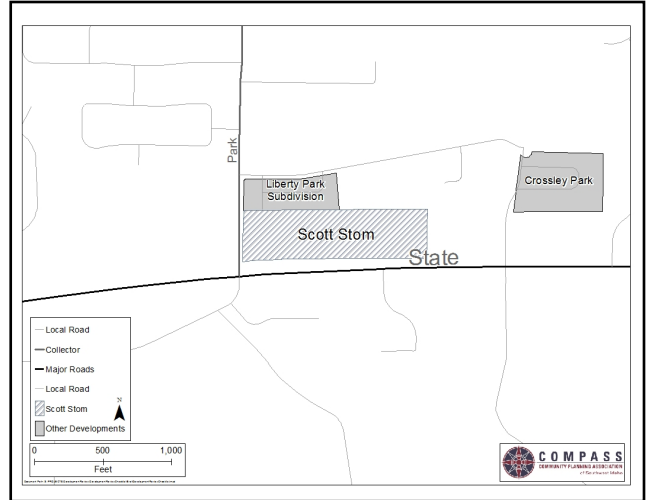


Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist 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. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).



Click to enlarge map.

Name of Development: _____

Summary: _____

Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? (**Goal 2.1**)?

- Downtown Employment Center Existing Neighborhood Foothills
- Future Neighborhood Mixed Use Prime Farmland Rural
- Small Town Transit Oriented Development

Yes **No** **N/A** The proposal is within a CIM 2040 Major Activity Center. (**Goal 2.3**)

Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing TAZ + Proposal		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

Yes **No** **N/A** The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (**Goal 2.1**)

Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing TAZs + Net Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

Yes **No** **N/A** The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (**Goal 2.1**)



More information on COMPASS and *Communities in Motion 2040* can be found at:

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Telephone: (208) 475-2239



COMPASS
 COMMUNITY PLANNING ASSOCIATION
 of Southwest Idaho

Communities in Motion 2040 Development Checklist

Transportation

- Attached N/A An Area of Influence Travel Demand Model Run is attached.
 Yes No N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments: _____

- Yes No N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments: _____

- Yes No N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments: _____

The **Complete Streets Level of Service (LOS) scoring** based on the proposed development will be provided on an separate worksheet (**Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)**):

- Attached N/A Complete Streets LOS scorecard is attached.
 Yes No N/A The proposal maintains or improves current automobile LOS.
 Yes No N/A The proposal maintains or improves current bicycle LOS.
 Yes No N/A The proposal maintains or improves current pedestrian LOS.
 Yes No N/A The proposal maintains or improves current transit LOS.

 Yes No N/A The proposal is in an area with a [Walkscore](#) over 50.

Housing

- Yes No N/A The proposal adds [compact housing](#) over seven residential units per acre. (**Goal [2.3](#)**)
 Yes No N/A The proposal is a mixed-use development or in a mixed-use area. (**Goal [3.1](#)**)
 Yes No N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (**Goal [3.1](#)**)
 Yes No N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (**Goal [3.1](#)**)

Community Infrastructure

- Yes No N/A The proposal is infill development. (**Goals [4.1](#), [4.2](#)**)
 Yes No N/A The proposal is within or adjacent to city limits. (**Goals [4.1](#), [4.2](#)**)
 Yes No N/A The proposal is within a city area of impact. (**Goals [4.1](#), [4.2](#)**)

Health

- Yes No N/A The proposal is within 1/4 mile of a transit stop. (**Goal [5.1](#)**)
 Yes No N/A The proposal is within 1/4 mile of a public school. (**Goal [5.1](#)**)
 Yes No N/A The proposal is within 1/4 mile of a grocery store. (**Goal [5.1](#)**)
 Yes No N/A The proposal is within 1 mile of a park and ride location. (**Goal [5.1](#)**)

Economic Development

- Yes No N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (**Goal [3.1](#)**)
 Yes No N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (**Goal [6.1](#)**)

Open Space

- Yes No N/A The proposal is within a 1/4 mile of a public park. (**Goal [7.1](#)**)
 Yes No N/A The proposal provides at least 1 acre of parks for every 35 housing units. (**Goal [7.1](#)**)

Farmland

- Yes No N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (**Goals [4.1](#), [8.2](#)**)
 Yes No N/A The proposal is outside prime farmland. (**Goal [8.2](#)**)

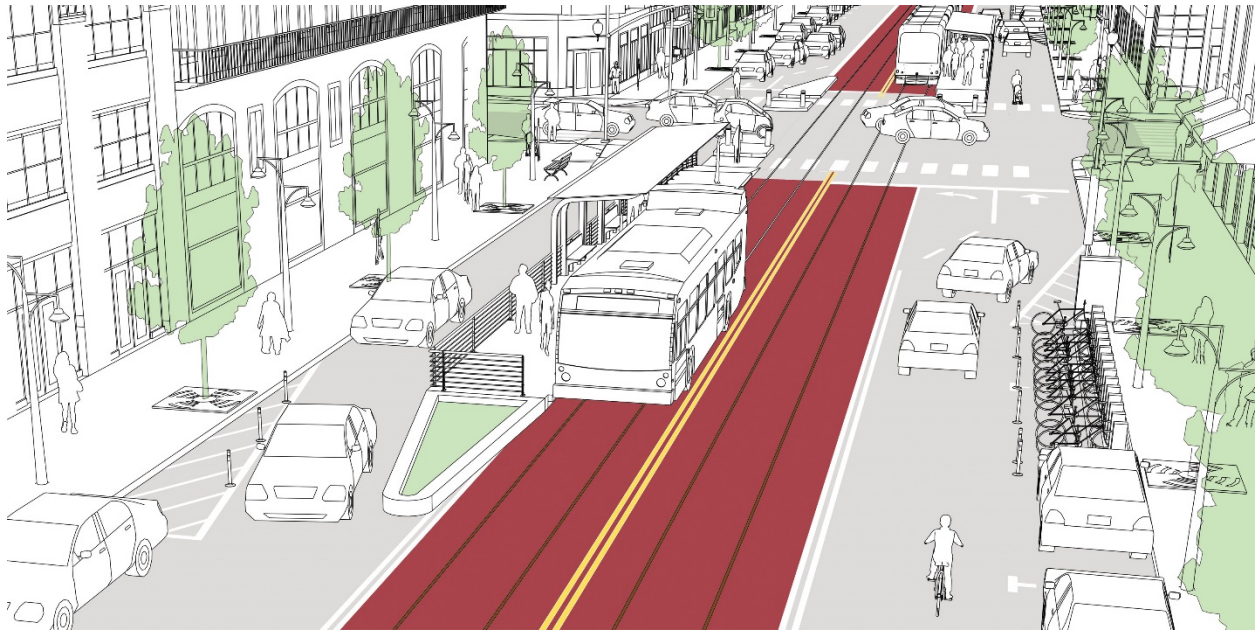
Public Transportation Comments

The location of this proposal is within the State Street Corridor. The Corridor has been extensively studied by a consortium of agencies and many projects have been completed or are in progress. The guiding document adopted by the jurisdictions is the State Street Transit and Traffic Operations Plan (TTOP). The TTOP has a seven lane ultimate cross section where transit will operate in a dedicated transit/HOV lane. Land use decisions along the corridor are integral to the realization of the vision set forth in the State Street planning documents.

Plans for State Street include expansion of public transportation services and eventually service at the level of Bus Rapid Transit. Design for any development adjacent to this corridor should consider this ultimate public transportation vision of the corridor. We encourage you to coordinate right-of-way and access locations with the land use agency having jurisdiction and the Idaho Transportation Department.

An important immediate partnership would be to coordinate bus stop amenities with Valley Regional Transit. In the near-term to mid-term future, consider allowing the regional bus system to use the inner circulating roundabout. The State Street TTOP identifies Transit Oriented Development (TOD) to occur at and around this site. A study is currently under way to identify and develop proformas and site plans for TODs that will complement the corridor vision. Mixed use developments should be at land densities that support TOD.

Below is one example from the National Association of City Transportation Officials (NACTO) of a Large Transit Shelter which may be appropriate for this location.



Source: <https://nacto.org/publication/transit-street-design-guide/station-stop-elements/stop-elements/large-transit-shelter/>

Communities in Motion 2040 Complete Streets Scorecard

The purpose of this checklist is to provide a tool for local governments to evaluate whether land developments are in accordance with the goals of *Communities in Motion 2040* (CIM 2040). Complete Streets Level of Service (LOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades a roadway (A-F) for each mode. COMPASS conducts Complete Streets Level of Service (CSLOS) analysis for developments on arterial roads.



	Mode	Existing	With detached sidewalk and bicycle lane
		Link LOS	Link LOS
Highway 44	Transit	F	F
Eagle Island Parkway to Park Lane	Bike	E	C
	Ped	F	E
Highway Capacity Manual 2010 Methodologies			

Walkscore: 17 Car-Dependent. Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least "Somewhat Walkable" while scores less than 50 are "Car-Dependent."

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