



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho









*Working together to plan for the future*

# 2016 Change in Motion Report

Report 09-2016

Accepted by the COMPASS Board on August 15, 2016

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# Quick Facts

- There were an average of 25 traffic crashes each day in Ada and Canyon Counties. In 2014, there were 9,040 crashes and 34 deaths, including two cyclists and six pedestrians (Idaho Transportation Department, 2015).
- The Boise Metropolitan Area generated \$29 billion in gross domestic product (GDP) in 2014; an average annual increase of 3.8% since 2009. Boise's GDP is 85<sup>th</sup> largest (of 366 metropolitan areas) in the nation (Bureau of Economic Analysis, 2016).
- The median sales price of single-family homes in 2013 in Ada County was \$198,000; in Canyon County it was \$125,000. In 2015, those prices increased to \$229,000 in Ada County and \$143,500 in Canyon County, a 15% increase in both counties (Intermountain Multiple Listing Service).
- The median commute time for Ada County workers in 2014 was 20.4 minutes — an increase from 20.1 minutes in 2012 and 20 minutes in 2005. In Canyon County, the median commute time for workers in 2014 was 24 minutes; up from 22.5 minutes in 2012, but down from 24.1 minutes in 2005 (US Census Bureau).



In 2014, there were

**9,040**  
auto crashes

**700** serious  
injuries

and **34**  
deaths  
in Ada and  
Canyon Counties



Average  
commute  
time for  
Treasure  
Valley  
workers



20.4 minutes for Ada County

24.0 minutes for Canyon County

Source: Census Bureau, American Community Survey, 2015

- Boise Metropolitan Area farms generated \$551 million in GDP in 2013, more than double the \$254 million generated in 2001 (Bureau of Economic Analysis, 2016).

# Introduction



## **Communities in Motion 2040**

*Communities in Motion* (CIM) is the regional long-range transportation plan for Ada and Canyon Counties, Idaho, providing transportation solutions for the next 20-plus years. The Board of Directors of the Community Planning Association of Southwest Idaho (COMPASS) adopted CIM 2040 in July 2014.



The intent of this report is to provide information on implementing the CIM plan. The document reports on progress toward achieving performance targets at both the regional and local levels and other implementation activities.



Several CIM 2040 tasks include monitoring system performance. These tasks include:

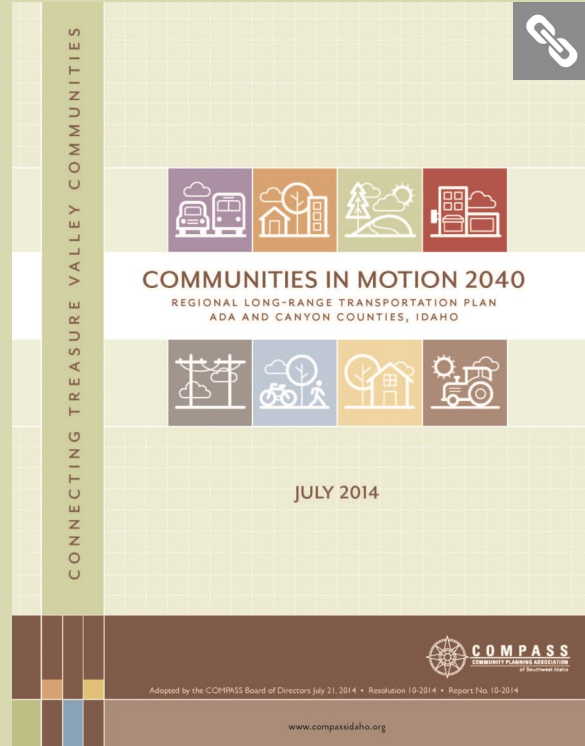
**Task 1.1.2.a.** Annually monitor and report system performance through a congestion management process (CMP) (p. 13, 18)

**Task 2.1.1.b.** Monitor implementation of planned transportation projects and continued vision of regional and local land use plans (p. 31-33)

**Task 2.4.1.a.** Annually monitor implementation of transportation improvements for consistency with Complete Streets policy (p. 20-21)

**Task 3.1.1.a.** Monitor and track changes in commuting costs (p. 24)

**Task 5.1.2.a.** Monitor rates and share of bicycling and walking trips; proximity and prevalence of parks and health care facilities to housing areas; proximity of bus routes to parks and health care facilities (p. 29-30, 34)



# Introduction

COMPASS has been reporting progress on the implementation of CIM since 2007 through a series of performance monitoring reports. All performance monitoring reports can be found online at [www.compassidaho.org/prodserv/gtsm-perfmonitoring.htm](http://www.compassidaho.org/prodserv/gtsm-perfmonitoring.htm).

CIM 2040 is based on a vision for growth in the Treasure Valley called the "CIM 2040 Vision." In addition to the vision, CIM 2040 examines eight planning elements (transportation, land use, housing, farmland, open space, health, community infrastructure, and economic development). Goals and targets were developed for all eight of these elements and are reported in this report.

COMPASS continues to monitor new federal requirements to maintain compliance with federal regulations and follow best practices.

## Communities in Motion 2040 Vision

The *Communities in Motion 2040 Vision* illustrates a preferred growth scenario for the Treasure Valley, specifically Ada and Canyon Counties. Defined by local stakeholders, including the public, the *Vision* will help guide development of the *Communities in Motion 2040* regional long-range transportation plan.

### Vision Statement

The *Communities in Motion 2040 Vision* provides new housing and jobs along transit corridors and in major activity centers with a strong focus on ensuring the region's resiliency and open space areas. New growth should be composed of a variety of housing types, served by infrastructure, nearby services, and outside of prime farmland or environmental constraints.

The vision supports local comprehensive plan goals and densities, and includes avoidable developments of 2040 areas. The vision will support high capacity transit for State Street Highway 40 and other transit corridors, as well as an additional infrastructure and services throughout the region.

Key goals include walkability, increasing farmland, increasing vegetation, increasing transportation options, supporting job housing balance, better access to parks, and maintaining environmental resources.

### Land Use Density and Diversity



### Vision Areas

Below are possible interpretations of how the land use types included in *Communities in Motion 2040* could look.

**Downtown**  
This vision supports high-density urban centers, including housing, offices, and jobs. This vision supports a mix of housing types, including single-family, townhomes, and multi-family. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit.

**Employment Center**  
This vision supports high-density urban centers, including housing, offices, and jobs. This vision supports a mix of housing types, including single-family, townhomes, and multi-family. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit.

**Mixed Use**  
This vision supports high-density urban centers, including housing, offices, and jobs. This vision supports a mix of housing types, including single-family, townhomes, and multi-family. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit.

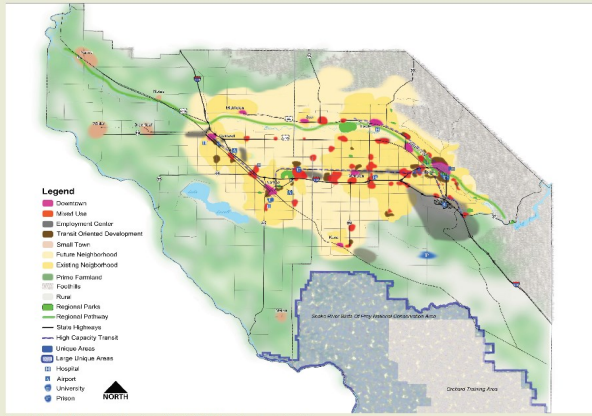
**Transit Oriented Development**  
This vision supports high-density urban centers, including housing, offices, and jobs. This vision supports a mix of housing types, including single-family, townhomes, and multi-family. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit.

**Small Town**  
This vision supports high-density urban centers, including housing, offices, and jobs. This vision supports a mix of housing types, including single-family, townhomes, and multi-family. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit.

**Existing Neighborhood**  
This vision supports high-density urban centers, including housing, offices, and jobs. This vision supports a mix of housing types, including single-family, townhomes, and multi-family. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit.

**Future Neighborhood**  
This vision supports high-density urban centers, including housing, offices, and jobs. This vision supports a mix of housing types, including single-family, townhomes, and multi-family. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit. This vision supports a mix of land uses, including residential, commercial, and public. This vision supports a mix of transportation modes, including walking, biking, and transit.

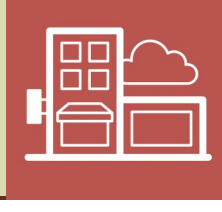
### Vision Map



Please note: The *Vision Map* reflects the preferred growth scenario approved by the COMPS Board in 2014 and is subject to future regulatory authority.

The Community Planning Association of Treasure Valley (COMPS) is a coalition of local governments working together to plan for the future of the region. COMPS is committed to ensuring the highest quality of life for our residents by making decisions about transportation and setting priorities for building better transportation infrastructure for the future.

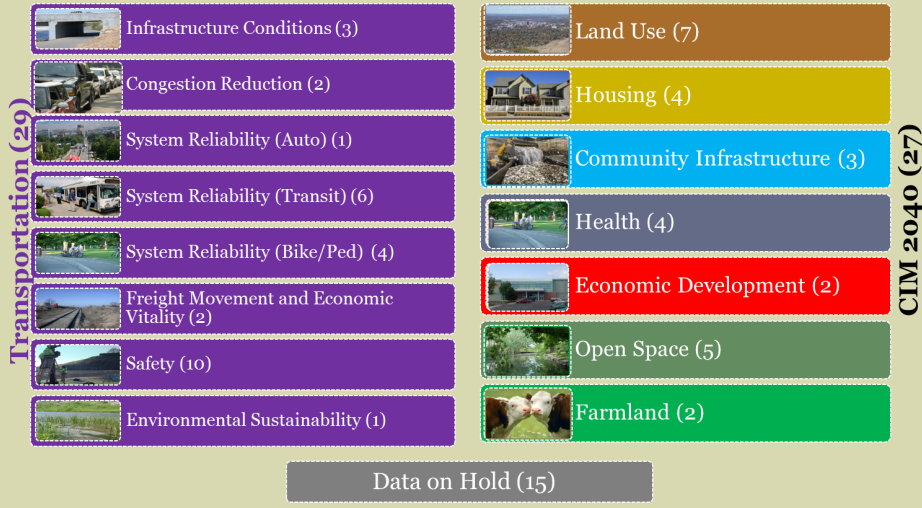
- State State University
- College of Idaho
- University of Idaho
- College of Western Idaho



# Introduction



COMPASS is currently tracking 56 performance measures: 29 transportation measures and 27 focusing on the other seven elements in CIM 2040 that relate to the transportation system. Another 15 datasets are “on hold” while COMPASS develops the data and/or tools to analyze progress.



Overall progress toward meeting regional performance measures is summarized on page 7, with historical data and targets for each performance measure on pages 8-11, and additional detail on pages 12-34 . For this report, performance measures are grouped with other performance measures in 26 topic areas that meet a similar objective.

Each performance measure page outlines:

- **CIM Element:** one of eight CIM elements that these performance measures best serve.
- **Purpose and background:** why these performance measures were selected and how improving these measures will help implement *Communities in Motion 2040*.
- **Definitions:** unfamiliar terminology is defined and or an explanation on how the data was compiled.
- **Cross-Reference Elements:** many performance measures meet several CIM Elements. For example, “Connectivity to Parks” is placed in the Health category but also meets objectives of Open Space, Land Use, and Housing.
- **Next Steps:** data needs to better use this performance measurement in the future. While performance measures should drive policy and investment decisions, this section focuses on the data needs to better understand the conditions in the valley.

Achieving these performance measures will require a cooperative, regional approach. No single organization will accomplish these on their own. Each regional performance measure page contains information to determine progress toward meeting CIM goals.

# Introduction

## Communities in Motion 2040 Progress

There have been mixed results in the success of implementing *Communities in Motion 2040*. Many of these performance areas will take years to see real improvements and evaluating early trends should be done with caution. For the "On Way to Target" category, current trends (since 2013) indicate these performance measures will meet the 2040 targets identified in the Plan. The "Not on Target" category includes those metrics not on pace for the 2040 targets. "Mixed Results" includes performance measures where some of the metrics are on pace to meet targets, others are not. It should be noted that no targets were set for Transportation—Alternative Modes as there was insufficient data at that time to make a set target.

### On Way to Target

- Transportation—Bridge conditions (p. 12)
- Transportation—Air Quality (p. 22)
- Housing—Density (p. 25)
- Open Space—Pathways (p. 28)
- Land Use—Downtowns and Major Activity Centers (p. 33)



### Mixed Results

- Transportation—Safety (Bicycle/Pedestrian) (p. 17)
- Transportation—Freight (p. 18)
- Transportation—Pedestrian (p. 20)
- Transportation—Bicycle (p. 21)
- Housing—Location Efficiency (p. 24)
- Health—Public Transportation Opportunities (p. 29)
- Health—Connectivity (p. 30)



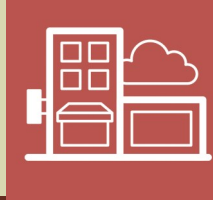
### Not on Target

- Transportation—Traffic Congestion (p. 13)
- Transportation—Public Transportation Ridership (p. 14)
- Transportation—Public Transportation Service (p. 15)
- Transportation—Safety (Automobile) (p. 16)
- Housing—Jobs-Housing Distance (p. 23)
- Farmland—Preservation (p. 26)
- Open Space—Recreation (p. 27)
- Community Infrastructure (p. 31)
- Land Use—Planned Growth (p. 32)
- Economic Development—Employment Near Transit (p. 34)






























### Not Available

- Transportation—Multi-Modal Transportation (p. 19)



# Results Summary

	Performance Measure	Page #	2013	2015	2040 Target	Progress
	Bridge conditions not "functionally obsolete"	12	93%	95%	>87%	
	Bridge conditions not "structurally deficient"	12	96%	97%	100%	
	Travel Time Index (interstate)	13	1.11	1.41	<2.17	
	Travel Time Index (non-interstate)	13	1.38	1.5	<1.83	
	Annual transit ridership	14	1.4 M	1.4 M	>2.5 M	
	Annual transit passenger miles	14	9.2 M	7.0 M	>13.5 M	
	Transit replacement by vehicle type	15	0.75	0.62	>0.8	
	Transit level of service	15	72%	72%	>81%	
	Transit level of service (CIM 2040 corridors)	15	66%	66%	>76%	
	Number of auto crashes	16	8,707	9,040	< Previous year	
	Number of auto fatalities	16	35	34	0	
	Number of auto injuries	16	688	700	< Previous year	
	On Track to Meet Target		Progress but not on Track to Meet Target		No Progress	





























# Results Summary





















Performance	Page #	2013	2015	2040 Target	Progress
Number of bike crashes	17	194	174	< Previous year	
Number of bike injuries	17	31	28	< Previous year	
Number of bike fatalities	17	2	2	0	
Number of pedestrian crashes	17	103	105	< Previous year	
Number of Pedestrian injuries	17	32	28	< Previous year	
Number of Pedestrian fatalities	17	6	6	0	
Freight Travel Time Index (local routes, non-interstate)	18	1.8	1.7	<2.04	
Congested interstate miles	18	14	14	<42	
Park and ride spaces	19	1,038	1,238	N/A	
Vanpools	19	103	97	N/A	
Sidewalks per roadway mile	20	45%	48%	>50%	
Pedestrian level of service	20	78%	78%	>89%	



# Results Summary

	<b>Performance</b>	<b>Page #</b>	<b>2013</b>	<b>2015</b>	<b>2040 Target</b>	<b>Progress</b>
	Bikeways per arterial roadway mile	21	12.3%	16.4%	>25%	
	Bicycle level of service	21	72%	72%	>85%	
	Vehicle emissions (PM <sub>10</sub> )	22	24.4	25.99	<60.1	
	Jobs-housing distance	23	2.8	3.3	<2.7	
	Housing Affordability Index	24	27.8%	27.8%	<28%	
	Location Affordability Index	24	49.1%	53.3%	<50%	
	New multi-family units	25	20%	33.9%	>20%	
	Average residential density (people/acre)	25	2.6	2.8	>4	
	Acres of irrigated farmland	26	311,604	293,804	>266,625	
	Park acres/1,000 people	27	9.8	9.1	>10	
	Open space acres/1,000 people	27	38.5	35.5	>25	
	Trails and pathways miles	28	484	509	>754	
	Boise River Greenbelt miles	28	40.7	42.9	>50	

# Results Summary

Performance Measure	Page #	2013	2015	2040 Target	Progress	
Transit supportive housing	29	10.5%	11.9%	>20%		
Households near transit	29	18.6%	18.4%	>20%		
Household connectivity to parks	30	38.3%	38.7%	>58%		
Household connectivity to schools	30	35.5%	35.3%	>34%		
Household connectivity to grocery stores	30	20.4%	18.9%	>11%		
Household connectivity (all)	30	6.1%	5.8%	>11%		
Households outside area of impact	31	5.8%	6.2%	<6%		
Land development consistency with CIM 2040 Vision	32	3,606	1,384	N/A		
Composite population in infill development	32	33.8%	31.8%	>73%		
Composite population (population and jobs) in downtowns	33	7.8%	8.4%	>6.5%		
Composite population in major activity centers	33	17.0%	21.5%	>28%		
Employment near transit	34	50.9%	46.3%	>70%		

# Transportation



## Bridge Conditions

**Purpose and Background:** Resilient bridges enable auto and freight mobility throughout the region and enable public infrastructure to be maintained during natural disasters. Quality bridges link commuters, freight, and other motorists in a regional transportation network.



**Definitions:** *Functionally Obsolete:* Bridges that do not meet current standards that are used today. Examples are narrow lanes or low load-carrying capacity. *Structurally Deficient:* Bridges that require significant maintenance, rehabilitation, or replacement. These bridges must be inspected at least yearly since critical load-carrying elements have been found to be in poor condition due to the deterioration or damage.



**Source:** National Bridge Inventory



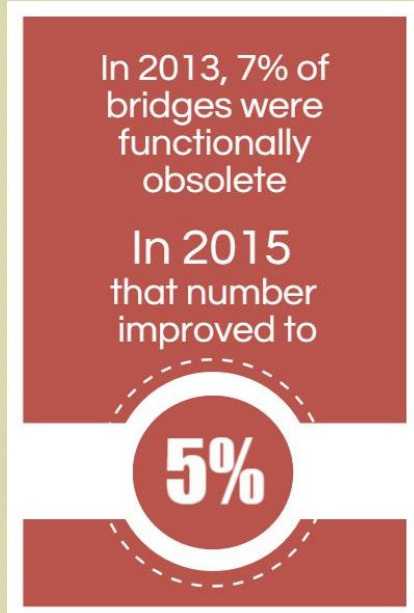
**Cross-Reference Element:** Community Infrastructure



**Analysis:** Maintenance and rehabilitation of bridges have improved. In the last 2 years, 16 structurally deficient and 3 functionally obsolete bridges have been improved or replaced to meet standards.



**Next Steps:** Continue to monitor bridge conditions and update targets. The Federal Highway Administration (FHWA) has issued a Notice of Proposed Rulemaking for evaluating bridge conditions. States will need to maintain bridges on the National Highway System so that the percentage of the deck area of the bridges classified as structurally deficient does not exceed 10% of the overall deck area in a state. If for three consecutive years the minimum condition level is not met, the state must set aside and obligate funds for eligible projects on bridges on the NHS. Final rulemaking is anticipating to occur by fall 2016.



# Transportation



## Traffic Congestion

**Purpose and Background:** Congestion often results when the transportation infrastructure lags behind the growth in an area. Congestion causes excess fuel consumption and increased personal delay and costs.

**Definitions:** *Travel Time Index (TTI):* The ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds. *Interstate Travel Time Index:* Same as TTI but exclusive to the interstate.

**Source:** COMPASS Congestion Management Report

**Cross-Reference Elements:** None.

**Analysis:** Additional information and analysis about travel time is available from the Treasure Valley Annual Congestion Management System Report, 2015: [www.compassidaho.org/documents/prodserv/airquality/2015CMSReportFinal.pdf](http://www.compassidaho.org/documents/prodserv/airquality/2015CMSReportFinal.pdf).

**Next Steps:** Conduct evaluation of traffic congestion based on proposed rules and consider presenting congestion data as "minutes loss" or "speed loss." FHWA has issued a Notice of Proposed Rulemaking for evaluating traffic congestion. If adopted, two proposed performance measures will be required for the COMPASS area: percent of interstate system providing for reliable travel times and percent of non-interstate NHS providing for reliable travel times. Travel time data would be determined by National Performance Management Research Data Set.

A level of travel time reliability metric will be required for each reporting segment of the NHS for each of the required time periods. The level of travel time reliability would be determined by the following formula:

$$\text{LOTTR} = \frac{\text{80th Percentile Travel Time}}{\text{50th Percentile Travel Time}}$$



## Travel Time Index

In 2014, only 5% of arterial roads were "highly congested"



By 2015, it increased to 8%

# Transportation



## Public Transportation Ridership

**Purpose and Background:** Public transportation provides options for people to meet their travel needs and is a key component of the overall transportation system.



**Definitions:** *Annual Transit Passenger Miles:* The sum of the distances ridden by riders of public transportation. 2040 targets maintain current per capita ridership on local and intercounty buses, rounded to nearest 100,000.



**Source:** National Transit Database

**Cross-Reference Element:** Health



**Analysis:** Public transportation ridership has declined by 31% over the last 2 years, largely resulting from low gas prices affecting intercounty routes. National trends also show declining ridership on bus routes.



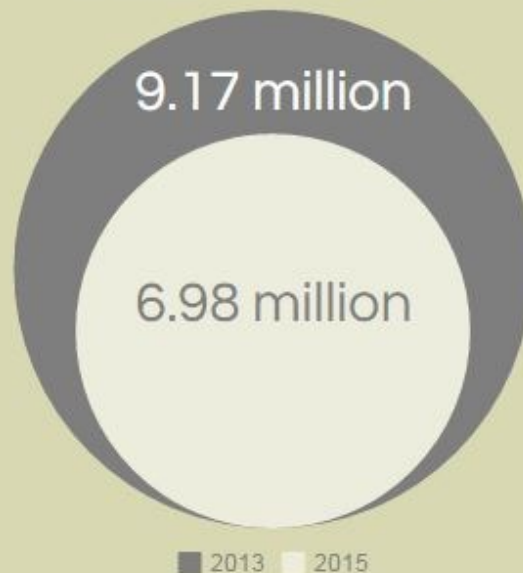
Photo by: COMPASS



**Next Steps:** Continue monitoring data; consider reporting passenger ridership data for individual routes to determine route ridership and move toward person-miles rather than vehicle-miles measures (see page 39).



### Annual Public Transportation Passenger Miles



# Transportation



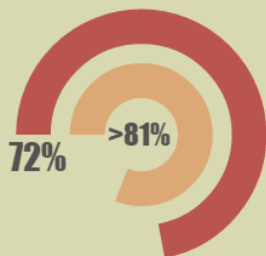
## Public Transportation Service

**Purpose and Background:** Transit level of service is based on the user-perception of public transportation services along a corridor, and considers factors such as service frequency, bus stop amenities, and pedestrian access.

**Definitions:** *Transit Level of Service (TLOS):* A rating (A – F) of the effectiveness of a roadway in serving transportation needs. *Percent Complete:* The number of arterial roads within a city's area of impact or CIM 2040 priority corridors with public transportation service, as compared to planned service in Valley Regional Transit's valley**connect** plan. *Age/Useful life:* The ratio of average age of fleet (fixed-route) compared to maximum useful life of fleet.

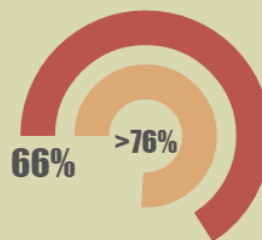
**Source:** COMPASS; Valley Regional Transit

Public Transportation LOS:  
Areas of Impact % Complete



■ 2013 ■ Target

Public Transportation LOS:  
CIM 2040 % Complete



■ 2013 ■ Target

The percentage of arterial roads within a city's area of impact or CIM 2040 priority corridors with public transportation service

**Cross-Reference Elements:** Health, Community Infrastructure

**Analysis:** Public Transportation service levels remain flat and vehicles are aging. Valley Regional Transit has served 30 routes since 2013. Without dedicated funding, this is unlikely to increase and even maintenance can be problematic.

**Next Steps:** Continue monitoring data, consider including on-time public transportation performance measures in the next *Communities in Motion* update (see page 37).



# Transportation



## Transportation Safety (Automobile)



**Purpose and Background:** Automobile crashes are a major preventable cause of premature deaths and injuries. There are significant economic and social costs for traffic collisions.

**Definitions:** *Crash:* An unintended event that causes a death, injury, or damage and involves a motor vehicle on a roadway. *Injury:* Injuries that are defined as "Type A/Serious Injury" by the National Highway Traffic Safety Administration Fatality Analysis Reporting System. *Fatalities:* Those persons who have died within 30 days of a crash as a result of injuries sustained in that crash.

**\*2015 crash, injury, and fatality data not available at publication**

**Source:** Idaho Transportation Department

**Cross-Reference Element:** Health

**Analysis:** Automobile crashes have remained relatively steady since 2010; overall auto crashes and serious injuries have increased, while fatalities have decreased. While trends are just starting to become visible, it appears that distracted driving may be increasing the number of auto crashes, but safer vehicles are reducing the amount of fatalities.

**Next Steps:** Consider adopting the FHWA automobile safety targets. FHWA has published final rules for evaluating safety conditions that establish four automobile-related performance measures: (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, and (4) rate of serious injuries per 100 million VMT. The rule considers the last five years of data and specifies that metropolitan planning organizations (MPOs) will establish targets, in coordination with the state. The region has averaged 2.6 fatalities per 100 million VMT annually and 57.6 serious injuries per 100 million VMT annually.



1 in every 265 auto crashes results in a death. With over 750 crashes per month, that's 1 death every 11 days.



# Transportation



## Transportation Safety (Bicycle/Pedestrian)

**Purpose and Background:** Crashes are more likely to cause serious injuries or fatalities for bicyclists or pedestrians than for those in vehicles.

**Definitions:** *Crash:* An unintended event that causes a death, injury, or damage to a pedestrian or bicyclist on a roadway.  
*Injury:* Injuries that are defined as "Type A/Serious Injury" by the National Highway Traffic Safety Administration Fatality Analysis Reporting System.  
*Fatalities:* Those persons who have died within 30 days of a crash as a result of injuries sustained in that crash.  
**\*2015 crash, injury, and fatality data not available at publication**

**Source:** Idaho Transportation Department

**Cross-Reference Element:** Health

**Analysis:** Most bicycle and pedestrian crash-related data show improvements; only number of pedestrian crashes show an increase since 2013. However, only half of the performance measures (number of bicycle crashes, bicycle injuries, and pedestrian injuries) show progress at a rate to meet targets. These data will be more informative once several years of bicycle and pedestrian volume data have been collected, and crashes, serious injuries, and fatalities normalized so volume can be measured.

**Next Steps:** Consider adopting the FHWA non-motorized safety target. FHWA has published final rules for safety with one non-motorized performance measure: serious injuries and fatalities, which combines bicycle and pedestrian fatalities.

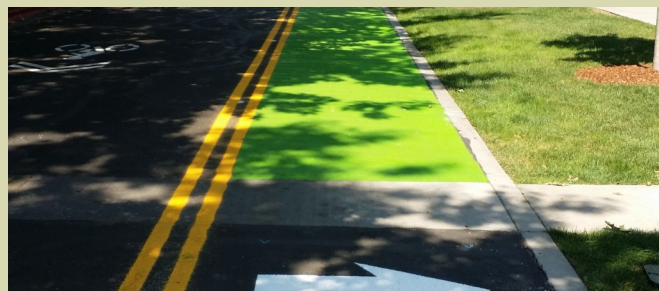
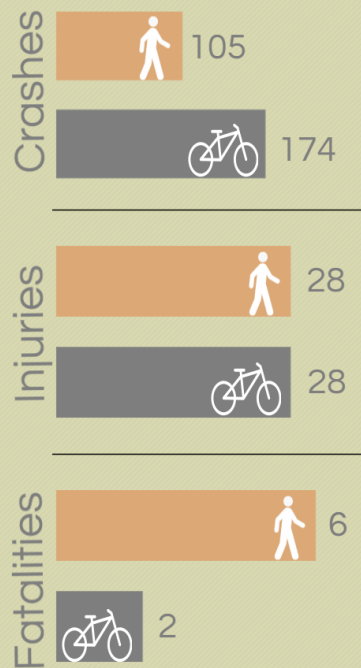


Photo by: Steven Ritter

2014 Pedestrian and Bicycle Crashes



# Transportation



## Freight

**Purpose and Background:** Maintaining efficient and reliable freight routes will ensure the timely delivery of goods to markets and consumers.



**Definitions:** *Freight TTI:* Travel Time Index (TTI) is the ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds. *Miles of Interstate Congestion:* Measured from along Interstate 84 from State Highway 44 (Exit 25) to Eisenman Road (Exit 59).



**Source:** COMPASS Congestion Management Report

### Cross-Reference

**Elements:** Economic Development, Housing, Land Use



**Analysis:** Freight corridor travel times improved slightly from 2013, specifically along I-184 (Chinden to Orchard).

Miles of Congested Interstate:

**13.8**

Freight Travel Times during rush hour:

**70% higher than free flow**



Additional information about travel time is available from the Treasure Valley Annual Congestion Management

System Report, 2015: [www.compassidaho.org/documents/prodserv/airquality/2015CMSReportFinal.pdf](http://www.compassidaho.org/documents/prodserv/airquality/2015CMSReportFinal.pdf).



**Next Steps:** Consider adopting the National Performance Management Research Data Set (NPMRDS) for freight mobility; consider reporting data as "time loss" or "speed loss" instead of TTI. FHWA has issued proposed rules for evaluating truck time reliability and uncongested system performance.

According to the proposed rules, travel time data would come from the NPMRDS or an FHWA-approved equivalent data set.



Photo by: Toni Tisdale



# Transportation

N/A

## Multi-Modal Transportation

**Purpose and Background:** Alternative modes, including walking, biking, carpooling/vanpooling, and using public transportation, help alleviate automobile congestion and worksite parking demand by providing transportation options other than single occupancy vehicles.

**Definitions:** *Park and ride space:* A park and ride space is defined as a parking space in a designated park and ride lot. In lots where marked stalls do not exist, total number of spaces were estimated. *Vanpool:* A formal ridesharing strategy where participants are grouped based on similar destinations and a van is provided by a program sponsor, such as Ada County Highway District's Commuteride program.



**Source:** ACHD Commuteride

**Cross-Reference Element:** None

**Analysis:** Park and ride spaces have increase by 100 spaces per year. Commuteride vans have decreased since 2013. Targets were not set in 2013 to enable sufficient data collected.

**Next Steps:** Establish 2040 targets based on trend data and continue to monitor results. Targets were net set originally as there was insufficient data. Consider using "person delay" as a performance measure (see page 38).



Photo by: Sylvia Marmon



# Transportation



## Pedestrian

**Purpose and Background:** Roads with sidewalks are typically safer and provide a higher-quality experience for pedestrians. Health benefits of physical activity include a reduced risk of premature mortality and reduced risks of coronary heart disease, hypertension, and diabetes. For this indicator, sidewalks include all walkways, including shared paths and multi-use paths.



**Definitions:** *Pedestrian Level of Service Percent Complete:* The percentage of pedestrian facilities that have been developed/ completed, as compared to what is considered optimal for a particular road segment. *Sidewalks per Roadway Mile:* Ratio of sidewalks on at least one side of a public road. Only arterial roads within a city area of impact were considered for percent complete; however, all types of roads were considered when examining sidewalks per roadway mile.

**Source:** COMPASS

**Cross-Reference Element:** Health

**Analysis:** Sidewalks per roadway mile have increased as they are required on most urban streets. However, pedestrian level of service has remained stagnant. Pedestrian improvements on some arterial roads have been offset by increased vehicular volume.

**Next Steps:** Examine the effectiveness of conducting level of service monitoring based on collector routes. Consider the inclusion of pedestrian volume as more data become available from permanent and portable pedestrian counters. Also consider collecting infrastructure condition for bicycle lanes (see pages 37).

Sidewalks per Roadway Mile



Photo by: COMPASS

# Transportation

## Bicyclist

**Purpose and Background:** The presence of a bicycle infrastructure is one factor in a safer bicycling environment, which can decrease the number of bicyclist injuries and deaths. Bicycling promotes overall health and can decrease auto traffic.

**Definitions:** *Bicycle Level of Service Percent Complete:* The percentage of bicycle facilities developed/completed, as compared to what is considered optimal for a particular area. *Bicycle lanes per roadway mile:* bicycle lanes are defined as division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes. Only arterial roads within a city area of impact were considered for percent complete; however, all types of roads were considered when examining the bikeways per roadway mile.

**Source:** COMPASS

**Cross-Reference Element** Health

**Analysis:** Bicycle lanes per roadway mile have increased and are on pace to meet 2040 targets. However, bicycle level of service has remained stagnant. Bicycle lanes on arterial lanes may conflict with some local planning policies.

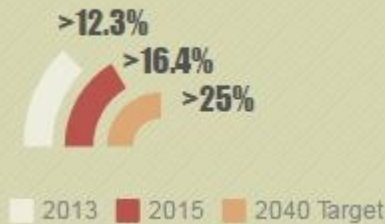
**Next Steps:** Examine the effectiveness of conducting level of service monitoring based on collector routes and network analysis methods. Consider the inclusion of bicycle volume as more data become available from permanent and portable bicycle counters; also consider collecting infrastructure condition for bicycle lanes (see pages 36). Bicycle level of service may need to consider network level of service rather than corridor level of service.



Photo by: Warren Lassen



Bikelanes per Arterial Mile



# Transportation



## Air Quality

**Purpose and Background:** Poor air quality can affect the health and quality of life of all people, especially children, the elderly, and those with weakened immune systems and respiratory problems. It can also impair scenic visibility, affect vegetation, and cause damage to the built environment. Poor air quality can also have a negative effect on economic development. Additional environmental regulations and/or restrictions could cause firms to either not locate to an area with poor air quality or not expand once already here.



# 25.9 tons



Coarse Particulate Matter (PM<sub>10</sub>) emitted by cars, trucks, and other vehicles each year

# 2040 target

less than 60 tons per day

**Definitions:** *Vehicle Emissions of Coarse Particulate Matter (PM<sub>10</sub>):* Motor vehicle emissions are estimated using US Environmental Protection Agency (EPA) approved modeling software (MOVES) and are based on current, programmed, or planned transportation projects. The 2014 emission estimates are per the conformity demonstration for the FY2014 - 2018 Regional Transportation Improvement Program (TIP). The target for PM<sub>10</sub> is 60 tons or less by 2040 based on the motor vehicle emission budgets for northern Ada County approved by the US EPA on May 17, 2013.

**Source:** COMPASS

**Cross-Reference Element:** Health

**Analysis:** PM<sub>10</sub> increased from 24.4 tons in 2014 to 25.99 tons in 2016. Additional information is in the conformity demonstration for the FY2016-2020 Regional Transportation Improvement Program at [www.compassidaho.org/documents/prodserv/airquality/FY1620TIPConformity.pdf](http://www.compassidaho.org/documents/prodserv/airquality/FY1620TIPConformity.pdf)

**Next Steps:** Continue to monitor vehicle emissions.



Photo by: Troy Behunin

# Housing



## Jobs-Housing Distance

**Purpose and Background:** Imbalanced jobs-housing ratios generate higher commute times. Insufficient housing near employment causes transportation costs to go up. An imbalance also results in traffic congestion, deterioration of physical and mental health, and degradation of community fiscal strength. A low jobs/housing ratio indicates a housing-rich “bedroom community,” while a high jobs/housing ratio indicates an employment center.

**Definitions:** *Jobs-Housing Distance:* Miles between the regional housing center and the regional employment center of the region. Housing and regional centers are determined as the geographic center (or the center of concentration) weighted by the number of respective houses or jobs. Community snapshots highlight the jobs/housing ratio within the community’s area of impact rather than distance (pages 40-50).



Population center of the Treasure Valley:  
Linder Road and Pine Avenue intersection (Meridian)



Employment center of the Treasure Valley:  
halfway between Cloverdale Road and Eagle Road south of Fairview Avenue (Meridian)

**Source:** COMPASS; Idaho Department of Labor

**Cross-Reference Element:** Economic Development, Housing

**Analysis:** Households continue their consistent westward trend in the valley. Since 2000, when this was first tracked, the household center has moved along Pine Avenue, from Main Street in downtown Meridian to Linder Road, one mile to the west. Employment has also shifted west, but at a slower pace, now halfway between Cloverdale Road and Eagle Road south of Fairview Avenue (Meridian).

**Next Steps:** Continue to monitor jobs-housing distance and consider other performance measures that explain the jobs-housing issues.



Photo by: Shelly Houston



# Housing

## Location Efficiency



**Purpose and Background:** Housing and transportation costs combine to take up more than half of the average household's budget. Housing in less expensive parts of region far from employment centers often cause additional vehicle miles traveled and increase transportation costs.



**Definitions:** *Housing Affordability Index:* Housing costs as a percentage of the average household's budget in the region. *Location Affordability Index:* The combined average household costs of housing and transportation as a percentage of the average household's budget in the region. \*2015 Housing Affordability and Location Affordability data not available at publication.



**Source:** United States Department of Housing and Urban Development (HUD)



**Cross-Reference Elements:** Transportation, Land Used, Community Infrastructure

**Analysis:** Housing affordability remained relatively unchanged between 2013 and 2014.



of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index

Average household income increased 3.9%, while average single-family home prices have increased 5.2% (Intermountain Multiple Listing Services).



**Next Steps:** Continue to monitor Housing and Location Affordability Indexes provided by HUD to determine trends.



Photo by: COMPASS



# Housing

## Density

**Purpose and Background:** Compact housing and higher density neighborhoods can promote more transportation choices, including public transportation and biking and pedestrian facilities. Higher density also improves the walkability of neighborhoods and access to amenities and decreases sprawl.

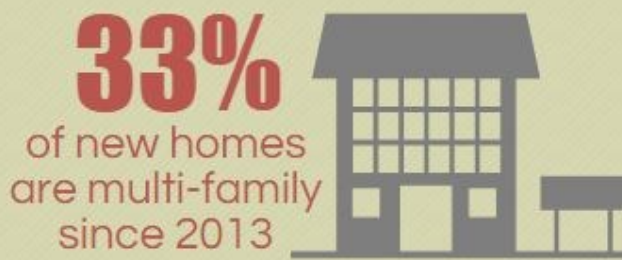


**Definitions:** *Average Residential Density:* Dwelling units per acre based within a city's area of impact. *New Multifamily Units:* Percentage of multifamily units of total new units per year.

**Source:** COMPASS

**Cross-Reference Elements:** Community Infrastructure, Farmland

**Analysis:** The region has seen significant shifts toward multi-family housing developments.



Since 2013, almost one-third (32.8%) of new residential units are multi-family, the most since COMPASS has tracked building permits for the two-county area. Over 2,000 new multi-family units have been built in Boise and over 1,000 new multi-family units in Meridian, accounting for almost 94% of the region's total. Average residential density has also increased as a greater share of new residential permits are within areas of impact.

**Next Steps:** Continue to monitor residential density and multifamily units to determine whether the shift toward multi-family housing is a short-term trend based on recent economic conditions or long-term trend based on demographic and preferences shifts.



Photo by: Diane Kushlan



# Farmland

## Farmland Preservation



**Purpose and Background:** Farmland production indicates the stability of the agricultural industry. By monitoring the number of acres of irrigated farmland, this indicator shows the stability of farmland in our region as well as highlights which areas are experiencing agricultural loss due to development.

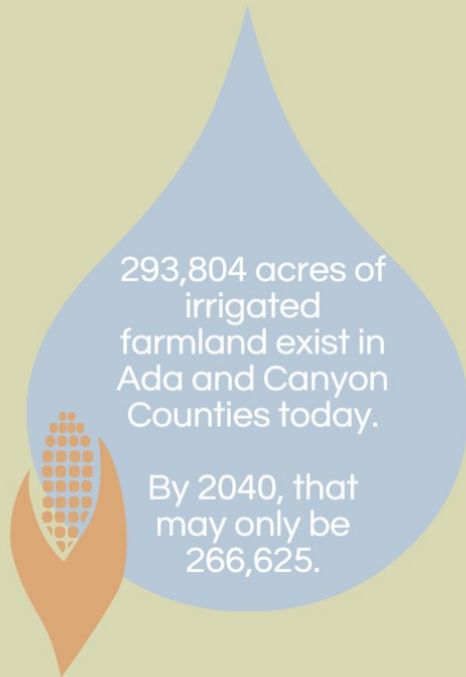
**Definitions:** *Acres of Irrigated Farmland:* Irrigated agricultural and pasture land.

**Source:** Ada and Canyon County Assessors

**Cross-Reference Element:** Economic Development

**Analysis:** Almost 178,000 acres of irrigated farmland have been consumed since 2013, almost 10 times the forecasted average of 1,800 acres per year. Much of the entitled development since 2013 has occurred in farmland areas in north Meridian and north Kuna.

In Canyon County, the total amount of irrigated agriculture decreased by 300 acres from 2013 to 2015.



**Next Steps:** Continue to monitor acres of irrigated farmland; consider including "farm-to-market travel time" as a performance measure (See pages 36 and 56).



Photo by: Troy Behunin

# Open Space

## Recreation

**Purpose and Background:** Parks and open space give communities a place to recreate and gather as friends, families, and communities. Open space is essential to resource conservation by often protecting habitat, cultural resources, and mineral resources.

**Definitions:** *Park Acres/1,000 People:* The amount of acres used as public parks compared to population. *Open Space Acres/1,000 People:* The amount of acres used as open space compared to population, defined as public parks and publicly owned land that is not used for buildings or open to possible sale or leasing (Idaho Department of Lands). Not included are lands under private ownership.

**Source:** Ada and Canyon County Assessors

**Cross-Reference Element:** Health

**Analysis:** Few parks have been opened in the last few years, due to strict city finances and budgets after the 2007-2009 recession. However the region's population has continued to grow, placing greater burden on public parks. It is unclear at this point how much park space is being provided by private neighborhood associations (not included in the data), which may be offsetting the need for new public parks.

**Next Steps:** Continue to monitor park space and open space to determine trends. Consider including private parks in database and consider qualitative approaches to park services that consider more than amount of acreage provided.



Photo by: Ken Miracle



Currently, there is one acre of open space for every 25 people in the Treasure Valley.



The 2040 target is to retain at least one acre of open space for for every 40 people.

# Open Space



## Pathways

**Purpose and Background:** Pathways provide quality bicycle and pedestrian connections, as well as access within neighborhoods and across the region. Pathways are often safer than on-road facilities as users are separated from automobile traffic on the road. The Boise Greenbelt was identified as a key resource in the valley and access provides recreational, transportation, and environmental benefits.

**Definitions:** *Pathways:* An off-street route designed for non-motorized traffic, including by exclusively, bicycles and pedestrians. Includes the Ridge to Rivers system, micropaths connecting neighborhoods, and other pathway systems. *Miles of Greenbelt:* Total amount of paved miles on the Boise River Greenbelt system. *Greenbelt Accessibility:* Households within one network mile of the current greenbelt. The accessibility 2040 target estimate was created from river access between Lucky Peak State Park (Sandy Point) in Ada County and I-84 in Caldwell.



**Source:** COMPASS

**Cross-Reference Elements:** Transportation, Health, Land Use

**Analysis:** Pathways have increased throughout the region and are on pace for the 2040 target. A significant pathway along the south fork of the Boise Greenbelt has connected the trail to Eagle Road. Several other micropaths have been built increasing access in various locations.

**Next Steps:** Continue to



Photo by: Warren Lassen

# Health

## Public Transportation Opportunities

**Purpose and Background:** Transit Supportive Housing and households near transit both provide the potential to create more walkable, bikeable, and livable communities with a strong sense of place. Density and alternative public transportation modes are often both required to promote the growth and stability of the other.

**Definitions:** *Transit Supportive Housing:* 7+ dwelling units per acre and 50 units or more within ¼ mile of a *valleyconnect* route. *Households Near Transit:* Households within ¼ mile of an existing ValleyRide bus route for the baseline or *valleyconnect* route for the target.

**Source:** COMPASS, county assessors

**Cross-Reference Elements:** Transportation, Community Infrastructure

**Analysis:** Increases in multi-family housing has increased the amount of Transit Supportive Housing. However, households near transit have decreased due to increased suburban development outside of existing public transportation coverage.

**Next Steps:** Continue to monitor transit supportive housing and households near transit to determine trends.



### Households Near Public Transportation

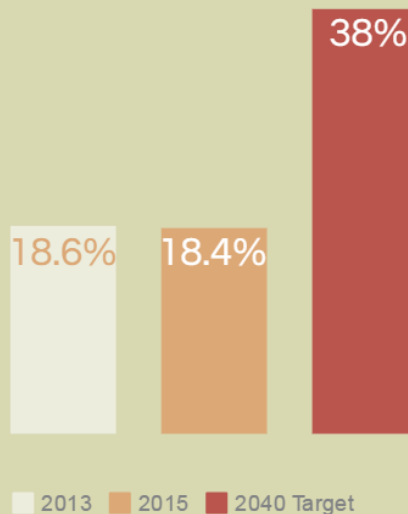


Photo by: COMPASS

# Health

## Connectivity



**Purpose and Background:** Household connectivity is a key element toward providing transportation options that include walking and bicycling, healthy living, decreasing auto-dependency, and improving overall quality of life. This indicator looks at connectivity, or how closely households are linked to parks, grocery stores, and schools.



**Definitions:** *Connectivity:* Percentage of households within 15 walkable minutes (at 2.5 mph) with sidewalks, to public parks, grocery stores, and public schools.



**Source:** COMPASS



**Cross-Reference Elements:** Open Space, Land Use, Housing



**Analysis:** Household connectivity to public parks, grocery stores, and public schools have all decreased since 2013. Few public parks or schools have opened since 2013, although there has been increased development, especially in suburban areas currently unserved by public services. New schools in the West Ada (Hillsdale, Liberty) and Nampa (Ridgevue) school districts anticipated to open in the next few years should increase household connectivity. Recently new grocery stores have been built in suburban areas without previous household connectivity. These stores have outpaced residential development and currently don't serve existing neighborhoods. As future development occurs, these grocery stores will serve these new neighborhoods.



**Next Steps:** Consider other critical connections including to health services (see page 39).



Photo by: Shelly Houston

Where can you walk in 15 minutes or less?

18%

can walk to a grocery store



39%

can walk to a park



35%

can walk to a public school



6% of Treasure Valley residents can walk to a park, school, AND grocery store

# Community Infrastructure

## Community Infrastructure

**Purpose and Background:** The two main objectives of the community infrastructure goals are to promote land use patterns that provide safe, reliable, and cost-efficient infrastructure services and to promote maintenance and preservation of existing infrastructure. Both of these goals are vital to providing stable and resilient communities.



**Definitions:** *Households Outside Areas of Impact:* Percent of households outside of defined city areas of impact.

The amount of households outside of city impact areas is **6.2%** roughly the same as in 2013



**Source:** COMPASS

**Cross-Reference Elements:** Housing, Farmland, Land Use

**Analysis:** Approximately 6% of new residential units are outside of areas of city impact. In Ada County, there are locations outside of impact areas with considerable residential construction activity including approximately 130 new households in Avimor and approximately 160 new households in north Kuna (which is proposed for area of impact expansion). In Canyon County, the City of Caldwell extends south of the area of impact with approximately 200 new households since 2013.

**Next Steps:** Continue to monitor building permits; consider excluding households outside of area of impact when located within city limits. Consider including "pavement condition" and "sidewalk and bike lane condition measures" as performance measures to address preservation of existing infrastructure.



Photo by: Kristi Watkins



# Land Use

## Planned Growth



**Purpose and Background:** Land use and development patterns are the most important determinants of travel demand. Development consistent with the CIM 2040 Vision will lead to infrastructure that aligns with new growth.

**Definitions:** Infill: At least 1 job per acre within 1 mile, within city limits (or enclave), and within ¼ mile of at least one of the following: public school, public park, public transportation stop, or retail center (at least 1 retail job per acre). *Consistency with CIM 2040 Vision:* Number of households built or entitled development that exceeds the CIM 2040 Vision within a Transportation Analysis Zone (TAZ). Areas exempt from CIM Vision consistency includes downtowns, major activity centers, and infill locations as these areas are typically served by transportation infrastructure and generate less transportation demand.

**Source:** COMPASS



### Infill development must:

- Be within city limits
- Be within 1/4 mile of a public park, school, retail center, or transit stop
- Provide 1 job/acre within 1 mile of development

**Cross-Reference Elements:** Community Infrastructure, Housing

**Analysis:** Infill population has decreased from 34% to 32% since 2013. Only 16% of new residential units in the region since 2013 have been in infill areas; only 3% in Canyon County. The highest demand for infill has been Lusk Street near downtown Boise (544 residential units).

**Next Steps:** Continue to monitor infill and consistency and set a goal for the level of consistency with the CIM 2040 Vision.



# Land Use

## Downtowns and Major Activity Centers

**Purpose and Background:** Major activity centers (MACs) are important trip generators and are logical destinations for public transportation services. Residents living in or near MACs have the option to own fewer cars than residents of more dispersed, isolated areas. MACs tend to increase economic productivity and support economic development. Concentrating activities and increasing density tend to reduce per capita land consumption; therefore, reducing sprawl and associated land use impacts.

**Definitions:** *Composite Population in Downtowns:* Downtown areas of cities within the 2010 adjusted urbanized area. "Composite population" is the total population in an area, measured as resident and employment and sometimes called daytime and nighttime population. *Composite Population in Major Activity Centers:* Downtowns, employment activity centers, and commercial activity centers.

**Source:** COMPASS

### Cross-Reference

**Element:** Economic Development

**Analysis:** Downtowns are making a comeback. Composite downtown population increased from 7.8% in 2013 to 8.4% in Ada and Canyon counties in 2015. The City of Boise downtown population increased by over 3,700 and the City of Nampa downtown population increased by almost 800. The percentage of population living in major activity centers has increased regionally from 17% to 21.5%.

**Next Steps:** Continue to monitor composite population in downtowns



Photo by: Shelly Houston

# Economic Development

## Employment Near Transit



**Purpose and Background:** To increase the number of commuters who use public transportation, both the household (origin) and employment site (destination) must be located near a public transportation route. This indicator looks at the percentage of jobs that are within a walkable distance of a public transportation station.



**Definitions:** *Employment Near Transit:* Percentage of employment within a 1/4-mile walking distance of a public transportation bus stop.

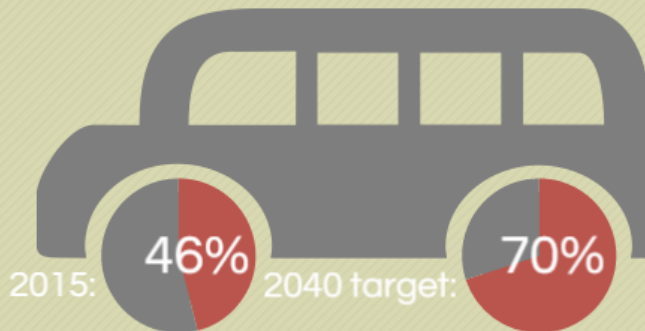


**Source:** COMPASS, Idaho Department of Labor



**Cross-Reference Element:** Transportation

## Employment Near Transit



percentage of jobs within walking distance of a transit stop



**Analysis:** In 2013, the majority (50.9%) of jobs were within a walkable (1/4 miles) distance of public transportation routes. By 2015, only 46.3% of jobs were within a walkable distance of public transportation. While the number of jobs near public transportation has increased from approximately 130,000 in 2013 to 137,000 in 2015, the regional share of growth has largely occurred outside of public transportation service areas.



**Next Steps:** Continue to monitor employment near public transportation to determine trends.



Photo by: COMPASS



# Consistency with Federal Requirements

A new federal transportation law was passed in 2012: Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 placed an emphasis performance-based planning.

Following MAP-21, the Fixing America's Surface Transportation (FAST) Act was passed in December 2015. The FAST Act continues the emphasis on performance-based planning established in MAP-21. Federal rulemaking is ongoing to establish performance measures to meet MAP-21 and FAST Act requirements.

MAP-21 Requirement	MAP-21 Status	Next Steps
Fatalities	Final	Continue tracking, set targets
Fatalities per 100 million vehicles miles traveled (VMT)	Final	Continue tracking, set targets
Serious injuries	Final	Continue tracking, set targets
Serious injuries per 100 million VMT	Final	Continue tracking, set targets
Non-motorized fatalities and serious injuries	Final	Continue tracking, set targets
Pavement condition	Proposed	Collect data, set targets
Bridge condition	Proposed	Continue tracking, set targets
Reliable travel times on interstate	Proposed	Use National Performance Management Research Data Set (NPMRDS) data to determine baseline conditions and set targets accordingly
Reliable travel times on National Highway System (non-interstate)	Proposed	Use NPMRDS data to determine baseline conditions and set targets accordingly
Reliable truck travel times on interstate	Proposed	Use NPMRDS data to determine baseline conditions and set targets accordingly
Uncongested interstate system	Proposed	Use NPMRDS data to determine baseline conditions and set targets accordingly
Emission reductions for pollutants and precursors	Proposed	Continue tracking



# On Hold Measures



The COMPASS Board of Directors has identified additional performance measures to evaluate for future long-range plans and editions of this report. Some of these measures need additional data or tools. This section identifies data needs and provides a status report on the progress toward getting this information.



## **Duration of Congestion**

**Goal:** Transportation 1.1

**Purpose and Background:** Congestion is a common occurrence, especially during peak or rush hour, and can fuel frustration of the traveling public. The duration of traffic congestion can indicate extent of system deficiencies and can help determine whether part of the day deficiencies need investments such as road widening. FHWA has proposed using the National Performance Management Research Data Set (NPMRDS) as a required dataset for system performance. The NPMRDS includes average travel times in five-minute bins on NHS routes split by passenger and freight users.



**Status: In development.** Evaluating FHWA data and waiting for final federal rulemaking. Additional evaluation of the NPMRDS data and setting targets in coordination with Idaho Transportation Department will be necessary after the final rulemaking.



## **Farm-to-Market Travel Time**

**Goal:** Transportation 1.1

**Purpose and Background:** Efficient farm-to-market travel times provides a way to serve the agricultural needs of the community, increasing the economic viability and sustainability of local agriculture.



**Status: Available.** COMPASS conducted a farm freight study in 2013 and 2014, and the report was published in 2015. The study identified 16 farm freight routes that support the agriculture industry. Now that farm freight routes have been identified, COMPASS can use congestion data to provide travel time information.



## **Pedestrian Volumes**

**Goal:** Transportation 1.2

**Purpose and Background:** Pedestrian travel is another healthy alternative to vehicular modes. However, due to lack of data, pedestrian infrastructure is often seen as a secondary alternative to the auto. Collecting manual and automated pedestrian counts will provide a baseline assessment of pedestrian demands on the transportation system as well as enable pedestrian forecasts for prioritizing future facilities.



# On Hold Measures

**Status: In development.** COMPASS has installed 12 permanent pedestrian and bicycle counters. COMPASS also conducts pedestrian and bicycle counts via mobile counters upon member request. These pedestrian volume data will enable extrapolation of pedestrian volumes on roadways and calibration of the travel demand model.

## Bicyclist Volumes

**Goal:** Transportation 1.2

**Purpose and Background:** Bicycle travel is a healthy alternative to vehicular travel. Collecting bicycle counts will provide a baseline showing demand on the transportation system as well as enable bicycle forecasts for prioritizing future facilities.

**Status: In development.** COMPASS has installed 12 permanent pedestrian and bicycle counters and rotates manual counters throughout the region. COMPASS also collects pedestrian and bicycle counts via mobile counters upon member request (page 53). These bicycle volume data will enable extrapolation of bicycle volumes on roadways and calibration of the travel demand model.

## On-Time Transit Performance

**Goal:** Transportation 1.2

**Purpose and Background:** One of the important determinations of a functional transit system is reliability. On-time transit helps assure users of its reliability.

**Status: Available.** Valley Regional Transit has installed Automatic Vehicle Location (AVL) on buses. In 2015, 63% of buses made it to scheduled stops on time.

## Transit Passenger Load Factor by Route

**Goal:** Transportation 1.2

**Purpose and Background:** An accurate assessment of the number of transit passengers per route will reveal which routes are successful and where additional services may be needed.

**Status: On hold.** Valley Regional Transit plans to add passenger counters, but the deployment timeline has not been determined.



Photo by: COMPASS



# On Hold Measures



## Person Delay Measures

**Goal:** Transportation 1.3

**Why this measure is important:** Person delay is defined as the total time required to move individuals, as opposed to their vehicles, through a particular lane of an intersection. This approach to analyzing traffic through intersections is more multimodal friendly than auto delay.

**Status: In development.** Consistent and comprehensive bicycle, pedestrian, and transit volume data are a prerequisite to computing person delay. Once these datasets are established then person delay can be calculated.



## Pavement Condition Measures

**Goal:** Transportation 1.3

**Why this measure is important:** Quality pavement management data are needed to evaluate a road's performance health and safety.

**Status: Waiting for MAP-21 federal requirements to be finalized.** Consider adopting similar performance measures upon federal adoption of pavement condition rules.



## Major Activity Centers

**Goal:** Land Use 2.3

### Purpose and

**Background:** Major activity centers have the best opportunity to accommodate future growth demands while maintaining quality of life by providing multimodal options, walkable destinations, and preserving farmland.



Photo by: COMPASS

**Status: On hold.** COMPASS has evaluated several approaches to major activity center quality. None of these methodologies meet the defined criteria based on available data, resonates with the general public, and can be influenced by transportation or land use decisions. Until better methodologies are developed this measure will remain on hold.



# Community Snapshots

## Access to Health Care Facilities

**Goal:** Health 5.1

**Purpose and Background:** Access to health care facilities is key to maintaining a healthy and vibrant population. Attracting employers and serving an aging population are critical to the area.

**Status: In development.** Household access can be evaluated similarly to public schools, public parks, and grocery stores. Determining what constitutes a "health care facility" will require additional analysis.

## Community Snapshots

The following section reviews individual community performance. Although not all the performance measures are applicable to each community, several can help paint a deeper picture of progress toward meeting CIM goals. While comparing communities to each other is possible, the real purpose of this section is to measure an individual community's progress over time.

Community snapshots are identified for cities only, as the urban environment is better suited to accomplish these performance measures and, due to the nature of area of city impact boundaries, countywide data is less meaningful.

The online performance measures dashboard ([www.compassidaho.org/dashboard](http://www.compassidaho.org/dashboard)) is currently being upgraded and will provide detailed information regarding each of these results as well as how each community compares to the overall regional progress.



Photo by: Kristi Watkins



# City of Boise

2015 Population: 233,670

2015 Employment: 148,176



There are **0.7** homes for every job in the City of Boise



**69%** of new homes are multi-family since 2013



52% of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**10** traffic fatalities in 2014



## Where can you walk in 15 minutes or less?

**22%**

can walk to a grocery store

**55%**

can walk to a park

**49%**

can walk to a public school



7% of Boise residents can walk to a park, school, AND grocery store



Photo by: COMPASS



# City of Caldwell

**2015 Population: 51,880**

**2015 Employment: 15,105**



There are **1.2** homes for every job in the City of Caldwell



**2%** of new homes are multi-family since 2013



**53%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**5** traffic fatalities in 2014



Where can you walk in 15 minutes or less?

**15%**

can walk to a grocery store



**19%**

can walk to a park



**32%**

can walk to a public school



3% of Caldwell residents can walk to a park, school, AND grocery store



Photo by: COMPASS

# City of Eagle

**2015 Population: 24,600**

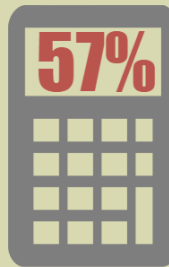
**2015 Employment: 6,328**



There are  
**1.6**  
homes for every job in  
the City of Eagle



**11%**  
of new homes  
are multi-family  
since 2013



**57%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**0** traffic fatalities in 2014



Where can you walk in  
15 minutes or less?

**3%**

can walk to a  
grocery store



**35%**

can walk  
to a park



**36%**

can walk to a  
public school



1% of Eagle residents can walk to a park,  
school, AND grocery store

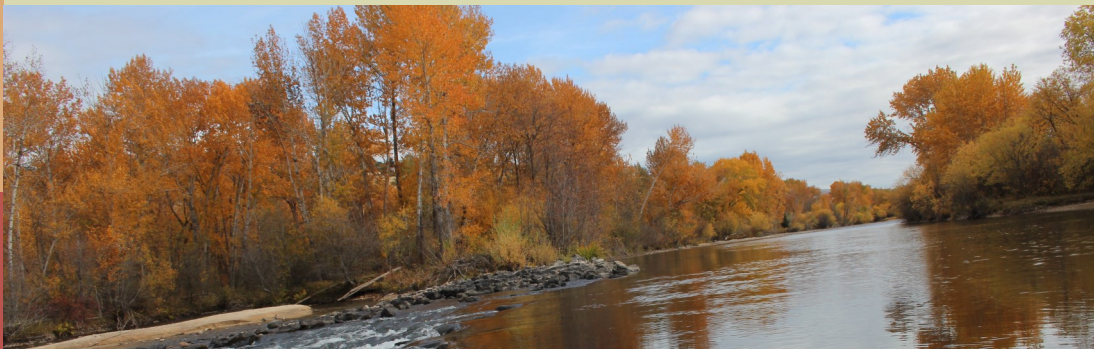


Photo by: Travis Jeffers

# Garden City

**2015 Population: 12,060**

**2015 Employment: 8,823**



There are **0.6** homes for every job in the City of Garden City



**3%** of new homes are multi-family since 2013



**50%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**0** traffic fatalities in 2014



Where can you walk in 15 minutes or less?

**14%**

can walk to a grocery store



**75%**

can walk to a park



**9%**

can walk to a public school



7% of Garden City residents can walk to a park, school, AND grocery store



Photo by: COMPASS

# City of Kuna

**2015 Population: 17,320**

**2015 Employment: 2,232**



There are  
**4.4**  
homes for every job in  
the City of Kuna



**0%**  
of new homes  
are multi-family  
since 2013



57% of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**1** traffic fatalities  
in 2014



## Where can you walk in 15 minutes or less?

**0%**

can walk to a  
grocery store



**28%**

can walk  
to a park



**53%**

can walk to a  
public school



2% of Kuna residents can walk to a park,  
school, AND grocery store



Photo by: Travis Jeffers

# City of Meridian

**2015 Population: 91,310**

**2015 Employment: 37,025**



There are  
**0.9**  
homes for every job in  
the City of Meridian



**36%**  
of new homes  
are multi-family  
since 2013



**54%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**6** traffic fatalities  
in 2014



Where can you walk in  
15 minutes or less?

**3%**

can walk to a  
grocery store



**44%**

can walk  
to a park



**61%**

can walk to a  
public school



0% of Meridian residents can walk to a  
park, school, AND grocery store



Photo by: Shelly Houston

# City of Middleton

2015 Population: 7,110

2015 Employment: 954



There are **1.2** homes for every job in the City of Middleton



**13%** of new homes are multi-family since 2013



**53%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**6** traffic fatalities in 2014



Where can you walk in 15 minutes or less?

**16%**

can walk to a grocery store



**36%**

can walk to a park



**36%**

can walk to a public school



5% of Middleton residents can walk to a park, school, AND grocery store

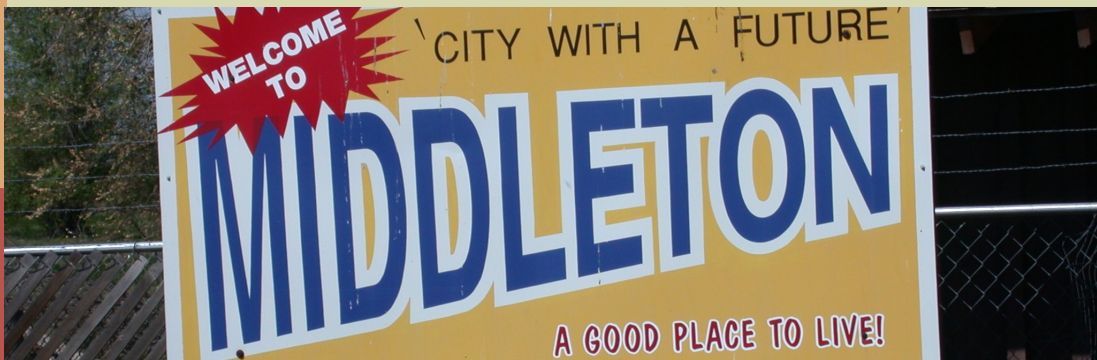


Photo by: COMPASS

# City of Nampa

2015 Population: 89,210

2015 Employment: 30,728



There are **1.2** homes for every job in the City of Nampa



**13%** of new homes are multi-family since 2013



**53%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**6** traffic fatalities in 2014



Where can you walk in 15 minutes or less?

**16%**

can walk to a grocery store



**36%**

can walk to a park



**36%**

can walk to a public school



5% of Nampa residents can walk to a park, school, AND grocery store



Photo by: Kristi Watkins

# City of Parma

**2015 Population: 2,140**

**2015 Employment: 722**



There are  
**4.4**  
homes for every job in  
the City of Parma



**0%**  
of new homes  
are multi-family  
since 2013



**54%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**0** traffic fatalities in 2014



Where can you walk in  
15 minutes or less?

**30%**

can walk to a  
grocery store



**47%**

can walk  
to a park



**25%**

can walk to a  
public school



18% of Parma residents can walk to a park,  
school, AND grocery store



Photo by: COMPASS



# City of Star

**2015 Population: 7,930**

**2015 Employment: 652**



There are **2.9** homes for every job in the City of Star



**0%** of new homes are multi-family since 2013



**54%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**0** traffic fatalities in 2014



Where can you walk in 15 minutes or less?

**42%**

can walk to a grocery store



**21%**

can walk to a park



**27%**

can walk to a public school



6% of Star residents can walk to a park, school, AND grocery store



Photo by: COMPASS

# City of Wilder

**2015 Population: 1,640**

**2015 Employment: 214**



There are **2.9** homes for every job in the City of Wilder



**0%** of new homes are multi-family since 2013



**54%** of the average household's budget is made up of housing and transportation costs. This is the Location Affordability Index



**0** traffic fatalities in 2014



Where can you walk in 15 minutes or less?

**42%**

can walk to a grocery store



**21%**

can walk to a park



**20%**

can walk to a public school



20% of Wilder residents can walk to a park, school, AND grocery store



Photo by: COMPASS

# CIM Implementation Projects

The Change in Motion report highlights progress made towards achieving the goals of the *Communities in Motion* 2040 plan. While performance metrics are good indicators of change, often, change occurs slowly. Trends and cultural shifts take years, especially for transportation, land use, housing, and the other CIM elements.

This next section shows how COMPASS and COMPASS member agencies are working together to implement many of the CIM 2040 goals. While it may take years to see the results, the groundwork being laid today will be influential in achieving our goals as a region tomorrow.

Funding has been identified for the State Highway 55/Midland Boulevard corridor, previously identified in CIM 2040. This will enable design to modify the ramps of the interchange (including the removal of ramp 33B) and to add a second southbound lane north of the interchange on Midland Boulevard which will begin in 2016 with construction in 2017. The City of Nampa committed to pay for project design; construction funds are anticipated to convert to ITD state funds in fall 2016 following approval of ITD's FY2017 program. The total cost of the project is \$2,590,000.

This section covers six key CIM implementation tasks: the Performance Measure Framework (p. 52), bicycle and pedestrian counters (p. 53), communication and public awareness (p. 54), Project Development (p. 55), agricultural freight planning (p. 56), and regional pathway planning (p. 57).



Photo by: COMPASS



# Performance Measure Framework



**CIM 2040 Tasks:** 1.1.2.c., 1.1.2.d., 1.3.1.c., 1.3.2.a., 1.3.3.d., 1.4.3.d., 2.1.3.c., 4.1.1.a., 6.2.4.e.

Performance measures are indicators that are used to assess how well goals and objectives are being met. Performance measures are quantifiable and can be tracked. While performance measures look backward, at what has already occurred, the Performance Measure Framework will enable COMPASS to look forward, at what could happen in the future based on transportation investment decisions.



The Performance Measure Framework will provide better information for decision-makers about the societal impacts of transportation investments, by allowing users to normalize, weigh, and compare performance areas at both a regional and project levels.



For the first time, decision-makers will be provided comparable information about all eight CIM 2040 planning elements (transportation, land use, housing, health, economic development, community infrastructure, open space, and farmland preservation). These decision-makers will have information specific to their interests, whether it be housing, economic development, or another planning element. Using the performance measure framework, decision-makers can help address challenges, engage stakeholders, and make investment trade-offs that make the most sense for the region.



The Performance Measure Framework is expected to be completed by December 2016. The framework will be used to evaluate and prioritize projects for the update to the long-range transportation plan, *Communities in Motion 2040* 2.0.



Data

Models



Databases

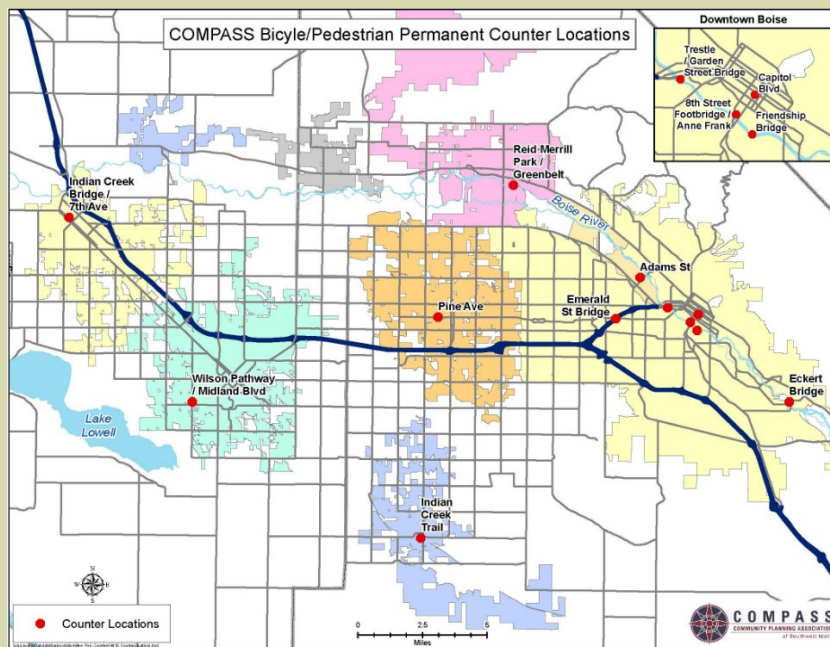
Software

# Bicycle and Pedestrian Counters

**CIM 2040 Tasks:** 1.1.2.d, 1.1.2.f, 1.4.2.b, 7.1.1.a, 7.1.4.b

In 2015, COMPASS installed bicycle and pedestrian counting equipment to collect data for a regional bicycle and pedestrian plan.

COMPASS has installed 12 permanent bicycle/pedestrian counters to collect data on bicycle and pedestrian use around the valley. The counters provide information such as the numbers of bicyclists and pedestrians using certain routes, and the days of week and times of day they are using them. The permanent counters will help track trends over time, to see if and how the numbers of users change by time of day, day of week, and month of year.



In addition to the permanent counters, which will focus on dedicated biking and walking paths and bike lanes, COMPASS has also purchased portable bicycle/pedestrian counters which can be used on trails, roads, and at intersections. These portable counters can capture a lot of information about a small area, then be moved to do the same in a different area. When several portable counters are used together, they can measure all the bicycle and pedestrian movements at an entire intersection at one time.

## Current COMPASS Automated Bicycle/Pedestrian Counter Inventory

- 8 off-street permanent bicycle and pedestrian counters
- 4 on-street permanent bicycle counters
- 4 on/off-street portable pedestrian counters
- 8 on-street portable bicycle counters
- 4 off-street portable bicycle counters



# Communication and Public Awareness



## ***Don't Let the Treasure Valley Fall through the Cracks!***

**CIM 2040 Task:** 1.3.2.d

The biggest issue raised in CIM 2040 is the lack of funding to complete transportation corridors and projects needed to be prepared for the future. *Communities in Motion 2040* identified 33 needed, but unfunded, projects and corridors, with a funding shortfall of \$150 million per year (after accounting for an increase in Idaho state funding in 2015). In short, CIM 2040 cannot be fully implemented without additional funding to pay for transportation needs.



To raise public awareness of this issue, and the dire need to do something about it, COMPASS initiated the **Don't Let the Treasure**

Every year, the Treasure Valley is short \$150 Million



Treasure Valley Transportation Funds (Annual)



**Have: \$209 Million**  
**Need: \$359 Million**



**Valley Fall through the Cracks!** education campaign in fall 2014. The campaign includes radio messages, web content, a strong social media presence, guest opinion articles in local newspapers, education series speakers, and more.



## ***Look! Save a Life!***

**CIM 2040 Tasks:** 1.2.2.b, 1.2.2.c, 1.3.3.a

COMPASS is committed to increasing the safety of bicyclists and pedestrians and is using its communication and education programs to raise awareness of safety issues.



COMPASS is a sponsor of the Boise Police Department's **Look! Save a Life!** campaign, funding airtime for television public service announcements in fall 2014 and spring 2016.



In addition, COMPASS hosted Peter Lagerwey to speak on "Bicycle and Pedestrian Safety: Getting to Vision Zero" as part of the **2016 education series** and co-sponsored Boise State University's workshop on urban bikeway design in December 2014. COMPASS will continue to work with its partners to increase safety and reduce bicycle and pedestrian collisions.



# Project Development

## **CIM 2040 Tasks:** 1.3.1.a , 4.1.2.b

Securing funding for transportation projects is challenging. Ever-increasing needs, coupled with shrinking budgets, means tougher competition for project funding. Lack of resources to prepare projects for funding applications exacerbates the problem.

COMPASS created the Project Development Program to address these issues and assist COMPASS member agencies to become more competitive in securing transportation funding. The Project Development Program helps transform member agency needs and ideas into well-defined projects complete with cost estimates, purpose and need statements, environmental scans, and public involvement plans to ensure readiness for funding opportunities.

Projects selected for this program are matched with the expertise of one of the pre-screened consulting firms who work in partnership with COMPASS staff to conduct project development. Once completed, projects are well-positioned to compete for funding from various sources and are more likely to be delivered both on time and within budget.



**Eagle Road Bridge**

COMPASS accepts applications for the Project Development Program annually.



# Freight



**CIM 2040 Tasks:** 6.1.1.a., 6.2.4.a., 8.1.1.a., 8.2.3.a.



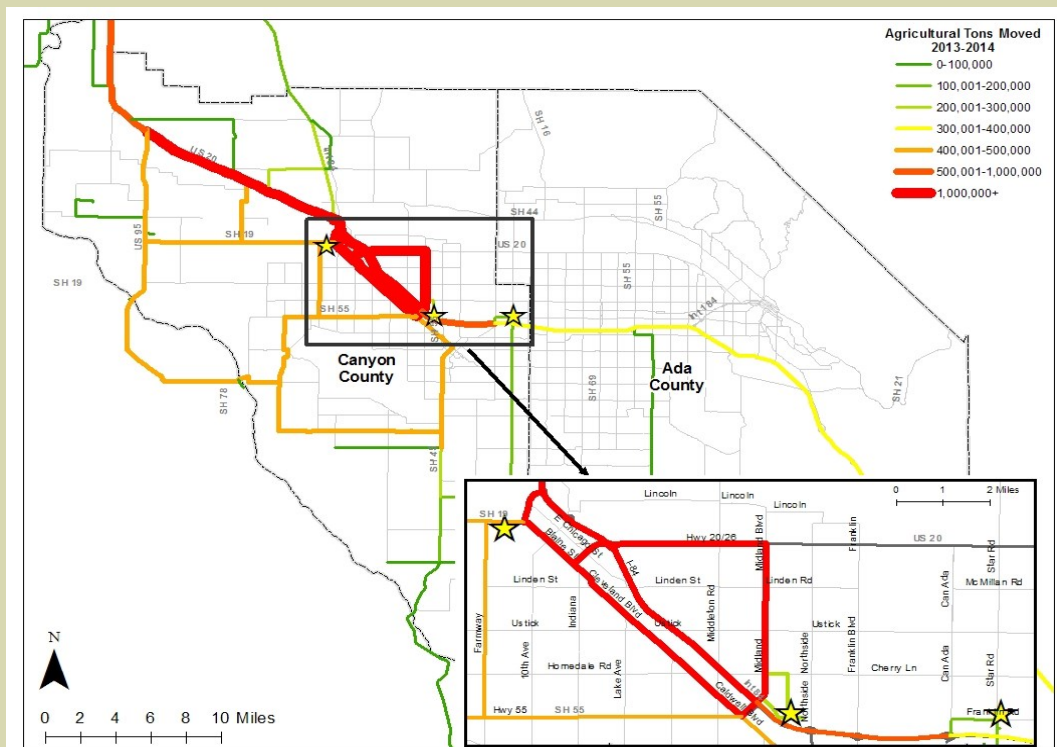
Agriculture is an important component of the region’s economy, and safe and efficient conveyance of agricultural goods is an integral part of it. To better facilitate and plan for agricultural freight, COMPASS conducted an agricultural freight study in 2014 to learn which corridors are most frequently used to convey agricultural goods, the equipment used, and the net impact on these corridors. The study helped identify which corridors could accommodate freight movements not only in the agriculture industry, but in other industries as well. The full report can be found online at [www.compassidaho.org/documents/prodserv/CIM2040/2015AgFreightStudyReport.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/2015AgFreightStudyReport.pdf).



Once these corridors were identified, COMPASS collected vehicle classification counts at more than 70 sites in the two counties. Vehicle classification counts provide an estimate of how much traffic is on specific corridors and how much of that traffic is freight. This information can be used to demonstrate level of use. High freight use can lead to a need for more frequent maintenance or other improvements to help make freight corridors safer or more efficient.



COMPASS has established a Freight Advisory Workgroup to advise on freight issues and concerns and help develop the freight component for the CIM 2040 2.0 plan. The multi-year freight planning work plan includes additional data collection and development of an implementation plan.





# Regional Pathway Planning

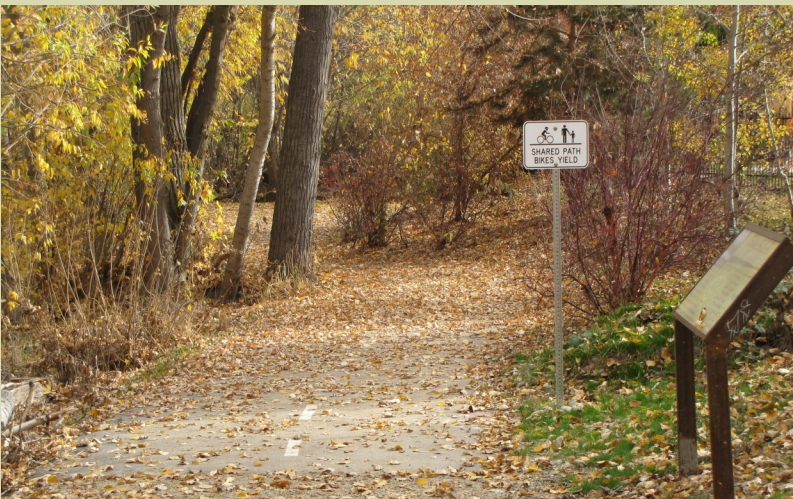
## **CIM 2040 Tasks:** 1.1.2.d, 1.1.2.f, 1.4.2.b, 7.1.1.a, 7.1.4.b

In the 1990s, COMPASS (then Ada Planning Association), led the Ridge-to-Rivers planning effort, with plans issued in 1993 and 1996. For a number of years, COMPASS also housed the Ridge-to-Rivers implementation program, which obtained trail easements and maintained trails primarily in the foothills above Boise. This latter role was shifted from COMPASS approximately 14 years ago with the intent of focusing the COMPASS mission on transportation funding. Since then, regional transportation plans have included minimal effort regarding pathways.

Metropolitan planning organizations, such as COMPASS, are charged with developing a regional long-range transportation plan and a regional Transportation Improvement Program (TIP) to program funds for projects consistent with the regional transportation plan. There are federal provisions which directly address the need for COMPASS to be engaged in pathway planning.

*The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States. [Emphasis added] 23 USC 134.*  
Metropolitan transportation planning.






COMPASS began work on a regional pathway plan in 2015. This plan will be integrated into CIM 2040 2.0 plan, and will highlight key regional routes, identify gaps within existing plans, and be used to establish pathway funding priorities for the TIP, including federal Transportation Alternatives Program (TAP) funding.



**Photo by: COMPASS**



# Glossary and Acronyms

	<p><b>ACHD Commuteride</b></p>	<p>Ada County Highway District’s vanpool program. The program also coordinates ridesharing, manages park and ride lots, and provides assistance to area employers regarding alternative transportation options.</p>
	<p><b>Ada County Highway District (ACHD)</b></p>	<p>The agency responsible for Ada County's roads and bridges, except for those managed by the Idaho Transportation Department. It is the only countywide highway district in the State of Idaho and encompasses all roadways in unincorporated Ada County as well as those in Ada County’s cities.</p>
	<p><b>Area of (City) Impact</b></p>	<p>Also known as the city’s planning area. It is the land area surrounding the limits of each city, negotiated between each individual city and the county in which it lies. Each city has comprehensive planning authority for its area of impact, but until annexation occurs, zoning and development entitlement are handled by the county.</p>
	<p><b>Arterial Street</b></p>	<p>A class of street serving major traffic, but not designated as a highway. Examples of arterials in Ada and Canyon Counties include Cleveland Boulevard in Caldwell, 12<sup>th</sup> Avenue in Nampa, and Broadway Avenue in Boise.</p>
	<p><b>Automatic Vehicle Location</b></p>	<p>A way to automatically determine and transmit the geographic location of a vehicle using Global Positioning System (GPS) technology.</p>
	<p><b>Bicycle Level of Service</b></p>	<p>A corridor’s effectiveness in handling bicyclists. It considers factors such as presence of a bicycle lane, high vehicle volume and speeds, truck traffic, and on-street parking.</p>
	<p><b>Bikeway</b></p>	<p>A facility, such as a path or bike lane, intended to accommodate bicycle travel for recreational or commuting purposes.</p>
	<p><b>Boise Metropolitan Area</b></p>	<p>An area that encompasses Ada, Boise, Canyon, Gem, and Owyhee Counties in southwestern Idaho.</p>

# Glossary and Acronyms

**Communities in Motion (CIM)** The regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 is the current regional long-range transportation plan for the area, with a horizon year of 2040.



**Community Planning Association of Southwest Idaho (COMPASS)** The metropolitan planning organization for Ada and Canyon Counties.



**Complete Streets** A concept in transportation design that considers the adjoining land use, site access, community character, pedestrians, multi-modal needs, environmental needs, and other community interests and considerations when developing transportation system improvements.



**Composite Population** The total population in a given area, measured as resident and employment. Sometimes called daytime and nighttime population.



**Density** The amount of development measured in a given area. It is typically calculated as dwelling units per acre.



**Fixing America's Surface Transportation (FAST) Act** Federal surface transportation law, as of December 4, 2015.



**Federal Highway Administration (FHWA)** A division of the United States Department of Transportation that specializes in highway transportation.

**Gross domestic product (GDP)/ Gross Metropolitan Product (GMP)** A monetary measure of the value of all final goods and services produced within a metropolitan statistical area during a specified period. GDP is used measuring national production; GMP is used for metropolitan area production.



**Jobs/Housing Ratio** The number of jobs in an area divided by the number of employed residents. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.



# Glossary and Acronyms



## **Level of Travel Time Reliability (LOTTR)**

A metric for each reporting segment of the National Highway System for each of the required time periods.

## **Level of Service (LOS)**

A rating (A-F) of the effectiveness of a roadway in serving transportation needs.



## **Major Activity Center**

Destinations or places that attract many traffic trips such as shopping centers, major employment centers, large educational facilities, regional parks, large entertainments areas, or downtown centers.



## **Metropolitan Planning Organization (MPO)**

A regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible, in cooperation with the state and other transportation providers, for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. COMPASS is the MPO for Ada and Canyon Counties.



## **Moving Ahead for Progress in the 21st Century Act (MAP-21)**

Federal surface transportation law, signed in July 2012. Among other things, MAP-21 placed an emphasis on performance management and performance-based planning. It has since been replaced by the Fixing America's Surface Transportation (FAST) Act.



## **National Highway System (NHS)**

Consists of roadways important to the nation's economy, defense, and mobility. The NHS includes interstate highways and other principal arterials that connect to interstates. In the Treasure Valley this includes Interstate 84, Interstate 184, US 20-26 (Broadway Avenue), Highway 44, Highway 55 (Eagle Road), Highway 55 (Karcher Boulevard), Front Street (Boise), and Myrtle Street (Boise).











## **National Performance Management Research Data Set (NPMRDS)**

The NPMRDS is used to generating vehicle probe information obtained from a number of sources including mobile phones, vehicles, and portable navigation devices. Freight probe data are obtained from the American Transportation Research Institute for embedded fleet systems.





<b>Notice of Proposed Rulemaking (NPRM)</b>	A public notice issued by law when one of the independent agencies of the United States government wishes to add, remove, or change a rule or regulation as part of the rulemaking process.	
<b>Pedestrian Level of Service</b>	A corridor's effectiveness in handling pedestrians. It considers factors such as presence of a sidewalk, sidewalk width, buffer to traffic, street volume, street speed, and roadway crossings.	
<b>Transit Level of Service</b>	A corridor's effectiveness in handling transit users. It considers factors such as bus frequency, stop amenities, crowding, and pedestrian level of service.	
<b>Transportation Analysis Zone (TAZ)</b>	A unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, from a city block in downtown areas to several square miles in rural areas.	
<b>Travel Time Index (TTI)</b>	The ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds.	
<b>Transportation Alternatives Program (TAP)</b>	Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility.	
<b>Transportation Improvement Program (TIP)</b>	A short-term financial program (budget) that describes the schedule for obligating federal funds to state and local projects. The TIP contains funding information for all modes of transportation including highways, transit capital and operating costs, bicycle and pedestrian improvements, and planning projects.	
<b>Urbanized Area</b>	An densely settled area that meets minimum population density requirements.	
<b>valleyconnect</b>	A plan and vision for a comprehensive alternative transportation system for the Ada and Canyon Counties. It takes into account Treasure Valley growth projections as well as regional and local land use and road plans.	
<b>VMT</b>	Vehicle miles traveled.	