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COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# Treasure Valley Annual Congestion Management System Report, 2006

Report No. 06-2007

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## I. INTRODUCTION

In the spring of 2006, 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, then again during the PM peak (6:30 to 8:30 AM and 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 AM 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 (or 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 (e.g. SI) of a given roadway yields information about trends in congestion on specific routes within cities, districts, or specific locations (e.g. near intersections).

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 subjectively established by local transportation experts. For classification purposes, urban roadways are located in Downtown Boise and Meridian.

**Table 1: Congestion Thresholds**

<b>Congestion Thresholds (Based on SI* Values)</b>			
<b>Roadway Class</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>
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 2006 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: 2006 Ascending Congestion Map

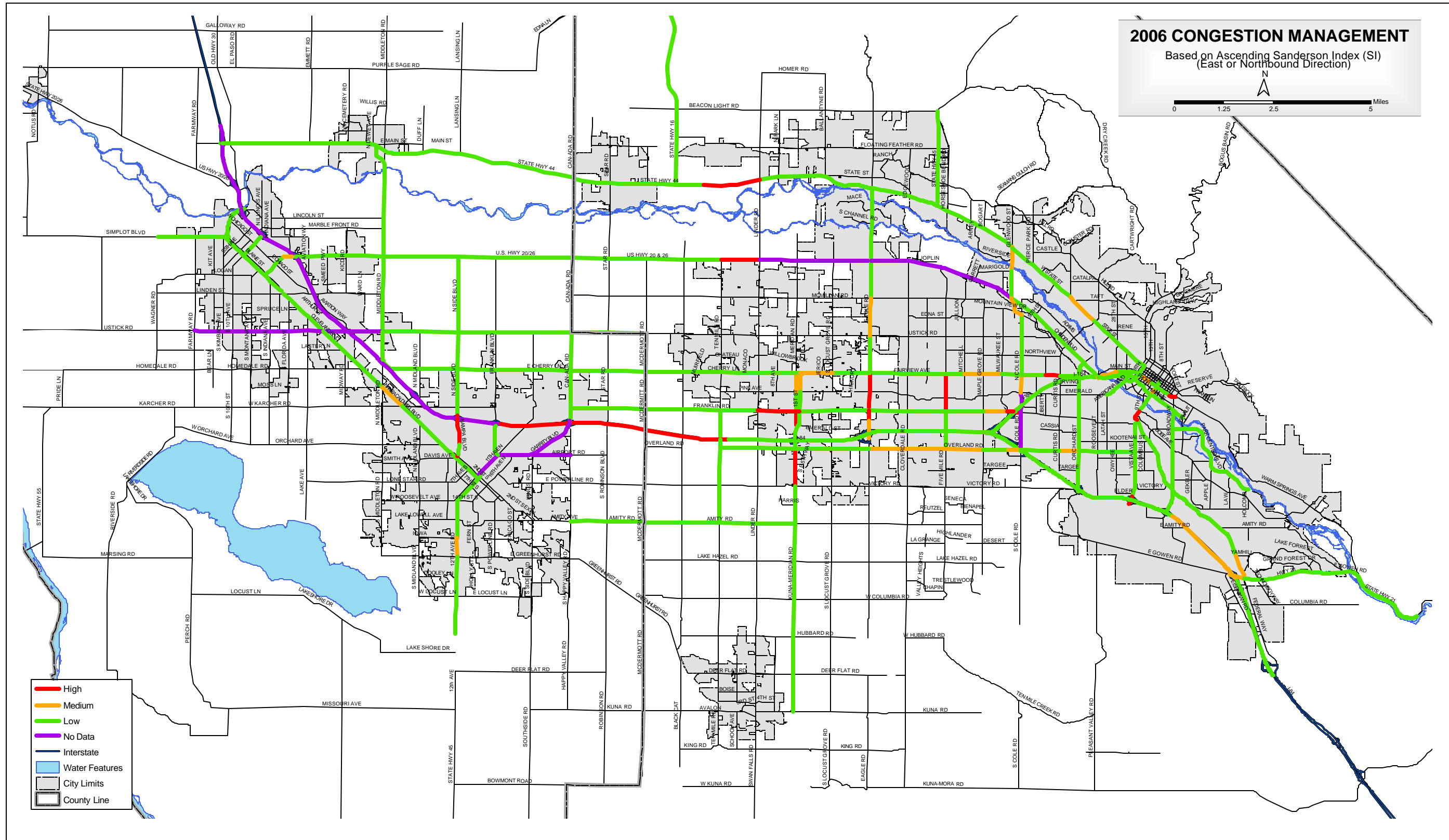


Figure 2: 2006 Descending Congestion Map

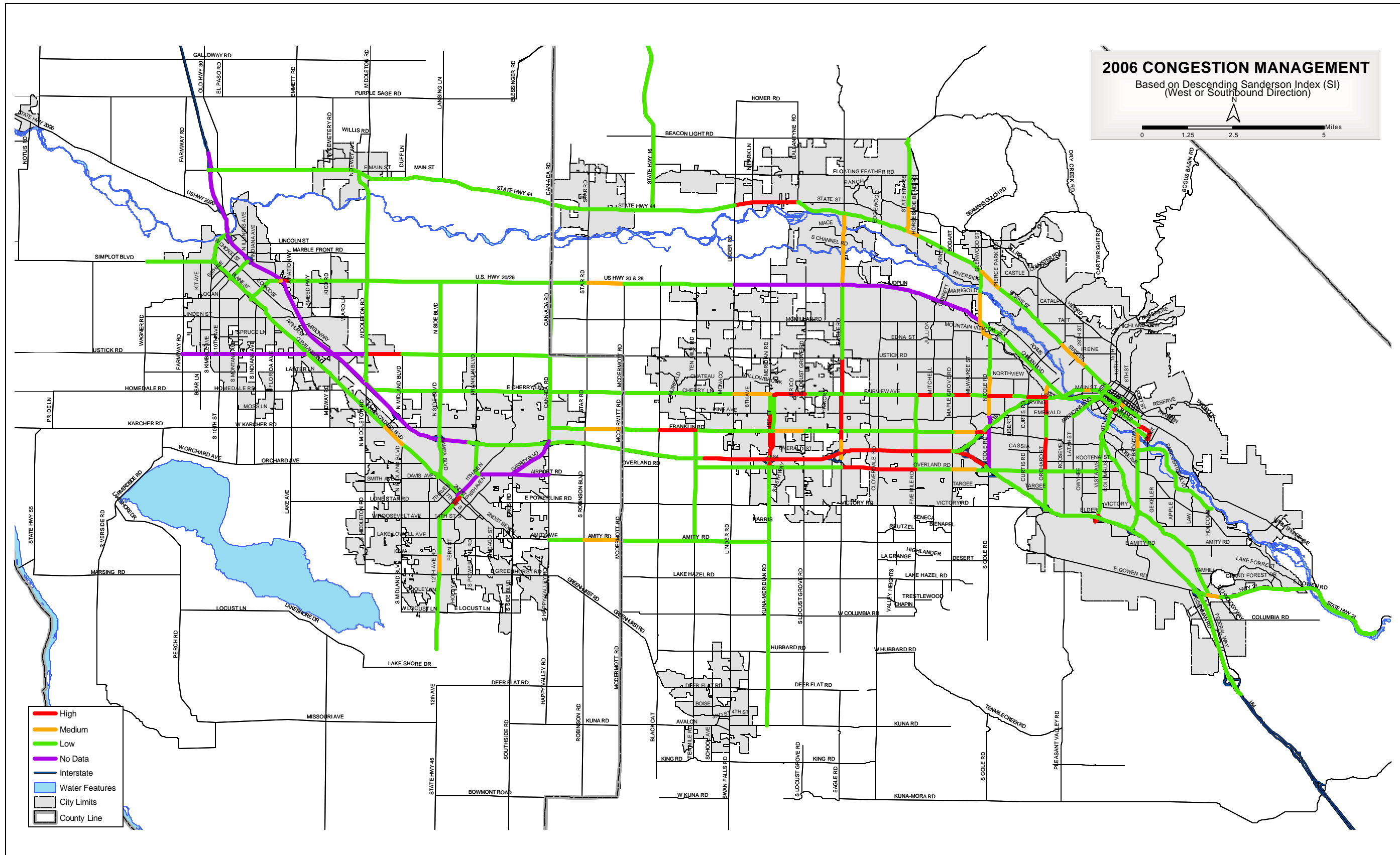


Figure 3. 2006 Ada County Weighted Ascending Congestion Map

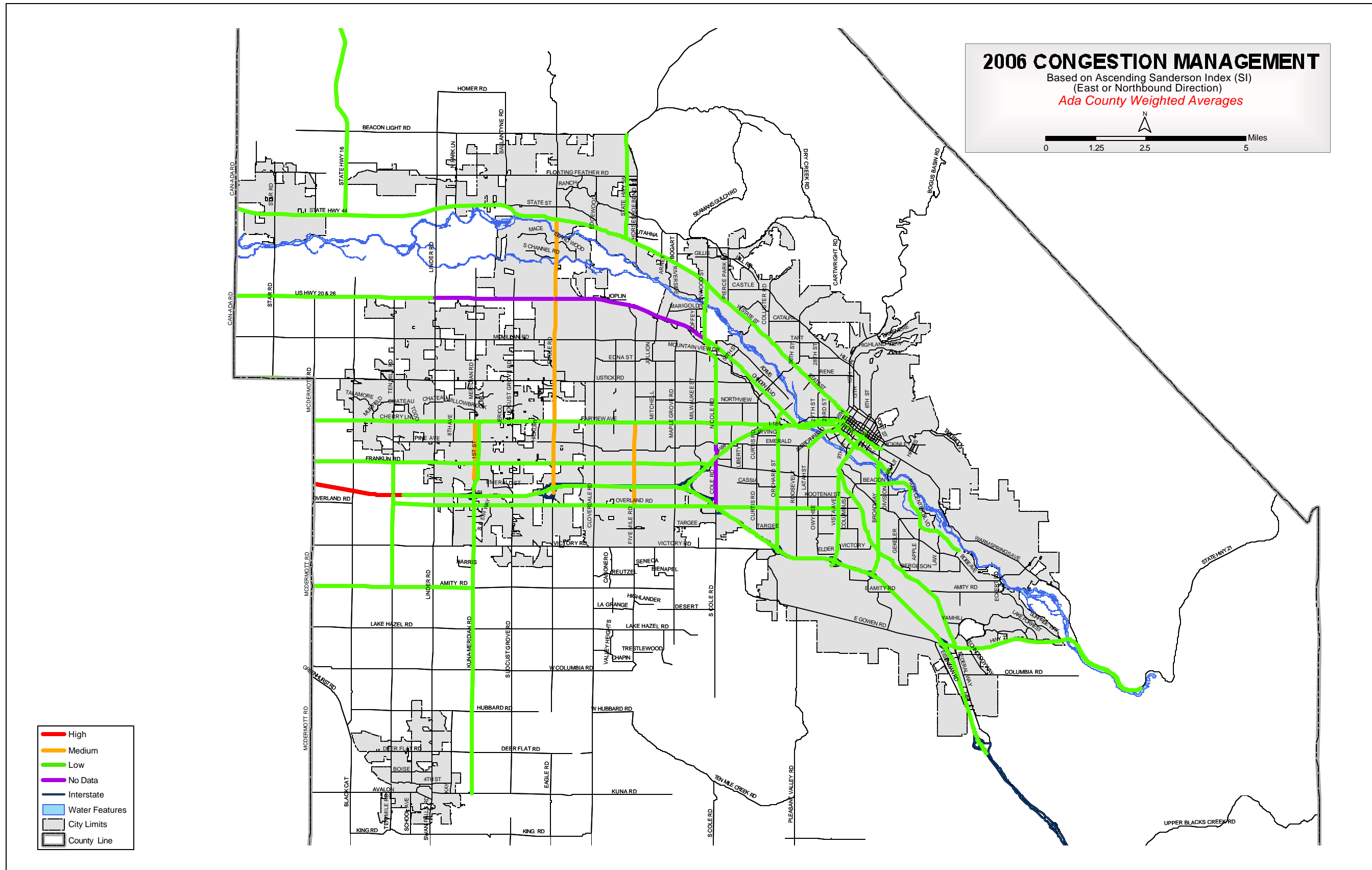
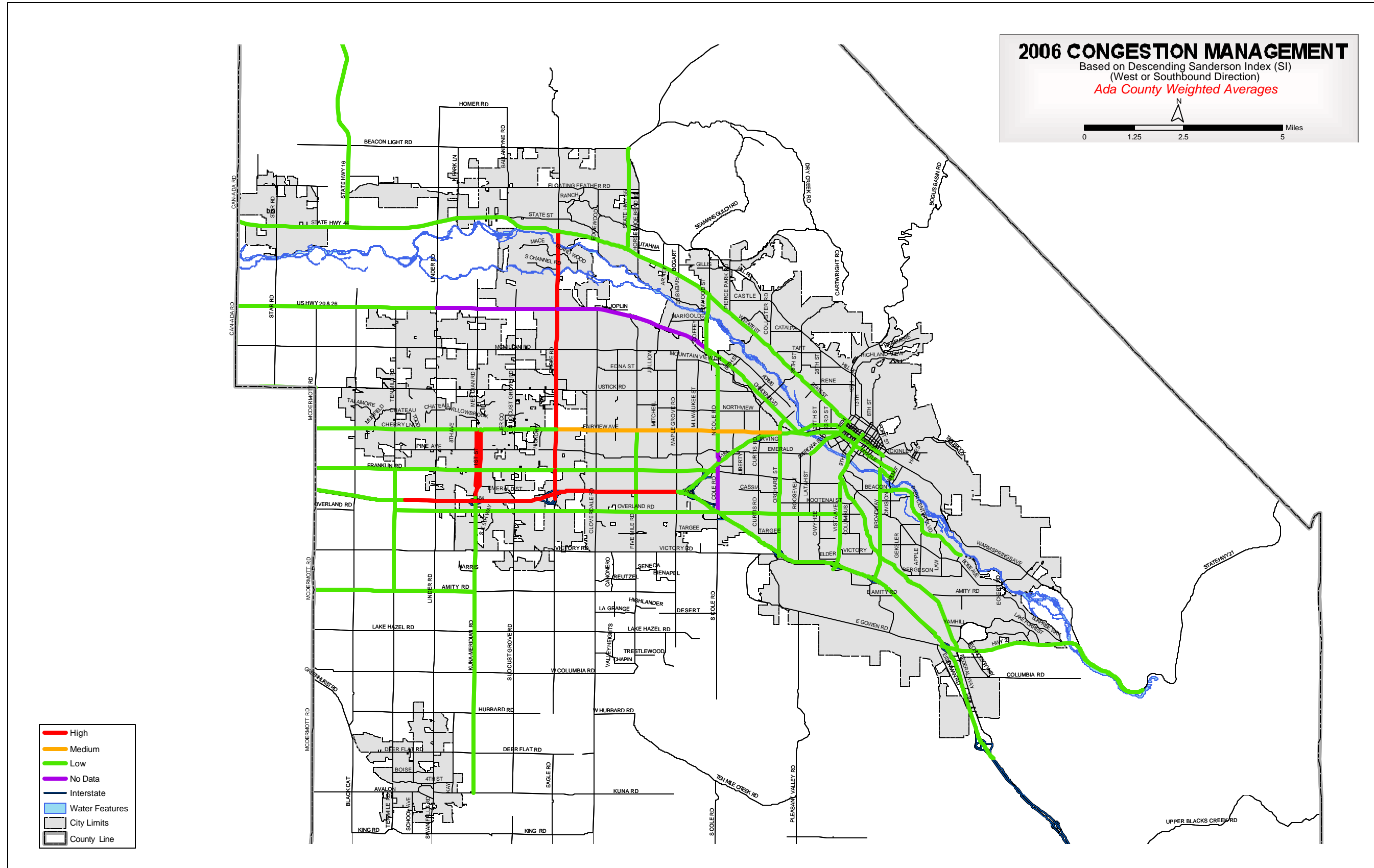


Figure 4: 2006 Ada County Weighted Descending Congestion Map





## IV. CONGESTED FACILITIES, 2006

The 2006 travel time data collection campaign began the last week of March and ended the first week of June. Table 2 lists the roadway segments identified in the “High” range based on the data collected in 2006 by direction. The percent change in SI represents the increase or decrease from 2005 to 2006. Some segments that show a decrease in travel time for 2006 are still classified in the “High” category.

**Table 2: Treasure Valley Facilities Identified as Congestion Level “High” in 2006**

<b>“High” Congestion Roadways</b>					
Road Name	Location	Direction	City	2006 SI*	Percent Change in SI (2005 to 2006)
9th St.	Main St. to Myrtle St.	Southbound	Boise	5.82	27.9%
Capitol Blvd.	Eastover Rd. to University Dr.	Northbound	Boise	2.57	1.2%
Fairview Ave.	Liberty St. to Curtis Rd.	Eastbound	Boise	3.61	18.0%
	Orchard St. to Curtis Rd.	Westbound	Boise	2.37	18.5%
	Liberty St. to Cole Rd.	Westbound	Boise	2.63	38.4%
	Milwaukee St. to Maple Grove Rd.	Westbound	Boise	3.16	112.1%
	Mitchell St. to Five Mile Rd.	Westbound	Boise	5.56	45.9%
	Locust Grove Rd. to Main St.	Westbound	Meridian	2.58	7.1%
Five Mile Rd.	Franklin Rd. to Fairview Ave.	Northbound	Boise	2.35	-22.7%
Franklin Rd.	Linder Rd. to Main St.	Eastbound	Meridian	3.99	New 2006
	Milwaukee St. to Cole Rd.	Eastbound	Boise	4.03	9.8%
	Cole Rd. to Milwaukee St.	Westbound	Boise	4.03	23.2%
	Ten Mile Rd. to Black Cat Rd.	Westbound	Meridian	2.90	New 2006
I-84	Franklin Blvd. to Garrity Blvd.	Eastbound	Nampa	2.66	26.1%
	Garrity Blvd. to Ten Mile Rd.	Eastbound	Meridian	2.03	84.5%
	Overland Rd. to Five Mile Rd.	Westbound	Boise	1.73	68.0%
	Five Mile Rd. to Eagle Rd.	Westbound	Boise	1.89	80.0%
	Eagle Rd. to Meridian Rd.	Westbound	Meridian	1.56	-25.4%
	Meridian Rd. to Ten Mile Rd.	Westbound	Meridian	1.76	46.7%
Main St	1st St. to Broadway Ave.	Eastbound	Boise	4.48	62.3%
Meridian Rd.	Corporate Dr. to Franklin Rd.	Northbound	Meridian	2.26	New 2006
	Pine Ave. to Franklin Rd.	Southbound	Meridian	6.32	
	Franklin Rd. to Corporate Dr.	Southbound	Meridian	4.18	
Orchard St.	Bond St. to Chinden Blvd.	Northbound	Boise	3.42	-1.7%
	I-184 EB Ramp to Emerald St.	Southbound	Boise	2.33	42.1%
	Franklin Rd. to Overland Rd.	Southbound	Boise	2.27	52.4%
Overland Rd.	Five Mile Rd. to Cloverdale Rd.	Westbound	Boise	3.19	New 2006
	Cloverdale Rd. to Eagle Rd.	Westbound	Boise	2.42	
SH-44	Palmer Lane to Linder Rd.	Eastbound	Eagle	2.50	5.5%
SH-44	State St. to Linder Rd.	Westbound	Eagle	2.89	43.8%
SH-45	12th Ave./3rd St. to 7th	Southbound	Nampa	2.57	17.4%

SH-55 (Eagle Rd.)	St. Luke's Ln. to Franklin Rd.	Northbound	Meridian	2.40	-47.5%
	Franklin Rd. to Fairview Ave.	Northbound	Meridian	2.78	-7.6%
	Ustick to Fairview	Southbound	Meridian	3.03	114.9%
	Fairview Ave. to Franklin Rd.	Southbound	Meridian	6.45	172.2%
	Franklin Rd. to St. Luke's Ln.	Southbound	Meridian	5.15	212.1%
SH-55 (Nampa Blvd.)	6th St. N to I-84 WB Ramps	Northbound	Nampa	2.46	-9.2%
SH-69/Main St.	Victory Rd. to Overland Rd.	Northbound	Meridian	3.57	-25.6%
	Franklin Rd. to Corporate Dr.	Southbound	Meridian	7.32	New 2006
	Corporate Dr. to I-84 WB Ramps	Southbound	Meridian	5.54	
	I-84 EB Ramps to Overland Rd.	Southbound	Meridian	4.58	4.6%
US 20/26	Ten Mile Rd. to Linder Rd.	Eastbound	Meridian	2.76	29.6%
Broadway Ave.	Myrtle St. to Front St.	Westbound	Boise	3.92	24.4%
US 20/26	Muller Ln. to I-84 WB ramps	Westbound	Caldwell	9.89	New 2006
Ustick Rd.	Midland Blvd. to Middleton Rd.	Westbound	Caldwell	4.96	New 2006
Vista Ave.	Wright St. to I-84 EB Ramps	Northbound	Boise	3.64	13.8%
	I-84 EB Ramps to Wright St.	Southbound	Boise	3.75	80.3%

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

## V. CONGESTION ANALYSIS

Because only three years worth of historic travel time data are available, 2003 through 2005, it is difficult to identify any segment level trends in congestion. Nonetheless, data collected in 2003, 2004 and 2005 were compared to the 2006 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	2006 SI	Percent Change in SI (2005 to 2006)
9 <sup>th</sup> St.	Main St. to Myrtle St.	Southbound	Boise	5.82	27.9%
Franklin Rd.	Milwaukee St. to Cole Rd.	Eastbound	Boise	4.03	9.8%
Main St.	1 <sup>st</sup> St. to Broadway/Ave B	Eastbound	Boise	4.48	62.3%
Vista Ave.	Wright St. to I-84 EB Ramps	Northbound	Boise	3.64	13.7%
Eagle Rd. (SH-55)	St. Luke's Ln. to Franklin Rd.	Northbound	Meridian	2.40	-47.5%
SH-69 (Meridian Rd.)	Victory Rd. to Overland Rd.	Northbound	Meridian	3.57	-25.6%

Table 4 and Table 5 display the amount and level of congestion identified by the Treasure Valley CMS for all three years. It is important to note approximately 68 miles of roadway were added to the data collection effort in 2006. The following segments were added in 2006:

- SH-16 from SH-44 to Gem County Line
- Ustick Road from Middleton Road to Can-Ada Road
- Cherry Lane from Middleton Road to Ten Mile Road
- Franklin Road from Can-Ada Road to Main Street
- Overland Road from Ten Mile Road to Cole Road
- Amity Road from Happy Valley Road to SH-69
- SH-21 from Gowen Interchange to Sandy Point Lane

**Table 4: 2003 – 2006 Ascending Congestion Comparison, Treasure Valley**

<b>Ascending (Eastbound/Northbound) Travel</b>									
Year	High		Medium		Low		No Data		Total Miles
	Miles	%	Miles	%	Miles	%	Miles	%	
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	6.7%	17.0	7.5%	194.4	85.8%	*28.7	11.2%	255.4

**Table 5: 2003 – 2006 Descending Congestion Comparison, Treasure Valley**

<b>Descending (Westbound/Southbound) Travel</b>									
Year	High		Medium		Low		No Data		Total Miles
	Miles	%	Miles	%	Miles	%	Miles	%	
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

\*Travel time data was not collected on I-84 due to the construction of Karcher Interchange and the corresponding construction zone speed limit west of Franklin Boulevard Interchange. The Chinden Boulevard widening project east of Cloverdale Road to Mountain View Drive also prevented data collection.

Table 6 lists 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 include but are not limited to:

- Karcher Interchange construction (affected Caldwell-Nampa Boulevard, I-84 and other parallel roads)
- Garrity Boulevard construction east of 16<sup>th</sup> Ave to I-84 Eastbound Ramps
- Chinden Boulevard construction between Five Mile Road and Mountain View Drive
- Cloverdale Road closed for sewer work
- McMillan Rd closed at Maple Grove Road
- Eagle Road construction north of interchange
- Orchard Street / Overland Road construction
- SH-44 construction
- Possible nearby 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-14, lists roadway segments with a greater than 20% increase or decrease in congestion. However, potential reasons are not specifically identified.



**Table 6: Change in Congestion (SI) Levels Greater Than 50% between 2005 and 2006**

Road	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	Potential Reason(s)*
<b>Decrease in Congestion (more than 50% change between 2005 and 2006)</b>								
US 20/26	36th to Main St.	Eastbound	Boise	Low	Low	High	Low	
I-84	Vista Ave. to Broadway Ave.	Eastbound	Boise	Low	Low	High	Low	Decreased number of incidents.
<b>Increase in Congestion (more than 50% change between 2005 and 2006)</b>								
SH-55	Franklin Rd. to St. Luke's Ln.	Southbound	Meridian	Low	Low	Low	High	Construction on Eagle Rd.
SH-55	Fairview Ave. to Franklin Rd.	Southbound	Meridian	Low	Medium	High	High	Construction on Eagle Rd.
SH-44	Chinden Blvd. to Marigold St.	Southbound	Garden City	Low	Medium	Low	Medium	SH-44 construction
SH-55	Ustick Rd. to Fairview Ave.	Southbound	Meridian	Medium	Medium	Low	High	Construction at SH55 and Ustick Rd.
Cherry Ln./Fairview Ave.	Milwaukee St. to Maple Grove Rd.	Westbound	Boise	Medium	Low	Low	High	Construction at Five Mile /Maple Grove Rds. Plus an increase number of incidents.
I-84	Garrity IC to Ten Mile Rd.	Eastbound	Meridian	Low	Low	Low	High	Incidents have increased in 2006. Plus merging problems at Garrity.
Fairview Ave./Main St.	16th St. to 13th St.	Eastbound	Boise	Low	Low	Low	Low	New signal timing plans in 2006.
Vista /Capitol/9 <sup>th</sup> St.	I-84 EB Ramps to Wright St.	Southbound	Boise	High	Medium	Medium	High	
I-84	Five Mile Rd. to Eagle Rd.	Westbound	Boise	Medium	Low	Low	High	Construction on Eagle Rd. backed traffic onto I-84. I-84 incidents have increased.
Cole Rd.	Emerald St. to Fairview Ave.	Northbound	Boise	Low	Low	Low	Medium	

I-84	Overland Rd. to Five Mile Rd.	Westbound	Boise	Medium	Low	Low	High	Construction on Eagle Rd. backed traffic onto I-84 and incidents have increased
Middleton Rd.	Center I-84 Overpass to Ustick Rd.	Northbound	Caldwell	New in '04	Low	Low	Low	Karcher IC construction
Fairview Ave./Main St.	1st St. to Broadway/Ave B	Eastbound	Boise	High	High	High	High	New signal timing plans in 2006.
US 20/26	9 <sup>th</sup> St. to Capitol Blvd.	Eastbound	Boise	Low	Low	Low	Low	New signal timing plans in 2006.
US 20/26	Federal Way to Boise Ave.	Southbound	Boise	Low	Low	Low	Low	New signal timing plans in place in 2006.
Orchard St.	Franklin Rd. to Overland Rd.	Southbound	Boise	Medium	Low	Low	High	Construction at Orchard St./ Overland Rd.

\*Potential reasons for the changes in travel time offered by ACHD and 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 7. With only four 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 7: 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"> <li>❖ Access Management policies for all congested roadways</li> <li>❑ Zoning Ordinance Standards</li> <li>❑ Employer Based Strategies</li> <li>❑ Access Management policies for all development along congested roadways</li> </ul>	<ul style="list-style-type: none"> <li>❖ Intelligent Transportation Systems</li> <li>➤ Intelligent Transportation Systems</li> <li>❖ Additional Roadway Capacity</li> <li>❖ Non-motorized Mode Improvements</li> <li>❖ Intersection Improvements</li> <li>❖ Preferential Based Strategies</li> <li>➤ New or increased access to transit</li> <li>❑ Non-motorized Mode Improvements</li> </ul>
Long Term (Greater than 5 Years)	<ul style="list-style-type: none"> <li>❑ Comprehensive Plan land use strategies</li> <li>➤ Intermodal Project integration / design</li> <li>➤ New or increased access to transit</li> <li>➤ Additional transit services</li> </ul>	<ul style="list-style-type: none"> <li>❖ Additional Roadway Capacity listed in regional long-range plan</li> <li>➤ Addition of transit oriented fixed-guide way</li> </ul>

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 Highways 19 (Simplot Blvd. west of Farmway Rd.), 55 (Karcher Rd.), 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 8 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 TIP due to increases in construction costs and decreases in obligation authority (revenue). A new scoring process was approved on January 22, 2007. Next year's CMS annual report will reflect the new scoring process.

**Table 8: Transportation Improvement Program (TIP) CMS Project Ranking**

<b>Implement System Efficiency (i.e., CMS consideration) - Possible 5 points</b>				
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	10th 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 9 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 9: 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 in *Communities in Motion*, the regional long-range transportation plan and 2030 Community Choices demographic forecast.

## VII. CONCLUSION

As part of the Treasure Valley CMS, 2006 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 2006. However, the number of roadway segments identified as “High” congestion increased from 2005 to 2006. Comparisons between the 2006 and historic data sets (2003 through 2005) show some change in congestion classifications (refer to 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 2006 were collected on the interstate and principal arterial roadways of the Treasure Valley. These data were converted to travel time indices (Sanderson Index, or 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 2006 congestion levels were compared to those encountered in 2003, 2004 and 2005. 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 2006 TRAVEL TIME DATA**

**Table A-10: Ascending Data – Northern Ada County**

Ascending Travel Time Data for Northern Ada County, 2006									
Name	Description	Distance	Theoretic Time	Congested Time	Ideal Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
Americana Blvd./15th St./16th St.	Emerald St. to Shoreline Dr.	0.54	64.800	104.240	64.630	1.610	1.000	1.536	1.211
Americana Blvd./15th St./16th St.	Shoreline Dr. to Main St.	1.28	61.680	109.740	72.680	1.510	1.180		
Americana Blvd./15th St./16th St.	Main St. to State St.	0.26	31.200	84.590	56.210	1.510	1.800		
Amity Rd.	McDermott Rd. to Black Cat Rd.	0.93	66.890	75.730	72.510	1.040	1.080	1.198	1.180
Amity Rd.	Black Cat Rd. to Ten Mile Rd.	1.00	72.000	102.370	77.260	1.330	1.070		
Amity Rd.	Ten Mile Rd. to Linder Rd.	1.00	72.000	100.230	81.630	1.230	1.130		
Amity Rd.	Linder Rd. to SH-69	1.01	72.720	122.920	103.750	1.180	1.430		
Cherry Ln./Fairview Ave.	Black Cat Rd. to Ten Mile Rd.	1.01	103.890	135.840	110.010	1.230	1.060	1.462	1.052
Cherry Ln./Fairview Ave.	Ten Mile Rd. to Linder St.	1.02	104.910	150.960	111.310	1.360	1.060		
Cherry Ln./Fairview Ave.	Linder Rd.. to Main St.	1.12	114.790	183.430	124.140	1.480	1.080		
Cherry Ln./Fairview Ave.	Main/Cherry Ln. to Locust Grove Rd.	0.85	87.630	158.870	88.350	1.800	1.010		
Cherry Ln./Fairview Ave.	Locust Grove Rd. to Eagle Rd.	1.00	91.480	142.370	95.580	1.490	1.040		
Cherry Ln./Fairview Ave.	Eagle Rd. to Cloverdale Rd.	1.01	90.900	116.180	95.310	1.220	1.050	1.671	1.052
Cherry Ln./Fairview Ave.	Cloverdale Rd. to Five Mile Rd.	1.01	90.900	154.780	92.530	1.670	1.020		
Cherry Ln./Fairview Ave.	Five Mile Rd. to Mitchell St.	0.49	50.500	60.040	53.260	1.130	1.050		
Cherry Ln./Fairview Ave.	Mitchell St. to Maple Grove Rd.	0.52	53.380	111.450	53.910	2.070	1.010		
Cherry Ln./Fairview Ave.	Maple Grove Rd. to Milwaukee St.	0.50	51.220	94.230	52.920	1.780	1.030		
Cherry Ln./Fairview Ave.	Milwaukee St. to Cole Rd.	0.51	52.050	101.190	58.880	1.720	1.130		
Cherry Ln./Fairview Ave.	Cole Rd. to Liberty St.	0.66	67.370	91.400	70.310	1.300	1.040		
Cherry Ln./Fairview Ave.	Liberty St. to Curtis Rd.	0.38	39.090	149.670	41.490	3.610	1.060		
Cherry Ln./Fairview Ave.	Curtis Rd. to Orchard St.	0.51	52.560	92.140	58.920	1.560	1.120		
Cole Rd.	Overland Rd. to Franklin Rd.	No Data							
Cole Rd.	Franklin Rd. to Emerald St.								
Cole Rd.	Emerald St. to Fairview Ave.	0.49	50.190	203.910	100.180	2.040	2.000	1.680	1.305
Cole Rd.	Fairview Ave. to Northview St.	0.51	52.660	73.630	59.490	1.240	1.130		
Cole Rd.	Northview St. to Ustick Rd.	0.54	55.850	104.300	60.800	1.720	1.090		
Cole Rd.	Ustick Rd. to Mountain View Dr.	0.60	62.130	90.750	74.200	1.220	1.190		
Cole Rd.	Mountain View Dr. to Chinden Blvd.	0.61	73.200	190.540	87.590	2.180	1.200		

Fairview Ave./Main St.	W. End Boise River Bridge to 27 <sup>th</sup> St.	0.29	30.240	60.340	28.430	2.120	0.940	1.657	1.278
Fairview Ave./Main St.	27 <sup>th</sup> St. to 23 <sup>rd</sup> St.	0.28	28.800	35.260	47.930	0.740	1.660		
Fairview Ave./Main St.	23 <sup>rd</sup> St. to 16 <sup>th</sup> St.	0.24	26.130	33.770	33.550	1.010	1.280		
Fairview Ave./Main St.	16 <sup>th</sup> St to 13 <sup>th</sup> St.	0.21	25.200	59.570	54.800	1.090	2.170		
Fairview Ave./Main St.	13 <sup>th</sup> St. to 9 <sup>th</sup> St.	0.29	34.800	70.920	35.030	2.020	1.010		
Fairview Ave./Main St.	9 <sup>th</sup> St. to 5 <sup>th</sup> St.	0.28	33.600	65.430	37.870	1.730	1.130		
Fairview Ave./Main St.	5 <sup>th</sup> St. to 1 <sup>st</sup> St.	0.30	36.000	41.510	36.530	1.140	1.010		
Fairview Ave./Main St.	1 <sup>st</sup> St. to Broadway Ave./Avenue B	0.15	18.000	105.100	23.470	4.480	1.300		
Federal Way	Vista Ave./Eastover Rd to Kootenai St.	0.67	60.120	86.010	62.650	1.370	1.040	1.335	0.990
Federal Way	Kootenai St. to Overland Rd.	0.35	31.590	48.060	33.320	1.440	1.050		
Federal Way	Overland Rd. to Broadway Ave.	1.16	104.670	133.730	98.190	1.360	0.940		
Federal Way	Broadway Ave. to Bergeson St.	0.76	68.220	99.890	76.290	1.310	1.120		
Federal Way	Bergeson St. to Amity Rd.	1.00	84.710	89.730	79.010	1.140	0.930		
Federal Way	Amity Rd. to Yamhill Rd.	0.85	68.000	72.150	70.260	1.030	1.030		
Federal Way	Yamhill Rd. to SH-21/Federal Way	0.57	67.890	118.410	58.780	2.010	0.870		
Five Mile Rd.	Overland Rd. to Franklin Rd.	1.02	104.810	204.760	119.100	1.720	1.140	2.037	1.155
Five Mile Rd.	Franklin Rd. to Fairview Ave.	1.03	106.150	292.230	124.270	2.350	1.170		
Franklin Rd.	Franklin Blvd./Can-Ada Rd to Star Rd.	0.99	78.800	102.680	90.320	1.140	1.150	1.533	1.229
Franklin Rd.	Star Rd. to McDermott Rd.	1.00	79.840	71.970	85.040	0.850	1.070		
Franklin Rd.	McDermott Rd. to Black Cat Rd.	1.00	72.220	70.770	79.630	0.890	1.100		
Franklin Rd.	Black Cat Rd. to Ten Mile Rd.	1.00	71.930	77.700	82.890	0.940	1.150		
Franklin Rd.	Ten Mile Rd. to Linder Rd.	1.00	72.290	100.290	87.870	1.140	1.220		
Franklin Rd.	Linder Rd. to Main St. (E. 1 <sup>st</sup> St.)	1.10	78.550	512.920	128.550	3.990	1.640		
Franklin Rd.	Main St. to Nola Rd.	0.98	87.840	107.260	94.410	1.140	1.070	1.672	1.076
Franklin Rd.	Nola Rd. to Eagle Rd.	1.01	81.040	132.480	95.840	1.380	1.180		
Franklin Rd.	Eagle Rd. to Cloverdale Rd.	1.06	84.720	136.530	90.110	1.520	1.060		
Franklin Rd.	Cloverdale Rd. to Five Mile Rd.	1.01	80.800	125.380	85.610	1.460	1.060		
Franklin Rd.	Five Mile Rd. to Maple Grove Rd.	1.01	84.230	146.730	86.290	1.700	1.020		
Franklin Rd.	Maple Grove Rd. to Milwaukee St.	0.65	66.860	155.800	72.020	2.160	1.080		
Franklin Rd.	Milwaukee St. to Cole Rd.	0.36	37.030	154.430	38.360	4.030	1.040		
I-184	Jct. I-84 to Franklin Rd.	1.08	70.950	71.430	71.680	1.000	1.010	1.030	1.011
I-184	Franklin Rd. to Curtis Rd.	1.46	95.300	100.360	97.220	1.030	1.020		
I-184	Curtis Rd. to Orchard St.	0.55	36.000	39.640	34.440	1.150	0.960		



I-184	Orchard St. to Chinden Blvd.	0.50	32.730	32.740	34.110	0.960	1.040		
I-84	Ten Mile Rd. to Meridian Rd.	2.01	111.160	128.540	108.200	1.190	0.970	1.123	0.977
I-84	Meridian Rd. to Eagle Rd.	1.99	110.270	122.190	106.740	1.140	0.970		
I-84	Eagle Rd. to Five Mile Rd.	2.04	113.210	117.470	112.510	1.040	0.990		
I-84	Five Mile Rd. to Overland Rd.	2.10	116.200	117.650	115.690	1.020	1.000	1.127	0.990
I-84	Overland Rd. to Orchard St.	1.86	105.370	108.180	101.550	1.070	0.960		
I-84	Orchard St. to Vista Ave.	1.49	82.300	87.380	80.550	1.080	0.980		
I-84	Vista Ave. to Broadway Ave.	1.00	55.500	59.800	55.810	1.070	1.010		
I-84	Broadway Ave. to Gowen Rd.	2.45	121.260	155.510	121.780	1.280	1.000		
I-84	Gowen Rd. to Eisenman Rd.	2.58	123.740	142.180	122.660	1.160	0.990		
Meridian Rd.	Corporate Dr. to Franklin Rd.	0.37	44.130	118.520	52.410	2.260	1.190	2.033	1.135
Meridian Rd.	Franklin Rd. to Pine Ave.	0.50	66.930	125.120	74.010	1.690	1.110		
Meridian Rd.	Pine Ave. to Cherry Ln.	0.50	72.140	179.030	81.040	2.210	1.120		
Orchard St.	I-84 EB Ramps to Overland Rd.	1.08	119.310	206.820	127.160	1.630	1.070	1.617	1.066
Orchard St.	Overland Rd. to Franklin Rd.	0.85	102.000	157.010	119.660	1.310	1.170		
Orchard St.	Franklin Rd. to Emerald St.	0.70	84.000	126.820	77.910	1.630	0.930		
Orchard St.	Emerald St. to I-184 EB Ramp	0.42	50.400	62.650	51.080	1.230	1.010		
Orchard St.	I-184 EB Ramp to Bond St.	0.20	23.400	31.250	30.110	1.040	1.290		
Orchard St.	Bond St. to Chinden Blvd.	0.28	34.080	116.790	34.160	3.420	1.000		
Overland Rd.	Ten Mile Rd. to Linder Rd.	1.00	102.860	99.440	97.780	1.020	0.950	1.539	1.070
Overland Rd.	Linder Rd. to SH-69	1.00	90.000	122.110	112.090	1.090	1.250		
Overland Rd.	SH-69 to Locust Grove Rd.	0.96	86.400	94.910	89.860	1.060	1.040		
Overland Rd.	Locust Grove Rd. to Eagle Rd.	1.01	90.900	158.830	100.760	1.580	1.110		
Overland Rd.	Eagle Rd. to Cloverdale Rd.	1.01	80.800	179.550	82.710	2.170	1.020		
Overland Rd.	Cloverdale Rd. to Five Mile Rd.	1.01	80.800	161.260	89.580	1.800	1.110		
Overland Rd.	Five Mile Rd. to Maple Grove Rd.	1.09	98.100	194.790	97.030	2.010	0.990		
Overland Rd.	Maple Grove Rd. to Entertainment Ave.	0.68	65.280	90.680	70.100	1.290	1.070		
Overland Rd.	Entertainment Ave. to Cole Rd.	0.33	33.940	76.930	39.180	1.960	1.150		
Overland Rd.	Cole Rd. to Curtis Rd.	0.81	83.520	131.490	111.490	1.180	1.330	1.445	1.138
Overland Rd.	Curtis Rd. to Orchard St.	0.51	52.460	115.590	53.220	2.170	1.010		
Overland Rd.	Orchard St. to Roosevelt St.	0.49	50.400	59.820	52.760	1.130	1.050		
Overland Rd.	Roosevelt St. to Owyhee St.	0.50	51.430	79.470	52.940	1.500	1.030		

Overland Rd.	Owyhee St. to Vista Ave.	0.49	50.400	80.590	57.960	1.390	1.150		
Park Blvd/Parkcenter Blvd.	Broadway Ave. to Clearwater Ln.	0.31	32.300	50.930	38.700	1.320	1.200	1.276	1.041
Park Blvd/Parkcenter Blvd.	Clearwater Ln. to Beacon St.	0.32	32.710	48.180	29.610	1.630	0.910		
Park Blvd/Parkcenter Blvd.	Beacon St. to Mallard Dr.	0.52	53.180	83.060	55.200	1.500	1.040		
Park Blvd/Parkcenter Blvd.	Mallard Dr. to River Run Dr.	0.55	56.570	65.490	57.780	1.130	1.020		
Park Blvd/Parkcenter Blvd.	River Run Dr. to Apple St.	0.45	46.290	67.790	48.410	1.400	1.050		
Park Blvd/Parkcenter Blvd.	Apple St. to Monterey	0.88	90.510	97.110	94.310	1.030	1.040		
SH-16	SH-44 to Floating Feather Rd.	1.27	70.060	84.900	76.990	1.100	1.100	1.064	1.030
SH-16	Floating Feather Rd. to Beacon Light Rd.	0.77	42.430	44.170	43.150	1.020	1.020		
SH-16	Beacon Light Rd. to Deep Canyon Rd.	1.37	75.820	83.860	77.680	1.080	1.020		
SH-16	Deep Canyon Rd. to Firebird entrance	2.09	115.480	121.220	116.470	1.040	1.010		
SH-16	Firebird entrance to Gem County line	2.87	159.180	173.530	161.770	1.070	1.020		
SH-21	I-84 EB ramps to SH-21/Federal Way	0.41	42.170	85.040	44.930	1.890	1.070	1.072	1.074
SH-21	Federal Way to Technology Way	0.38	24.740	46.580	34.030	1.370	1.380		
SH-21	Technology Way to E. Lake Forest Dr.	1.70	111.210	117.380	116.340	1.010	1.050		
SH-21	E. Lake Forest Dr. to Warm Springs Ave.	1.09	71.540	66.710	66.930	1.000	0.940		
SH-21	Warm Springs Ave. to Discovery State Park	1.81	119.910	130.010	132.360	0.980	1.100		
SH-21	Discovery State Park to Sandy Point Ln.	0.56	44.400	44.500	49.630	0.900	1.120		
SH-44	Linder Rd. to Begin New Alignment	1.53	100.150	141.460	107.860	1.310	1.080	1.305	1.254
SH-44	Begin New Alignment to Eagle Rd.	1.54	100.730	157.580	103.380	1.520	1.030		
SH-44	Eagle Rd. to SH-55	1.96	123.770	177.040	222.190	0.800	1.800		
SH-44	SH-55 to Horseshoe Bend Rd.	0.19	12.240	33.670	24.650	1.370	2.010		
SH-44	Horseshoe Bend Rd. to Glenwood St.	2.03	144.970	216.080	150.710	1.430	1.040		
SH-44	State St. to Marigold St.	0.61	62.740	163.570	74.630	2.190	1.190		
SH-44	Marigold St. to Chinden Blvd.	0.70	72.000	82.780	76.860	1.080	1.070		
SH-44	Kingsbury Rd. to Blessinger Lane	1.01	65.850	70.570	65.720	1.070	1.000	1.435	1.015
SH-44	Blessinger Ln. to Can-Ada Rd.	1.05	68.920	71.910	69.510	1.030	1.010		
SH-44	Can-Ada Rd. to Star Rd.	1.00	88.410	141.210	90.950	1.550	1.030		
SH-44	Star Rd. to Taurus Way	0.44	63.360	63.900	65.870	0.970	1.040		
SH-44	Taurus Way to SH 16	1.30	92.820	102.920	93.850	1.100	1.010		
SH-44	SH 16 to Palmer Ln.	0.75	49.220	53.400	50.890	1.050	1.030		
SH-44	Palmer Ln. to Linder Rd.	1.51	99.030	248.780	99.620	2.500	1.010		

SH-55	I-84 EB Ramps to St. Luke's Ln.	0.42	30.460	109.080	51.060	2.140	1.680	1.796	1.115
SH-55	St. Luke's Ln. to Franklin Rd.	0.44	18.000	53.840	22.420	2.400	1.250		
SH-55	Franklin Rd. to Fairview Ave.	1.00	72.140	205.490	73.910	2.780	1.020		
SH-55	Fairview Ave. to Ustick Rd.	0.98	68.420	74.060	67.890	1.090	0.990		
SH-55	Ustick Rd. to McMillan Rd.	1.01	66.170	142.780	73.090	1.950	1.100		
SH-55	McMillan Rd. to Chinden Blvd.	1.01	66.040	119.530	69.910	1.710	1.060		
SH-55	Chinden Blvd. to SH-44	1.91	129.510	199.860	143.780	1.390	1.110		
SH-55	SH 44 to Hill Rd.	0.62	40.320	47.260	48.940	0.970	1.210	1.132	1.063
SH-55	Hill Rd. to Floating Feather Rd.	0.89	58.450	77.080	59.840	1.290	1.020		
SH-55	Floating Feather Rd. to Beacon Light Rd.	0.99	64.800	71.590	65.620	1.090	1.010		
SH-69/Main St.	Kuna Rd. to Deer Flat Rd.	0.98	64.080	69.970	68.880	1.020	1.070	1.457	1.045
SH-69/Main St.	Deer Flat Rd. to Hubbard Rd.	0.99	65.000	67.770	66.160	1.020	1.020		
SH-69/Main St.	Hubbard Rd. to Columbia Rd.	1.01	66.040	68.050	66.650	1.020	1.010		
SH-69/Main St.	Columbia Rd. to Lake Hazel Rd.	1.00	65.590	66.670	66.170	1.010	1.010		
SH-69/Main St.	Lake Hazel Rd. to Amity Rd.	1.01	66.040	102.740	67.190	1.530	1.020		
SH-69/Main St.	Amity Rd. to Victory Rd.	1.01	66.040	76.710	66.630	1.150	1.010		
SH-69/Main St.	Victory Rd. to Overland Rd.	1.01	69.480	267.240	74.840	3.570	1.080		
SH-69/Main St.	Overland Rd. to I-84 EB Ramps	0.13	11.540	16.250	16.880	0.960	1.460		
SH-69/Main St.	I-84 EB Ramps to I-84 WB Ramps	0.17	17.070	20.790	22.600	0.920	1.320		
SH-69/Main St.	I-84 WB Ramps to Corporate Dr.	0.40	40.730	87.020	43.810	1.990	1.080	1.605	1.099
SH-69/Main St.	Corporate Dr. to Franklin Rd.	0.34	34.970	50.540	43.360	1.170	1.240		
SH-69/Main St.	Franklin Rd. to Pine Ave.	0.50	72.140	80.140	67.540	1.190	0.940		
SH-69/Main St.	Pine Ave. to Main St./Cherry Ln.	0.48	60.610	145.290	71.700	2.030	1.180		
State St.	Glenwood St. to Pierce Park Ln.	0.69	54.960	65.750	73.860	0.890	1.340	1.389	1.090
State St.	Pierce Park Ln. to Collister Dr.	1.32	105.840	135.690	107.390	1.260	1.010		
State St.	Collister Dr. to Veterans Memorial Pkwy.	0.91	93.810	201.730	98.200	2.050	1.050		
State St.	Veterans Memorial Pkwy. to 27th St	0.93	95.350	146.510	98.440	1.490	1.030		
State St.	27th St to 18th St.	0.66	74.540	83.120	81.440	1.020	1.090		
State St.	18th St. to 15th St.	0.24	28.680	55.300	33.990	1.630	1.190		
Ten Mile Rd.	Amity Rd. to Victory Rd.	1.01	72.720	92.610	82.510	1.120	1.130	1.087	1.094
Ten Mile Rd.	Victory Rd. to Overland Rd.	1.00	90.000	92.110	92.100	1.000	1.020		
Ten Mile Rd.	Overland Rd. to Franklin Rd.	1.01	72.720	94.140	82.500	1.140	1.130		

US 20/26	11th Ave. N Ext. to Can-Ada Rd.	1.02	66.440	67.600	66.860	1.010	1.010	1.447	1.005
US 20/26	Can-Ada Rd. to Star Rd.	0.98	63.950	109.190	64.000	1.710	1.000		
US 20/26	Star Rd. to McDermott Rd.	1.01	65.910	76.100	66.080	1.150	1.000		
US 20/26	McDermott Rd. to Black Cat Rd.	0.99	64.670	66.510	65.030	1.020	1.010		
US 20/26	Black Cat Rd. to Ten Mile Rd.	1.00	65.520	69.120	65.790	1.050	1.000		
US 20/26	Ten Mile Rd. to Linder Rd.	1.00	65.130	181.100	65.560	2.760	1.010		
US 20/26	Linder Rd. to Eagle Rd.	No Data							
US 20/26	Eagle Rd. to Cloverdale Rd.								
US 20/26	Cloverdale Rd. to Garrett St.								
US 20/26	Garrett St. to Glenwood St.								
US 20/26	Glenwood St. to Veterans Memorial Pkwy.	1.96	201.090	246.910	207.610	1.190	1.030	1.147	1.027
US 20/26	Veterans Memorial Pkwy. to 36 <sup>th</sup> St.	0.65	66.650	73.070	69.360	1.050	1.040		
US 20/26	36 <sup>th</sup> St. to Main St.	0.48	49.580	54.680	49.620	1.100	1.000		
US 20/26	Main St. to 13th St.	1.26	96.770	142.470	115.280	1.240	1.190		
US 20/26	13th St. to 9 <sup>th</sup> St.	0.30	30.960	56.540	54.680	1.030	1.770		
US 20/26	9 <sup>th</sup> St. to Capitol Blvd.	0.14	14.810	27.420	23.430	1.170	1.580		
US 20/26	Capitol Blvd. to Broadway Ave.	0.72	74.470	78.600	78.210	1.000	1.050		
US 20/26	Broadway Ave./Myrtle St. to Beacon St.	0.51	52.460	78.880	57.970	1.360	1.100		
US 20/26	Beacon St. to Boise Ave.	0.55	56.670	88.840	62.190	1.430	1.100		
US 20/26	Boise Ave. to Federal Way	1.07	110.060	136.510	109.190	1.250	0.990		
US 20/26	Federal Way to I-84 EB Ramps	0.69	60.210	97.790	63.710	1.530	1.060		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Wright St. to I-84 EB Ramps	0.08	8.020	30.230	8.310	3.640	1.040		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	I-84 EB Ramps to Canal St.	0.48	49.370	60.500	52.400	1.150	1.060		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Canal St. to Targee St.	0.37	38.060	40.720	39.610	1.030	1.040		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Targee St. to Overland Rd.	0.49	50.400	63.980	53.560	1.190	1.060		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Vista Ave./Overland Rd. to Kootenai St.	0.24	24.690	43.460	26.660	1.630	1.080		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Kootenai St. to Eastover Rd.	0.61	62.230	70.300	61.650	1.140	0.990		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Vista Ave./Eastover Rd. to University Dr.	0.29	30.030	105.170	40.900	2.570	1.360		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	University Dr. to Myrtle St.	0.54	62.540	86.470	72.020	1.200	1.150		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Myrtle St. to Front St.	0.12	14.400	48.540	22.340	2.170	1.550		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Front St. to Bannock St.	0.27	38.160	72.410	38.030	1.900	1.000		



**Table A-11: Ascending Data – Nampa Urbanized Area**

Ascending Travel Time Data for Canyon County, 2006										
Name	Description	Distance	Theoretic Time	Congested Time	Ideal Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average	
10th Ave.	I-84 WB Ramps to Chicago St.	0.47	48.240	90.090	55.410	1.630	1.150	1.326	1.611	
10th Ave.	Chicago St. to Cleveland Blvd.	0.42	43.610	91.450	92.240	0.990	2.120			
21st Ave.	Cleveland Blvd. to Chicago St.	0.43	51.240	80.410	61.660	1.300	1.200	1.370	1.328	
21st Ave.	Chicago St. to Franklin Rd.	0.32	32.710	45.550	39.300	1.160	1.200			
21st Ave.	Franklin Rd. to I-84 EB Ramps	0.17	17.180	63.690	32.650	1.950	1.900			
Airport Rd.	Garrity Blvd. to Happy Valley Rd.	No Data								
Amity Rd.	Happy Valley Rd. to Robinson Rd.	0.96	73.530	89.840	79.250	1.130	1.080	1.114	1.016	
Amity Rd.	Robinson Rd. to McDermott Rd.	1.09	78.550	83.500	75.660	1.100	0.960			
Can-Ada Rd.	I-84 WB Ramps to Franklin Rd.	0.35	35.490	37.030	35.430	1.050	1.000	1.165	1.069	
Can-Ada Rd.	Franklin Rd. to Cherry Ln.	1.10	113.450	110.440	107.560	1.030	0.950			
Can-Ada Rd.	Cherry Ln. to Ustick Rd.	1.00	71.930	95.160	85.530	1.110	1.190			
Can-Ada Rd.	Ustick Rd. to McMillan Rd.	1.00	72.220	77.250	77.920	0.990	1.080			
Can-Ada Rd.	McMillan Rd. to US 20/26	1.01	72.720	125.300	79.190	1.580	1.090			
Cherry Ln.	Middleton Rd. to Midland Blvd.	1.15	92.000	88.420	109.410	0.810	1.190	1.038	1.097	
Cherry Ln.	Midland Blvd. to Northside Blvd.	1.02	81.600	103.640	101.080	1.030	1.240			
Cherry Ln.	Northside Blvd. to Franklin Rd.	1.03	82.400	116.620	91.810	1.270	1.110			
Cherry Ln.	Franklin Rd. to 11th Ave. N.	1.03	82.400	86.180	84.710	1.020	1.030			
Cherry Ln.	11th Ave. N. to Can-Ada Rd.	1.03	82.400	95.410	85.820	1.110	1.040			
Cherry Ln.	Can-Ada Rd. to Star Rd.	1.00	80.000	101.970	88.330	1.150	1.100			
Cherry Ln.	Star Rd. to McDermott Rd.	0.91	72.480	82.100	84.220	0.970	1.160			
Cherry Ln.	McDermott Rd. to Black Cat Rd.	1.15	103.050	92.210	94.760	0.970	0.920			
Franklin Blvd.	11th Ave. N to I-84 WB Ramps	0.94	85.260	124.980	94.910	1.320	1.110	1.320	1.110	

I-84	SH-44 to US 20/26	No Data							
I-84	US 20/26 to IB-84								
I-84	IB-84 to 10th Ave.								
I-84	10th Ave. to US 20/26								
I-84	US 20/26 to Nampa Blvd.								
I-84	Nampa Blvd. to Franklin Blvd.								
I-84	Franklin Blvd. to Garrity IC	1.96	108.550	289.070	108.550	2.660	1.000	2.235	1.000
I-84	Garrity IC to Ten Mile Rd.	4.06	224.580	456.090	224.580	2.030	1.000		
IB-84	Cleveland/Centennial Way to Kimball Ave.	0.50	72.580	120.170	79.200	1.520	1.090	1.422	1.021
IB-84	Kimball Ave. to 10 <sup>th</sup> Ave.	0.14	20.300	41.250	22.460	1.840	1.110		
IB-84	10 <sup>th</sup> Ave. to 18 <sup>th</sup> Ave.	0.61	66.120	73.210	74.860	0.980	1.130		
IB-84	18 <sup>th</sup> Ave. to 21 <sup>st</sup> Ave.	0.22	22.420	35.880	24.210	1.480	1.080		
IB-84	21 <sup>st</sup> Ave. to Linden St.	0.68	69.730	109.690	63.020	1.740	0.900		
IB-84	Linden St. to Ustick Rd.	1.44	118.560	165.690	121.980	1.360	1.030		
IB-84	Ustick Rd. to Homedale Rd.	1.47	117.280	164.840	114.780	1.440	0.980		
IB-84	Homedale Rd. to Middleton Rd.	0.73	63.030	89.510	65.900	1.360	1.050	1.424	1.097
IB-84	Middleton Rd. to Karcher Rd.	0.74	76.530	144.340	78.650	1.840	1.030		
IB-84	Karcher Rd. to Midland Blvd.	0.64	66.240	106.780	78.940	1.350	1.190		
IB-84	Midland Blvd. to Canyon St.	1.05	107.590	155.260	107.850	1.440	1.000		
IB-84	Canyon St. to Yale St./SH-55	0.30	31.060	66.560	38.530	1.730	1.240		
IB-84	Yale St./SH-55 to 7th Ave.	0.45	46.390	52.110	50.320	1.040	1.080		
IB-84	7th Ave. to 11 <sup>th</sup> /3 <sup>rd</sup> Ave.	0.28	34.250	43.470	48.630	0.890	1.420		
IB-84	11 <sup>th</sup> /3 <sup>rd</sup> Ave. to Garrity Blvd.	No Data							
IB-84	Garrity Blvd. to 16 <sup>th</sup> Ave.								
IB-84	16 <sup>th</sup> Ave. to Flamingo Ave.								
IB-84	Flamingo Ave. to I-84 WB Ramps								
Middleton Rd.	Center I-84 Overpass to Ustick Rd.	0.83	65.930	111.790	66.110	1.690	1.000	1.218	1.012
Middleton Rd.	Ustick Rd. to Linden Rd.	1.04	73.870	84.700	72.800	1.160	0.990		
Middleton Rd.	Linden Rd. to US 20/26	1.02	73.440	101.700	80.810	1.260	1.100		
Middleton Rd.	US 20/26 to Lincoln St.	1.03	74.160	88.740	76.870	1.150	1.040		
Middleton Rd.	Lincoln St. to Center Boise River Bridge	1.37	129.600	109.550	121.440	0.900	0.940		
Middleton Rd.	Center Boise River Bridge to SH-44	0.74	106.560	153.570	109.790	1.400	1.030		

SH-19/IB-84	Simplot Exit #3 to Farmway Rd.	1.01	66.180	69.680	65.390	1.070	0.990	1.127	1.148
SH-19/IB-84	Farmway Rd. to Blaine/Simplot Blvd.	0.86	49.400	93.920	69.130	1.360	1.400		
SH-19/IB-84	Blaine St. to Chicago St.	0.28	44.020	50.660	46.880	1.080	1.070		
SH-19/IB-84	Chicago St. to I-84 WB Ramps	0.52	44.750	42.640	48.540	0.880	1.080		
SH-44	I-84 EB Ramps to Old Hwy 30	0.25	25.920	26.180	25.740	1.020	0.990	1.087	1.015
SH-44	Old Hwy 30 to Emmett Rd.	2.14	142.000	146.460	142.970	1.020	1.010		
SH-44	Emmett Rd. to Cemetery Rd.	1.02	74.270	86.560	76.780	1.130	1.030		
SH-44	Cemetery Rd. to Middleton Rd.	0.75	95.160	110.140	100.130	1.100	1.050		
SH-44	Middleton Rd. to Marjorie Ave.	0.53	45.510	49.590	45.770	1.080	1.010		
SH-44	Marjorie Ave. to Duff Ln.	0.77	52.420	68.010	52.370	1.300	1.000		
SH-44	Duff Ln. to Lansing Ln.	1.01	66.110	71.750	66.340	1.080	1.000		
SH-44	Lansing Ln. to Kingsbury Rd.	1.03	67.550	71.350	68.720	1.040	1.020		
SH-45	Ruth Ln. to Greenhurst Rd.	1.55	133.750	172.140	139.550	1.230	1.040	1.317	1.120
SH-45	Greenhurst Rd. to Iowa Ave.	0.44	45.570	99.710	55.220	1.810	1.210		
SH-45	Iowa Ave. to Lake Lowell Ave.	0.56	57.290	76.470	57.900	1.320	1.010		
SH-45	Lake Lowell Ave. to 7 <sup>th</sup> Ave.	1.03	105.940	147.380	113.510	1.300	1.070		
SH-45	7 <sup>th</sup> Ave. to 12th Ave./3rd St. Ave.	0.29	32.790	56.480	54.660	1.030	1.670		
SH-45	12th Ave./3rd St. to 2nd/11 <sup>th</sup> Ave.	0.15	21.020	40.780	28.640	1.420	1.360		
SH-55/Northside Blvd.	3rd St. S to 1st St. N	0.38	39.190	43.140	43.280	1.000	1.100	1.527	1.186
SH-55/Northside Blvd.	1st St. N to 6th St. N	0.53	42.480	69.240	47.090	1.470	1.110		
SH-55/Northside Blvd.	6th St. N to I-84 WB Ramps	0.25	19.840	72.240	29.310	2.460	1.480		
SH-55/Northside Blvd.	I-84 WB Ramps to Karcher Rd.	0.23	23.760	38.560	22.380	1.720	0.940	1.181	1.020
SH-55/Northside Blvd.	Karcher Rd. to Cherry Ln.	1.00	90.000	104.320	95.320	1.090	1.060		
SH-55/Northside Blvd.	Cherry Ln. to Ustick Rd.	1.03	105.430	101.070	89.210	1.130	0.850		
SH-55/Northside Blvd.	Ustick Rd. to Linden St.	1.01	72.500	88.480	80.450	1.100	1.110		
SH-55/Northside Blvd.	Linden St. to US 20/26	1.01	72.720	100.670	78.780	1.280	1.080		
US 20/26	I-84 EB off Ramp to I-84 WB Ramps	0.18	18.310	59.310	40.830	1.450	2.230	1.100	1.034
US 20/26	I-84 WB Ramps to Muller Ln.	0.20	20.670	21.070	20.520	1.030	0.990		
US 20/26	Muller Ln. to KCID Rd.	1.08	77.870	79.960	78.330	1.020	1.010		
US 20/26	KCID Rd. to Middleton Rd.	0.99	64.870	82.100	63.880	1.290	0.980		
US 20/26	Middleton Rd. to Midland Blvd.	1.00	65.590	73.970	65.820	1.120	1.000		
US 20/26	Midland Blvd. to Northside Blvd.	1.00	65.190	66.520	65.390	1.020	1.000		

US 20/26	Northside Blvd. to Franklin Rd.	1.01	65.850	68.580	66.200	1.040	1.010	
US 20/26	Franklin Rd. to 11th Ave. N Ext.	1.02	66.570	70.930	66.450	1.070	1.000	

Ustick Rd.	Farmway Rd. to Kimball Ave.	No Data							
Ustick Rd.	Kimball Ave. to 10th Ave.								
Ustick Rd.	10th Ave. to Indiana Ave.								
Ustick Rd.	Indiana Ave. to Lake Ave.								
Ustick Rd.	Lake Ave. to Caldwell Blvd.								
Ustick Rd.	Caldwell Blvd. to RR Crossing								
Ustick Rd.	RR Crossing to Middleton Rd.								
Ustick Rd.	Middleton Rd to Midland Blvd.	1.00	72.000	87.580	76.940	1.140	1.070	1.076	1.119
Ustick Rd.	Midland Blvd. to Northside Blvd.	1.00	72.000	102.420	87.210	1.170	1.210		
Ustick Rd.	Northside Blvd. to Franklin Blvd.	1.00	72.000	106.180	85.430	1.240	1.190		
Ustick Rd.	Franklin Blvd. to 11th Ave. N.	1.04	74.880	71.190	77.340	0.920	1.030		
Ustick Rd.	11th Ave. N. to Can-Ada Rd.	1.00	72.000	74.530	78.190	0.950	1.090		
Ustick Rd.	Can-Ada Rd. to Star Rd.	0.99	71.280	88.370	82.860	1.070	1.160		
Ustick Rd.	Star Rd. to McDermott Rd.	1.00	72.000	82.690	78.560	1.050	1.090		

**Table A-12: Descending Data – Northern Ada County**

Descending Travel Time Data for Northern Ada County, 2006										
Name	Description	Distance	Theoretic Time	Congested Time	Ideal Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average	
Americana Blvd./15th /16th St.	State St. to Main St.	0.25	30.000	64.760	48.960	1.320	1.630	1.534	1.100	
Americana Blvd./15th /16th St.	Main St to Shoreline Dr.	1.67	54.000	93.740	55.390	1.690	1.030			
Americana Blvd./15th /16th St.	Shoreline Dr. to Emerald St.	0.54	64.800	79.850	69.140	1.150	1.070			
Amity Rd.	SH-69 to Linder Rd.	1.01	72.720	88.510	80.840	1.090	1.110	1.112	1.093	
Amity Rd.	Linder Rd. to Ten Mile Rd.	1.00	72.000	93.640	82.450	1.140	1.150			
Amity Rd.	Ten Mile Rd. to Black Cat Rd.	1.00	72.000	80.480	73.820	1.090	1.030			
Amity Rd.	Black Cat Rd. to McDermott Rd.	0.93	66.890	81.900	72.260	1.130	1.080			
Cole Rd.	Chinden Blvd. to Mountain View Dr.	0.61	73.200	147.770	84.000	1.760	1.150	1.579	1.140	
Cole Rd.	Mountain View Dr. to Ustick Rd.	0.60	62.130	104.400	74.790	1.400	1.200			
Cole Rd.	Ustick Rd. to Northview St.	0.54	55.850	50.950	55.540	0.920	0.990			
Cole Rd.	Northview St. to Fairview Ave.	0.51	52.660	141.000	68.180	2.070	1.290			
Cole Rd.	Fairview Ave. to Emerald St.	0.49	50.190	95.640	53.380	1.790	1.060			
Cole Rd.	Emerald St. to Franklin Rd.	1.56	No Data							
Cole Rd.	Franklin Rd. to Overland Rd.	1.04	No Data							
Cherry Ln./Fairview Ave.	Orchard St. to Curtis Rd.	0.51	52.560	139.430	58.820	2.370	1.120	2.117	1.087	
Cherry Ln./Fairview Ave.	Curtis Rd. to Liberty St.	0.38	39.090	68.480	41.090	1.670	1.050			
Cherry Ln./Fairview Ave.	Liberty St. to Cole Rd.	0.66	67.370	215.070	81.810	2.630	1.210			
Cherry Ln./Fairview Ave.	Cole Rd. to Milwaukee St.	0.51	52.050	79.870	60.310	1.320	1.160			
Cherry Ln./Fairview Ave.	Milwaukee St. to Maple Grove Rd.	0.50	51.220	172.090	54.530	3.160	1.060			
Cherry Ln./Fairview Ave.	Maple Grove Rd. to Mitchell St.	0.52	53.380	59.080	53.420	1.110	1.000			
Cherry Ln./Fairview Ave.	Mitchell St. to Five Mile Rd.	0.49	50.500	306.530	55.170	5.560	1.090			
Cherry Ln./Fairview Ave.	Five Mile Rd. to Cloverdale Rd.	1.01	90.900	116.280	94.440	1.230	1.040			
Cherry Ln./Fairview Ave.	Cloverdale Rd. to Eagle Rd.	1.01	90.900	139.770	97.100	1.440	1.070			
Cherry Ln./Fairview Ave.	Eagle Rd. to Locust Grove St.	1.00	91.480	145.010	112.340	1.290	1.230	1.677	1.088	
Cherry Ln./Fairview Ave.	Locust Grove St. to Main/Cherry Ln.	0.85	87.630	235.370	91.110	2.580	1.040			
Cherry Ln./Fairview Ave.	Main St. to Linder Rd.	1.12	114.790	261.150	117.760	2.220	1.030			
Cherry Ln./Fairview Ave.	Linder Rd. to Ten Mile Rd.	1.02	104.910	138.650	108.600	1.280	1.040			
Cherry Ln./Fairview Ave.	Ten Mile Rd. to Black Cat Rd.	1.01	103.890	126.000	114.630	1.100	1.100			

Federal Way	SH-21/Federal Way to Yamhill Rd.	0.57	67.890	71.800	55.640	1.290	0.820	1.259	0.999
Federal Way	Yamhill Rd. to Amity Rd.	0.85	68.000	86.200	71.160	1.210	1.050		
Federal Way	Amity Rd. to Bergeson St.	1.00	84.710	119.310	75.810	1.570	0.900		
Federal Way	Bergeson St. to Broadway	0.76	68.220	95.670	78.500	1.220	1.150		
Federal Way	Broadway to Overland Rd.	1.16	104.670	104.800	103.350	1.010	0.990		
Federal Way	Overland Rd. to Kootenai St.	0.35	31.590	44.570	31.780	1.400	1.010		
Federal Way	Kootenai St. to Vista Ave./Eastover Rd.	0.67	60.120	78.750	64.060	1.230	1.070		
Five Mile Rd.	Fairview Ave. to Franklin Rd.	1.03	106.150	175.940	115.620	1.520	1.090	1.585	1.100
Five Mile Rd.	Franklin Rd. to Overland Rd.	1.02	104.810	191.380	116.140	1.650	1.110		
Franklin Rd.	Cole Rd. to Milwaukee St.	0.36	37.030	154.670	38.370	4.030	1.040	1.724	1.038
Franklin Rd.	Milwaukee St. to Maple Grove Rd.	0.65	66.860	133.050	72.200	1.840	1.080		
Franklin Rd.	Maple Grove Rd. to Five Mile Rd.	1.01	84.230	140.830	84.960	1.660	1.010		
Franklin Rd.	Five Mile Rd. to Cloverdale Rd.	1.01	80.800	125.190	86.700	1.440	1.070		
Franklin Rd.	Cloverdale Rd. to Eagle Rd.	1.06	84.720	154.580	88.770	1.740	1.050		
Franklin Rd.	Eagle Rd. to Nola Rd.	1.01	81.040	83.590	79.660	1.050	0.980		
Franklin Rd.	Nola Rd. to Main St.	0.98	87.840	170.840	92.600	1.840	1.050		
Franklin Rd.	Main St. (E. 1st St.) to Linder Rd.	1.10	113.040	160.490	126.070	1.270	1.120	1.654	1.109
Franklin Rd.	Linder Rd. to Ten Mile Rd.	1.00	72.290	114.060	83.920	1.360	1.160		
Franklin Rd.	Ten Mile Rd. to Black Cat Rd.	1.00	71.930	241.720	83.390	2.900	1.160		
Franklin Rd.	Black Cat Rd. to McDermott Rd.	1.00	72.220	84.500	76.770	1.100	1.060		
Franklin Rd.	McDermott Rd. to Star Rd.	1.00	79.840	191.470	85.740	2.230	1.070		
Franklin Rd.	Star Rd. to Franklin Rd./Can-Ada Rd.	0.99	78.800	93.720	85.450	1.100	1.080		
I-184	Chinden Blvd. to Orchard St.	0.50	32.730	32.370	32.160	1.010	0.980	0.998	1.001
I-184	Orchard St. to Curtis Rd.	0.55	36.000	34.770	34.770	1.000	0.970		
I-184	Curtis Rd. to Franklin Rd.	1.46	95.300	99.960	99.870	1.000	1.050		
I-184	Franklin Rd. to Jct. I-84	1.08	70.950	67.700	68.420	0.990	0.960		
I-84	Eisenman to Gowen Rd.	2.58	123.740	129.930	122.030	1.060	0.990	1.215	0.987
I-84	Gowen Rd. to Broadway Ave.	2.45	121.260	135.910	121.050	1.120	1.000		
I-84	Broadway Ave. to Vista Ave.	1.00	55.500	57.550	54.400	1.060	0.980		
I-84	Vista Ave. to Orchard St.	1.49	82.300	87.740	80.660	1.090	0.980		
I-84	Orchard St. to Overland Rd.	1.86	105.370	116.140	100.290	1.160	0.950		
I-84	Overland Rd. to Five Mile Rd.	2.10	116.200	203.620	117.840	1.730	1.010		



I-84	Five Mile Rd. to Eagle Rd.	2.04	113.210	213.340	112.590	1.890	0.990	1.738	0.977
I-84	Eagle Rd. to Meridian Rd.	1.99	110.270	166.900	106.660	1.560	0.970		
I-84	Meridian Rd. to Ten Mile Rd.	2.01	111.160	188.960	107.310	1.760	0.970		
Main St. /Idaho St.	Idaho St./Ave. B to 1st St.	0.13	15.600	29.060	22.780	1.280	1.460	1.490	1.190
Main St. /Idaho St.	1st St. to 6th St.	0.36	42.600	69.510	47.780	1.450	1.120		
Main St. /Idaho St.	6th St. to 9th St.	0.19	22.800	54.550	26.420	2.060	1.160		
Main St. /Idaho St.	9th St. to 13th St.	0.29	34.800	51.630	34.390	1.500	0.990		
Main St. /Idaho St.	13th St. to 16th St.	0.26	31.200	47.130	26.330	1.790	0.840		
Main St. /Idaho St.	16th St. to Grove St.	0.19	21.600	28.140	24.980	1.130	1.160		
Main St. /Idaho St.	Grove St. to 23rd St.	0.19	19.250	27.150	46.200	0.590	2.400		
Main St. /Idaho St.	23rd St. to 27th St.	0.28	29.010	73.140	31.990	2.290	1.100		
Main St. /Idaho St.	27th St. to W. End Boise River Bridge	0.39	40.420	48.750	42.010	1.160	1.040		
Meridian Rd.	Cherry Ln. to Pine Ave.	0.50	72.140	97.100	76.210	1.270	1.060	3.900	1.088
Meridian Rd.	Pine Ave. to Franklin Rd.	0.50	66.930	479.980	75.950	6.320	1.130		
Meridian Rd.	Franklin Rd. to Corporate Dr.	0.37	44.160	196.760	47.080	4.180	1.070		
Orchard St.	Chinden Blvd. to Bond St.	0.28	34.080	36.920	36.370	1.010	1.070	1.684	1.038
Orchard St.	Bond St. to I-184 EB Ramp	0.20	23.400	56.470	26.000	2.170	1.110		
Orchard St.	I-184 EB Ramp to Emerald St.	0.42	50.400	121.420	52.190	2.330	1.040		
Orchard St.	Emerald St. to Franklin Rd.	0.70	84.000	96.670	78.120	1.240	0.930		
Orchard St.	Franklin Rd. to Overland Rd.	0.85	102.000	268.990	118.400	2.270	1.160		
Orchard St.	Overland Rd. to I-84 EB Ramps	1.08	119.310	158.350	117.550	1.350	0.990		
Overland Rd.	Vista Ave./Overland Rd. to Owyhee St.	0.49	50.400	66.460	56.060	1.190	1.110	1.383	1.133
Overland Rd.	Owyhee St. to Roosevelt St.	0.50	51.430	69.700	51.400	1.360	1.000		
Overland Rd.	Roosevelt St. to Orchard St.	0.49	50.400	89.800	54.020	1.660	1.070		
Overland Rd.	Orchard St. to Curtis Rd.	0.51	52.460	66.970	54.940	1.220	1.050		
Overland Rd.	Curtis Rd. to Cole Rd.	0.81	83.520	160.460	110.370	1.450	1.320		
Overland Rd.	Cole Rd. to Entertainment Ave.	0.33	33.940	54.740	35.510	1.540	1.050	1.645	1.079
Overland Rd.	Entertainment Ave. to Maple Grove Rd.	0.68	65.280	136.630	70.690	1.930	1.080		
Overland Rd.	Maple Grove Rd. to Five Mile Rd.	1.09	98.100	122.620	110.540	1.110	1.130		
Overland Rd.	Five Mile Rd. to Cloverdale Rd.	1.01	80.800	286.000	89.550	3.190	1.110		
Overland Rd.	Cloverdale Rd. to Eagle Rd.	1.01	80.800	215.500	89.110	2.420	1.100		
Overland Rd.	Eagle Rd. to Locust Grove Rd.	1.01	90.900	109.190	85.090	1.280	0.940		
Overland Rd.	Locust Grove Rd. to SH-69	0.96	86.400	142.350	104.370	1.360	1.210		

Overland Rd.	SH-69 to Linder Rd.	1.00	90.000	93.690	94.530	0.990	1.050		
Overland Rd.	Linder Rd. to Ten Mile Rd.	1.00	102.860	107.090	104.790	1.020	1.020		
Park Blvd./Parkcenter Blvd.	Monterey to Apple St.	0.88	90.510	105.870	96.530	1.100	1.070	1.258	1.043
Park Blvd./Parkcenter Blvd.	Apple St. to River Run Dr.	0.45	46.290	62.920	47.390	1.330	1.020		
Park Blvd./Parkcenter Blvd.	River Run Dr. to Mallard Dr.	0.55	56.570	72.700	57.060	1.270	1.010		
Park Blvd./Parkcenter Blvd.	Mallard Dr. to Beacon St.	0.52	53.180	62.280	55.510	1.120	1.040		
Park Blvd./Parkcenter Blvd.	Beacon St. to Clearwater Ln.	0.32	32.710	47.790	28.450	1.680	0.870		
Park Blvd./Parkcenter Blvd.	Clearwater Ln. to Broadway Ave.	0.52	53.180	82.210	61.870	1.330	1.160		
SH-16	Gem County line to Firebird entrance	2.87	159.180	161.030	167.520	0.960	1.050	1.066	1.028
SH-16	Firebird entrance to Deep Canyon Rd.	2.09	115.480	117.690	110.220	1.070	0.950		
SH-16	Deep Canyon Rd. to Beacon Light Rd.	1.37	75.820	76.530	77.330	0.990	1.020		
SH-16	Beacon Light Rd. to Floating Feather Rd.	0.77	42.430	44.480	43.470	1.020	1.020		
SH-16	Floating Feather Rd. to SH-44	1.27	70.060	110.500	78.460	1.410	1.120		
SH-21	Sandy Point Ln. to Discovery State Park	0.56	44.400	42.300	41.820	1.010	0.940	1.171	1.078
SH-21	Discovery State Park to Warm Springs Ave.	1.81	119.910	136.970	130.430	1.050	1.090		
SH-21	Warm Springs Ave. to E. Lake Forest Dr.	1.09	71.540	70.860	68.230	1.040	0.950		
SH-21	E. Lake Forest Dr. to Technology Way	1.70	111.210	150.480	116.800	1.290	1.050		
SH-21	Technology Way to Federal Way	0.38	24.740	72.170	33.710	2.140	1.360		
SH-21	SH-21/Federal Way to I-84 EB Ramps	0.41	42.170	52.140	59.280	0.880	1.410		
SH-44	Chinden Blvd. to Marigold St.	0.70	72.000	138.120	77.750	1.780	1.080	1.694	1.058
SH-44	Marigold St. to State St.	0.61	62.740	92.100	68.870	1.340	1.100		
SH-44	Glenwood St. to Horseshoe Bend Rd.	2.03	144.970	203.580	152.280	1.340	1.050		
SH-44	Horseshoe Bend Rd. to SH-55	0.19	12.240	45.510	22.290	2.040	1.820		
SH-44	SH-55 to Eagle Rd.	1.96	123.770	196.540	128.720	1.530	1.040		
SH-44	Eagle Rd. to Begin New Alignment	1.54	100.730	127.640	102.640	1.240	1.020		
SH-44	Begin New Alignment to Linder Rd.	1.53	100.150	293.150	101.570	2.890	1.010		
SH-44	Linder Rd. to Palmer Ln.	1.51	99.030	111.870	99.720	1.120	1.010	1.134	1.022
SH-44	Palmer Ln. to SH-16	0.75	49.220	72.600	53.950	1.350	1.100		
SH-44	SH-16 to Taurus Way	1.30	92.820	117.790	96.640	1.220	1.040		
SH-44	Taurus Way to Star Rd.	0.44	63.360	71.760	66.560	1.080	1.050		
SH-44	Star Rd. to Can-Ada Rd.	1.00	88.410	94.130	86.650	1.090	0.980		
SH-44	Can-Ada Rd. to Blessinger Ln.	1.05	68.920	71.730	68.700	1.040	1.000		
SH-44	Blessinger Ln. to Kingsbury Rd.	1.01	65.850	69.650	66.330	1.050	1.010		

SH-55	Beacon Light Rd. to Floating Feather Rd.	0.99	64.800	73.110	76.620	0.950	1.180	1.265	1.103
SH-55	Floating Feather Rd. to Hill Rd.	0.89	58.450	60.010	59.650	1.010	1.020		
SH-55	Hill Rd. to SH-44	0.62	40.320	94.410	44.180	2.140	1.100		
SH-55	SH-44 to Chinden Blvd.	1.91	129.510	243.710	138.010	1.770	1.070	2.752	1.089
SH-55	Chinden Blvd. to McMillan Rd.	1.01	66.040	85.460	67.910	1.260	1.030		
SH-55	McMillan Rd. to Ustick Rd.	1.01	66.170	97.190	67.090	1.450	1.010		
SH-55	Ustick Rd. to Fairview Ave.	0.98	68.420	207.460	68.470	3.030	1.000		
SH-55	Fairview Ave. to Franklin Rd.	1.00	72.140	504.990	78.300	6.450	1.090		
SH-55	Franklin Rd. to St. Luke's Ln.	0.44	18.000	105.310	20.430	5.150	1.140		
SH-55	St. Luke's Ln. to I-84 EB Ramps	0.42	30.460	100.000	50.420	1.980	1.660		
SH-69/Main St.	Main St./Cherry Ln. to Pine Ave.	0.48	60.610	92.050	71.060	1.300	1.170	3.559	1.040
SH-69/Main St.	Pine Ave. to Franklin Rd.	0.50	72.140	110.070	69.410	1.590	0.960		
SH-69/Main St.	Franklin Rd. to Corporate Dr.	0.34	34.970	294.120	40.180	7.320	1.150		
SH-69/Main St.	Corporate Dr. to I-84 WB Ramps	0.40	40.730	201.760	36.410	5.540	0.890		
SH-69/Main St.	I-84 WB Ramps to I-84 EB Ramps	0.17	17.070	23.400	23.000	1.020	1.350	1.095	1.038
SH-69/Main St.	I-84 EB Ramps to Overland Rd.	0.13	11.540	65.410	14.290	4.580	1.240		
SH-69/Main St.	Overland Rd. to Victory Rd.	1.01	69.480	71.680	74.380	0.960	1.070		
SH-69/Main St.	Victory Rd. to Amity Rd.	1.01	66.040	76.420	66.460	1.150	1.010		
SH-69/Main St.	Amity Rd. to Lake Hazel Rd.	1.01	66.040	75.510	66.510	1.140	1.010		
SH-69/Main St.	Lake Hazel Rd. to Columbia Rd.	1.00	65.590	66.160	66.200	1.000	1.010		
SH-69/Main St.	Columbia Rd. to Hubbard Rd.	1.01	66.040	66.040	66.570	0.990	1.010		
SH-69/Main St.	Hubbard Rd. to Deer Flat Rd.	0.99	65.000	65.780	66.210	0.990	1.020		
SH-69/Main St.	Deer Flat Rd. to Kuna Rd.	0.98	64.080	68.520	67.960	1.010	1.060		
State St.	15th St. to 18th St.	0.24	28.680	49.690	44.580	1.110	1.550	1.443	1.074
State St.	18th St. to 27th St	0.66	74.540	103.580	74.540	1.390	1.000		
State St.	27th St to Veterans Memorial Pkwy.	0.93	95.350	176.240	98.960	1.780	1.040		
State St.	Veterans Memorial Pkwy. to Collister Dr.	0.91	93.810	106.680	96.810	1.100	1.030		
State St.	Collister Dr. to Pierce Park Ln.	1.32	105.840	151.270	113.330	1.330	1.070		
State St.	Pierce Park Ln. to Glenwood St.	0.69	54.960	109.470	59.900	1.830	1.090		
Ten Mile Rd.	Franklin Rd. to Overland Rd.	1.01	72.720	89.300	80.840	1.100	1.110	1.073	1.097
Ten Mile Rd.	Overland Rd. to Victory Rd.	1.00	90.000	96.390	93.930	1.030	1.040		
Ten Mile Rd.	Victory Rd. to Amity Rd.	1.01	72.720	89.890	82.580	1.090	1.140		

US 20/26	I-84 EB Ramps to Federal Way	0.69	60.210	70.330	60.760	1.160	1.010	1.529	1.071
US 20/26	Federal Way to Boise Ave.	1.07	110.060	186.990	115.890	1.610	1.050		
US 20/26	Boise Ave. to Beacon St.	0.55	56.670	97.630	65.580	1.490	1.160		
US 20/26	Beacon St. to Broadway Ave./Myrtle St.	0.51	52.460	109.320	57.600	1.900	1.100		
US 20/26	Myrtle St. to Front St.	0.14	14.190	82.370	21.040	3.920	1.480	1.310	1.103
US 20/26	Front/Broadway Ave. to Capitol Blvd.	0.65	66.650	119.420	86.880	1.370	1.300		
US 20/26	Capitol Blvd. to 9 <sup>th</sup> St.	0.14	14.810	23.830	15.770	1.510	1.060		
US 20/26	9 <sup>th</sup> St. to 13 <sup>th</sup> St.	0.29	29.620	33.830	29.670	1.140	1.000		
US 20/26	13 <sup>th</sup> St. to Main St.	1.26	96.770	97.390	95.950	1.010	0.990		
US 20/26	Main St. to 36 <sup>th</sup> St.	0.48	49.580	73.110	50.420	1.450	1.020	1.511	1.064
US 20/26	36 <sup>th</sup> St. to Veterans Memorial Pkwy.	0.65	66.650	126.720	78.250	1.620	1.170		
US 20/26	Veterans Memorial Pkwy. to Glenwood St.	1.96	201.090	310.740	208.410	1.490	1.040		
US 20/26	Glenwood St. to Garrett St.	44.17							
US 20/26	Garrett St. to Cloverdale Rd.	43.07							
US 20/26	Cloverdale Rd. to Eagle Rd.	41.23							
US 20/26	Eagle Rd. to Linder Rd.	40.23							
US 20/26	Linder Rd. to Ten Mile Rd.	1.00	65.130	75.700	66.200	1.140	1.020	1.213	1.008
US 20/26	Ten Mile Rd. to Black Cat Rd.	1.00	65.520	66.290	65.540	1.010	1.000		
US 20/26	Black Cat Rd. to McDermott Rd.	0.99	64.670	64.690	64.820	1.000	1.000		
US 20/26	McDermott Rd. to Star Rd.	1.01	65.910	127.040	66.930	1.900	1.020		
US 20/26	Star Rd. to Can-Ada Rd.	0.98	63.950	76.490	64.410	1.190	1.010		
US 20/26	Can-Ada Rd. to 11 <sup>th</sup> Ave. N Ext.	1.02	66.440	68.450	66.460	1.030	1.000		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	State St. to Main St.	0.26	31.200	106.110	66.840	1.590	2.140	1.726	1.241
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Main St. to Myrtle St.	0.23	10.290	107.240	18.430	5.820	1.790		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Myrtle St. to University Dr.	0.50	51.840	95.730	62.030	1.540	1.200		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	University Dr. to Vista Ave./Eastover Rd.	0.29	30.030	36.340	35.320	1.030	1.180		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Eastover Rd. to Kootenai St.	0.61	62.230	94.540	62.950	1.500	1.010		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Kootenai St. to Vista Ave./Overland Rd.	0.24	24.690	41.210	38.880	1.060	1.570		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Overland Rd. to Targee St.	0.49	50.400	66.650	55.470	1.200	1.100		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Targee St. to Canal St.	0.37	38.060	48.760	38.920	1.250	1.020		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	Canal St. to I-84 EB Ramps	0.48	49.370	86.490	51.630	1.680	1.050		
Vista Ave./Capitol Blvd./9 <sup>th</sup> St.	I-84 EB Ramps to Wright St.	0.08	8.020	31.130	8.310	3.750	1.040		

**Table A-13: Descending Data – Nampa Urbanized Area**

Descending Travel Time Data for Canyon County, 2006										
Name	Description	Distance	Theoretic Time	Congested Time	Ideal Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average	
10th Ave.	Cleveland Blvd. to Chicago St.	0.42	43.610	65.000	74.860	0.870	1.720	1.112	1.421	
10th Ave.	Chicago St. to I-84 WB Ramps	0.47	48.240	73.440	55.250	1.330	1.150			
21st Ave.	I-84 EB Ramps to Franklin Rd.	0.17	17.180	27.060	25.630	1.060	1.490	1.275	1.373	
21st Ave.	Franklin Rd. to Chicago St.	0.32	32.710	40.930	35.840	1.140	1.100			
21st Ave.	Chicago St. to Cleveland Blvd.	0.43	51.240	114.490	78.290	1.460	1.530			
Airport Rd.	Happy Valley Rd. to Garrity Blvd.	No Data								
Amity Rd.	McDermott Rd. to Robinson Rd.	1.09	78.550	145.190	77.690	1.870	0.990	1.575	1.032	
Amity Rd.	Robinson Rd. to Happy Valley Rd.	0.96	73.530	98.290	79.460	1.240	1.080			
Can-Ada Rd.	US 20/26 to McMillan Rd.	1.01	72.720	77.340	77.580	1.000	1.070	1.147	1.071	
Can-Ada Rd.	McMillan Rd. to Ustick Rd.	1.00	72.220	85.320	79.510	1.070	1.100			
Can-Ada Rd.	Ustick Rd. to Cherry Ln.	1.00	71.930	120.360	84.380	1.430	1.170			
Can-Ada Rd.	Cherry Ln. to Franklin Rd.	1.10	113.450	114.140	107.520	1.060	0.950			
Can-Ada Rd.	Franklin Rd. to I-84 WB Ramps	0.35	35.490	48.720	38.690	1.260	1.090			
Cherry Ln.	Black Cat Rd. to McDermott Rd.	1.15	103.050	83.640	93.400	0.900	0.910	1.103	1.091	
Cherry Ln.	McDermott Rd. to Star Rd.	0.91	72.480	104.690	85.400	1.230	1.180			
Cherry Ln.	Star Rd. to Can-Ada Rd.	1.00	80.000	93.620	88.150	1.060	1.100			
Cherry Ln.	Can-Ada Rd. to 11th Ave. N.	1.03	82.400	85.700	85.090	1.010	1.030			
Cherry Ln.	11th Ave. N. to Franklin Rd.	1.03	82.400	89.820	87.150	1.030	1.060			
Cherry Ln.	Franklin Rd. to Northside Blvd.	1.03	82.400	98.920	90.630	1.090	1.100			
Cherry Ln.	Northside Blvd. to Midland Blvd.	1.02	81.600	116.080	99.470	1.170	1.220			
Cherry Ln.	Midland Blvd. to Middleton Rd.	1.15	92.000	142.710	106.170	1.340	1.150			
Franklin Blvd.	I-84 WB Ramps to 11th Ave. N	0.94	85.260	157.310	97.190	1.620	1.140	1.620	1.140	

I-84	Franklin Blvd. to Nampa Blvd.	No Data							
I-84	Nampa Blvd. to US 20/26								
I-84	US 20/26 to 10th Ave.								
I-84	10th Ave. to IB-84								
I-84	IB-84 to US 20/26								
I-84	US 20/26 to SH-44								
I-84	Ten Mile Rd. to Garrity IC	4.06	224.580	256.630	224.580	1.140	1.000	1.163	1.000
I-84	Garrity IC to Franklin Blvd.	1.96	108.550	131.250	108.550	1.210	1.000		
IB-84	Homedale Rd. to Ustick Rd.	1.47	117.280	162.260	115.690	1.400	0.990	1.251	1.034
IB-84	Ustick Rd. to Linden St.	1.44	118.560	147.780	120.530	1.230	1.020		
IB-84	Linden St. to 21 <sup>st</sup> Ave.	0.71	71.380	112.280	76.650	1.460	1.070		
IB-84	21 <sup>st</sup> Ave. to 18 <sup>th</sup> Ave.	0.22	22.730	27.310	24.040	1.140	1.060		
IB-84	18 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.	0.58	64.410	69.570	73.330	0.950	1.140		
IB-84	10 <sup>th</sup> Ave. to Kimball Ave.	0.14	20.380	20.890	22.820	0.920	1.120		
IB-84	Kimball to Blaine/Simplot Blvd.	0.48	76.150	79.960	75.130	1.060	0.990		
IB-84	I-84 WB Ramps to Flamingo Ave.	No Data							
IB-84	Flamingo Ave. to 16 <sup>th</sup> Ave.								
IB-84	16 <sup>th</sup> Ave. to Garrity/Franklin Blvd.								
IB-84	Garrity/Franklin Blvd. to 11th/3 <sup>rd</sup> Ave.								
IB-84	11th/2nd to 7th Ave.	0.29	34.140	35.290	45.560	0.770	1.330	1.346	1.087
IB-84	7th Ave. to SH-55	0.47	48.550	93.250	63.700	1.460	1.310		
IB-84	SH-55 to Canyon St.	0.26	27.150	36.790	35.410	1.040	1.300		
IB-84	Canyon St. to Midland Blvd.	1.05	107.590	135.260	115.380	1.170	1.070		
IB-84	Midland Blvd. to Karcher Rd.	0.64	66.240	132.190	66.820	1.980	1.010		
IB-84	Karcher Rd. to Middleton Rd.	0.74	76.530	118.550	76.760	1.540	1.000		
IB-84	Middleton Rd. to Homedale Rd.	0.73	63.030	66.420	60.040	1.110	0.950		
Middleton Rd.	Jct SH-44 to Center Boise River Bridge	0.74	99.330	96.960	105.630	0.920	1.060	1.135	1.017
Middleton Rd.	Center Boise River Bridge to Lincoln St.	1.37	129.600	107.650	125.420	0.860	0.970		
Middleton Rd.	Lincoln St. to US 20/26	1.03	74.160	106.590	77.030	1.380	1.040		
Middleton Rd.	US 20/26 to Linden St.	1.02	74.450	80.760	76.540	1.060	1.030		
Middleton Rd.	Linden St. to Ustick Rd.	1.04	73.870	107.180	77.860	1.380	1.050		
Middleton Rd.	Ustick Rd. to Center I-84 Overpass	0.83	65.930	80.820	64.200	1.260	0.970		

SH-19/IB-84	I-84 WB Ramps to Chicago Ave.	0.52	44.750	49.950	42.790	1.170	0.960	1.112	1.143
SH-19/IB-84	Chicago Ave. to Blaine St.	0.28	44.020	48.010	47.450	1.010	1.080		
SH-19/IB-84	Blaine/Simplot Blvd. to Farmway Rd.	0.86	49.400	68.000	70.480	0.960	1.430		
SH-19/IB-84	Farmway Rd. to Simplot Exit #3	1.01	66.180	82.500	66.630	1.240	1.010		
SH-44	Kingsbury Rd. to Lansing Ln.	1.03	67.550	69.920	68.250	1.020	1.010	1.111	1.019
SH-44	Lansing Ln. to Duff Ln.	1.01	66.110	71.500	66.550	1.070	1.010		
SH-44	Duff Ln. to Marjorie Ave.	0.77	52.420	60.930	54.180	1.120	1.030		
SH-44	Marjorie Ave. to Middleton Rd.	0.53	45.510	55.340	49.330	1.120	1.080		
SH-44	Middleton Rd. to Cemetery Rd.	0.75	95.160	141.950	99.650	1.420	1.050		
SH-44	Cemetery Rd. to Emmett Rd.	1.02	74.270	85.220	76.910	1.110	1.040		
SH-44	Emmett Rd. to Old Hwy 30	2.14	142.000	149.990	140.550	1.070	0.990		
SH-44	Old Hwy 30 to I-84 EB Ramps	0.25	25.920	26.730	25.700	1.040	0.990		
SH-45	11th Ave./3rd St. to 12th Ave./3rd St.	0.07	5.600	10.690	11.570	0.920	2.070	1.418	1.055
SH-45	12th Ave/3rd St. to 7 <sup>th</sup> Ave.	0.29	32.790	93.160	36.260	2.570	1.110		
SH-45	7th Ave. to Lake Lowell Ave.	1.03	105.940	154.660	111.090	1.390	1.050		
SH-45	Lake Lowell Ave. to Iowa Ave.	0.56	57.290	84.140	57.900	1.450	1.010		
SH-45	Iowa Ave. to Greenhurst Rd.	0.44	45.570	98.000	51.200	1.910	1.120		
SH-45	Greenhurst Rd. to Ruth Ln.	1.55	133.750	146.100	133.580	1.090	1.000		
SH-55/Northside Blvd.	US 20/26 to Linden St.	1.01	72.720	83.380	77.140	1.080	1.060	1.176	1.068
SH-55/Northside Blvd.	Linden St. to Ustick Rd.	1.01	72.500	91.670	81.760	1.120	1.130		
SH-55/Northside Blvd.	Ustick Rd. to Cherry Ln.	1.03	105.430	95.690	90.420	1.060	0.860		
SH-55/Northside Blvd.	Cherry Ln. to Karcher Rd.	1.00	90.000	135.230	99.610	1.360	1.110		
SH-55/Northside Blvd.	Karcher Rd. to I-84 WB ramps	0.23	23.760	58.330	37.400	1.560	1.570		
SH-55/Northside Blvd.	I-84 WB Ramps to 6th St. N	0.25	19.840	45.620	29.930	1.520	1.510	1.361	1.314
SH-55/Northside Blvd.	6th St. N to 1st St. N	0.53	42.480	47.210	42.920	1.100	1.010		
SH-55/Northside Blvd.	1st St. N to 3rd St. S	0.38	39.190	101.960	63.000	1.620	1.610		
US 20/26	11th Ave. N Ext. to Franklin Rd.	1.02	66.570	69.740	66.800	1.040	1.000	1.417	1.059
US 20/26	Franklin Rd. to Northside Blvd.	1.01	65.850	71.250	66.070	1.080	1.000		
US 20/26	Northside Blvd. to Midland Blvd.	1.00	65.190	67.060	65.380	1.030	1.000		
US 20/26	Midland Blvd. to Middleton Rd.	1.00	65.590	85.700	65.300	1.310	1.000		
US 20/26	Middleton Rd. to KCID Rd.	0.99	64.870	74.090	65.350	1.130	1.010		
US 20/26	KCID Rd. to Muller Ln.	1.08	77.870	86.340	79.200	1.090	1.020		

US 20/26	Muller Ln. to I-84 WB Ramps	0.20	20.670	325.750	32.930	9.890	1.590		
US 20/26	I-84 WB Ramps to I-84 EB Off Rramp	0.18	18.310	94.810	42.280	2.240	2.310		
Ustick Rd.	Middleton Rd. to RR Crossing	No Data							
Ustick Rd.	RR Crossing to Caldwell Blvd.								
Ustick Rd.	Caldwell Blvd. to Lake Ave.								
Ustick Rd.	Lake Ave. to Indiana Ave.								
Ustick Rd.	Indiana Ave. to 10th Ave.								
Ustick Rd.	10th Ave. to Kimball Ave.								
Ustick Rd.	Kimball Ave. to Farmway Rd.								
Ustick Rd.	McDermott Rd. to Star Rd.	1.00	72.000	92.040	79.840	1.150	1.110	1.669	1.114
Ustick Rd.	Star Rd. to Can-Ada Rd.	0.99	71.280	87.110	82.080	1.060	1.150		
Ustick Rd.	Can-Ada Rd. to 11th Ave. N	1.00	72.000	76.540	79.150	0.970	1.100		
Ustick Rd.	11th Ave. N to Franklin Blvd.	1.04	74.880	102.180	77.010	1.330	1.030		
Ustick Rd.	Franklin Blvd. to Northside Blvd.	1.00	72.000	89.880	81.840	1.100	1.140		
Ustick Rd.	Northside Blvd. to Midland Blvd.	1.00	72.000	100.030	89.400	1.120	1.240		
Ustick Rd.	Midland Blvd. to Middleton Rd.	1.00	72.000	369.500	74.480	4.960	1.030		



**X. APPENDIX B: CONGESTION CHANGES**

**Table B-14: Congestion Increases or Decreases between 2005 and 2006**

Road*	Location	Direction	City	2003 Category	2004 Category	2005 Category	2006 Category	Change Between 2005 and 2006 SI
Decreases in Congestion								
US 20/26	36th St. to Main St.	Eastbound	Boise	Low	Low	High	Low	-62%
I-84	Vista Ave. to Broadway Ave.	Eastbound	Boise	Low	Low	High	Low	-57%
SH-69/Main St.	I-84 WB Ramps to I-84 EB Ramps	Southbound	Meridian	Low	Low	Medium	Low	-48%
SH-44	Taurus Way to Star Rd.	Westbound	Star	New in '04	Low	Medium	Low	-48%
SH-55	St. Luke's Ln. to Franklin	Northbound	Meridian	High	High	High	High	-47%
SH-55	Fairview Ave. to Ustick Rd.	Northbound	Meridian	Low	Low	Medium	Low	-47%
US 20/26	36th St. to Veterans Memorial Pkwy.	Westbound	Garden City	Low	Low	High	Low	-45%
US 20/26	I-84 WB Ramps to I-84 EB Off Ramp	Westbound	Caldwell	New in '04	High	High	Medium	-45%
Vista Ave./Capitol Blvd. /9th St.	Kootenai St. to Vista Ave./Overland Rd.	Southbound	Boise	Low	Low	Medium	Low	-41%
US 20/26	I-84 EB Ramps to Federal Way	Southbound	Boise	Low	Low	Medium	Low	-41%
US 20/26	Main St. to 36th St.	Westbound	Boise	Medium	Low	High	Low	-40%
I-84	Broadway Ave. to Vista Ave.	Westbound	Boise	Low	Low	High	Low	-36%
Franklin Rd.	Nola Rd. to Eagle Rd.	Eastbound	Meridian	High	High	Medium	Low	-35%
Vista Ave./Capitol Blvd. /9th St.	Vista Ave./Overland Rd. to Kootenai St.	Northbound	Boise	High	Low	High	Low	-34%
SH-55	I-84 EB Ramps to St. Luke's Ln.	Northbound	Meridian	Low	Low	High	Medium	-33%
10th Ave.	Cleveland Blvd. to Chicago St.	Southbound	Caldwell	Low	Low	Low	Low	-33%
Fairview Ave./Main St.	5th St. to 1st St.	Eastbound	Boise	Low	Low	Low	Low	-33%
IB-84	Kimball Ave. to 10th Ave.	Eastbound	Caldwell	Low	High	High	Low	-32%
SH-55	Ustick Rd. to McMillan Rd.	Northbound	Boise	Low	Low	High	Medium	-32%
Overland Rd.	Orchard St. to Curtis Rd.	Westbound	Boise	Medium	Low	Medium	Low	-31%
Vista Ave./Capitol Blvd. /9th St.	University Dr. to Myrtle St.	Northbound	Boise	Low	Low	Low	Low	-31%
SH-69/Main St.	Overland Rd. to Victory Rd.	Southbound	Meridian	Low	Low	Low	Low	-30%
Cole Rd.	Ustick Rd. to Northview St.	Southbound	Boise	Low	Low	Low	Low	-30%

IB-84	7th Ave. to 11th/3 <sup>rd</sup> Ave.	Eastbound	Nampa	Low	Low	Low	Low	-30%
Fairview Ave. /Main St.	27 <sup>th</sup> St. to 23 <sup>rd</sup> St.	Eastbound	Boise	Low	Low	Low	Low	-30%
SH-44	SH-55 to Eagle Rd.	Westbound	Eagle	Low	Low	Medium	Low	-29%
IB-84	SH-55 to Canyon St.	Westbound	Nampa	Low	Low	Low	Low	-29%
21st Ave.	Franklin Rd. to I-84 EB Ramps	Eastbound	Caldwell	Low	Low	High	Medium	-27%
IB-84	18 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.	Westbound	Caldwell	Low	Low	Low	Low	-27%
SH-44	Palmer Lane to SH 16	Westbound	Eagle	New in '04	Low	Medium	Low	-27%
Franklin Rd.	Cloverdale Rd. to Eagle Rd.	Westbound	Boise	Medium	Medium	High	Low	-26%
Franklin Rd.	Five Mile Rd. to Cloverdale Rd.	Westbound	Boise	High	Low	Medium	Low	-26%
SH-69/Main St.	Victory Rd. to Overland Rd.	Northbound	Meridian	High	High	High	High	-26%
I-84	Eagle Rd. to Meridian Rd.	Westbound	Meridian	Medium	Low	High	High	-25%
SH-44	Marigold St. to Chinden Blvd.	Northbound	Garden City	Low	Low	Low	Low	-25%
IB-84	10th Ave. to 18 <sup>th</sup> Ave.	Eastbound	Caldwell	Low	Low	Low	Low	-25%
Five Mile Rd.	Fairview Ave. to Franklin Rd.	Southbound	Boise	Medium	Low	Medium	Low	-24%
Franklin Rd.	Cloverdale Rd. to Five Mile Rd.	Eastbound	Boise	Medium	Low	Medium	Low	-24%
SH-69/Main St.	Victory Rd. to Amity Rd.	Southbound	Meridian	Low	Low	Low	Low	-23%
Overland Rd.	Roosevelt St. to Orchard St.	Westbound	Boise	High	Low	Medium	Low	-23%
Five Mile Rd.	Franklin Rd. to Fairview Ave.	Northbound	Boise	Low	Low	High	High	-23%
Cherry Ln./Fairview Ave.	Eagle Rd. to Cloverdale Rd.	Eastbound	Boise	Medium	Low	Low	Low	-22%
SH-69/Main St.	Overland Rd. to I-84 EB Ramps	Northbound	Meridian	Low	Medium	Low	Low	-21%
Increases in Congestion								
SH-55	Franklin Rd. to St. Luke's Ln.	Southbound	Meridian	Low	Low	Low	High	212%
SH-55	Fairview Ave. to Franklin Rd.	Southbound	Meridian	Low	Medium	High	High	172%
SH-44	Chinden Blvd. to Marigold St.	Southbound	Garden City	Low	Medium	Low	Medium	131%
SH-55	Ustick Rd. to Fairview Ave.	Southbound	Meridian	Medium	Medium	Low	High	115%
Cherry Ln./Fairview Ave.	Milwaukee St. to Maple Grove Rd.	Westbound	Boise	Medium	Low	Low	High	112%
I-84	Garrity IC to Ten Mile Rd.	Eastbound	Meridian	Low	Low	Low	High	85%
Fairview Ave./Main St.	16th St to 13th St.	Eastbound	Boise	Low	Low	Low	Low	82%

Vista Ave./Capitol Blvd. /9 <sup>th</sup> St.	I-84 EB Ramps to Wright St.	Southbound	Boise	High	Medium	Medium	High	80%
I-84	Five Mile Rd. to Eagle Rd.	Westbound	Boise	Medium	Low	Low	High	80%
Cole Rd.	Emerald St. to Fairview Ave.	Northbound	Boise	Low	Low	Low	Medium	69%
I-84	Overland Rd. to Five Mile Rd.	Westbound	Boise	Medium	Low	Low	High	68%
Middleton Rd.	Center I-84 Overpass to Ustick Rd.	Northbound	Caldwell	New in '04	Low	Low	Low	64%
Fairview Ave. /Main St.	1st St. to Broadway Ave./Avenue B	Eastbound	Boise	High	High	High	High	62%
US 20/26	9th St. to Capitol Blvd.	Eastbound	Boise	Low	Low	Low	Low	58%
US 20/26	Federal Way to Boise Ave.	Southbound	Boise	Low	Low	Low	Low	58%
Orchard St.	Franklin Rd. to Overland Rd.	Southbound	Boise	Medium	Low	Low	High	52%
I-84	Meridian Rd. to Ten Mile Rd.	Westbound	Meridian	Low	Low	Low	High	47%
IB-84	Midland Blvd. to Karcher Rd.	Westbound	Nampa	Low	Low	Low	Medium	47%
Cherry Ln./Fairview Ave.	Mitchell St. to Five Mile Rd.	Westbound	Boise	High	Low	High	High	46%
SH-44	Middleton Rd. to Cemetery Rd.	Westbound	Middleton	New in '04	Low	Low	Low	45%
Middleton Rd.	Center Boise River Bridge to SH-44	Northbound	Middleton	New in '04	Low	Low	Low	44%
SH-44	Begin New Alignment to Linder	Westbound	Eagle	High	Low	Medium	High	44%
Franklin Rd.	Maple Grove Rd. to Milwaukee St.	Eastbound	Boise	Medium	Low	Low	Medium	43%
Orchard St.	I-184 EB Ramp to Emerald St	Southbound	Boise	Low	Low	Low	High	42%
Cherry Ln./Fairview Ave.	Curtis Rd. to Liberty St.	Westbound	Boise	Low	Low	Low	Low	42%
Cole Rd.	Northview St. to Ustick Rd.	Northbound	Boise	Low	Low	Low	Low	39%
Cherry Ln./Fairview Ave.	Liberty St. to Cole Rd.	Westbound	Boise	Low	Low	Low	High	38%
SH-44	Horseshoe Bend Rd. to SH-55	Westbound	Eagle	High	High	Low	Medium	37%
US 20/26	Can-Ada Rd. to Star Rd.	Eastbound	Star	New in '04	Low	Low	Low	36%
Cole Rd.	Fairview Ave. to Emerald St.	Southbound	Boise	Low	Low	Low	Medium	36%
US 20/26	Federal Way to I-84 EB Ramps	Northbound	Boise	Low	Low	Low	Low	34%
Middleton Rd.	Linden St. to Ustick Rd.	Southbound	Caldwell	New in '04	Low	Low	Low	34%
10th Ave.	I-84 WB Ramps to Chicago St.	Northbound	Caldwell	Low	Low	Low	Low	34%
State St.	Pierce Park Ln. to Glenwood St.	Westbound	Garden City	Medium	Low	Low	Medium	34%
10th Ave.	Chicago St. to Cleveland Blvd.	Northbound	Caldwell	Medium	Low	Low	Low	32%

Main St. /Idaho St.	16th St. to Grove St.	Westbound	Boise	Low	Low	Low	Low	31%
Cherry Ln./Fairview Ave.	Main/Cherry Ln. to Locust Grove Rd.	Eastbound	Meridian	Low	Low	Low	Medium	30%
SH-44	Can-Ada Rd. to Star Rd.	Eastbound	Star	New in '04	Low	Low	Low	30%
SH-44	Marjorie Ave. to Duff Ln.	Eastbound	Middleton	New in '04	Low	Low	Low	30%
US 20/26	Ten Mile Rd. to Linder Rd.	Eastbound	Meridian	New in '04	Medium	Medium	High	30%
Vista Ave./Capitol Blvd. /9 <sup>th</sup> St.	Main St. to Myrtle St.	Southbound	Boise	High	High	High	High	28%
Franklin Rd.	Nola Rd. to Main St.	Westbound	Meridian	Low	Low	Low	Medium	28%
Fairview Ave./Main St.	9th St. to 5th St.	Eastbound	Boise	Medium	Low	Low	Low	27%
SH-45	12th Ave./3rd St. to 2nd/11 <sup>th</sup> Ave.	Northbound	Nampa	Low	Low	Low	Low	27%
I-84	Franklin Blvd. to Garrity IC	Eastbound	Nampa	Low	High	High	High	26%
US 20/26	Beacon St. to Myrtle St.	Southbound	Boise	Medium	Low	Low	Medium	25%
US 20/26	Myrtle St. to Front St.	Westbound	Boise	No data	No data	High	High	24%
Franklin Rd.	Cole Rd. to Milwaukee St.	Westbound	Boise	High	Medium	High	High	23%
IB-84	Middleton Rd. to Karcher Rd.	Eastbound	Nampa	Low	Low	Low	Medium	22%
US 20/26	Capitol Blvd. to 9 <sup>th</sup> St.	Westbound	Boise	Low	Low	Low	Low	22%
Cole Rd.	Ustick Rd. to Mountain View Dr.	Northbound	Boise	Low	Low	Low	Low	21%
Cherry Ln./Fairview Ave.	Ten Mile Rd. to Linder Rd.	Eastbound	Meridian	Low	Low	Low	Low	20%
Five Mile Rd.	Overland Rd. to Franklin Rd.	Northbound	Boise	Low	Low	Low	Low	20%

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