

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: Compass Charter School (H-2018-0046) Agency: Meridian

CIM Vision Category: Future Neighborhood

New households: 0

New jobs: 100

Exceeds CIM forecast: No

	<p>CIM Corridor: N/A Pedestrian level of stress: R- Franklin Bicycle level of stress: R- Franklin</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: 1,225 Jobs within 1 mile: 111 Jobs/Housing Ratio: 0.1</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: >4 miles Nearest fire station: 2.5 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: No Farmland within 1 mile: 1,013 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: 1.7 miles Nearest public park: 0.7 miles Nearest grocery store: 1.3 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 is at the northeast corner of Franklin Road and Black Cat Road. At this location the ValleyConnect 2.0 Growth Scenario Conceptual Network proposes an east/west express route connecting downtown Caldwell to downtown Boise with 20 minute peak hour frequencies and 60 minute off peak frequencies. A second express route will run along Franklin Road and connect the College of Western Idaho (CWI) to the Boise Airport and Micron. A secondary east/west route will connect the CWI to the Village in Meridian. 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

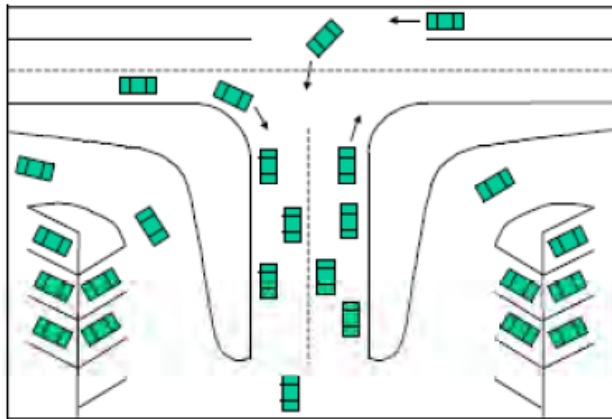
More information about the development review process:

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

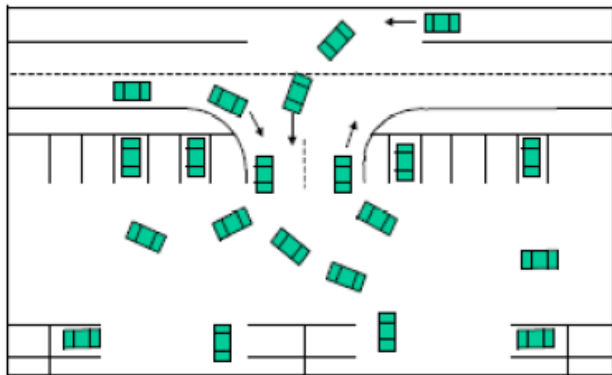


Consider safe, internal vehicular access locations for accessing the commercial sections of the proposal. As currently designed vehicles entering from Black Cat Road would traverse the school parking lot to enter the commercial area near Franklin Road. This design may encourage speeding through parking lots where school children are walking. Consider providing an access from northern service drive to the convenience store parking area, east of the convenience store building currently proposed as storm water retention. However, any access west of the convenience retail building location may promote bottlenecks and traffic queuing onto Black Cat Road.

COMPASS has designed an Access Management Toolkit which depict adequate driveway throats to improve traffic flow.



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.

More information about the COMPASS Access Management Toolkit is available at:
http://www.compassidaho.org/documents/planning/studies/AcMgtTikt_08Cover_Electronic.pdf