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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Treasure Valley Annual Congestion Management System Report, 2011

Report No. 15-2011

Table of Contents

I.	Introduction	2
II.	Background	2
III.	Travel Time Data Collection.....	2
IV.	Congestion Analysis	8
V.	Congestion Mitigation	13
VI.	Conclusion.....	15
VII.	Summary	15
VIII.	Appendix A: Detailed 2011 Travel Time Data	16
IX.	Appendix B: Congestion Changes	43

List of Figures and Tables

Figure 1: 2011 Congestion Map (East or Northbound)	4
Figure 2: 2011 Congestion Map (West of Southbound)	5
Table 1: Congestion Thresholds	3
Table 2: Treasure Valley Facilities Identified as Congestion Level "High" in 2011	6
Table 3: Treasure Valley Facilities Identified as Congestion Level "High" Since 2003.....	8
Table 4: 2003 - 2011 Congestion Comparison, Treasure Valley	8
Table 5: Changes in Congestion (SI) Levels Greater than 50% between 2010 and 2011	10
Table 6: Treasure Valley CMS "Toolbox"	13
Table 7: Transportation Improvement Program (TIP) CMS Project Ranking	14
Table 8: <i>Communities in Motion</i> Corridor Travel Time (Minutes)	15
Table A- 1: 2011 Detailed Travel Time Data.....	17
Table B- 1: Decreases in Congestion Between 2010 and 2011	44
Table B- 2: Increases in Congestion Between 2010 and 2011.....	47

I. Introduction

In the spring of 2011, Community Planning Association of Southwest Idaho (COMPASS) collected travel time data on the highways and principal arterials of both Ada and Canyon Counties using GPS technology. Data collection occurs annually as part of the Treasure Valley Congestion Management System (CMS) and is used to quantify and identify trends in roadway congestion.

The purpose of this report is to help transportation and land use planning entities implement congestion management strategies and projects to improve travel time, particularly in areas of "High" congestion. Additionally, this document serves to fulfill the annual reporting commitment described in the *Treasure Valley Congestion Management System Plan*. It serves as an evaluation tool to measure "how we are doing" in way of managing congestion. The information in this report also serves as input into the project prioritization process for the annual update of the Regional Transportation Improvement Program, a five year budget for Federal transportation funding in the area.

The Treasure Valley Congestion Management System Plan, adopted by COMPASS Board with Resolution 10-2005 on March 21, 2005, outlines congestion management elements, travel time data collection process, use of the data, specific definitions for congestion and a "toolbox" of mitigation strategies. The plan is available at <http://www.compassidaho.org/documents/prodserv/reports/TreasureValleyCMSFinal.pdf>

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 down 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 congestion management system. An urbanized area is designated a TMA when its population exceeds 200,000. The result of the 2000 Census defined the urbanized area in Northern Ada County as a TMA.

III. Travel Time Data Collection

Travel time data is collected on the Treasure Valley interstates and principal arterials a minimum of four times in each direction during the AM peak (6:30 to 8:00 AM), then again during the PM peak (4:00 to 6:00 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). Between 2003 and 2009, a computer program and strict driving procedures were utilized to

ensure data reliability, reproducibility, and comparability. In 2010, COMPASS invested in GPS units, GPS data logger, and software, TravTime 2.0, for data collection and analysis. Staff also combined roadway segments into full corridors for a more comprehensive set of travel time information utilizing two vehicles to collect the necessary data. 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 as 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 that year due to construction occurring throughout the data collection campaign.

Using SI and the 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, Meridian, Nampa, and Caldwell.

Table 1: Congestion Thresholds

Congestion Thresholds (Based on SI ¹ 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

Figure 1 and Figure 2 show the results of the 2011 travel time data collection effort by identifying the level of congestion as defined in 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 reported². This reporting method removes congestion “hot spots” along a corridor, giving a feel for how the entire corridor is functioning. This information can be found in Appendix A.

¹ Sanderson Index (SI) is a ratio of peak travel time to ideal travel time).

² The maps showing the weighted scores are not included in this year's report.

Figure 1: 2011 Congestion Map (East or Northbound)

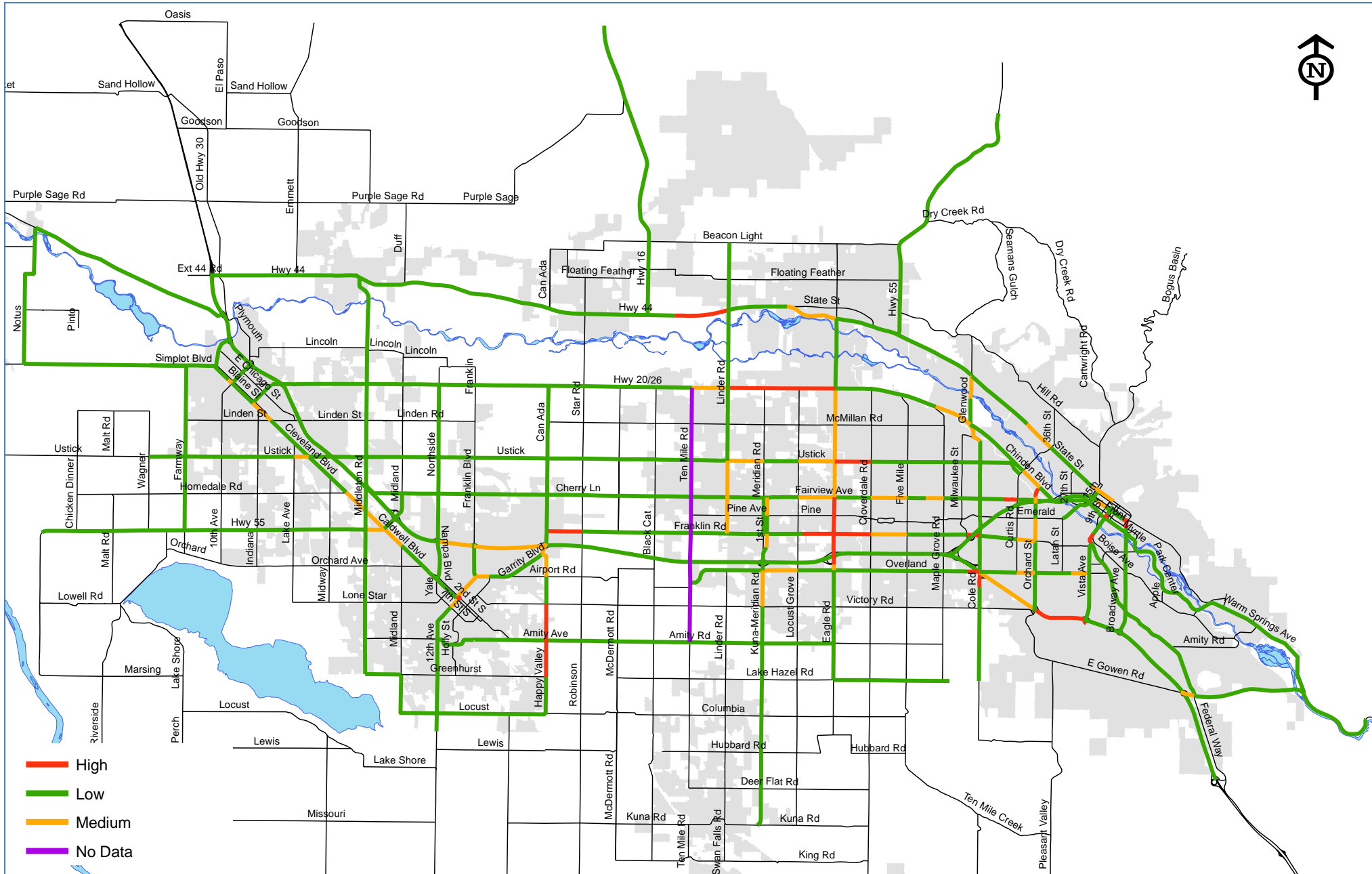
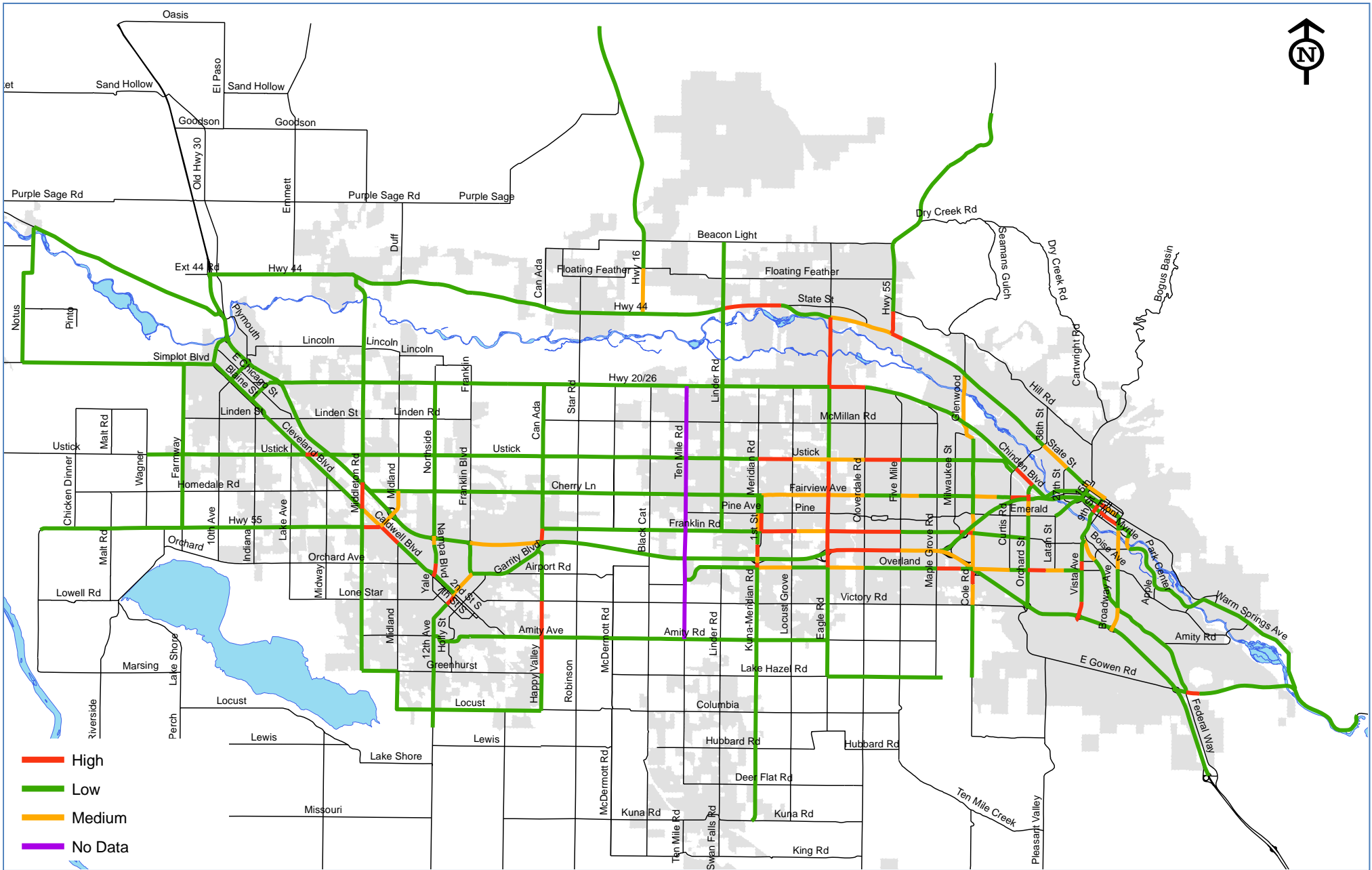


Figure 2: 2011 Congestion Map (West of Southbound)



Congested Facilities, 2011

The 2010 travel time data collection campaign began the first week of March and ended the first week of May. Table 2 lists roadway segments, by direction, that were identified in the "High" range based on the data collected in 2011. The percent change in SI represents the increase or decrease from 2010 to 2011. Some segments that show a decrease in travel time for 2011 are still classified in the "High" category.

Table 2: Treasure Valley Facilities Identified as Congestion Level "High" in 2011

Road Name	Description	Direction	City	County	2011 SI	Percent Change in SI (2010 to 2011)
Can-Ada Rd (Idaho Center Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	Nampa	Canyon	High	3.15
Cole Rd	Overland Rd to S Costco/Century Way	Southbound	Boise	Ada	High	2.58
Cole Rd	S Costco/Century Way to Overland Rd	Northbound	Boise	Ada	High	3.28
Fairview Ave	Liberty St to Curtis Rd	Eastbound	Boise	Ada	High	3.16
Fairview Ave	Orchard St to Curtis Rd	Westbound	Boise	Ada	High	2.49
Fairview Ave/Main St/Idaho St	1st St to Ave B	Eastbound	Boise	Ada	High	4.92
Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	Boise	Ada	High	2.76
Franklin Rd	Can-Ada Rd (Idaho Center Blvd) to Star Rd	Eastbound	Nampa	Canyon	High	2.64
Franklin Rd	Cloverdale Rd to Eagle Rd	Westbound	Meridian	Ada	High	2.80
Franklin Rd	Cole Rd to Milwaukee St	Westbound	Boise	Ada	High	2.67
Franklin Rd	Eagle Rd to Cloverdale Rd	Eastbound	Meridian	Ada	High	3.56
Franklin Rd	Five Mile Rd to Cloverdale Rd	Westbound	Boise	Ada	High	3.45
Franklin Rd	Locust Grove Rd to Eagle Rd	Eastbound	Meridian	Ada	High	2.52
Franklin Rd	Locust Grove Rd to Main St	Westbound	Meridian	Ada	High	2.32
Franklin Rd	Milwaukee St to Cole Rd	Eastbound	Boise	Ada	High	3.62
Happy Valley Rd	Greenhurst Rd to Victory Rd	Northbound	Nampa	Canyon	High	2.96
Happy Valley Rd	Victory Rd to Greenhurst Rd	Southbound	Nampa	Canyon	High	3.28
I-84	Five Mile Rd to Eagle Rd	Westbound	Boise	Ada	High	1.67
I-84	Orchard St to Vista Ave	Eastbound	Boise	Ada	High	1.59
IB-84 (Caldwell-Nampa Blvd)	Midland Blvd to Karcher Rd	Westbound	Nampa	Canyon	High	2.42
Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa Blvd)	Southbound	Nampa	Canyon	High	2.69
Orchard St	Bond St to Chinden Blvd	Northbound	Boise	Ada	High	3.99
Orchard St	Bond St to I-184 EB Ramp	Southbound	Boise	Ada	High	2.63
Overland Rd	Entertainment Ave to Cole Rd	Eastbound	Boise	Ada	High	2.59
Overland Rd	Entertainment Ave to Maple Grove Rd	Westbound	Boise	Ada	High	2.79
Overland Rd	Roosevelt St to Orchard St	Westbound	Boise	Ada	High	2.90
SH-21	Technology Way to Federal Way	Southbound	Boise	Ada	High	3.66
SH-44	Ballantyne Ln to Linder Rd	Westbound	Eagle	Ada	High	2.48
SH-44	Horseshoe Bend Rd to SH-55	Westbound	Boise	Ada	High	2.57
SH-44	Palmer Ln to Linder Rd	Eastbound	Eagle	Ada	High	2.79
SH-45	12th Ave/3rd St to 2nd/11th Ave	Northbound	Nampa	Canyon	High	2.67
SH-45	12th Ave/3rd St to 7th Ave	Southbound	Nampa	Canyon	High	2.50
SH-55	Hill Rd to SH-44	Southbound	Eagle	Ada	High	2.33
SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	Meridian	Ada	High	3.71
SH-55 (Eagle Rd)	Franklin Rd to Fairview Ave	Northbound	Meridian	Ada	High	2.73
SH-55 (Eagle Rd)	Franklin Rd to St Lukes Ln	Southbound	Meridian	Ada	High	7.00
SH-55 (Eagle Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	Ada	High	5.84
SH-55 (Eagle Rd)	I-84 EB Ramps to St Lukes Ln	Northbound	Meridian	Ada	High	6.49
SH-55 (Eagle Rd)	SH-44 to Chinden Blvd	Southbound	Eagle	Ada	High	2.39
SH-55 (Eagle Rd)	St Lukes Ln to Franklin Rd	Northbound	Meridian	Ada	High	5.64
SH-55 (Eagle Rd)	St Lukes Ln to I-84 EB Ramps	Southbound	Meridian	Ada	High	2.45

Road Name	Description	Direction	City	County	2011 SI	Percent Change in SI (2010 to 2011)
SH-55 (Eagle Rd)	Ustick Rd to Fairview Ave	Southbound	Meridian	Ada	High	3.00
SH-55 (Karcher Rd)	IB-84 (Caldwell-Nampa Blvd) to Middleton Rd	Westbound	Nampa	Canyon	High	4.48
SH-55 (Northside Blvd)	1st St N to 3rd St S	Southbound	Nampa	Canyon	High	3.99
SH-69 (Main St)	Pine Ave to Franklin Rd	Southbound	Meridian	Ada	High	2.98
SH-69 (Meridian Rd)	Corporate Dr to I-84 WB ramps	Southbound	Meridian	Ada	High	3.12
SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	Ada	High	3.41
US-20/26	36th to Veterans Parkway	Westbound	Garden City	Ada	High	2.75
US-20/26	Cloverdale Rd to Eagle Rd	Westbound	Boise	Ada	High	4.34
US-20/26	I-84 EB off ramp to I-84 WB ramps	Eastbound	Caldwell	Canyon	High	2.34
US-20/26	Linder Rd to Eagle Rd	Eastbound	Meridian	Ada	High	2.27
US-20/26 (Broadway Ave)	Front St to Warm Springs Ave	Northbound	Boise	Ada	High	4.02
US-20/26 (Front St)	Broadway Ave to Capitol Blvd	Westbound	Boise	Ada	High	2.50
Ustick Rd	Eagle Rd to Cloverdale Rd	Eastbound	Boise	Ada	High	2.47
Ustick Rd	Five Mile Rd to Cloverdale Rd	Westbound	Boise	Ada	High	2.68
Ustick Rd	Locust Grove Rd to Meridian Rd	Westbound	Meridian	Ada	High	2.77
Ustick Rd	RR Crossing to Caldwell Blvd	Westbound	Caldwell	Canyon	High	3.49
Vista Ave/Capitol Blvd/9th St	Canal St to I-84 Ramp Signal	Southbound	Boise	Ada	High	2.80
Vista Ave/Capitol Blvd/9th St	Eastover Rd to University Dr	Northbound	Boise	Ada	High	2.53
Vista Ave/Capitol Blvd/9th St	I-84 Ramp Signal to Wright St	Southbound	Boise	Ada	High	3.01
Vista Ave/Capitol Blvd/9th St	Main St to Myrtle St	Southbound	Boise	Ada	High	5.12
Vista Ave/Capitol Blvd/9th St	Myrtle St to Front St	Northbound	Boise	Ada	High	2.56
Vista Ave/Capitol Blvd/9th St	Wright St to I-84 Ramp Signal	Northbound	Boise	Ada	High	3.20

IV. Congestion Analysis

Eight years of historic travel time data are available 2003 through 2011 therefore, identifying any segment-level trends in congestion is difficult. However, data collected from 2003 through 2010 were compared to the 2011 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	Description	Direction	City	County	2011 SI	Percent Change in SI (2010 to 2011)
Fairview Ave/ Main St/Idaho St	1st St to Ave B	Eastbound	Boise	Ada	4.92	10.47%
Vista Ave/ Capitol Blvd/9th St	Main St to Myrtle St	Southbound	Boise	Ada	5.12	-38.03%

Table 4 below displays the amount and level of congestion identified by the Treasure Valley CMS for all years.

Table 4: 2003 - 2011 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	88.9%	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 ³	14.9	5.5%	11.6	4.3%	202.1	75.2%	40.2	15.0%	268.8
2008	8.5	3.2%	19.6	7.4%	234.6	88.6%	2.0	0.8%	264.6
2009	6.3	2.3%	24.5	9.1%	235.0	86.8%	4.8	1.8%	270.6
2010	11.4	3.8%	23.1	7.8%	251.1	84.0%	13.0	4.3%	298.4
2011	16.9	4.7%	35.7	10.0%	288.7	80.4%	16.4	4.6%	359.0

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	73.9%	5.0	3.3%	151.2
2004	1.0	0.5%	8.5	4.6%	175.8	94.8%	0.1	0.1%	185.4
2005	9.8	5.3%	16.3	8.8%	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
2008	11.4	4.3%	38.6	14.5%	214.6	80.8%	1.1	0.4%	265.7
2009	13.9	5.1%	26.4	9.7%	227.0	83.6%	4.4	1.6%	271.7
2010	13.0	4.4%	33.4	11.2%	238.8	80.0%	13.3	4.6%	298.4
2011	26.7	7.4%	30.5	8.5%	284.2	79.1%	16.4	4.6%	359.6

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.

Table 5, on the next page, lists those facilities where congestion levels changed 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, it is assumed, is attributed to the variation inherent in the data collection process. Appendix B, Table B-15 and Table B-16, list roadway segments with a greater than 20% increase or decrease in congestion. However, potential reasons are not specifically identified.

Table 5: Changes in Congestion (SI) Levels Greater than 50% between 2010 and 2011

Changes in Congestion (SI) Levels Greater than 50% between 2010 and 2011						
Route	Description	Direction	City	County	Percent Change in SI	Potential Reason(s) ⁴
Decrease in Congestion						
I-84	Meridian Rd to Ten Mile Rd	Westbound	Meridian	Ada	-71.64%	Construction on I-84 @ Ten Mile – lane reductions, marginal signing to alert drivers to which lanes were “dropping”.
IB-84 (Garrity Blvd)	16th Ave to Franklin Blvd	Westbound	Nampa	Canyon	-66.11%	Reconstruction of 16 th Avenue South
IB-84 (Garrity Blvd)	Flamingo Ave to I-84 WB Ramps	Eastbound	Nampa	Canyon	-51.20%	Reconstruction on Garrity Blvd/ Idaho Center IC
I-84	Garrity Blvd to Ten Mile Rd	Eastbound	Nampa-Meridian	Canyon	-50.76%	Additional lane was open during data collection
Increase in Congestion						
SH-55 (Eagle Rd)	Franklin Rd to St Lukes Ln	Southbound	Meridian	Ada	267.95%	Noticeable change on CCTV (visual) as well, but timing parameters have not changed; all controllers are in sync and have the correct plans running.
US-20/26	I-84 EB off ramp to I-84 WB ramps	Eastbound	Caldwell	Canyon	266.67%	Better conditions for data collection and reflects the 21 st Ave and Exit 29 reconstruction and widening
SH-55 (Eagle Rd)	I-84 EB Ramps to St Lukes Ln	Northbound	Meridian	Ada	198.32%	Noticeable change on CCTV (visual) as well, but timing parameters have not changed; all controllers are in sync and have the correct plans running. Maybe due to changes at the Call Centers at Eagle / Overland + the completion of the construction at Eagle / Victory and the new signal at Eagle / Victory adding more traffic to Eagle Rd.?
SH-45	11th Ave/3rd St to 12th Ave/3rd St	Southbound	Nampa	Canyon	145.59%	Downtown Signal Inter-connect project
SH-16	Floating Feather Rd to SH-44	Southbound	Eagle	Ada	130.40%	New Cabinet at SH-16 / SH-44, and the vehicle detection for SB at this intersection was bad – video detection camera installed – based on my observations, the controller appeared to be more responsive to SH-16 at SH-44. May have something to do with the coordination now in effect on SH-44 between Fisher Park and Linder, causing larger groups of vehicles to come through to SH-16, causing additional delay?
Franklin Rd	Milwaukee St to Cole Rd	Eastbound	Boise	Ada	121.77%	No changes to Timing Plans since 2006
Orchard St	I-184 EB Ramp to Bond St	Northbound	Boise	Ada	117.51%	New timing plans – May 2011 (longer pedestrian clearance, all red). Depending on when the travel times were done. New timing plans installed in May 2011 appeared to improve the traffic flow. Travel time was collected in April.

⁴ Potential reasons for changes in travel time offered by the Canyon County Highway District, city, ACHD, or ITD technical staff.

Changes in Congestion (SI) Levels Greater than 50% between 2010 and 2011

Route	Description	Direction	City	County	Percent Change in SI	Potential Reason(s) ⁴
Ustick Rd	Lake Ave to Caldwell Blvd	Eastbound	Caldwell	Canyon	113.25%	Due to getting stopped at red light during data collection.
SH-55 (Eagle Rd)	St Lukes Ln to Franklin Rd	Northbound	Meridian	Ada	106.11%	Noticeable change on CCTV (visual) as well, but timing parameters have not changed; all controllers are in sync and have the correct TOD.
Franklin Rd	Eagle Rd to Cloverdale Rd	Eastbound	Meridian	Ada	104.40%	Franklin / Cloverdale Construction – signal controller running Sequentially (one leg at a time).
Ustick Rd	RR Crossing to Caldwell Blvd	Westbound	Caldwell	Canyon	95.49%	Very short section and due to getting stopped at red light during data collection.
Can-Ada Rd (Idaho Center Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	Nampa	Canyon	90.61%	Construction on I-84 between Garrity Blvd IC and Franklin Blvd IC
Franklin Rd	Can-Ada Rd (Idaho Center Blvd) to Star Rd	Eastbound	Nampa	Canyon	87.15%	Reconstruction on Garrity Blvd/ Idaho Center IC
SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	Ada	85.71%	No changes to timing plan since 2007 – SH-69 / Overland intersection rebuild was completed at this time – corridor was retimed in fall of 2006.
SH-55 (Northside Blvd)	1st St N to 3rd St S	Southbound	Nampa	Canyon	80.52%	Downtown signal Inter-connect project
SH-21	Technology Way to Federal Way	Southbound	Boise	Ada	80.26%	New timing plans in 2010 (Spring) w/ shorter cycle lengths (AM and PM only – no Midday plan) (also longer pedestrian clearance and all red).
SH-45	7th Ave to 12th Ave/3rd St	Northbound	Nampa	Canyon	77.54%	Downtown Signal Inter-connect project
SH-69 (Meridian Rd)	I-84 WB Ramps to I-84 EB Ramps	Southbound	Meridian	Ada	70.24%	No changed to timing plan since retimed in fall of 2006.
SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	Meridian	Ada	69.41%	Noticeable change on CCTV (visual) as well, but timing parameters have not changed; all controllers are in sync and have the correct TOD.
Ustick Rd	Locust Grove Rd to Meridian Rd	Westbound	Meridian	Ada	68.51%	Staff noted how congested this roadway was during data collection.
US-20/26 (Myrtle St)	13th St to 9th St	Eastbound	Boise	Ada	67.81%	Noticing that many drivers on this section of Myrtle are not driving the posted speed (slower), which may be causing the additional congestion Last retiming in June – August, 2005. Scheduled for retiming next year (2012).
Franklin Rd	Five Mile Rd to Cloverdale Rd	Westbound	Boise	Ada	66.75%	Franklin / Cloverdale Construction – signal controller running Sequentially (one leg at a time).
Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	Boise	Ada	66.21%	Last retiming in June – August, 2005. Scheduled for retiming next year (2012). No changes have been made to the timing plans.
Ustick Rd	Caldwell Blvd to RR Crossing	Eastbound	Caldwell	Canyon	64.53%	Very short section and due to getting stopped at red light during data collection.

Changes in Congestion (SI) Levels Greater than 50% between 2010 and 2011

Route	Description	Direction	City	County	Percent Change in SI	Potential Reason(s)⁴
State St	Veterans Parkway to Collister Dr	Westbound	Boise	Ada	62.41%	New timing plans implemented throughout May and June 2010 (longer pedestrian clearance, all red)
I-84	Five Mile Rd to Eagle Rd	Westbound	Boise	Ada	61.55%	On CCTV – noticing vehicles slowing for unknown reasons (nothing visually available on CCTV), during the PM between Five Mile & Cloverdale Rds.
SH-44	Palmer Ln to Linder Rd	Eastbound	Eagle	Ada	60.12%	New coordinated timing plans (longer pedestrian clearance and all red) – After study not completed yet, but should not be worse.
Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa Blvd)	Southbound	Nampa	Canyon	59.15%	Very short section and due to getting stopped at red light during data collection.
US-20/26	Muller Rd to I-84 WB ramps	Westbound	Caldwell	Canyon	58.62%	Better conditions for data collection and reflects the 21 st Ave and Exit 29 reconstruction and widening.
SH-69 (Main St)	Corporate Dr to Franklin Rd	Northbound	Meridian	Ada	53.69%	Signal timing plans in place seem good. Categorized as “medium” likely due to when data was collected in 2010 prior to 100% completion of the split corridor project.
Vista Ave/Capitol Blvd/9th St	Canal St to I-84 Ramp Signal	Southbound	Boise	Ada	53.22%	This interchange and I-84 has been under construction for several years. Therefore, this may be reflective of the completion of Vista Ave IC reconstruct and travel patterns.
Ustick Rd	Middleton Rd to RR Crossing	Westbound	Caldwell	Canyon	53.21%	Due to getting stopped at red light during data collection – every time.

V. Congestion Mitigation

Developing 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 local transportation agencies in the form of a "Toolbox." The "Toolbox" is presented in Table 6. With only seven 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 6: Treasure Valley CMS "Toolbox"

CMS "Toolbox" – Congestion Mitigation Strategy Categories		
Timeframe	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 developments 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. and Centennial Way), State Highway 55 (Karcher Rd), US Highway 20/26, and portions of the Interstate 84 Business Route (Blaine St./Cleveland Blvd). 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 69, and State Highway 55 (Eagle Rd.). Currently, City of Nampa's access management ordinance is draft and will be included in the *City of Nampa's Master Transportation Plan*.

During 2008, some new efforts took place that would have an impact on congestion. As part of the US Highway 20/26 Corridor Preservation Study, an

access management plan was developed and accepted by the COMPASS Board. The Idaho Transportation Department and local government agencies are still in the process of adopting this plan, and a similar plan for State Highway 44 is being developed. Ada County Highway District is working on updating its access management rules in cooperation with a committee consisting of developers and local fire departments. The City of Boise is researching the process of developing an access management ordinance. The City of Middleton is working with Canyon County and the Canyon Highway District on an access management plan and related strategies.

Transportation Projects

As part of the Transportation Improvement Program (TIP) development process, projects are ranked according to various criteria. The new TIP Prioritization Process, approved in September 2009, assigns points to project in the criteria area of “Congestion Mitigation”. Project scores in this criterion are based on the threshold in which it has been placed in the CMS for the last three years. Non-roadway construction projects are given additional consideration depending on the type of improvement being made. Table 7 below displays the scoring criteria for roadway projects as an example for how the CMS process is integrated.

Table 7: Transportation Improvement Program (TIP) CMS Project Ranking

Scoring Guidelines for Roadways		
Criterion	Assessment	Score
Congestion Mitigation Congestion as related to the Congestion Management Process (CMP) Applicant must demonstrate congestion mitigation.	Project will mitigate congestion and includes segment in the high congestion category for the last three years.	10
	Project will mitigate congestion and includes segment in the high congestion category for the current year.	7
	Project will mitigate congestion and includes segment in the medium congestion category for the current year.	4
	Project will mitigate congestion and includes segment in the low congestion category for the current year.	2
	Not classified as congested in the CMP consistently over the last three years.	0
The TIP Prioritization Process is subject to refinement and updating. The CMS Annual Report will include changes when they are final.		

Using the current regional long-range transportation plan, *Communities in Motion* (CIM), a qualitative analysis of travel time impacts associated with growth was performed. A few corridors were selected from those mentioned in CIM to see how these corridors have functioned in way of changes in travel time since data collection began. Some complete corridors were not run. In these cases, the segments that were included in this analysis are indicated. The years displayed represent the early years of collection (2003 and 2004), the peak year in new construction in the Valley (2005), last year and the current year. The major increase in travel time on I-84 is due to construction which began or continued during the 2009 survey.

Table 8: Communities in Motion Corridor Travel Time (Minutes)

Road Name	Location	2003 Time	2004 Time	2005 Time	2009 Time	2010 Time	2011 Time
I-184/ Fairview Ave / Main St	Wye Interchange to 13th St	6.62	6.18	6.21	5.90	6.70	6.65
I-84	US 20/26 (Exit 26) to Eisenman Rd	29.93	30.26	30.85	38.52	42.30	38.38
SH-45	2nd St S to the City of Melba	9.59	8.49	10.08	9.13	9.25	9.45
SH-55 (Eagle Rd)	Boise County Line to Overland Rd	15.91	17.18	20.31	19.58	25.63	30.71
US 20/26 (Chinden)/ Front/Myrtle/ Broadway)	I-84 in Caldwell to I-84 in Boise	-	46.47	55.63	52.16	51.10	57.48
Average travel time per corridor for both directions.							

VI. Conclusion

As part of the Treasure Valley CMS, 2011 travel time data were collected and analyzed to classify congestion on interstate, principal and minor arterial roadways in the Treasure Valley. A fraction of these roadways were identified as highly congested for 2011. The number of roadway segments identified as “High” congestion increased from 37 in 2010 to 63 in 2011. Comparisons between current and historic data sets show some change in congestion classifications (Table 4 and Table 5). Fifty-two sections experienced decreases in travel time by 20% or more which is typically due to signal timing projects, replacing stop signs with signals, changes in land use, and completion of roadway construction projects contributed to improved travel times. Although more sections experienced increases in travel times, definite patterns have not been established given the amount of roadway construction activity still underway on major corridors. Travel time estimates from the regional travel demand model indicate travel times are likely to increase on Treasure Valley’s interstate and principal arterials over the next 20 years.

VII. 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 2011 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 2011 congestion levels were compared to those encountered in 2003 through and 2010. 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.

VIII. Appendix A: Detailed 2011 Travel Time Data

Table A- 1: 2011 Detailed Travel Time Data

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
10th Ave	Cleveland Blvd to Chicago St	Northbound	74.86	73.65	0.98	Low
10th Ave	Chicago St to I-84 WB Ramps	Northbound	55.25	84.00	1.52	Low
10th Ave	I-84 WB Ramps to Chicago St	Southbound	55.41	84.75	1.53	Low
10th Ave	Chicago St to Cleveland Blvd	Southbound	92.24	103.65	1.12	Low
21st Ave	Cleveland Blvd to Chicago St	Northbound	61.66	104.55	1.70	Low
21st Ave	Chicago St to Franklin Rd	Northbound	39.30	39.90	1.02	Low
21st Ave	Franklin Rd to I-84 EB Ramps	Northbound	66.43	35.85	0.54	Low
21st Ave	I-84 EB Ramps to Franklin Rd	Southbound	25.63	20.40	0.80	Low
21st Ave	Franklin Rd to Chicago St	Southbound	35.84	59.55	1.66	Low
21st Ave	Chicago St to Cleveland Blvd	Southbound	78.29	101.10	1.29	Low
Americana Blvd/15th St/16th St	Emerald St to Shoreline Dr	Northbound	64.63	98.25	1.52	Low
Americana Blvd/15th St/16th St	Shoreline Dr to Main St	Northbound	72.68	91.20	1.25	Low
Americana Blvd/15th St/16th St	Main St to State St	Northbound	56.21	109.80	1.95	Low
Americana Blvd/15th St/16th St	State St to Main St	Southbound	48.96	52.35	1.07	Low
Americana Blvd/15th St/16th St	Main St to Shoreline Dr	Southbound	55.39	108.90	1.97	Low
Americana Blvd/15th St/16th St	Shoreline Dr to Emerald St	Southbound	69.14	78.30	1.13	Low
Amity Rd	SH-45 to Holly St	Eastbound	58.63	72.75	1.24	Low
Amity Rd	Holly St to S Powerline Rd	Eastbound	74.52	93.60	1.26	Low
Amity Rd	S Powerline Rd to South Side Blvd	Eastbound	103.78	137.10	1.32	Low
Amity Rd	South Side Blvd to Happy Valley Rd	Eastbound	118.13	126.60	1.07	Low
Amity Rd	Happy Valley Rd to South Side Blvd	Westbound	117.09	134.25	1.15	Low
Amity Rd	South Side Blvd to S Powerline Rd	Westbound	104.88	165.90	1.58	Low
Amity Rd	S Powerline Rd to Holly St	Westbound	74.70	91.35	1.22	Low
Amity Rd	Holly St to SH-45	Westbound	71.14	121.65	1.71	Low
Amity Rd	Happy Valley Rd to Robinson Rd	Eastbound	89.80	94.35	1.05	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Amity Rd	Robinson Rd to McDermott Rd	Eastbound	78.18	81.00	1.04	Low
Amity Rd	McDermott Rd to Black Cat Rd	Eastbound	75.62	87.60	1.16	Low
Amity Rd	Black Cat Rd to Ten Mile Rd	Eastbound	81.88	96.75	1.18	Low
Amity Rd	Ten Mile Rd to Linder Rd	Eastbound	83.16	88.05	1.06	Low
Amity Rd	Linder Rd to SH-69	Eastbound	99.76	131.40	1.32	Low
Amity Rd	SH-69 to Linder Rd	Westbound	80.98	94.80	1.17	Low
Amity Rd	Linder Rd to Ten Mile Rd	Westbound	81.69	90.15	1.10	Low
Amity Rd	Ten Mile Rd to Black Cat Rd	Westbound	75.96	93.15	1.23	Low
Amity Rd	Black Cat Rd to McDermott Rd	Westbound	72.72	79.40	1.09	Low
Amity Rd	McDermott Rd to Robinson Rd	Westbound	83.73	98.70	1.18	Low
Amity Rd	Robinson Rd to Happy Valley Rd	Westbound	85.65	93.15	1.09	Low
Amity Rd	Meridian Rd to Eagle Rd	Eastbound	166.20	212.25	1.28	Low
Amity Rd	Eagle Rd to Meridian Rd	Westbound	187.80	202.80	1.08	Low
Can-Ada Rd (Idaho Center Blvd)	I-84 WB Ramps to Franklin Rd	Northbound	35.43	36.00	1.02	Low
Can-Ada Rd (Idaho Center Blvd)	Franklin Rd to Cherry Ln	Northbound	107.56	121.50	1.13	Low
Can-Ada Rd	Cherry Ln to Ustick Rd	Northbound	85.53	91.65	1.07	Low
Can-Ada Rd	Ustick Rd to McMillan Rd	Northbound	77.92	78.00	1.00	Low
Can-Ada Rd	McMillan Rd to US-20/26	Northbound	79.19	108.75	1.37	Low
Can-Ada Rd	US-20/26 to McMillan Rd	Southbound	77.58	75.30	0.97	Low
Can-Ada Rd	McMillan Rd to Ustick Rd	Southbound	79.51	82.05	1.03	Low
Can-Ada Rd	Ustick Rd to Cherry Ln	Southbound	84.38	90.90	1.08	Low
Can-Ada Rd (Idaho Center Blvd)	Cherry Ln to Franklin Rd	Southbound	107.52	106.20	0.99	Low
Can-Ada Rd (Idaho Center Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	38.69	121.80	3.15	High
Cherry Ln	Middleton Rd to Midland Blvd	Eastbound	109.41	120.30	1.10	Low
Cherry Ln	Midland Blvd to Northside Blvd	Eastbound	101.08	115.05	1.14	Low
Cherry Ln	Northside Blvd to Franklin Rd	Eastbound	91.81	101.85	1.11	Low
Cherry Ln	Franklin Blvd to 11th Ave N	Eastbound	84.71	85.95	1.01	Low
Cherry Ln	11th Ave N to Can-Ada Rd	Eastbound	85.82	105.15	1.23	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Cherry Ln	Can-Ada Rd to Star Rd	Eastbound	88.33	93.45	1.06	Low
Cherry Ln	Star Rd to McDermott Rd	Eastbound	84.22	85.50	1.02	Low
Cherry Ln	McDermott Rd to Black Cat Rd	Eastbound	94.76	101.40	1.07	Low
Cherry Ln	Black Cat Rd to McDermott Rd	Westbound	93.39	95.25	1.02	Low
Cherry Ln	McDermott Rd to Star Rd	Westbound	85.40	93.50	1.09	Low
Cherry Ln	Star Rd to CanAda Rd	Westbound	88.15	94.20	1.07	Low
Cherry Ln	Can-Ada Rd to 11th Ave N	Westbound	85.09	89.25	1.05	Low
Cherry Ln	11th Ave N to Franklin Rd	Westbound	87.15	100.35	1.15	Low
Cherry Ln	Franklin Rd to Northside Blvd	Westbound	90.63	108.15	1.19	Low
Cherry Ln	Northside Blvd to Midland Blvd	Westbound	99.47	114.15	1.15	Low
Cherry Ln	Midland Blvd to Middleton Rd	Westbound	106.17	102.75	0.97	Low
Cherry Ln/Fairview Ave	Black Cat Rd to Ten Mile Rd	Eastbound	110.01	121.80	1.11	Low
Cherry Ln/Fairview Ave	Ten Mile Rd to Linder Rd	Eastbound	111.31	115.50	1.04	Low
Cherry Ln/Fairview Ave	Linder Rd to Main St	Eastbound	124.14	203.10	1.64	Low
Cherry Ln/Fairview Ave	Main St to Locust Grove Rd	Eastbound	88.35	132.90	1.50	Low
Cherry Ln/Fairview Ave	Locust Grove Rd to Main St	Westbound	91.11	193.65	2.13	Medium
Cherry Ln/Fairview Ave	Main St to Linder Rd	Westbound	117.76	195.00	1.66	Low
Cherry Ln/Fairview Ave	Linder Rd to Ten Mile Rd	Westbound	108.60	116.85	1.08	Low
Cherry Ln/Fairview Ave	Ten Mile Rd to Black Cat Rd	Westbound	114.63	121.95	1.06	Low
Cole Rd	Emerald St to Fairview Ave	Northbound	100.18	124.20	1.24	Low
Cole Rd	Fairview Ave to Northview St	Northbound	59.49	80.40	1.35	Low
Cole Rd	Northview St to Ustick Rd	Northbound	60.80	84.60	1.39	Low
Cole Rd	Ustick Rd to Mountain View Dr	Northbound	74.20	88.50	1.19	Low
Cole Rd	Mountain View Dr to Chinden Blvd	Northbound	87.59	195.00	2.23	Medium
Cole Rd	Chinden Blvd to Mountain View Dr	Southbound	84.00	148.35	1.77	Medium
Cole Rd	Mountain View Dr to Ustick Rd	Southbound	74.79	114.45	1.53	Low
Cole Rd	Ustick Rd to Northview St	Southbound	55.54	83.85	1.51	Low
Cole Rd	Northview St to Fairview Ave	Southbound	68.18	110.85	1.63	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Cole Rd	Fairview Ave to Emerald St	Southbound	53.38	89.85	1.68	Low
Cole Rd	Latigo Dr to Amity Rd	Northbound	103.93	121.35	1.17	Low
Cole Rd	Amity Rd to Victory Rd	Northbound	109.13	164.10	1.50	Low
Cole Rd	Victory Rd to S Costco/Century Way	Northbound	60.95	61.50	1.01	Low
Cole Rd	S Costco/Century Way to Overland Rd	Northbound	51.93	170.25	3.28	High
Cole Rd	Overland Rd to Franklin Rd	Northbound	112.87	181.20	1.61	Low
Cole Rd	Franklin Rd to Emerald St	Northbound	58.64	98.40	1.68	Low
Cole Rd	Emerald St to Franklin Rd	Southbound	60.59	117.75	1.94	Medium
Cole Rd	Franklin Rd to Overland Rd	Southbound	108.82	204.00	1.87	Medium
Cole Rd	Overland Rd to S Costco/Century Way	Southbound	43.64	112.80	2.58	High
Cole Rd	S Costco/Century Way to Victory Rd	Southbound	65.54	142.20	2.17	Medium
Cole Rd	Victory Rd to Amity Rd	Southbound	104.71	123.15	1.18	Low
Cole Rd	Amity Rd to Latigo Dr	Southbound	98.53	108.00	1.10	Low
Eagle Rd	Overland Rd to Amity Rd	Southbound	199.20	228.00	1.14	Low
Eagle Rd	Amity Rd to Lake Hazel Rd	Southbound	84.00	91.20	1.09	Low
Eagle Rd	Lake Hazel Rd to Amity Rd	Northbound	79.20	88.50	1.12	Low
Eagle Rd	Amity Rd to Overland Rd	Northbound	207.00	304.50	1.47	Low
Fairview Ave	Locust Grove Rd to Eagle Rd	Eastbound	95.58	180.00	1.88	Medium
Fairview Ave	Eagle Rd to Cloverdale Rd	Eastbound	95.31	154.05	1.62	Low
Fairview Ave	Cloverdale Rd to Five Mile Rd	Eastbound	92.53	184.80	2.00	Medium
Fairview Ave	Five Mile Rd to Mitchell St	Eastbound	53.26	70.35	1.32	Low
Fairview Ave	Mitchell St to Maple Grove Rd	Eastbound	53.91	99.00	1.84	Medium
Fairview Ave	Maple Grove Rd to Mitchell St	Westbound	53.42	66.00	1.24	Low
Fairview Ave	Mitchell St to Five Mile Rd	Westbound	55.17	99.45	1.80	Medium
Fairview Ave	Five Mile Rd to Cloverdale Rd	Westbound	94.44	162.15	1.72	Low
Fairview Ave	Cloverdale Rd to Eagle Rd	Westbound	97.10	198.75	2.05	Medium
Fairview Ave	Eagle Rd to Locust Grove St	Westbound	112.34	209.55	1.87	Medium
Fairview Ave	Maple Grove Rd to Milwaukee St	Eastbound	52.92	68.85	1.30	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Fairview Ave	Milwaukee St to Cole Rd	Eastbound	58.88	91.80	1.56	Low
Fairview Ave	Cole Rd to Liberty St	Eastbound	70.31	95.25	1.35	Low
Fairview Ave	Liberty St to Curtis Rd	Eastbound	41.49	131.10	3.16	High
Fairview Ave	Curtis Rd to Orchard St	Eastbound	58.92	66.15	1.12	Low
Fairview Ave	Orchard St to Curtis Rd	Westbound	58.82	146.25	2.49	High
Fairview Ave	Curtis Rd to Liberty St	Westbound	41.09	44.25	1.08	Low
Fairview Ave	Liberty St to Cole Rd	Westbound	81.81	180.45	2.21	Medium
Fairview Ave	Cole Rd to Milwaukee St	Westbound	60.31	91.05	1.51	Low
Fairview Ave	Milwaukee St to Maple Grove Rd	Westbound	54.53	58.80	1.08	Low
Fairview Ave/Main St/Idaho St	Garden St to 27th St	Eastbound	28.43	44.70	1.57	Low
Fairview Ave/Main St/Idaho St	27th St to 23rd St	Eastbound	47.93	30.90	0.64	Low
Fairview Ave/Main St/Idaho St	23rd St to 16th St	Eastbound	33.55	31.65	0.94	Low
Fairview Ave/Main St/Idaho St	16th St to 13th St	Eastbound	54.80	35.25	0.64	Low
Fairview Ave/Main St/Idaho St	13th St to 9th St	Eastbound	35.03	84.15	2.40	Medium
Fairview Ave/Main St/Idaho St	9th St to 5th St	Eastbound	37.87	66.75	1.76	Low
Fairview Ave/Main St/Idaho St	5th St to 1st St	Eastbound	36.53	38.55	1.06	Low
Fairview Ave/Main St/Idaho St	1st St to Ave B	Eastbound	23.47	115.50	4.92	High
Fairview Ave/Main St/Idaho St	Ave B to 1st St	Westbound	22.78	32.70	1.44	Low
Fairview Ave/Main St/Idaho St	1st St to 6th St	Westbound	47.78	95.70	2.00	Medium
Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	26.42	73.05	2.76	High
Fairview Ave/Main St/Idaho St	9th St to 13th St	Westbound	34.39	39.60	1.15	Low
Fairview Ave/Main St/Idaho St	13th St to 16th St	Westbound	26.33	36.90	1.40	Low
Fairview Ave/Main St/Idaho St	16th St to Grove St	Westbound	24.98	19.35	0.77	Low
Fairview Ave/Main St/Idaho St	Grove St to 23rd St	Westbound	46.20	36.45	0.79	Low
Fairview Ave/Main St/Idaho St	23rd St to 27th St	Westbound	31.99	55.35	1.73	Low
Fairview Ave/Main St/Idaho St	27th St to Garden St	Westbound	42.01	39.60	0.94	Low
Farmway Rd	SH 55 (Karcher Rd) to Ustick Rd	Northbound	132.00	138.00	1.05	Low
Farmway Rd	Ustick Rd to SH 19	Northbound	166.80	178.80	1.07	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Farmway Rd	SH 19 to Ustick Rd	Southbound	165.00	169.20	1.03	Low
Farmway Rd	Ustick Rd to SH 55 (Karcher)	Southbound	133.80	169.20	1.26	Low
Federal Way	SH-21 to Yamhill Rd	Northbound	55.64	80.55	1.45	Low
Federal Way	Yamhill Rd to Amity Rd	Northbound	71.16	96.00	1.35	Low
Federal Way	Amity Rd to Bergeson St	Northbound	75.81	127.95	1.69	Low
Federal Way	Bergeson St to Broadway Ave	Northbound	78.50	82.35	1.05	Low
Federal Way	Broadway Ave to Overland Rd	Northbound	103.35	108.60	1.05	Low
Federal Way	Overland Rd to Kootenai St	Northbound	31.78	47.85	1.51	Low
Federal Way	Kootenai St to Vista Ave/Eastover Rd	Northbound	64.06	84.15	1.31	Low
Federal Way	Vista Ave/Eastover Rd to Kootenai St	Southbound	62.65	111.90	1.79	Medium
Federal Way	Kootenai St to Overland Rd	Southbound	33.32	32.70	0.98	Low
Federal Way	Overland Rd to Broadway Ave	Southbound	98.19	123.45	1.26	Low
Federal Way	Broadway Ave to Bergeson St	Southbound	76.29	109.35	1.43	Low
Federal Way	Bergeson St to Amity Rd	Southbound	79.01	99.45	1.26	Low
Federal Way	Amity Rd to Yamhill Rd	Southbound	70.26	74.40	1.06	Low
Federal Way	Yamhill Rd to SH-21	Southbound	58.78	98.10	1.67	Low
Five Mile Rd	Overland Rd to Franklin Rd	Northbound	119.10			No Data
Five Mile Rd	Franklin Rd to Fairview Ave	Northbound	124.27			No Data
Five Mile Rd	Fairview Ave to Franklin Rd	Southbound	115.62			No Data
Five Mile Rd	Franklin Rd to Overland Rd	Southbound	116.14			No Data
Franklin Blvd	11th Ave N to I-84 WB Ramps	Northbound	94.91	120.90	1.27	Low
Franklin Blvd	I-84 WB Ramps to 11th Ave N	Southbound	97.19	133.05	1.37	Low
Franklin Rd	Main St to Locust Grove Rd	Eastbound	94.41	115.95	1.23	Low
Franklin Rd	Locust Grove Rd to Eagle Rd	Eastbound	95.84	241.50	2.52	High
Franklin Rd	Eagle Rd to Cloverdale Rd	Eastbound	90.11	320.40	3.56	High
Franklin Rd	Cloverdale Rd to Eagle Rd	Westbound	88.77	248.55	2.80	High
Franklin Rd	Eagle Rd to Locust Grove Rd	Westbound	79.66	145.50	1.83	Medium
Franklin Rd	Locust Grove Rd to Main St	Westbound	92.60	215.25	2.32	High

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Franklin Rd	Cloverdale Rd to Five Mile Rd	Eastbound	85.61	170.55	1.99	Medium
Franklin Rd	Five Mile Rd to Maple Grove Rd	Eastbound	86.29	108.00	1.25	Low
Franklin Rd	Maple Grove Rd to Milwaukee St	Eastbound	72.02	111.30	1.55	Low
Franklin Rd	Milwaukee St to Cole Rd	Eastbound	38.36	139.05	3.62	High
Franklin Rd	Cole Rd to Milwaukee St	Westbound	38.37	102.30	2.67	High
Franklin Rd	Milwaukee St to Maple Grove Rd	Westbound	72.20	122.55	1.70	Low
Franklin Rd	Maple Grove Rd to Five Mile Rd	Westbound	84.96	111.75	1.32	Low
Franklin Rd	Five Mile Rd to Cloverdale Rd	Westbound	86.70	299.40	3.45	High
Franklin Rd	Can-Ada Rd (Idaho Center Blvd) to Star Rd	Eastbound	90.32	238.05	2.64	High
Franklin Rd	Star Rd to McDermott Rd	Eastbound	85.04	84.75	1.00	Low
Franklin Rd	McDermott Rd to Black Cat Rd	Eastbound	79.63	88.65	1.11	Low
Franklin Rd	Black Cat Rd to Ten Mile Rd	Eastbound	82.89	120.60	1.45	Low
Franklin Rd	Ten Mile Rd to Linder Rd	Eastbound	87.87	133.95	1.52	Low
Franklin Rd	Linder Rd to Main St	Eastbound	128.55	202.05	1.57	Low
Franklin Rd	Main St to Linder Rd	Westbound	126.07	169.50	1.34	Low
Franklin Rd	Linder Rd to Ten Mile Rd	Westbound	83.92	127.80	1.52	Low
Franklin Rd	Ten Mile Rd to Black Cat Rd	Westbound	83.39	115.80	1.39	Low
Franklin Rd	Black Cat Rd to McDermott Rd	Westbound	76.77	83.70	1.09	Low
Franklin Rd	McDermott Rd to Star Rd	Westbound	85.74	109.80	1.28	Low
Franklin Rd	Star Rd to Can-Ada Rd (Idaho Center Blvd)	Westbound	85.45	143.70	1.68	Low
Franklin Rd	Cole Rd to Curtis Rd	Eastbound	133.20	171.30	1.29	Low
Franklin Rd	Curtis Rd to Orchard St	Eastbound	58.20	124.05	2.13	Medium
Franklin Rd	Orchard St to Curtis Rd	Westbound	58.80	92.10	1.57	Low
Franklin Rd	Curtis Rd to Cole Rd	Westbound	142.20	175.50	1.23	Low
Greenhurst Rd	Middleton Rd to Midland Rd	Eastbound	91.08	95.70	1.05	Low
Greenhurst Rd	Midland Rd to 12th Ave Rd	Eastbound	116.39	No Data – removed from inventory based		
Greenhurst Rd	12th Ave Rd to Sunnyridge Rd	Eastbound	53.98			
Greenhurst Rd	Sunnyridge Rd to S Powerline Rd	Eastbound	59.25			

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Greenhurst Rd	S Powerline Rd to Southside Blvd	Eastbound	115.74	on 2035 Planning Functional Classification as a minor arterial.		
Greenhurst Rd	Southside Blvd to Happy Valley Rd	Eastbound	129.65			
Greenhurst Rd	Happy Valley Rd to Robinson Rd	Eastbound	111.54			
Greenhurst Rd	Robinson Rd to McDermott Rd	Eastbound	101.96			
Greenhurst Rd	McDermott Rd to Robinson Rd	Westbound	102.96			
Greenhurst Rd	Robinson Rd to Happy Valley Rd	Westbound	108.54			
Greenhurst Rd	Happy Valley Rd to Southside Blvd	Westbound	116.44			
Greenhurst Rd	Southside Blvd to SPowerline Rd	Westbound	116.28			
Greenhurst Rd	S Powerline Rd to Sunnyridge Rd	Westbound	58.50			
Greenhurst Rd	Sunnyridge Rd to 12th Ave Rd	Westbound	81.66			
Greenhurst Rd	12th Ave Rd to Midland Blvd	Westbound	115.66			
Greenhurst Rd	Midland Blvd to Middleton Rd	Westbound	92.40			
Happy Valley Rd	Locust Ln to Greenhurst Rd	Northbound	90.00	102.75	1.14	Low
Happy Valley Rd	Greenhurst Rd to Victory Rd	Northbound	196.20	266.25	2.96	High
Happy Valley Rd	Victory Rd to Airport Rd	Northbound	78.00	80.55	0.41	Low
Happy Valley Rd	Airport Rd to Garrity Blvd	Northbound	90.00	172.80	2.22	Medium
Happy Valley Rd	Garrity Blvd to Airport Rd	Southbound	87.00	93.90	1.04	Low
Happy Valley Rd	Aiport Rd to Victory Rd	Southbound	75.00	78.00	0.90	Low
Happy Valley Rd	Victory Rd to Greenhurst Rd	Southbound	214.20	246.30	3.28	High
Happy Valley Rd	Greenhurst Rd to Locust Ln	Southbound	111.00	151.05	0.71	Low
I-184	Jct I-84 (Wye) to Franklin Rd	Eastbound	71.68	68.40	0.95	Low
I-184	Franklin Rd to Curtis Rd	Eastbound	97.22	98.70	1.02	Low
I-184	Curtis Rd to Orchard St	Eastbound	34.44	34.05	0.99	Low
I-184	Orchard St to Chinden Blvd	Eastbound	34.11	33.90	0.99	Low
I-184	Chinden Blvd to Orchard St	Westbound	32.16	32.25	1.00	Low
I-184	Orchard St to Curtis Rd	Westbound	34.77	34.05	0.98	Low
I-184	Curtis Rd to Franklin Rd	Westbound	99.87	100.95	1.01	Low
I-184	Franklin Rd to Jct I-84 (Wye)	Westbound	68.42	65.25	0.95	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
I-84	Franklin Blvd to Garrity Blvd	Eastbound	108.55	146.85	1.35	Medium
I-84	Garrity Blvd to Ten Mile Rd	Eastbound	265.42	277.35	1.04	Low
I-84	Ten Mile Rd to Garrity Blvd	Westbound	265.42	269.40	1.01	Low
I-84	Garrity Blvd to Franklin Blvd	Westbound	108.55	148.50	1.37	Medium
I-84	SH-44 to US-20/26 (Exit 26)	Eastbound	63.97	75.30	1.18	Low
I-84	US-20/26 (Exit 26) to IB-84 (Centennial Way)	Eastbound	40.38	41.70	1.03	Low
I-84	IB-84 (Centennial Way) to 10th Ave	Eastbound	49.68	95.85	0.99	Low
I-84	10th Ave to US-20/26 (Exit 29)	Eastbound	57.05	60.60	1.06	Low
I-84	US-20/26 (Exit 29) to Northside Blvd	Eastbound	349.70	370.50	1.06	Low
I-84	Northside Blvd to Franklin Blvd	Eastbound	56.55	79.20	1.40	Medium
I-84	Franklin Blvd to Northside Blvd Blvd	Westbound	56.55	70.35	1.24	Low
I-84	Northside Blvd Blvd to US-20/26 (Exit 29)	Westbound	349.70	372.15	1.06	Low
I-84	US-20/26 (Exit 29) to 10th Ave	Westbound	57.05	66.30	1.16	Low
I-84	10th Ave to IB-84 (Centennial Way)	Westbound	49.68	102.45	0.98	Low
I-84	IB-84 (Centennial Way) to US-20/26 (Exit 26)	Westbound	40.38	41.10	1.02	Low
I-84	US-20/26 (Exit 26) to SH-44	Westbound	63.97	68.85	1.08	Low
I-84	Ten Mile Rd to Meridian Rd	Eastbound	131.37	147.30	1.12	Low
I-84	Meridian Rd to Eagle Rd	Eastbound	130.32	117.90	0.90	Low
I-84	Eagle Rd to Meridian Rd	Westbound	130.32	122.85	0.94	Low
I-84	Meridian Rd to Ten Mile Rd	Westbound	131.37	131.40	1.00	Low
I-84	Eagle Rd to Five Mile Rd	Eastbound	112.51	121.95	1.08	Low
I-84	Five Mile Rd to Overland Rd	Eastbound	115.69	128.40	1.11	Low
I-84	Overland Rd to Orchard St	Eastbound	101.55	147.75	1.45	Medium
I-84	Orchard St to Overland Rd	Westbound	100.29	118.50	1.18	Low
I-84	Overland Rd to Five Mile Rd	Westbound	117.84	167.25	1.42	Medium
I-84	Five Mile Rd to Eagle Rd	Westbound	112.59	187.80	1.67	High
I-84	Orchard St to Vista Ave	Eastbound	80.55	128.25	1.59	High
I-84	Vista Ave to Broadway Ave	Eastbound	55.81	63.45	1.14	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
I-84	Broadway Ave to Gowen Rd	Eastbound	121.78	142.80	1.17	Low
I-84	Gowen Rd to Eisenman	Eastbound	122.66	140.70	1.15	Low
I-84	Eisenman to Gowen Rd	Westbound	122.03	153.00	1.25	Low
I-84	Gowen Rd to Broadway Ave	Westbound	121.05	136.50	1.13	Low
I-84	Broadway Ave to Vista Ave	Westbound	54.40	65.40	1.20	Low
I-84	Vista Ave to Orchard St	Westbound	80.66	98.10	1.22	Low
IB-84 (11th Ave)	3rd St to Franklin Blvd	Eastbound	87.99	180.30	2.05	Medium
IB-84 (11th Ave)	Franklin Blvd to 3rd St	Westbound	109.32	235.65	2.16	Medium
IB-84 (2nd St)	11th Ave to 7th Ave	Westbound	45.56	34.20	0.75	Low
IB-84 (2nd St)	7th Ave to Northside Blvd	Westbound	63.70	91.05	1.43	Low
IB-84 (2nd St)	Northside Blvd to Canyon St	Westbound	35.41	64.35	1.82	Low
IB-84 (3rd St)	Canyon St to Northside Blvd (Yale St)	Eastbound	38.53	51.00	1.32	Low
IB-84 (3rd St)	Northside Blvd (Yale St) to 7th Ave	Eastbound	50.32	49.20	0.98	Low
IB-84 (3rd St)	7th Ave to 11th Ave	Eastbound	48.63	74.25	1.53	Low
IB-84 (Blaine St)	Linden St to 21st Ave	Westbound	76.65	96.00	1.25	Low
IB-84 (Blaine St)	21st Ave to 18th Ave	Westbound	24.04	25.50	1.06	Low
IB-84 (Blaine St)	18th Ave to 10th Ave	Westbound	73.33	92.55	1.26	Low
IB-84 (Blaine St)	10th Ave to Kimball Ave	Westbound	22.82	23.10	1.01	Low
IB-84 (Blaine St)	Kimball Ave to Simplot Blvd	Westbound	75.13	75.75	1.01	Low
IB-84 (Caldwell-Nampa Blvd)	Homedale Rd to Middleton Rd	Eastbound	65.90	127.50	1.93	Medium
IB-84 (Caldwell-Nampa Blvd)	Middleton Rd to Karcher Rd	Eastbound	78.65	148.65	1.89	Medium
IB-84 (Caldwell-Nampa Blvd)	Karcher Rd to Midland Blvd	Eastbound	78.94	146.25	1.85	Medium
IB-84 (Caldwell-Nampa Blvd)	Midland Blvd to Canyon St	Eastbound	107.85	162.45	1.51	Low
IB-84 (Caldwell-Nampa Blvd)	Canyon St to Midland Blvd	Westbound	115.38	171.60	1.49	Low
IB-84 (Caldwell-Nampa Blvd)	Midland Blvd to Karcher Rd	Westbound	66.82	161.85	2.42	High
IB-84 (Caldwell-Nampa Blvd)	Karcher Rd to Middleton Rd	Westbound	76.76	138.45	1.80	Medium
IB-84 (Caldwell-Nampa Blvd)	Middleton Rd to Homedale Rd	Westbound	60.04	69.30	1.15	Low
IB-84 (Cleveland Blvd)	Simplot Blvd to Kimball Ave	Eastbound	79.20	103.80	1.31	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
IB-84 (Cleveland Blvd)	Kimball Ave to 10th Ave	Eastbound	22.46	173.70	2.29	Medium
IB-84 (Cleveland Blvd)	10th Ave to 18th Ave	Eastbound	74.86	69.00	0.92	Low
IB-84 (Cleveland Blvd)	18th Ave to 21st Ave	Eastbound	24.21	34.05	1.41	Low
IB-84 (Cleveland Blvd)	21st Ave to Linden St	Eastbound	63.02	136.50	2.17	Medium
IB-84 (Cleveland Blvd)	Linden St to Ustick Rd	Eastbound	121.98	179.85	1.47	Low
IB-84 (Cleveland Blvd)	Ustick Rd to Homedale Rd	Eastbound	114.78	169.95	1.48	Low
IB-84 (Cleveland Blvd)	Homedale Rd to Ustick Rd	Westbound	115.69	172.50	1.49	Low
IB-84 (Cleveland Blvd)	Ustick Rd to Linden St	Westbound	120.53	176.70	1.47	Low
IB-84 (Garrity Blvd)	Franklin Blvd to 16th Ave	Eastbound	37.24	65.40	1.76	Medium
IB-84 (Garrity Blvd)	16th Ave to Flamingo Ave	Eastbound	175.83	265.80	1.51	Low
IB-84 (Garrity Blvd)	Flamingo Ave to I-84 WB Ramps	Eastbound	30.11	54.90	1.82	Medium
IB-84 (Garrity Blvd)	I-84 WB Ramps to Flamingo Ave	Westbound	31.48	51.00	1.62	Low
IB-84 (Garrity Blvd)	Flamingo Ave to 16th Ave	Westbound	173.72	200.55	1.15	Low
IB-84 (Garrity Blvd)	16th Ave to Franklin Blvd	Westbound	53.10	76.50	1.44	Low
Lake Hazel Rd	Eagle Rd to Five Mile Rd	Eastbound	205.80	208.80	1.01	Low
Lake Hazel Rd	Five Mile Rd to Moonridge Ave	Eastbound	124.80	130.80	1.05	Low
Lake Hazel Rd	Moonridge Ave to Five Mile Rd	Westbound	133.20	159.00	1.19	Low
Lake Hazel Rd	Five Mile Rd to Eagle Rd	Westbound	211.80	245.40	1.16	Low
Linder Rd	Franklin Rd to Cherry Ln	Northbound	127.80	241.20	1.89	Medium
Linder Rd	Ustick Rd to Chinden Blvd	Northbound	214.80	256.35	1.19	Low
Linder Rd	Chinden Blvd to State St	Northbound	186.00	200.70	1.08	Low
Linder Rd	State St to Beacon Light Rd	Northbound	184.80	204.00	1.10	Low
Linder Rd	Beacon Light Rd to State St	Southbound	202.20	280.95	1.39	Low
Linder Rd	State St to Chinden Blvd	Southbound	196.20	284.25	1.45	Low
Linder Rd	Chinden Blvd to Ustick Rd	Southbound	220.80	255.15	1.16	Low
Linder Rd	Cherry Ln to Franklin Rd	Southbound	129.00	242.70	1.88	Low
Linder Rd	Cherry Ln to Ustick Rd	Northbound	108.00	196.20	1.82	Medium
Linder Rd	Ustick Rd to Cherry Ln	Southbound	136.20	163.95	1.20	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Locust Ln/Midland Blvd	Greenhurst Rd to SH 45 (12 th Ave)	Eastbound	217.20	234.30	1.08	Low
Locust Ln	SH 45 (12th Ave) to Powerline Rd	Eastbound	115.20	144.00	1.25	Low
Locust Ln	Powerline Rd to Happy Valley Rd	Eastbound	204.00	213.00	1.04	Low
Locust Ln	Happy Valley Rd to Powerline Rd	Westbound	193.20	226.80	1.17	Low
Locust Ln	Powerline Rd to SH 45 (12th Ave)	Westbound	120.00	145.20	1.21	Low
Locust Ln/Midland Blvd	SH 45 (12 th Ave) to Greenhurst Rd	Westbound	210.00	215.70	1.03	Low
Middleton Rd	Center I-84 Overpass to Ustick Rd	Northbound	72.67	80.70	1.11	Low
Middleton Rd	Ustick Rd to Linden St	Northbound	83.09	86.55	1.04	Low
Middleton Rd	Linden St to US-20/26	Northbound	77.45	91.80	1.19	Low
Middleton Rd	US-20/26 to Lincoln St W	Northbound	75.27	81.45	1.08	Low
Middleton Rd	Lincoln St W to Ctr Boise Rv Br	Northbound	101.66	103.35	1.02	Low
Middleton Rd	Ctr Boise Rv Br to Jct SH-44	Northbound	99.92	109.80	1.10	Low
Middleton Rd	Jct SH-44 to Ctr Boise Rv Br	Southbound	96.06	92.85	0.97	Low
Middleton Rd	Ctr Boise Rv Br to Lincoln St W	Southbound	118.93	105.75	0.89	Low
Middleton Rd	Lincoln St W to US-20/26	Southbound	69.34	98.55	1.42	Low
Middleton Rd	US-20/26 to Linden St	Southbound	76.47	84.30	1.10	Low
Middleton Rd	Linden St to Ustick Rd	Southbound	79.00	114.30	1.45	Low
Middleton Rd	Ustick Rd to Center I-84 Overpass	Southbound	70.69	74.10	1.05	Low
Middleton Rd	Greenhurst Rd to Orchard Ave	Northbound	291.00	354.00	1.22	Low
Middleton Rd	Orchard Ave to IB-84 (Caldwell-Nampa Blvd)	Northbound	207.00	261.45	1.26	Low
Middleton Rd	IB-84 (Caldwell-Nampa Blvd) to Center I-84 Overpass	Northbound	63.00	73.80	1.17	Low
Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa Blvd)	Southbound	72.00	193.65	2.69	High
Middleton Rd	IB-84 (Caldwell-Nampa Blvd) to Orchard Ave	Southbound	178.20	268.50	1.51	Low
Middleton Rd	Orchard Ave to Greenhurst Rd	Southbound	295.80	359.10	1.21	Low
Notus Rd	SH 19 to US 20/26	Northbound	289.80	310.80	1.07	Low
Notus Rd	US 20/26 to SH 19	Southbound	262.80	292.20	1.11	Low
Orchard St	I-84 EB Ramps to Overland Rd	Northbound	127.16	141.00	1.11	Low
Orchard St	Overland Rd to Franklin Rd	Northbound	119.66	180.60	1.51	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Orchard St	Franklin Rd to Emerald St	Northbound	77.91	140.85	1.81	Medium
Orchard St	Emerald St to I-184 EB Ramp	Northbound	51.08	76.65	1.50	Low
Orchard St	I-184 EB Ramp to Bond St	Northbound	30.11	64.60	2.15	Medium
Orchard St	Bond St to Chinden Blvd	Northbound	34.16	136.35	3.99	High
Orchard St	Chinden Blvd to Bond St	Southbound	36.37	31.95	0.88	Low
Orchard St	Bond St to I-184 EB Ramp	Southbound	26.00	68.25	2.63	High
Orchard St	I-184 EB Ramp to Emerald St	Southbound	52.19	102.00	1.95	Medium
Orchard St	Emerald St to Franklin Rd	Southbound	78.12	97.05	1.24	Low
Orchard St	Franklin Rd to Overland Rd	Southbound	118.40	155.85	1.32	Low
Orchard St	Overland Rd to I-84 EB Ramps	Southbound	117.55	181.05	1.54	Low
Overland Rd	Maple Grove Rd to Entertainment Ave	Eastbound	70.10	76.80	1.10	Low
Overland Rd	Entertainment Ave to Cole Rd	Eastbound	39.18	101.40	2.59	High
Overland Rd	Cole Rd to Curtis Rd	Eastbound	111.49	149.70	1.34	Low
Overland Rd	Curtis Rd to Orchard St	Eastbound	53.22	114.30	2.15	Medium
Overland Rd	Orchard St to Roosevelt St	Eastbound	52.76	70.05	1.33	Low
Overland Rd	Roosevelt St to Owyhee St	Eastbound	52.94	82.05	1.55	Low
Overland Rd	Owyhee St to Vista Ave	Eastbound	57.96	102.45	1.77	Medium
Overland Rd	Vista Ave to Owyhee St	Westbound	56.06	58.35	1.04	Low
Overland Rd	Owyhee St to Roosevelt St	Westbound	51.40	113.40	2.21	Medium
Overland Rd	Roosevelt St to Orchard St	Westbound	54.02	156.45	2.90	High
Overland Rd	Orchard St to Curtis Rd	Westbound	54.94	90.45	1.65	Low
Overland Rd	Curtis Rd to Cole Rd	Westbound	110.37	197.55	1.79	Medium
Overland Rd	Cole Rd to Entertainment Ave	Westbound	35.51	36.90	1.04	Low
Overland Rd	Entertainment Ave to Maple Grove Rd	Westbound	70.69	197.55	2.79	High
Overland Rd	Ten Mile Rd to Linder Rd	Eastbound	99.00	102.15	1.03	Low
Overland Rd	Linder Rd to SH-69	Eastbound	112.09	177.00	1.58	Low
Overland Rd	SH-69 to Locust Grove Rd	Eastbound	89.86	173.55	1.93	Medium
Overland Rd	Locust Grove Rd to Eagle Rd	Eastbound	100.76	166.50	1.65	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Overland Rd	Eagle Rd to Cloverdale Rd	Eastbound	82.71	130.20	1.57	Low
Overland Rd	Cloverdale Rd to Five Mile Rd	Eastbound	89.58	136.20	1.52	Low
Overland Rd	Five Mile Rd to Maple Grove Rd	Eastbound	97.03	145.80	1.50	Low
Overland Rd	Maple Grove Rd to Five Mile Rd	Westbound	110.54	143.85	1.30	Low
Overland Rd	Five Mile Rd to Cloverdale Rd	Westbound	89.55	138.60	1.55	Low
Overland Rd	Cloverdale Rd to Eagle Rd	Westbound	89.11	187.50	2.10	Medium
Overland Rd	Eagle Rd to Locust Grove Rd	Westbound	85.09	141.00	1.66	Low
Overland Rd	Locust Grove Rd to SH-69	Westbound	104.37	195.00	1.87	Medium
Overland Rd	SH-69 to Linder Rd	Westbound	94.53	95.70	1.01	Low
Overland Rd	Linder Rd to Ten Mile Rd	Westbound	106.20	115.50	1.09	Low
Parkcenter Blvd	Clearwater Ln to Beacon St	Eastbound	29.61	40.65	1.37	Low
Parkcenter Blvd	Beacon St to Mallard Dr	Eastbound	55.20	64.65	1.17	Low
Parkcenter Blvd	Mallard Dr to River Run Dr	Eastbound	54.00	59.40	1.10	Low
Parkcenter Blvd	River Run Dr to Apple St	Eastbound	43.20	59.25	1.37	Low
Parkcenter Blvd	Apple St to End of East Parkcenter Bridge	Eastbound	169.80	212.70	1.25	Low
Parkcenter Blvd	End of East Parkcenter Bridge to Apple St	Westbound	174.00	206.70	1.19	Low
Parkcenter Blvd	Apple St to River Run Dr	Westbound	47.39	59.70	1.26	Low
Parkcenter Blvd	River Run Dr to Mallard Dr	Westbound	57.06	65.55	1.15	Low
Parkcenter Blvd	Mallard Dr to Beacon St	Westbound	55.51	63.75	1.15	Low
Parkcenter Blvd	Beacon St to Clearwater Ln	Westbound	28.45	57.15	2.01	Medium
Parkcenter Blvd (Front St)	Clearwater Ln to Broadway Ave	Westbound	61.87	80.40	1.30	Low
Parkcenter Blvd (Park Blvd)	Broadway Ave to Clearwater Ln	Eastbound	38.70	50.85	1.31	Low
SH-16	SH-44 to Floating Feather Rd	Northbound	76.99	96.00	1.25	Low
SH-16	Floating Feather Rd to Beacon Light Rd	Northbound	43.15	49.80	1.15	Low
SH-16	Beacon Light Rd to Deep Canyon Rd	Northbound	77.68	84.00	1.08	Low
SH-16	Deep Canyon Rd to Firebird entrance	Northbound	116.47	117.00	1.00	Low
SH-16	Firebird entrance to County line	Northbound	161.77	162.00	1.00	Low
SH-16	County Line to Firebird Entrance	Southbound	167.52	159.00	0.95	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
SH-16	Firebird Entrance to Deep Canyon Rd	Southbound	110.22	117.00	1.06	Low
SH-16	Deep Canyon Rd to Beacon Light Rd	Southbound	77.33	90.00	1.16	Low
SH-16	Beacon Light Rd to Floating Feather Rd	Southbound	43.47	49.20	1.13	Low
SH-16	Floating Feather Rd to SH-44	Southbound	78.46	172.80	2.20	Medium
SH-19	Simplot Exit #3 to Farmway Rd	Eastbound	65.39	70.35	1.08	Low
SH-19	Farmway Rd to Blaine St	Eastbound	69.13	98.25	1.42	Low
SH-19	Blaine St to Farmway Rd	Westbound	70.48	76.35	1.08	Low
SH-19	Farmway Rd to Simplot Exit #3	Westbound	64.80	70.20	1.08	Low
SH-19	Farmway Rd to Notus Rd	Westbound	211.20	225.30	1.07	Low
SH-19	Notus Rd to Farmway Rd	Eastbound	211.80	223.95	1.40	Low
SH-19 (Centennial Way)	Blaine St to Chicago St	Eastbound	46.88	42.45	0.91	Low
SH-19 (Centennial Way)	Chicago St to I-84 WB Ramps	Eastbound	48.54	48.30	1.00	Low
SH-19 (Centennial Way)	I-84 WB Ramps to Chicago St	Westbound	42.79	46.80	1.09	Low
SH-19 (Centennial Way)	Chicago St to Blaine St	Westbound	47.45	49.80	1.05	Low
SH-21	I-84 EB ramps to Federal Way	Northbound	44.93	94.50	2.10	Medium
SH-21	Federal Way to Technology Way	Northbound	34.03	45.30	1.33	Low
SH-21	Technology Way to E Lake Forest Dr	Northbound	116.34	126.00	1.08	Low
SH-21	E Lake Forest Dr to Warm Springs Ave	Northbound	66.93	67.20	1.00	Low
SH-21	Warm Springs Ave to Discovery State Park	Northbound	132.36	139.80	1.06	Low
SH-21	Discovery State Park to Sandy Point Ln	Northbound	49.63	42.30	0.85	Low
SH-21	Sandy Point Ln to Discovery State Park	Southbound	41.82	37.20	0.92	Low
SH-21	Discovery State Park to Warm Springs Ave	Southbound	130.43	137.40	1.05	Low
SH-21	Warm Springs Ave to E Lake Forest Dr	Southbound	68.23	67.05	0.98	Low
SH-21	E Lake Forest Dr to Technology Way	Southbound	116.80	122.55	1.05	Low
SH-21	Technology Way to Federal Way	Southbound	33.71	123.30	3.66	High
SH-21	Federal Way to I-84 EB Ramps	Southbound	59.28	75.75	1.28	Low
SH-44	SH-55 to Horseshoe Bend Rd	Eastbound	24.65	35.70	1.45	Low
SH-44	Horseshoe Bend Rd to Glenwood St	Eastbound	150.71	234.75	1.56	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
SH-44	State St to Marigold St	Southbound	74.63	133.95	1.79	Medium
SH-44	Marigold St to Chinden Blvd	Southbound	76.86	144.45	1.88	Medium
SH-44	Chinden Blvd to Marigold St	Northbound	77.75	77.10	0.99	Low
SH-44	Marigold St to State St	Northbound	68.87	138.45	2.01	Medium
SH-44	Glenwood St to Horseshoe Bend Rd	Westbound	152.28	205.05	1.35	Low
SH-44	Horseshoe Bend Rd to SH-55	Westbound	22.29	57.30	2.57	High
SH-44	Linder Rd to Ballantyne Ln	Eastbound	107.86	147.30	1.37	Low
SH-44	Ballantyne Ln to Eagle Rd	Eastbound	103.38	228.15	2.21	Medium
SH-44	Eagle Rd to SH-55	Eastbound	222.19	160.80	0.72	Low
SH-44	SH-55 to Eagle Rd	Westbound	128.72	259.05	2.01	Medium
SH-44	Eagle Rd to Ballantyne Ln	Westbound	102.64	113.55	1.11	Low
SH-44	Ballantyne Ln to Linder Rd	Westbound	101.57	252.15	2.48	High
SH-44	Kingsbury Rd to Blessinger Ln	Eastbound	65.72	66.45	1.01	Low
SH-44	Blessinger Ln to Can-Ada Rd	Eastbound	69.51	68.85	0.99	Low
SH-44	Can-Ada Rd to Star Rd	Eastbound	90.95	124.05	1.36	Low
SH-44	Star Rd to Taurus Way	Eastbound	65.87	58.95	0.89	Low
SH-44	Taurus Way to SH 16	Eastbound	93.85	122.40	1.30	Low
SH-44	SH 16 to Palmer Ln	Eastbound	50.89	55.95	1.10	Low
SH-44	Palmer Ln to Linder Rd	Eastbound	99.62	277.65	2.79	High
SH-44	Linder Rd to Palmer Ln	Westbound	99.72	112.35	1.13	Low
SH-44	Palmer Ln to SH 16	Westbound	53.95	92.85	1.72	Low
SH-44	Jct SH 16 to Taurus Way	Westbound	96.64	133.20	1.38	Low
SH-44	Taurus Way to Star Rd	Westbound	66.56	67.80	1.02	Low
SH-44	Star Rd to Can-Ada Rd	Westbound	86.65	88.05	1.02	Low
SH-44	Can-Ada Rd to Blessinger Ln	Westbound	68.70	68.70	1.00	Low
SH-44	Blessinger Ln to Kingsbury Rd	Westbound	66.33	65.85	0.99	Low
SH-44	I-84 EB ramps to Old Hwy 30	Eastbound	25.74	21.00	0.82	Low
SH-44	Old Hwy 30 to Emmett Rd	Eastbound	142.97	148.20	1.04	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
SH-44	Emmett Rd to Cemetery Rd	Eastbound	76.78	99.75	1.30	Low
SH-44	Cemetery Rd to Middleton Rd	Eastbound	100.13	114.90	1.15	Low
SH-44	Middleton Rd to Marjorie Ave	Eastbound	45.77	46.80	1.02	Low
SH-44	Marjorie Ave to Duff Ln	Eastbound	52.37	53.25	1.02	Low
SH-44	Duff Ln to Lansing Ln	Eastbound	66.34	69.45	1.05	Low
SH-44	Lansing Ln to Kingsbury Rd	Eastbound	68.72	73.65	1.07	Low
SH-44	Kingsbury Rd to Lansing Ln	Westbound	68.25	71.55	1.05	Low
SH-44	Lansing Ln to Duff Ln	Westbound	66.55	68.70	1.03	Low
SH-44	Duff Ln to Marjorie Ave	Westbound	54.18	55.50	1.02	Low
SH-44	Marjorie Ave to Middleton Rd	Westbound	49.33	54.45	1.10	Low
SH-44	Middleton Rd to Cemetery Rd	Westbound	99.65	108.15	1.09	Low
SH-44	Cemetery Rd to Emmett Rd	Westbound	76.91	105.45	1.37	Low
SH-44	Emmett Rd to Old Hwy 30	Westbound	140.55	162.45	1.16	Low
SH-44	Old Hwy 30 to I-84 EB ramps	Westbound	25.70	24.75	0.96	Low
SH-45	Ruth Ln to Greenhurst Rd	Northbound	139.55	147.30	1.06	Low
SH-45	Greenhurst to Iowa Ave	Northbound	55.22	64.80	1.17	Low
SH-45	Iowa Ave to Lake Lowell Ave	Northbound	57.90	69.60	1.20	Low
SH-45	Lake Lowell Ave to 7th Ave	Northbound	113.51	129.30	1.14	Low
SH-45	7th Ave to 12th Ave/3rd St	Northbound	54.66	99.60	1.82	Medium
SH-45	12th Ave/3rd St to 2nd/11th Ave	Northbound	28.64	76.50	2.67	High
SH-45	11th Ave/3rd St to 12th Ave/3rd St	Southbound	11.57	25.05	2.17	Medium
SH-45	12th Ave/3rd St to 7th Ave	Southbound	36.26	90.75	2.50	High
SH-45	7th Ave to Lake Lowell Ave	Southbound	111.09	139.35	1.25	Low
SH-45	Lake Lowell Ave to Iowa Ave	Southbound	57.90	81.45	1.41	Low
SH-45	Iowa Ave to Greenhurst Rd	Southbound	51.20	72.90	1.42	Low
SH-45	Greenhurst Rd to Ruth Ln	Southbound	133.58	136.80	1.02	Low
SH-55	SH-44 to Hill Rd	Northbound	48.94	46.80	0.96	Low
SH-55	Hill Rd to Floating Feather Rd	Northbound	59.84	61.20	1.02	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
SH-55	Floating Feather Rd to Beacon Light Rd	Northbound	65.62	64.80	0.99	Low
SH-55	Beacon Light Rd to Floating Feather Rd	Southbound	76.62	73.80	0.96	Low
SH-55	Floating Feather Rd to Hill Rd	Southbound	59.65	67.80	1.14	Low
SH-55	Hill Rd to SH-44	Southbound	48.18	112.20	2.33	High
SH-55	Beacon Light Rd to Avimor Dr	Northbound	0.00	333.00	0.97	Low
SH-55	Avimor Dr to Beacon Light Rd	Southbound	0.00	328.20	0.96	Low
SH-55 (Eagle Rd)	Overland Rd to I-84 EB Ramps	Northbound	15.00	27.15	1.81	Medium
SH-55 (Eagle Rd)	I-84 EB Ramps to St Lukes Ln	Northbound	40.80	264.60	6.49	High
SH-55 (Eagle Rd)	St Lukes Ln to Franklin Rd	Northbound	22.42	126.45	5.64	High
SH-55 (Eagle Rd)	Franklin Rd to Fairview Ave	Northbound	73.91	201.75	2.73	High
SH-55 (Eagle Rd)	Fairview Ave to Ustick Rd	Northbound	67.89	118.95	1.75	Medium
SH-55 (Eagle Rd)	Ustick Rd to McMillan Rd	Northbound	73.09	146.85	2.01	Medium
SH-55 (Eagle Rd)	McMillan Rd to Ustick Rd	Southbound	69.09	116.25	1.68	Low
SH-55 (Eagle Rd)	Ustick Rd to Fairview Ave	Southbound	68.47	205.35	3.00	High
SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	78.30	290.70	3.71	High
SH-55 (Eagle Rd)	Franklin Rd to St Lukes Ln	Southbound	20.43	142.95	7.00	High
SH-55 (Eagle Rd)	St Lukes Ln to I-84 EB Ramps	Southbound	50.42	123.60	2.45	High
SH-55 (Eagle Rd)	I-84 EB Ramps to Overland Rd	Southbound	12.00	70.05	5.84	High
SH-55 (Eagle Rd)	McMillan Rd to Chinden Blvd	Northbound	69.91	136.65	1.95	Medium
SH-55 (Eagle Rd)	Chinden Blvd to SH-44	Northbound	143.78	212.25	1.48	Low
SH-55 (Eagle Rd)	SH-44 to Chinden Blvd	Southbound	138.01	329.70	2.39	High
SH-55 (Eagle Rd)	Chinden Blvd to McMillan Rd	Southbound	67.91	84.00	1.24	Low
SH-55 (Karcher Rd)	Sunnyslope Rd to Chicken Dinner Rd	Eastbound	61.20	65.40	1.07	Low
SH-55 (Karcher Rd)	Chicken Dinner Rd to 10th Ave	Eastbound	259.80	306.40	1.18	Low
SH-55 (Karcher Rd)	10th Ave to Lake Ave	Eastbound	129.00	149.55	1.16	Low
SH-55 (Karcher Rd)	Lake Ave to Middleton Rd	Eastbound	130.80	201.00	1.54	Low
SH-55 (Karcher Rd)	Middleton Rd to IB-84 (Caldwell-Nampa Blvd)	Eastbound	60.00	111.00	1.85	Medium
SH-55 (Karcher Rd)	IB-84 (Caldwell-Nampa Blvd) to Cherry Ln	Northbound	112.20	174.60	1.56	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
SH-55 (Karcher Rd)	Cherry Ln to IB-84 (Caldwell-Nampa Blvd)	Southbound	132.00	264.30	2.00	Medium
SH-55 (Karcher Rd)	IB-84 (Caldwell-Nampa Blvd) to Middleton Rd	Westbound	49.20	220.35	4.48	High
SH-55 (Karcher Rd)	Middleton Rd to Lake Ave	Westbound	157.80	167.25	1.06	Low
SH-55 (Karcher Rd)	Lake Ave to 10th Ave	Westbound	139.80	150.00	1.07	Low
SH-55 (Karcher Rd)	10th Ave to Chicken Dinner Rd	Westbound	258.00	286.40	1.11	Low
SH-55 (Karcher Rd)	Chicken Dinner Rd to Sunnyslope Rd	Westbound	61.80	68.40	1.11	Low
SH-55 (Northside Blvd)	3rd St S to 1st St N	Northbound	40.81	58.80	1.44	Low
SH-55 (Northside Blvd)	1st St N to 6th St N	Northbound	45.42	62.55	1.38	Low
SH-55 (Northside Blvd)	6th St N to I-84 WB Ramps	Northbound	25.66	41.10	1.60	Low
SH-55 (Northside Blvd)	I-84 WB ramps to Karcher Rd	Northbound	22.38	24.00	1.07	Low
SH-55 (Northside Blvd)	Karcher Rd to Cherry Ln	Northbound	95.32	105.30	1.10	Low
SH-55 (Northside Blvd)	Cherry Ln to Ustick Rd	Northbound	89.21	88.95	1.00	Low
SH-55 (Northside Blvd)	Ustick Rd to Linden St	Northbound	80.45	87.75	1.09	Low
SH-55 (Northside Blvd)	Linden St to US-20/26	Northbound	78.78	92.25	1.17	Low
SH-55 (Northside Blvd)	US-20/26 to Linden St	Southbound	77.14	80.25	1.04	Low
SH-55 (Northside Blvd)	Linden St to Ustick Rd	Southbound	81.76	96.00	1.17	Low
SH-55 (Northside Blvd)	Ustick Rd to Cherry Ln	Southbound	90.42	93.00	1.03	Low
SH-55 (Northside Blvd)	Cherry Ln to Karcher Rd	Southbound	99.61	111.75	1.12	Low
SH-55 (Northside Blvd)	Karcher Rd to I-84 WB Ramps	Southbound	37.40	53.25	1.42	Low
SH-55 (Northside Blvd)	I-84 WB Ramps to 6th St N	Southbound	23.80	50.70	2.13	Medium
SH-55 (Northside Blvd)	6th St N to 1st St N	Southbound	42.99	48.15	1.12	Low
SH-55 (Northside Blvd)	1st St N to 3rd St S	Southbound	51.97	207.15	3.99	High
SH-69	Kuna Rd to Deer Flat Rd	Northbound	68.88	77.40	1.12	Low
SH-69	Deer Flat Rd to Hubbard Rd	Northbound	66.16	70.05	1.06	Low
SH-69	Hubbard Rd to Columbia Rd	Northbound	66.65	84.15	1.26	Low
SH-69	Columbia Rd to Lake Hazel Rd	Northbound	66.17	68.55	1.04	Low
SH-69	Lake Hazel Rd to Amity Rd	Northbound	67.19	84.15	1.25	Low
SH-69	Amity Rd to Victory Rd	Northbound	66.63	77.10	1.16	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
SH-69	Victory Rd to Amity Rd	Southbound	66.46	103.95	1.56	Low
SH-69	Amity Rd to Lake Hazel Rd	Southbound	66.51	68.40	1.03	Low
SH-69	Lake Hazel Rd to Columbia Rd	Southbound	66.20	100.80	1.52	Low
SH-69	Columbia Rd to Hubbard Rd	Southbound	66.57	71.40	1.07	Low
SH-69	Hubbard Rd to Deer Flat Rd	Southbound	66.21	93.90	1.42	Low
SH-69	Deer Flat Rd to Kuna Rd	Southbound	67.96	76.80	1.13	Low
SH-69	Victory Rd to Overland Rd	Northbound	74.84	132.15	1.77	Medium
SH-69 (Main St)	I-84 WB Ramps to Corporate Dr	Northbound	43.81	41.55	0.95	Low
SH-69 (Main St)	Corporate Dr to Franklin Rd	Northbound	43.36	78.15	1.80	Medium
SH-69 (Main St)	Franklin Rd to Pine Ave	Northbound	67.54	108.90	1.61	Low
SH-69 (Main St)	Pine Ave to Cherry Ln	Northbound	71.70	151.80	2.12	Medium
SH-69 (Main St)	Cherry Ln to Pine Ave	Southbound	71.06	82.35	1.16	Low
SH-69 (Main St)	Pine Ave to Franklin Rd	Southbound	69.41	206.60	2.98	High
SH-69 (Main St)	Franklin Rd to Corporate Dr	Southbound	40.18	N/A, one-way couplet – Main St / Meridian Rd completed in late 2010.		
SH-69 (Main St)	Corporate Dr to I-84 WB Ramps	Southbound	36.41			
SH-69 (Meridian Rd)	Corporate Dr to Franklin Rd	Northbound	52.41			
SH-69 (Meridian Rd)	Franklin Rd to Pine Ave	Northbound	74.01	96.30	1.30	Low
SH-69 (Meridian Rd)	Pine Ave to Cherry Ln	Northbound	81.04	108.00	1.33	Low
SH-69 (Meridian Rd)	Cherry Ln to Pine Ave	Southbound	76.21	90.00	1.18	Low
SH-69 (Meridian Rd)	Pine Ave to Franklin Rd	Southbound	75.95	152.40	2.01	Medium
SH-69 (Meridian Rd)	Franklin Rd to Corporate Dr	Southbound	37.20	48.30	1.30	Low
SH-69 (Meridian Rd)	Overland Rd to I-84 EB Ramps	Northbound	16.88	14.25	0.84	Low
SH-69 (Meridian Rd)	I-84 EB Ramps to I-84 WB Ramps	Northbound	22.60	29.70	1.31	Low
SH-69 (Meridian Rd)	I-84 WB Ramps to I-84 EB Ramps	Southbound	23.00	42.90	1.87	Medium
SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	14.29	48.75	3.41	High
SH-69 (Meridian Rd)	Overland Rd to Victory Rd	Southbound	74.38	107.10	1.44	Low
SH-69 (Meridian Rd)	Corporate Dr to I-84 WB ramps	Southbound	37.80	118.05	3.12	High
State St	Glenwood St to Pierce Park Ln	Eastbound	73.86	66.75	0.90	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
State St	Pierce Park Ln to Collister Dr	Eastbound	107.39	148.95	1.39	Low
State St	Collister Dr to Veterans Parkway	Eastbound	98.20	202.65	2.06	Medium
State St	Veterans Parkway to 27th St	Eastbound	98.44	148.50	1.51	Low
State St	27th St to 18th St	Eastbound	81.44	119.25	1.46	Low
State St	18th St to 8th St	Eastbound	123.00	244.05	1.98	Medium
State St	8th St to 18th St	Westbound	135.00	250.20	1.85	Medium
State St	18th St to 27th St	Westbound	74.54	113.25	1.52	Low
State St	27th St to Veterans Parkway	Westbound	98.96	202.95	2.05	Medium
State St	Veterans Parkway to Collister Dr	Westbound	96.81	165.90	1.71	Low
State St	Collister Dr to Pierce Park Ln	Westbound	113.33	156.75	1.38	Low
State St	Pierce Park Ln to Glenwood St	Westbound	59.90	103.20	1.72	Low
Ten Mile Rd	Amity Rd to Victory Rd	Northbound	82.51	No Data – roadway and interchange construction underway during data collection. Data will be collected in 2012.		
Ten Mile Rd	Victory Rd to Overland Rd	Northbound	52.80			
Ten Mile Rd	Overland Rd to Victory Rd	Southbound	60.00			
Ten Mile Rd	Victory Rd to Amity Rd	Southbound	82.58			
Ten Mile Rd	Franklin Rd to Ustick Rd	Northbound	225.00			
Ten Mile Rd	Ustick Rd to Franklin Rd	Southbound	268.20			
Ten Mile Rd	US 20/26 to Ustick Rd	Southbound	190.80			
Ten Mile Rd	Ustick Rd to US 20/26	Northbound	222.00			
Ten Mile Rd	Overland Rd to I-84 Ramp Signal	Northbound	58.20			
Ten Mile Rd	I-84 Ramp Signal to Franklin Rd	Northbound	76.80			
Ten Mile Rd	Franklin Rd to I-84 Ramp Signal	Southbound	82.20			
Ten Mile Rd	I-84 Ramp Signal to Overland Rd	Southbound	58.80			
Ten Mile Rd (Old)	Overland Rd to Franklin Rd	Northbound	82.50			
Ten Mile Rd (Old)	Franklin Rd to Overland Rd	Southbound	80.84			
US-20/26	I-84 Exit 26 to Stafford Rd	Westbound	193.20	210.00	1.09	Low
US-20/26	Stafford Rd to Notus Rd	Westbound	150.00	154.80	1.03	Low
US-20/26	Notus Rd to Stafford Rd	Eastbound	148.80	163.20	1.10	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
US-20/26	Stafford Rd to I-84 Exit 26	Eastbound	205.20	228.00	1.11	Low
US-20/26	I-84 Exit 29 EB off ramp to I-84 WB ramps	Eastbound	40.83	41.70	2.34	High
US-20/26	I-84 WB ramps to Muller Rd	Eastbound	20.52	19.65	0.96	Low
US-20/26	Muller Rd to KCID Rd	Eastbound	78.33	106.50	1.36	Low
US-20/26	KCID Rd to Middleton Rd	Eastbound	63.88	94.50	1.48	Low
US-20/26	Middleton Rd to Midland Blvd	Eastbound	65.82	76.95	1.17	Low
US-20/26	Midland Blvd to Northside Blvd	Eastbound	65.39	67.80	1.04	Low
US-20/26	Northside Blvd to Franklin Rd	Eastbound	66.20	67.50	1.02	Low
US-20/26	Franklin Blvd to 11th Ave N	Eastbound	66.45	67.95	1.02	Low
US-20/26	11th Ave N to Franklin Rd	Westbound	66.80	68.25	1.02	Low
US-20/26	Franklin Blvd to Northside Blvd	Westbound	66.07	68.10	1.03	Low
US-20/26	Northside Blvd to Midland Blvd	Westbound	65.38	66.90	1.02	Low
US-20/26	Midland Blvd to Middleton Rd	Westbound	65.30	91.05	1.39	Low
US-20/26	Middleton Rd to KCID Rd	Westbound	65.35	76.50	1.17	Low
US-20/26	KCID Rd to Muller Rd	Westbound	79.20	103.65	1.31	Low
US-20/26	Muller Rd to I-84 WB ramps	Westbound	32.93	55.20	1.68	Low
US-20/26	I-84 Exit 29 EB off ramp to I-84 WB ramps	Westbound	42.28	29.55	0.70	Low
US-20/26	Linder Rd to Eagle Rd	Eastbound	203.28	461.25	2.27	High
US-20/26	Eagle Rd to Cloverdale Rd	Eastbound	71.92	110.70	1.54	Low
US-20/26	Cloverdale Rd to Garrett St	Eastbound	127.83	187.50	1.47	Low
US-20/26	Garrett St to Glenwood St	Eastbound	98.06	174.75	1.78	Medium
US-20/26	Glenwood St to Garrett St	Westbound	98.83	123.00	1.24	Low
US-20/26	Garrett St to Cloverdale Rd	Westbound	137.19	169.05	1.23	Low
US-20/26	Cloverdale Rd to Eagle Rd	Westbound	73.45	318.75	4.34	High
US-20/26	Eagle Rd to Linder Rd	Westbound	196.14	313.50	1.60	Low
US-20/26	Glenwood St to Veterans Parkway	Eastbound	207.61	345.75	1.67	Low
US-20/26	Veterans Parkway to 36th St	Eastbound	69.36	129.45	1.87	Medium
US-20/26	36th St to Main St	Eastbound	49.62	50.25	1.01	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
US-20/26	Main St to 36th St	Westbound	50.42	76.95	1.53	Low
US-20/26	36th to Veterans Parkway	Westbound	78.25	215.25	2.75	High
US-20/26	Veterans Parkway to Glenwood St	Westbound	208.41	271.05	1.30	Low
US-20/26	11th Ave N to Can-Ada Rd	Eastbound	66.86	69.00	1.03	Low
US-20/26	Can-Ada Rd to Star Rd	Eastbound	64.00	106.95	1.67	Low
US-20/26	Star Rd to McDermott Rd	Eastbound	66.08	73.05	1.11	Low
US-20/26	McDermott Rd to Black Cat Rd	Eastbound	65.03	67.35	1.04	Low
US-20/26	Black Cat Rd to Ten Mile Rd	Eastbound	65.79	69.00	1.05	Low
US-20/26	Ten Mile Rd to Linder Rd	Eastbound	65.56	121.50	1.85	Medium
US-20/26	Linder Rd to Ten Mile Rd	Westbound	66.20	81.15	1.23	Low
US-20/26	Ten Mile Rd to Black Cat Rd	Westbound	65.54	68.70	1.05	Low
US-20/26	Black Cat Rd to McDermitt Rd	Westbound	64.82	67.35	1.04	Low
US-20/26	McDermott Rd to Star Rd	Westbound	66.93	114.45	1.71	Low
US-20/26	Star Rd to Can-Ada Rd	Westbound	64.41	74.55	1.16	Low
US-20/26	Can-Ada Rd to 11th Ave N	Westbound	66.46	69.15	1.04	Low
US-20/26 (Broadway Ave)	Warm Springs Ave to Front St	Southbound	22.80	34.65	1.52	Low
US-20/26 (Broadway Ave)	Front St to Myrtle St	Southbound	13.20	20.25	1.53	Low
US-20/26 (Broadway Ave)	Myrtle St to Beacon St	Southbound	57.00	103.95	1.82	Medium
US-20/26 (Broadway Ave)	Beacon St to Boise Ave	Southbound	62.19	116.25	1.87	Medium
US-20/26 (Broadway Ave)	Boise Ave to Federal Way	Southbound	109.19	130.20	1.19	Low
US-20/26 (Broadway Ave)	Federal Way to I-84 EB Ramps	Southbound	63.71	127.05	1.99	Medium
US-20/26 (Broadway Ave)	I-84 EB Ramps to Federal Way	Northbound	60.76	73.95	1.22	Low
US-20/26 (Broadway Ave)	Federal Way to Boise Ave	Northbound	115.89	199.35	1.72	Low
US-20/26 (Broadway Ave)	Boise Ave to Beacon St	Northbound	65.58	95.55	1.46	Low
US-20/26 (Broadway Ave)	Beacon St to Myrtle St	Northbound	57.60	95.70	1.66	Low
US-20/26 (Broadway Ave)	Myrtle St to Front St	Northbound	16.80	21.90	1.30	Low
US-20/26 (Broadway Ave)	Front St to Warm Springs Ave	Northbound	24.00	96.45	4.02	High
US-20/26 (Front St)	13th St to Main St	Westbound	95.95	93.45	0.97	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
US-20/26 (Front St)	Broadway Ave to Capitol Blvd	Westbound	86.88	217.20	2.50	High
US-20/26 (Front St)	Capitol Blvd to 9th St	Westbound	15.77	25.20	1.60	Low
US-20/26 (Front St)	9th St to 13th St	Westbound	29.67	52.80	1.78	Low
US-20/26 (Mrtyle St)	13th St to 9th St	Eastbound	54.68	58.65	1.07	Low
US-20/26 (Mrtyle St)	9th St to Capitol Blvd	Eastbound	23.43	19.20	0.82	Low
US-20/26 (Mrtyle St)	Capitol Blvd to Broadway Ave	Northbound	78.21	143.70	1.84	Low
US-20/26 (Myrtle St)	Main St to 13th St	Eastbound	115.28	140.70	1.22	Low
Ustick Rd	Wagner Rd to Farmway Rd	Eastbound	0.00	88.65	1.30	Low
Ustick Rd	Farmway Rd to Kimball Ave	Eastbound	80.29	76.50	0.95	Low
Ustick Rd	Kimball Ave to 10th Ave	Eastbound	32.15	42.00	1.31	Low
Ustick Rd	10th Ave to Indiana Ave	Eastbound	111.25	143.70	1.29	Low
Ustick Rd	Indiana Ave to Lake Ave	Eastbound	111.83	120.60	1.08	Low
Ustick Rd	Lake Ave to Caldwell Blvd	Eastbound	49.58	95.55	1.93	Medium
Ustick Rd	Caldwell Blvd to RR Crossing	Eastbound	38.84	57.75	1.49	Low
Ustick Rd	RR Crossing to Middleton Rd	Eastbound	118.50	152.40	1.29	Low
Ustick Rd	Middleton Rd to RR Crossing	Westbound	109.08	179.25	1.64	Low
Ustick Rd	RR Crossing to Caldwell Blvd	Westbound	42.35	147.90	3.49	High
Ustick Rd	Caldwell Blvd to Lake Ave	Westbound	49.96	65.55	1.31	Low
Ustick Rd	Lake Ave to Indiana Ave	Westbound	115.83	123.15	1.06	Low
Ustick Rd	Indiana Ave to 10th Ave	Westbound	115.40	118.05	1.02	Low
Ustick Rd	10th Ave to Kimball Ave	Westbound	29.69	27.75	0.93	Low
Ustick Rd	Kimball Ave to Farmway Rd	Westbound	86.13	98.40	1.14	Low
Ustick Rd	Farmway Rd to Wagner Rd	Westbound	0.00	80.85	1.18	Low
Ustick Rd	Middleton Rd to Midland Blvd	Eastbound	76.94	107.10	1.39	Low
Ustick Rd	Midland Blvd to Northside Blvd	Eastbound	87.21	104.40	1.20	Low
Ustick Rd	Northside Blvd to Franklin Blvd	Eastbound	85.43	90.15	1.06	Low
Ustick Rd	Franklin Blvd to 11th Ave N	Eastbound	77.34	80.10	1.04	Low
Ustick Rd	11th Ave N to Can-Ada Rd	Eastbound	78.19	85.65	1.10	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Ustick Rd	Can-Ada Rd to Star Rd	Eastbound	82.86	87.15	1.05	Low
Ustick Rd	Star Rd to McDermott Rd	Eastbound	78.56	80.10	1.02	Low
Ustick Rd	McDermott Rd to Star Rd	Westbound	79.84	86.10	1.08	Low
Ustick Rd	Star Rd to Can-Ada Rd	Westbound	82.08	87.45	1.07	Low
Ustick Rd	Can-Ada Rd to 11th Ave N	Westbound	79.15	76.65	0.97	Low
Ustick Rd	11th Ave N to Franklin Blvd	Westbound	77.01	82.50	1.07	Low
Ustick Rd	Franklin Blvd to Northside Blvd	Westbound	81.84	87.75	1.07	Low
Ustick Rd	Northside Blvd to Midland Blvd	Westbound	89.40	107.40	1.20	Low
Ustick Rd	Midland Blvd to Middleton Rd	Westbound	74.48	112.35	1.51	Low
Ustick Rd	McDermott Rd to Black Cat Rd	Eastbound	78.00	88.80	1.14	Low
Ustick Rd	Black Cat Rd to Ten Mile Rd	Eastbound	88.80	100.80	1.14	Low
Ustick Rd	Ten Mile Rd to Linder Rd	Eastbound	91.20	118.65	1.30	Low
Ustick Rd	Linder Rd to Meridian Rd	Eastbound	91.20	176.55	1.94	Medium
Ustick Rd	Meridian Rd to Locust Grove Rd	Eastbound	85.80	124.80	1.45	Low
Ustick Rd	Locust Grove Rd to Eagle Rd	Eastbound	96.00	176.70	1.84	Medium
Ustick Rd	Eagle Rd to Locust Grove Rd	Westbound	85.80	161.55	1.88	Medium
Ustick Rd	Locust Grove Rd to Meridian Rd	Westbound	82.20	227.40	2.77	High
Ustick Rd	Meridian Rd to Linder Rd	Westbound	88.80	135.00	1.52	Low
Ustick Rd	Linder Rd to Ten Mile Rd	Westbound	94.80	117.30	1.24	Low
Ustick Rd	Ten Mile Rd to Black Cat Rd	Westbound	91.20	101.85	1.12	Low
Ustick Rd	Black Cat Rd to McDermott Rd	Westbound	76.20	89.85	1.18	Low
Ustick Rd	Eagle Rd to Cloverdale Rd	Eastbound	105.00	259.50	2.47	High
Ustick Rd	Cloverdale Rd to Five Mile Rd	Eastbound	109.80	164.10	1.49	Low
Ustick Rd	Five Mile Rd to Maple Grove Rd	Eastbound	105.00	167.55	1.60	Low
Ustick Rd	Maple Grove Rd to Cole Rd	Eastbound	106.20	168.30	1.58	Low
Ustick Rd	Cole Rd to Curtis Rd	Eastbound	148.20	164.40	1.11	Low
Ustick Rd	Curtis Rd to Cole Rd	Westbound	138.00	187.80	1.36	Low
Ustick Rd	Cole Rd to Maple Grove Rd	Westbound	109.20	166.20	1.52	Low

Route	Description	Direction	Ideal Time	2011 Congested Time	2011 SI	2011 Threshold
Ustick Rd	Maple Grove Rd to Five Mile Rd	Westbound	106.80	146.85	1.38	Low
Ustick Rd	Five Mile Rd to Cloverdale Rd	Westbound	106.80	286.50	2.68	High
Ustick Rd	Cloverdale Rd to Eagle Rd	Westbound	103.80	186.00	1.79	Medium
Vista Ave/Capitol Blvd/9th St	Wright St to I-84 Ramp Signal	Northbound	12.00	38.40	3.20	High
Vista Ave/Capitol Blvd/9th St	I-84 Ramp Signal Ramps to Canal St	Northbound	42.00	66.45	1.58	Low
Vista Ave/Capitol Blvd/9th St	Canal St to Targee St	Northbound	39.61	52.20	1.32	Low
Vista Ave/Capitol Blvd/9th St	Targee St to Overland Rd	Northbound	53.56	70.50	1.32	Low
Vista Ave/Capitol Blvd/9th St	Overland Rd to Kootenai St	Northbound	26.66	45.90	1.72	Low
Vista Ave/Capitol Blvd/9th St	Kootenai St to Eastover Rd	Northbound	61.65	67.80	1.10	Low
Vista Ave/Capitol Blvd/9th St	Eastover Rd to University Dr	Northbound	40.90	103.35	2.53	High
Vista Ave/Capitol Blvd/9th St	University Dr to Myrtle St	Northbound	72.02	93.90	1.30	Low
Vista Ave/Capitol Blvd/9th St	Myrtle St to Front St	Northbound	22.34	57.15	2.56	High
Vista Ave/Capitol Blvd/9th St	Front St to Bannock St	Northbound	38.03	69.15	1.82	Low
Vista Ave/Capitol Blvd/9th St	State St to Main St	Southbound	66.84	56.10	0.84	Low
Vista Ave/Capitol Blvd/9th St	Main St to Myrtle St	Southbound	18.43	94.35	5.12	High
Vista Ave/Capitol Blvd/9th St	Myrtle St to University Dr	Southbound	62.03	97.95	1.58	Low
Vista Ave/Capitol Blvd/9th St	University Dr to Eastover Rd	Southbound	35.32	33.30	0.94	Low
Vista Ave/Capitol Blvd/9th St	Eastover Rd to Kootenai St	Southbound	62.95	90.00	1.43	Low
Vista Ave/Capitol Blvd/9th St	Kootenai St to Overland Rd	Southbound	38.88	87.30	2.25	Medium
Vista Ave/Capitol Blvd/9th St	Overland Rd to Targee St	Southbound	55.47	56.25	1.01	Low
Vista Ave/Capitol Blvd/9th St	Targee St to Canal St	Southbound	38.92	40.20	1.03	Low
Vista Ave/Capitol Blvd/9th St	Canal St to I-84 Ramp Signal	Southbound	43.20	120.75	2.80	High
Vista Ave/Capitol Blvd/9th St	I-84 Ramp Signal to Wright St	Southbound	12.00	36.15	3.01	High
Warm Springs Ave	East Parkcenter Blvd to Eckert Rd	Eastbound	135.00	147.30	1.09	Low
Warm Springs Ave	Eckert Rd to SH 21 bridge	Eastbound	229.20	268.05	1.17	Low
Warm Springs Ave	SH 21 bridge to Eckert Rd	Westbound	232.80	267.90	1.15	Low
Warm Springs Ave	Eckert Rd to East Parkcenter Bridge	Westbound	129.00	137.10	1.06	Low

IX. Appendix B: Congestion Changes

Table B- 1: Decreases in Congestion Between 2010 and 2011

Road Name	Location	Direction	City	2005 Category	2006 Category	2007 Category	2008 Category	2009 Category	2010 Category	2011 Category	2010 to 2011 Percent Change
I-84	Meridian Rd to Ten Mile Rd	Westbound	Meridian	Low	High	No Data	Medium	High	High	Low	-71.64%
IB-84 (Garrity Blvd)	16th Ave to Franklin Blvd	Westbound	Nampa	High	No Data	High	High	Medium	High	Low	-66.11%
IB-84 (Garrity Blvd)	Flamingo Ave to I-84 WB Ramps	Eastbound	Nampa	Low	No Data	Low	Medium	Low	High	Medium	-51.20%
I-84	Garrity Blvd to Ten Mile Rd	Eastbound	Nampa-Meridian	Low	High	High	Medium	Low	High	Low	-50.76%
Ustick Rd	Indiana Ave to Lake Ave	Eastbound	Caldwell	Low	No Data	Low	Low	Low	Low	Low	-47.58%
I-84	Broadway Ave to Vista Ave	Westbound	Boise	High	Low	Medium	High	Low	High	Low	-46.17%
US-20/26 (Front St)	Capitol Blvd to 9th St	Westbound	Boise	Low	Low	Low	Medium	Low	High	Low	-45.98%
US-20/26 (Broadway Ave)	Warm Springs Ave to Front St	Southbound	Boise	New in 2010					Medium	Low	-45.53%
Franklin Rd	Maple Grove Rd to Five Mile Rd	Westbound	Boise	Medium	Low	High	Medium	High	Medium	Low	-40.02%
SH-69 (Meridian Rd)	Pine Ave to Cherry Ln	Northbound	Meridian	New in 2006	Medium	Low	No Data	No Data	Medium	Low	-39.03%
I-84	Vista Ave to Orchard St	Westbound	Boise	Low	Low	Medium	Medium	Low	High	Low	-38.30%
Vista Ave/Capitol Blvd/9th St	Main St to Myrtle St	Southbound	Boise	High	High	High	High	High	High	High	-38.03%
Fairview Ave/Main St/Idaho St	9th St to 13th St	Westbound	Boise	Low	Low	Medium	Low	Low	Low	Low	-36.69%
SH-21	Federal Way to Technology Way	Northbound	Boise	New in 2006	Low	Low	Low	Low	Medium	Low	-33.92%
SH-55 (Eagle Rd)	Overland Rd to I-84 EB Ramps	Northbound	Meridian	New in 2008	New in 2008	New in 2008	No Data	High	High	Medium	-33.49%
Amity Rd	South Side Blvd to S Powerline Rd	Westbound	Nampa	New in 2006	No Data	High	Low	Low	High	Low	-33.29%
Middleton Rd	Center I-84 Overpass to Ustick Rd	Northbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	-33.25%
SH-55 (Northside Blvd)	6th St N to I-84 WB Ramps	Northbound	Nampa	High	High	Low	Medium	Low	High	Low	-32.84%
Ustick Rd	Farmway Rd to Kimball Ave	Eastbound	Caldwell	Low	No Data	Low	Low	Low	Low	Low	-32.60%
Can-Ada Rd	I-84 WB Ramps to Franklin Rd	Northbound	Nampa	New in 2006	Low	Low	Low	Low	Low	Low	-32.39%

Road Name	Location	Direction	City	2005 Category	2006 Category	2007 Category	2008 Category	2009 Category	2010 Category	2011 Category	2010 to 2011 Percent Change
Overland Rd	Cole Rd to Entertainment Ave	Westbound	Boise	New in 2006	Low	High	High	Medium	Low	Low	-32.23%
SH-55 (Northside Blvd)	I-84 WB ramps to Karcher Rd	Northbound	Nampa	New in 2006	Low	Low	No Data	Low	Low	Low	-32.20%
Vista Ave/Capitol Blvd/9th St	Targee St to Canal St	Southbound	Boise	Low	Low	Low	Low	Low	Low	Low	-30.75%
Cherry Ln	Can-Ada Rd to Star Rd	Eastbound	Nampa	New in 2006	Low	Low	Low	Low	Low	Low	-30.62%
Vista Ave/Capitol Blvd/9th St	Front St to Bannock St	Northbound	Boise	Medium	Low	High	Low	Medium	High	Low	-30.15%
Fairview Ave	Milwaukee St to Cole Rd	Eastbound	Boise	Low	Low	High	Medium	Low	High	Low	-29.90%
Ustick Rd	Locust Grove Rd to Eagle Rd	Eastbound	Meridian	New in 2009	New in 2009	New in 2009	New in 2009	Medium	Medium	Medium	-29.43%
Ustick Rd	Black Cat Rd to Ten Mile Rd	Eastbound	Meridian	New in 2009	New in 2009	New in 2009	New in 2009	Low	Low	Low	-28.78%
Fairview Ave	Curtis Rd to Liberty St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	-28.57%
Franklin Rd	Ten Mile Rd to Black Cat Rd	Westbound	Meridian	New in 2006	High	Low	Low	Low	Medium	Low	-26.89%
Federal Way	Kootenai St to Overland Rd	Southbound	Boise	New in 2006	Low	Low	Low	Low	Low	Low	-25.85%
Fairview Ave/Main St/Idaho St	13th St to 9th St	Eastbound	Boise	Low	Medium	Low	Low	Low	High	Medium	-25.70%
SH-69 (Meridian Rd)	Cherry Ln to Pine Ave	Southbound	Meridian	New in 2006	Low	Low	Low	No Data	Low	Low	-25.56%
Fairview Ave/Main St/Idaho St	16th St to 13th St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	-25.16%
Cole Rd	Emerald St to Fairview Ave	Northbound	Boise	Low	Medium	Medium	Low	Low	Low	Low	-25.14%
Fairview Ave	Mitchell St to Five Mile Rd	Westbound	Boise	High	High	High	Medium	High	High	Medium	-24.92%
SH-55	Beacon Light Rd to Avimor Dr	Northbound	Boise	New in 2010	New in 2010	New in 2010	New in 2010	New in 2010	Low	Low	-24.06%
Parkcenter Blvd	Mallard Dr to Beacon St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	-23.42%
Orchard St	Emerald St to Franklin Rd	Southbound	Boise	Low	Low	Low	Low	Low	Low	Low	-23.25%
IB-84 (Cleveland Blvd)	18th Ave to 21st Ave	Eastbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	-22.53%
Fairview Ave/Main St/Idaho St	27th St to 23rd St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	-21.97%
Fairview Ave/Main St/Idaho St	Ave B to 1st St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	-21.86%

Road Name	Location	Direction	City	2005 Category	2006 Category	2007 Category	2008 Category	2009 Category	2010 Category	2011 Category	2010 to 2011 Percent Change
Fairview Ave/Main St/Idaho St	9th St to 5th St	Eastbound	Boise	Low	Low	Low	Low	Low	Medium	Low	-21.79%
Vista Ave/Capitol Blvd/9th St	Targee St to Overland Rd	Northbound	Boise	Low	Low	Low	Low	Low	Low	Low	-21.67%
SH-55	Beacon Light Rd to Floating Feather Rd	Southbound	Eagle	Low	Low	Low	Low	Low	Low	Low	-21.66%
US-20/26	Eagle Rd to Cloverdale Rd	Eastbound	Boise	High	No Data	No Data	Low	Low	Medium	Low	-21.32%
Ustick Rd	Middleton Rd to RR Crossing	Westbound	Caldwell	Low	No Data	Low	Low	Low	Low	Low	-21.23%
Fairview Ave	Milwaukee St to Maple Grove Rd	Westbound	Boise	Low	High	High	Low	Low	Low	Low	-20.97%
Vista Ave/Capitol Blvd/9th St	University Dr to Eastover Rd	Southbound	Boise	Low	Low	Low	Low	Low	Low	Low	-20.71%
Parkcenter Blvd	Beacon St to Mallard Dr	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	-20.63%
SH-45	Lake Lowell Ave to 7th Ave	Northbound	Nampa	Low	Low	Low	Low	Low	Low	Low	-20.63%

Table B- 2: Increases in Congestion Between 2010 and 2011

Road Name	Location	Direction	City	2005 Category	2006 Category	2007 Category	2008 Category	2009 Category	2010 Category	2011 Category	2010 to 2011 Percent Change
SH-55 (Eagle Rd)	Franklin Rd to St Lukes Ln	Southbound	Meridian	Low	High	High	Medium	High	Medium	High	267.95%
US-20/26	I-84 EB off ramp to I-84 WB ramps	Eastbound	Caldwell	Low	Low	Low	High	Low	Low	High	266.67%
SH-55 (Eagle Rd)	I-84 EB Ramps to St Lukes Ln	Northbound	Meridian	High	Medium	Medium	High	High	Medium	High	198.32%
SH-45	11th Ave/3rd St to 12th Ave/3rd St	Southbound	Nampa	Low	Low	Low	Low	Low	Low	Medium	145.59%
SH-16	Floating Feather Rd to SH-44	Southbound	Eagle	New in 2006	Low	Low	Low	Low	Low	Medium	130.40%
Franklin Rd	Milwaukee St to Cole Rd	Eastbound	Boise	High	High	Low	High	High	Low	High	121.77%
Orchard St	I-184 EB Ramp to Bond St	Northbound	Boise	Low	Low	Low	Low	Low	Low	Medium	117.51%
Ustick Rd	Lake Ave to Caldwell Blvd	Eastbound	Caldwell	Low	No Data	Low	Low	High	Medium	Medium	113.25%
SH-55 (Eagle Rd)	St Lukes Ln to Franklin Rd	Northbound	Meridian	High	High	Low	High	High	High	High	106.11%
Franklin Rd	Eagle Rd to Cloverdale Rd	Eastbound	Meridian	Low	Low	High	Low	Low	Low	High	104.40%
Ustick Rd	RR Crossing to Caldwell Blvd	Westbound	Caldwell	Medium	No Data	High	Medium	High	Medium	High	95.49%
Can-Ada Rd (Idaho Center Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	Nampa	New in 2006	Low	Medium	Medium	Medium	Low	High	90.61%
Franklin Rd	Can-Ada Rd (Idaho Center Blvd) to Star Rd	Eastbound	Nampa	New in 2006	Low	Medium	High	Medium	Low	High	87.15%
SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	High	High	No Data	Low	No Data	Medium	High	85.71%
SH-55 (Northside Blvd)	1st St N to 3rd St S	Southbound	Nampa	Low	Low	Low	Medium	Low	Medium	High	80.52%
SH-21	Technology Way to Federal Way	Southbound	Boise	New in 2006	Medium	Medium	High	Medium	Medium	High	80.26%
SH-45	7th Ave to 12th Ave/3rd St	Northbound	Nampa	Low	Low	Low	Low	Low	Low	Medium	77.54%
SH-69 (Meridian Rd)	I-84 WB Ramps to I-84 EB Ramps	Southbound	Meridian	Medium	Low	No Data	Low	No Data	Low	Medium	70.24%
SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	Meridian	High	High	High	Medium	Low	Medium	High	69.41%
Ustick Rd	Locust Grove Rd to Meridian Rd	Westbound	Meridian	New in 2009				Low	Low	High	68.51%

US-20/26 (Myrtle St)	13th St to 9th St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	Low	67.81%	
Franklin Rd	Five Mile Rd to Cloverdale Rd	Westbound	Boise	Medium	Low	High	Medium	Low	Medium	High	High	66.75%	
Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	Boise	Low	Medium	Low	Medium	Low	Low	Low	High	66.21%	
Ustick Rd	Caldwell Blvd to RR Crossing	Eastbound	Caldwell	High	No Data	Low	Low	Low	Low	Low	Low	64.53%	
State St	Veterans Parkway to Collister Dr	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	Low	62.41%	
I-84	Five Mile Rd to Eagle Rd	Westbound	Boise	Low	High	High	Low	Low	Low	Low	High	61.55%	
SH-44	Palmer Ln to Linder Rd	Eastbound	Eagle	High	High	High	Medium	Low	Low	Low	High	60.12%	
Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa Blvd)	Southbound	Nampa	New in 2010						Low	High	High	59.15%
US-20/26	Muller Rd to I-84 WB ramps	Westbound	Caldwell	High	High	High	Medium	Low	Low	Low	Low	58.62%	
SH-69 (Main St)	Corporate Dr to Franklin Rd	Northbound	Meridian	New in 2006	Low	No Data	Low	No Data	Low	Medium	Medium	53.69%	
Vista Ave/Capitol Blvd/9th St	Canal St to I-84 Ramp Signal	Southbound	Boise	Low	Low	Low	Low	Low	Medium	High	High	53.22%	
Ustick Rd	Middleton Rd to RR Crossing	Westbound	Caldwell	Low	No Data	Low	Low	Low	Low	Low	Low	53.21%	
SH-44	Palmer Ln to SH 16	Westbound	Star	Medium	Low	Low	Low	Low	Low	Low	Low	51.72%	
IB-84 (3rd St)	7th Ave to 11th Ave	Eastbound	Nampa	Low	Low	Low	Low	Low	Low	Low	Low	51.38%	
Orchard St	Franklin Rd to Emerald St	Northbound	Boise	Medium	Low	Medium	Medium	Medium	Low	Medium	Medium	49.76%	
US-20/26	36th to Veterans Parkway	Westbound	Garden City	High	Low	High	Low	Low	Medium	High	High	49.01%	
Overland Rd	SH-69 to Locust Grove Rd	Eastbound	Meridian	New in 2006	Low	No Data	Low	Medium	Low	Medium	Medium	48.91%	
SH-21	I-84 EB ramps to Federal Way	Northbound	Boise	New in 2006	Medium	Low	Low	Low	Low	Medium	Medium	47.54%	
State St	8th St to 18th St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Medium	Medium	47.22%	
US-20/26 (Front St)	Broadway Ave to Capitol Blvd	Westbound	Boise	Low	Low	Low	Low	Low	Low	High	High	47.01%	
Federal Way	Vista Ave/Eastover Rd to Kootenai St	Southbound	Boise	New in 2006	Low	Low	Low	Low	Low	Medium	Medium	45.99%	
Fairview Ave/Main St/Idaho St	Grove St to 23rd St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	Low	44.64%	
US-20/26	Cloverdale Rd to Eagle Rd	Westbound	Boise	High	No Data	No Data	High	High	High	High	High	44.36%	

SH-69 (Main St)	Pine Ave to Franklin Rd	Southbound	Meridian	New in 2006	Low	No Data	Low	No Data	Medium	High	43.47%
10th Ave	Chicago St to I-84 WB Ramps	Northbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	43.34%
SH-55 (Eagle Rd)	Ustick Rd to McMillan Rd	Northbound	Boise	High	Medium	Low	Medium	Medium	Low	Medium	43.34%
Fairview Ave	Eagle Rd to Locust Grove St	Westbound	Meridian	Low	Low	Medium	Low	Low	Low	Medium	43.28%
US-20/26 (Broadway Ave)	Beacon St to Boise Ave	Southbound	Boise	Low	Low	Low	Low	Low	Low	Medium	42.46%
Vista Ave/Capitol Blvd/9th St	Kootenai St to Overland Rd	Southbound	Boise	Medium	Low	Low	Low	Medium	Low	Medium	42.30%
SH-69 (Meridian Rd)	I-84 EB Ramps to I-84 WB Ramps	Northbound	Meridian	Low	Low	No Data	Low	No Data	Low	Low	41.43%
Orchard St	I-184 EB Ramp to Emerald St	Southbound	Boise	Low	High	Low	Medium	Medium	Low	Medium	39.06%
Ustick Rd	Wagner Rd to Farmway Rd	Eastbound	Caldwell	No Data	No Data	No Data	No Data	Low	No Data	Low	39.02%
Cole Rd	Chinden Blvd to Mountain View Dr	Southbound	Boise	Low	Medium	Medium	Low	Low	Low	Medium	38.32%
Federal Way	Broadway Ave to Bergeson St	Southbound	Boise	New in 2006	Low	Low	Low	Low	Low	Low	38.07%
IB-84 (3rd St)	Canyon St to Northside Blvd (Yale St)	Eastbound	Nampa	Low	Low	Low	Low	Low	Low	Low	37.65%
Americana Blvd/15th St/16th St	Main St to State St	Northbound	Boise	Low	Low	Low	Low	Low	Low	Low	36.82%
Franklin Rd	Black Cat Rd to Ten Mile Rd	Eastbound	Meridian	New in 2006	Low	Low	Low	Low	Low	Low	36.50%
Fairview Ave	Cole Rd to Milwaukee St	Westbound	Boise	Low	Low	High	Low	Low	Low	Low	36.40%
SH-55 (Eagle Rd)	SH-44 to Chinden Blvd	Southbound	Eagle	Low	Medium	Low	Low	Medium	Medium	High	36.27%
Orchard St	Bond St to I-184 EB Ramp	Southbound	Boise	High	Medium	Low	Low	Medium	Medium	High	36.23%
State St	18th St to 8th St	Eastbound	Boise	Low	Low	Low	Medium	Medium	Low	Medium	36.17%
I-84	Overland Rd to Five Mile Rd	Westbound	Boise	Low	High	Low	Low	Low	Low	Medium	36.14%
SH-55 (Karcher Rd)	Lake Ave to Middleton Rd	Eastbound	Caldwell	New in 2010					Low	Low	35.99%
21st Ave	Chicago St to Franklin Rd	Northbound	Caldwell	Low	Low	Low	No Data	No Data	Low	Low	35.71%
SH-69	Hubbard Rd to Deer Flat Rd	Southbound	Kuna	Low	Low	Low	Low	Low	Low	Low	35.50%
SH-69 (Meridian Rd)	Franklin Rd to Corporate Dr	Southbound	Meridian	New in 2006	High	High	Low	No Data	Low	Low	35.25%

SH-44	SH-55 to Eagle Rd	Westbound	Eagle	Medium	Low	No Data	Low	Low	Low	Medium	34.19%
SH-55 (Eagle Rd)	Ustick Rd to Fairview Ave	Southbound	Meridian	Low	High	Medium	Medium	High	Medium	High	34.08%
SH-44	Horseshoe Bend Rd to SH-55	Westbound	Boise	Low	Medium	Low	Low	High	Medium	High	34.04%
Fairview Ave	Five Mile Rd to Cloverdale Rd	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	33.79%
Orchard St	Overland Rd to Franklin Rd	Northbound	Boise	Low	Low	Low	Low	Low	Low	Low	33.63%
SH-55	Hill Rd to SH-44	Southbound	Eagle	Medium	Medium	Low	Medium	Low	Low	High	33.57%
State St	27th St to 18th St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	33.39%
Fairview Ave	Orchard St to Curtis Rd	Westbound	Boise	Medium	High	Medium	Medium	Medium	Medium	High	33.02%
Franklin Rd	Cole Rd to Milwaukee St	Westbound	Boise	High	High	Medium	Medium	Medium	Medium	High	32.94%
IB-84 (Caldwell-Nampa Blvd)	Homedale Rd to Middleton Rd	Eastbound	Nampa	Low	Low	Low	Low	Low	Low	Medium	32.61%
US-20/26	Veterans Parkway to 36th St	Eastbound	Garden City	Low	Low	Low	Low	Low	Low	Medium	32.36%
IB-84 (Caldwell-Nampa Blvd)	Canyon St to Midland Blvd	Westbound	Nampa	Low	Low	Low	Low	Low	Low	Low	32.25%
Fairview Ave	Mitchell St to Maple Grove Rd	Eastbound	Boise	Medium	Medium	Low	Low	Low	Low	Medium	32.00%
I-84	Orchard St to Vista Ave	Eastbound	Boise	Low	Low	Low	Low	Low	Low	High	31.74%
IB-84 (2nd St)	7th Ave to Northside Blvd	Westbound	Nampa	Low	Low	Low	Low	Low	Low	Low	31.10%
Franklin Rd	Locust Grove Rd to Eagle Rd	Eastbound	Meridian	Medium	Low	Low	Low	Medium	Medium	High	30.58%
Orchard St	Bond St to Chinden Blvd	Northbound	Boise	High	High	High	High	High	High	High	29.49%
IB-84 (Garrity Blvd)	Franklin Blvd to 16th Ave	Eastbound	Nampa	Low	No Data	Low	Low	Low	Low	Medium	28.61%
Overland Rd	Linder Rd to SH-69	Eastbound	Meridian	New in 2006	Low	No Data	Low	Low	Low	Low	28.26%
US-20/26 (Broadway Ave)	Myrtle St to Front St	Northbound	Boise	High	High	High	High	High	Low	Low	27.87%
Vista Ave/Capitol Blvd/9th St	Myrtle St to Front St	Northbound	Boise	Medium	Medium	High	Medium	Medium	Medium	High	27.85%
Ustick Rd	10th Ave to Indiana Ave	Eastbound	Caldwell	Low	No Data	Low	Low	Low	Low	Low	27.38%
Cole Rd	Northview St to Ustick Rd	Northbound	Boise	Low	Low	Low	Low	Medium	Low	Low	26.46%

Fairview Ave	Cloverdale Rd to Five Mile Rd	Eastbound	Boise	Medium	Low	Low	Low	Low	Low	Medium	26.36%
SH-44	Cemetery Rd to Emmett Rd	Westbound	Middleton	Low	Low	Low	Low	Low	Low	Low	25.99%
Middleton Rd	IB-84 (Caldwell-Nampa Blvd) to Center I-84 Overpass	Northbound	Nampa	New in 2010					Low	Low	25.96%
SH-55 (Eagle Rd)	Chinden Blvd to SH-44	Northbound	Eagle	Low	Low	Low	Low	Low	Low	Low	25.67%
Cole Rd	Franklin Rd to Emerald St	Northbound	Boise	High	No Data	Medium	Low	Low	Low	Low	25.51%
SH-16	SH-44 to Floating Feather Rd	Northbound	Eagle	New in 2006	Low	Low	Low	Low	Low	Low	25.00%
US-20/26	Ten Mile Rd to Linder Rd	Eastbound	Meridian	Medium	High	Medium	Low	Medium	Low	Medium	25.00%
Amity Rd	Linder Rd to SH-69	Eastbound	Meridian	New in 2006	Low	Low	Low	Low	Low	Low	24.96%
US-20/26	Glenwood St to Veterans Parkway	Eastbound	Garden City	Low	Low	Low	Low	Low	Low	Low	24.59%
SH-55 (Eagle Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	New in 2008			No Data	High	High	High	24.23%
IB-84 (Caldwell-Nampa Blvd)	Karcher Rd to Midland Blvd	Eastbound	Nampa	Low	Low	Medium	Medium	Medium	Low	Medium	24.20%
Franklin Rd	Linder Rd to Ten Mile Rd	Westbound	Meridian	New in 2006	Low	High	Medium	Low	Low	Low	23.84%
Federal Way	Yamhill Rd to Amity Rd	Northbound	Boise	New in 2006	Low	Low	Low	Low	Low	Low	23.79%
US-20/26 (Myrtle St)	Main St to 13th St	Eastbound	Boise	Low	Low	Low	Medium	Low	Low	Low	23.75%
I-84	Ten Mile Rd to Meridian Rd	Eastbound	Meridian	Low	Low	No Data	Low	Low	Low	Low	23.52%
Ustick Rd	Meridian Rd to Linder Rd	Westbound	Meridian	New in 2009				High	Low	Low	23.43%
10th Ave	I-84 WB Ramps to Chicago St	Southbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	23.09%
Franklin Rd	Milwaukee St to Maple Grove Rd	Westbound	Boise	Low	Medium	Low	Low	Low	Low	Low	22.67%
Federal Way	SH-21 to Yamhill Rd	Northbound	Boise	New in 2006	Low	Low	Low	Low	Low	Low	22.32%
Cole Rd	Overland Rd to S Costco/Century Way	Southbound	Boise	New in 2006	No Data	Medium	High	Medium	Medium	High	22.08%
I-84	Overland Rd to Orchard St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Medium	21.49%
SH-45	Iowa Ave to Lake Lowell Ave	Northbound	Nampa	Low	Low	Low	Low	Low	Low	Low	21.47%

Cole Rd	S Costco/Century Way to Overland Rd	Northbound	Boise	New in 2006	No Data	Medium	Medium	Medium	High	High	21.39%
Overland Rd	Entertainment Ave to Maple Grove Rd	Westbound	Boise	New in 2006	Medium	Medium	Medium	Low	High	High	20.83%
IB-84 (11th Ave)	Franklin Blvd to 3rd St	Westbound	Nampa	Low	No Data	Medium	Low	Low	Medium	Medium	20.75%
Cole Rd	Mountain View Dr to Chinden Blvd	Northbound	Boise	Medium	Medium	Medium	Medium	Medium	Medium	Medium	20.26%
Cherry Ln/Fairview Ave	Main St to Locust Grove Rd	Eastbound	Meridian	Low	Medium	Low	Low	Low	Low	Low	20.05%