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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Treasure Valley Annual Congestion Management System Report, 2007

Report No. 06-2008

TABLE OF CONTENTS

I.	INTRODUCTION.....	1
II.	BACKGROUND.....	1
III.	TRAVEL TIME DATA COLLECTION.....	1
IV.	CONGESTED FACILITIES, 2007.....	7
V.	CONGESTION ANALYSIS.....	8
VI.	CONGESTION MITIGATION.....	13
VII.	CONCLUSION.....	15
VIII.	SUMMARY.....	15
IX.	APPENDIX A: DETAILED 2007 TRAVEL TIME DATA.....	17
X.	APPENDIX B: CONGESTION CHANGES.....	39

LIST OF FIGURES AND TABLES

Figure 1: 2007 Ascending Congestion Map.....	3
Figure 2: 2007 Descending Congestion Map.....	4
Figure 3: 2007 Ada County Weighted Ascending Congestion Map.....	5
Figure 4: 2007 Ada County Weighted Descending Congestion Map.....	6
Table 1: Congestion Thresholds.....	2
Table 2: Treasure Valley Facilities Identified as Congestion Level “High” in 2007.....	7
Table 3: Treasure Valley Facilities Identified as Congestion Level “High” Since 2003..	8
Table 4: 2003 – 2007 Ascending Congestion Comparison, Treasure Valley.....	9
Table 5: 2003 – 2007 Descending Congestion Comparison, Treasure Valley.....	9
Table 6: Decreases in Congestion (SI) Levels Greater than 50% between 2006 and 2007	11
Table 7: Increases in Congestion (SI) Levels Greater than 50% between 2006 and 2007	11
Table 8: Treasure Valley CMS “Toolbox”.....	13
Table 9: Transportation Improvement Program (TIP) CMS Project Ranking.....	14
Table 10: Modeled Travel Time Comparison*.....	15
Table A-11: Ascending Data – Ada County.....	18
Table A-12: Ascending Data – Canyon County.....	24
Table A-13: Descending Data – Ada County.....	28
Table A-14: Descending Data – Canyon County.....	34
Table B-15: Decreases in Congestion between 2006 and 2007.....	40
Table B-16: Increases in Congestion between 2006 and 2007.....	42

I. Introduction

In the spring of 2007, travel time data were collected on highways and principal arterials of both Ada and Canyon Counties by the Idaho Transportation Department (ITD) and COMPASS. Data collection occurs annually as part of the Treasure Valley congestion management system (CMS). Travel time data are collected to quantify and identify trends in roadway congestion.

This report is intended to help transportation and land use entities implement congestion management strategies and projects to improve travel time, particularly in “High” areas of congestion. Additionally, this document serves to fulfill the annual reporting commitment described by *The Treasure Valley Congestion Management System Plan*. It serves as an evaluation tool to measure “how we are doing” in way of managing congestion.

II. Background

The CMS is a process for collecting data and identifying congested transportation facilities with the intent of developing appropriate mitigation measures. This system will not eliminate congestion, but will instead slow the rate at which it increases. Although Federal regulations provide general requirements for a CMS, Federal approval of the CMS is not required.

Generally, a CMS should be designed to:

- Define and measure congestion
- Identify and evaluate congestion and its causes
- Identify and evaluate mitigation strategies
- Define implementation responsibilities
- Define an evaluation process
- Be included in all aspects of transportation planning

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) required metropolitan planning organizations in Transportation Management Areas (TMAs) to implement a CMS. An urbanized area is designated a TMA when its population exceeds 200,000. The results of the 2000 Census indicated that the population of the urbanized area in Northern Ada County was 272,625. Therefore, on July 8, 2002 the Federal Highway Administration officially designated the urbanized area in Northern Ada County as a TMA.

A document outlining the elements of the Treasure Valley CMS, *The Treasure Valley Congestion Management System Plan*, was adopted by the Community Planning Association (COMPASS) Board with Resolution 10-2005 on March 21, 2005. *The Treasure Valley Congestion Management System Plan* outlines how travel time data will be collected and used. Specific definitions for congestion and a “toolbox” of mitigation strategies are also part of the plan. For specific information of the system’s design, refer to *The Treasure Valley Congestion Management System Plan*.

III. Travel Time Data Collection

ITD and COMPASS staff drive Treasure Valley interstates and principal arterials a minimum of four times in each direction during the AM peak (6:30 to 8:30 AM), then again during the

PM peak (4:00 to 6:30 PM). The period with the highest average travel time is compared to the free flow, or ideal travel period (2:00 to 5:00 AM). A computer program and strict driving procedures are utilized to ensure data reliability, reproducibility, and comparability. The ratio of peak travel time to free flow travel time is used to produce an index which classifies congestion. This ratio is referred to as the Sanderson Index (SI). A SI of 2.0, for example, means that it takes twice as long to travel a given roadway during the peak or congested period than during free flow or ideal conditions. Analysis of the current and historic travel time of a given roadway yields information about trends in congestion on specific routes within cities, districts, or specific locations.

Data are not collected during any event which may affect the travel time. Notes are made regarding construction projects or delays encountered during data collection efforts. Data collection is postponed if nonrecurring delays, such as those caused by vehicle accidents, weather, events, and/or holidays are encountered. In extreme cases, data for some roadways are not collected due to construction occurring throughout the data collection campaign.

Using SI and general roadway location, the Treasure Valley CMS defines low, medium, and high levels of congestion. Table 1 displays the Treasure Valley CMS definitions of congestion, which were established by local transportation experts. For classification purposes, urban roadways are located in Downtown Boise and Meridian.

Table 1: Congestion Thresholds

Congestion Thresholds (Based on SI* Values)			
Roadway Class	Low	Medium	High
Freeway	< 1.25	1.25-1.50	> 1.50
Suburban	< 1.75	1.75-2.25	> 2.25
Urban	< 2.00	2.00-2.50	> 2.50

*Sanderson Index (SI) is a ratio of peak travel time to ideal travel time.

Figure 1 and Figure 2 show the results of the 2007 travel time data collection effort by identifying the level of congestion as defined by the Treasure Valley CMS. To aid in the analysis of transportation corridors in Ada County, segment level travel time data are weighted on distance, summed, and reported. This reporting method removes congestion “hot spots” along a corridor, giving a feel for how the entire corridor is functioning. Figure 3 and Figure 4 display congestion in Ada County as defined by the Treasure Valley CMS based on weighted (corridor level) travel time data. The data used to produce Figures 1-4 are contained in Appendix A. It should be noted that Canyon County jurisdictions do not currently use corridor level data. Thus, Figures 3 and 4 display only Ada County information.

Figure 1: 2007 Ascending Congestion Map

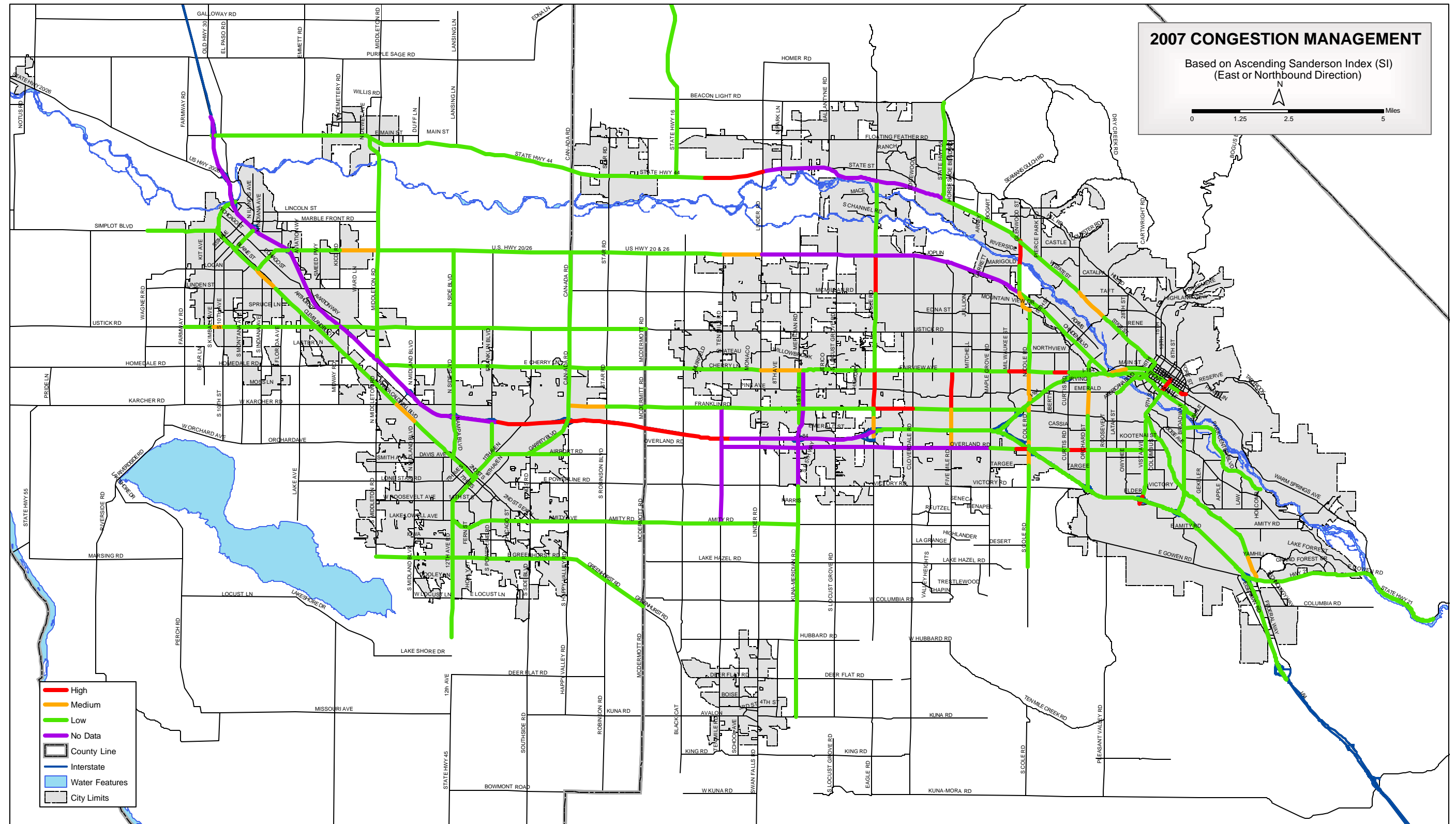


Figure 2: 2007 Descending Congestion Map

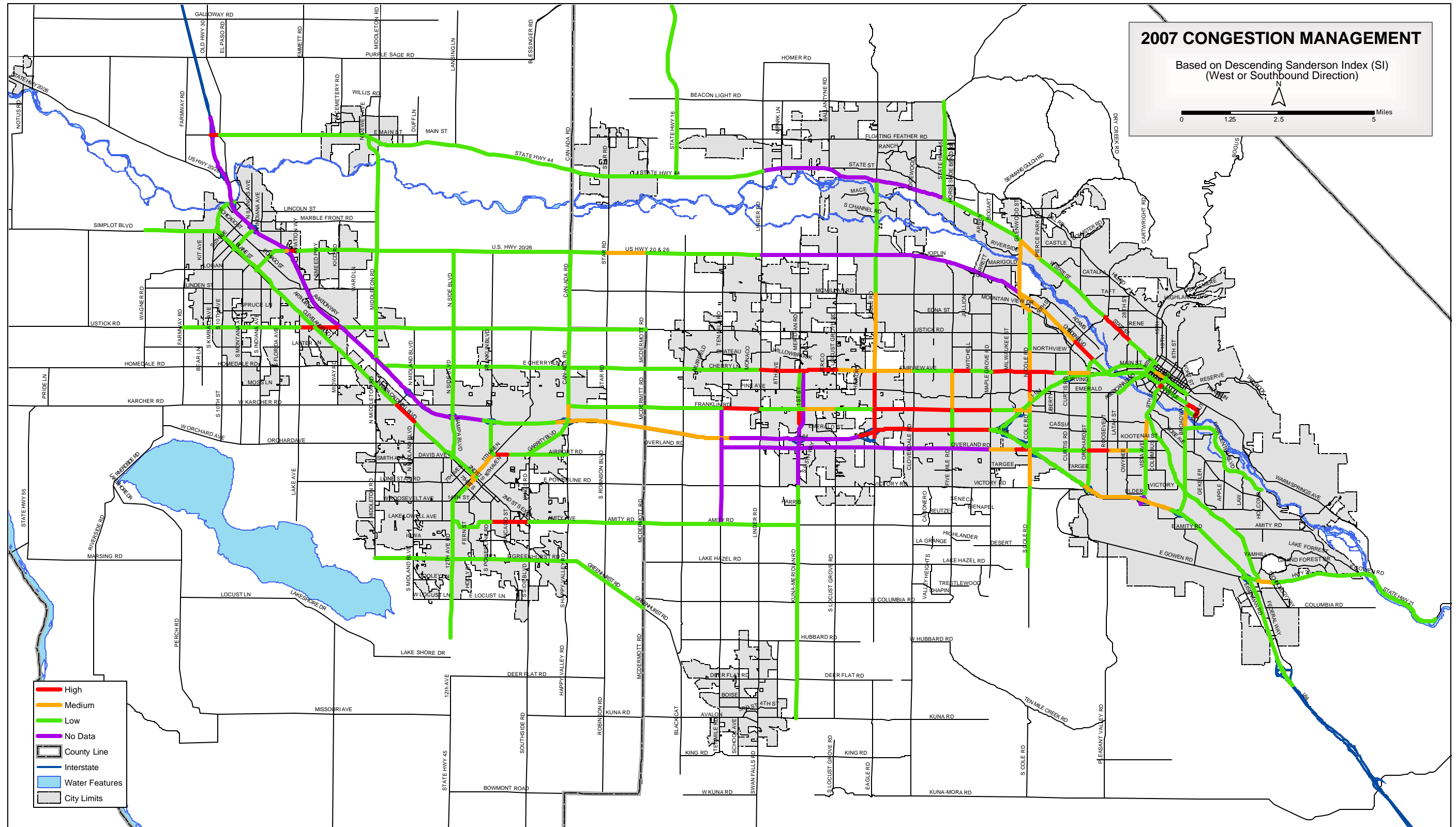


Figure 3: 2007 Ada County Weighted Ascending Congestion Map

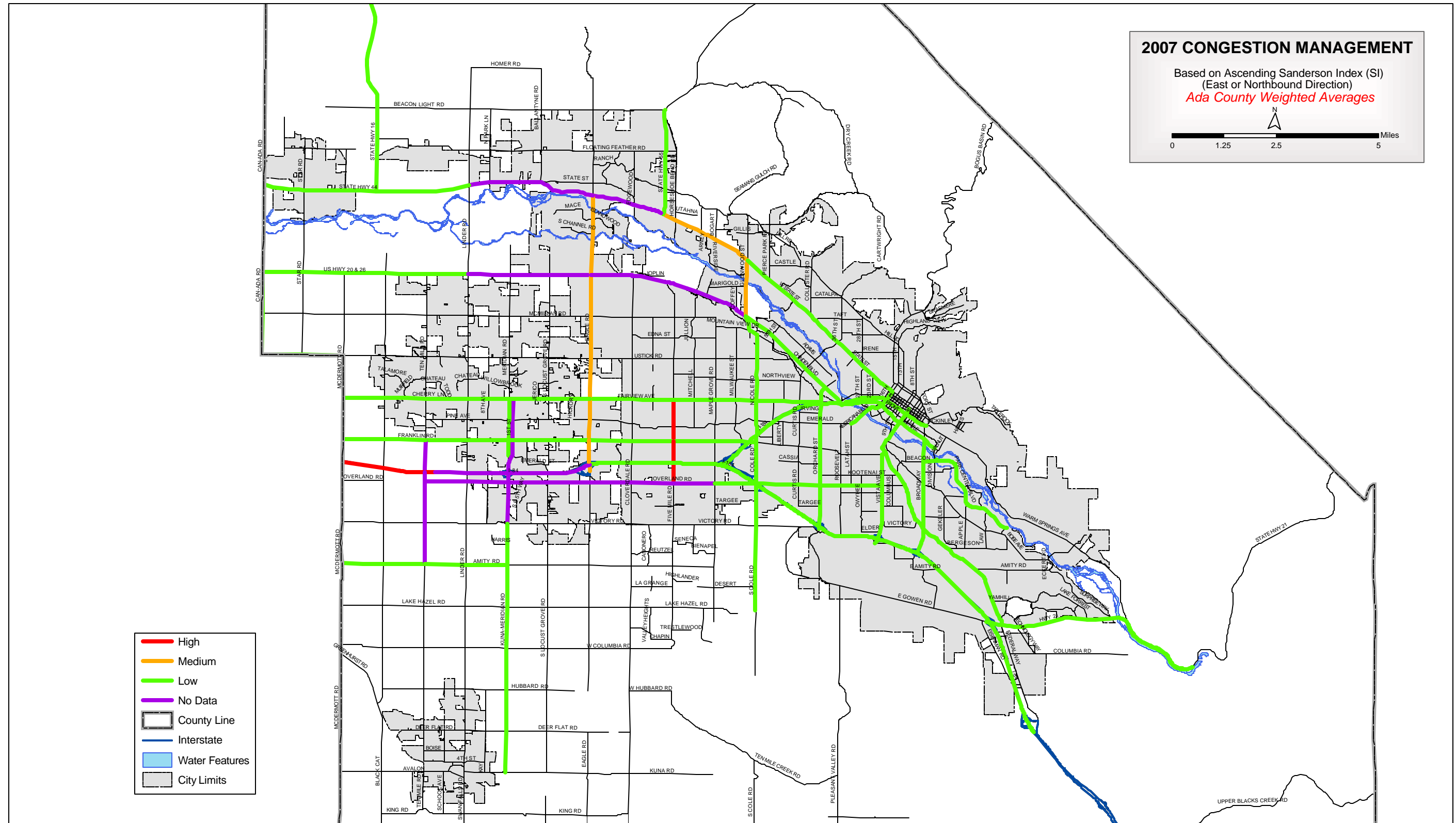
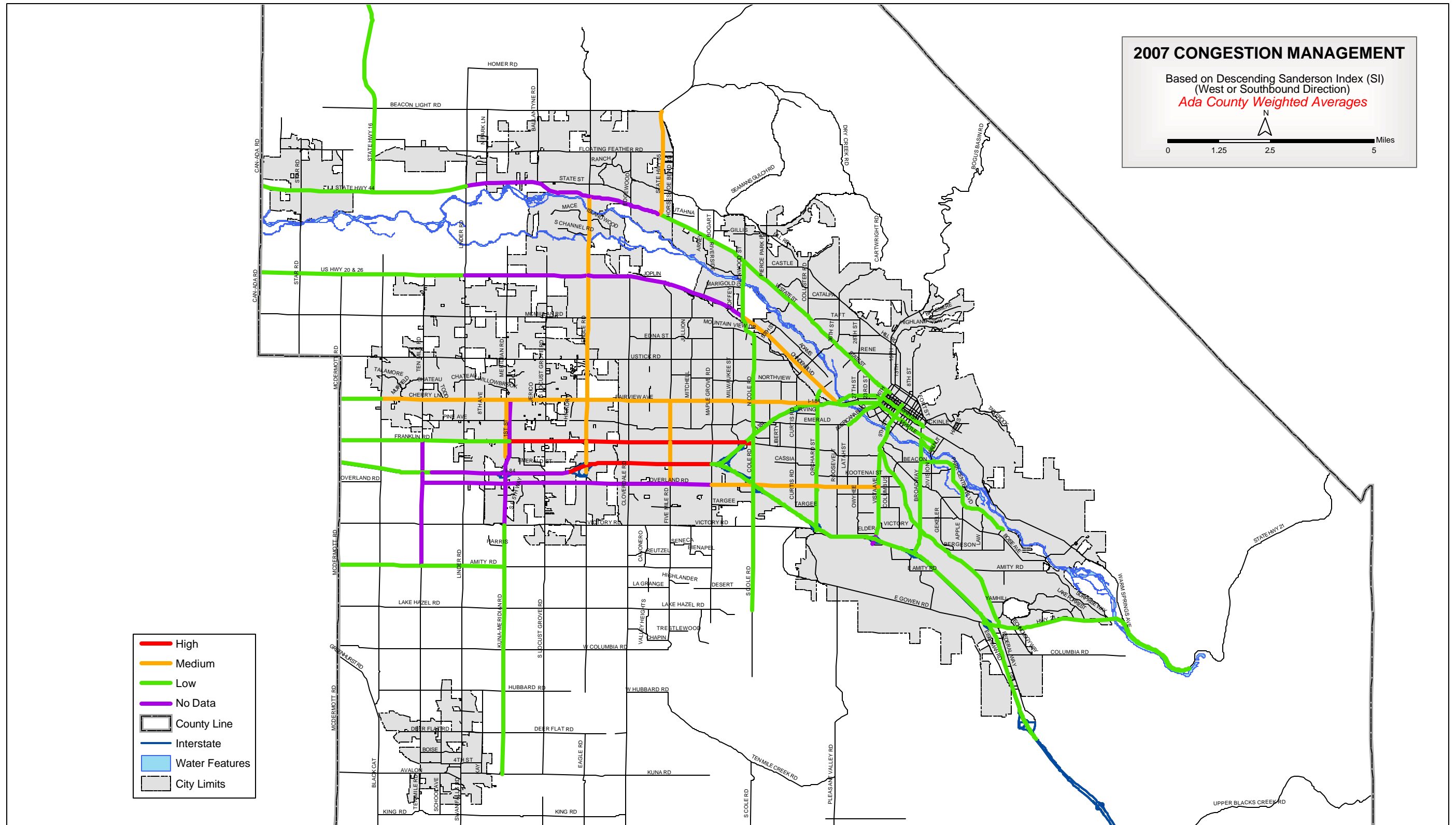


Figure 4: 2007 Ada County Weighted Descending Congestion Map



IV. Congested Facilities, 2007

The 2007 travel time data collection campaign began the second week of March and ended the last week of May. Table 2 lists the roadway segments identified in the “High” range based on the data collected in 2007 by direction. The percent change in SI represents the increase or decrease from 2006 to 2007. Some segments that show a decrease in travel time for 2007 are still classified in the “High” category.

Table 2: Treasure Valley Facilities Identified as Congestion Level “High” in 2007

"High" Congestion Roadways					
Road Name	Location	Direction	City	2007 SI*	Percent Change in SI (2006 to 2007)
Amity Rd.	South Side Blvd. to S. Powerline Rd.	Westbound	Nampa	2.33	ND 2006
Cherry Ln./Fairview Ave.	Milwaukee St. to Cole Rd.	Eastbound	Boise	2.45	42.4%
	Liberty St. to Curtis Rd.	Eastbound	Boise	3.62	0.3%
	Liberty St. to Cole Rd.	Westbound	Boise	3.58	36.1%
	Cole Rd. to Milwaukee St.	Westbound	Boise	2.43	84.1%
	Milwaukee St. to Maple Grove Rd.	Westbound	Boise	3.85	21.8%
	Mitchell St. to Five Mile Rd.	Westbound	Boise	3.91	-29.7%
	Locust Grove Rd. to Main St./Cherry Ln.	Westbound	Boise	2.59	0.4%
	Main St. to Linder St.	Westbound	Boise	2.63	18.5%
Cole Rd.	Fairview Ave. to Emerald St.	Southbound	Boise	2.39	33.5%
Fairview Ave./Main St./Idaho St.	1st St. to Broadway Ave./Ave B	Eastbound	Boise	4.14	-7.6%
Five Mile Rd.	Franklin Rd. to Fairview Ave.	Northbound	Boise	2.87	22.1%
Franklin Rd.	Eagle Rd. to Cloverdale Rd.	Eastbound	Boise	2.43	59.9%
	Maple Grove Rd. to Five Mile Rd.	Westbound	Boise	4.71	183.7%
	Five Mile Rd. to Cloverdale Rd.	Westbound	Boise	5.13	256.3%
	Cloverdale Rd. to Eagle Rd.	Westbound	Boise	2.31	32.8%
	Linder Rd. to Ten Mile Rd.	Westbound	Boise	2.48	82.4%
I-84	Franklin Blvd. to Garrity IC	Eastbound	Nampa	2.89	8.6%
	Garrity IC to Ten Mile Rd.	Eastbound	Nampa	1.54	-24.1%
	Five Mile Rd. to Eagle Rd.	Westbound	Boise	1.97	4.2%
IB-84	16th Ave. to Garrity Blvd./Franklin Blvd.	Westbound	Nampa	4.81	ND 2006
	Midland Blvd. to Karcher Rd.	Westbound	Nampa	2.32	17.2%
Meridian Rd.	Franklin Rd. to Corporate Dr.	Southbound	Meridian	3.36	-19.6%
Orchard St.	Bond St. to Chinden Blvd.	Northbound	Boise	3.15	-7.9%
Overland Rd.	Entertainment Ave. to Cole Rd.	Eastbound	Boise	2.56	30.6%
	Curtis Rd. to Orchard St.	Eastbound	Boise	2.56	18.0%
	Roosevelt St. to Orchard St.	Westbound	Boise	2.37	42.8%
	Cole Rd. to Entertainment Ave.	Westbound	Boise	2.36	53.2%

"High" Congestion Roadways					
Road Name	Location	Direction	City	2007 SI*	Percent Change in SI (2006 to 2007)
SH-44	Palmer Ln. to Linder Rd.	Eastbound	Boise	2.37	-5.2%
	State St. to Marigold St.	Eastbound	Star	3.57	63.0%
	Old Hwy 30 to I-84 EB Ramps	Westbound	Nampa	2.9	178.8%
SH-55	Franklin Rd. to Fairview Ave.	Northbound	Boise	2.67	-4.0%
	McMillan Rd. to Chinden Blvd.	Northbound	Boise	2.41	40.9%
	Fairview Ave. to Franklin Rd.	Southbound	Boise	6.34	-1.7%
	Franklin Rd. to St. Lukes Ln.	Southbound	Boise	2.62	-49.1%
	St. Lukes Ln. to I-84 EB Ramps	Southbound	Boise	3.15	59.1%
State St.	27th St. to Veterans Memorial Pkwy.	Westbound	Boise	2.34	31.5%
US-20/26	Myrtle St. to Front St.	Westbound	Boise	2.98	-24.0%
	36th St. to Veterans Memorial Pkwy.	Westbound	Boise	2.3	42.0%
	Muller Rd. to I-84 WB Ramps	Westbound	Caldwell	2.86	-71.1%
Ustick Rd.	RR Crossing to Caldwell Blvd.	Westbound	Caldwell	2.93	ND 2006
	Caldwell Blvd. to Lake Ave.	Westbound	Caldwell	2.48	ND 2006
Vista Ave./Capitol Blvd./9 th St.	Wright St. to I-84 EB Ramps	Northbound	Boise	3.48	-4.4%
	Myrtle St. to Front St.	Northbound	Boise	2.68	23.5%
	Front St. to Bannock St.	Northbound	Boise	3.17	66.8%
	Main St. to Myrtle St.	Southbound	Boise	5.66	-2.7%

*Sanderson Index (SI) is a ratio of peak travel time to ideal travel time.

V. Congestion Analysis

Only five years of historic travel time data are available, 2003 through 2007, therefore identifying any segment level trends in congestion is difficult. However, data collected in 2003, 2004, 2005, and 2006 were compared to the 2007 data. Table 3 displays those roadways consistently identified in the "High" congestion range since data collection began in 2003.

Table 3: Treasure Valley Facilities Identified as Congestion Level "High" Since 2003

Consistently "High" Congestion Roadways					
Road Name	Location	Direction	City	2007 SI	Percent Change in SI (2006 to 2007)
Fairview Ave./Main St./Idaho St.	1st St. to Broadway Ave./Avenue B	Eastbound	Boise	4.14	-7.6%
Vista Ave./Capitol/9 th St.	Main St. to Myrtle St.	Southbound	Boise	5.66	-2.7%
Vista Ave./Capitol/9 th St.	Wright St. to I-84 EB Ramps	Northbound	Boise	3.48	-4.4%

Table 4 and Table 5 display the amount and level of congestion identified by the Treasure Valley CMS for all five years. In 2006, approximately 68 miles of roadway were added to the data collection effort. Over 13 miles of roadways added to the data collection effort in 2006 were under construction at that time and were not included in the “No Data” calculation for 2006. However, these roadway segments were sampled in 2007, which accounts for the difference in “Total Miles” from 2006 to 2007. The following segments were added in 2006:

- SH-16 from SH-44 to Gem County Line
- Ustick Road from Middleton Road to McDermott Road
- Cherry Lane from Middleton Road to Black Cat Road
- Franklin Road from Can-Ada Road to Main Street
- Overland Road from Ten Mile Road to Cole Road
- Amity Road from SH-45 to SH-69
- SH-21 from Gowen Interchange to Sandy Point Lane
- Greenhurst Road from McDermott Road to Middleton Road
- Cole Road from Latigo Drive to Overland Road
- Federal Way from Vista Avenue to SH-21
- SH-69 from I-84 Ramps to Cherry Lane
- Ten Mile Road from Amity Road to Franklin Road
- Can-Ada Road from I-84 Ramps to US-20/26
- SH-55 from I-84 Ramps to US-20/26

Table 4: 2003 – 2007 Ascending Congestion Comparison, Treasure Valley

Ascending (East or Northbound) Travel									
Year	High		Medium		Low		No Data		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
2003	7.8	5.1%	10.1	6.6%	129.6	85.0%	5.0	3.3%	152.5
2004	8.6	4.6%	11.9	6.4%	164.5	89.0%	0.0	0.0%	185.0
2005	14.3	7.8%	18.2	9.9%	151.4	82.3%	0.0	0.0%	183.9
2006	15.3	6.0%	17.0	6.7%	194.4	76.1%	28.7	11.2%	255.4
2007	14.9	5.5%	11.6	4.3%	202.1	75.2%	*40.2	15.0%	268.7

Table 5: 2003 – 2007 Descending Congestion Comparison, Treasure Valley

Descending (West or Southbound) Travel									
Year	High		Medium		Low		No Data		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
2003	7.2	4.8%	27.3	18.1%	111.7	74.8%	5.0	3.3%	151.2
2004	1.0	0.5%	8.5	4.6%	175.8	94.9%	0.1	< 0.1%	185.3
2005	9.8	5.3%	16.3	8.7%	159.7	86.0%	0.0	0.0%	185.8
2006	23.4	9.1%	16.4	6.4%	187.7	72.9%	29.8	11.6%	257.3
2007	18.9	6.9%	25.7	9.4%	185.0	67.9%	*42.7	15.7%	272.3

*Travel time data was not collected on I-84 due to the construction, corresponding construction zones speed limit reductions and in some cases lane closures from the Linden Street bridge rehabilitation project, Exit 29 reconstruction project, and construction of a new Locust Grove overpass.

Other projects prevented data collection on state highways and arterials.

- Chinden Boulevard widening project between Cloverdale Road to Mountain View Drive
- Overland Road widening and intersection improvements between Linder Road and Meridian Road and ½ west of Cloverdale Road to Five Mile Road. This project also prevented data collection on Meridian Road.
- Ten Mile Road overpass was restricted to one-lane due to safety concerns after it was hit by an over-height truck and equipment.
- SH-44 utility work between Linder Road and Ballantyne Road

Table 6 and Table 7 list those facilities that may have moved into or out of the “High” congestion classification or have a change in congestion levels by more than 50%. Based on the notes made during data collection and input provided by Treasure Valley transportation agencies, potential reasons for the observed changes in congestion were identified. If a potential reason is not given, the change is assumed to be attributed to the variation inherent in the data collection process. Potential projects or policies that may have contributed to the changes identified in Table 6 and Table 7 include but are not limited to:

- I-84 Linden Street bridge and Exit 29 construction (affected Caldwell-Nampa Boulevard, I-84 and other parallel roads)
- Chinden Boulevard construction between Cloverdale Road and Mountain View Drive
- Overland Road closure for the widening between Linder Road and Meridian and the section ½ west of Cloverdale Road to Five Mile Road
- Maple Grove Road widening and extension
- Possible nearby utility or roadway construction delays
- Significant change in land use
- Addition of a signalized access/intersection
- Various signalization improvements/changes
- Deployment of intelligent transportation system (ITS) improvements (i.e new signal timing plans)
- Incidents increase or decrease
- Improvements in data collection and/or more consistent data collection

Appendix B, Table B-15 and Table B-16, lists roadway segments with a greater than 20% increase or decrease in congestion. However, potential reasons are not specifically identified.

Table 6: Decreases in Congestion (SI) Levels Greater than 50% between 2006 and 2007

Decrease in Congestion					
Road Name	Location	Direction	City	Percent Change in SI (2006 to 2007)	Potential Reason(s)*
Meridian Rd.	Pine Ave. to Franklin Rd.	Southbound	Meridian/Kuna	-75.2%	New signal timing plans implemented by ACHD.
US-20/26	Muller Rd. to I-84 WB Ramps	Westbound	Caldwell	-71.1%	Exit 29 overpass construction project may have reduced traffic on this section.
Ustick Rd.	Midland Blvd. to Middleton Rd.	Westbound	Caldwell	-70.8%	Changed from a 2-way to 4-way stop control
Franklin Rd.	Linder Rd. to Main St. (E. 1st St.)	Eastbound	Boise	-65.9%	New signal timing plans implemented by ACHD.
Franklin Rd.	Ten Mile Rd. to Black Cat Rd.	Eastbound	Boise	-61.7%	Ten Mile Rd overpass restrictions may have reduced northbound traffic from Ten Mile Rd to Franklin Rd.
Franklin Rd.	Milwaukee St. to Cole Rd.	Eastbound	Boise	-59.3%	New signal timing plans implemented by ACHD.
Vista Ave./Capitol Blvd./9 th St.	I-84 EB Ramps to Wright St.	Southbound	Boise	-56.0%	Minor signal timing changes made.
SH-55	St. Lukes Ln. to Franklin Rd.	Northbound	Boise	-51.3%	New signal timing plans implemented by ACHD.
Orchard St.	Franklin Rd. to Overland Rd.	Southbound	Boise	-50.7%	Minor signal timing changes made.

*Potential reasons for the changes in travel time offered by Canyon County highway district, city, ACHD or ITD technical staff.

Table 7: Increases in Congestion (SI) Levels Greater than 50% between 2006 and 2007

Increase in Congestion					
Road Name	Location	Direction	City	Percent Change in SI (2006 to 2007)	Potential Reason(s)*
Franklin Rd.	Five Mile Rd. to Cloverdale Rd.	Westbound	Boise	256.3%	Construction related closure on Maple Grove Rd
Franklin Rd.	Maple Grove Rd. to Five Mile Rd.	Westbound	Boise	183.7%	Construction related closure on Maple Grove Rd
SH-44	Old Hwy 30 to I-84 EB Ramps	Westbound	Nampa	178.8%	Construction on I-84 around Exit 29
Franklin Rd.	Franklin Rd./Can-Ada Rd. to Star Rd.	Eastbound	Boise	96.5%	Ten Mile Rd overpass was a one-lane bridge which caused back-ups on Franklin Rd.
Cherry Ln./Fairview Ave.	Cole Rd. to Milwaukee St.	Westbound	Boise	84.1%	Construction on I-84 between Meridian Rd and Cloverdale Road which caused some traffic to use Fairview Avenue plus the Fairview Ave / Maple Grove Rd intersection was under construction.
Franklin Rd.	Linder Rd. to Ten Mile Rd.	Westbound	Boise	82.4%	Ten Mile Rd overpass was a one-lane bridge which caused back-ups on Franklin Rd.

Increase in Congestion

Road Name	Location	Direction	City	Percent Change in SI (2006 to 2007)	Potential Reason(s)*
IB-84	SH-55 to Canyon St.	Westbound	Nampa	77.9%	New Karcher Interchange and intersection widening complete.
US-20/26	I-84 WB Ramps to Muller Rd.	Eastbound	Caldwell	68.9%	Reconstruction of Exit 29
SH-21	SH-21/Federal Way to I-84 EB Ramps	Westbound	Boise	67.0%	Construction on I-84.
Vista Ave./Capitol Blvd./9 th St.	Front St. to Bannock St.	Northbound	Boise	66.8%	Lane closure on 9 th St for building construction.
Cherry Ln./Fairview Ave.	Eagle Rd. to Locust Grove Rd.	Descending	Boise	65.9%	Construction on I-84 between Meridian Rd and Cloverdale Road which caused some traffic to use Fairview Avenue plus the Fairview Ave / Maple Grove Rd intersection was under construction.
SH-44	State St. to Marigold St.	Eastbound	Boise	63.0%	Chinden Blvd widening project caused some traffic to use SH 44.
Franklin Rd.	Eagle Rd. to Cloverdale Rd.	Eastbound	Boise	59.9%	Construction related closure on Maple Grove Rd.
SH-55	St. Lukes Ln. to I-84 EB Ramps	Southbound	Boise	59.1%	Eagle Rd WB off-ramp construction, signal split phase at ramp
Franklin Rd.	Star Rd. to Franklin Rd./CanAda Rd.	Westbound	Boise	56.4%	Ten Mile Rd overpass was a one-lane bridge which caused back-ups on Franklin Rd.
SH-44	Marigold St. to Chinden Blvd.	Eastbound	Boise	54.6%	Chinden Blvd widening project caused some traffic to use SH 44.
Overland Rd.	Cole Rd. to Entertainment Ave.	Westbound	Boise	53.2%	Construction on I-84 between Meridian Rd and Cloverdale Road which caused some traffic to use Fairview Avenue plus the Fairview Ave / Maple Grove Rd intersection was under construction.

* Potential reasons for the changes in travel time offered by Canyon County highway district, city, ACHD or ITD technical staff.

VI. Congestion Mitigation

The development of applicable congestion mitigation measures to address specific areas of congestion is delegated to each transportation agency in the valley. However, the Treasure Valley CMS does provide some guidance on mitigation measures to the local transportation agencies in the form of a “Toolbox.” The “Toolbox” is presented in Table 8. With only five years worth of travel time data collected and only a handful of projects identified, an evaluation of the “Toolbox” is not feasible. As more data are collected, quantitative and/or qualitative evaluations of the “Toolbox” may be possible.

Table 8: Treasure Valley CMS “Toolbox”

CMS “Toolbox” - Congestion Mitigation Strategy Categories		
	Area Wide	Corridor / Project Specific
Short Term (Within 5 Years)	<ul style="list-style-type: none"> ❖ Access Management policies for all congested roadways ❑ Zoning Ordinance Standards ❑ Employer Based Strategies ❑ Access Management policies for all development along congested roadways 	<ul style="list-style-type: none"> ❖ Intelligent Transportation Systems ➤ Intelligent Transportation Systems ❖ Additional Roadway Capacity ❖ Non-motorized Mode Improvements ❖ Intersection Improvements ❖ Preferential Based Strategies ➤ New or increased access to transit ❑ Non-motorized Mode Improvements
Long Term (Greater than 5 Years)	<ul style="list-style-type: none"> ❑ Comprehensive Plan land use strategies ➤ Intermodal Project integration / design ➤ New or increased access to transit ➤ Additional transit services 	<ul style="list-style-type: none"> ❖ Additional Roadway Capacity listed in regional long-range plan ➤ Addition of transit oriented fixed-guide way

Implementing Agency Legend (note: the current draft only applies to roadway congestion):

- ❖ Roadway Agencies (Ada County Highway District (ACHD), Idaho Transportation Department (ITD), all cities and highway districts in Canyon County, and some cities in Ada County)
- Transit Providers (Valley Regional Transit and ACHD Commuteride)
- ❑ City and County Level Governments

Land Use Agencies

A few land use agencies have adopted roadway access management ordinances. The City of Kuna’s Access Management Ordinance (Ordinance 624, 12-16-2002) limits the number and use of access on State Highway 69 to existing residential and/or agricultural uses and those needed to provide emergency services. Caldwell Ordinance number 2556 defines the acceptable types of roadway access within the city limits and area of impact. It specifically limits the type of access on State Highway 19 (Simplot Blvd. west of Farmway Rd.), State Highway 55 (Karcher Rd.), US Highway 20/26, and portions of the Interstate 84 Business Route (Centennial Way). Meridian adopted a roadway access management ordinance for the interstates and state highways in September 2005. This includes portions of Interstate 84, US Highway 20/26 (Chinden Rd.), State Highway 44 (State St.), State Highway 69, and State Highway 55 (Eagle Rd.).

Transportation Projects

As part of the Transportation Improvement Program (TIP) development process, and the proposed Surface Transportation Program (STP), projects are ranked according to various criteria. One of those criteria, "System Efficiency," awards ranking points to projects attempting to implement congestion mitigation projects identified in the CMS "Toolbox." Table 9 lists those STP projects which received CMS considerations, based on collected travel time data, in the FY2005-2009 and FY2006-2010 TIPs. It should be noted that CMS ranking points were given regardless of roadway classification. As previously stated, travel time data is only collected on principal arterials and interstates, but improvements to minor arterials may also influence travel time on other facilities. No additional projects were added to the FY 2007-2011 or the FY 2008-2012 TIPs due to increases in construction costs and decreases in obligation authority (revenue). A new project prioritization process was approved on January 22, 2007. The 2008 CMS annual report will reflect the new scoring process.

Table 9: Transportation Improvement Program (TIP) CMS Project Ranking

Implement System Efficiency (i.e., CMS consideration) - Possible 5 points				
Project	Location	City	Program	System Efficiency Points*
Roadway Widening: Franklin Rd.	Touchmark Way to Five Mile Rd.	Boise	FY2005-2009	5
Intersection Improvements	Franklin Rd. & Allumbaugh St.	Boise	FY2006-2010	5
Intersection Improvements	Franklin Rd. & Liberty St.	Boise	FY2006-2010	5
Intersection Improvements	10 th Ave. & Ustick Rd.	Caldwell	FY2006-2010	5
Intersection Improvements	Franklin Rd. & Phillipi St.	Boise	FY2006-2010	4
New Roadway: Three Cities River Crossing	Between Eagle Rd. and Glenwood Rd.	Regional	FY2005-2009	3
Intersection Improvements	Franklin Rd. & Roosevelt St.	Boise	FY2006-2010	3
Roadway Widening: 21st Ave.	Chicago St. to Franklin Rd.	Caldwell	FY2006-2010	3
Intersection Improvements	Orchard St. & Chinden Blvd.	Garden City	FY2006-2010	2
Roadway Widening: Franklin Rd.	Black Cat Road to Ten Mile Rd.	Meridian	FY2005-2009	1
Roadway Widening: Franklin Rd.	Ten Mile Rd to Linder Rd.	Meridian	FY2005-2009	1
Roadway Improvements: Airport Rd.	Kings Rd. to Happy Valley Rd.	Caldwell	FY2006-2010	1
Roadway Improvements: SH-44 (Main Street)	Highland Rd. to 4th Ave. West	Middleton	FY2006-2010	1

* CMS points were awarded to projects regardless of current/proposed roadway classification.

Using the current regional long-range transportation plan, *Communities in Motion*, a qualitative analysis of travel time impacts associated with growth was performed. This is done by comparing current year and future year

modeled travel time data produced by COMPASS' travel demand model. Table 10 displays the model data comparison for travel routes, primarily interstate and principal arterials in Ada and Canyon Counties. Due to forecasted future growth, travel times will most likely increase over the next 20 years. COMPASS' travel demand model is a regional model and does not capture the critical role intersection design and signalizations have on travel time.

Table 10: Modeled Travel Time Comparison*

From	To	2007 Time (min)	2030 Time (min)	Travel Time Increase (%)	Primary Route
City of Meridian	Crossroads Shopping Center (Eagle Rd. and Fairview Ave.)	5.0	5.3	6%	Franklin Rd.
City of Eagle	St. Luke's in Meridian	10.5	10.8	3%	Eagle Rd. (SH-55)
City of Nampa	Downtown Boise	29.9	37.0	24%	I-84
City of Caldwell	Micron	43.3	52.1	20%	I-84
City of Meridian	St Al's	14.9	15.9	6%	Fairview Ave.
City of Star	Hewlett Packard	14.6	16.5	13%	SH-44 and US 20/26
City of Star	Downtown Boise	25.9	30.1	16%	SH-44 (State St.)
North Meridian	Hewlett-Packard Entrance	10.7	12.5	16%	US 20/26 (Chinden Blvd.)
City of Middleton	City of Eagle	18.7	21.0	13%	SH-44 (State St.)
North Caldwell	Boise Towne Square	29.7	36.8	24%	I-84
South Nampa	Boise Airport	28.9	35.3	22%	I-84
Broadway IC	Boise State University	4.61	6.13	33%	Broadway Ave.

*Based on roadway networks used in *Communities in* and 2030 Community Choices demographic forecast.

VII. Conclusion

As part of the Treasure Valley CMS, 2007 travel time data were collected and analyzed to classify congestion on interstate and principal arterial roadways in the Treasure Valley. A fraction of these roadways were identified as highly congested for 2007. The number of roadway segments identified as “High” congestion decreased from 47 to 46 during the period between 2006 and 2007. Comparisons between current and historic data sets show some change in congestion classifications (Table 4 and Table 5). Although more travel time data needs to be collected before trends in congestion and congestion mitigation can be assessed, it appears that signalization improvements, changes in land use, and completion of roadway construction projects contributed to improved travel times. However, travel time forecasts produced by COMPASS' travel demand model indicate travel times are likely to increase on Treasure Valley interstates and principal arterials over the next 23 years.

VIII. Summary

This document fulfills the annual reporting commitment of the Treasure Valley CMS. It evaluates how well congestion is managed and provides congestion data to entities that design and develop roadway projects and congestion mitigation measures.

As part of the annual reporting process, travel time data for 2007 were collected on the interstate and principal arterial roadways of the Treasure Valley. These data were converted to travel time indices (SI), which were used to classify the level of congestion encountered. Significant changes in congestion classification were noted and possible reasons for these changes obtained from local transportation and land use agencies. The 2007 congestion levels were compared to those encountered in 2003, 2004, 2005, and 2006. The amount of congestion data available does not allow for a reliable quantitative evaluation of congestion mitigation measures included in the CMS "Toolbox". However, a qualitative analysis using forecasted travel times indicates that, as the valley continues to grow, travel times and congestion are likely to increase, despite planned roadway capacity expansions.

IX. APPENDIX A: DETAILED 2007 TRAVEL TIME DATA

Table A-11: Ascending Data – Ada County

Ascending (East or Northbound) Travel Time Data for Ada County, 2007									
Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Americana Blvd./15th St./16th St.	Emerald St. to Shoreline Dr.	0.54	97.710	64.630	64.800	1.510	1.000	1.462	1.211
Americana Blvd./15th St./16th St.	Shoreline Dr. to Main St.	1.28	106.940	72.680	61.680	1.470	1.180		
Americana Blvd./15th St./16th St.	Main St. to State St.	0.26	74.380	56.210	31.200	1.320	1.800		
Amity Rd.	McDermott Rd. to Black Cat Rd.	0.93	75.620	75.620	66.890	1.000	1.130	1.061	1.199
Amity Rd.	Black Cat Rd. to Ten Mile Rd.	1.00	83.400	81.880	72.000	1.020	1.140		
Amity Rd.	Ten Mile Rd. to Linder Rd.	1.00	87.670	83.160	72.000	1.050	1.150		
Amity Rd.	Linder Rd. to SH-69	1.01	117.030	99.760	72.720	1.170	1.370		
Cherry Ln./Fairview Ave.	Black Cat Rd. to Ten Mile Rd.	1.01	133.730	110.010	103.890	1.220	1.060	1.507	1.052
Cherry Ln./Fairview Ave.	Ten Mile Rd. to Linder St.	1.02	159.750	111.310	104.910	1.440	1.060		
Cherry Ln./Fairview Ave.	Linder St. to Main St.	1.12	242.190	124.140	114.790	1.950	1.080		
Cherry Ln./Fairview Ave.	Main/Cherry Ln. to Locust Grove St.	0.85	110.910	88.350	87.630	1.260	1.010		
Cherry Ln./Fairview Ave.	Locust Grove St. to Eagle Rd.	1.00	151.420	95.580	91.480	1.580	1.040		
Cherry Ln./Fairview Ave.	Eagle Rd. to Cloverdale Rd.	1.01	164.440	95.310	90.900	1.730	1.050	1.658	1.053
Cherry Ln./Fairview Ave.	Cloverdale Rd. to Five Mile Rd.	1.01	109.070	92.530	90.900	1.180	1.020		
Cherry Ln./Fairview Ave.	Five Mile Rd. to Mitchell St.	0.39	58.070	53.260	50.500	1.090	1.050		
Cherry Ln./Fairview Ave.	Mitchell St. to Maple Grove Rd.	0.52	83.770	53.910	53.380	1.550	1.010		
Cherry Ln./Fairview Ave.	Maple Grove Rd. to Milwaukee St.	0.50	82.420	52.920	51.220	1.560	1.030		
Cherry Ln./Fairview Ave.	Milwaukee St. to Cole Rd.	0.51	144.150	58.880	52.050	2.450	1.130		
Cherry Ln./Fairview Ave.	Cole Rd. to Liberty St.	0.66	85.540	70.310	67.370	1.220	1.040		
Cherry Ln./Fairview Ave.	Liberty St. to Curtis Rd.	0.38	150.120	41.490	39.090	3.620	1.060		
Cherry Ln./Fairview Ave.	Curtis Rd. to Orchard St.	0.56	84.770	58.920	52.560	1.440	1.120		
Cole Rd.	Latigo Dr. to Amity Rd.	0.99	110.100	103.930	101.830	1.060	1.020	1.483	1.159
Cole Rd.	Amity Rd. to Victory Rd.	1.01	163.950	109.130	103.890	1.500	1.050		
Cole Rd.	Victory Rd. to S. Costco/Century Way	0.58	67.050	60.950	59.350	1.100	1.030		
Cole Rd.	S. Costco/Century Way to Overland Rd.	0.42	103.290	51.930	43.510	1.990	1.190		
Cole Rd.	Overland Rd. to Franklin Rd.	1.00	159.910	112.870	102.550	1.420	1.100		

Ascending (East or Northbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Cole Rd.	Franklin Rd. to Emerald St.	0.52	105.270	58.640	53.380	1.800	1.100		
Cole Rd.	Emerald St. to Fairview Ave.	0.49	196.050	100.180	50.190	1.960	2.000		
Cole Rd.	Fairview Ave. to Northview St.	0.51	84.300	59.490	52.660	1.420	1.130		
Cole Rd.	Northview St. to Ustick Rd.	0.54	90.150	60.800	55.850	1.480	1.090		
Cole Rd.	Ustick Rd. to Mountainview Dr.	0.60	82.440	74.200	62.130	1.110	1.190		
Cole Rd.	Mountainview Dr. to Chinden Blvd.	0.61	178.120	87.590	73.200	2.030	1.200		
Fairview Ave./Main St./Idaho St.	W. End Boise River Br. to 27 th St.	0.29	62.860	28.430	30.240	2.210	0.940	1.626	1.278
Fairview Ave./Main St./Idaho St.	27th St. to 23 rd St.	0.28	35.680	47.930	28.800	0.740	1.660		
Fairview Ave./Main St./Idaho St.	23rd St. to 16 th St.	0.24	33.740	33.550	26.130	1.010	1.280		
Fairview Ave./Main St./Idaho St.	16th St. to 13th St.	0.21	38.490	54.800	25.200	0.700	2.170		
Fairview Ave./Main St./Idaho St.	13th St. to 9th St.	0.29	67.030	35.030	34.800	1.910	1.010		
Fairview Ave./Main St./Idaho St.	9th St. to 5th St.	0.28	67.920	37.870	33.600	1.790	1.130		
Fairview Ave./Main St./Idaho St.	5th St. to 1st St.	0.30	49.100	36.530	36.000	1.340	1.010		
Fairview Ave./Main St./Idaho St.	1st St. to Broadway Ave./Avenue B	0.15	97.120	23.470	18.000	4.140	1.300		
Federal Way	Vista Ave./Eastover Rd. to Kootenai St.	0.67	73.730	62.650	60.120	1.180	1.040	1.292	1.031
Federal Way	Kootenai St. to Overland Rd.	0.35	50.350	33.320	31.590	1.510	1.050		
Federal Way	Overland Rd. to Broadway Ave.	1.16	124.550	98.190	104.670	1.270	0.940		
Federal Way	Broadway Ave. to Bergeson St.	0.76	101.910	76.290	68.220	1.340	1.120		
Federal Way	Bergeson St. to Amity Rd.	1.00	85.750	79.010	80.000	1.090	0.990		
Federal Way	Amity Rd. to Yamhill Rd.	0.85	84.440	70.260	68.000	1.200	1.030		
Federal Way	Yamhill Rd. to SH-21/Federal Way	0.57	103.400	58.780	51.300	1.760	1.150		
Five Mile Rd.	Overland Rd. to Franklin Rd.	1.02	248.760	119.100	104.810	2.090	1.140	2.482	1.155
Five Mile Rd.	Franklin Rd. to Fairview Ave.	1.03	356.360	124.270	106.150	2.870	1.170		

Ascending (East or Northbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Franklin Rd.	Franklin Rd./Can-Ada Rd. to Star Rd.	0.99	202.000	90.320	78.800	2.240	1.150	1.353	1.229
Franklin Rd.	Star Rd. to McDermott Rd.	1.00	87.450	85.040	79.840	1.030	1.070		
Franklin Rd.	McDermott Rd. to Black Cat Rd.	1.00	88.480	79.630	72.220	1.110	1.100		
Franklin Rd.	Black Cat Rd. to Ten Mile Rd.	1.00	108.920	82.890	71.930	1.310	1.150		
Franklin Rd.	Ten Mile Rd. to Linder Rd.	1.00	94.960	87.870	72.290	1.080	1.220		
Franklin Rd.	Linder Rd. to Main St. (E. 1st St.)	1.10	174.960	128.550	78.550	1.360	1.640		
Franklin Rd.	Main St. to Nola Rd.	0.98	105.330	94.410	87.840	1.120	1.070		
Franklin Rd.	Nola Rd. to Eagle Rd.	1.01	132.570	95.840	81.040	1.380	1.180		
Franklin Rd.	Eagle Rd. to Cloverdale Rd.	1.06	219.190	90.110	84.720	2.430	1.060		
Franklin Rd.	Cloverdale Rd. to Five Mile Rd.	1.01	141.460	85.610	80.800	1.650	1.060		
Franklin Rd.	Five Mile Rd. to Maple Grove Rd.	1.01	101.110	86.290	84.230	1.170	1.020		
Franklin Rd.	Maple Grove Rd. to Milwaukee St.	0.65	98.150	72.020	66.860	1.360	1.080		
Franklin Rd.	Milwaukee St. to Cole Rd.	0.36	62.980	38.360	37.030	1.640	1.040		
I-184	Jct. I-84 to Franklin Rd.	1.08	71.280	71.680	70.950	0.990	1.010		
I-184	Franklin Rd. to Curtis Rd.	1.46	100.390	97.220	95.300	1.030	1.020		
I-184	Curtis Rd. to Orchard St.	0.55	35.470	34.440	36.000	1.030	0.960		
I-184	Orchard St. to Chinden Blvd.	0.50	35.720	34.110	32.730	1.050	1.040		
I-84	Eagle Rd. to Five Mile Rd.	2.04	119.940	112.510	113.210	1.070	0.990		
I-84	Five Mile Rd. to Overland Rd.	2.10	120.460	115.690	116.200	1.040	1.000		
I-84	Overland Rd. to Orchard St.	1.86	115.860	101.550	105.370	1.140	0.960		
I-84	Orchard St. to Vista Ave.	1.49	91.330	80.550	82.300	1.130	0.980		
I-84	Vista Ave. to Broadway Ave.	1.00	61.230	55.810	55.500	1.100	1.010		
I-84	Broadway Ave. to Gowen Rd.	2.45	147.090	121.780	121.260	1.210	1.000		
I-84	Gowen Rd. to Eisenman Rd.	2.58	135.660	122.660	123.740	1.110	0.990		
Meridian Rd.	Corporate Dr. to Franklin Rd.	0.37	68.800	52.410	44.130	1.310	1.190		
Meridian Rd.	Franklin Rd. to Pine Ave.	0.50	92.010	74.010	66.930	1.240	1.110		
Meridian Rd.	Pine Ave. to Cherry Ln.	0.50	121.150	81.040	72.140	1.490	1.120		
Orchard St.	I-84 EB Ramps to Overland Rd.	1.08	153.180	127.160	119.310	1.200	1.070	1.550	1.066
Orchard St.	Overland Rd. to Franklin Rd.	0.85	193.540	119.660	102.000	1.620	1.170		

Ascending (East or Northbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Orchard St.	Franklin Rd. to Emerald St.	0.70	136.690	77.910	84.000	1.750	0.930		
Orchard St.	Emerald St. to I-184 EB Ramp	0.42	62.750	51.080	50.400	1.230	1.010		
Orchard St.	I-184 EB Ramp to Bond St.	0.20	24.930	30.110	23.400	0.830	1.290		
Orchard St.	Bond St. to Chinden Blvd.	0.28	107.710	34.160	34.080	3.150	1.000		
Overland Rd.	Maple Grove Rd. to Entertainment Ave.	0.68	88.440	70.100	65.280	1.260	1.070	1.685	1.096
Overland Rd.	Entertainment Ave. to Cole Rd.	0.33	100.110	39.180	33.940	2.560	1.150		
Overland Rd.	Cole Rd. to Curtis Rd.	0.81	162.800	111.490	83.520	1.460	1.330	1.662	1.138
Overland Rd.	Curtis Rd. to Orchard St.	0.51	136.260	53.220	52.460	2.560	1.010		
Overland Rd.	Orchard St. to Roosevelt St.	0.49	67.340	52.760	50.400	1.280	1.050		
Overland Rd.	Roosevelt St. to Owyhee St.	0.50	82.450	52.940	51.430	1.560	1.030		
Overland Rd.	Owyhee St. to Vista Ave./Overland Rd.	0.49	89.820	57.960	50.400	1.550	1.150		
Park Blvd./Parkcenter Blvd.	Broadway Ave. to Park Blvd./Parkcenter Blvd./Clearwater Ln.	0.31	43.500	38.700	32.300	1.120	1.200		
Park Blvd./Parkcenter Blvd.	Park Blvd./Parkcenter Blvd./Clearwater Ln. to Beacon St.	0.32	48.470	29.610	32.710	1.640	0.910		
Park Blvd./Parkcenter Blvd.	Beacon St. to Mallard Dr.	0.52	63.930	55.200	53.180	1.160	1.040		
Park Blvd./Parkcenter Blvd.	Mallard Dr. to River Run Dr.	0.55	61.420	57.780	56.570	1.060	1.020		
Park Blvd./Parkcenter Blvd.	River Run Dr. to Apple St.	0.45	69.260	48.410	46.290	1.430	1.050		
Park Blvd./Parkcenter Blvd.	Apple St. to Monterey Dr.	0.88	106.200	94.310	90.510	1.130	1.040		
SH-16	SH-44 to Floating Feather Rd.	1.27	77.860	76.990	70.060	1.010	1.100		
SH-16	Floating Feather Rd. to Beacon Light Rd.	0.77	43.740	43.150	42.430	1.010	1.020		
SH-16	Beacon Light Rd. to Deep Canyon Rd.	1.37	79.930	77.680	75.820	1.030	1.020		
SH-16	Deep Canyon Rd. to Firebird Entrance	2.09	119.000	116.470	115.480	1.020	1.010		
SH-16	Firebird Entrance to County Line	2.87	177.510	161.770	159.180	1.100	1.020		
SH-21	I-84 EB Ramps to SH-21/Federal Way	0.41	75.390	44.930	42.170	1.680	1.070		
SH-21	Federal Way to Technology Way	0.38	43.830	34.030	24.740	1.290	1.380		
SH-21	Technology Way to E. Lake Forest Dr.	1.70	121.730	116.340	111.210	1.050	1.050		
SH-21	E. Lake Forest Dr. to Warm Springs Ave.	1.09	67.830	66.930	71.540	1.010	0.940		
SH-21	Warm Springs Ave. to Discovery State Park	1.81	138.020	132.360	119.910	1.040	1.100		

Ascending (East or Northbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
SH-21	Discovery State Park to Sandy Point Ln.	0.56	45.920	49.630	44.400	0.930	1.120		
SH-44	Kingsbury Rd. to Blessinger Ln.	1.01	67.840	65.720	65.850	1.030	1.000	1.409	1.015
SH-44	Blessinger Ln. to Can-Ada Rd.	1.05	71.280	69.510	68.920	1.030	1.010		
SH-44	Can-Ada Rd. to Star Rd.	1.00	123.540	90.950	88.410	1.360	1.030		
SH-44	Star Rd. to Taurus Way	0.44	65.050	65.870	63.360	0.990	1.040		
SH-44	Taurus Way to Jct. SH-16	1.30	118.630	93.850	92.820	1.260	1.010		
SH-44	Jct. SH-16 to Palmer Ln.	0.75	54.870	50.890	49.220	1.080	1.030		
SH-44	Palmer Ln. to Linder Rd.	1.51	236.270	99.620	99.030	2.370	1.010		
SH-44	SH-55 to Horseshoe Bend Rd.	0.19	32.500	24.650	12.240	1.320	2.010	1.761	1.123
SH-44	Horseshoe Bend Rd. to Glenwood St.	2.03	194.340	150.710	144.970	1.290	1.040		
SH-44	State St. to Marigold St.	0.61	266.240	74.630	62.740	3.570	1.190		
SH-44	Marigold St. to Chinden Blvd.	0.70	128.430	76.860	72.000	1.670	1.070		
SH-55	I-84 EB Ramps to St. Lukes Ln.	0.42	111.360	51.060	30.460	2.180	1.680	1.815	1.115
SH-55	St. Lukes Ln. to Franklin Rd.	0.44	26.270	22.420	18.000	1.170	1.250		
SH-55	Franklin Rd. to Fairview Ave.	1.00	197.270	73.910	72.140	2.670	1.020		
SH-55	Fairview Ave. to Ustick Rd.	0.98	92.450	67.890	68.420	1.360	0.990		
SH-55	Ustick Rd. to McMillan Rd.	1.01	116.430	73.090	66.170	1.590	1.100		
SH-55	McMillan Rd. to Chinden Blvd.	1.01	168.790	69.910	66.040	2.410	1.060		
SH-55	Chinden Blvd. to SH-44	1.91	211.030	143.780	129.510	1.470	1.110		
SH-55	SH-44 to Hill Rd.	0.62	47.600	48.940	40.320	0.970	1.210	1.098	1.063
SH-55	Hill Rd. to Floating Feather Rd.	0.89	68.540	59.840	58.450	1.150	1.020		
SH-55	Floating Feather Rd. to Beacon Light Rd.	0.99	73.970	65.620	64.800	1.130	1.010		
SH-69	Kuna Rd. to Deer Flat Rd.	0.98	85.890	68.880	64.080	1.250	1.070	1.162	1.023
SH-69	Deer Flat Rd. to Hubbard Rd.	0.99	71.840	66.160	65.000	1.090	1.020		
SH-69	Hubbard Rd. to Columbia Rd.	1.01	69.230	66.650	66.040	1.040	1.010		
SH-69	Columbia Rd. to Lake Hazel Rd.	1.00	69.020	66.170	65.590	1.040	1.010		
SH-69	Lake Hazel Rd. to Amity Rd.	1.01	84.200	67.190	66.040	1.250	1.020		
SH-69	Amity Rd. to Victory Rd.	1.01	86.300	66.630	66.040	1.300	1.010		

Ascending (East or Northbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
State St.	Glenwood St. to Pierce Park Ln.	0.69	69.730	73.860	54.960	0.940	1.340	1.320	1.090
State St.	Pierce Park Ln. to Collister Dr.	1.32	131.850	107.390	105.840	1.230	1.010		
State St.	Collister Dr. to Veterans Memorial Pkwy.	0.91	174.920	98.200	93.810	1.780	1.050		
State St.	Veterans Memorial Pkwy. to 27th St.	0.93	128.430	98.440	95.350	1.300	1.030		
State St.	27th St. to 18th St.	0.66	96.000	81.440	74.540	1.180	1.090		
State St.	18th St. to 15th St.	0.24	54.660	33.990	28.680	1.610	1.190		
US-20/26	11th Ave. N Ext. to Can-Ada Rd.	1.02	68.440	66.860	66.440	1.020	1.010		
US-20/26	Can-Ada Rd. to Star Rd.	0.98	99.000	64.000	63.950	1.550	1.000		
US-20/26	Star Rd. to McDermit Rd.	1.01	75.000	66.080	65.910	1.140	1.000		
US-20/26	McDermit Rd. to Black Cat Rd.	0.99	67.230	65.030	64.670	1.030	1.010		
US-20/26	Black Cat Rd. to Ten Mile Rd.	1.00	69.610	65.790	65.520	1.060	1.000		
US-20/26	Ten Mile Rd. to Linder Rd.	1.00	139.720	65.560	65.130	2.130	1.010		
US-20/26	Glenwood St. to Veterans Memorial Pkwy.	1.96	293.930	207.610	201.090	1.420	1.030		
US-20/26	Veterans Memorial Pkwy. to 36th St.	0.65	76.310	69.360	66.650	1.100	1.040		
US-20/26	36th St. to Main St.	0.48	53.000	49.620	49.580	1.070	1.000		
US-20/26	Main St. to 13th St.	1.26	132.680	115.280	96.770	1.150	1.190	1.080	1.243
US-20/26	13th St. to 9th St.	0.30	53.570	54.680	30.960	0.980	1.770		
US-20/26	9th St. to Capitol Blvd.	0.14	18.120	23.430	14.810	0.770	1.580		
US-20/26	Capitol Blvd. to Broadway Ave.	0.72	82.600	78.210	74.470	1.060	1.050		
US-20/26	Broadway Ave./Myrtle St. to Beacon St.	0.51	94.400	57.970	52.460	1.630	1.100		
US-20/26	Beacon St. to Boise Ave.	0.55	93.100	62.190	56.670	1.500	1.100		
US-20/26	Boise Ave. to Federal Way	1.07	144.660	109.190	110.060	1.320	0.990		
US-20/26	Federal Way to I-84 EB Ramps	0.69	98.420	63.710	60.210	1.540	1.060		
Vista Ave./Capitol Blvd./9th St.	Wright St. to I-84 EB Ramps	0.08	28.900	8.310	8.020	3.480	1.040	1.604	1.098
Vista Ave./Capitol Blvd./9th St.	I-84 EB Ramps to Canal St.	0.48	72.460	52.400	49.370	1.380	1.060		
Vista Ave./Capitol Blvd./9th St.	Canal St. to Targee St.	0.37	55.520	39.610	38.060	1.400	1.040		
Vista Ave./Capitol Blvd./9th St.	Targee St. to Overland Rd.	0.49	81.110	53.560	50.400	1.510	1.060		
Vista Ave./Capitol Blvd./9th St.	Vista Ave./Overland Rd. to Kootenai St.	0.24	42.900	26.660	24.690	1.610	1.080		
Vista Ave./Capitol Blvd./9th St.	Kootenai St. to Eastover Rd.	0.61	67.680	61.650	62.230	1.100	0.990		

Ascending (East or Northbound) Travel Time Data for Ada County, 2007									
Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Vista Ave./Capitol Blvd./9th St.	Vista Ave./Eastover Rd. to University Dr.	0.29	66.490	40.900	30.030	1.630	1.360		
Vista Ave./Capitol Blvd./9th St.	University Dr. to Myrtle St.	0.54	93.540	72.020	62.540	1.300	1.150		
Vista Ave./Capitol Blvd./9th St.	Myrtle St. to Front St.	0.12	59.840	22.340	14.400	2.680	1.550		
Vista Ave./Capitol Blvd./9th St.	Front St. to Bannock St.	0.27	120.410	38.030	38.160	3.170	1.000		

Table A-12: Ascending Data - Canyon County

Ascending (East or Northbound) Travel Time Data for Canyon County, 2007									
Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
10th Ave.	I-84 WB Ramps to Chicago St.	0.47	58.890	55.410	48.240	1.060	1.150	1.060	1.611
10th Ave.	Chicago St. to Cleveland Blvd.	0.42	97.770	92.240	43.610	1.060	2.120		
21st Ave.	Cleveland Blvd. to Chicago St.	0.43	89.410	61.660	51.240	1.450	1.200	1.405	1.689
21st Ave.	Chicago St. to Franklin Rd.	0.32	47.510	39.300	32.710	1.210	1.200		
21st Ave.	Franklin Rd. to I-84 EB Ramps	0.17	109.980	66.430	17.180	1.660	3.870		
Airport Rd.	Garrity Blvd. to Happy Valley Rd.	1.03	133.140	111.860	106.150	1.190	1.050	1.190	1.050
Amity Rd.	SH-45 to Holly St.	0.66	81.350	58.630	67.680	1.390	0.870	1.171	1.057
Amity Rd.	Holly St. to S. Powerline Rd.	0.35	98.850	74.520	69.490	1.330	1.070		
Amity Rd.	S. Powerline Rd. to South Side Blvd.	1.02	143.120	103.780	104.400	1.380	0.990		
Amity Rd.	South Side Blvd. to Happy Valley Rd.	1.00	123.180	118.130	102.860	1.040	1.150		
Amity Rd.	Happy Valley Rd. to Robinson Rd.	0.96	93.480	89.800	73.530	1.040	1.220		
Amity Rd.	Robinson Rd. to McDermott Rd.	1.09	80.530	78.180	78.550	1.030	1.000		
Can-Ada Rd.	I-84 WB ramps to Franklin Rd./CanAda Rd.	0.35	37.080	35.430	35.490	1.050	1.000	1.246	1.069
Can-Ada Rd.	Franklin Rd. to Cherry Ln.	1.10	122.530	107.560	113.450	1.140	0.950		
Can-Ada Rd.	Cherry Ln. to Ustick Rd.	1.00	103.820	85.530	71.930	1.210	1.190		
Can-Ada Rd.	Ustick Rd. to McMillan Rd.	1.00	86.040	77.920	72.220	1.100	1.080		
Can-Ada Rd.	McMillan Rd. to US20/26	1.01	127.620	79.190	72.720	1.610	1.090		

Ascending (East or Northbound) Travel Time Data for Canyon County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Cherry Ln.	Middleton Rd. to Midland Blvd.	1.15	107.590	109.410	92.000	0.980	1.190	1.061	1.097
Cherry Ln.	Midland Blvd. to Northside Blvd.	1.02	100.620	101.080	81.600	1.000	1.240		
Cherry Ln.	Northside Blvd. to Franklin Rd.	1.03	103.100	91.810	82.400	1.120	1.110		
Cherry Ln.	Franklin Rd. to 11th Ave. N.	1.03	89.690	84.710	82.400	1.060	1.030		
Cherry Ln.	11th Ave. N. to Can-Ada Rd.	1.03	102.440	85.820	82.400	1.190	1.040		
Cherry Ln.	Can-Ada Rd. to Star Rd.	1.00	100.130	88.330	80.000	1.130	1.100		
Cherry Ln.	Star Rd. to McDermott Rd.	0.91	85.140	84.220	72.480	1.010	1.160		
Cherry Ln.	McDermott Rd. to Black Cat Rd.	1.15	95.450	94.760	103.050	1.010	0.920		
Franklin Blvd.	11th Ave. N to I-84 WB Ramps	0.94	130.740	94.910	85.260	1.380	1.110		
Greenhurst Rd.	Middleton Rd. to Midland Rd.	1.00	105.720	91.080	80.000	1.160	1.140	1.147	1.122
Greenhurst Rd.	Midland Rd. to 12th Ave. Rd.	1.00	143.400	116.390	103.170	1.230	1.130		
Greenhurst Rd.	12th Ave. Rd. to Sunnyridge Rd.	0.50	60.900	53.980	51.740	1.130	1.040		
Greenhurst Rd.	Sunnyridge Rd. to S.Powerline Rd.	0.49	71.230	59.250	50.810	1.200	1.170		
Greenhurst Rd.	S.Powerline Rd. to Southside Blvd.	1.01	128.310	115.740	104.190	1.110	1.110		
Greenhurst Rd.	Southside Blvd. to Happy Valley Rd.	1.00	146.950	129.650	102.860	1.130	1.260		
Greenhurst Rd.	Happy Valley Rd. to Robinson Rd.	1.14	135.550	111.540	102.600	1.220	1.090		
Greenhurst Rd.	Robinson Rd. to McDermott Rd.	1.22	105.480	101.960	97.600	1.030	1.040		
I-84	Franklin Blvd. to Garrity IC	1.96	314.230	108.550	108.550	2.890	1.000		
I-84	Garrity IC to Ten Mile Rd.	4.06	345.980	224.580	224.580	1.540	1.000		
IB-84	Cleveland Blvd./Centennial Way to Kimball Ave.	0.50	96.670	79.200	72.580	1.220	1.090	1.479	1.021
IB-84	Kimball Ave. to 10th Ave.	0.14	44.540	22.460	20.300	1.980	1.110		
IB-84	10th Ave. to 18th Ave.	0.61	68.220	74.860	66.120	0.910	1.130		
IB-84	18th Ave. to 21st Ave.	0.22	38.800	24.210	22.420	1.600	1.080		
IB-84	21st Ave. to Linden St.	0.68	133.320	63.020	69.730	2.120	0.900		
IB-84	Linden St. to Ustick Rd.	1.44	168.620	121.980	118.560	1.380	1.030		
IB-84	Ustick Rd. to Homedale Rd.	1.47	176.960	114.780	117.280	1.540	0.980		
IB-84	Homedale Rd. to Middleton Rd.	0.73	94.900	65.900	63.030	1.440	1.050		

Ascending (East or Northbound) Travel Time Data for Canyon County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
IB-84	Middleton Rd. to Karcher Rd.	0.74	116.590	78.650	76.530	1.480	1.030		
IB-84	Karcher Rd. to Midland Blvd.	0.64	145.530	78.940	66.240	1.840	1.190		
IB-84	Midland Blvd. to Canyon St.	1.05	169.800	107.850	107.590	1.570	1.000		
IB-84	Canyon St. to Yale St./SH-55	0.30	63.450	38.530	31.060	1.650	1.240		
IB-84	Yale St./SH-55 to 7th Ave.	0.45	49.270	50.320	46.390	0.980	1.080		
IB-84	7th Ave. to 11th Ave./3rd Ave.	0.28	50.110	48.630	34.250	1.030	1.420		
IB-84	11th Ave./3rd Ave. to Garrity Blvd./Franklin Blvd.	0.86	152.930	87.990	87.940	1.740	1.000		
IB-84	Garrity Blvd./Franklin Blvd. to 16th Ave.	0.33	43.840	37.240	33.530	1.180	1.110		
IB-84	16th Ave. to Flamingo Ave.	1.66	205.580	175.830	149.360	1.170	1.180		
IB-84	Flamingo Ave. to I-84 WB Ramps	0.29	45.560	30.110	23.200	1.510	1.300		
Middleton Rd.	Center I-84 Overpass to Ustick Rd.	0.83	84.110	72.670	65.930	1.160	1.100	1.122	1.068
Middleton Rd.	Ustick Rd. to Linden Rd.	1.04	82.490	83.090	73.870	0.990	1.120		
Middleton Rd.	Linden Rd. to US-20/26	1.02	115.170	77.450	73.440	1.490	1.050		
Middleton Rd.	US-20/26 to Lincoln St. W.	1.03	77.130	75.270	74.160	1.020	1.010		
Middleton Rd.	Lincoln St. W. to Ctr. Boise Rv. Br.	1.37	106.400	101.660	99.870	1.050	1.020		
Middleton Rd.	Ctr. Boise Rv. Br. to Jct. SH-44	0.74	102.900	99.920	87.220	1.030	1.150		
SH-19/IB-84	Simplot Exit #3 to Farmway Rd.	1.01	68.220	65.390	66.180	1.040	0.990	1.154	1.148
SH-19/IB-84	Farmway Rd. to Blaine St./Simplot Blvd.	0.86	101.870	69.130	49.400	1.470	1.400		
SH-19/IB-84	Blaine St. to Chicago St.	0.28	44.130	46.880	44.020	0.940	1.070		
SH-19/IB-84	Chicago St. to I-84 WB Ramps	0.52	47.090	48.540	44.750	0.970	1.080		
SH-44	I-84 EB Ramps to Old Hwy 30	0.25	32.890	25.740	25.920	1.280	0.990	1.067	1.015
SH-44	Old Hwy 30 to Emmett Rd.	2.14	152.520	142.970	142.000	1.070	1.010		
SH-44	Emmett Rd. to Cemetery Rd.	1.02	84.750	76.780	74.270	1.100	1.030		
SH-44	Cemetery Rd. to Middleton Rd.	0.75	108.260	100.130	95.160	1.080	1.050		
SH-44	Middleton Rd. to Marjorie Ave.	0.53	48.640	45.770	45.510	1.060	1.010		
SH-44	Marjorie Ave. to Duff Ln.	0.77	55.130	52.370	52.420	1.050	1.000		
SH-44	Duff Ln. to Lansing Ln.	1.01	68.280	66.340	66.110	1.030	1.000		
SH-44	Lansing Ln. to Kingsbury Rd.	1.03	70.000	68.720	67.550	1.020	1.020		

Ascending (East or Northbound) Travel Time Data for Canyon County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
SH-45	Ruth Ln. to Greenhurst Rd.	1.55	180.180	139.550	133.750	1.290	1.040	1.214	1.120
SH-45	Greenhurst Rd. to Iowa Ave.	0.44	58.750	55.220	45.570	1.060	1.210		
SH-45	Iowa Ave. to Lake Lowell Ave.	0.56	55.290	57.900	57.290	0.950	1.010		
SH-45	Lake Lowell Ave. to 7th St.	1.03	150.050	113.510	105.940	1.320	1.070		
SH-45	7th St. to 12th Ave./3rd St.	0.29	60.340	54.660	32.790	1.100	1.670		
SH-45	12th Ave./3rd St. to 2nd St./11th Ave.	0.15	38.590	28.640	21.020	1.350	1.360		
SH-55/Northside Blvd.	3rd St. S to 1st St. N	0.38	61.370	43.280	39.190	1.420	1.100		
SH-55/Northside Blvd.	1st St. N to 6th St. N	0.53	62.490	47.090	42.480	1.330	1.110		
SH-55/Northside Blvd.	6th St. N to I-84 WB Ramps	0.25	44.500	29.310	19.840	1.520	1.480		
SH-55/Northside Blvd.	I-84 WB Ramps to Karcher Rd.	0.23	32.680	22.380	23.760	1.460	0.940		
SH-55/Northside Blvd.	Karcher Rd. to Cherry Ln.	1.00	103.010	95.320	90.000	1.080	1.060		
SH-55/Northside Blvd.	Cherry Ln. to Ustick Rd.	1.03	97.090	89.210	80.200	1.090	1.110		
SH-55/Northside Blvd.	Ustick Rd. to Linden Rd.	1.01	88.630	80.450	72.500	1.100	1.110		
SH-55/Northside Blvd.	Linden Rd. to US-20/26	1.01	97.020	78.780	72.720	1.230	1.080		
US-20/26	I-84 EB off Ramp to I-84 WB Ramps	0.18	48.600	40.830	18.310	1.190	2.230		
US-20/26	I-84 WB Ramps to Muller Rd.	0.20	35.660	20.520	20.670	1.740	0.990		
US-20/26	Muller Rd. to KCID Rd.	1.08	92.120	78.330	77.870	1.180	1.010		
US-20/26	KCID Rd. to Middleton Rd.	0.99	121.450	63.880	64.870	1.900	0.980		
US-20/26	Middleton Rd. to Midland Blvd.	1.00	77.540	65.820	65.590	1.180	1.000		
US-20/26	Midland Blvd. to Northside Blvd.	1.00	68.010	65.390	65.190	1.040	1.000		
US-20/26	Northside Blvd. to Franklin Rd.	1.01	67.850	66.200	65.850	1.020	1.010		
US-20/26	Franklin Rd. to 11th Ave. N Ext.	1.02	70.180	66.450	66.570	1.060	1.000		
Ustick Rd.	Farmway Rd. to Kimball Ave.	0.71	80.020	80.290	72.510	1.000	1.110		

Ascending (East or Northbound) Travel Time Data for Canyon County, 2007									
Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Ustick Rd.	Kimball Ave. to 10th Ave.	0.25	65.880	32.150	25.820	2.050	1.250		
Ustick Rd.	10th Ave. to Indiana Ave.	1.00	119.190	111.250	103.170	1.070	1.080		
Ustick Rd.	Indiana Ave. to Lake Ave.	1.01	127.860	111.830	103.680	1.140	1.080		
Ustick Rd.	Lake Ave. to Caldwell Blvd.	0.40	83.580	49.580	41.140	1.690	1.210		
Ustick Rd.	Caldwell Blvd. to RR Crossing	0.35	39.000	38.840	35.490	1.000	1.090		
Ustick Rd.	RR Crossing to Middleton Rd.	1.28	120.290	118.500	106.920	1.020	1.110		
Ustick Rd.	Middleton Rd. to Midland Blvd.	1.00	92.060	76.940	72.000	1.200	1.070	1.114	1.119
Ustick Rd.	Midland Blvd. to Northside Blvd.	1.00	94.840	87.210	72.000	1.090	1.210		
Ustick Rd.	Northside Blvd. to Franklin Blvd.	1.00	86.230	85.430	72.000	1.010	1.190		
Ustick Rd.	Franklin Blvd. to 11th Ave. N.	1.04	80.910	77.340	74.880	1.050	1.030		
Ustick Rd.	11th Ave. N. to Can-Ada Rd.	1.00	98.280	78.190	72.000	1.260	1.090		
Ustick Rd.	Can-Ada Rd. to Star Rd.	0.99	110.920	82.860	71.280	1.340	1.160		
Ustick Rd.	Star Rd. to McDermott Rd.	1.00	66.420	78.560	72.000	0.850	1.090		

Table A-13: Descending Data - Ada County

Descending (West or Southbound) Travel Time Data for Ada County, 2007									
Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Americana Blvd./15th St./16th St.	State St. to Main St.	0.25	39.310	48.960	30.000	0.800	1.630	1.499	1.100
Americana Blvd./15th St./16th St.	Main St to Shoreline Dr.	1.67	95.730	55.390	54.000	1.730	1.030		
Americana Blvd./15th St./16th St.	Shoreline Dr. to Emerald St.	0.54	76.840	69.140	64.800	1.110	1.070		
Amity Rd.	SH-69 to Linder Rd.	1.01	96.010	80.980	72.720	1.190	1.110	1.101	1.098
Amity Rd.	Linder Rd. to Ten Mile Rd.	1.00	93.700	81.690	72.000	1.150	1.130		
Amity Rd.	Ten Mile Rd. to Black Cat Rd.	1.00	77.820	75.960	72.000	1.020	1.060		
Amity Rd.	Black Cat Rd. to McDermott Rd.	0.93	75.280	72.720	66.890	1.040	1.090		
Cole Rd.	Chinden Blvd. to Mountainview Dr.	0.61	169.740	84.000	73.200	2.020	1.150	1.628	1.076
Cole Rd.	Mountainview Dr. to Ustick Rd.	0.60	106.550	74.790	62.130	1.420	1.200		

Descending (West or Southbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Cole Rd.	Ustick Rd. to Northview St.	0.54	73.470	55.540	55.850	1.320	0.990		
Cole Rd.	Northview St. to Fairview Ave.	0.51	151.430	68.180	52.660	2.220	1.290		
Cole Rd.	Fairview Ave. to Emerald St.	0.49	127.650	53.380	50.190	2.390	1.060		
Cole Rd.	Emerald St. to Franklin Rd.	0.52	121.590	60.590	53.380	2.010	1.140		
Cole Rd.	Franklin Rd. to Overland Rd.	1.00	175.130	108.820	102.550	1.610	1.060		
Cole Rd.	Overland Rd. to S. Costco/Century Way	0.42	92.360	43.640	43.510	2.120	1.000		
Cole Rd.	S. Costco/Century Way to Victory Rd.	0.58	117.270	65.540	59.350	1.790	1.100		
Cole Rd.	Victory Rd. to Amity Rd.	1.01	114.410	104.710	103.890	1.090	1.010		
Cole Rd.	Amity Rd. to Latigo Dr.	0.99	104.690	98.530	101.830	1.060	0.970		
Cherry Ln./Fairview Ave.	Orchard St. to Curtis Rd.	0.51	113.030	58.820	52.560	1.920	1.120	2.224	1.085
Cherry Ln./Fairview Ave.	Curtis Rd. to Liberty St.	0.38	53.640	41.090	39.090	1.310	1.050		
Cherry Ln./Fairview Ave.	Liberty St. to Cole Rd.	0.66	292.780	81.810	67.370	3.580	1.210		
Cherry Ln./Fairview Ave.	Cole Rd. to Milwaukee St.	0.51	146.550	60.310	52.050	2.430	1.160		
Cherry Ln./Fairview Ave.	Milwaukee St. to Maple Grove Rd.	0.50	209.810	54.530	51.220	3.850	1.060		
Cherry Ln./Fairview Ave.	Maple Grove Rd. to Mitchell St.	0.62	59.770	53.420	53.380	1.120	1.000		
Cherry Ln./Fairview Ave.	Mitchell St. to Five Mile Rd.	0.49	215.960	55.170	50.500	3.910	1.090		
Cherry Ln./Fairview Ave.	Five Mile Rd. to Cloverdale Rd.	1.01	106.350	94.440	90.900	1.130	1.040		
Cherry Ln./Fairview Ave.	Cloverdale Rd. to Eagle Rd.	1.01	183.770	97.100	90.900	1.890	1.070		
Cherry Ln./Fairview Ave.	Eagle Rd. to Locust Grove St.	1.00	240.500	112.340	91.480	2.140	1.230	1.930	1.088
Cherry Ln./Fairview Ave.	Locust Grove St. to Main St./Cherry Ln.	0.85	236.270	91.110	87.630	2.590	1.040		
Cherry Ln./Fairview Ave.	Main St. to Linder St.	1.12	309.370	117.760	114.790	2.630	1.030		
Cherry Ln./Fairview Ave.	Linder St. to Ten Mile Rd.	1.02	135.230	108.600	104.910	1.250	1.040		
Cherry Ln./Fairview Ave.	Ten Mile Rd. to Black Cat Rd.	1.01	123.570	114.630	103.890	1.080	1.100		
Federal Way	SH-21/Federal Way to Yamhill Rd.	0.57	71.900	55.640	51.300	1.290	1.080	1.301	1.036
Federal Way	Yamhill Rd. to Amity Rd.	0.85	85.420	71.160	68.000	1.200	1.050		
Federal Way	Amity Rd. to Bergeson St.	1.00	114.850	75.810	80.000	1.510	0.950		
Federal Way	Bergeson St. to Broadway Ave.	0.76	116.290	78.500	68.220	1.480	1.150		
Federal Way	Broadway Ave. to Overland Rd.	1.16	104.300	103.350	104.670	1.010	0.990		
Federal Way	Overland Rd. to Kootenai St.	0.35	50.250	31.780	31.590	1.580	1.010		
Federal Way	Kootenai St. to Vista Ave./Eastover Rd.	0.67	82.130	64.060	60.120	1.280	1.070		

Descending (West or Southbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Five Mile Rd.	Fairview Ave. to Franklin Rd.	1.03	260.010	115.620	106.150	2.250	1.090	1.967	1.100
Five Mile Rd.	Franklin Rd. to Overland Rd.	1.02	195.310	116.140	104.810	1.680	1.110		
Franklin Rd.	Cole Rd. to Milwaukee St.	0.36	80.530	38.370	37.030	2.100	1.040	2.754	1.038
Franklin Rd.	Milwaukee St. to Maple Grove Rd.	0.65	78.210	72.200	66.860	1.080	1.080		
Franklin Rd.	Maple Grove Rd. to Five Mile Rd.	1.01	399.740	84.960	84.230	4.710	1.010		
Franklin Rd.	Five Mile Rd. to Cloverdale Rd.	1.01	444.690	86.700	80.800	5.130	1.070		
Franklin Rd.	Cloverdale Rd. to Eagle Rd.	1.06	205.340	88.770	84.720	2.310	1.050		
Franklin Rd.	Eagle Rd. to Nola Rd.	1.01	88.390	79.660	81.040	1.110	0.980		
Franklin Rd.	Nola Rd. to Main St.	0.98	168.240	92.600	87.840	1.820	1.050		
Franklin Rd.	Main St. (E. 1st St.) to Linder Rd.	1.10	142.180	126.070	113.040	1.130	1.120	1.435	1.109
Franklin Rd.	Linder Rd. to Ten Mile Rd.	1.00	208.140	83.920	72.290	2.480	1.160		
Franklin Rd.	Ten Mile Rd. to Black Cat Rd.	1.00	92.690	83.390	71.930	1.110	1.160		
Franklin Rd.	Black Cat Rd. to McDermott Rd.	1.00	78.520	76.770	72.220	1.020	1.060		
Franklin Rd.	McDermott Rd. to Star Rd.	1.00	101.210	85.740	79.840	1.180	1.070		
Franklin Rd.	Star Rd. to Franklin Rd./Can-Ada Rd.	0.99	147.100	85.450	78.800	1.720	1.080		
I-184	Chinden Blvd. to Orchard St.	0.50	34.470	32.160	32.730	1.070	0.980	0.998	1.001
I-184	Orchard St. to Curtis Rd.	0.55	32.760	34.770	36.000	0.940	0.970		
I-184	Curtis Rd. to Franklin Rd.	1.46	100.010	99.870	95.300	1.000	1.050		
I-184	Franklin Rd. to Jct. I-84	1.08	67.780	68.420	70.950	0.990	0.960		
I-84	Eisenman Rd. to Gowen Rd.	2.58	137.380	122.030	123.740	1.130	0.990	1.145	0.987
I-84	Gowen Rd. to Broadway Ave.	2.45	143.190	121.050	121.260	1.180	1.000		
I-84	Broadway Ave. to Vista Ave.	1.00	67.810	54.400	55.500	1.250	0.980		
I-84	Vista Ave. to Orchard St.	1.49	104.910	80.660	82.300	1.300	0.980		
I-84	Orchard St. to Overland Rd.	1.86	107.170	100.290	105.370	1.070	0.950		
I-84	Overland Rd. to Five Mile Rd.	2.10	121.530	117.840	116.200	1.030	1.010		
I-84	Five Mile Rd. to Eagle Rd.	2.04	221.330	112.590	113.210	1.970	0.990	1.970	0.990
Fairview Ave./Main St./Idaho St.	Idaho St./Avenue B to 1st St.	0.13	21.960	22.780	15.600	0.960	1.460	1.437	1.190

Descending (West or Southbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Fairview Ave./Main St./Idaho St.	1st St. to 6th St.	0.36	75.260	47.780	42.600	1.580	1.120		
Fairview Ave./Main St./Idaho St.	6th St. to 9th St.	0.19	47.900	26.420	22.800	1.810	1.160		
Fairview Ave./Main St./Idaho St.	9th St. to 13th St.	0.29	69.460	34.390	34.800	2.020	0.990		
Fairview Ave./Main St./Idaho St.	13th St. to 16th St.	0.26	46.740	26.330	31.200	1.770	0.840		
Fairview Ave./Main St./Idaho St.	16th St. to Grove St.	0.19	23.570	24.980	21.600	0.940	1.160		
Fairview Ave./Main St./Idaho St.	Grove St. to 23rd St.	0.19	33.040	46.200	19.250	0.720	2.400		
Fairview Ave./Main St./Idaho St.	23rd St. to 27th St.	0.28	50.730	31.990	29.010	1.590	1.100		
Fairview Ave./Main St./Idaho St.	27th St. to W. End Boise River Br.	0.39	47.020	42.010	40.420	1.120	1.040		
Meridian Rd.	Cherry Ln. to Pine Ave.	0.50	85.140	76.210	72.140	1.120	1.060	1.886	1.088
Meridian Rd.	Pine Ave. to Franklin Rd.	0.50	119.010	75.950	66.930	1.570	1.130		
Meridian Rd.	Franklin Rd. to Corporate Dr.	0.37	158.410	47.080	44.160	3.360	1.070		
Orchard St.	Chinden Blvd. to Bond St.	0.28	36.520	36.370	34.080	1.000	1.070	1.289	1.038
Orchard St.	Bond St. to I-184 EB Ramp	0.20	44.890	26.000	23.400	1.730	1.110		
Orchard St.	I-184 EB Ramp to Emerald St.	0.42	74.560	52.190	50.400	1.430	1.040		
Orchard St.	Emerald St. to Franklin Rd.	0.70	86.510	78.120	84.000	1.110	0.930		
Orchard St.	Franklin Rd. to Overland Rd.	0.85	132.280	118.400	102.000	1.120	1.160		
Orchard St.	Overland Rd. to I-84 EB Ramps	1.08	174.380	117.550	119.310	1.480	0.990		
Overland Rd.	Vista Ave./Overland Rd. to Owyhee St.	0.49	62.410	56.060	50.400	1.110	1.110	1.762	1.117
Overland Rd.	Owyhee St. to Roosevelt St.	0.50	105.100	51.400	51.430	2.040	1.000		
Overland Rd.	Roosevelt St. to Orchard St.	0.49	128.150	54.020	50.400	2.370	1.070		
Overland Rd.	Orchard St. to Curtis Rd.	0.51	84.900	54.940	52.460	1.550	1.050		
Overland Rd.	Curtis Rd. to Cole Rd.	0.81	155.520	110.370	83.520	1.410	1.320		
Overland Rd.	Cole Rd. to Entertainment Ave.	0.33	83.840	35.510	33.940	2.360	1.050		
Overland Rd.	Entertainment Ave. to Maple Grove Rd.	0.68	132.880	70.690	65.280	1.880	1.080		

Descending (West or Southbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Park Blvd./Parkcenter Blvd.	Monterey Dr. to Apple St.	0.88	97.090	96.530	90.510	1.010	1.070	1.220	1.043
Park Blvd./Parkcenter Blvd.	Apple St. to River Run Dr.	0.45	52.880	47.390	46.290	1.120	1.020		
Park Blvd./Parkcenter Blvd.	River Run Dr. to Mallard Dr.	0.55	63.020	57.060	56.570	1.100	1.010		
Park Blvd./Parkcenter Blvd.	Mallard Dr. to Beacon St.	0.52	60.790	55.510	53.180	1.100	1.040		
Park Blvd./Parkcenter Blvd.	Beacon St. to Park Blvd./Parkcenter Blvd./Clearwater Ln.	0.32	46.410	28.450	32.710	1.630	0.870		
Park Blvd./Parkcenter Blvd.	Park Blvd./Parkcenter Blvd./Clearwater Ln. to Broadway Ave.	0.52	102.910	61.870	53.180	1.660	1.160		
SH-16	County Line to Firebird Entrance	2.87	163.100	167.520	159.180	0.970	1.050	1.090	1.028
SH-16	Firebird Entrance to Deep Canyon Rd.	2.09	116.640	110.220	115.480	1.060	0.950		
SH-16	Deep Canyon Rd. to Beacon Light Rd.	1.37	78.310	77.330	75.820	1.010	1.020		
SH-16	Beacon Light Rd. to Floating Feather Rd.	0.77	43.780	43.470	42.430	1.010	1.020		
SH-16	Floating Feather Rd. to SH-44	1.27	121.730	78.460	70.060	1.550	1.120		
SH-21	Sandy Point Ln. to Discovery State Park	0.56	45.510	41.820	44.400	1.090	0.940		
SH-21	Discovery State Park to Warm Springs Ave.	1.81	136.180	130.430	119.910	1.040	1.090		
SH-21	Warm Springs Ave. to E. Lake Forest Dr.	1.09	68.700	68.230	71.540	1.010	0.950		
SH-21	E. Lake Forest Dr. to Technology Way	1.70	121.480	116.800	111.210	1.040	1.050		
SH-21	Technology Way to Federal Way	0.38	73.330	33.710	24.740	2.180	1.360		
SH-21	SH-21/Federal Way to I-84 EB ramps	0.41	87.380	59.280	42.170	1.470	1.410		
SH-44	Chinden Blvd. to Marigold St.	0.70	152.430	77.750	72.000	1.960	1.080		
SH-44	Marigold St. to State St.	0.61	124.950	68.870	62.740	1.810	1.100		
SH-44	Glenwood St. to Horseshoe Bend Rd.	2.03	224.060	152.280	144.970	1.470	1.050		
SH-44	Horseshoe Bend Rd. to SH-55	0.19	28.720	22.290	12.240	1.290	1.820		
SH-44	Linder Rd. to Palmer Ln.	1.51	119.920	99.720	99.030	1.200	1.010		
SH-44	Palmer Ln. to Jct. SH-16	0.75	85.620	53.950	49.220	1.590	1.100		
SH-44	Jct. SH-16 to Taurus Way	1.30	119.120	96.640	92.820	1.230	1.040		
SH-44	Taurus Way to Star Rd.	0.44	77.210	66.560	63.360	1.160	1.050		
SH-44	Star Rd. to Can-Ada Rd.	1.00	95.060	86.650	88.410	1.100	0.980		
SH-44	Can-Ada Rd. to Blessinger Ln.	1.05	70.060	68.700	68.920	1.020	1.000		

Descending (West or Southbound) Travel Time Data for Ada County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
SH-44	Blessinger Ln. to Kingsbury Rd.	1.01	66.720	66.330	65.850	1.010	1.010		
SH-55	Beacon Light Rd. to Floating Feather Rd.	0.99	90.810	76.620	64.800	1.190	1.180	2.175	1.102
SH-55	Floating Feather Rd. to Hill Rd.	0.89	66.050	59.650	58.450	1.110	1.020		
SH-55	Hill Rd. to SH-44	0.62	83.360	48.180	40.320	1.730	1.190		
SH-55	SH-44 to Chinden Blvd.	1.91	233.400	138.010	129.510	1.690	1.070		
SH-55	Chinden Blvd. to McMillan Rd.	1.01	80.270	67.910	66.040	1.180	1.030		
SH-55	McMillan Rd. to Ustick Rd.	1.01	125.230	69.090	66.170	1.810	1.040		
SH-55	Ustick Rd. to Fairview Ave.	0.98	129.150	68.470	68.420	1.890	1.000		
SH-55	Fairview Ave. to Franklin Rd.	1.00	496.090	78.300	72.140	6.340	1.090		
SH-55	Franklin Rd. to St. Lukes Ln.	0.44	53.480	20.430	18.000	2.620	1.140		
SH-55	St. Lukes Ln. to I-84 EB Ramps	0.42	158.910	50.420	30.460	3.150	1.660		
SH-69	Victory Rd. to Amity Rd.	1.01	86.800	66.460	66.040	1.310	1.010	1.133	1.020
SH-69	Amity Rd. to Lake Hazel Rd.	1.01	71.040	66.510	66.040	1.070	1.010		
SH-69	Lake Hazel Rd. to Columbia Rd.	1.00	68.720	66.200	65.590	1.040	1.010		
SH-69	Columbia Rd. to Hubbard Rd.	1.01	70.250	66.570	66.040	1.060	1.010		
SH-69	Hubbard Rd. to Deer Flat Rd.	0.99	83.480	66.210	65.000	1.260	1.020		
SH-69	Deer Flat Rd. to Kuna Rd.	0.98	72.230	67.960	64.080	1.060	1.060		
State St.	15th St. to 18th St.	0.24	56.110	44.580	28.680	1.260	1.550	1.747	1.074
State St.	18th St. to 27th St.	0.66	127.190	74.540	74.540	1.710	1.000		
State St.	27th St. to Veterans Memorial Pkwy.	0.93	231.940	98.960	95.350	2.340	1.040		
State St.	Veterans Memorial Pkwy. to Collister Dr.	0.91	105.910	96.810	93.810	1.090	1.030		
State St.	Collister Dr. to Pierce Park Ln.	1.32	186.060	113.330	105.840	1.640	1.070		
State St.	Pierce Park Ln. to Glenwood St.	0.69	133.690	59.900	54.960	2.230	1.090		
US-20/26	I-84 EB Ramps to Federal Way	0.69	70.770	60.760	60.210	1.160	1.010	1.522	1.071
US-20/26	Federal Way to Boise Ave.	1.07	172.860	115.890	110.060	1.490	1.050		
US-20/26	Boise Ave. to Beacon St.	0.55	102.260	65.580	56.670	1.560	1.160		
US-20/26	Beacon St. to Broadway Ave./Myrtle St.	0.51	117.730	57.600	52.460	2.040	1.100		
US-20/26	Myrtle St. to Front St.	0.14	62.600	21.040	14.190	2.980	1.480	1.367	1.103
US-20/26	Front St./Broadway Ave. to Capitol Blvd.	0.65	138.660	86.880	66.650	1.600	1.300		

Descending (West or Southbound) Travel Time Data for Ada County, 2007									
Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
US-20/26	Capitol Blvd. to 9th St.	0.14	27.170	15.770	14.810	1.720	1.060		
US-20/26	9th St. to 13th St.	0.29	43.460	29.670	29.620	1.460	1.000		
US-20/26	13th St. to Main St.	1.26	97.300	95.950	96.770	1.010	0.990		
US-20/26	Main St. to 36th St.	0.48	85.470	50.420	49.580	1.700	1.020	1.940	1.064
US-20/26	36th St. to Veterans Memorial Pkwy.	0.65	180.160	78.250	66.650	2.300	1.170		
US-20/26	Veterans Memorial Pkwy. to Glenwood St.	1.96	392.040	208.410	201.090	1.880	1.040		
US-20/26	Linder Rd. to Ten Mile Rd.	1.00	99.320	66.200	65.130	1.500	1.020	1.344	1.008
US-20/26	Ten Mile Rd. to Black Cat Rd.	1.00	92.300	65.540	65.520	1.410	1.000		
US-20/26	Black Cat Rd. to McDermott Rd.	0.99	68.920	64.820	64.670	1.060	1.000		
US-20/26	McDermott Rd. to Star Rd.	1.01	125.620	66.930	65.910	1.880	1.020		
US-20/26	Star Rd. to Can-Ada Rd.	0.98	76.320	64.410	63.950	1.180	1.010		
US-20/26	Can-Ada Rd. to 11th Ave. N Ext.	1.02	68.340	66.460	66.440	1.030	1.000		
Vista Ave./Capitol Blvd./9 th St.	State St. to Main St.	0.26	67.330	66.840	31.200	1.010	2.140	1.664	1.241
Vista Ave./Capitol Blvd./9 th St.	Main St. to Myrtle St.	0.23	104.350	18.430	10.290	5.660	1.790		
Vista Ave./Capitol Blvd./9 th St.	Myrtle St. to University Dr.	0.50	117.380	62.030	51.840	1.890	1.200		
Vista Ave./Capitol Blvd./9 th St.	University Dr. to Vista Ave./Eastover Rd.	0.29	37.000	35.320	30.030	1.050	1.180		
Vista Ave./Capitol Blvd./9 th St.	Eastover Rd. to Kootenai St.	0.61	115.860	62.950	62.230	1.840	1.010		
Vista Ave./Capitol Blvd./9 th St.	Kootenai St. to Vista Ave./Overland Rd.	0.24	59.310	38.880	24.690	1.530	1.570		
Vista Ave./Capitol Blvd./9 th St.	Overland Rd. to Targee St.	0.49	60.350	55.470	50.400	1.090	1.100		
Vista Ave./Capitol Blvd./9 th St.	Targee St. to Canal St.	0.37	40.810	38.920	38.060	1.050	1.020		
Vista Ave./Capitol Blvd./9 th St.	Canal St. to I-84 EB Ramps	0.48	60.820	51.630	49.370	1.180	1.050		
Vista Ave./Capitol Blvd./9 th St.	I-84 EB Ramps to Wright St.	0.08	13.730	8.310	8.020	1.650	1.040		

Table A-14: Descending Data – Canyon County

Descending (West or Southbound) Travel Time Data for Canyon County, 2007									
Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
10th Ave.	Cleveland Blvd. to Chicago St.	0.42	91.290	74.860	43.610	1.220	1.720	1.299	1.421
10th Ave.	Chicago St. to I-84 WB Ramps	0.47	75.740	55.250	48.240	1.370	1.150		

Descending (West or Southbound) Travel Time Data for Canyon County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
21st Ave.	I-84 EB Ramps to Franklin Rd.	0.17	29.750	25.630	17.180	1.160	1.490	1.227	1.373
21st Ave.	Franklin Rd. to Chicago St.	0.32	39.740	35.840	32.710	1.110	1.100		
21st Ave.	Chicago St. to Cleveland Blvd.	0.43	105.120	78.290	51.240	1.340	1.530		
Airport Rd.	Happy Valley Rd. to Garrity Blvd.	1.03	149.710	111.510	106.150	1.340	1.050	1.340	1.050
Amity Rd.	McDermott Rd. to Robinson Rd.	1.09	102.330	83.730	78.550	1.220	1.070	1.411	1.084
Amity Rd.	Robinson Rd. to Happy Valley Rd.	0.96	89.270	85.650	73.530	1.040	1.160		
Amity Rd.	Happy Valley Rd. to South Side Blvd.	1.00	132.020	117.090	102.860	1.130	1.140		
Amity Rd.	South Side Blvd. to S. Powerline Rd.	1.02	244.590	104.880	104.400	2.330	1.000		
Amity Rd.	S. Powerline Rd. to Holly St.	0.35	93.280	74.700	69.490	1.250	1.070		
Amity Rd.	Holly St. to SH-45	0.66	97.030	71.140	67.680	1.360	1.050		
Can-Ada Rd.	US-20/26 to McMillan Rd.	1.01	77.040	77.580	72.720	0.990	1.070	1.153	1.071
Can-Ada Rd.	McMillan Rd. to Ustick Rd.	1.00	83.990	79.510	72.220	1.060	1.100		
Can-Ada Rd.	Ustick Rd. to Cherry Ln.	1.00	104.560	84.380	71.930	1.240	1.170		
Can-Ada Rd.	Cherry Ln. to Franklin Rd.	1.10	119.160	107.520	113.450	1.110	0.950		
Can-Ada Rd.	Franklin Rd./Can-Ada Rd. to I-84 WB Ramps	0.35	68.920	38.690	35.490	1.780	1.090		
Cherry Ln.	Black Cat Rd. to McDermott Rd.	1.15	93.970	93.400	103.050	1.010	0.910	1.137	1.091
Cherry Ln.	McDermott Rd. to Star Rd.	0.91	136.630	85.400	72.480	1.600	1.180		
Cherry Ln.	Star Rd. to Can-Ada Rd.	1.00	95.040	88.150	80.000	1.080	1.100		
Cherry Ln.	Can-Ada Rd. to 11th Ave. N.	1.03	88.770	85.090	82.400	1.040	1.030		
Cherry Ln.	11th Ave. N. to Franklin Rd.	1.03	106.570	87.150	82.400	1.220	1.060		
Cherry Ln.	Franklin Rd. to Northside Blvd.	1.03	95.430	90.630	82.400	1.050	1.100		
Cherry Ln.	Northside Blvd. to Midland Blvd.	1.02	109.850	99.470	81.600	1.100	1.220		
Cherry Ln.	Midland Blvd. to Middleton Rd.	1.15	113.310	106.170	92.000	1.070	1.150		
Franklin Blvd.	I-84 WB Ramps to 11th Ave. N	0.94	162.140	97.190	85.260	1.670	1.140	1.167	1.139
Greenhurst Rd.	McDermott Rd. to Robinson Rd.	1.22	106.910	102.960	97.600	1.040	1.050	1.103	1.139
Greenhurst Rd.	Robinson Rd. to Happy Valley Rd.	1.14	115.130	108.540	102.600	1.060	1.060		

Descending (West or Southbound) Travel Time Data for Canyon County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Greenhurst Rd.	Happy Valley Rd. to Southside Blvd.	1.00	128.360	116.440	102.860	1.100	1.130		
Greenhurst Rd.	Southside Blvd. to S.Powerline Rd.	1.01	124.860	116.280	104.190	1.070	1.120		
Greenhurst Rd.	S.Powerline Rd. to Sunnyridge Rd.	0.49	76.270	58.500	50.810	1.300	1.150		
Greenhurst Rd.	Sunnyridge Rd. to 12th Ave. Rd.	0.50	103.800	81.660	51.740	1.270	1.580		
Greenhurst Rd.	12th Ave. Rd. to Midland Rd.	1.00	123.840	115.660	103.170	1.070	1.120		
Greenhurst Rd.	Midland Rd. to Middleton Rd.	1.00	103.340	92.400	80.000	1.120	1.160		
I-84	Ten Mile Rd. to Garrity IC	4.06	294.420	224.580	224.580	1.310	1.000	1.245	1.000
I-84	Garrity IC to Franklin Blvd.	1.96	120.550	108.550	108.550	1.110	1.000		
IB-84	Homedale Rd. to Ustick Rd.	1.47	191.130	115.690	117.280	1.650	0.990	1.350	1.034
IB-84	Ustick Rd. to Linden St.	1.44	150.780	120.530	118.560	1.250	1.020		
IB-84	Linden St. to 21st Ave.	0.71	106.090	76.650	71.380	1.380	1.070		
IB-84	21st Ave. to 18th Ave.	0.22	26.820	24.040	22.730	1.120	1.060		
IB-84	18th Ave. to 10th Ave.	0.58	92.020	73.330	64.410	1.250	1.140		
IB-84	10th Ave. to Kimball Ave.	0.14	21.530	22.820	20.380	0.940	1.120		
IB-84	Kimball Ave. to Blaine St./Simplot Blvd.	0.48	78.000	75.130	76.150	1.040	0.990		
IB-84	I-84 WB Ramps to Flamingo Ave.	0.29	51.450	31.480	23.200	1.630	1.360	1.570	1.154
IB-84	Flamingo Ave. to 16th Ave.	1.66	192.020	173.720	149.360	1.110	1.160		
IB-84	16th Ave. to Garrity Blvd./Franklin Blvd.	0.33	255.400	53.100	33.530	4.810	1.580		
IB-84	Garrity Blvd./Franklin Blvd. to 11th Ave./3rd Ave.	0.86	199.190	109.320	87.940	1.820	1.240		
IB-84	11th Ave./2nd Ave. to 7th Ave.	0.29	34.670	45.560	34.140	0.760	1.330		
IB-84	7th Ave. to SH-55	0.47	82.580	63.700	48.550	1.300	1.310		
IB-84	SH-55 to Canyon St.	0.26	65.340	35.410	27.150	1.850	1.300		
IB-84	Canyon St. to Midland Blvd.	1.05	145.380	115.380	107.590	1.260	1.070		
IB-84	Midland Blvd. to Karcher Rd.	0.64	155.280	66.820	66.240	2.320	1.010		
IB-84	Karcher Rd. to Middleton Rd.	0.74	119.520	76.760	76.530	1.560	1.000		
IB-84	Middleton Rd. to Homedale Rd.	0.73	63.320	60.040	63.030	1.050	0.950		
Middleton Rd.	Jct. SH-44 to Ctr. Boise Rv. Br.	0.74	103.970	96.060	98.330	1.080	0.980	1.117	1.057
Middleton Rd.	Ctr. Boise Rv. Br. to Lincoln St. W.	1.37	109.830	118.930	99.870	0.920	1.190		

Descending (West or Southbound) Travel Time Data for Canyon County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Middleton Rd.	Lincoln St. W. to US-20/26	1.03	95.820	69.340	74.160	1.380	0.940		
Middleton Rd.	US-20/26 to Linden Rd.	1.02	83.850	76.470	74.450	1.100	1.030		
Middleton Rd.	Linden Rd. to Ustick Rd.	1.04	95.460	79.000	73.870	1.210	1.070		
Middleton Rd.	Ustick Rd. to Center I-84 Overpass	0.83	73.960	70.690	65.930	1.050	1.070		
SH-19/IB-84	I-84 WB Ramps to Chicago St.	0.52	47.120	42.790	44.750	1.100	0.960	1.113	1.143
SH-19/IB-84	Chicago St. to Blaine St.	0.28	43.140	47.450	44.020	0.910	1.080		
SH-19/IB-84	Blaine St./Simplot Blvd. to Farmway Rd.	0.86	78.700	70.480	49.400	1.120	1.430		
SH-19/IB-84	Farmway Rd. to Simplot Exit #3	1.01	77.660	66.630	66.180	1.170	1.010		
SH-44	Kingsbury Rd. to Lansing Ln.	1.03	71.400	68.250	67.550	1.050	1.010	1.149	1.019
SH-44	Lansing Ln. to Duff Lane	1.01	69.740	66.550	66.110	1.050	1.010		
SH-44	Duff Ln. to Marjorie Ave.	0.77	57.310	54.180	52.420	1.060	1.030		
SH-44	Marjorie Ave. to Middleton Rd.	0.53	49.070	49.330	45.510	0.990	1.080		
SH-44	Middleton Rd. to Cemetery Rd.	0.75	116.690	99.650	95.160	1.170	1.050		
SH-44	Cemetery Rd. to Emmett Rd.	1.02	83.820	76.910	74.270	1.090	1.040		
SH-44	Emmett Rd. to Old Hwy 30	2.14	158.930	140.550	142.000	1.130	0.990		
SH-44	Old Hwy 30 to I-84 EB Ramps	0.25	74.530	25.700	25.920	2.900	0.990		
SH-45	11th Ave./3rd St. to 12th Ave./3rd St.	0.07	11.610	11.570	5.600	1.000	2.070	1.277	1.055
SH-45	12th Ave./3rd St. to 7th	0.29	70.530	36.260	32.790	1.940	1.110		
SH-45	7th St. to Lake Lowell Ave.	1.03	156.500	111.090	105.940	1.410	1.050		
SH-45	Lake Lowell Ave. to Iowa Ave.	0.56	70.930	57.900	57.290	1.230	1.010		
SH-45	Iowa Avd. to Greenhurst Rd.	0.44	64.060	51.200	45.570	1.250	1.120		
SH-45	Greenhurst Rd. to Ruth Ln.	1.55	147.540	133.580	133.750	1.100	1.000		
SH-55/Northside Blvd.	US-20/26 to Linden Rd.	1.01	77.790	77.140	72.720	1.010	1.060		
SH-55/Northside Blvd.	Linden Rd. to Ustick Rd.	1.01	85.600	81.760	72.500	1.050	1.130		
SH-55/Northside Blvd.	Ustick Rd. to Cherry Ln.	1.03	92.930	90.420	80.200	1.030	1.130		
SH-55/Northside Blvd.	Cherry Ln. to Karcher Rd.	1.00	138.880	99.610	90.000	1.390	1.110		

Descending (West or Southbound) Travel Time Data for Canyon County, 2007

Name	Description	Distance	Congested Time	Ideal Time	Theoretic Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
SH-55/Northside Blvd.	Karcher Rd. to I-84 WB Ramps	0.23	48.890	37.400	23.760	1.310	1.570		
SH-55/Northside Blvd.	I-84 WB Ramps to 6th St. N	0.25	35.410	29.930	19.840	1.180	1.510	1.227	1.314
SH-55/Northside Blvd.	6th St. N to 1st St. N	0.53	46.870	42.920	42.480	1.090	1.010		
SH-55/Northside Blvd.	1st St. N to 3rd St. S	0.38	91.160	63.000	39.190	1.450	1.610		
US-20/26	11th Ave. N Ext. to Franklin Rd.	1.02	67.310	66.800	66.570	1.010	1.000	1.198	1.059
US-20/26	Franklin Rd. to Northside Blvd.	1.01	66.000	66.070	65.850	1.000	1.000		
US-20/26	Northside Blvd. to Midland Blvd.	1.00	65.850	65.380	65.190	1.010	1.000		
US-20/26	Midland Blvd. to Middleton Rd.	1.00	97.800	65.300	65.590	1.500	1.000		
US-20/26	Middleton Rd. to KCID Rd.	0.99	74.440	65.350	64.870	1.140	1.010		
US-20/26	KCID Rd. to Muller Rd.	1.08	85.310	79.200	77.870	1.080	1.020		
US-20/26	Muller Rd. to I-84 WB Ramps	0.20	94.070	32.930	20.670	2.860	1.590		
US-20/26	I-84 WB Ramps to I-84 EB Off Ramp	0.18	80.460	42.280	18.310	1.900	2.310		
Ustick Rd.	Middleton Rd. to RR Crossing	1.28	110.280	109.080	106.920	1.010	1.020	1.387	1.118
Ustick Rd.	RR Crossing to Caldwell Blvd.	0.35	124.090	42.350	35.490	2.930	1.190		
Ustick Rd.	Caldwell Blvd. to Lake Ave.	0.40	123.970	49.960	41.140	2.480	1.210		
Ustick Rd.	Lake Ave. to Indiana Ave.	1.01	136.510	115.830	103.680	1.180	1.120		
Ustick Rd.	Indiana Ave. to 10th Ave.	1.00	167.440	115.400	103.170	1.450	1.120		
Ustick Rd.	10th Ave. to Kimball Ave.	0.25	28.180	29.690	25.820	0.950	1.150		
Ustick Rd.	Kimball Ave. to Farmway Rd.	0.71	91.470	86.130	72.510	1.060	1.190		
Ustick Rd.	McDermott Rd. to Star Rd.	1.00	82.100	79.840	72.000	1.030	1.110	1.109	1.114
Ustick Rd.	Star Rd. to Can-Ada Rd.	0.99	86.100	82.080	71.280	1.050	1.150		
Ustick Rd.	Can-Ada Rd. to 11th Ave. N.	1.00	76.400	79.150	72.000	0.970	1.100		
Ustick Rd.	11th Ave. N. to Franklin Blvd.	1.04	85.690	77.010	74.880	1.110	1.030		
Ustick Rd.	Franklin Blvd. to Northside Blvd.	1.00	87.470	81.840	72.000	1.070	1.140		
Ustick Rd.	Northside Blvd. to Midland Blvd.	1.00	96.340	89.400	72.000	1.080	1.240		
Ustick Rd.	Midland Blvd. to Middleton Rd.	1.00	108.110	74.480	72.000	1.450	1.030		

X. APPENDIX B: Congestion Changes

Table B-15: Decreases in Congestion between 2006 and 2007

Decrease in Congestion (greater than 20%)									
Road Name	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	2007 Category	Percent Change in SI (2006 to 2007)
Meridian Rd.	Pine Ave. to Franklin Rd.	Descending	Meridian/Kuna	New in 2006			High	Low	-75.2%
US-20/26	Muller Rd. to I-84 WB Ramps	Descending	Caldwell	New in 2004	High	High	High	High	-71.1%
Ustick Rd.	Midland Blvd. to Middleton Rd.	Descending	Caldwell	New in 2006			High	Low	-70.8%
Franklin Rd.	Linder Rd. to Main St. (E. 1st St.)	Ascending	Boise	New in 2006			High	Low	-65.9%
Franklin Rd.	Ten Mile Rd. to Black Cat Rd.	Descending	Boise	New in 2006			High	Low	-61.7%
Franklin Rd.	Milwaukee St. to Cole Rd.	Ascending	Boise	High	High	High	High	Low	-59.3%
Vista Ave./Capitol Blvd./9th St.	I-84 EB Ramps to Wright St.	Descending	Boise	High	Medium	Medium	High	Low	-56.0%
SH-55	St. Lukes Ln. to Franklin Rd.	Ascending	Boise	High	High	High	High	Low	-51.3%
Orchard St.	Franklin Rd. to Overland Rd.	Descending	Boise	Medium	Low	Low	High	Low	-50.7%
SH-55	Franklin Rd. to St. Lukes Ln.	Descending	Boise	Low	Low	Low	High	High	-49.1%
Franklin Rd.	Cole Rd. to Milwaukee St.	Descending	Boise	High	Medium	High	High	Medium	-47.9%
Franklin Rd.	McDermott Rd. to Star Rd.	Descending	Boise	New in 2006			Medium	Low	-47.1%
Meridian Rd.	Corporate Dr. to Franklin Rd.	Ascending	Meridian/Kuna	New in 2006			High	Low	-42.0%
SH-45	Greenhurst Rd. to Iowa Ave.	Ascending	Nampa	Medium	Low	Low	Medium	Low	-41.4%
Franklin Rd.	Milwaukee St. to Maple Grove Rd.	Descending	Boise	High	Low	Low	Medium	Low	-41.3%
I-84	Overland Rd. to Five Mile Rd.	Descending	Boise	Medium	Low	Low	High	Low	-40.5%
Americana Blvd./15th St./16th St.	State St. to Main St.	Descending	Boise	Low	Low	Low	Low	Low	-39.4%
Orchard St.	I-184 EB Ramp to Emerald St.	Descending	Boise	Low	Low	Low	High	Low	-38.6%
SH-55/Northside Blvd.	6th St. N to I-84 WB Ramps	Ascending	Nampa	High	Medium	High	High	Low	-38.2%
SH-55	Ustick Rd. to Fairview Ave.	Descending	Boise	Medium	Medium	Low	High	Medium	-37.6%
Franklin Rd.	Maple Grove Rd. to Milwaukee St.	Ascending	Boise	Medium	Low	Low	Medium	Low	-37.0%
SH-44	Horseshoe Bend Rd. to SH-55	Descending	Boise	High	High	Low	Medium	Low	-36.8%
Vista Ave./Capitol Blvd./9th St.	Vista Ave./Eastover Rd. to University Dr.	Ascending	Boise	Low	Low	High	High	Low	-36.6%
Vista Ave./Capitol Blvd./9th St.	State St. to Main St.	Descending	Boise	Low	Low	Low	Low	Low	-36.5%
Fairview Ave./Main	16th St. to 13th St.	Ascending	Boise	Low	Low	Low	Low	Low	-35.8%

Decrease in Congestion (greater than 20%)

Road Name	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	2007 Category	Percent Change in SI (2006 to 2007)
St./Idaho St.									
10th Ave.	I-84 WB Ramps to Chicago St.	Ascending	Caldwell	Low	Low	Low	Low	Low	-35.0%
Amity Rd.	McDermott Rd. to Robinson Rd.	Descending	Nampa	New in 2006			Medium	Low	-34.8%
SH-45	Iowa Ave. to Greenhurst Rd.	Descending	Nampa	Medium	Medium	Medium	Medium	Low	-34.6%
US-20/26	9th St. to Capitol Blvd.	Ascending	Boise	Low	Low	Low	Low	Low	-34.2%
Meridian Rd.	Pine Ave. to Cherry Ln.	Ascending	Meridian/Kuna	New in 2006			Medium	Low	-32.6%
Middleton Rd.	Center I-84 Overpass to Ustick Rd.	Ascending	Middleton	New in 2004	Low	Low	Low	Low	-31.4%
Franklin Rd.	Five Mile Rd. to Maple Grove Rd.	Ascending	Boise	Low	Low	Low	Low	Low	-31.2%
Fairview Ave./Main St./Idaho St.	23rd St. to 27th St.	Descending	Boise	Low	Low	Low	Medium	Low	-30.6%
Cherry Ln./Fairview Ave.	Main St./Cherry Ln. to Locust Grove St.	Ascending	Boise	Low	Low	Low	Medium	Low	-30.0%
Vista Ave./Capitol Blvd./9th St.	Canal St. to I-84 EB Ramps	Descending	Boise	Medium	Medium	Low	Low	Low	-29.8%
Cherry Ln./Fairview Ave.	Mitchell St. to Five Mile Rd.	Descending	Boise	High	Low	High	High	High	-29.7%
Cherry Ln./Fairview Ave.	Cloverdale Rd. to Five Mile Rd.	Ascending	Boise	Low	Low	Medium	Low	Low	-29.3%
SH-45	Iowa to Lake Lowell Ave.	Ascending	Nampa	Low	Low	Low	Low	Low	-28.0%
Meridian Rd.	Franklin Rd. to Pine Ave.	Ascending	Meridian/Kuna	New in 2006			Low	Low	-26.6%
Middleton Rd.	Ctr. Boise Rv. Br. to Jct. SH-44	Ascending	Middleton	New in 2004	Low	Low	Low	Low	-26.4%
Orchard St.	I-84 EB Ramps to Overland Rd.	Ascending	Boise	Low	Low	Low	Low	Low	-26.4%
Cherry Ln./Fairview Ave.	Mitchell St. to Maple Grove Rd.	Ascending	Boise	Low	Low	Medium	Medium	Low	-25.1%
Fairview Ave./Main St./Idaho St.	Idaho St./Avenue B to 1st St.	Descending	Boise	Low	Low	Low	Low	Low	-25.0%
SH-45	12th Ave./3rd St. to 7th St.	Descending	Nampa	High	Medium	Medium	High	Medium	-24.5%
I-84	Garrity IC to Ten Mile Rd.	Ascending	Nampa	Low	Low	Low	High	High	-24.1%
US-20/26	Myrtle St. to Front St.	Descending	Boise	ND	ND	High	High	High	-24.0%
Amity Rd.	Black Cat Rd. to Ten Mile Rd.	Ascending	Meridian/Kuna	New in 2006			Low	Low	-23.3%

Decrease in Congestion (greater than 20%)

Road Name	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	2007 Category	Percent Change in SI (2006 to 2007)
US-20/26	Ten Mile Rd. to Linder Rd.	Ascending	Star	New in 2004	Medium	Medium	High	Medium	-22.8%
Park Blvd./Parkcenter Blvd.	Beacon St. to Mallard Dr.	Ascending	Boise	Low	Low	Low	Low	Low	-22.7%
SH-55/Northside Blvd.	I-84 WB Ramps to 6th St. N	Descending	Nampa	Medium	Low	Medium	Low	Low	-22.4%
Cherry Ln./Fairview Ave.	Curtis Rd. to Liberty St.	Descending	Boise	Low	Low	Low	Low	Low	-21.6%
Orchard St.	Bond St. to I-184 EB Ramp	Descending	Boise	High	High	High	Medium	Low	-20.3%
Orchard St.	I-184 EB Ramp to Bond St.	Ascending	Boise	Low	High	Low	Low	Low	-20.2%
Cherry Ln.	Midland Blvd. to Middleton Rd.	Descending	Nampa	New in 2006			Low	Low	-20.1%

Table B-16: Increases in Congestion between 2006 and 2007

Increase in Congestion (greater than 20%)

Road Name	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	2007 Category	Percent Change in SI (2006 to 2007)
Franklin Rd.	Five Mile Rd. to Cloverdale Rd.	Descending	Boise	High	Low	Medium	Low	High	256.3%
Franklin Rd.	Maple Grove Rd. to Five Mile Rd.	Descending	Boise	Low	Low	Medium	Low	High	183.7%
SH-44	Old Hwy 30 to I-84 EB ramps	Descending	Nampa	New in 2004	Low	Low	Low	High	178.8%
Franklin Rd.	Franklin Rd./Can-Ada Rd. to Star Rd.	Ascending	Boise	New in 2006			Low	Medium	96.5%
Cherry Ln./Fairview Ave.	Cole Rd. to Milwaukee St.	Descending	Boise	Low	Low	Low	Low	High	84.1%
Franklin Rd.	Linder Rd. to Ten Mile Rd.	Descending	Boise	New in 2006			Low	High	82.4%
IB-84	SH-55 to Canyon St.	Descending	Nampa	Low	Low	Low	Low	Low	77.9%
US-20/26	I-84 WB Ramps to Muller Rd.	Ascending	Caldwell	New in 2006			Low	Low	68.9%
SH-21	SH-21/Federal Way to I-84 EB Ramps	Descending	Boise	New in 2006			Low	Low	67.0%
Vista Ave./Capitol Blvd./9th St.	Front St. to Bannock St.	Ascending	Boise	Medium	Low	Medium	Low	High	66.8%
Cherry Ln./Fairview	Eagle Rd. to Locust Grove St.	Descending	Boise	Medium	Low	Low	Low	Medium	65.9%

Increase in Congestion (greater than 20%)

Road Name	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	2007 Category	Percent Change in SI (2006 to 2007)
Ave.									
SH-44	State St. to Marigold St.	Ascending	Boise	Low	Medium	Medium	Medium	High	63.0%
Franklin Rd.	Eagle Rd. to Cloverdale Rd.	Ascending	Boise	Low	Low	Low	Low	High	59.9%
SH-55	St. Lukes Ln. to I-84 EB Ramps	Descending	Boise	Medium	Low	Low	Medium	High	59.1%
Franklin Rd.	Star Rd. to Franklin Rd./Can-Ada Rd.	Descending	Boise	New in 2006			Low	Low	56.4%
SH-44	Marigold St. to Chinden Blvd.	Ascending	Boise	Low	Low	Low	Low	Low	54.6%
Overland Rd.	Cole Rd. to Entertainment Ave.	Descending	Boise	New in 2006			Low	High	53.2%
Overland Rd.	Owyhee St. to Roosevelt St.	Descending	Boise	Medium	Low	Low	Low	Medium	50.0%
Five Mile Rd.	Fairview Ave. to Franklin Rd.	Descending	Boise	Medium	Low	Medium	Low	Medium	48.0%
US-20/26	KCID Rd. to Middleton Rd.	Ascending	Caldwell	New in 2004	Low	Low	Low	Medium	47.3%
Vista Ave./Capitol Blvd./9th St.	Kootenai St. to Vista Ave./Overland Rd.	Descending	Boise	Low	Low	Medium	Low	Low	44.3%
Cole Rd.	Ustick Rd. to Northview St.	Descending	Boise	Low	Low	Low	Low	Low	43.5%
Overland Rd.	Roosevelt St. to Orchard St.	Descending	Boise	High	Low	Medium	Low	High	42.8%
Cherry Ln./Fairview Ave.	Milwaukee St. to Cole Rd.	Ascending	Boise	Medium	Low	Low	Low	High	42.4%
SH-55/Northside Blvd.	3rd St. S to 1st St. N	Ascending	Nampa	Low	Low	Low	Low	Low	42.0%
US-20/26	36th St. to Veterans Memorial Pkwy.	Descending	Boise	Low	Low	High	Low	High	42.0%
Cherry Ln./Fairview Ave.	Eagle Rd. to Cloverdale Rd.	Ascending	Boise	Medium	Low	Low	Low	Low	41.8%
Can-Ada Rd.	Franklin Rd./Can-Ada Rd. to I-84 WB Ramps	Descending	Nampa	New in 2006			Low	Medium	41.3%
SH-55	McMillan Rd. to Chinden Blvd.	Ascending	Boise	Low	Medium	Medium	Low	High	40.9%
10th Ave.	Cleveland Blvd. to Chicago St.	Descending	Caldwell	Low	Low	Low	Low	Low	40.2%
US-20/26	Ten Mile Rd. to Black Cat Rd.	Descending	Star	New in 2004	Low	Low	Low	Low	39.6%
Franklin Rd.	Black Cat Rd. to Ten Mile Rd.	Ascending	Boise	New in 2006			Low	Low	39.4%
IB-84	Karcher Rd. to Midland Blvd.	Ascending	Nampa	Low	Low	Low	Low	Medium	36.3%
Cherry Ln./Fairview Ave.	Liberty St. to Cole Rd.	Descending	Boise	Low	Low	Low	High	High	36.1%
Vista Ave./Capitol	Canal St. to Targee St.	Ascending	Boise	Low	Low	Low	Low	Low	35.9%

Increase in Congestion (greater than 20%)

Road Name	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	2007 Category	Percent Change in SI (2006 to 2007)
Bldv./9th St.									
SH-44	Marigold St. to State St.	Descending	Boise	Low	Low	Low	Low	Medium	35.1%
Fairview Ave./Main St./Idaho St.	9th St. to 13th St.	Descending	Boise	Low	Low	Low	Low	Medium	34.7%
Cole Rd.	Fairview Ave. to Emerald St.	Descending	Boise	Low	Low	Low	Medium	High	33.5%
Franklin Rd.	Cloverdale Rd. to Eagle Rd.	Descending	Boise	Medium	Medium	High	Low	High	32.8%
Ustick Rd.	11th Ave. N. to Can-Ada Rd.	Ascending	Caldwell	New in 2006			Low	Low	32.6%
Cherry Ln./Fairview Ave.	Linder St. to Main St.	Ascending	Boise	Low	Medium	Low	Low	Medium	31.8%
US-20/26	Linder St. to Ten Mile Rd.	Descending	Star	New in 2004	Low	Low	Low	Low	31.6%
IB-84	18th Ave. to 10th Ave.	Descending	Caldwell	Low	Low	Low	Low	Low	31.6%
State St.	27th St. to Veterans Memorial Pkwy.	Descending	Boise	Medium	Low	Medium	Medium	High	31.5%
Cherry Ln./Fairview Ave.	Cloverdale Rd. to Eagle Rd.	Descending	Boise	Low	Low	Low	Low	Medium	31.3%
Overland Rd.	Entertainment Ave. to Cole Rd.	Ascending	Boise	New in 2006			Medium	High	30.6%
Cherry Ln.	McDermott Rd. to Star Rd.	Descending	Nampa	New in 2006			Low	Low	30.1%
US-20/26	9th St. to 13th St.	Descending	Boise	Low	Low	Low	Low	Low	28.1%
SH-69	Hubbard Rd. to Deer Flat Rd.	Descending	Meridian/Kuna	New in 2004	Low	Low	Low	Low	27.3%
Overland Rd.	Orchard St. to Curtis Rd.	Descending	Boise	Medium	Low	Medium	Low	Low	27.0%
Vista Ave./Capitol Blvd/9th St.	Targee St. to Overland Rd.	Ascending	Boise	Low	Low	Low	Low	Low	26.9%
US-20/26	Veterans Memorial Pkwy. to Glenwood St.	Descending	Boise	Low	Low	Low	Low	Medium	26.2%
SH-44	I-84 EB Ramps to Old Hwy 30	Ascending	Middleton	New in 2004	Low	Low	Low	Low	25.5%
SH-55	Beacon Light Rd. to Floating Feather Rd.	Descending	Boise	Low	Low	Low	Low	Low	25.3%
Ustick Rd.	Can-Ada Rd. to Star Rd.	Ascending	Caldwell	New in 2006			Low	Low	25.2%
SH-55	McMillan Rd. to Ustick Rd.	Descending	Boise	Low	Low	Low	Low	Medium	24.8%
Park Blvd./Parkcenter Blvd.	Park Blvd./Parkcenter Blvd./Clearwater Ln. to Broadway Ave.	Descending	Boise	Low	Low	Low	Low	Low	24.8%

Increase in Congestion (greater than 20%)

Road Name	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	2007 Category	Percent Change in SI (2006 to 2007)
SH-55	Fairview Ave. to Ustick Rd.	Ascending	Boise	Low	Low	Medium	Low	Low	24.8%
Franklin Rd.	McDermott Rd. to Black Cat Rd.	Ascending	Boise	New in 2006			Low	Low	24.7%
Overland Rd.	Cole Rd. to Curtis Rd.	Ascending	Boise	Low	Low	Low	Low	Low	23.7%
Orchard St.	Overland Rd. to Franklin Rd.	Ascending	Boise	Low	Low	Low	Low	Low	23.7%
Vista Ave./Capitol Blvd./9th St.	Myrtle St. to Front St.	Ascending	Boise	Low	Low	Medium	Medium	High	23.5%
State St.	Collister Dr. to Pierce Park Ln.	Descending	Boise	Low	Low	Low	Low	Low	23.3%
State St.	18th St. to 27th St.	Descending	Boise	Low	Low	Low	Low	Low	23.0%
Vista Ave./Capitol Blvd./9th St.	Myrtle St. to University Dr.	Descending	Boise	Low	Low	Low	Low	Low	22.7%
Vista Ave./Capitol Blvd./9th St.	Eastover Rd. to Kootenai St.	Descending	Boise	Low	Low	Low	Low	Medium	22.7%
SH-69	Kuna Rd. to Deer Flat Rd.	Ascending	Meridian/Kuna	New in 2004	Low	Low	Low	Low	22.5%
Five Mile Rd.	Franklin Rd. to Fairview Ave.	Ascending	Boise	Low	Low	High	High	High	22.1%
Fairview Ave./Main St./Idaho St.	Grove St. to 23rd St.	Descending	Boise	Low	Low	Low	Low	Low	22.0%
State St.	Pierce Park Ln. to Glenwood St.	Descending	Boise	Medium	Low	Low	Medium	Medium	21.9%
IB-84	21st Ave. to Linden St.	Ascending	Caldwell	Low	Low	Medium	Low	Medium	21.8%
Cherry Ln./Fairview Ave.	Milwaukee St. to Maple Grove Rd.	Descending	Boise	Medium	Low	Low	High	High	21.8%
Five Mile Rd.	Overland Rd. to Franklin Rd.	Ascending	Boise	Low	Low	Low	Low	Medium	21.5%
Federal Way	Bergeson St. to Broadway Ave.	Descending	Boise	New in 2006			Low	Low	21.3%
Franklin Rd.	Star Rd. to McDermott Rd.	Ascending	Boise	New in 2006			Low	Low	21.2%
Cherry Ln.	Middleton Rd. to Midland Blvd.	Ascending	Nampa	New in 2006			Low	Low	21.0%