COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

Treasure Valley Annual Congestion Management System Report, 2024

09-2025
09/09/2025

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Executive Summary

This Congestion Management Annual Report measures and summarizes how well the transportation system in Ada and Canyon Counties is operating and highlights strategies transportation agencies are using to help mitigate congestion. Travel time data provide the basis for the information in this report and are used by the Community Planning Association of Southwest Idaho (COMPASS) in its transportation planning activities, including prioritizing projects for funding, analyzing progress toward meeting the goals of the regional long-range transportation plan, and assisting member agencies with their planning processes.

2024 Highlights:

- Ada and Canyon Counties continued to experience significant population growth. Population estimates for 2024 for the two-county area exceeded 822,000 people – up from 726,027 counted in the 2020 Census. The number of residential building permits issued increased by 19% from 2023 to 2024 for the two-county area.
- Percent of congested miles on the interstate and state highway system (Tier 1) did not change notably between 2023 and 2024. Approximately 22% of the tier 1 roadways in 2024 were highly or moderately congested; a slight drop from 23% in 2023. Likewise, congestion on the arterial and collector system (Tier 2) also slightly dropped to 10% in 2024 from 12% in 2023 of the roadway miles highly or moderately congested.
- I-84 on the west end of Canyon County, US Highway 20/26 in Canyon County and the western portion of Ada County (Chinden Boulevard), and State Highway 44 have had the most significant growth in traffic volumes over the last five years (Appendix). Several capacity projects have been completed on these corridors since 2020; however, development activity on the western end of the valley is increasing pressure on them.
- Numbers one and two of the top ten most congested segments on the Tier 1 system were located on US 20/26 (Chinden Boulevard). These locations are located near the intersections of State Highway 16 and State Highway 55 (Eagle Road). Construction on US 20/26 (Chinden Boulevard) and of a new section of State Highway 16, along with high levels of development activity in these locations, have contributed to high levels of congestion.
- COMPASS' FY2025-2031 Transportation Improvement program (TIP) includes nearly $800 million dollars programmed to support congestion management. The most common congestion management strategies in the program are improvements to active transportation infrastructure (Transportation Demand Management) and roadway capacity. Roughly 60% of the funds are allocated towards roadway capacity improvements (Table 9); however, many of the projects in the TIP incorporate more than one congestion management strategy. For example, many roadway capacity projects also include the addition of, or upgrades to, bicycle and pedestrian infrastructure.
- The region is meeting four of seven congestion management targets in 2024:
  - ✓ Travel time reliability on the non-interstate National Highway System (> 70%; federal performance measure)
  - ✓ Person hours of excessive delay per capita in the Boise Urban Area (< 13.0; federal performance measure)
  - ✓ Percent of non-single occupancy vehicle travel in the Boise Urban Area (> 23.5%; federal performance measure)
  - ✓ Less than 8% of Tier 1 roadways considered highly congested (travel time index > 2.0).

  The region did not meet these three congestion management targets in 2024:
  - X Less than 15 days with excessive commute times on I-84 during the AM and PM peak hours from Caldwell to Boise (both directions).
  - X Travel time reliability on the interstate National Highway System (> 90%; federal performance measure).
  - X Truck travel time reliability on the interstate National Highway System (< 1.3; federal performance measure)

Background and Introduction

What is the Congestion Management Process?

The congestion management process (CMP) is a systematic approach for analyzing, identifying, monitoring, and managing congestion. This Congestion Management Annual Report uses data to show trends in congestion, measure progress toward meeting congestion-related performance measures, and recommend strategies to mitigate congestion in Ada and Canyon Counties, Idaho – the Treasure Valley. These two counties comprise the planning area for the region's metropolitan planning organization, the Community Planning Association of Southwest Idaho (COMPASS). A CMP is federally required for areas with populations exceeding 200,000, known as Transportation Management Areas. While only a portion of COMPASS' planning area is subject to this requirement (the Boise Urban Area), COMPASS' CMP covers its entire planning area.

The CMP is used as a tool to identify congestion mitigation needs and support the development of COMPASS' long-range transportation plan, *Communities in Motion*, and its regional transportation improvement program (TIP). The process identifies measures and targets for monitoring progress toward mitigating congestion, as well as management strategies to reduce congestion on the transportation system. The *Congestion Management System Process – Technical Document,* adopted by the COMPASS Board of Directors in 2022, details how COMPASS manages congestion and a provides "toolbox" of mitigation strategies.

What is Congestion?

Congestion occurs when a roadway has reached its capacity or incurs a temporary reduction in capacity resulting in slower travel times. There are two types of congestion: recurring and non-recurring. Recurring congestion is caused by predictable day-to-day traffic patterns and is usually the result of insufficient capacity and/or a surge in demand on the transportation system. Recurring congestion most often occurs during morning and evening commute periods. Non-recurring congestion is temporary and often unpredictable. Non-recurring congestion is often caused by road construction, crashes, inclement weather, special events, and emergencies.

Growth Measures

Growth in the Treasure Valley

The Treasure Valley continues to grow at a rapid pace. COMPASS estimates population on a yearly basis for cities and counties in its planning area. From 2010 through 2024, the population grew by over 42% (Figure 1). This increase in population has created additional demand on the transportation system, which is one of the causes of congestion. COMPASS and its member agencies are planning for growth and identifying, prioritizing, and securing funding for transportation projects to manage demand and mitigate congestion. Visit the COMPASS demographics web page[1] for more information.

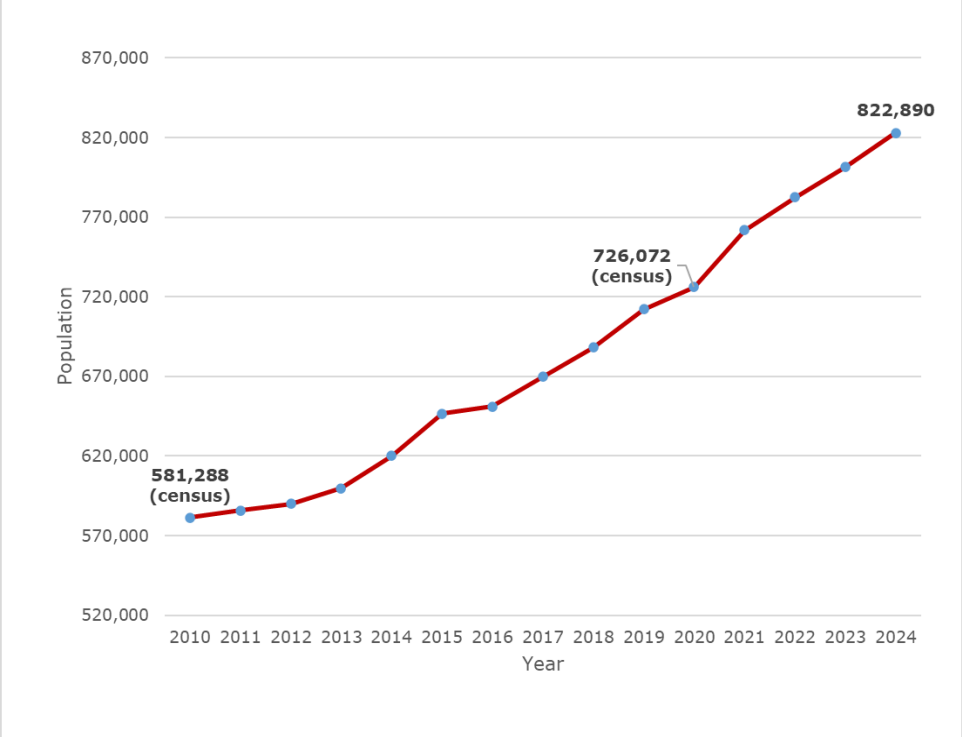

Figure 1: Ada and Canyon Counties' Population (2010 – 2024)

[1] https://compassidaho.org/demographics/

Development and Congestion

Increases in population and development activity can impact travel patterns and performance of the transportation system. The total number of building permits issued in the region increased by 19% from 2023 to 2024 (Figure 2). Identifying locations with high concentrations of development activity can help pinpoint which corridors in the area might experience the greatest changes in traffic volumes and congestion due to new construction (Figure 3, Figure 4, and Figure 5). This information can also help to identify appropriate locations for congestion mitigation strategies, such as providing public transportation services on corridors with concentrations of multi-family unit development or operational improvements on corridors with single-family home development. Visit the COMPASS development monitoring web page[2] for more information.

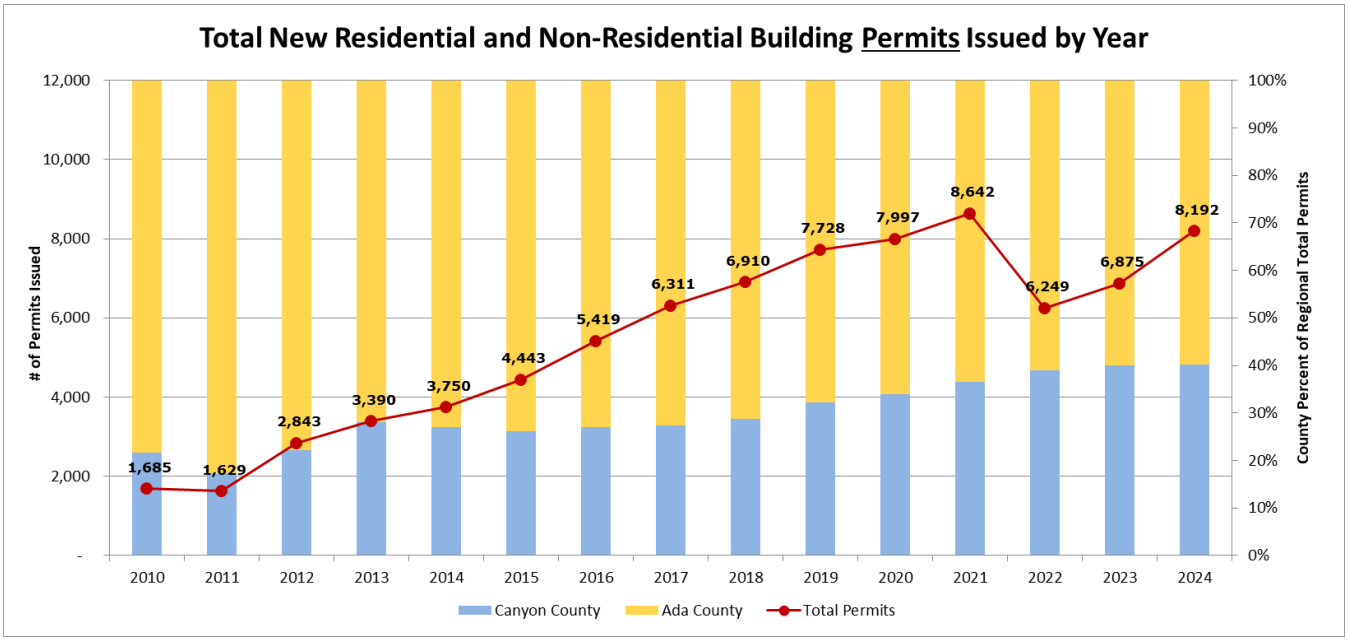

Figure 2: Total New Construction Permits Issued by Year (2010 – 2024)

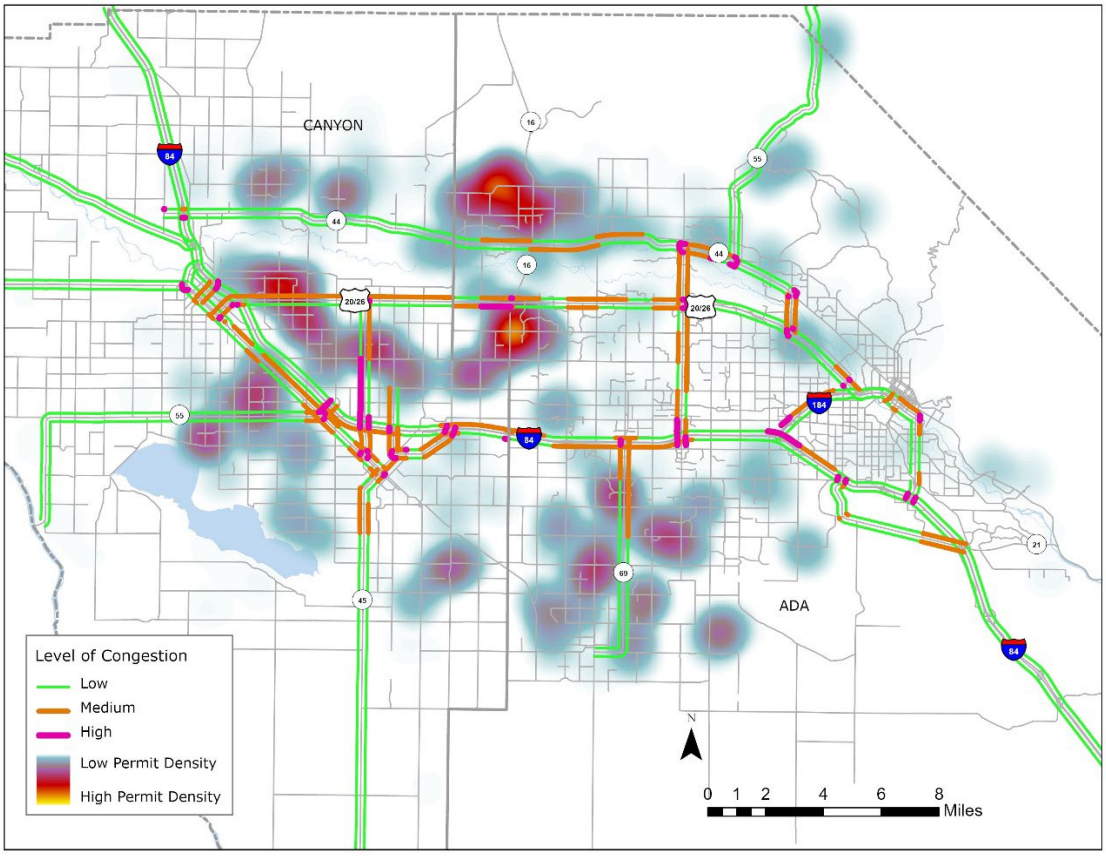

Figure 3: Number of Single-Family Units Permitted and Levels of Highest Peak Hour Congestion (2024)

[2] https://compassidaho.org/development-monitoring-report/

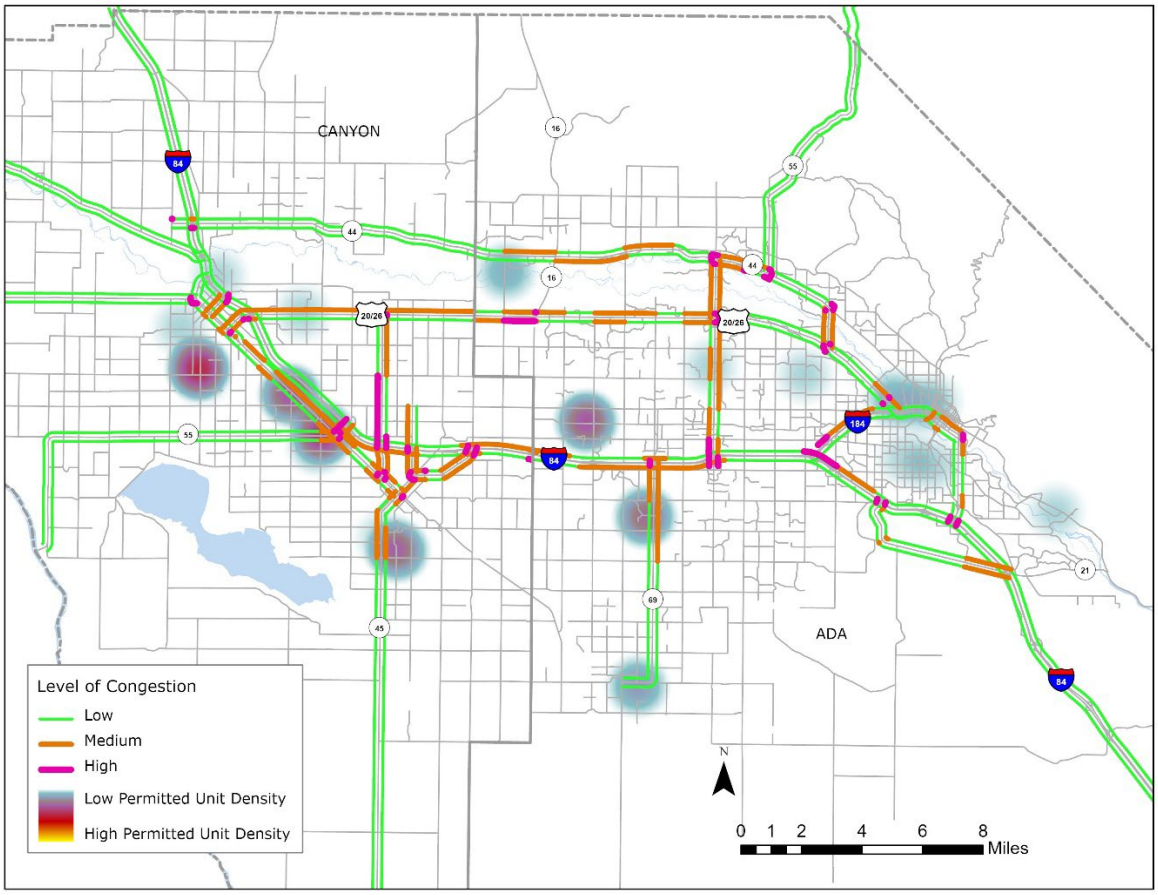

Figure 4: Number of Multi-Family Units Permitted and Levels of Highest Peak Hour Congestion (2024)

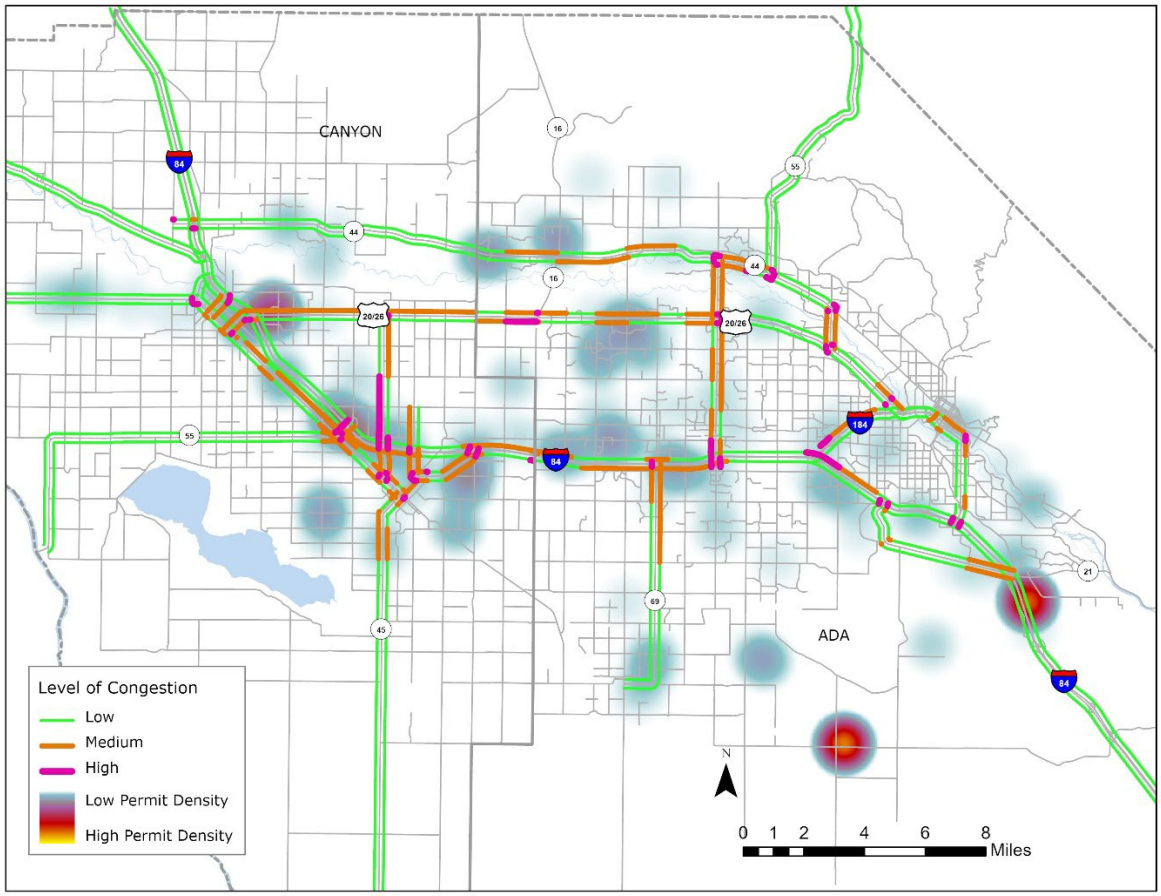

Figure 5: Number of Commercial/Retail Building Permits and Levels of Highest Peak Hour Congestion (2024)

Travel Time Data

COMPASS uses the National Performance Management Research Data Set (NPMRDS) to analyze and identify congestion. The NPMRDS is a vehicle probe-based speed and travel time data set that covers portions of the National Highway System. The Congestion Management Process and annual reports refer to this as the Tier 1 network. It is procured by the Federal Highway Administration and made available to state and local governments to assist with performance measure reporting. The dataset is composed of travel time records averaged in five-minute intervals for segments of roads, or "Traffic Message Channels," on the National Highway System collected from millions of connected vehicles, trucks, and mobile devices that supply location and movement data. The NPMRDS is the primary source for travel time data used in this report and is used to calculate system reliability, the Travel Time Index (TTI), and commute travel times on the Tier 1 network. These data are used to develop corridor-level analyses of average speeds, traffic volumes, and causes of congestion; these analyses can be found in the Appendix of this report.

Travel Time Index

TTI is the ratio of the ideal free flow travel time to the actual measured travel time. For example, a TTI value of 3 means that it takes three times longer to drive a segment at a particular time than it would under free-flow conditions. Free flow is considered the 85th percentile travel time at non-peak hours. TTI is a good measure to show the severity of congestion on the transportation system and how congestion impacts travel times. COMPASS uses the TTI to classify roadway segments into high, medium, and low levels of congestion (Table 1). TTI is averaged for morning (6am-9am), midday (9am-3pm), evening (3pm-7pm), and weekend (6am-8pm) peak periods; the highest TTI value for each roadway segment is used to designate the level of congestion for that segment. The percentage of miles of highly congested roadway segments decreased by around 1.5 % from 2023 to 2024 (Table 2). The percentages of medium congested roadways in 2024 did not change from 2023.

Table 1: Tier 1 Travel Time Index Thresholds

High	Medium	Low
TTI > 2.0	TTI 1.5 – 2.0	TTI < 1.5

Table 2: Tier 1 Network Congestion Summary, Based on Max Average TTI Thresholds for CMP Time Periods

Year	High		Medium		Low		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	
2024	11.8	2.5%	91.1	19.1%	375.1	78.4%	**478.0**
2023	18.2	4.1%	84.3	19.1%	339.1	76.8%	**441.6**
2022	18.2	4.0%	110.7	24.1%	329.8	71.9%	**458.7**
2021	23.0	5.0%	96.9	21.0%	341.9	74.0%	**461.8**
2020	15.1	3.2%	89.8	18.7%	374.5	78.1%	**479.4**

The ten most congested roadway segments according to the NPMRDS show that the worst congestion in the valley in 2024 was concentrated in three main areas: along the US 20/26 (Chinden Boulevard) corridor, State Highway 55 (Eagle Road) and on I-84 at high volume interchanges (Table 3 and Figure 6).

Table 3: Ten Most Congested Tier 1 Network Segments > 0.5 Miles (2024)

Rank	Road	Description	Miles	Direction	TTI	Peak Period	Peak Hour Delay	Avg. Speed
1	US 20/26 (Chinden Blvd)	Cloverdale Rd to SH 55 (Eagle Rd)	0.93	Westbound	3.26	PM	2 min 56 sec	18 mph
2	US 20/26 (Chinden Blvd)	SH 16/McDermott Rd to Star Rd	1.02	Eastbound	2.74	AM	2 min 21 sec	23 mph
3	SH 55 (Eagle Rd)	Franklin Rd to I-84 Westbound On Ramp	0.51	Southbound	2.35	PM	1 min 19 sec	15 mph
4	I-84	Exit 49 Franklin Rd/City Center to I-184 Flying Wye	0.95	Westbound	2.29	PM	1 min 4 sec	45 mph
5	Northside Blvd	Ustick Rd to Karcher Rd	2.00	Southbound	2.12	PM	3 min 38 sec	23 mph
6	Nampa/Caldwell Blvd	Middleton Rd to SH 55 (Karcher Rd)	0.70	Eastbound	1.97	PM	1 min 31 sec	16 mph
7	I-84	Exit 44 (Meridian Rd) Off Ramp to On Ramp	0.69	Eastbound	1.96	AM	34 sec	47 mph
8	Franklin Blvd	10th Ave N to Exit 36 (Franklin Blvd) On Ramp	0.73	Northbound	1.95	PM	1 min 4 sec	25 mph
9	SH 55 (Karcher Rd)	Middleton Rd to Nampa/Caldwell Blvd	0.52	Eastbound	1.95	Midday	1 min 17 sec	13 mph
10	SH 55 (Eagle Rd)	McMillan Rd to US 20/26 (Chinden Blvd)	0.98	Northbound	1.94	PM	1 min 19 sec	25 mph

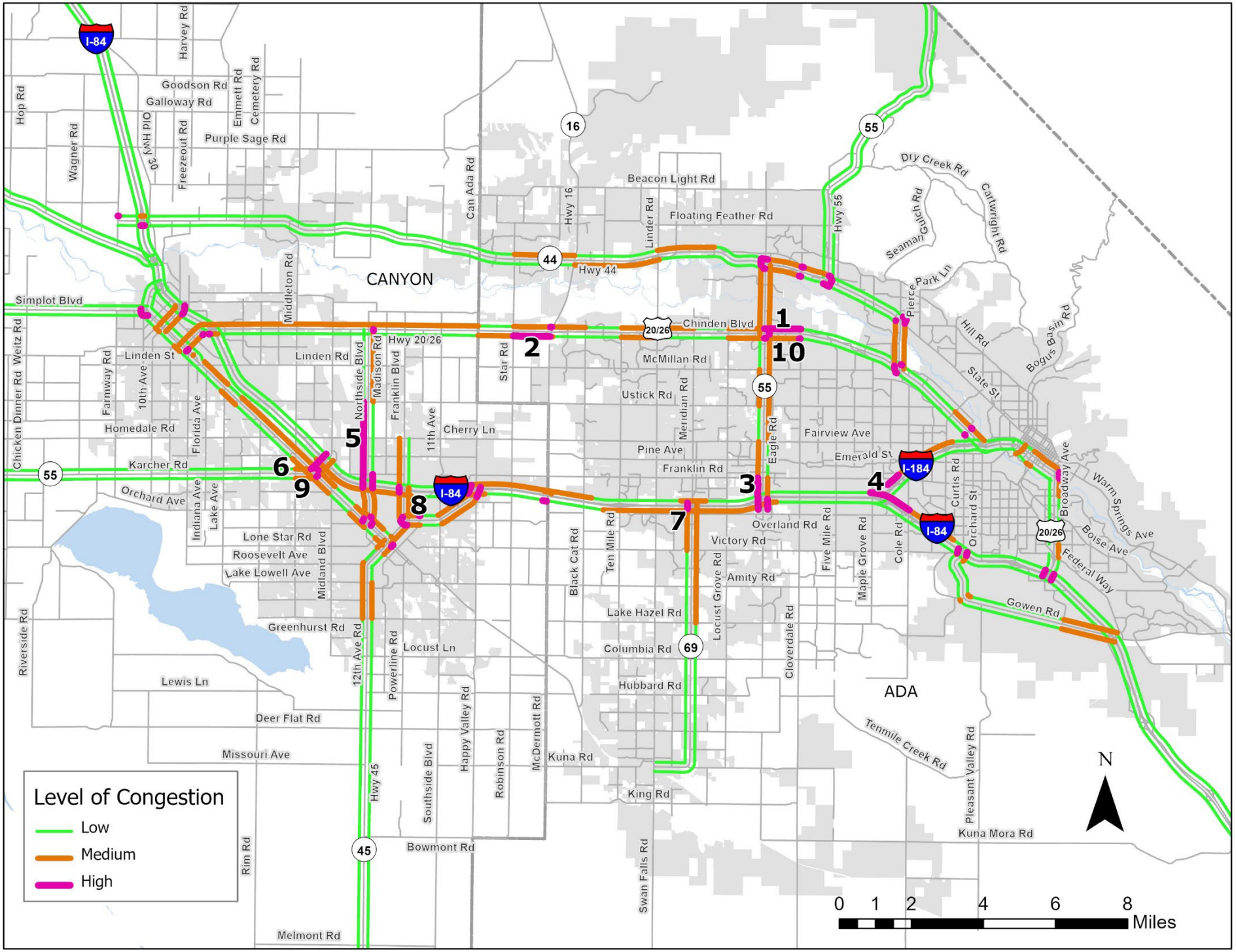

Figure 6: Top Ten Congested Tier 1 Network Segments > 0.5 Miles (Peak period maximum, 2024)

Tier 2 Supplemental Travel Time Data and Analysis

The Idaho Transportation Department (ITD) purchased additional travel time data in 2024 to supplement the NPMRDS. These data provide the ability to analyze conditions on the Tier 2 network — arterials and other major roadways not included in the Tier 1 network. The same methodology (TTI) that is used to analyze congestion using the NPMRDS was applied to the Tier 2 travel time data set. Different thresholds for congestion (Table 4) are applied due to differing characteristics of the dataset and roadways analyzed. Some of the segments on the Tier 2 network experience low traffic volumes; as a result, recorded actual travel times for the entire year are not available. The data vendor uses imputed data, calculated by using historic averages or free flow speeds, to fill voids in the dataset when no vehicles are detected. The analysis and calculations of travel time done for this report use only records where actual recorded travel times are available; this can result in variations of total miles measured from year to year. In 2024, the Tier 2 network saw a decrease in medium and highly congested roadways from what was observed in 2023 (Table 5). The top ten most congested segments on the tier 2 network in Ada and Canyon Counties are listed in Table 6 and Table 7 and illustrated in Figure 7, Figure 8, Figure 9, and Figure 10.

Table 4: Tier 2 Travel Time Index Thresholds

High	Medium	Low
TTI > 1.5	TTI 1.3 – 1.5	TTI < 1.3

Table 5: Tier 2 Network Congestion Summary, Based on Weekday Average TTI Thresholds (*excludes low confidence road segments)

Year	High		Medium		Low		Total Miles*
	Miles	Percent	Miles	Percent	Miles	Percent	
2024	25.26	1.6%	130.05	8.5%	1,380.90	89.9%	1,536.21
2023	46.46	2.7%	158.73	9.1%	1,533.82	88.2%	1,739.01
2022	36.56	2.2%	142.45	8.7%	1,455.82	89.1%	1,634.83
2021	45.72	2.5%	119.35	6.6%	1,652.28	90.9%	1,817.35
2020	34.27	2.8%	69.13	5.5%	1,142.18	91.7%	1,245.58

*Congestion thresholds were updated in 2024 to better reflect characteristics of the dataset and roadways analyzed in the tier 2 network

Table 6: Top Ten Congested Tier 2 Network Segments in Canyon County > 0.1 Miles (2024)

Rank	Road	Description	Miles	Direction	TTI	Peak Period	Delay/Speed
1	Idaho Center Blvd	Franklin Rd to I-84 On/Off Ramps	0.34	Southbound	1.83	PM	35 sec/15 mph
2	Midland Blvd	W St Lukes Dr to Karcher Bypass	0.37	Southbound	1.72	PM	35 sec/15 mph
3	I-84 Exit 26 Off Ramp	I-84 Exit 26 Off Ramp (US 20/26)	0.26	Westbound	1.63	Midday	18 sec/21 mph
4	I-84 Exit 33 Off Ramp	I-84 Exit 33 Off Ramp (Karcher Rd)	0.41	Westbound	1.62	PM	26 sec/25 mph
5	I-84 Exit 28 On Ramp	I-84 Exit 28 On Ramp (10th Ave)	0.38	Westbound	1.62	AM	12 sec/45 mph
6	Aviation Way	Skyway St to US 20/26	0.28	Northbound	1.58	AM	22 sec/19 mph
7	I-84 Exit 27 Off Ramp	I-84 Exit 27 Off Ramp (Centennial Way)	0.22	Westbound	1.56	AM	16 sec/18 mph
8	I-84 Exit 33 On Ramp	I-84 Exit 33 On Ramp (Karcher Rd)	0.10	Eastbound	1.56	AM	6 sec/27 mph
9	Fargo Ave	E Chisholm Dr to Franklin Blvd	0.11	Westbound	1.55	AM	10 sec/15 mph
10	Star Rd	E Broadwater Dr to Ustick Rd	0.28	Northbound	1.52	PM	14 sec/27 mph

Table 7: Top Ten Congested Tier 2 Network Segments in Ada County > 0.1 Miles (2024)

Rank	Road	Description	Miles	Direction	TTI	Peak Period	Delay/Speed
1	I-84 Exit 0 On Ramp (I-184)	Wye Interchange (I-184/Franklin Blvd)	0.66	Westbound	3.05	PM	1 min 12 sec/37 mph
2	I-84 Exit 44 On Ramp	I-84 Exit 44 On Ramp (Meridian Rd)	0.40	Eastbound	2.66	AM	44 sec/24 mph
3	I-84 Exit 42 On Ramp	I-84 Exit 42 On Ramp (Ten Mile Rd)	0.64	Eastbound	2.53	AM	1 min 1 sec/34 mph
4	I-84 Exit 46 On Ramp	I-84 Exit 46 On Ramp (Eagle Road/SH55)	0.57	Westbound	1.92	PM	36 sec/37 mph
5	SH 16	Phyllis Canal to US 20/26 (Chinden Blvd)	0.48	Southbound	1.91	PM	40 sec/23 mph
6	I-84 Exit 49 On Ramp	I-84 Exit 39 On Ramp (Franklin Rd/City Center)	0.47	Westbound	1.88	PM	26 sec/39 mph
7	Franklin Rd	Touchmark Way to Eagle Rd (SH 55)	0.33	Westbound	1.76	PM	27 sec/21 mph
8	Meridian Rd	Corporate Dr to I-84 Overpass	0.41	Southbound	1.73	PM	28 sec/20 mph
9	Ten Mile Rd	I-84 Off Ramp to Franklin Rd	0.71	Northbound	1.73	PM	43 sec/25 mph
10	Adams St	E 40th St to Veteran's Memorial Parkway	0.18	Westbound	1.71	AM	20 sec/15 mph

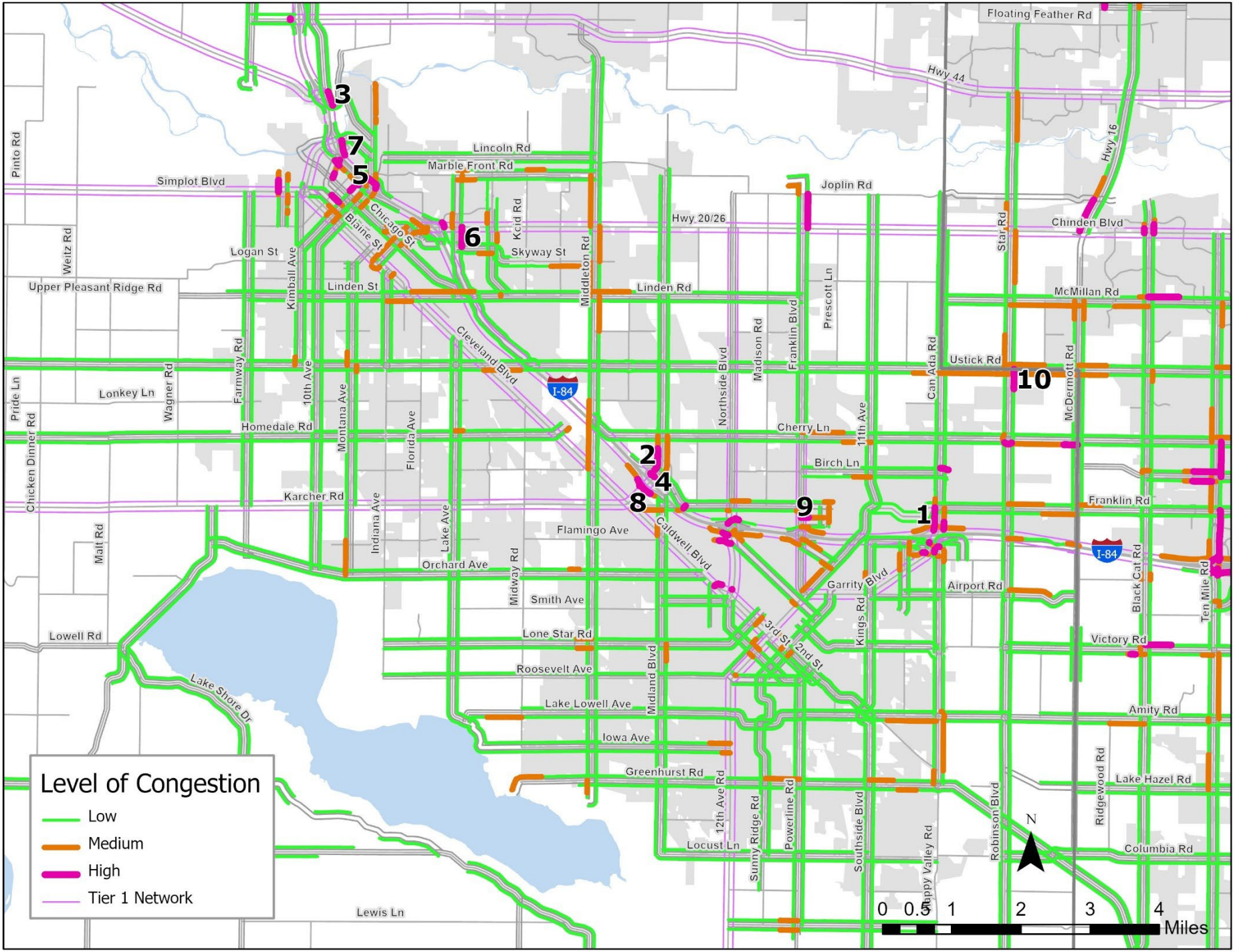

Figure 7: Top Ten Tier 2 Congested Roadways > 0.1 miles in Canyon County (Peak period maximum, 2024)

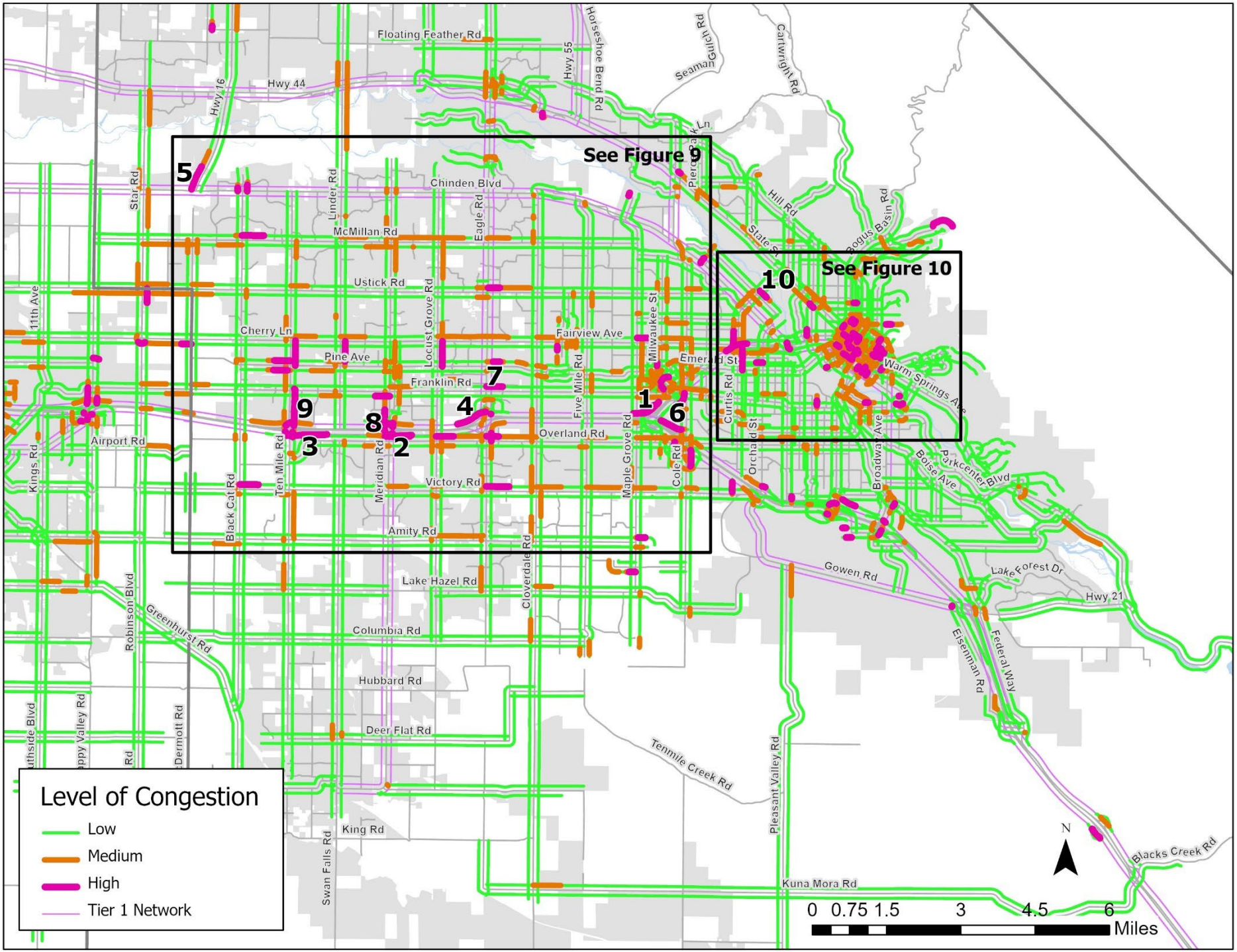

Figure 8: Top Ten Tier 2 Network Segments > 0.1 miles in Ada County (Peak period maximum, 2024)

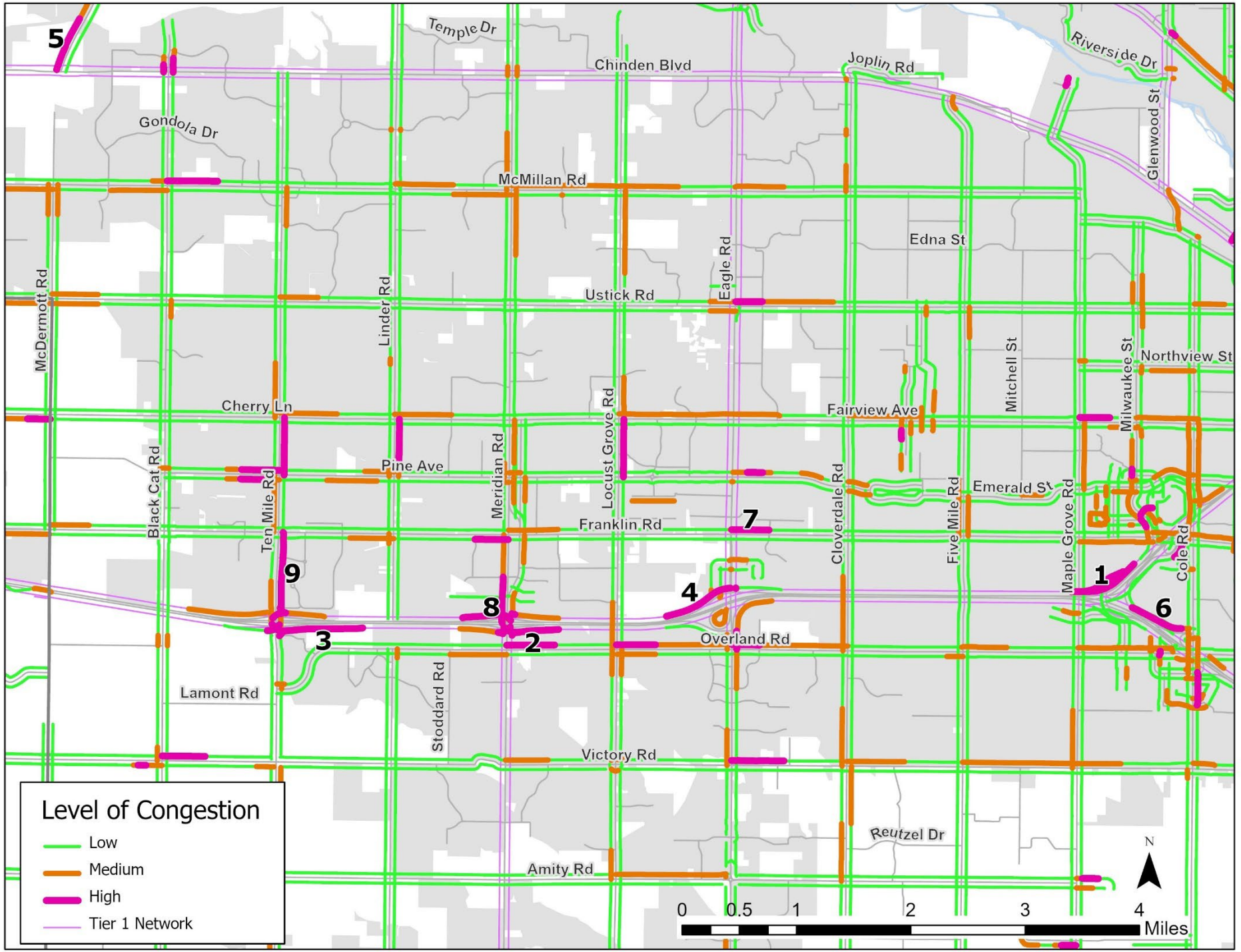

Figure 9: Top Ten Tier 2 Network Segments > 0.1 miles in West Ada County (Peak period maximum, 2024)

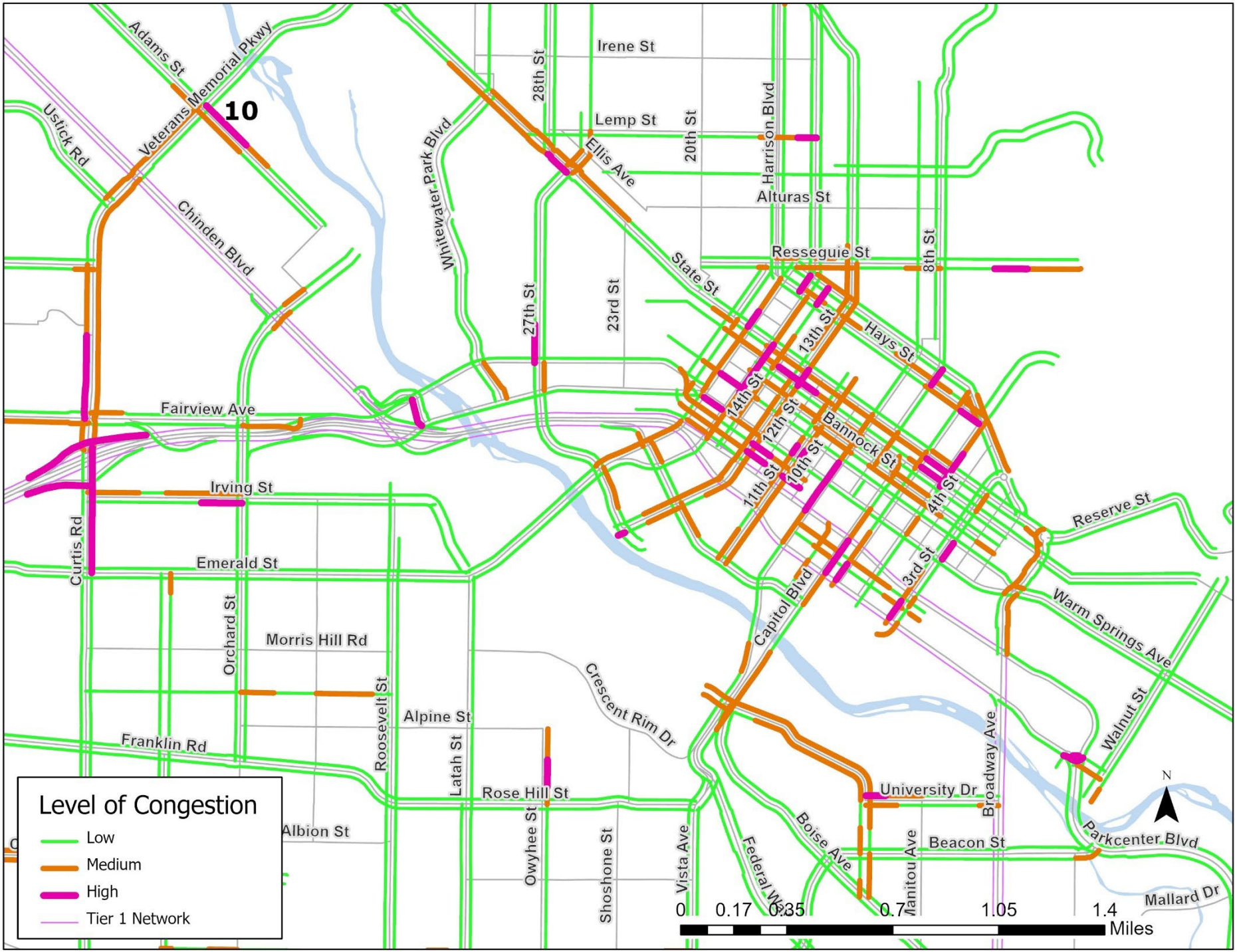

Figure 10: Top Ten Tier 2 Network Segments > 0.1 miles in Downtown Boise, Ada County (Peak period maximum, 2024)

Peak Hour Commute Times in the Treasure Valley

Recurring congestion in the Treasure Valley occurs primarily during the morning (AM) and evening (PM) commute times. Depending on the route, travelers can expect to add a significant amount of time to their commute due to congestion (Figure 11). In Figure 11, the free flow travel time is show in green, the travel time added to the commute due to congestion is shown in yellow, and the total average weekday commute (free flow + congested travel time) is displayed in black bold font. For example, under free flow conditions the travel time on I-84 eastbound from the City of Caldwell to the City of Boise takes around 23 minutes; during the morning commute over 8 minutes are added to the travel time, for an average weekday morning commute travel time of 31 minutes.

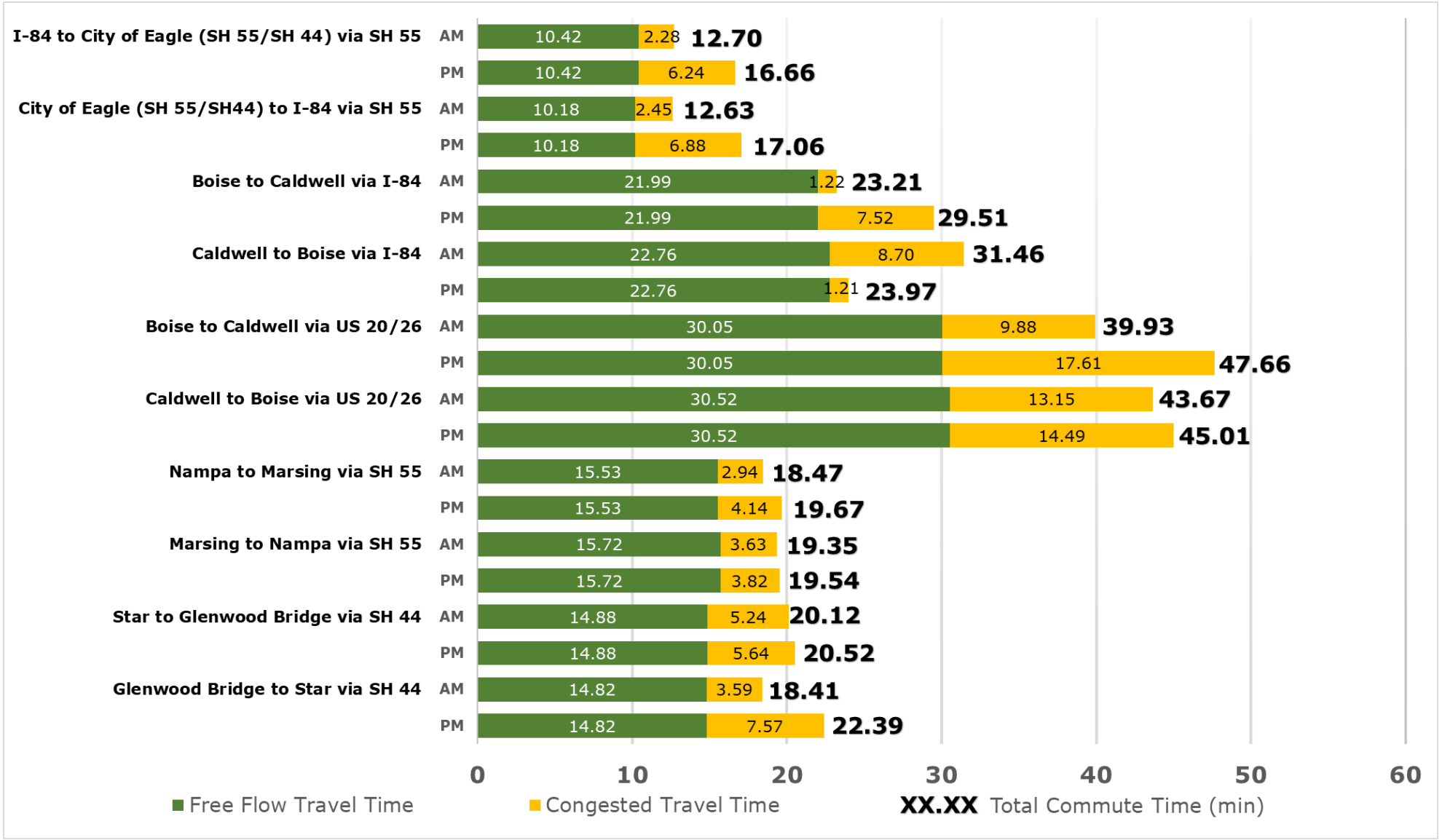

Figure 11: Average Weekday AM and PM Peak Period Commute Travel Times for Select Routes in the Treasure Valley (2024)

Number of "Event" Days on the Interstate

COMPASS tracks the number of weekdays in a year in which congestion on I-84/I-184 between the Cities of Caldwell and Boise experiences AM or PM peak hour commutes that are 30% greater than the yearly average – these are referred to as "event" days (Figure 12). This analysis is performed using the NPMRDS. This measure is useful to gauge how non-recurring congestion events on the interstate are affecting commuters. Transportation system management and operations strategies aim to mitigate the impacts of non-recurring congestion events. In 2024 there were five more "event" days than in 2023. COMPASS identified a target of less than fifteen "event" days in the long-range transportation plan, *Communities in Motion 2050*

37 "Event" Days on the Interstate

Does not meet target of <15 days

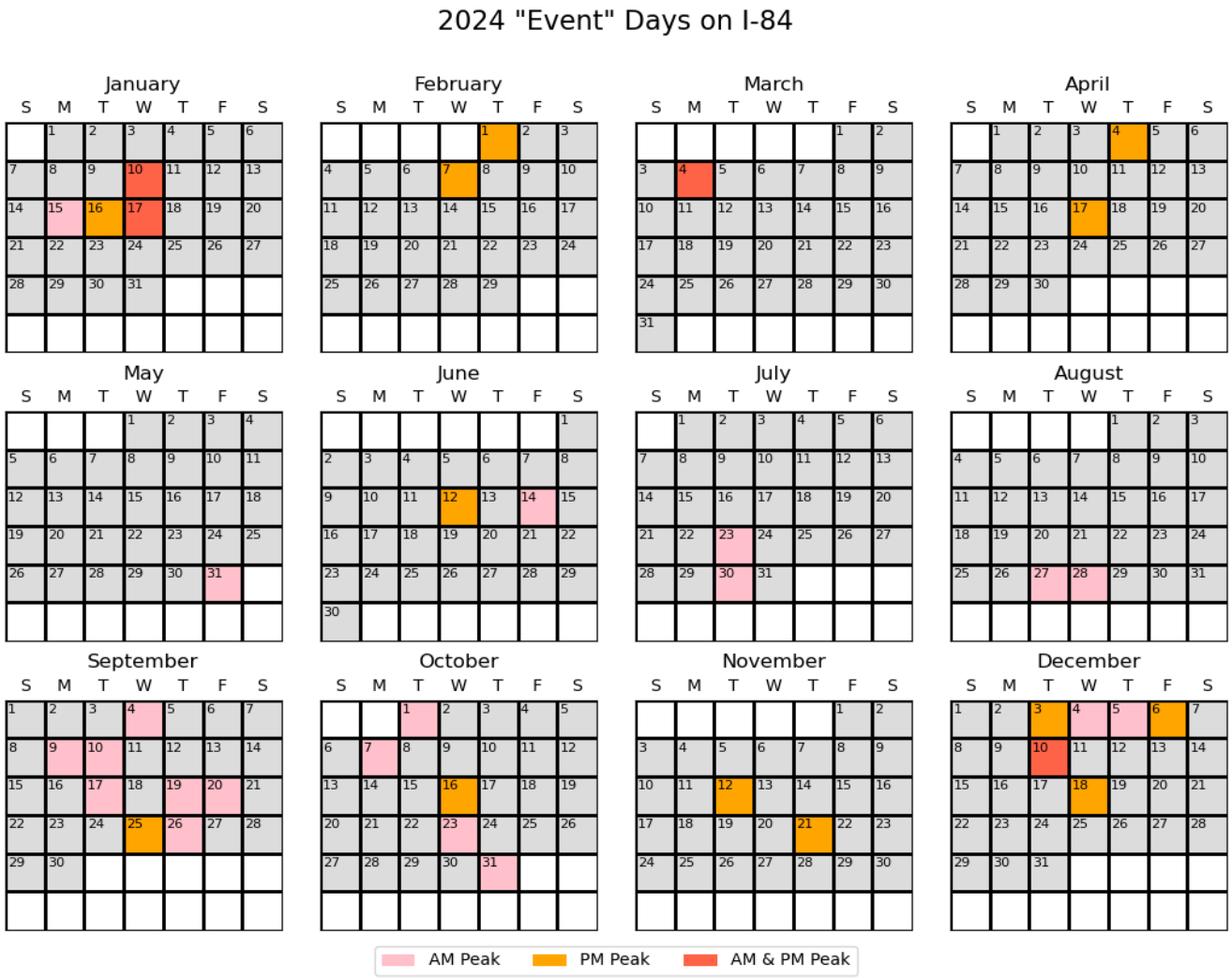

Figure 12: "Event" Days on I-84/I-184 (2024)

Federal System Performance Measures

The Infrastructure Investment and Jobs Act (IIJA) extended provisions requiring state transportation agencies and metropolitan planning organizations such as COMPASS to report performance measures and set targets for safety, infrastructure, system performance, and congestion for their planning areas. These measures, described below, show how predictable or consistent travel times are for passenger and freight vehicles, how much delay travelers experience each year.

System Reliability Measures: Tier 1 Roadways in Ada and Canyon Counties

76.3% Interstate Reliable — Does not meet target of ≥90% reliable

92.1% Non-Interstate Reliable — Meets target of ≥70% reliable

1.63 Truck Travel Time Reliability — Does not meet target score of <1.3

COMPASS has adopted ITD's statewide targets for these measures.

Level of Travel Time Reliability (LOTTR)

Travel time reliability measures are used to tell how consistent travel time is from one point to another, from one day to the next. Factors such as weather, events, construction, or crashes can make it difficult to predict how long it can take to travel from one destination to another. Many commuters understand that congestion is unavoidable on their commute, but by being able to effectively budget enough commute time they can offset some of the inconveniences caused by everyday congestion. Therefore, reliability goals and targets focus on the predictability of travel time (Figure 13, Figure 14).

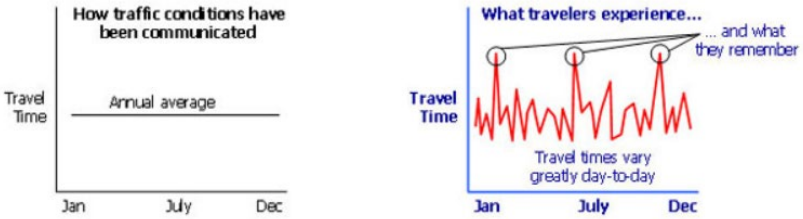

Figure 13: Average Commute Times Typically Do Not Reflect What Travelers Experience

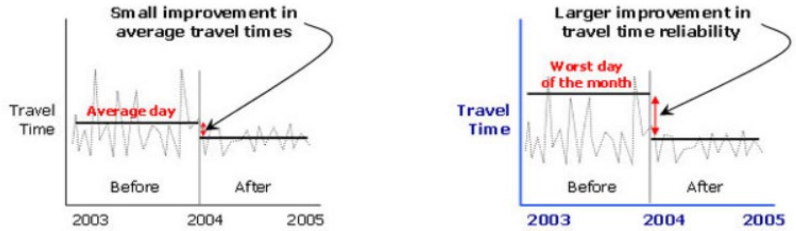

Figure 14: Reliability of Commute Times Better Reflect What Travelers Experience

LOTTR is defined as the ratio of a longer travel time (80th percentile) to a "normal" travel time (50th percentile). A LOTTR score of 1.5 means that it takes 50% longer to travel a segment of roadway at times of some of the highest levels of congestion than during non-congested times. Roadways with LOTTR scores greater than 1.5 are considered unreliable. The overall system reliability is calculated by weighting each segment by person miles traveled (PMT). A percentage of reliable PMT on the system is used as an overall rating of the system reliability. COMPASS has adopted ITD's statewide targets of greater than 90% of PMT reliable on interstates and greater than 70% PMT reliable on the non-interstate system for performance measurement in Ada and Canyon Counties. COMPASS is not meeting its interstate reliability measure at 73.3% of the interstate PMT reliable and but is meeting its target for non-interstate roads at 92.1% PMT reliable (Figure 15).

Truck Travel Time Reliability (TTTR)

TTTR is a metric used to measure how efficiently freight is moving through the transportation system. TTTR is similar to LOTTR except the 95th percentile travel time is used as the longer travel time in the equation, TTTR is only calculated for the interstate system, and it is presented as a weighted average. ITD has set a statewide target of a TTTR of less than 1.3 and COMPASS has adopted this target for its performance measurement. The COMPASS planning area is not hitting this target, with a TTTR score of 1.63 (Figure 16). This is likely due to issues caused by non-recurring congestion from weather, construction, and traffic incidents on the interstate.

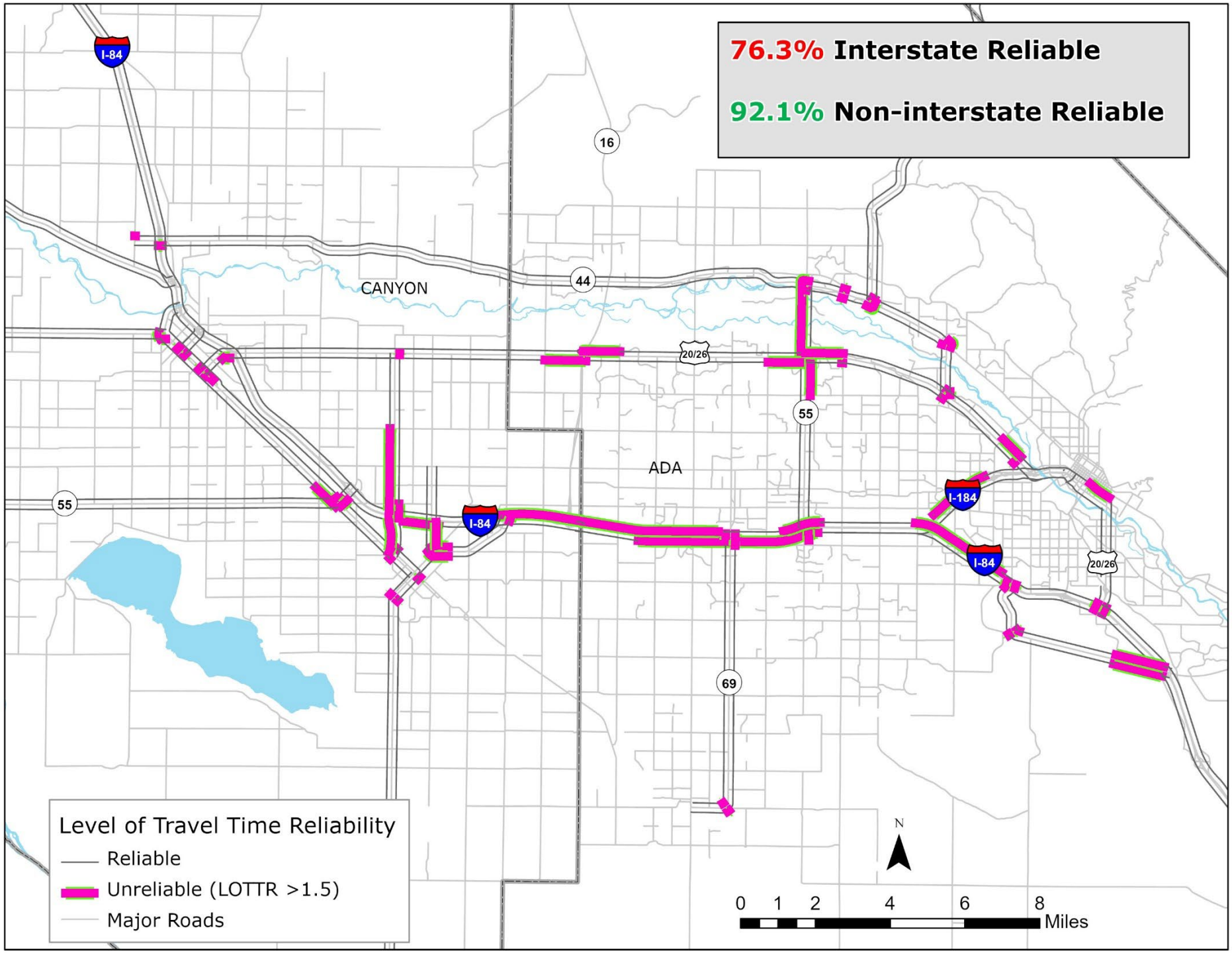

Figure 15: Level of Travel Time Reliability (2024)

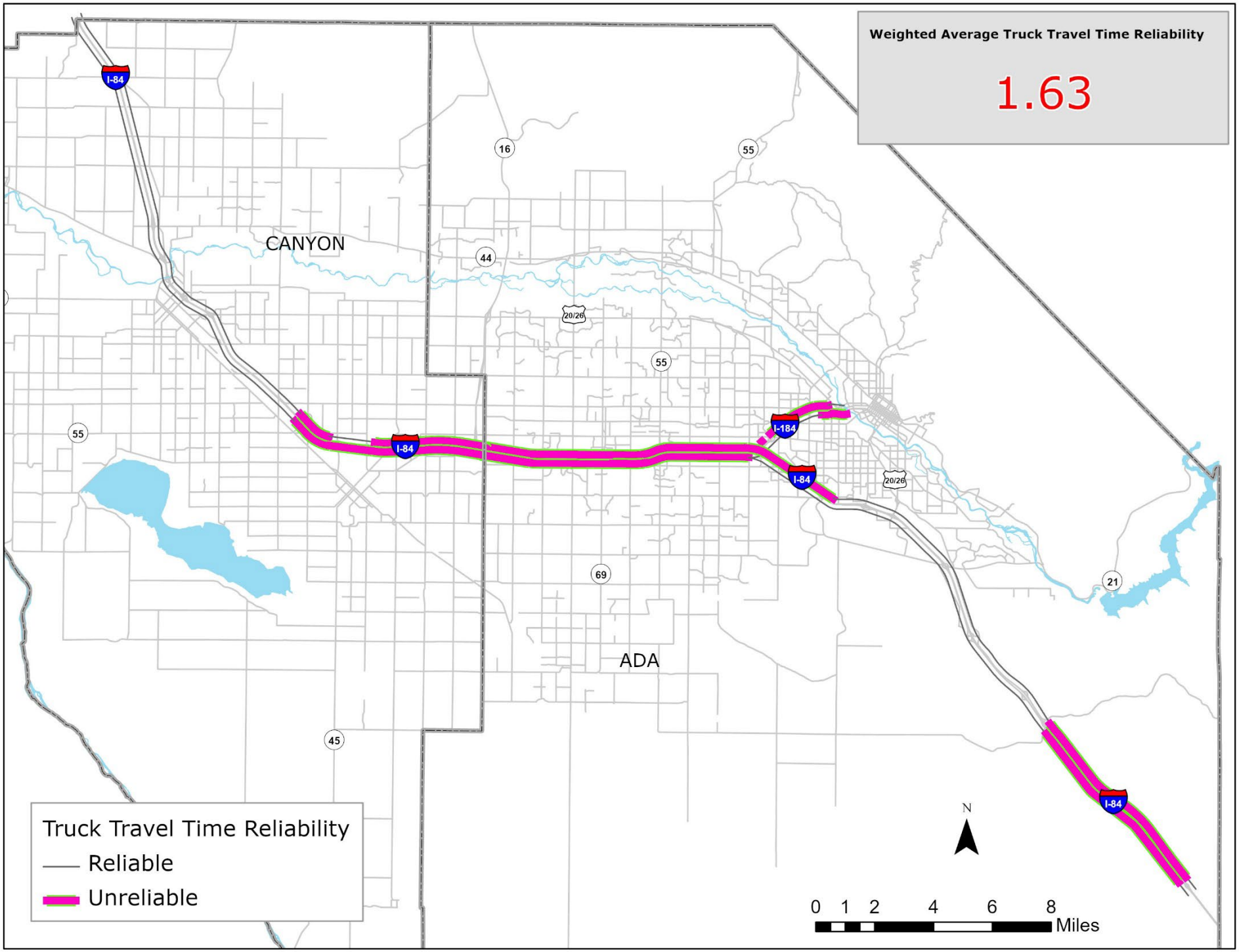

Figure 16: Truck Travel Time Reliability (2024)

System Reliability Trends

Figure 17 illustrates reliability measure trends from 2020 to 2024 for the three reliability performance measures: LOTTR (Level of Travel Time Reliability) on the interstate, LOTTR on non-interstate NHS routes, and TTTR (Truck Travel Time Reliability) on the interstate. Interstate LOTTR starts highly reliable at 95.4% in 2020 and remains stable through 2022 before dropping sharply to 76.3% by 2024, indicating worsening reliability. In contrast, non-interstate LOTTR begins less reliable at 82.6% but steadily improves to 92.1% by 2024. Interstate TTTR rose from 1.32 in 2020 to 1.63 in 2024, reflecting growing variability in truck travel times. The reliability of non-interstate NHS routes has improved, but both interstate general reliability and freight reliability have declined, signaling potential reliability concerns for interstate system.

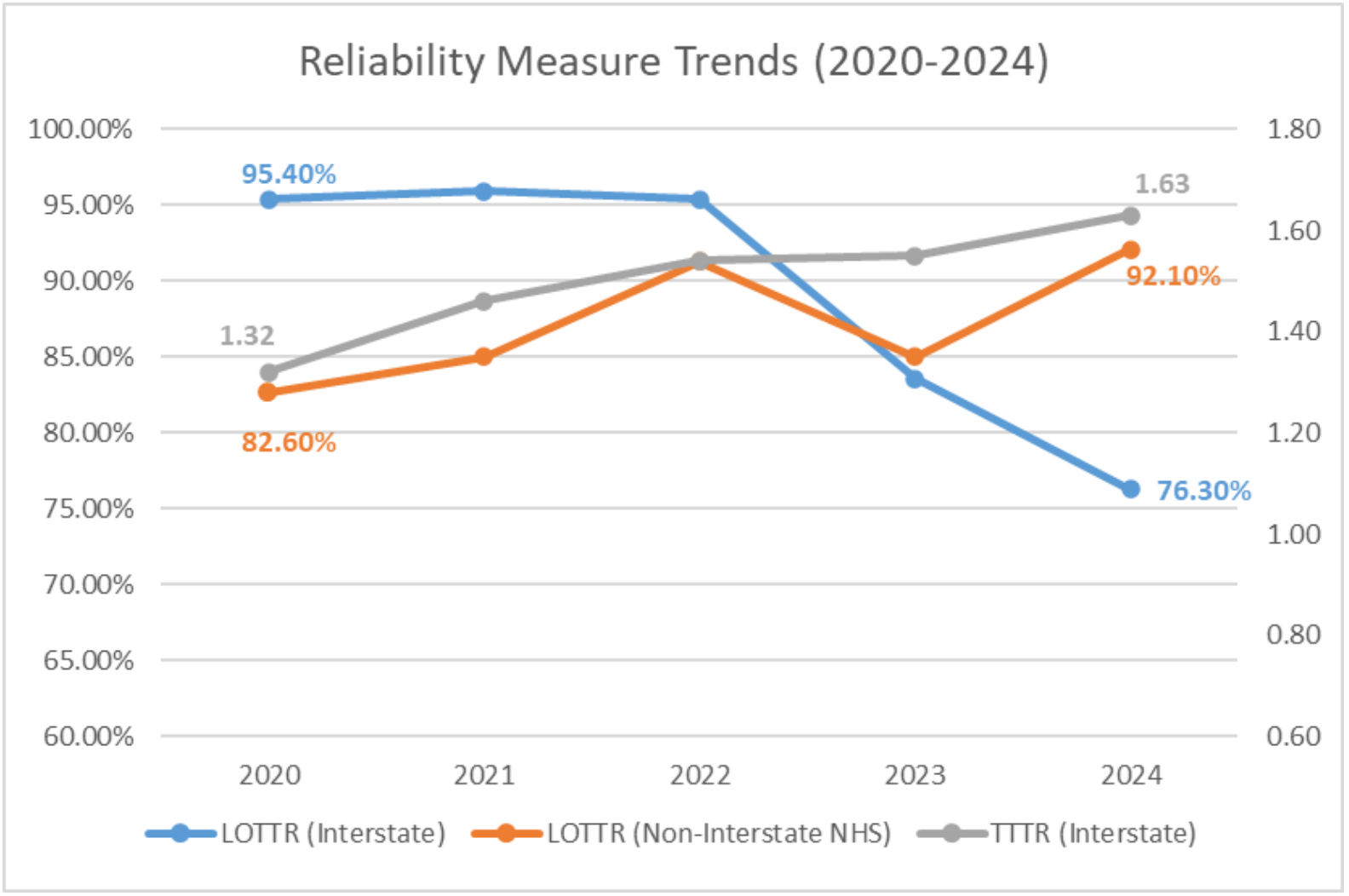

Figure 17: Reliability Measure Trends (2020-2024)

Congestion Performance Measures: Tier 1 Roadways in the Boise Urban Area

4.9 Annual Peak Hours of Excessive Delay per Capita
Meets target of < 13

29.8% of Non-Single Occupancy Vehicle (SOV) Travel
Meets target of > 23.5

In addition to the travel time reliability measures included in the IIJA, urban areas with populations over 200,000 people in a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter are required to report annual peak hour of excessive delay (PHED) per capita (Figure 18) and percent non-single-occupancy vehicle (SOV) travel (Figure 19). Northern Ada County, within COMPASS' planning area, was designated a maintenance area for coarse particulate matter and carbon monoxide until 2024. Therefore, the requirement to report these measures no longer applies in the Boise Urban area; however, COMPASS will continue to report PHED and percent non-SOV travel and may choose to continue using these measures to monitor congestion.

PHED is calculated using the NPMRDS travel time data to calculate the number of hours during peak AM and PM travel that speeds fall to below 20 MPH or less than 60% of the posted speed limit. Delay is calculated for each roadway segment in the NPMRDS that falls within the Boise Urban Area and volumes and occupancy rates are used to quantify how many people were impacted by these delays. These data are summarized as a total amount of delay for the year and then divided by the population of the urban area to determine annual PHED per capita. This measure helps contextualize how much time the average commuter spends in excessive traffic for the year on state highways and the interstate within the Boise Urban Area.

Percent non-SOV travel is the percentage of commuters who use any mode other than a SOV, including carpool, transit, bike, walk, telecommuting, and other modes to access work. Data are for the Boise Urban Area and are from the US Census Bureau, American Community Survey, 5-year estimates. This measure is helpful in assessing how transit, active transportation, and Transportation Demand Management (TDM) strategies are performing. Choosing alternatives to SOV can help to maximize vehicle capacity during peak hours of travel and maximize person throughput.

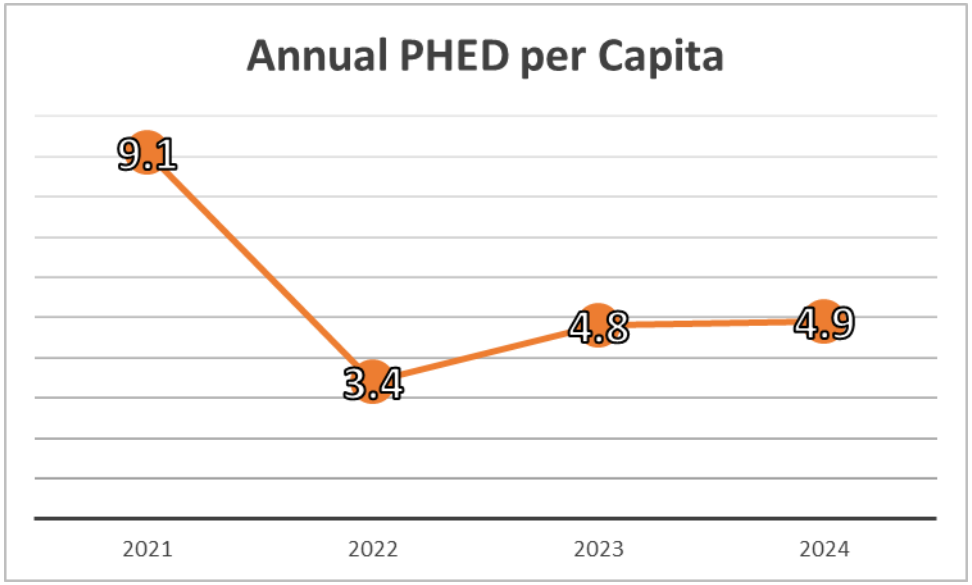

Figure 18: Annual Peak Hours of Excessive Delay per Capita (2021-2024)

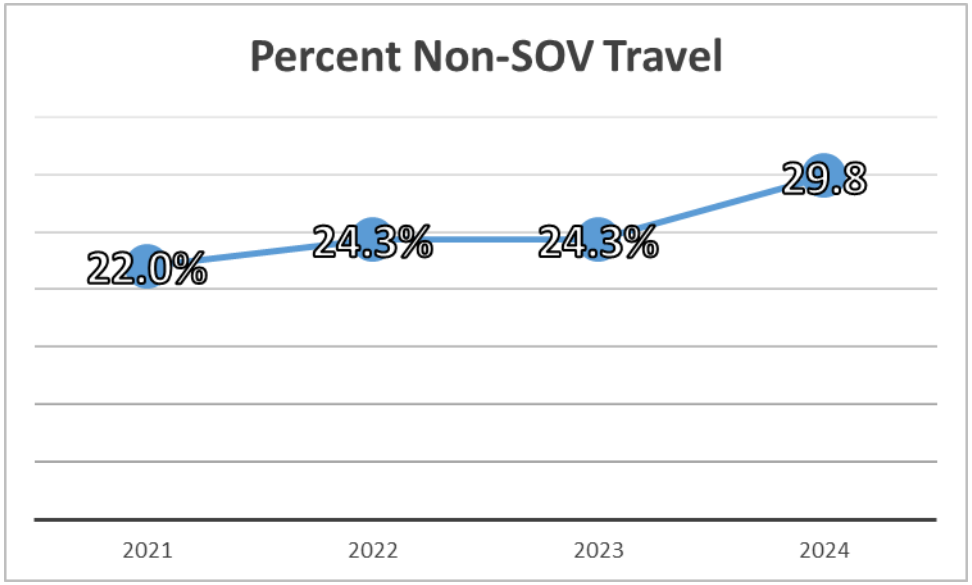

Figure 19: Percent Non-Single Occupancy Vehicle Travel (2021-2024)

Additional Regional Performance Measures

COMPASS Change in Motion Scorecard

COMPASS publishes the *Change in Motion Scorecard*[3] on a biennial basis to report on the progress made toward achieving the goals established in *Communities in Motion*, the long-range transportation plan for Ada and Canyon Counties. The transportation related measures reported in the scorecard reflect the multimodal transportation network and are reported at the regional scale. Targets are established for each of the measures in the scorecard to determine how well the strategies, policies, and projects implemented by COMPASS and its member agencies are impacting the region. There are several measures reported in the *Change in Motion Scorecard* related to the congestion management strategies listed in the CMP. By tracking the progression of these measures over time, it can be determined which strategies are performing to expectations and which strategies might need to be reassessed.

Strategies and Implementation Program

Congestion Mitigation Strategies

Congestion mitigation strategies are grouped into five categories (Table 8), as identified in the Federal Highway Administration's *Congestion Management Process: A Guidebook*[4]. These strategies are defined in further detail in COMPASS' *Congestion Management System Process – Technical Document*[5]. COMPASS and its member agencies implement these strategies to mitigate congestion through projects included in the long-range transportation plan (*Communities in Motion*) and TIP.

Table 8: Congestion Mitigation Strategies

Strategy	Description	Examples
TDM/Active Transportation	Providing travelers with more options of how and when they commute to reduce the number of trips during congested hours	• Pedestrian/bicycle infrastructure • Ridesharing • Flexible work arrangements • Transit Oriented Development
Transportation System Management and Operations/Intelligent Transportation Systems (TSMO/ITS)	Implementing improvements focused on optimizing the current transportation infrastructure	• Optimized signal timing • Improved intersections • Transit signal priority
Transit Operations Improvements	Improving transit operations, access, and services to encourage more usage to reduce the number of vehicles on the road	• Bus Rapid Transit • Expanded frequency/hours of service • Expanded public transportation system • Transit Signal Priority
Additional System Capacity	Expanding capacity by adding lanes or new roads	• Additional travel lanes • Filled gaps in the street network • New overpasses/underpasses
Freight and Goods Mobility	Implementing strategies to move freight and goods more efficiently on the transportation system	• Freight signal priority • Improved intersections • Designated loading, unloading, and parking zones

[3] https://compassidaho.org/change-in-motion-reports/

[4] https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

[5] https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf

Strategy Highlight: Signal Timing Optimization

In 2025 the City of Nampa identified degrading performance and heavy PM peak hour queuing on Middleton Road southbound from Laster Street to Roosevelt Ave. Traffic operations staff at the City of Nampa identified a signal timing modification as a strategy to improve operations. Using travel time data from INRIX, COMPASS was able to analyze the effect the signal timing modifications had on average travel speeds of the troubled segment of Middleton Road. Figure 20 demonstrates significant improvements in average travel times (orange line vs blue line) and travel time reliability during the PM peak after signal timing modifications were performed. This demonstrates that low-cost operational adjustments can have significant impacts on congestion.

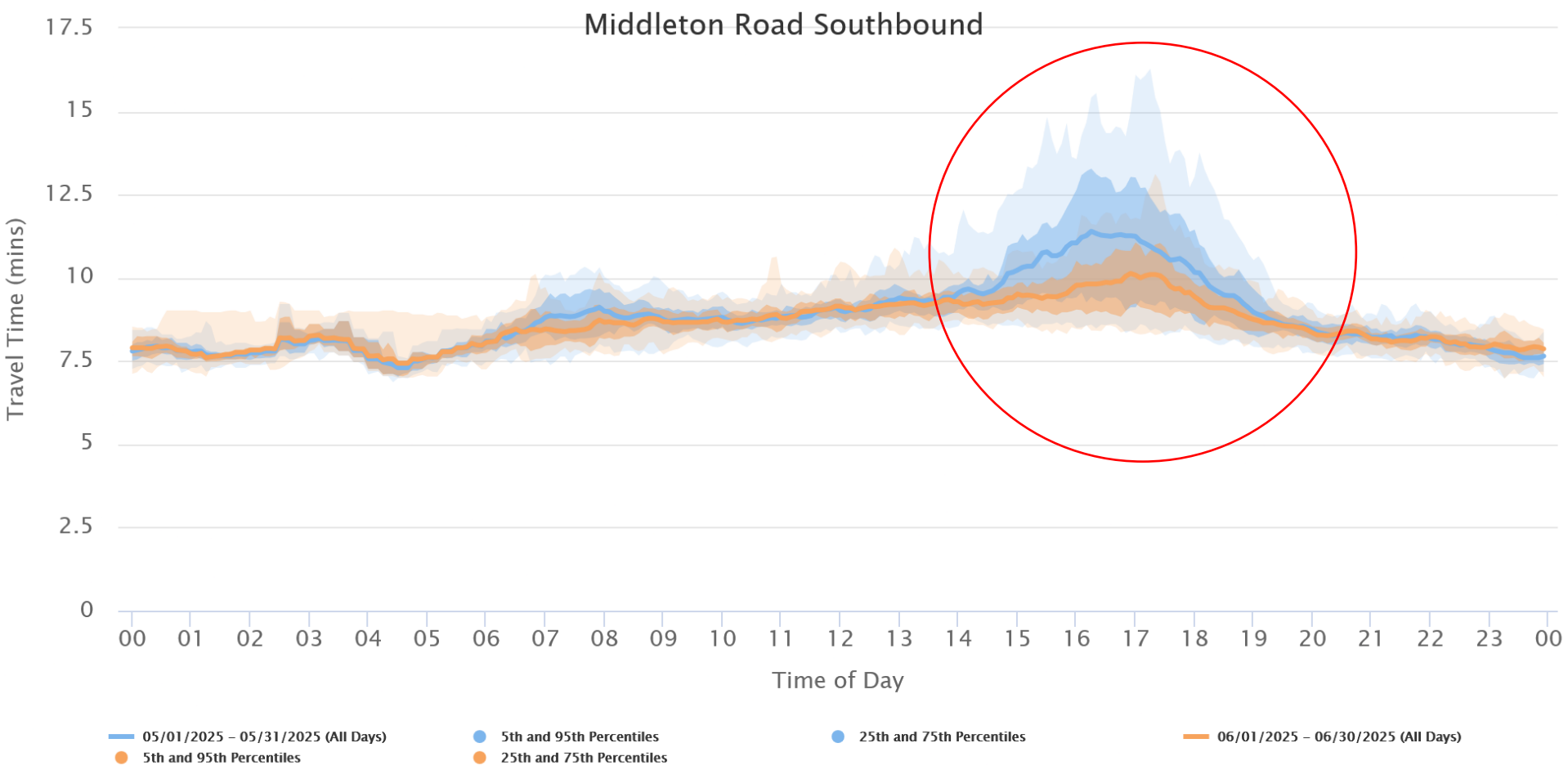

Figure 20: Before and After Effects of Signal Timing Modifications on Average, 5th, 25th, 75, and 95th Percentile Travel Times on Southbound Middleton Road from Laster Street to Roosevelt Avenue (2025)

Programmed (Budgeted) Congestion Reduction/Mitigation Projects

The TIP is a collection of projects selected by COMPASS to benefit the transportation system in Ada and Canyon Counties. Multiple projects programmed (budgeted) in the FY2025-2031 TIP are designed to help mitigate congestion (Figure 21 and Table 9). The current program includes nearly $800 million aimed at managing congestion. The most common congestion management strategies in the program are improvements to active transportation infrastructure/TDM and roadway capacity, with roughly 60% of the funds allocated toward roadway capacity improvements (Table 9). Many of the projects in the TIP incorporate more than one congestion management strategy. The impacts of large-scale congestion mitigation projects on the transportation network will be evaluated in subsequent CMP reports. You can find the most current TIP with detailed project information and archived TIPs at https://compassidaho.org/transportation-improvement-program/.

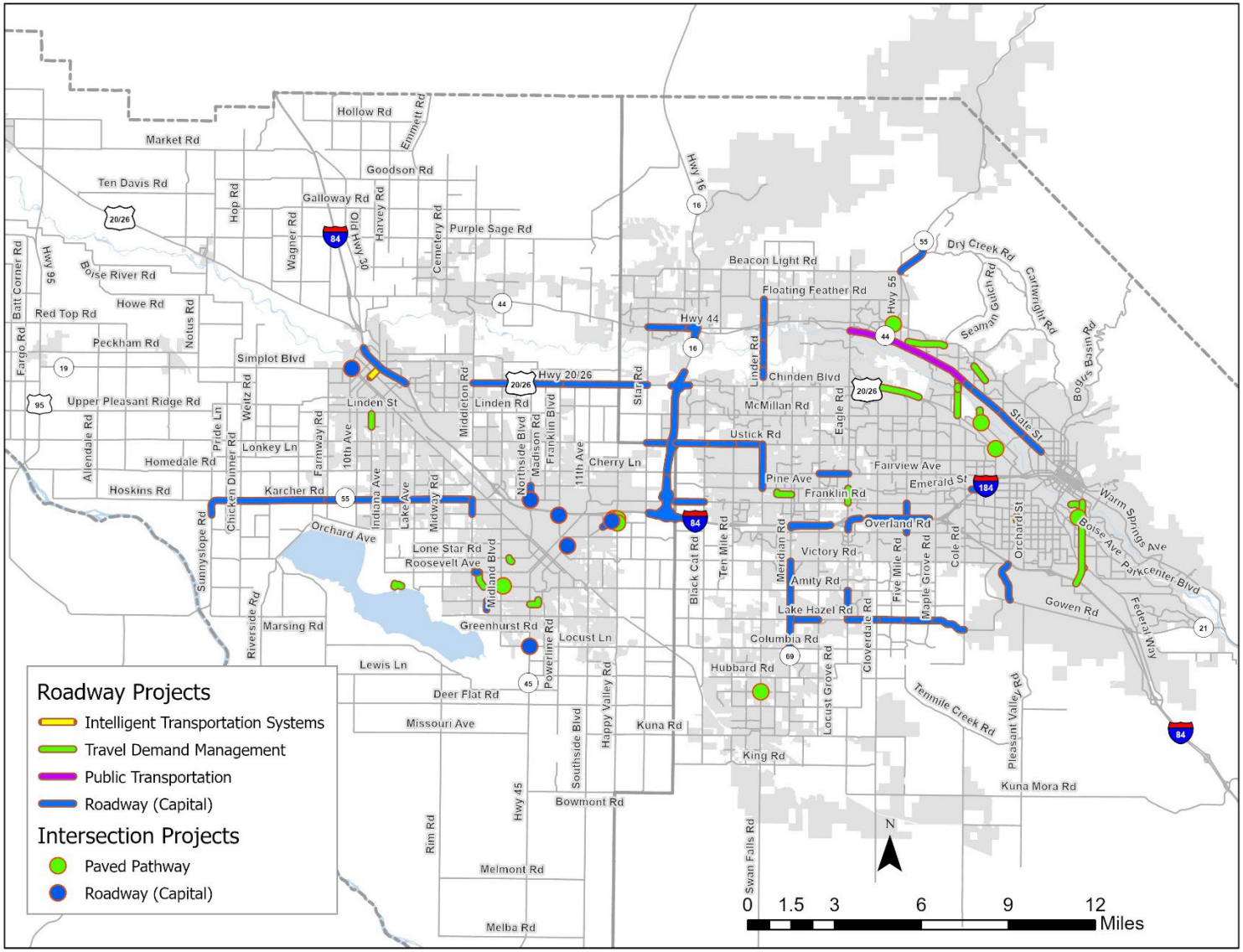

Figure 21: Programmed Congestion Mitigation Projects, FY2025-2031 TIP (*several capacity improvements also include TDM and TSMO/ITS strategies)

Table 9: Number of Projects and Programmed Dollars in the FY2025-2031 TIP for Congestion Management Strategies

Congestion Management Strategy*	Number of Projects Supportive of Strategy**	Dollars programmed in the FY2025-2031 TIP
Roadway Capacity Improvements	41	$469,099,000
Transit Operation Improvements	18	$115,090,000
TDM/Active Transportation	39	$139,770,000
TSMO/ITS	11	$69,676,000
Freight and Goods Mobility	1	$2,728,000
Total		$796,363,000

*Many projects include multiple congestion management strategies; programmed dollars are divided equally across each strategy where this is applicable.

**Total number of projects that are supportive of specific congestion management strategy; not all projects in the FY2025-2031 TIP include congestion management strategies.

Appendix
Detailed Corridor Congestion Analyses

I-84

I-84 Speed Profiles

Over the past five years of data, the speed trends on I-84 have remained consistent. Average speeds have increased from the Centennial Way interchange in the City of Caldwell and the Flying Wye interchange with I-184 in the City of Boise except for the AM peak hours heading eastbound (Figure 22 and Figure 23). In 2024, the average speed was about 51 mph during the morning (eastbound) and about 55 mph during the evening (westbound) commutes. Overall speeds have likely increased due to completed capacity improvements on the interstate.

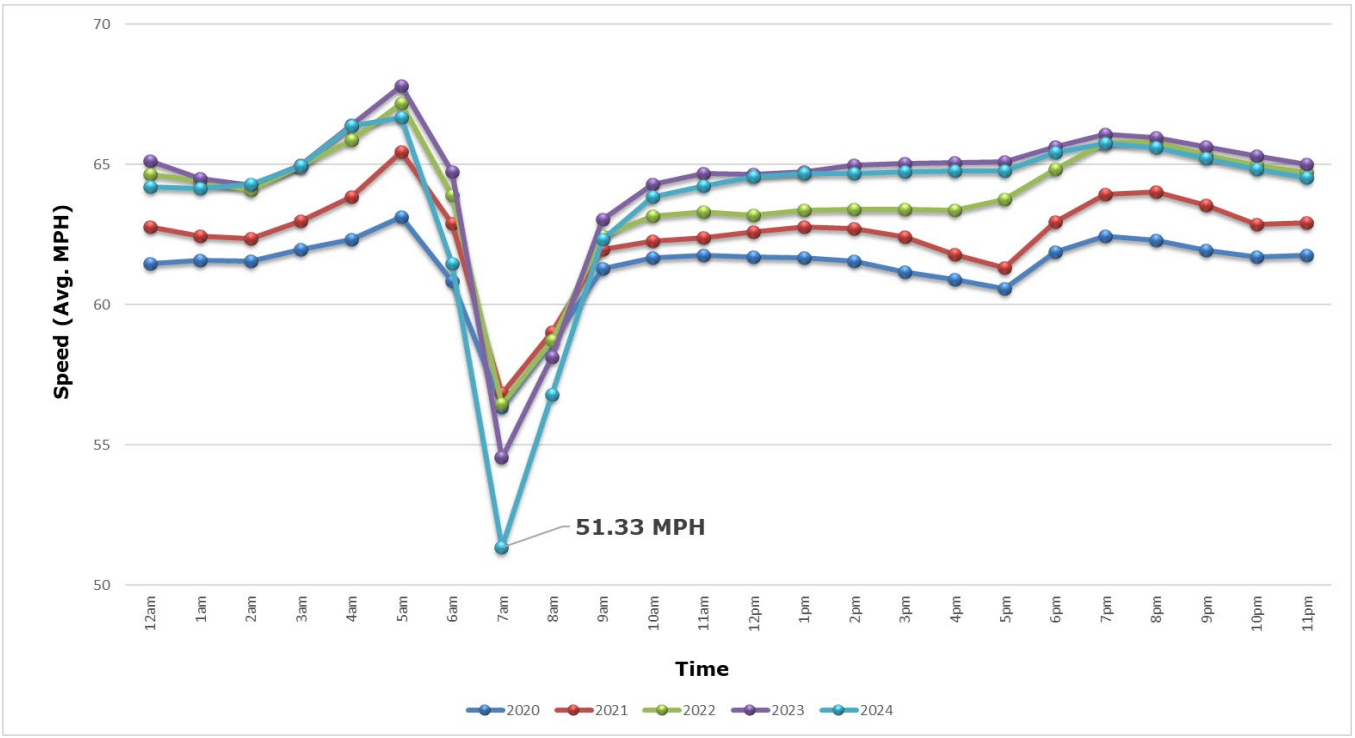

Figure 22: I-84 Eastbound (Centennial Way interchange to Flying Wye interchange I-184), Average Weekday Speeds (2020 – 2024)

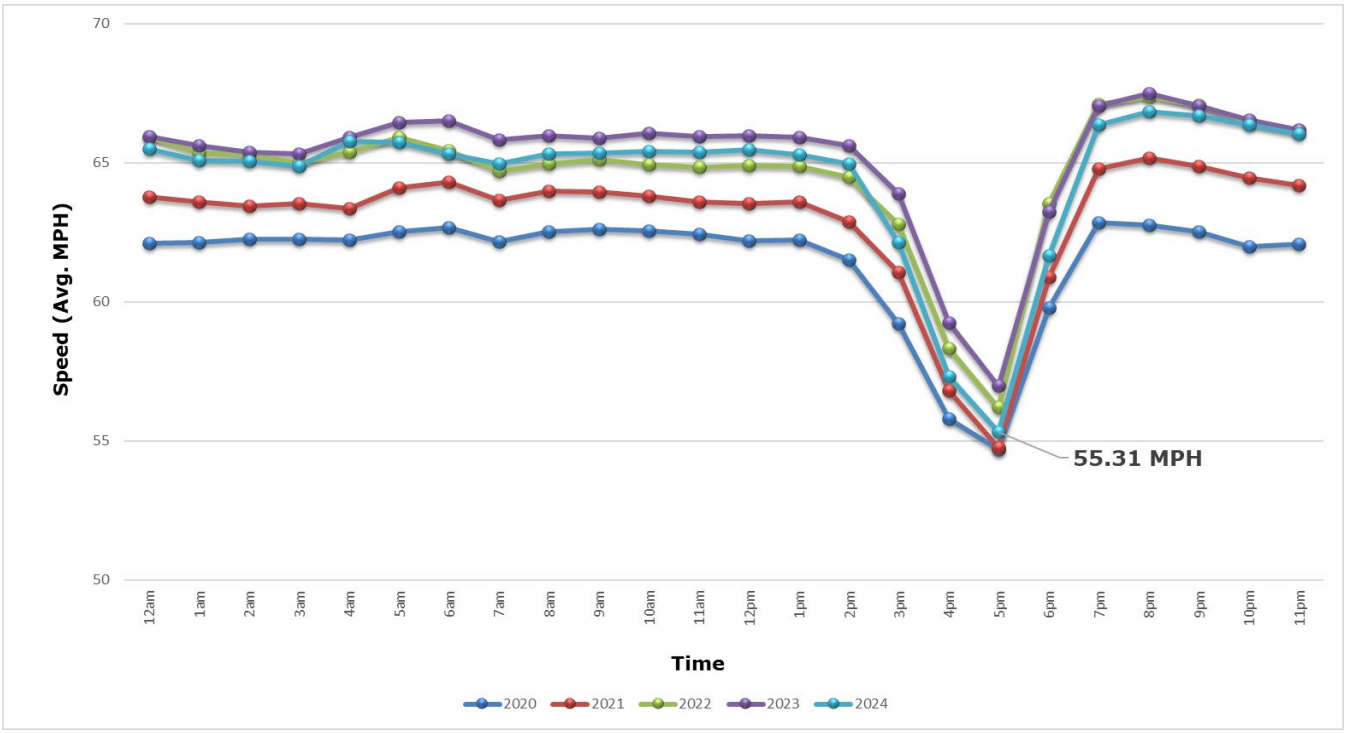

Figure 23: I-84 Westbound (Flying Wye interchange I-184 to Centennial Way interchange), Average Weekday Speeds (2020 – 2024)

I-84 Congestion Analysis and Congestion Mitigation Strategies

I-84 has seen a modest average growth rate in traffic volumes over the past five years. I-84 experiences most of its congestion issues between Exit 38 Garrity Boulevard and Exit 46 Eagle Road and at the Wye interchange with I-184 (Figure 24). The programmed and planned projects for this section of I-84 are highlighted in Table 10.

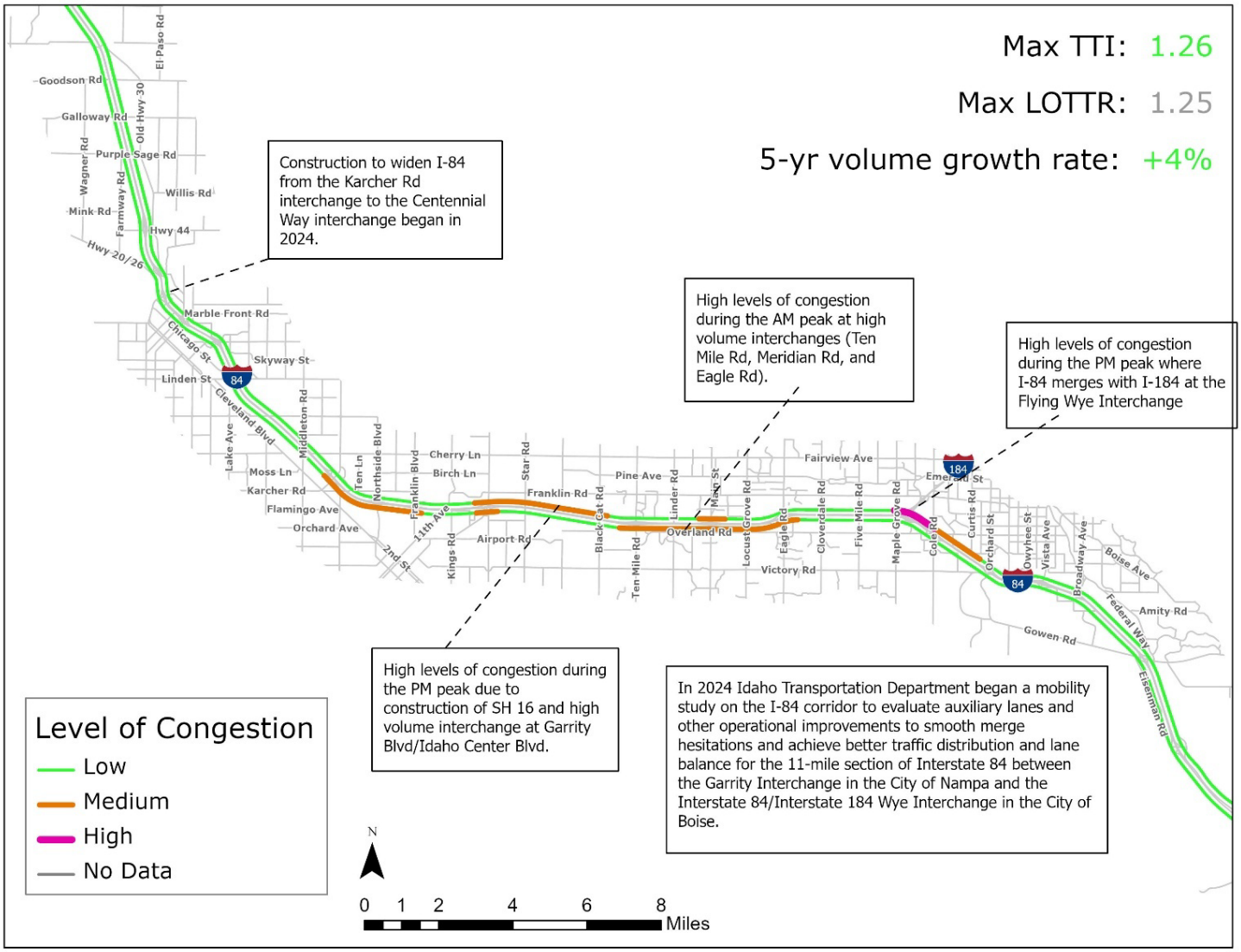

Figure 24: I-84 Levels of Peak Hour Congestion, Causes of Congestion, and Management Strategies (2024)

Table 10: I-84 Congestion Mitigation Projects

Strategy	Programmed Projects (FY2025-2031)	Planned Funded Projects (FY2032-2050)	Planned Unfunded Projects
TDM	✓ ACHD Commuteride		
TSMO/ITS	✓ I-84 Mobility Study		
Public Transportation Improvements			✓ New and extended services
Additional System Capacity	✓ Widen I-84 to 3 lanes in each direction between Franklin Blvd interchange (Exit 29) and Centennial Way interchange (Exit 27)		✓ Widen I-84 to 3 lanes in each direction between Centennial Way interchange (Exit 27) and SH 44 interchange (Exit 25)

I-184

I-184 Speed Profiles

The average weekday speed profiles for the section of I-184 from the Flying Wye to its terminus about one mile west of the 15th / Front Street intersection show speeds decrease during the morning (eastbound) and evening (westbound) peak hours (Figure 25 and Figure 26).

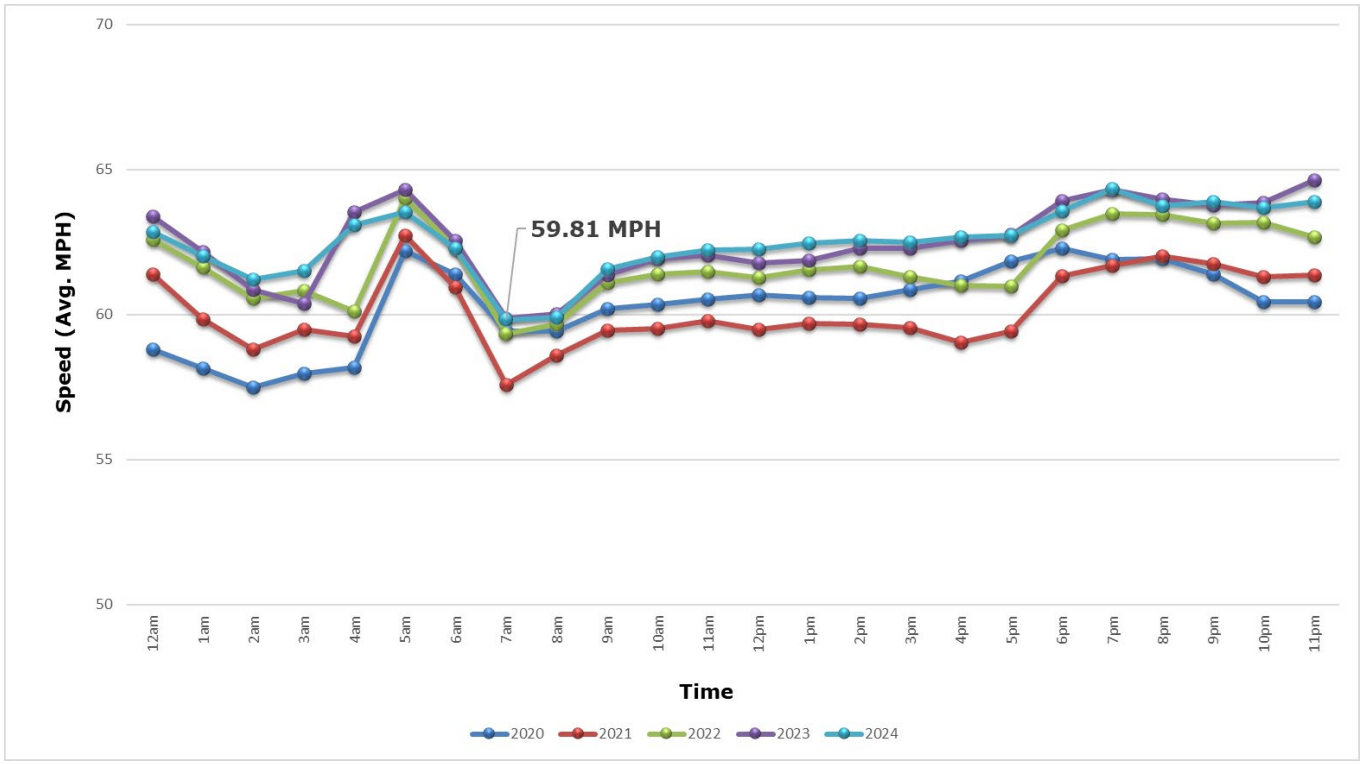

Figure 25: I-184 Eastbound, Average Weekday Speeds (2020 – 2024)

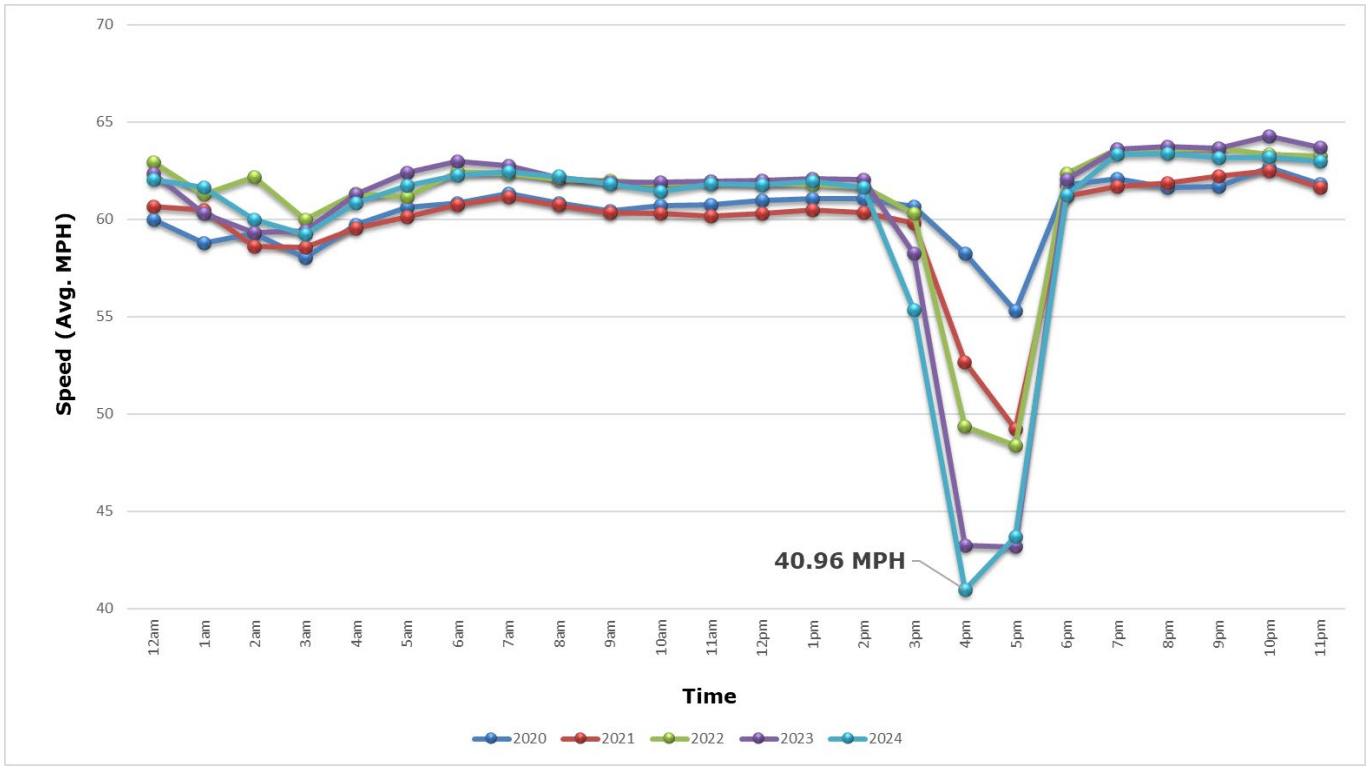

Figure 26: I-184 Westbound, Average Weekday Speeds (2020 – 2024)

I-184 Congestion Analysis and Congestion Mitigation Strategies

Congestion on I-184 typically occurs in the westbound direction during the evening commute where I-184 merges with I-84 (Figure 27). This is caused by commuters leaving the City of Boise at the end of the work day. I-184 traffic volumes have grown at an average rate of 5% over the last five years. The programmed and planned projects for I-184 are highlighted in Table 11.

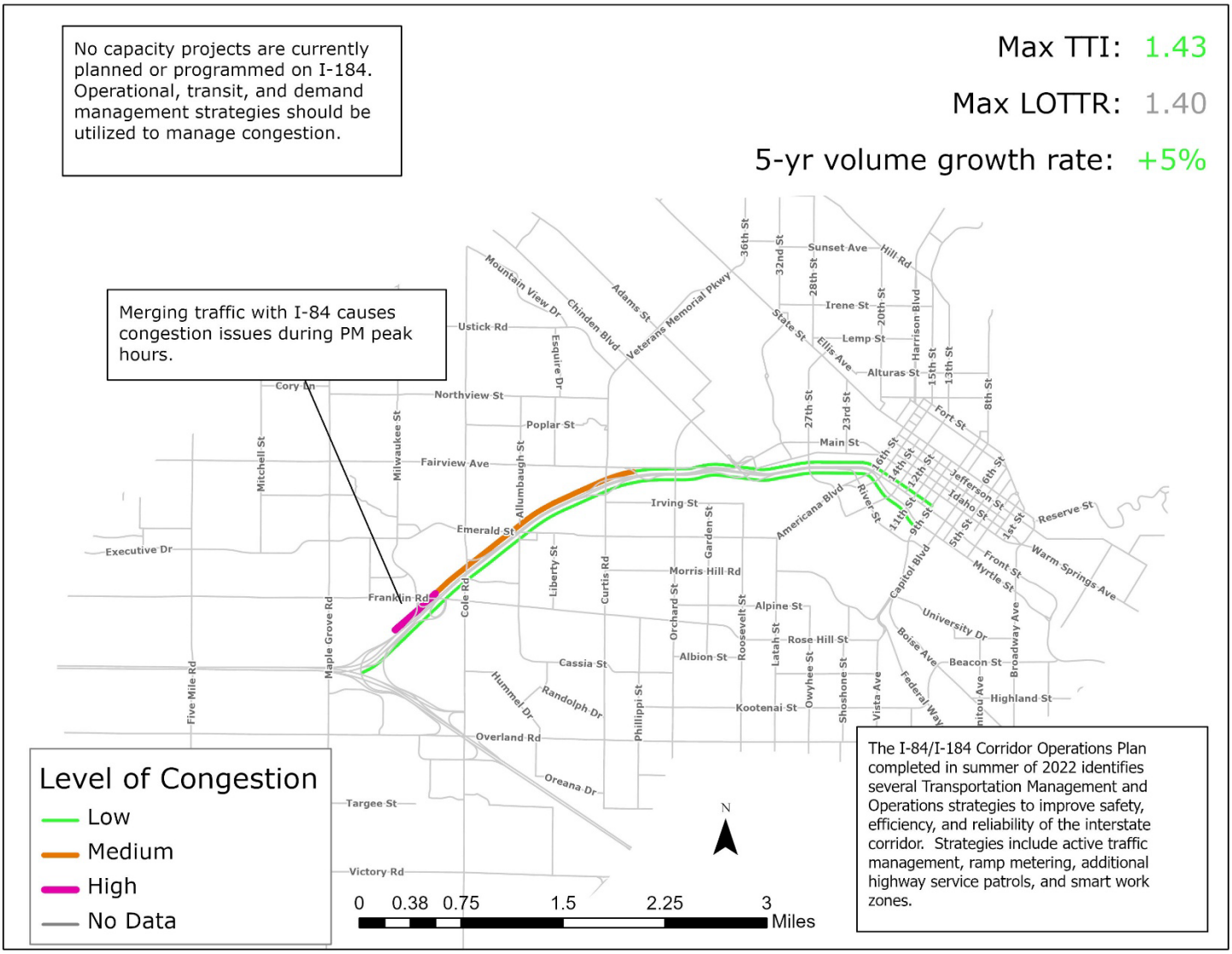

Figure 27: I-184 Levels of Peak Hour Congestion, Causes of Congestion, and Management Strategies (2024)

Table 11: I-184 Congestion Mitigation Projects

Strategy	Programmed Projects (FY2025-2031)	Planned Funded Projects (FY2032-2050)	Planned Unfunded Projects
TDM	✓ ACHD Commuteride		
TSMO/ITS			
Public Transportation Improvements			✓ Planned new and extended services
Additional System Capacity			

US 20/26

US 20/26 Speed Profiles

The US 20/26 speed profiles are broken into five different sections to account for different roadway characteristics along the corridor. The sections below are shown in order from west to east.

US 20/26: I-84 (Exit 29) to State Highway 55 (Eagle Road)

US 20/26 from I-84 (Exit 29) to State Highway 55 (Eagle Road) exhibits predictable morning and afternoon slowdowns. The speed trends match the typical AM eastbound and PM westbound commute patterns seen across the region (Figure 28 and Figure 29). In 2024, average speeds were slightly faster than those observed in 2023.

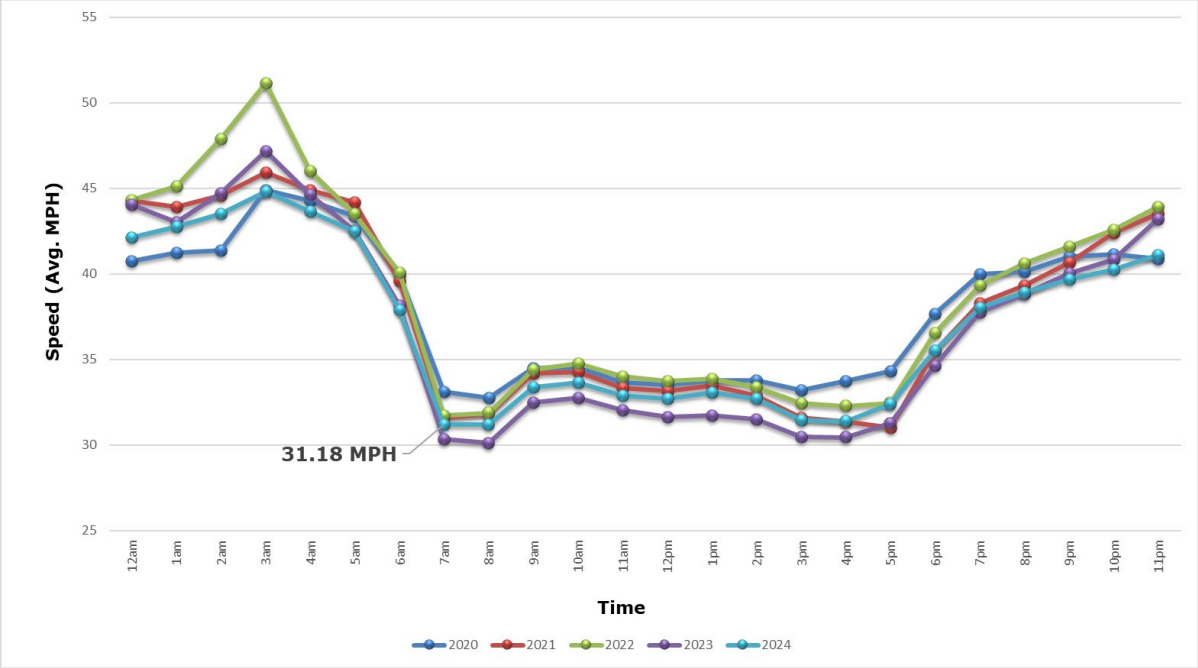

Figure 28: US 20/26 (I-84 to State Highway 55 [Eagle Road]) Eastbound, Average Weekday Speeds (2020 – 2024)

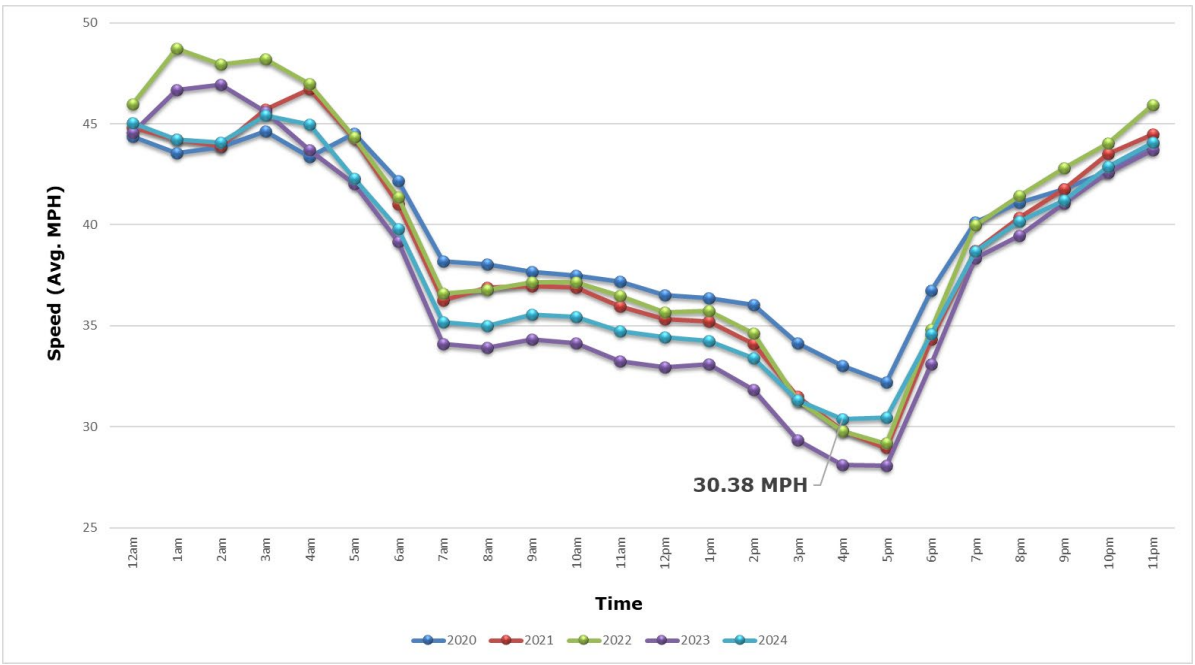

Figure 29: US 20/26 (State Highway 55 [Eagle Road] to I-84) Westbound, Average Weekday Speeds (2020 – 2024)

US 20/26 (Chinden Boulevard): State Highway 55 (Eagle Road) to Glenwood Street

The section of US 20/26 between State Highway 55 (Eagle Road) and Glenwood Street heading eastbound experiences a reduction in speeds beginning with the morning commute and continuing throughout typical business hours (Figure 30). The westbound direction sees the typical evening peak hour slowdown associated with an increase in commuters on the road (Figure 31). Also, the posted speed limit changes from 50 mph (west) to 35 mph (east) 0.25 miles west of Glenwood Street, which contributes to the overall average speed hovering near 30 mph.

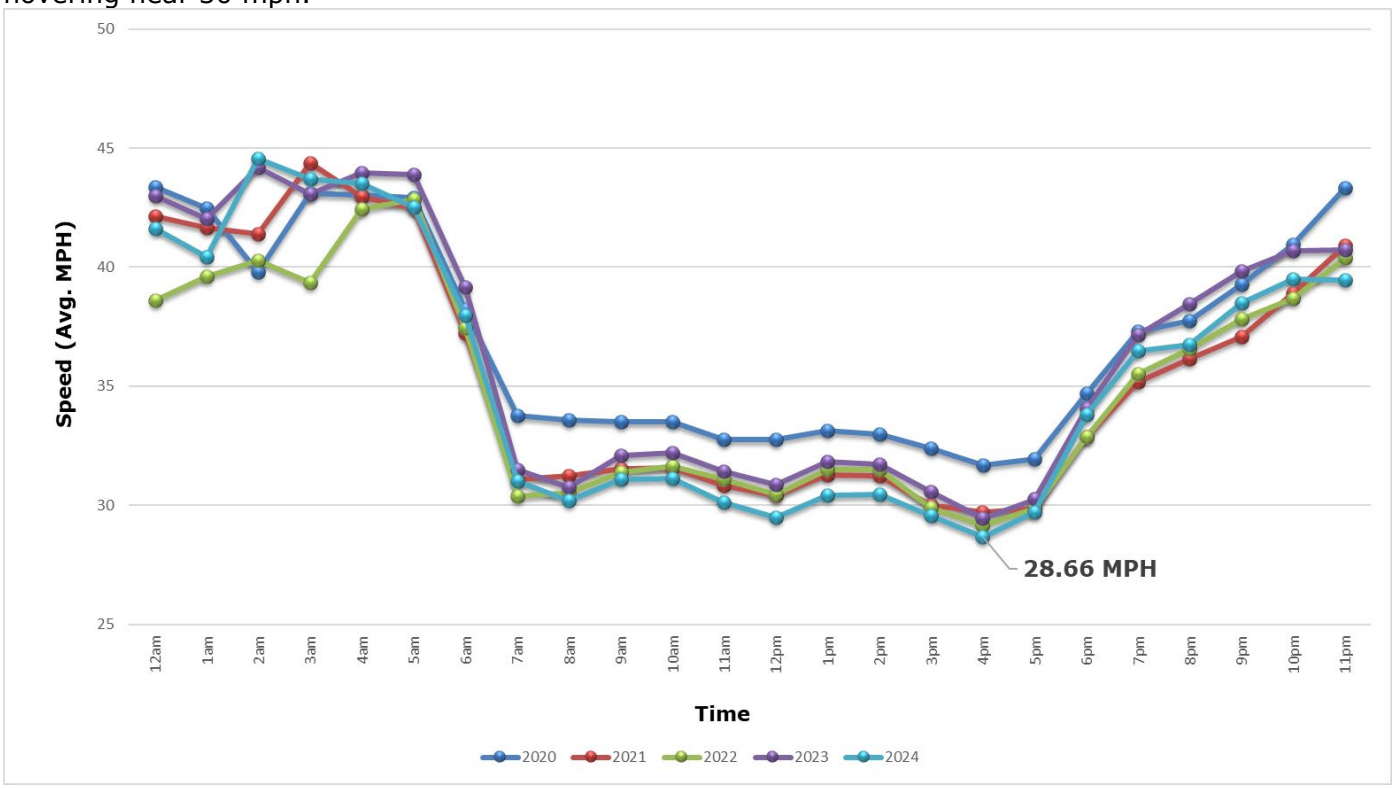

Figure 30: US 20/26 (State Highway 55 [Eagle Road] to Glenwood Street) Eastbound, Average Weekday Speeds (2019 – 2024)

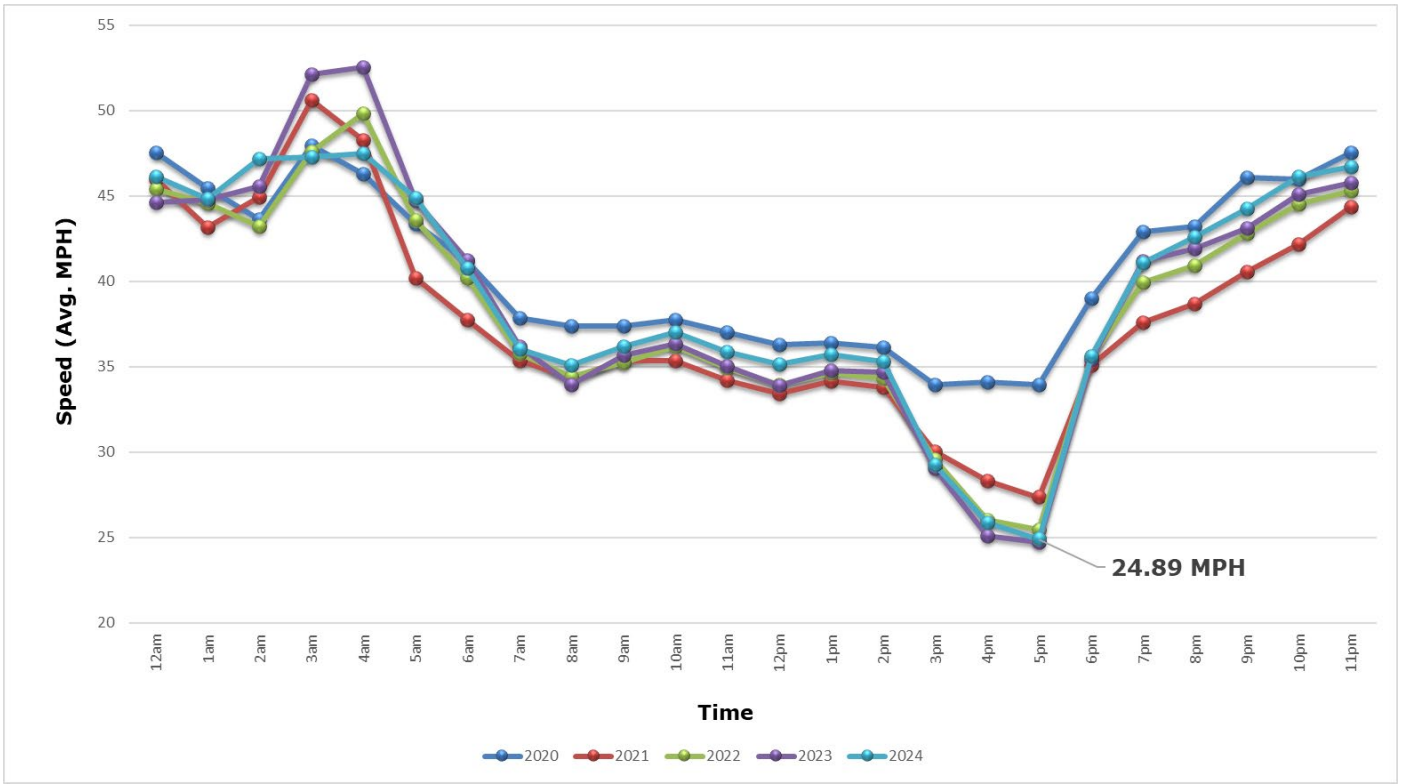

Figure 31: US 20/26 (Glenwood Street to State Highway 55 [Eagle Road]) Westbound, Average Weekday Speeds (2020 – 2024)

US 20/26 (Chinden Boulevard): Glenwood Street to I-184

The section of US 20/26 between Glenwood Street and I-184 heading eastbound sees a degradation in speeds starting with the morning commute and continuing through typical business hours (Figure 32). However, the westbound direction experiences the most dramatic slowdown, bottoming out at 21 MPH, during the 4 pm to 5 pm hours (Figure 33).

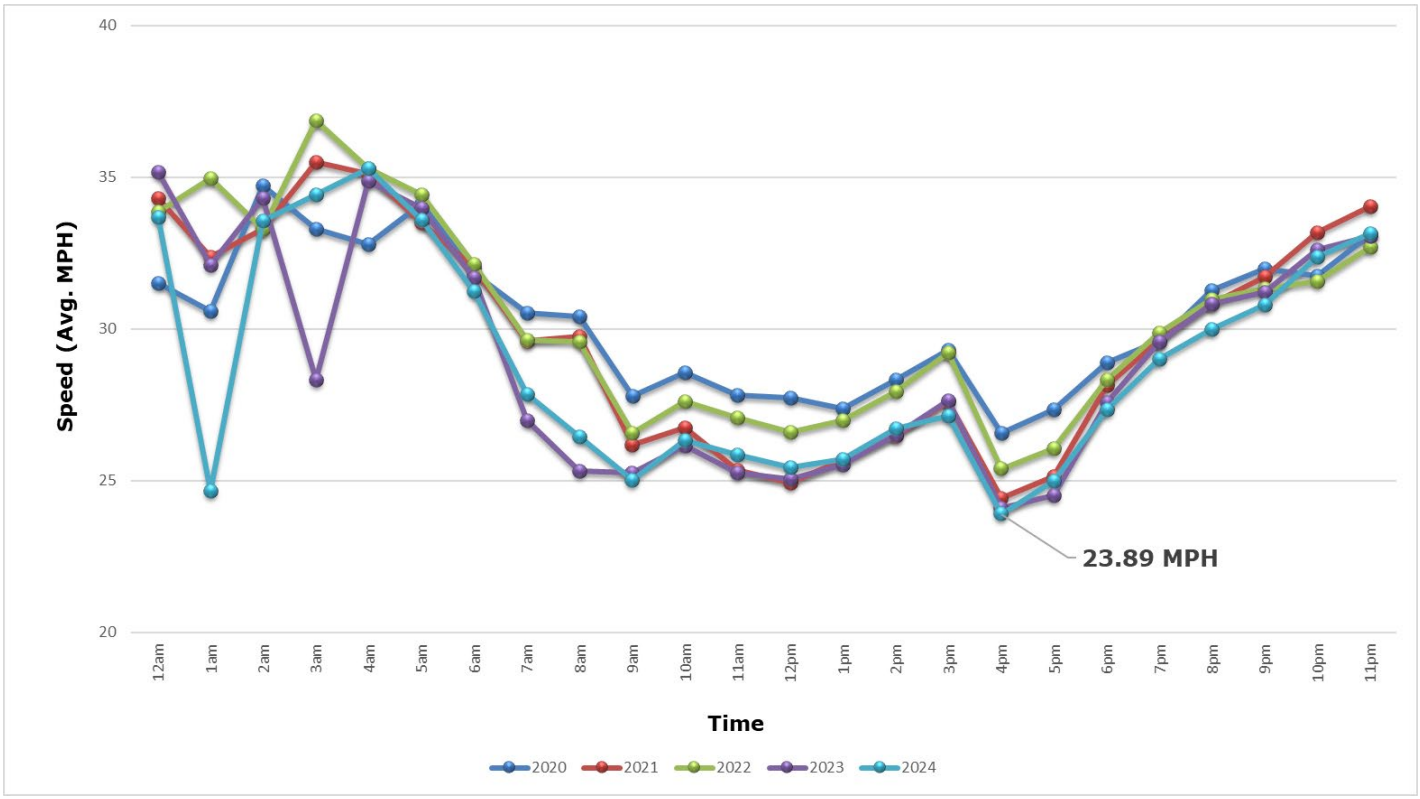

Figure 32: US 20/26 (Glenwood Street to I-184) Eastbound, Average Weekday Speeds (2020 – 2024)

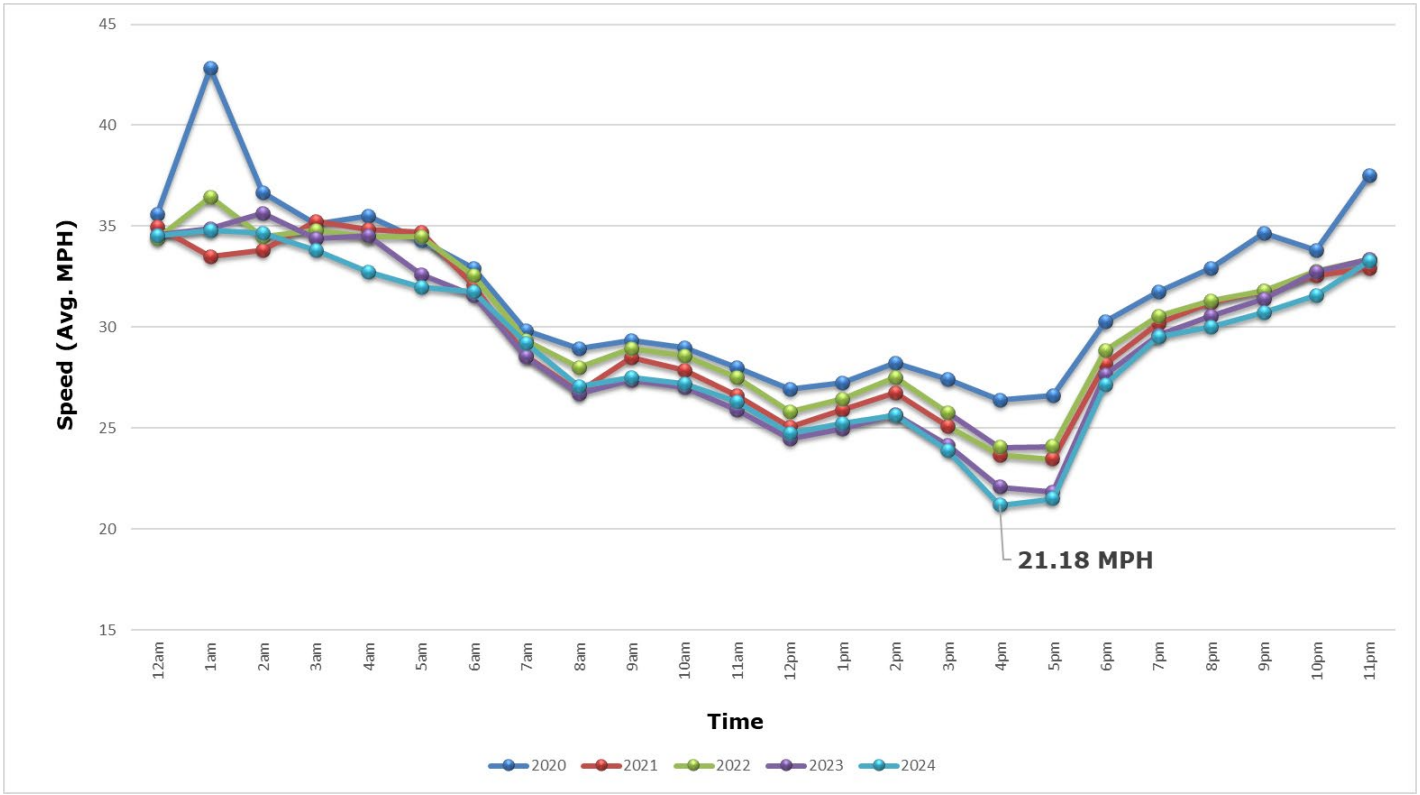

Figure 33: US 20/26 (I-184 to Glenwood Street) Westbound, Average Weekday Speeds (2020 – 2024)

US 20/26 (Front and Myrtle Streets): I-184 to Broadway Avenue

The section of US 20/26 through the urban center of the City of Boise tends to see a speed decrease during the morning peak hours that continues until after peak evening hours in the eastbound direction; westbound, this section experiences a gradual decrease in speed until reaching its slowest speeds at 1 pm (Figure 34 and Figure 35). The speed profiles in 2024 showed overall slower average speeds than 2023. The highway in this section is divided into two separate one-way thoroughfares providing access to downtown Boise. The fluctuations in speed are likely due to an increased volume during typical business hours and typical commute patterns of eastbound in the morning and westbound in the evening.

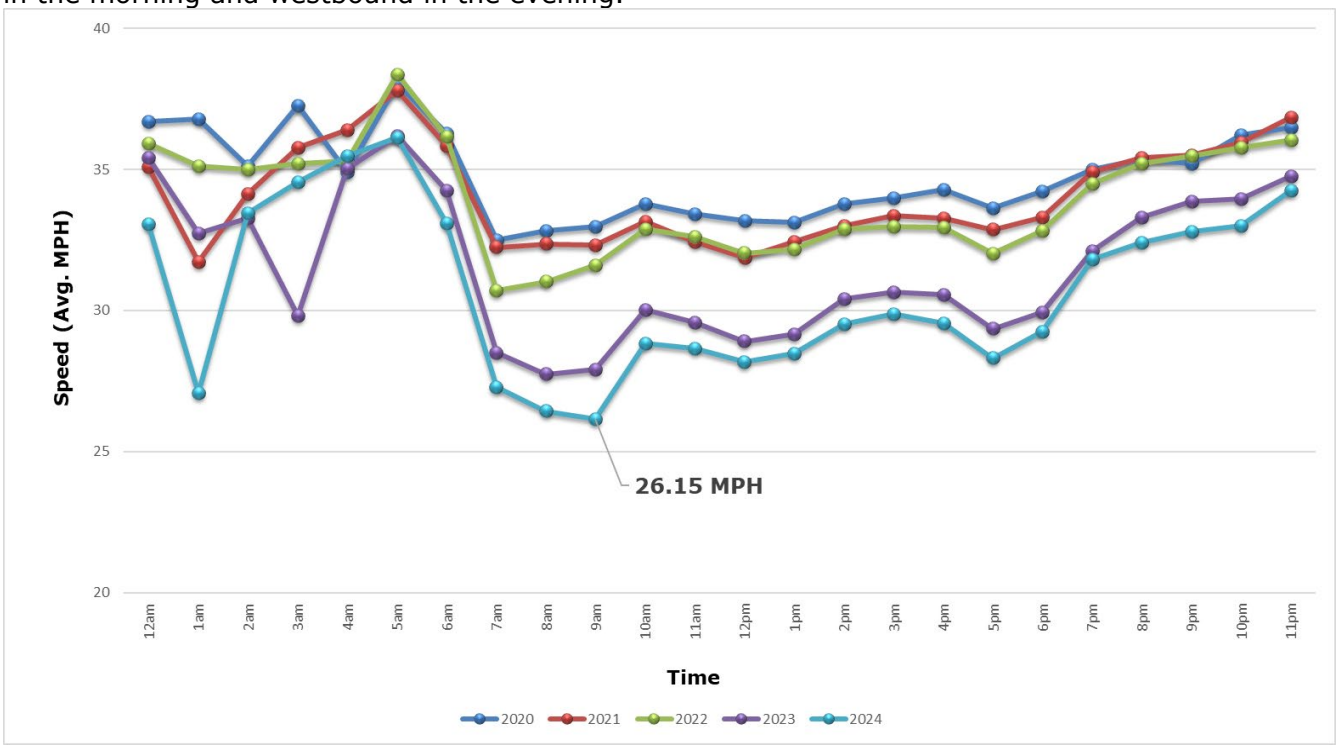

Figure 34: US 20/26 (I-184 to Broadway Avenue via Myrtle Street) Eastbound, Average Weekday Speeds (2020 – 2024)

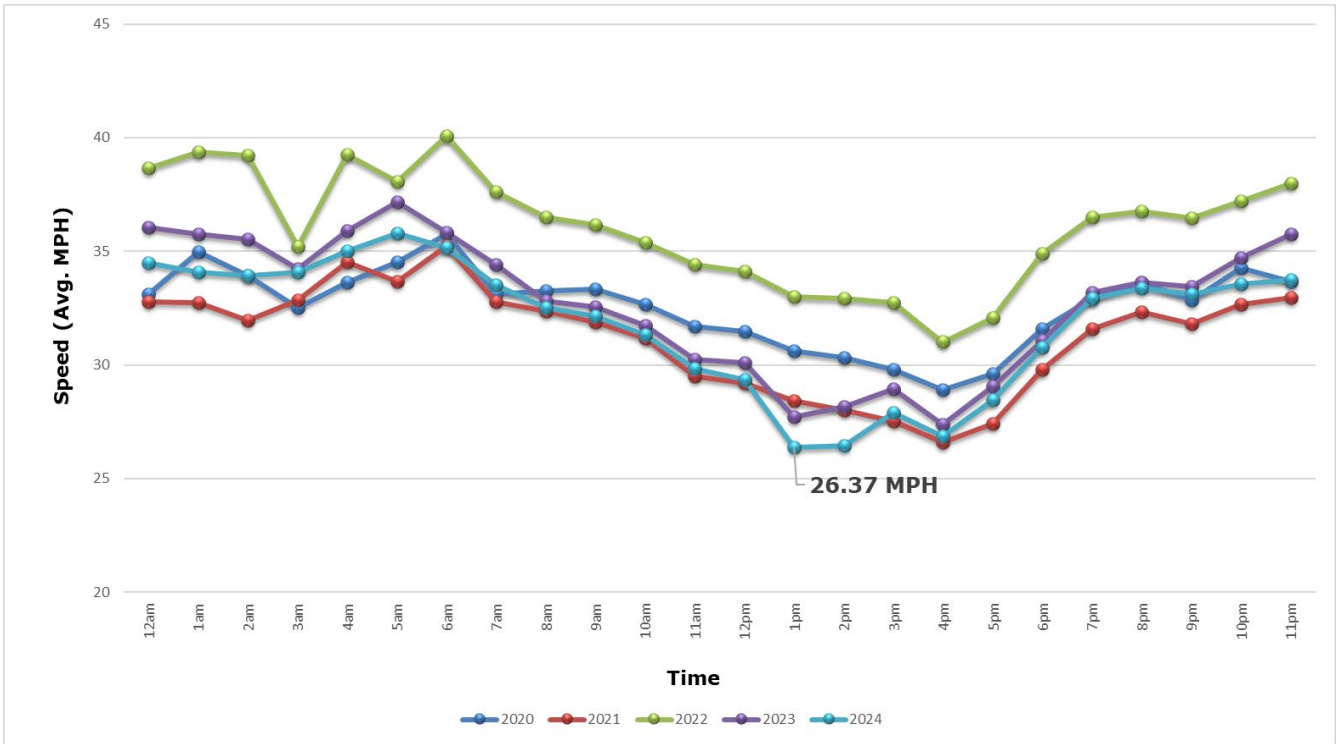

Figure 35: US 20/26 (Broadway Avenue to I-184 via Front Street) Westbound, Average Weekday Speeds (2020 – 2024)

US 20/26 (Broadway Avenue): Myrtle/Front Streets to I-84

US 20/26 (Broadway Avenue) from Front/Myrtle Streets to I-84 sees a slight drop in speeds from 8 am to 5 pm (Figure 36 and Figure 37). In a typical year there are minor slowdowns along the roadway during peak travel hours that are likely due congestion caused by commuters headed to some of the area's larger employers – St. Luke's Regional Medical Center and Boise State University. In 2024 the speed profiles show that the 3 pm to 5 pm hours typically experienced the slowest speeds in both directions. Overall, average speeds were slightly faster throughout the day in 2024, as compared to 2023.

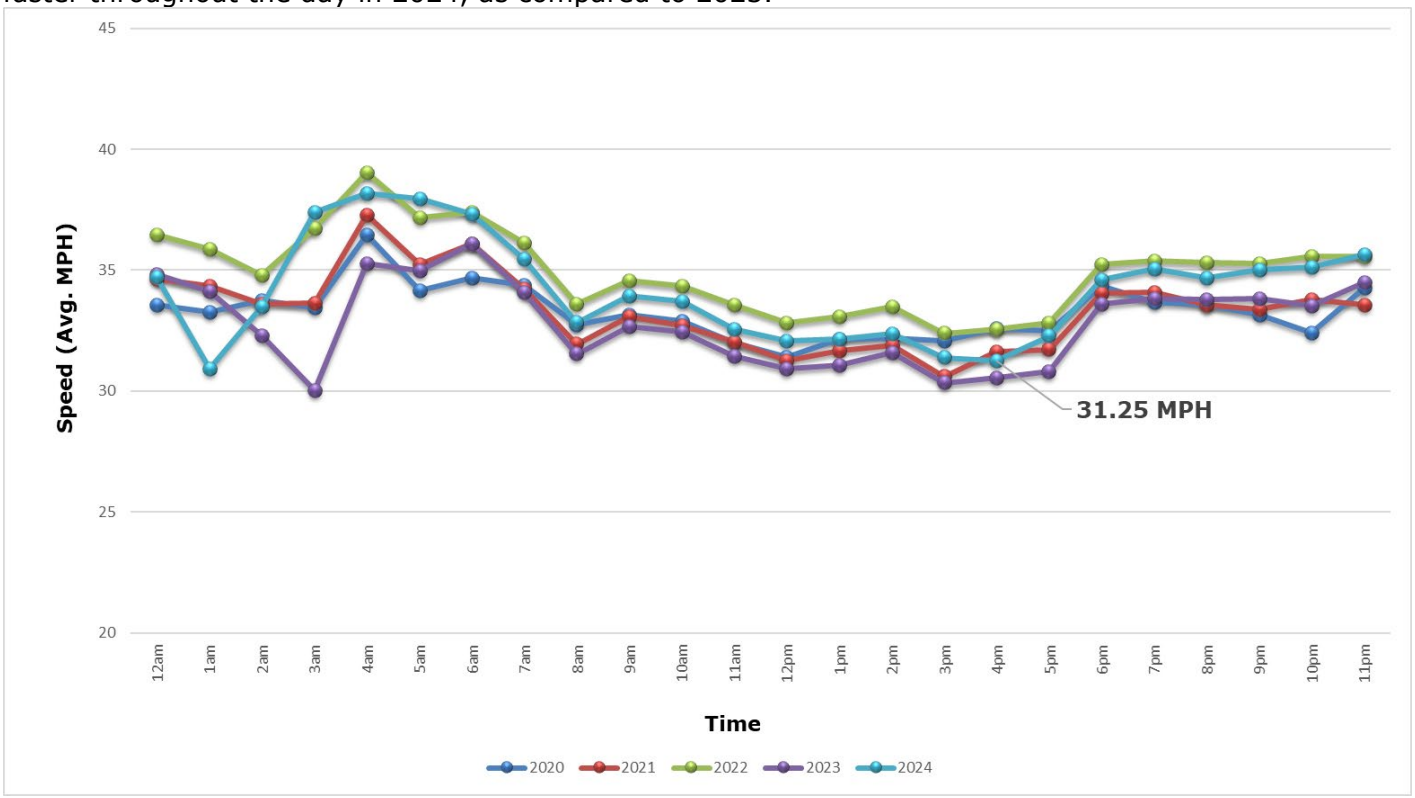

Figure 36: US 20/26 (Myrtle Street to I-84) Southbound, Average Weekday Speeds (2020 – 2024)

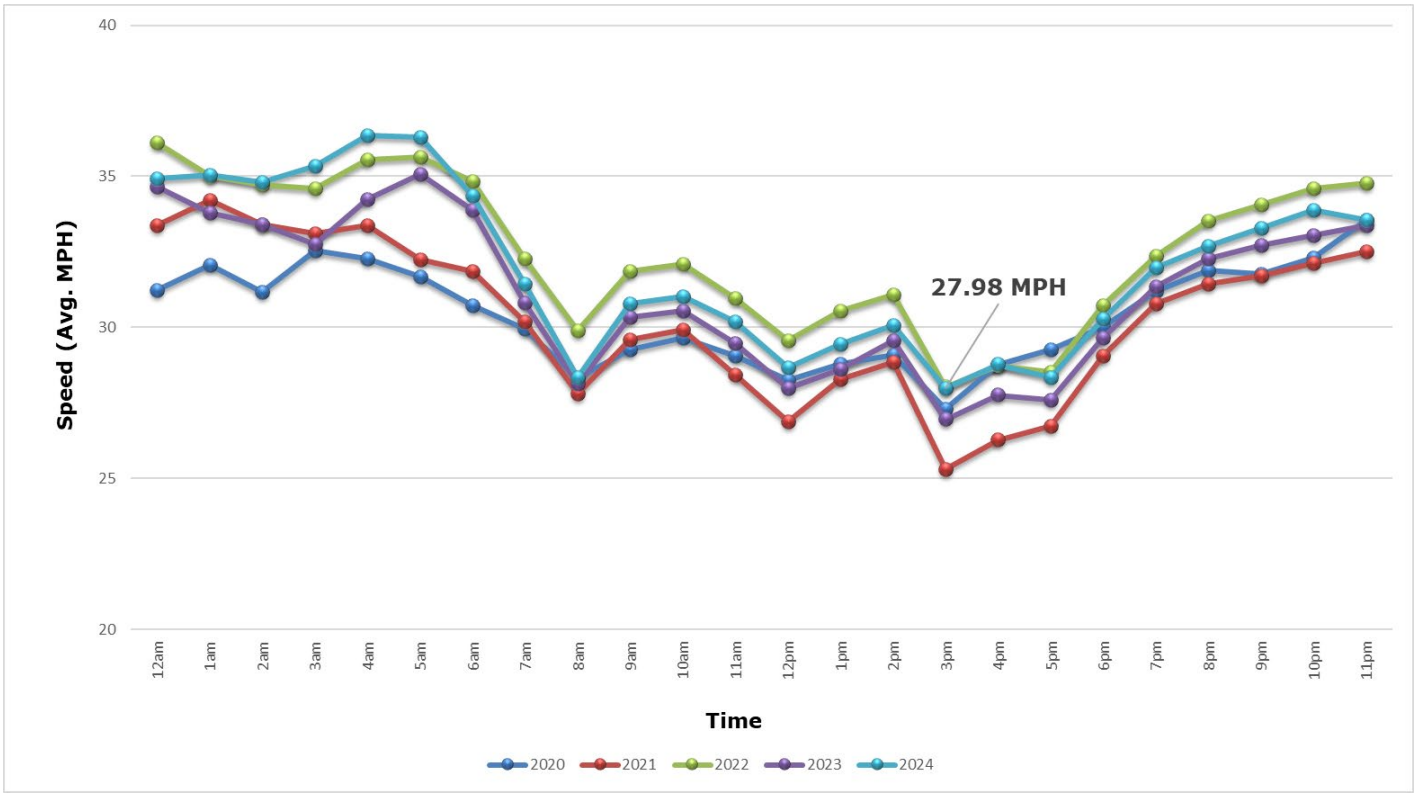

Figure 37: US 20/26 (I-84 to Front Street) Northbound, Average Weekday Speeds (2020 – 2024)

US-20/26 Congestion Analysis and Congestion Mitigation Strategies

US 20/26 is a main east/west thoroughfare in Ada and Canyon Counties. The corridor has capacity issues, high volume intersections, access management issues, and areas with heavy commercial/industrial land use, all of which contribute to congestion throughout the length of the corridor (Figure 38). Travel time index and reliability measures indicate moderate congestion is present throughout the corridor. COMPASS has identified a mix of congestion mitigation stratgies to apply on this complicated corridor. Programmed and planned projects are highlighted in Table 12.

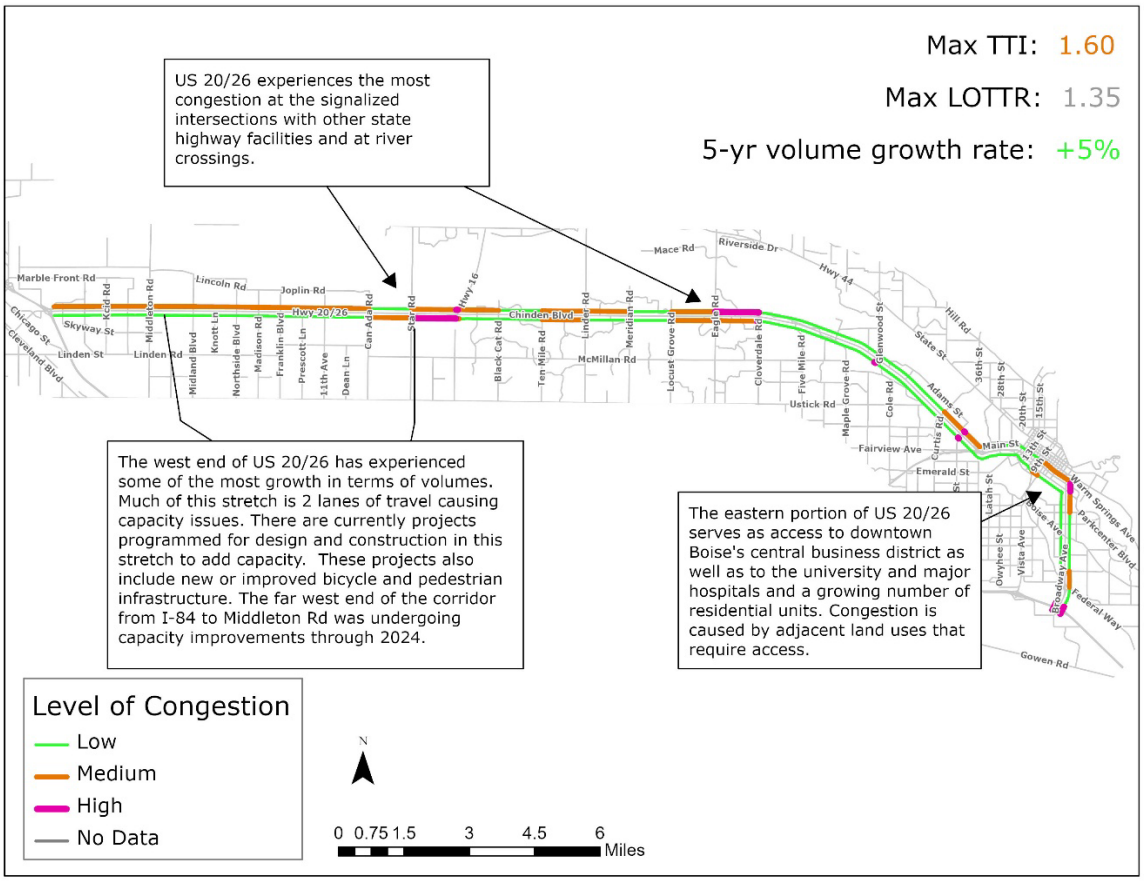

Figure 38: US 20/26 Levels of Peak Hour Congestion, Causes of Congestion, and Management Strategies (2024)

Table 12: US 20/26 Congestion Mitigation Projects

Strategy	Programmed Projects (FY2025-2031)	Planned Funded Projects (FY2032-2050)	Planned Unfunded Projects
TDM	✓ ACHD Commuteride Active transportation improvements included in capacity projects		
TSMO/ITS		✓ Intersection improvements in Ada and Canyon Counties	
Public Transportation Improvements			✓ Planned new and extended services
Additional System Capacity	✓ Widening from 2 to 5 lanes from Middleton Road to Star Road	✓ Widening from 5 to 7 lanes from Middleton Road to Eagle Road	

State Highway 55 (Eagle Road)

State Highway 55 (Eagle Road) Speed Profiles

State Highway 55 (Eagle Road) experiences a steady decrease in speeds throughout the workday (Figure 39 and Figure 40). The slowest speeds are during the midday and evening peak hours in both directions. These dips are telling signs that this corridor serves as both a commuter corridor and a commercial corridor. The speed profile has remained consistent throughout the five-year period despite significant development activity along the corridor.

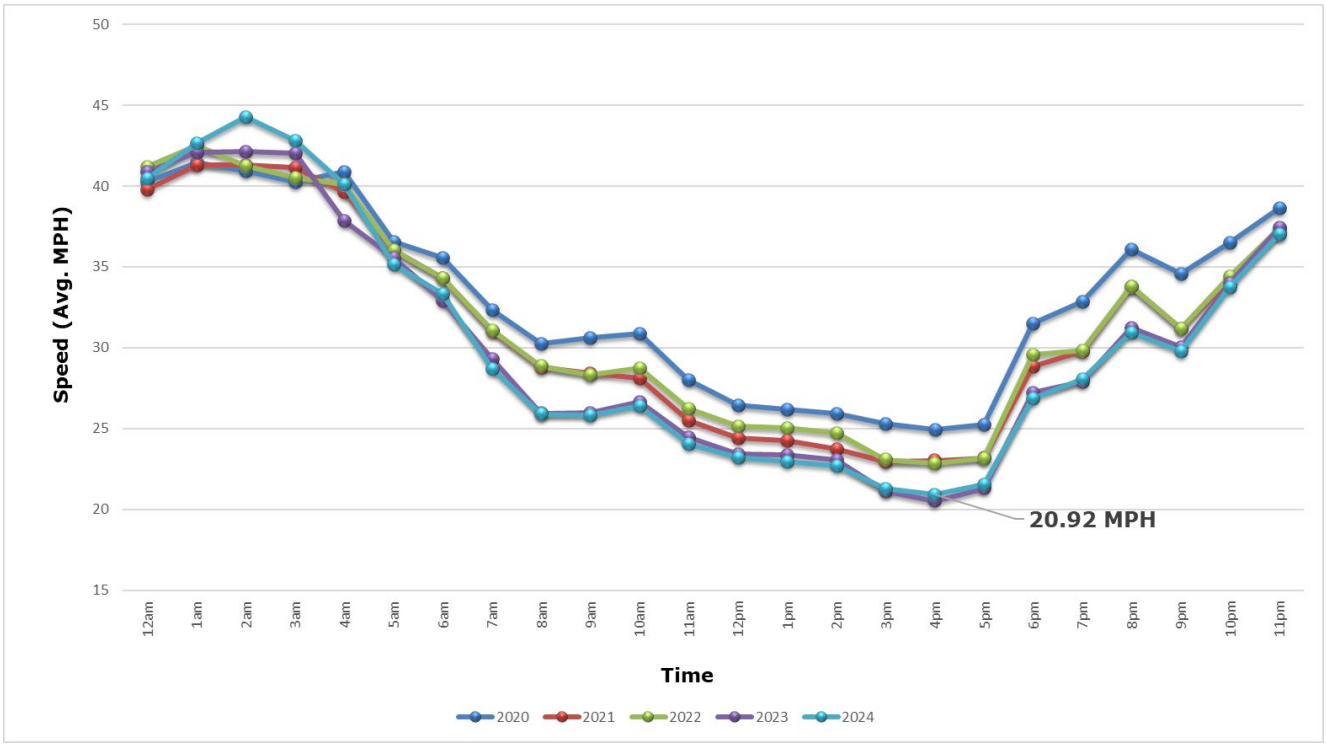

Figure 39: State Highway 55 (Eagle Road) Northbound, Average Weekday Speeds (2020 – 2024)

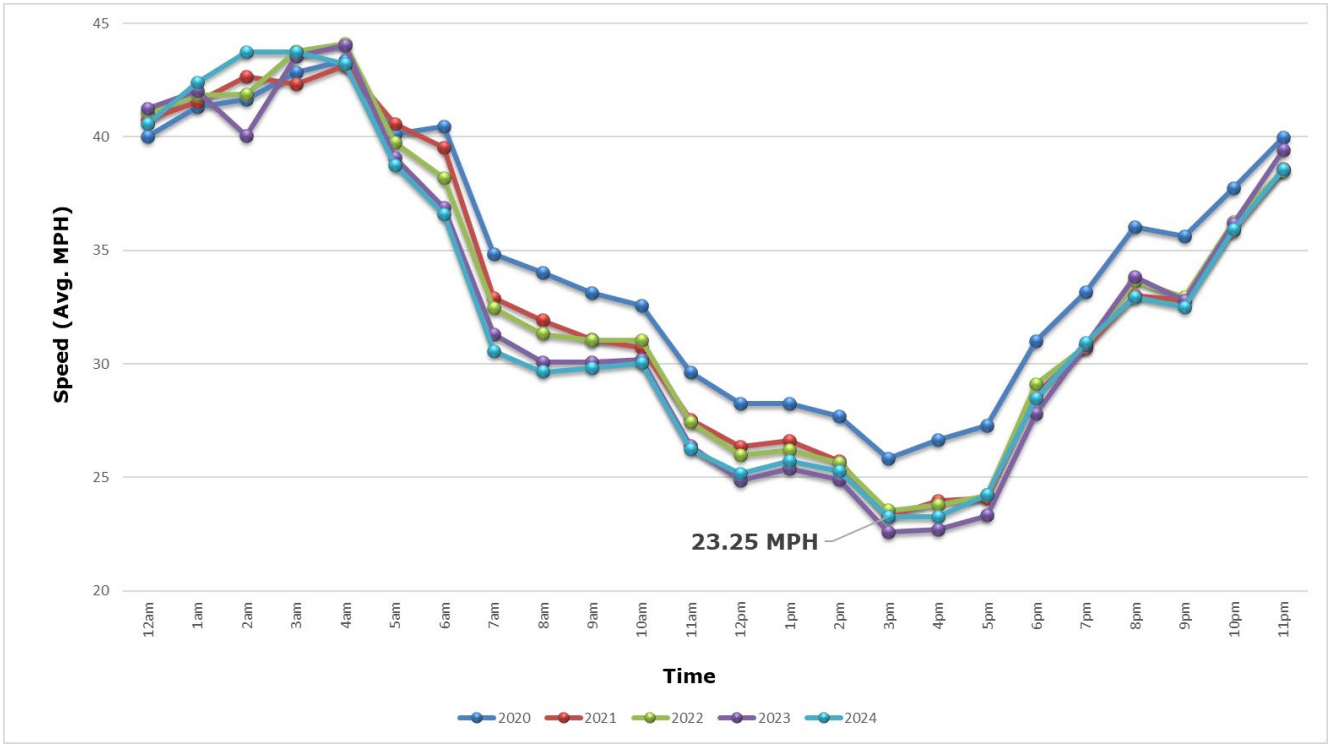

Figure 40: State Highway 55 (Eagle Road) Southbound, Average Weekday Speeds (2020 – 2024)

State Highway 55 (Eagle Road) Congestion Analysis and Congestion Mitigation Strategies

The State Highway 55 (Eagle Road) corridor experiences high levels of congestion caused by high traffic volumes, a variety of land uses, high volume intersections, and access management issues (Figure 41). This corridor has the overall highest intensity of congestion of the corridors analyzed as indicated via the TTI. The speed profiles also demonstrate a degradation in performance during the PM peak hours. Programmed and planned projects are highlighted in Table 13.

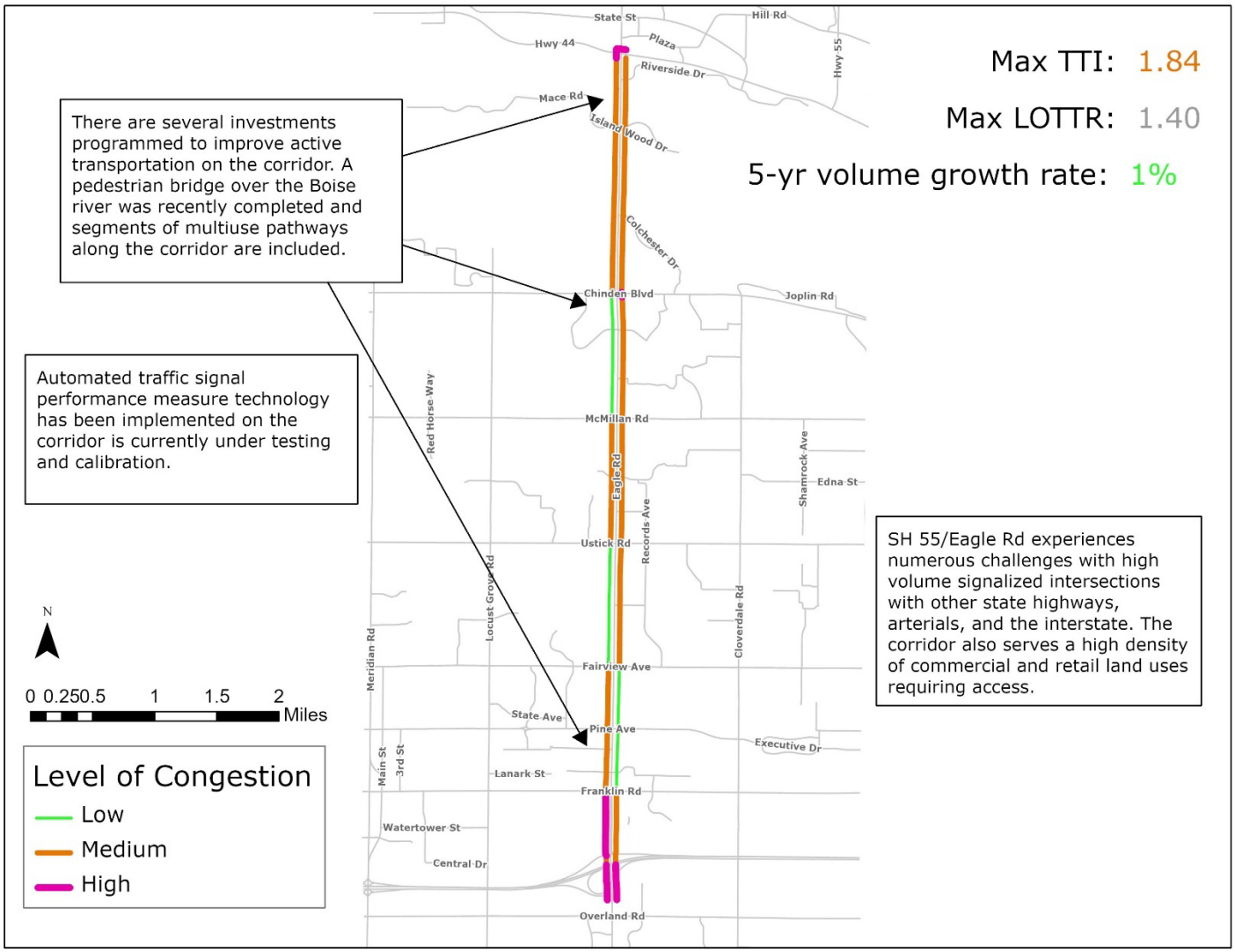

Figure 41: State Highway 55 (Eagle Road) Levels of Peak Hour Congestion, Causes of Congestion and Management Strategies (2024)

Table 13: State Highway 55 (Eagle Road) Congestion Mitigation Projects

Strategy	Programmed Projects (FY2025-2031)	Planned Funded Projects (FY2032-2050)	Planned Unfunded Projects
TDM	✓ ACHD Commuteride Pedestrian improvements from Franklin Rd to Pine Ave and McMillan Rd to US 20/26		
TSMO/ITS	✓ Variable speed limits and access management		
Public Transportation Improvements			✓ Planned new and extended services
Additional System Capacity			

State Highway 55 (Karcher Road)

State Highway 55 (Karcher Road) Speed Profiles

State Highway 55 (Karcher Road) experiences normal morning and evening peak hour travel delays. There is also a noticable drop in average speed throughout the workday (Figure 42 and Figure 43). The speed trends align with the prevailing commute pattern of people traveling eastbound in the morning and westbound in the evening.

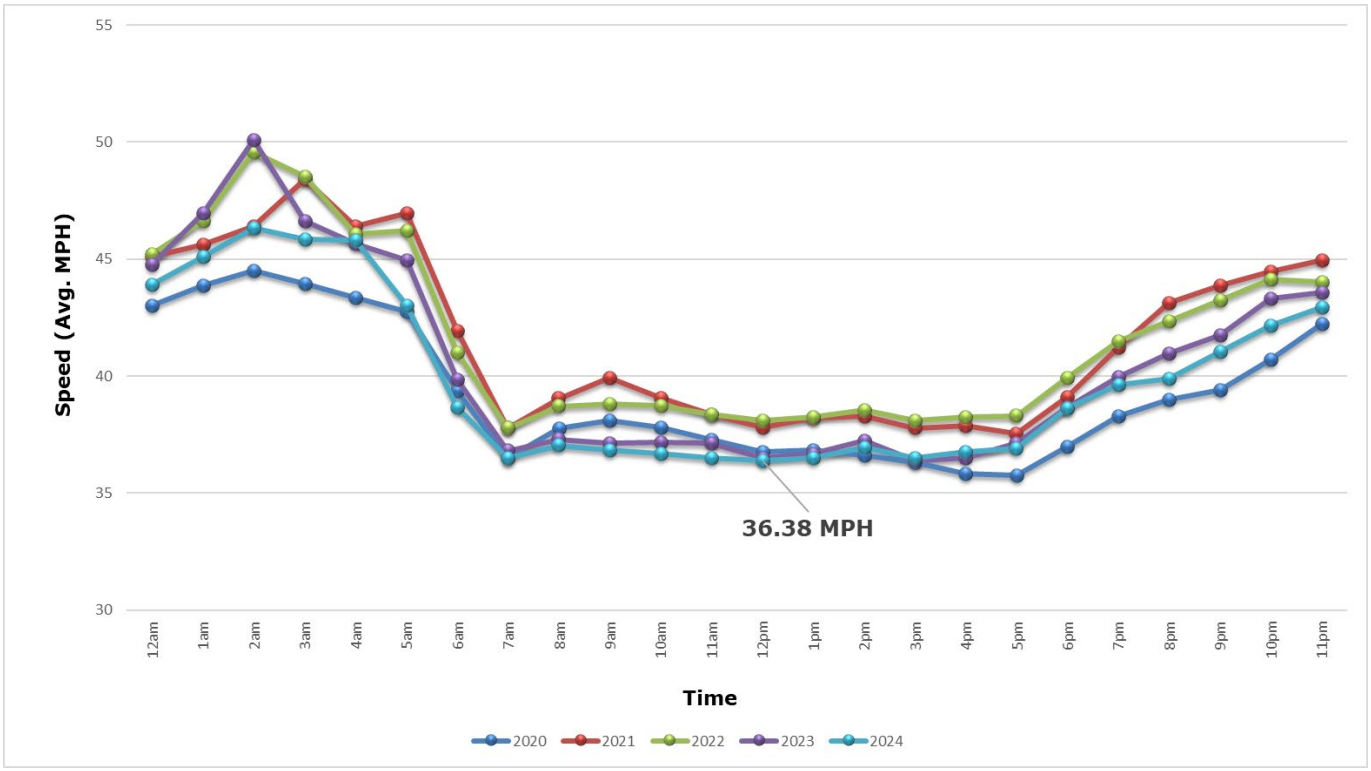

Figure 42: State Highway 55 (Karcher Road) Eastbound, Average Weekday Speeds (2020 – 2024)

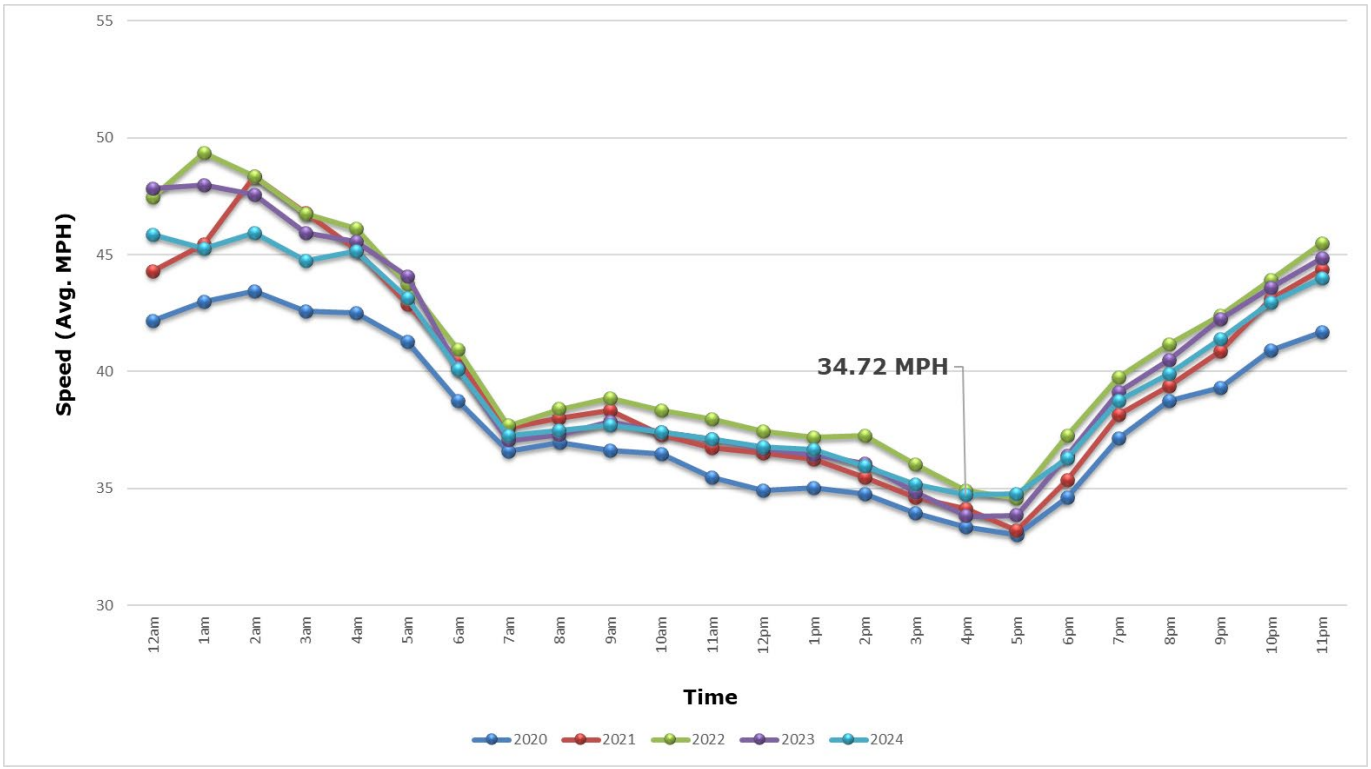

Figure 43: State Highway 55 (Karcher Road) Westbound, Average Weekday Speeds (2020 – 2024)

State Highway 55 (Karcher Road) Congestion Analysis and Congestion Mitigation Strategies

State Highway 55 (Karcher Road) experiences high peak hour congestion mainly in the urban areas surrounding the City of Nampa (Figure 44). The issues stem from a reduction in travel lanes from four to two at Middleton Road, commercial/retail land uses, and high-volume intersections at Nampa/Caldwell Boulevard and the I-84 interchange. Programmed and planned projects are highlighted in Table 14.

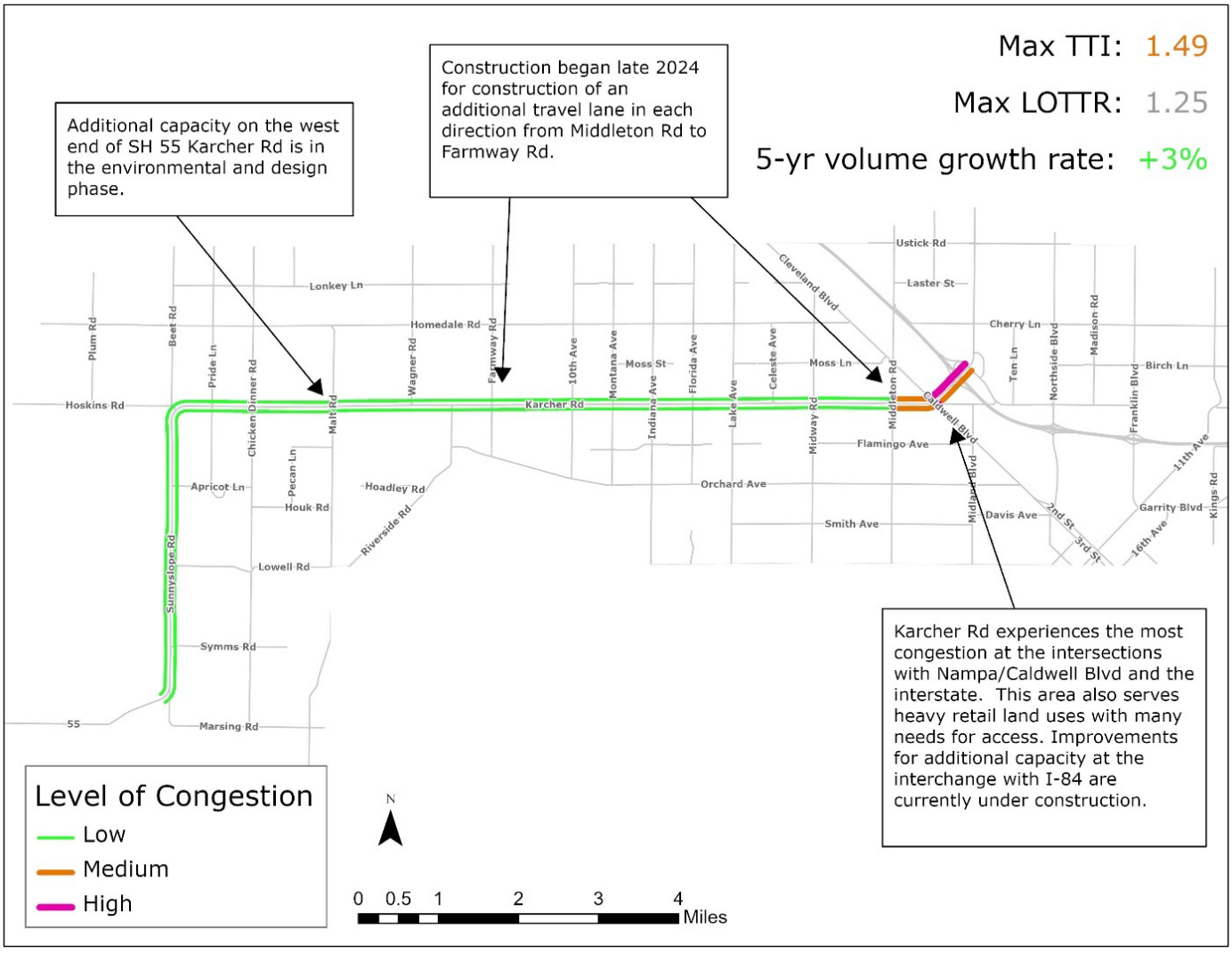

Figure 44: State Highway 55 (Karcher Road) Levels of Peak Hour Congestion, Cause of Congestion, and Management Strategies (2024)

Table 14: State Highway 55 (Karcher Road) Congestion Mitigation Projects

Strategy	Programmed Projects (FY2025-2031)	Planned Funded Projects (FY2032-2050)	Planned Unfunded Projects
TDM			
TSMO/ITS			
Public Transportation Improvements			✓ Planned services
Additional System Capacity	✓ Add an additional lane in each direction on SH 55 (Karcher Rd) from Farmway Rd to Middleton Rd	✓ Widen from 2 to 4 lanes from Pear Ln to Farmway Rd	

State Highway 44 (State St)

State Highway 44 (State Street)

The State Highway 44 (State Street) speed profiles are broken into two different sections to account for different roadway characteristics along the corridor. The sections below are shown in order from east to west.

State Highway 44 (State Street): Glenwood Street to State Highway 16 Speed Profiles

This section of State Highway 44 (State Street) experiences a noticable drop in average speed throughout the workday (Figure 45 and Figure 46). The average speeds in 2024 were similar to 2023.

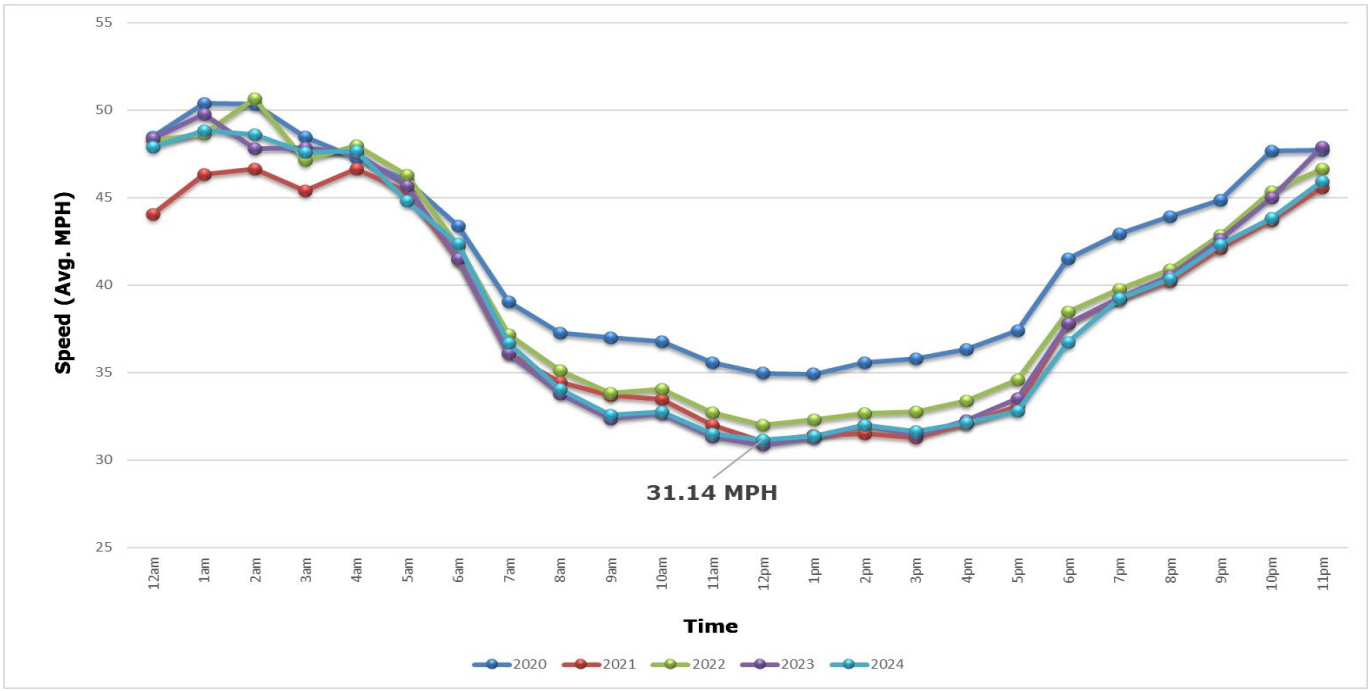

Figure 45: State Highway 44 (Glenwood Street to State Highway 16) Westbound, Average Weekday Speeds (2020-2024)

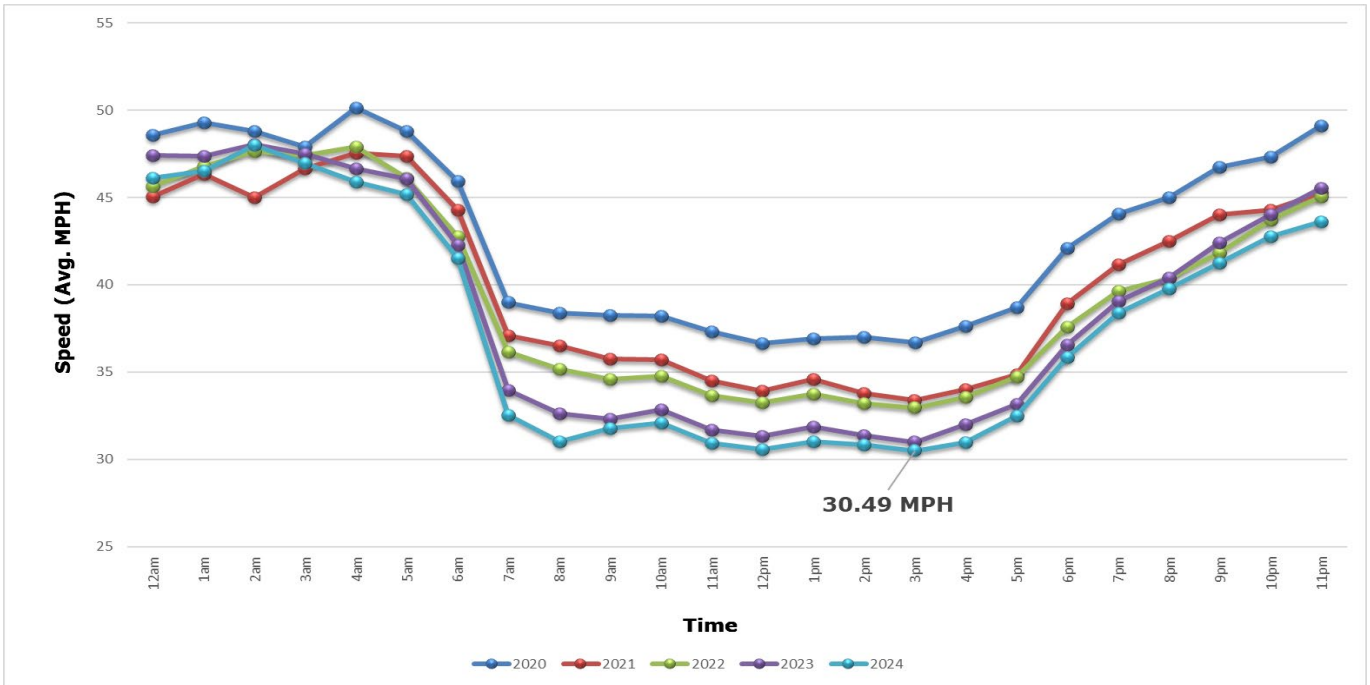

Figure 46: State Highway 44 (State Highway 16 to Glenwood Street) Eastbound, Average Weekday Speeds (2020-2024)

State Highway 44: State Highway 16 to I-84 Speed Profiles

This section of State Highway 44 (State Street) experienced slightly faster speeds in 2024 than 2023, but demonstrated a similar trend with dips in speed during the morning/evening peak hours (Figure 47 and Figure 48).

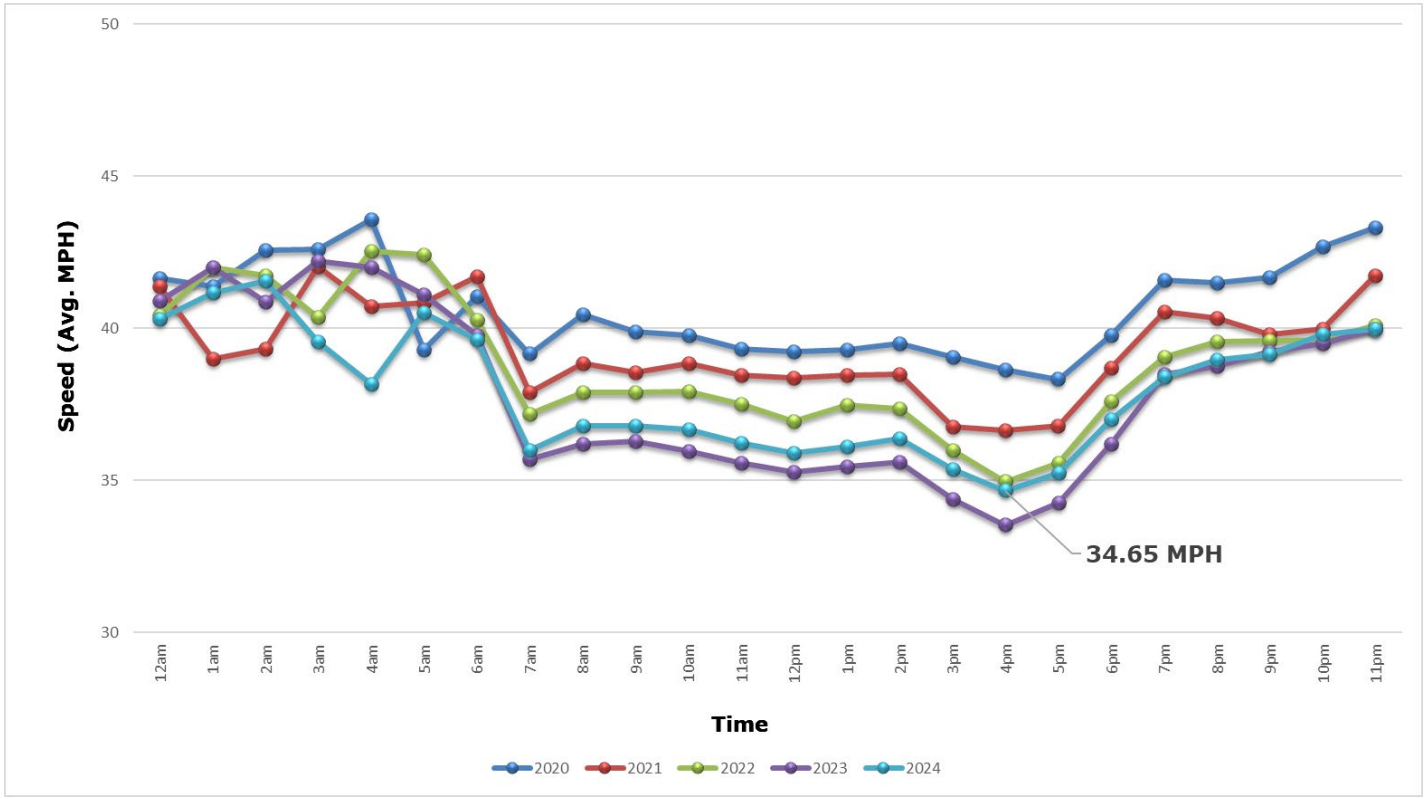

Figure 47: State Highway 44 (State Highway 16 to I-84) Westbound, Average Weekday Speeds (2020-2024)

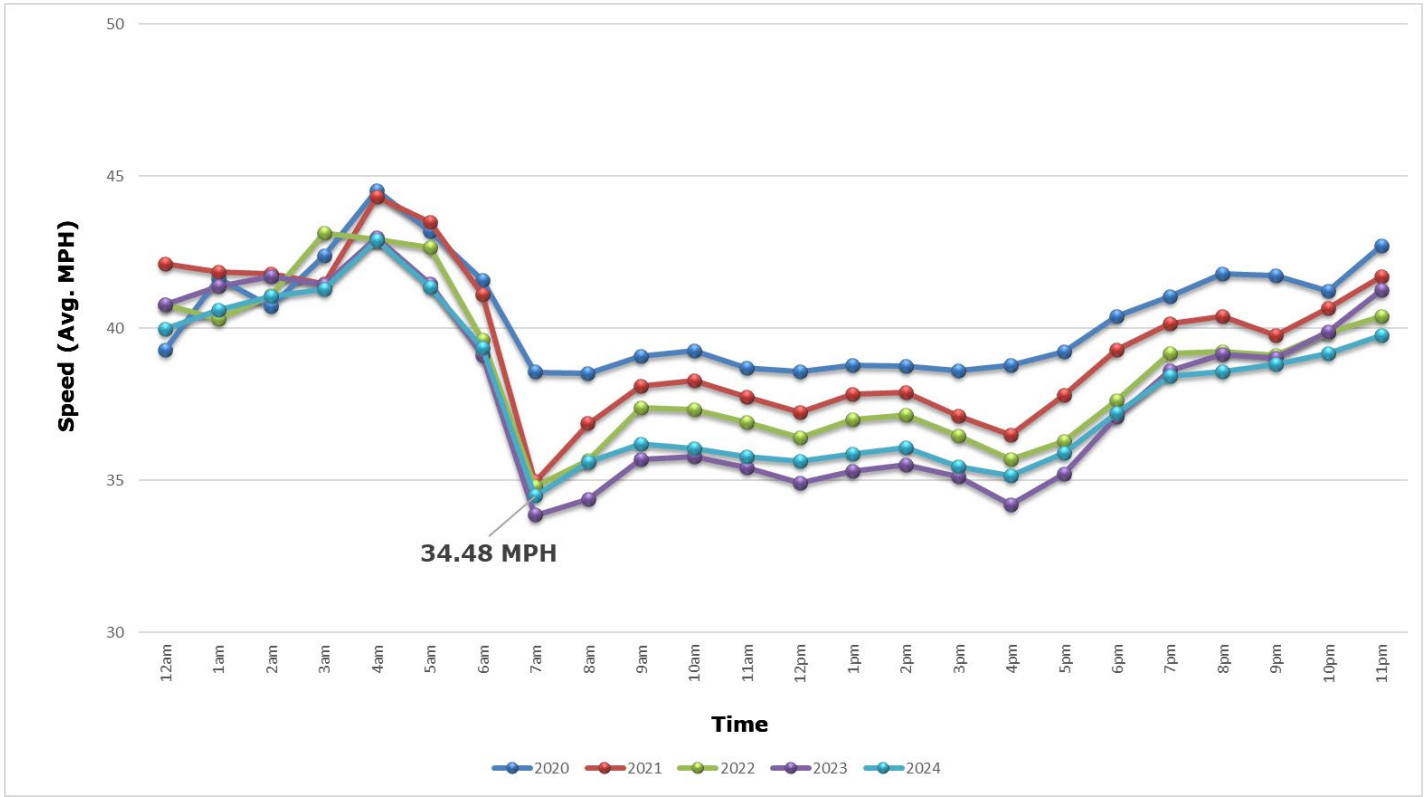

Figure 48: State Highway 44 (I-84 to State Highway 16) Eastbound, Average Weekday Speeds (2020-2024)

State Highway 44 (State Street) Congestion Analysis and Congestion Mitigation Strategies

State Highway 44 (State Street) experiences high peak hour congestion at the Star Road, State Highway 16, and State Highway 55 (Eagle Road) intersections (Figure 49). The congestion issues on State Highway 44 stem from a high concentrations of commercial/retail land uses, high volume intersections at the river crossings and with state highways, and lane reductions from four to two travel lanes at State Highway 16. The TTI indicates moderate congestion overall along the corridor. Programmed and planned projects are highlighted in Table 15.

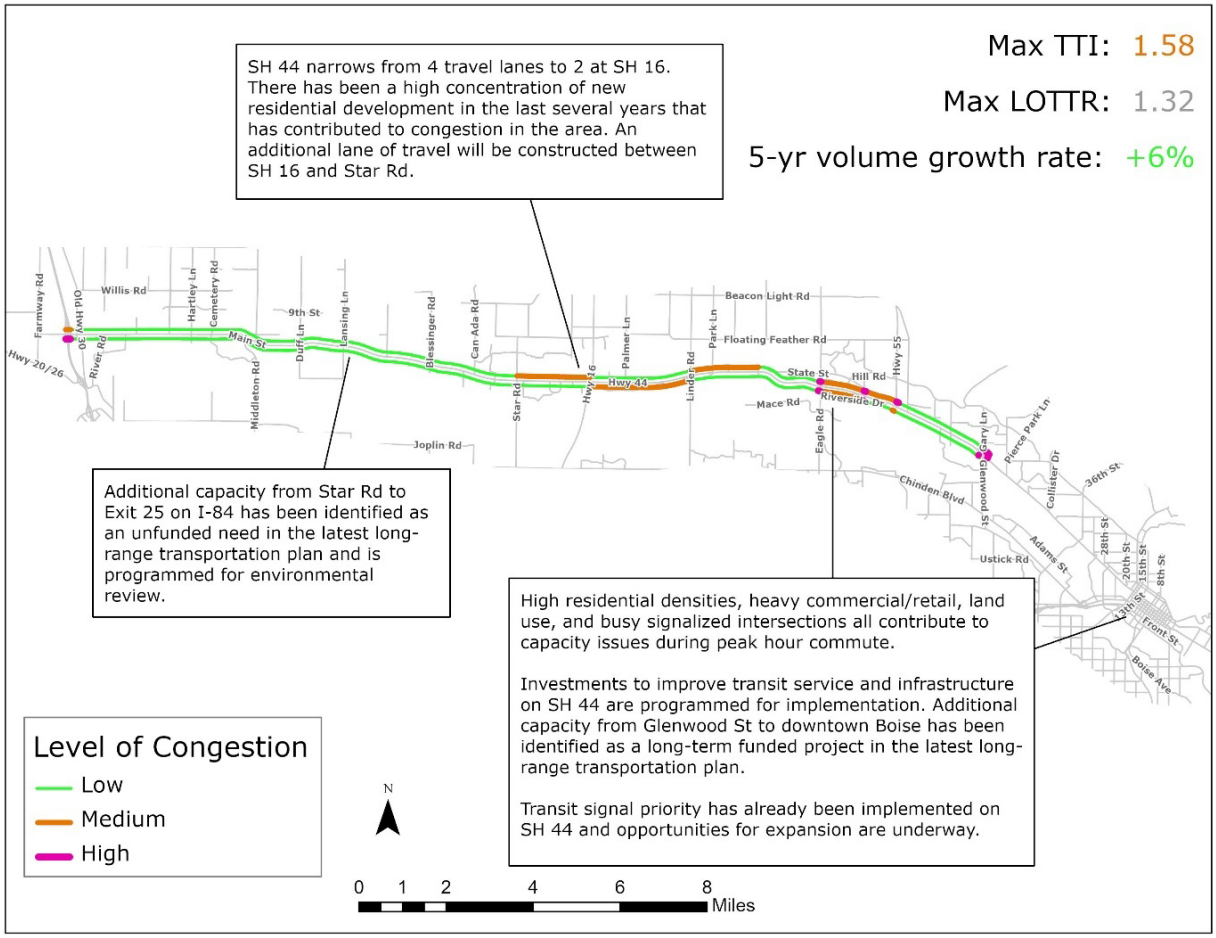

Figure 49: State Highway 44 (State Street) Levels of Peak Hour Congestion, Cause of Congestion, and Management Strategies (2024)

Table 15: State Highway 44 (State Street) Congestion Mitigation Projects

Strategy	Programmed Projects (FY2025-2031)	Planned Funded Projects (FY2032-2050)	Planned Unfunded Projects
TDM			
TSMO/ITS	✓ Improve the intersection of State Highway 44 (State Street) and Palmer Lane in the City of Eagle	✓ Replace/modify signals and reconstruct approaches at intersection of SH 44 and Star Rd	
Public Transportation Improvements	✓ Improve transit and active transportation infrastructure per the State Street Premium Corridor Plan		✓ Bus Rapid Transit from Glenwood Bridge to downtown Boise; expanded services
Additional System Capacity	✓ Widen from 3 to 5 lanes from Star Rd to SH-16 Construct a new full interchange at State Highway 16 and State Highway 44 in the City of Star	✓ Widen from 5 to 7 lanes from Glenwood St to 27th St	✓ Widen from 3 to 5 lanes from I-84 to Star Rd

State Highway 69 (Meridian Road)

State Highway 69 (Meridian Road): Swan Falls Road to Overland Road, Speed Profiles

On State Highway 69 (Meridian Road), speeds decrease during both the morning and evening peak hours. Average speeds southbound have noticeably decreased in 2023 and 2024 (Figure 50 and Figure 51).

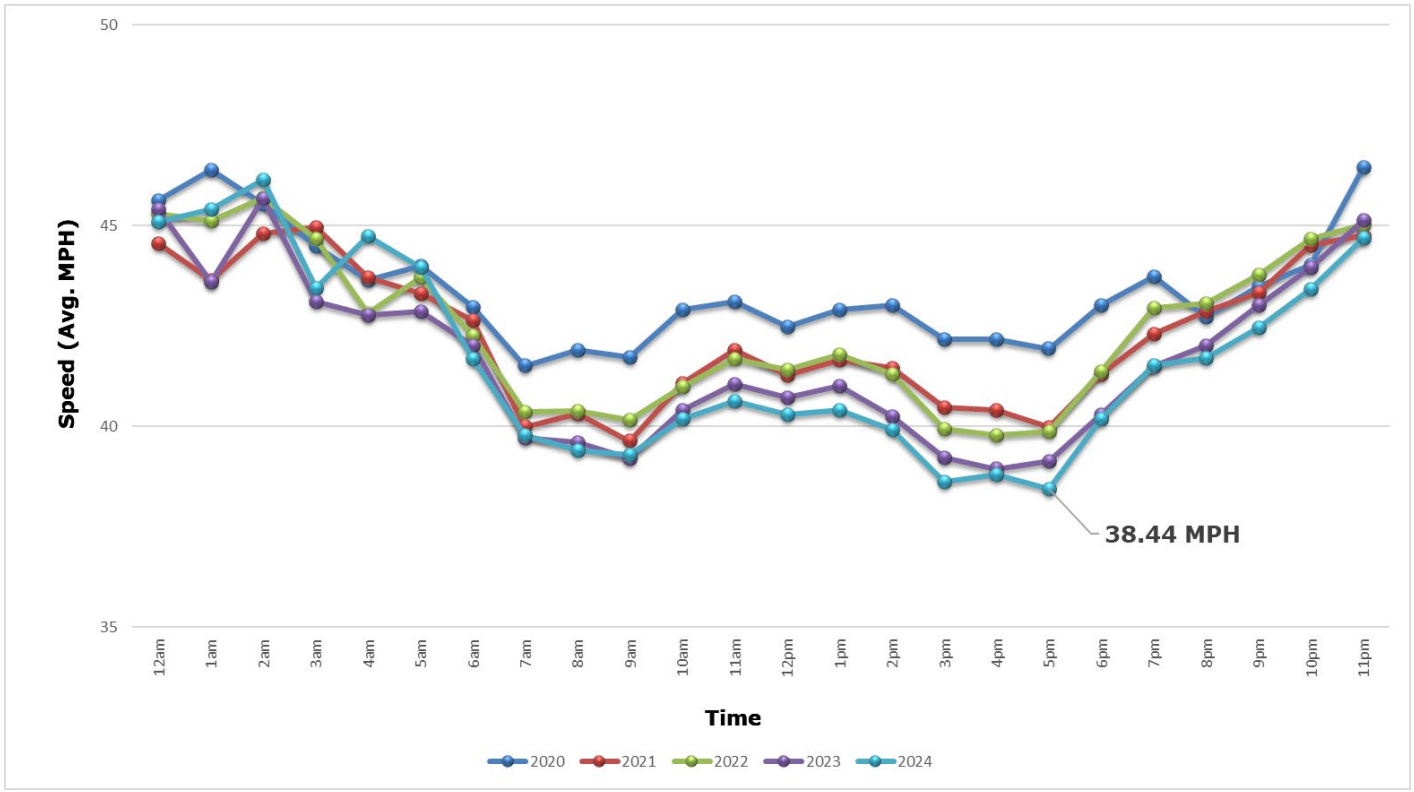

Figure 50: State Highway 69 (Meridian Road) Northbound, Average Weekday Speeds (2020-2024)

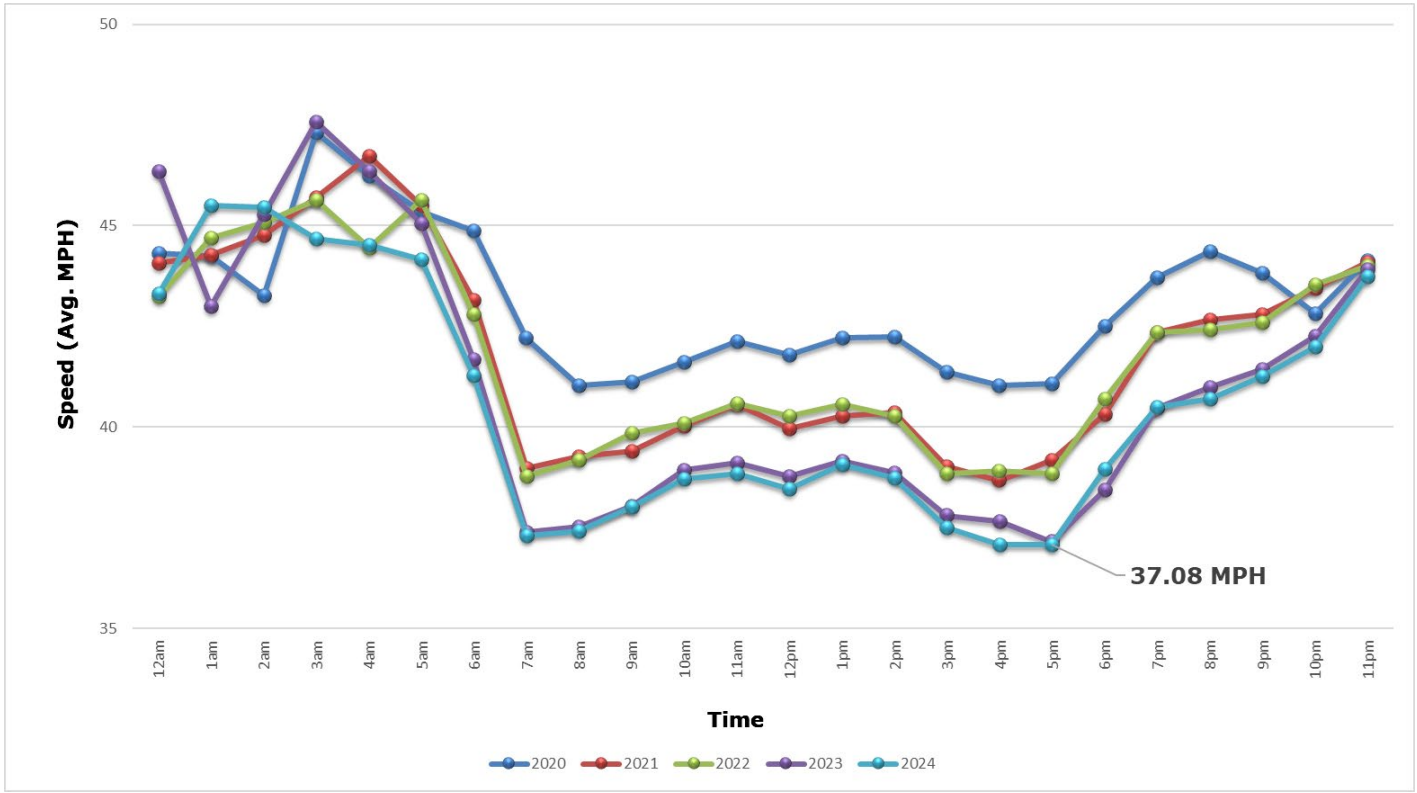

Figure 51: State Highway 69 (Meridian Road) Southbound, Average Weekday Speeds (2020-2024)

State Highway 69 (Meridian Road) Congestion Analysis and Congestion Mitigation Strategies

State Highway 69 (Meridian Road) experiences high peak hour congestion mainly near the busy signalized intersections with Overland Road and I-84 (Figure 52). Speed profiles indicate a degradation in performance from prior years. The TTI indicates moderate congestion along the corridor along with a steady average traffic volume growth rate over the past five years. Programmed and planned projects are highlighted in Table 16.

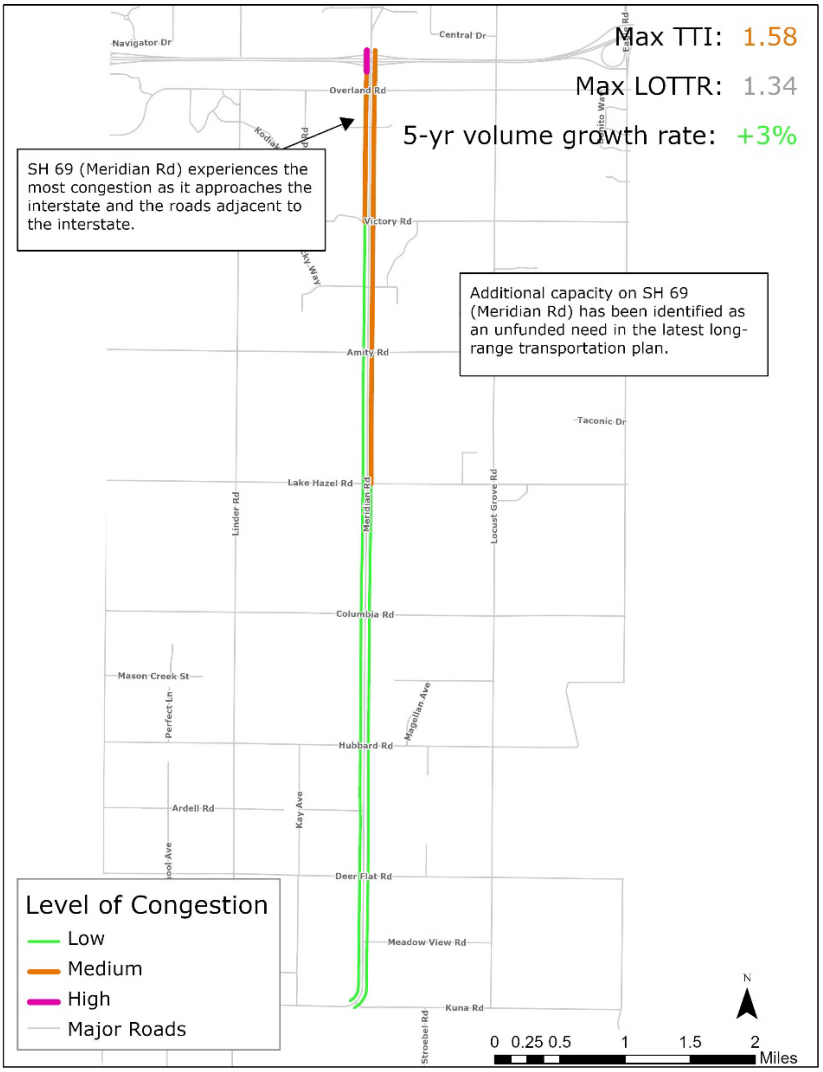

Figure 52: State Highway 69 (Meridian Road) Levels of Peak Hour Congestion, Cause of Congestion, and Management Strategies (2024)

Table 16: State Highway 69 (Meridian Road) Congestion Mitigation Projects

Strategy	Programmed Projects (FY2025-2031)	Planned Funded Projects (FY2032-2050)	Planned Unfunded Projects
TDM			
TSMO/ITS			
Public Transportation Improvements			✓ Planned services
Additional System Capacity			✓ Additional capacity identified as a long-term need

Regional Average Annual Weekday Traffic Volumes (2020-2024)

The average annual growth rates for the past five years indicate that traffic volumes on SH 44, US 20/26, and I-84 in Canyon County have seen the highest rates of annual growth over the last five years (Table 17). This is due to the completion of a series of capacity projects that have been completed and development along the corridors over the past 5 years.

For more information on traffic counts visit COMPASS' traffic count webpage[6].

Table 17: Regional Average Annual Weekday Traffic Volumes (2020-2024)

Road	Location	Direction	2020	2021	2022	2023	2024	Annual Average Growth Rate
SH 44 (State St)	e/o Palmer Lane	East	11,171	11,683	12,040	14,044	15,143	8%
US 20/26 (Chinden Blvd)	0.14 miles nw/o Five Mile Ext.	Southeast	11,156	13,132	14,191	14,608	14,736	7%
I 84	w/o 11th Ave Overpass	West	45,547	52,778	55,493	58,286	60,112	7%
I 84	w/o 11th Ave Overpass	East	48,359	55,257	57,539	60,269	62,216	7%
I 84	se/o Ustick Road Overpass (Caldwell)	West	30,758	30,973	30,978	35,600	39,561	6%
SH 44 (State St)	e/o Palmer Lane	West	11,682	12,202	12,581	14,189	14,968	6%
State St	nw/o 23rd St	Southeast	10,165	11,497	11,548	14,061	12,954	6%
I 84	1.4 miles se/o Gowen Rd IC	Northwest	12,528	14,547	14,485	14,786	15,875	6%
I 84	0.74 miles w/o EB Off Ramp Gowen Rd (Exit 57)	East	22,447	25,453	25,931	26,921	28,433	6%
I 84	1.4 miles se/o Gowen Rd IC	Southeast	12,566	14,677	14,577	15,011	15,888	6%
I 84	0.4 miles nw/o US 20/26 (Exit 26)	East	19,587	22,172	22,358	23,456	24,622	6%
I 184	0.4 miles e/o Boise River (Connector WB)	West	28,340	32,462	34,673	35,280	35,445	6%
US 20/26 (Chinden Blvd)	0.14 miles nw/o Five Mile Ext.	Northwest	11,667	13,547	14,109	14,467	14,590	6%
I 84	0.74 miles w/o EB Off Ramp Gowen Rd (Exit 57)	West	22,803	25,927	26,339	27,308	28,488	6%
I 84	se/o Ustick Road Overpass (Caldwell)	East	31,501	31,973	31,808	39,455	39,340	6%
I 84	0.4 miles nw/o US 20/26 (Exit 26)	West	19,211	21,573	21,436	22,822	23,940	6%
I 184	0.4 miles e/o Boise River (Connector EB)	East	33,301	36,966	40,335	41,270	41,085	5%
US 20/26 (Chinden Blvd)	w/o 32nd St	Northwest	10,937	12,124	12,774	13,164	13,424	5%

[6] https://compassidaho.org/traffic-counts/

SH 55 (Karcher Rd)	0.14 miles n/o I-84B (Caldwell-Nampa Blvd)	Northeast	23,207	26,607	26,764	27,577	28,415	5%
US 20/26 (Broadway Ave)	s/o Myrtle (River Crossing)	South	12,070	13,847	14,307	14,507	14,736	5%
I 84	0.4 miles w/o Vista Ave IC	East	41,266	46,346	47,083	48,379	50,047	5%
I 84	0.3 miles w/o Cole/Overland Interchange (Boise)	Southeast	49,529	55,189	57,417	58,654	60,061	5%
State St	nw/o 23rd St	Northwest	9,955	11,194	11,615	13,117	12,044	5%
US 20/26 (Broadway Ave)	s/o Myrtle (River Crossing)	North	12,774	14,770	14,987	15,209	15,451	5%
US 20/26 (Chinden Blvd)	w/o 32nd St	Southeast	11,340	12,282	13,029	13,385	13,692	5%
I 84	0.61 miles w/o WB On Ramp IC 44 (Meridian)	East	60,504	67,990	68,440	70,757	73,052	5%
I 84	0.61 miles w/o WB On Ramp IC 44 (Meridian)	West	58,991	66,171	67,025	69,296	71,099	5%
I 184	1.4 miles ne/o I 84 IC (Emerald Overpass)	Northeast	36,882	40,883	41,830	43,453	44,429	5%
I 84	0.4 miles w/o Vista Ave IC	West	42,242	47,288	48,095	49,440	50,862	5%
I 84	0.7 miles e/o Robinson Rd overpass	East	56,611	63,004	63,744	66,544	68,147	5%
I 84	0.6 miles w/o Broadway Ave IC	East	35,117	39,255	39,532	40,442	42,227	5%
I 84	0.5 miles e/o Jct I 84B (Hammett)	West	7,738	9,042	9,093	9,173	9,253	5%
I 84	2.0 miles se/o Black Canyon IC	Northwest	13,120	14,994	14,758	15,335	15,672	5%
I 84	2.0 miles se/o Black Canyon IC	Southeast	13,132	14,999	14,807	15,375	15,679	5%
I 84	3.7 Miles e/o of Simco Rd Overpass	West	11,559	13,291	13,328	13,532	13,785	5%
I 84	3.7 Miles e/o of Simco Rd Overpass	East	11,978	13,737	13,828	13,950	14,281	4%
I 84	1.2 miles w/o I 184 IC (Five Mile)	East	66,597	74,334	75,269	77,636	79,342	4%
I 84	0.3 miles w/o Cole/Overland Interchange (Boise)	Northwest	36,595	40,712	42,381	43,075	43,544	4%
I 84	0.5 miles e/o Jct I 84B (Hammett)	East	8,223	9,317	9,598	9,648	9,782	4%
I 84	w/o Locust Grove Overpass	East	66,052	74,021	74,481	77,116	78,414	4%
I 84	w/o Locust Grove Overpass	West	64,517	71,573	72,480	75,237	76,492	4%
I 84	1.8 miles se/o Sand Hollow IC	Southeast	13,454	15,453	15,190	15,599	15,945	4%
I 84	0.6 miles w/o Broadway Ave IC	West	37,177	41,310	41,660	42,519	44,036	4%

I 84	1.8 miles se/o Sand Hollow IC	Northwest	13,479	15,444	15,267	15,113	15,930	4%
I 84	0.8 miles w/o Orchard IC	Southeast	44,076	48,686	49,237	50,478	52,077	4%
I 184	WB Off Ramp to Cole Rd	West	3,774	4,556	4,580	4,560	4,440	4%
US 20/26	w/o Apple Valley Rd	West	2,488	2,691	2,669	2,792	2,921	4%
I 84	0.7 miles e/o Robinson Rd overpass	West	53,340	59,590	59,648	58,811	62,504	4%
US 20/26	w/o Apple Valley Rd	East	2,545	2,748	2,756	2,826	2,971	4%
I 84	0.8 miles w/o Orchard IC	Northwest	44,914	49,509	50,178	51,211	52,300	4%
I 184	1.4 miles ne/o I 84 IC (Emerald Overpass)	Southwest	38,796	43,278	44,102	44,898	45,006	4%
SH 69 (Meridian Rd)	e/o Sailer Pl (Kuna)	East	5,885	6,208	6,404	6,761	6,774	4%
SH 55 (Karcher Rd)	0.14 miles n/o I-84B (Caldwell-Nampa Blvd)	Southwest	20,823	22,815	22,309	22,725	23,960	4%
SH 55 (Karcher Rd)	s/o Lowell Rd	North	3,260	3,636	3,591	3,656	3,733	3%
SH 69 (Meridian Rd)	e/o Sailer Pl (Kuna)	West	5,965	6,310	6,583	6,738	6,823	3%
I 84	nw/o Franklin Rd Interchange (Exit 29)	Northwest	28,978	31,971	N/A	36,570	33,077	3%
SH 55 (Karcher Rd)	s/o Lowell Rd	South	3,178	3,558	3,484	3,557	3,617	3%
SH 69 (Meridian Rd)	s/o Hubbard Rd	South	9,920	10,598	11,134	10,945	11,224	3%
I 84	1.2 miles w/o I 184 IC (Five Mile)	West	69,681	76,418	76,106	77,614	78,785	3%
I 84	w/o Beg EB Off Ramp Franklin Blvd IC (Exit 36)	West		50,518	50,025	54,022	56,616	3%
SH 69 (Meridian Rd)	s/o Hubbard Rd	North	9,742	10,576	11,018	10,733	10,913	3%
US 20/26	0.38 miles nw/o Mink Rd	Southeast	3,962	4,343	4,333	4,400	4,412	3%
US 20/26	0.38 miles nw/o Mink Rd	Northwest	3,824	4,178	4,158	4,260	4,243	3%
I 84	w/o Beg EB Off Ramp Franklin Blvd IC (Exit 36)	East		53,393	52,382	56,468	58,688	2%
SH 55 (Eagle Rd)	0.3 miles s/o SH 44 (River Crossing)	North	20,854	22,381	22,163	22,580	22,498	2%
SH 55 (Eagle Rd)	0.3 miles s/o SH 44 (River Crossing)	South	19,889	21,312	21,118	21,686	21,281	2%
I 84	1.5 miles nw/o Blacks Creek IC	Northwest	11,836	13,528	13,948	14,540	12,502	1%
I 84	nw/o the EB On Ramp Northside Blvd Interchange (Exit 35)	West	N/A	N/A	N/A	42,082	43,900	1%
I 84	nw/o Franklin Rd Interchange (Exit 29)	Southeast	30,239	33,371	N/A	30,238	31,479	1%
SH 55 (Karcher Rd)	0.25 miles e/o Indiana Ave	West	8,755	9,609	9,482	9,704	9,102	1%
I 84	nw/o of the EB On Ramp Karcher Rd Interchange (Exit 33)	West	N/A	N/A	N/A	39,854	41,430	1%

I 84	nw/o the EB On Ramp Northside Blvd Interchange (Exit 35)	East	N/A	N/A	N/A	45,504	47,067	1%
SH 55 (Karcher Rd)	0.25 miles e/o Indiana Ave	East	9,507	10,371	10,127	10,368	9,782	1%
SH 55 (Eagle Rd)	s/o Bristol Heights Dr (0.4 miles s/o Chinden Blvd (US 20/26))	North	N/A	N/A	N/A	20,468	21,014	1%
I 84	nw/o of the EB On Ramp Karcher Rd Interchange (Exit 33)	East	N/A	N/A	N/A	31,173	32,004	1%
US 20/26 (Chinden Blvd)	0.1 miles w/o Glenwood St	West	N/A	N/A	N/A	14,322	14,558	0%
I 84	1.5 miles nw/o Blacks Creek IC	Southeast	12,187	13,981	13,985	14,844	12,310	0%
SH 55 (Eagle Rd)	s/o Bristol Heights Dr (0.4 miles s/o Chinden Blvd (US 20/26))	South	N/A	N/A	N/A	19,963	20,118	0%
US 20/26 (Chinden Blvd)	0.14 miles e/o Cloverdale Rd	East	N/A	N/A	N/A	14,677	14,727	0%
SH 44 (State St)	0.16 miles e/o Urban Gate Ave	West	N/A	N/A	N/A	16,871	16,904	0%
SH 44 (State St)	0.16 miles e/o Urban Gate Ave	East	N/A	N/A	N/A	17,208	17,194	0%
US 20/26 (Chinden Blvd)	0.16 miles e/o Five Mile Rd	West	N/A	N/A	N/A	14,738	14,723	0%
SH 44 (State St)	0.1 miles e/o Fisher Park Way	East	N/A	N/A	N/A	18,111	18,065	0%
US 20/26 (Chinden Blvd)	0.14 miles e/o Cloverdale Rd	West	N/A	N/A	N/A	14,152	14,075	0%
SH 44 (State St)	0.1 miles e/o Fisher Park Way	West	N/A	N/A	N/A	17,963	17,836	0%
SH 44 (State St)	0.14 miles e/o Linder Rd	East	N/A	N/A	N/A	17,448	17,323	0%
US 20/26 (Chinden Blvd)	0.16 miles e/o Five Mile Rd	East	N/A	N/A	N/A	14,796	14,677	0%
US 20/26 (Chinden Blvd)	0.16 miles e/o Eagle Rd	West	N/A	N/A	N/A	16,018	15,849	0%
US 20/26 (Chinden Blvd)	0.16 miles e/o Eagle Rd	East	N/A	N/A	N/A	15,758	15,569	0%
US 20/26 (Chinden Blvd)	0.1 miles w/o Glenwood St	East	N/A	N/A	N/A	14,252	14,012	0%
SH 44 (State St)	0.14 miles e/o Linder Rd	West	N/A	N/A	N/A	17,417	17,051	-1%
SH 44 (State St)	0.16 miles e/o Edgewood Ln	East	N/A	N/A	N/A	19,012	18,499	-1%
SH 44 (State St)	0.16 miles e/o Edgewood Ln	West	N/A	N/A	N/A	18,049	17,535	-1%