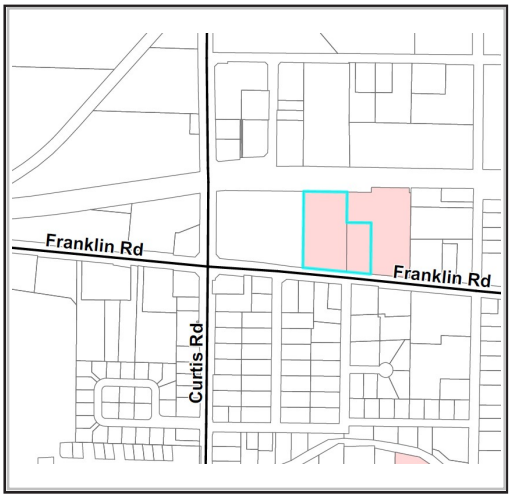
Communities in Motion 2050 Development Review

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 2050* (CIM 2050), 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 2050 goals.



Development Name: Franklin Apartments

CIM Vision Category: Activity Center

New Jobs: 0

CIM Corridor: West Franklin Road

New Households: 112

Safety

Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes, and travel speeds.

Pedestrian level of stress	✓
Bicycle level of stress	✗

Economic Vitality

These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

Activity Center Access	✓
Farmland Preservation	✓
Net Fiscal Impact	✓
Within CIM Forecast	✓

Convenience

Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations.

Nearest bus stop	✓
Nearest public school	✓
Nearest public park	✓

Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation	☑
Automobile Transportation	☐
Public Transportation	☑
Roadway Capacity	☐

✓ **Improves performance**

✓ **Does not improve or reduce performance**

✗ **Reduces performance**

Comments:

This project delivers high-density residential adjacent to two future premium bus routes on Franklin Road and the Regional Rail line--the "locally-favored" high-capacity transit option in the region. Consider a pathway along the rail line to support the proposed Rails with Trails pathway and future rail system. Also, work with Valley Regional Transit to identify potential bus stop improvements.

Communities in Motion 2050
2020 Change in Motion Report
Development Review Process

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Bicycle and Pedestrian Infrastructure

An individual's trip is the entire journey from beginning to end. In many cases, a trip may combine a number of modes. While motorized vehicles will provide longer trips, users complete the first and last portion on their own. For example, almost every vehicle trip includes a walk or bike trip to the parking lot or transit stop. Good street connectivity increase the number of travel options and reduces the distances traveled to reach destinations. One way to measure route directness is take the ratio of the route distance to the straight line-distance. The closer the ratio is to 1, the better for connectivity of the area.

Some steps that can be taken to improve walk/bike infrastructure include:

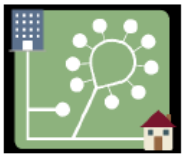
Providing sidewalks, crosswalks, and micropaths to connect destinations

✓ Providing an improved pathway along the **rail line** as a transportation and recreational option

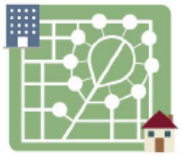
Siting pathways and sidewalks as directly as conditions allow or provide wayfinding signs

Reducing street lengths to discourage speeding on local roads

Providing sufficient and covered bike parking near destinations



A disconnected system means more trips onto arterial roads, resulting in fewer cyclists and pedestrians and less efficiency for vehicles.



A connected system provides options, including walking, cycling, or driving. More trips can be taken on local roads, avoiding busier arterials.

Public Transportation Infrastructure

Providing safe and comfortable transit stops and appropriate amenities can make public transportation a more convenient and competitive option, reduce the overall cost of housing + transportation, and expand the potential customer base for businesses.

While stop location and spacing will depend on the circumstances of the route, there are some general guidelines to improve the user experience:

Locate bus stop amenities in areas that are expected to generate the most ridership, such as near employment centers, residential areas, retail centers, education centers, or major medical facilities.

Provide sidewalks and/or bike paths designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect development to transit stops.

Provide bicycle parking that includes covered bike racks at transit stops; ensure it does not conflict with vehicular or pedestrian travel.

✓ Provide shelters, benches, trash receptacles, lighting, and landscaping to enhance the overall comfort and attractiveness of transit; ensure amenities do not block pathways, sidewalks, or bike lanes.

✓ **Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility.**

✓ Join the Valley Regional Transit group pass program: https://www.valleyregionaltransit.org/group-pass-programs

✓ Use Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines for siting new bus stops and reviewing current and bus stops.

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: 1 Year