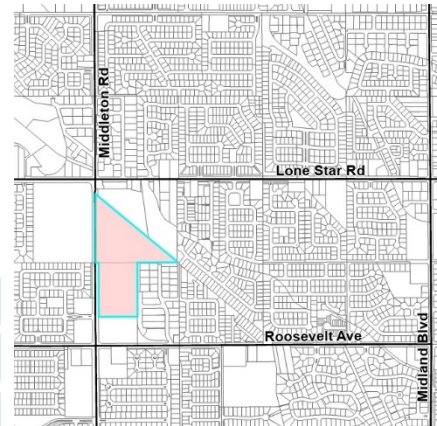


# Communities in Motion 2050 Development Checklist

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 2050 (CIM 2050), 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 2050 goals.



**Development Name:** Clearcreek Subdivision  
**CIM Vision Category:** Existing Neighborhood **New Jobs:** 0  
**CIM Corridor:** Middleton Road **New Households:** 205



## Safety

Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes and travel speeds.

- Pedestrian level of stress
- Bicycle level of stress



## Economic Vitality

These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

- Activity Center Access
- Farmland Preservation
- Net Fiscal Impact
- Within CIM Forecast



## Convenience

Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations

- 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 Capacity



Improves performance



Does not improve or reduce performance



Reduces performance

## Comments:

Widening Middleton Road to 5 lanes is the #6 unfunded local priority in the [Communities in Motion 2040 2.0](#) plan. Safe pedestrian and bicycle transportation infrastructure is critical in minimizing the impact of traffic on the area and providing safe access to nearby schools. Consider a midblock pedestrian crossing from West Stillwater Drive to Lonestar Middle School.

**Communities in Motion 2050**  
[2020 Change in Motion Report](#)  
[Development Review Process](#)

Web: [www.compassidaho.org](http://www.compassidaho.org)  
 Email: [info@compassidaho.org](mailto:info@compassidaho.org)

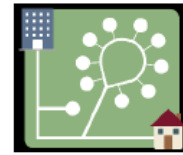


## Bicycle and Pedestrian Infrastructure

An individual's trip is the entire journey from beginning to end. In many cases, a trip may combine a number of modes. While motorized vehicles will provide longer trips, users complete the first and last portion on their own. For example, almost every vehicle trip includes a walk or bike trip to the parking lot or transit stop. Good street connectivity increase the number of travel options and reduces the distances traveled to reach destinations. One way to measure route directness is take the ratio of the route distance to the straight line-distance. The closer the ratio is to 1, the better for connectivity of the area.

Some steps that can be taken to improve walk/bike infrastructure include:

- ✓ Providing sidewalks, crosswalks, and micropaths to connect destinations
- Providing an improved pathway along a canal as a transportation and recreational option
- Siting pathways and sidewalks as directly as conditions allow or provide wayfinding signs
- Reducing street lengths to discourage speeding on local roads
- Providing sufficient and covered bike parking near destinations



A disconnected system means more trips onto arterial roads, resulting in fewer cyclists and pedestrians and less efficiency for vehicles.

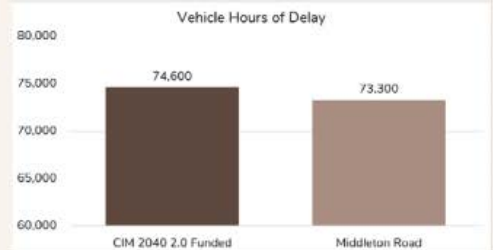
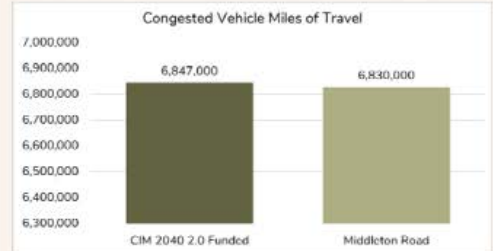
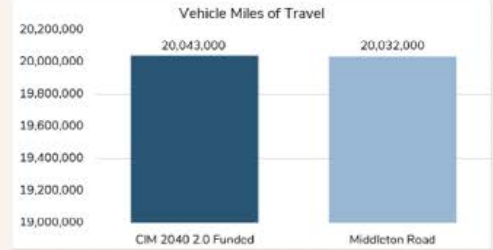


A connected system provides options, including walking, cycling, or driving. More trips can be taken on local roads, avoiding busier arterials.

# Local System Priority 6

Widen from Greenhurst Road in the City of Nampa to State Highway 44 in the City of Middleton and reconstruct I-84 overpass and river crossing; includes curb, gutter, sidewalks, bike lanes

## Middleton Road



System Results	CIM 2040 2.0 Funded	Middleton Road	Difference
Vehicle Miles of Travel	20,043,000	20,032,000	-11,000
Congested Vehicle Miles of Travel	6,847,000	6,830,000	-17,000
Vehicle Hours of Delay	74,600	73,300	-1,300

## ***Fiscal Impact Analysis Supplemental for the Development Review Checklist***

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine 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.


The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all.


More information about the COMPASS Fiscal Impact Tool is available at:


[www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

### **Overall Net Fiscal Impact Net Fiscal Impact by Agency**

 City

 County

 Highway District

 School District

Break Even: 1 year