COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

2022 Change in Motion Scorecard

XX-2022
November 2022

2022 CHANGE IN MOTION SCORECARD:
RESULTS SUMMARY

Communities in Motion 2050 Goal:
Convenience

- Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient transportation options.
- Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.
- Manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system.

PERFORMANCE MEASURE (see definitions at end of document)	2019 Results	2021 Results	TARGET	PROGRESS[1]
Accessibility and Mobility (0 of 2 targets met)				
Job accessibility (Auto)	84,526	84,100	Info only	N/A
Job accessibility (Transit)	6,938	6,300	Info only	N/A
Households near transit	36%	34%	> 48% (2030)	❌
Vanpools	80	73	> 96 (2030)	❌
Transit passenger ridership	1.21 million	828,000	N/A	❌
Connectivity (1 of 2 targets met)				
Walkability: Public schools	67.90% (2020)	68.01%	> 73.00% (2030)	✅ (yellow)
Walkability: Transit stops	81.5% (2020)	82.03%	> 85.00% (2030)	✅ (green)
Walkability: Regional activity centers	N/A	11.74%	TBD[2]	N/A
Efficiency and Congestion Management (1 of 2 targets met)				
Annual hours of peak hour delay per capita	N/A	N/A	TBD[2]	N/A
Number of "event" days on the interstate	25 days	30 days	< 15 (2030)	❌
Percentage of roadway miles considered highly congested	6.5%	5.0%	< 8% (2030)	✅ (green)

✅ (green)	On Track to Meet Target	❌	No Progress
✅ (yellow)	Progress But Not on Track to Meet Target	N/A	Not Applicable

2022 CHANGE IN MOTION SCORECARD:
RESULTS SUMMARY

Communities in Motion 2050 Goal:
Economic Vitality

- Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.
- Promote freight accessibility and mobility via truck and rail improvements to support the efficient movement of goods and encourage economic development.
- Preserve and maintain existing transportation infrastructure.
- Provide for a reliable transportation system to ensure all users can count on consistent travel times for all modes.
- Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.
- Develop and implement a regional vision to manage the impacts of growth through quantitative tools and objective feedback.
- Protect and preserve farmland to support the region's economy, provide a local and sustainable food supply, and retain the cultural heritage of the valley.

PERFORMANCE MEASURE (see definitions at end of document)	2019 Results	2021 Results	TARGET	PROGRESS[1]
Farmland Preservation (1 of 1 target met)				
Farmland consumption[3]	0.20%	0.97%	< 5% (2030)	✅
Freight Accessibility and Mobility (0 of 1 target met)				
Truck travel time reliability (interstate)	1.5	1.46	< 1.3[4] (FY2022)	🟡
Growth Management (N/A)				
Regional activity center catchment	N/A	80%	TBD[2]	N/A
Net fiscal impact of building permits	See "Did You Know"			
Preservation and Infrastructure Condition (4 of 9 targets met)				
Interstate pavement in "good" condition	42.00%	38.90%	> 50%[4] (FY2022)	❌
Interstate pavement in "poor" condition	0.00%	0.10%	< 1%[5] (2030)	✅

✅ On Track to Meet Target	❌ No Progress
🟡 Progress But Not on Track to Meet Target	N/A Not Applicable

2022 CHANGE IN MOTION SCORECARD:
RESULTS SUMMARY

PERFORMANCE MEASURE (see definitions at end of document)	2019 Results	2021 Results	TARGET	PROGRESS[1]
Preservation and Infrastructure Condition (4 of 9 targets met)				
Non-interstate National Highway System (NHS) pavement in "good" condition	39.00%	36.70%	> 50%[4] (FY2022)	❌
Non-interstate NHS pavement in "poor" condition	0.00%	0.70%	< 2%[5] (2030)	❌
Bridges in "good" condition	29.09%	33.00%	> 19%[4] (FY2022)	✅
Bridges in "poor" condition	0.45%	2.30%	< 1%[5] (2030)	❌
Transit state of good repair: Rolling stock	27.60%	2.67%	< 24.67% (FY2022)	✅
Transit state of good repair: Equipment	5.00%	5.00%	< 12.70% (FY2022)	✅
Transit state of good repair: Facilities	37.50%	37.5%	< 33.33% (FY2022)	❌
Reliability (2 of 3 targets met)				
Interstate travel time reliability	90.40%	95.90%	> 90% (FY2022)	✅
NHS travel time reliability (excluding interstate)	76.20%	85.00%	> 70% (FY2022)	✅
Transit reliability (% of trips delivered on time)	84% (2020)	77%	> 90% (2030)	❌
Economic Vitality (N/A)				
Economic vitality	**Objective**: Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes **economic vitality** to enable people and business to prosper. For more information see "Did You Know"			
Travel and Tourism (N/A)				
Travel and tourism	**Objective**: Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for **travel and tourism**. For more information see "Did You Know"			

✅ On Track to Meet Target

❌ No Progress

✅(yellow) Progress But Not on Track to Meet Target

N/A Not Applicable

2022 CHANGE IN MOTION SCORECARD:
RESULTS SUMMARY

Communities in Motion 2050 Goal:
Quality of Life

- Develop and implement a regional vision and transportation system that protect and preserve the natural environment.
- Develop and implement a regional vision and transportation system that enhance public health.
- Develop and implement a regional vision and transportation system that preserve open space and promote connectivity to open space areas, natural resources, and trails.
- Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents.
- Provide equitable access to safe, affordable, and reliable transportation options.

PERFORMANCE MEASURE (see definitions at end of document)	2019 Results	2021 Results	TARGET	PROGRESS[1]
Open Space (0 of 1 target met)				
Walkability: Public parks	69.2% (2020)	68.52%	> 74% (2030)	
Miles of trails and pathways	577	571.1	1% increase per year	See Footnote[6]
Environment (1 of 1 target met)				
Non-single-occupancy vehicle mode share	18.90%	21.90%	> 25% (2030)	
Total emission reductions in Congestion Mitigation and Air Quality Program (CMAQ)[7]	0	0	0	N/A
Health (N/A)				
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	N/A	18.8%[8]	> 30%	N/A
Bicycle/pedestrian volumes[9]	289,000	247,000	Info only	N/A
Housing and Affordability (N/A)				
Housing and affordability	**Objective**: Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents. For more information see "Did You Know"			
Equity (N/A)				
Equity	**Objective**: Provide equitable access to safe, affordable, and reliable transportation options. For more information see "Did You Know"			

✓	On Track to Meet Target	✗	No Progress
✓	Progress But Not on Track to Meet Target	N/A	Not Applicable

Communities in Motion 2050 Goal:
Safety

- Provide a safe transportation system for all users.
- Proactively assess risks and safeguard the security of all transportation users and infrastructure.
- Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.

PERFORMANCE MEASURE (see definitions at end of document)	2019 Results	2021 Results	TARGET	PROGRESS[1]
Resiliency (1 of 3 targets met)				
Percentage of new residential units permitted in the wildland urban interface	4.7% (2020)	3.6%	< 5%	✅
Percentage of new residential units permitted in the floodplain	5.2% (2020)	9.8%	< 5%	❌
Percentage of bridges in the floodplain in "poor" condition	0.3%	1.0%	0% (2030)	❌
Safety[10] (1 of 6 targets met)				
Number of auto fatalities (5-year average)	52.2	51.2	14.25 (2030)	🟡
Rate of auto fatalities (5-year average)	1.16	1.06	< 1.41 (FY2022)	✅
Number of auto serious injuries (5-year average)	542.6	467.2	158.17 (2030)	🟡
Rate of auto serious injuries (5-year average)	12.09	9.76	< 7.30 (FY2022)	🟡
Non-motorized fatalities and serious injuries (5-year average)	67.0	59.6	21.90 (2030)	🟡
Total injury crashes (5-year average)	3,953	3,890	1,343 (2030)	🟡
Security				
Transportation security	**Objective**: Proactively assess risks and safeguard the security of all transportation users and infrastructure. For more information see "Did You Know"			

✅ On Track to Meet Target

🟡 Progress But Not on Track to Meet Target

❌ No Progress

N/A Not Applicable

Did You Know?

This section of the *Change in Motion Scorecard* provides facts, information, and current work in progress related to objectives of *Change in Motion 2050* that don't have established performance measures. COMPASS strives to develop specific, measurable, achievable, relevant, and time-bound performance measures, and will continue to evaluate effective performance measures for these objectives as new data are available.

Economic Vitality - Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.

- In 2021, the median household annual income in Ada County was approximately $70,000 and in Canyon County it was approximately $57,000.[11]
- In 2020, the mean travel time to work in Ada County was 21 minutes and in Canyon County it was 25 minutes.[12]
- In 2021, the employment rate was 95.62% in Ada County and 94.78% in Canyon County.[13]
- Health care jobs made up the highest percentage (12.2%) of employment in Ada County in 2020. That was followed by government (11.1%), retail (10.2%), and professional/technical services (8.4%).[14] Construction jobs made up the highest percentage (11.8%) of employment in Canyon County in 2020. That was followed by manufacturing (11.1%), retail (11.1%), and health care (11.0%).[15]
- In the year 2020, over half of businesses in both Ada and Canyon Counties employed 1 to 4 people[16].
- COMPASS has developed a Fiscal Impact Tool to evaluate the financial impact of new developments on local city, county, highway district, and school budgets. The information gleaned from this tool will help plan for a fiscally responsible regional vision. Learn more at https://www.compassidaho.org/prodserv/fiscalimpact.htm.

Travel and Tourism - Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.

- Tourism is Idaho's third largest industry, behind agriculture and technology.[17]
- The Boise airport served over 3.6 million passengers in 2021, nearly double the number from 2020.[18] In 2022, the airport was served by 9 carriers and offered non-stop flights to 27 destinations.[19]
- Nearly 80% of tourists/travelers surveyed who visited southwest Idaho in 2020/2021 used their own vehicle to reach their destination. Rental car (17%), taxi service (12%), and RV (10%) were the next highest means.[20]
- Nearly half of tourists/travelers surveyed who visited southwest Idaho in 2020/2021 participated in an entertainment or outdoor activity.[21]

Did You Know?

- One third of surveyed tourists/travelers who visited southwest Idaho in 2020/2021 expressed they were satisfied with public transportation in the area.[22]
- In 2020/2021, the top three cities of origin for overnight trips to southwest Idaho were Salt Lake City, UT; Portland, OR; and Los Angeles, CA.[23]

Housing - Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents.

- Between 2017 and 2022, the Treasure Valley increased in population by more than 16.8%.[24] The region is expected continue to grow, reaching a population of more than one million residents by 2050.[25]
- Between 2020 and 2021, the City of Meridian grew the fastest at 5.2%, followed closely by the City of Caldwell (5.2%) and the City of Nampa (5.0%). Meridian was also the city with the 11th largest increase in population in the country, with a net gain of 6,234 new residents.[26]
- In 2021, 10,833 new residential units were permitted for construction. Sixty-nine percent of those new units were in Ada County; 31% in Canyon County.[27] The City of Meridian alone permitted 2,544 new units in 2021, accounting for 23.5% of the new residential construction in the Treasure Valley.[28]
- In 2021 in Ada County, 57% of the new residential units permitted were single-family homes, while 43% were multi-family units such as duplexes or apartments. In Canyon County, 91% of new units were single-family homes, while only 9% were multi-family homes.[29]
- COMPASS is embarking on a Regional Housing Coordination Plan to meet the housing needs of the region. The plan will lead to better understanding of the region's housing demands and needs, identify housing locations to maximize transportation infrastructure and ensure quality of life, and address policy constraints preventing the development of more affordable housing.

Equity - Provide equitable access to safe, affordable, and reliable transportation options.

- COMPASS has developed an Equity Index tool to help identify potentially underserved communities. This information can be used to evaluate the impact of roadway projects on various communities and provide a useful visualization tool to identify where additional community outreach may be beneficial. It can also calculate areas of overlap between equity indicators, which is useful for determining correlations. To view the equity index tool used for *Communities In Motion 2050:* https://compassidaho.maps.arcgis.com/apps/instant/minimalist/index.html?appid=f9fc986e99554b6b944b319319408184.

- o The index uses 23 separate indicators to calculate an equity score for each of the 2,485 Transportation Analysis Zones in the COMPASS planning area. A higher total score identifies areas of potential inequity to consider in planning processes.
- o The equity indicators in the COMPASS Equity Index are split into three categories:
  - Social - indicators that demonstrate inequity based on housing, income, education, and personal health.
  - Environmental - indicators that demonstrate inequity based on environmental vulnerabilities related to geographic location.
  - Transportation - indicators that demonstrate inequity based on transportation accessibility and effectiveness.
- o The areas with the highest concentration of potential inequities fall within the urban cores of Nampa and Caldwell.
- o There appears to be a correlation between high school graduation rates and unemployment rates in the Nampa and Caldwell areas of impact. This correlation cannot be found anywhere else in the Treasure Valley.
  - Of 585 Transportation Analysis Zones within these two areas of impact, 132 indicate both high unemployment and low graduation rates.

Transportation Security - Proactively assess risks and safeguard the security of all transportation users and infrastructure.

- In the Treasure Valley, intelligent transportation systems investments on roadways include over 545 miles of fiber, advanced traffic management system software, a traffic management center, emergency vehicle and transit preemption software, closed-circuit television cameras, dynamic and variable message signs, 16 road/weather information stations, and a range of traffic monitoring sensors.[30]
- Several COMPASS member agencies have been victims of cyber-attacks over the past few years, including ransomware attacks and data breaches. In 2022, the average cost of a data breach in the US was $9.44 million dollars.[31] The annual global cost of cybercrime is estimated to be $10.5 trillion dollars by 2025.[32]
- In June 2021, reports surfaced that North America's largest transportation network, New York's MTA, was hit with a cyberattack two months before. The MTA serves 12 counties in downstate New York and two counties in southwestern Connecticut. The transportation system carries over 11 million passengers each weekday, and over 850,000 vehicles travel each day over the seven toll bridges MTA operates[33].
- The Federal Highway Administration is working to protect the connected transportation system from cyber threats. Learn more at https://www.its.dot.gov/factsheets/pdf/cybersecurity_factsheet.pdf.

Performance Measure Definitions

Performance Measure	Description
Convenience	
Job accessibility (Auto)	Average number of jobs accessible by automobile within 15 minutes on an average weekday from all Transportation Analysis Zones in the travel demand model.
Job accessibility (Transit)	Average number of jobs accessible by transit within 30 minutes on an average weekday from all Transportation Analysis Zones in the travel demand model.
Households near transit	Percent of total households in Ada and Canyon Counties within a ½-mile network distance of an existing ValleyRide bus stop.
Vanpools	Average number of Ada County Highway District vanpools operating for the year.
Transit passenger ridership	Number of annual passengers on fixed route transit. Data come from Valley Regional Transit's automatic passenger counters.
Walkability: Public schools	Percentage of households within a ½-mile distance of a school that can access the school using the walkable network (½ mile walk).
Walkability: Transit stops	Percentage of households within a ½-mile distance of a transit stop that can access the stop using the walkable network (½ mile walk).
Walkability: Regional activity centers	Percentage of total households in or within a ½-mile network distance of a regional activity center.
Annual hours of peak hour delay per capita	Total hours of excessive delay (20 mph slower or 60% of the posted speed limit) during peak travel time (weekdays 6am-10am and 3pm-7pm) calculated per capita for the Boise Urbanized Area as required per the FAST Act.
Number of "event" days on the interstate	Number of weekdays in a year with congestion on I-84/I-184 causing a 30% longer commute from Caldwell to Boise (AM peak) or Boise to Caldwell (PM peak). Current commute times average about 30 minutes for both the AM and PM peak hours.

Performance Measure Definitions

Performance Measure	Description
Percentage of roadway miles considered highly congested	Percent of roadway miles with travel time index (TTI = peak hour congested travel time/free flow travel time) > 2 for the tier 1 congestion management network. Data come from the National Performance Measure Research Dataset and include interstate, state highway, and other facilities designated as part of the National Highway System (NHS).
Economic Vitality	
Farmland consumption	Percentage of total acres of farmland consumed by new development since the baseline 2019 farmland inventory.
Truck travel time reliability (interstate)	Weighted (length) average truck travel time reliability measure for the interstate system, calculated by comparing the 95th percentile travel time to the 50th percentile travel times for peak periods for the year.
Regional activity center catchment	Percentage of households within a 5-minute drive time (estimated 2 miles) to a regional activity center.
Interstate pavement in "good" condition	Percentage of pavement on the interstate system considered to be in good condition.
Interstate pavement in "poor" condition	Percentage of pavement on the interstate system considered to be in poor condition.
Non-interstate NHS pavement in "good" condition	Percentage of pavement on the NHS (excluding interstate) considered to be in good condition.
Non-interstate NHS pavement in "poor" condition	Percentage of pavement on the NHS (excluding interstate) considered to be in poor condition.
Bridges in "good" condition	Percentage of deck area on bridges located on the NHS considered to be in good condition.
Bridges in "poor" condition	Percentage of deck area on bridges located on the NHS considered to be in poor condition.
Transit state of good repair: Rolling stock	Percentage of rolling stock that has reached or exceed its useful life (age).
Transit state of good repair: Equipment	Percentage of equipment that has reached or exceed its useful life (age).
Transit state of good repair: Facilities	Percentage of facilities with a condition rating below 3. Criteria for rating facilities developed by Valley Regional Transit.

Performance Measure Definitions

Performance Measure	Description
Interstate travel time reliability	Percentage of person miles traveled (average annual daily traffic x occupancy x segment length) on the interstate considered reliable for the year, calculated by comparing the 80th percentile travel time to the 50th percentile travel time for peak periods for the year.
NHS travel time reliability (excluding interstate)	Percentage of person miles traveled (average annual daily traffic x occupancy x segment length) on the NHS (excluding interstate) considered reliable for the year, calculated by comparing the 80th percentile travel time to the 50th percentile travel time for peak periods for the year.
Transit reliability (% of trips delivered on time)	Percentage of stops on fixed route transit with arrivals no later than 5 minutes past scheduled and departures no earlier than scheduled for the reporting period.
Quality of Life	
Walkability: Public parks	Percentage of households within a ½-mile distance of a public park that can access the park using the walkable network (½ mile walk).
Miles of trails and pathways	Percentage increase of the miles of trails and pathways from previous reporting period based on COMPASS' trails and pathways inventory. Excludes sidewalks and multi-use pathways attached to roadways.
Non-single-occupancy vehicle mode share	Percentage of commutes completed using modes other than single occupancy vehicles for a five-year period based on American Community Survey estimates for the Boise Urbanized Area as required per the FAST Act.
Total emission reductions in Congestion Mitigation and Air Quality Program (CMAQ)	Total emissions reductions for all projects funded by CMAQ funds, by applicable criteria pollutant and precursors for which the area is designated nonattainment or maintenance.
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	The percentage of arterial and collector roadways that have existing multiuse pathways that allow for bicycle travel or bikeways as defined as a division of a road marked off with painted lines for use by cyclists, not including sharrows or other markings within automobile lanes.

Performance Measure Definitions

Performance Measure	Description
Bicycle/pedestrian volumes	Average of annual volumes from selected fixed bike pedestrian counters.
Safety	
Percentage of new residential units permitted in the wildland urban interface	Percentage of newly permitted housing units permitted in the wildland urban interface.
Percentage of new residential units permitted in the floodplain	Percentage of newly permitted housing units permitted in the floodplain.
Percentage of bridges in the floodplain in "poor" condition	Percentage of bridges located in the floodplain considered to be in "poor" condition.
Number of auto fatalities (5-year average)	Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities related to autos.
Number of serious injuries (5-year average)	Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries related to autos.
Rate of auto fatalities (5-year average)	Five-year rolling average of the rate of auto fatalities. The rate is calculated by auto fatalities per 100,000,000 vehicle miles traveled in Ada and Canyon Counties.
Rate of auto serious injuries (5-year average)	Five-year rolling average of the rate of auto serious injuries. The rate is calculated by auto serious injuries per 100,000,000 vehicle miles traveled for the year in Ada and Canyon Counties.
Non-motorized fatalities and serious injuries (5-year average)	Five-year rolling average of bicycle and pedestrian fatalities and serious injuries.
Total injury crashes (5-year average)	Five-year rolling average number of auto crashes involving injury for the reporting period.

Footnotes and Citations

Footnotes

[1] The progress field indicates whether or not the target will be met by the target year if the reported trend continues. A green "✓" indicates that if the reported trend continues the target will be met by the target year. A yellow "✓" indicates that progress is moving in the right direction, but the reported trend won't meet the target by the target year. A red "X" indicates that no progress was made and the target will not be met by the target year if the reported trend continues.

[2] Target is yet to be determined. Target was not established due to lack of data to analyze current trends. Several of the targets that are to be determined are new to *Communities in Motion 2050*.

[3] Baseline for farmland acreage was developed in 2019 using orthophotography and assessor data. Consumption is determined each year by subtracting acres based on platted subdivisions, entitlements, and supplemental orthophotography.

[4] COMPASS has adopted the Idaho Transportation Department's (ITD) targets for the Performance Measure II pavement and bridge conditions and Performance Measure III system performance measures. These measures are required by the MAP-21/FAST Acts. The targets for these measures encompass the entire state and are set for fiscal year 2022. COMPASS's goal is to support ITD's targets.

PMII and PMIII Idaho statewide performance measures

Performance Measure	2019 Statewide Results	2021 Statewide Results	FY2022 Idaho Statewide Target
Interstate pavement in "good" condition	61.10%	57.8%	>50%
Interstate pavement in "poor" condition	0.50%	0.30%	< 4%
Non-interstate national highway system pavement in "good" condition	41.00%	40.30%	> 50%
Non-interstate national highway system pavement in "poor" condition	1.00%	0.70%	< 8%
Bridges in "good" condition	18.00%	20.95%	> 19%
Bridges in "poor" condition	4.00%	3.52%	< 3%
Percent of person mile traveled on interstate considered reliable	97.20%	98.80%	> 90%
Percent of person mile traveled non-interstate considered reliable	84.80%	91.10%	> 70%
Truck reliability (interstate)	1.2	1.18	< 1.3

Footnotes and Citations

[5] COMPASS supports ITD's statewide targets for this measure in conjunction with aspirational regional targets for 2030.

[6] Miles decreased in 2021 due to updates to the trails and pathways dataset.

[7] The Federal Highway Administration makes funds available for Congestion Mitigation/Air Quality, known as "CMAQ funds," which are specific to projects that help meet the requirements of the Clean Air Act to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). However, CMAQ funds are only required to be spent in air quality "non-attainment areas". Since Northern Ada County is considered a "maintenance area," the Idaho Transportation Department (ITD) chooses not to program these funds via the CMAQ program for projects in the COMPASS area. Instead, CMAQ funds may be used for the same types of projects in the Surface Transportation Block Grant Program (STBGP), which is typically how ITD chooses to program these funds. This measure is a federal requirement and will remain at zero until a project in the COMPASS area is funded via the CMAQ program.

[8] This measure has been adjusted for *Communities in Motion 2050* to only include arterials and collector facilities. Previous reports included local road facilities. The 2021 measure will be used as a baseline to measure progress in future reporting.

[9] Selected counters used for this measure include Boise - Anne Frank, Boise - Eckert Bridge, Boise - Friendship Bridge, Boise - Trestle Bridge, Caldwell - Greenbelt, Eagle - Greenbelt, and Nampa - Wilson Pathway. Measures are the average annual volume of bicyclists and pedestrians for these select seven counters. Only the Boise - Friendship Bridge (8%) and the Caldwell – Greenbelt (21%) saw increases in volumes in 2021 from 2020. Measure is informational only as failures of counters and construction on the greenbelt can cause for unreliable data.

[10] COMPASS has adopted the Idaho Transportation Department's (ITD) targets for the Performance Measure I safety measures. These measures are required by the MAP-21/FAST Acts. The targets for these measures encompass the entire state and are set for fiscal year 2022. The five-year averages for 2017-2021 in the table below are estimates and not yet official measurements. COMPASS has also set regional aspirational targets to reduce the 5-year average of fatal, serious injury, and non-motorized fatalities by 75% by 2030.

Performance Measure I (Safety) Idaho statewide

Performance Measure (5-year average)	2015-2019	2017-2021*	FY2022 Idaho Statewide Target
Number of Auto Fatalities	234.4	238.0	< 245
Number of Auto Serious Injuries	1,266.8	1,224.0	< 1283.0
Rate of Auto Fatalities per 100M Vehicle Miles Traveled	1.35	1.32	< 1.36
Rate of Auto Serious Injuries per 100M Vehicle Miles Traveled	7.30	6.82	< 7.13
Non-Motorized Fatalities and Serious Injuries	121.4	115.0	< 125.0

*Numbers for 2021 are estimates and not official measures as of the publication of this report.

Citations

[11]US Census Bureau QuickFacts,
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[13]Idaho Department of Commerce, Gem State Prospector,
http://www.gemstateprospector.com/demographics.html?icTool=demographics&geoId=r192&geoEntId=192

[14] University of Idaho Extension, Indicators Idaho,
http://indicatorsidaho.org/DrawRegion.aspx?IndicatorID=17&RegionID=16001

[15]University of Idaho Extension, Indicators Idaho,
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[16] University of Idaho Extension, Indicators Idaho,
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[17] Idaho Department of Commerce, https://commerce.idaho.gov/content/uploads/2021/01/ITC-TopStats-Infographic-Regions-Update.pdf

[18] Boise Airport, https://www.iflyboise.com/media/1770/2021_traffic.pdf

[19] Boise Airport, https://www.iflyboise.com/travel-planner/nonstop-destinations/

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https://commerce.idaho.gov/content/uploads/2022/05/2021-Travel-USA-Idaho-Regions_Reduced.pdf
(pg. 154)

[21] Ibid. (pg. 157)

[22] Ibid. (pg. 159)

[23] Idaho Department of Commerce, https://commerce.idaho.gov/content/uploads/2021/01/ITC-TopStats-Infographic-Regions-Update.pdf (pg. 3)

[24] US Census Data,
https://data.census.gov/cedsci/table?t=Population%20Change%20and%20Components%3APopulations%20and%20People&g=0500000US16001,16027&tid=ACSST5Y2020.S0701

[25] *Communities in Motion 2050* Vision,
https://www.compassidaho.org/documents/prodserv/CIM2050/CIM_2050_Vision_Map_Final.pdf (pg. 2)

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