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COMPASS

COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

2011 *Communities in Motion*
Performance Monitoring Report

Report Number 14-2011



COMMUNITIES IN MOTION



ANNUAL PERFORMANCE MONITORING REPORT

2011

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SUMMARY



Communities in Motion

Communities in Motion (CIM) is the regional long-range transportation plan for southwest 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 in August 2006. Per federal regulations, the plan must be revised every four years. The COMPASS Board adopted the updated plan in September 2010. One provision of CIM was to develop and implement a monitoring report that “summarizes progress toward achieving alternative transportation and desired land use objectives” (CIM Task 4.4.3).

The 2011 *Communities in Motion Performance Monitoring Report (Performance Monitoring Report)* is the sixth annual report that evaluates factors to depict progress toward meeting goals of the plan. The importance of the data grows as information is tracked across time. In 2011, many of the indicators have been changed to better reflect what is important to the region in fulfilling the CIM plan. These new datasets do not have historical information, so at first will not provide an idea of whether the region is moving in the right direction. However, as data accumulate, the results will portray how the region is moving forward with CIM.

Communities in Motion highlights five key “issues” to be addressed:

- Balance between jobs and housing
- Choices in housing
- Choices in transportation
- Connectivity
- Preservation of open space and farmland

Information and policies indicating progress towards these objectives are on each agency summary page; corresponding regional maps are found in the appendix. A glossary is in the appendix.

Highlights of the 2011 *Performance Monitoring Report* include:

Balance between Jobs and Housing

According to the National Bureau of Economic Research (the official arbiter of recessions) the recession began in December 2007 and ended in June 2009. However, the effects of the recession are lingering in the Treasure Valley. In 2010 the overall unemployment rate crept up to 10% and there were 2,359 fewer jobs than in 2009. The effect of job loss had many negative impacts to the jobs to housing balance, housing values, and the overall economy. Five years ago the region had 1.21 jobs per housing unit in the cities’ areas of impact. Now there are only 1.06 jobs per household. Moreover, the overall population center has drifted westward faster than the employment center. In 2010, the population center is near the intersection of Linder Road and Pine Avenue in Meridian; and the employment center was halfway between Eagle Road and Cloverdale Road on the railroad corridor in Meridian.

The new jobs to new housing ratio was developed to highlight what changes occurred in 2010 to more closely balance jobs and housing. The continued job loss has made this evaluation difficult. As the recession winds down in the region and employment picks up again it will be important to continue to monitor where jobs and housing are produced.

For the first time, COMPASS has attempted to measure the area’s land use mix. A diverse mixture of land uses gives residents more options to walk, bike or take transit to nearby attractions.

Low density and segregated land uses are associated with increased auto use, increased obesity and other chronic illness. A map of land use mix is on page 102. There are fewer jobs per housing unit than there were in 2006 when COMPASS first acquired employment data. This trend indicates both unemployment and employment dispersed from housing.

COMPASS has been identifying major activity centers as locations for high traffic/high activity. Locating jobs, housing, and activity in clusters provides opportunity for various transportation options including walking and transit. For the first time in the *Performance Monitoring Report*, the percent of the population that is within a 0.5 mile of a major activity center has been tracked.

Several local government policies were initiated in 2010 to promote a healthy jobs-housing balance:

- Ada County is considering an ordinance allowing alternative energy uses.
- The City of Boise approved entitlements for 1.3 million square feet of commercial and industrial projects.
- The City of Meridian coordinated with the Meridian Development Corporation to draft *Destination Downtown*, a plan for reinvesting in downtown Meridian, and amended the city code to make it easier to develop mixed use projects.
- The City of Middleton is adding retail and office buildings to promote a better jobs-housing ratio.
- The City of Star is coordinating efforts to draft a downtown revitalization plan and implement a new unified code for better planning and a variety of transportation options.
- The City of Wilder is partnering with neighboring communities to develop a commercial-industrial corridor along Highway 19.



Choices in Housing

Both nationally and locally housing value losses mounted in 2010 to a point where the losses were greater than those experienced in the Great Depression.ⁱⁱ At its peak in the third quarter of 2007, the average sales price for a single-family home was \$245,178. By the fourth quarter of 2010, the average sales price in Ada and Canyon counties was \$150,350 - a drop of over 38%. In 2010, housing values are on par with those in 2003.ⁱⁱⁱ Moreover, sub-prime housing and foreclosures remain a concern.

In 2010, only 1,689 new residential units were built; compared with 2,087 in 2009, and 11,039 units built in the peak year of 2005. The number of new multi-family units also fell both in number and as a percentage of overall construction. In 2010, only 144 new multi-family units were built, 9% of the overall residential total. That is a decrease from 2009, when 350 multi-family permits were issued, comprising 16% of the residential total. COMPASS also evaluated the amount of housing in transit-supportive neighborhoods. As a region, 14% of housing was transit-supportive; more than one-third of housing in Garden City qualified.

Housing affordability should be considered in context of transportation costs. While housing that is far from employment is typically more affordable, the resulting transportation costs consume a substantial amount of the housing savings. In 2010, 80% of all residential units were considered affordable when viewed in context of housing values and transportation costs, up from 73% in 2009.

Several cities have adopted policies and/or approved subdivisions to promote choices in housing.

- Ada County updated ordinances to allow for more housing choices and to enable more mixed uses and better traffic flow in new developments.
- The City of Boise approved 465 single family units and 208 multi-family units to create a variety of housing options.
- The City of Meridian worked with a housing task force to identify barriers and find ways to increase affordable and diverse housing stock.



SUMMARY

- The City of Star is working on a planning code to allow for more housing types in zoning districts.
- The City of Wilder is updating its comprehensive plan to encourage a variety of housing types.

Choices in Transportation

The availability of multiple modes of transportation, including automobile, transit, pedestrian and bicycle, were evaluated in several ways. The peak hour travel times for different municipalities to the employment center (currently near the intersection of Cloverdale Road and Franklin Road in Meridian, Idaho) were evaluated for the COMPASS *Congestion Management Report*. Overall, vehicle miles traveled increased in the region to 7.8 million miles from 7.5 million the previous year.

COMPASS also evaluated the amount of time that Valley Regional Transit buses served the various communities. In 2010, buses ran for 84,803 hours, or 8.8 minutes per capita. This is a decrease from 9.1 minutes in 2009, and from a high of 9.9 minutes in 2003. There were 172 vanpools in 2010 and 385 occupied Commuteride park and ride spaces (based on twice yearly counts).

Transit routes remained largely unchanged. The report identifies the number of minutes per capita the bus serves each community. The region averages almost 9 minutes of bus service per capita per year. In Boise, ValleyRide buses provide almost 19 minutes per capita per year.

Multi-modal options improved for pedestrians and bicyclists over the past year. In 2010, more than 38% of roadway miles were accompanied by a sidewalk, a slight increase from 2009. Almost 5% of roadway miles were accompanied by a bikeway; another small increase from the previous year.

The following policy changes also improve the choices in transportation for the region:

- Ada County Highway District is applying principles from its *Complete Streets Policy* and *Livable Street Design Guide* to promote multi-modal uses on streets.
- The City of Boise adopted new parking standards and continues to develop the State Street Plan.
- Canyon Highway District is working with neighboring cities to ensure that policies are appropriate for the rural-urban interface.
- COMPASS completed *Communities in Motion 2035*, the regional long-range transportation plan for Ada and Canyon Counties.
- Garden City continues to participate in the State Street Transit planning process and is continuing efforts on the greenbelt system.
- The Idaho Transportation Department is developing a Bike/Walk Commuter Tool Kit.
- The City of Meridian worked with railroad companies to construct a pathway system and with ACHD to designate bike routes through downtown.
- The City of Middleton has widened roads and approved two roundabouts near the new high school on Emmett Road.
- Nampa Highway District has adopted new engineering policies regarding signage, intersections, and playgrounds.
- The City of Star is redeveloping its Main Street with better pedestrian and bicycle facilities.
- Valley Regional Transit made service changes to maximize service in high demand areas and has participated in several planning projects, including State Street, vehicle sharing, Google Transit, and new routes for Caldwell and southwest Boise.
- The City of Wilder is working on a sidewalk master plan and a controlled access ordinance along Highway 95 and Highway 19.



Connectivity

The ability for residents to access jobs, shopping, public parks, schools, transit, and other services increases quality of life. Both proximity and access of households to these destinations and services are components of connectivity.

There was no change to the overall connectivity of the area, as most of the housing stock and number and location of supportive parks, schools, and grocery stores remained constant. As in 2009, approximately 12% of all housing units had less than a 15 minute walk to those destinations.

Another critical component in enabling choices in transportation is the proximity of employment and housing to existing transit services. The regional housing-to-transit connectivity dropped from 39% to 37%. In 2010, only 26% of all employment was within a walkshed of a transit stop. Transit stops were used for this measure in 2010, rather than transit routes as used in past years, so it is difficult to compare with previous years.

Another new indicator, social services near transit, was designed to highlight the public services (i.e., hospitals, nursing homes, child care facilities, and vocational services) that were accessible for transit-dependent populations. Currently almost 30% of all services are transit accessible. This metric will become increasingly important as the baby-boomer generation ages.

COMPASS is developing the data needed to generate a route directness index for the region. This will highlight how well communities, neighborhoods, and key destinations are connected.

Public improvements, plans, and policies that will improve connectivity in the future are also highlighted in this report:

- Ada County completed the Oregon Trail trailhead and interpretive kiosk to promote hiking, mountain biking, bird watching, and equestrian uses.
- The City of Boise approved construction of a pedestrian bridge across the Boise River, bike lanes in downtown, and a Safe Route to School pedestrian signal.
- Garden City participated in a greenbelt extension and the 36th Street pedestrian bridge project, and adopted an Original Town Circulation Network Plan.
- Canyon Highway District began a corridor study to identify an expressway intended to link the Kuna-Mora Corridor and Bowmont Road with State Highway 55, State Highway 19, and Interstate 84.
- COMPASS worked on the update of the *3C Local Mobility Management Network Plan*.
- The Idaho Transportation Department continues progress in the Safe Routes to School program and is developing a bicycle suitability index and gap analysis tool.
- The City of Meridian worked to promote both pedestrian and vehicle connections between residential and commercial land uses.
- The City of Star is designing the Star River Walk to promote recreation opportunities.
- Valley Regional Transit continued work on the downtown transit center, began the Boise State University park-and-ride program, and improved facilities at shelters.
- The City of Wilder updated its comprehensive plan to encourage a balance of compact, sustainable commercial, and residential development.



SUMMARY

Open Space and Farmland

Population density is the measure of how many people live within an area. Similarly, employment density is the measure of jobs within an area. This report tracks these figures for all city and county areas; however, to preserve open space and farmland it is more appropriate to highlight the changes within cities' areas of impact. In 2010, the population density in cities' areas of impact was 1.9 persons per acre; the employment density in cities' areas of impact was 0.8 jobs per acre. Both of these figures are down from 2006 when there were 2.1 persons per acre and 1.0 jobs per acre.

Two other indicators show how land is being consumed by cities. By the end of 2010 there were over 17,500 acres of city annexed land outside of the adopted areas of impact. A second indicator, unincorporated acres inside the area of impact, shows the potential for infill growth within areas typically already served by or in close proximity to, sewer and water infrastructure, social services, and employment. By the end of 2010, there were 240,869 acres of unincorporated land. Although some of this land is used for parks and open space, even at 3.4 persons per acre the region could double without the need for expanding city limits beyond the existing impact areas. These two indicators are new in the 2011 report, but will continue to be tracked in the future for comparison.

Another measure that shows recreation and health opportunities is open space per capita. In 2010, there were approximately 13 acres per 1,000 population in the region. Boise, Eagle, Garden City, Middleton, and Nampa had even more. The accessibility of these open spaces were partially addressed in the Connectivity section; however, both the amount and connectivity of these areas are critical to achieving a high quality of life.

Some public policy changes that occurred in 2010 may also preserve open space and farmland.

- Ada County adopted ordinances to allow wineries and to allow acquisition of open space and trail systems.
- Ada County Highway District is promoting cross access and stub streets to undeveloped land.
- The City of Boise acquired Stack Rock, Hammer Flat, and Cartwright Road open space areas, totaling 2,101 acres.
- The Garden City adopted a Master Parks Plan.
- The City of Meridian designated an area for rural character preservation and acquired land for a future city park.
- The City of Middleton amended the parks component of its comprehensive plan, established standards for city parks, and signed the *Boise River Trail Plan* to create a trail system near the Boise River.
- The City of Parma adopted amendments to its comprehensive plan to recognize agriculture as an important environmental and economic component of the community and protect legal agricultural operations, discourage development of agricultural areas, and discourage access to the prime farmland areas.
- The City of Wilder adopted a comprehensive plan that designates agricultural areas within the area of impact.



SUMMARY

2010 QUICK FACTS

The population center and employment center remained in Meridian; however, both shifted westward. The population center is near the intersection of Linder Road and Pine Avenue. The employment center is halfway between Eagle Road and Cloverdale Road along the Union Pacific Railroad corridor.

The average unemployment rate in Ada and Canyon counties increased from 5.1% in 2008 to 8.9% in 2009 and 9.6% in 2010.



The median sales price of single-family homes dropped from \$148,858 in 2009 to \$133,788 in 2010.

In December 2008 the average cost for regular gas was \$1.46 per gallon. In December 2010 it was \$2.91 per gallon.¹

In 2010, buses ran for 8.7 minutes per person.



In 2000, the average commute was 18 minutes; in 2009, it was 21 minutes.

There are over 172,000 acres of unincorporated land within areas of impact. Although some of this land is used for parks and open space, at 3.4 persons per acre (approximately 1.3 households per acre) the region's population could double without the need for expanding city development beyond existing impact areas.



Notes:

- i. <http://www.boisegasprices.com/>
- ii. Housing Market Slips Into Depression Territory, CNBC, www.cnbc.com/id/41019790
- iii. Intermountain MLS
- iv. <http://www.compassidaho.org/prodserv/cms-intro.htm>



SUMMARY

***Communities in Motion* Adoption**
(Adopted by the COMPASS Board on September 20, 2010)

Agency	Adopted 2010 CIM
Ada County	In Process
Ada County Highway District	Yes
Boise	Yes
Caldwell	Yes
Canyon County	Yes
Canyon Highway District No. 4	No
Eagle	No
Garden City	No
Golden Gate Highway District	No
Greenleaf	Yes
Idaho Transportation Department	No
Kuna	Yes
Melba	Yes
Meridian	Yes
Middleton	In Process
Nampa	Yes
Nampa Highway District	Yes
Notus	No
Notus Parma Highway District	No
Parma	Yes
Star	No
Wilder	No
Valley Regional Transit	Yes

Notes: Table reflects adoption of *Communities in Motion 2035* as of June 2011.

COMPASS member agencies such as Boise State University (BSU), Idaho Department of Environmental Quality (DEQ), and Capital City Development Corporation (CCDC) are not included in the 2010 Performance Monitoring Report and do not have a direct authority in land use and transportation policy.



Communities in Motion Five Key Elements

Balance between Jobs and Housing

There are two metrics that can be compared from 2009 to evaluate progress in the balance between jobs and housing. These are jobs/housing balance and new jobs to new housing. The land use mix and population near major activity centers metrics are too new to provide historical tracking. Because of the prolonged recession and continued unemployment, both jobs to housing indicators show declines from 2009. Also, there is a greater distance between the population and employment centers indicating increased demand on the transportation network due to growth demands.

Choices in Housing

Two indicators can show the progress of housing choice in the region: median housing prices and housing affordability. A second ramification of the recession (besides aforementioned unemployment) has been deep declines in housing values. While decreasing the net worth of many households, lower housing prices have also provided opportunities for first-time home owners. Simultaneously, the lack in home equity has restricted households to move to different housing closer to employment or to better reflect changing household composition and preferences. As one indicator shows improvement (affordability) and one indicator shows decline (home values), the arrow shows no change for the overall housing choice.

Choices in Transportation

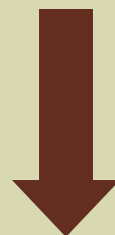
Peak hour travel time has improved slightly from 2005, averaging 36 seconds less from each municipality to other municipalities and to the regional employment center near Cloverdale Road and Franklin Road in Meridian. Also, the proportion of roads with sidewalks and bikeways have increased, providing additional transportation options. Other indicators do not have enough historical data to indicate progress. Overall, there are increasing transportation choices.

Connectivity

Three indicators are used to measure connectivity and can be tracked historically: 1) household connectivity to grocery stores, parks, and schools, 2) housing near transit, and 3) employment near transit. Social services near transit and route directness index are new categories without historical comparison data. Household connectivity remained steady as 12% have a walkable access to groceries, parks, and schools. Housing near transit also decreased, from 39% to 38%. While few residential units were built in 2010, most were not accessible to existing transit. The arrows shows decline to reflect one neutral and two decreases in this category.

Preservation of Open Space and Farmland

Over 1,100 acres of land within cities' areas of impact were developed in 2010. This reflects fewer acres consumed than in previous years. Also, areas of impacts did not expand into additional rural areas and city limits did not expand beyond existing areas of impact. Population and employment density decreased slightly. Of the four indicators of preservation of open space and farmland, two indicators show improvement and two indicators show declines.



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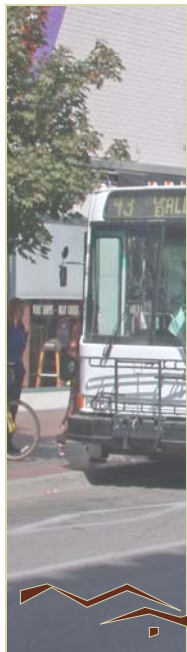


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BACKGROUND



BACKGROUND

COMMUNITIES IN MOTION: REGIONAL LONG-RANGE TRANSPORTATION PLAN 2030

Communities in Motion (CIM) is the regional long-range transportation plan for southwest Idaho and provides regional transportation solutions for the next 20-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties. The COMPASS Board adopted the plan on August 21, 2006.

CIM evaluated projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment. More than 2,000 residents, stakeholders, and elected officials participated in developing the plan. Seventy-two percent of those who reviewed and commented on the plan in spring 2006 supported it. *Communities in Motion* was the approved long-range plan adopted in 2010. An update to the *Communities in Motion* plan was adopted by the COMPASS Board in September 2010 and is the current plan. The planning document is available in print, on a CD-ROM, and on-line at www.compassidaho.org.

VISIONS AND GOALS OF CIM

The vision and goals for the plan were developed with input from the general public, COMPASS Board of Directors and planning staff from member agencies.

Vision

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multimodal transportation system.

Goals

- Connections – Provide options for safe access and mobility in a cost-effective manner in the region.
- Coordination – Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment – Minimize transportation impacts to people, cultural resources, and the environment.
- Information – Coordinate data gathering and dispense better information.

Communities in Motion Monitoring Issues

One of the provisions of CIM was the development and implementation of a monitoring report:

“Task 4.4.3 – COMPASS will prepare an annual monitoring report that also summarizes progress toward achieving alternative transportation and desired land use objectives. The report will provide information relevant to determining the need to amend or update the plan.”

To assess progress on implementing CIM, COMPASS will issue a CIM Performance Monitoring Report every year, which will address the intended results of the “Community Choices” scenario, (i.e., successful implementation, and will track those areas which are not in compliance with the plan). The first report was issued in September 2006, just one month after the COMPASS Board adopted CIM. The “Community Choices” key elements support the CIM goals of **connections, coordination, environment, and information.**



The CIM Performance Monitoring Report is organized to highlight five monitoring categories:

- Balance between Jobs and Housing
- Choices in Housing
- Choices in Transportation
- Connectivity
- Preservation of Open Space and Farmland

For the purposes of this report, the “balance between housing and jobs” and “choices in housing” have been split into two categories; they appeared as one category in CIM.



**BALANCE
BETWEEN JOBS
AND HOUSING**



**CHOICES IN
HOUSING**



**CHOICES IN
TRANSPOR -
TATION**



CONNECTIVITY



**PRESERVATION
OF OPEN SPACE
AND FARMLAND**

TRANSPORTATION AGENCY SUMMARIES



Community Planning Association



Balance between Jobs and Housing

- Presented the second annual Leadership in Motion awards to recognize individuals and projects that are advancing the goals and vision of *Communities in Motion*.
- Hosted the 2010 COMPASS education series with speakers on topics ranging from access management to walkable places.



Choices in Housing

Completed the *2010 Development Monitoring Report* with data on growth and development.



Choices in Transportation

- Completed *Communities in Motion 2035*, the regional long-range transportation plan for Ada and Canyon Counties.
- Completed Vanpool and Park and Ride Survey
- Completed Transit On-Board Ridership Survey
- Co-hosted the "Mobility in Southwest Idaho Coordination Summit" with Valley Regional Transit.



Preservation of Open Space & Agricultural Land

Updated current Agricultural Land and open space data for the Performance Monitoring Report.



Connectivity

Mobility management projects included:

- Purchase of Complete Streets Level of Service (CSLOS) and Viacity connectivity software.
- Two reports about transportation management organizations
- Inventory and mapping of major employers in Canyon County to help identify vanpool options
- Update of 3C Local Mobility Network Plan

Opportunities

Upcoming projects include:

- Working with member agencies and other partners through the HUD Sustainable Communities Planning Grants.
- Continuing mobility management strategies to enhance transportation services.
- 2010 Census data releases will provide additional information for analysis, legislative and planning boundaries, and funding.
- Working with environmental and resource agencies to assess ecological values for planning projects

Adopted CIM 2010?

Yes

Ada County Highway District



Balance between Jobs and Housing

None provided by the Ada County Highway District.



Choices in Housing

Does not apply to the Ada County Highway District.



Choices in Transportation

- Application of ACHD Complete Streets Policy and Livable Street Design Guide.
- Continuation of ACHD Commuter Vanpool Services.
- Application of ACHD Bicycle Master Plan.
- Community Programs and Pedestrian Improvements.
- Safe Routes to School projects underway.
- Application of adopted Master Street Map with defined typologies.



Preservation of Open Space and Agricultural Land

Does not apply to the Ada County Highway District.



Connectivity

- Continued to provide cross access between development and stub streets to undeveloped land.
- Ongoing studies addressing access and connectivity

Opportunities

- Transportation Land Use Integration.
- Continued ADA accessibility improvements.
- Continued Community Programs and Safe Routes to School investments.
- Continuing Subarea Bicycle and Pedestrian Plans.
- Working with member agencies and other partners to identify strategies for Sustainable Communities Planning.

Adopted CIM 2010?

Yes

Canyon Highway District



Balance between Jobs and Housing

Canyon Highway District has jurisdiction over the highways and associated rights-of-way in portions of Canyon County, and does not develop policies related to jobs or housing. See Canyon County for details on these issues.



Choices in Housing

Canyon Highway District has jurisdiction over the highways and associated rights-of-way in portions of Canyon County, and does not develop policies related to jobs or housing. See Canyon County for details on these issues.



Choices in Transportation

Canyon Highway District's jurisdiction largely consists of rural areas where population densities do not support high levels of multi-modal transportation. The District does work with neighboring cities during review of development applications to ensure that local (city-level) policies for pedestrian, bicycle, and transit facilities are incorporated at the rural-urban interface.



Preservation of Open Space & Agricultural Land

Canyon Highway District has jurisdiction over the highways and associated rights-of-way in portions of Canyon County, and does not develop policies specifically related to land use planning. See Canyon County for details on these issues.



Connectivity

Began a corridor study to identify alignments for a high speed, high capacity expressway intended to link the Kuna-Mora Corridor and Bowmont Road with SH 55, SH 19, and Interstate 84. This study will provide support for an expressway route.

Partnered with Middleton School District in construction of two dual-lane roundabouts on Emmett Road, at the intersections of Willis Road, and at future 9th Street, adjacent to the new Middleton High School.

Opportunities

Canyon Highway District continues to implement and update policies related to transportation maintenance, improvements, and planning within our jurisdiction. Please visit our website at canyonhd4.org for updates on new and ongoing projects, policy matters, and contact information.

Adopted CIM 2010?

No

Idaho Transportation Department (ITD)



Balance between Jobs and Housing

ITD does not have land use authority to implement policies for this item.



Choices in Housing

ITD does not have land use authority to implement policies for this item.



Choices in Transportation

ITD supports both surface and aviation transportation modes. Developing a Bike/Walk Commuter Tool Kit.



Preservation of Open Space & Agricultural Land

ITD does not have land use authority to implement policies for this item.



Connectivity

Continuation of the Safe Routes to School program. Developing a bicycle suitability index and gap analysis tool.

Opportunities

Development of a Bicycle and Pedestrian Standards Guidebook and Training for ITD staff.

Adopted CIM 2010?

No

Nampa Highway District



Balance between Jobs and Housing

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.



Choices in Housing

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.



Choices in Transportation

Nampa Highway District has adopted engineering policies regarding:

- Stop Ahead Warning Signs
- Intersection Delineation
- Intersection Ahead Signs
- School Bus Stop Ahead Signs
- Playground Signs



Preservation of Open Space & Agricultural Land

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.



Connectivity

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.

Opportunities

None provided by the Nampa Highway District

Adopted CIM 2010?

Yes

Valley Regional Transit



Balance between Jobs and Housing

Does not apply to Valley Regional Transit.



Choices in Housing

Does not apply to Valley Regional Transit.



Choices in Transportation

- Service changes to maximize service in high demand areas and reduce service due to budget.
- State Street Corridor study.
- Travel training program.
- Completed planning for vehicle sharing program, volunteer driver program and Canyon County van pool program.
- Began long range alternative transportation plan.
- Began planning for a new route in Caldwell and in Southwest Boise.
- Transit information on Google Transit.



Preservation of Open Space & Agricultural Land

Does not apply to Valley Regional Transit.



Connectivity

- Continued work on Downtown Transit Center and replaced 8 shelters in downtown Boise transit mall.
- Completed ADA enhancements at 30 bus stops and began design of remaining ADA bus stops.
- Installed 115 new bus benches and Installed 2 new bus shelters.
- Donated 2 shelters to Greenleaf and 4 to Bogus Basin.
- Began BSU Park & Ride project.
- Added or repaired 4 shelters.

Opportunities

- Implement new Southwest Boise Route and new Caldwell Route
- Implement Canyon County vanpool program and vehicles sharing program.
- Complete long range alternative transportation plan.
- Complete ADA bus stop enhancements at 210 bus stops.
- Add 40 new or replacement shelters and 150 additional bus benches.
- Relocate transit center in Nampa.
- Interactive transit map on 511 internet site.

Adopted CIM 2010?

Yes

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CITY & COUNTY SUMMARIES



Treasure Valley



Balance between Jobs and Housing

Gross Metropolitan Product (in Billions)
 2009: \$24.8 2008: \$25.7
 Median Household Income
 2009: \$50,250 2008: \$52,098
 Unemployment Rate
 2010: 9.6% 2009: 8.8% 2005: 3.4%
 Education levels:
 2009: 27.7% 2008: 28.3%
 People below Poverty Rate :
 2009: 12.4% 2008: 10.7%
 Boise Airport Passengers (in Millions)
 2010: 2.8 2009: 2.8 2005: 3.1



Choices in Housing

Median Housing Prices (in Thousands)
 2010: \$106 2009: \$149 2005: \$170
 Affordable Housing:
 2010: 80% 2009: 73%
 Residential Vacancy Rate
 2009: 8.5% 2008: 7.3% 2007: 6.7%



Choices in Transportation

Vehicle Miles Traveled (in Millions)
 2010: 13.4 2009: 12.9 2005: 10.8
 Commuting to Work, Non-SOV
 2009: 21.8% 2008: 21.3%
 Transit-Annual Passenger Miles (in Millions):
 2010: 7.3 2009: 6.2 2005: 4.9



Connectivity

Route Directness Index
 2010: n/a 2009: n/a
 Basic Access Index
 2010: 97 2009: 62
 Physical Health Index
 2010: 82 2009: 62



Preservation of Open Space & Agricultural Land

Air Quality Index
 2010: 12% 2009: 24% 2005: 18%
 Open Space per capita (acres/1,000 population):
 2010: 13 2009: 13

Ada County



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 1.3 2009: 1.2

New Jobs to New Housing Ratio:
2010: -1.9 2009: -5.2

Land Use Mix:
2010: 23% 2009: n/a

Major Activity Centers
2010: 36% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$225 2009: \$167

Housing Affordability:
2010: 73% 2009: n/a

Transit Supportive Housing:
2010: 18.5% 2009: n/a



Choices in Transportation

Peak Hour Travel Time (minutes):
2010: 21.1 2009: n/a

Transit Revenue Minutes per Capita:
2010: 11.7 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 3.0 2009: n/a

Sidewalks per roadway mile:
2010: 50.5% 2009: n/a

Bikeways per roadway mile:
2010: 7.9% 2009: n/a



Connectivity

Household Connectivity:
2010: 12.3% 2009: n/a

Housing near Transit:
2010: 44% 2009: n/a

Employment near Transit:
2010: 36% 2009: n/a

Social Services near Transit:
2010: 39.8% 2009: n/a

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 16,480 2009: 16,480

Unincorporated Acres within Area of Impact:

2010: 68,834 2009: 65,371

Population Density:
2010: 0.1 2009: 0.1

Acres of Open Space per Capita (1,000):

2010: 14.5 2009: n/a

Employment Density:
2010: 0.3 2009: 0.3



Balance between Jobs and Housing

An ordinance providing options for a variety of alternative energy uses is going through the public hearing process. Projects utilizing alternative energy sources have the potential to create job opportunities in Ada County.



Choices in Housing

Ada County updated the provisions for Temporary Living Quarters to allow the property owner to re-apply after 10 years. Temporary Living Quarters are for the property owner's family or employee(s).

The Board approved standards for continuous service drives in commercial, multi-family, and industrial development. This will facilitate efficient circulation patterns, better design, and more opportunities for multi-family and mixed-use developments.



Choices in Transportation

None provided by Ada County.



Preservation of Open Space & Agricultural Land

Ordinance #755 adopted provisions to allow wineries in the RUT District with a Conditional Use Permit; providing an option for an agriculture use rather than residential subdivisions.

Ordinance #768 allows Ada County to obtain property through prescription, purpose or other means. This will help Ada County in the acquisition of property for the open space and trail systems.



Connectivity

Ada County completed the Oregon Trail Trailhead and interpretive kiosk on SH-21, providing opportunity for hiking, mountain biking, birdwatching, and equestrian uses from the Oregon Trail to the Boise River and Lucky Peak Recreation Area.

Opportunities

Ada County is currently working with COMPASS to update the Comprehensive Plan to recognize the Communities in Motion 2035 Regional Transportation Plan.

Canyon County



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.5 2009: 0.8

New Jobs to New Housing Ratio:
2010: -2.5 2009: -11.2

Land Use Mix:
2010: 28% 2009: n/a

Major Activity Centers
2010: 28% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: 86 2009: 109

Housing Affordability:
2010: 95% 2009: n/a

Transit Supportive Housing:
2010: 2.6% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 25.2 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 2.7 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0.54 2009: n/a

Vanpools per Capita (1,000):
2010: 4.6 2009: n/a

Sidewalks per roadway mile:
2010: 26% 2009: n/a

Bikeways per roadway mile:
2010: 1.2% 2009: n/a



Connectivity

Household Connectivity:
2010: 10% 2009: n/a

Housing near Transit:
2010: 19.2% 2009: n/a

Employment near Transit:
2010: 15.3% 2009: n/a

Social Services near Transit:
2010: 19.2% 2009: n/a

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 1,034 2009: 1,045

Unincorporated Acres within Area of Impact:
2010: 172,035 2009: 103,419

Population Density:
2010: 0.5 2009: 0.5

Acres of Open Space per Capita (1,000):
2010: 9.9 2009: 10.0

Employment Density:
2010: 0.1 2009: 0.1



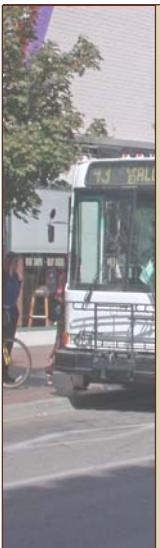
Balance between Jobs and Housing

None provided by Canyon County.



Choices in Housing

None provided by Canyon County.



Choices in Transportation

None provided by Canyon County.



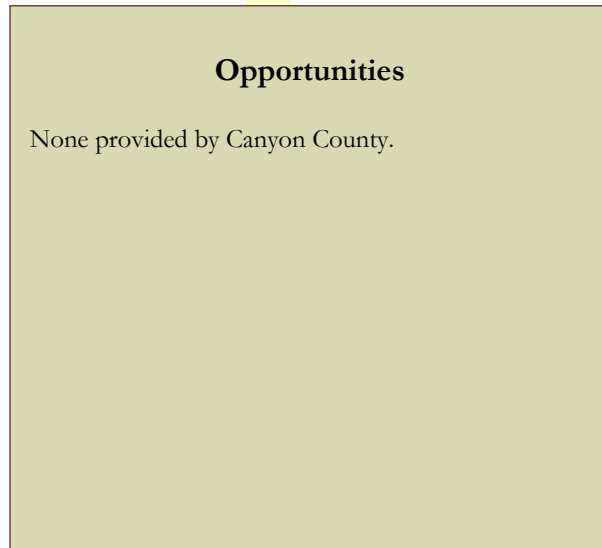
Preservation of Open Space & Agricultural Land

None provided by Canyon County.



Connectivity

None provided by Canyon County.



Opportunities

None provided by Canyon County.

City of Boise



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 1.5 2009: 1.7

New Jobs to New Housing Ratio:
2010: -3.9 2009: -24.5

Land Use Mix:
2010: 60% 2009: n/a

Major Activity Centers
2010: 45% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: 142 2009: 176

Housing Affordability:
2010: 78% 2009: 74%

Transit Supportive Housing:
2010: 23.5% 2009: n/a



Choices in Transportation

Peak Hour Travel Time (minutes):
2010: 24.3 2009: n/a

Transit Revenue Minutes per Capita:
2010: 18.7 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: .13 2009: n/a

Vanpools per Capita (1,000):
2010: 3.2 2009: n/a

Sidewalks per roadway mile:
2010: 64.4% 2009: n/a

Bikeways per roadway mile:
2010: 9.7% 2009: n/a



Connectivity

Household Connectivity:
2010: 15.3% 2009: 15%

Housing near Transit:
2010: 63% 2009: 61%

Employment near Transit:
2010: 79.1% 2009: 76%

Social Services near Transit:
2010: 94.9% 2009: 80%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 53 2009: 53

Unincorporated Acres within Area of Impact:

2010: 23,871 2009: 24,556

Population Density:
2010: 5.6 2009: 5.6

Acres of Open Space per Capita:
2010: 30.7 2009: 30.5

Employment Density:
2010: 3.4 2009: 3.4



Balance between Jobs and Housing

The value of commercial construction for calendar year 2010 at \$84.5 million, was 48% below 2009.

Approved the entitlements that will result in over 1.3 million sq. ft. for 18 commercial and industrial projects.



Choices in Housing

There were 337 single family building permits issued in 2010 with a value of \$168.7 million, up 72% from 2009. There were no multi-family building permits issued in 2010.

There were 465 single family units and 208 multi-family units approved through the subdivision and conditional use process.



Choices in Transportation

New parking standards chapter adopted in Zoning Code.

Amendments to Off-Street Parking and Loading chapter of the Zoning Code to allow discretion in siting loading areas in residential and downtown developments.

Discussion of *State Street Plan* implementation with City Council.



Preservation of Open Space & Agricultural Land

Approved farmer's market for Edwards Greenhouse, produce stand at the Eastwind Community Church, and expansion of an existing landscaping nursery.

Approved Wildland-Urban Interface map and development standards.

Open Space Protection: Foothills Serial Levy Acquisitions for 2010: Stack Rock (1,320 acres), Hammer Flat, (701 acres), and Cartwright Road (80 acres), totaling 2,101 acres for \$4,791,192.



Connectivity

Approved construction of pedestrian bridge across the Boise River, modification of the Greenbelt and construction on Quinn's Pond near 3400 W. Pleasanton Road.

Approved bike lane on 11th St. between Front and Myrtle Streets; pedestrian crossing at the intersection of Front and 10th Streets; pedestrian crossing at the intersection of Broad and 9th Streets.

New pedestrian signal for Safe Route to School Program at Maple Grove and Irving Roads.

Opportunities

- Annexed ten parcels totaling 659 acres with A-2 Zoning (Open space) in the Foothills.
- Ordinance Amendments:

Amendment to the Subdivision Ordinance to establish a minor land division process to replace the one-time split process.

Amended the Zoning Ordinance Sign and Landscape Chapters to implement urban design policies of the *Boise Comprehensive Plan*.

City of Caldwell



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.8 2009: 0.8

New Jobs to New Housing Ratio:
2010: -0.5 2009: -5.2

Land Use Mix:
2010: 64% 2009: n/a

Major Activity Centers
2010: 27% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$79 2009: \$96

Housing Affordability:
2010: 99% 2009: 98%

Transit Supportive Housing:
2010: 1.5% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 25 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 3.4 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0.65 2009: n/a

Vanpools per Capita (1,000):
2010: 4.7 2009: n/a

Sidewalks per roadway mile:
2010: 52.2% 2009: n/a

Bikeways per roadway mile:
2010: 2.3% 2009: n/a



Connectivity

Household Connectivity:
2010: 7.1% 2009: 7%

Housing near Transit:
2010: 24.2% 2009: 30%

Employment near Transit:
2010: 54.7% 2009: 59%

Social Services near Transit:
2010: 82.6% 2009: 85%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 794 2009: 805

Unincorporated Acres within Area of Impact:

2010: 13,769 2009: 13,756

Population Density:
2010: 1.9 2009: 1.9

Acres of Open Space per Capita:
2010: 12.1 2009: 12.1

Employment Density:
2010: 0.5 2009: 0.5



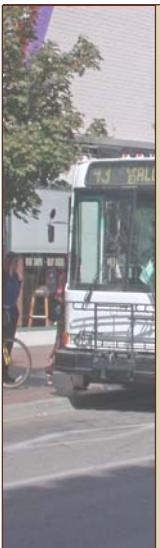
Balance between Jobs and Housing

None provided by the City of Caldwell.



Choices in Housing

None provided by the City of Caldwell.



Choices in Transportation

None provided by the City of Caldwell.



Preservation of Open Space & Agricultural Land

None provided by the City of Caldwell.



Connectivity

None provided by the City of Caldwell.

Opportunities

None provided by the City of Caldwell.



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.7 2009: 0.7

New Jobs to New Housing Ratio:
2010: -0.1 2009: -15.7

Land Use Mix:
2010: 56% 2009: n/a

Major Activity Centers
2010: 4% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$269 2009: \$290

Housing Affordability:
2010: 30% 2009: 12%

Transit Supportive Housing:
2010: 8.4% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 19.3 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0.3 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0.4 2009: n/a

Vanpools per Capita (1,000):
2010: 0.7 2009: n/a

Sidewalks per roadway mile:
2010: 47.6% 2009: n/a

Bikeways per roadway mile:
2010: 8.5% 2009: n/a



Connectivity

Household Connectivity:
2010: 10.8% 2009: 11%

Housing near Transit:
2010: 0.3% 2009: 1%

Employment near Transit:
2010: 9.3% 2009: 13%

Social Services near Transit:
2010: 1.4% 2009: 5%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 7,843 2009: 7,843

Unincorporated Acres within Area of Impact:
2010: 8,997 2009: 10,185

Population Density:
2010: 1.1 2009: 1.1

Acres of Open Space per Capita (1,000):
2010: 52.2 2009: 67.1

Employment Density:
2010: 0.3 2009: 0.3



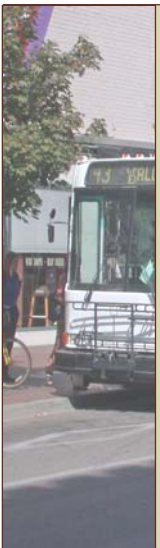
Balance between Jobs and Housing

None provided by the City of Eagle.



Choices in Housing

None provided by the City of Eagle.



Choices in Transportation

None provided by the City of Eagle.



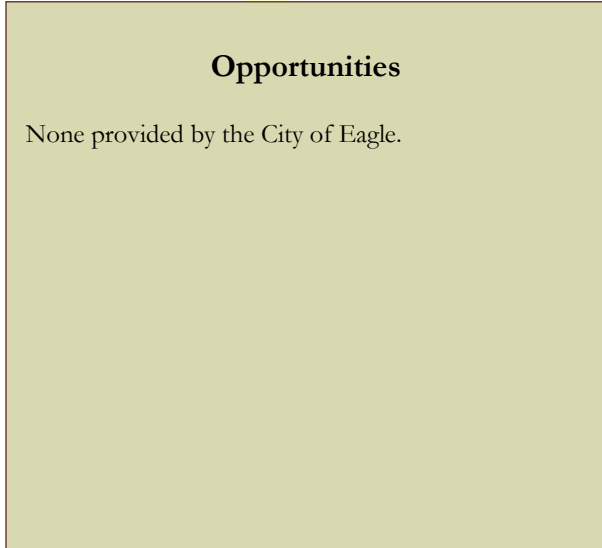
Preservation of Open Space & Agricultural Land

None provided by the City of Eagle.



Connectivity

None provided by the City of Eagle.



Opportunities

None provided by the City of Eagle.

City of Garden City



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 1.3 2009: 1.4

New Jobs to New Housing Ratio:
2010: -164.5 2009: -530

Land Use Mix:
2010: 66% 2009: n/a

Major Activity Centers
2010: 34% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$173 2009: \$160

Housing Affordability:
2010: 59% 2009: 54%

Transit Supportive Housing:
2010: 35.4% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 24.2 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 4.2 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 0.9 2009: n/a

Sidewalks per roadway mile:
2010: 54.2% 2009: n/a

Bikeways per roadway mile:
2010: 14.2% 2009: n/a



Connectivity

Household Connectivity:
2010: 3.6% 2009: 4%

Housing near Transit:
2010: 58.2% 2009: 49%

Employment near Transit:
2010: 85.9% 2009: 84%

Social Services near Transit:
2010: 81.2% 2009: 95%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:

2010: 685 2009: 653

Population Density:
2010: 3.2 2009: 3.2

Acres of Open Space per Capita:
2010: 59.9 2009: 21.6

Employment Density:
2010: 1.8 2009: 2.1



Balance between Jobs and Housing

Garden City's tax base is nearly equally distributed between residential and commercial uses. While no additional standards implemented or adopted in 2010, Garden City has current plans and ordinances in place that encourage a mix of uses.



Choices in Housing

Garden City has not implemented or adopted any new plans or ordinances that foster choices in housing since the adoption of the 2008 Development Code. However, Garden City offers a wide variety of housing choices. The median residential tax assessed property value in Garden City is \$154,650 with one quarter of the homes valued between \$0-\$114,000 and one quarter of the homes valued between \$262,900-\$1,334,900.



Choices in Transportation

Garden City continues to participate in the Boise lead State Street Transit planning process for bus rapid transit on State Street. Additionally Garden City has put considerable effort and resources into completing and connecting greenbelt system over the past five years.



Preservation of Open Space & Agricultural Land

In April of 2010 Garden City adopted a Master Parks Plan.



Connectivity

- Participated in the 3.2 mile greenbelt extension from Eagle Road to Garden City limits to link the greenbelt from City of Eagle to Lucky Peak.
- In conjunction with the City of Boise has nearly completed the 36th Street pedestrian bridge to link the greenbelt at the east end of the city.
- Applied for a grant for a pedestrian bridge to link the greenbelt from the north to south side of the river.
- Adopted Original Town Circulation Network Plan, identifying local street connectivity and a futures map.

Opportunities

Due to the constraints of transportation funding structures, Garden City is reliant on land use policies or park systems to implement healthy transportation solutions within the City.

City of Greenleaf



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.4 2009: 0.2

New Jobs to New Housing Ratio:
2010: -0.5 2009: -23.0

Land Use Mix:
2010: 27% 2009: n/a

Major Activity Centers
2010: 0% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$160 2009: \$115

Housing Affordability:
2010: 93% 2009: 94%

Transit Supportive Housing:
2010: 0% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: n/a 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 0 2009: n/a

Sidewalks per roadway mile:
2010: n/a 2009: n/a

Bikeways per roadway mile:
2010: 0% 2009: n/a



Connectivity

Household Connectivity:
2010: 0% 2009: 0%

Housing near Transit:
2010: 0% 2009: 0%

Employment near Transit:
2010: 0% 2009: 0%

Social Services near Transit:
2010: 0% 2009: 0%

Route Directness Index:
2010: n/a 2009: 0%



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:
2010: 17,949 2009: 17,979

Population Density:
2010: 0.1 2009: 0.1

Acres of Open Space per Capita (1,000):
2010: 4.1 2009: 4.1

Employment Density:
2010: 0 2009: 0



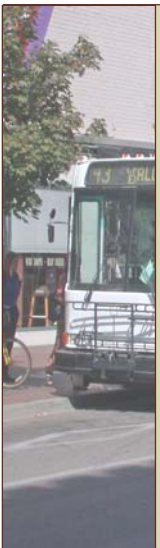
Balance between Jobs and Housing

None provided by the City of Greenleaf.



Choices in Housing

None provided by the City of Greenleaf.



Choices in Transportation

None provided by the City of Greenleaf.



Preservation of Open Space & Agricultural Land

None provided by the City of Greenleaf.



Connectivity

None provided by the City of Greenleaf.

Opportunities

None provided by the City of Greenleaf.

City of Kuna



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.4 2009: 0.4

New Jobs to New Housing Ratio:
2010: 2.8 2009: -0.4

Land Use Mix:
2010: 40% 2009: n/a

Major Activity Centers
2010: 0% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$109 2009: \$130

Housing Affordability:
2010: 96% 2009: 99%

Transit Supportive Housing:
2010: 2.7% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 24.7 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0% 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 13.3 2009: n/a

Sidewalks per roadway mile:
2010: 74.5% 2009: n/a

Bikeways per roadway mile:
2010: 6.2% 2009: n/a



Connectivity

Household Connectivity:
2010: 8.8% 2009: 9%

Housing near Transit:
2010: 0% 2009: n/a

Employment near Transit:
2010: 0% 2009: n/a

Social Services near Transit:
2010: 0% 2009: n/a

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 8,584 2009: 8,583

Unincorporated Acres within Area of Impact:
2010: 1,438 2009: 1,701

Population Density:
2010: 2.9 2009: 2.9

Acres of Open Space per Capita (1,000):
2010: 6.4 2009: 5.1

Employment Density:
2010: 0.4 2009: n/a

Adopted CIM 2010?

Yes



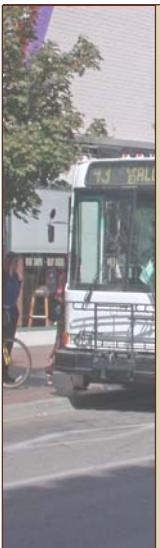
Balance between Jobs and Housing

None provided by the City of Kuna.



Choices in Housing

None provided by the City of Kuna.



Choices in Transportation

None provided by the City of Kuna.



Preservation of Open Space & Agricultural Land

None provided by the City of Kuna.



Connectivity

None provided by the City of Kuna.

Opportunities

None provided by the City of Kuna.

City of Melba



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.7 2009: 1.0

New Jobs to New Housing Ratio:
2010: 0.5 2009: -103

Land Use Mix:
2010: 29% 2009: n/a

Major Activity Centers
2010: 0% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$83 2009: \$193

Housing Affordability:
2010: 94% 2009: 41/5

Transit Supportive Housing:
2010: 0% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: n/a 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 47.6 2009: n/a

Sidewalks per roadway mile:
2010: n/a 2009: n/a

Bikeways per roadway mile:
2010: n/a 2009: n/a



Connectivity

Household Connectivity:
2010: 0% 2009: 41%

Housing near Transit:
2010: 0% 2009: 0%

Employment near Transit:
2010: 0% 2009: 0%

Social Services near Transit:
2010: 0% 2009: 0%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:
2010: 2,224 2009: 2,224

Population Density:
2010: 0.3 2009: 0.3

Acres of Open Space per Capita (1,000):
2010: 31.9 2009: 31.9

Employment Density:
2010: 0.1 2009: 0.1

Adopted CIM 2010?

Yes



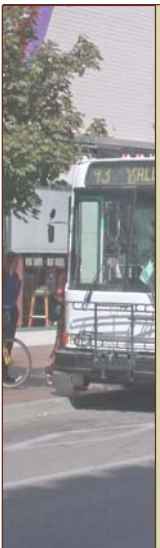
Balance between Jobs and Housing

None provided by the City of Melba.



Choices in Housing

None provided by the City of Melba.



Choices in Transportation

None provided by the City of Melba.



Preservation of Open Space & Agricultural Land

None provided by the City of Melba.



Connectivity

None provided by the City of Melba.

Opportunities

None provided by the City of Melba.

City of Meridian



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 1.1 2009: 1.1

New Jobs to New Housing Ratio:
2010: 0.5 2009: -0.5

Land Use Mix:
2010: 54% 2009: n/a

Major Activity Centers
2010: 27% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$154 2009: \$174

Housing Affordability:
2010: 76% 2009: 66%

Transit Supportive Housing:
2010: 7.1% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 16.4 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: .95 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 1.3 2009: n/a

Vanpools per Capita (1,000):
2010: 2.4 2009: n/a

Sidewalks per roadway mile:
2010: 67.3% 2009: n/a

Bikeways per roadway mile:
2010: 10.4% 2009: n/a



Connectivity

Household Connectivity:
2010: 5.5% 2009: 6%

Housing near Transit:
2010: 1.8% 2009: 2%

Employment near Transit:
2010: 33% 2009: 17%

Social Services near Transit:
2010: 54.9% 2009: 53%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:
2010: 22,322 2009: 22,508

Population Density:
2010: 2.1 2009: 2.1

Acres of Open Space per Capita (1,000):
2010: 8.5 2009: 8.5

Employment Density:
2010: 0.8 2009: 0.8



Balance between Jobs and Housing

- Assisted in bringing 176 additional jobs to Meridian in 2010.
- Coordinated with the Meridian Development Corporation (MDC) to draft *Destination Downtown*, a plan for reinvesting in downtown Meridian with additional jobs, dwellings, and urban amenities.
- Amended City Code to make it easier for developers to provide both mixed uses and vertically integrated areas.



Choices in Housing

- Allowed increased density for two previously approved multi-family, infill projects.
- Set aside CDBG funds to subsidize the cost of homes for low-to-moderate income families.
- Amended City Code to require mixed use developments to contain dwelling units.
- Worked with a Housing Task Force to identify ways to increase affordable and diverse housing stock.



Choices in Transportation

- Working with railroad companies to construct a pathway system using the rail corridor.
- Worked with ACHD to designate bike routes and lanes to and through downtown.
- Contributed funding for the inter-county commuter bus service.



Preservation of Open Space & Agricultural Land

- Designed and began construction on Kleiner Park, a 60-acre public park in the heart of the Treasure Valley.
- Began using reclaimed (recycled) water to irrigate parks and other open spaces.



Connectivity

- Clarified the comprehensive plan requirements for new mixed use developments to provide both pedestrian and vehicle connections between residential and commercial land uses.
- Designed a pathway along the Five Mile Creek to connect low-to-moderate income residents with services.

Opportunities

- Continuing to plan, with Valley Regional Transit, for a fixed-line transit service in Meridian.
- Implementing the Ten Mile Interchange Specific Area Plan.
- Drafted a re-vamp of the City's Comprehensive Plan so it is easier to use.

City of Middleton



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.4 2009: 0.4

New Jobs to New Housing Ratio:
2010: -3.1 2009: -4.5

Land Use Mix:
2010: 53% 2009: n/a

Major Activity Centers
2010: 0% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$101 2009: \$142

Housing Affordability:
2010: 91% 2009: 60^

Transit Supportive Housing:
2010: 0.8% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 25.7 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0.3 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: .3 2009: n/a

Vanpools per Capita (1,000):
2010: 2.3 2009: n/a

Sidewalks per roadway mile:
2010: 20.9% 2009: n/a

Bikeways per roadway mile:
2010: 0% 2009: n/a



Connectivity

Household Connectivity:
2010: 16.4% 2009: 16%

Housing near Transit:
2010: 13.2% 2009: 15%

Employment near Transit:
2010: 34.3% 2009: 26%

Social Services near Transit:
2010: 18.4% 2009: 33%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:
2010: 16,500 2009: 16,494

Population Density:
2010: 0.5 2009: 0.5

Acres of Open Space per Capita (1,000):
2010: 45.6 2009: 45

Employment Density:
2010: 0.1 2009: 0.1



Balance between Jobs and Housing

- Southwest Idaho Cooperative Housing Authority constructed their home office in Middleton.
- Ridley's Family Market will be opening a 46,280 sq. ft. store.
- Ace Hardware Store will be opening a 12,000 sq. ft. store.
- An area for a satellite office will be available in the Ridley's complex in the spring of 2011.
- Perfection Tire will be constructing a facility west of the downtown area in 2011.



Choices in Housing

The Comprehensive Plan identifies the downtown area as a mixed-use zone.



Choices in Transportation

- A public-private partnership is collectively working on extending Cemetery Road to the south.
- Two roundabouts have been approved to locate near the new high school on Emmett Road.
- North Cemetery Road was widened and realigned to align with South Cemetery Road upon its construction.
- North Middleton Road was widened and a turn lanes to allow traffic to flow more freely.



Preservation of Open Space & Agricultural Land

- The pathway has been completed with better connectivity at State Highway 44 and Davis Park.
- The pathway has been completed along Kings Avenue with additional landscaping and parking area.



Connectivity

An extension of South Cemetery Road from State Highway 44 to Sawtooth Drive then intersecting with Middleton Road is in the planning process and right-of-way is being obtained.

Opportunities

Middleton is working with ITD, Canyon Highway District 4, and COMPASS on a cooperative agreement for an access plan along State Highway 44. The draft access plan has preliminary approvals from the agencies.



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.9 2009: 0.9

New Jobs to New Housing Ratio:
2010: 4.0 2009: -37.1

Land Use Mix:
2010: 59% 2009: n/a

Major Activity Centers
2010: 37% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$87 2009: \$114

Housing Affordability:
2010: 97% 2009: 95%

Transit Supportive Housing:
2010: 4% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 24.4 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 3.5 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0.7 2009: n/a

Vanpools per Capita (1,000):
2010: 4.8 2009: n/a

Sidewalks per roadway mile:
2010: 55.1% 2009: n/a

Bikeways per roadway mile:
2010: 2.2% 2009: n/a



Connectivity

Household Connectivity:
2010: 9.2% 2009: 9%

Housing near Transit:
2010: 21.5% 2009: 18%

Employment near Transit:
2010: 48.9% 2009: 54%

Social Services near Transit:
2010: 72.2% 2009: 75/5

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 240 2009: 240

Unincorporated Acres within Area of Impact:
2010: 25,306 2009: 25,506

Population Density:
2010: 2.1 2009: 2.1

Acres of Open Space per Capita (1,000):
2010: 15.8 2009: 15.8

Employment Density:
2010: 0.7 2009: 0.6

Adopted CIM 2010?

Yes



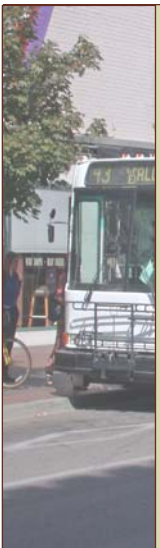
Balance between Jobs and Housing

None provided by the City of Nampa.



Choices in Housing

None provided by the City of Nampa.



Choices in Transportation

None provided by the City of Nampa.



Preservation of Open Space & Agricultural Land

None provided by the City of Nampa.



Connectivity

None provided by the City of Nampa.

Opportunities

None provided by the City of Nampa.

City of Notus



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.6 2009: 0.3

New Jobs to New Housing Ratio:
2010: 10.0 2009: -22.5

Land Use Mix:
2010: 15% 2009: n/a

Major Activity Centers
2010: 0% 2009: 0%



Choices in Housing

Median Housing Price (000's):
2010: \$55 2009: n/a

Housing Affordability:
2010: 99% 2009: 99%

Transit Supportive Housing:
2010: 0% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: n/a 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0 2009: 0

Park & Ride spaces per Capita (1,000):
2010: 0 2009: 0

Vanpools per Capita (1,000):
2010: 0 2009: 0

Sidewalks per roadway mile:
2010: 1.8% 2009: n/a

Bikeways per roadway mile:
2010: 0% 2009: n/a



Connectivity

Household Connectivity:
2010: 0% 2009: 0%

Housing near Transit:
2010: 0% 2009: 0%

Employment near Transit:
2010: 0% 2009: 0%

Social Services near Transit:
2010: 0% 2009: 0%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:

2010: 8,665 2009: 8,665

Population Density:
2010: 0.1 2009: 0.1

Acres of Open Space per Capita (1,000):

2010: 0 2009: 0

Employment Density:

2010: 0 2009: 0

Adopted CIM 2010?

No



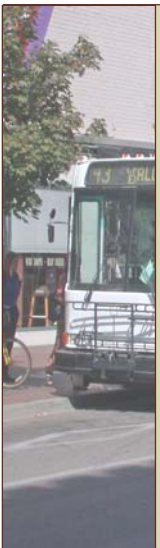
Balance between Jobs and Housing

None provided by the City of Notus.



Choices in Housing

None provided by the City of Notus.



Choices in Transportation

None provided by the City of Notus.



Preservation of Open Space & Agricultural Land

None provided by the City of Notus.



Connectivity

None provided by the City of Notus.

Opportunities

None provided by the City of Notus.

City of Parma



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.8 2009: 0.8

New Jobs to New Housing Ratio:
2010: -21.0 2009: 7.9

Land Use Mix:
2010: 28% 2009: n/a

Major Activity Centers
2010: 0% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$89 2009: \$130

Housing Affordability:
2010: 96% 2009: 98%

Transit Supportive Housing:
2010: 0% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: n/a 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 7.5 2009: n/a

Sidewalks per roadway mile:
2010: 6.5% 2009: n/a

Bikeways per roadway mile:
2010: 0% 2009: n/a



Connectivity

Household Connectivity:
2010: 70% 2009: 70%

Housing near Transit:
2010: 0% 2009: 0%

Employment near Transit:
2010: 0% 2009: 0%

Social Services near Transit:
2010: 0% 2009: 0%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:
2010: 11,537 2009: 11,541

Population Density:
2010: 0.2 2009: 0.2

Acres of Open Space per Capita (1,000):
2010: 6.6 2009: 6.6

Employment Density:
2010: 0.1 2009: 0.1

Adopted CIM 2010?

Yes



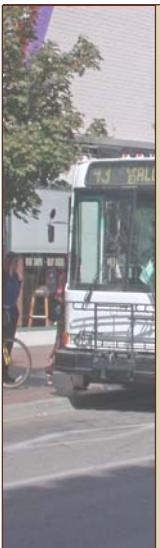
Balance between Jobs and Housing

None provided by the City of Parma.



Choices in Housing

None provided by the City of Parma.



Choices in Transportation

None provided by the City of Parma.



Preservation of Open Space & Agricultural Land

None provided by the City of Parma.



Connectivity

None provided by the City of Parma.

Opportunities

None provided by the City of Parma.



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 0.7 2009: 0.7

New Jobs to New Housing Ratio:
2010: 0.2 2009: -3.6

Land Use Mix:
2010: 51% 2009: n/a

Major Activity Centers
2010: 0% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$149 2009: \$185

Housing Affordability:
2010: 78% 2009: 77%

Transit Supportive Housing:
2010: 1.4% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 17.8 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0.2 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 0 2009: n/a

Sidewalks per roadway mile:
2010: 24.8% 2009: n/a

Bikeways per roadway mile:
2010: 1.6% 2009: n/a



Connectivity

Household Connectivity:
2010: 0% 2009: 0%

Housing near Transit:
2010: 17.7% 2009: 17%

Employment near Transit:
2010: 44.5% 2009: 28%

Social Services near Transit:
2010: 46.3% 2009: 40%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:
2010: 5,761 2009: 5,768

Population Density:
2010: 0.7 2009: 0.7

Acres of Open Space per Capita (1,000):
2010: 31.9 2009: 31.9

Employment Density:
2010: 0.1 2009: 0.1



Balance between Jobs and Housing

Coordinated efforts with Star Economic Development Committee (SEDC) and SAGE to draft a Downtown Revitalization Plan providing guidelines on connecting work, home, and recreation through pathways in the City.

Implementing a new Unified Code to allow for more concise and ease of planning for utilization of various methods of transportation.



Choices in Housing

The new Unified Code provides for more multiple housing types in several zoning districts.



Choices in Transportation

Development of Main Street with sidewalks, curbs, and bicycle paths to allow for a safe walking/bike path to the river.

Requested from ITD that Highway 44 running through the City be changed to one lane of traffic with a center turn lane for ease of traffic flow.

Valley Ride and ACHD continue to provide commuter buses through the City of Star.



Preservation of Open Space & Agricultural Land

Purchase of a 28 acre parcel of land on Star Road and Floating Feather for the construction of a new sports complex in Star.

Purchase of additional property at the River to continue implementing the Star River Walk Recreation Area.

Continue providing direction in the Unified Code encouraging developers to add useable open space in their developments.



Connectivity

Design and implementation of the Star River Walk continues for citizens to enjoy the recreation opportunities of Star.

Residents of Star have expressed their desires to live in a walkable community; this issue has been addressed in both the downtown Revitalization Plan and the Comprehensive Plan.

Opportunities

Continue joint partnerships with communities in the valley to ensure busing transportation is available to all citizens.

Continue to work with COMPASS, ACHD, and ITD to make transportation through the City of Star the best it can be.

City of Wilder



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 1.2 2009: n/a

New Jobs to New Housing Ratio:
2010: 0 2009: 10.3

Land Use Mix:
2010: 33% 2009: n/a

Major Activity Centers
2010: 0% 2009: n/a



Choices in Housing

Median Housing Price (000's):
2010: \$36 2009: \$168

Housing Affordability:
2010: 97% 2009: 92%

Transit Supportive Housing:
2010: 0% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: n/a 2009: n/a

Transit Revenue Minutes per Capita:
2010: 0 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 8.8 2009: n/a

Sidewalks per roadway mile:
2010: 7.3% 2009: n/a

Bikeways per roadway mile:
2010: 0% 2009: n/a



Connectivity

Household Connectivity:
2010: 38.2% 2009: 38%

Housing near Transit:
2010: 0% 2009: 0%

Employment near Transit:
2010: 0% 2009: 0%

Social Services near Transit:
2010: 0% 2009: 0%

Route Directness Index:
2010: n/a 2009: 0%



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:

2010: 7,251 2009: 7,254

Population Density:
2010: 0.3 2009: 0.3

Acres of Open Space per Capita:
2010: 4.6 2009: 4.6

Employment Density:
2010: 0.1 2009: 0.1



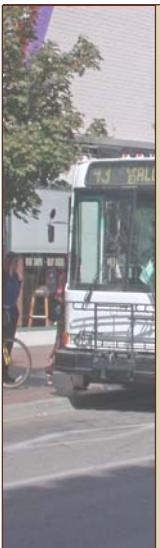
Balance between Jobs and Housing

Wilder is partnering with neighboring communities to develop a commercial-industrial corridor between Wilder and Greenleaf along Highway 19 and Peckham Road to help attract jobs to the area so residents of the city will have more job opportunities close to where they live.



Choices in Housing

An important objective of the update to Wilder’s comprehensive plan is to encourage a variety of housing types to meet the housing needs of all new and potential residents at prices and rents within their means.



Choices in Transportation

Wilder is working on developing a sidewalk master plan within the city to facilitate safe pedestrian traffic.

As part of its comprehensive plan update, Wilder is developing a controlled access ordinance along US Highways 95 and 19 to improve safety and reduce congestion.



Preservation of Open Space & Agricultural Land

As part of the comprehensive plan update, the City designated areas in its area of impact as agricultural zones based on soil suitability to help maintain working agricultural lands within the community.



Connectivity

The update to our comprehensive plan encourages a balance of compact, sustainable commercial and residential development.

Opportunities

Development of Canyon-Owyhee School Service Agency (COSSA) Academy Training Facility:

- Alternative High School
- Five technical schools
- College of Western Idaho College Courses
- Peckham Road Improvements

APPENDICES



GLOSSARY



Area of City Impact: A requirement of state law requiring a land use plan that not only plans for the area within the city's legal boundaries, but also plans for areas outside of the city's legal boundaries that are still in the unincorporated area of the county and have not yet been annexed into the city. Officially negotiated areas of city impact are necessary prerequisites for cities to annex adjacent properties.

Arterial Street: A class of street serving major traffic not designated as a highway.

Bikeway: A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Jobs/Housing Balance: The growth strategy to provide sufficient jobs for the amount of housing in an area to reduce the amount of vehicle miles traveled to commute to employment.

Long Range Transportation Plan (LRTP): Or Regional Transportation Plan (RTP) (the Plan): a document resulting from regional or statewide collaboration and consensus on a region's or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all the transportation improvements scheduled for funding over the next 20 years. Communities in Motion is the regional long-range transportation plan for Ada and Canyon County.

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

Open Space: Public green space, including include public parks, cemeteries, and golf courses.

Preservation: To save from change or loss and reserve for a special purpose. It is the most restrictive among management principles and should not be confused with conservation.

Sprawl: Urban form that connotatively depicts the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.

Transit: Transportation mode that moves larger numbers of people than does a single automobile.

Transit Oriented Density: The amount of housing density needed to support a transit system. Seven units per gross acre is the minimum density that is considered transit supportive. Transit supportive density can be derived a variety of ways including a wide mix of densities that averages seven units per acre or more. This type of density is only expected within one-quarter mile of transit stops. For the purpose of this report, a "transit oriented development" is defined as a neighborhood with more than seven dwelling units per acre.

Transportation and Land Use Integration (TLIP): A project to better link land-use and transportation planning. The goal is a roadway network that balances the needs of all users - motorists, pedestrians, cyclists, transit and people with disabilities - with streets that complement the built environment. Components of TLIP are the Master Street Map, Livable Street Design Guide, and Complete Streets Policy.



Indicator Definitions

Indicators

Indicators are measures of the state of well-being of a society. In general, indicators provide measurements based on the phenomena for which they are designed.

Balance between Jobs and Housing: Measures of employment, population, land use mix, and major activity centers indicate levels of concentrated urban growth patterns. As land use patterns are one of the most influential factors on transportation efficiency, these indicators show how well the built environment is affecting travel patterns and choices. Indicators to measure jobs-housing balance are:

- Jobs to Housing Ratio
- New Jobs to New Housing Ratio
- Land Use Mix
- Major Activity Centers

Choices in Housing: Measures of housing stock and affordability illustrates if populations are able to live where they desire. By creating a wider range of housing choices, communities can reduce the amount of auto-dependent development, use infrastructure resources efficiently, and support transit services. Meeting the diverse housing needs of current and future residents, near urban areas where employment and services cluster, will be critical as the population grows to avoid gridlock on transportation corridors. Promoting multi-family housing options as well as smaller single-family homes is a more efficient use of land near cities and helps retain the historical rural feeling outside of the urban areas. Indicators to measure choices in housing are:

- Median Housing Price
- Housing Affordability
- Transit Supportive Housing

Choices in Transportation: The availability of multiple modes of transportation, including automobile, transit, pedestrian, bicycle, and others indicated the types of transportation choices people have. Areas with several options of travel are less dependant on the single-occupant vehicle. Indicators to measure choices in transportation are:

- Peak Hour Travel Time
- Transit Revenue Minutes per Capita
- Park and Ride spaces per Capita
- Vanpools per Capita
- Sidewalks per Roadway Mile
- Sidewalks per Roadway Mile
- Bikeways per Roadway Mile



Connectivity: Access to jobs, shopping, public parks and schools, transit and other service increases the quality of life of residents of a city or neighborhood. Both proximity and access of households to these and other locations are components of connectivity. Indicators to measure connectivity are:

- Household Connectivity
- Housing near Transit
- Employment near Transit
- Social Services near Transit
- Route Directness Index

Preservation of Open Space and Agricultural Land: *Communities in Motion* encourages the retention of open space and agricultural lands whenever possible. Local scenic landscapes play a key role in preserving a high quality of life and attracting tourism dollars. This includes prime farm land and “buffer zones” between cities to support the unique boundaries of each city. Transportation decisions play a role in preserving open space. For example, a decision to build a road in a rural location may result in unanticipated development. This “induced” development could happen in places not consistent with the land use vision. Indicators to measure preservation of open space and agricultural land are:

- Acres Outside of the Area of Impact
- Unincorporated Acres Within the Area of Impact
- Population Density
- Acres of Open Spaces per Capita
- Employment Density

Regional Data

Local decisions relate to and impact other local decisions. The collective decisions of many neighborhoods, organizations, and communities working together can produce a region that thrives. Previous indicators looked at individual cities or counties’ efforts to realize the goals identified in *Communities in Motion*. Regional indicators are those that can be evaluated as collective region. As the region continues to look at ways to improve transportation effectiveness as a means to greater overall regional quality of life, these indicators will provide useful measurements to identify successes and failures. Regional indicators are:

- Gross Metropolitan Product
- Median Household Income
- Unemployment Rate
- Education Levels
- Population below the Poverty Line
- Boise Airport Passengers
- Median Housing Price
- Affordable Housing
- Residential Vacancy Rate
- Vehicle Miles Traveled
- Commuting to Work by Non-Single Occupant Vehicle
- Transit Annual Passenger Miles
- Route Directness Index
- Basic Access Index
- Physical Health Index
- Air Quality Index
- Open Space per capita

More information about these indicators can be found on pages 64-99.

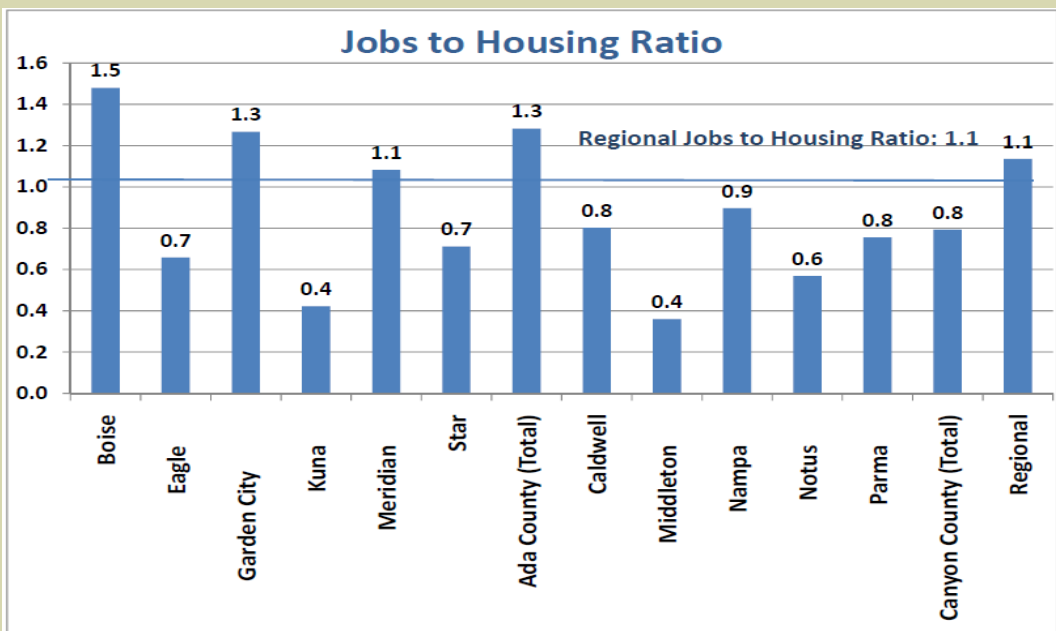


Jobs to Housing Ratio

Snapshot:

A low jobs/housing ratio indicates a housing-rich “bedroom community,” while a high jobs/housing ratio indicates an employment center. A bedroom community generates higher commute times and/or an increase in unemployment. Insufficient housing causes housing costs to go up and less became affordable. In both cases, an imbalance results in longer commutes (either to homes or jobs), traffic congestion, deterioration of physical and mental health and community strength. The regional jobs-to-housing ratio is 1.1 jobs per housing unit.

Results:



Chart/Trend:

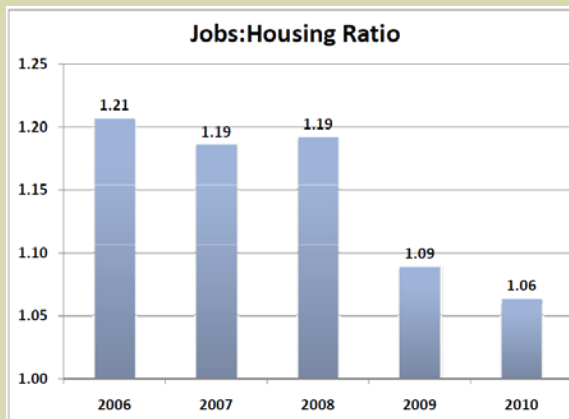
There are fewer jobs per housing unit than there were in 2006 when COMPASS first acquired employment data. This trend indicates both unemployment and employment dispersed from housing.

Data Definition:

The ratio of employment to housing units within a cities area of impact.

Data Source:

Idaho Department of Labor employment data.
Ada and Canyon County assessor parcel data.



Map: Page 101



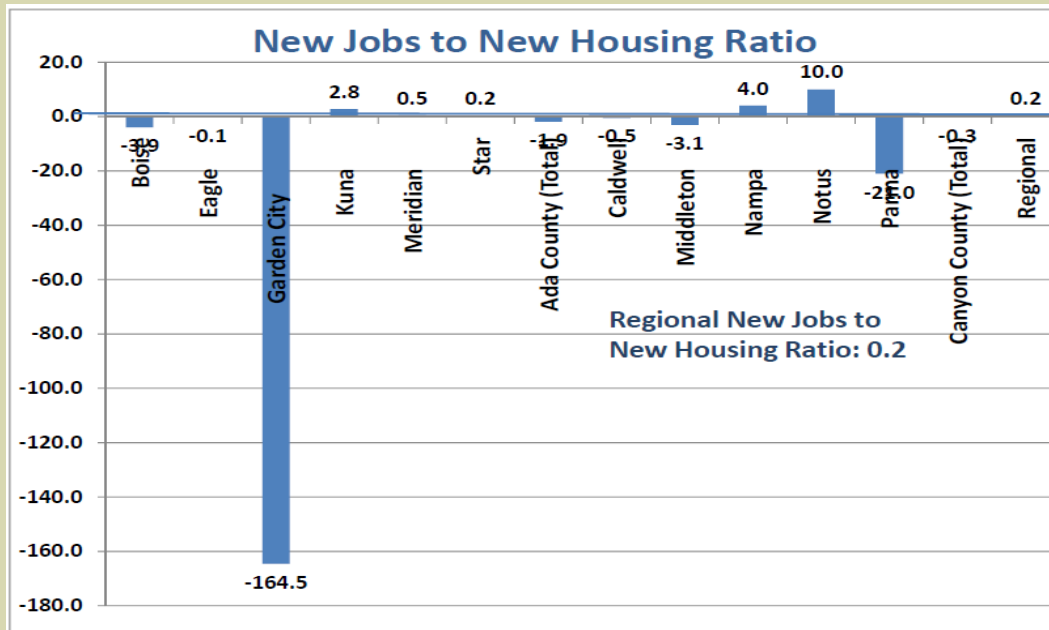
Indicator Definitions

New Jobs to New Housing Ratio

Snapshot:

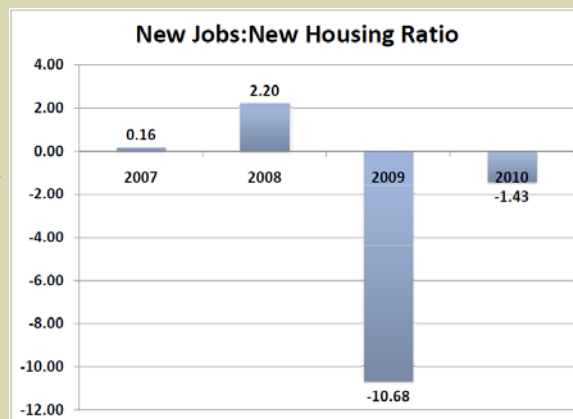
The jobs to housing ratio has an impact on commute distances, air quality, and quality of life (see [Jobs to Housing Ratio, page XX](#)). However, the built environment did not occur overnight, nor will we drastically change development patterns immediately. This indicator shows the progress (or lack thereof) in balancing jobs to housing within a city or county over the last year.

Results:



Chart/Trend:

There are fewer jobs per housing unit than there were in 2006 when COMPASS first acquired employment data. Mostly because of job loss, the chart at left shows less employment per house than in 2006. For this chart, only new employment and new housing units within city areas of impacts are used to emphasize the need for both housing and employment in areas of existing infrastructure.



Data Definition:

The ratio of new employment to new housing units within a city or county.

Data Source:

Idaho Department of Labor employment data.
Local community residential building permits.

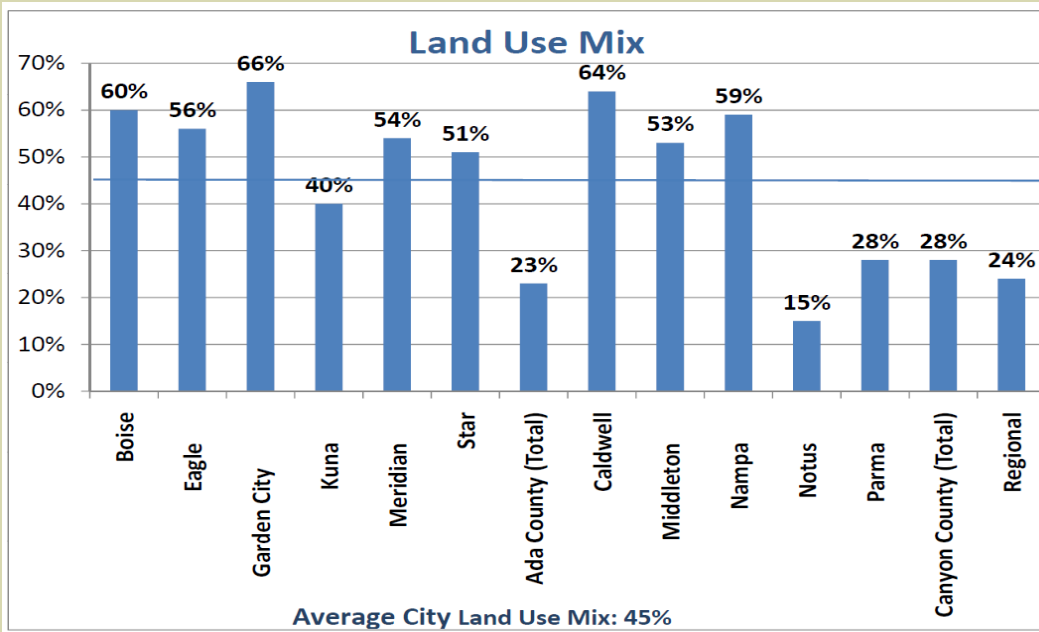
Map: None

Land Use Mix

Snapshot:

Well-planned communities with a balanced mix of land uses (e.g., retail, office, and residential) give residents the option to walk, bike or take transit to nearby attractions. Low density, segregated land uses and disconnected streets are associated with increased auto use, increased obesity, and other chronic illness.

Results:



Chart/Trend:

No chart or trend is available as this year is the first for tracking land use mix.

Data Definition:

For the Performance Monitoring Report, COMPASS looked at the mixture of seven different land use categories: agricultural, retail/commercial, government, open space, industrial, residential, transit density residential (a density of 7 dwelling units and more). The score indicates the overall level of integratedness of the area by evaluating how often these land use categories are found in proximity to another. This metric uses the Simpson's diversity index by evaluating the amount of diversity of land uses for each parcel to other parcels within a 1/4 mile. A score of 100 shows perfect land use mix and a score of 0 indicates no land use mix.

Data Source:

County Assessor data.

Idaho Department of Labor employment data.

Map: Page 102



Indicator Definitions



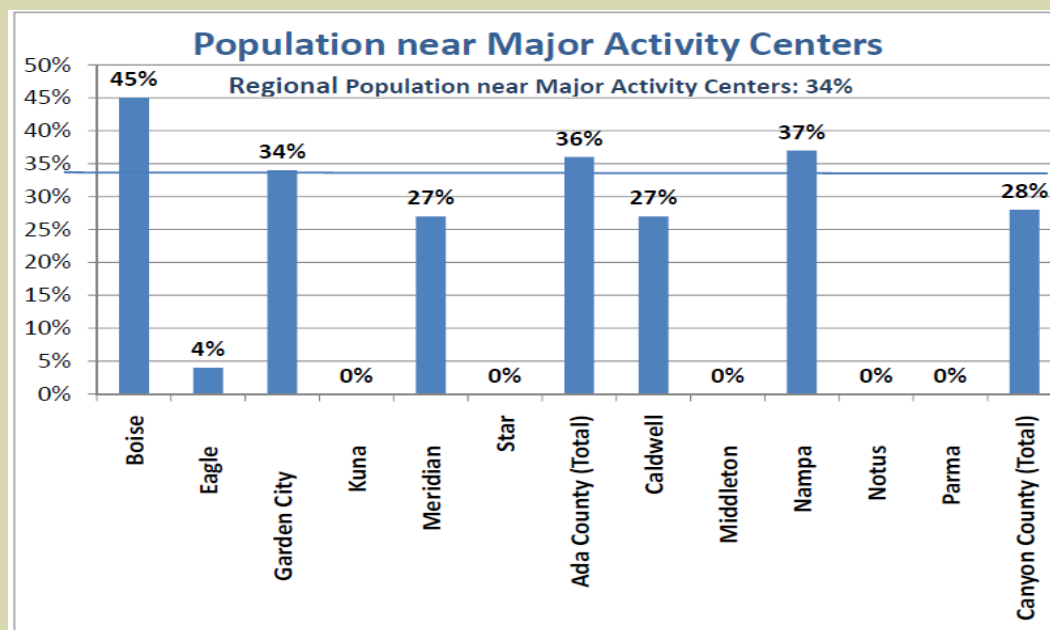
Major Activity Centers

Snapshot:

Major activity centers, including large employers, major retailers, and public facilities, are important trip generators and are logical destinations for public transit service. Residents living in near major activity centers have the option to own fewer cars than residents of more dispersed, isolated areas.

Major activity centers tend to increase 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. Costs include more concentrated traffic congestion and pollution emissions, although this is usually offset by reductions in per capita vehicle use.

Results:



Trend/Chart

No trend is available as this year is the first for tracking population near major activity centers this way.

Data Definition:

COMPASS defines major activity centers as follows:

- 1) Main activity centers, which include central business districts linked to the interstate, Boise State University, Boise Airport, and regional medical centers,
- 2) Employment activity centers, which are defined as employment areas with an average density of five employees per acre (within a mile radius), and
- 3) Commercial activity centers, defined as 500,000 commercial square footage within one-quarter mile radius.

Data Source:

Commercial area is provided by Ada and Canyon Assessor departments. Employment data is provided by the Idaho Department of Labor. Housing units are provided by local governments.

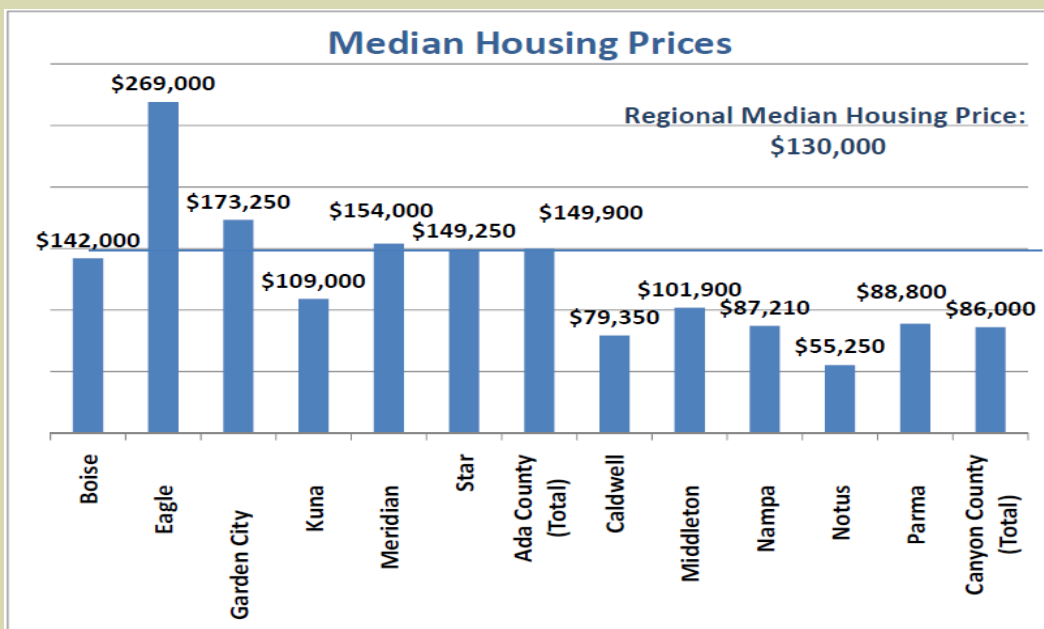
Map: Page 103

Median Housing Prices

Snapshot:

Housing prices reflect the ability of communities to provide for affordable housing in areas of choice. Changes in housing values also reflect the equity in ownership and the ability of households to enter the housing ownership market. The average, regional median housing sales price for 2010 was \$133,787.

Results:



Trend/Chart

No trend is available as this year is the first for tracking median housing prices by using Intermountain Multiple Listing Service sales data. For previous data MLS listings by MLS Area were used.

Data Definition:

For the Performance Monitoring Report, median housing prices reflect the multiple listing service median sales price over the previous year.

Data Source:

Intermountain multiple listing service.

Map: Page 104



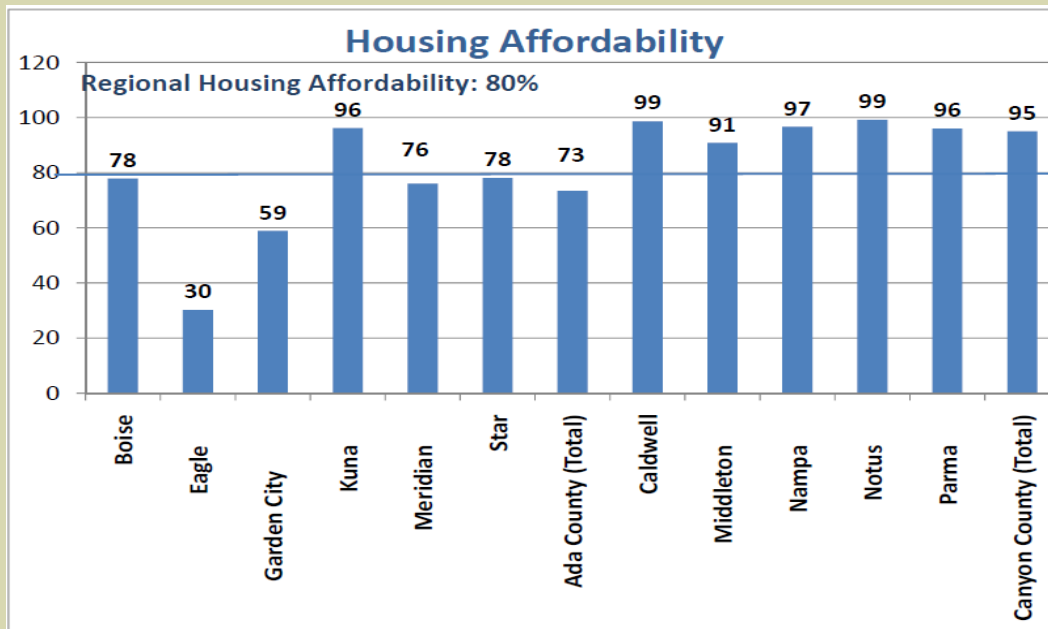
Indicator Definitions

Housing Affordability

Snapshot:

The ability to own a home is affected by the buyer's income and the price and availability of houses. As people are priced out of their local housing market, they may move further from their jobs or spend a greater proportion of their income on housing. Often households face trade-offs between saving on housing and paying more for transportation. In order to find more affordable housing, many households "drive to qualify" in suburban or rural areas where car dependency and commuting costs quickly rise.

Results:



Trend/Chart

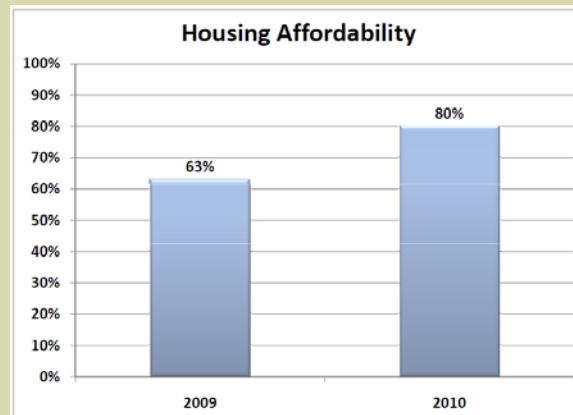
Due to the prolonged recession and the deep housing value decreases, more housing is considered affordable than in 2009.

Data Definition:

This index looks at percent of single-family homes within an area of impact which are affordable. To qualify as affordable, housing plus transportation must be less than 50% or less of the regional median income.

Data Source:

Assessor residential housing values. Valley Regional Transit bus routes. Idaho Department of Labor employment data.



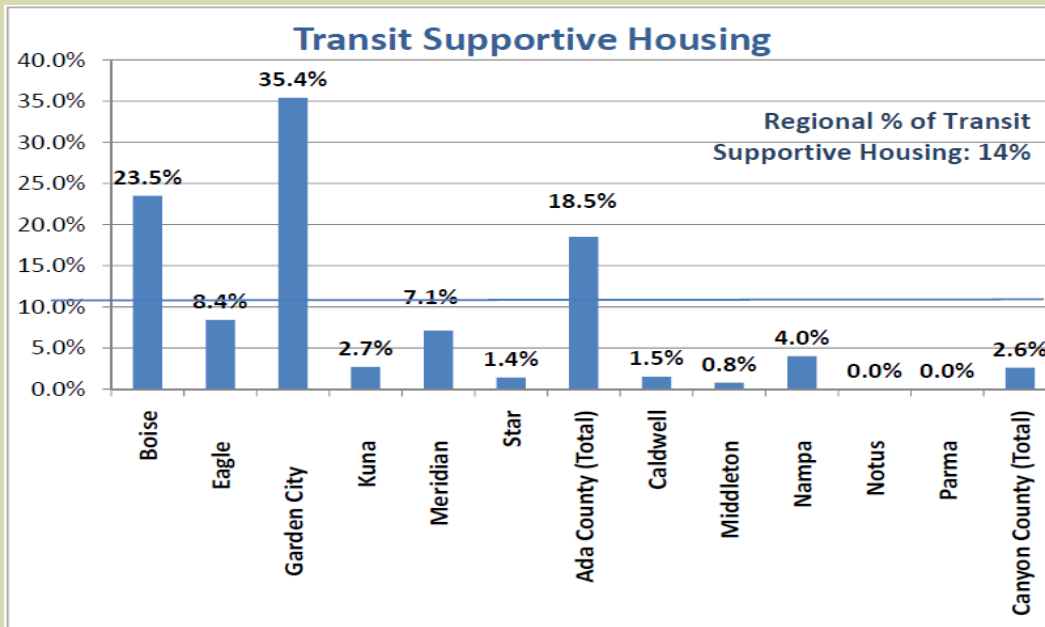
Map: Pages 105-106

Transit Supportive Housing

Snapshot:

Compact housing and higher density neighborhoods can promote more and better transportation choices, including mass transit, biking, and pedestrian trails. Higher density also improves the walkability of neighborhoods and access to services and amenities while decreasing sprawl and the consumption of land.

Results:



Trend/Chart:

No trend/chart is available as this year is the first for tracking transit supportive housing in this way.

Data Definition:

Transit supportive housing units must have a density of more than 7 dwelling units/acre. To qualify, an area must have a minimum of 50 units to have the critical mass needed to support transit and local businesses.

Data Source:

Housing data provided by county assessors.

Map: Page 107



Indicator Definitions

Peak Hour Travel Time

Snapshot:

Peak hour travel refers to the time spent travelling during rush hour. Congestion results when the traffic infrastructure lags behind the growth in an area causing an increase in the time it takes to complete a trip by vehicle. Congestion levels are typically highest during the peak hour travel when the maximum volume of vehicles are occupying the roads. Increases in congestion levels cause an increase in fuel consumption, time spent travelling, and in the cost for fuel and vehicle maintenance. Improving infrastructure by expanding or adding roads, increasing public transportation, and strategic roadway management such as signalization can help alleviate congestion.

2010 Travel Time

From	To										Average
	Boise	Eagle	Garden City	Meridian	Middleton	Caldwell	Nampa	Job Center	Star	Kuna	
Boise	x	21.7	12.5	14.1	41.2	36.9	32.4	15.9	33.1	22.8	25.6
Eagle	18.3	x	8.7	14.9	19.5	36.7	32.2	12.1	11.4	22.2	19.6
Garden City	13.0	9.8	x	20.4	29.2	42.3	37.7	21.6	21.2	27.7	24.8
Meridian	13.5	13.9	21.7	x	31.8	24.6	20.1	6.4	10.0	11.5	17.1
Middleton	38.1	19.8	28.4	26.5	x	12.1	22.2	32.1	8.1	34.4	24.6
Caldwell	29.8	30.8	38.6	19.0	12.7	x	15.2	25.1	13.7	27.4	23.6
Nampa	25.7	26.7	34.5	15.4	21.7	15.6	x	21.0	18.9	23.4	22.6
Job Center	16.7	13.9	17.7	9.1	37.0	30.9	26.4	x	23.6	20.6	21.8
Star	30.0	11.7	20.3	9.6	8.0	13.8	19.3	25.6	x	21.2	17.7
Kuna	21.9	23.2	31.0	11.6	40.5	34.5	29.8	17.9	21.6	x	25.8
Average	23.0	19.1	23.7	15.6	26.8	27.5	26.1	19.7	17.9	23.5	22.3

Trend/Chart

On average, travel time has improved from 2005 from city-to-city and city-to-employment center.

Data Definition:

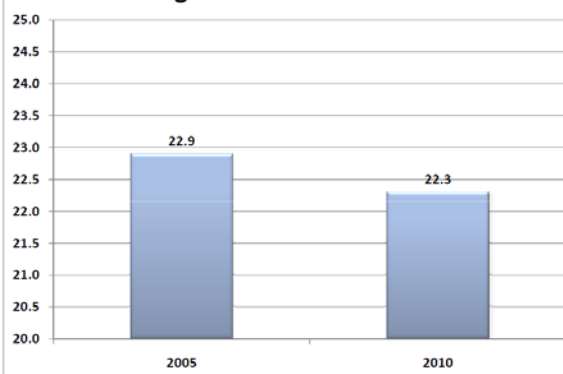
This indicator measures the actual (not computed or modeled) travel time between downtown areas of major cities in the Treasure Valley.

Data Source:

The Treasure Valley Congestion Management System.

Map: Page 108

Average Peak-Hour Travel Times

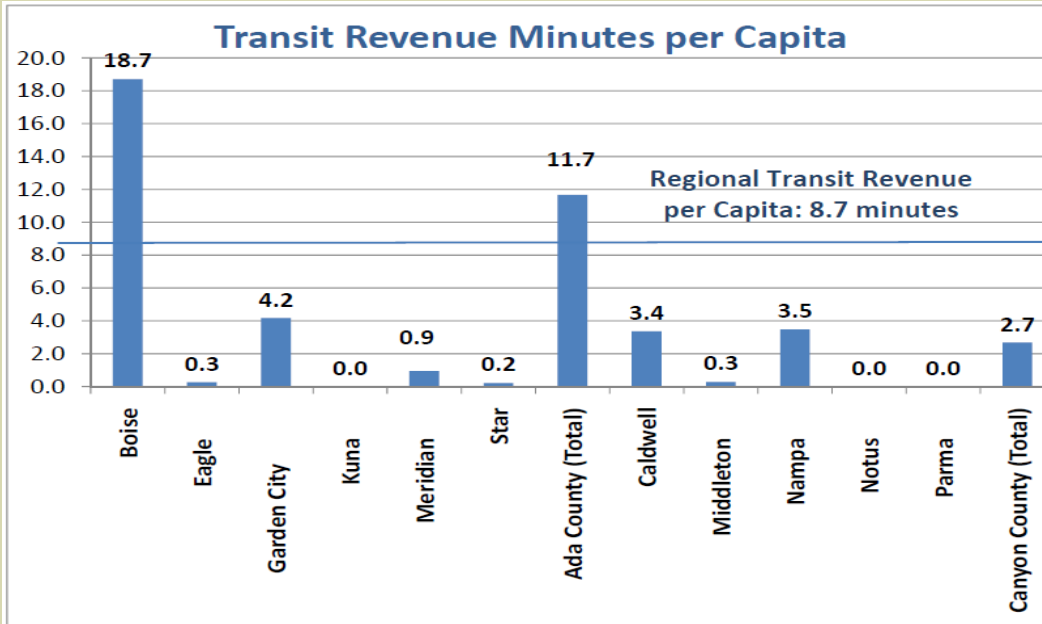


Transit Revenue Miles per Capita

Snapshot:

The number of transit routes in a community can have a direct impact on transportation choices, air quality, physical fitness. Recent studies have demonstrated that access to transit can improve a neighborhood's quality and housing values.

Results



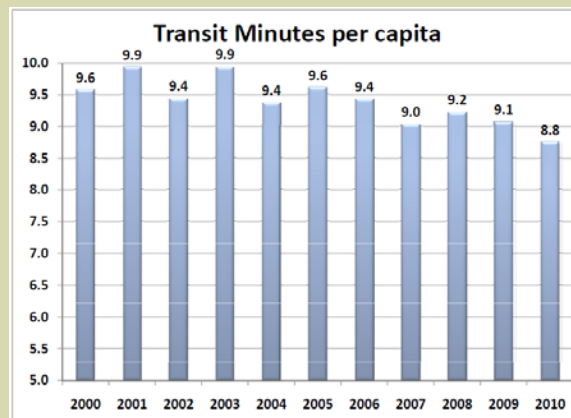
Chart/Trend:

Transit revenue minutes per capita has decrease from a high of 9.9 minutes per capita in 2003 to 8.8 minutes per capita in 2010.

Data Definition: This measure reflects a breakdown of transit revenue hours to determine a level of service per geographic area. Population counts for each geographic area were calculated and measured with the transit revenue hours for the year 2010. Revenue hours were converted to revenue minutes to provide a more manageable number for each geographic area.

Data Source:

Valley Regional Transit (route and scheduling information used for transit routes).
COMPASS (population estimates based on census data and local government building permitting).



Map: Page 109

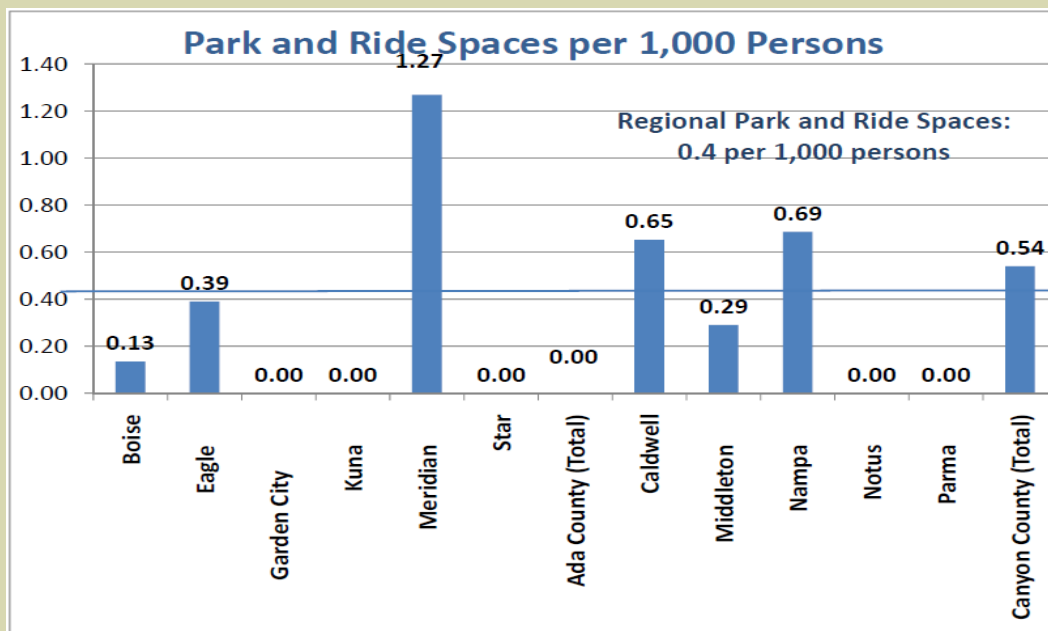
Indicator Definitions

Number of Park and Ride Spaces per Capita

Snapshot:

Park and ride lots are parking facilities at transit stations, bus stops, and highway on-ramps, particularly at the urban fringe, to facilitate transit and rideshare use. By encouraging shifts to transit and ridesharing, park and ride facilities reduce urban highway traffic congestion and worksite parking demand. These benefits can be significant since park and ride tends to be most effective where traffic congestion and parking problems are worst. Shopping centers adjacent to park and ride facilities tend to benefit from additional shopping by the commuters who park there.

Results:



Trend/Chart:

No trend/chart is available as this year is the first for tracking park and ride spaces per capita in this way.

Data Definition:

This indicator measures the number of occupied park-and-ride spaces per capita provided in the Ada County Highway District Commuteride program. This measure analyzed the official Ada County Highway District Commuteride parking lots, along with the most up-to-date count of parking spaces per lot. Population counts were calculated for each geographic area and measured against the number of parking spaces that are within those defined geographic boundaries. Parking spaces were multiplied by 1,000 to provide a more manageable number for each geographic area.

Data Source:

Ada County Highway District Commuteride program.

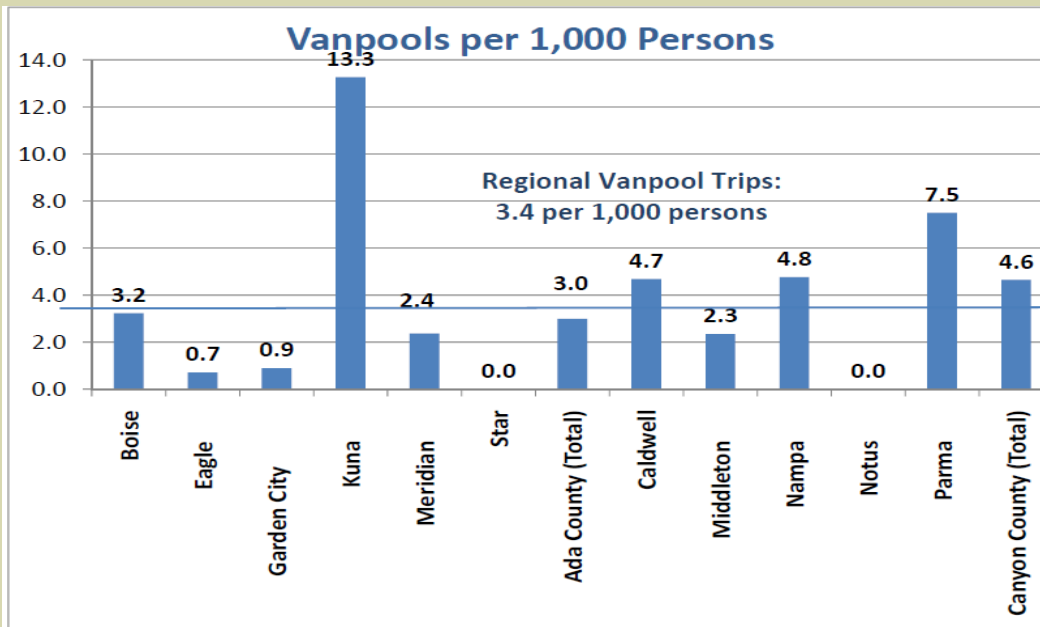
Map: Page 110

Vanpools per Capita

Snapshot:

Vanpools are a ridesharing strategy that can be used in a variety of ways. Participants are able to network and coordinate with other individuals to find common destinations and establish a carpool or vanpool. Commuteride vanpools are counted by origin and destination (i.e. a trip that originated and terminated in the same city would be counted twice for that city). This indicator is not a measure of the number of riders.

Results:



Trend/Chart:

No trend/chart is available as this year is the first for tracking vanpools per capita in this way.

Data Definition:

This measure reflects a geographic assessment of the number of park-and-ride points of origin as well as destinations in relationship to the number of households and employees within the same geographic definition. The number of households correlates to the residential access to park-and-ride origins, while the number of employees shows a correlation to park-and-ride destinations. The result was multiplied by 10,000 to reflect a more manageable number.

Data Source:

Vanpool origins/destinations data from Ada County Highway District Commuteride.

Household data: Census.

Employment data: Idaho Department of Labor.

Map: Page 111



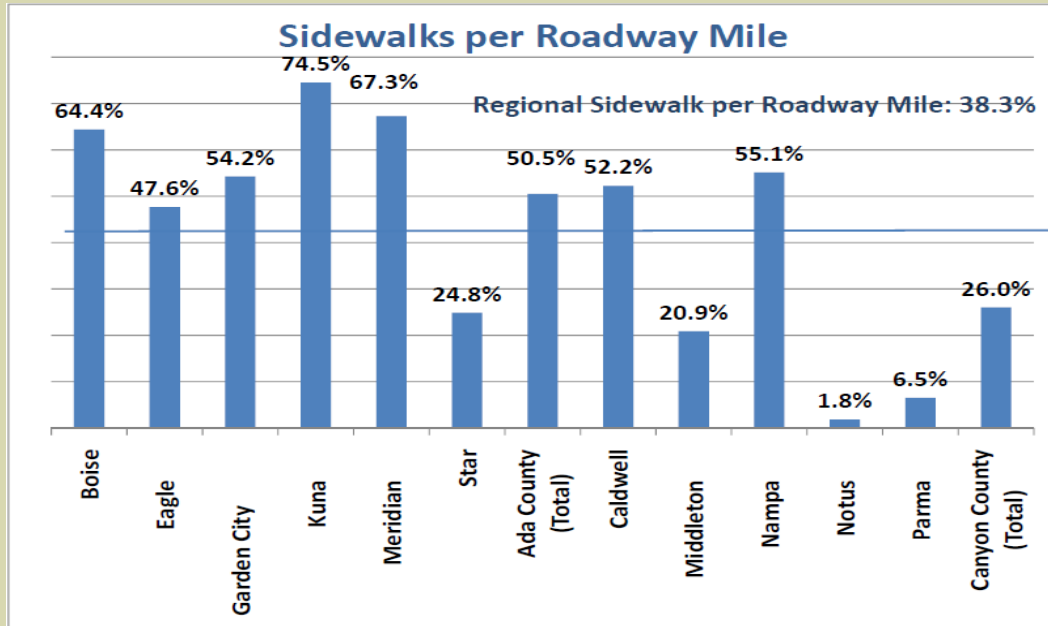
Indicator Definitions

Sidewalks per Roadway Mile

Snapshot:

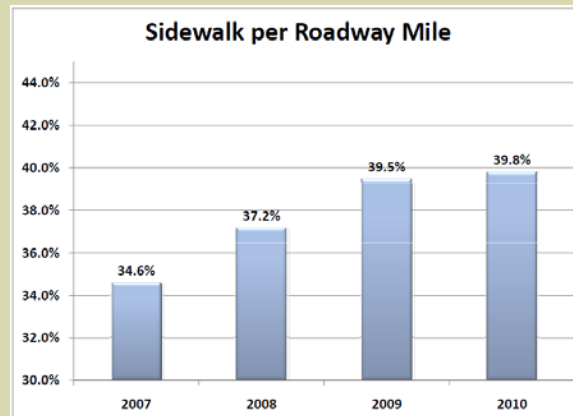
The presence of a sidewalk typically indicates a safer, more quality walking environment which can reduce traffic and promote health. For this indicator sidewalk is used to include all walkways, including sidewalks, shared paths, and multi-use paths.

Results:



Trend/Chart:

The amount of roadways accompanied by sidewalks has steadily increased from 2007. Most of these sidewalks have been developed via newer but also through separate roadway improvements.



Data Definition:

Sidewalks per roadway mile; sidewalks on both sides of a roadway are only tracked as one sidewalk per roadway.

Data Source:

Sidewalk data: COMPASS data.
Roadway data: COMPASS data.

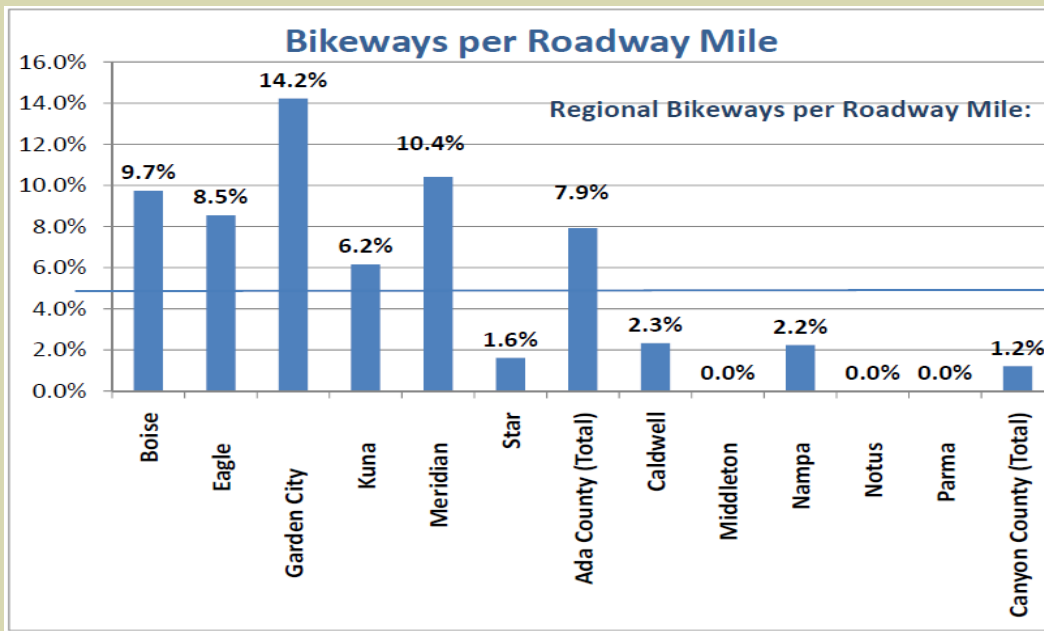
Map: Page 112

Bikeways per Roadway Mile

Snapshot:

The presence of a bikeway (bike lane, path, or greenbelt) typically indicates a safer, more quality bicycling environment which can reduce traffic, promote health, and decrease the number of bicyclist and pedestrian injuries. Health benefits of physical activity include a reduced risk of premature mortality and reduced risks of coronary heart disease, hypertension, and diabetes. Regular participation in physical activity also appears to reduce depression and anxiety, improve mood, and enhance ability to perform daily tasks throughout the life span. As a non-auto form of transport, bike trips do not contribute to noise or air pollution emissions.

Results:



Trend/Chart:

No trend/chart is available as this year is the first for tracking bikeways per roadway mile in this way.

Data Definition:

Bikeways are routes or lanes with dedicated space either within or outside of the right-of-way and having identifying features to identify bikeways to users.

Data Source:

Bikeways data: COMPASS data

Roadway data: COMPASS data

Map: Page 112



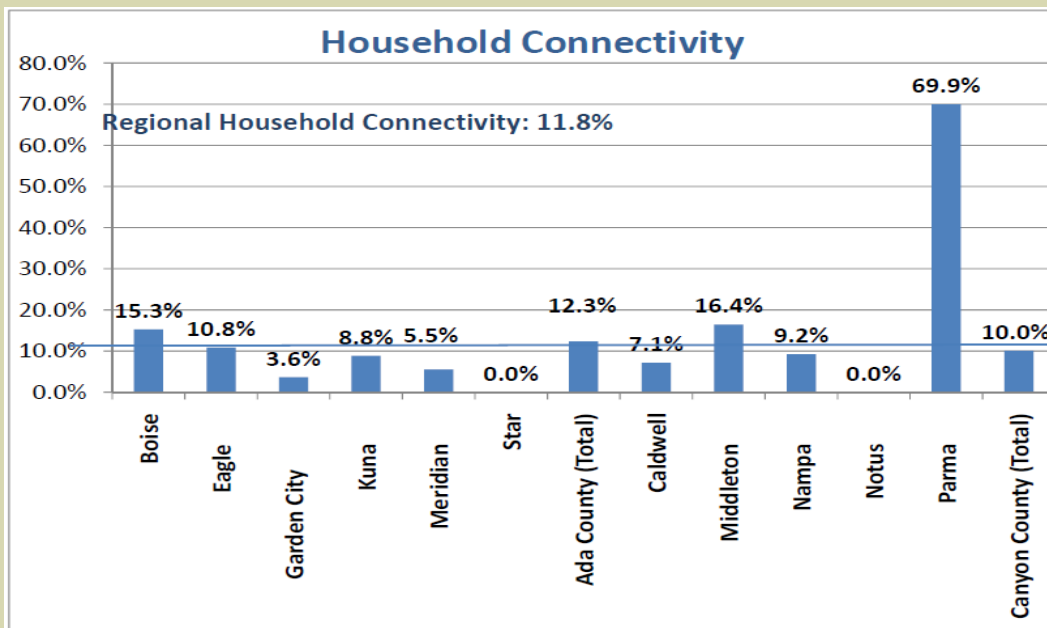
Indicator Definitions

Household Connectivity

Snapshot:

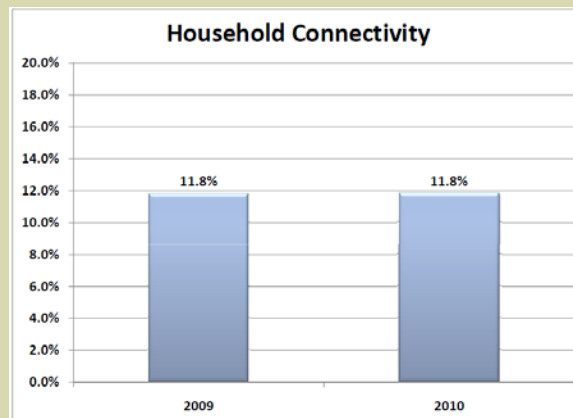
Household connectivity is a key element toward providing transportation options that include walking and bicycling, healthy living, decreasing auto-dependency, and overall quality of life. A well-connected network, composed of direct, convenient routes, is one of the key ingredients of walkability. A large and growing collection of research is finding that street connectivity is associated with more walking, less driving, greater safety, less crime, better physical fitness, and fewer per capita emissions. This indicator looks at connectivity, or how closely households are linked to schools, parks, and grocery stores. While one measure of a neighborhood or community's connectivity isn't sufficient, this indicator highlights some of the key destinations that households frequent and their ability to reach them in a reasonable walk distance.

Results:



Chart/Trend

Household connectivity has remained constant at 11.8% from last year.



Data Definition

This indicator measures households that are within 15 walkable minutes (at 2.5 mph), with sidewalks, to public schools, public parks, and grocery stores.

Data Source:

Household data: from assessor data.
 Public schools: from assessor data.
 Public parks: from assessor data.
 Grocery stores: from Idaho Department of Labor.

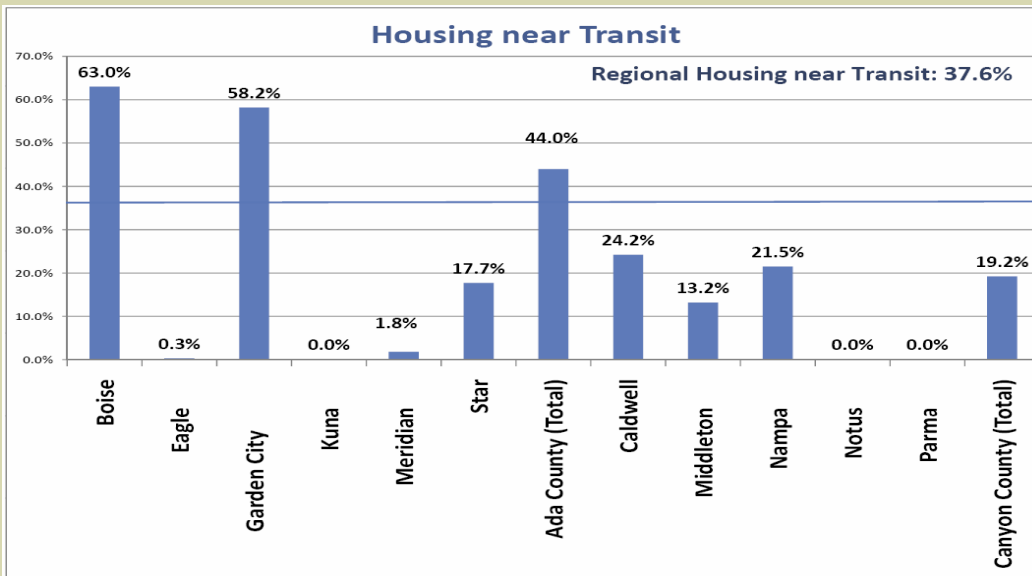
Map: Page 113

Housing near Transit

Snapshot:

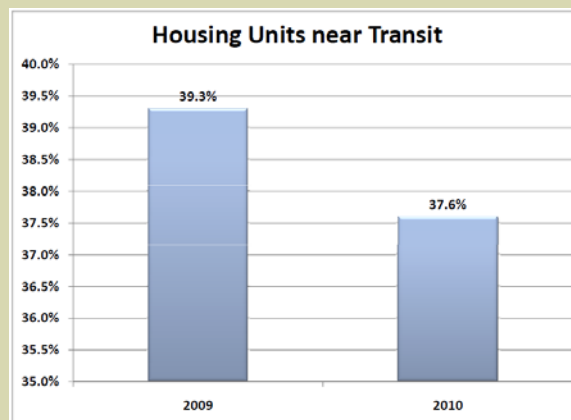
The choice of whether to use public transit as a transportation option relies heavily upon the proximity of a household to transit routes and stations. This concept also measures "smart growth" — the degree to which housing is located near public transportation nodes, thus reducing the need for car travel and increasing opportunities for physical exercise. It also shows the responsiveness of a transportation system to the needs of transit-dependent populations — typically young people, seniors, people with physical disabilities, low-income families with children, and all people who do not or cannot drive.

Results:



Trend/Chart:

The percentage of housing units near transit has decreased since the previous year as transit routes have remained largely the same and growth has occurred in areas not currently served.



Data Definition:

This indicator measures percentage of housing units within a one-quarter mile walkable area of a transit route, based on network connectivity not as straight-line distance (i.e. "as the crow flies").

Data Source:

Household data: assessor data.
Transit routes: Valley Regional Transit.

Map: Page 114



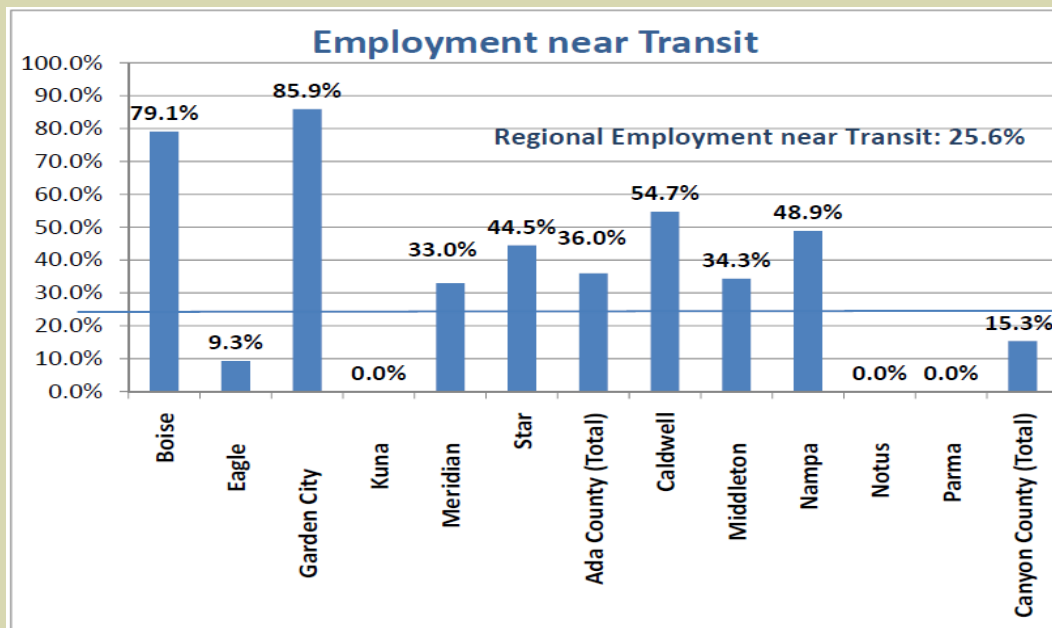
Indicator Definitions

Employment near Transit

Snapshot:

To increase the amount of commuters who use public transit, both the household (origin) and employment site (destination) must be located nearby a transit route. This indicator looks at the percentage of jobs in a community that are within a walkable distance of a transit station. This concept also measures "smart growth" — the degree to which firms are located near public transportation nodes, thus reducing the need for car travel and increasing opportunities for physical exercise. It also shows the responsiveness of a transportation system to the needs of transit-dependent populations.

Results:



Chart/Trend:

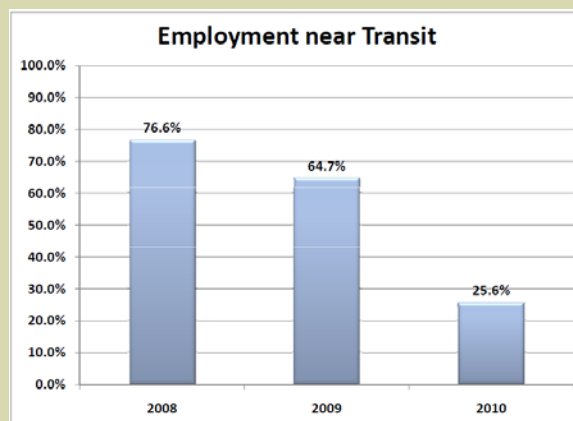
The amount of employment within 1/4 mile of transit stops has declined since 2008.

Data Definition

This indicator measures the percentage of employment within a one quarter mile pedestrian shed "of a transit route, based on network connectivity not as as straight-line distance (i.e., "as the crow flies").

Data Source:

Employment data: Idaho Department of Labor.
Transit routes: Valley Regional Transit.



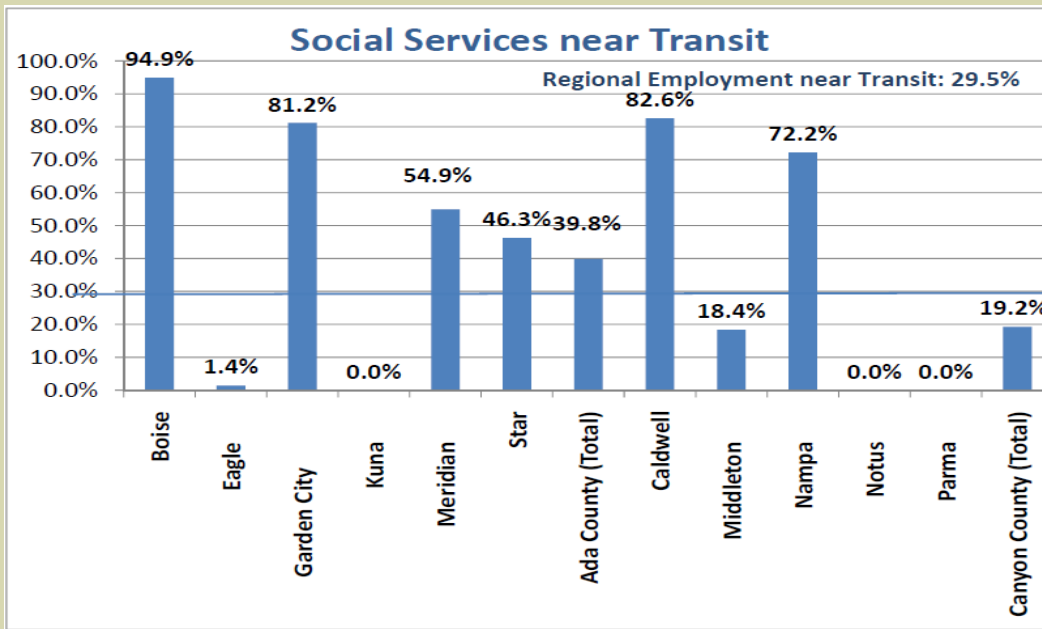
Map: Page 115

Social Services near Transit

Snapshot:

Transit-dependent populations — typically young people, seniors, people with physical disabilities, low-income families with children, and all people who do not or cannot drive – can be unintentionally kept from necessary public social services if their only source of transportation, the bus, does not frequent the necessary locations.

Results:



Chart/Trend:

No trend/chart is available as this year is the first for tracking social services near Transit in this way.

Data Definition

This indicator measures percentage of social service providers within a one-quarter mile “pedestrian shed” of a transit route based on network connectivity not as straight-line distance (i.e. “as the crow flies”). Social service providers are defined as “Health Care and Social Assistance” by The North American Industry Classification System (NAICS).

Additional definitions are provided at: http://www.census.gov/eos/www/naics/2007NAICS/2007_Definition_File.pdf.

Data Source:

Employment data: Idaho Department of Labor.

Map: Page 116



Indicator Definitions

Route Directness Index

Snapshot:

People tend to walk more in mixed-use neighborhoods that are well planned. Different destinations, such as parks and neighborhood gathering places, libraries, community centers, and shops and services, interwoven with pedestrian friendly pathways and streets, encourage people to walk more. Walkable neighborhoods can positively affect other issues such as pollution, health and traffic congestion.

Results:

Additional data is necessary for developing this metric and is underway currently. The Route Directness Index will not be available for the 2011 Performance Monitoring Report.

Chart/Trend:

Not Available.

Data Definition:

The Route Directness Index compares the difference between a direct path from a household to a public school, public park, grocery store, and other households with the actual network path one would have to use to connect the origins and destinations.

Data Source:

Not Available.

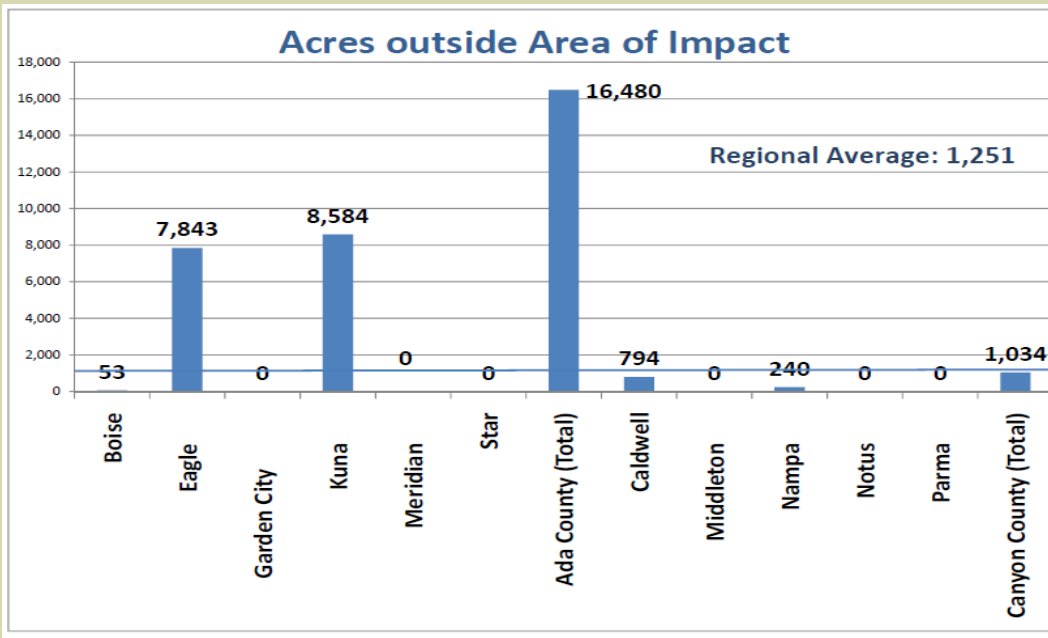
Map: Not Available.

Acres Outside Area of Impact

Snapshot:

This is one measure of how effectively a city is developing, using land within the defined growth area prior to annexing area outside the impact area.

Results:



Chart/Trend:

The amount of acres outside of Areas of Impact has remained relatively the same from last year. In 2009, there were 17,505; in 2010 there were 17,514.

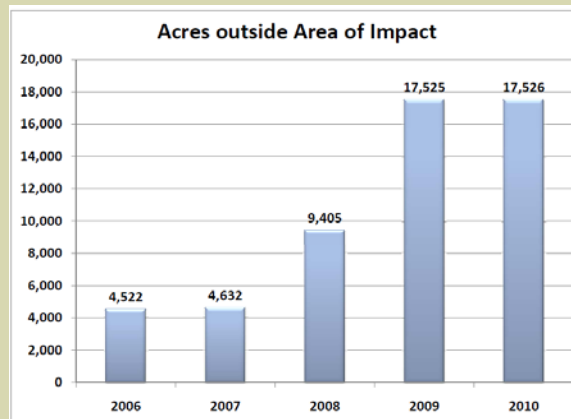
Data Definition:

This measure shows the amount of annexed municipal acres extending beyond the boundaries of a city's area of impact.

Data Source:

City limits and Areas of Impact are provided by the cities.

Map: Page 117



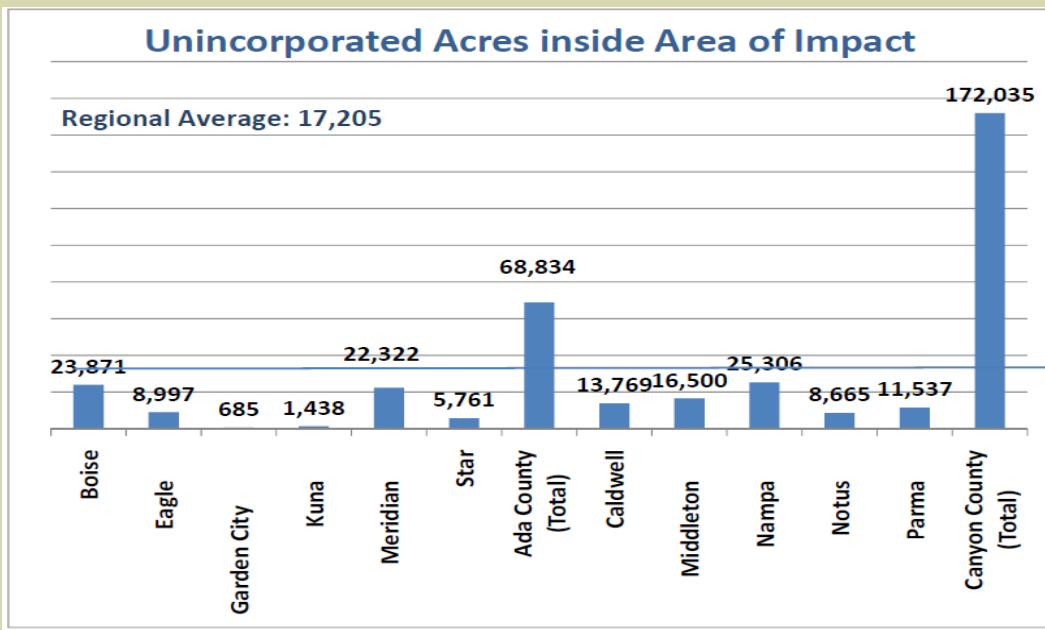
Indicator Definitions

Unincorporated Acres within Area of Impact

Snapshot:

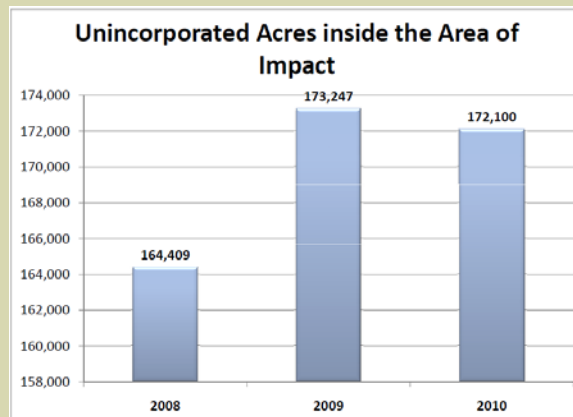
Often the first step in the conversion of important farmland to urban and built-up land is the annexation of farm acres by expanding cities. Thus, city annexations can be considered a leading indicator of farmland conversions. A way to reduce the amount of farmland annexed into cities is through infill development. This growth pattern often uses land within existing infrastructure (transportation, sewer, and water) and services (fire, police, library, shopping, and social services) in a more efficient manner. The amount of unincorporated acres within an area of impact is a good indicator of land that can be annexed prior to the need for sprawl into rural areas.

Results:



Chart/Trend

The amount of unincorporated acres inside the Area of Impact decreased last year but is higher than in 2008.



Data Definition

This measure shows the amount of acres, of unincorporated land within a city's area of impact.

Data Source:

City limits and Areas of Impact are provided by the cities.

Map: Page 117

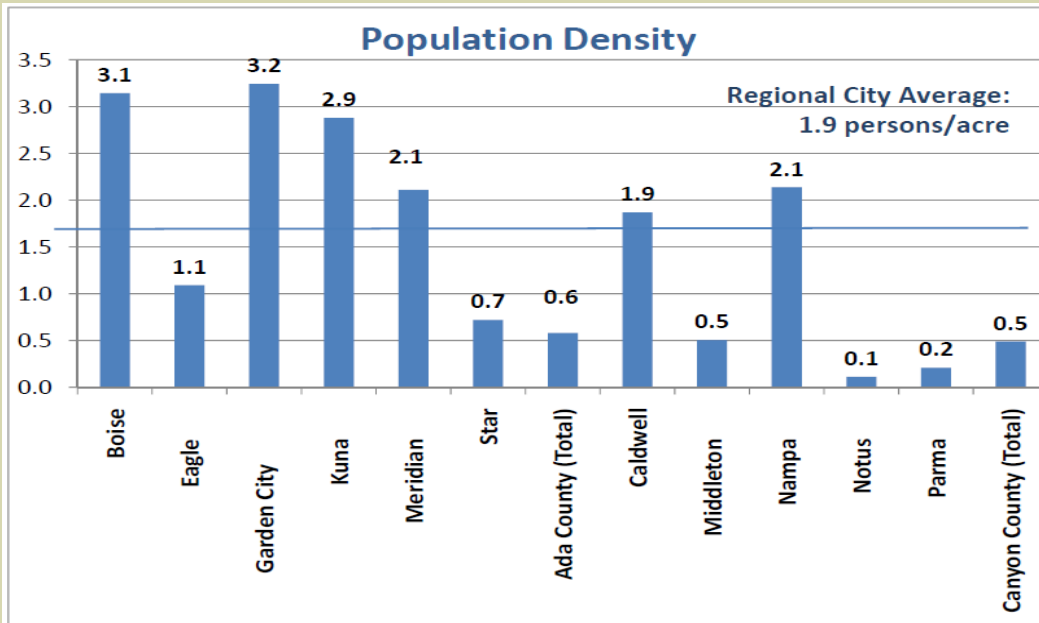
Population Density

Snapshot:

This is a measure of how effectively a city is developing land for residential purposes. Greater residential density allows for more and better transportation choices, including mass transit, biking, and pedestrian trails. Such density also improves the walkability of neighborhoods and access to services and amenities while decreasing sprawl and the consumption of land.

Population density has environmental and economic implications. Fewer homes per acre increase the dependence on automobiles, affecting air quality, infrastructure costs, and public health. Higher density developments may protect open space, economically important agricultural land, species habitat, water and air quality, and historic downtown commercial centers.

Results:



Chart/Trend:

Population Density has declined to 1.9 persons per acre within the area of impact from a high of 2.1 persons per acre in 2006.

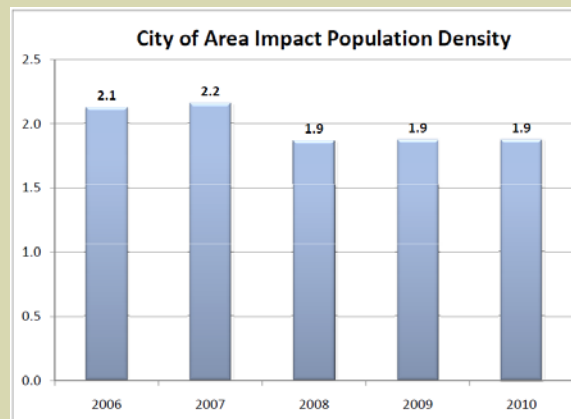
Data Definition:

The measure demonstrates the ratio of population to acres within a city or county.

Data Source:

Population: 2010 Census.
City/County Acres: Local governments.

Map: Page 118



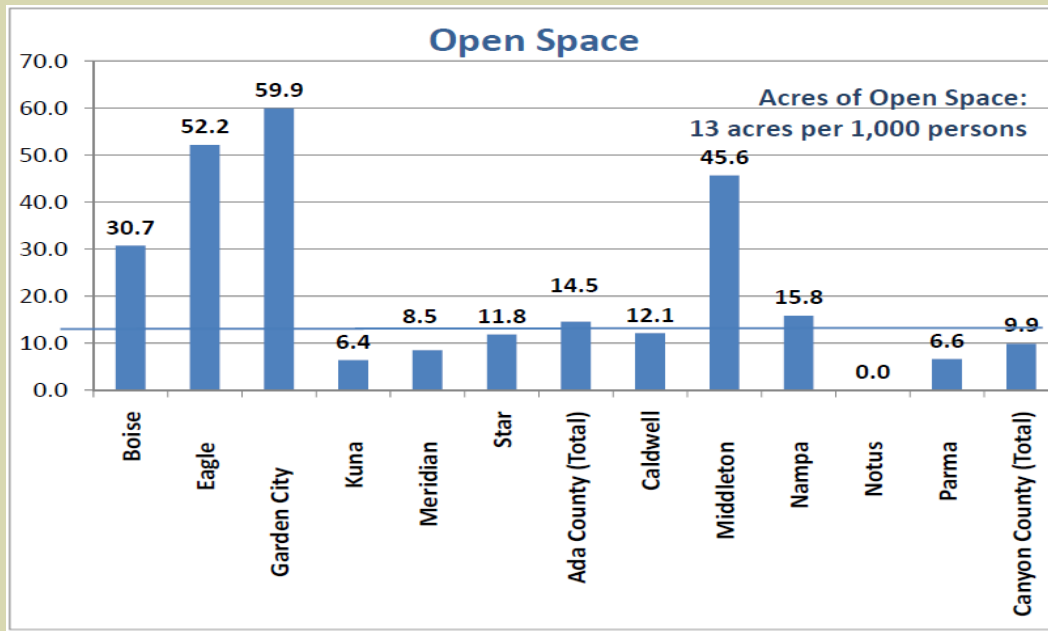
Indicator Definitions

Open Space

Snapshot:

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. As a rough guideline, the National Recreation and Park Association recommends a ratio of 10 acres per thousand urban residents of "close to home" park space and a ratio of 15.2 acres per thousand for "Regional Space."

Results:

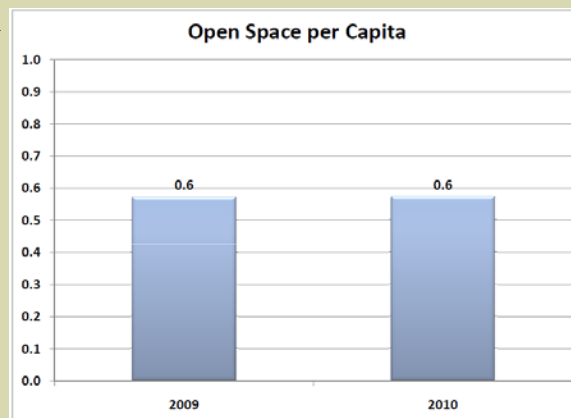


Chart/Trend:

The amount of open space per capita has remained steady since first tracked in 2009.

Data Definition:

This measure shows the amount of acres used as open space, which is defined in this report as golf courses (including privately owned), cemeteries, public parks, and publicly owned land that is not used for buildings (e.g., city hall sites) or open to possible sale or leasing (Idaho Department of Lands). Not included in these tables are lands under private ownership, specifically those considered agricultural and private parks.



Data Source:

County Assessors.

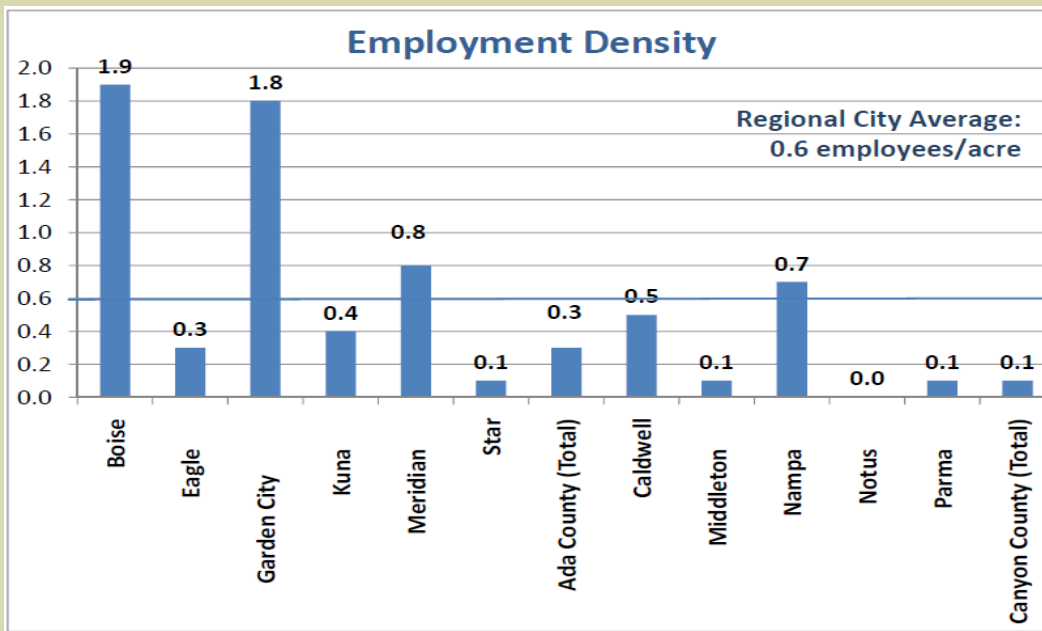
Map: Page 119

Employment Density

Snapshot:

This is a measure of how effectively a city is developing land for commercial and industrial purposes. Greater employment density allows for more and better transportation choices, including mass transit, biking, and pedestrian trails. Employment density has environmental and economic implications as higher density developments may protect open space, economically important agricultural land, species habitat, water and air quality, and historic areas.

Results:



Chart/Trend:

Employment density within the Area of Impact has slowly and steadily declined from 1.0 employees per acre in 2006 to 0.6 employees per acre in 2010.

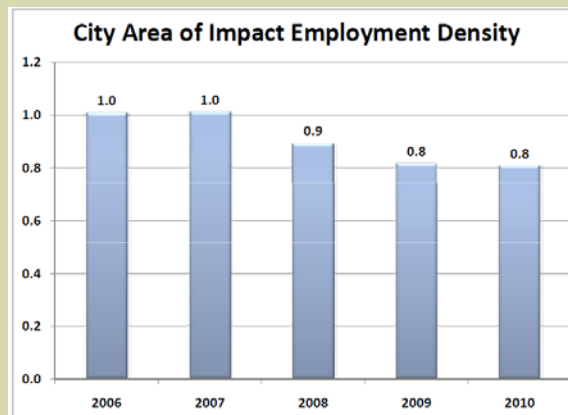
Data Definition:

This measure shows the ratio of employment to acres within a city or county. This measure, coupled with population density, are ways to measure the effectiveness of a city at developing land.

Data Source:

Employment data is provided by the Idaho Department of Labor.

Map: Page 120



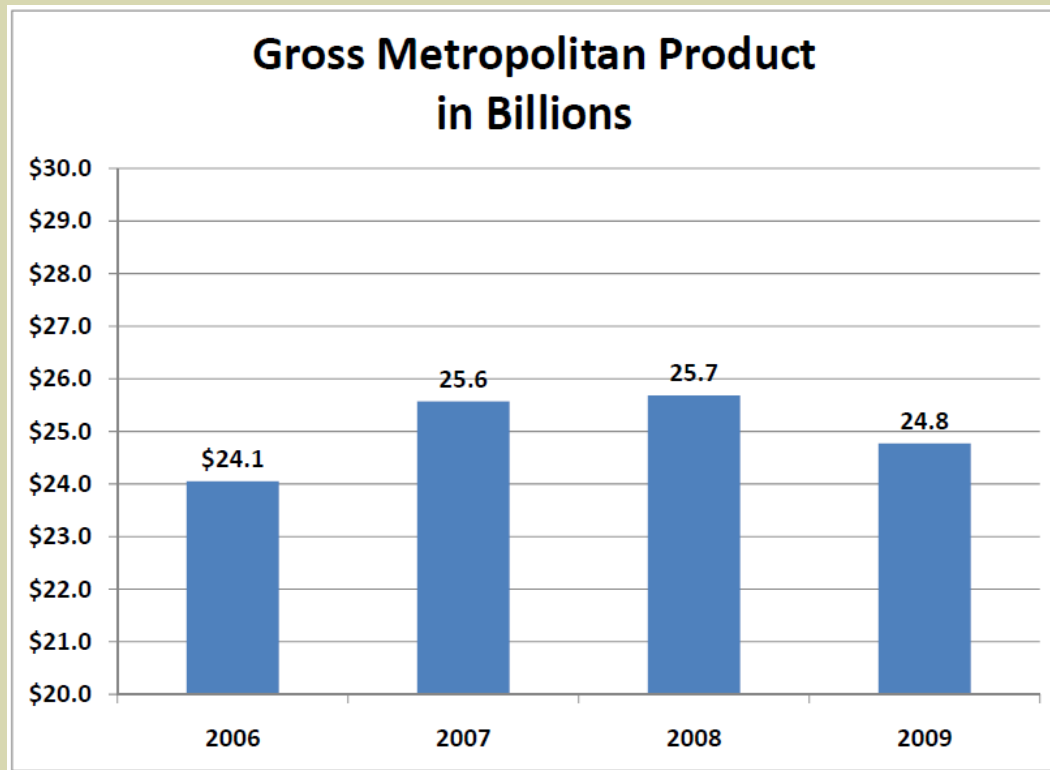
Indicator Definitions

Gross Metropolitan Product

Snapshot:

Gross metropolitan product (GMP) is the value added in production by labor and capital for a metropolitan area. It is the most comprehensive measure of economic activity. GDP is released quarterly for the nation, but only annual data are available by state and metropolitan area. Comparing GMPs to previous years can help to identify the health of the region's economy.

Chart/Trend:



Data Definition

Similar to gross domestic product, GMP is defined as the market value of all final goods and services produced within a metropolitan area in a given period of time. The GMP is calculated annually by the Bureau of Economic Analysis within the United States Department of Commerce

Data Source:

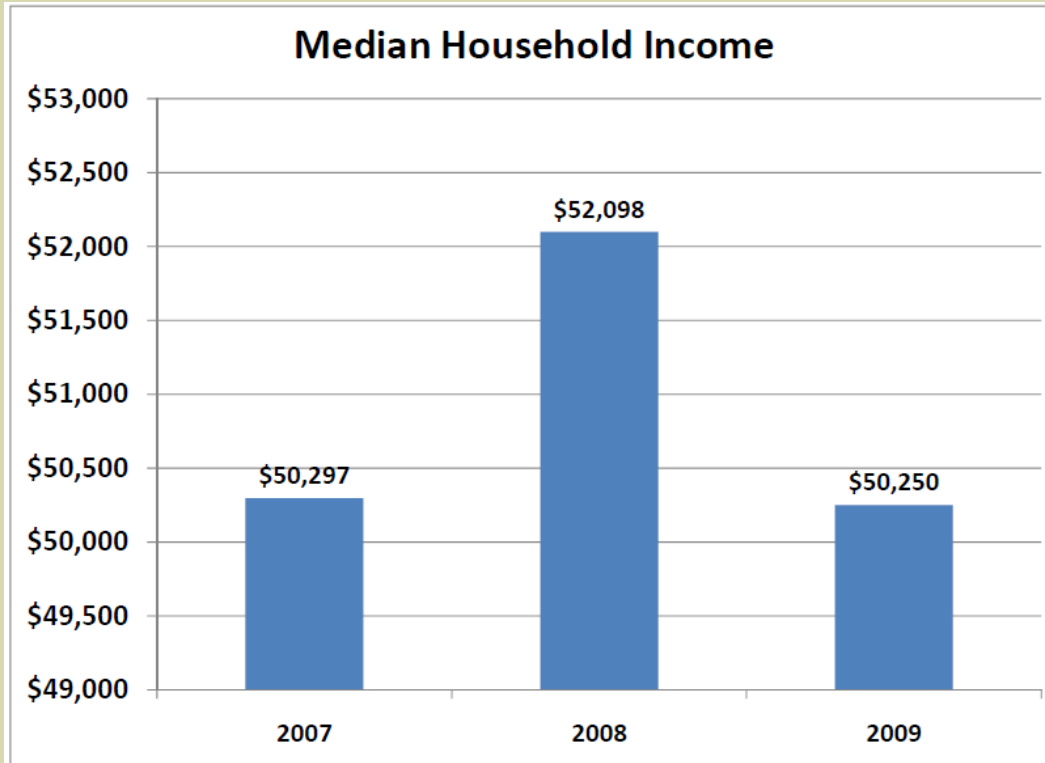
U. S. Department of Commerce, Bureau of Economic Analysis: <http://www.bea.gov/regional/index.htm>.

Median Household Income

Snapshot:

Median household income is a measure of a typical household income. Higher levels of household income comparative to housing prices enables greater choice in housing locations. Comparing household incomes across time provides information to the health of the region's economy.

Chart/Trend:



Data Definition:

Median income is the amount which divides the income distribution into two equal groups, half having income above that amount, and half having income below that amount. The median income is considered by many statisticians to be a better indicator than the average household income as it is not dramatically affected by unusually high or low values.

Data Source:

Census Bureau's American Community Survey www.census.gov/acs.



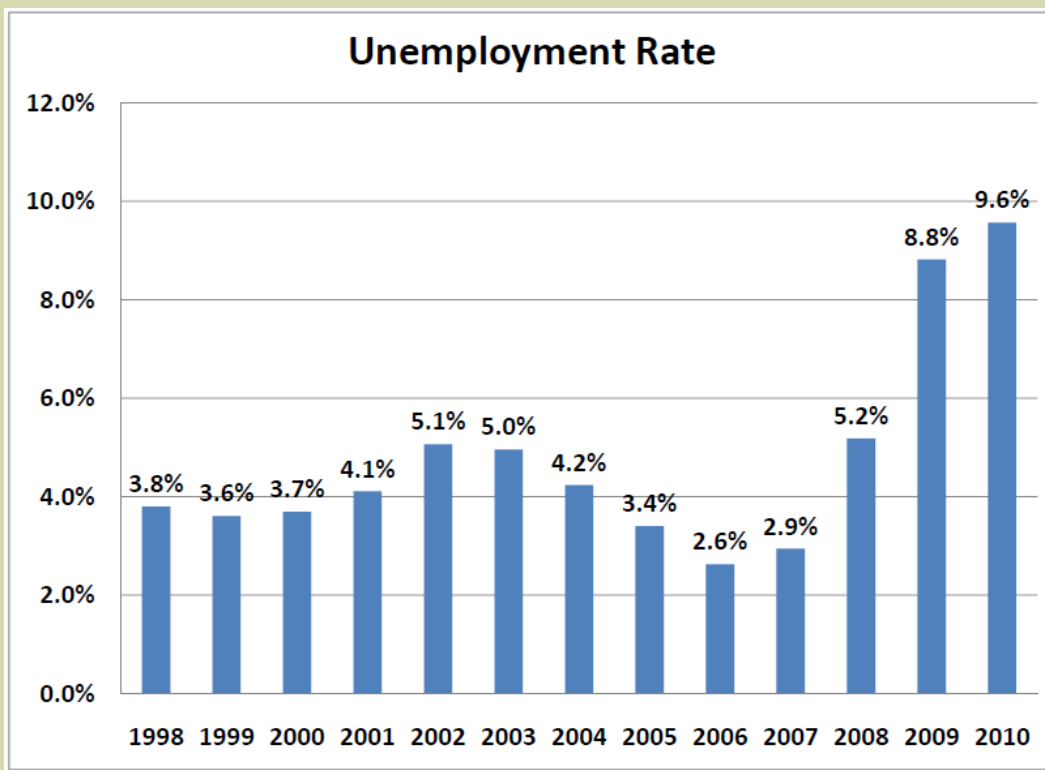
Indicator Definitions

Unemployment Rate

Snapshot:

Unemployment Rate is a measure of the number of adults in a community who lack employment and are actively seeking employment. High unemployment means that there are more workers seeking work than there are jobs available. Unemployed workers often face serious financial difficulty. People who are unemployed frequently receive unemployment insurance for a limited time to maintain a minimal standard of living. High unemployment also can result in greater competition for existing jobs and lead to lower overall wages.

Chart/Trend:



Data Definition:

This indicator measures employment and unemployment (of those over 15 years of age) using labor force surveys conducted by the United States Census Bureau.

Data Source:

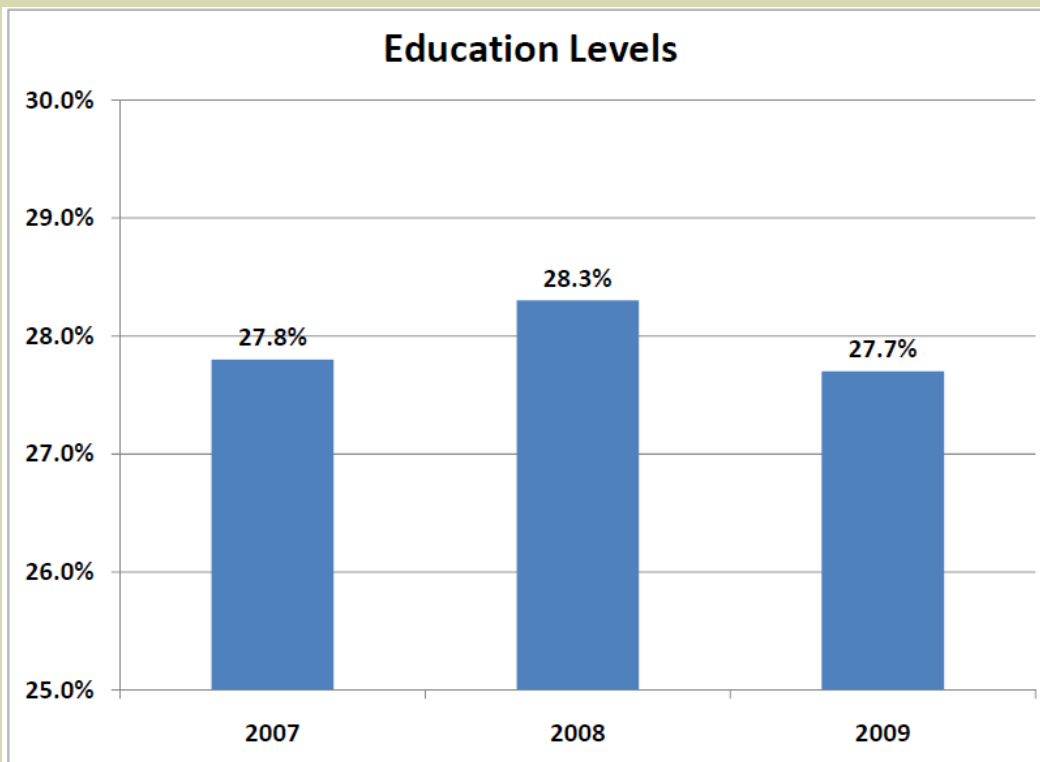
Bureau of Labor Statistics (within the United States Department of Labor).

Education Levels

Snapshot:

The population which holds a bachelor's degree or higher is typically able to earn at least a working wage needed to provide for housing, transportation, and other necessities. A working wage enables for greater housing choice in neighborhoods near worksites or services. As educational attainment increases, so does median income and lifetime earnings. High levels of education for a region can be a tool for economic development as firms often look for an educated workforce to locate employment. Level of education in an area often foreshadows future economic conditions.

Chart/Trend:



Data Definition

The indicator shows the percentage of people surveyed in the Census Bureau American Community Survey (3 year survey) who attained a bachelor's degree or higher for people 25 years and over.

Data Source:

The Census Bureau. American Community Survey (www.census.gov/acs.)



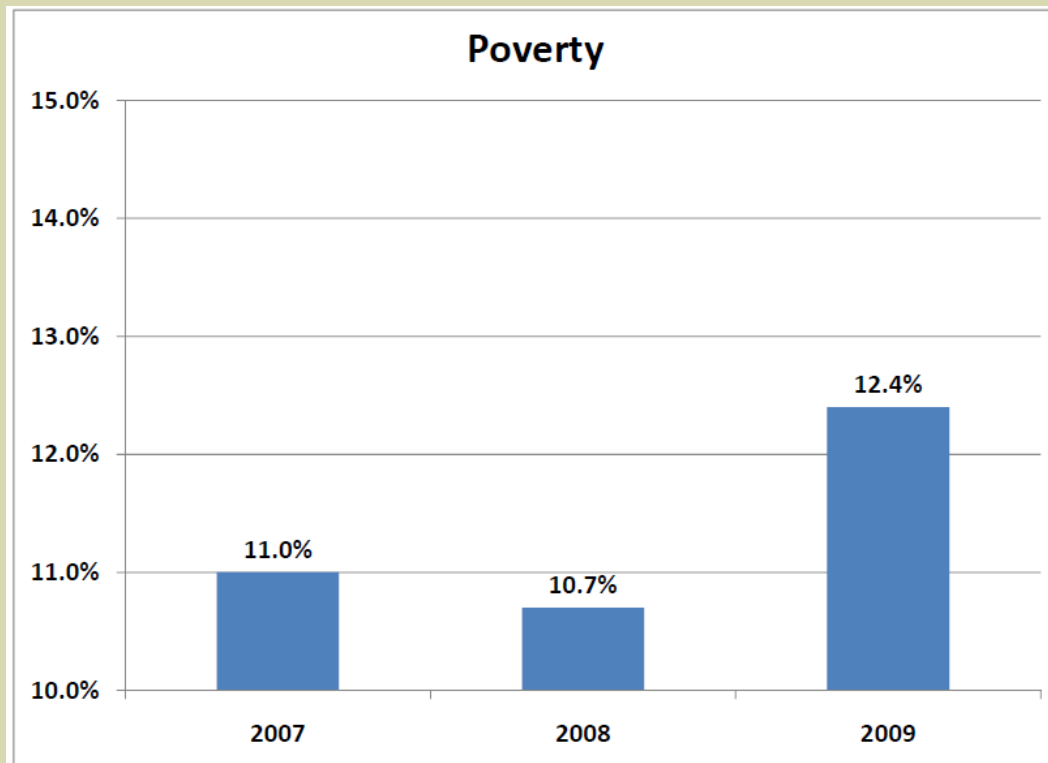
Indicator Definitions

Poverty

Snapshot:

The poverty rate is a measure of the number of adults in a community who fall below the minimum income level. Comparing poverty rates across time provides information on the health of the region's economy.

Chart/Trend:



Data Definition:

Households are classified as poor when the total income of the household is below the appropriate poverty threshold. The income of people living in the household who are unrelated to the householder is not considered when determining the poverty status of a household, nor does their presence affect the family size in determining the appropriate threshold. The poverty thresholds vary depending on three criteria: size of family, number of related children, and, for 1- and 2-person families, age of householder.

Data Source:

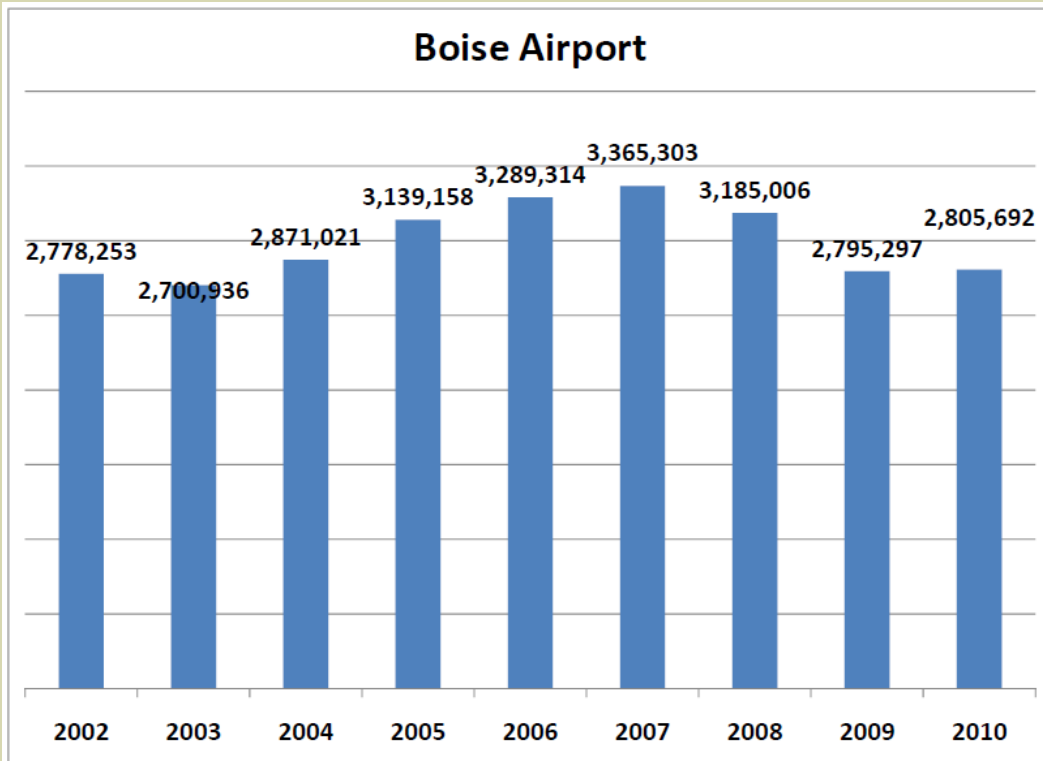
Census Bureau (www.census.gov/acs).

Boise Airport Passengers

Snapshot:

The level of passenger traffic at commercial airports is generally a good indicator of economic activity and reflects the choice of airlines to provide service to a community. Reliable, frequent, and affordable commercial air service is essential to the economic vitality of a region; regions without such air connections risk economic isolation.

Chart/Trend:



Data Definition:

Total passengers enplaning and deplaning at the Boise International Airport (BOI).

Data Source:

City of Boise (www.cityofboise.org/Departments/Airport).



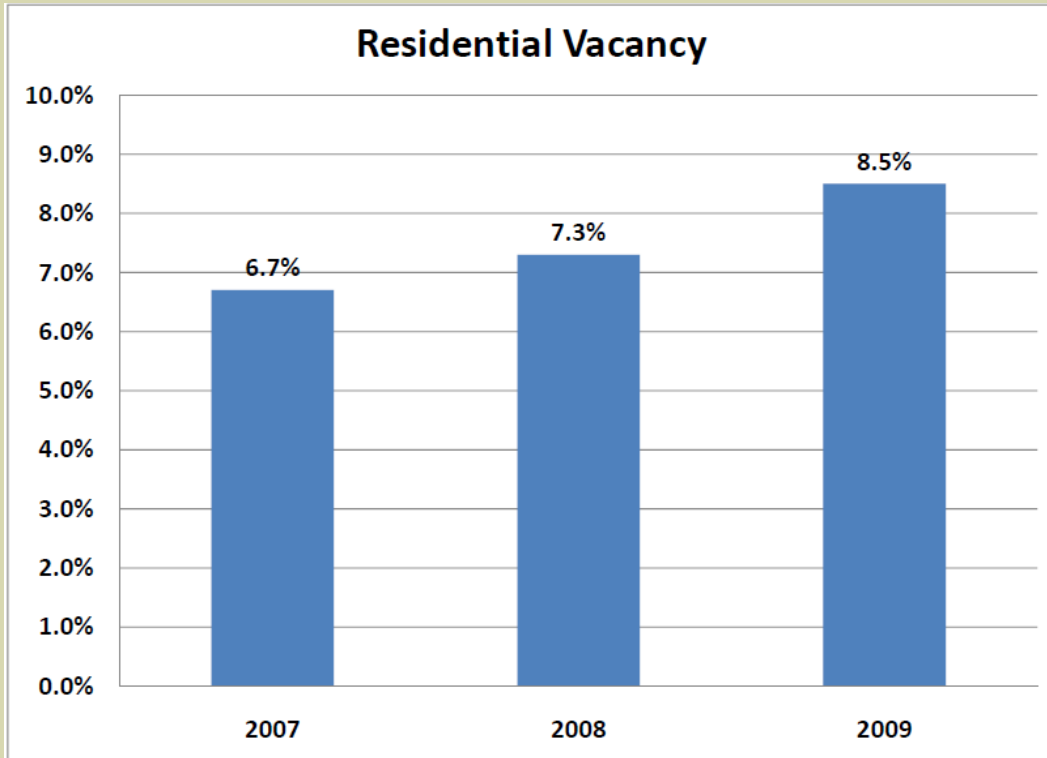
Indicator Definitions

Residential Vacancy Rate

Snapshot:

The residential vacancy rate is an indicator of the health of a community or region in respect to the housing market. Low residential vacancy may indicate the need for additional housing stock. High residential vacancy may indicate an oversupply of housing stock in general or at least for some housing types. High vacancy may also indicate difficulty for communities in generating the necessary tax revenue to support programs.

Chart/Trend:

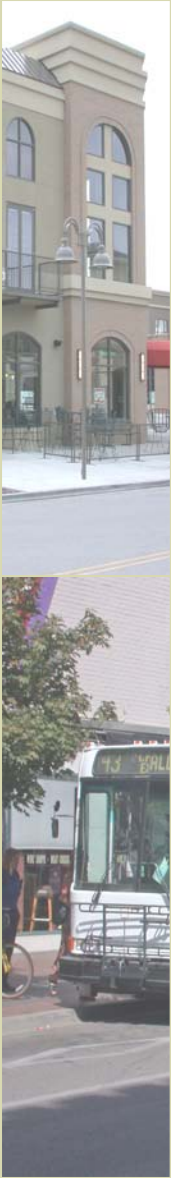


Data Definition:

The vacancy rate is tracked by census tract level by the United States Postal Service and is publically shared through contract with the U.S. Housing and Urban Development Department.

Data Source:

United States Census Bureau (www.census.gov/acs).

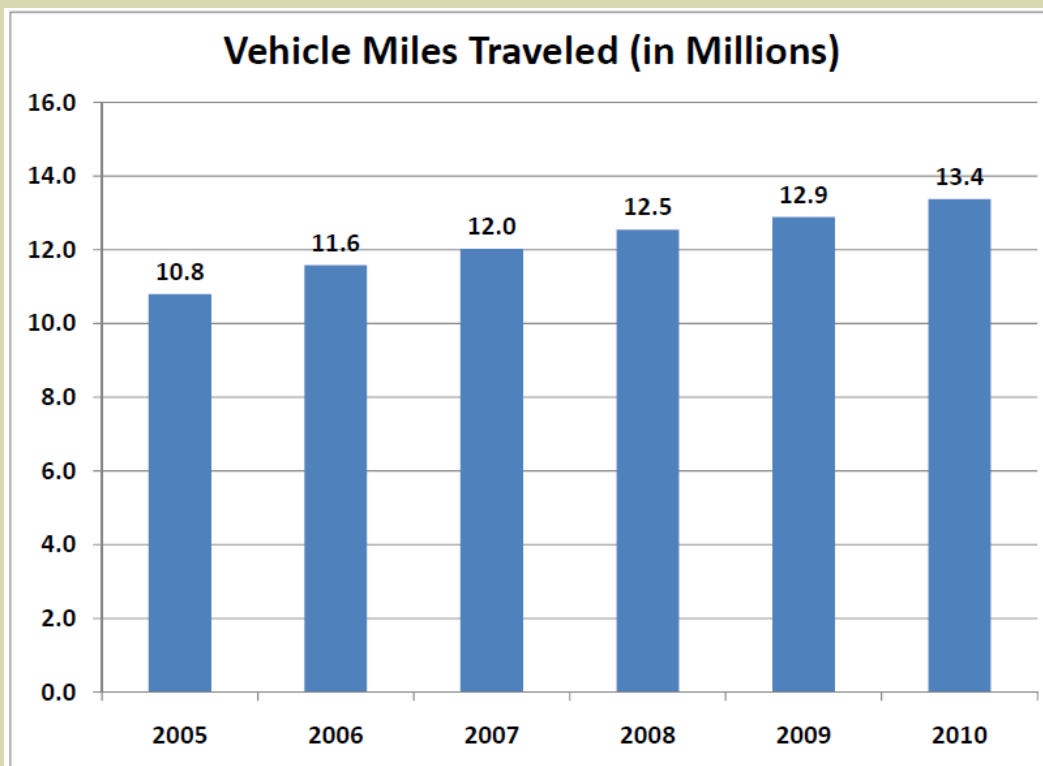


Vehicle Miles Traveled (VMT)

Snapshot:

Regional vehicle miles traveled indicates the total demand on the transportation network. The number of miles driven reflects economic activity and the quality of life. The amount of driving is greatly influenced by how people get to and from work and affects the quantity of air pollution created. When employment centers are concentrated in urban areas, alternatives to driving alone to work become more viable. An increase in vehicle miles traveled that exceeds the rate of population growth may suggest that residents are commuting longer distances to jobs.

Chart/Trend:



Data Definition:

The number of miles that vehicles are driven during a year.

Data Source:



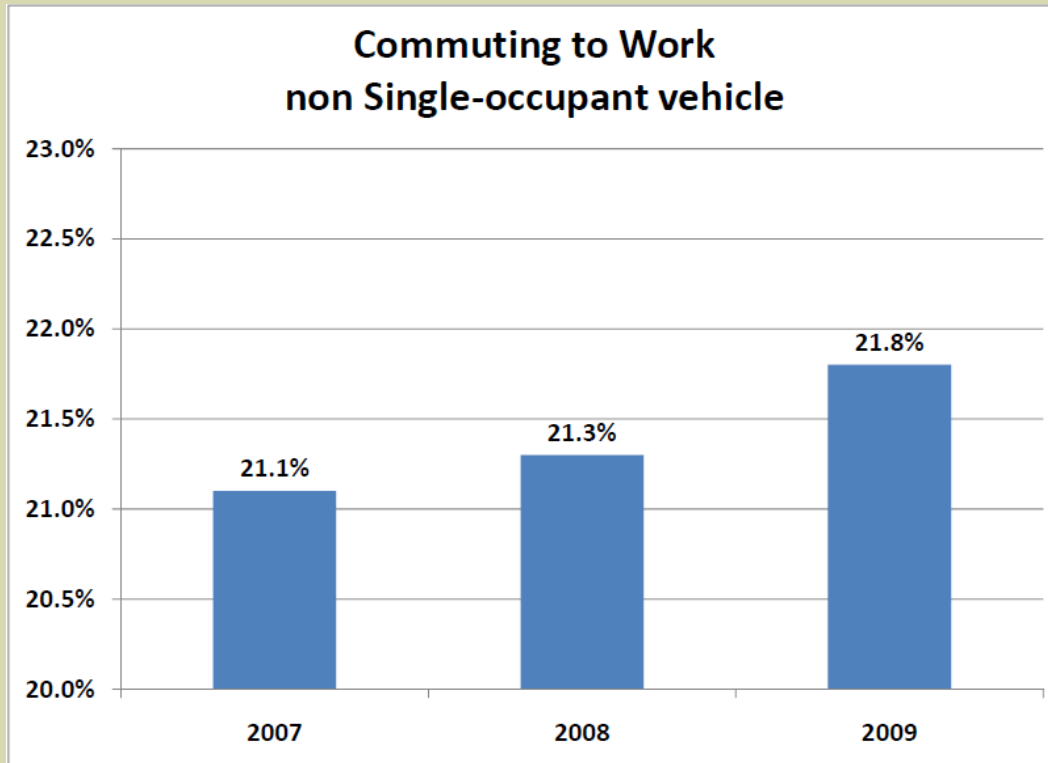
Indicator Definitions

Commuting to Work, Non-Single Occupant Vehicle

Snapshot:

One of the key concerns of urban areas is traffic congestion. Increasing the use and capacity of modes of transportation besides the single occupant vehicle can reduce traffic congestion. Walking, biking, transit, carpools, and vanpools can be effective ways of increasing efficiency on the roadway network.

Chart/Trend:



Data Definition

Means of transportation to work refers to the principal mode of travel or type of conveyance that the worker usually used to get from home to work during the reference week. People who used different means of transportation on different days of the week were asked to specify the one they used most often, that is, the greatest number of days. Reported data indicates percentage of commuters who used a transportation mode other than "Car, truck, or van -- drove alone."

Data Source:

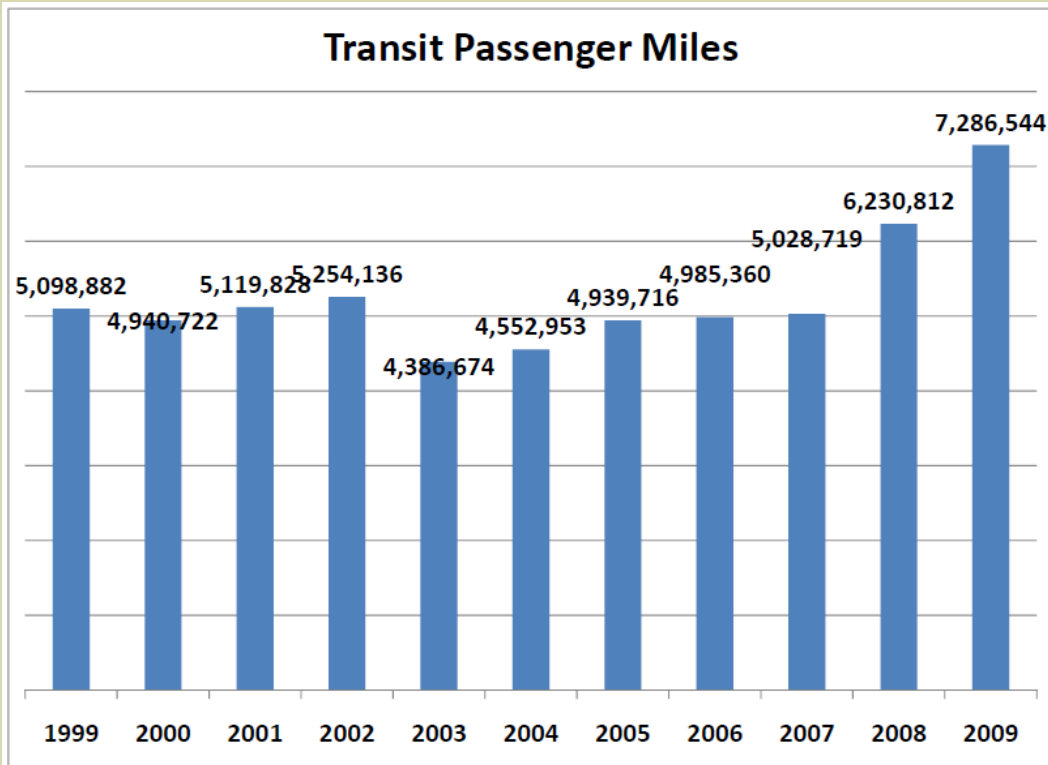
United States Census Bureau (www.census.gov/acs).

Transit-Annual Passenger Miles

Snapshot:

One of the key concerns of urban areas is traffic congestion. Increasing the use and capacity of public transportation can reduce congestion problems. Expanding public transportation services can also improve the quality of life of citizens as well as the quality of the environment.

Chart/Trend:



Data Definition

The cumulative sum of the distances ridden by each passenger.

Data Source:

National Transit Database (www.ntdprogram.gov).



Indicator Definitions

Route Directness Index

Snapshot:

People tend to walk more in mixed-use neighborhoods that are well planned. Different destinations, such as parks and neighborhood gathering places, libraries, community centers, and shops and services, interwoven with pedestrian friendly pathways and streets, encourage people to walk more. Walkable neighborhoods can positively affect other issues such as pollution, health and traffic congestion.

Chart/Trend:

Not Available. Additional data is necessary for developing this metric and is underway currently. The Route Directness Index will not be available for the 2011 Performance Monitoring Report.

Data Definition:

The Route Directness Index compares the difference between a direct path from a household to a public school, public park, grocery store, and other households with the actual network path one would have to use to connect the origins and destinations.

Data Source:

Not Available.

Map: Not Available.

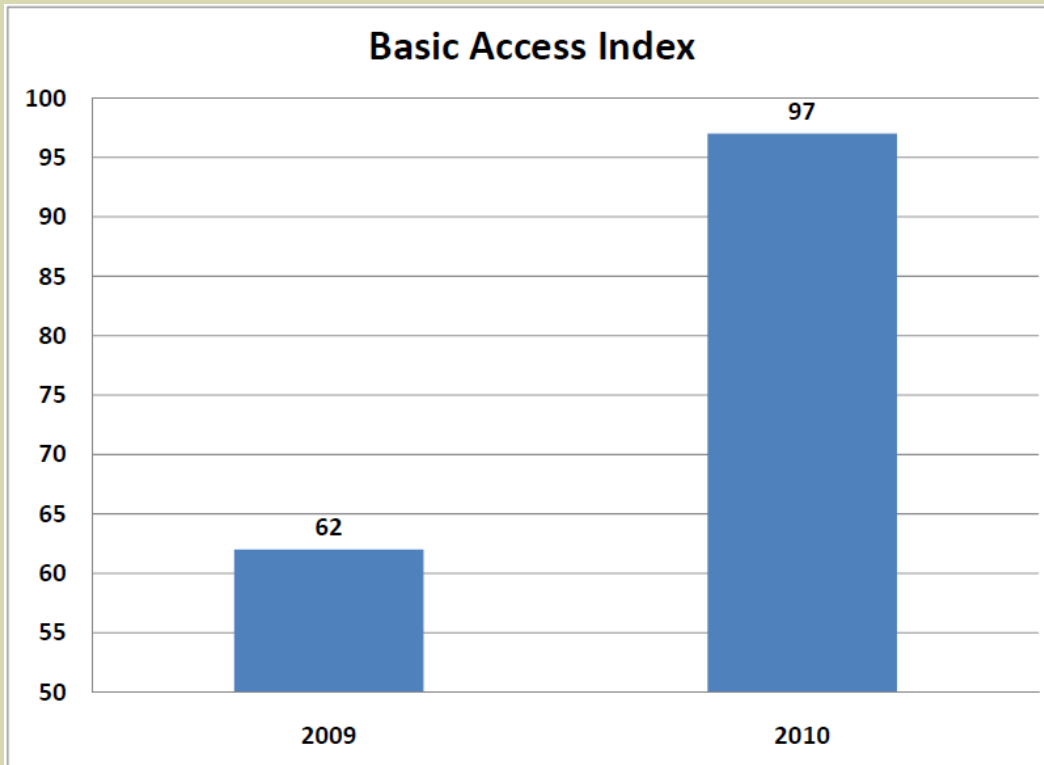


Basic Access Index

Snapshot:

Access to necessities is an important consideration for a high quality of life. Financial, social, and health factors can make areas desirable or undesirable, resulting in population growth or decline. A region's economic strength and effectiveness is often shaped by its perception by community members.

Chart/Trend:



Data Definition

The Gallup-Healthways Well-Being Index tracks the well-being of U.S. residents throughout the year, interviewing no fewer than 1,000 U.S. adults nationwide each day. The Basic Access Index measures Americans' access to necessities crucial to high well-being and includes 13 items: satisfaction with community or area, area getting better as a place to live, clean water, medicine, safe place to exercise, affordable fruits and vegetables, feel safe walking alone at night, enough money for food, enough money for shelter, enough money for healthcare, visited a dentist recently, access to a doctor, and access to health insurance. Gallup-Healthways ranks 185 cities (including Boise) following the U.S. Census Bureau Definitions for Metropolitan Statistical Areas.

Data Source:

Gallup-Healthways (www.well-beingindex.com).



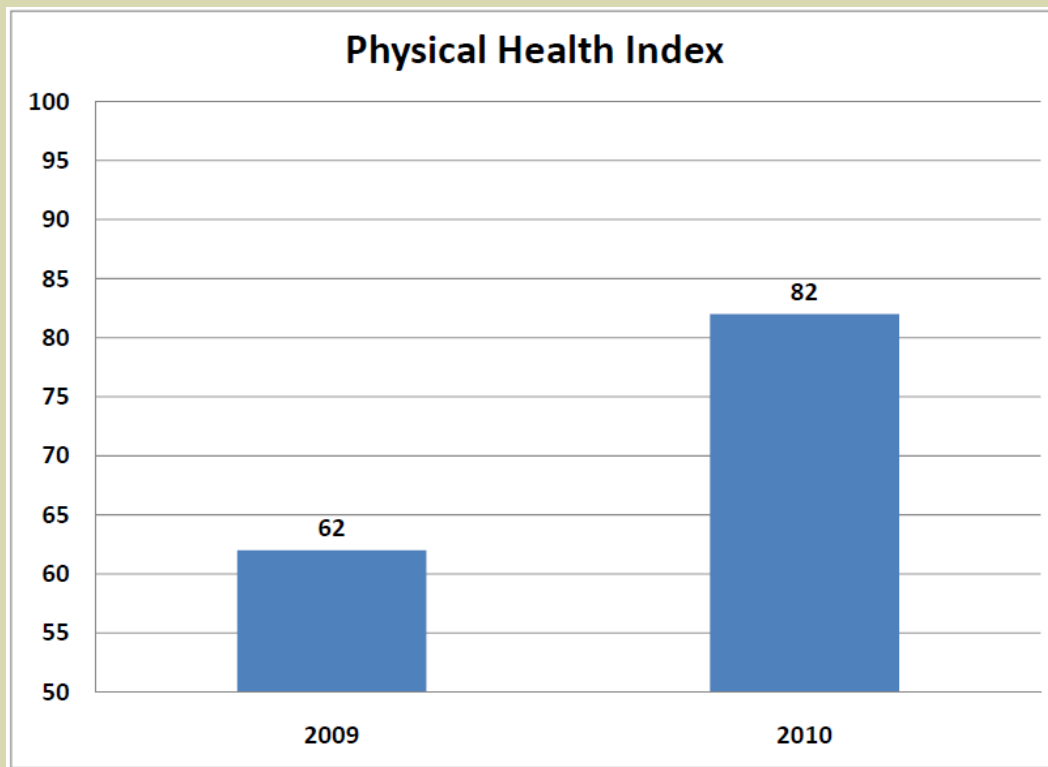
Indicator Definitions

Physical Health Index

Snapshot:

Regular physical activity is an important part of a healthy lifestyle. Lack of exercise and being overweight are risk factors for serious illnesses such as coronary heart disease, hypertension and diabetes, and contribute to premature death. A level of fitness is needed to use all transportation options including walking and bicycling.

Chart/Trend:



Data Definition:

The Gallup-Healthways Well-Being Index tracks the well-being of U.S. residents throughout the year, interviewing no fewer than 1,000 U.S. adults nationwide each day. The Physical Health Index includes nine items: sick days in the past month, disease burden, health problems that get in the way of normal activities, obesity, feeling well-rested, energy, colds, flu, and headaches. Gallup-Healthways ranks 185 cities (including Boise) following the U.S. Census Bureau Definitions for Metropolitan Statistical Areas.

Data Source:

Gallup-Healthways (www.well-beingindex.com).

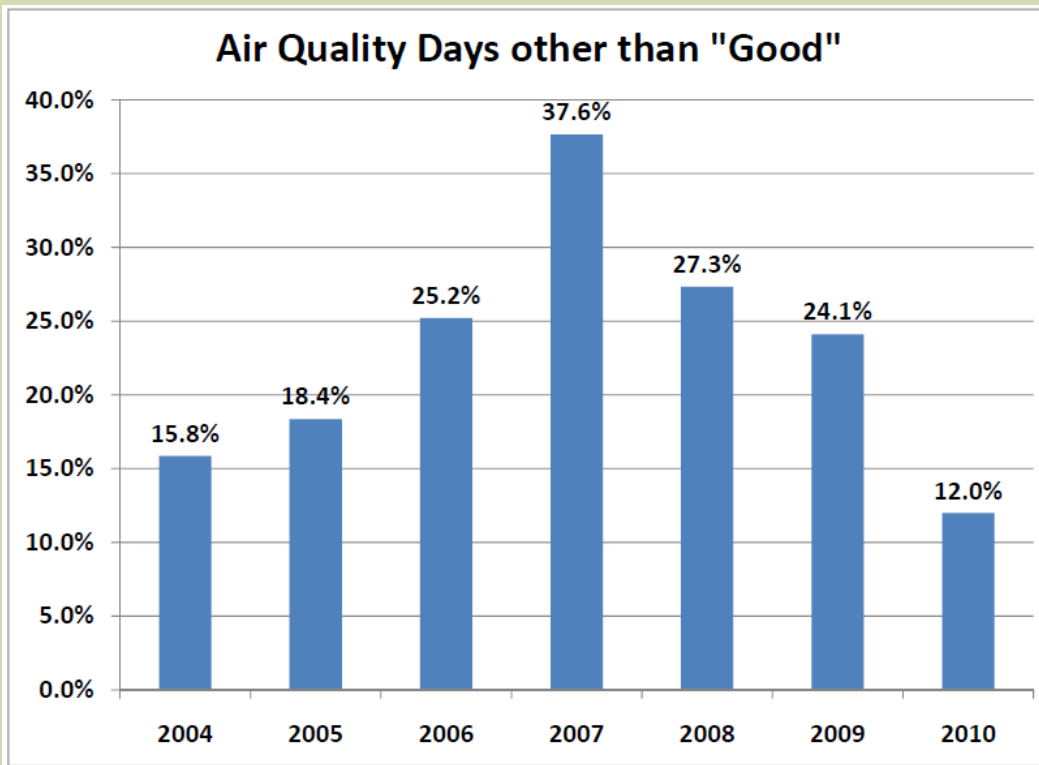
Air Quality

Sustainability Snapshot:

Air pollutants such as fine particulates and ozone can cause a range of impacts on human health, from asthma to cancer. People most at risk to low levels of exposure to air pollutants include children, the elderly, people with weakened immune systems, and people with respiratory problems. Poor air quality 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 not an area with poor air quality or not expand once already here.

Chart/Trend:



Data Definition:

Air quality is measured across the nation using the Air Quality Index (AQI). The AQI measures concentrations of the following six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone and particulate matter. There are four air quality levels that are dependent on concentrations of the pollutants. The levels include: good, moderate, unhealthy for sensitive people and unhealthy. The worst pollutant, or the pollutant with the highest concentration, determines the AQI.

Data Source:

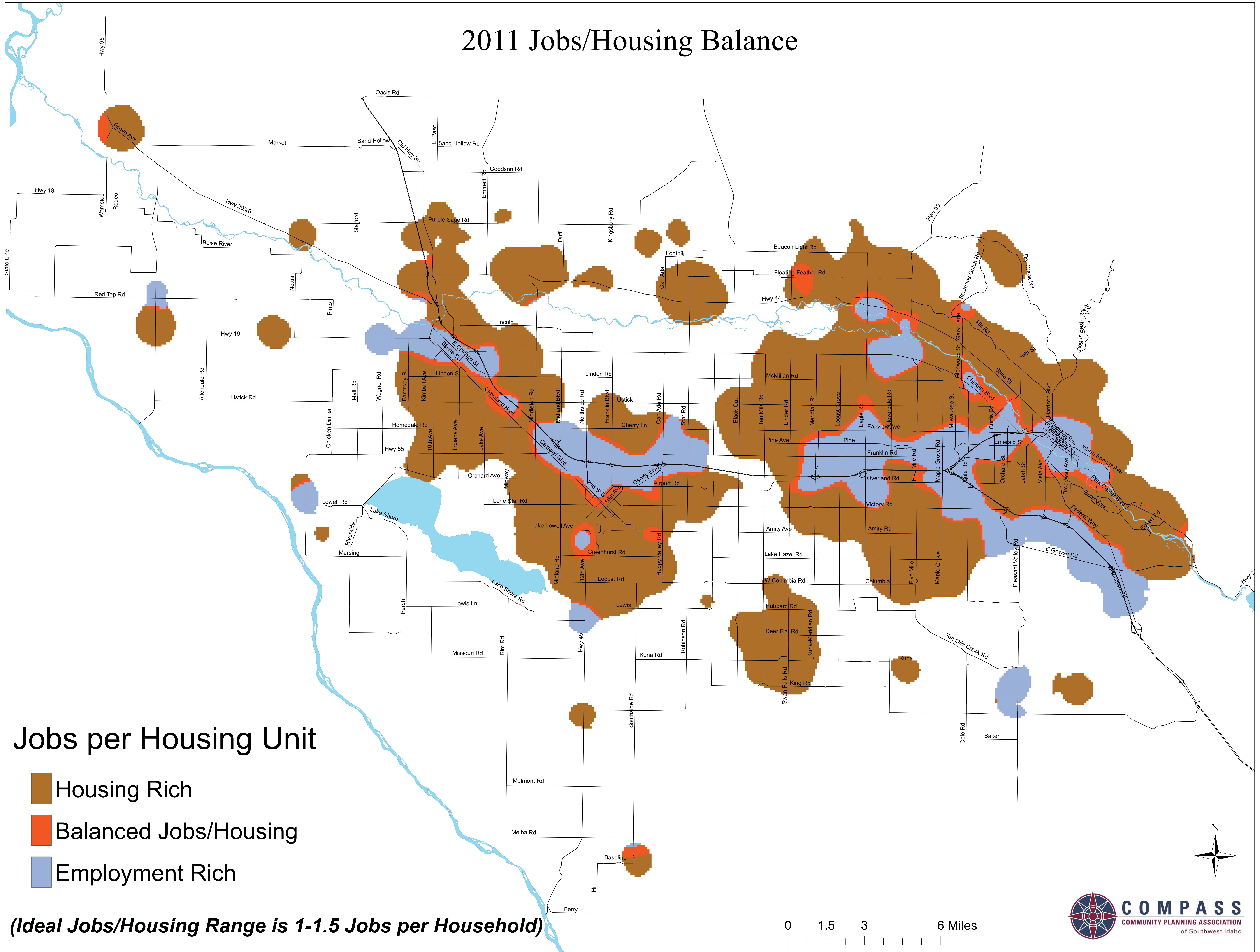




MAPS



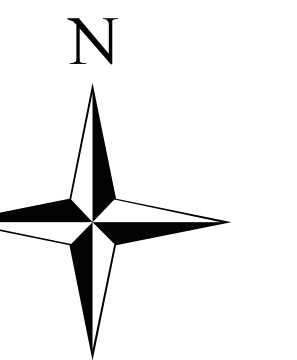
2011 Jobs/Housing Balance



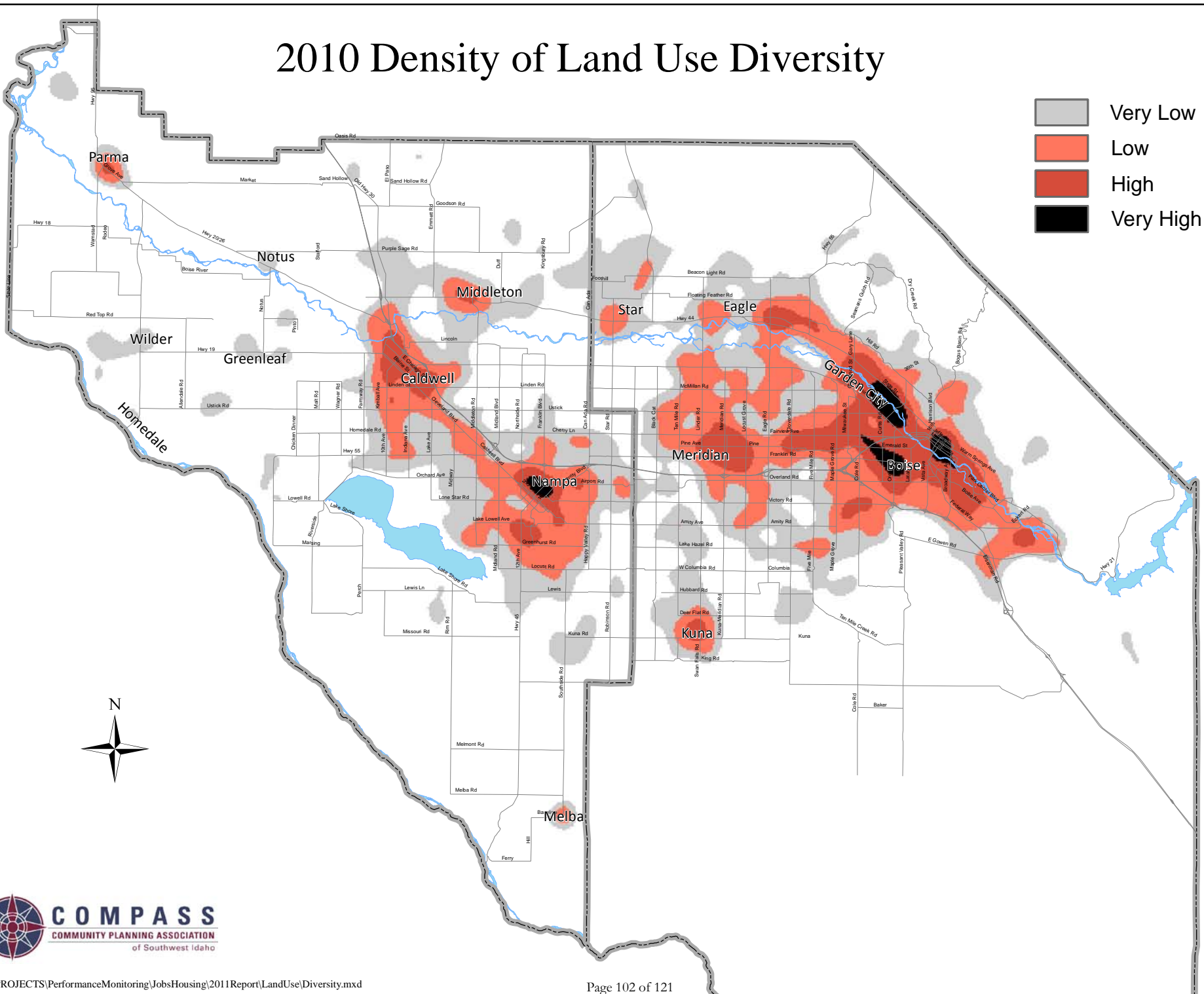
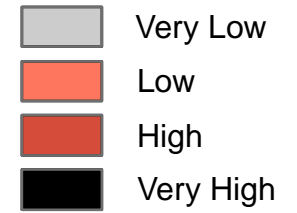
Jobs per Housing Unit

- Housing Rich
- Balanced Jobs/Housing
- Employment Rich

(Ideal Jobs/Housing Range is 1-1.5 Jobs per Household)



2010 Density of Land Use Diversity

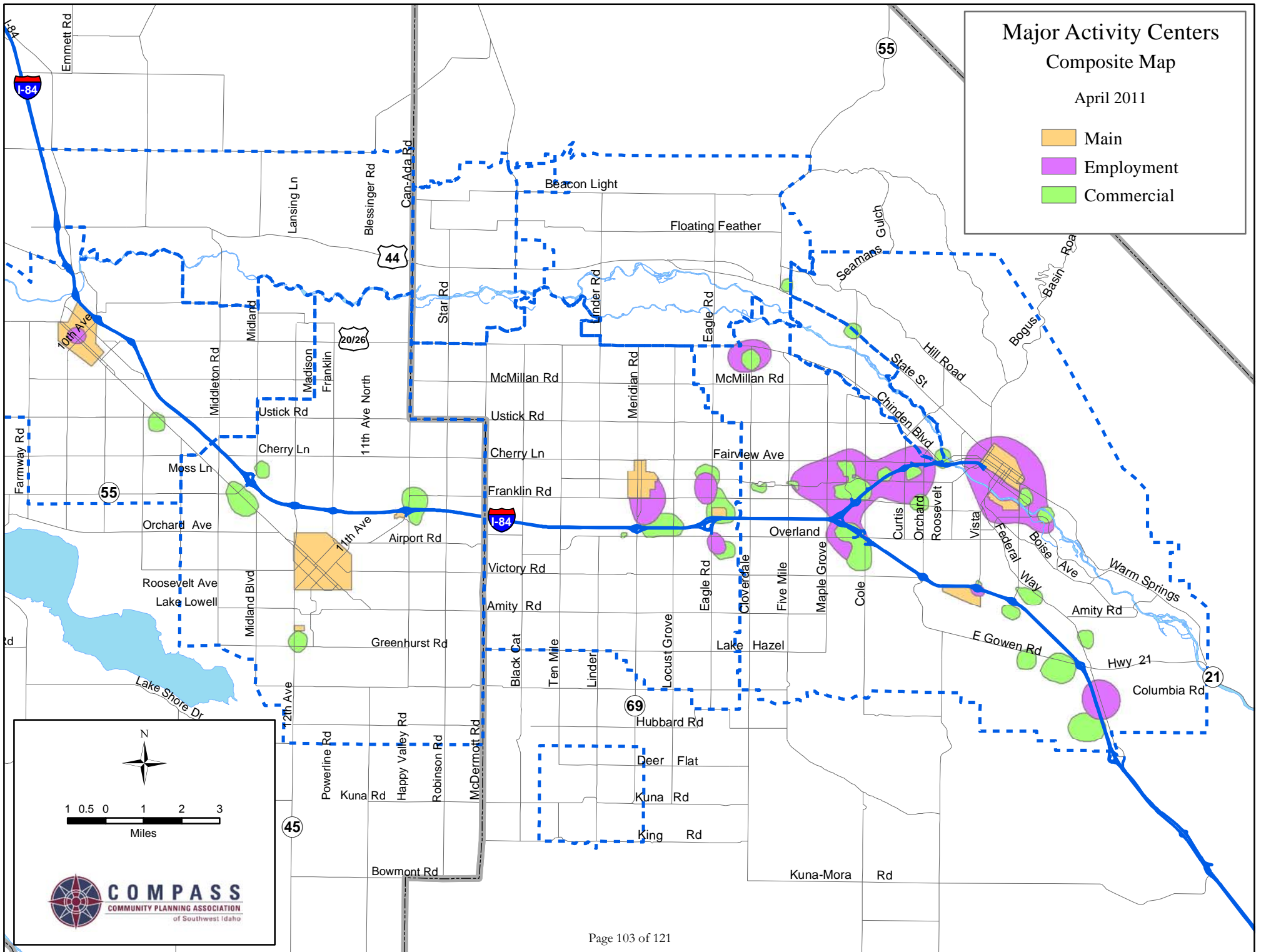


Major Activity Centers

Composite Map

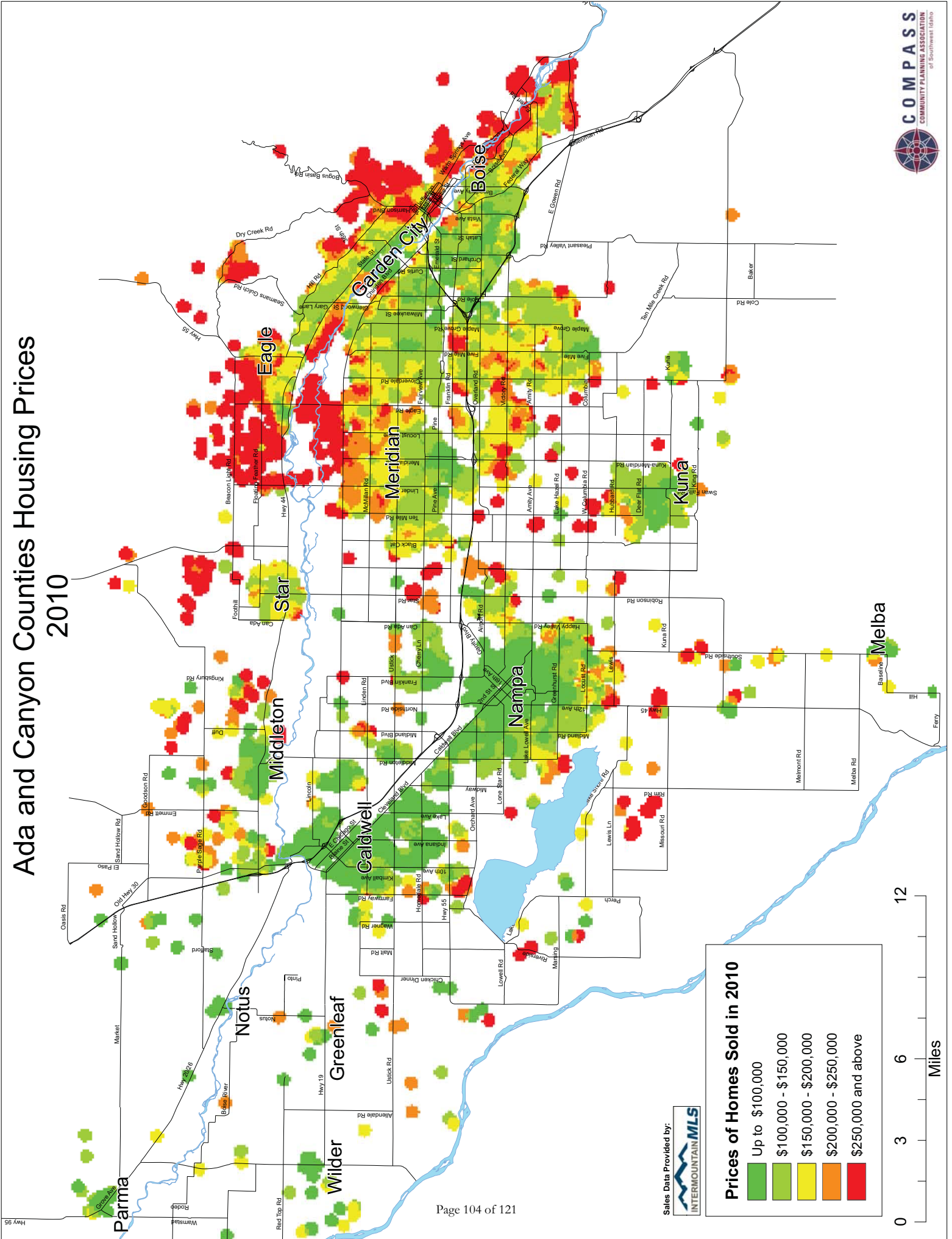
April 2011

- Main
- Employment
- Commercial



Ada and Canyon Counties Housing Prices

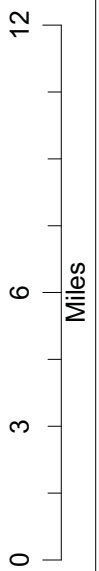
2010



Sales Data Provided by:
INTERMOUNTAIN MLS

Prices of Homes Sold in 2010

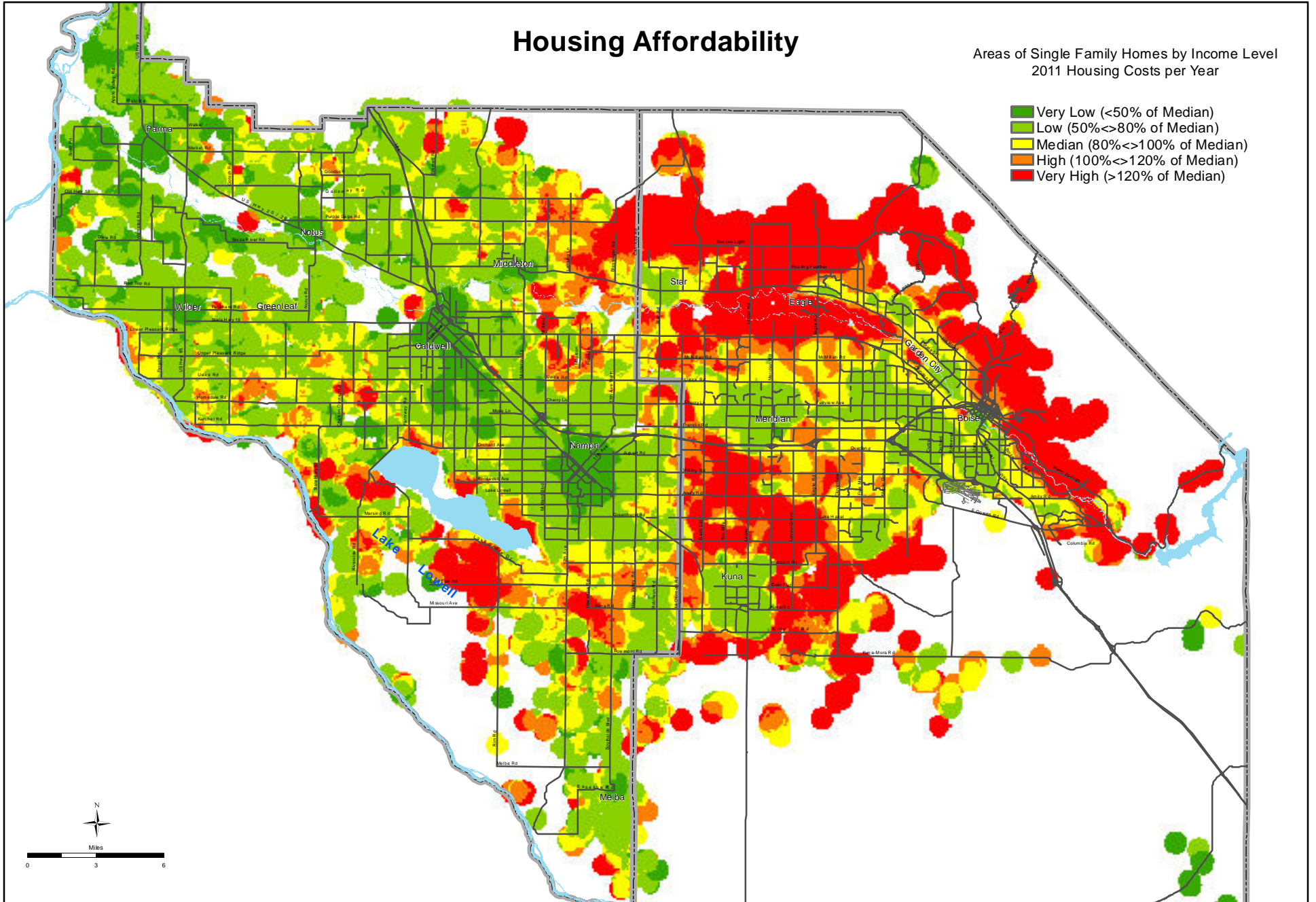
- Up to \$100,000
- \$100,000 - \$150,000
- \$150,000 - \$200,000
- \$200,000 - \$250,000
- \$250,000 and above



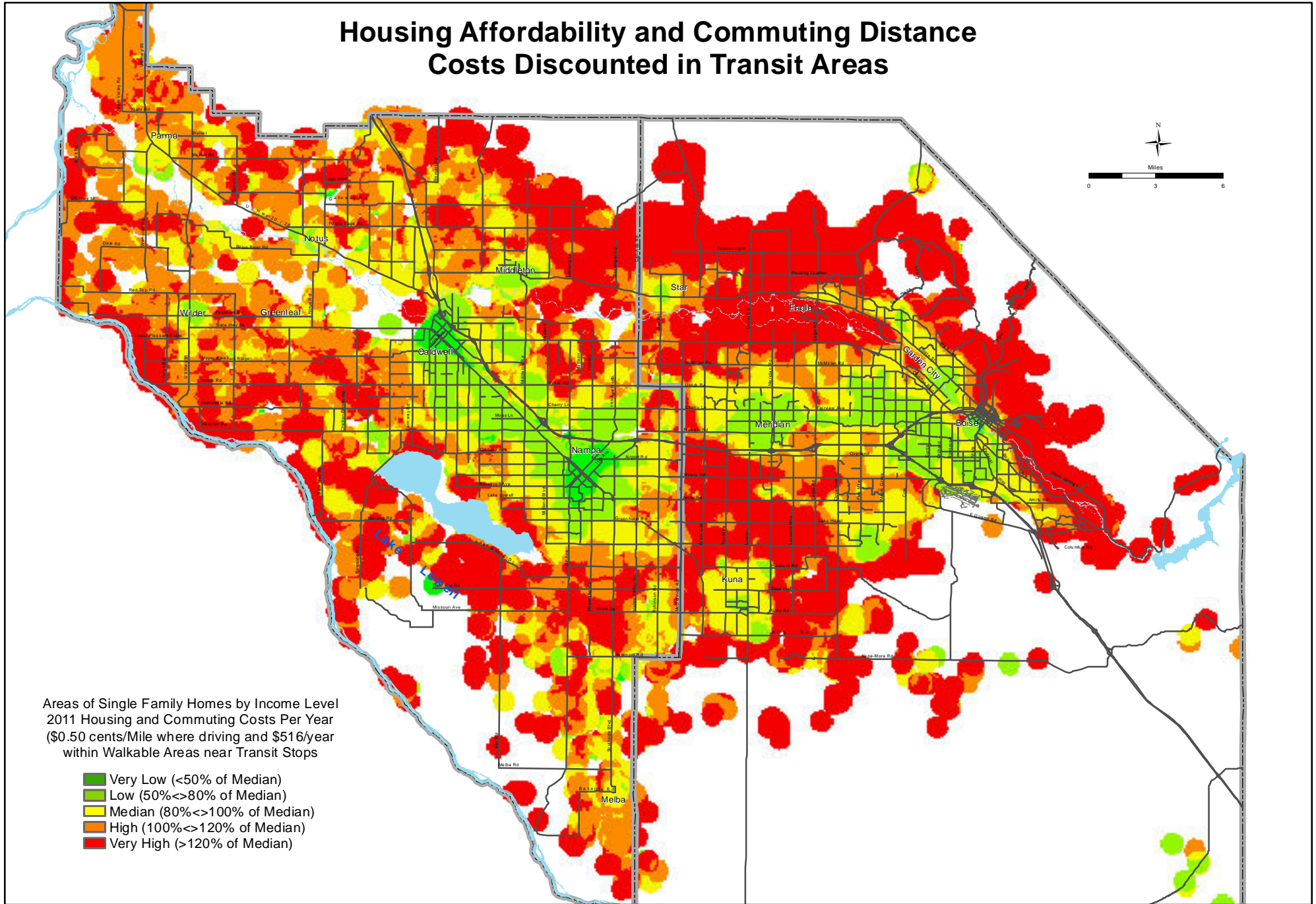
Housing Affordability

Areas of Single Family Homes by Income Level
2011 Housing Costs per Year

- Very Low (<50% of Median)
- Low (50%<=80% of Median)
- Median (80%<=100% of Median)
- High (100%<=120% of Median)
- Very High (>120% of Median)

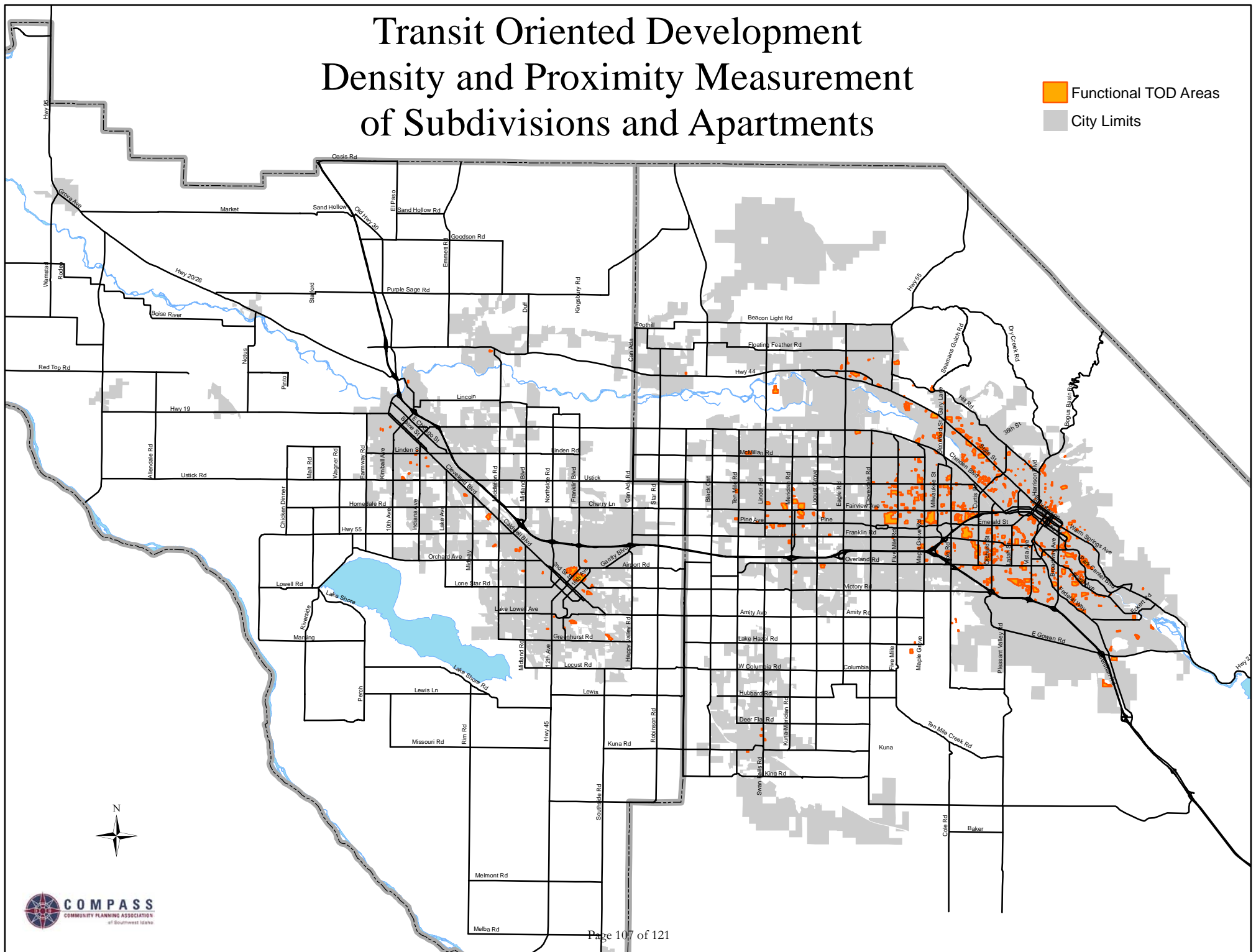


Housing Affordability and Commuting Distance Costs Discounted in Transit Areas

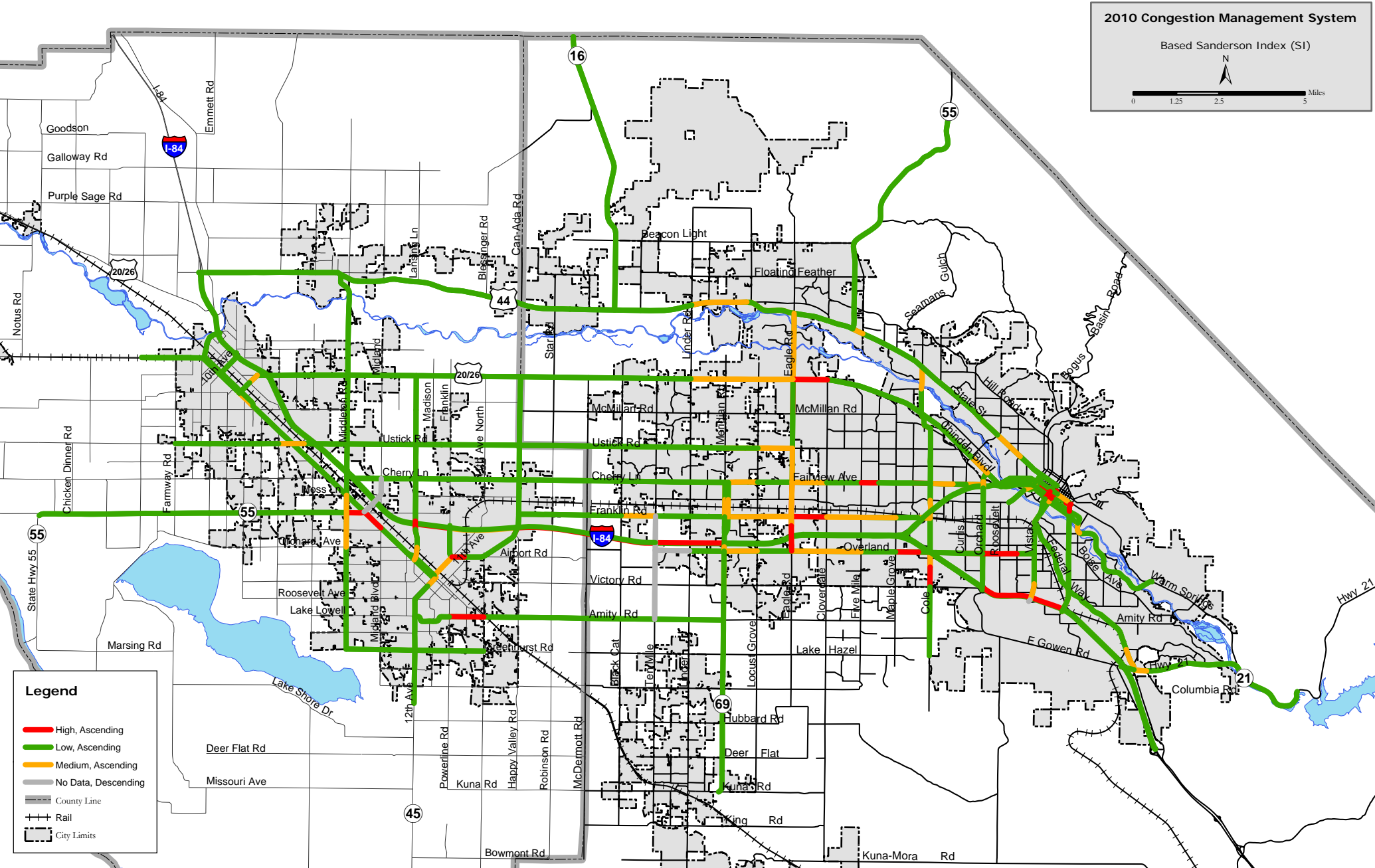


Transit Oriented Development Density and Proximity Measurement of Subdivisions and Apartments

- Functional TOD Areas
- City Limits



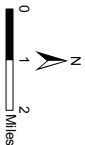
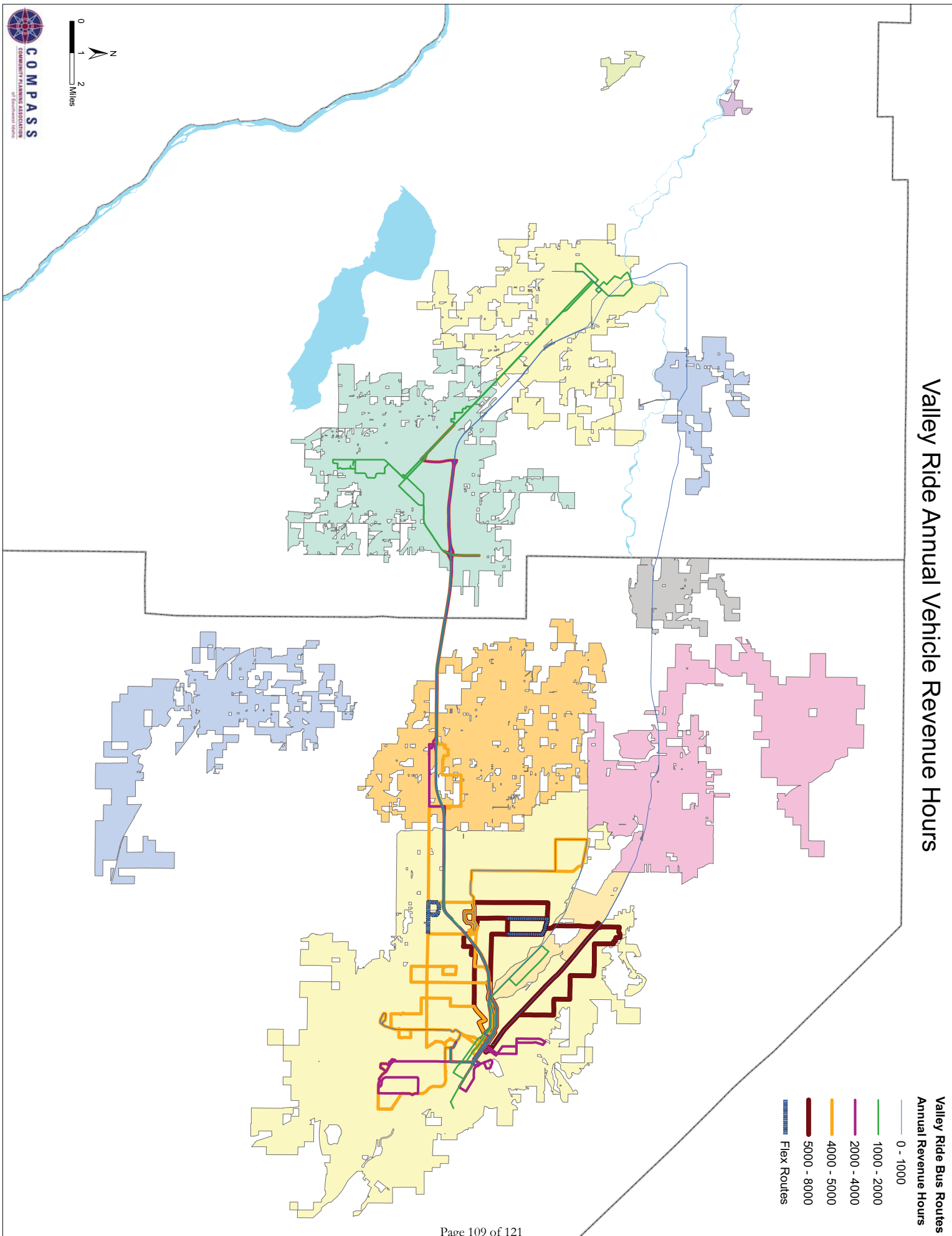
2010 Congestion Management System
 Based Sanderson Index (SI)



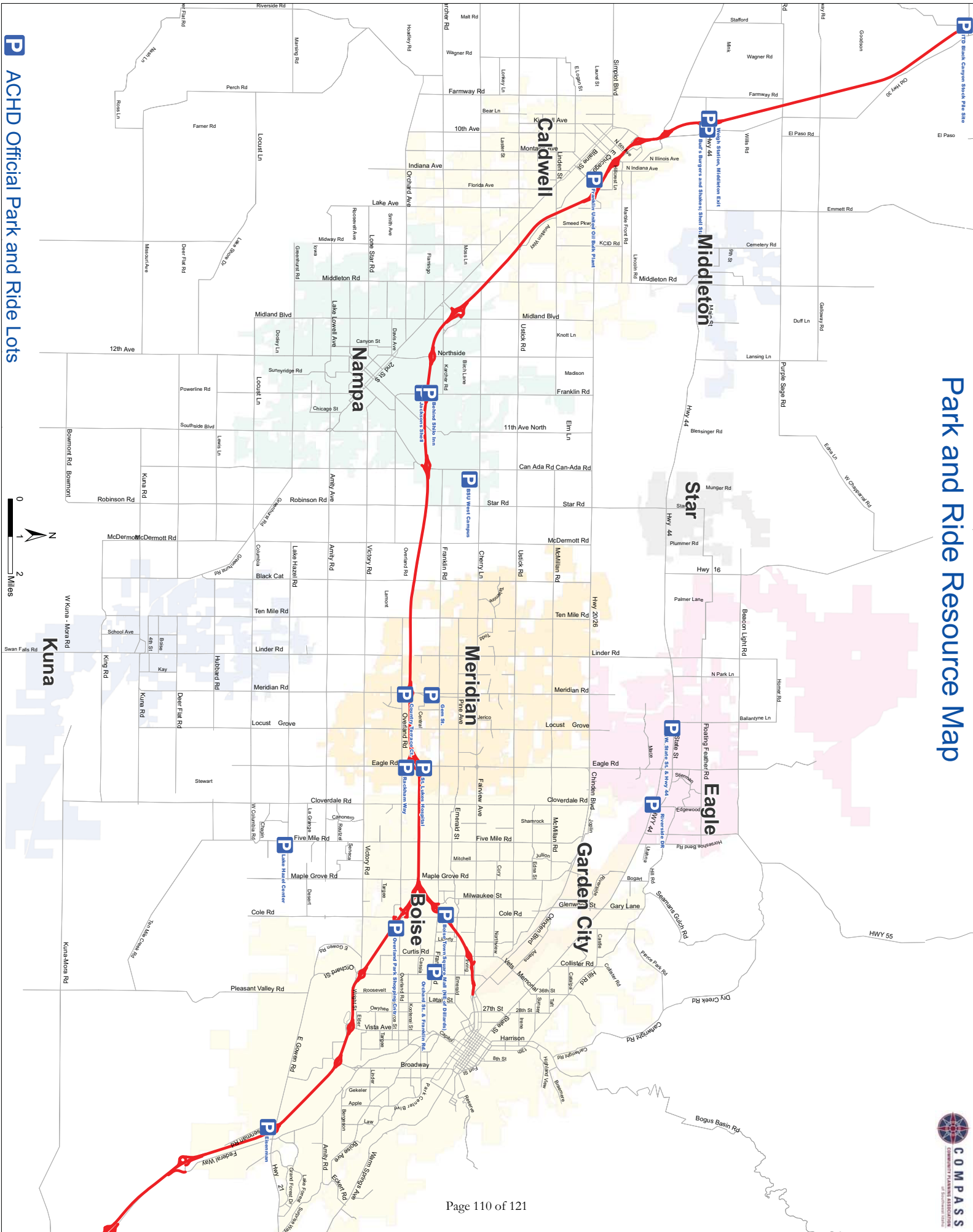
Legend

- High, Ascending
- Low, Ascending
- Medium, Ascending
- No Data, Descending
- County Line
- + + + Rail
- City Limits

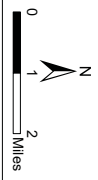
Valley Ride Annual Vehicle Revenue Hours

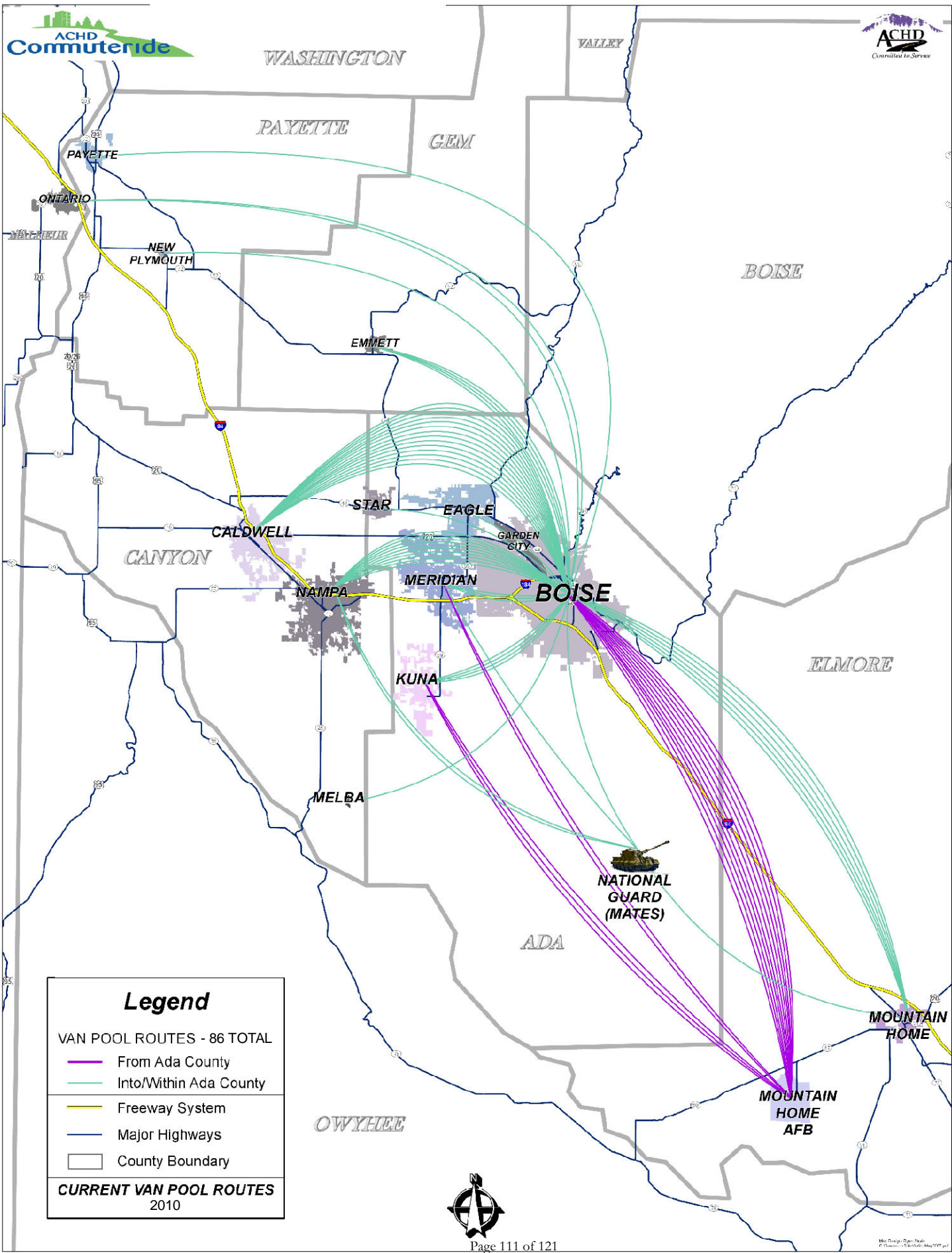


Park and Ride Resource Map



P ACHD Official Park and Ride Lots





Legend

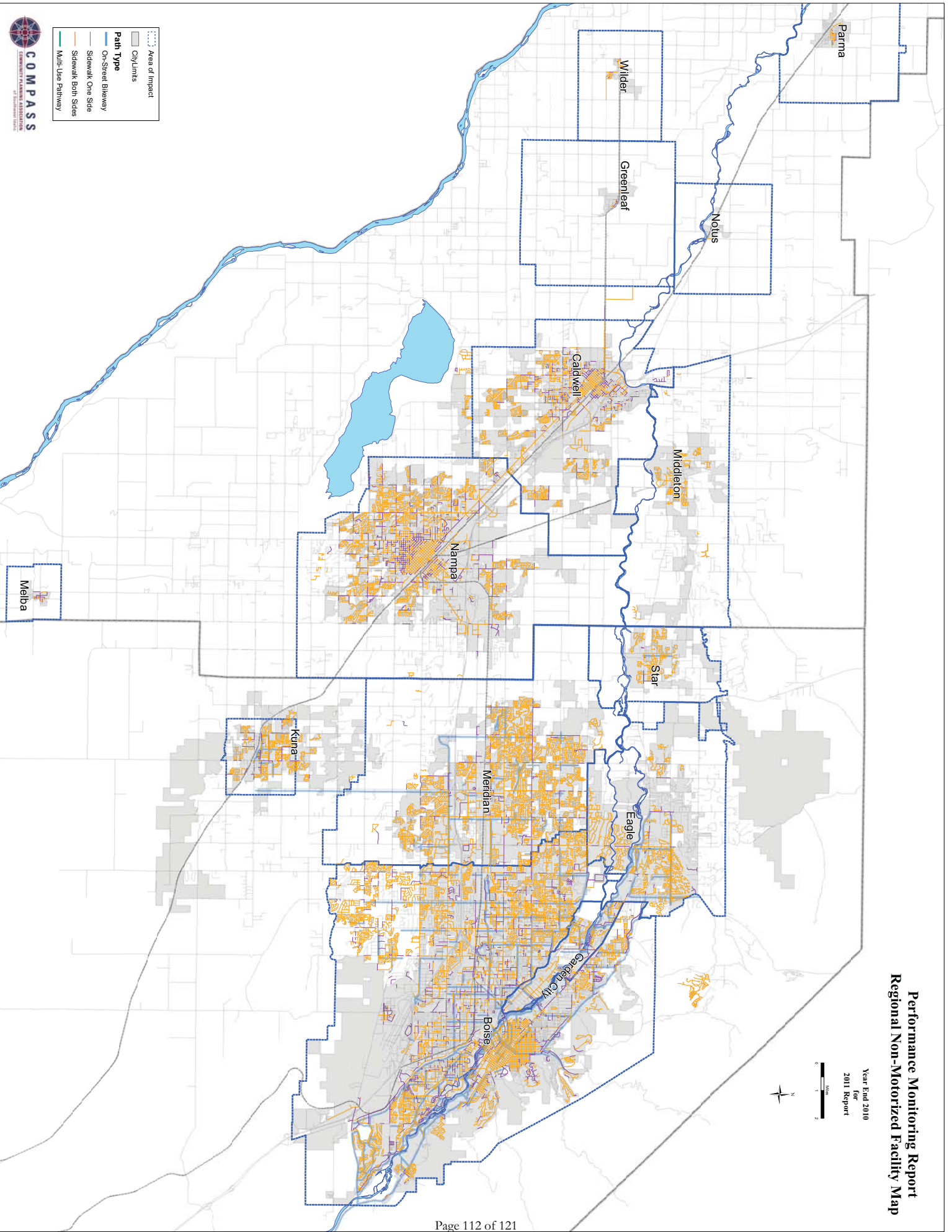
- VAN POOL ROUTES - 86 TOTAL
- From Ada County
- Into/Within Ada County
- Freeway System
- Major Highways
- County Boundary

CURRENT VAN POOL ROUTES
2010



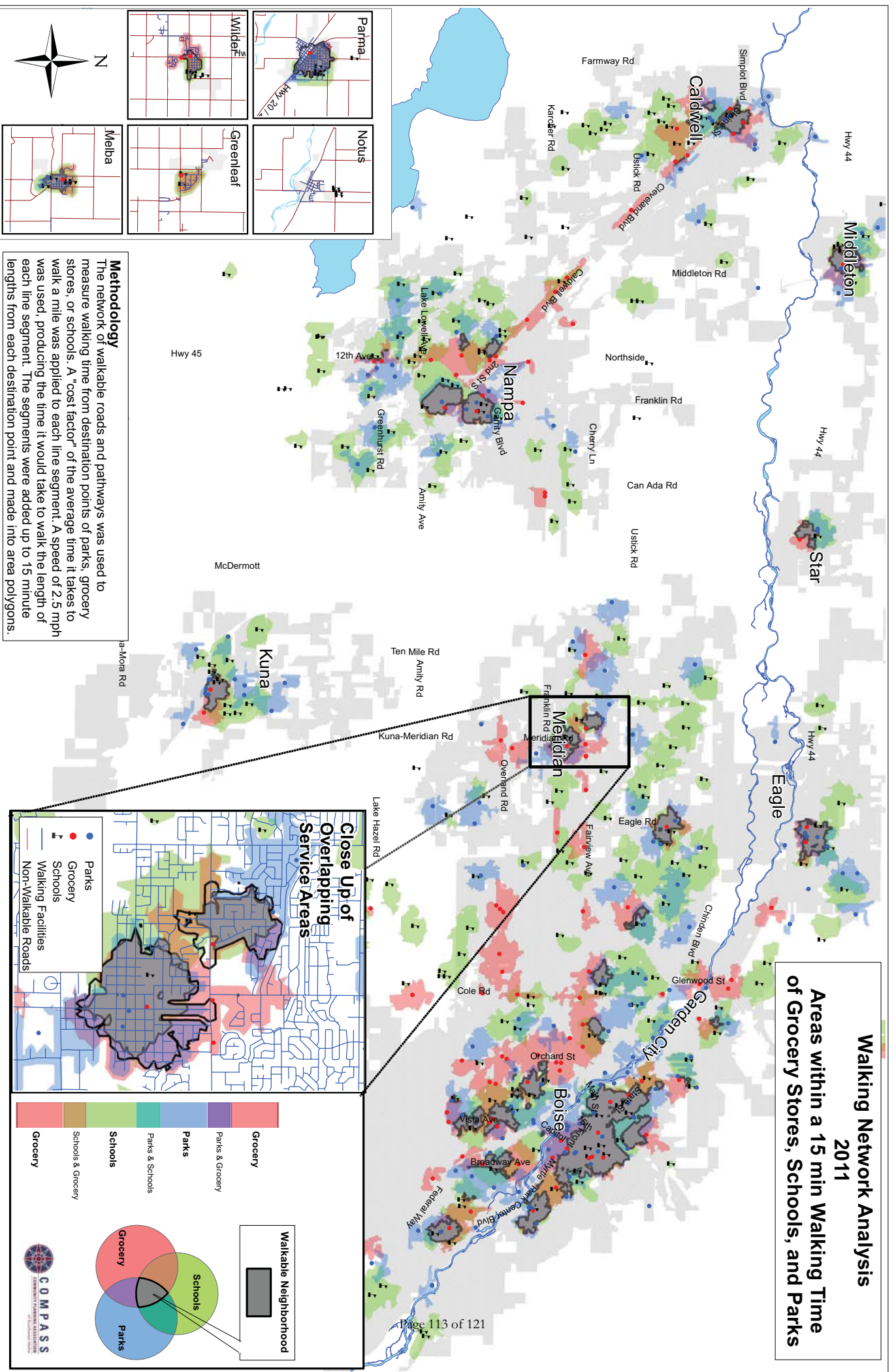
**Performance Monitoring Report
Regional Non-Motorized Facility Map**

Year End 2010
for
2011 Report



- Area of Impact
- City Limits
- Path Type**
 - On-Street Bikeway
 - Sidewalk One Side
 - Sidewalk Both Sides
 - Multi-Use Pathway

Walking Network Analysis 2011 Areas within a 15 min Walking Time of Grocery Stores, Schools, and Parks



Methodology
The network of walkable roads and pathways was used to measure walking time from destination points of parks, grocery stores, or schools. A "cost factor" of the average time it takes to walk a mile was applied to each line segment. A speed of 2.5 mph was used, producing the time it would take to walk the length of each line segment. The segments were added up to 15 minute lengths from each destination point and made into area polygons.

Close Up of Overlapping Service Areas

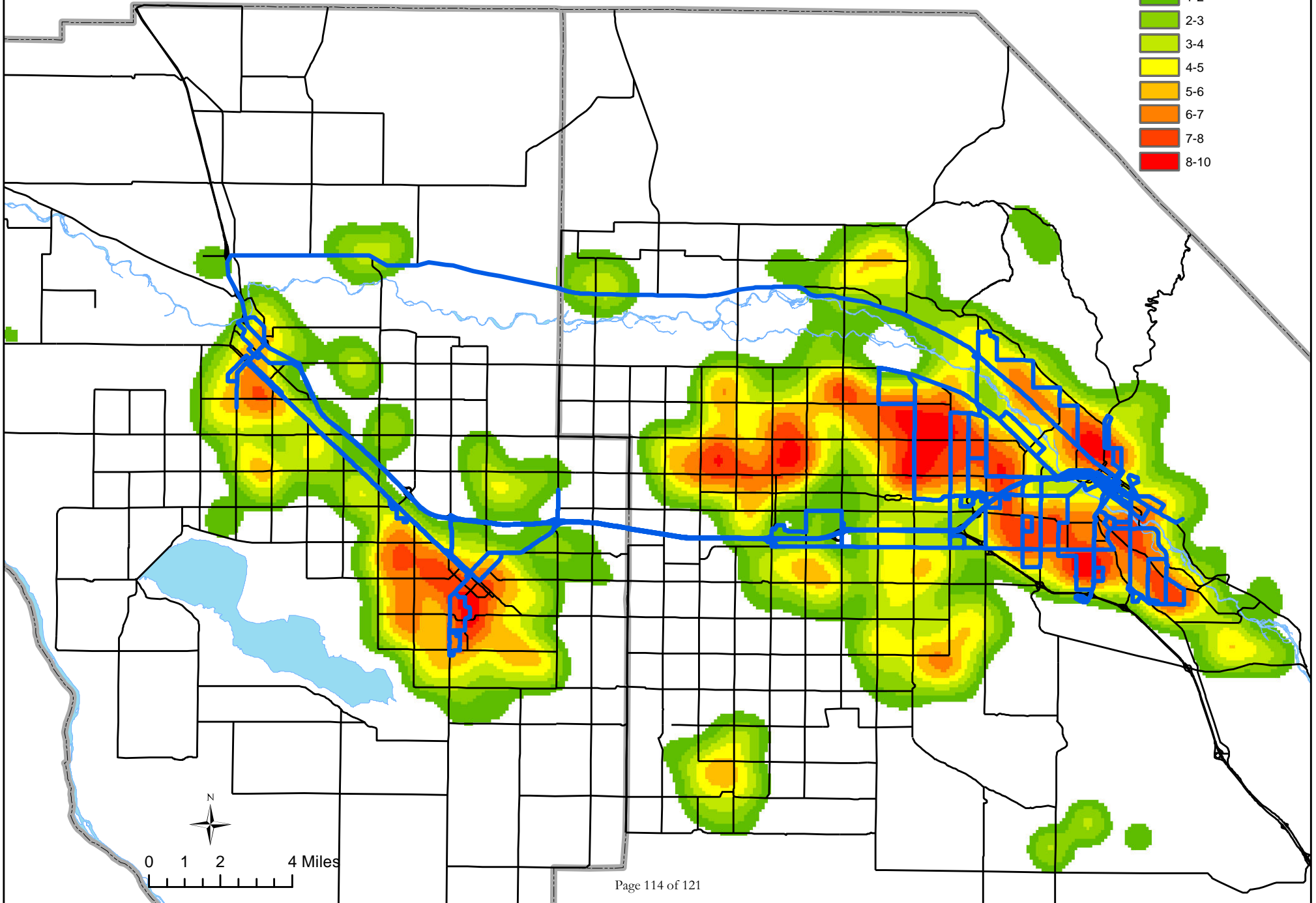
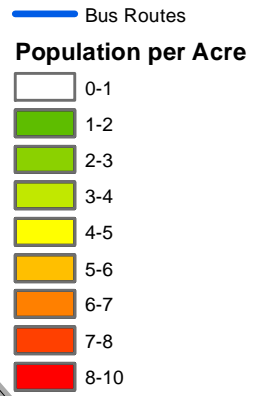
- Parks
- Grocery
- Schools
- Walking Facilities
- Non-Walkable Roads

Grocery	Parks & Grocery	Parks & Schools	Schools & Grocery	Grocery
Parks	Schools	Schools & Parks	Schools	Parks

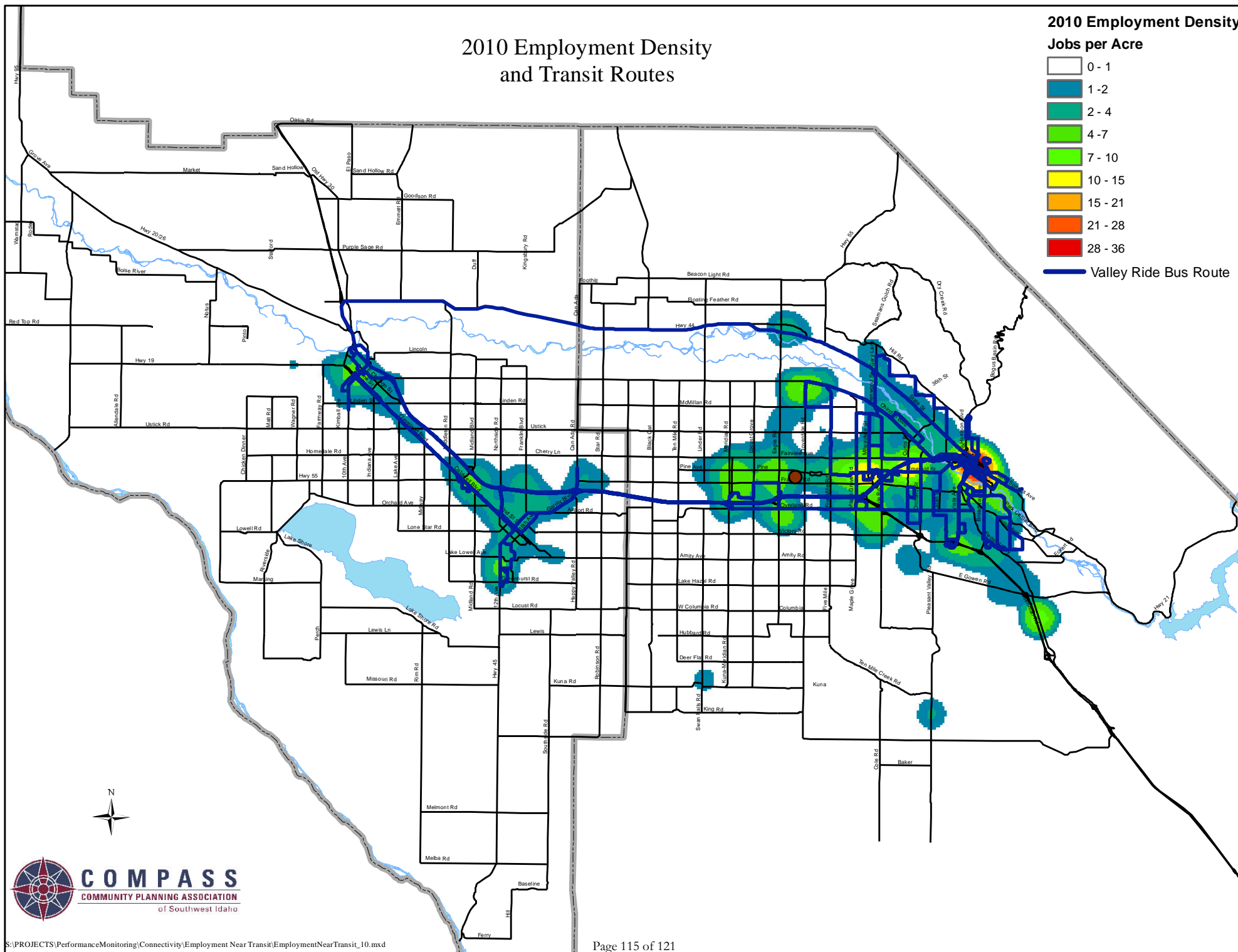
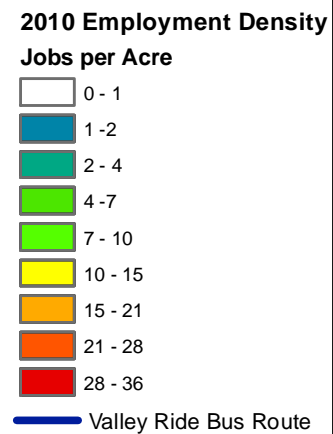
Walkable Neighborhood

COMPASS
COMMUNITY ORIENTED PLANNING AND ANALYSIS SOFTWARE

2010 Population Near Transit

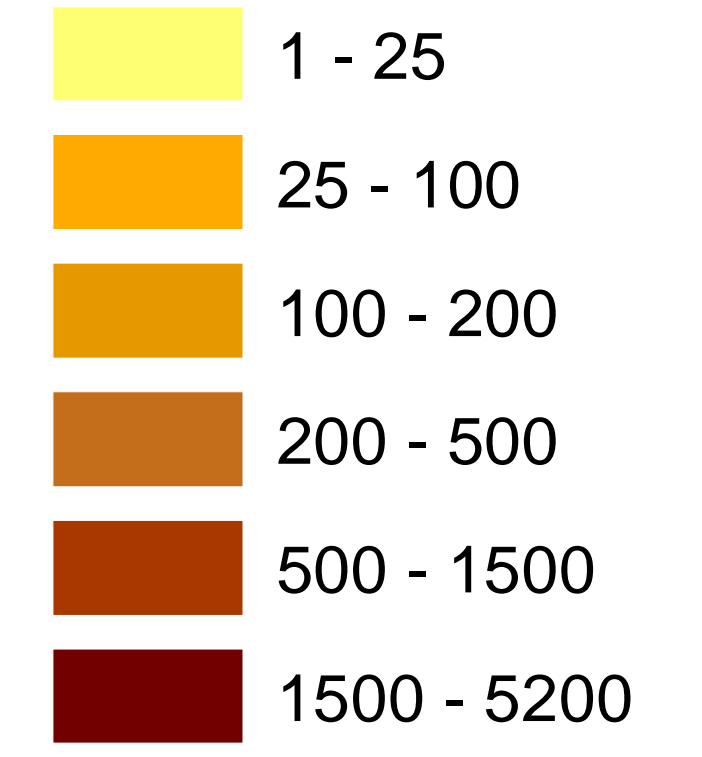


2010 Employment Density and Transit Routes

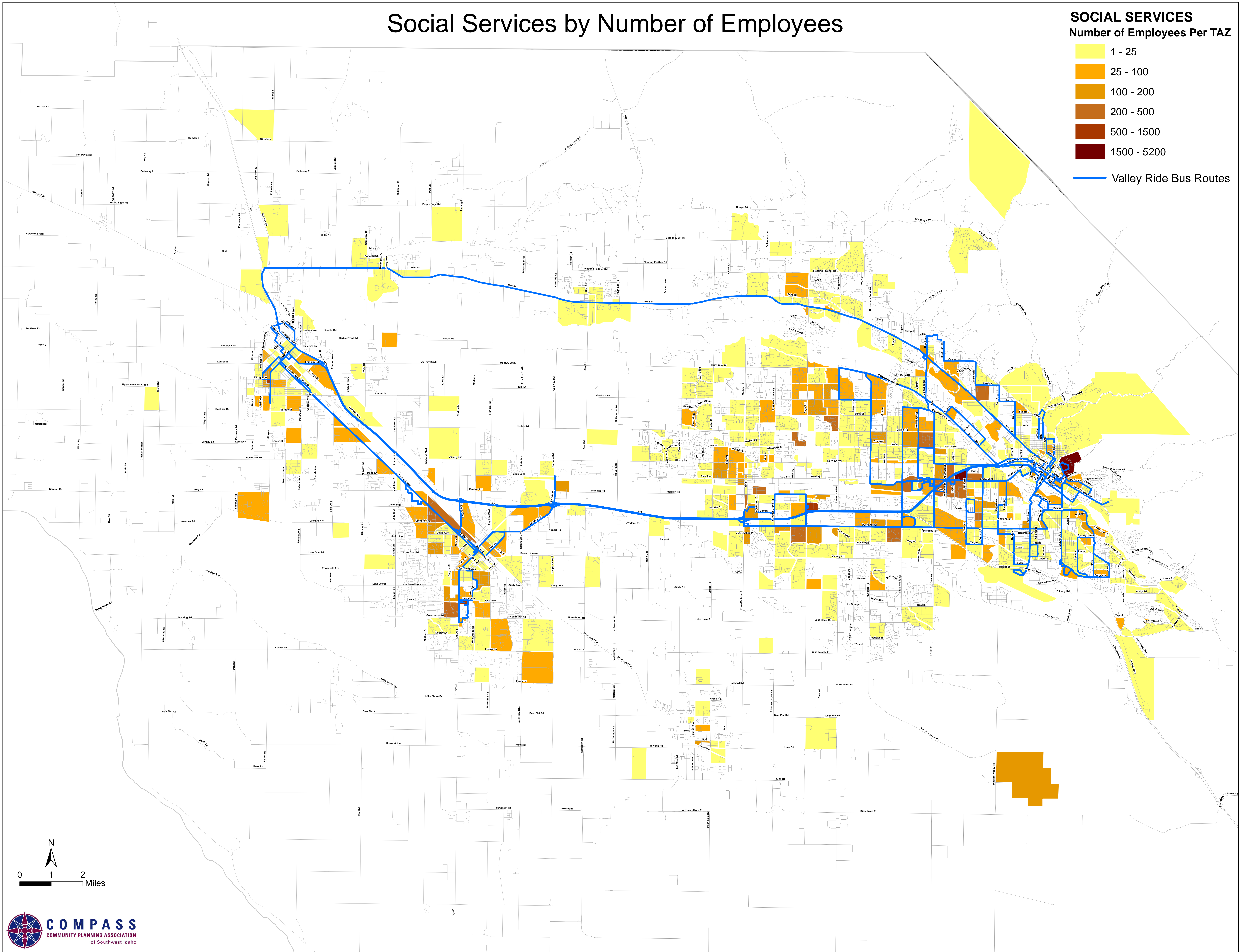


Social Services by Number of Employees


SOCIAL SERVICES Number of Employees Per TAZ

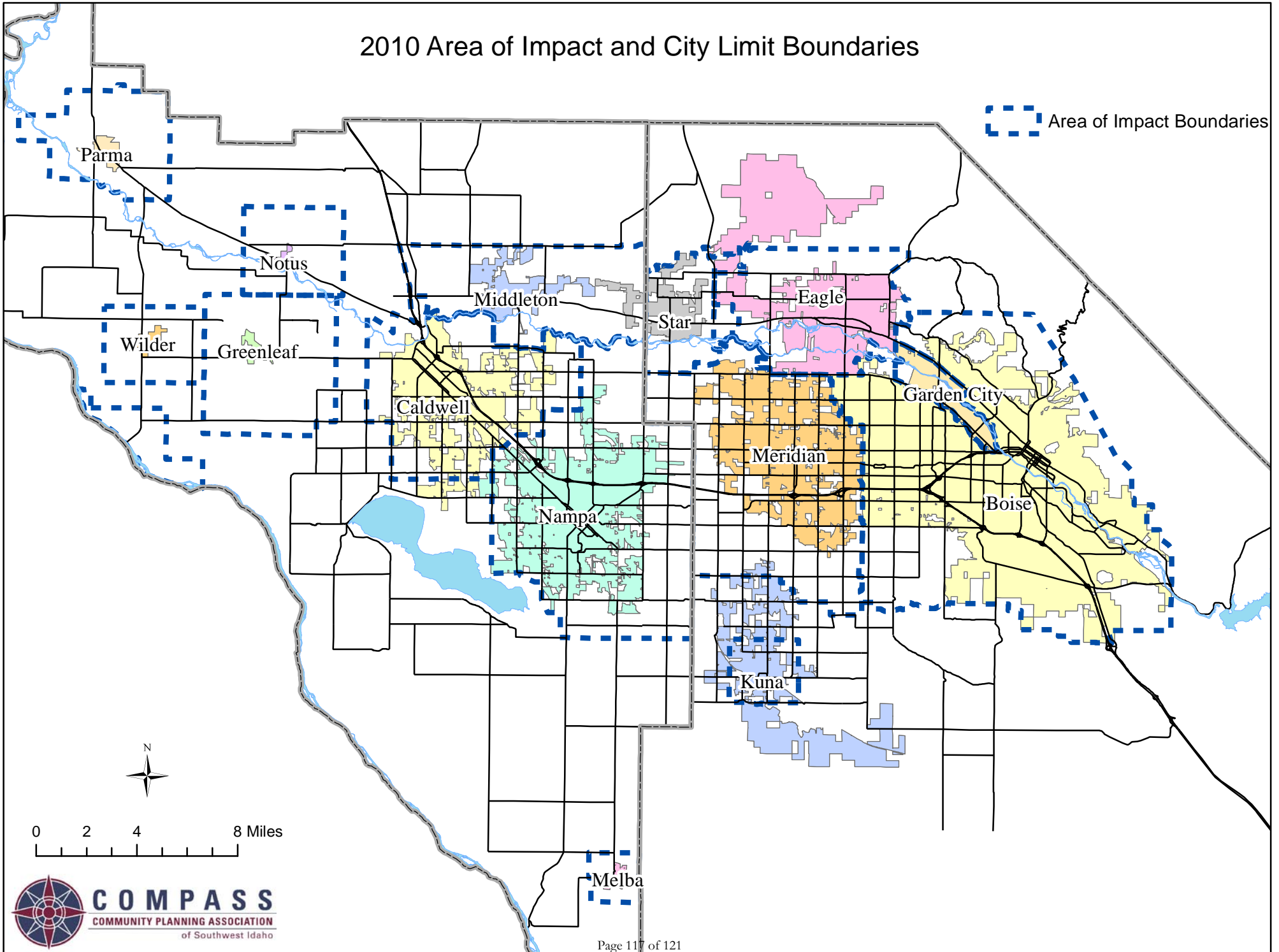


Valley Ride Bus Routes

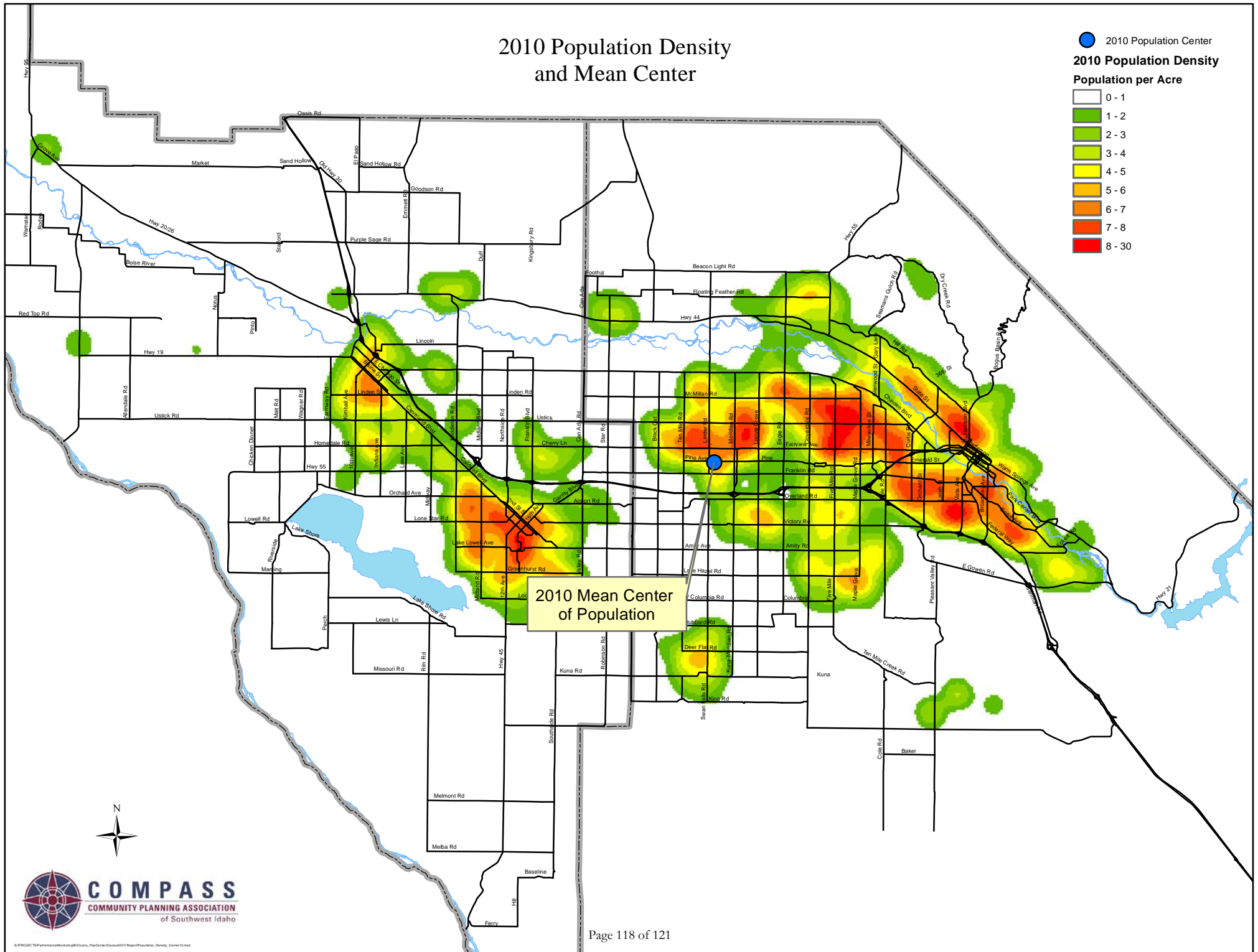
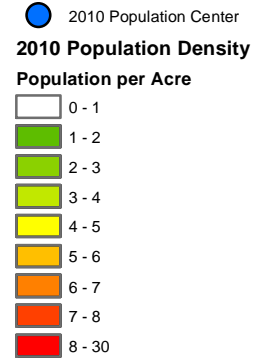


2010 Area of Impact and City Limit Boundaries

 Area of Impact Boundaries



2010 Population Density and Mean Center



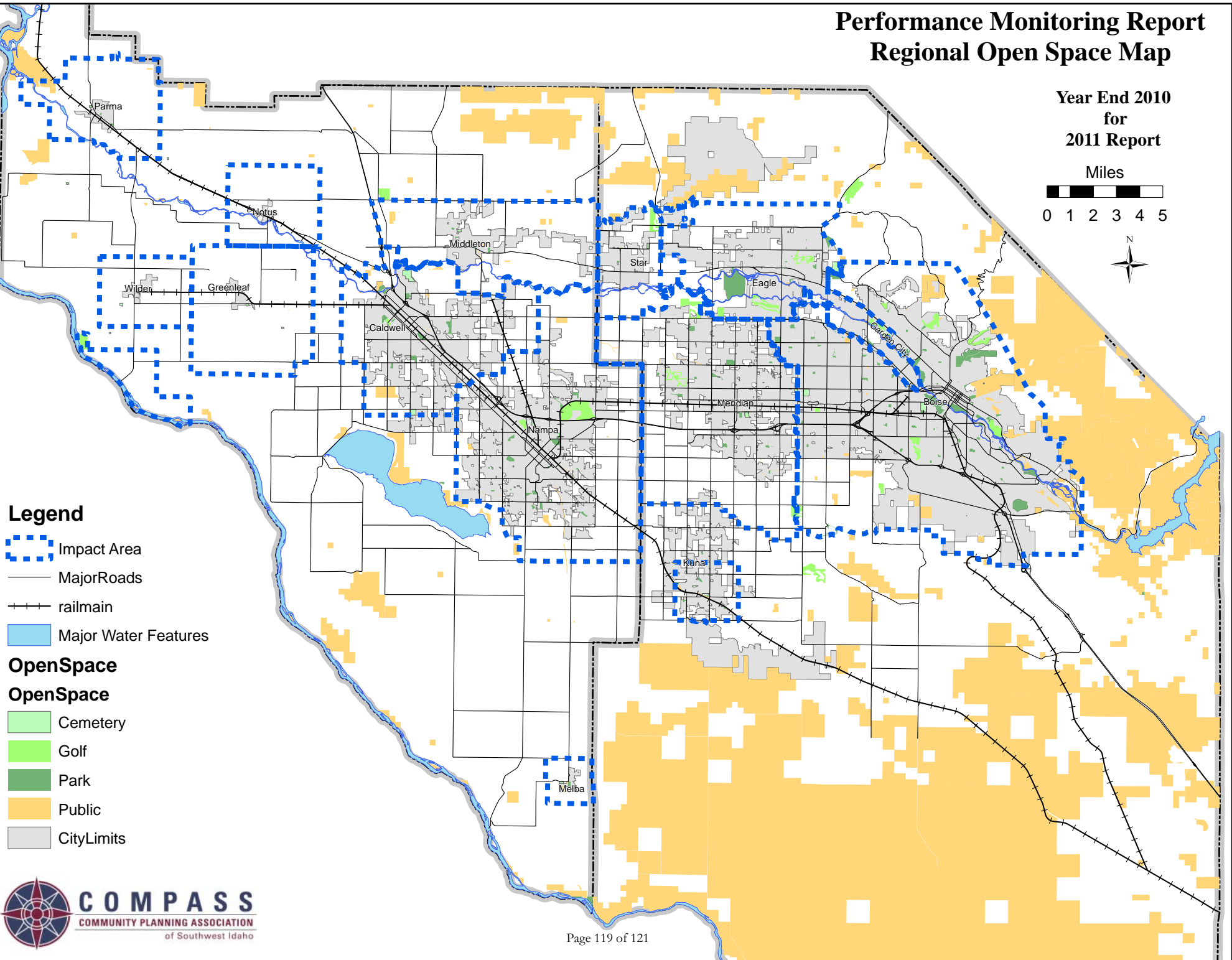
2010 Mean Center of Population



S:\9800\GIS\Projects\MapServer\MapServer_Center\Center2011\Report\Figures_Density_Center10.mxd

Performance Monitoring Report Regional Open Space Map

Year End 2010
for
2011 Report



Legend

- Impact Area
- Major Roads
- railmain
- Major Water Features

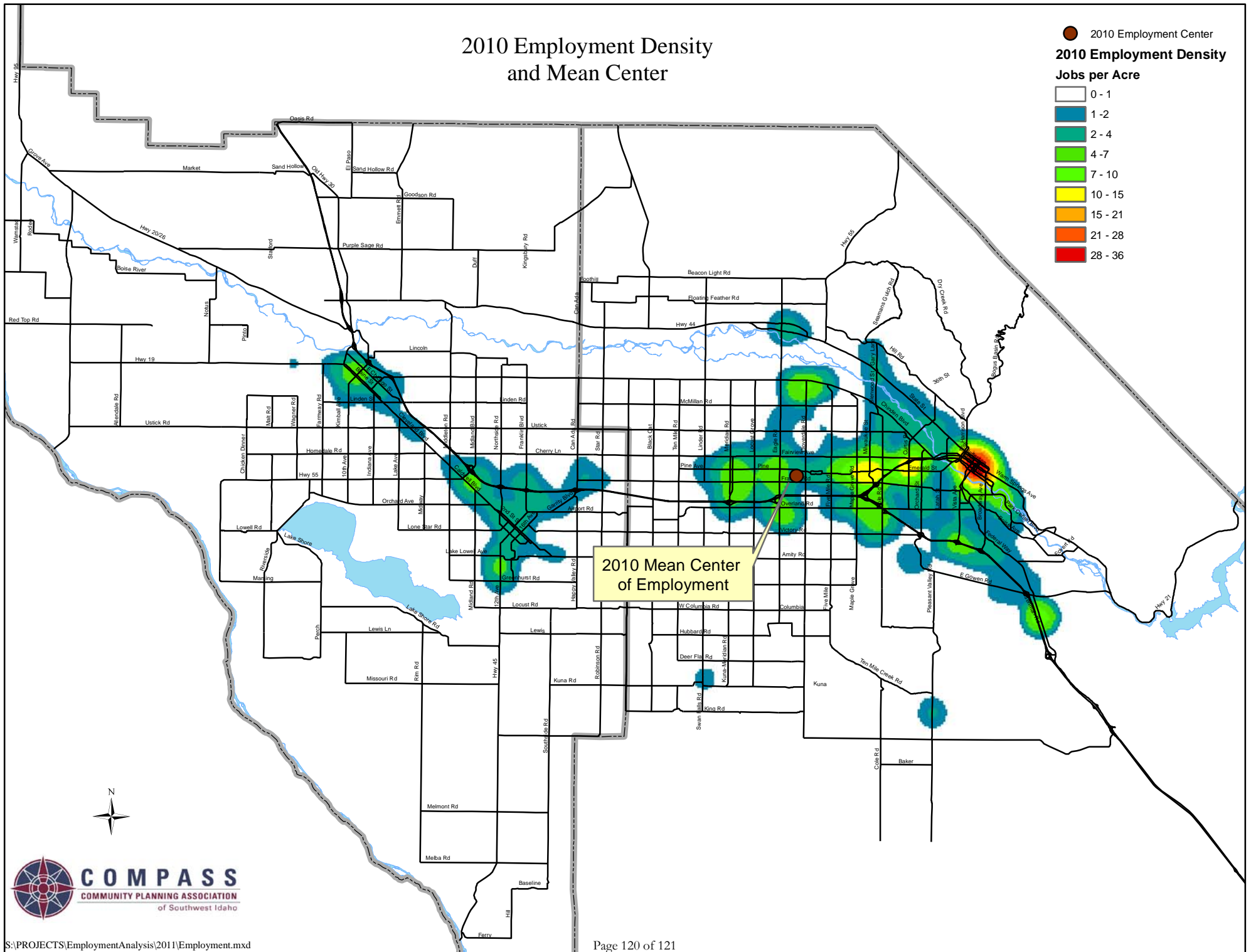
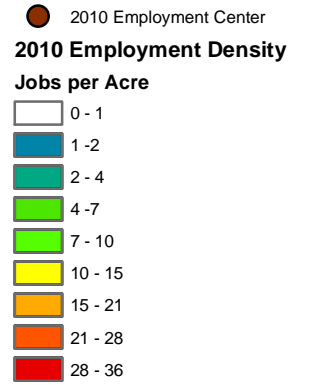
OpenSpace

OpenSpace

- Cemetery
- Golf
- Park
- Public
- CityLimits



2010 Employment Density and Mean Center



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