

Communities in Motion 2040 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 (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 goals](#).






Development Name: Adventure Station (CAR18-00018) Agency: Boise

CIM Vision Category: Mixed Use

New households: 0

New jobs: 120

Exceeds CIM forecast: No

	CIM Corridor: None Pedestrian level of stress: PG-Fairview Bicycle level of stress: R-Fairview	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.
	Housing within 1 mile: 6,688 Jobs within 1 mile: 13,533 Jobs/Housing Ratio: 2.0	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.
	Nearest police station: 1.1 miles Nearest fire station: 1.3 miles	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.
	Farmland consumed: No Farmland within 1 mile: None	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.
	Nearest bus stop: 0 miles Nearest public school: 0.5 miles Nearest public park: 0.2 miles Nearest grocery store: 0 miles	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.

Recommendations

This location is served by bus routes #7A and #7B which connect passengers to downtown Boise. It is also near the Boise Towne Square Mall transfer center. Fairview Avenue has been designated as a premium service corridor in ValleyConnect 2.0, calling for enhanced infrastructure, high frequencies, and other rider amenities. ValleyConnect 2.0 proposes additional north-south routes and east-west routes at this location. Fairview Avenue is anticipated to have 15 minute all day frequencies, while Cole Road is planned to have 30 minute peak hour frequencies. Please coordinate transit facility improvements with Valley Regional Transit (VRT). VRT has developed a Bus Stop Location and Transit Amenities *Development Guidelines* for siting new bus stops and reviewing current and bus stops. More information is available at:

<https://www.valleyregionaltransit.org/media/1377/vrtbusstopandtransitamenitiesdevelopmentguidelines.pdf>

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

Web: www.compassidaho.org

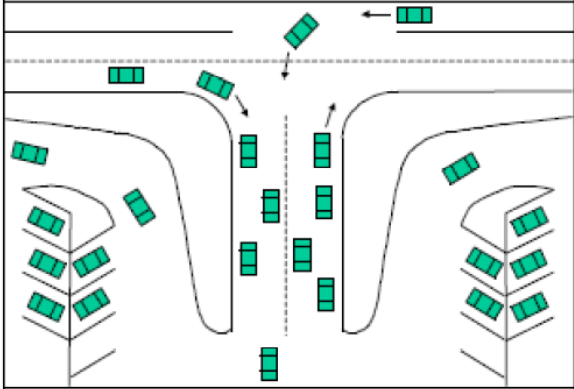
Email info@compassidaho.org

More information about the development review process:

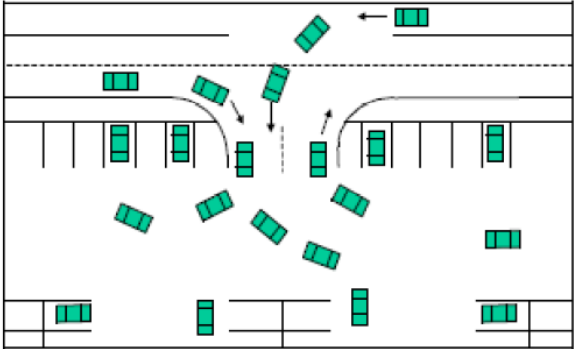
<http://www.compassidaho.org/dashboard/devreview.htm>



Consider extending the throat lengths for eastern-most driveway accessing Fairview Avenue. Insufficient throat lengths can cause unsafe conditions and result in vehicles backing onto an arterial road, interrupting traffic flow. See below.



Adequate throat length allows stacking, or queuing, to occur on site. This reduces driver confusion, traffic problems, and unsafe conditions.



Insufficient throat length and poor site planning can cause unsafe conditions and result in vehicles backing out onto the arterial, interrupting traffic flow.