

What, and who, is COMPASS?

The Community Planning Association of Southwest Idaho (COMPASS) is an association of local governments working together to plan for the future of the Treasure Valley.

COMPASS' mission is to...

... conduct regional planning, facilitate coordination and cooperation, serve as a source of information and expertise on issues affecting southwest Idaho, and assist member agencies in accessing funding to accomplish local and regional goals.



The agency serves as the metropolitan planning organization—MPO—for Ada and Canyon Counties, Idaho, and is a voluntary, member-based organization.

The COMPASS Board of Directors, representing COMPASS member agencies and comprised mainly of local elected officials, shapes the future of the region, sets long-term regional goals and priorities, and budgets federal transportation funds to meet those goals.

How do I request COMPASS assistance?

- Look up your topic on the COMPASS website (compassidaho.org) and contact the person listed under "Contact Us About This Topic."
- Use the staff directory (compassidaho.org/staff/) to find the appropriate staff member.
- Call 208-855-2558 or email info@compassidaho.org to be connected to a staff member who can assist you.

Have a big project?

Assistance of more than five days of COMPASS staff time requires a formal request.

Requests for assistance for the next fiscal year are solicited annually, then prioritized and budgeted. Contact info@compassidaho.org for more information.

Learn more: compassidaho.org/request-for-information-and-services/

Not a member?

For a fee, COMPASS can provide you many of the same services we provide our members.

If you represent a public agency in Ada or Canyon Counties, consider joining COMPASS to avail yourself of these member services at no additional cost.

Contact COMPASS to learn more.



compassidaho.org | info@compassidaho.org

208-855-2558

700 NE 2nd Street, Suite 200
Meridian, ID 83642

May 2024



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Member Benefits



Why Belong to COMPASS?

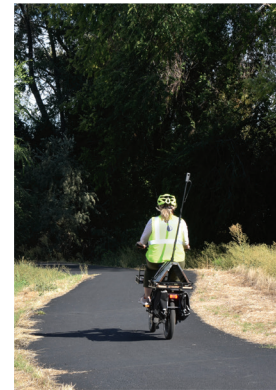
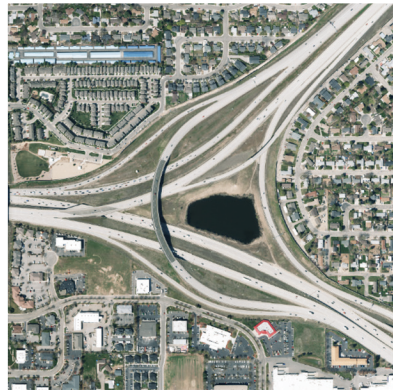
Be Part of the Conversation

COMPASS is *the* forum for regional collaboration in southwest Idaho that helps maintain a healthy and economically vibrant region and is the only entity in southwest Idaho where membership is open to all public agencies.

As the region's metropolitan planning organization, COMPASS shapes the future by directing where and how federal transportation funds will be spent in Ada and Canyon Counties.



COMPASS also has an in-house Government Affairs Coordinator who shares regional needs and priorities with Idaho's legislators and congressional delegation and keeps COMPASS Board members up-to-date on key legislative issues.



Access Member Services

Member agencies have access to most COMPASS services and data at no additional cost. The same state-of-the-art technology used by COMPASS for regional projects is available as a resource to members for individual projects, saving member agencies money, time, and resources.

Membership provides access to:

- Grant writing assistance and letters of support
- Traffic volume and congestion data
- Interactive and static custom mapping and GIS data, analysis, and visualization tools
- Meeting facilitation services
- Orthophotography
- Analysis of the fiscal impact of proposed developments on public agencies
- Bicycle and pedestrian counts
- Demographic data, estimates, and forecasts
- Travel demand modeling, including benefit/cost analyses
- Pathway condition data
- More!

Enjoy a Seat at the Table

The COMPASS Board of Directors makes decisions that affect the entire region. Each dues-paying member agency has a seat at the table—a voice and a vote—ensuring that their jurisdiction's needs and concerns are considered.

Choosing not to participate leaves important regional decisions in the hands of others.

In addition to a seat on the COMPASS Board, COMPASS membership provides member agencies an opportunity to participate in technical deliberations and recommendations that lead to key regional decisions.



While COMPASS is mainly known for its role in transportation planning, policy, and funding, it also has the authority and expertise to conduct and coordinate a variety of other planning services at the discretion of the COMPASS Board of Directors.

FY2026-2032 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in current dollars



SH-44 (State Street) and Palmer Lane, Eagle

Key # : 24772

Requesting Agency: ACHD
City of Eagle
ITD
City of Star

Project Year: 2027

Total Previous Allocations: \$400

Total Programmed Budget \$3,200

Total Cost (Prev. + Prog.): \$3,600

Project Description

Improve the intersection of State Highway 44 (State Street) and Palmer Lane in the City of Eagle. Work is expected to include a signal and additional lanes on the north and south legs of Palmer Lane to accommodate dedicated left turn lanes (three-lane section). The project could require right-of-way acquisition and utility relocations. and estimated to cost \$3.2 million.



Funding Source		NHPP					Program					State Hwy - Safety & Capacity (Capacity)		Local Match 7.34%	
Cost Year*	PE	PC	PL	RW	LP	UT	CE	CC	CL	CN	Total	Federal Share		Local Share	
2027	0	0	0	0	0	0	0	0	0	3,200	3,200	2,965		235	
Fund Totals	0	0	0	0	0	0	0	0	0	3,200	3,200	2,965		235	

*PD = Preliminary Development (projects with development activity but no programmed year of construction)



Working together to plan for the future

Topic: COMPASS Member Agency Community Profiles

Background/Summary:

COMPASS has developed Community Profile documents for each member agency as a resource to support grant development and applications. These profiles are intended to provide a concise snapshot of key community metrics and information commonly required in federal and state transportation grant applications.

While some of the content is drawn directly from your agency's website or other public sources and may appear familiar, it serves an important purpose: helping to tell the story of your community and the challenges we are working together to address through grant funding. Federal grant reviewers may not be familiar with your community, and these details provide the necessary background to illustrate both community context and project need.

In addition to narrative information, each profile includes key metrics, such as population, growth trends, economic and demographic data, traffic volumes, and crash statistics, that are frequently required in transportation grant applications. By compiling this data in one place, we aim to streamline the grant application process, whether COMPASS is assisting directly or your staff is preparing an application independently.

If you notice any inaccuracies in your profile, please let us know. We want to ensure each document accurately reflects your community and supports your efforts to compete successfully for funding.

Thank you for your collaboration. We look forward to continuing to support your agency's success in securing grant funding.

More Information:

- 1) For detailed information contact: Matt Carlson, Principal Planner, at 208/475-2232 or mcarlson@compassidaho.org

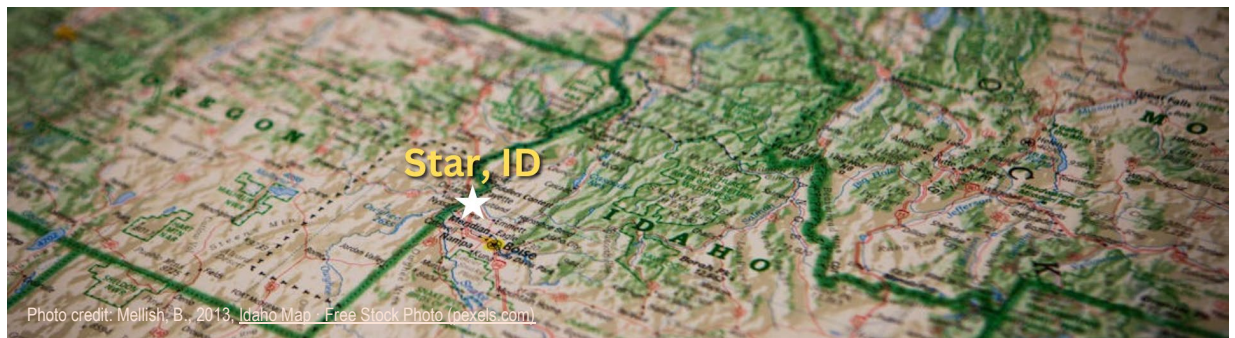


Photo credit: Mellish, B., 2013, Idaho Map - Free Stock Photo (pexels.com)

City of Star

A Beacon of Goodness, Friendliness, and Community Spirit

NEEDS

- 1) Rebuild Roadways
- 2) Sidewalks / Curbs / Gutters
- 3) Stormwater Drainage
- 4) SH-44 Pedestrian Crossing
- 5) Boise River Crossing Study
- 6) Northeast Canyon County Connectivity Study
- 7) Park and Ride Feasibility Study
- 8) Pedestrian / Bicycle Crossing Enhancements
- 9) Safe Route to School – Floating Feather Road to Star Middle School
- 10) Downtown Parking Study
- 11) Star Greenbelt Pathway
- 12) State Highway 44 Studies

The City of Star traces its roots to 1863 when a single farmer established a homestead on 300 acres along the Boise River. Soon, other settlers arrived, supporting travelers and miners passing through the region via the Oregon Trail, which crossed the river near the present-day city. Located approximately 24 miles northwest of the City of Boise, Idaho's capital, Star was officially incorporated (for the first time) in 1905.

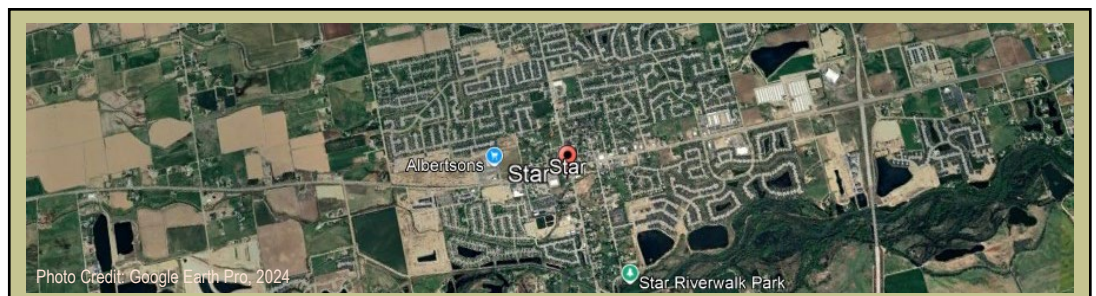
Key infrastructure helped shape Star's early growth – most notably, the Pioneer Irrigation Ditch, initiated in 1863, and the Boise Interurban Railway, completed in 1907. These systems supported agriculture and improved transportation, fueling local development. However, the closure of the Interurban line in 1928 marked a period of decline, and the city eventually lost its incorporated status.

Star was reincorporated in 1997, sparking a new era of growth and making it Idaho's youngest incorporated city. Since 2000, the city's population has grown more than twelvefold, reaching 22,370 residents today.

Rooted in a laid-back, western identity, Star is known for its year-round community events and strong sense of national pride. While it still honors its agricultural heritage, the city is expanding into new economic sectors, including light manufacturing, corporate development, and retail.

The city's name comes from a wooden star placed on its first schoolhouse in the 1870s, a practical landmark for early travelers and miners, which eventually gave the community its lasting identity.

Please see links to data below on the attachment "Where did the data come from?"



2020 Census Data:

Population: 11,127 (grew 91.9%) Hispanic: 7.5% Persons with Disabilities: 15% Age 65+: 22.1%

COMPASS 2025 Population Estimate: 22,370



Photo Credit: City of Star, 2024. www.facebook.com/cityofstaridaho



Photo Credit: City of Star, 2024. www.facebook.com/cityofstaridaho



Photo Credit: City of Star, 2024. www.facebook.com/cityofstaridaho



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Photo Credit: City of Star, 2024. www.facebook.com/cityofstaridaho

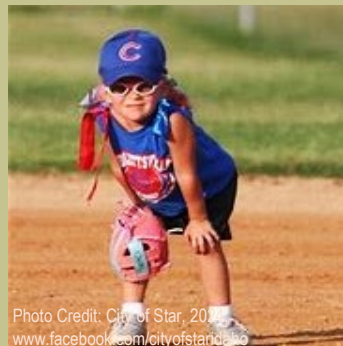
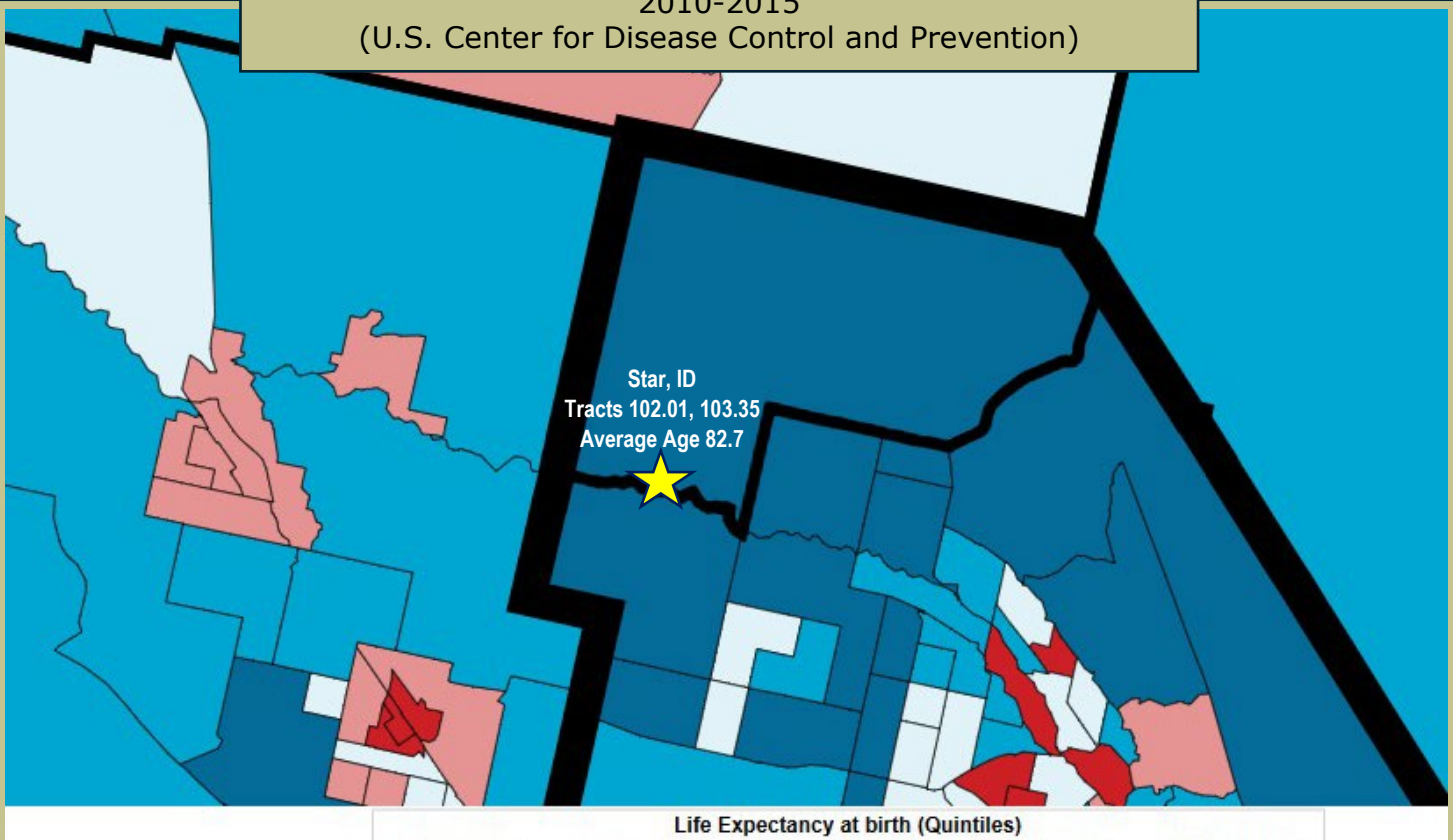


Photo Credit: City of Star, 2024. www.facebook.com/cityofstaridaho



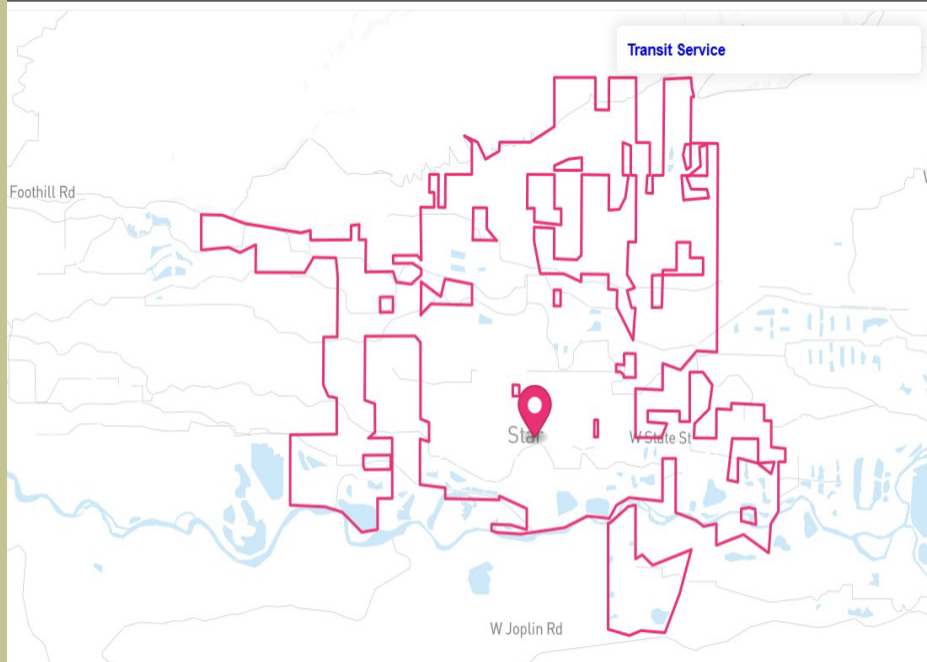
Photo Credit: City of Star, 2024. www.facebook.com/cityofstaridaho

Life Expectancy by Census Tract (Star)
2010-2015
(U.S. Center for Disease Control and Prevention)



Transit Performance
Star

CITY: STAR, ID



AllTransit™ Performance Score

0.0

City: Star, ID

Very low combination of trips per week and number of jobs accessible enabling negligible number of people to take transit to work

On Average Households have:

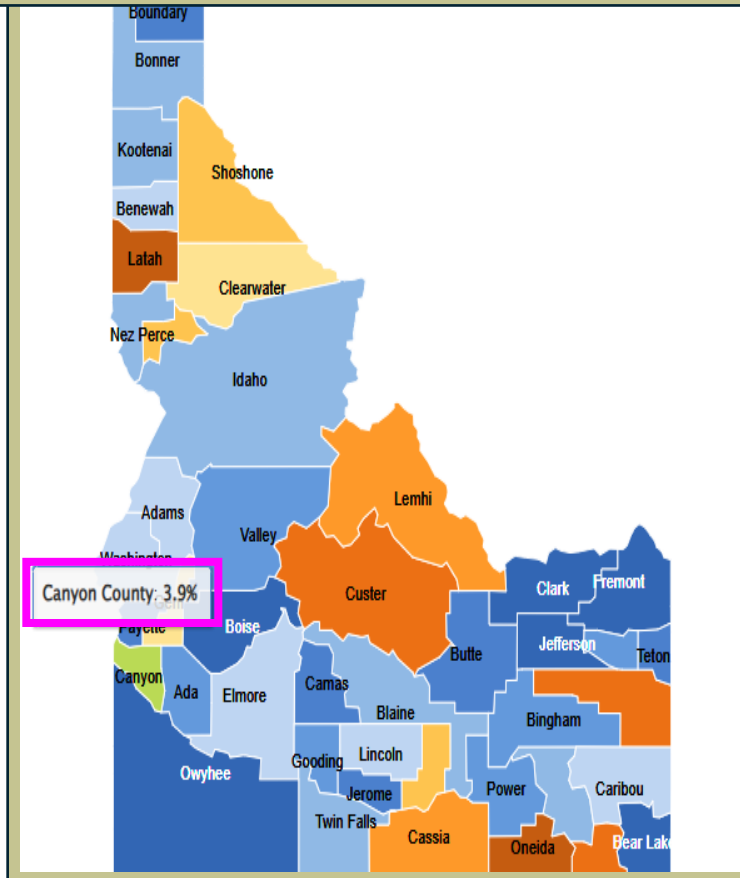
0 Transit Trips per Week within ½ Mile

0 Transit Routes within ½ Mile

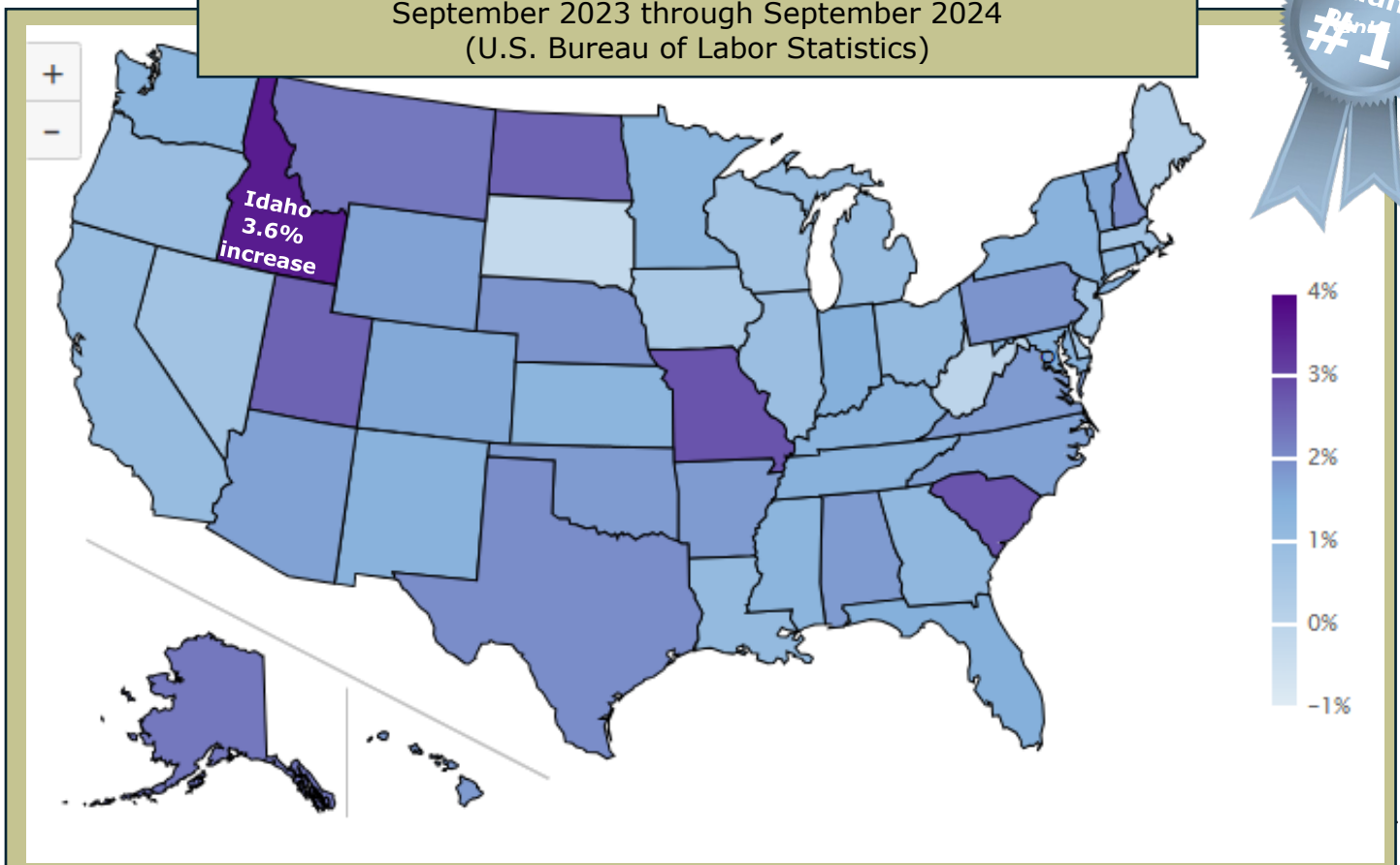
0 Jobs Accessible in 30-minute trip

0.00% Commuters Who Use Transit

Change in Employment by County
September 2023 through September 2024
(U.S. Bureau of Labor Statistics)

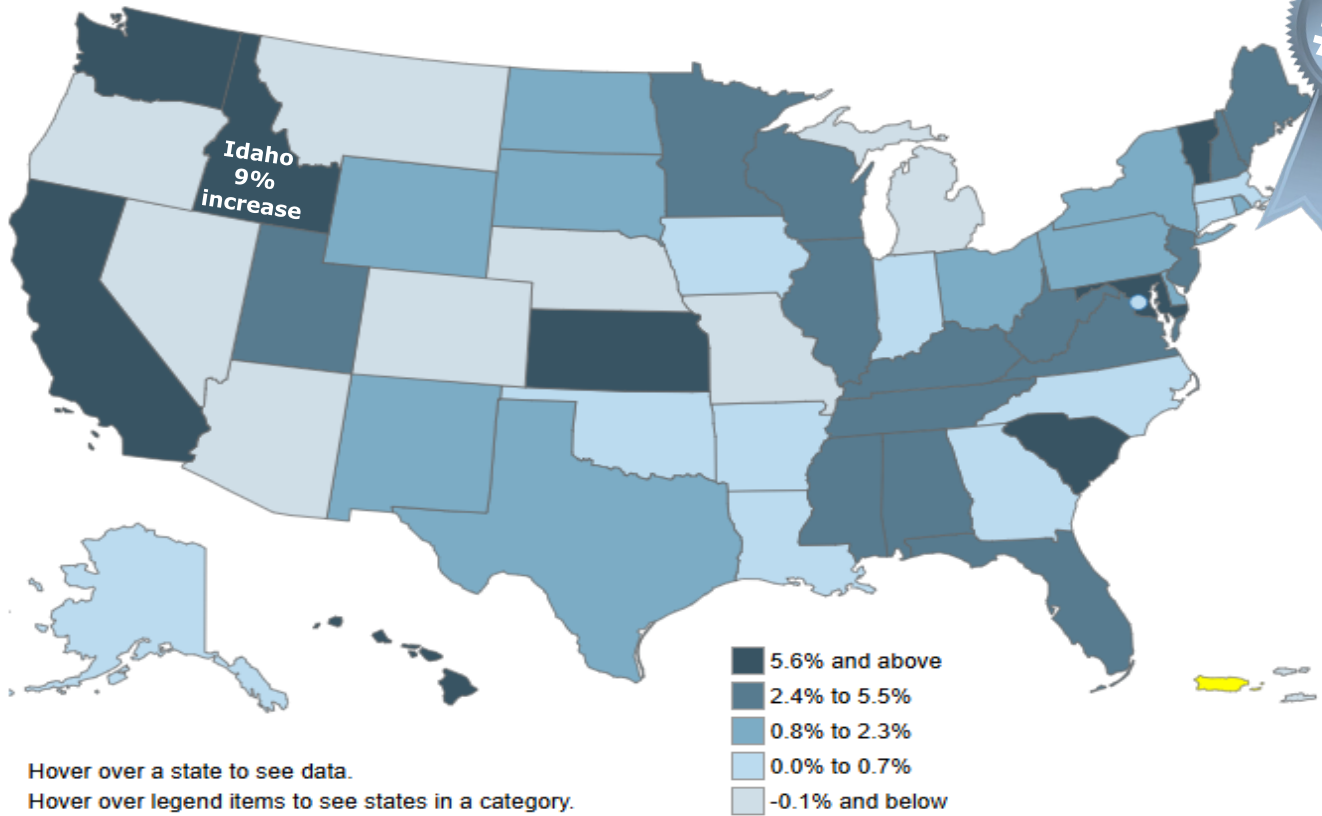


Change in Employment by State
September 2023 through September 2024
(U.S. Bureau of Labor Statistics)



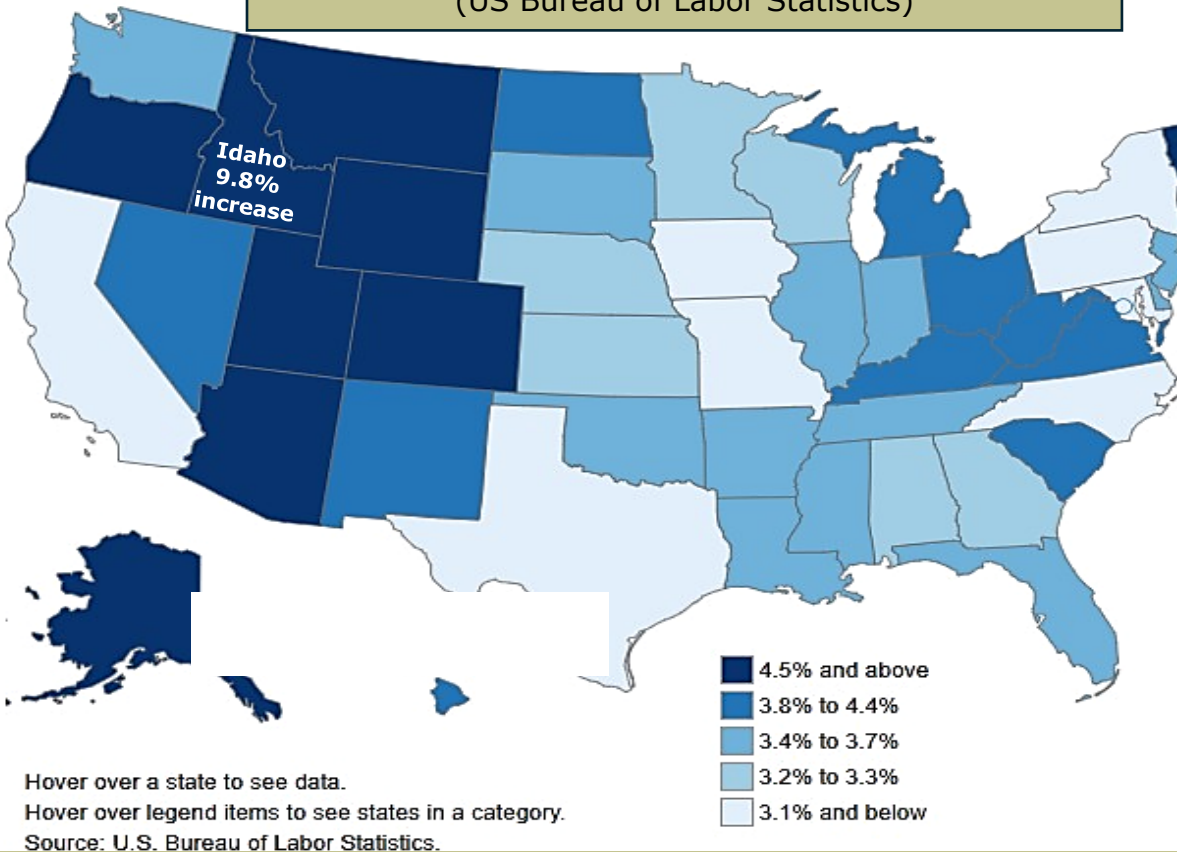
Change in Number of Business Establishments
September 2023 to September 2024
(US Bureau of Labor Statistics)

Idaho
#3



State Hires Rates (Seasonally Adjusted)
May 2025
(US Bureau of Labor Statistics)

Idaho
#4



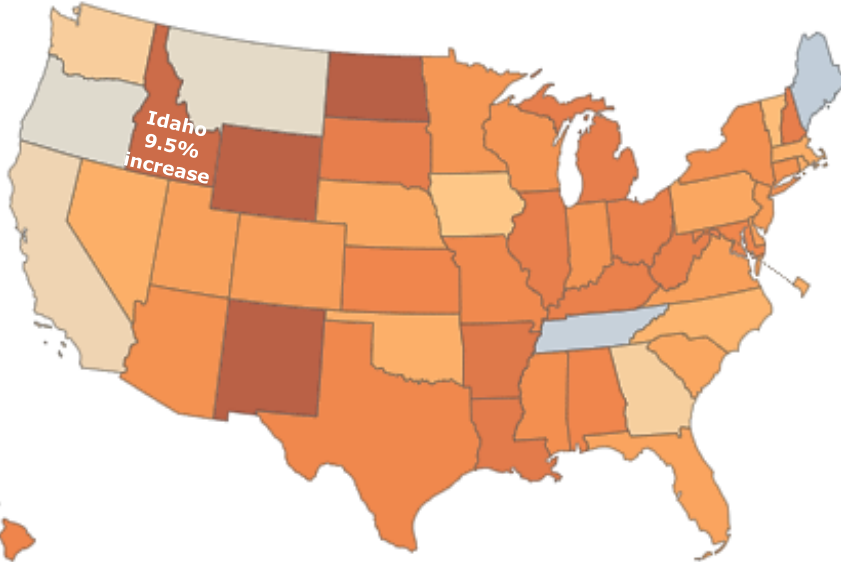
Increase in Business Applications by State (Seasonally Adjusted) January 2025 to February 2025 (U.S. Bureau of the Census)



Type:

Month:

Change:



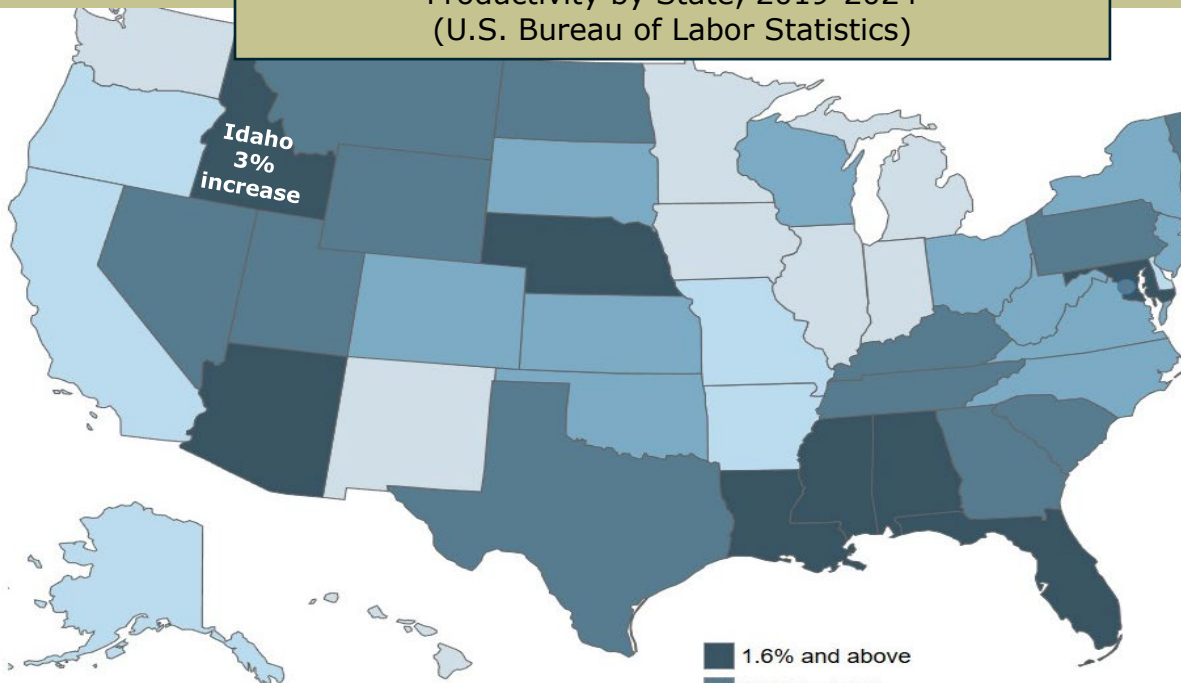
February 2025
U.S. Total

423,144 Applications

▲ 7.8%

-3.0 22.7
% Change

Largest Increase in Hours Worked Productivity by State, 2019-2024 (U.S. Bureau of Labor Statistics)



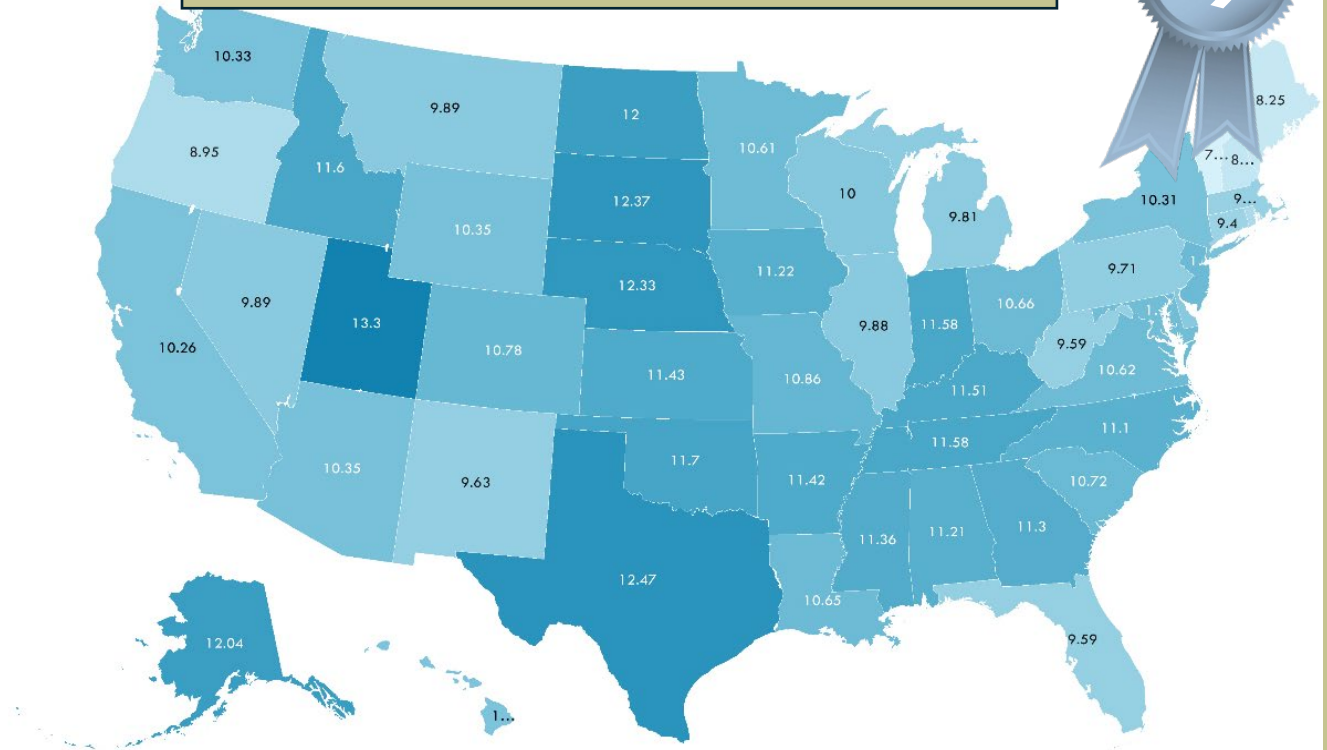
1.6% and above
0.8% to 1.5%
-0.1% to 0.7%
-0.7% to -0.2%
-0.8% and below

Hover over a state to see data.
Hover over legend items to see states in a category.
Source: U.S. Bureau of Labor Statistics.

Birth Rates by State 2024 (U.S. Vital Statistics)



Series1
13.3
7.76



Youth Density, Treasure Valley 2025 (COMPASS)

Youth

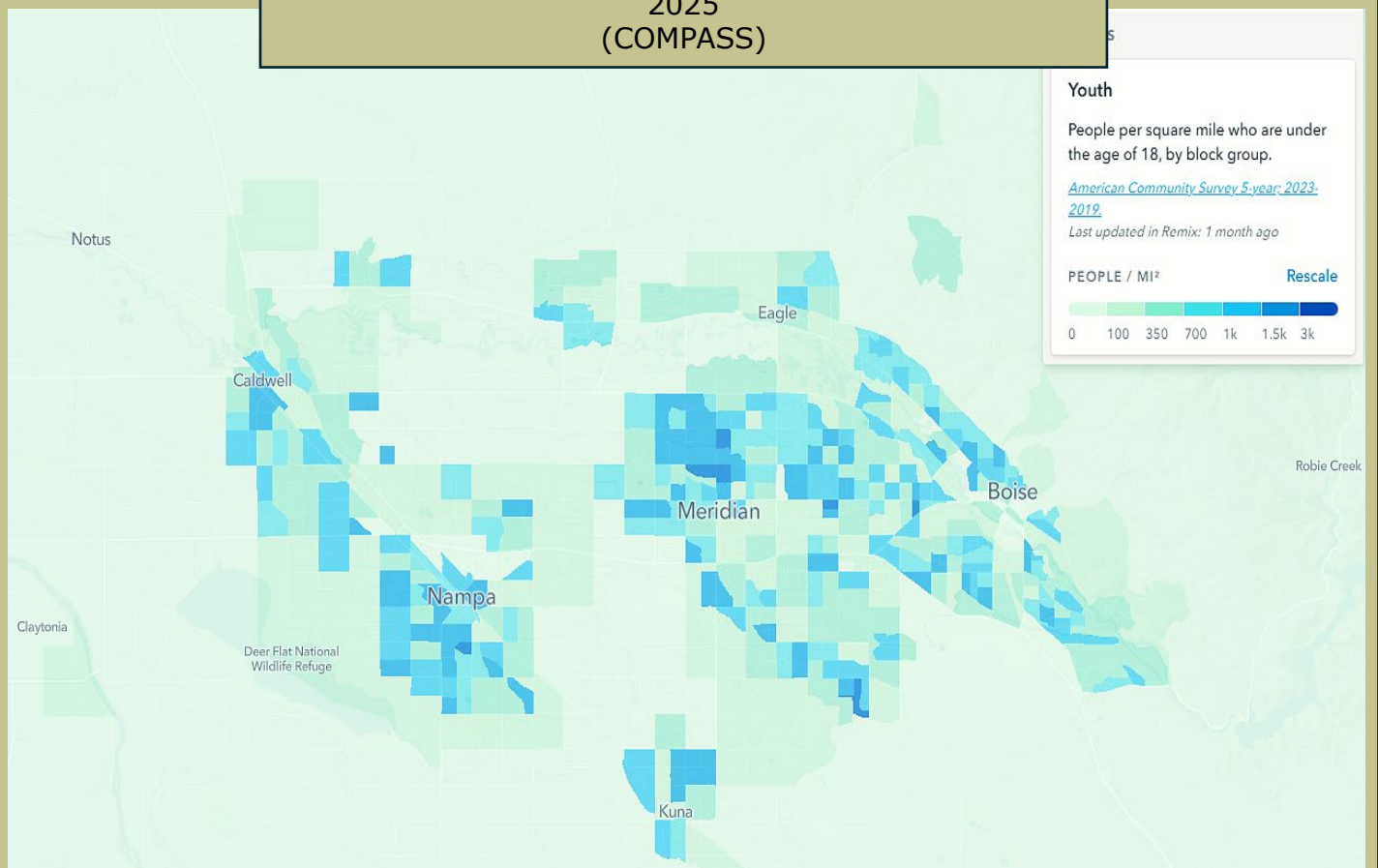
People per square mile who are under the age of 18, by block group.

[American Community Survey 5-year: 2023-2019](#)

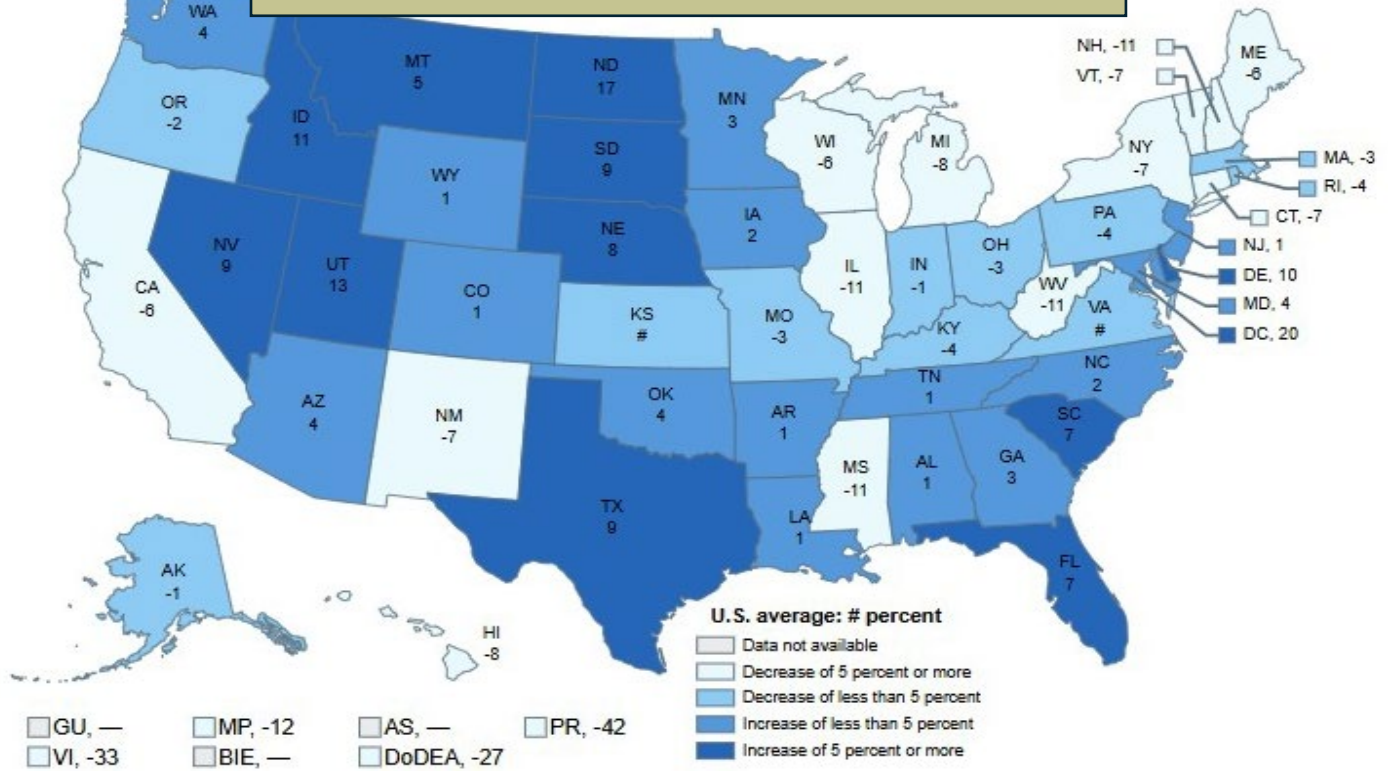
Last updated in Remix: 1 month ago

PEOPLE / MI²

Rescale



**Increase of School Enrollment by State
Kindergarten through 8th Grade
2012-2022
(National Center for Education Statistics)**

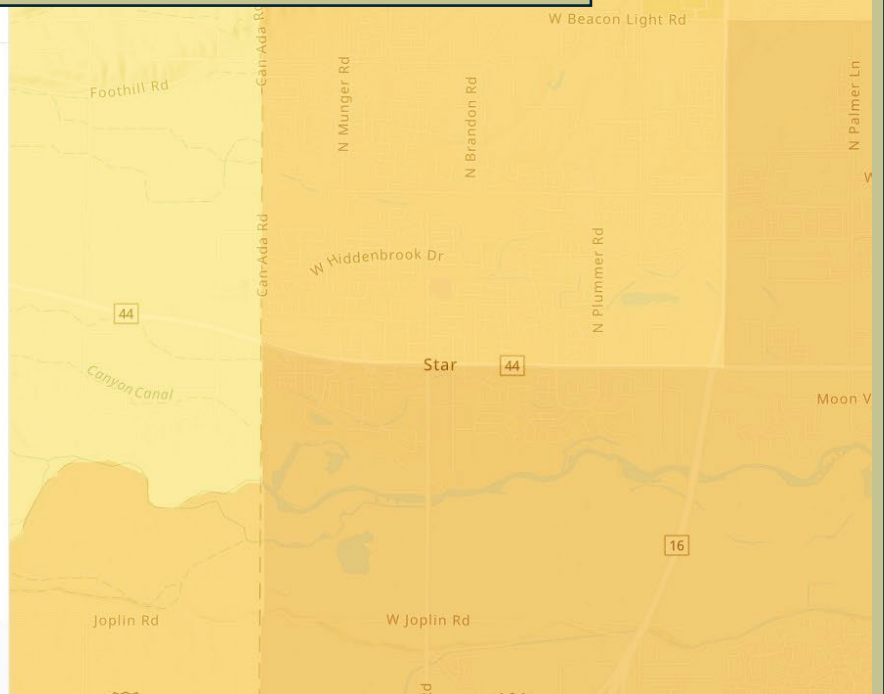


**2024 Employment Rate
Star
(US EPA Smart Location Database)**

Legend

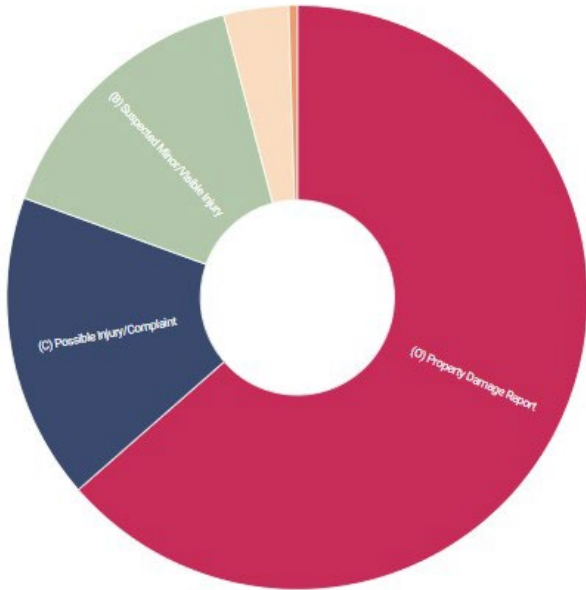
Employment rate percent - CBG2010 SLD YY

Employment Rate



Crash Count, Star 2019-2023 (Idaho Transportation Department Dashboard)

% of Crashes by Severity



This chart shows the % Crashes by Severity.

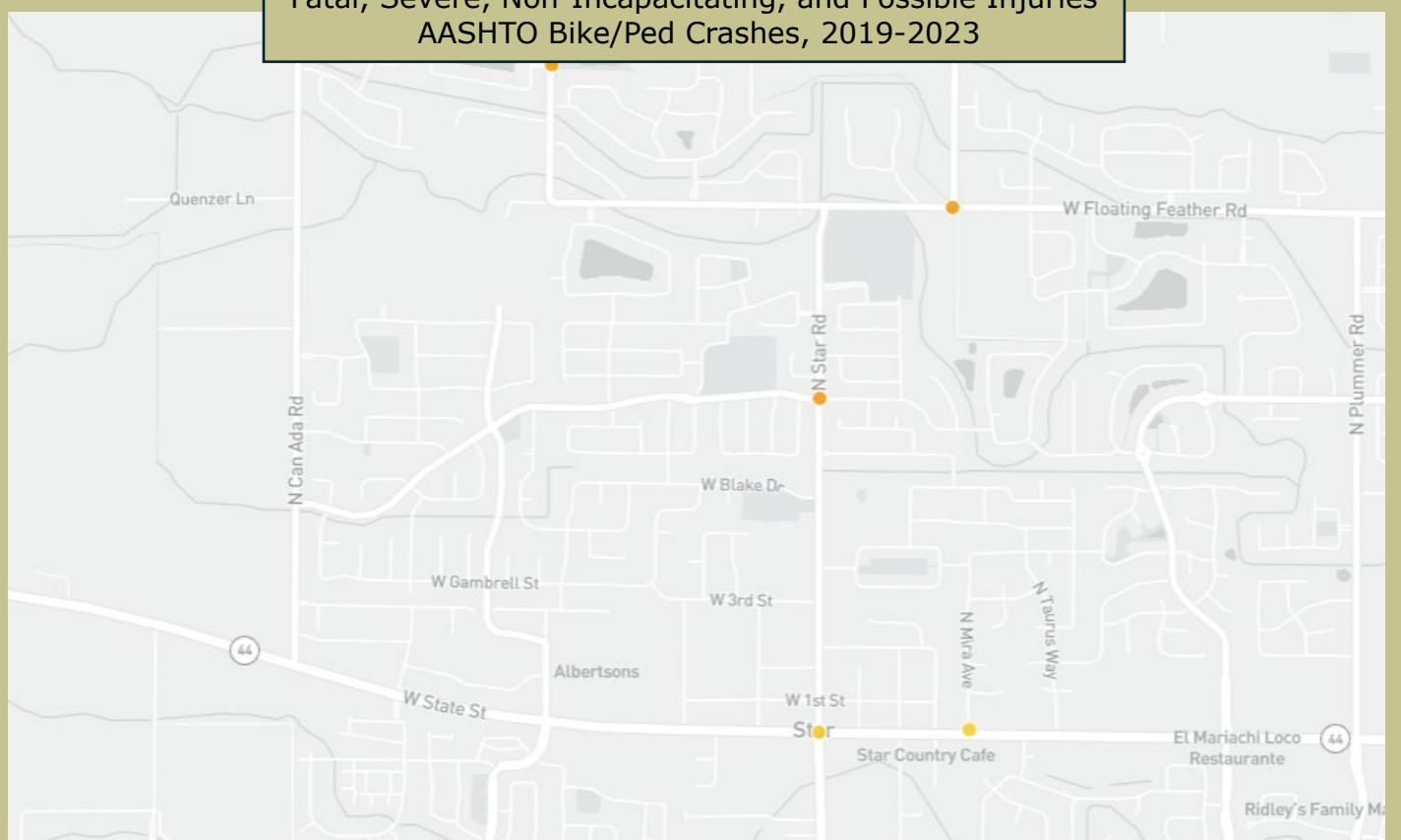
Total Crash Count: 637

Number of Fatal Crashes: 3

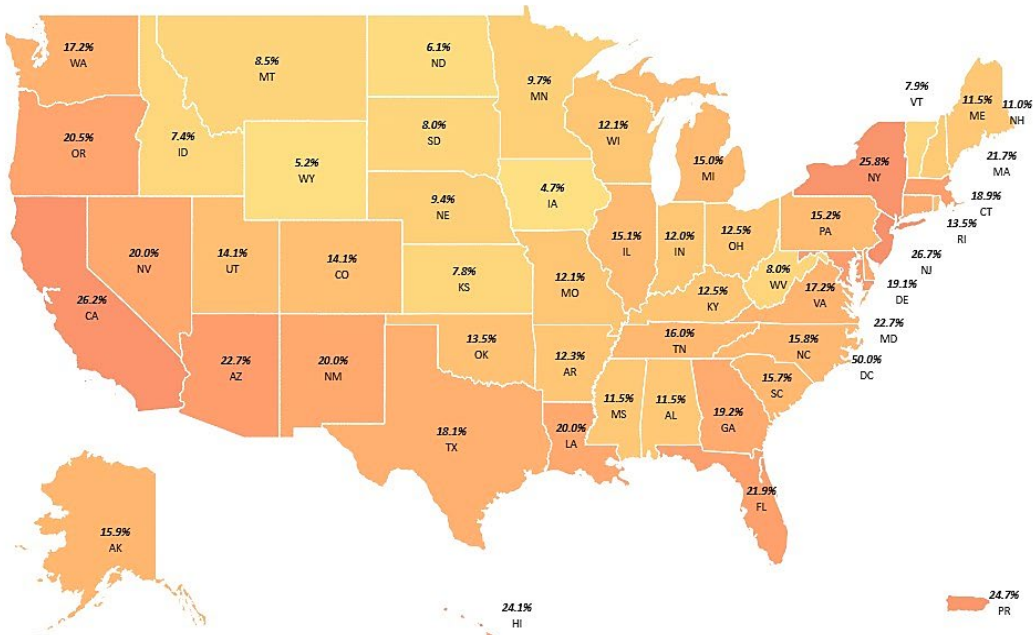
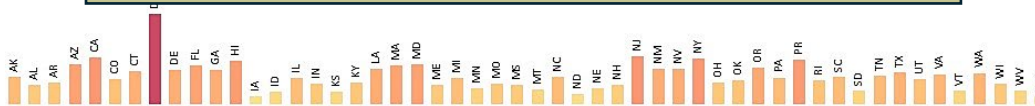
Number of Fatalities: 3

By default, this data includes the following years: 2018-2022

Star Fatal, Severe, Non-Incapacitating, and Possible Injuries AASHTO Bike/Ped Crashes, 2019-2023

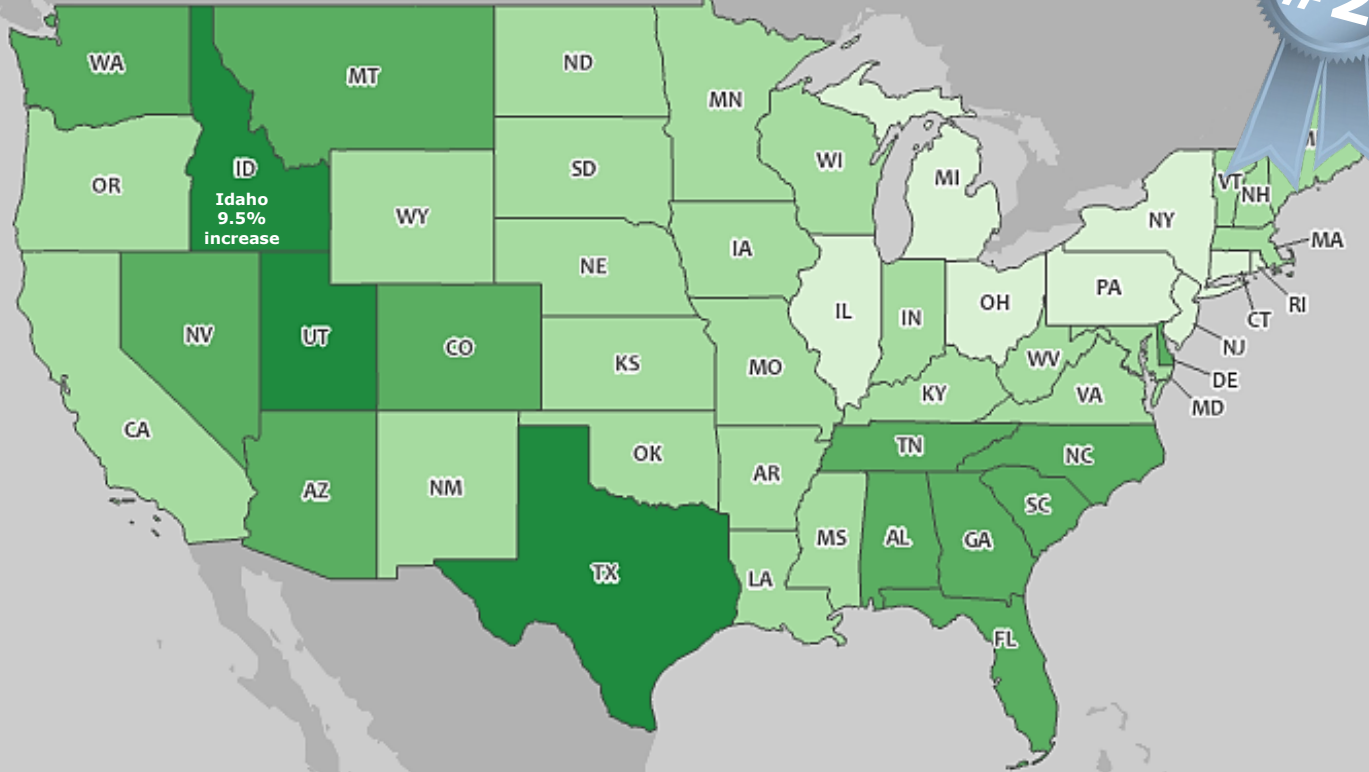


Pedestrian Fatalities by State 2014 to 2023 (Federal Highway Administration)

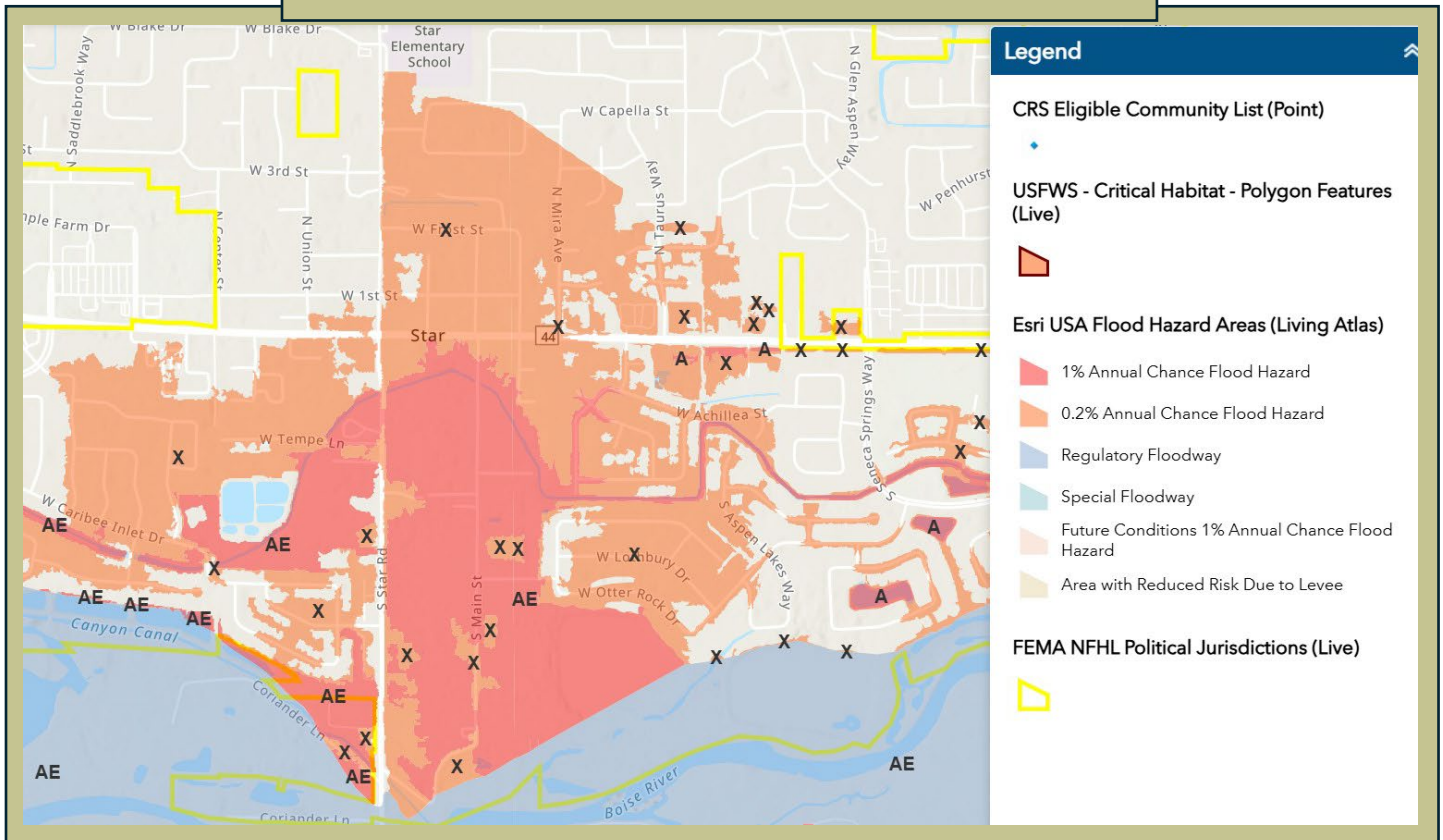


Tables
Regions
States
Counties
Cities

Change in Housing Units 2020-2024 (U.S. Bureau of the Census)



Flood Risk and Endangered Species (Federal Emergency Management Agency)



Where did the data come from?

The information listed below is provided by category and in alphabetical order for ease of locating additional information about the tools and data used by federal agencies in competitive grants. COMPASS staff can assist in obtaining further information, including getting the most up-to-date data from the sources listed below.

Some sources listed in this section do not include relevant information for all jurisdictions in the Treasure Valley and may not include examples in this report. However, all sources are provided for possible relevance in the future.

Demographics

American Community Survey (ACS) [Youth population under 18 - Overview](#)

This map shows the percentage of the population who are youth (under the age of 18) in the US. The pattern is shown by states, counties, and Census tracts. Zoom or search for anywhere in the US to see a local pattern. Click on an area to learn more. Filter to your area and save a new version of the map to use for your own mapping purposes.

The data is from the U.S. Census Bureau's American Community Survey (ACS). The figures in this map update automatically annually when the newest estimates are released by ACS.

[Area of Persistent Poverty \(AoPP\)](#)

In this report, an area is considered in persistent poverty if it had a poverty rate of 20.0% or higher during the three decades period from 1989 to 2015-2019. Persistent and chronic poverty are different; the former focuses on *places* with a long history of high poverty while chronic poverty is used to identify *people* consistently in poverty. Research suggests people living in high poverty areas experience significant barriers to well-being whether or not they're poor themselves. The longer poverty exists in an area, the more likely the community lacks adequate infrastructure and support services. The [American Recovery and Reinvestment Act of 2009 \(ARRA\) - The 10-20-30 Provision](#) was previously used to define persistent poverty and to identify counties that experienced it. But federal agencies use a variety of definitions (with different years and data sources) that identify a different number of counties that need support.

[COMPASS Demographics and Housing](#),¹ Community Planning Association of Southwest Idaho (COMPASS).

COMPASS compiles demographic and development data for use in COMPASS products and by COMPASS member agencies. The COMPASS Demographic Advisory Workgroup works closely with COMPASS staff to review and provide input into demographic and growth monitoring activities conducted at COMPASS.

¹ Treasure Valley Demographics: <https://compassidaho.org/demographics/>

[Projected Percentage Change in Public Elementary and Secondary School Enrollment, by State, Fall 2012 to Fall 2022](#)², National Center for Education Statistics (NCES), Institute of Education Sciences, Figure 2.

This NCES analysis uses data from the U.S. Department of Education, National Center for Education Statistics, Common Core of Data, retrieved December 12, 2022, from the Department of Defense Education Activity. The data provides changes in Kindergarten through Eighth Grade enrollment between 2012 and 2022.

The State of Idaho had an 11% increase in public elementary and secondary school enrollment during the study period, the third highest in the nation.

Employment

[Business Formation Statistics by State](#),³ U.S. Census Bureau, Business Formation Statistics.

The U.S. Census Bureau provides interactive maps providing month-to-month changes in business applications (adjusted for seasonal businesses) comparing all states in the nation. The State of Idaho had the fourth-highest increase in the nation in business applications from January 2025 to February 2025, with an 18.9% increase.

[Change in Nonfarm Employment by State, December 2023 to December 2024](#),⁴ U.S. Bureau of Labor Statistics.

The U.S. Bureau of Labor Statistics provides analysis of the change in nonfarm employment using seasonally adjusted current employment statistics data at the state and metropolitan area levels. Idaho had the highest percentage increase (3.6%) of nonfarm employment gains in the nation between December 2023 and December 2024.

[\(Idaho\) 12 Month Percent Change in Employment, Total, All Industries Private September 2023 to September 2024 \(by County\)](#),⁵ U.S. Bureau of Labor Statistics.

The U.S. Bureau of Labor Statistics collects data at the county level, comparing the percentage change of employment across all private industries at the county level. Treasure Valley Counties were in the higher percentages of the state in terms of job growth with Ada County at 2.6%, Boise County at 8.4%, and Canyon County at 4.2% during the time frame of the study.

[State Productivity, \(Idaho\) Annual Hours Worked Percent Change by State, 2019-2024 Trends](#),⁶ U.S. Bureau of Labor Statistics.

Labor productivity and output increased in all fifty states and the District of Columbia from 2019

² School Enrollment by State (NCES): <https://nces.ed.gov/programs/coe/indicator/cga/public-school-enrollment#:~:text=Total%20enrollment%20remained%20at%20around,million%20students%20in%20fall%202022>.

³ Business Formation Statistics by State: <https://www.census.gov/library/visualizations/interactive/bfs-by-state.html>

⁴ Change in Nonfarm Employment: <https://www.bls.gov/opub/ted/2025/employment-up-in-33-states-in-2024.htm>

⁵ (Idaho) 12 Month Percent Change in Employment: https://data.bls.gov/maps/cew/ID?period=2024-Q3&industry=10&geo_id=16000&chartData=3&distribution=1&pos_color=blue&neg_color=orange&showHideChart=s&how&ownerType=5

⁶ Percent Change in Annual Hours Worked, 2019-2024: <https://www.bls.gov/charts/state-productivity/annual-hours-worked-percent-change-by-state.htm>

to 2024. Note that the annual percent changes for periods of more than 1 year are annualized average rates of change over the entire period, or a compound annual growth rate.

Hours worked increased in 29 states and the District. Idaho had the largest increase in hours worked (+3.0 percent), 2019 to 2024.

[Opportunity Zones](#)⁷ - an economically distressed community where new investments, under certain conditions, may be eligible for preferential tax treatment. Localities qualify as Opportunity Zones if they were nominated for that designation by the state or territory and the nomination was certified by the U.S. Secretary of the Treasury via his delegation of that authority to the Internal Revenue Service. This program, or designation, is administered by the U.S. Department of Housing and Urban Development.

[Over-the-Year Percent Change in Metropolitan Area Employment, June 2024 to June 2025, Not Seasonally Adjusted](#),⁸ U.S. Bureau of Labor Statistics.

The U.S. Bureau of Labor Statistics provides a comparative review of the year-to-year percentage changes in employment at the metropolitan statistical area (MSA). An MSA is a larger region sharing economic and social integration with the core city. The Boise Metropolitan (Statistical) Area (including Ada, Boise, Canyon, Gem, and Owyhee Counties) saw a 3.2% increase in area employment between June 2024 and June 2025, which is one of the highest increases in the nation.

[Percent Change in Number of Business Establishments by State, Total Covered Employment, December 2023 to December 2024](#),⁹ U.S. Bureau of Labor Statistics.

The U.S. Bureau of Labor Statistics provides an analysis of the percentage change in the number of businesses by state. The State of Idaho experienced the second-highest growth in the number of business establishments in the nation, at 7.5% growth, between December 2023 and December 2024.

[State Job Opening Rates, June 2025 Seasonally Adjusted](#),¹⁰ U.S. Bureau of Labor Statistics.

The U.S. Bureau of Labor Statistics provides an analysis of the percentage change of job openings (seasonally adjusted) by state. The State of Idaho fell in the mid-range compared to the rest of the nation, at 4.6%, compared to the national average of 4.4%.

Environmental

[Flood Risk and Endangered Species Habitat \(FRESH\)](#)¹¹ Screening Map, Federal Emergency Management Agency (FEMA), National Flood Insurance Program (NFIP), the Endangered Species Act (ESA), and Community Rating System (CRS) Eligible Community List.

⁷ Opportunity Zones: <https://www.hud.gov/opportunity-zones>

⁸ Percent Change in Metropolitan Area Employment: <https://www.bls.gov/charts/metro-area-employment-and-unemployment/metro-area-oty-percent-change-in-employment.htm>

⁹ Change in Number of Business Establishments: <https://www.bls.gov/charts/county-employment-and-wages/percent-change-est-by-state.htm>

¹⁰ State Job Opening Rates: <https://www.bls.gov/charts/state-job-openings-and-labor-turnover/state-job-openings-rates.htm>

¹¹ FRESH Screen Map:

<https://fema.maps.arcgis.com/apps/webappviewer/index.html?id=c01581a28192417b90b7898ebc323c5c>

This tool provides web-based mapping to communities, including the data necessary to understand floodplain management as well as ranges and designated critical habitats of species listed as threatened and endangered under the ESA. An example of data available on the map includes the base flood elevation in the Treasure Valley of approximately 2,509 to 2,665 feet, depending on the specific location.

It also shows Ada County to be designated on the Community Rating System (CRS) Eligible Community List, which is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements of the [National Flood Insurance Program \(NFIP\)](#). Over 1,500 communities participate nationwide. In CRS communities, flood insurance premium rates are discounted (Ada County ranks as Class 7, which means a 15% discount) to reflect the reduced flood risk resulting from the community's efforts that address the three goals of the program:

1. Reduce and avoid flood damage to insurable property
2. Strengthen and support the insurance aspects of the National Flood Insurance Program
3. Foster comprehensive floodplain management.

Health

[\(Idaho\) Key Health Measures](#),¹² Centers for Disease Control and Prevention (CDC), National Center for Health Statistics, Stats of the States.

The CDC provides key health measures for each state in the nation. For example, in Idaho, the fertility rate is 57.6 births per 1,000 females 15-44 years of age, life expectancy at birth (2021) is 77.2 years, the marriage rate is 7.0 per 1,000 persons, and the divorce rate is 3.4 per 1,000 marriages, and the leading cause of death is cancer.

Housing

[Housing Unit Change Viewer: 2020 to 2024](#)¹³, U.S. Census Bureau.

The U.S. Census Bureau provides an analysis of the change in housing units by state between 2020 and 2024. The map is interactive and expands, when zoomed in, to provide county and census tract data. The State of Idaho was second in the nation regarding the percentage increase in housing units between 2020 and 2024 at 9.5%.

Safety and Transportation

[All Transit Metrics Map](#)¹⁴, Center for Neighborhood Technology (CNT) using General Transit Feed Specification (GTFS) data.

This source explores transit systems across the United States and provides a performance score and other metrics regarding transit access and usage. An example of the data available from All

¹² Key Health Measures: <https://www.cdc.gov/nchs/state-stats/states/id.html>

¹³ Housing Unit Change: https://mtgis-portal.geo.census.gov/arcgis/apps/experiencebuilder/experience/?id=3a87e24a2ec54e01ab277a12d467e7d9&page=Housing-Unit-Change-Viewer%3A-2020-to-2023&views=PERCENT-CHANGE#data_s=id%3AdataSource_1-193dfa4b950-layer-2-6%3A32

¹⁴ All Transit Metrics Map: <https://alltransit.cnt.org/metrics/>

Transit Metrics Map is that within the City of Boise, there are 42 transit routes within one-half mile of households, and 535,338 jobs are accessible in a 30-minute trip.

[COMPASS Project Application Crash Maps](#)¹⁵, Community Planning Association of Southwest Idaho (COMPASS).

COMPASS compiles safety and crash data within Ada and Canyon Counties for use in COMPASS products and by COMPASS member agencies. COMPASS provides the following two types of crash maps:

- 2019-2023 Fatal and Severe Crash Map
- 2019-2023 Bicycle and Pedestrian Crash Map

[Fatality Analysis Reporting System \(FARS\)](#)¹⁶, U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration.

The DOT provides a highly interactive map that includes crash data on every fatal traffic crash in the United States. To be included in this data, a crash must involve a motor vehicle traveling on a public roadway resulting in the death of a vehicle occupant or nonoccupant within 30 days of the crash. The annual data file is associated with the most recent data, which typically takes about a year to finalize.

Multiple options are available throughout the site for reviewing the data in various ways.

Idaho-specific examples of the types of information available on this website include (between 2014 and 2023):

- 7% of all traffic-related fatalities are pedestrians
- 22% of passenger fatalities were related to speeding
- 70% of bicyclist fatalities were male
- 63% of fatalities involving large trucks occurred on non-interstate rural roads
- 58% of fatalities were not wearing their seat belts
- 20% of fatalities were over the age of 65
- 75% of traffic-related fatalities were in rural areas
- Summer months (May through August) have the highest alcohol-related fatalities

[National Highway Freight Network Visualization Tool](#)¹⁷, U.S. Department of Transportation, Federal Highway Administration.

This interactive mapping tool provides detailed information about the nation's freight network, including four subsystems of roadways: Primary Highway Freight System (PHFS), Other Interstate Portions not on the PHFS (Non-PHFS Interstates), Critical Rural Freight Corridors (CRFCs), Critical Urban Freight Corridors (CUFCs). In the Treasure Valley, the freight network is generally the interstate, with some critical arterials near the interstate and parts of US 20/26.

¹⁵ COMPASS Project Application Crash Maps:

<https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b>

¹⁶ FARS: <https://cdan.dot.gov/DataVisualization/DataVisualization.htm>

¹⁷ Freight Network:

<https://usdot.maps.arcgis.com/apps/webappviewer/index.html?id=c4c0fdef029a4093b169e493e1883988>

[ITD AASHTOWare Safety Dashboard](#)¹⁸, American Association of State Highway and Transportation Officials (AASHTO) through the Idaho Transportation Department (ITD) safety dashboard.

The ITD dashboard provides summary data of all vehicle crashes by state, county, or city level. COMPASS staff can also assist in determining specific crash locations for vehicle crashes and bicycle/pedestrian injuries directly through AASHTOWare, which requires a login.

Some examples of information available on ITD's Safety Dashboard include (all data between 2020 and 2024):

- ITD District 3 (10 southwest counties, including Ada, Boise, and Canyon Counties) has the most crashes in the state
- July has more crashes across the state than any other month
- Months of most fatal crashes by county:
 - Ada County – December (followed closely by September and October)
 - Boise County – August
 - Canyon County – April (followed closely by December)
- Day of the week of most fatal crashes by city:
 - Boise – Monday
 - Caldwell - Wednesday
 - Eagle - Wednesday
 - Meridian – Saturday
 - Nampa - Saturday

¹⁸ ITD AASHTOWare Dashboard: <https://itd.aashtowaresafety.net/itd-safety-dashboards#/>