

# Communities in Motion (CIM) Development Review Checklist

Development Name: Modern Craftsman  
 CIM Vision Category: Existing Neighborhood  
 Consistent with CIM Vision? YES  
 New Households: 122      New Jobs: 0

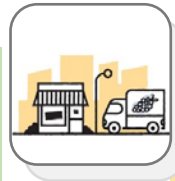


**Safety**  
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

*Franklin Road*

Pedestrian level of stress

Bicycle level of stress



**Economic Vitality**  
 To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access

Impact on Existing Surrounding Farmland

Net Fiscal Impact



**Convenience**  
 What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

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 Projects



Improves performance



Does not improve or reduce performance



Reduces performance

**Comments:**

The location is on the #40 and #42 bus routes and within 0.5 miles of the future Regional Rail line – the ["locally-favored" high-capacity transit option](#) in the region. Consider working with Valley Regional Transit on strategies to encourage transit use such as joining the regional pass program and/or improving nearby bus stops (W. Franklin Road and S. Black Cat Road). Also consider including one or more accessible apartments to [co-locate accessible housing on transit lines](#).

**Who we are:** The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with [Communities in Motion](#), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available [online](#). See the [Development Review User Guide](#) for more information on the red, yellow, and green checklist thresholds.



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## Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

<b>Corridor Name:</b>	Franklin Road
<b>Primary Use:</b>	None
<b>Secondary Use:</b>	Public Transportation, Freight

### Public Transportation Infrastructure

- ✓ 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
- ✓ Provide annual bus passes to employees or residents through the Valley Regional Transit Regional Pass Program: <https://www.valleyregionaltransit.org/group-pass-programs>

## ***Fiscal Impact Analysis***

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on 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.

### **Net Fiscal Impact by Agency**



City



County



Highway District



School District

Breakeven point across all agencies: 4 years

*Disclaimer: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:*

[www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

# Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

None

## Short-Term Funded Capital Projects

### Franklin Road, Black Cat Road to Ten Mile Road, Meridian

Regionally Significant:   Inflated

Key #: 12368

Requesting Agency: ACHD

Project Year: 2016

Total Previous Allocations: \$12,220

Total Programmed Budget: \$14

Total Cost (Prev. + Prog.): \$12,234

**Project Description**

Widen Franklin Road from two-lane to five-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven-lane by seven-lane intersection.



**TIP Achievement:**

System Performance

Active Transportation

Safety

Funding Source	Non-Participating (Local)			Program Hwy - Local Partnerships			Total	Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2023	0	0	0	0	0	0	14	0	14
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$14	\$0	\$14

Source: The COMPASS Transportation Improvement Program (TIP). The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant and is available at:

[https://www.compassidaho.org/documents/prodserv/trans/FY22/FY23\\_29TIPdoc.pdf](https://www.compassidaho.org/documents/prodserv/trans/FY22/FY23_29TIPdoc.pdf)