

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: 933 E State St (RZ-14-21)



Agency: Eagle

CIM Vision Category: Existing Neighborhoods

New households: 50

New jobs: 25

Exceeds CIM forecast: No

	<p>CIM Corridor: State Street Pedestrian level of stress: PG Bicycle level of stress: PG</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: 3,200 Jobs within 1 mile: 5,420 Jobs/Housing Ratio: 1.7</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: 0.1 mile Nearest fire station: 0.1 mile</p>	<p>Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: No Farmland within 1 mile: 0 acres</p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: 0.3 miles Nearest public school: 1 mile Nearest public park: 0.5 miles Nearest grocery store: 0.8 miles</p>	<p>Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

Recommendations

The proposal provides multi-family housing near a bus route, public park, grocery store, and various places of employment. Surrounding infrastructure generally supports pedestrians and bicyclists. These characteristics makes available opportunities for shorter vehicular trips and more non-motorized trips. In addition, the proposal is in a key transit area along the State Street corridor. The nearest bus stop is about 1/3 of a mile away at State Street and South Flagstone Lane. Land use decisions in the State Street corridor are critical to the success of future Bus Rapid Transit and the vision for transit service along the Hwy 44 corridor. Developers and city staff should coordinate development plans with Valley Regional Transit to ensure successful implementation. Currently, the *COMPASS Regional Transportation Improvement Plan* identifies various capital and service projects to increase transit access along the corridor (see Key #23278 and #23179) by the years 2022 and 2023.

More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>

Transit - State Street Premium Corridor, Part 1, Boise Area, VRT

Regionally Significant: Inflated COMPASS PM: Federal PM:
 Key #: 23178

Requesting Agency: Valley Regional Transit
 Project Year: 2022

Total Previous Expenditures: \$0
 Total Programmed Cost: \$1,250
 Total Cost (Prev. + Prog.): \$1,250

Project Description : Implement Part 1 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks.



Funding Source		FTA 5307 LU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	1,250	1,250	1,000	250		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,250	\$1,250	\$1,000	\$250		

Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: Inflated COMPASS PM: Federal PM:
 Key #: 23179

Requesting Agency: Valley Regional Transit
 Project Year: 2023

Total Previous Expenditures: \$0
 Total Programmed Cost: \$5,882
 Total Cost (Prev. + Prog.): \$5,882

Project Description : Implement Part 2 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will include deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding.



Funding Source		Local Participating		Program				Transit Capital		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	0	5,882	5,882	0	5,882		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,882	\$5,882	\$0	\$5,882		

Fiscal Impact Analysis Supplemental for the Development Review Checklist

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all. More information about the COMPASS Fiscal Impact Tool is available at: www.compassidaho.org/prodserv/fiscalimpact.htm.

Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City

County

Highway District

School District

Break Even: