

Traffic in the Treasure Valley has 'definitely gotten worse' as volume increases

by Alexis Goree | Sunday, May 5th 2019

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Traffic in the Treasure Valley has increased up to 50 percent in the last five years, according to the Community Planning Association. (CBS2 Staff Photo)



BOISE, Idaho (CBS2) — Bumper to bumper traffic is starting to look all too common here in the Treasure Valley.

"It's definitely gotten worse. But I think people get through the bottleneck, then they stick their foot in it and they're kind of making up for travel time. But it's definitely increased by 40 to 50 percent."

But Community Planner Mary Ann Waldinger says there are improvements in place to ease the congestion.

"We hear it every morning it's starting to back up and on those days where we don't have any incidents you still get through there but there it is, it's starting to back up," Waldinger said.

So here are the numbers.

I-84 from Caldwell to the Karcher interchange going into Nampa has increased from 50,000 in 2013 to over 60,000 vehicles per day in 2018.

But starting in 2021, a widening project will begin to improve the roadway.

"So we go a little bit further, that really critical area of I-84 in Nampa between Karcher interchange and that Franklin Boulevard interchange. People call it the bottleneck," Waldinger said.

Waldinger says that section is trying to carry about 90,000 vehicles, with only two lanes in each direction. Good news here, it's already under construction.

Now, Canyon County line from Garrity to Ten Mile is currently running about 115,000 vehicles.

"That section there in the last five years has increased by over 20,000 more vehicles. And that isn't just passenger vehicles it's freight related too," Waldinger said.

But no surprise, Waldinger says the highest volume on I-84 is right at the flying wye. A dramatic increase in the past five years.

"We're over 150,000 and we've seen that increase by over 25,000 over the last five years," Waldinger said.

Traffic increasing by 40 to 50 percent and we're not done growing.

Waldinger says moving forward, it's not just about concrete and asphalt. But getting serious about other options.

"Other options like public transportation and making sure that we have a conversation about local option funding so we can get more buses out," Waldinger said.

Growth doesn't just stop at the interstate. Waldinger says it extends to Chinden and Eagle Road corridors as well

Within the next five years, she says there will be more construction to adjust to the new volume.