

Communities in Motion 2050 Development Review

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:

CIM Vision Category:

New Jobs:

CIM Corridor:

New Households:



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:

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

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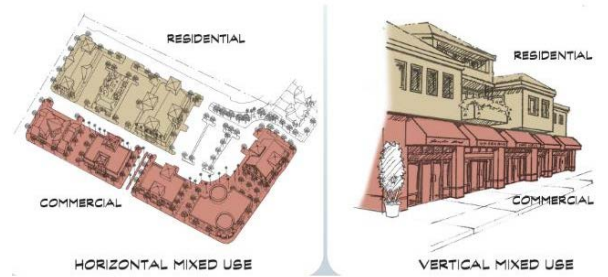
Land Uses to Support Bicycle and Pedestrian Transportation

Land use decisions can support the safety and comfort of bicyclists and pedestrians. A robust mix of nearby housing, jobs, and services can:

Promote safe and comfortable walking and biking by reducing the number of vehicles on the road

Reduce the distance between housing and services, especially for vulnerable populations

Reduce the requirement for large and costly parking facilities



Credit: Lakeland Village Plan

Land use mix can either be horizontal or vertical. A

horizontal mix indicates a variety of uses across a neighborhood, while vertical mix refers to different uses within the same building or lot. To measure land use mix, consider how many different uses (e.g., residential, office, retail, industrial, service, entertainment, education, health, etc.) are within each community or area. Higher mixes reflect more convenient access to a wide range of jobs and services.

Some steps to take to increase bicycle and pedestrian accommodations are:

- ✓ 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.

SH-16, SH-44 to Junction SH-52, Environmental Reevaluation

Regionally Significant: Inflated TIP Achievement:
Support

Key #: ORN23175

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$3,000

Total Cost (Prev. + Prog.): \$3,000

Project Description

Reevaluate the environmental assessment regarding proposed improvements to State Highway 16 from State Highway 44 in Ada County to the junction of State Highway 52 in the City of Emmett to reaffirm the Idaho Transportation Department's proposed improvements on the corridor.



Funding Source		Program					Local Match 7.34%		
Cost Year*	NHPP Preliminary Engineering	NHPP Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	50	2,950	0	0	0	0	3,000	2,780	220
Fund Totals:	\$50	\$2,950	\$0	\$0	\$0	\$0	\$3,000	\$2,780	\$220

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.

Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City

County

Highway District

School District

Break Even: