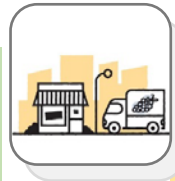


Communities in Motion (CIM) Development Review Checklist

Development Name: Baker Park
 CIM Vision Category: Activity Center
 Consistent with CIM Vision? YES
 New Households: 378 New Jobs: ±12



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.
Idaho Center Boulevard
 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:

Premium bus route 400- Cherry Lane/Fairview Avenue is a priority in *Communities in Motion 2055*. Work with Valley Regional Transit to provide sufficient bus stop amenities.

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.



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: Idaho Center Boulevard

Primary Use: Public Transportation

Secondary Use: Freight

Bicycle and Pedestrian Infrastructure

- ✓ 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

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

Additional Information:

- Widening Cherry Lane (Middleton Road to Black Cat Road) is not included as a capital expense in the fiscal impact analysis.

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:

Cherry Lane (Middleton Road to Black Cat Road)

Widening Cherry Lane (Middleton Road to Black Cat Road) to five lanes is the number 2 local system priority in *Communities in Motion 2050* and is unfunded.

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

Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 22438 Open Space
 Requesting Agency: City of Nampa Health
 Project Year: PD Safety
 Total Previous Allocations: \$563 Active Transportation
 Total Programmed Budget: \$1,952 Asset Management
 Total Cost (Prev. + Prog.): \$2,515



Project Description

Rebuild Cherry Lane between 11th Avenue North and Idaho Center Boulevard in the City of Nampa. Work includes wider shoulders for pedestrian and bicycle safety and intersection improvements.

Funding Source STBG-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	228	1,724	1,952	1,809	143
Fund Totals:	0	0	0	0	228	1,724	1,952	1,809	143

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/>