



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

*Working together to plan for the future*

## 2018 Change in Motion Scorecard

Report No. 07-2018

Accepted by COMPASS Board of Directors on August 20, 2018

# 2018 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



## COMPASS TRANSPORTATION

PERFORMANCE MEASURE	2015	2017	2040 TARGET	PROGRESS
Bicycle Lanes per Arterial Roadway Mile	16.4%	17.9%	> 25%	
Sidewalks per Roadway Mile	48%	52%	> 50%	
Bicycle Level of Service	72%	72%	> 85%	
Pedestrian Level of Service	78%	78%	> 89%	
Vehicle Emissions	25.99	25.7	< 60.1	
Park and Ride Spaces	1,238	1,275	N/A	
Transit Replacement by Vehicle Type <sup>1</sup>	0.62	N/A	> 0.8	
Transit Level of Service (CIM 2040 Corridors)	66%	66%	> 76%	
Transit Level of Service	72%	72%	> 81%	
Vanpools	97	82	N/A	
Transit Passenger Miles	7 Million	7.1 Million	> 13.5 Million	
Number of Bicycle Fatalities <sup>2</sup>	2	2	0	
Number of Pedestrian Fatalities <sup>2</sup>	6	5	< Previous Year	



On Track to Meet Target



Progress but not on Track to Meet Target



No Progress

# RESULTS SUMMARY



















## TRANS.

PERFORMANCE MEASURE	2015	2017	2040 TARGET	PROGRESS
Number of Bicycle Serious Injuries <sup>2</sup>	28	39	< Previous Year	
Number of Pedestrian Serious Injuries <sup>2</sup>	28	27	< Previous Year	
Number of Auto Fatalities <sup>2</sup>	34	42	0	
Number of Pedestrian Crashes <sup>2</sup>	105	101	< Previous Year	
Number of Bicycle Crashes <sup>2</sup>	174	186	< Previous Year	
Number of Auto Serious Injuries <sup>2</sup>	562	587	< Previous Year	
Number of Auto Crashes <sup>2</sup>	9,040	10,284	< Previous Year	
Congested Interstate Miles <sup>3</sup>	14	N/A	< 42	
Transit Supportive Housing <sup>1</sup>	11.9%	N/A	> 20%	
Households Near Transit <sup>4</sup>	30.5%	32.4%	> 20%	
New Multifamily Units	33.9%	26%	> 20 %	
Jobs-Housing Balance <sup>5</sup>	2.65	2.43	< 2.7	
Average Residential Density (people/acre)	2.8	2.9	> 4	



## HOUSING

# RESULTS SUMMARY

	PERFORMANCE MEASURE	2015	2017	2040 TARGET	PROGRESS
 <p><b>FARMLAND</b></p>	Acres of Irrigated Farmland <sup>6</sup>	293,804	309,895	> 266,625	
	Composite Access (Schools, Parks, Grocery Store)	5.8%	6.6%	> 11%	
 <p><b>HEALTH</b></p>	Grocery Stores Access	18.9%	17.9%	> 11%	
	Public Schools Access <sup>7</sup>	35.3%	41.4%	> 34%	
	Access to Public Parks	38.7%	38.6%	> 58%	
	Composite Population in Downtowns <sup>5</sup>	7.5%	7.4%	> 6.5%	
 <p><b>LAND USE</b></p>	Composite Population in Major Activity Centers <sup>5</sup>	21%	21.2%	> 28%	
	Housing Affordability <sup>8</sup>	27.8%	N/A	< 28%	
	Composite Population in Infill development <sup>5</sup>	28.4%	28.5%	> 73%	
	Location Affordability <sup>8</sup>	53.3%	N/A	< 50%	
	Households Outside Areas of Impact <sup>9</sup>	6.2%	4.4%	< 6%	
 <p><b>COMM. INFR</b></p>	Acres Annexed per New Population	0.08	0.14	< 0.2	

# RESULTS SUMMARY



## OPEN SPACE



## ECON. DEV

PERFORMANCE MEASURE	2015	2017	2040 TARGET	PROGRESS
Park Acres/1,000 People	9.1	8	> 10	
Open Space Acres/1,000 People	35.5	34	> 25	
Boise River Greenbelt Miles <sup>10</sup>	42.9	46.7	> 50	
Miles of Trails and Pathways <sup>11</sup>	509	565	> 754	
Employment Near Transit <sup>5</sup>	61%	64%	> 70%	

# RESULTS SUMMARY



## FEDERAL TRANSPORTATION

PERFORMANCE MEASURE	2015	2017	2040 TARGET	PROGRESS
Bridges in Good Condition <sup>12</sup>	N/A	38.7%	> 19%	
Bridges in Poor Condition <sup>12</sup>	N/A	0.6%	< 3%	
Pavement in "Good" Condition (Interstate, NHS) <sup>12</sup>	N/A	31.7%	> 50%	
Pavement in "Poor" Condition (Interstate, NHS) <sup>12</sup>	N/A	1.2%	< 4%	
Pavement in "Good" Condition (Non-Interstate, NHS) <sup>12</sup>	N/A	37.4%	> 50%	
Pavement in "Poor" Condition (Non-Interstate, NHS) <sup>12</sup>	N/A	2%	< 8%	
Mode Share Non-SOV <sup>12</sup>	N/A	11.3%	N/A	
Percent of Interstate Reliable (LOTTR) <sup>12</sup>	N/A	92.7%	> 90%	
Percent of Non-Interstate Reliable (LOTTR) <sup>12</sup>	N/A	78.6%	> 70%	
Truck Reliability (Interstate TTTR) <sup>12</sup>	N/A	1.47	< 1.3	



On Track to Meet Target



Progress but Not on Track to Meet Target



No Progress

# ENDNOTES

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<sup>1</sup> Data pending.

<sup>2</sup> Based on 2016 crash data. 2017 data were not available as of the publication of this report.

<sup>3</sup> Data source for measure not available for this year. Congestion will be measured using LOTTR in future reporting.

<sup>4</sup> 2015 measure recalculated based on updates to methodology.

<sup>5</sup> 2015 measure recalculated based on changes in Idaho Department of Labor data.

<sup>6</sup> Measure based on tax assessor records.

<sup>7</sup> Large increase likely due to new schools opening and better walkability network dataset.

<sup>8</sup> Data not available from US Department of Housing and Urban Development.

<sup>9</sup> Change likely due to change in the boundaries of the impact areas.

<sup>10</sup> Not accounting for closures and damage due to flooding in 2017.

<sup>11</sup> Large increase likely due to better quality dataset.

<sup>12</sup> Statewide target set by the Idaho Transportation Department (ITD). COMPASS is in support of ITD to meet these targets.

NHS – National Highway System

LOTTR – Level of Travel Time Reliability

SOV – Single Occupancy Vehicle

TTTR – Truck Travel Time Reliability