

# 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: Linder Mixed Use**






**Agency: Meridian**

**CIM Vision Category: Mixed Use**

**New households: 113**

**New jobs: 50**

**Exceeds CIM forecast: No**

	<p>CIM Corridor: <b>Linder</b>            Pedestrian level of stress: <b>R</b>            Bicycle level of stress: <b>R</b></p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with <b>G or PG</b> ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: <b>3,068</b>            Jobs within 1 mile: <b>1,565</b>            Jobs/Housing Ratio: <b>0.5</b></p>	<p>A good jobs/housing balance – a ratio between <b>1 and 1.5</b> – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: <b>&gt;4 miles</b>            Nearest fire station: <b>0 miles</b></p>	<p>Developments within <b>1.5 miles</b> 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: <b>No</b>            Farmland within 1 mile: <b>198 acres</b>            Farmland Value: <b>N/A</b></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: <b>3.9 miles</b>            Nearest public school: <b>0.3 miles</b>            Nearest public park: <b>0.8 miles</b>            Nearest grocery store: <b>0.5 miles</b></p>	<p>Residents who live or work less than <b>½ mile</b> 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

Linder Road is priority #6 in the *Communities in Motion 2040* plan. Linder runs north-south from the foothills north of Eagle to Kuna. It provides a parallel route to Ten Mile Road and Meridian Road, although there is a gap at I-84 from Franklin Road to Overland Road. Constructing an I-84 overpass would make Linder Road the longest continuous north-south street in Ada County and allow it to serve as an alternate route to Ten Mile Road and Meridian Road.

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

Web: [www.compassidaho.org](http://www.compassidaho.org)

Email [info@compassidaho.org](mailto:info@compassidaho.org)

More information about the development review process:

[www.compassidaho.org/dashboard/newpage](http://www.compassidaho.org/dashboard/newpage)



The regional transit services plan, valleyconnect, does not call for any fixed bus routes in this portion of Linder Road. There are discussions at Valley Regional Transit to revise the long-range public transportation plan to include a future fixed-route service along Linder Road, connecting this area to downtown Meridian and the Meridian Village. This would be served by 30-minute peak service and 60 minute off-peak service on Linder and 30 minute peak only service on Chinden, with bus stops near Cayuse Creek and on the north side of Chinden. Facilitating direct pedestrian connections between the planned apartments and Linder Rd. would provide the maximum transit accessibility for any future transit service on Linder.

Consider interrupting the driveway line-of-site with a roundabout, chicane, bulbouts, or other techniques to discourage cut-through traffic from Cayuse Creek and Rocky Mountain High School to future development along the Chinden Boulevard. Consider improving non-motorized safety and access by providing high-visibility crosswalks and additional non-motorized connections from the residential area to Linder Road.