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# **COMPASS Complete Network Policy** Policy No. 2022-01 Adopted by the COMPASS Board of Directors December 20, 2021

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## POLICY STATEMENT

#### No. Board 2022-01

Adopted: December 20, 2021 COMPASS Board of Directors By:

#### **Policy Statement:**

## **COMPASS Complete Network Policy**

We envision a Treasure Valley where the transportation system is designed, constructed, and maintained to be safe, efficient, and viable, and provides an appropriate balance for all users, including pedestrians, cyclists, transit riders, motorists, freight haulers, and emergency responders. This policy applies to all ages and abilities. A complete network shall provide safety and comfort, convenience and mobility, economic vitality, and land use integration through an innovative and coordinated approach.

The goals of this Complete Network Policy are to:

- 1. Provide policy direction to help implement the vision of the regional long-range transportation plan for local land use agencies, transportation agencies, and other stakeholders.
- 2. Provide a performance-based planning and programming approach to help identify and of the regional long-range transportation plan.
- 3. Enable COMPASS to provide appropriate information and best practices to support local

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prioritize transportation infrastructure investments to promote the goals and objectives

land use decision-making, through participation in land use and transportation planning.

## **POLICY STATEMENT**

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## INTRODUCTION

In 2009, the Board of Directors of the Community Planning Association of Southwest Idaho (COMPASS) adopted the COMPASS Complete Streets Policy<sup>1</sup> to articulate how each transportation user will be served on a roadway. However, an undifferentiated roadway, trying to be all things to all users, ultimately fails by not respecting the inherent differences in transportation users and land uses. This 2021 Complete Network Policy was developed to replace the 2009 Complete Streets

Policy to better express how various land uses and types of transportation infrastructure together to form a complete transportation network.<sup>2</sup>

A complete network is not a specific type of project, but rather an approach to ensuring that the entire transportation system serves all users pedestrians, bicyclists, transit users, and freight and motor vehicle drivers.

The Treasure Valley — Ada and Canyon Counties, Idaho — enjoys a variety of land uses, from bustling activity centers, to quiet suburban neighborhoods, to beautiful rural areas. Similarly, roads should vary throughout the Treasure Valley, depending on the roadway users, context of the surrounding areas, parallel routes, and potential destinations.

## Land Use and Transportation **Characteristics**



The land use and transportation context of a roadway provides information about the functionality of that roadway. This includes the challenges and opportunities for each roadway user, the local and regional impact on the network, and the priority of users on that corridor.

This Complete Network Policy highlights how a variety of transportation options can work together to accomplish the goals of the region's long-range transportation plan, *Communities in Motion*.

The policy is intended to provide a vision for meeting the needs of all transportation users, with flexibility for individual agencies to implement it within their local contexts and plans.

The Complete Network Policy is divided into three main sections:

- economic vitality, convenience, and quality of life for all residents.
- challenges, and needed improvements to help realize the region's goals.
- information about the congestion management process at www.compassidaho.org/prodserv/cms-intro.htm.

## **GOALS OF THE COMPLETE NETWORK POLICY**

The goals of this Complete Network Policy are to:

- stakeholders.
- Communities in Motion.
- use decision-making, through participation in land use and transportation planning.



• Introduction: Introduces the complete network concept and highlights how this policy will help COMPASS and other stakeholders achieve regional goals by improving the safety,

Modes: Discusses how automobiles, bicyclists, freight, pedestrians, and public transportation each have unique roles in within a complete network. This section identifies the opportunities,

• Appendix: Identifies how congestion management strategies used throughout this policy support transportation and land use planning. COMPASS uses a development review checklist to support local planning and bridge regional goals with local decision-making. The checklist also highlights how congestion management can support the goals of this policy. Find more

1. Provide policy direction to help implement the vision of the regional long-range transportation plan, Communities in Motion, for local land use agencies, transportation agencies, and other

2. Provide a performance-based planning and programming approach to help identify and prioritize transportation infrastructure investments to promote the goals and objectives of

3. Enable COMPASS to provide appropriate information and best practices to support local land

## **TOWARD A COMPLETE NETWORK**

The national interstate system built more than 60 years ago was designed to connect communities and move motorized vehicles quickly throughout the nation. Most road planning since then has focused primarily on moving cars quickly and efficiently, resulting in roads that often lack sufficient safety and accessibility features needed for bicyclists, pedestrians, and transit riders.

More recently, the push for complete streets has recognized the needs of all users, especially the most vulnerable in our communities. However, our cities and highway districts often lack sufficient funding to satisfy these disparate needs, making a "complete streets or bust" approach difficult to achieve. Moreover, the inherent needs of different modes often make meeting all needs impossible. For example, for a bicyclist, wide bicycle lanes and slow posted speeds are critical for safety and comfort. However, with limited right-of-way and the need to move regional traffic, an attempt to provide these critical bicycle safety features on all roads would be anathema to motorized vehicles.

A complete <u>network</u> addresses the problem faced by trying to create "one-size-fits-all" or "all-roadsfor-all-people" roads. Rather than trying to make each street perfect for every traveler, communities can create a full system that emphasizes different modes on different corridors and ultimately provides quality accessibility for everyone. With this approach, some roads may provide bicycle boulevards, others may include dedicated bus infrastructure, and others may focus on moving motorized vehicles quickly through the region.

#### **COMPLEMENTARY PLANS**

This Complete Network Policy recognizes the work of state and local transportation and land use agencies working to improve the quality of life in the Treasure Valley. Many plans, studies, and projects in the Treasure Valley have been completed to help promote a complete network that serves the needs of all transportation users. This policy builds upon previous work and enhances other relevant plans, including highway district plans, city comprehensive plans, public transportation plans, other relevant documents that help guide the location and design of corridors and facilities. This section showcases a few of these plans; many additional land use, transportation, and economic development plans also highlight the coordination needed to build a better community through transportation investments. Additional plans and resources are linked on the COMPASS website at <a href="https://www.compassidaho.org/planning/plansregs.htm">www.compassidaho.org/planning/plansregs.htm</a>.

## *Livable Street Design Guide*<sup>3</sup> Ada County Highway District (ACHD)

ACHD and Ada County (cities inclusive) developed the *Livable Street Design Guide* to better link land use and transportation planning. The guide identifies how streets in Ada County should function and look in the future.

The *Livable Street Design Guide* provides specific and detailed cross sections for different roadway typologies to reflect the level of detail needed for a highway district. The COMPASS Complete Network Policy provides a regional, multimodal



vision for the transportation system, but without the level of specificity in the *Livable Street Design Guide* to complement, but not compete with, local planning efforts.

# *Transportation Master Plan*<sup>4</sup> City of Nampa

The City of Nampa's *Transportation Master Plan* is the blueprint for managing a safe roadway network in the City of Nampa, including roads, highways, sidewalks, and bicycle lanes. The purpose of the *Transportation Master Plan* is to provide a long-range vision for a citywide transportation network that aligns with the city's land use plan, is consistent with other planning efforts within the city, and is compatible with planned regional transportation improvements. The COMPASS Complete Network Policy supports this work by providing a regional, multimodal vision to support land use planning, decision-making, and transportation infrastructure programming.

## *Freight Strategic Plan*<sup>5</sup> Idaho Transportation Department

Idaho's *Freight Strategic Plan* highlights how freight movement can be safe and efficient and support the economy by transporting materials to production and the market in urban and rural areas, both within Idaho and to external locations. The freight plan highlights highways, rail, water, air, pipeline, and multimodal transportation needs. Critical Rural and Urban Freight Corridors are designated in the plan and are reflected in the COMPASS Complete Network Policy. More information on freight is on page 7.

## ValleyConnect 2.0<sup>6</sup> Valley Regional Transit

*ValleyConnect 2.0* provides an outline for the future of public transportation in the Treasure Valley. It envisions a region with comprehensive public transportation choices designed to meet the needs of citizens and businesses and to support livable, healthy, and sustainable communities.

The COMPASS Complete Network Policy reflects the needs described in this plan by demonstrating how a comprehensive public transportation system is fully integrated into the regional transportation vision for all modes. More information on public transportation is on page 8.







## **COMMUNITIES IN MOTION 2050 GOALS AND OBJECTIVES**

The Complete Network Policy was designed to support the goals and objectives of the region's longrange transportation plan, *Communities in Motion*. Plan goals are reviewed, and updated as appropriate, with each update to the long-range plan.

Communities in Motion 2050 addresses four goal areas: safety, economic vitality, convenience, and quality of life. The *Communities in Motion 2050* goals and objectives are included here as examples of how the Complete Network Policy can be used to support long-range plan goals. These goal focus areas are reflected throughout this policy and are shown using the icons at the bottom of this page.

Goal	Objectives	Auto	Bicycle	Freight	Pedestrian	Public Transportation
Safety	Safety	x	X	X	x	x
	Security			x		x
	Resiliency			x		
Economic Vitality	Economic Vitality	x	x	x	x	x
	Freight Accessibility and Mobility			x		
	Preservation and Infrastructure Condition	x	x	x	x	x
	Reliability	x		x		x
	Travel and Tourism	x	x			x
	Growth Management		x		x	x
	Farmland Preservation					x
Convenience	Accessibility and Mobility	x	x		x	x
	Connectivity		x		x	
	Efficiency and Congestion Reduction	x		x		x
Quality of Life	Environment		x		x	x
	Health		x		x	
	Open Space		x		x	
	Housing and Affordability		x			x
	Equity		x		x	x

### THE CASE FOR A COMPLETE NETWORK

A complete transportation network has wide-ranging benefits for all stakeholders; portions of this policy, and other COMPASS policies and programs, support those benefits with implementation tools and guidance. The complete network benefits also align with *Communities in Motion 2050* objectives, as shown in bold.

Stakeholder	Benefit	Tools and Guidance
Land Use Agencies	Supports <b>transportation and land use</b> <b>integration</b> by providing a long-term, multimodal vision to help identify infrastructure and services to serve future growth and development.	The complete network map (page 19) helps define the vision for the transportation system to aid in long-range planning. COMPASS development review checklists support local land-use decision-making by providing congestion management strategies to mitigate increased traffic congestion generated by new development. See Appendix.
Transportation Agencies	Provides a <b>coordinated approach</b> that identifies needs and provides solutions for all transportation modes. This leads to a safer, more comfortable, economically viable, and convenient transportation system that supports a high quality of life for all users.	The regional transportation improvement program provides a short-term capital plan to help fund projects that support the Complete Network Policy. For unfunded priorities, COMPASS uses a performance-based planning approach to prioritize needs based on goals and purposes articulated for each corridor.
Business Community	Provides a <b>safe and convenient</b> multimodal transportation system that can support business expansion and provides a <b>reliable system</b> to bring goods to stores without delay.	The complete network map highlights the future needs of the transportation network to help in siting anticipated developments.
General Public	Maintains the region's <b>quality of life</b> by assisting government agencies in building a cohesive multimodal transportation system.	The complete network map provides insight into the vision for the region's transportation system to enable the general public to anticipate future transportation projects and growth.

## **TRANSPORTATION MODES**

The Complete Network Policy addresses five distinct transportation modes: automobile, bicycle, freight, pedestrian, and public transportation. These modes are depicted by the following icons throughout this policy.





**Automobile** 

Bicycle

Freight





**Economic Vitality** 



Convenience







Pedestrian

Public **Transportation** 

## LAND USE INTEGRATION

Land use is a key piece of the transportation system and impacts if, and how, the region can meet regional goals. In activity centers there are typically a variety of types of transportation users, such as pedestrians, cyclists, transit users, and drivers. In rural areas, on the other hand, there is often not the same demand for bicycle, pedestrian, or transit services. Therefore, a roadway will look different in an urban setting than a rural setting, but still needs to provide for the safety, accessibility, and convenience for all users. In addition, because each transportation mode is different in size, top speed, and the vulnerability of the person traveling, some roadway types emphasize some users over others. This section highlights how different land uses lend themselves to different types of transportation infrastructure and services.

## **Activity Centers**

Activity centers support the most diverse land-use mix in the region, from high-rise office and multi-family residential buildings, to commercial centers, to civic areas such as government buildings, plazas, and parks. Activity centers are also home to cultural activities and 24/7 living. As such, activity centers must balance a number of different transportation modes with competing demands for infrastructure and space. In activity centers all modes are highlighted, making a comfortable place to walk and bike, allowing products to get to their destinations, and enabling autos and transit to bring users to work or for recreation. Conflicts between modes can become problematic if appropriate infrastructure is not provided and parking and curbside management are not planned to accommodate multiple types of users.





## **Urban and Suburban Areas**

Urban and suburban areas are typically comprised of residential neighborhoods and commercial services, including a horizontal mix of offices, retail, industrial, public buildings, and open spaces. Roadways in urban and suburban areas are tasked with moving people from neighborhoods to employment centers, services, and shopping areas. Arterial roads in these areas often have the longest range of travel and the highest speeds, while balancing needs of vulnerable users, especially near schools, parks, and other areas that attract bicyclists and pedestrians.



### Rural

Rural areas can have a variety of uses, from farmland to foothills to other natural, open spaces. They typically do not have the density necessary to support most public transportation services, and most destinations are too far apart to support bicycle and pedestrian trips. Rural areas typically are served by auto and freight centered trips, which are longer and at higher speeds than in urban areas. While bike lanes, curbs, or sidewalks may not be practical in rural areas, wider shoulders or other approaches can help provide safety and mobility options for bicyclists and pedestrians.



Photo: Jesse Bowser at Unsplash

## **MODES – HOW TO USE THIS GUIDE**

This page provides an overview of the Mode pages. Each color-coded box depicts different information that you will see on each of the modal pages.

#### Description

This section describes the mode, including its role in the transportation network, the opportunities for improvement, and challenges this mode faces. While not every mode will be important on every corridor, each modal page highlights the typical uses and how it should integrate with other modes to provide a complete network approach to transportation.

#### Modal Map

This section links to a map relevant to the mode.

## Photos

Photos demonstrate how the varying roadway designs can help support different roadway users.

### Communities in Motion 2050 G<u>oals</u>

This section shows how the mode supports Communities in Motion 2050 goals. The full list of goals can be found on page 4.

## Automobile

Automobile travel is typically the fastest way to get from p trips. Most commuting in the Treasure Valley is done by a single-occupancy vehicle.

transportation dollars for additional roadway capacity, congestion has been increasing. Congestion occurs when a roadway has reached its capacity or incurs a temporary reduction in capacity, resulting in slower travel times. There are two types of congestion: recurring and nonrecurring.



 Non-recurring congestion is temporary and often unpredictable. Non-reoccurring congestion is often caused by road construction, traffic crashes, inclement weather, special events, or emergencies.

The Complete Network Policy balances the goals of minimizing congestion with the needs fof other modes. The <u>COMPASS Congestion Management Plan<sup>10</sup></u> provides a variety of strategies, including capacity projects, to address either recurring or non-recurring congestion. The Appendix highlights how these strategies can be used depending on the characteristics of the land use and location



Access management is a congestion management strategy that improves safety and efficiency.

Safety is a significant

consideration, especially with

interactions with pedestrians and



Innovative intersections, such as roundabouts, are a way to increase efficiency as described in the **COMPASS** Innovative

Digital message boards help drivers know of upcoming conditions and encourage more efficient travel pattern

Convenience can be provided by automobiles more than most other modes, enabling greater access to regional destinations.



services

cyclists. Dedicating space on roadways and parallel routes for non-motorized modes is key.

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Quality of Life factors, such as public health, environment, affordability, equity can be mproved or significantly hindered by the transportation systems' accommodation of automobiles.

Automobile travel is typically the fastest way to get from point A to point B, especially for longer trips. Most commuting in the Treasure Valley is done by a single-occupancy vehicle.

With the fast growth in the region, coupled with minimal transportation dollars for additional roadway capacity, congestion has been increasing. Congestion occurs when a roadway has reached its capacity or incurs a temporary reduction in capacity, resulting in slower travel times. There are two types of congestion: recurring and non-recurring.

- periods.
- construction, traffic crashes, inclement weather, special events, or emergencies.

The Complete Network Policy balances the goals of minimizing congestion with the needs of other modes. The COMPASS Congestion Management Plan<sup>9</sup> provides a variety of strategies, including capacity projects, to address both recurring and non-recurring congestion. The appendix of this policy highlights how these strategies can be used, based land use and location.



Access management is a congestion management strategy that improves safety and efficiency.



**Safety** is a significant



consideration, especially with interactions with pedestrians and cyclists. Dedicating space on roadways and parallel routes for non-motorized modes is key.

**Economic Vitality** can be strengthened by efficient and reliable roadways that enable drivers to access jobs and services.

## **Automobile**



Auto Map<sup>7</sup> (click icon) This map identifies automobile congestion and reliability on transportation facilities.

• Recurring congestion is caused by predictable day-to-day traffic patterns and is usually the result of insufficient capacity. It most often occurs during morning and evening commute

• Non-recurring congestion is temporary and often unpredictable. It is often caused by road

Innovative intersections, such as roundabouts, are a way to increase efficiency as described in the **COMPASS High-Volume** Intersections Study.<sup>8</sup>



Digital message boards make drivers aware of upcoming conditions and provide other relevant information.





**Convenience** can be provided by automobiles more than most other modes, enabling greater access to regional destinations.

Quality of Life factors, such as public health, environment, affordability, and equity can be improved or significantly hindered by the transportation systems' accommodation of automobiles.

## Bicycle

Cyclists are some of the most exposed, at-risk users of our transportation system, and planning must provide safe and connected means of accessibility and movement. Bicycle transportation infrastructure provides mobility choices and supports active and healthy living and environmental quality, while reducing vehicle expenses and increasing economic vitality.

Level of stress, or level of comfort, indicates the comfort a cyclist experiences on a given street. It is influenced by the speed and volume of traffic and the infrastructure that separates or protects cyclists.

There are many treatments that can serve to lower the level of stress and increase the level of comfort. The selection of treatments is influenced by many things, including project scope, funding, and land use.



Buffered bike lanes help increase comfort for less experienced cyclists.



Cycle tracks separate cyclists and pedestrians from parallel vehicular traffic.



Bicycle Map<sup>10</sup>

(click icon)

This map identifies existing and planned

bicycle facilities.

Separated pathways provide the most separation from traffic, for safety and comfort.

**Convenience** and equity can be bolstered by bicycles, as they expand transportation choices. They can also combat issues such as minimal parking in urban areas.

Quality of Life is achieved through cycling by lowering vehicular congestion, minimizing pollution, and bolstering health through fitness.

Freight is about moving goods. In recent years, freight has evolved from simply bringing goods from manufacturing areas to retail centers, to bringing freight into our neighborhoods. The surge in home deliveries means that freight is now ubiquitous on many roadways as we get more products to different places in the valley.

While freight routes are still necessary, especially for interstate transport, many other corridors need to be considered with freight as a secondary, but important, mode.

Key considerations:

- points, and provide predictable traffic patterns.
- its final destination and balance other needs.
- especially residential, can reduce conflicts.



economic vitality of the region,

importing and exporting goods from

the west coast and the

Intermountain West.







Safety is a key consideration for providing efficient and reliable freight routes while providing safe accommodations for bicyclists and pedestrians.

#### **Economic Vitality** is

supported by a reliable and efficient transportation system that prioritizes freight on certain routes. Freight promotes economic vitality to enable people and business to prosper.

Safety is critical for cyclists, since their transportation counterparts, vehicles, are often faster and larger in mass. Safety can be achieved by dedicating space on roadways or developing

bike paths.





**Economic Vitality** can be bolstered by bicycling, as cycling offers an affordable means of transportation.

parallel routes or separated





## Freight



Freight Map<sup>11</sup> (click icon) This map identifies freight corridors and connectors.

• Access management strategies are needed to help provide better control, reduce conflict

• Parking management, including at the curb in town centers, can help enable freight to access

• Identifying and protecting manufacturing areas from infringement from other land uses,

Freight efficiency and reliability help the economy by ensuring goods get to markets and households in a timely manner.

Farm freight needs to be coordinated with other transportation uses to allow for optimal efficiency and safety.



**Convenience** is important for freight. Land uses that enable freight to access distribution centers and retail and other destinations quickly ensures our goods are delivered on time.

**Ouality of Life** is becoming more reliant on the efficient transport of goods. Through deliveries to stores, industries, and our homes, freight helps us maintain our quality of life.

## Pedestrian

Most trips start and end with walking. That walk may be to the parking space, to a bus stop, or to the final destination, but walking is an almost universal first and last mode.

Walking can be one of the healthiest transportation options, both for an individual's cardiovascular health and for the health of the region, as walking doesn't pollute the air or cause other environmental effects. However, there need to safe and convenient facilities and land use patterns to ensure walking is a viable transportation option.

Four main principles have been identified to improve the pedestrian experience:

- Proximity to minimize distances to and from destinations. •
- Connectivity to improves pedestrian access. •
- Separation to consider comfort and create safe and human-• scale pedestrian environments.
- <u>Safe crossings</u> to manage pedestrian navigation across areas of conflict.

Strategies to help bolster the development of pedestrian infrastructure to match the land use and transportation needs that surround it are reflected in the Complete Network Policy. Strategies to support pedestrian infrastructure are outlined in the Appendix.



Micropaths can connect neighborhoods with nearby destinations, such as schools and parks



Pedestrian hybrid beacons with crosswalks can provide safe crossinas.



Separated pathways offer the highest levels of safety and comfort as parallel routes to arterial roads.

**Convenience** is paramount for pedestrian navigation, especially with consideration of individuals with disabilities. Safe and accessible pedestrian networks are necessities for equitable transportation.

**Quality of Life** is supported with safe places to walk, which provide enjoyment and health benefits to users, and support related industries, such as recreation and tourism.

Public transportation can be an equitable and convenient way to improve the efficiency of the transportation system. Key considerations include:

- Prioritizing projects to improve transit speed and reliability to make transit competitive with singleoccupant vehicles.
- Connecting communities, employment centers, and major activity centers to encourage economic vitality.
- Serving adjacent development by prioritizing curb space to facilitate convenient transit connections.
- comfortable.
- zones.
- dwelling units per acre.
- transit services.



Bus islands reduce bus, bike, and pedestrian conflicts and may be appropriate where priority bus corridors and bike paths overlap.



**Safety** considerations are most critical for pedestrians, as the slowest moving and most exposed network users.



**Economic Vitality** can be enhanced through pedestrian facilities that provide affordable, basic transport. Economically disadvantaged individuals often rely on these facilities for equitable economic opportunity.







Safety is important for firstand last-mile connections to bus stops, as well as in waiting areas.

**Economic Vitality** is supported by public

transportation as it reduces congestion for all road users, supports tourism, and promotes responsible growth and development.



Pedestrian Map<sup>12</sup> (click icon) This map shows the Bike Walk COMPASS, which includes existing and proposed onstreet facilities and off-street pathways.

## **Public Transportation**



Public Transportation Map<sup>13</sup> (click icon) This map identifies planned regional public transportation services.

• Ensuring bus stops are comfortable and convenient to create a desirable option for travel. • Providing first- and last-mile bicycle and pedestrian connections that are safe and

Minimizing conflicts between modes by maximizing separation and identifying conflict

• Striving for transit-supportive density thresholds, typically seen as greater than seven

• Encouraging mixed-use, infill, and transit-oriented development near existing and planned



Bus shelters provide comfortable places to wait and are suitable for urban areas.



Bus stops with landing pads can be simple solutions for rural areas.





**Convenience** is improved by a transit system that allows all persons to access destinations efficiently and reliably, while relieving the burdens of private automobile ownership.

Quality of Life is protected by public transportation through reduced impact on the environment, promotion of affordable housing + transportation, and increased equity.



## **APPENDIX**

COMPASS has developed a Development Review Checklist as a tool to bridge regional planning with local decision-making. This checklist helps local governments evaluate whether proposed land developments are consistent with the goals of *Communities in Motion*<sup>14</sup> and this Complete Network Policy. The checklist is not intended to be prescriptive, but rather a guidance document. A sample of the front page of the checklist is shown to the right. The following pages are samples of additional information that may accompany a checklist to illustrate how changes to a development proposal could better implement the principles and strategies outlined in this policy.

## Communities in Motion (CIM) Development Review Checklist

Development Name:	EXAMPLE	E
CIM Vision Category:	Existing	Neighborhood
Consistent with <u>CIM</u> <u>Vision</u> ?	YES	
New Households:	100	New Jobs



How safe and comfortable is the nearest



Comments:

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.





www.compassidaho.org info@compassidaho.org



## **Complete Network Appendix**

Checkmarks ( $\checkmark$ ) below indicate suggested changes to a site plan, based on the <u>COMPASS Complete</u> 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:	Ustick Road
Primary Use:	N/A
Secondary Use:	Public Transportation, Freight

#### Land Uses to Support Bicycle and Pedestrian Transportation

- Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.
- Place residential uses near services such as parks, schools, grocery stores, or employment centers.
- Place higher-density residential uses close to employment, bus service, schools, or parks.

### **Bicycle and Pedestrian Infrastructure**

- Provide sidewalks, crosswalks, and micropaths to connect destinations
- Provide an improved pathway along a canal as a transportation and recreational option
- Provide an improved pathway along a rail corridor<sup>15</sup> as a transportation and recreational option
- Site pathways and sidewalks as directly as conditions allow or provide wayfinding signs
- Apply traffic calming measures to discourage speeding on local roads
- Provide sufficient and covered bike parking near destinations
- Reduce street lengths to discourage speeding on local roads

## Land Use to Support Public Transportation

- Guide new development to areas planned for growth in the long-range plan forecast so that transportation infrastructure can keep up with new demand
- Provide more than 8 housing units per acre; or a combination of 25 total persons (population + jobs) per acre, near future transit stops
- Orient buildings toward potential transit corridors, with parking on the back side rather than the street side
- Where appropriate, cluster buildings near intersections to consolidate transit stops and street crossings
- Incorporate retail and other uses into the development, drawing customers both from the transitoriented development and nearby areas

The COMPASS-compiled catalog of Transit Oriented Developments in the Communities in Motion Implementation Guidebook<sup>16</sup> provides examples of how higher-density development can integrate in existing neighborhoods.

## **Public Transportation Infrastructure**

- 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
- 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
- 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
- Provide annual bus passes to employees or residents through the Valley Regional Transit Regional Pass Program: https://www.valleyregionaltransit.org/group-pass-programs<sup>17</sup>
- Use Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines<sup>18</sup> for siting new bus stops and reviewing current and bus stops
- Use Valley Regional Transit's Bus Stop Typology: Kit of Parts<sup>19</sup> to review current bus stops

### **Access Management**

- Space access points (driveways or cross streets) to increase the distance between potential conflict points
- Provide more access on lower functionally classified roads, such as collectors, and less on arterials, to facilitate efficient and safe through movement
- Provide cross or shared access to reduce the need for excessive access on major roads
- Ensure access points are designed with a turning radius that accommodates freight access where appropriate
- Separate freight movement from customer movement by locating loading bays on the back side rather than the street side
- Provide stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways
- Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses

More information is available in the COMPASS Access Management Toolkit<sup>20</sup> and the COMPASS Access Management Business Guide<sup>21</sup>

## **Parking Management**

- Arrange parking near destinations to limit the amount of circling for nearby parking spaces and create multiple smaller parking lots rather than large parking lots
- Provide shared parking between multiple users or destinations that have different peak periods.
  For example, office buildings traditionally need day-time parking while restaurants need space later in the evening.
- Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking
- ✓ Add landscape islands and designated walking paths to enable safe and comfortable paths to businesses
- Ensure parking setbacks at alleys and access points preserve the turning radii required for freight access to loading docks
- Promote vigorous enforcement of 'no parking' zones in loading bays and near alleys and access points

## **ENDNOTES**

- <sup>1</sup> COMPASS Complete Streets Policy, https://www.compassidaho.org/documents/prodsery/reports/dmr/COMPASSPolicyFinal.pdf
- <sup>2</sup> Graphic adapted from *Florida Department of Transportation Context Classification Guide*, <u>https://fdotwww.blob.core.windows.n</u>et/sitefinity/docs/default-source/roadway/completestreets/files/fdot-contextclassification.pdf?sfvrsn=12be90da 2
- <sup>3</sup> Livable Street Design Guide, https://www.achdidaho.org/Documents/Projects/Livable Street Design Guide Adopted 5-27-09.pdf
- <sup>4</sup> Transportation Master Plan, https://www.cityofnampa.us/522/Nampa-Transportation-Master-Plan
- <sup>5</sup> Freight Strategic Plan, https://apps.itd.idaho.gov/Apps/freight/FreightPlan.pdf
- <sup>6</sup> ValleyConnect 2.0, https://www.valleyregionaltransit.org/wp-content/uploads/2020/11/valleyconnect2\_apr18\_final.pdf
- <sup>7</sup> Auto Map, <u>https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=ae155e82e71f451ab82a155b821c676b</u>
- <sup>8</sup> COMPASS High Volume Intersection Study, https://www.compassidaho.org/prodserv/specialprojects-hvis.htm
- <sup>9</sup> COMPASS Congestion Management Plan, <u>https://www.compassidaho.org/prodserv/cms-intro.htm</u>
- <sup>10</sup> Bicycle Map, https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=3310fb8633a1480ca53f7ba4f0c52079
- <sup>11</sup> Freight Map, https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=ecbd32defac24247a2608d8511a801ff
- <sup>12</sup> Pedestrian Map, https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=1815ab9de585469882c1758d5e5092a2
- <sup>13</sup> Public Transportation Map, https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=fd0611417c5941f48eaff8323a1544a1
- <sup>14</sup> COMPASS Development Checklist, https://www.compassidaho.org/dashboard/devreview.htm
- <sup>15</sup> COMPASS Rail with Trail webpage, https://www.compassidaho.org/prodserv/CIM2040 2.0/railswithtrails.html
- <sup>16</sup> COMPASS Implementation Guidebook, https://www.compassidaho.org/documents/prodserv/rltp/ImplementationGuidebook\_entire.pdf
- <sup>17</sup> Valley Regional Transit Regional Pass Program, https://www.valleyregionaltransit.org/group-pass-programs/
- <sup>18</sup> Bus Stop Location and Transit Amenities Development Guidelines, https://www.valleyregionaltransit.org/wp-content/uploads/2021/01/vrt-bus-stop-location-and-transit-amenities-development-guidelines.pdf
- <sup>19</sup> Bus Stop Typologies Kit of Parts, <u>https://www.valleyregionaltransit.org/wp-content/uploads/2022/11/BST\_KitOfParts.pdf</u>
- <sup>20</sup> Access Management Toolkit, https://www.compassidaho.org/documents/planning/studies/AcMgtTlkt\_08Cover\_Electronic.pdf
- <sup>21</sup> Access Management Business Guide, https://www.compassidaho.org/documents/comm/COMPASS\_AccessManagement.pdf