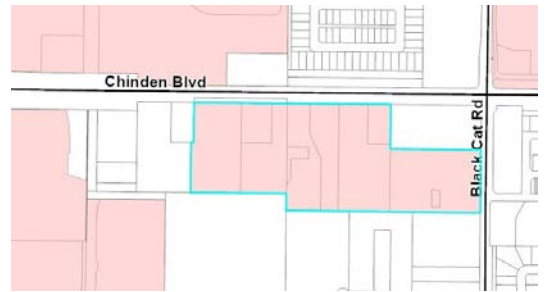


Communities in Motion (CIM) Development Review Checklist

Development Name: Blayden Subdivision
 CIM Vision Category: Future Neighborhood
 Consistent with CIM Vision? YES
 New Households: 335 New Jobs: ±90

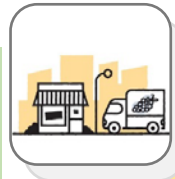


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Black Cat Road

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:
 Bus service on Chinden Boulevard (Caldwell to Boise) is listed as an unfunded route in *Communities in Motion 2050*. Work with Valley Regional Transit to accommodate future services.

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: N/A

Primary Use: N/A

Secondary Use: N/A

Public Transportation Infrastructure

- ✓ Use Valley Regional Transit's [Bus Stop Location and Transit Amenities Development Guidelines](#) to site new bus stops

Access Management

- ✓ 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

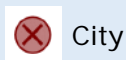
More information is available in the [COMPASS Access Management Toolkit](#) and the [COMPASS Access Management Business Guide](#).

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: 13 years

Additional Information:

- Highway District is estimated to have a positive net fiscal impact annually, however is estimated to take greater than 20 years to recoup capital improvements.

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:

Chinden Boulevard/US Highway 20/26 (State Highway 16 to State Highway 55)

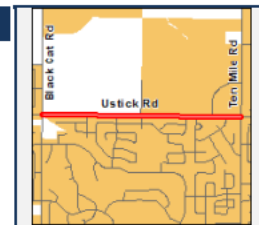
Widening Chinden Boulevard/US Highway 20/26 (State Highway 16 to State Highway 55) to 6 travel lanes is the number 3 priority in the state system in *Communities in Motion 2050*. It is funded.

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

Ustick Road, Black Cat Road to Ten Mile Road, Meridian

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 200919 NHS-LOTTR
 Requesting Agency: ACHD Health
 Project Year: 2024 Active Transportation
 Total Previous Allocations: \$393 Safety
 Total Programmed Budget: \$4,124 System Performance
 Total Cost (Prev. + Prog.): \$4,517



Project Description

Widen Ustick Road from Black Cat Road to Ten Mile Road in the City of Meridian including enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source							Local Match 100.00%		
Local (Regionally Significant)	Program	Hwy - Local Partnerships				Total	Federal Share	Local Share	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			
2024	0	0	0	19	13	4,092	4,124	0	4,124
Fund Totals:	0	0	0	19	13	4,092	4,124	0	4,124

Ustick Road, McDermott Road to Black Cat Road

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 102502 System Performance
 Requesting Agency: ACHD Active Transportation
 Project Year: 2026 NHS-LOTTR
 Total Previous Allocations: \$0 Safety
 Total Programmed Budget: \$10,818
 Total Cost (Prev. + Prog.): \$10,818



Project Description

Widen Ustick Road from two lanes to five lanes from McDermott Road to Black Cat Road in the City of Meridian including enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source							Local Match 100.00%		
Local (Regionally Significant)	Program	Hwy - Local Partnerships				Total	Federal Share	Local Share	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			
2025	0	0	4,320	0	0	0	4,320	0	4,320
2026	0	0	0	204	124	6,170	6,498	0	6,498
Fund Totals:	0	0	4,320	204	124	6,170	10,818	0	10,818

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/>