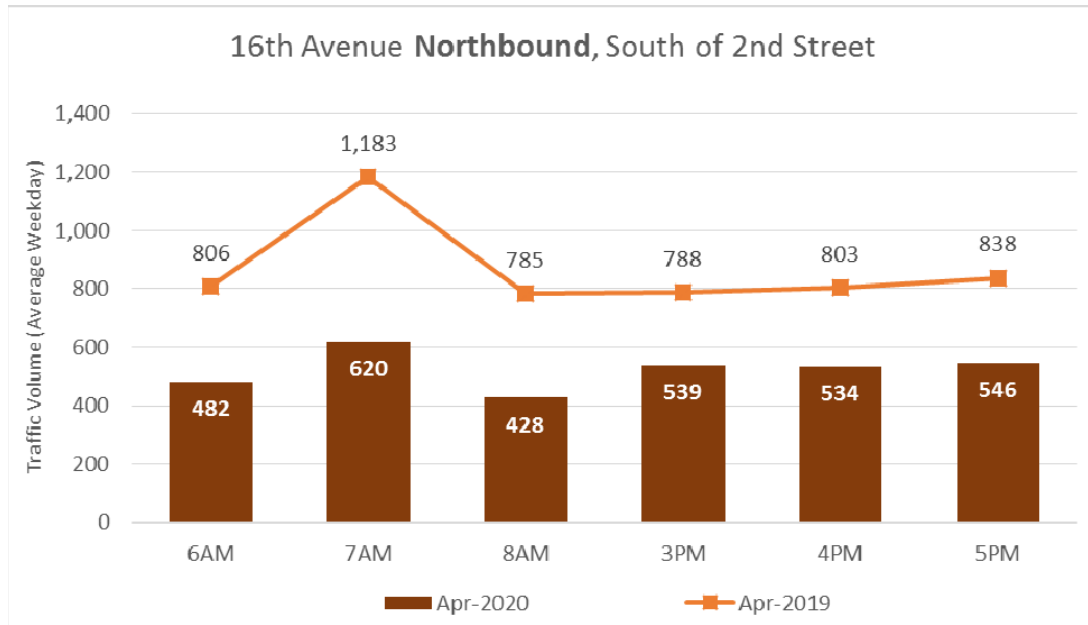
**+347** (February 2020 vs 2019)

**-8,056** (April 2020 vs 2019)

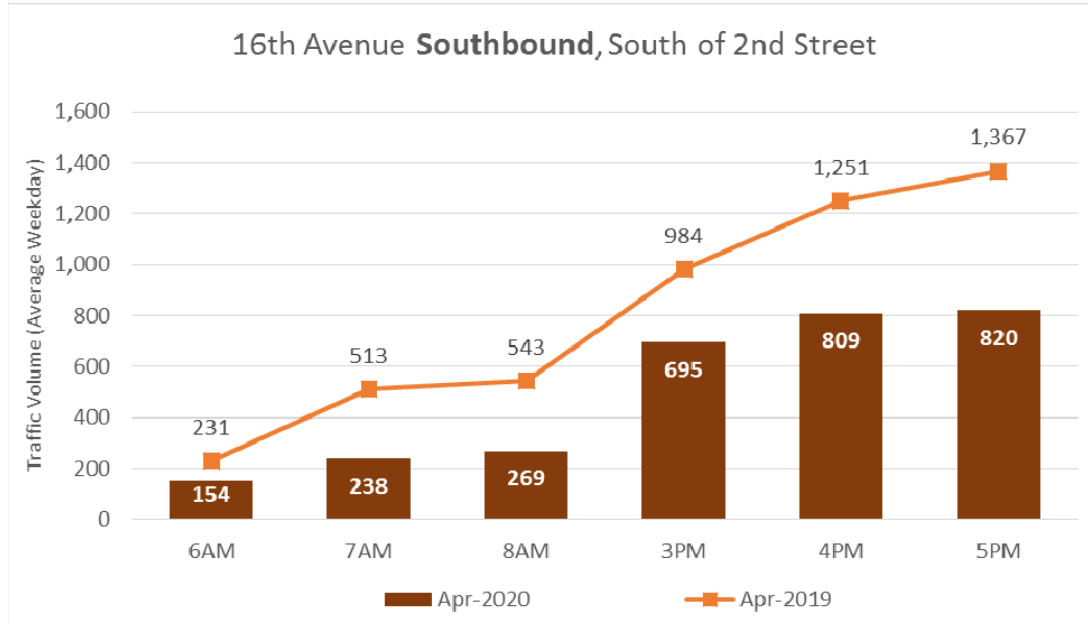
Source: ITD's ATR Data



# 16<sup>th</sup> Avenue Overpass Peak Hours



**-415 (-45%)**  
(eastbound AM)

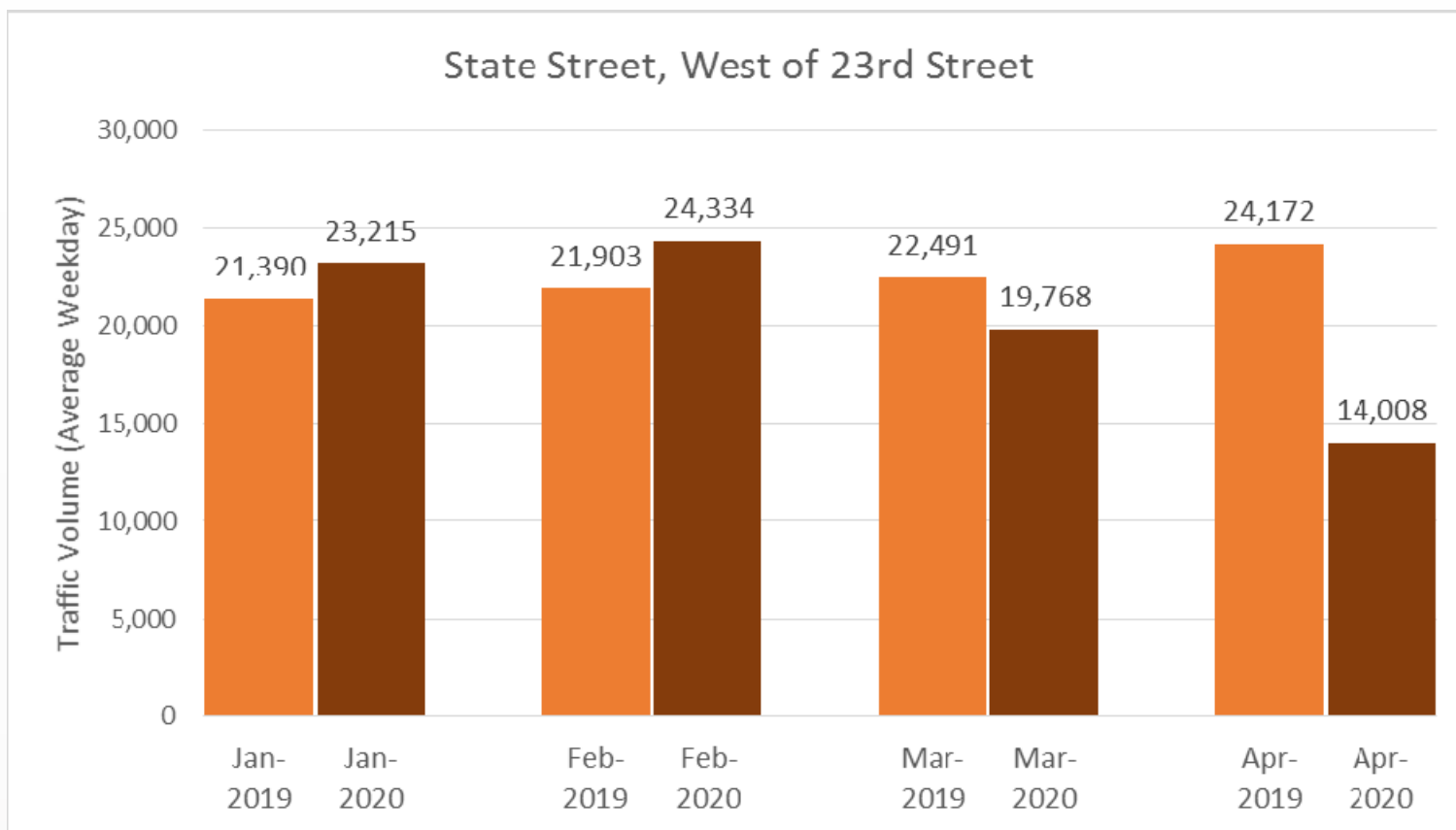


**-426 (-35%)**  
(westbound PM)

Source: ITD's ATR Data



# State Street, West of 23<sup>rd</sup> Street January through March



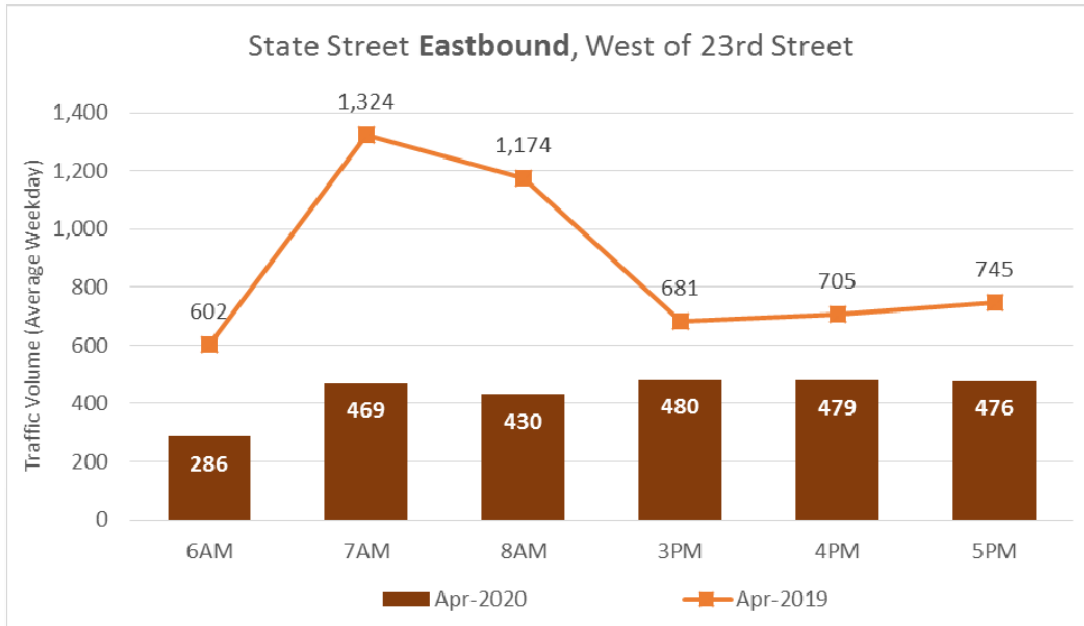
**+2,431** (February 2020 vs 2019)

**-10,164** (April 2020 vs 2019)

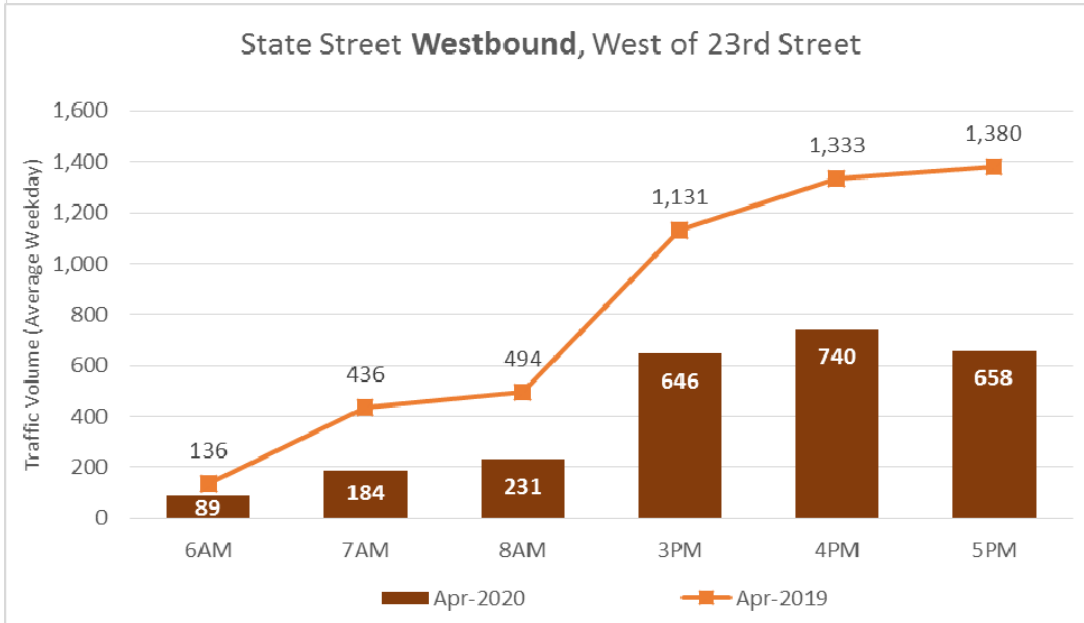
Source: ITD's ATR Data



# State Street, West of 23<sup>rd</sup> Street Peak Hours



**-638 (-62%)**  
(eastbound AM)

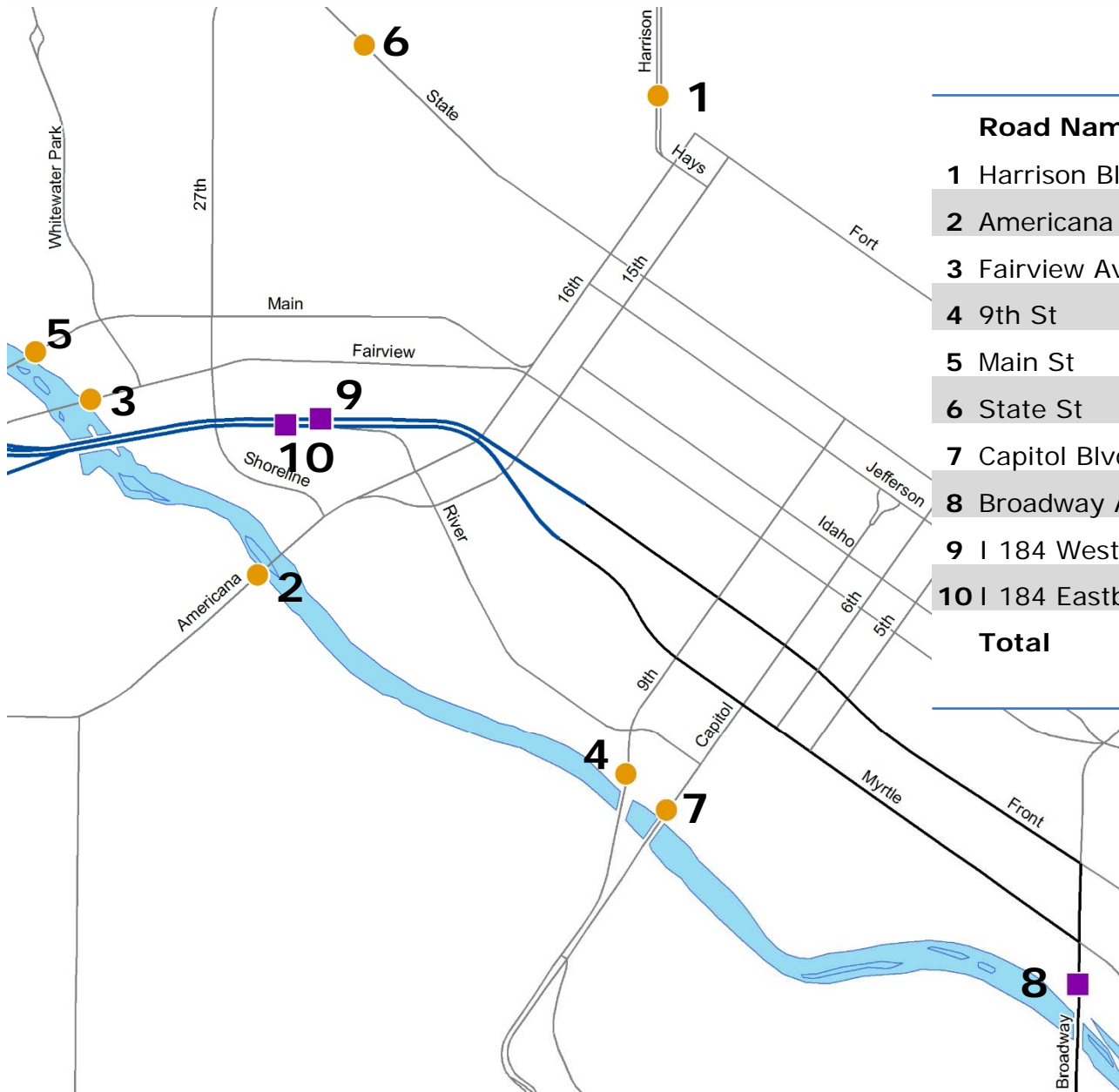


**-600 (-47%)**  
(westbound PM)

Source: ITD's ATR Data

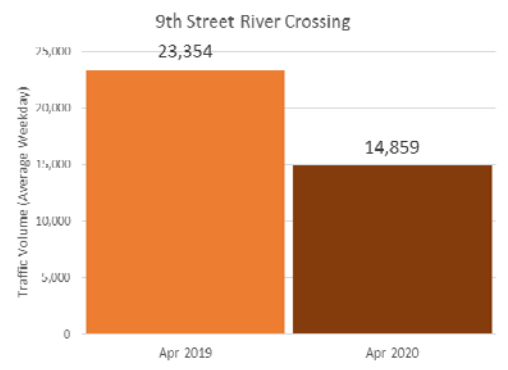
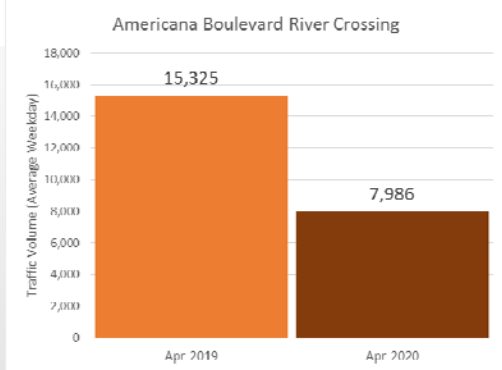
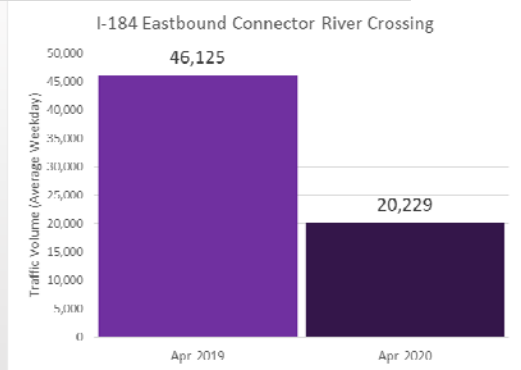
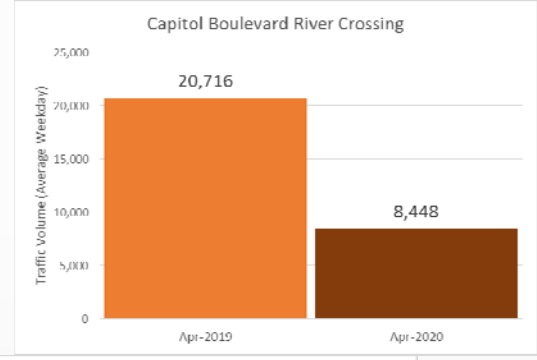
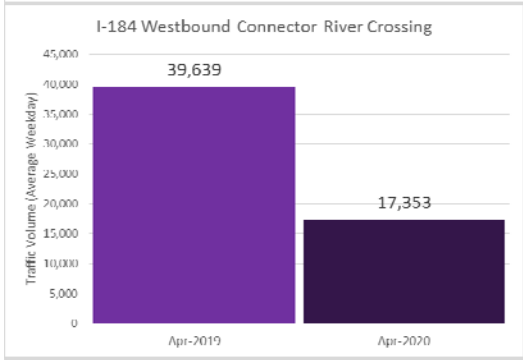
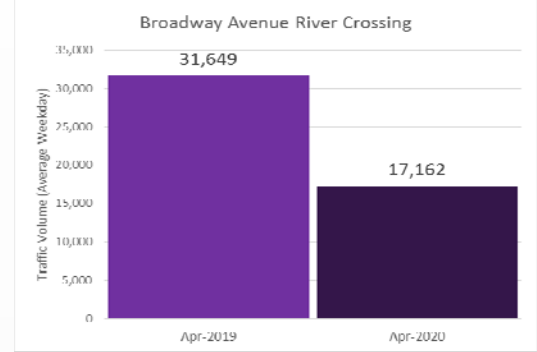
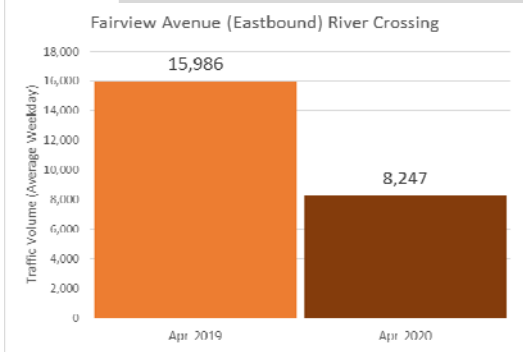
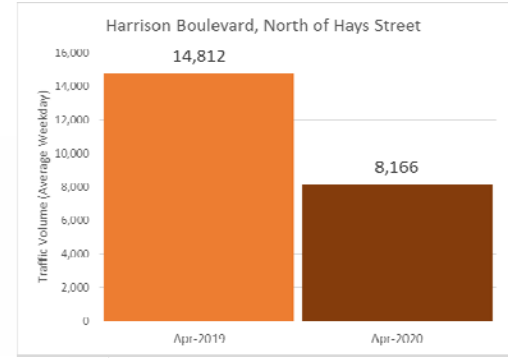
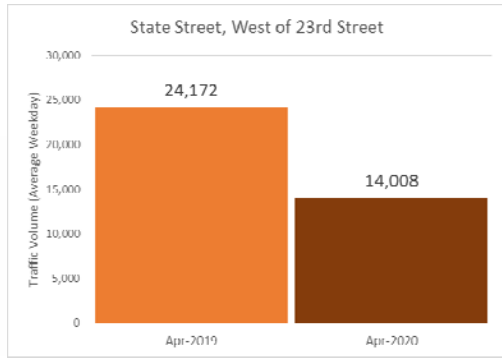
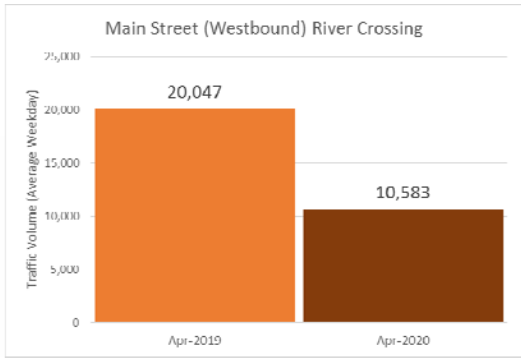
# Downtown Boise Area April 2019 and 2020

# Downtown Boise



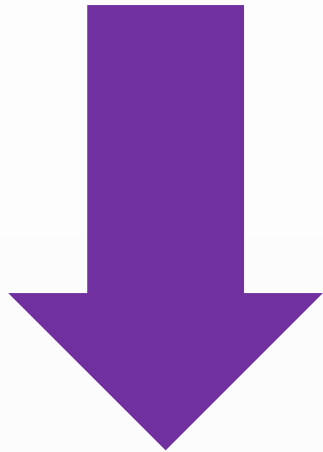
Road Name	Apr-2019	Apr-2020	Change
1 Harrison Blvd	14,812	8,166	-6,646
2 Americana Blvd	15,325	7,986	-7,339
3 Fairview Ave	15,986	8,247	-7,739
4 9th St	23,354	14,859	-8,495
5 Main St	20,047	10,583	-9,464
6 State St	24,172	14,008	-10,164
7 Capitol Blvd	20,716	8,448	-12,268
8 Broadway Ave	31,649	17,162	-14,487
9 I 184 Westbound	39,639	17,353	-22,286
10 I 184 Eastbound	46,125	20,229	-25,896
<b>Total</b>	<b>251,825</b>	<b>127,041</b>	<b>-124,784</b>
			<b>-50%</b>





# Changes – Average Weekday

I-84/I-184



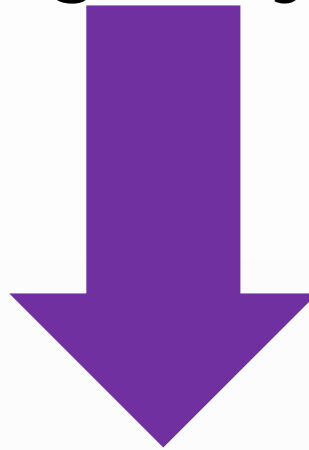
**-26,100**

**-35%**

**(-60,800 to -5,800)**

State

Highways

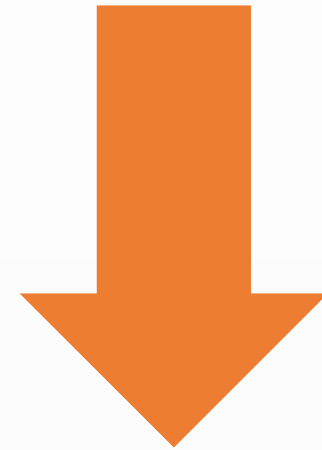


**-6,000**

**-25%**

**(-16,500 to -225)**

Arterials



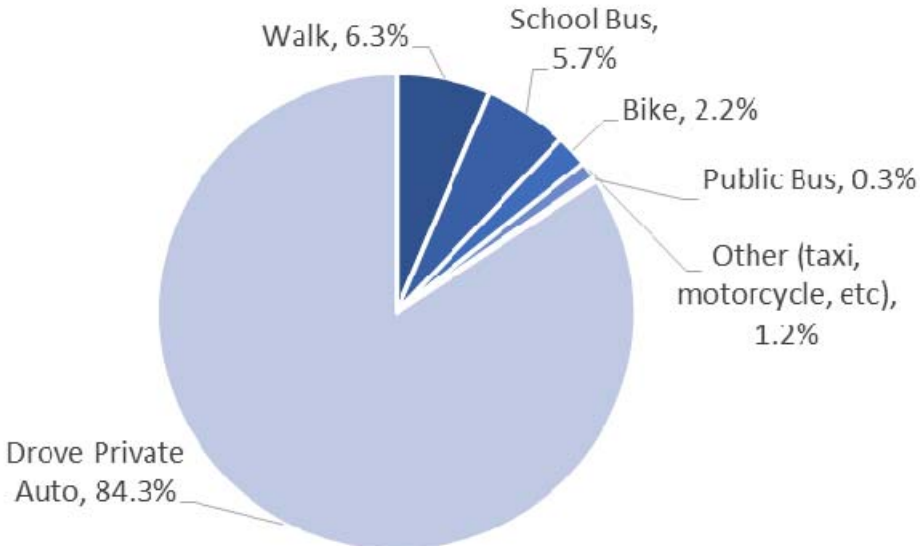
**-5,900**

**-36%**

**(-12,200 to -1,900)**



Person Trips by Mode



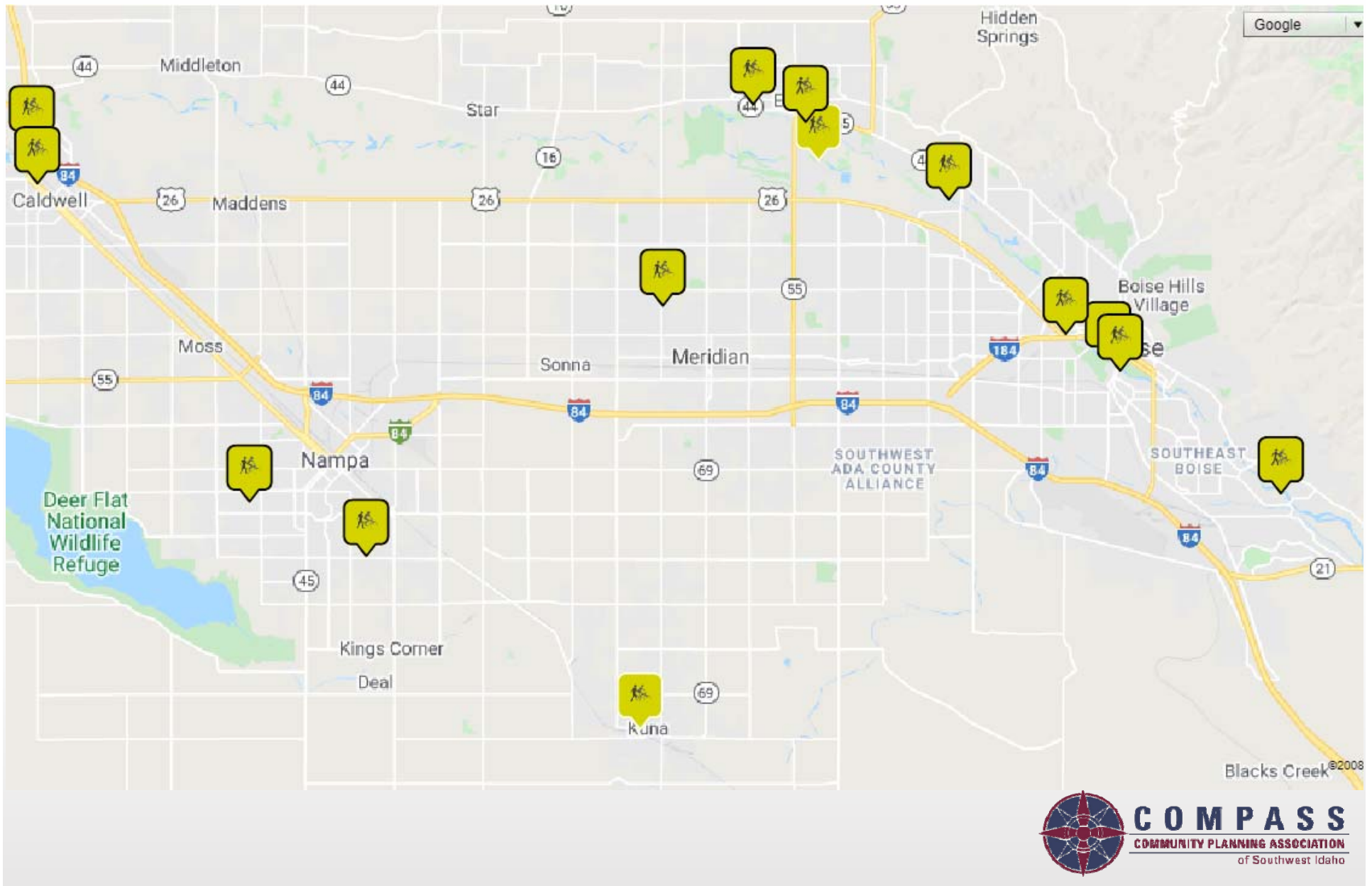
Source: 2011/12 COMPASS Regional Household Travel Survey

# 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
    - Boise State University courses going online
  - Indian Creek in Caldwell
    - Due to closed businesses



# Bike-Pedestrian Counter Locations



# Comparing 2019 to 2020...

March	April	May
<b>+3.4% total volume</b>	<b>+19.5% total volume</b>	<b>+16.9% total volume</b>

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?

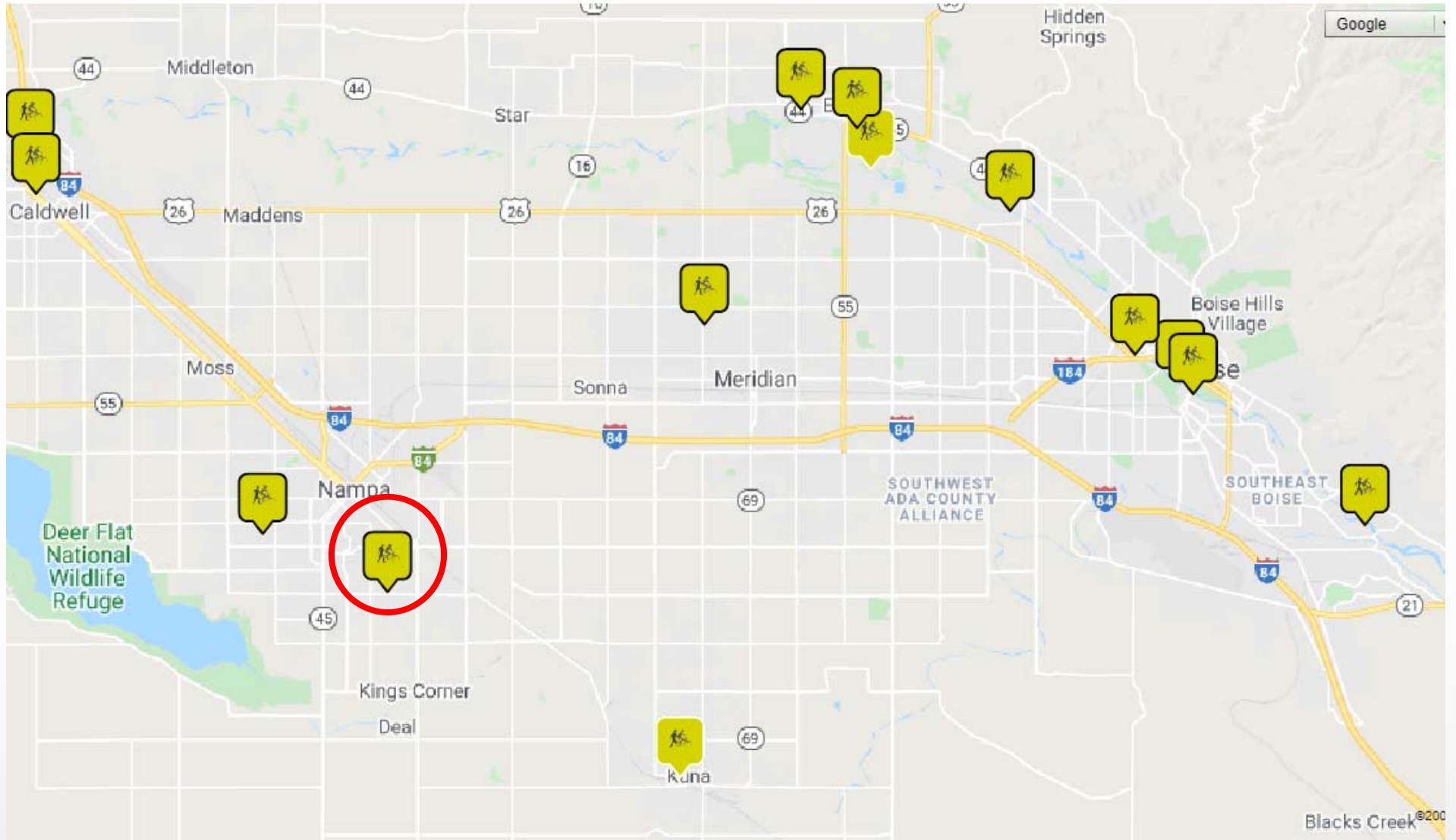


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COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# Largest differences: 4 Locations



# #4: Stoddard Pathway in Nampa



# #4: Stoddard Pathway From 2019 to 2020...

March	April	May
<b>+55.5%</b> or Increase of 2,901 users (bike+ped)	<b>+155.9%</b> or Increase of 9,875 users (bike+ped)	<b>+48.2%</b> or Increase of 5,083 users (bike+ped)



# #3: Eckert Bridge in Boise



# #3: Eckert Bridge

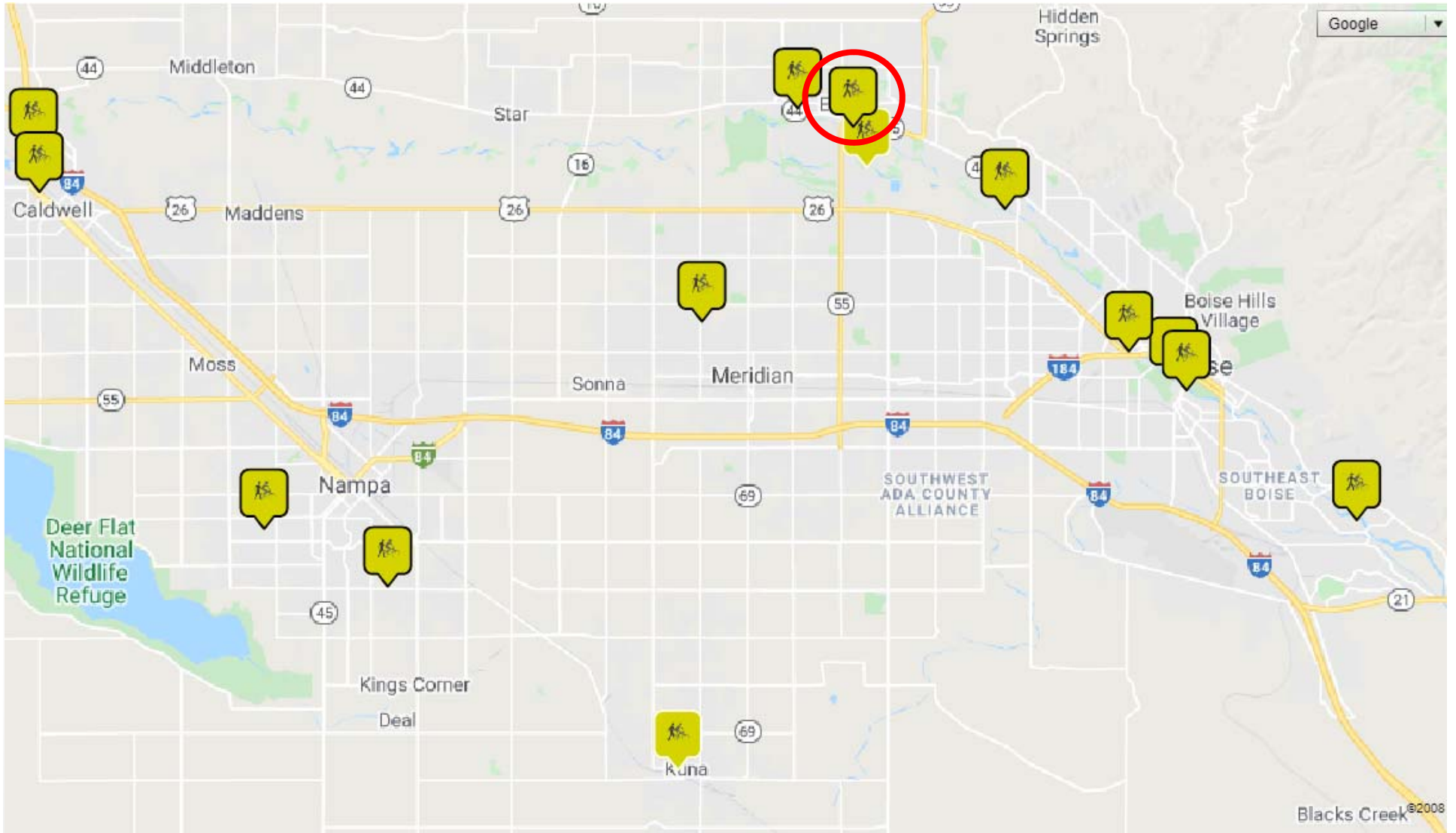
## From 2019 to 2020...

March	April	May
<b>+58.7%</b> or Increase of 6,705 users (bike+ped)	<b>+127.6%</b> or Increase of 17,593 users (bike+ped)	<b>+77%</b> or Increase of 13,933 users (bike+ped)





# #2: Greenbelt in Eagle



# #2: Greenbelt in Eagle From 2019 to 2020...

March	April	May
<b>+57.1%</b> or Increase of 7,291 users (bike+ped)	<b>+142.1%</b> or Increase of 19,165 users (bike+ped)	<b>+98%</b> or Increase of 18,108 users (bike+ped)



# #1: Wilson Pathway in Nampa

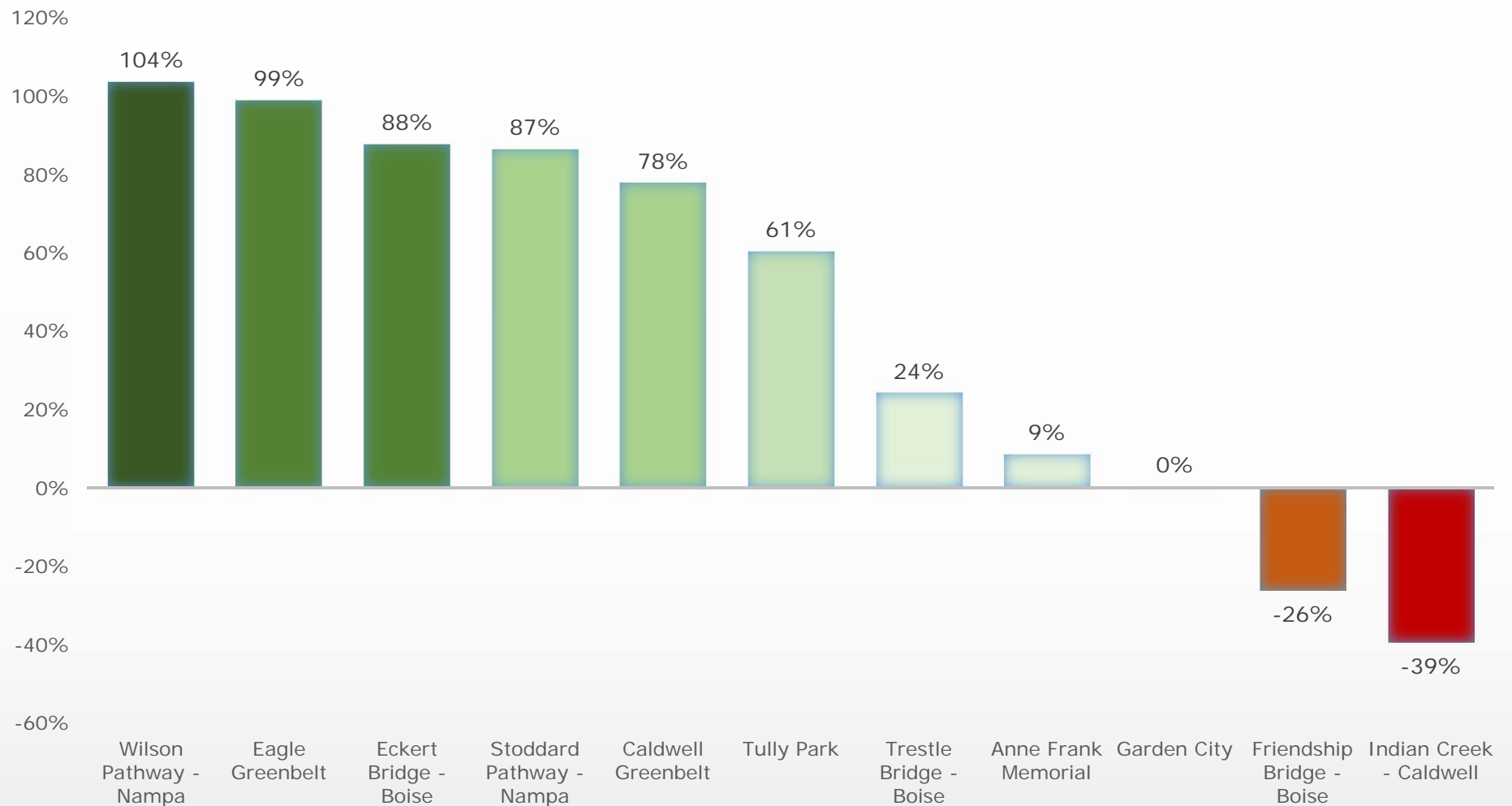


# #1: Wilson Pathway in Nampa From 2019 to 2020...

March	April	May
<b>+68%</b> or Increase of 4,925 users (bike+ped)	<b>+160.0%</b> or Increase of 13,221 users (bike+ped)	<b>+83%</b> or Increase of 8,484 users (bike+ped)



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



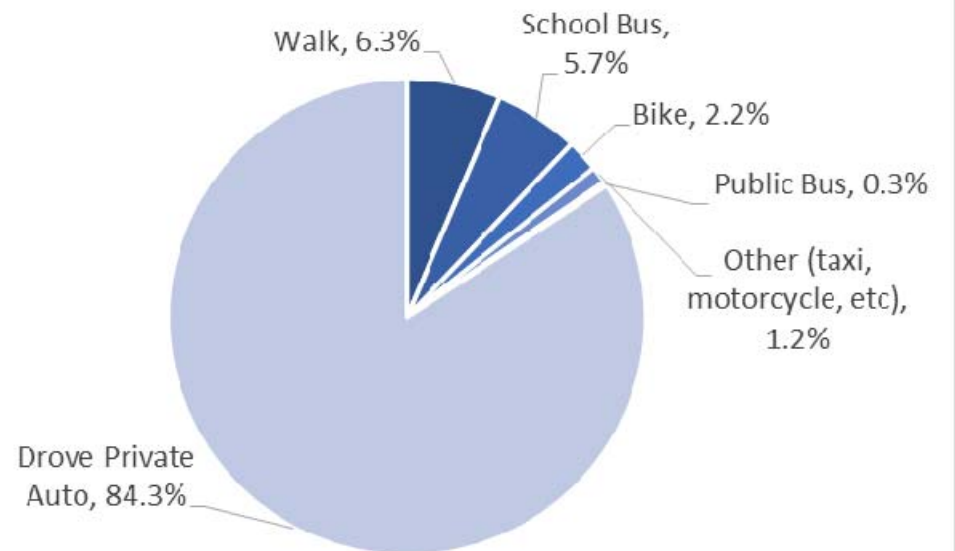
# Summary

- 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





### Person Trips by Mode



Source: 2011/12 COMPASS Regional Household Travel Survey)

# VRT Ridership

	2019 Monthly Average	January 2020	February 2020	March 2020	February – March 2020	2020 Q1 Average
Ada County Fixed Route	<b>88,950</b>	96,786	94,281	66,015	-28,266 (-30%)	<b>85,694</b>
Ada County ACCESS	<b>4,286</b>	4,021	3,954	2,535	-1,419 (-36%)	<b>3,503</b>
Intercounty	<b>7,011</b>	7,017	6,942	4,539	-2,403 (-35%)	<b>6,166</b>
Canyon County Fixed Route	<b>3,680</b>	3,321	3,359	2,774	-585 (-17%)	<b>3,151</b>
Canyon County ACCESS	<b>195</b>	208	205	166	-39 (-19%)	<b>193</b>
<b>Total</b>	<b>104,121</b>	121,899	119,247	83,508	-35,739 (-30%)	<b>108,218</b>

*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)

<https://www.compassidaho.org/documents/people/board/2020/BoardVolumeFinal.pdf>

# Questions?

# Contact

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mwaldinger@compassidaho.org

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