

Announcements

Public Open Houses

Please watch for a postcard announcing dates, times, and locations for the open houses. The information

will also be posted on

www.communitiesinmotion.org

and will appear in display ads

in local newspapers.

You may also call COMPASS,

855-2558 for information.



800 S. Industry Way, Suite 100
Meridian, ID 83642
208.855.2558
www.compassidaho.org

SCHEDULE OF EVENTS

Community Presentation Series– 2005

Planning Our Future

Since May 2005, COMPASS has offered public presentations pertaining to growth and its effects on transportation, land use, and infrastructure. These include: *Historic Land Use in the Treasure Valley*; *The Transportation/Land Use Connection*; and *Questions About Growth: A Framework for Making Decisions*. Please join us at other presentations as we address these questions and more. Presentations are free of charge.

Wednesday, August 17

Transportation Funding: Where Does the money Come From? Where Does it Go?

Matt Stoll, Executive Director, COMPASS

J. Schweitzer, Executive Director, Ada County Highway District

Pamela Lowe, Motor Vehicles Administrator, Idaho Transportation Department

Kelli Fairless, Executive Director, Valley Regional Transit

Idaho Historical Museum, 610 Julia Davis Dr., Boise – 7:00 pm

Monday, September 19

A community café-styled opportunity to talk about the issues and tradeoffs surrounding growth and what it means for our future. Scott Polikov, a planner and attorney from Austin, Texas who works with fast-growing communities, is the keynote speaker. Registration required (knice@compassidaho.org). Seating limited. **Boise State University, Jordan Ballroom/Student Union Building, 5:30 - 9:00 pm.**

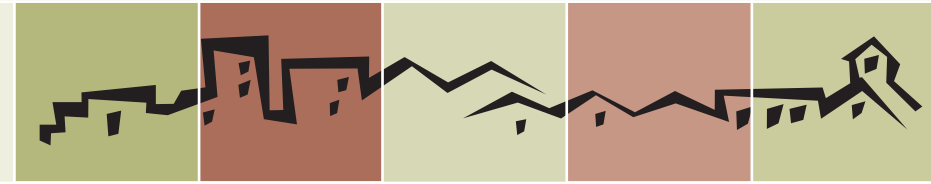
For more information: 855-2558

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Issue 3 - Summer 2005

CONNECTIONS

Connecting Treasure Valley Communities



REGIONAL LONG - RANGE TRANSPORTATION PLAN 2030

Vision

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

Adopted, COMPASS Board, July 2003

LETTER FROM THE EXECUTIVE DIRECTOR

Since November 2004, over 2000 residents of the Treasure Valley collaborated in workshops, attended open house public meetings, or joined community groups to hear about *Communities in Motion* and *Blueprint for Good Growth* planning projects. Many others have tracked our progress through our websites, www.communitiesinmotion.org and www.blueprintforgoodgrowth.com. To these engaged citizens, thank you. To those who have yet to participate in the planning process, please join us. Your involvement is essential.

The COMPASS Board of Directors took your comments, concerns, interests, and ideas into consideration when they selected a land use scenario for the long-range transportation plan at their meeting on June 20, 2005. Most people who attended workshops, presentations, and open house public meetings, asked that open space be preserved, that more options for housing be developed, and that more alternatives exist for transportation— including an expanded transit system. The Board's selection of the "Blended" scenario, as we called it over the past few months, reflect the desires of these participants. Because this scenario addresses community desires for more choice in housing and transportation, we now refer to it as "Community Choices."

The scenario selection process has allowed us 1) to compare various ways growth might occur, 2) to understand differences between choices, and 3) to use land wisely so that we can develop and support an efficient transportation system. The Board of Directors wrestled with implications of scenarios and reflected on the extent of the political will to implement change. Their decision affects the design and implementation of our future transportation system. Ultimately, the land use scenario supports a strategy for growth that is different from our region's current (Trend) style of growth and development. Community Choices (formerly Blended) reflects the guiding principles for land use, below.

We are now developing optimal transportation networks for both Community Choices and Trend land use. I invite you to join us at open houses this autumn, in Nampa and Boise, to review and comment on these two views of the future. Please watch for a postcard announcing dates, times, and locations, check the website, or call us for details.

Thank you again for your interest and involvement.

Matthew J. Stoll
Executive Director

THE LAND USE SCENARIO REFLECTS GUIDING PRINCIPLES

The guiding principles emerged from the community workshops in November 2004. The adopted land use scenario reflects these principles:

- Every community should plan for growth and share in the benefits and costs
- Encourage growth in cities and areas of impact to use public infrastructure investments efficiently
- Promote economic vitality and housing choices for all residents, while retaining our natural beauty
- Support a successful central city to maintain our regional economic health and vitality
- Coordinate transportation and land use decisions to support travel choices

CONNECTIONS

Members

GENERAL MEMBERS

- Ada County
- Ada County Highway District
- Canyon County
- Canyon Highway District #4
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Kuna
- City of Meridian
- City of Middleton
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- Golden Gate Highway District #3
- Nampa Highway District #1
- Notus-Parma Highway District #2

SPECIAL MEMBERS

- Boise State University
- Capital City Development Corporation
- Idaho Department of Environmental Quality
- Idaho Transportation Department
- Independent School District of Boise City
- Joint School District #2 (Ada County)
- Valley Regional Transit

EXOFFICIO

- Central District Health
- Office of the Governor
- Greater Boise Auditorium District

Partnering Counties

- Boise County
- Gem County
- Elmore County
- Payette County

OPTIONS FOR OUR REGION'S FUTURE		TREND	COMMUNITY CHOICES
<ul style="list-style-type: none"> • Roads reach capacity faster than expected • Subdivisions and large lots multiply on the fringe of cities • Neighborhoods have few jobs or services nearby • Established neighborhoods bear the brunt of traffic congestion from commuters • Public transportation serves few people • Do these statements reflect the Treasure Valley? If so, how did we arrive here? Will we be there soon? The lack of integration between land use and transportation planning has put us— or will put us soon - in this predicament. • The Community Choices land use scenario for Communities in Motion moves us away from this trend, and is the first step toward creating a future Treasure Valley “where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.” (CIM vision, adopted July 2003) • A future transportation system will be applied to the Community Choices land use scenario, as well as to the Trend scenario, and presented to the public at open houses this autumn. ■ 	LAND USE	<ul style="list-style-type: none"> • Consumes 125,000 acres • Growth continues on current open space and farmland • Jobs and housing remain scattered 	<ul style="list-style-type: none"> • Consumes 42,000 acres (2/3 less land than Trend) • Growth is contained in areas of impact • Offers more diversified housing types • Keeps jobs and housing closer together
	TRANSPORTATION	<ul style="list-style-type: none"> • 20% of development supports alternative transportation • Limited options for alternative transportation • Allows some development that supports transit • Longer trips and less opportunity for walking and biking 	<ul style="list-style-type: none"> • Supports alternative transportation through higher density development and proximity of housing to jobs, goods and services. (52% of development supports alternative transportation) • Shorter trips and more opportunity for walking and biking
	IMPLICATIONS	<ul style="list-style-type: none"> • Develops more open space • Discourages infill and encourages development on vacant land • Housing choices will not accommodate changing demographics and the future demand for smaller lots and diversified housing • Keeps jobs and services separate and often distant • Automobile dependence • More time needed to travel 	<ul style="list-style-type: none"> • Preserves more open space • Encourages infill and redevelopment in currently developed areas, requiring attention to design • More housing choices will better reflect the needs of future population, i.e., smaller households, older population • Promotes jobs and services closer to neighborhoods • Less dependence on personal automobiles • Less time in needed for travel

COMMUNITIES IN MOTION PROCESS

WORKSHOPS NOVEMBER 2004	WORKSHOPS FEBRUARY 2005	OPEN HOUSES COMMUNITY PRESENTATIONS MARCH/APRIL 2005	COMPASS BOARD MAY/JUNE 2005	OPEN HOUSES AUTUMN 2005	DRAFT COMMUNITIES IN MOTION WINTER/SPRING 2006
<p>The community identified land use preferences using maps and chip sets representing different types of land use.</p> <p>With community input and technical analysis, four land use scenarios emerged:</p> <ul style="list-style-type: none"> • Satellite Cities • Workshop Average • Concentrated Mixed-Use Corridors • Trend 	<p>Four land use scenarios were presented to the public. Working in groups, participants selected a land use scenario and identified transportation system improvements.</p> <p>After public input and technical review, three scenarios moved forward in the process:</p> <ul style="list-style-type: none"> • Blended (based on Satellite Cities) • Concentrated Mixed Use Corridors • Trend 	<p>Three land use scenarios presented to the public.</p> <p>Public comments were shared with the COMPASS Board.</p>	<p>COMPASS Board evaluates scenarios in May and selects a preferred land use in June</p>	<p>Open houses to review transportation options for Community Choices and Trend land use scenarios.</p> <p>Watch for a postcard announcing dates, times and locations, check the website www.communitiesinmotion.org, or call 855.2558</p>	<p><i>Communities in Motion</i>: The Regional Long-Range Transportation Plan, is drafted.</p> <p>The draft will be presented at open house meetings/hearings in Winter 2006.</p> <p>The COMPASS Board will adopt <i>Communities in Motion</i> in Spring 2006.</p>