

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: Alpina (H-2018-0090)

Agency: Meridian

CIM Vision Category: Existing Neighborhood

New households: 60

New jobs: 30

Exceeds CIM forecast: No

	<p>CIM Corridor: Ustick Rd Pedestrian level of stress: R—Ustick Rd Bicycle level of stress: R—Ustick Rd</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: 4,820 Jobs within 1 mile: 740 Jobs/Housing Ratio: 0.2</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: 3.7 miles Nearest fire station: 1.6 miles</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: Yes Farmland within 1 mile: 123 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: 3.7 miles Nearest public school: 0.5 miles Nearest public park: 0.5 miles Nearest grocery store: 1.9 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 development proposes access to both Ustick Road and Linder Road. The Linder Road corridor is the #7 priority in the *Communities in Motion 2040* plan. Linder Road serves as a north-south route from the Eagle foothills to the City of Kuna with a gap near I-84. *Communities in Motion 2040* identifies the Linder Road overpass as a needed, unfunded project. More information about Linder Road is available at:

http://www.compassidaho.org/documents/prodserv/CIM2040/7_LinderRoad_022618.pdf

The COMPASS FY2018-2022 Regional Transportation Improvement Program (TIP) identifies the widening of Linder Road from Ustick Road to McMillan Road to five lanes with curb, gutter, sidewalk, and bicycle lanes, with construction in 2021 (Key Number RD202-18). Additional information about TIP is available at:

<http://www.compassidaho.org/documents/prodserv/trans/FY18/FY2018TIPrpt.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>



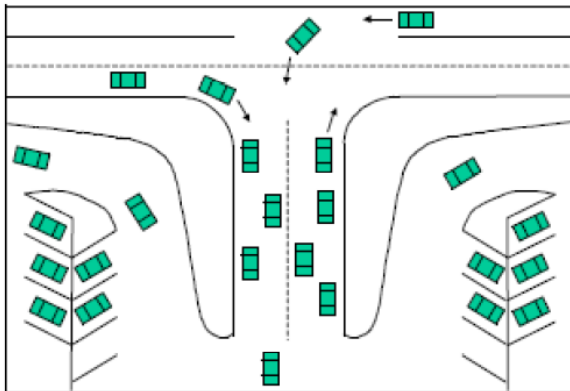
The proposal provides a mix of residential and office, which can encourage non-motorized travel. The higher density is supportive of nearby bus service. Typically, at least 7 dwelling units per acre (DU/acre) are needed to support public transportation. The proposal is approximately 15 DU/acre.

The site is not currently served by public transportation. ValleyConnect 2.0 proposes two routes on Linder Road:

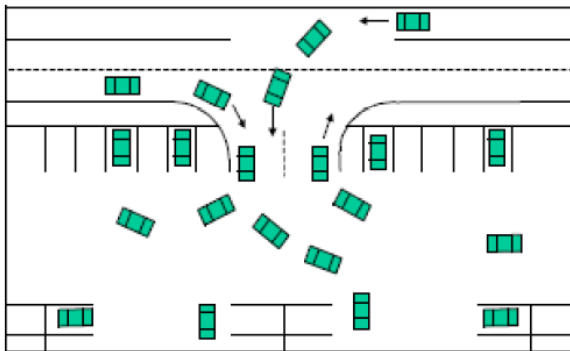
- A premium service commuter route with 30-minute frequencies from College of Western to the downtown Boise Main Street Station along Cherry Lane, Linder Road, and Chinden Boulevard.
- A secondary service connecting Eagle High School and southwest Ada County with 30-minute peak hour and 60-minute midday service.

Consider including a concrete pad for an eventual bus stop at this site. Work with Valley Regional Transit on siting and design that would accommodate the future service.

Consider extending the throat lengths for eastern-most driveway accessing Ustick Road. Fairview Avenue. Insufficient throat lengths can cause unsafe conditions and result in vehicles backing onto an arterial road, interrupting traffic flow. The Linder Road access provides a better throat length.



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.