



COMMUNITIES IN MOTION 2040

CHANGE IN MOTION REPORT








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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

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Quick Facts

- There are an average of 25 traffic crashes each day in Ada and Canyon counties. One in every 250 automobile crashes includes a fatality [p. 16](#); 1 in 97 involving a bicyclist includes a fatality [p. 17](#); 1 in 17 crashes involving a pedestrian includes a fatality [p. 17](#) (COMPASS 2014).



- Transit provides service to 3,989 riders per day [p. 14](#) (COMPASS 2014).
- Only 7% of Treasure Valley residents can walk to a public park, public school, and grocery store from their house [p. 30](#) (COMPASS 2014).

- The current population center of the valley is near the intersection of Linder Road and Pine Avenue in Meridian, approximately 1 mile west of the population center in 2000 [p. 23](#) (COMPASS 2014).



- The employment center of the valley is near the intersection of Eagle Road and Pine Avenue in Meridian, approximately 1/2 mile west of the employment center in 2006. 2000 data are not available [p. 23](#) (COMPASS 2014).

- The population and employment centers are 2.8 miles apart [p. 23](#) (COMPASS 2014).

- The median sales price of single-family homes in 2013 in Ada County was \$198,000; in Canyon County it was \$125,000 [p. 24](#) (Intermountain Multiple Listing Service).



- The median commute time for Ada County workers in 2012 was 20.1 minutes; for Canyon County workers it was 22.6 minutes [p. 13](#) (Census Bureau, 2012 American Community Survey).

- The CIM 2040 Vision projects 17 new homes and 20 new jobs will be added each day between 2012 and 2040 [p. 23](#) (COMPASS 2014).



Executive Summary



Communities in Motion

Communities in Motion (CIM) is the regional long-range transportation plan for Ada and Canyon Counties, Idaho, providing regional 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. Several CIM 2040 tasks include monitoring system performance as a way to implement the plan. These tasks include:



Task 1.1.2.a. Annually monitor and report system performance through a congestion management process (CMP) ([p. 13](#), [15](#), and [18](#)).



Task 2.1.1.b. Monitor implementation of planned transportation projects and continued vision of regional and local land use plans ([p. 27](#), [34](#), and [60](#)).

Task 2.1.1.c. Annually compile a development monitoring report ([p. 62](#)).



Task 2.1.2.b. Monitor implementation of land use plans and revisit implementation of transportation improvements based on continued need ([p. 27](#) and [34](#)).

Task 2.4.1.a. Annually monitor implementation of transportation improvements for consistency with Complete Streets policy ([p. 15](#), [20](#), [21](#), and [61](#)).

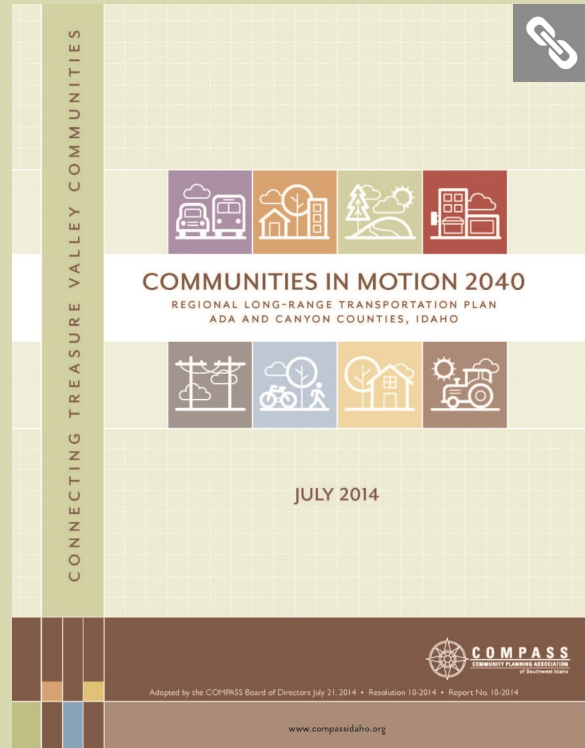


Task 3.1.1.a. Monitor and track changes in commuting costs ([p. 12](#) and [24](#)).

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. 28](#), [30](#), [42](#), and [65](#)).



The intent of this report is to provide information on implementing the CIM plan. This includes performance measures which reflect how well the region is implementing the plan, community snapshots of those performance measures at the community level, and implementation tasks that COMPASS is working on to fulfill CIM 2040 requirements.



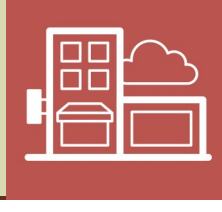
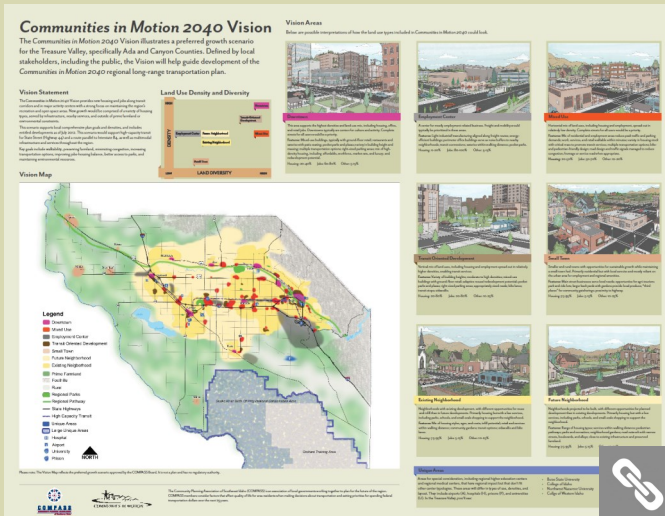
Executive Summary

COMPASS has been reporting progress on the implementation of CIM since 2007 through a series of performance monitoring reports. To coincide with the adoption of a new regional long-range transportation plan in 2014 (CIM 2040), the new performance monitoring reports, beginning with this edition, have been renamed to *Change in Motion*. The *Change in Motion* reports continue to build off the work and data reported in the previous performance monitoring reports, found online at: <http://www.compassidaho.org/prodserv/gtsm-perfmonitoring.htm>

CIM 2040 is based on a new vision for growth in the Treasure Valley -- the CIM 2040 Vision. This replaces the Community Choices vision used in CIM 2030 and CIM 2035. In addition, CIM 2040 was expanded to include eight planning elements (transportation, land use, housing, farmland, open space, health, community infrastructure, and economic development); goals were developed for all eight of these elements and are reported in this report.

While some performance measures are carried forward from previous reports, additional measures have been added to reflect new CIM 2040 elements and goals. Because some of the performance measures are new, COMPASS does not yet have sufficient data for all measures to track trends over time. However, as data accumulate, future results will portray how the region is trending as compared to CIM 2040 goals and targets.

A new federal transportation law was passed in 2012: Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 focuses on performance-based planning; federal rulemaking is ongoing to establish performance measures to meet MAP-21 requirements. COMPASS has attempted to anticipate what those new performance measures will be and has included them in this report. COMPASS will continue to monitor the new requirements and identify steps to acquire the necessary data. COMPASS will include all final MAP-21 performance measures in the 2016 edition of *Change in Motion*.



Communities in Motion 2040



COMMUNITIES IN MOTION 2040

Communities in Motion (CIM) is the regional long-range transportation plan for Ada and Canyon counties, Idaho. The COMPASS Board adopted *Communities in Motion 2040* on July 21, 2014. The planning document is available in print, on CD-ROM, and on-line at <http://www.compassidaho.org/prodserv/cim2040.htm>



CIM 2040 Goals

1. Transportation

1.1 Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.

1.2 Improve safety and security for all transportation modes and users.

1.3 Protect and preserve existing transportation systems and opportunities.

1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.



2. Land Use

2.1 Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

2.2 Recognize and more clearly define and support the regional role of all communities, including small communities.

2.3 Encourage infill development and more compact growth near community-identified activity centers.

2.4 Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.



3. Housing

3.1 Encourage mixed-use neighborhoods, town centers, and other development types that include a variety of housing options to meet the transportation and housing needs of all socio-economic groups.



4. Community Infrastructure

4.1 Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.

4.2 Promote maintenance and preservation of existing infrastructure.



Communities in Motion 2040

5. Health

5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.



6. Economic Development

6.1 Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley.

6.2 Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate.



7. Open Space

7.1 Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.



8. Farmland

8.1 Protect and enhance transportation routes for the efficient movement of farm equipment and products.

8.2 Protect agricultural land for food, fiber, and fuel production and support of other agricultural and food-related businesses.



Communities in Motion 2040 Vision

The *Communities in Motion 2040* Vision provides new housing and jobs along transit corridors and in major activity centers with a strong focus on maintaining the region's recreation and open space areas. New growth would be comprised of a variety of housing types, served by infrastructure, nearby services, and outside of prime farmland or environmental constraints. This scenario supports local comprehensive plan goals and densities, and includes entitled developments as of July 2012. This scenario would support high-capacity transit for State Street (Highway 44) and a route parallel to Interstate 84, as well as multimodal infrastructure and services throughout the region.



Key goals include walkability, preserving farmland, minimizing congestion, increasing transportation options, improving jobs-housing balance, better access to parks, and maintaining environmental resources.



CIM Dashboard



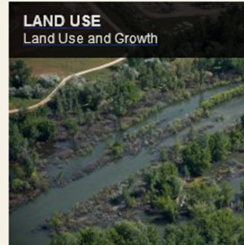
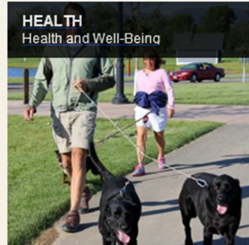
The *Communities in Motion 2040* Change in Motion Report provides a wealth of information about Ada and Canyon counties, Idaho, through a variety of topics—from transportation and economic development to housing and land use.



The online *Communities in Motion* dashboard (www.compassidaho.org/dashboard) highlights these data in a way that empowers local leaders and the public to track and monitor local and regional data.



COMPASS receives data from a variety of sources, including primary sources, other public agencies, and proprietary sources. COMPASS has made efforts to quality control the data; however, COMPASS cannot guarantee the accuracy of secondary source data.



CIM Development Checklist

The COMPASS Board adopted the COMPASS Development Review Protocol on September 21, 2009, to standardize how and when COMPASS staff conduct technical development reviews as a service to member agencies. This protocol met a *Communities in Motion 2030* objective to, "provide guidance to local governments regarding how land use plans and policies can implement the vision of *Communities in Motion* as depicted by the Community Choices growth scenario."

COMPASS' role in development review is limited to providing member agencies with technical evaluations of proposed projects or plans. COMPASS staff are not tasked with judging the merits of a proposed development. Rather, COMPASS staff focus on whether a proposal is consistent with the growth envisioned in the current long-range transportation plan and provides a technical review of information relating to the transportation network. COMPASS is revising the protocol and developing a checklist to reflect the new CIM 2040 elements. The revisions to the protocol and new checklist are expected to be complete by November 2014. More information can be found online at:

<http://www.compassidaho.org/documents/prodserv/demo/DevelopmentReviewProtocolFinal.pdf>



Communities in Motion 2040 Land Development Checklist

Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist to provide a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed in a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on July 21, 2014.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#), and more information about the CIM 2040 goals are [here](#) and the CIM 2040 Vision [here](#).

Name of Development: _____

Transportation

Yes No N/A A COMPASS Area of Influence Travel Demand Model Run is attached.

If applicable, the Complete Streets Level of Service (LOS) scoring based on the proposed development will be provided on a separate worksheet (1.1, 1.2, 1.3, 1.4, 2.4):

- Yes No N/A The proposal maintains or improves current Automobile LOS.
- Yes No N/A The proposal maintains or improves current Bicycle LOS.
- Yes No N/A The proposal maintains or improves current Pedestrian LOS.
- Yes No N/A The proposal maintains or improves current Transit LOS.
- Yes No N/A The proposal is in an area with a Walkscore over 50 points.
- Yes No N/A This proposal supports Valley Regional Transit's [Bus Stop Location and Transit Amenities Development Guidelines](#).
- Yes No N/A There are relevant [Transportation Improvement Projects](#) within one mile?
- Yes No N/A The proposal uses appropriate access management techniques as the [COMPASS Access Management Toolkit](#).

Land Use

What is the [CIM 2040 Vision Areas](#) for this proposed area (2.1)?

- Downtown Employment Center Existing Neighborhood Footfalls
- Future Neighborhood Mixed Use Prime Farmland Rural
- Small Town Transit Oriented Development

Yes No N/A The proposal is within a CIM 2040 Major Activity Center. (2.3)

Neighborhood (Traffic Analysis Zone) Demographics

| Existing | | Existing + Proposed | | 2040 Forecast | |
|------------|------|---------------------|------|---------------|------|
| Households | Jobs | Households | Jobs | Households | Jobs |
| | | | | | |

Yes No N/A This development is consistent with the CIM 2040 Vision in this neighborhood. (2.1)

Area (Adjacent Traffic Analysis Zone) Demographics

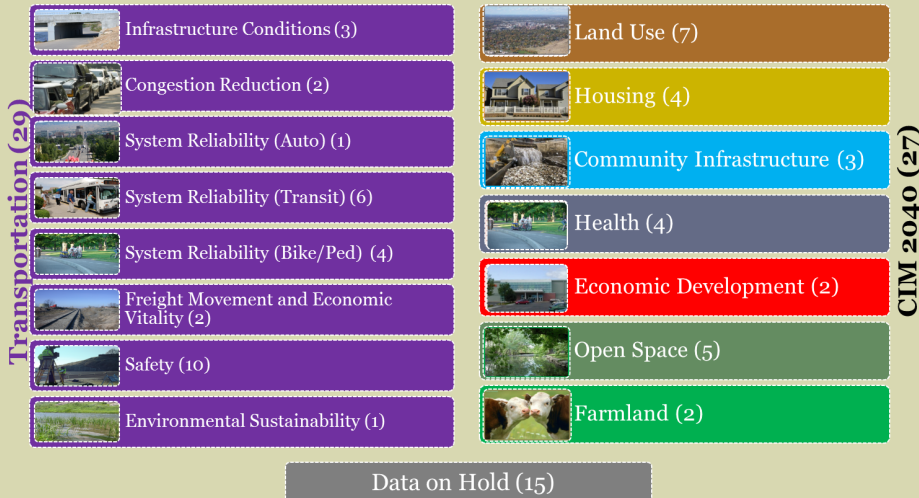
| Existing | | Existing + Proposed | | 2040 Forecast | |
|------------|------|---------------------|------|---------------|------|
| Households | Jobs | Households | Jobs | Households | Jobs |
| | | | | | |

Yes No N/A This development is consistent with the CIM 2040 Vision in this area. (2.1)

Regional Performance Measures



COMPASS is currently tracking 56 performance measures: 29 transportation measures and 27 that focus 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 perform the measurement.



Regional performance measures are discussed on pages 12-37. Achieving these performance measures will require a cooperative, regional approach. No one organization will be able to accomplish these on their own. Policies, plans, and other ideas can be developed to satisfy those metrics which are not being accomplished. Each regional performance measure page contains information for the reader to determine progress toward meeting CIM goals. This includes:

- Purpose and Background:** The reason the performance measure was selected.
- Photo:** a photograph reflecting the performance measure were selected from the CIM 2040 Photo Challenge.
- Definitions:** Unfamiliar terms and methodology are described.
- QR Code:** The QR code hyperlinks to the CIM Dashboard.
- Results Table:** Highlights the current results for those performance measures, as well as, the 2040 target. In future reports, previous results will also be outlined to enable the reader to measure trends.
- Cross-Reference Elements:** Each performance measure is assigned to one of the eight CIM 2040 elements; however, many have a role in additional areas. The Cross-reference Element lists secondary elements for the performance measures, such as walkability to parks in open space and housing.
- Next Steps:** Additional steps to provide better information or to guide decisions and policies.
- Map:** Highlights the results geographically, and is hyperlinked to the online dashboard.



Performance Measures by Category

Transportation: Strong transportation infrastructure and services promote economic development and quality of life.

- Bridge Conditions
- Traffic Congestion
- Transit Ridership
- Transit Service
- Transportation Safety (Automobile)
- Transportation Safety (Bike/Pedestrian)
- Freight
- Alternative Modes
- Pedestrian
- Bicycle
- Air Quality

Housing: Providing housing near transit routes, employment centers, and basic services, and encouraging growth in areas with existing transportation and other infrastructure improves overall housing affordability.

- Jobs-Housing Balance
- Location Efficiency
- Density

Farmland: Almost 80% of farmland can be preserved by developing infill sites and other non-farm areas. This will increase agricultural economic value in the area and preserve food security.

- Farmland Production
- Farmland Preservation

Open Space: Access to parks and open space enables citizens to enjoy the natural beauty of the area and makes physical activity convenient.

- Pathways
- Open Space

Health: More transportation options and development near services enables physical activity and improves air quality.

- Health
- Transit Opportunities

Community Infrastructure: Development in or nearby areas served by infrastructure reduces infrastructure costs.

- Community Infrastructure
- LEED Buildings

Land Use: Better jobs-housing balance reduces traffic, improves air quality, and increases discretionary time.

- Land Use
- Downtowns and Major Activity Centers

Economic Development: Access to quality transportation, from public transit to freight routes for export, is key to the continued economic development of the region.

- Employment Near Transit
- Export Clusters



Transportation



Bridge Conditions

Purpose and Background:

Healthy bridges enable freight mobility throughout the region and ensure that public infrastructure is maintained through natural disasters. Quality bridges link commuters, freight, and other motorists in a regional transportation network.



Photo by: COMPASS

Definitions: *Functionally Obsolete:*

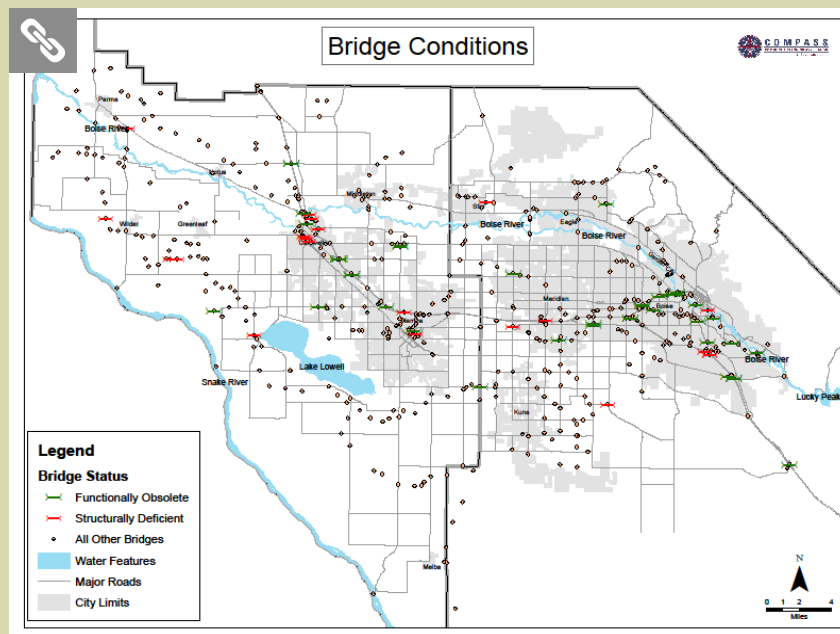
Bridges that do not meet current standards that are used today. Examples are narrow lanes or low load-carrying capacity. *Structurally Deficient:* Bridges that require significant maintenance, rehabilitation, or replacement. These bridges must be inspected at least yearly since critical load-carrying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



| | Not Functionally Obsolete | Not Structurally Deficient |
|---------------|---------------------------|----------------------------|
| 2013 | 93% | 96% |
| Target | >87% | 100% |

Cross-Reference Element:
Community Infrastructure

Next Steps:
Continue to monitor bridge conditions.



Transportation

Traffic Congestion

Purpose and Background:

Congestion results when the transportation infrastructure lags behind the growth in an area and increases the time it takes to complete a trip by car. Congestion causes excess fuel consumption and increased costs.



Photo by: COMPASS

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:* Miles of congestion are measured from along Interstate 84 from State Highway 44 (Exit 25) to Eisenman Road (Exit 59). Two maps exist, the west or southbound is shown below and the east or northbound is available on the CIM dashboard. Note: a lower number reflects less congestion for both measures.



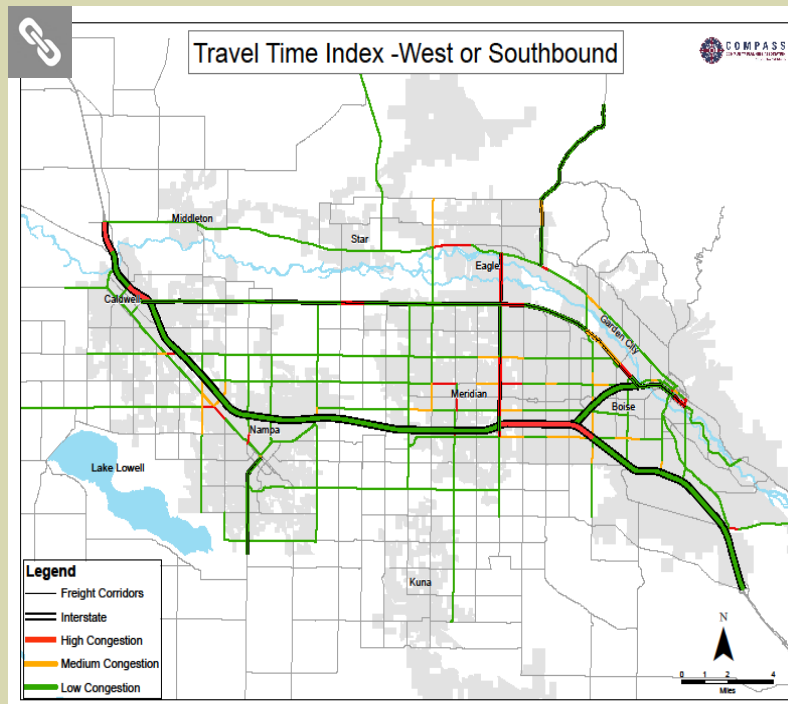
| | Interstate TTI | Non-Interstate TTI | Miles of Congested Interstate | Minutes Peak Hour |
|---------------|----------------|--------------------|-------------------------------|-------------------|
| 2013 | 1.11 | 1.38 | 14 | 33 |
| Target | <2.17 | <1.83 | <42 | <80 |

Cross-Reference Elements:

None.

Next Steps:

Incorporate technology to monitor duration of congestion.



Transportation



Transit 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. Additionally, a complete transit network characterizes a stable community with multiple options for travel.



Photo by: COMPASS

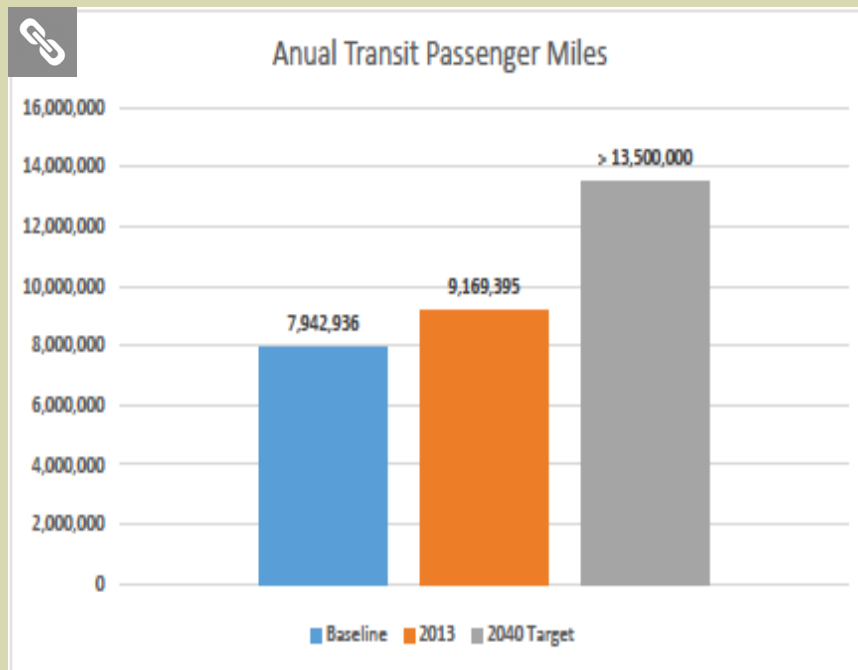


Definitions: 2040 targets maintain current per capita transit ridership on local and intercounty buses, rounded to nearest 100,000. Current transit ridership numbers were acquired from the Federal Transit Administration's National Transit Database.

| | Annual Riders | Passenger Miles |
|---------------|---------------|-----------------|
| 2013 | 1,456,153 | 9,169,395 |
| Target | >2,500,000 | >13,500,000 |

Cross-Reference Element: Health

Next Steps: Collect individual route data.



Transportation

Transit Service

Purpose and Background:

Transit Level of Service is based on the user-perception of transit services along a corridor and considers factors such as transit frequency, bus stop amenities, and pedestrian access.



Photo by: COMPASS

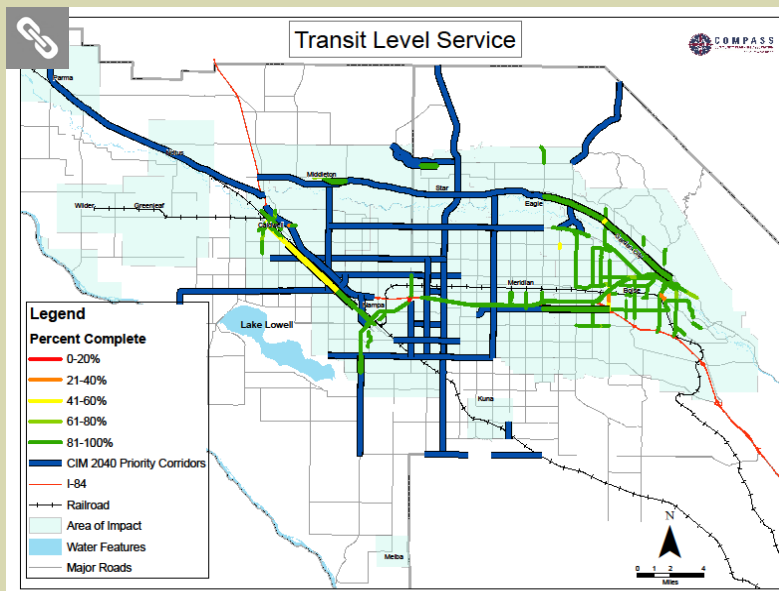
Definitions: *Transit Level of Service (TLOS):* A rating (A – F) of the effectiveness of a roadway in serving transportation needs. *Percent Complete:* The number of arterial roads within a city's area of impact or CIM 2040 priority corridors with transit service, as compared to planned transit service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



| | TLOS: Areas of Impact Completion | TLOS: CIM 2040 Completion | Age/ Useful Life |
|---------------|----------------------------------|---------------------------|------------------|
| 2013 | 72% | 66% | .75 |
| Target | >81% | >76% | >.8 |

Cross-Reference Elements:
Health,
Community Infrastructure

Next Steps:
Continue to monitor Transit Level of Service information and begin collection of data from collector routes.



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:* Bodily harm to a person as a result of a crash defined as a "Type A/Serious Injury." *Fatalities:* Those persons who have died within 30 days of a crash as a result of injuries sustained in that crash. *Transit Crash:* An unintended event that causes a death, injury, or damage and involves transit vehicle on a roadway.



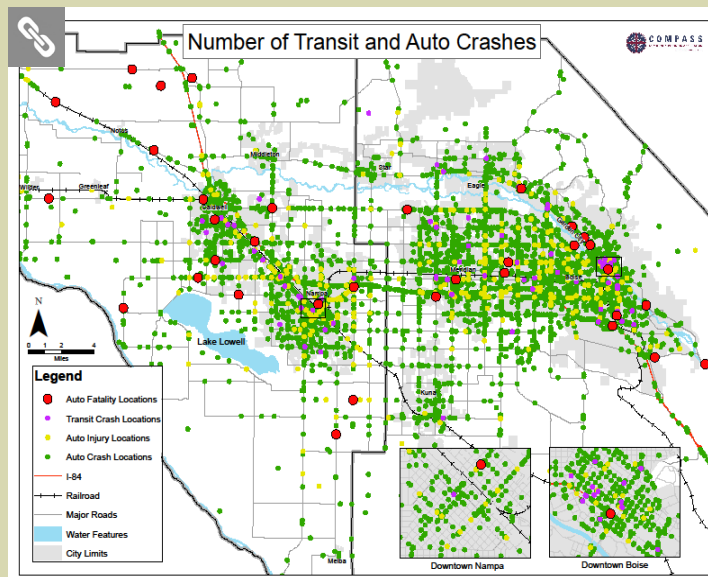
Photo by: Shelly Houston



| | Automobile Crashes | Injuries | Fatalities | Transit Crashes |
|--------------------|--------------------|-----------------|------------|-----------------|
| 2013 Result | 8,741 | 392 | 35 | 75 |
| Target | < Previous Year | < Previous Year | 0 | < Previous Year |

Cross-Reference Element: Health

Next Steps: Monitor automobile crashes over a five-year span to determine an average and prediction interval per the ongoing federal Highway Safety Improvement Program's rulemaking. Targets need to change to reflect these new rules and additional targets for injuries and deaths per vehicle miles traveled may be required in the future.



Transportation

Transportation Safety (Bike/Pedestrian)

Purpose and Background: Crashes are a major preventable cause of premature deaths and injuries for bicyclists and pedestrians.

Definitions: *Crash:* An unintended event that causes a death, injury or damage to a pedestrian or bicyclist on a roadway. *Injury:* Only injuries that are defined as "Type A/Serious Injury" are tracked. *Fatalities:* Those persons who have died within 30 days of a crash as a result of injuries sustained in that crash.



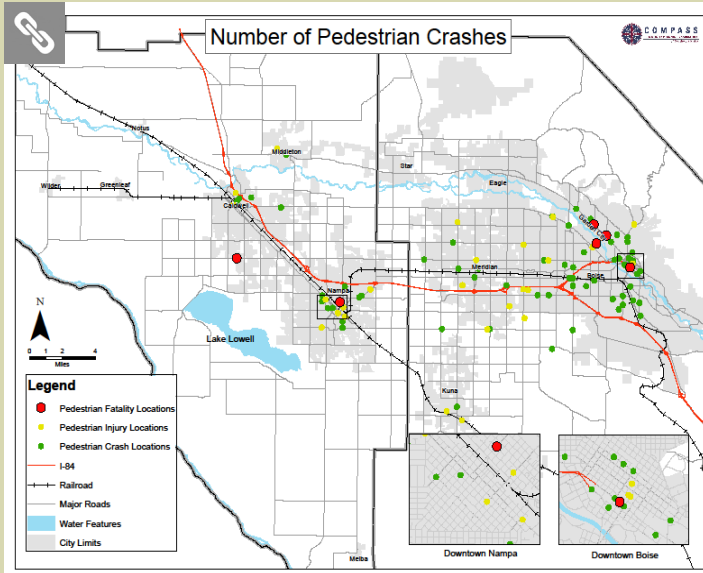
Photo by: COMPASS



| | Pedestrian Crashes | Pedestrian Injuries | Pedestrian Fatalities |
|--------------------|---------------------------|----------------------------|------------------------------|
| 2013 Result | 103 | 29 | 6 |
| Target | < Previous Year | < Previous Year | 0 |
| | Bike Crashes | Bike Injuries | Bike Fatalities |
| 2013 Result | 194 | 27 | 2 |
| Target | < Previous Year | < Previous Year | 0 |

Cross-Reference Element: Health

Next Steps: Establish targets per federal rulemaking requirements and consider reporting safety as a percentage of overall bicyclists and pedestrians.



Transportation



Freight

Purpose and Background:

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



Photo by: Toni Tisdale

Definitions: *Freight 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 TTI:* Miles of congestion are measured from along Interstate 84 from State Highway 44 (Exit 25) to Eisenman Road (Exit 59). Two maps exist, the east or northbound is shown below and the west or southbound is available on the CIM dashboard. Note: a lower number reflects less congestion for both measures.



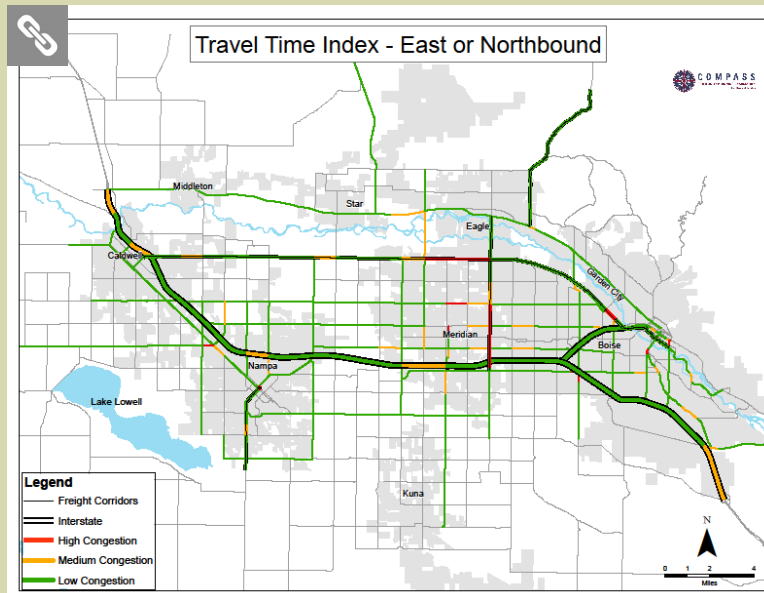
| | Freight TTI | Miles of Congested Interstate |
|---------------|-------------|-------------------------------|
| 2013 | 1.8 | 14 |
| Target | <2.04 | <42 |

Cross-Reference Elements:

Economic Development, Housing, Land Use

Next Steps:

Incorporate technology to monitor duration of congestion.



Transportation

Alternative Modes

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.



Photo by: Sylvia Marmon

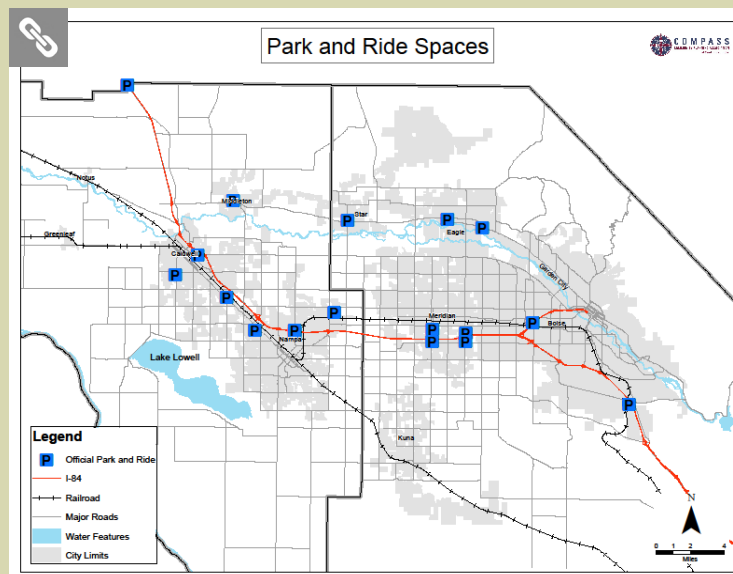
Definitions: *Park and ride space:* A park and ride space is defined as a parking space in a designated park and ride lot. In lots where marked stalls do not exist, total number of spaces were estimated. *Vanpool:* A formal ridesharing strategy where participants are grouped based on similar destinations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



| | Park and Ride Spaces | Vanpools |
|-------------|----------------------|----------|
| 2013 | 818 | 103 |

Cross-Reference Element: None

Next Steps: 1) Establish 2040 targets based on available data 2) report number of park and ride spaces as a percent change, 3) continue to monitor results.



Transportation



Pedestrian

Purpose and Background:

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



Photo by: COMPASS



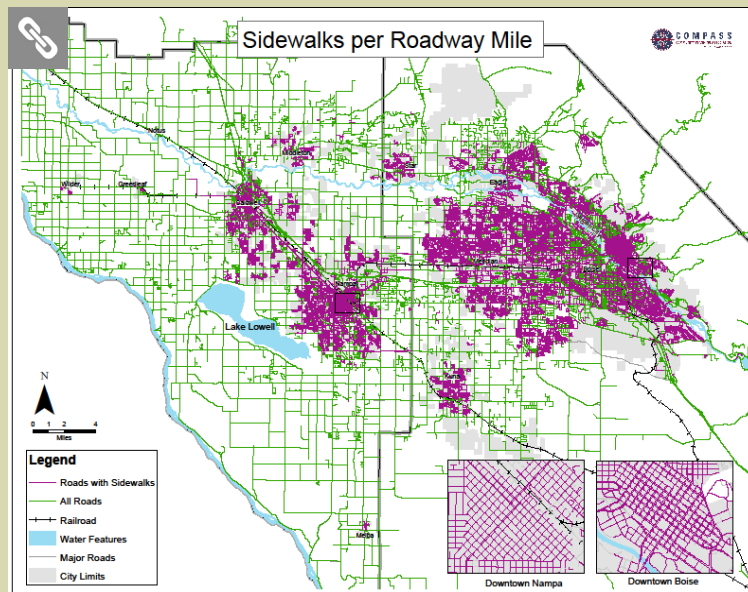
Definitions: Pedestrian Level of Service Percent

Complete: The percentage of pedestrian facilities that have been developed/completed, as compared to what is considered optimal for a particular area. 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. *Sidewalks per Roadway Mile:* Ratio of sidewalks on at least one side of a public road.

| | Pedestrian Level of Service Percent Complete | Sidewalks per Roadway Mile |
|---------------|--|----------------------------|
| 2013 | 78% | 45% |
| Target | >89% | >50% |

Cross-Reference Element: Health

Next Steps: Examine the effectiveness of conducting Level of Service monitoring based on collector routes.



Transportation

Bicycle

Purpose and Background:

The presence of a bikeway (bike lane, path, or greenbelt) typically indicates a safer bicycling environment, which can decrease the number of bicyclist injuries and deaths. Bicycling promotes overall health and can decrease auto traffic.



Photo by: Warren Lassen

Definitions: Bicycle Level of Service Percent

Complete: The percentage of bicycle facilities that have been developed/completed, as compared to what is considered optimal for a particular area. 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.

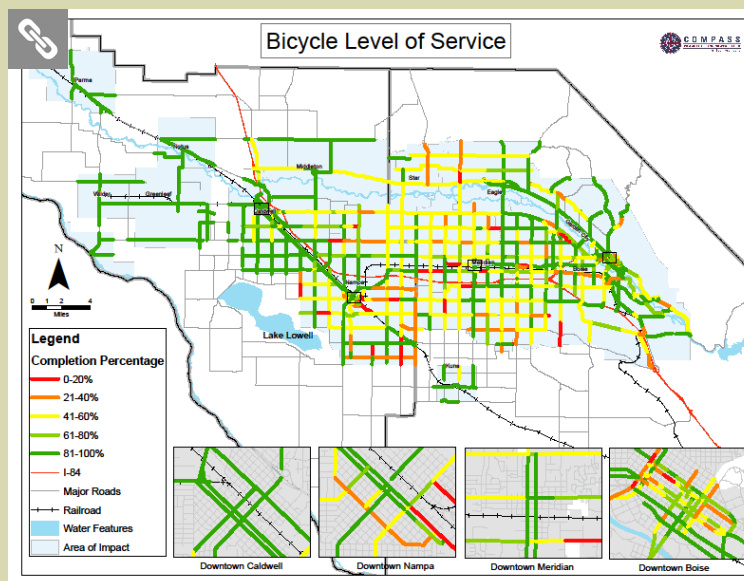


| | Bicycle Level of Service Percent Complete | Bikeways per Roadway Mile |
|---------------|---|---------------------------|
| 2013 | 72% | 20% |
| Target | >85% | >25% |

Cross-Reference Element Health

Next Steps:

Examine the effectiveness of conducting Level of Service monitoring based on collector routes.



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.



Photo by: Troy Behunin



Definitions: *Vehicle Emissions of Coarse Particulate Matter (PM₁₀):* 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 2040 targets are based on the motor vehicle emission budgets for northern Ada County approved by the US EPA on May 17, 2013.

| | Vehicle Emissions |
|---------------|-------------------|
| 2013 | 24.4 tons/day |
| Target | <60.1 tons/day |

Cross-Reference Element: Health

Next Steps: Continue to monitor vehicle emissions, determine trends, and consider other air quality measures to provide a more comprehensive perspective.

Note: Vehicle emissions is not a performance measure that can be mapped.



Housing

Jobs-Housing Balance

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



Photo by: Shelly Houston



Definitions: *Jobs-housing distance:* Miles between the housing center and the employment center of the region. For community snapshots the measure highlights jobs to housing ratio within the community's area of impact rather than distance.

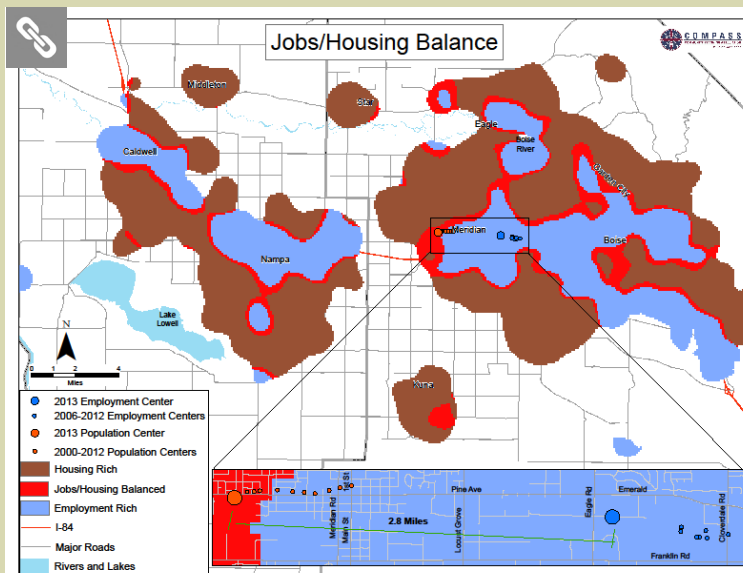


| | Jobs-Housing Distance (Miles) |
|---------------|-------------------------------|
| 2013 | 2.8 |
| Target | <2.7 |

Cross-Reference

Element:
Economic Development,
Housing

Next Steps:
Continue to monitor
jobs-housing
balance.



Housing

Location Efficiency

Purpose and Background:

Housing and transportation costs combine to take up almost 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.



Photo by: COMPASS

Definitions:

Location Affordability Index: The combined the average household costs of housing and transportation as a percentage of the average household's budget in the region. *Housing Affordability Index:* Housing costs as percentage of the average household's budget in the region.



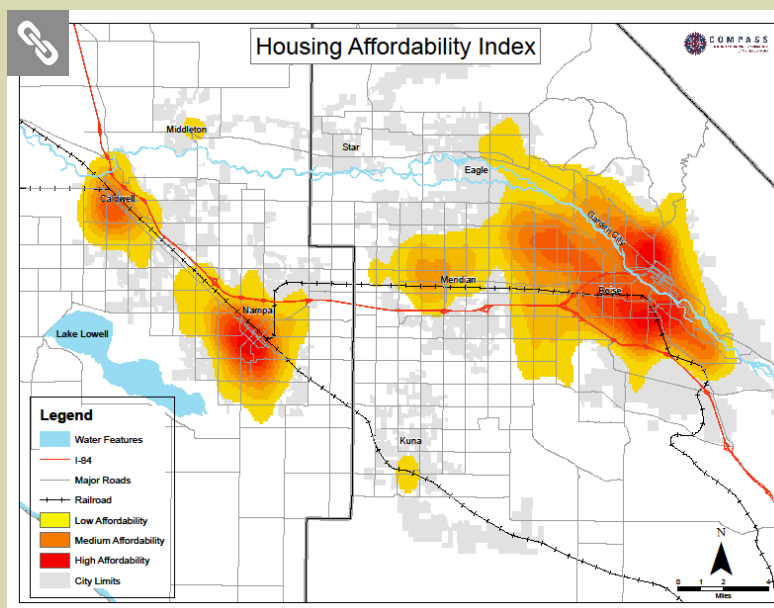
| | Location Affordability Index | Household Affordability Index |
|---------------|------------------------------|-------------------------------|
| 2013 | 49% | 27% |
| Target | >50% | >28% |

Cross-Reference Elements:

Transportation, Land Used, Community Infrastructure

Next Steps:

Continue to monitor Housing and Location Affordability Indexes provided by HUD to determine trends.



Housing

Density

Purpose and Background:

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



Photo by: Diane Kushlan

Definitions: *Average residential density:* dwelling units per acre based within city Area of Impacts. *New Multifamily Units:* Percentage of multifamily units as amount of total new units per year.



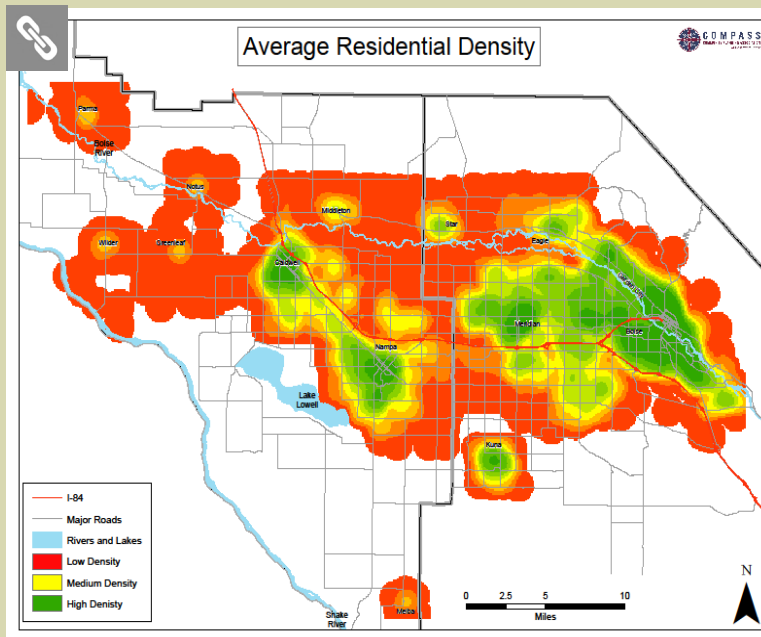
| | Average Residential Density | New Multifamily Units |
|---------------|-----------------------------|-----------------------|
| 2013 | 1.26 | 20% |
| Target | >2.24 | >18% |

Cross-Reference Elements:

Community Infrastructure, Farmland

Next Steps:

Continue to monitor residential density and multifamily units to determine trends.



Farmland

Farmland Production

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.



Photo by: Troy Behunin

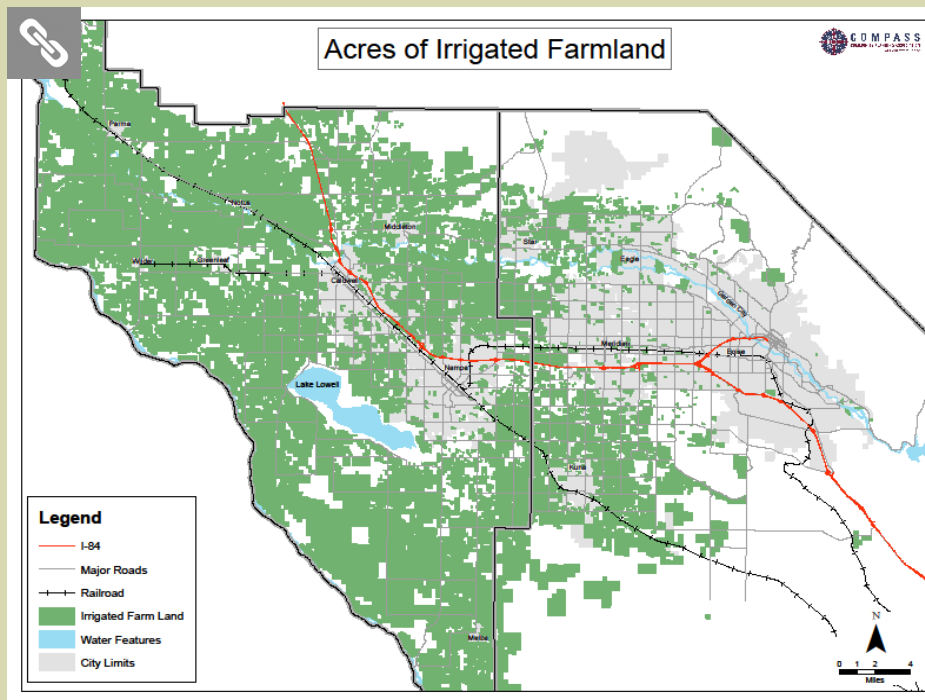
Definitions: *Acres of irrigated farmland:* irrigated agricultural and pasture land.

| | Acres of Irrigated Farmland |
|---------------|-----------------------------|
| 2013 | 316,891 acres |
| Target | >226,625 acres |



Cross-Reference Element: Economic Development

Next Steps: Continue to monitor acres of irrigated farmland to highlight trends and areas of growth and loss.



Farmland

Farmland Preservation

Purpose and Background:

Farmland preservation measures how effectively the region is maintaining prime farmland and helps ensure that farm production can continue unhindered by urban development. Farmland preservation helps ensure food security.



Photo by: COMPASS

Definitions: Agricultural Land

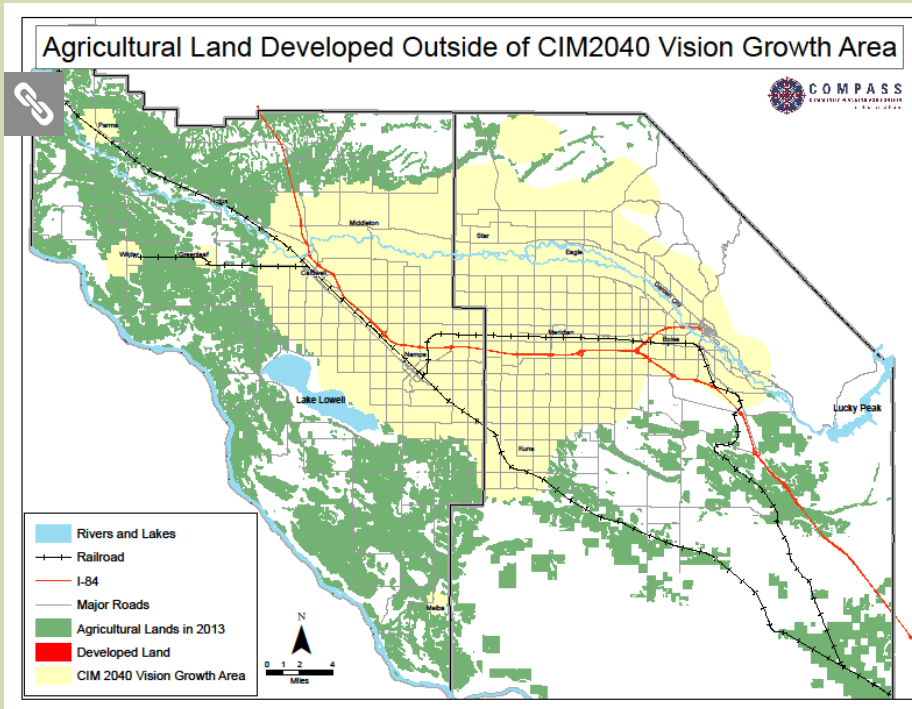
Developed: prime farmland developed by built subdivisions outside the CIM2040 Vision growth areas.

| Agricultural Land Consumed | |
|----------------------------|--------------|
| 2013 | 0 acres lost |
| Target | 0 acres lost |



Cross-Reference Element: Community Infrastructure

Next Steps: Continue to monitor farmland production.



Open Space

Pathways

Purpose and Background:

Pathways provide quality bicycle and pedestrian connections and access within neighborhoods and across the region. Pathways are safer than on-road facilities as users are separated with automobile traffic on the road.



Photo by: Warren Lassen

Definitions: Pathways:

include 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 and I-84 in Caldwell.



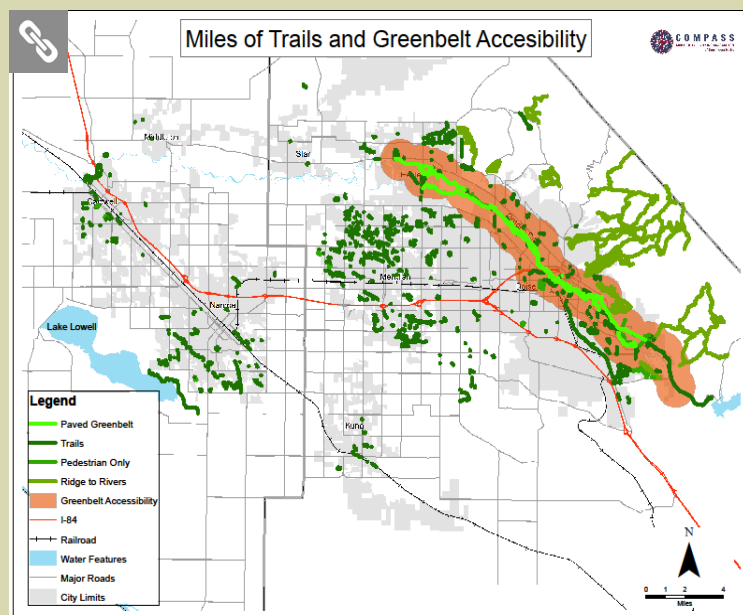
| | Miles of Pathways | Miles of Greenbelt | Greenbelt Accessibility |
|---------------|----------------------|--------------------|-------------------------|
| 2013 | 316 | 35 | 21% |
| Target | > Than previous year | >50 | >23% |

Cross-Reference Elements:

Transportation, Health, Land Use

Next Steps:

Develop a regional pathway plan.



Open Space

Open Space

Purpose and Background:

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



Photo by: Ken Miracle

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.

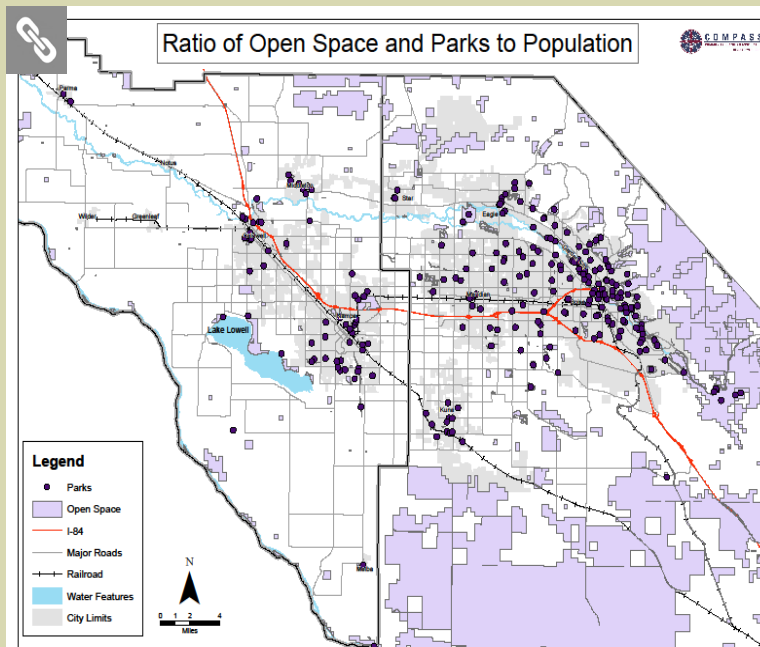


| | Park Acres/1,000 People | Open Space Acres/1,000 People |
|---------------|-------------------------|-------------------------------|
| 2013 | 9 | 39 |
| Target | >10 | >25 |

Cross-Reference Element: Health

Next Steps:

Continue to monitor park space and open space to determine trends. Complete analysis of private and community parks and add data to dashboard.



Health

Health

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.



Photo by: Shelly Houston

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



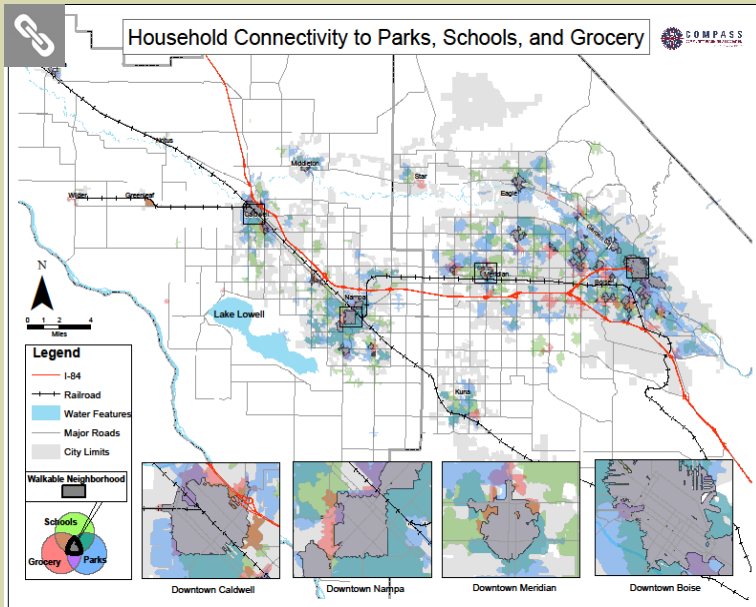
| Percent of Population Near: | Parks | Grocery | Schools | Parks, Grocery, and School |
|-----------------------------|-------|---------|---------|----------------------------|
| 2013 | 43% | 13% | 37% | 7% |
| Target | >58% | >11% | >34% | >14% |

Cross-Reference

Elements: Open Space, Land Use, Housing

Next Steps:

Continue to improve upon the walkable network and locate potential gaps in connectivity.



Health

Transit 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 transit 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.



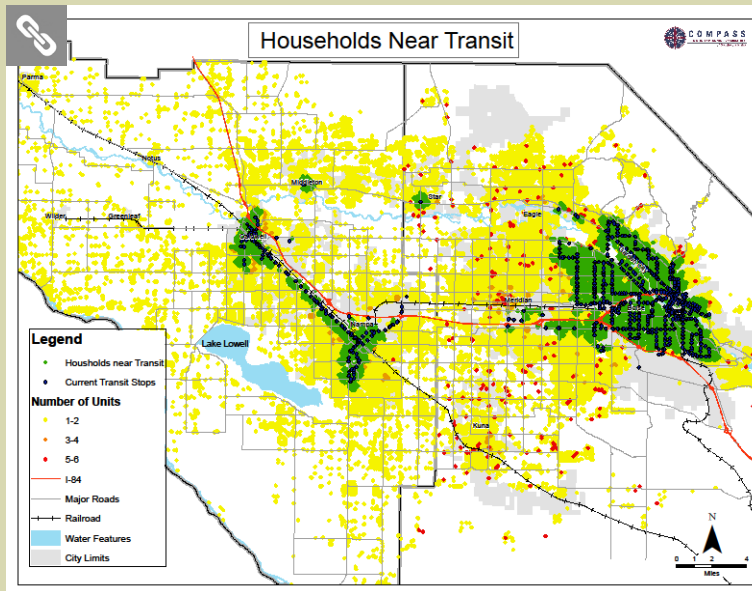
| | Transit Supportive Housing | Households Near Transit |
|---------------|----------------------------|-------------------------|
| 2013 | 11% | 38% |
| Target | >20% | >20% |

Cross-Reference Elements:

Transportation, Community Infrastructure

Next Steps:

Continue to monitor transit supportive housing and households near transit to determine trends.



Community Infrastructure

Community Infrastructure

Purpose and Background:

The two main targets 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.



Photo by: Kristi Watkins

Definitions: *Households Outside Area of Impact:* percent of households outside of defined City Area of Impact. *Acres Annexed Per Person:* number of acres a city annexes in a year per new residential population.



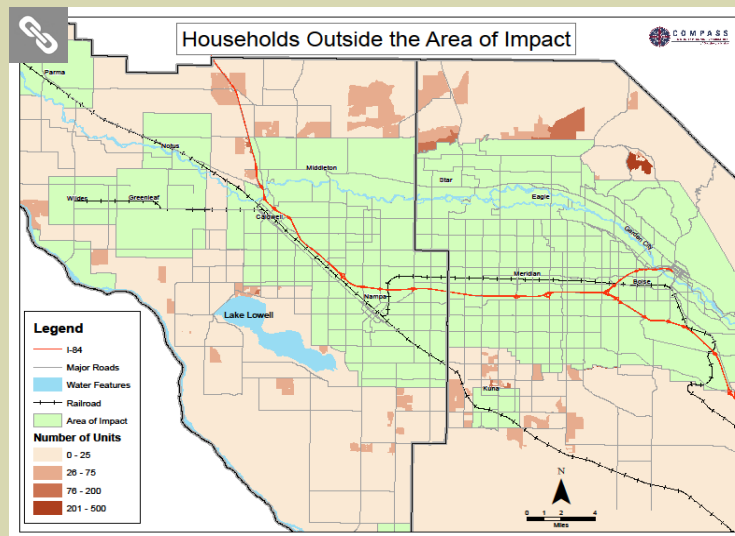
| | Households Outside Area of Impact | Acres Annexed per Person |
|---------------|-----------------------------------|--------------------------|
| 2013 | 5% | 0.06 |
| Target | <6% | <.2 |

Cross-Reference

Elements: Housing, Farmland, Land Use

Next Steps:

Continue to monitor land annexed and household growth outside areas of impact to determine trends.



Community Infrastructure

LEED Buildings

Purpose and Background:

LEED, or Leadership in Energy and Environmental Design, is a certification program that recognizes best-in-class building strategies and practices. To receive LEED certification, building projects satisfy prerequisites and earn points to achieve different levels of certification. LEED certified buildings are more sustainable and make better use of resources than traditional buildings.



Photo by: Mark Hilty

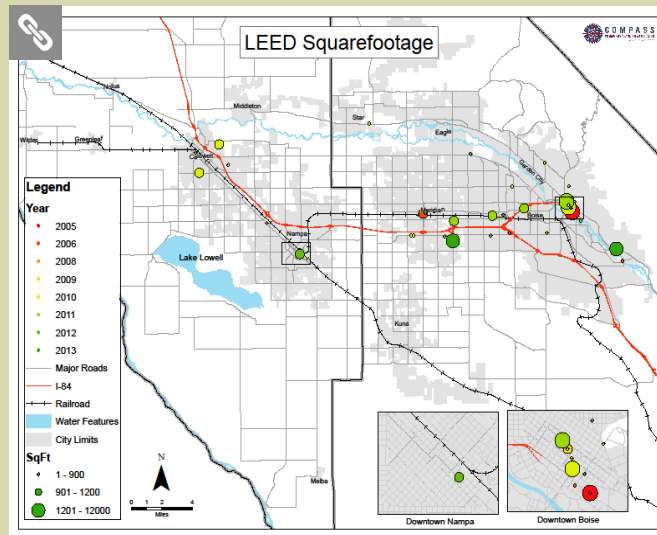


Definitions: LEED building baseline data are from 2003-2010 and was acquired from the US Green Building Council, Idaho Chapter. Result and targets highlight annual construction amounts.

| | New LEED Building Square Feet/Year |
|---------------|---|
| 2013 | 24,203 Square Feet |
| Target | >500,000 Square Feet |

Cross-Reference Element: None

Next Steps: Continue to monitor LEED buildings within Ada and Canyon Counties to determine trends. Consider tracking other community infrastructure performance measures.



Land Use

Land Use

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.



Photo by: Shelly Houston

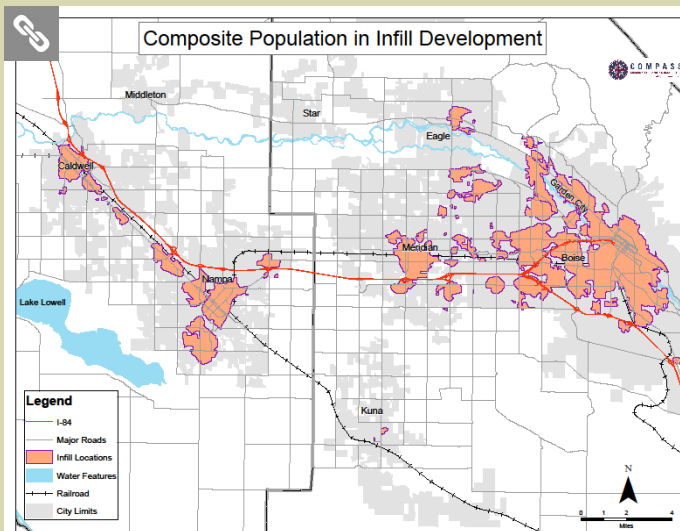
Definitions: *Infill:* At least 1 job per acre within 1 mile, within city limits (or enclave), and within ¼ mile of at least one of the following: public schools, public parks, transit stop, or retail center (at least 1 retail job per acre). *Consistency with CIM 2040 Vision:* Built or entitled development that exceeds CIM 2040 Vision for Traffic Analysis Zone (TAZ). Community snapshots expressed as either 100% consistent or number of households inconsistent with CIM 2040 Vision. Exempted from “inconsistency” include: downtowns, major activity centers, and infill locations.



| | Infill Development as % of New Development | Consistency with CIM 2040 Vision |
|---------------|--|----------------------------------|
| 2013 | 46% | 3,606 over CIM 2040 Vision |
| Target | 73% | 0 over CIM 2040 Vision |

Cross-Reference Elements: Community Infrastructure, Housing

Next Steps: Continue to track consistency with CIM 2040 Vision and determine steps to avoid noncompliance.



Land Use

Downtowns and Major Activity Centers

Purpose and Background: Major Activity Centers (MACs) are important trip generators and are logical destinations for public transit service. 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, and therefore reduce sprawl and associated land use impacts.



Photo by: Shelly Houston

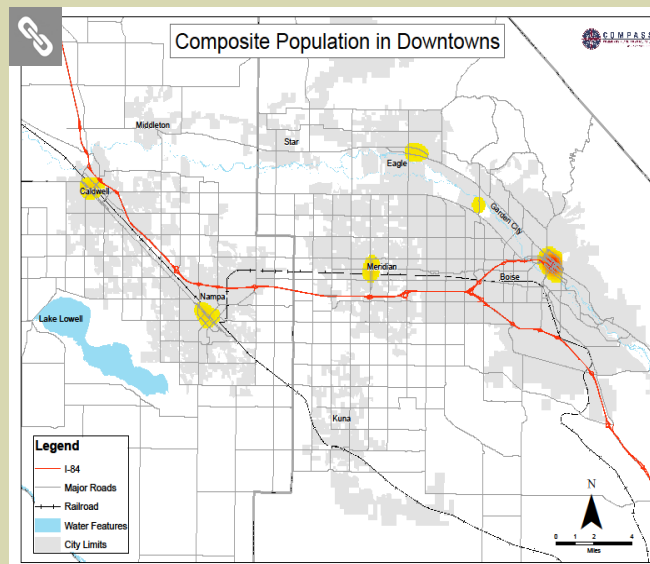


Definitions: *Composite Population in Downtowns:* Downtown areas of cities within the 2010 adjusted urbanized area. *Composite Population in Major Activity Centers:* downtowns, employment activity centers, and commercial activity centers.

| | Composite Population in Downtowns | Composite Population in Major Activity Centers |
|---------------|-----------------------------------|--|
| 2013 | 8% | 17% |
| Target | 6.5% | 28% |

Cross-Reference Element: Economic Development

Next Steps: Continue to monitor composite population in downtowns and MACs to determine trends. Consider qualitative methods for evaluating major activity centers.



Economic Development

Employment Near Transit

Purpose and Background:

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



Photo by: COMPASS

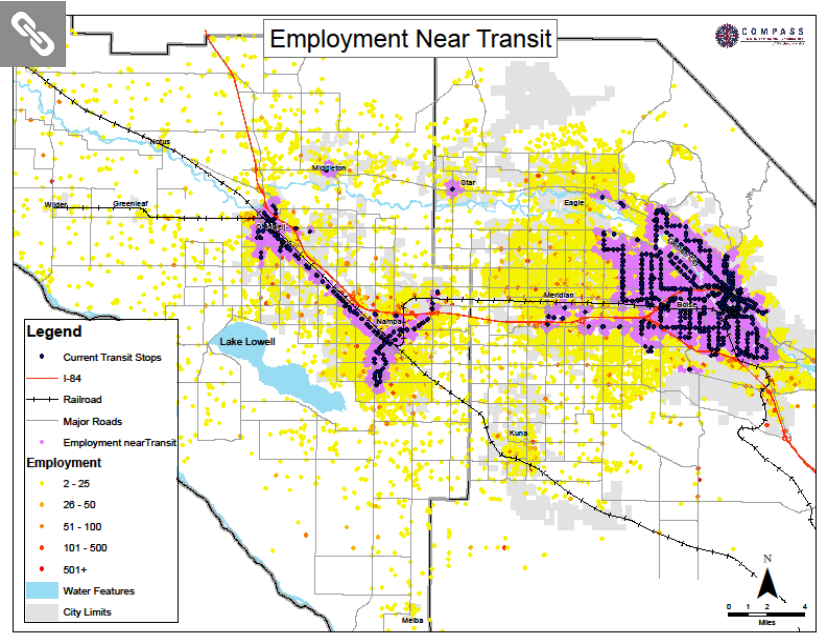


Definitions: *Employment Near Transit:* percentage of employment within a 1/4 mile walking distance of a transit route, based on the *valleyconnect* plan.

| Employment Near Transit | |
|-------------------------|------|
| 2013 | 60% |
| Target | >70% |

Cross-Reference Element: Transportation

Next Steps: Continue to monitor employment near transit to determine trends. Identify transit routes for transit-dependent populations.



Economic Development

Export Clusters

Purpose and Background:

Export clusters are the building blocks of regional economic competitiveness. These clusters raise productivity by selling goods or services outside the region and bringing in new money.



Photo by: Warren Lassen

Definitions: *Export clusters:*

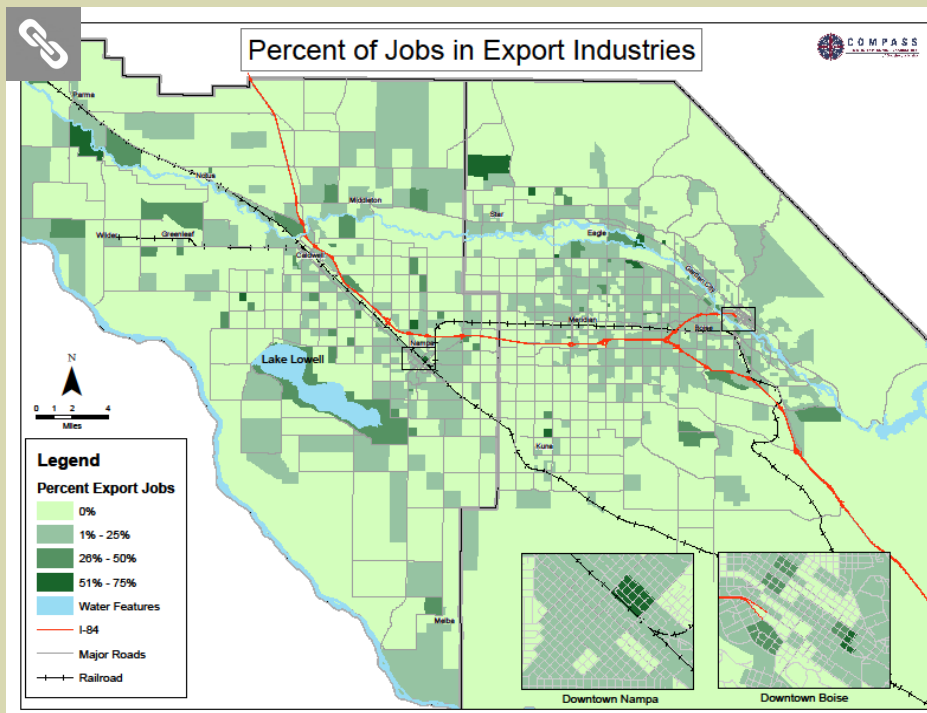
Industries in an export-based industry area with a location quotient greater than 2 and employing more than 2,000 workers.



| Jobs in Export Industries | |
|---------------------------|------|
| 2013 | 6% |
| Target | >12% |

Cross-Reference Element: None

Next Steps: Continue to work with Idaho Department of Labor to gather and report data.



On Hold Measures



The COMPASS Board has identified additional performance measures to include in future editions of this report. Some of these measures need additional data or tools. This section will identify data needs and provides a status report on the progress toward getting this information.

Duration of Congestion Measures

Goal: Transportation 1.1

Why this measure is important: Congestion is a common occurrence, especially during peak or rush hour. It is expected and typically can be planned for. Currently data on congestion is measured through the Congestion Management Process using real driving times (i.e. "floating car method".) However, these evaluations are limited due to staff resources. Consistent daily travel time measures using technology is needed.

Status: Need additional technology, an agreement with Idaho Transportation Department for use, and a deployment strategy.

Automobile Level of Service Measures

Goal: Transportation 1.1

Why this measure is important: Automobile Level of Service (LOS) is a letter designation that describes a range of operating conditions on a facility. Level of Service is one of the most-widely accepted metrics for measuring traffic congestion.

Status: Ada County Highway District has been compiling automobile Level of Service data and those data are available on the performance measures dashboard. COMPASS is now collecting data for arterial roads in Canyon County and state highways to complete the automobile Level of Service dataset for the Treasure Valley.

Farm-to-market Travel Time Measures

Goal: Transportation 1.1

Why this measure is important: 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: A freight and good movement study is budget in the Regional Transportation Improvement Program (TIP) for fiscal year 2018.



Photo by: COMPASS

On Hold Measures

Bicyclist Volumes Measures

Goal: Transportation 1.2

Why this measure is important: Bicycle travel is a healthy alternative to vehicular travel. Collecting bicycle counts will provide a baseline of demands on the transportation system as well as enable bicycle forecasts for prioritizing future facilities.

Status: COMPASS has budgeted time and money in FY 2015 to develop a bicycle count program, integrate existing manual count data, and purchase automated counters. Data for this performance measure will be provided in the next *Change in Motion* report in 2016.



Pedestrian Volumes Measures

Goal: Transportation 1.2

Why this measure is important: Pedestrian travel is another healthy alternative to vehicular modes. However, due to lack of data, pedestrian infrastructure is often seen as an 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.

Status: COMPASS has budgeted time and money in FY 2015 to develop a pedestrian count program, integrate existing manual count data, and purchase automated counters. Data for performance measure will be provided in the next *Change in Motion* report in 2016.



Photo by: COMPASS



On-time Transit Performance Measures

Goal: Transportation 1.2

Why this measure is important: One of the important determinations of a functional transit system is a reliability. On-time transit helps assure users of its reliability.

Status: COMPASS staff are working with Valley Regional Transit on developing the technology to enable transit reliability to be tracked automatically. This is expected to commence by the end of 2014.

On Hold Measures



Transit Passenger Load Factor by Route Measures

Goal: Transportation 1.2

Why this measure is important: 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: Valley Regional Transit plans to add passenger counters but the deployment timeline is unknown.



Photo by: COMPASS



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.



Sidewalk and Bike Lane Condition Measures

Goal: Transportation 1.3

Why this measure is important: Having well-maintained sidewalks and bicycle lanes is necessary for improving the overall experience for pedestrians and bicyclists and furthers the work of building complete streets for all users.

Status: COMPASS has dedicated work time in FY 2015 to collaborate with local highway districts, cities, and counties in developing a methodology for collecting, assessing, and reporting sidewalk and bicycle lane conditions.



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: 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.



On Hold Measures

Project Delivery Measures

Goal: Transportation 1.3

Why this measure is important: Project delivery measures the ability of projects to be completed in time and within budget. This is important for making the most of available resources and will be a required performance measure under MAP-21.

Status: Waiting for MAP-21 federal requirements to be finalized.

Land Use Mix Measures

Goal: Land Use 2.3

Why this measure is important: Land use mix is an influential factor in travel behavior including mode choice and overall vehicle miles traveled, which in turn, affect overall health and neighborhood level quality of life.

Status: COMPASS is currently evaluating different methodologies to determine an approach that can be calculated at a neighborhood level, provides meaningful data, and resonates with the general public.



Photo by: COMPASS

Major Activity Center Measures

Goal: Land Use 2.3

Why this measure is important: 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.

Status: COMPASS is currently evaluating different methodologies to determine an approach that can provide an assessment relative to the type and function of a major activity center, and resonates with the general public.



On Hold Measures



Urban Tree Canopy Measures

Goal: Community Infrastructure 4.1

Why this measure is important: A lush urban tree canopy provides a variety of community infrastructure, health, and housing benefits.

Urban trees facilitate energy conservation, reduce storm water costs, improve air quality, and provide cost-savings to homeowners and businesses.

Status: Evaluate Treasure Valley Tree Canopy report and work with stakeholders to determine data availability, maintenance, and reporting.



Photo by: Gary Grimm



Access to Health Care Facility Measures

Goal: Health 5.1

Why this measure is important: Access to health care facilities is key to maintaining a healthy and vibrant population. Attracting employers and serving an aging population is critical to the area.

Status: Currently evaluating different methodologies.



Community Snapshot

Overview: 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.



Photo by: Kristi Watkins

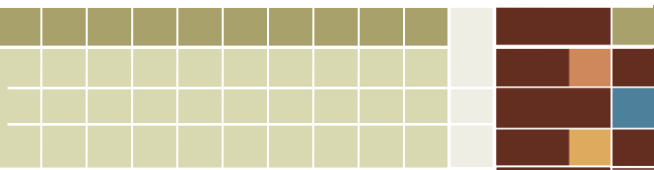
While comparing communities to each other is possible, the real merit of this section is to measure individual progress across time. The goal of this section is to show the annual changes in results for each community, highlighting the communities that are doing particularly well in achieving performance measure targets.

These following snapshots are for area of city impact. Since city limits change often and do not provide a consistent benchmark for tracking progress, area of impact was selected as the best approach to promote continuity across years. Community snapshots are identified for cities only, as the urban environment is better suited to accomplish these performance measures and, due to the nature area of city impact boundaries, countywide data are less meaningful.

The online performance measures dashboard (www.compassidaho.org/dashboard) detail regarding each of these results as well as how each community compares to the overall regional progress.



City of Boise



Housing

Jobs-housing balance: 1.69 jobs/housing
Housing affordability index: 27%
Location affordability index: 47%
Average residential density: 2.05 dwelling units/acre
New multi-family units: 20%



Farmland

Acres of irrigated farmland: 573 acres

Open Space

Boise River Greenbelt: 19 miles, 36% within 1/4 mile walk distance
Miles of pathways and trails: 150 miles
Park space per capita: 19.4 acres per 1,000 people
Open space per capita: 22 acres per 1,000 people



Health

Connectivity to parks: 51%
Connectivity to schools: 39%
Connectivity to grocery stores: 19%
Connectivity to parks, schools, and grocery stores: 10%
Transit-supportive housing: 17%
Households near transit: 64%



Community Infrastructure

Acres annexed/population: 0.18 acres
LEED buildings: 12,493 new square feet



Land Use

Population in infill: 80%
Consistency with CIM 2040 Vision: 336 housing units
Population in downtowns: 13%
Population in activity centers: 29%



Economic Development

Employment near transit: 78%
Export clusters: 6%



Photo by: COMPASS

City of Caldwell

Housing

Jobs-housing balance: 1.06 jobs/housing
Housing affordability index: 23%
Location affordability index: 44%
Average residential density: 1.01 dwelling units/acre
New multi-family units: 0



Farmland

Acres of irrigated farmland: 14,545 acres



Open Space

Boise River Greenbelt: 0
Miles of pathways and trails: 10 miles
Park space per capita: 5.5 acres per 1,000 people
Open space per capita: 14 Acres per 1,000 people



Health

Connectivity to parks: 26%
Connectivity to schools: 44%
Connectivity to grocery stores: 7%
Connectivity to parks, schools, and grocery stores: 6%
Transit-supportive housing: 4%
Households near transit: 31%



Community Infrastructure

Acres annexed/population: 0.01 acres
LEED buildings: 0 new square feet



Land Use

Population in downtowns: 14%
Population in activity centers: 18%
Consistency with CIM 2040 Vision: 100%
Population in infill: 20%



Economic Development

Employment near transit: 61%
Export clusters: 3%



Photo by: COMPASS

City of Eagle



Housing

Jobs-housing balance: 1.10 jobs/housing
Housing affordability index: 44%
Location affordability index: 57%
Average residential density: 0.56 dwelling units/acre
New multi-family units: 5%



Farmland

Acres of Irrigated Farmland: 6,468 acres

Open Space

Boise River greenbelt: 8 miles, 44% within 1/4 mile walk distance
Miles of Pathways and Trails: 25 miles
Park space per capita: 27.6 acres per 1,000 people
Open space per capita: 28 acres Per 1,000



Health

Connectivity to parks: 35%
Connectivity to schools: 27%
Connectivity to grocery stores: 5%
Connectivity to parks, schools, and grocery stores: 4%
Transit-supportive housing: 1%
Households near transit: 1%



Community Infrastructure

Acres annexed/population: 0.10 acres
LEED buildings: 0 new square feet



Land Use

Population in infill: 40%
Consistency with CIM 2040 Vision: 1,049 housing units
Population in downtowns: 12%
Population in activity centers: 2%



Economic Development

Employment near transit: 15%
Export clusters: 1%



Photo by: Travis Jeffers

Garden City

Housing

Jobs-housing balance: 1.69 jobs/housing
Housing affordability index: 25%
Location affordability index: 35%
Average residential density: 1.54 dwelling units/acre
New multi-family units: 0



Farmland

Acres of irrigated farmland: 320 acres



Open Space

Boise River Greenbelt: 9 Miles, 100% within 1/4 mile walk distance
Miles of pathways and trails: 14 miles
Park space per capita: 34.3 acres per 1,000 people
Open space per capita: 11 acres per 1,000 people



Health

Connectivity to parks: 60%
Connectivity to schools: 34%
Connectivity to grocery stores: 3%
Connectivity to parks, schools, and grocery stores: 0%
Transit-supportive housing: 29%
Households near transit: 53%



Community Infrastructure

Acres annexed/Population: 0.17 acres
LEED buildings: 0 new square feet



Land Use

Population in infill: 49%
Consistency with CIM 2040 Vision: 100%
Population in downtowns: 9%
Population in activity centers: 12%



Economic Development

Employment near transit: 85%
Export clusters: 1%



Photo by: COMPASS

City of Kuna



Housing

Jobs-housing balance: 0.57 jobs/housing
Housing affordability index: 29%
Location affordability index: 51%
Average residential density: 1.26 dwelling units/acre
New multi-family units: 0



Farmland

Acres of irrigated farmland: 2,021 acres

Open Space

Boise River Greenbelt: N/A
Miles of pathways and trails: 2 miles
Park space per capita: 3.3 acres per 1,000 people
Open space per capita: 5 acres per 1,000 people



Health

Connectivity to parks: 47%
Connectivity to schools: 62%
Connectivity to grocery stores: 9%
Connectivity to parks, schools, and grocery stores: 0%
Transit-supportive housing: No bus service
Households near transit: No bus service



Community Infrastructure

Acres annexed/population: 0
LEED buildings: 0 new square feet



Land Use

Population in infill: 2%
Consistency with CIM 2040 Vision: 100%
Population in downtowns: 2%
Population in activity centers: 0



Economic Development

Employment near transit: 0
Export clusters: 1%



Photo by: Travis Jeffers

City of Meridian

Housing

Jobs-housing balance: 1.40 jobs/housing
Housing affordability index: 30%
Location affordability index: 51%
Average residential density: 0.86 dwelling units/acre
New multi-family units: 33%



Farmland

Acres of irrigated farmland: 14,957 acres



Open Space

Boise River Greenbelt: 0
Miles of pathways and trails: 40 miles
Park space per capita: 10.9 acres per 1,000 people
Open space per capita: 5 acres per 1,000 people



Health

Connectivity to parks: 35%
Connectivity to schools: 29%
Connectivity to grocery stores: 71%
Connectivity to parks, schools, and grocery stores: 2%
Transit-supportive housing: 5%
Households near transit: 1%



Community Infrastructure

Acres annexed/population: 0.05 acres
LEED buildings: 11,710 new square feet



Land Use

Population in infill: 17%
Consistency with CIM 2040 Vision: 2,114 housing units
Population in downtowns: 3%
Population in activity centers: 19%



Economic Development

Employment near transit: 26%
Export clusters: 3%



Photo by: Shelly Houston

City of Middleton



Housing

Jobs-housing balance: 0.56 jobs/housing
Housing affordability index: 27%
Location affordability index: 24%
Average residential density: 0.32 dwelling units/acre
New multi-family units: None



Farmland

Acres of irrigated farmland: 12,707 acres

Open Space

Boise River Greenbelt: 0
Miles of pathways and trails: 1 mile
Park space per capita: 5.2 acres per 1,000 people
Open space per capita: 18 acres per 1,000 people



Health

Connectivity to parks: 49%
Connectivity to schools: 28%
Connectivity to grocery stores: 8%
Connectivity to parks, schools, and grocery stores: 7%
Transit-supportive housing: 1%
Households near transit: 11%



Community Infrastructure

Acres annexed/Population: 0.03 acres
LEED buildings: 0 new square feet



Land Use

Population in infill: 0
Consistency with CIM 2040 Vision: 100%
Population in downtowns: 7%
Population in activity centers: 0



Economic Development

Employment near transit: 27%
Export clusters: 2%

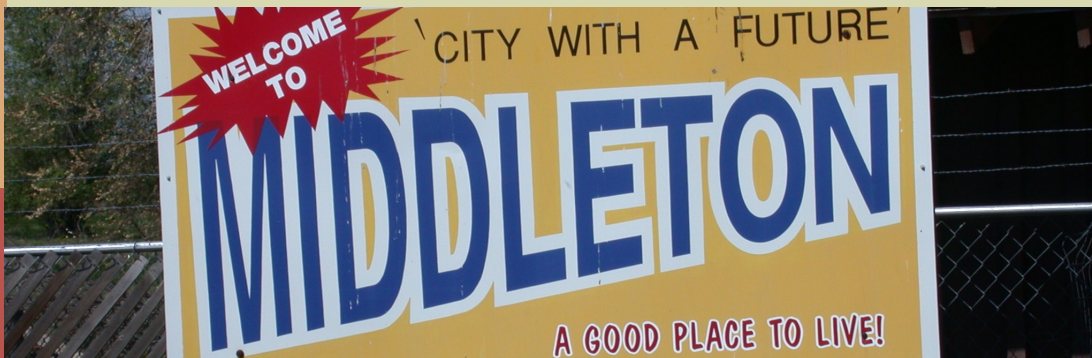


Photo by: COMPASS

City of Nampa

Housing

Jobs-housing balance: 1.15 jobs/housing
Housing affordability index: 25%
Location affordability index: 46%
Average residential density: 1.12 dwelling units/acre
New multi-family units: 23%



Farmland

Acres of irrigated farmland: 20,821 acres



Open Space

Boise River Greenbelt: 0 miles
Miles of pathways and trails: 21 miles
Park space per capita: 2.9 acres per 1,000 people
Open space per capita: 5 acres per 1,000 people



Health

Connectivity to parks: 46%
Connectivity to schools: 44%
Connectivity to grocery stores: 10%
Connectivity to parks, schools, and grocery stores: 6%
Transit-supportive housing: 5%
Households near transit: 26%



Community Infrastructure

Acres annexed/population: 0.08 acres
LEED buildings: 0 new square feet



Land Use

Population in infill: 28%
Consistency with CIM 2040 Vision: 510 housing units
Population in downtowns: 8%
Population in activity centers: 20%



Economic Development

Employment near transit: 48%
Export clusters: 4%



Photo by: Kristi Watkins

City of Parma



Choices in Housing

Jobs-housing balance: 1.17 jobs/housing
Housing affordability index: 21%
Location affordability index: 48%
Average residential density: 0.18 dwelling units/acre
New multi-family units: 0



Farmland

Acres of irrigated farmland: 12,708 acres

Open Space

Boise River Greenbelt: N/A
Miles of pathways and trails: 0
Park space per capita: 4 acres per 1,000 people
Open space per capita: 4 acres per 1,000 people



Health

Connectivity to parks: 53%
Connectivity to schools: 30%
Connectivity to grocery stores: 46%
Connectivity to parks, schools, and grocery stores: 27%
Transit-supportive housing: No bus service
Households near transit: No bus service



Community Infrastructure

Acres annexed/population: 0
LEED buildings: 0 new square feet



Land Use

Population in infill: 0
Consistency with CIM 2040 Vision: 100%
Population in downtowns: N/A
Population in activity centers: N/A



Economic Development

Employment near transit: 0
Export clusters: 17%



Photo by: COMPASS

City of Star

Housing

Jobs-housing balance: 0.51 jobs/housing
Housing affordability index: 34%
Location affordability index: 60%
Average residential density: 0.48 dwelling units/acre
New multi-family units: 1%



Farmland

Acres of irrigated farmland: 4,408 acres



Open Space

Boise River Greenbelt: 0
Miles of pathways and trails: 1 mile
Park Space per capita: 2.9 acres per 1,000 people
Open Space per capita: 5 acres per 1,000 people



Health

Connectivity to parks: 18%
Connectivity to schools: 20%
Connectivity to grocery stores: 11%
Connectivity to parks, schools, and grocery stores: 0%
Transit-supportive housing: 0
Households near transit: 19%



Community Infrastructure

Acres annexed/population: 0
LEED buildings: 0 new square feet



Land Use

Population in infill: 0
Consistency with CIM 2040 Vision: 100%
Population in downtowns: 6%
Population in activity centers: 0



Economic Development

Employment near transit: 34%
Export clusters: 4%



Photo by: COMPASS



Choices in Housing

Jobs-housing balance: 1.48 jobs/housing
 Housing affordability index: 24%
 Location affordability index: 50%
 Average residential density: 0.17 dwelling units/acre
 New multi-family units: 0



Farmland

Acres of irrigated farmland: 7,815 acres

Open Space

Boise River Greenbelt: N/A
 Miles of pathways and trails: 0
 Park space per capita: 1.3 acres per 1,000 people
 Open space per capita: 2 Acres per 1,000 people



Health

Connectivity to parks: 0%
 Connectivity to schools: 39%
 Connectivity to grocery stores: 71%
 Connectivity to parks, schools, and grocery stores: 0
 Transit-supportive housing: No bus service
 Households near transit: No bus service



Community Infrastructure

Acres annexed/population: 0
 LEED buildings: 0 new square feet



Land Use

Population in infill: 0
 Consistency with CIM 2040 Vision: 100%
 Population in downtowns: 0
 Population in activity centers: 0

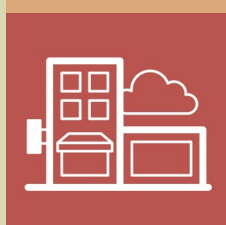


Economic Development

Employment near transit: 0
 Export clusters: 5%



Photo by: COMPASS



CIM 2040 Implementation Tasks



CIM 2040 COMPASS Tasks

COMPASS has been identified as the lead agency for the tasks listed below. This list will be updated with status reports in future *Change in Motion* reports. Other tasks will be led by other agencies in the area. The full list of tasks is available at: http://www.compassidaho.org/documents/prodserv/CIM2040/final/CIM2040_Goals_Obj_Tasks_Policies_July2014.pdf



1.1.1.a. Local land use and transportation agencies annually develop, update, and integrate plans (subarea and corridor plans, comprehensive plans, *Communities in Motion* [CIM]).



1.1.1.b. Agencies share best practices as they integrate COMPASS facilitates plans.



1.1.2.a. Annually monitor and report system performance through a congestion management process (CMP).

1.1.2.b. Work with local jurisdictions to coordinate data collection needs.

1.1.2.c. Program federal resources to target major causes of congestion.



1.1.2.e. Educate agencies on best practices to manage congestion.



1.1.3.c. Provide training and education on access management to member agencies and other stakeholders.

1.1.5.a. Update and integrate local mobility management network plan with CIM.



1.2.1.a. Work with local jurisdictions to coordinate data collection and reporting.

1.2.2.a. Work with ITD to coordinate education on sharing the road.



1.2.2.b. Educate all users about sharing the road (drivers, bicyclists, pedestrians, children).

1.3.1.c. Prioritize projects with a favorable cost-benefit ratio.



Photo by: Troy Behunin

CIM 2040 Implementation Tasks

CIM 2040 COMPASS Tasks (continued)

1.3.2.a. Develop prioritization criteria that assigns higher priority to projects that fill in the network.

1.3.2.b. Program resources to educate member agencies on strategies to incorporate small bike/pedestrian projects into maintenance projects.

1.3.2.c. Educate agencies on strategies to maintain and fill in the existing transportation system.

1.3.2.d. Identify funding sources that can enhance the transportation system.

1.3.3.c. Coordinate information and education with enforcement sector.

1.3.3.d. Prioritize projects that benefit multiple modes.

1.4.1.a. Program resources to implement Complete Streets network.

1.4.2.a. Prioritize Safe Routes to School projects for funding.

1.4.2.b. Prioritize projects that fill in the bike/pedestrian network.

1.4.3.a. Same as 2.4.2.a.

1.4.3.c. Explore appropriate level of service standards for buses, pedestrians, and bicycles.

2.1.1.a. Integrate local land use plans into CIM.

2.1.1.b. Monitor implementation of planned transportation projects and continued vision of regional and local land use plans.

2.1.1.c. Annually compile a development monitoring report.

2.1.2.a. Encourage partnerships to coordinate projects.

2.1.2.b. Same as 2.2.1.a.



Photo by: Mark Pemble



CIM 2040 Implementation Tasks

CIM 2040 COMPASS Tasks (continued)



2.1.4.a. Work with natural resource agencies, including Idaho Fish and Game and Soil and Water Conservation Districts, to identify priority areas.



2.2.3.a. Coordinate with VRT, ACHD, and cities to identify future Park & Ride locations.

2.3.1.a. Create incentives to encourage development near existing or planned transit routes.



2.4.2.a. Through annual project prioritization, give funding priority to projects consistent with local bike/pedestrian plans. (Also 1.4.3.a.)

2.4.2.b. Coordinate transportation investments with affected neighborhoods and established neighborhood preservation and maintenance programs.



3.1.1.a. Monitor and track changes in commuting costs.

3.1.2.a. Publicize examples of successful projects.

3.1.3.b. Educate the public about the trade-offs and advantages of increased density that is close to employment and commercial areas.



3.1.3.c. Relate housing options to commuting costs and typical travel distances to employment, commercial, and activity centers.



4.1.1.a. Develop prioritization criteria for federally funded projects that assigns higher priority to projects consistent with local land use plans.

4.1.2.a. Educate public service agencies about the importance of locating near existing transit services.



4.2.1.a. Coordinate between jurisdictions and agencies and synchronize projects.

4.2.1.b. Develop prioritization criteria that assigns higher priority to projects that demonstrate coordination and synchronization.



Photo by: Troy Behnunin

CIM 2040 Implementation Tasks

CIM 2040 COMPASS Tasks (continued)

5.1.1.c. Work with local health professionals to gather and promote health and burden data relevant to transportation planning.



5.1.1.d. Link use of other modes to improved health and quality-of life-metrics.



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.

5.1.4.a. Research and recommend air quality management strategies to the COMPASS Board.



5.1.4.b. Consider the Treasure Valley Air Quality Council's recommendations as related to the transportation system.

5.1.5.a. Program resources to support a healthy environment and to avoid or mitigate environmental impacts.



5.1.5.b. Conduct early environmental analyses of transportation scenarios.

5.1.6.b. Identify mitigation measures with affected neighborhoods.

6.1.3.a. Maintain an inventory of industrial land.



6.2.3.b. Expand current alternative transportation options throughout the region.

6.2.3.c. Revise the local mobility management network plan to align with CIM 2040.



6.2.3.e. Complete downtown Boise origin-destination study to develop appropriate level of service standards for buses, pedestrians, and bicycles.

6.2.4.b. Conduct a feasibility study for year-round farmers markets



7.1.1.a. Continue support for Foundation for Ada-Canyon Trail Systems (FACTS).

7.1.3.a. Collaborate with Treasure Valley Land Trust, Idaho Foundation for Parks and Lands, and others.



7.1.5.a. Include public access improvements in transportation project maintenance and new project design.

Grant Implementation Program



CIM 2040 Tasks: 1.1.2.b, 1.1.2.d, 2.2.2.a, 2.3.1.b

In July 2013 the COMPASS Board of Directors approved the goals and performance measures that formed the basis for CIM 2040. To implement the goals of CIM 2040, including the CIM 2040 Vision, nine implementation policies were established, including “employ a grant program to assist agencies in funding innovative ways to implement CIM 2040.”



In April 2014, the COMPASS Board of Directors awarded the first three CIM implementation grants to the cities of Kuna, Middleton, and Wilder.



City of Kuna: Indian Creek Greenbelt extension

Construct a 1/4 mile trail from Swan Falls Road to Orchard Avenue.
Grant amount: \$40,000
City match: \$65,468
Total project cost: \$105,468



City of Middleton: Sidewalk and trail connection to Heights Elementary and Hawthorne Park

Design a 5-foot concrete sidewalk on the south side of Concord Street and 6 foot asphalt trail on the west side of Willow Drive.
Grant amount: \$30,000
City match: \$30,000
Total project cost: \$60,000



City of Wilder: Downtown streets chip seal/pavement management

Maintain downtown streets (Avenues A, B, C, and D.)
Grant amount: \$27,427
City match: labor, valued up to \$3,000
Total project cost: \$30,427



Photo by: City of Wilder

Complete Streets

CIM 2040 Tasks: 1.1.2.d, 1.2.2.b, 1.4.1.a, 1.4.2.b, 1.4.3.c, 2.4.1.a

In August 2009, COMPASS Board adopted a "Complete Streets" policy, providing a vision for Complete Streets in the Treasure Valley. Complete Streets are streets that are designed for users of all transportation modes including pedestrians, bicyclists, motorists, and users public transportation.

The design of Complete Streets varies throughout the Treasure Valley, depending on the context of the community. A Complete Street will look different in an urban setting versus a rural setting, but the overall theme emphasizes safety, accessibility, and convenience for all users. Some typical elements include sidewalks and safe crossing opportunities for pedestrians, bicycle lanes (or wide shoulders), and accessible bus stops with benches or shelters.

COMPASS completed a Complete Streets Level of Service evaluation including the current, optimal, and "percent complete" Complete Streets Level of Service for bicycles, pedestrians, and transit.

- [COMPASS Complete Streets Policy](#) (pdf)
- [Complete Streets Level of Service Report](#) (pdf)
- [Complete Streets Level of Service, Idaho Street Video](#) (YouTube)

Other Complete Streets Policies in the Treasure Valley

[Ada County Highway District](#)

COMPASS Complete Streets Policy

We envision a Treasure Valley where roadways are designed to be safe, efficient, and viable and provide an appropriate balance for all users including, motorists, bicyclists, transit, and pedestrians of all ages and abilities.

The COMPASS Complete Streets policy includes the following objectives:

- Identify how all users will be served when designing new or reconstructed roadways.
- Provide opportunities for involvement with stakeholders throughout the planning process.
- Consider context of existing and planned land uses.
- Provide practical and affordable solutions which balance user needs, construction costs, and environmental benefits.
- Network transportation modes to optimally connect homes, jobs, schools, shops, families and friends.
- Include appropriate access management practices for safe and efficient movement of users.
- Promote a visually appealing environment to improve the transportation experience.



Development Monitoring Report

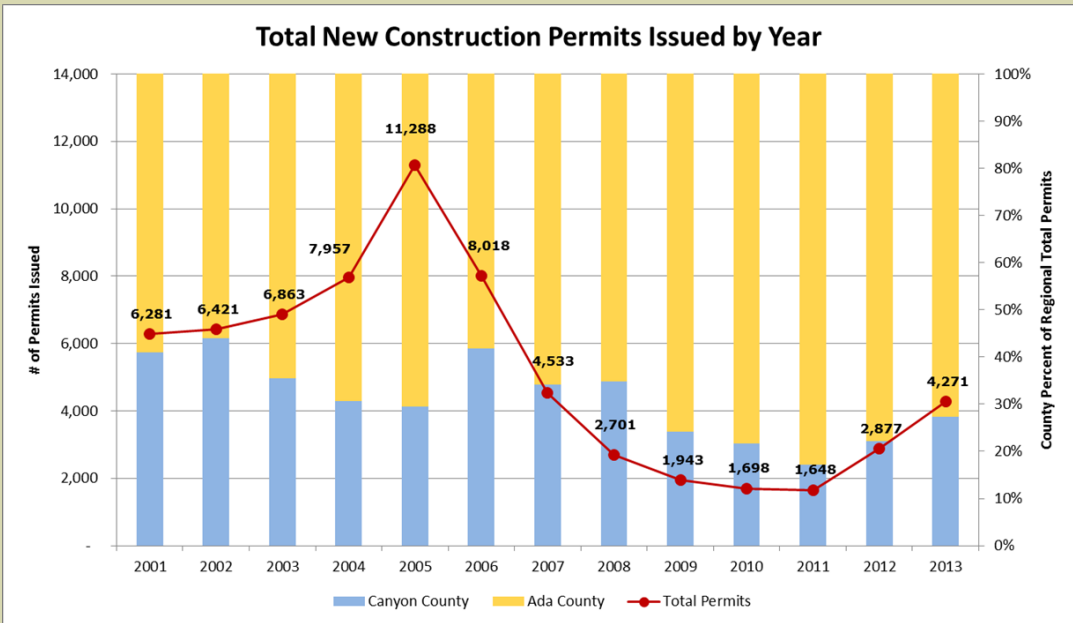
CIM 2040 Task: 2.1.1.c



COMPASS collects building permit information from city and county jurisdictions in the Treasure Valley and then compiles the data into an annual Development Monitoring Report. COMPASS has compiled similar reports for Ada County since 1980 and for Canyon County since 1999.



The latest Development Monitoring Report was completed in 2013 and provides an overview of development trends within Ada and Canyon Counties. Tables in the report show both residential and non-residential buildings permits. New residential units are the most frequently used data and the report categorizes them into single family, multi-family, and mobile or manufactured home units. Non-residential permits are separated into two main categories: new construction or additions and changes-in-use. Non-residential permits are further broken down into groups of commercial, industrial, and public/quasi public permits.



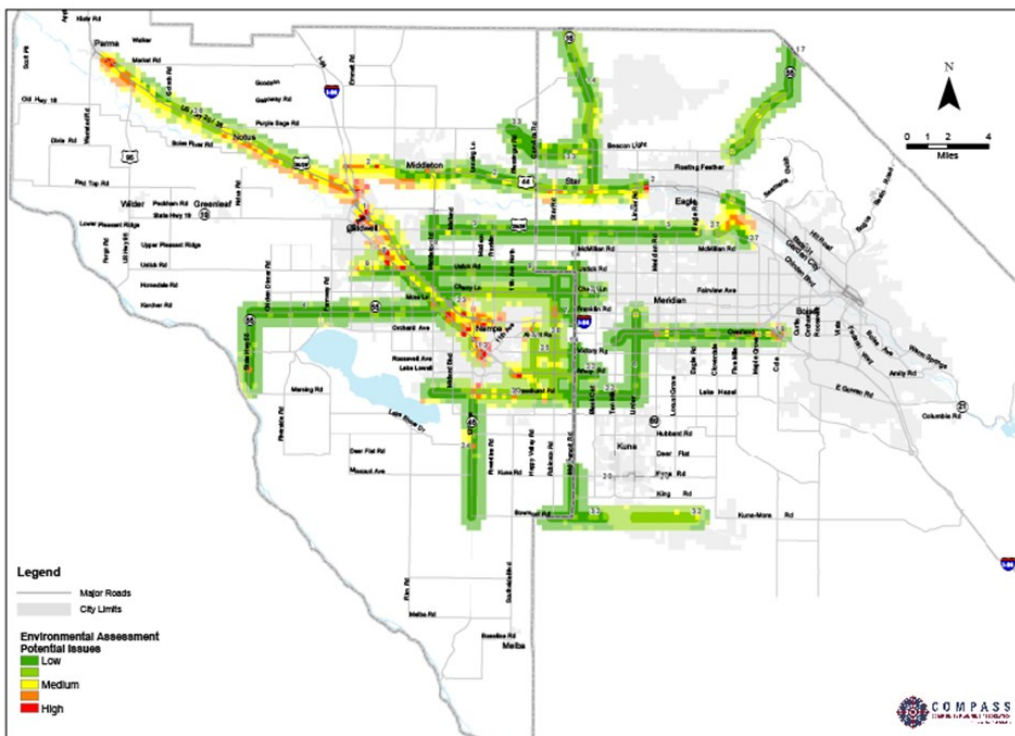
Environmental Analysis

CIM 2040 Tasks: 4.1.1.b, 4.2.1.a, 5.1.5.a, 5.1.5.b

One of the planning requirements of MAP-21 is that metropolitan planning organizations consult with federal and state resource agencies during development of their long-range transportation plans to identify potential environmental mitigation activities to help restore and maintain environmental functions affected by the plan.

COMPASS developed an environmental review process for CIM 2040 to create a seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation.

COMPASS drafted a methodology for using a CommunityViz[®] suitability analysis tool to assess priority transportation corridors for environmental and resource values. An environmental review work-group reviewed results of the environmental suitability analysis of priority transportation corridors for CIM 2040 and the results of the analysis were used to associate general mitigation strategies with the types of environmental issues and concerns that were identified.



Congestion Management Process



CIM 2040 Tasks: 1.1.2.a, 1.1.2.f

The Treasure Valley Congestion Management System Plan, adopted by the COMPASS Board in 2005, outlines congestion management elements, the travel time data collection process, use of travel time 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 2013, 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 and is used to quantify and identify trends in roadway congestion.

The purpose of the congestion management process 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. 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 TIP, a five-year budget for federal transportation funding in the area.



Photo: COMPASS

The congestion management process, is 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



Regional Pathway Planning

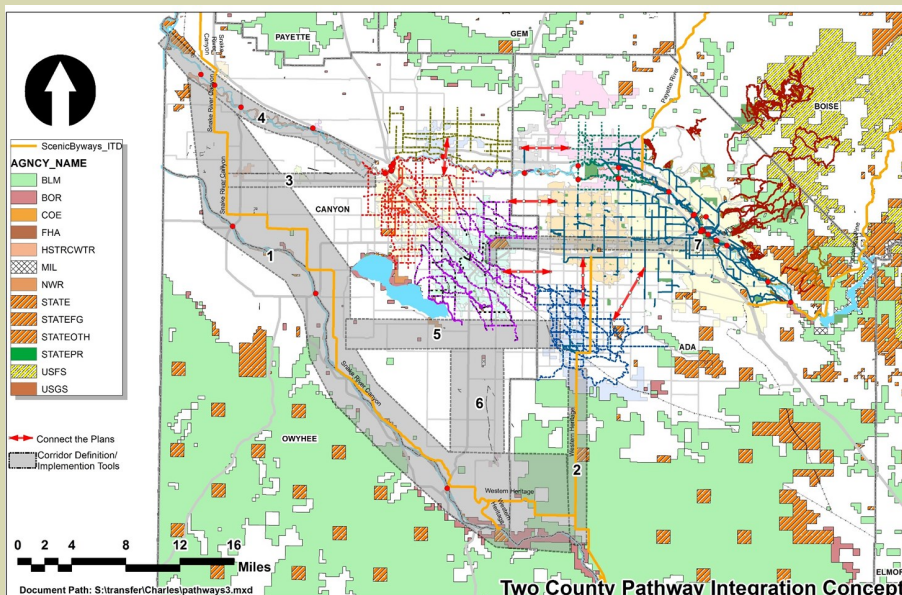
CIM 2040 Tasks: 1.1.2.d, 1.1.2.f, 1.4.2.b, 7.1.1.a, 7.1.4.b

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 12 years ago with the intent of focusing the 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 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 will begin work on a regional pathway plan in FY2015. This plan will be integrated into the next regional long-range transportation plan and will be used when establishing pathway funding priorities for the TIP.



Glossary and Acronyms

| | | |
|---|---|---|
|  | <p>ACHD Commuteride</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>Ada County Highway District (ACHD)</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>Area of (City) Impact</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 is handled by the county.</p> |
|  | <p>Arterial Street</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, 12th Avenue in Nampa, and Broadway Avenue in Boise.</p> |
|  | <p>Bicycle Level of Service</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>Bikeway</p> | <p>A facility, such as a path or bike lane, intended to accommodate bicycle travel for recreational or commuting purposes.</p> |
|  | <p>Communities in Motion (CIM)</p> | <p><i>Communities in Motion</i>, 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.</p> |
|  | <p>Community Planning Association of Southwest Idaho (COMPASS)</p> | <p>The Metropolitan Planning Organization for Ada and Canyon Counties.</p> |

Glossary and Acronyms

Complete Streets A concept in transportation design that considers the adjoining land use, site access, community character, pedestrians, multi-modal needs, environmental, 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.

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.



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



Location Quotient A method of quantifying how concentrated a particular industry or cluster is in a region compared to the nation. It can reveal what makes a particular region "unique."

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. More information at: http://www.compassidaho.org/prodserv/mac_gisdata.htm



Moving Ahead for Progress in the 21st Century Act (MAP-21) Federal surface transportation law, as of July 2012.



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.



Glossary and Acronyms



Pedestrian Level of Service

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.



Transit Level of Service

A corridor's effectiveness in handling transit users. It considers factors such as bus frequency, stop amenities, crowding, and pedestrian level of service.



Transportation Analysis Zone (TAZ)

A unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, but for a typical metropolitan planning software, a zone of under 3,000 people is common.



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.

valleyconnect

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.

