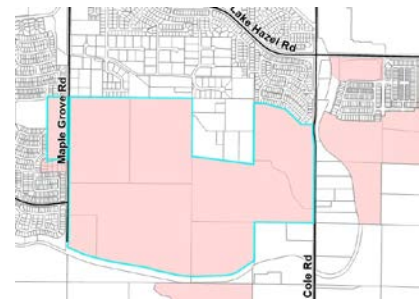


Communities in Motion (CIM) Development Review Checklist

Development Name: Murio Farms
 CIM Vision Category: Existing Neighborhood
 Consistent with CIM Vision? YES
 New Households: 3,541 New Jobs: ±205

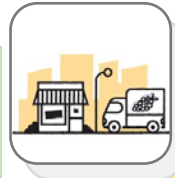


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Maple Grove 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:

Consider working with Valley Regional Transit (VRT) to refine the Murio Farms potential bus route for inclusion in VRT's next Transportation Development Plan. Also, consider a park and ride facility or memorandum of understanding (MOU) at commercial sites to support future vanpool/carpool service south of Interstate-84. Consider making neighborhood pathways a minimum of 8 feet and canal pathways a minimum of 10 feet to align with the City of Boise's Pathways Masterplan. Also, ensure roadway cross-sections are compliant with ACHD policies. Wider roads may encourage speeding. Alley-loaded lots are referenced, but not shown on the site plan. Alley and pathway interaction should be planned to ensure the safety of pedestrians and cyclists.



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.

Corridor Name: Maple Grove Road

Primary Use: Public Transportation

Secondary Use: N/A

Bicycle and Pedestrian Infrastructure

- ✓ Provide sidewalks, crosswalks, and micropaths to connect destinations
- ✓ Reduce street lengths to discourage speeding on local roads

Public Transportation Infrastructure

- ✓ Site a park and ride facility or set aside several stalls for park and ride via a memorandum of understanding (MOU)
- ✓ 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
- ✓ 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
- ✓ Use Valley Regional Transit's [Bus Stop Location and Transit Amenities Development Guidelines](#) to site new bus stops

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: 1 year

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:

<https://compassidaho.org/fiscal-impact-tool/>

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

Lake Hazel Road

Widening Lake Hazel Road from Five Mile Road to Orchard Street Extension to 5 lanes is a local long-term funded project in *Communities in Motion 2050*.

CIM Priority:

Regional Connectivity Study

Communities in Motion 2050 identifies a Regional Connectivity Study South of Interstate 84 as an unfunded study.

More information on transportation needs and projects based on forecasted future growth is available at: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

Short-Term Funded Capital Projects

Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant:

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$802

Total Programmed Budget \$22,434

Total Cost (Prev. + Prog.): \$23,236

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Realign and widen Orchard Street from Gowen Road to Victory Road in the City of Boise to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway. Project includes three roundabouts and reconstruction of the Orchard Street and Gowen Road intersection.

Funding Source	Local (Regionally Significant) Program						Hwy - Local Partnerships			Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
	2023	0	52	2,975	0	0	0	3,027	0	3,027	
	2026	0	0	0	0	0	11,758	11,758	0	11,758	
	2027	0	0	0	0	0	7,649	7,649	0	7,649	
Fund Totals:		0	52	2,975	0	0	19,407	22,434	0	22,434	

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://compassidaho.org/transportation-improvement-program/>

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.