



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

*Working together to plan for the future*

# Treasure Valley Annual Congestion Management System Report, 2014

05-2015  
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## **I. Introduction**

*The Treasure Valley Congestion Management System Plan* (Treasure Valley CMS Plan), adopted by the Community Planning Association of Southwest Idaho (COMPASS) Board with Resolution 10-2005 on March 21, 2005, outlines congestion management elements, the 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>.

In spring 2014, COMPASS collected travel time data on the highways and 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 CMS Plan. It serves as an evaluation tool to measure “how we are doing” in managing congestion. The information in this report also provides input into the project prioritization process for the annual update of the Regional Transportation Improvement Program (TIP), a five-year budget for federal transportation funding in the area.

## **II. Background**

The Congestion Management Process (CMP), which has evolved from what was previously known as the CMS, is a systematic approach for collecting data and identifying congested transportation facilities with the intent of developing appropriate mitigation measures. This mitigation measures developed through this process will not eliminate congestion, but will instead slow down the rate at which it increases. Although federal regulations provide general requirements for a CMP, federal approval of the CMP is not required. Generally, a CMP should be designed to:

- Develop congestion management objectives
- Identify areas of application
- Define systems or networks of interest
- Develop performance measures
- Institute a system performance monitoring plan
- Identify and evaluate strategies
- Implement selected strategies and manage the transportation system
- Monitor strategy effectiveness

In 1991, the Intermodal Surface Transportation Efficiency Act required each metropolitan planning organization in a Transportation Management Area (TMA) to implement a CMS. An urbanized area is designated a TMA when its population exceeds 200,000. COMPASS developed a CMS in 2000, when northern Ada County was defined as a TMA as the result of the 2000 Census.

### **III. Congestion Management Process**

While the CMS was typically viewed as a stand-alone transportation document, the previous surface transportation authorization law, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users, refers to a CMP with the goal of using the congestion management analysis as an integral component of metropolitan transportation planning. The current transportation authorization bill, Moving Ahead for Progress in the 21<sup>st</sup> Century, retains the requirements of the CMP but also enhances the monitoring and reporting of congestion management and system reliability. While the Treasure Valley CMS Plan will continue to serve as the foundation of this report, the annual update and monitoring of congestion as described in this report will be referred to as the CMP, as the data will be fully integrated into the metropolitan planning structure. Additionally, the COMPASS long-range transportation plan, *Communities in Motion 2040* has identified future goals and objectives as well as performance measures and targets that will provide the foundation for the analysis of the CMP.

### **IV. Travel Time Data Collection**

Travel time data are collected on Interstate 84, Interstate 184, and principal arterials a minimum of four times per year in each direction during the morning (6:30 am to 8:00 am) and afternoon (4:00 pm to 6:00 pm) peak hours. The period with the highest average travel time is compared to the free flow, or ideal travel period (2:00 am to 5:00 am). Between 2003 and 2009, a computer program and strict driving procedures were used to ensure data reliability, reproducibility, and comparability.

In 2010, COMPASS invested in GPS units, a 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 using 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 times of a given roadway yields information about trends in congestion on specific routes within cities or districts, or at specific locations.

Data are not collected on specific days, such as holidays, or during events, such as sporting events, that may affect the travel time. Notes are made about construction projects or delays encountered during data collection. Data collection is postponed in the event of nonrecurring delays, such as those caused by vehicle accidents, weather, events, and/or holidays. In extreme cases, data for some roadways are not collected in a given year if there is construction throughout the data collection period.

### **V. Congestion Analysis**

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

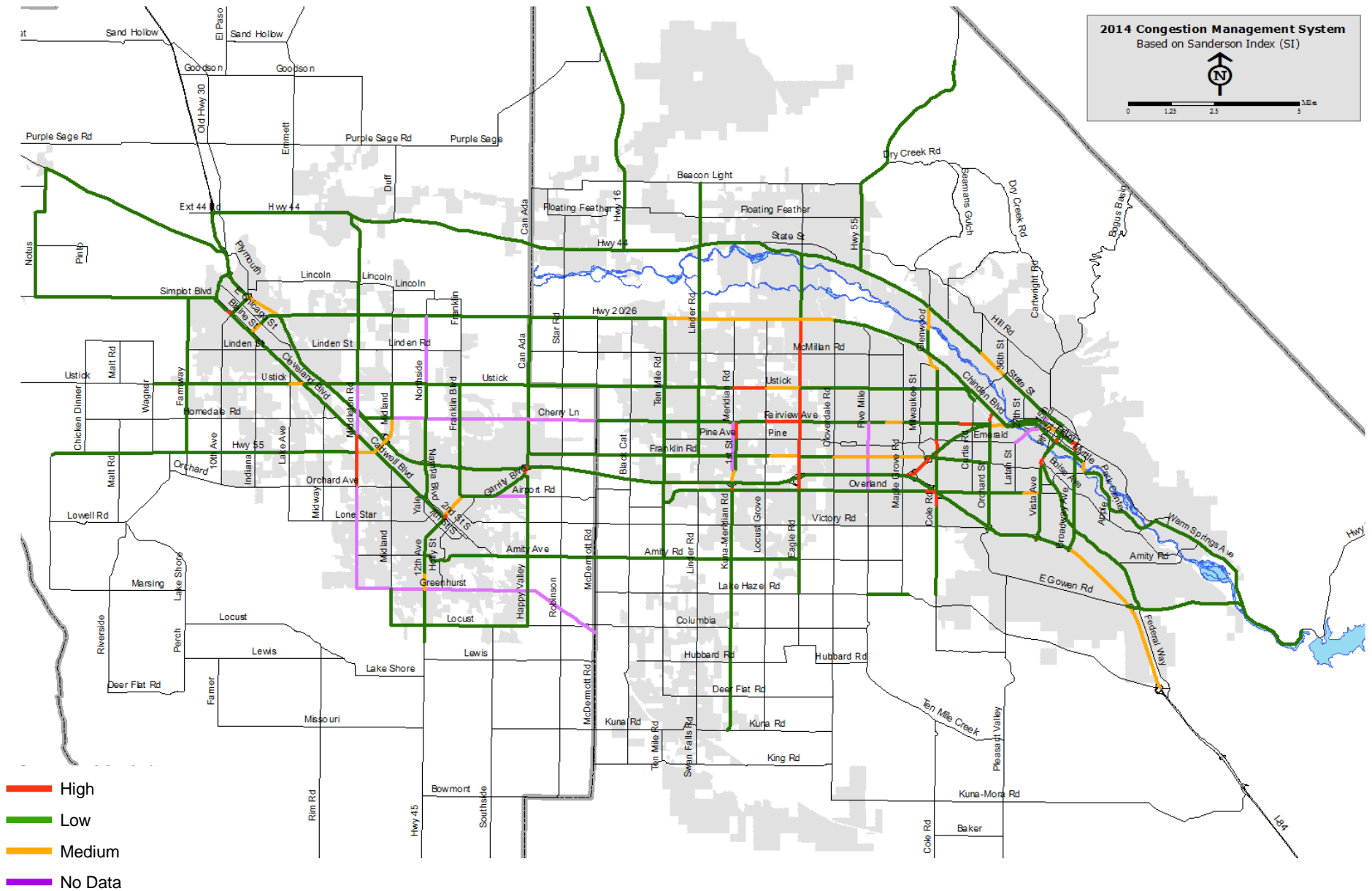
**Table 1: Congestion Thresholds (Based on SI\* Values)**

Roadway Class	Low	Medium	High
Freeway	< 1.25	1.25 – 1.50	> 1.50
Suburban	< 1.75	1.75 – 2.25	> 2.25
Urban	< 2.00	2.00 – 2.50	> 2.50

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

The 2014 travel time data collection began the first week of March and ended the first week of May. Figure 1 and Figure 2 show the results of the 2014 travel time data collection by identifying the level of congestion as defined in the Treasure Valley CMS Plan. To aid in the analysis of transportation corridors in Ada County, segment-level travel time data are weighted on distance and summed. This reporting method removes congestion “hot spots” along a corridor, and better depicts how the entire corridor is functioning. This information can be found in Appendix A.

**Figure 1: 2014 Congestion Map (East or Northbound)**



**Figure 2: 2014 Congestion Map (West or Southbound)**

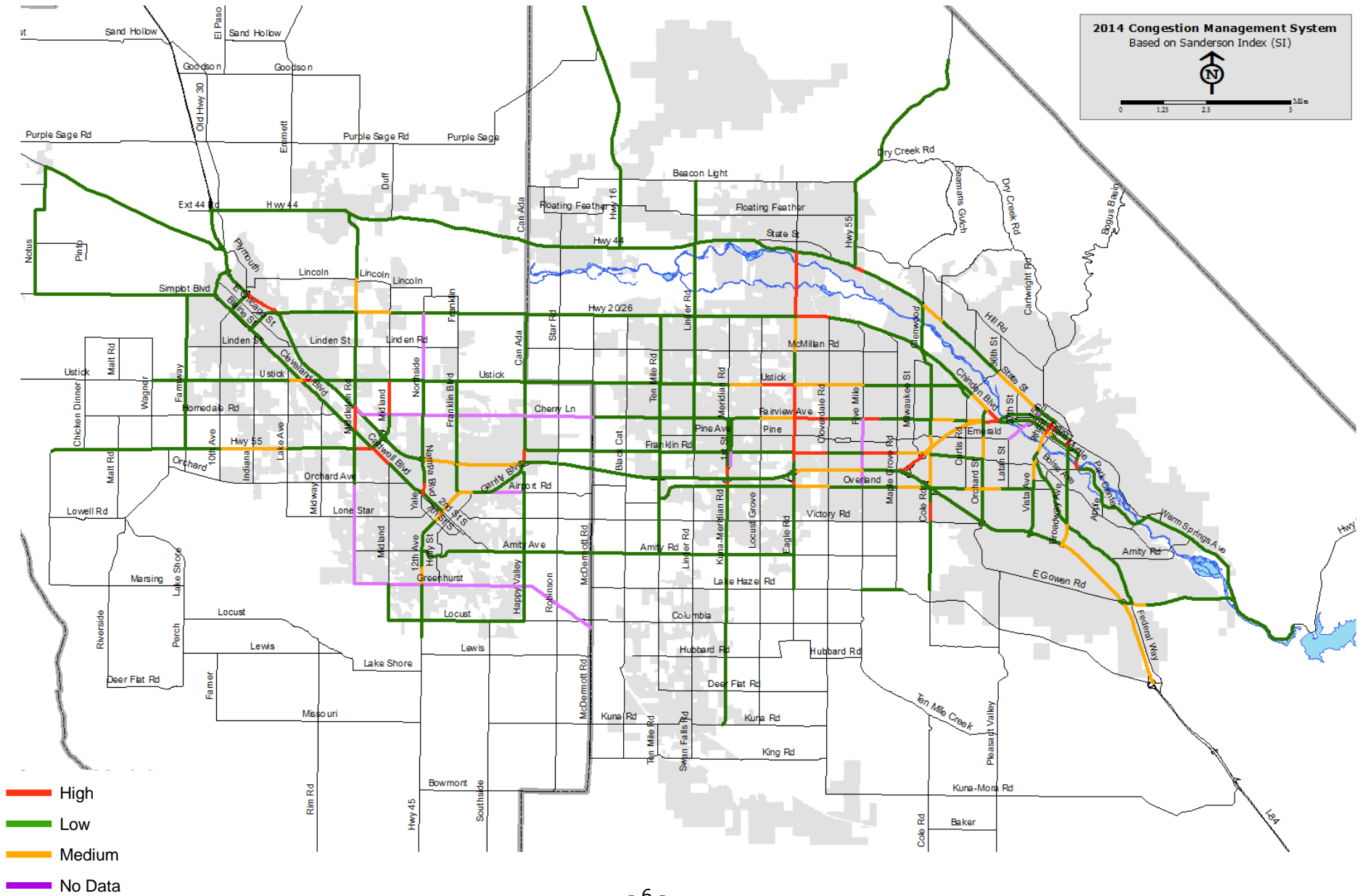


Table 2 lists roadway segments, by direction, that were identified in the “high” range based on the data collected in 2014. The percent change in SI represents the increase or decrease from 2012 to 2014. Some segments that show a decrease in travel time for 2014 are still classified in the “high” category.

**Table 2: Treasure Valley Facilities Identified as Congestion Level "High" in 2014**

Road Name	Description	Direction	City	VRT Route*	2014 SI	Percent Change in SI (2013 to 2014)
Cole Rd	Franklin Rd to Emerald St	Northbound	Boise	Yes	3.83	257.35%
Cole Rd	S Costco/Century Way to Overland Rd	Northbound	Boise	No	2.39	-20.14%
Cole Rd	S Costco/Century Way to Victory Rd	Southbound	Boise	No	2.39	16.26%
Fairview Ave	Cloverdale Rd to Eagle Rd	Westbound	Meridian	No	2.38	-31.86%
Fairview Ave	Liberty St to Curtis Rd	Eastbound	Boise	Yes	2.79	50.46%
Fairview Ave	Locust Grove Rd to Eagle Rd	Eastbound	Meridian	No	2.42	17.20%
Fairview Ave	Mitchell St to Five Mile Rd	Westbound	Boise	No	3.54	101.44%
Fairview Ave/Main St/Idaho St	1st St to Ave B	Eastbound	Boise	Yes	3.84	84.98%
Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	Boise	Yes	3.12	55.62%
Franklin Rd	Cloverdale Rd to Eagle Rd	Westbound	Meridian	No	2.58	34.48%
Franklin Rd	Maple Grove Rd to Five Mile Rd	Westbound	Boise	No	2.93	87.82%
I-184	Chinden Blvd to Orchard St	Westbound	Boise	Yes	2.37	160.37%
I-184	Franklin Rd to Jct I-84 (Wye)	Westbound	Boise	Yes	2.97	238.28%
I-184	Jct I-84 (Wye) to Franklin Rd	Eastbound	Boise	Yes	1.81	110.46%
I-84	US-20/26 (Exit 29) to 10th Ave	Westbound	Caldwell	Yes	1.80	14.67%
IB-84 (Caldwell-Nampa Blvd)	Midland Blvd to Karcher Rd	Westbound	Nampa	Yes	2.85	25.89%
IB-84 (Cleveland Blvd)	Kimball Ave to 10th Ave	Eastbound	Caldwell	Yes	3.76	70.26%
IB-84 (Garrity Blvd)	Flamingo Ave to I-84 WB Ramps	Eastbound	Nampa	Yes	2.69	73.23%
Idaho Center Blvd (Can-Ada Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	Nampa	Yes	3.60	79.37%
Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa Blvd)	Southbound	Nampa	No	2.86	50.00%
Middleton Rd	Orchard Ave to IB-84 (Caldwell-Nampa Blvd)	Northbound	Nampa	No	8.14	564.09%
Midland Blvd	Ustick Rd to Cherry Ln	Southbound	Nampa	No	3.16	207.48%
Northside Blvd	1st St N to 3rd St S	Southbound	Nampa	Yes	2.84	-0.81%
Orchard St	Bond St to Chinden Blvd	Northbound	Boise	No	3.42	63.31%
Overland Rd	Entertainment Ave to Cole Rd	Eastbound	Boise	Yes	2.72	5.40%
Parkcenter Blvd	Beacon St to Clearwater Ln	Westbound	Boise	No	2.26	30.06%
SH-44	Horseshoe Bend Rd to SH-55	Westbound	Boise	Yes	2.54	8.96%
SH-45 (12th Ave)	11th Ave/3rd St to 12th Ave/3rd St	Southbound	Nampa	Yes	2.35	22.93%
SH-45 (12th Ave)	12th Ave/3rd St to 2nd/11th Ave	Northbound	Nampa	Yes	2.69	-17.02%



Road Name	Description	Direction	City	VRT Route*	2014 SI	Percent Change in SI (2013 to 2014)
SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	Meridian	No	2.68	-54.61%
SH-55 (Eagle Rd)	Fairview Ave to Ustick Rd	Northbound	Meridian	No	2.58	-0.74%
SH-55 (Eagle Rd)	Franklin Rd to Fairview Ave	Northbound	Meridian	No	2.91	-39.24%
SH-55 (Eagle Rd)	Franklin Rd to St Lukes Ln	Southbound	Meridian	No	11.31	43.21%
SH-55 (Eagle Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	No	4.72	15.04%
SH-55 (Eagle Rd)	I-84 EB Ramps to St Lukes Ln	Northbound	Meridian	No	3.18	-21.68%
SH-55 (Eagle Rd)	McMillan Rd to Chinden Blvd	Northbound	Boise	No	2.48	55.14%
SH-55 (Eagle Rd)	Overland Rd to I-84 EB Ramps	Northbound	Meridian	No	2.30	37.56%
SH-55 (Eagle Rd)	SH-44 to Chinden Blvd	Southbound	Eagle	No	2.26	-38.00%
SH-55 (Eagle Rd)	St Lukes Ln to Franklin Rd	Northbound	Meridian	No	2.96	-4.10%
SH-55 (Eagle Rd)	Ustick Rd to Fairview Ave	Southbound	Meridian	No	2.32	-7.21%
SH-55 (Eagle Rd)	Ustick Rd to McMillan Rd	Northbound	Boise	No	2.44	28.30%
SH-55 (Karcher Rd)	IB-84 (Caldwell-Nampa Blvd) to Middleton Rd	Westbound	Nampa	Yes	3.02	-2.50%
SH-69 (Main St)	Pine Ave to Cherry Ln	Northbound	Meridian	No	2.51	-37.95%
SH-69 (Meridian Rd)	Corporate Dr to I-84 WB ramps	Southbound	Meridian	No	3.80	134.26%
SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	No	5.21	108.40%
SH-69 (Meridian Rd)	Overland Rd to I-84 EB Ramps	Northbound	Meridian	No	2.34	185.87%
US-20/26	Cloverdale Rd to Eagle Rd	Westbound	Boise	No	5.78	82.20%
US-20/26	Main St to 36th St	Westbound	Garden City	Yes	2.56	59.26%
US-20/26 (Broadway Ave)	Front St to Warm Springs Ave	Northbound	Boise	Yes	3.55	-42.81%
US-20/26 (Broadway Ave)	Warm Springs Ave to Front St	Southbound	Boise	Yes	2.88	-16.28%
Ustick Rd	Eagle Rd to Locust Grove Rd	Westbound	Meridian	No	5.60	197.87%
Ustick Rd	Meridian Rd to Locust Grove Rd	Eastbound	Meridian	No	2.31	-12.95%
Ustick Rd	RR Crossing to Caldwell Blvd	Westbound	Caldwell	No	2.77	-10.53%
Vista Ave/Capitol Blvd/9th St	Eastover Rd to University Dr	Northbound	Boise	Yes	3.85	50.49%
Vista Ave/Capitol Blvd/9th St	Main St to Myrtle St	Southbound	Boise	Yes	6.85	31.29%
Vista Ave/Capitol Blvd/9th St	Myrtle St to Front St	Northbound	Boise	Yes	4.08	37.56%
Vista Ave/Capitol Blvd/9th St	State St to Main St	Southbound	Boise	Yes	3.36	121.45%
Vista Ave/Capitol Blvd/9th St	Wright St to I-84 Ramp Signal	Northbound	Boise	Yes	10.57	550.67%

\* Indicates if a Valley Regional Transit bus route exists along this corridor segment.

Twelve years of historic travel time data are available from 2003 through 2014. Data collected from 2003 through 2013 were compared to the 2014 data. Table 3 displays those roadways consistently identified in the "high" congestion range since data collection began in 2003.

**Table 3: Facility Identified as Congestion Level "High" Since 2003**

Road Name	Description	Direction	City	County	2014 SI	Percent Change in SI (2013 to 2014)
Vista Ave/Capitol Blvd/9th St	Main St to Myrtle St	Southbound	Boise	Ada	6.85	31.29%

Table 4 displays the amount and level of congestion across all of the evaluated roads identified through the CMP for all years.

**Table 4: 2003 - 2014 Congestion, Treasure Valley**

Year	East or Northbound Travel								Total Miles
	High		Medium		Low		No Data		
	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*	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
2012	6.8	1.9%	26.96	7.4%	285.5	78.5%	41.6	11.4%	363.9
2013	11.2	3.1%	32.3	8.9%	268.6	73.8%	51.8	14.2%	363.9
2014	13.6	3.7%	25.1	6.8%	304.1	81.9%	28.5	7.7%	371.3

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
2012	17.4	4.8%	19.4	5.3%	281.9	77.3%	42.5	11.7%	364.6
2013	21.4	5.9%	25.1	6.9%	265.9	72.9%	52.2	14.3%	364.6
2014	19.5	5.2%	35.7	9.6%	288.4	77.5%	28.4	7.6%	372.0

\* Travel time data were not collected on I-84 due to the construction, corresponding construction zones speed limit reductions, and in some cases lane closures, due to 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 roads where congestion levels changed by more than 50% from the previous year. Potential factors for changes in congestion were identified based on data notes during the collection period, changes in development in proximity to the roadway segment (based on building permit data), traffic count assessments in proximity to the roadway segments, and trend analysis of the roadway segment compared to previous years of data collection. Appendix B, Tables B-15 and B-16, lists roadway segments with a greater than 20% increase or decrease in congestion.

**Table 5: Changes in Congestion (SI) Levels Greater than 50% between 2013 and 2014**

CMSID	Road Name	Location	Direction	2013 to 2014 Percent Change	Potential Factors	Potential Factors	Description
692060	SH-55 (Karcher Rd)	10th Ave to Chicken Dinner Rd	Westbound	-77.02%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Single run collection occurred at 4:08pm which may not be reflective of peak hour congestion.
462030	SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	-54.61%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Major fluctuations in travel time have occurred on this segment over the last 10 years. There was an 181% percent increase from 2012 to 2013.
201040	Franklin Rd	Black Cat Rd to Ten Mile Rd	Eastbound	-52.89%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Single run collection occurred at 3:28pm which may not be reflective of peak hour congestion.
691070	Midland Blvd	Cherry Ln to Ustick Rd	Northbound	-51.92%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Single run collection occurred at 3:43pm which may not be reflective of peak hour congestion.
352010	Overland Rd	Maple Grove Rd to Five Mile Rd	Westbound	-51.74%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Travel time is consistent with past collection times with the exception of 2013. There was a 107% percent increase from 2012 to 2013.
531038	US-20/26 (Franklin Rd)	21st-Franklin Rd to Aviation Way	Eastbound	861.06%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	2013 travel time was much lower and possibly an anomaly. The SI in 2014 is more in line with 2012 baseline data.
321008	Middleton Rd	Orchard Ave to IB-84 (Caldwell-Nampa Blvd)	Northbound	564.09%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Segment data collected on another scheduled run. Middleton Rd was not collected this year due to construction.
601010	Vista Ave/Capitol Blvd/9th St	Wright St to I-84 Ramp Signal	Northbound	550.67%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Segment was at the end of the Vista route and was the location of the turnaround which caused additional delay time.
131060	Cole Rd	Franklin Rd to Emerald St	Northbound	257.35%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Construction delays related to sewer work.
222040	I-184	Franklin Rd to Jct I-84 (Wye)	Westbound	238.28%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 4:42pm and 5:33pm data collection times.
692010	Midland Blvd	Ustick Rd to Cherry Ln	Southbound	207.48%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input checked="" type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	20 new permits identified 1/2 mile from the segment.
612010	Ustick Rd	Eagle Rd to Locust Grove Rd	Westbound	197.87%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Construction delays related to road work along Ustick Rd.
501020	SH-69 (Meridian Rd)	Overland Rd to I-84 EB Ramps	Northbound	185.87%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 4:44pm data collection time.
222010	I-184	Chinden Blvd to Orchard St	Westbound	160.37%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:08pm and 5:32pm data collection times.

312040	SH-69 (Meridian Rd)	Corporate Dr to I-84 WB ramps	Southbound	134.26%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:30pm data collection time.
602010	Vista Ave/Capitol Blvd/9th St	State St to Main St	Southbound	121.45%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	21 new permits identified 1/2 mile from the segment.
221010	I-184	Jct I-84 (Wye) to Franklin Rd	Eastbound	110.46%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	76 new permits identified 1/2 mile from the segment.
502060	SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	108.40%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Travel time has dropped substantially in 2008 and has held relatively steady through 2013. The 2014 travel time is more consistent with 2006 travel time.
102020	Fairview Ave	Mitchell St to Five Mile Rd	Westbound	101.44%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	18 new permits identified 1/2 mile from the segment.
192030	Franklin Rd	Maple Grove Rd to Five Mile Rd	Westbound	87.82%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Construction, 70 new permits identified 1/2 mile from the segment.
561010	US-20/26 (Myrtle St)	13th St to 9th St	Eastbound	86.89%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	22 new permits identified 1/2 mile from the segment.
112010	Fairview Ave	Orchard St to Curtis Rd	Westbound	86.05%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Travel time dropped by 37% in 2012 and an additional 36% in 2013. 2014 is more consistent with 2006 and 2007 travel times.
141080	Fairview Ave/Main St/Idaho St	1st St to Ave B	Eastbound	84.98%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Building construction occurred adjacent to corridor.
221040	I-184	Orchard St to Chinden Blvd	Eastbound	84.85%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 4:46pm and 5:10pm collection times.
542030	US-20/26	Cloverdale Rd to Eagle Rd	Westbound	82.20%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:40pm data collection time.
501040	SH-69 (Main St)	I-84 WB Ramps to Corporate Dr	Northbound	81.32%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Travel time dropped substantially in 2007 and has held steady through 2013. 2014 numbers are consistent with 2006 travel time.
692050	SH-55 (Karcher Rd)	Lake Ave to 10th Ave	Westbound	80.77%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	155 new permits identified 1/2 mile from the segment.
072050	Idaho Center Blvd (Can-Ada Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	79.37%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:18pm data collection time.
281040	IB-84 (Garrity Blvd)	Flamingo Ave to I-84 WB Ramps	Eastbound	73.23%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Two stops occurred at 5 of the 7 collection intervals which is higher than typical collection.
181010	Franklin Rd	Main St to Locust Grove Rd	Eastbound	71.86%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Construction delays for road work along Franklin Rd.

301020	IB-84 (Cleveland Blvd)	Kimball Ave to 10th Ave	Eastbound	70.26%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:04pm data collection time.
222020	I-184	Orchard St to Curtis Rd	Westbound	67.74%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:23pm data collection time.
351020	Overland Rd	Linder Rd to SH-69	Eastbound	67.62%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:04pm and 5:34pm data collection times.
331060	Orchard St	Bond St to Chinden Blvd	Northbound	63.31%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Significant decrease in travel time in 2012. 2014 data is more consistent with data collected prior to 2012.
141070	Fairview Ave/Main St/Idaho St	5th St to 1st St	Eastbound	62.96%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	21 new permits identified 1/2 mile from the segment.
191020	Franklin Rd	Five Mile Rd to Maple Grove Rd	Eastbound	62.42%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Construction, 70 new permits identified 1/2 mile from the segment.
562070	US-20/26 (Front St)	Capitol Blvd to 9th St	Westbound	61.75%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	21 new permits identified 1/2 mile from the segment.
141020	Fairview Ave/Main St/Idaho St	27th St to 23rd St	Eastbound	61.60%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Historically, travel time samples have been less congested than the ideal time. The 2014 data collection is very similar to the ideal time.
552020	US-20/26	Main St to 36th St	Westbound	59.26%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Peak hour travel time was substantially higher at 5:22pm data collection time.
222030	I-184	Curtis Rd to Franklin Rd	Westbound	58.75%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	42 new permits identified 1/2 mile from the segment.
142030	Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	55.62%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	21 new permits identified 1/2 mile from the segment.
471010	SH-55 (Eagle Rd)	McMillan Rd to Chinden Blvd	Northbound	55.14%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	54 new permits identified 1/2 mile from the segment.
282030	IB-84 (Garrity Blvd)	16th Ave to Franklin Blvd	Westbound	52.42%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Travel time dropped by 45% from 2012 to 2013. 2014 travel time is more consistent with 2012.
441010	SH-45 (12th Ave)	Ruth Ln to Greenhurst Rd	Northbound	51.11%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Segment was a single run and included a stop delay.
601070	Vista Ave/Capitol Blvd/9th St	Eastover Rd to University Dr	Northbound	50.49%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input checked="" type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Car accident, 7 new permits (131 units apartment) identified 1/2 mile from the segment.
111040	Fairview Ave	Liberty St to Curtis Rd	Eastbound	50.46%	<input checked="" type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	38 new permits identified 1/2 mile from the segment.
322070	Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa)	Southbound	50.00%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input checked="" type="checkbox"/> Other	Segment was a single run and included several stop delays.
532040	US-20/26	Midland Blvd to Middleton Rd	Westbound	50.00%	<input type="checkbox"/> Development <input type="checkbox"/> Traffic Counts <input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Accident <input type="checkbox"/> Non Recurring <input type="checkbox"/> Other	Construction delay related to road work along US-20/26.

## VI. Congestion Mitigation

Each transportation agency in the valley is responsible for developing applicable congestion mitigation measures to address specific areas of congestion. However, the Treasure Valley CMS Plan does provide some guidance on mitigation measures to local transportation agencies in the form of a "toolbox." The "toolbox" is presented in Table 6. An evaluation of the "toolbox" is not feasible because only a handful of projects are identified and there is only seven years' worth of travel time data available. Quantitative and/or qualitative evaluations of the "toolbox" may be possible as more data are collected

**Table 6: Treasure Valley CMS Plan "Toolbox"**

Timeframe	Area Wide	Corridor / Project Specific
Short Term (Within 5 Years)	<ul style="list-style-type: none"> <li>❖ Access management policies for all congested roadways</li> <li>❑ Zoning ordinance standards</li> <li>❑ Employer based strategies</li> <li>❑ Access management policies for all developments along congested roadways</li> </ul>	<ul style="list-style-type: none"> <li>❖ Intelligent transportation systems</li> <li>➤ Intelligent transportation systems</li> <li>❖ Additional roadway capacity</li> <li>❖ Non-motorized mode improvements</li> <li>❖ Intersection improvements</li> <li>❖ Preferential based strategies</li> <li>➤ New or increased access to transit</li> <li>❑ Non-motorized mode improvements</li> </ul>
Long Term (Greater than 5 Years)	<ul style="list-style-type: none"> <li>❑ Comprehensive plan land use strategies</li> <li>➤ Intermodal project integration/design</li> <li>➤ New or increased access to transit</li> <li>➤ Additional transit services</li> </ul>	<ul style="list-style-type: none"> <li>❖ Additional roadway capacity listed in regional long-range transportation plan</li> <li>➤ Addition of transit oriented fixed-guide way</li> </ul>

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

- ❖ Roadway agencies (Ada County Highway District (ACHD), Idaho Transportation Department, 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 Boulevard and Centennial Way), State Highway 55 (Karcher Road), US Highway 20/26, and portions of the Interstate 84 Business Route (Blaine Street/Cleveland Boulevard). 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 Boulevard), State Highway 69, and State Highway 55 (Eagle Road). Currently, City of Nampa's access management ordinance is a draft and will be included in the City of Nampa's master transportation plan.

New efforts took place in 2008 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<sup>1</sup>. 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 TIP development process, projects are ranked according to various criteria. The current TIP prioritization process, approved in September 2009, assigns points to projects in the area of “congestion mitigation.” Project scores in this criterion are based on the congestion category (high, medium, low) of the roadway segment(s) over the past three years. Non-roadway construction projects are given additional consideration depending on the type of improvement being made. Table 7 displays the scoring criteria for roadway projects as an example for how the CMP is integrated.

**Table 7: TIP CMP Project Ranking**

Scoring Guidelines for Roadways*		
Criterion	Assessment	Score
<b>Congestion Mitigation</b>  Congestion as related to the CMP  Applicant must demonstrate congestion mitigation	Project will mitigate congestion and includes segment(s) in the high congestion category for the last three years.	10
	Project will mitigate congestion and includes segment(s) in the high congestion category for the current year.	7
	Project will mitigate congestion and includes segment(s) in the medium congestion category for the current year.	4
	Project will mitigate congestion and includes segment(s) 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 CMP annual report will include changes when they are final.

Table 8 shows average travel times for corridors selected from the *Communities in Motion 2035*<sup>2</sup> plan which are displayed for comparison and information purposes only. The early years, 2003 through 2005, are retained because they represent the first three years of data collection. The later years, 2009 through 2013, are the most recent and cover the I-84 widening, new interchange construction, and reconstruction of existing interchanges.

<sup>1</sup> [http://www.compassidaho.org/prodserv/specialprojects-us20\\_26.htm](http://www.compassidaho.org/prodserv/specialprojects-us20_26.htm)

<sup>2</sup> <http://www.compassidaho.org/prodserv/cim2035.htm>

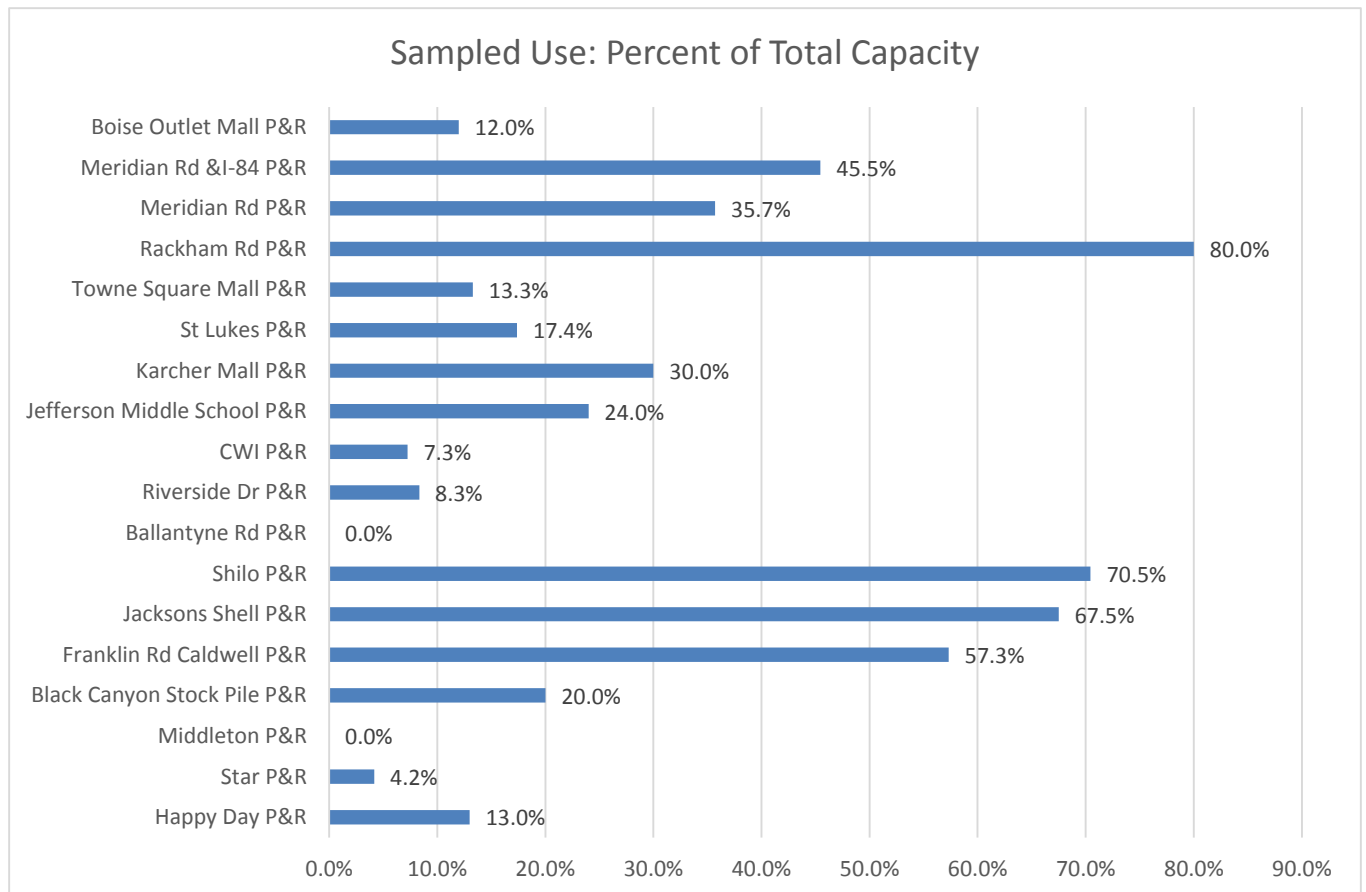


**Table 8: Travel Time\* Along Select Communities in Motion Corridors (Minutes)**

Road Name	Location	2003 Time	2004 Time	2005 Time	2009 Time	2010 Time	2011 Time	2012 Time	2013 Time	2014 Time
I-184/ Fairview Ave / Main St	Wye Interchange to 13th St	6.62	6.18	6.21	5.90	6.70	6.65	5.73	5.49	5.85
I-84	US Highway 20/26 (Exit 26) to Eisenman Rd	29.93	30.26	30.85	38.52	42.30	38.38	33.29	35.63	34.91
State Highway 45 (12 <sup>th</sup> Ave)	2nd St S to the Locust Ln	9.59	8.49	10.08	9.13	9.25	9.45	9.13	9.92	10.46
State Highway 55 (Eagle Rd)	Boise County Line to Overland Rd	15.91	17.18	20.31	19.58	25.63	30.71	29.31	36.38	32.34
US Highway 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	51.35	49.77	47.94

\*Average travel time per corridor for both directions.

**Table 9: Regional Park and Ride Facilities and Use**



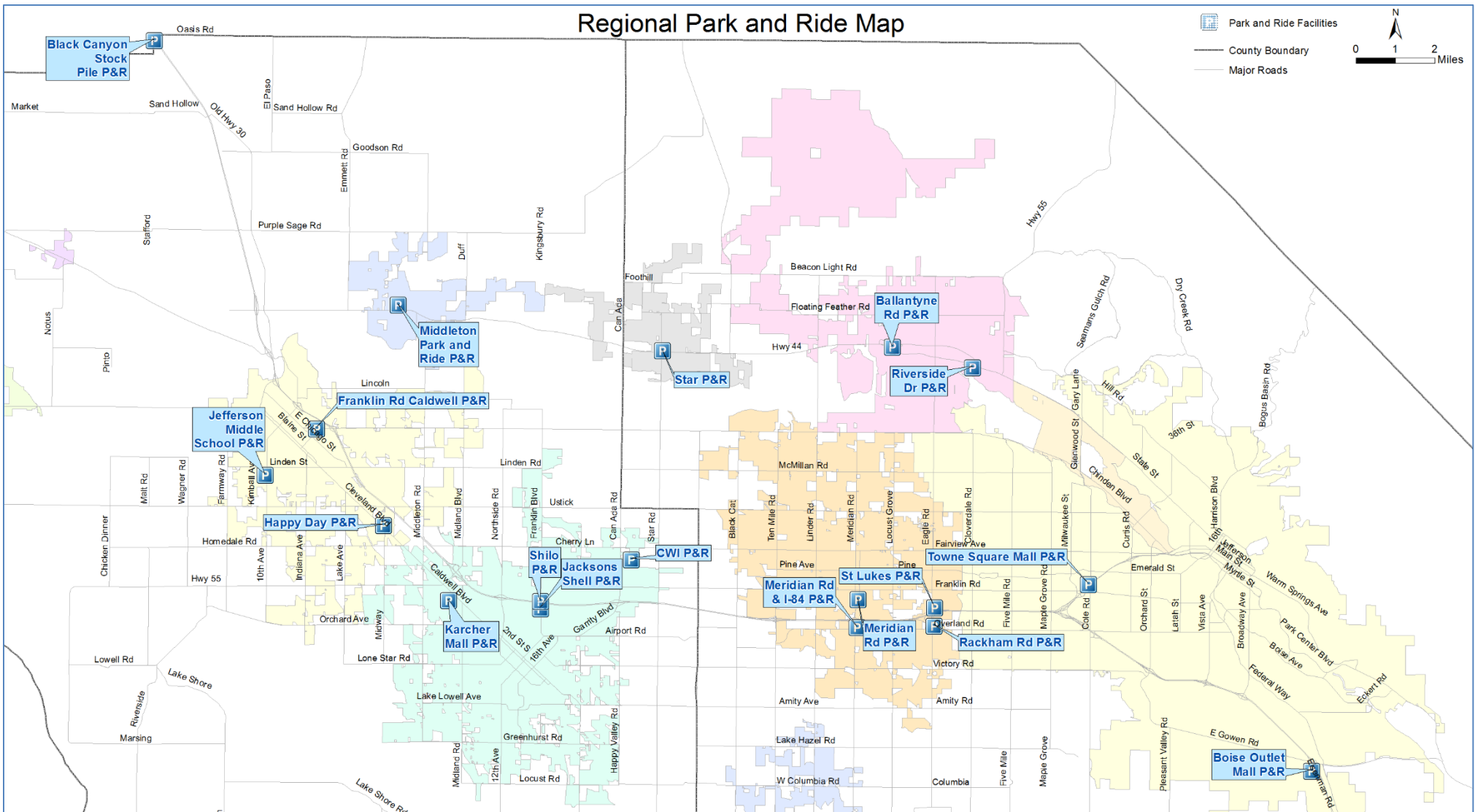


Table 9 and the corresponding map identify 18 regional Park and Ride facilities that were surveyed in the spring and fall of 2014. The percent of total capacity is calculated based on the number of vehicles present during the collection period compared to the total capacity of the Park and Ride lot. In some cases, lot capacity was estimated based on total designated area of the Park and Ride facility. While CIM 2040 identifies total Park and Ride spaces as a performance metric, this report evaluates Park and Ride use to determine capacity and demand for vanpooling, carpooling, public transit and other public transportation activities. Supporting public transportation activities can be a viable strategy to manage congestion in the region.

## **VII. Conclusion**

As part of the CMP update, 2014 travel time data were collected and analyzed to classify congestion on interstate and arterial roadways in the Treasure Valley. A majority of these roadways were identified as highly congested for 2014. The number of roadway segments identified as "high" congestion increased from 43 in 2013 to 58 in 2014. Comparisons between current and historic data sets show some change in congestion classifications (Tables 4 and 5). In 80 sections, travel time decreased by 20% or more; this is typically due to signal timing projects, replacement of stop signs with signals, changes in land use, and completion of roadway construction projects. Conversely, in 98 sections, travel times increased. Definite patterns have not been established given the amount of roadway construction still underway on major corridors. Travel time estimates from the regional travel demand model indicate travel times are likely to increase on the Treasure Valley's interstate and principal arterials over the next 20 years.

## **VIII. Summary**

This document fulfills the annual reporting commitment of the Treasure Valley CMS Plan and CMP requirements. 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 2014 were collected on the interstate and 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 were evaluated using building permit data, traffic counts, construction schedules and evaluation and trend analysis of the raw data. The 2014 congestion levels were compared to those encountered in 2003 through and 2013. The amount of congestion data available does not allow for a reliable quantitative evaluation of congestion mitigation measures included in the Treasure Valley 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.

## **Appendix A: Detailed 2014 Travel Time Data**

**Table A- 1: 2014 Detailed Travel Time Data**

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
10th Ave	Cleveland Blvd to Chicago St	Northbound	74.86	76.50	1.02	Low
10th Ave	Chicago St to I-84 WB Ramps	Northbound	55.25	63.90	1.16	Low
10th Ave	I-84 WB Ramps to Chicago St	Southbound	55.41	73.80	1.33	Low
10th Ave	Chicago St to Cleveland Blvd	Southbound	92.24	112.35	1.22	Low
21st Ave	Cleveland Blvd to Chicago St	Northbound	61.66	109.65	1.78	Medium
21st Ave	Chicago St to Franklin Rd	Northbound	24.60	27.45	0.70	Low
21st Ave	Franklin Rd to I-84 EB Ramps	Northbound	66.43	0.00	0.00	No Data
21st Ave	I-84 EB Ramps to Franklin Rd	Southbound	25.63	0.00	0.00	No Data
21st Ave	Franklin Rd to Chicago St	Southbound	23.10	28.65	0.80	Low
21st Ave	Chicago St to Cleveland Blvd	Southbound	78.29	118.05	1.51	Low
Airport Rd	Garrity Blvd to Happy Valley Rd	Eastbound	111.86	0.00	0.00	No Data
Airport Rd	Happy Valley Rd to Garrity Blvd	Westbound	111.51	0.00	0.00	No Data
Americana Blvd/15th St/16th St	Emerald St to Shoreline Dr	Northbound	64.63	0.00	0.00	No Data
Americana Blvd/15th St/16th St	Shoreline Dr to Main St	Northbound	72.68	0.00	0.00	No Data
Americana Blvd/15th St/16th St	Main St to State St	Northbound	56.21	0.00	0.00	No Data
Americana Blvd/15th St/16th St	State St to Main St	Southbound	48.96	0.00	0.00	No Data
Americana Blvd/15th St/16th St	Main St to Shoreline Dr	Southbound	55.39	0.00	0.00	No Data

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Americana Blvd/15th St/16th St	Shoreline Dr to Emerald St	Southbound	69.14	0.00	0.00	No Data
Amity Rd	SH-45 to Holly St	Eastbound	58.63	72.00	1.23	Low
Amity Rd	Holly St to S Powerline Rd	Eastbound	74.52	78.60	1.05	Low
Amity Rd	S Powerline Rd to South Side Blvd	Eastbound	103.78	126.84	1.22	Low
Amity Rd	South Side Blvd to Happy Valley Rd	Eastbound	118.13	116.64	0.99	Low
Amity Rd	Happy Valley Rd to South Side Blvd	Westbound	117.09	146.76	1.25	Low
Amity Rd	South Side Blvd to S Powerline Rd	Westbound	104.88	136.68	1.30	Low
Amity Rd	S Powerline Rd to Holly St	Westbound	74.70	77.52	1.04	Low
Amity Rd	Holly St to SH-45	Westbound	71.14	110.52	1.55	Low
Amity Rd	Happy Valley Rd to Robinson Rd	Eastbound	89.80	84.00	0.94	Low
Amity Rd	Robinson Rd to McDermott Rd	Eastbound	78.18	73.20	0.94	Low
Amity Rd	McDermott Rd to Black Cat Rd	Eastbound	75.62	85.20	1.13	Low
Amity Rd	Black Cat Rd to Ten Mile Rd	Eastbound	81.88	91.20	1.11	Low
Amity Rd	Ten Mile Rd to Linder Rd	Eastbound	83.16	82.20	0.99	Low
Amity Rd	Linder Rd to SH-69	Eastbound	99.76	94.20	0.94	Low
Amity Rd	Meridian Rd to Eagle Rd	Eastbound	166.20	181.80	1.09	Low
Amity Rd	Eagle Rd to Meridian Rd	Westbound	187.80	253.80	1.35	Low
Amity Rd	SH-69 to Linder Rd	Westbound	80.98	81.00	1.00	Low
Amity Rd	Linder Rd to Ten Mile Rd	Westbound	81.69	79.20	0.97	Low
Amity Rd	Ten Mile Rd to Black Cat Rd	Westbound	75.96	76.80	1.01	Low
Amity Rd	Black Cat Rd to McDermott Rd	Westbound	72.72	73.80	1.01	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Amity Rd	McDermott Rd to Robinson Rd	Westbound	83.73	82.20	0.98	Low
Amity Rd	Robinson Rd to Happy Valley Rd	Westbound	85.65	79.08	0.92	Low
Idaho Center Blvd (Can-Ada Rd)	I-84 WB Ramps to Franklin Rd	Northbound	35.43	42.94	1.21	Low
Idaho Center Blvd (Can-Ada Rd)	Franklin Rd to Cherry Ln	Northbound	107.56	131.06	1.22	Low
Can-Ada Rd	Cherry Ln to Ustick Rd	Northbound	85.53	92.00	1.08	Low
Can-Ada Rd	Ustick Rd to McMillan Rd	Northbound	77.92	76.20	0.98	Low
Can-Ada Rd	McMillan Rd to US-20/26	Northbound	79.19	79.20	1.00	Low
Can-Ada Rd	US-20/26 to McMillan Rd	Southbound	77.58	73.20	0.94	Low
Can-Ada Rd	McMillan Rd to Ustick Rd	Southbound	79.51	82.20	1.03	Low
Can-Ada Rd	Ustick Rd to Cherry Ln	Southbound	84.38	89.00	1.05	Low
Idaho Center Blvd (Can-Ada Blvd)	Cherry Ln to Franklin Rd	Southbound	107.52	118.50	1.10	Low
Idaho Center Blvd (Can-Ada Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	38.69	139.37	3.60	High
Cherry Ln	Middleton Rd to Midland Blvd	Eastbound	109.41	139.37	1.27	Low
Cherry Ln	Midland Blvd to Northside Blvd	Eastbound	101.08	0.00	0.00	No Data
Cherry Ln	Northside Blvd to Franklin Rd	Eastbound	91.81	0.00	0.00	No Data
Cherry Ln	Franklin Blvd to 11th Ave N	Eastbound	84.71	0.00	0.00	No Data
Cherry Ln	11th Ave N to Can-Ada Rd	Eastbound	85.82	0.00	0.00	No Data
Cherry Ln	Can-Ada Rd to Star Rd	Eastbound	88.33	0.00	0.00	No Data
Cherry Ln	Star Rd to McDermott Rd	Eastbound	84.22	0.00	0.00	No Data
Cherry Ln	McDermott Rd to Black Cat Rd	Eastbound	94.76	96.00	1.01	Low
Cherry Ln	Black Cat Rd to McDermott Rd	Westbound	93.39	97.80	1.05	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Cherry Ln	McDermott Rd to Star Rd	Westbound	85.40	0.00	0.00	No Data
Cherry Ln	Star Rd to CanAda Rd	Westbound	88.15	0.00	0.00	No Data
Cherry Ln	Can-Ada Rd to 11th Ave N	Westbound	85.09	0.00	0.00	No Data
Cherry Ln	11th Ave N to Franklin Rd	Westbound	87.15	0.00	0.00	No Data
Cherry Ln	Franklin Rd to Northside Blvd	Westbound	90.63	0.00	0.00	No Data
Cherry Ln	Northside Blvd to Midland Blvd	Westbound	99.47	0.00	0.00	No Data
Cherry Ln	Midland Blvd to Middleton Rd	Westbound	106.17	0.00	0.00	No Data
Cherry Ln	Black Cat Rd to Ten Mile Rd	Eastbound	110.01	187.80	1.71	Low
Cherry Ln	Ten Mile Rd to Linder Rd	Eastbound	111.31	140.70	1.26	Low
Cherry Ln/Fairview Ave	Linder Rd to Main St	Eastbound	124.14	184.70	1.49	Low
Cherry Ln/Fairview Ave	Main St to Locust Grove Rd	Eastbound	88.35	139.40	1.58	Low
Cherry Ln/Fairview Ave	Locust Grove Rd to Main St	Westbound	91.11	124.20	1.36	Low
Cherry Ln/Fairview Ave	Main St to Linder Rd	Westbound	117.76	187.00	1.59	Low
Cherry Ln	Linder Rd to Ten Mile Rd	Westbound	108.60	165.90	1.53	Low
Cherry Ln	Ten Mile Rd to Black Cat Rd	Westbound	114.63	118.80	1.04	Low
Fairview Ave	Locust Grove Rd to Eagle Rd	Eastbound	95.58	231.70	2.42	High
Fairview Ave	Eagle Rd to Cloverdale Rd	Eastbound	95.31	164.60	1.73	Low
Fairview Ave	Cloverdale Rd to Five Mile Rd	Eastbound	92.53	121.10	1.31	Low
Fairview Ave	Five Mile Rd to Mitchell St	Eastbound	53.26	56.40	1.06	Low
Fairview Ave	Mitchell St to Maple Grove Rd	Eastbound	53.91	100.30	1.86	Medium
Fairview Ave	Maple Grove Rd to Mitchell St	Westbound	53.42	75.50	1.41	Low



Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Fairview Ave	Mitchell St to Five Mile Rd	Westbound	55.17	195.20	3.54	High
Fairview Ave	Five Mile Rd to Cloverdale Rd	Westbound	94.44	115.20	1.22	Low
Fairview Ave	Cloverdale Rd to Eagle Rd	Westbound	97.10	231.50	2.38	High
Fairview Ave	Eagle Rd to Locust Grove St	Westbound	112.34	217.60	1.94	Medium
Fairview Ave	Maple Grove Rd to Milwaukee St	Eastbound	52.92	68.70	1.30	Low
Fairview Ave	Milwaukee St to Cole Rd	Eastbound	58.88	88.60	1.50	Low
Fairview Ave	Cole Rd to Liberty St	Eastbound	70.31	91.60	1.30	Low
Fairview Ave	Liberty St to Curtis Rd	Eastbound	41.49	115.70	2.79	High
Fairview Ave	Curtis Rd to Orchard St	Eastbound	58.92	98.60	1.67	Low
Fairview Ave	Orchard St to Curtis Rd	Westbound	58.82	109.40	1.86	Medium
Fairview Ave	Curtis Rd to Liberty St	Westbound	41.09	48.50	1.18	Low
Fairview Ave	Liberty St to Cole Rd	Westbound	81.81	166.60	2.04	Medium
Fairview Ave	Cole Rd to Milwaukee St	Westbound	60.31	63.00	1.04	Low
Fairview Ave	Milwaukee St to Maple Grove Rd	Westbound	54.53	60.50	1.11	Low
Cole Rd	Emerald St to Fairview Ave	Northbound	100.18	113.20	1.13	Low
Cole Rd	Fairview Ave to Northview St	Northbound	59.49	62.50	1.05	Low
Cole Rd	Northview St to Ustick Rd	Northbound	60.80	82.50	1.36	Low
Cole Rd	Ustick Rd to Mountain View Dr	Northbound	74.20	79.60	1.07	Low
Cole Rd	Mountain View Dr to Chinden Blvd	Northbound	87.59	166.10	1.90	Medium
Cole Rd	Chinden Blvd to Mountain View Dr	Southbound	84.00	140.00	1.67	Low
Cole Rd	Mountain View Dr to Ustick Rd	Southbound	74.79	110.70	1.48	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Cole Rd	Ustick Rd to Northview St	Southbound	55.54	77.90	1.40	Low
Cole Rd	Northview St to Fairview Ave	Southbound	68.18	112.80	1.65	Low
Cole Rd	Fairview Ave to Emerald St	Southbound	53.38	79.80	1.49	Low
Cole Rd	Latigo Dr to Amity Rd	Northbound	103.93	109.20	1.05	Low
Cole Rd	Amity Rd to Victory Rd	Northbound	109.13	119.31	1.09	Low
Cole Rd	Victory Rd to S Costco/Century Way	Northbound	60.95	67.20	1.10	Low
Cole Rd	S Costco/Century Way to Overland Rd	Northbound	51.93	124.30	2.39	High
Cole Rd	Overland Rd to Franklin Rd	Northbound	112.87	169.30	1.50	Low
Cole Rd	Franklin Rd to Emerald St	Northbound	58.64	224.70	3.83	High
Cole Rd	Emerald St to Franklin Rd	Southbound	60.59	129.80	2.14	Medium
Cole Rd	Franklin Rd to Overland Rd	Southbound	108.82	192.20	1.77	Medium
Cole Rd	Overland Rd to S Costco/Century Way	Southbound	43.64	49.50	1.13	Low
Cole Rd	S Costco/Century Way to Victory Rd	Southbound	65.54	156.60	2.39	High
Cole Rd	Victory Rd to Amity Rd	Southbound	104.71	127.50	1.22	Low
Cole Rd	Amity Rd to Latigo Dr	Southbound	98.53	103.80	1.05	Low
Fairview Ave/Main St/Idaho St	Garden St to 27th St	Eastbound	28.43	55.71	1.96	Low
Fairview Ave/Main St/Idaho St	27th St to 23rd St	Eastbound	47.93	51.00	1.06	Low
Fairview Ave/Main St/Idaho St	23rd St to 16th St	Eastbound	33.55	38.20	1.14	Low
Fairview Ave/Main St/Idaho St	16th St to 13th St	Eastbound	54.80	37.30	0.68	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Fairview Ave/Main St/Idaho St	13th St to 9th St	Eastbound	35.03	83.10	2.37	Medium
Fairview Ave/Main St/Idaho St	9th St to 5th St	Eastbound	37.87	50.40	1.33	Low
Fairview Ave/Main St/Idaho St	5th St to 1st St	Eastbound	36.53	57.10	1.56	Low
Fairview Ave/Main St/Idaho St	1st St to Ave B	Eastbound	23.47	90.12	3.84	High
Fairview Ave/Main St/Idaho St	Ave B to 1st St	Westbound	22.78	43.05	1.89	Low
Fairview Ave/Main St/Idaho St	1st St to 6th St	Westbound	47.78	56.30	1.18	Low
Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	26.42	82.54	3.12	High
Fairview Ave/Main St/Idaho St	9th St to 13th St	Westbound	34.39	42.50	1.24	Low
Fairview Ave/Main St/Idaho St	13th St to 16th St	Westbound	26.33	30.60	1.16	Low
Fairview Ave/Main St/Idaho St	16th St to Grove St	Westbound	24.98	19.90	0.80	Low
Fairview Ave/Main St/Idaho St	Grove St to 23rd St	Westbound	46.20	25.50	0.55	Low
Fairview Ave/Main St/Idaho St	23rd St to 27th St	Westbound	31.99	55.70	1.74	Low
Fairview Ave/Main St/Idaho St	27th St to Garden St	Westbound	42.01	45.80	1.09	Low
Federal Way	SH-21 to Yamhill Rd	Northbound	55.64	76.20	1.37	Low
Federal Way	Yamhill Rd to Amity Rd	Northbound	71.16	67.32	0.95	Low
Federal Way	Amity Rd to Bergeson St	Northbound	75.81	111.96	1.48	Low
Federal Way	Bergeson St to Broadway Ave	Northbound	78.50	97.32	1.24	Low
Federal Way	Broadway Ave to Overland Rd	Northbound	103.35	98.52	0.95	Low
Federal Way	Overland Rd to Kootenai St	Northbound	31.78	47.16	1.48	Low
Federal Way	Kootenai St to Vista Ave/Eastover Rd	Northbound	64.06	89.04	1.39	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Federal Way	Vista Ave/Eastover Rd to Kootenai St	Southbound	62.65	100.80	1.61	Low
Federal Way	Kootenai St to Overland Rd	Southbound	33.32	31.68	0.95	Low
Federal Way	Overland Rd to Broadway Ave	Southbound	98.19	108.84	1.11	Low
Federal Way	Broadway Ave to Bergeson St	Southbound	76.29	86.40	1.13	Low
Federal Way	Bergeson St to Amity Rd	Southbound	79.01	92.28	1.17	Low
Federal Way	Amity Rd to Yamhill Rd	Southbound	70.26	67.92	0.97	Low
Federal Way	Yamhill Rd to SH-21	Southbound	58.78	67.20	1.14	Low
Five Mile Rd	Overland Rd to Franklin Rd	Northbound	119.10	0.00	0.00	No Data
Five Mile Rd	Franklin Rd to Fairview Ave	Northbound	124.27	0.00	0.00	No Data
Five Mile Rd	Fairview Ave to Franklin Rd	Southbound	115.62	0.00	0.00	No Data
Five Mile Rd	Franklin Rd to Overland Rd	Southbound	116.14	0.00	0.00	No Data
Franklin Blvd	11th Ave N to I-84 WB Ramps	Northbound	94.91	164.40	1.73	Low
Franklin Blvd	I-84 WB Ramps to Cherry Ln	Northbound	161.10	179.40	1.11	Low
Franklin Blvd	Cherry Ln to Ustick Rd	Northbound	104.40	90.20	0.86	Low
Franklin Blvd	Ustick Rd to Cherry Ln	Southbound	104.70	92.80	0.89	Low
Franklin Blvd	Cherry Ln to I-84 WB Ramps	Southbound	160.50	174.20	1.09	Low
Franklin Blvd	I-84 WB Ramps to 11th Ave N	Southbound	97.19	111.40	1.15	Low
Franklin Rd	Main St to Locust Grove Rd	Eastbound	94.41	142.30	1.51	Low
Franklin Rd	Locust Grove Rd to Eagle Rd	Eastbound	95.84	195.50	2.04	Medium
Franklin Rd	Eagle Rd to Cloverdale Rd	Eastbound	90.11	135.00	1.50	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Franklin Rd	Cloverdale Rd to Eagle Rd	Westbound	88.77	229.00	2.58	High
Franklin Rd	Eagle Rd to Locust Grove Rd	Westbound	79.66	138.30	1.74	Low
Franklin Rd	Locust Grove Rd to Main St	Westbound	92.60	123.20	1.33	Low
Franklin Rd	Cloverdale Rd to Five Mile Rd	Eastbound	85.61	154.10	1.80	Medium
Franklin Rd	Five Mile Rd to Maple Grove Rd	Eastbound	86.29	156.70	1.82	Medium
Franklin Rd	Maple Grove Rd to Milwaukee St	Eastbound	72.02	141.50	1.96	Medium
Franklin Rd	Milwaukee St to Cole Rd	Eastbound	38.36	62.10	1.62	Low
Franklin Rd	Cole Rd to Curtis Rd	Eastbound	133.20	161.30	1.21	Low
Franklin Rd	Curtis Rd to Orchard St	Eastbound	58.20	79.80	1.37	Low
Franklin Rd	Orchard St to Curtis Rd	Westbound	58.80	76.50	1.30	Low
Franklin Rd	Curtis Rd to Cole Rd	Westbound	142.20	204.50	1.44	Low
Franklin Rd	Cole Rd to Milwaukee St	Westbound	38.37	85.90	2.24	Medium
Franklin Rd	Milwaukee St to Maple Grove Rd	Westbound	72.20	152.90	2.12	Medium
Franklin Rd	Maple Grove Rd to Five Mile Rd	Westbound	84.96	248.60	2.93	High
Franklin Rd	Five Mile Rd to Cloverdale Rd	Westbound	86.70	127.40	1.47	Low
Franklin Rd	Can-Ada Rd (Idaho Center Blvd) to Star Rd	Eastbound	90.32	99.00	1.10	Low
Franklin Rd	Star Rd to McDermott Rd	Eastbound	85.04	78.00	0.92	Low
Franklin Rd	McDermott Rd to Black Cat Rd	Eastbound	79.63	81.00	1.02	Low
Franklin Rd	Black Cat Rd to Ten Mile Rd	Eastbound	82.89	75.00	0.90	Low
Franklin Rd	Ten Mile Rd to Linder Rd	Eastbound	87.87	116.10	1.32	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Franklin Rd	Linder Rd to Main St	Eastbound	128.55	166.60	1.30	Low
Franklin Rd	Main St to Linder Rd	Westbound	126.07	129.40	1.03	Low
Franklin Rd	Linder Rd to Ten Mile Rd	Westbound	83.92	136.60	1.63	Low
Franklin Rd	Ten Mile Rd to Black Cat Rd	Westbound	83.39	115.20	1.38	Low
Franklin Rd	Black Cat Rd to McDermott Rd	Westbound	76.77	81.00	1.06	Low
Franklin Rd	McDermott Rd to Star Rd	Westbound	85.74	93.00	1.08	Low
Franklin Rd	Star Rd to Can-Ada Rd (Idaho Center Blvd)	Westbound	85.45	91.80	1.07	Low
Greenhurst Rd	Middleton Rd to Midland Rd	Eastbound	91.08	0.00	0.00	No Data
Greenhurst Rd	Midland Rd to 12th Ave Rd	Eastbound	116.39	0.00	0.00	No Data
Greenhurst Rd	12th Ave Rd to Sunnyridge Rd	Eastbound	53.98	0.00	0.00	No Data
Greenhurst Rd	Sunnyridge Rd to S Powerline Rd	Eastbound	59.25	0.00	0.00	No Data
Greenhurst Rd	S Powerline Rd to Southside Blvd	Eastbound	115.74	0.00	0.00	No Data
Greenhurst Rd	Southside Blvd to Happy Valley Rd	Eastbound	129.65	0.00	0.00	No Data
Greenhurst Rd	Happy Valley Rd to Robinson Rd	Eastbound	111.54	0.00	0.00	No Data
Greenhurst Rd	Robinson Rd to McDermott Rd	Eastbound	101.96	0.00	0.00	No Data
Greenhurst Rd	McDermott Rd to Robinson Rd	Westbound	102.96	0.00	0.00	No Data
Greenhurst Rd	Robinson Rd to Happy Valley Rd	Westbound	108.54	0.00	0.00	No Data
Greenhurst Rd	Happy Valley Rd to Southside Blvd	Westbound	116.44	0.00	0.00	No Data
Greenhurst Rd	Southside Blvd to S Powerline Rd	Westbound	116.28	0.00	0.00	No Data
Greenhurst Rd	S Powerline Rd to Sunnyridge Rd	Westbound	58.50	0.00	0.00	No Data

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Greenhurst Rd	Sunnyridge Rd to 12th Ave Rd	Westbound	81.66	0.00	0.00	No Data
Greenhurst Rd	12th Ave Rd to Midland Blvd	Westbound	115.66	0.00	0.00	No Data
Greenhurst Rd	Midland Blvd to Middleton Rd	Westbound	92.40	0.00	0.00	No Data
I-184	Jct I-84 (Wye) to Franklin Rd	Eastbound	61.20	110.51	1.81	High
I-184	Franklin Rd to Curtis Rd	Eastbound	88.20	90.40	1.02	Low
I-184	Curtis Rd to Orchard St	Eastbound	28.80	30.60	1.06	Low
I-184	Orchard St to Chinden Blvd	Eastbound	28.80	49.10	1.70	Medium
I-184	Chinden Blvd to Orchard St	Westbound	28.20	66.85	2.37	High
I-184	Orchard St to Curtis Rd	Westbound	31.20	50.80	1.63	Medium
I-184	Curtis Rd to Franklin Rd	Westbound	88.80	131.10	1.48	Medium
I-184	Franklin Rd to Jct I-84 (Wye)	Westbound	58.20	172.65	2.97	High
I-84	Franklin Blvd to Garrity Blvd	Eastbound	108.55	111.80	1.03	Low
I-84	Garrity Blvd to Ten Mile Rd	Eastbound	265.42	227.70	0.86	Low
I-84	Ten Mile Rd to Garrity Blvd	Westbound	265.42	232.80	0.88	Low
I-84	Garrity Blvd to Franklin Blvd	Westbound	108.55	152.70	1.41	Medium
I-84	SH-44 to US-20/26 (Exit 26)	Eastbound	63.97	58.20	0.91	Low
I-84	US-20/26 (Exit 26) to IB-84 (Centennial Way)	Eastbound	40.38	39.00	0.97	Low
I-84	IB-84 (Centennial Way) to 10th Ave	Eastbound	49.68	46.20	0.93	Low
I-84	10th Ave to US-20/26 (Exit 29)	Eastbound	57.05	87.70	1.54	Medium
I-84	US-20/26 (Exit 29) to Northside Blvd	Eastbound	349.70	362.10	1.04	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
I-84	Northside Blvd to Franklin Blvd	Eastbound	56.55	63.30	1.12	Low
I-84	Franklin Blvd to Northside Blvd Blvd	Westbound	56.55	78.50	1.39	Medium
I-84	Northside Blvd Blvd to US-20/26 (Exit 29)	Westbound	349.70	362.40	1.04	Low
I-84	US-20/26 (Exit 29) to 10th Ave	Westbound	57.05	102.69	1.80	High
I-84	10th Ave to IB-84 (Centennial Way)	Westbound	49.68	45.00	0.91	Low
I-84	IB-84 (Centennial Way) to US-20/26 (Exit 26)	Westbound	40.38	39.00	0.97	Low
I-84	US-20/26 (Exit 26) to SH-44	Westbound	63.97	60.00	0.94	Low
I-84	Ten Mile Rd to Meridian Rd	Eastbound	131.37	142.20	1.08	Low
I-84	Meridian Rd to Eagle Rd	Eastbound	130.32	123.17	0.95	Low
I-84	Eagle Rd to Meridian Rd	Westbound	130.32	121.29	0.93	Low
I-84	Meridian Rd to Ten Mile Rd	Westbound	131.37	113.30	0.86	Low
I-84	Eagle Rd to Five Mile Rd	Eastbound	112.51	128.66	1.14	Low
I-84	Five Mile Rd to Cole/Overland Rd	Eastbound	115.69	126.26	1.09	Low
I-84	Overland Rd to Orchard St	Eastbound	101.55	102.60	1.01	Low
I-84	Orchard St to Overland Rd	Westbound	100.29	104.00	1.04	Low
I-84	Cole/Overland Rd to Five Mile Rd	Westbound	117.84	128.90	1.09	Low
I-84	Five Mile Rd to Eagle Rd	Westbound	112.59	187.16	1.66	Medium
I-84	Orchard St to Vista Ave	Eastbound	80.55	90.84	1.13	Low
I-84	Vista Ave to Broadway Ave	Eastbound	55.81	65.90	1.18	Low



Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
I-84	Broadway Ave to Gowen Rd	Eastbound	121.78	161.64	1.33	Medium
I-84	Gowen Rd to Eisenman	Eastbound	122.66	177.84	1.45	Medium
I-84	Eisenman to Gowen Rd	Westbound	122.03	159.60	1.31	Medium
I-84	Gowen Rd to Broadway Ave	Westbound	121.05	162.48	1.34	Medium
I-84	Broadway Ave to Vista Ave	Westbound	54.40	64.08	1.18	Low
I-84	Vista Ave to Orchard St	Westbound	80.66	82.92	1.03	Low
IB-84 (11th Ave)	3rd St to Franklin Blvd	Eastbound	87.99	174.94	1.99	Medium
IB-84 (Garrity Blvd)	Franklin Blvd to 16th Ave	Eastbound	37.24	51.43	1.38	Low
IB-84 (Garrity Blvd)	16th Ave to Flamingo Ave	Eastbound	175.83	252.00	1.43	Low
IB-84 (Garrity Blvd)	Flamingo Ave to I-84 WB Ramps	Eastbound	30.11	80.91	2.69	High
IB-84 (Garrity Blvd)	I-84 WB Ramps to Flamingo Ave	Westbound	31.48	43.50	1.38	Low
IB-84 (Garrity Blvd)	Flamingo Ave to 16th Ave	Westbound	173.72	183.94	1.06	Low
IB-84 (Garrity Blvd)	16th Ave to Franklin Blvd	Westbound	53.10	118.89	2.24	Medium
IB-84 (11th Ave)	Franklin Blvd to 3rd St	Westbound	109.32	197.83	1.81	Medium
IB-84 (Caldwell-Nampa Blvd)	Homedale Rd to Middleton Rd	Eastbound	65.90	92.25	1.40	Low
IB-84 (Caldwell-Nampa Blvd)	Middleton Rd to Karcher Rd	Eastbound	78.65	126.60	1.61	Low
IB-84 (Caldwell-Nampa Blvd)	Karcher Rd to Midland Blvd	Eastbound	78.94	103.05	1.31	Low
IB-84 (Caldwell-Nampa Blvd)	Midland Blvd to Canyon St	Eastbound	107.85	142.20	1.32	Low
IB-84 (3rd St)	Canyon St to Northside Blvd (Yale St)	Eastbound	38.53	35.25	0.91	Low
IB-84 (3rd St)	Northside Blvd (Yale St) to 7th Ave	Eastbound	50.32	46.80	0.93	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
IB-84 (3rd St)	7th Ave to 11th Ave	Eastbound	48.63	37.50	0.77	Low
IB-84 (2nd St)	11th Ave to 7th Ave	Westbound	45.56	30.96	0.68	Low
IB-84 (2nd St)	7th Ave to Northside Blvd	Westbound	63.70	84.12	1.32	Low
IB-84 (2nd St)	Northside Blvd to Canyon St	Westbound	35.41	62.52	1.77	Low
IB-84 (Caldwell-Nampa Blvd)	Canyon St to Midland Blvd	Westbound	115.38	120.96	1.05	Low
IB-84 (Caldwell-Nampa Blvd)	Midland Blvd to Karcher Rd	Westbound	66.82	190.20	2.85	High
IB-84 (Caldwell-Nampa Blvd)	Karcher Rd to Middleton Rd	Westbound	76.76	113.04	1.47	Low
IB-84 (Caldwell-Nampa Blvd)	Middleton Rd to Homedale Rd	Westbound	60.04	65.40	1.09	Low
IB-84 (Cleveland Blvd)	Simplot Blvd to Kimball Ave	Eastbound	79.20	90.90	1.15	Low
IB-84 (Cleveland Blvd)	Kimball Ave to 10th Ave	Eastbound	22.46	84.45	3.76	High
IB-84 (Cleveland Blvd)	10th Ave to 18th Ave	Eastbound	74.86	64.28	0.86	Low
IB-84 (Cleveland Blvd)	18th Ave to 21st Ave	Eastbound	24.21	34.80	1.44	Low
IB-84 (Cleveland Blvd)	21st Ave to Linden St	Eastbound	63.02	113.70	1.80	Low
IB-84 (Cleveland Blvd)	Linden St to Ustick Rd	Eastbound	121.98	174.60	1.43	Low
IB-84 (Cleveland Blvd)	Ustick Rd to Homedale Rd	Eastbound	114.78	168.75	1.47	Low
IB-84 (Cleveland Blvd)	Homedale Rd to Ustick Rd	Westbound	115.69	180.30	1.56	Low
IB-84 (Cleveland Blvd)	Ustick Rd to Linden St	Westbound	120.53	161.10	1.34	Low
IB-84 (Blaine St)	Linden St to 21st Ave	Westbound	76.65	115.10	1.50	Low
IB-84 (Blaine St)	21st Ave to 18th Ave	Westbound	24.04	24.06	1.00	Low
IB-84 (Blaine St)	18th Ave to 10th Ave	Westbound	73.33	75.42	1.03	Low
IB-84 (Blaine St)	10th Ave to Kimball Ave	Westbound	22.82	18.80	0.82	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
IB-84 (Blaine St)	Kimball Ave to Simplot Blvd	Westbound	75.13	75.60	1.01	Low
SH-69 (Meridian Rd)	Corporate Dr to Franklin Rd	Northbound	52.41	0.00	0.00	No Data
SH-69 (Meridian Rd)	Franklin Rd to Pine Ave	Northbound	74.01	0.00	0.00	No Data
SH-69 (Meridian Rd)	Pine Ave to Cherry Ln	Northbound	81.04	0.00	0.00	No Data
SH-69 (Meridian Rd)	Cherry Ln to Pine Ave	Southbound	76.21	76.20	1.00	Low
SH-69 (Meridian Rd)	Pine Ave to Franklin Rd	Southbound	75.95	93.90	1.24	Low
SH-69 (Meridian Rd)	Franklin Rd to Corporate Dr	Southbound	37.20	48.60	1.31	Low
SH-69 (Meridian Rd)	Corporate Dr to I-84 WB ramps	Southbound	37.80	143.60	3.80	High
Middleton Rd	Greenhurst Rd to Orchard Ave	Northbound	291.00	0.00	0.00	No Data
Middleton Rd	Orchard Ave to IB-84 (Caldwell-Nampa Blvd)	Northbound	207.00	1684.80	8.14	High
Middleton Rd	IB-84 (Caldwell-Nampa Blvd) to Center I-84 Overpass	Northbound	63.00	0.00	0.00	No Data
Middleton Rd	Center I-84 Overpass to Ustick Rd	Northbound	72.67	0.00	0.00	No Data
Middleton Rd	Ustick Rd to Linden St	Northbound	83.09	79.80	0.96	Low
Middleton Rd	Linden St to US-20/26	Northbound	77.45	84.00	1.08	Low
Middleton Rd	US-20/26 to Lincoln St W	Northbound	75.27	76.20	1.01	Low
Middleton Rd	Lincoln St W to Ctr Boise Rv Br	Northbound	101.66	102.00	1.00	Low
Middleton Rd	Ctr Boise Rv Br to Jct SH-44	Northbound	99.92	90.00	0.90	Low
Middleton Rd	Jct SH-44 to Ctr Boise Rv Br	Southbound	96.06	93.00	0.97	Low
Middleton Rd	Ctr Boise Rv Br to Lincoln St W	Southbound	118.93	105.00	0.88	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Middleton Rd	Lincoln St W to US-20/26	Southbound	69.34	127.80	1.84	Medium
Middleton Rd	US-20/26 to Linden St	Southbound	76.47	85.20	1.11	Low
Middleton Rd	Linden St to Ustick Rd	Southbound	79.00	87.00	1.10	Low
Middleton Rd	Ustick Rd to Center I-84 Overpass	Southbound	70.69	69.00	0.98	Low
Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa Blvd)	Southbound	72.00	205.80	2.86	High
Middleton Rd	IB-84 (Caldwell-Nampa Blvd) to Orchard Ave	Southbound	178.20	208.80	1.17	Low
Middleton Rd	Orchard Ave to Greenhurst Rd	Southbound	295.80	0.00	0.00	No Data
Orchard St	I-84 EB Ramps to Overland Rd	Northbound	127.16	146.10	1.15	Low
Orchard St	Overland Rd to Franklin Rd	Northbound	119.66	118.90	0.99	Low
Orchard St	Franklin Rd to Emerald St	Northbound	77.91	81.40	1.04	Low
Orchard St	Emerald St to I-184 EB Ramp	Northbound	51.08	80.80	1.58	Low
Orchard St	I-184 EB Ramp to Bond St	Northbound	30.11	40.44	1.34	Low
Orchard St	Bond St to Chinden Blvd	Northbound	34.16	116.80	3.42	High
Orchard St	Chinden Blvd to Bond St	Southbound	36.37	32.60	0.90	Low
Orchard St	Bond St to I-184 EB Ramp	Southbound	26.00	30.80	1.18	Low
Orchard St	I-184 EB Ramp to Emerald St	Southbound	52.19	61.40	1.18	Low
Orchard St	Emerald St to Franklin Rd	Southbound	78.12	140.00	1.79	Medium
Orchard St	Franklin Rd to Overland Rd	Southbound	118.40	174.70	1.48	Low
Orchard St	Overland Rd to I-84 EB Ramps	Southbound	117.55	176.50	1.50	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Overland Rd	Maple Grove Rd to Entertainment Ave	Eastbound	70.10	96.70	1.38	Low
Overland Rd	Entertainment Ave to Cole Rd	Eastbound	39.18	106.50	2.72	High
Overland Rd	Cole Rd to Curtis Rd	Eastbound	111.49	123.30	1.11	Low
Overland Rd	Curtis Rd to Orchard St	Eastbound	53.22	66.40	1.25	Low
Overland Rd	Orchard St to Roosevelt St	Eastbound	52.76	81.40	1.54	Low
Overland Rd	Roosevelt St to Owyhee St	Eastbound	52.94	89.00	1.68	Low
Overland Rd	Owyhee St to Vista Ave	Eastbound	57.96	122.30	2.11	Medium
Overland Rd	Vista Ave to Owyhee St	Westbound	56.06	65.70	1.17	Low
Overland Rd	Owyhee St to Roosevelt St	Westbound	51.40	78.00	1.52	Low
Overland Rd	Roosevelt St to Orchard St	Westbound	54.02	104.90	1.94	Medium
Overland Rd	Orchard St to Curtis Rd	Westbound	54.94	96.20	1.75	Medium
Overland Rd	Curtis Rd to Cole Rd	Westbound	110.37	181.20	1.64	Low
Overland Rd	Cole Rd to Entertainment Ave	Westbound	35.51	33.70	0.95	Low
Overland Rd	Entertainment Ave to Maple Grove Rd	Westbound	70.69	158.10	2.24	Medium
Overland Rd	Ten Mile Rd to Linder Rd	Eastbound	99.00	98.20	1.00	Low
Overland Rd	Linder Rd to SH-69	Eastbound	112.09	194.10	1.73	Low
Overland Rd	SH-69 to Locust Grove Rd	Eastbound	89.86	140.80	1.57	Low
Overland Rd	Locust Grove Rd to Eagle Rd	Eastbound	100.76	133.20	1.32	Low
Overland Rd	Eagle Rd to Cloverdale Rd	Eastbound	82.71	144.70	1.75	Low
Overland Rd	Cloverdale Rd to Five Mile Rd	Eastbound	89.58	150.70	1.68	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Overland Rd	Five Mile Rd to Maple Grove Rd	Eastbound	97.03	100.70	1.04	Low
Overland Rd	Maple Grove Rd to Five Mile Rd	Westbound	110.54	114.50	1.04	Low
Overland Rd	Five Mile Rd to Cloverdale Rd	Westbound	89.55	115.50	1.29	Low
Overland Rd	Cloverdale Rd to Eagle Rd	Westbound	89.11	177.40	1.99	Medium
Overland Rd	Eagle Rd to Locust Grove Rd	Westbound	85.09	144.80	1.70	Low
Overland Rd	Locust Grove Rd to SH-69	Westbound	104.37	162.20	1.55	Low
Overland Rd	SH-69 to Linder Rd	Westbound	94.53	88.70	0.94	Low
Overland Rd	Linder Rd to Ten Mile Rd	Westbound	106.20	119.40	1.14	Low
Parkcenter Blvd (Park Blvd)	Broadway Ave to Clearwater Ln	Eastbound	38.70	49.90	1.29	Low
Parkcenter Blvd	Clearwater Ln to Beacon St	Eastbound	29.61	61.90	2.09	Medium
Parkcenter Blvd	Beacon St to Mallard Dr	Eastbound	55.20	59.40	1.08	Low
Parkcenter Blvd	Mallard Dr to River Run Dr	Eastbound	54.00	64.50	1.19	Low
Parkcenter Blvd	River Run Dr to Apple St	Eastbound	43.20	72.00	1.67	Low
Parkcenter Blvd	Apple St to End of East Parkcenter Bridge	Eastbound	169.80	187.00	1.10	Low
Parkcenter Blvd	End of East Parkcenter Bridge to Apple St	Westbound	174.00	176.30	1.01	Low
Parkcenter Blvd	Apple St to River Run Dr	Westbound	47.39	62.30	1.31	Low
Parkcenter Blvd	River Run Dr to Mallard Dr	Westbound	57.06	82.20	1.44	Low
Parkcenter Blvd	Mallard Dr to Beacon St	Westbound	55.51	61.30	1.10	Low
Parkcenter Blvd	Beacon St to Clearwater Ln	Westbound	28.45	64.30	2.26	High
Parkcenter Blvd (Front St)	Clearwater Ln to Broadway Ave	Westbound	61.87	92.16	1.49	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-16	SH-44 to Floating Feather Rd	Northbound	76.99	102.00	1.32	Low
SH-16	Floating Feather Rd to Beacon Light Rd	Northbound	43.15	49.20	1.14	Low
SH-16	Beacon Light Rd to Deep Canyon Rd	Northbound	77.68	88.80	1.14	Low
SH-16	Deep Canyon Rd to Firebird entrance	Northbound	116.47	114.00	0.98	Low
SH-16	Firebird entrance to County line	Northbound	161.77	205.20	1.27	Low
SH-16	County Line to Firebird Entrance	Southbound	167.52	156.00	0.93	Low
SH-16	Firebird Entrance to Deep Canyon Rd	Southbound	110.22	115.80	1.05	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	49.80	1.15	Low
SH-16	Floating Feather Rd to SH-44	Southbound	78.46	93.00	1.19	Low
SH-19	Notus Rd to Simplot Exit #3	Eastbound	211.80	290.00	1.37	Low
SH-19	Simplot Exit #3 to Farmway Rd	Eastbound	65.39	66.00	1.01	Low
SH-19	Farmway Rd to Blaine St	Eastbound	69.13	88.35	1.28	Low
SH-19 (Centennial Way)	Blaine St to Chicago St	Eastbound	46.88	38.28	0.82	Low
SH-19 (Centennial Way)	Chicago St to I-84 WB Ramps	Eastbound	48.54	43.05	0.89	Low
SH-19 (Centennial Way)	I-84 WB Ramps to Chicago St	Westbound	42.79	43.80	1.02	Low
SH-19 (Centennial Way)	Chicago St to Blaine St	Westbound	47.45	39.90	0.84	Low
SH-19	Blaine St to Farmway Rd	Westbound	70.48	68.85	0.98	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-19	Farmway Rd to Simplot Exit #3	Westbound	64.80	66.26	1.02	Low
SH-19	Simplot Exit #3 to Notus Rd	Westbound	211.20	0.00	0.00	Low
SH-21	I-84 EB ramps to Federal Way	Northbound	44.93	61.54	1.37	Low
SH-21	Federal Way to Technology Way	Northbound	34.03	37.63	1.11	Low
SH-21	Technology Way to E Lake Forest Dr	Northbound	116.34	116.06	1.00	Low
SH-21	E Lake Forest Dr to Warm Springs Ave	Northbound	66.93	65.23	0.97	Low
SH-21	Warm Springs Ave to Discovery State Park	Northbound	132.36	133.46	1.01	Low
SH-21	Discovery State Park to Sandy Point Ln	Northbound	49.63	42.34	0.85	Low
SH-21	Sandy Point Ln to Discovery State Park	Southbound	41.82	40.63	0.97	Low
SH-21	Discovery State Park to Warm Springs Ave	Southbound	130.43	131.57	1.01	Low
SH-21	Warm Springs Ave to E Lake Forest Dr	Southbound	68.23	64.29	0.94	Low
SH-21	E Lake Forest Dr to Technology Way	Southbound	116.80	127.03	1.09	Low
SH-21	Technology Way to Federal Way	Southbound	33.71	67.11	1.99	Medium
SH-21	Federal Way to I-84 EB Ramps	Southbound	59.28	50.74	0.86	Low
SH-44	SH-55 to Horseshoe Bend Rd	Eastbound	24.65	35.91	1.46	Low
SH-44	Horseshoe Bend Rd to Glenwood St	Eastbound	150.71	245.40	1.63	Low
SH-44 (Glenwood St)	State St to Marigold St	Southbound	74.63	110.20	1.48	Low



Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-44 (Glenwood St)	Marigold St to Chinden Blvd	Southbound	76.86	128.10	1.67	Low
SH-44 (Glenwood St)	Chinden Blvd to Marigold St	Northbound	77.75	123.30	1.59	Low
SH-44 (Glenwood St)	Marigold St to State St	Northbound	68.87	145.00	2.11	Medium
SH-44	Glenwood St to Horseshoe Bend Rd	Westbound	152.28	189.80	1.25	Low
SH-44	Horseshoe Bend Rd to SH-55	Westbound	22.29	56.66	2.54	High
SH-44	Linder Rd to Ballantyne Ln	Eastbound	107.86	135.86	1.26	Low
SH-44	Ballantyne Ln to Eagle Rd	Eastbound	103.38	138.00	1.33	Low
SH-44	Eagle Rd to SH-55	Eastbound	222.19	175.20	0.79	Low
SH-44	SH-55 to Eagle Rd	Westbound	128.72	193.70	1.50	Low
SH-44	Eagle Rd to Ballantyne Ln	Westbound	102.64	122.23	1.19	Low
SH-44	Ballantyne Ln to Linder Rd	Westbound	101.57	187.03	1.50	Low
SH-44	Kingsbury Rd to Blessinger Ln	Eastbound	65.72	68.04	1.04	Low
SH-44	Blessinger Ln to Can-Ada Rd	Eastbound	69.51	69.72	1.00	Low
SH-44	Can-Ada Rd to Star Rd	Eastbound	90.95	110.04	1.21	Low
SH-44	Star Rd to Taurus Way	Eastbound	65.87	64.20	0.97	Low
SH-44	Taurus Way to SH 16	Eastbound	93.85	139.03	1.48	Low
SH-44	SH 16 to Palmer Ln	Eastbound	50.89	59.23	1.16	Low
SH-44	Palmer Ln to Linder Rd	Eastbound	99.62	157.37	1.58	Low
SH-44	Linder Rd to Palmer Ln	Westbound	99.72	118.63	1.19	Low
SH-44	Palmer Ln to SH 16	Westbound	53.95	69.86	1.29	Low
SH-44	Jct SH 16 to Taurus Way	Westbound	96.64	138.00	1.43	Low
SH-44	Taurus Way to Star Rd	Westbound	66.56	90.20	1.36	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-44	Star Rd to Can-Ada Rd	Westbound	86.65	95.76	1.11	Low
SH-44	Can-Ada Rd to Blessinger Ln	Westbound	68.70	69.24	1.01	Low
SH-44	Blessinger Ln to Kingsbury Rd	Westbound	66.33	66.60	1.00	Low
SH-44	I-84 EB ramps to Old Hwy 30	Eastbound	25.74	22.08	0.86	Low
SH-44	Old Hwy 30 to Emmett Rd	Eastbound	142.97	156.36	1.09	Low
SH-44	Emmett Rd to Cemetery Rd	Eastbound	76.78	103.32	1.35	Low
SH-44	Cemetery Rd to Middleton Rd	Eastbound	100.13	132.36	1.32	Low
SH-44	Middleton Rd to Marjorie Ave	Eastbound	45.77	54.72	1.20	Low
SH-44	Marjorie Ave to Duff Ln	Eastbound	52.37	54.72	1.04	Low
SH-44	Duff Ln to Lansing Ln	Eastbound	66.34	66.72	1.01	Low
SH-44	Lansing Ln to Kingsbury Rd	Eastbound	68.72	69.84	1.02	Low
SH-44	Kingsbury Rd to Lansing Ln	Westbound	68.25	68.64	1.01	Low
SH-44	Lansing Ln to Duff Ln	Westbound	66.55	67.20	1.01	Low
SH-44	Duff Ln to Marjorie Ave	Westbound	54.18	58.20	1.07	Low
SH-44	Marjorie Ave to Middleton Rd	Westbound	49.33	70.68	1.43	Low
SH-44	Middleton Rd to Cemetery Rd	Westbound	99.65	114.72	1.15	Low
SH-44	Cemetery Rd to Emmett Rd	Westbound	76.91	101.64	1.32	Low
SH-44	Emmett Rd to Old Hwy 30	Westbound	140.55	158.28	1.13	Low
SH-44	Old Hwy 30 to I-84 EB ramps	Westbound	25.70	23.88	0.93	Low
SH-45 (12th Ave)	Ruth Ln to Greenhurst Rd	Northbound	139.55	204.00	1.46	Low
SH-45 (12th Ave)	Greenhurst to Iowa Ave	Northbound	55.22	122.57	2.22	Medium

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-45 (12th Ave)	Iowa Ave to Lake Lowell Ave	Northbound	57.90	78.51	1.36	Low
SH-45 (12th Ave)	Lake Lowell Ave to 7th Ave	Northbound	113.51	133.80	1.18	Low
SH-45 (12th Ave)	7th Ave to 12th Ave/3rd St	Northbound	54.66	60.43	1.11	Low
SH-45 (12th Ave)	12th Ave/3rd St to 2nd/11th Ave	Northbound	28.64	76.92	2.69	High
SH-45 (12th Ave)	11th Ave/3rd St to 12th Ave/3rd St	Southbound	11.57	27.18	2.35	High
SH-45 (12th Ave)	12th Ave/3rd St to 7th Ave	Southbound	36.26	71.91	1.98	Medium
SH-45 (12th Ave)	7th Ave to Lake Lowell Ave	Southbound	111.09	162.00	1.46	Low
SH-45 (12th Ave)	Lake Lowell Ave to Iowa Ave	Southbound	57.90	80.40	1.39	Low
SH-45 (12th Ave)	Iowa Ave to Greenhurst Rd	Southbound	51.20	101.55	1.98	Medium
SH-45 (12th Ave)	Greenhurst Rd to Ruth Ln	Southbound	133.58	136.20	1.02	Low
Northside Blvd	3rd St S to 1st St N	Northbound	40.81	51.60	1.26	Low
Northside Blvd	1st St N to 6th St N	Northbound	45.42	45.00	0.99	Low
Northside Blvd	6th St N to I-84 WB Ramps	Northbound	25.66	35.80	1.40	Low
Northside Blvd	I-84 WB ramps to Karcher Rd	Northbound	22.38	32.00	1.43	Low
Northside Blvd	Karcher Rd to Cherry Ln	Northbound	95.32	106.00	1.11	Low
Northside Blvd	Cherry Ln to Ustick Rd	Northbound	89.21	92.60	1.04	Low
Northside Blvd	Ustick Rd to Linden St	Northbound	80.45	0.00	0.00	No Data
Northside Blvd	Linden St to US-20/26	Northbound	78.78	0.00	0.00	No Data
Northside Blvd	US-20/26 to Linden St	Southbound	77.14	0.00	0.00	No Data
Northside Blvd	Linden St to Ustick Rd	Southbound	81.76	0.00	0.00	No Data
Northside Blvd	Ustick Rd to Cherry Ln	Southbound	90.42	89.60	0.99	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Northside Blvd	Cherry Ln to Karcher Rd	Southbound	99.61	123.20	1.24	Low
Northside Blvd	Karcher Rd to I-84 WB Ramps	Southbound	37.40	54.20	1.45	Low
Northside Blvd	I-84 WB Ramps to 6th St N	Southbound	23.80	37.80	1.59	Low
Northside Blvd	6th St N to 1st St N	Southbound	42.99	43.95	1.02	Low
Northside Blvd	1st St N to 3rd St S	Southbound	51.97	147.60	2.84	High
Eagle Rd	Lake Hazel Rd to Amity Rd	Northbound	79.20	84.00	1.06	Low
Eagle Rd	Amity Rd to Overland Rd	Northbound	207.00	336.50	1.63	Low
SH-55 (Eagle Rd)	Overland Rd to I-84 EB Ramps	Northbound	15.00	34.50	2.30	High
SH-55 (Eagle Rd)	I-84 EB Ramps to St Lukes Ln	Northbound	40.80	129.70	3.18	High
SH-55 (Eagle Rd)	St Lukes Ln to Franklin Rd	Northbound	22.42	66.40	2.96	High
SH-55 (Eagle Rd)	Franklin Rd to Fairview Ave	Northbound	73.91	215.10	2.91	High
SH-55 (Eagle Rd)	Fairview Ave to Ustick Rd	Northbound	67.89	175.46	2.58	High
SH-55 (Eagle Rd)	Ustick Rd to McMillan Rd	Northbound	73.09	178.40	2.44	High
SH-55 (Eagle Rd)	McMillan Rd to Ustick Rd	Southbound	69.09	108.90	1.58	Low
SH-55 (Eagle Rd)	Ustick Rd to Fairview Ave	Southbound	68.47	159.00	2.32	High
SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	78.30	210.10	2.68	High
SH-55 (Eagle Rd)	Franklin Rd to St Lukes Ln	Southbound	20.43	231.00	11.31	High
SH-55 (Eagle Rd)	St Lukes Ln to I-84 EB Ramps	Southbound	50.42	86.66	1.72	Low
SH-55 (Eagle Rd)	I-84 EB Ramps to Overland Rd	Southbound	12.00	56.60	4.72	High
Eagle Rd	Overland Rd to Amity Rd	Southbound	199.20	236.60	1.19	Low
Eagle Rd	Amity Rd to Lake Hazel Rd	Southbound	84.00	97.80	1.16	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-55 (Eagle Rd)	McMillan Rd to Chinden Blvd	Northbound	69.91	173.60	2.48	High
SH-55 (Eagle Rd)	Chinden Blvd to SH-44	Northbound	143.78	214.71	1.49	Low
SH-55 (Eagle Rd)	SH-44 to Chinden Blvd	Southbound	138.01	312.30	2.26	High
SH-55 (Eagle Rd)	Chinden Blvd to McMillan Rd	Southbound	67.91	119.30	1.76	Medium
SH-55	SH-44 to Hill Rd	Northbound	43.20	43.20	0.88	Low
SH-55	Hill Rd to Floating Feather Rd	Northbound	59.84	67.20	1.12	Low
SH-55	Floating Feather Rd to Beacon Light Rd	Northbound	65.62	67.80	1.03	Low
SH-55	Beacon Light Rd to Avimor Dr	Northbound	0.00	322.20	1.00	Low
SH-55	Avimor Dr to Beacon Light Rd	Southbound	0.00	325.20	1.00	Low
SH-55	Beacon Light Rd to Floating Feather Rd	Southbound	76.62	99.00	1.29	Low
SH-55	Floating Feather Rd to Hill Rd	Southbound	59.65	67.20	1.13	Low
SH-55	Hill Rd to SH-44	Southbound	48.18	48.00	1.00	Low
SH-69	Kuna Rd to Deer Flat Rd	Northbound	68.88	76.20	1.11	Low
SH-69	Deer Flat Rd to Hubbard Rd	Northbound	66.16	68.10	1.03	Low
SH-69	Hubbard Rd to Columbia Rd	Northbound	66.65	68.76	1.03	Low
SH-69	Columbia Rd to Lake Hazel Rd	Northbound	66.17	71.40	1.08	Low
SH-69	Lake Hazel Rd to Amity Rd	Northbound	67.19	80.88	1.20	Low
SH-69	Amity Rd to Victory Rd	Northbound	66.63	83.16	1.25	Low
SH-69	Victory Rd to Amity Rd	Southbound	66.46	80.40	1.21	Low
SH-69	Amity Rd to Lake Hazel Rd	Southbound	66.51	68.04	1.02	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-69	Lake Hazel Rd to Columbia Rd	Southbound	66.20	91.10	1.38	Low
SH-69	Columbia Rd to Hubbard Rd	Southbound	66.57	70.70	1.06	Low
SH-69	Hubbard Rd to Deer Flat Rd	Southbound	66.21	79.92	1.21	Low
SH-69	Deer Flat Rd to Kuna Rd	Southbound	67.96	76.70	1.13	Low
SH-69	Victory Rd to Overland Rd	Northbound	74.84	127.70	1.71	Low
SH-69 (Meridian Rd)	Overland Rd to I-84 EB Ramps	Northbound	16.88	39.45	2.34	High
SH-69 (Meridian Rd)	I-84 EB Ramps to I-84 WB Ramps	Northbound	22.60	37.32	1.65	Low
SH-69 (Main St)	I-84 WB Ramps to Corporate Dr	Northbound	43.81	82.32	1.88	Medium
SH-69 (Main St)	Corporate Dr to Franklin Rd	Northbound	43.36	51.30	1.18	Low
SH-69 (Main St)	Franklin Rd to Pine Ave	Northbound	67.54	102.00	1.51	Low
SH-69 (Main St)	Pine Ave to Cherry Ln	Northbound	71.70	180.00	2.51	High
SH-69 (Main St)	Cherry Ln to Pine Ave	Southbound	71.06	0.00	0.00	Low
SH-69 (Main St)	Pine Ave to Franklin Rd	Southbound	69.41	0.00	0.00	Low
SH-69 (Main St)	Franklin Rd to Corporate Dr	Southbound	40.18	0.00	0.00	No Data
SH-69 (Main St)	Corporate Dr to I-84 WB Ramps	Southbound	36.41	0.00	0.00	No Data
SH-69 (Meridian Rd)	I-84 WB Ramps to I-84 EB Ramps	Southbound	23.00	23.88	1.04	Low
SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	14.29	74.40	5.21	High
SH-69	Overland Rd to Victory Rd	Southbound	74.38	93.96	1.26	Low
State St	Glenwood St to Pierce Park Ln	Eastbound	73.86	63.38	0.86	Low
State St	Pierce Park Ln to Collister Dr	Eastbound	107.39	165.15	1.54	Low
State St	Collister Dr to Veterans Parkway	Eastbound	98.20	188.78	1.92	Medium

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
State St	Veterans Parkway to 27th St	Eastbound	98.44	168.98	1.72	Low
State St	27th St to 18th St	Eastbound	81.44	90.45	1.11	Low
State St	18th St to 8th St	Eastbound	123.00	203.70	1.66	Low
State St	8th St to 18th St	Westbound	135.00	177.27	1.31	Low
State St	18th St to 27th St	Westbound	74.54	154.95	2.08	Medium
State St	27th St to Veterans Parkway	Westbound	98.96	193.20	1.95	Medium
State St	Veterans Parkway to Collister Dr	Westbound	96.81	138.08	1.43	Low
State St	Collister Dr to Pierce Park Ln	Westbound	113.33	159.68	1.41	Low
State St	Pierce Park Ln to Glenwood St	Westbound	59.90	109.80	1.83	Medium
Ten Mile Rd	Amity Rd to Victory Rd	Northbound	82.51	81.00	0.98	Low
Ten Mile Rd	Victory Rd to Overland Rd	Northbound	52.80	63.80	1.21	Low
Ten Mile Rd	Overland Rd to I-84 Ramp Signal	Northbound	58.20	81.24	1.40	Low
Ten Mile Rd	I-84 Ramp Signal to Franklin Rd	Northbound	76.80	86.04	1.12	Low
Ten Mile Rd (Old)	Overland Rd to Franklin Rd	Northbound	82.50	240.96	0.00	No Data
Ten Mile Rd	Franklin Rd to Ustick Rd	Northbound	225.00	240.96	1.07	Low
Ten Mile Rd	Ustick Rd to US 20/26	Northbound	222.00	227.64	1.03	Low
Ten Mile Rd	US 20/26 to Ustick Rd	Southbound	190.80	253.80	0.95	Low
Ten Mile Rd	Ustick Rd to Franklin Rd	Southbound	268.20	275.40	1.03	Low
Ten Mile Rd (Old)	Franklin Rd to Overland Rd	Southbound	80.84	0.00	0.00	No Data
Ten Mile Rd	Franklin Rd to I-84 Ramp Signal	Southbound	82.20	93.36	1.14	Low
Ten Mile Rd	I-84 Ramp Signal to Overland Rd	Southbound	58.80	56.76	0.97	Low
Ten Mile Rd	Overland Rd to Victory Rd	Southbound	60.00	62.40	1.04	Low
Ten Mile Rd	Victory Rd to Amity Rd	Southbound	82.58	82.80	1.00	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
US-20/26	Notus Rd to Stafford Rd	Eastbound	148.80	173.50	1.17	Low
US-20/26	Stafford Rd to I-84	Eastbound	205.20	232.60	1.13	Low
US-20/26	I-84 EB off ramp to I-84 WB ramps	Eastbound	40.83	0.00	0.00	No Data
US-20/26	I-84 WB ramps to Muller Rd	Eastbound	20.52	0.00	0.00	No Data
US-20/26	Muller Rd to KCID Rd	Eastbound	78.33	0.00	0.00	No Data
US-20/26 (Franklin Rd)	21st-Franklin Rd to Aviation Way	Eastbound	75.00	108.60	1.45	Low
US-20/26	Aviation Way to KCID Rd	Eastbound	87.00	97.20	1.12	Low
US-20/26	KCID Rd to Middleton Rd	Eastbound	63.88	70.20	1.10	Low
US-20/26	Middleton Rd to Midland Blvd	Eastbound	65.82	70.80	1.08	Low
US-20/26	Midland Blvd to Northside Blvd	Eastbound	65.39	64.80	0.99	Low
US-20/26	Northside Blvd to Franklin Rd	Eastbound	66.20	66.00	1.00	Low
US-20/26	Franklin Rd to 11th Ave N	Eastbound	66.45	66.00	0.99	Low
US-20/26	11th Ave N to Franklin Rd	Westbound	66.80	66.00	0.99	Low
US-20/26	Franklin Rd to Northside Blvd	Westbound	66.07	66.00	1.00	Low
US-20/26	Northside Blvd to Midland Blvd	Westbound	65.38	64.80	0.99	Low
US-20/26	Midland Blvd to Middleton Rd	Westbound	65.30	124.20	1.90	Medium
US-20/26	Middleton Rd to KCID Rd	Westbound	65.35	70.80	1.08	Low
US-20/26	KCID Rd to Aviation Way	Westbound	86.20	106.20	1.23	Low
US-20/26 (Franklin Rd)	Aviation Way to 21st-Franklin Rd	Westbound	71.10	112.65	1.58	Low
US-20/26	KCID Rd to Muller Rd	Westbound	79.20	0.00	0.00	No Data
US-20/26	Muller Rd to I-84 WB ramps	Westbound	32.93	0.00	0.00	No Data



Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
US-20/26	I-84 WB ramps to I-84 EB off ramp	Westbound	42.28	0.00	0.00	No Data
US-20/26	I-84 to Stafford Rd	Westbound	193.20	227.30	1.18	Low
US-20/26	Stafford Rd to Notus Rd	Westbound	150.00	161.00	1.07	Low
US-20/26	Linder Rd to Eagle Rd	Eastbound	203.28	396.24	1.95	Medium
US-20/26	Eagle Rd to Cloverdale Rd	Eastbound	71.92	144.12	2.00	Medium
US-20/26	Cloverdale Rd to Garrett St	Eastbound	127.83	222.96	1.74	Low
US-20/26	Garrett St to Glenwood St	Eastbound	98.06	139.60	1.42	Low
US-20/26	Glenwood St to Garrett St	Westbound	98.83	96.84	0.98	Low
US-20/26	Garrett St to Cloverdale Rd	Westbound	137.19	157.92	1.15	Low
US-20/26	Cloverdale Rd to Eagle Rd	Westbound	73.45	424.44	5.78	High
US-20/26	Eagle Rd to Linder Rd	Westbound	196.14	324.00	1.65	Low
US-20/26	Glenwood St to Veterans Parkway	Eastbound	207.61	254.90	1.23	Low
US-20/26	Veterans Parkway to 36th St	Eastbound	69.36	107.50	1.55	Low
US-20/26	36th St to Main St	Eastbound	49.62	50.70	1.02	Low
US-20/26 (I-184/Myrtle St)	Main St to 13th St	Eastbound	115.28	140.55	1.22	Low
US-20/26 (Front St/I-184))	13th St to Main St	Westbound	95.95	84.26	0.88	Low
US-20/26	Main St to 36th St	Westbound	50.42	129.00	2.56	High
US-20/26	36th to Veterans Parkway	Westbound	78.25	142.68	1.82	Medium
US-20/26	Veterans Parkway to Glenwood St	Westbound	208.41	281.16	1.35	Low
US-20/26 (Myrtle St)	13th St to 9th St	Eastbound	54.68	68.40	1.25	Low
US-20/26 (Myrtle St)	9th St to Capitol Blvd	Eastbound	23.43	25.80	1.10	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
US-20/26 (Myrtle St)	Capitol Blvd to Broadway Ave	Eastbound	78.21	109.50	1.40	Low
US-20/26 (Broadway Ave)	Warm Springs Ave to Front St	Southbound	22.80	65.60	2.88	High
US-20/26 (Broadway Ave)	Front St to Myrtle St	Southbound	13.20	15.36	1.16	Low
US-20/26 (Broadway Ave)	Myrtle St to Beacon St	Southbound	57.00	99.50	1.75	Low
US-20/26 (Broadway Ave)	Beacon St to Boise Ave	Southbound	62.19	108.20	1.74	Low
US-20/26 (Broadway Ave)	Boise Ave to Federal Way	Southbound	109.19	145.60	1.33	Low
US-20/26 (Broadway Ave)	Federal Way to I-84 EB Ramps	Southbound	63.71	114.96	1.80	Medium
US-20/26 (Broadway Ave)	I-84 EB Ramps to Federal Way	Northbound	60.76	65.80	1.08	Low
US-20/26 (Broadway Ave)	Federal Way to Boise Ave	Northbound	115.89	191.80	1.66	Low
US-20/26 (Broadway Ave)	Boise Ave to Beacon St	Northbound	65.58	83.40	1.27	Low
US-20/26 (Broadway Ave)	Beacon St to Myrtle St	Northbound	57.60	61.20	1.06	Low
US-20/26 (Broadway Ave)	Myrtle St to Front St	Northbound	16.80	16.90	1.01	Low
US-20/26 (Broadway Ave)	Front St to Warm Springs Ave	Northbound	24.00	85.10	3.55	High
US-20/26 (Front St)	Broadway Ave to Capitol Blvd	Westbound	86.88	136.70	1.57	Low
US-20/26 (Front St)	Capitol Blvd to 9th St	Westbound	15.77	35.10	2.23	Medium
US-20/26 (Front St)	9th St to 13th St	Westbound	29.67	48.20	1.62	Low
US-20/26	11th Ave N to Can-Ada Rd	Eastbound	66.86	66.00	0.99	Low
US-20/26	Can-Ada Rd to Star Rd	Eastbound	64.00	91.80	1.43	Low
US-20/26	Star Rd to McDermott Rd	Eastbound	66.08	81.00	1.23	Low
US-20/26	McDermott Rd to Black Cat Rd	Eastbound	65.03	84.00	1.29	Low
US-20/26	Black Cat Rd to Ten Mile Rd	Eastbound	65.79	72.00	1.09	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
US-20/26	Ten Mile Rd to Linder Rd	Eastbound	65.56	117.00	1.78	Medium
US-20/26	Linder Rd to Ten Mile Rd	Westbound	66.20	93.84	1.42	Low
US-20/26	Ten Mile Rd to Black Cat Rd	Westbound	65.54	66.00	1.01	Low
US-20/26	Black Cat Rd to McDermitt Rd	Westbound	64.82	79.20	1.22	Low
US-20/26	McDermott Rd to Star Rd	Westbound	66.93	96.00	1.43	Low
US-20/26	Star Rd to Can-Ada Rd	Westbound	64.41	67.80	1.05	Low
US-20/26	Can-Ada Rd to 11th Ave N	Westbound	66.46	66.00	0.99	Low
Ustick Rd	Wagner Rd to Farmway Rd	Eastbound	73.20	79.80	1.09	Low
Ustick Rd	Farmway Rd to Kimball Ave	Eastbound	80.29	72.20	0.90	Low
Ustick Rd	Kimball Ave to 10th Ave	Eastbound	32.15	41.50	1.29	Low
Ustick Rd	10th Ave to Indiana Ave	Eastbound	111.25	112.20	1.01	Low
Ustick Rd	Indiana Ave to Lake Ave	Eastbound	111.83	133.70	1.20	Low
Ustick Rd	Lake Ave to Caldwell Blvd	Eastbound	49.58	109.60	2.21	Medium
Ustick Rd	Caldwell Blvd to RR Crossing	Eastbound	38.84	44.90	1.16	Low
Ustick Rd	RR Crossing to Middleton Rd	Eastbound	118.50	158.00	1.33	Low
Ustick Rd	Middleton Rd to RR Crossing	Westbound	109.08	134.16	1.23	Low
Ustick Rd	RR Crossing to Caldwell Blvd	Westbound	42.35	117.48	2.77	High
Ustick Rd	Caldwell Blvd to Lake Ave	Westbound	49.96	102.96	2.06	Medium
Ustick Rd	Lake Ave to Indiana Ave	Westbound	115.83	107.16	0.93	Low
Ustick Rd	Indiana Ave to 10th Ave	Westbound	115.40	118.92	1.03	Low
Ustick Rd	10th Ave to Kimball Ave	Westbound	29.69	26.28	0.89	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Ustick Rd	Kimball Ave to Farmway Rd	Westbound	86.13	92.04	1.07	Low
Ustick Rd	Farmway Rd to Wagner Rd	Westbound	69.00	74.64	1.08	Low
Ustick Rd	Middleton Rd to Midland Blvd	Eastbound	76.94	100.40	1.30	Low
Ustick Rd	Midland Blvd to Northside Blvd	Eastbound	87.21	101.70	1.17	Low
Ustick Rd	Northside Blvd to Franklin Blvd	Eastbound	85.43	86.33	1.01	Low
Ustick Rd	Franklin Blvd to 11th Ave N	Eastbound	77.34	75.86	0.98	Low
Ustick Rd	11th Ave N to Can-Ada Rd	Eastbound	78.19	96.09	1.23	Low
Ustick Rd	Can-Ada Rd to Star Rd	Eastbound	82.86	86.70	1.05	Low
Ustick Rd	Star Rd to McDermott Rd	Eastbound	78.56	76.10	0.97	Low
Ustick Rd	McDermott Rd to Star Rd	Westbound	79.84	87.72	1.10	Low
Ustick Rd	Star Rd to Can-Ada Rd	Westbound	82.08	88.32	1.08	Low
Ustick Rd	Can-Ada Rd to 11th Ave N	Westbound	79.15	79.10	1.00	Low
Ustick Rd	11th Ave N to Franklin Blvd	Westbound	77.01	83.66	1.09	Low
Ustick Rd	Franklin Blvd to Northside Blvd	Westbound	81.84	85.28	1.04	Low
Ustick Rd	Northside Blvd to Midland Blvd	Westbound	89.40	109.50	1.22	Low
Ustick Rd	Midland Blvd to Middleton Rd	Westbound	74.48	127.68	1.71	Low
Vista Ave/Capitol Blvd/9th St	Wright St to I-84 Ramp Signal	Northbound	12.00	87.84	10.57	High
Vista Ave/Capitol Blvd/9th St	I-84 Ramp Signal Ramps to Canal St	Northbound	42.00	54.36	1.04	Low
Vista Ave/Capitol Blvd/9th St	Canal St to Targee St	Northbound	39.61	43.56	1.10	Low
Vista Ave/Capitol Blvd/9th St	Targee St to Overland Rd	Northbound	53.56	71.88	1.34	Low
Vista Ave/Capitol Blvd/9th St	Overland Rd to Kootenai St	Northbound	26.66	32.76	1.23	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Vista Ave/Capitol Blvd/9th St	Kootenai St to Eastover Rd	Northbound	61.65	82.92	1.35	Low
Vista Ave/Capitol Blvd/9th St	Eastover Rd to University Dr	Northbound	40.90	157.56	3.85	High
Vista Ave/Capitol Blvd/9th St	University Dr to Myrtle St	Northbound	72.02	86.16	1.20	Low
Vista Ave/Capitol Blvd/9th St	Myrtle St to Front St	Northbound	22.34	91.20	4.08	High
Vista Ave/Capitol Blvd/9th St	Front St to Bannock St	Northbound	38.03	52.44	1.38	Low
Vista Ave/Capitol Blvd/9th St	State St to Main St	Southbound	66.84	224.88	3.36	High
Vista Ave/Capitol Blvd/9th St	Main St to Myrtle St	Southbound	18.43	126.24	6.85	High
Vista Ave/Capitol Blvd/9th St	Myrtle St to University Dr	Southbound	62.03	128.16	2.07	Medium
Vista Ave/Capitol Blvd/9th St	University Dr to Eastover Rd	Southbound	35.32	33.72	0.95	Low
Vista Ave/Capitol Blvd/9th St	Eastover Rd to Kootenai St	Southbound	62.95	129.96	2.06	Medium
Vista Ave/Capitol Blvd/9th St	Kootenai St to Overland Rd	Southbound	38.88	44.40	1.14	Low
Vista Ave/Capitol Blvd/9th St	Overland Rd to Targee St	Southbound	55.47	54.36	0.98	Low
Vista Ave/Capitol Blvd/9th St	Targee St to Canal St	Southbound	38.92	40.44	1.04	Low
Vista Ave/Capitol Blvd/9th St	Canal St to I-84 Ramp Signal	Southbound	43.20	82.80	1.60	Low
Vista Ave/Capitol Blvd/9th St	I-84 Ramp Signal to Wright St	Southbound	12.00	13.58	1.63	Low
Ustick Rd	McDermott Rd to Black Cat Rd	Eastbound	78.00	81.50	1.04	Low
Ustick Rd	Black Cat Rd to Ten Mile Rd	Eastbound	88.80	109.40	1.23	Low
Ustick Rd	Ten Mile Rd to Linder Rd	Eastbound	91.20	103.11	1.13	Low
Ustick Rd	Linder Rd to Meridian Rd	Eastbound	91.20	129.24	1.42	Low
Ustick Rd	Meridian Rd to Locust Grove Rd	Eastbound	85.80	198.24	2.31	High
Ustick Rd	Locust Grove Rd to Eagle Rd	Eastbound	96.00	204.24	2.13	Medium

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Ustick Rd	Eagle Rd to Cloverdale Rd	Eastbound	105.00	149.04	1.42	Low
Ustick Rd	Cloverdale Rd to Five Mile Rd	Eastbound	109.80	179.28	1.63	Low
Ustick Rd	Five Mile Rd to Maple Grove Rd	Eastbound	105.00	162.96	1.55	Low
Ustick Rd	Maple Grove Rd to Cole Rd	Eastbound	106.20	168.24	1.58	Low
Ustick Rd	Cole Rd to Curtis Rd	Eastbound	148.20	156.12	1.05	Low
Ustick Rd	Curtis Rd to Cole Rd	Westbound	138.00	174.36	1.26	Low
Ustick Rd	Cole Rd to Maple Grove Rd	Westbound	109.20	162.12	1.48	Low
Ustick Rd	Maple Grove Rd to Five Mile Rd	Westbound	106.80	153.00	1.43	Low
Ustick Rd	Five Mile Rd to Cloverdale Rd	Westbound	106.80	201.72	1.89	Medium
Ustick Rd	Cloverdale Rd to Eagle Rd	Westbound	103.80	205.68	1.98	Medium
Ustick Rd	Eagle Rd to Locust Grove Rd	Westbound	85.80	480.40	5.60	High
Ustick Rd	Locust Grove Rd to Meridian Rd	Westbound	82.20	162.80	1.98	Medium
Ustick Rd	Meridian Rd to Linder Rd	Westbound	88.80	137.30	1.55	Low
Ustick Rd	Linder Rd to Ten Mile Rd	Westbound	94.80	108.00	1.14	Low
Ustick Rd	Ten Mile Rd to Black Cat Rd	Westbound	91.20	106.68	1.17	Low
Ustick Rd	Black Cat Rd to McDermott Rd	Westbound	76.20	78.84	1.03	Low
Notus Rd	SH 19 to US 20/26	Northbound	289.80	328.55	1.13	Low
Notus Rd	US 20/26 to SH 19	Southbound	262.80	136.80	0.52	Low
Farmway Rd	SH 55 (Karcher Rd) to Ustick Rd	Northbound	132.00	256.20	1.94	Low
Farmway Rd	Ustick Rd to SH 19	Northbound	166.80	169.80	1.02	Low
Farmway Rd	SH 19 to Ustick Rd	Southbound	165.00	145.20	0.88	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Farmway Rd	Ustick Rd to SH 55 (Karcher)	Southbound	133.80	138.00	1.03	Low
Locust Ln and Midland Rd	Greenhurst Rd to SH 45 (12th Ave)	Eastbound	217.20	0.00	0.00	Low
Locust Ln	SH 45 (12th Ave) to Powerline Rd	Eastbound	115.20	138.00	1.20	Low
Locust Ln	Powerline Rd to Happy Valley Rd	Eastbound	204.00	226.80	1.11	Low
Locust Ln	Happy Valley Rd to Powerline Rd	Westbound	193.20	211.80	1.10	Low
Locust Ln	Powerline Rd to SH 45 (12th Ave)	Westbound	120.00	142.80	1.19	Low
Locust Ln and Midland Rd	SH 45 (12th Ave) to Greenhurst Rd	Westbound	210.00	0.00	0.44	Low
Happy Valley Rd	Locust Ln to Greenhurst Rd	Northbound	90.00	91.68	2.17	Low
Happy Valley Rd	Greenhurst Rd to Victory Rd	Northbound	196.20	194.88	0.35	Low
Happy Valley Rd	Victory Rd to Airport Rd	Northbound	78.00	67.80	0.87	Low
Happy Valley Rd	Airport Rd to Garrity Blvd	Northbound	90.00	0.00	0.00	Low
Happy Valley Rd	Garrity Blvd to Airport Rd	Southbound	87.00	0.00	0.00	Low
Happy Valley Rd	Aiport Rd to Victory Rd	Southbound	75.00	67.92	0.91	Low
Happy Valley Rd	Victory Rd to Greenhurst Rd	Southbound	214.20	192.48	0.90	Low
Happy Valley Rd	Greenhurst Rd to Locust Ln	Southbound	111.00	88.68	0.80	Low
Lake Hazel Rd	Eagle Rd to Five Mile Rd	Eastbound	205.80	0.00	0.00	
Lake Hazel Rd	Five Mile Rd to Moonridge Ave	Eastbound	124.80	148.70	1.19	Low
Lake Hazel Rd	Moonridge Ave to Five Mile Rd	Westbound	133.20	196.30	1.47	Low
Lake Hazel Rd	Five Mile Rd to Eagle Rd	Westbound	211.80	0.00	0.00	
Warm Springs Ave	East Parkcenter Blvd to Eckert Rd	Eastbound	135.00	140.60	1.04	Low
Warm Springs Ave	Eckert Rd to SH 21 bridge	Eastbound	229.20	251.13	1.10	Low

Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
Warm Springs Ave	SH 21 bridge to Eckert Rd	Westbound	232.80	244.80	1.05	Low
Warm Springs Ave	Eckert Rd to East Parkcenter Bridge	Westbound	129.00	130.10	1.01	Low
Linder Rd	Franklin Rd to Cherry Ln	Northbound	127.80	162.69	1.27	Low
Linder Rd	Cherry Ln to Ustick Rd	Northbound	108.00	138.17	1.28	Low
Linder Rd	Ustick Rd to Chinden Blvd	Northbound	214.80	294.26	1.37	Low
Linder Rd	Chinden Blvd to State St	Northbound	186.00	190.80	1.03	Low
Linder Rd	State St to Beacon Light Rd	Northbound	184.80	220.20	1.19	Low
Linder Rd	Beacon Light Rd to State St	Southbound	202.20	225.00	1.11	Low
Linder Rd	State St to Chinden Blvd	Southbound	196.20	202.29	1.03	Low
Linder Rd	Chinden Blvd to Ustick Rd	Southbound	220.80	261.34	1.18	Low
Linder Rd	Ustick Rd to Cherry Ln	Southbound	136.20	159.34	1.17	Low
Linder Rd	Cherry Ln to Franklin Rd	Southbound	129.00	204.69	1.59	Low
SH-55 (Karcher Rd)	Sunnyslope Rd to Chicken Dinner Rd	Eastbound	61.20	63.00	1.03	Low
SH-55 (Karcher Rd)	Chicken Dinner Rd to 10th Ave	Eastbound	259.80	316.20	1.22	Low
SH-55 (Karcher Rd)	10th Ave to Lake Ave	Eastbound	129.00	153.00	1.19	Low
SH-55 (Karcher Rd)	Lake Ave to Middleton Rd	Eastbound	130.80	179.28	1.37	Low
SH-55 (Karcher Rd)	Middleton Rd to IB-84 (Caldwell-Nampa Blvd)	Eastbound	60.00	115.68	1.93	Medium
SH-55 (Karcher Rd / Midland Blvd)	IB-84 (Caldwell-Nampa Blvd) to Cherry Ln	Northbound	112.20	0.00	0.00	Medium
Midland Blvd	Cherry Ln to Ustick Rd	Northbound	85.20	100.20	0.97	Low
Midland Blvd	Ustick Rd to Cherry Ln	Southbound	85.80	82.80	3.16	High



Route	Description	Direction	Ideal Time	2014 Cong Time	2014 SI	2014Thresh
SH-55 (Midland Blvd / Karcher Rd)	Cherry Ln to IB-84 (Caldwell-Nampa Blvd)	Southbound	132.00	271.20	1.27	Low
SH-55 (Karcher Rd)	IB-84 (Caldwell-Nampa Blvd) to Middleton Rd	Westbound	49.20	167.90	3.02	High
SH-55 (Karcher Rd)	Middleton Rd to Lake Ave	Westbound	157.80	148.44	0.86	Low
SH-55 (Karcher Rd)	Lake Ave to 10th Ave	Westbound	139.80	135.00	2.02	Medium
SH-55 (Karcher Rd)	10th Ave to Chicken Dinner Rd	Westbound	258.00	282.00	0.24	Low
SH-55 (Karcher Rd)	Chicken Dinner Rd to Sunnyslope Rd	Westbound	61.80	63.00	1.02	Low
Lake Hazel Rd	Robinson Rd to McDermott Rd	Eastbound	85.20	88.60	1.04	Low
Lake Hazel Rd	McDermott Rd to Ten Mile Rd	Eastbound	160.20	172.70	1.08	Low
Lake Hazel Rd	Ten Mile Rd to Meridian Rd	Eastbound	166.20	192.90	1.16	Low
Lake Hazel Rd	Meridian Rd to Eagle Rd	Eastbound	157.20	168.90	1.07	Low
Lake Hazel Rd	Eagle Rd to Cloverdale Rd	Eastbound	90.00	122.80	1.36	Low
Lake Hazel Rd	Cloverdale Rd to Five Mile Rd	Eastbound	112.80	161.50	1.43	Low
Lake Hazel Rd	McDermott Rd to Robinson Rd	Westbound	79.80	93.50	1.17	Low
Lake Hazel Rd	Ten Mile Rd to Mcdermott Rd	Westbound	160.80	170.60	1.06	Low
Lake Hazel Rd	Meridian Rd to Ten Mile Rd	Westbound	159.00	177.50	1.12	Low
Lake Hazel Rd	Meridian Rd to Eagle Rd	Westbound	160.80	190.50	1.18	Low
Lake Hazel Rd	Cloverdale Rd to Eagle Rd	Westbound	97.80	114.20	1.17	Low
Lake Hazel Rd	Five Mile Rd to Cloverdale Rd	Westbound	106.80	138.90	1.30	Low

## **Appendix B: Congestion Changes**

**Table B- 1: Decreases in Congestion between 2013 and 2014**

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
SH-55 (Karcher Rd)	10th Ave to Chicken Dinner Rd	Westbound	Caldwell	New in 2010	New in 2010	Low	Low	Low	Low	Low	-77.02%
SH-55 (Eagle Rd)	Fairview Ave to Franklin Rd	Southbound	Meridian	Medium	Low	Medium	High	Medium	High	High	-54.61%
Franklin Rd	Black Cat Rd to Ten Mile Rd	Eastbound	Meridian	Low	Low	Low	Low	Low	Medium	Low	-52.89%
Midland Blvd	Cherry Ln to Ustick Rd	Northbound						Low	Medium	Low	-51.92%
Overland Rd	Maple Grove Rd to Five Mile Rd	Westbound	Boise	Low	Low	Low	Low	Low	Medium	Low	-51.74%
Linder Rd	Beacon Light Rd to State St	Southbound	Meridian	New in 2011	New in 2011	New in 2011	Low	Low	Medium	Low	-48.81%
I-84	Cole/Overland Rd to Five Mile Rd	Westbound	Boise	Low	Low	Low	Medium	High	High	Low	-47.14%
Linder Rd	Chinden Blvd to State St	Northbound	Meridian	New in 2011	New in 2011	New in 2011	Low	Low	Medium	Low	-44.41%
SH-69 (Main St)	Corporate Dr to Franklin Rd	Northbound	Meridian	Low	No Data	Low	Medium	Low	Medium	Low	-43.64%
I-84	US-20/26 (Exit 26) to SH-44	Westbound	Caldwell	Low	Low	Low	Low	Low	High	Low	-43.50%
US-20/26 (Broadway Ave)	Front St to Warm Springs Ave	Northbound	Boise	New in 2010	New in 2010	High	High	High	High	High	-42.81%
Orchard St	I-184 EB Ramp to Bond St	Northbound	Boise	Low	Low	Low	Medium	Low	High	Low	-42.15%
Ustick Rd	10th Ave to Indiana Ave	Eastbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	-41.96%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
IB-84 (Cleveland Blvd)	Simplot Blvd to Kimball Ave	Eastbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	-41.78%
US-20/26	McDermott Rd to Star Rd	Westbound	Meridian	Medium	Medium	Low	Low	Low	High	Low	-41.39%
IB-84 (3rd St)	Canyon St to Northside Blvd (Yale St)	Eastbound	Nampa	Low	Low	Low	Low	Low	Low	Low	-39.54%
SH-55 (Eagle Rd)	Franklin Rd to Fairview Ave	Northbound	Meridian	High	High	High	High	High	High	High	-39.24%
SH-55 (Eagle Rd)	SH-44 to Chinden Blvd	Southbound	Eagle	Low	Medium	Medium	High	Low	High	High	-38.00%
SH-69 (Main St)	Pine Ave to Cherry Ln	Northbound	Meridian	Medium	No Data	Medium	Medium	Medium	High	High	-37.95%
US-20/26	KCID Rd to Middleton Rd	Eastbound	Caldwell	High	Low	Low	Low	Low	Medium	Low	-37.77%
US-20/26 (Front St)	Broadway Ave to Capitol Blvd	Westbound	Boise	Low	Low	Low	High	High	High	Low	-37.44%
US-20/26	Linder Rd to Eagle Rd	Eastbound	Meridian	Low	Medium	Medium	High	Medium	High	Medium	-36.76%
SH-21	Federal Way to Technology Way	Northbound	Boise	Low	Low	Medium	Low	Low	Medium	Low	-36.65%
Vista Ave/Capitol Blvd/9th St	University Dr to Myrtle St	Northbound	Boise	Low	Low	Low	Low	Medium	Low	Low	-35.82%
Ten Mile Rd	Ustick Rd to US 20/26	Northbound	Meridian	New in 2011	New in 2011	New in 2011	No Data	Low	Low	Low	-34.59%
Middleton Rd	IB-84 (Caldwell-Nampa Blvd) to Orchard Ave	Southbound	Nampa	New in 2010	New in 2010	Medium	Low	Low	Medium	Low	-33.40%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
Linder Rd	Franklin Rd to Cherry Ln	Northbound	Meridian	New in 2011	New in 2011	New in 2011	Medium	Low	Medium	Low	-32.89%
US-20/26	Veterans Parkway to Glenwood St	Westbound	Garden City	Low	Low	Low	Low	Low	Medium	Low	-32.67%
Franklin Rd	Star Rd to Canada Rd (Idaho Center Blvd)	Westbound	Nampa	Low	Low	Low	Low	Low	Low	Low	-32.20%
Cherry Ln/Fairview Ave	Main St to Linder Rd	Westbound	Meridian	Low	Low	Low	Low	Low	High	Low	-31.95%
US-20/26	Veterans Parkway to 36th St	Eastbound	Garden City	Low	Low	Low	Medium	Low	High	Low	-31.94%
Fairview Ave	Cloverdale Rd to Eagle Rd	Westbound	Meridian	Medium	Low	Medium	Medium	Medium	High	High	-31.86%
SH-55	Beacon Light Rd to Floating Feather Rd	Southbound	Eagle	Low	Low	Low	Low	Low	Medium	Low	-31.82%
SH-55 (Midland Blvd / Karcher Rd)	Cherry Ln to IB-84 (Caldwell-Nampa Blvd)	Southbound	Nampa	New in 2010	New in 2010	No Data	Medium	Low	Medium	Low	-31.62%
US-20/26	36th to Veterans Parkway	Westbound	Garden City	Low	Low	Medium	High	Medium	High	Medium	-31.12%
SH-44	Ballantyne Ln to Linder Rd	Westbound	Eagle	High	High	Medium	High	High	High	Low	-30.90%
Fairview Ave	Milwaukee St to Maple Grove Rd	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	-30.46%
Fairview Ave/Main St/Idaho St	Ave B to 1st St	Westbound	Boise	Low	Low	Low	Low	Low	High	Low	-30.11%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
10th Ave	Chicago St to I-84 WB Ramps	Northbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	-29.70%
Fairview Ave	Cloverdale Rd to Five Mile Rd	Eastbound	Boise	Low	Low	Low	Medium	Low	Medium	Low	-29.55%
SH-21	I-84 EB ramps to Federal Way	Northbound	Boise	Low	Low	Low	Medium	Medium	Medium	Low	-29.12%
IB-84 (Caldwell-Nampa Blvd)	Karcher Rd to Midland Blvd	Eastbound	Nampa	Medium	Medium	Low	Medium	Medium	Medium	Low	-28.88%
US-20/26	Glenwood St to Garrett St	Westbound	Garden City	Low	Low	Low	Low	Low	Low	Low	-28.11%
Federal Way	Overland Rd to Broadway Ave	Southbound	Boise	Low	Low	Low	Low	Low	Low	Low	-28.02%
I-84	SH-44 to US-20/26 (Exit 26)	Eastbound	Caldwell	Low	Low	Low	Low	Low	Medium	Low	-27.07%
Vista Ave/Capitol Blvd/9th St	Overland Rd to Kootenai St	Northbound	Boise	Medium	Low	Low	Low	Low	Low	Low	-26.96%
SH-69 (Meridian Rd)	I-84 WB Ramps to I-84 EB Ramps	Southbound	Meridian	Low	No Data	Low	Medium	Low	Low	Low	-26.75%
Orchard St	Bond St to I-184 EB Ramp	Southbound	Boise	Low	Medium	Medium	High	Medium	Low	Low	-26.40%
Franklin Rd	Milwaukee St to Cole Rd	Eastbound	Boise	High	High	Low	High	Low	Medium	Low	-26.18%
SH-44	Duff Ln to Lansing Ln	Eastbound	Middleton	Low	Low	Low	Low	Low	Low	Low	-26.06%
SH-55	Hill Rd to SH-44	Southbound	Eagle	Medium	Low	Low	High	High	Low	Low	-25.93%
IB-84 (Blaine St)	18th Ave to 10th Ave	Westbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	-25.67%
US-20/26	Can-Ada Rd to Star Rd	Eastbound	Meridian	Low	Low	Low	Low	Medium	Medium	Low	-25.37%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
Fairview Ave	Five Mile Rd to Mitchell St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	-25.20%
SH-44	Lansing Ln to Kingsbury Rd	Eastbound	Middleton	Low	Low	Low	Low	Low	Low	Low	-25.00%
SH-55 (Karcher Rd)	Middleton Rd to IB-84 (Caldwell-Nampa Blvd)	Eastbound	Nampa	New in 2010	New in 2010	Medium	Medium	Low	High	Medium	-24.91%
Happy Valley Rd	Greenhurst Rd to Locust Ln	Southbound	Nampa	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	-24.63%
Ten Mile Rd	I-84 Ramp Signal to Franklin Rd	Northbound	Meridian	New in 2011	New in 2011	New in 2011	No Data	Low	Low	Low	-24.53%
Fairview Ave/Main St/Idaho St	Grove St to 23rd St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	-24.38%
SH-44	Can-Ada Rd to Star Rd	Eastbound	Star	Low	Low	Low	Low	Low	Low	Low	-24.37%
I-84	Ten Mile Rd to Meridian Rd	Eastbound	Meridian	Low	Low	Low	Low	Low	Medium	Low	-23.67%
Federal Way	Amity Rd to Bergeson St	Northbound	Boise	Low	Low	Low	Low	Low	Medium	Low	-22.96%
Linder Rd	Cherry Ln to Franklin Rd	Southbound	Meridian	New in 2011	New in 2011	New in 2011	Medium	High	Medium	Low	-22.92%
Fairview Ave/Main St/Idaho St	13th St to 16th St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	-22.73%
Parkcenter Blvd (Park Blvd)	Broadway Ave to Clearwater Ln	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	-22.64%
Cole Rd	Overland Rd to S Costco/Century Way	Southbound	Boise	High	Medium	Medium	High	Low	Low	Low	-22.58%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
US-20/26	Ten Mile Rd to Black Cat Rd	Westbound	Meridian	Low	Low	Low	Low	Low	Low	Low	-22.54%
IB-84 (Caldwell-Nampa Blvd)	Karcher Rd to Middleton Rd	Westbound	Nampa	Medium	Low	Low	Medium	Low	Medium	Low	-22.47%
Overland Rd	SH-69 to Linder Rd	Westbound	Meridian	Low	Low	Low	Low	Low	Low	Low	-22.19%
SH-55 (Eagle Rd)	I-84 EB Ramps to St Lukes Ln	Northbound	Meridian	High	High	Medium	High	High	High	High	-21.68%
SH-44	Palmer Ln to Linder Rd	Eastbound	Eagle	Medium	Low	Low	High	Low	Medium	Low	-21.63%
US-20/26 (Broadway Ave)	Myrtle St to Front St	Northbound	Boise	High	High	Low	Low	Low	Low	Low	-21.40%
Overland Rd	Curtis Rd to Orchard St	Eastbound	Boise	Medium	Medium	High	Medium	Low	Low	Low	-21.29%
Ustick Rd	Cole Rd to Curtis Rd	Eastbound	Boise	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	-20.78%
Federal Way	Overland Rd to Kootenai St	Northbound	Boise	Low	High	Low	Low	Low	Medium	Low	-20.77%
Vista Ave/Capitol Blvd/9th St	Targee St to Canal St	Southbound	Boise	Low	Low	Low	Low	Low	Low	Low	-20.24%
Fairview Ave	Cole Rd to Milwaukee St	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	-20.15%
Ustick Rd	Lake Ave to Indiana Ave	Westbound	Caldwell	Low	Low	Low	Low	Low	Low	Low	-20.15%
Cole Rd	S Costco/Century Way to Overland Rd	Northbound	Boise	Medium	Medium	High	High	Medium	High	High	-20.14%
SH-45 (12th Ave)	Lake Lowell Ave to 7th Ave	Northbound	Nampa	Low	Low	Low	Low	Low	Low	Low	-20.07%



**Table B- 2: Increases in Congestion between 2013 and 2014**

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
US-20/26 (Franklin Rd)	21st-Franklin Rd to Aviation Way	Eastbound	Caldwell					Low	Low	Low	861.06%
Middleton Rd	Orchard Ave to IB-84 (Caldwell-Nampa Blvd)	Northbound	Nampa	New in 2010	New in 2010	Low	Low	Low	Low	High	564.09%
Vista Ave/Capitol Blvd/9th St	Wright St to I-84 Ramp Signal	Northbound	Boise	Medium	High	No Data	High	Low	Low	High	550.67%
Cole Rd	Franklin Rd to Emerald St	Northbound	Boise	Low	Low	Low	Low	Low	Low	High	257.35%
I-184	Franklin Rd to Jct I-84 (Wye)	Westbound	Boise	Low	Low	Low	Low	Low	Low	High	238.28%
Midland Blvd	Ustick Rd to Cherry Ln	Southbound						Low	Low	High	207.48%
Ustick Rd	Eagle Rd to Locust Grove Rd	Westbound	Meridian	New in 2009	Low	Medium	Medium	Low	Medium	High	197.87%
SH-69 (Meridian Rd)	Overland Rd to I-84 EB Ramps	Northbound	Meridian	Low	No Data	Low	Low	Low	Low	High	185.87%
I-184	Chinden Blvd to Orchard St	Westbound	Boise	Low	Low	Low	Low	Low	Low	High	160.37%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
SH-69 (Meridian Rd)	Corporate Dr to I-84 WB ramps	Southbound	Meridian	New in 2011	New in 2011	New in 2011	High	High	Low	High	134.26%
Vista Ave/Capitol Blvd/9th St	State St to Main St	Southbound	Boise	Medium	Low	Low	Low	Low	Low	High	121.45%
I-184	Jct I-84 (Wye) to Franklin Rd	Eastbound	Boise	Low	Low	Low	Low	Low	Low	High	110.46%
SH-69 (Meridian Rd)	I-84 EB Ramps to Overland Rd	Southbound	Meridian	Low	No Data	Medium	High	Medium	High	High	108.40%
Fairview Ave	Mitchell St to Five Mile Rd	Westbound	Boise	Medium	High	High	Medium	Low	Medium	High	101.44%
Franklin Rd	Maple Grove Rd to Five Mile Rd	Westbound	Boise	Medium	High	Medium	Low	Low	Low	High	87.82%
US-20/26 (Myrtle St)	13th St to 9th St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	86.89%
Fairview Ave	Orchard St to Curtis Rd	Westbound	Boise	Medium	Medium	Medium	High	Low	Low	Medium	86.05%
Fairview Ave/Main St/Idaho St	1st St to Ave B	Eastbound	Boise	High	High	High	High	High	Medium	High	84.98%
I-184	Orchard St to Chinden Blvd	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Medium	84.85%
US-20/26	Cloverdale Rd to Eagle Rd	Westbound	Boise	High	High	High	High	High	High	High	82.20%
SH-69 (Main St)	I-84 WB Ramps to Corporate Dr	Northbound	Meridian	Low	No Data	Low	Low	Low	Low	Medium	81.32%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
SH-55 (Karcher Rd)	Lake Ave to 10th Ave	Westbound	Caldwell	New in 2010	New in 2010	Low	Low	Low	Low	Medium	80.77%
Idaho Center Blvd (Can-Ada Blvd)	Franklin Rd to I-84 WB Ramps	Southbound	Nampa	Medium	Medium	Low	High	Low	Medium	High	79.37%
IB-84 (Garrity Blvd)	Flamingo Ave to I-84 WB Ramps	Eastbound	Nampa	Medium	Low	High	Medium	Medium	Low	High	73.23%
Franklin Rd	Main St to Locust Grove Rd	Eastbound	Meridian	Low	Low	Low	Low	Low	Low	Low	71.86%
IB-84 (Cleveland Blvd)	Kimball Ave to 10th Ave	Eastbound	Caldwell	Medium	Low	Low	Medium	High	Medium	High	70.26%
I-184	Orchard St to Curtis Rd	Westbound	Boise	Low	Low	Low	Low	Low	Low	Medium	67.74%
Overland Rd	Linder Rd to SH-69	Eastbound	Meridian	Low	Low	Low	Low	Low	Low	Low	67.62%
Orchard St	Bond St to Chinden Blvd	Northbound	Boise	High	High	High	High	Medium	Medium	High	63.31%
Fairview Ave/Main St/Idaho St	5th St to 1st St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	62.96%
Franklin Rd	Five Mile Rd to Maple Grove Rd	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Medium	62.42%
US-20/26 (Front St)	Capitol Blvd to 9th St	Westbound	Boise	Medium	Low	High	Low	Medium	Low	Medium	61.75%
Fairview Ave/Main St/Idaho St	27th St to 23rd St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	61.60%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
US-20/26	Main St to 36th St	Westbound	Garden City	Medium	Low	Low	Low	Low	Low	High	59.26%
I-184	Curtis Rd to Franklin Rd	Westbound	Boise	Low	Low	Low	Low	Low	Low	Medium	58.75%
Fairview Ave/Main St/Idaho St	6th St to 9th St	Westbound	Boise	Medium	Low	Low	High	Low	Medium	High	55.62%
SH-55 (Eagle Rd)	McMillan Rd to Chinden Blvd	Northbound	Boise	Medium	High	High	Medium	Medium	Low	High	55.14%
IB-84 (Garrity Blvd)	16th Ave to Franklin Blvd	Westbound	Nampa	High	Medium	High	Low	High	Low	Medium	52.42%
SH-45 (12th Ave)	Ruth Ln to Greenhurst Rd	Northbound	Nampa	Low	Low	Low	Low	Low	Low	Low	51.11%
Vista Ave/Capitol Blvd/9th St	Eastover Rd to University Dr	Northbound	Boise	Medium	High	Medium	High	Medium	High	High	50.49%
Fairview Ave	Liberty St to Curtis Rd	Eastbound	Boise	High	High	High	High	High	Medium	High	50.46%
Middleton Rd	Center of I-84 Overpass to IB-84 (Caldwell-Nampa Blvd)	Southbound	Nampa	New in 2010	New in 2010	Low	High	High	Medium	High	50.00%
US-20/26	Midland Blvd to Middleton Rd	Westbound	Caldwell	Medium	Low	Low	Low	Low	Low	Medium	50.00%
SH-55 (Eagle Rd)	Franklin Rd to St Lukes Ln	Southbound	Meridian	Medium	High	Medium	High	High	High	High	43.21%
US-20/26 (Broadway Ave)	Federal Way to Boise Ave	Northbound	Boise	Low	Low	Low	Low	Low	Low	Low	42.84%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
Fairview Ave/Main St/Idaho St	16th St to 13th St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Low	42.58%
Parkcenter Blvd	Clearwater Ln to Beacon St	Eastbound	Boise	Low	Low	Low	Low	Low	Low	Medium	41.71%
US-20/26 (Franklin Rd)	Aviation Way to 21st-Franklin Rd	Westbound	Caldwell					Low	Low	Low	40.37%
Ten Mile Rd	Overland Rd to I-84 Ramp Signal	Northbound	Meridian	New in 2011	New in 2011	New in 2011	No Data	Low	Low	Low	40.17%
State St	18th St to 27th St	Westbound	Boise	Low	Low	Low	Low	Medium	Low	Medium	38.97%
Ustick Rd	Five Mile Rd to Cloverdale Rd	Westbound	Boise	New in 2011	New in 2011	New in 2011	High	No Data	Low	Medium	38.47%
SH-55 (Eagle Rd)	Overland Rd to I-84 EB Ramps	Northbound	Meridian	No Data	High	High	Medium	High	Low	High	37.56%
Vista Ave/Capitol Blvd/9th St	Myrtle St to Front St	Northbound	Boise	Medium	Medium	Medium	High	High	High	High	37.56%
21st Ave	Cleveland Blvd to Chicago St	Northbound	Caldwell	No Data	No Data	Low	Low	Low	Low	Medium	37.15%
Ustick Rd	Lake Ave to Caldwell Blvd	Eastbound	Caldwell	Low	High	Medium	Medium	High	Low	Medium	35.64%
SH-69	Lake Hazel Rd to Columbia Rd	Southbound	Meridian	Low	Low	Low	Low	Low	Low	Low	35.57%
Franklin Rd	Cloverdale Rd to Eagle Rd	Westbound	Meridian	High	Medium	High	High	High	Medium	High	34.48%
I-84	Garrity Blvd to Franklin Blvd	Westbound	Nampa	Low	Medium	Low	Medium	Low	Low	Medium	32.21%
Overland Rd	Locust Grove Rd to SH-69	Westbound	Meridian	Low	Low	Medium	Medium	Low	Low	Low	32.13%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
Vista Ave/Capitol Blvd/9th St	Main St to Myrtle St	Southbound	Boise	High	High	High	High	High	High	High	31.29%
Overland Rd	SH-69 to Locust Grove Rd	Eastbound	Meridian	Low	Medium	Low	Medium	Low	Low	Low	31.28%
US-20/26 (Broadway Ave)	Beacon St to Boise Ave	Southbound	Boise	Low	Low	Low	Medium	Low	Low	Low	30.68%
Ustick Rd	Locust Grove Rd to Meridian Rd	Westbound	Meridian	New in 2009	Low	Low	High	Medium	Low	Medium	30.32%
SH-45 (12th Ave)	12th Ave/3rd St to 7th Ave	Southbound	Nampa	Medium	Medium	Medium	High	Low	Low	Medium	30.28%
Cherry Ln	Ten Mile Rd to Linder Rd	Eastbound	Meridian	Low	Low	Low	Low	Low	Low	Low	30.28%
Parkcenter Blvd	Beacon St to Clearwater Ln	Westbound	Boise	Medium	Medium	Medium	Medium	High	Low	High	30.06%
US-20/26 (Broadway Ave)	Federal Way to I-84 EB Ramps	Southbound	Boise	Low	Low	Medium	Medium	Low	Low	Medium	29.99%
Northside Blvd	Karcher Rd to I-84 WB Ramps	Southbound	Nampa	No Data	Low	Low	Low	Low	Low	Low	29.98%
Vista Ave/Capitol Blvd/9th St	Targee St to Overland Rd	Northbound	Boise	Low	Low	Low	Low	Low	Low	Low	29.86%
Fairview Ave/Main St/Idaho St	Garden St to 27th St	Eastbound	Boise	Medium	Low	Low	Low	Medium	Low	Low	29.56%
Orchard St	Emerald St to Franklin Rd	Southbound	Boise	Low	Low	Low	Low	Medium	Low	Medium	29.34%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
SH-55 (Karcher Rd)	Chicken Dinner Rd to 10th Ave	Eastbound	Caldwell	New in 2010	New in 2010	Low	Low	Low	Low	Low	28.75%
SH-55 (Eagle Rd)	Ustick Rd to McMillan Rd	Northbound	Boise	Medium	Medium	Low	Medium	Low	Medium	High	28.30%
SH-45 (12th Ave)	Iowa Ave to Greenhurst Rd	Southbound	Nampa	Medium	Low	Low	Low	Low	Low	Medium	28.06%
Eagle Rd	Amity Rd to Overland Rd	Northbound	Meridian	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	27.40%
US-20/26	McDermott Rd to Black Cat Rd	Eastbound	Meridian	Low	Low	Low	Low	Low	Low	Low	27.27%
Linder Rd	Ustick Rd to Chinden Blvd	Northbound	Meridian	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	27.05%
Vista Ave/Capitol Blvd/9th St	Myrtle St to University Dr	Southbound	Boise	Medium	Low	Low	Low	Low	Low	Medium	26.95%
SH-55 (Eagle Rd)	Chinden Blvd to McMillan Rd	Southbound	Boise	Low	Low	Low	Low	Low	Low	Medium	26.44%
Parkcenter Blvd	River Run Dr to Mallard Dr	Westbound	Boise	Low	Low	Low	Low	Low	Low	Low	25.98%
IB-84 (Caldwell-Nampa Blvd)	Midland Blvd to Karcher Rd	Westbound	Nampa	Medium	Medium	High	High	Medium	High	High	25.89%
I-84	Franklin Blvd to Northside Blvd Blvd	Westbound	Nampa	Low	Low	Low	Low	Low	Low	Medium	25.60%
Franklin Rd	Curtis Rd to Cole Rd	Westbound	Boise	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	25.54%

Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
State St	27th St to Veterans Parkway	Westbound	Boise	Medium	Medium	Medium	Medium	High	Low	Medium	25.45%
Overland Rd	Eagle Rd to Cloverdale Rd	Eastbound	Meridian	Low	Low	Low	Low	Low	Low	Low	25.09%
Linder Rd	Ustick Rd to Cherry Ln	Southbound	Meridian	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	24.92%
Ustick Rd	Cole Rd to Maple Grove Rd	Westbound	Boise	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	24.63%
Ustick Rd	Maple Grove Rd to Five Mile Rd	Westbound	Boise	New in 2011	New in 2011	New in 2011	Low	Low	Low	Low	23.79%
Vista Ave/Capitol Blvd/9th St	Eastover Rd to Kootenai St	Southbound	Boise	Low	Low	Low	Low	Medium	Low	Medium	23.77%
Orchard St	Franklin Rd to Overland Rd	Southbound	Boise	Low	Low	Low	Low	Low	Low	Low	23.69%
SH-45 (12th Ave)	11th Ave/3rd St to 12th Ave/3rd St	Southbound	Nampa	Low	Low	Low	Medium	Low	Medium	High	22.93%
Franklin Rd	Milwaukee St to Maple Grove Rd	Westbound	Boise	Low	Low	Low	Low	Low	Low	Medium	22.87%
Vista Ave/Capitol Blvd/9th St	I-84 Ramp Signal Ramps to Canal St	Northbound	Boise	Low	Low	Low	Low	Low	Low	Low	22.43%
I-84	10th Ave to US-20/26 (Exit 29)	Eastbound	Caldwell	Low	Low	Low	Low	Low	Medium	Medium	21.81%
Cherry Ln	Linder Rd to Ten Mile Rd	Westbound	Meridian	Low	Low	Low	Low	Low	Low	Low	21.27%



Road Name	Location	Direction	City	2008 Category	2009 Category	2010 Category	2011 Category	2012 Category	2013 Category	2014 Category	2013 to 2014 Percent Change
SH-44 (Glenwood St)	Marigold St to State St	Northbound	Boise	Low	Low	Medium	Medium	Low	Low	Medium	21.08%
US-20/26	Eagle Rd to Cloverdale Rd	Eastbound	Boise	Low	Low	Medium	Low	Medium	Low	Medium	21.01%
SH-44 (Glenwood St)	Chinden Blvd to Marigold St	Northbound	Boise	Low	Medium	Low	Low	Low	Low	Low	20.04%