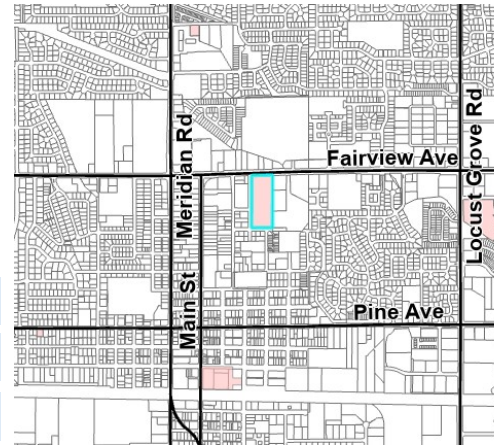


Communities in Motion 2050 Development Checklist

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: Promenade Cottages
CIM Vision Category: Existing Neighborhood **New Jobs:** 0
CIM Corridor: none **New Households:** 120



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:

The number of households proposed exceeds growth forecasted for this area. The area is currently served by [Route 45](#) with service from the College of Western Idaho to Boise State University, via Cherry Lane/Fairview Avenue. To ensure safe first-last connections to Fairview Avenue, consider aligning the separated pathway along East 3rd Street with the existing sidewalk or providing a designated crossing. Please note that this report does not include jobs from the existing commercial site.

Communities in Motion 2050
[2020 Change in Motion Report](#)
[Development Review Process](#)

Web: www.compassidaho.org
 Email: info@compassidaho.org



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.

Roadway Capacity

The COMPASS transportation improvement program (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. Many projects help implement the Complete Network Policy, including adding additional travel lanes to existing roads and building new roadways.

The [COMPASS TIP](#) contains additional information about short-range capital projects.

Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian

Regionally Significant: Inflated

TIP Achievement:

Key #: RC0133

Safety

Requesting Agency: ACHD

Active Transportation

Project Year: 2023

System Performance

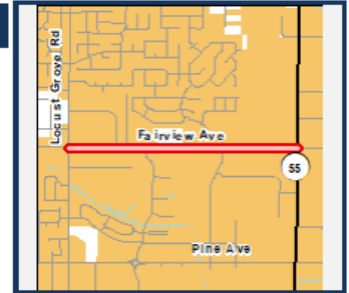
Total Previous Allocations: \$39

Total Programmed Budget: \$2,510

Total Cost (Prev. + Prog.): \$2,549

Project Description

Widen Fairview Avenue from Locust Grove Road to State Highway 55 (Eagle Road) to seven lanes in the City of Meridian. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.



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		
2022	0	30	300	0	0	0	330	0	330		
2023	0	0	0	0	0	2,180	2,180	0	2,180		
Fund Totals:	\$0	\$30	\$300	\$0	\$0	\$2,180	\$2,510	\$0	\$2,510		

Fiscal Impact Analysis Supplemental for the Development Review Checklist

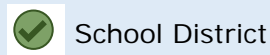
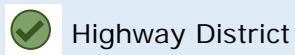
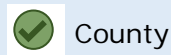
The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that 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



Break Even: 1 year