

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: Starbuck’s Coffee






Agency: Boise

CIM Vision Category: Existing Neighborhood

New jobs: 25

New households: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: State Street Pedestrian level of stress: R on State St Bicycle level of stress: R on State St</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: 4,894 Jobs within 1 mile: 3,236 Jobs/Housing Ratio: 0.7</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: 3.1 miles Nearest fire station: 0.5 miles</p>	<p>Developments within 1.5 miles 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: 0 Farmland within 1 mile: 0 Farmland Value: N/A</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: 0.1 miles Nearest public school: 0.9 miles Nearest public park: 0.3 miles Nearest grocery store: 1.1 miles</p>	<p>Residents who live or work less than ½ mile 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

The location of this proposal is within the State Street Transit Oriented Development study corridor which is currently underway. The corridor will ultimately be served with transit dedicated lanes along the State Highway 44 adjacent to the site, as such, the additional approaches will create conflicts for the proposed Bus Rapid Transit (BRT) service.

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

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

www.compassidaho.org/dashboard/newpage



Land use decision along the corridor identify Transit Oriented Development (TOD) are critical to the success of BRT. A mix of types such as multi-family, commercial and other complimentary uses should support higher land densities with limited access points along State Street. To the extent possible the developments along the State Street BRT should front State Street and provide for easy pedestrian access to the development. This development does not do that.

Consolidating driveways and encouraging cross-access easements will help with the operational functions of BRT. The Lake Harbor location is currently one of the locations being considered for a BRT station. Development at a BRT station should be especially transit oriented. The proposed drive through development is not consistent with the envisioned land use along the BRT corridor generally or at this location specifically.

Plans are currently being developed which might necessitate right-of-way expansion for a bus-dedicated lane and a high capacity level bus stop along State Street close to the site. Developers and city staff should coordinate development plans with Valley Regional Transit to ensure successful implementation.

The National Association of City Transportation Officials (NACTO) has provided an example of a Bus Rapid Transit and corresponding development patterns (see figure 1).

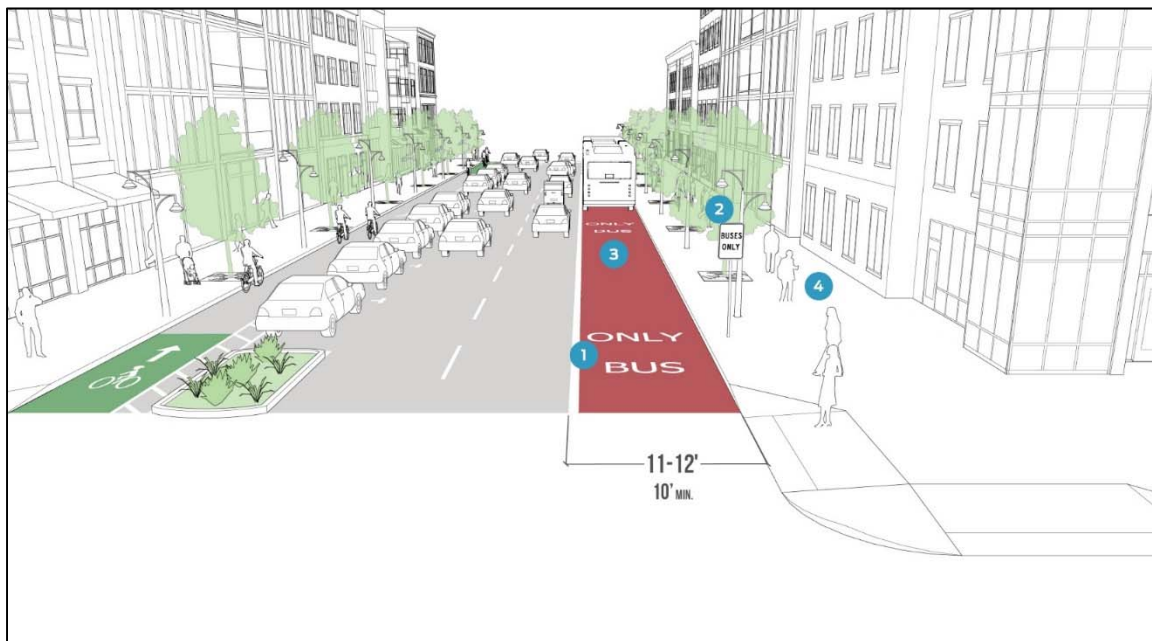


Figure 1: Curbside Transit Lane

Communities in Motion 2040 identifies State Street/Highway 44 as the second highest priority for the region. Traffic between Glenwood Street and downtown Boise will likely increase from 35,000 vehicles per day in 2013 to 65,000 per day by the year 2040. This would be higher than current levels of traffic on Eagle Road between Fairview Avenue and Franklin Road. Access management that reduces and restricts vehicular access points onto State Street is essential to enabling traffic circulation into downtown Boise and for providing safe bicycle and pedestrian connectivity. More information can be found at:

http://www.compassidah.org/documents/prodser/CIM2040/2_SH44-StateStreetTTP.pdf