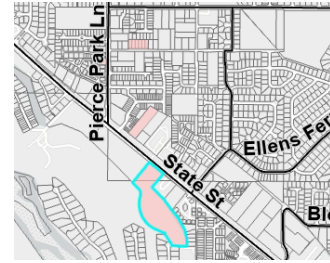


Communities in Motion (CIM) Development Review Checklist

Development Name:	Riverclub Townhomes		
CIM Vision Category:	Existing Neighborhood		
Consistent with CIM Vision ?	YES		
New Households:	134	New Jobs:	0



Safety

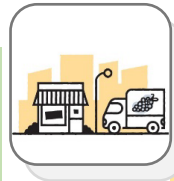
How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

State Street

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:

The proposal is located in an area identified as Transit Oriented Development. The density is supportive of existing and planned transit in the corridor.

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.

Sent: 5/30/25



<https://compassidaho.org/>



info@compassidaho.org



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

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:	State Street
Primary Use:	Public Transportation
Secondary Use:	Freight

Public Transportation Infrastructure

- ✓ 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>
- ✓ Use Valley Regional Transit's [Bus Stop Typology: Kit of Parts](#) to review current 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:

State Street (Gary Lane to 8th Street)

Improvements to the Premium Bus Network is the #1 unfunded public transportation project in *Communities in Motion 2050*.

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

State Street, Hertford Way to Ellens Ferry Drive, Boise

Regionally Significant: ☒

Key #: IN210-03

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$576

Total Programmed Budget \$7,185

Total Cost (Prev. + Prog.): \$7,761

TIP Achievement:

Open Space

System Performance

Active Transportation

Safety



Project Description

Widen State Street from Hertford Way to Ellens Ferry Drive, including an intersection improvement to widen the north and south legs to four lanes and the east and west legs to seven lanes in the City of Boise. The project includes enhanced facilities for bicyclists, pedestrians, and transit riders.

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
2025	0	0	100	449	60	5,890	6,499	0	6,499
2026	0	0	0	51	0	635	686	0	686
Fund Totals:	0	0	100	500	60	6,525	7,185	0	7,185

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/>