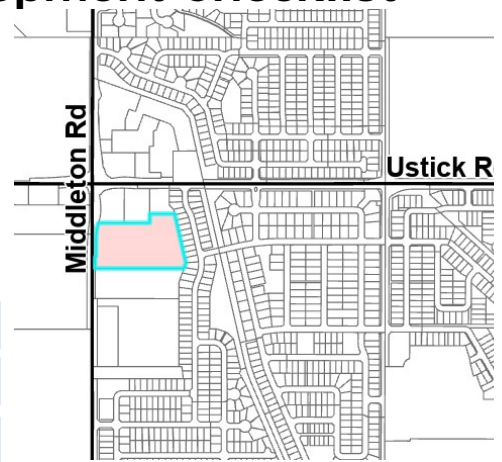


# Communities in Motion 2050 Development Checklist

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:** Hemlock Development at Middleton  
**CIM Vision Category:** Existing Neighborhood **New Jobs:** ±50  
**CIM Corridor:** Middleton Road **New Households:** 0



## 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:

The [COMPASS Transportation Improvement Program](#) (Key #13487) shows the construction of a roundabout at the intersection of Ustick and Middleton Road in FY2025. Ensure that there is sufficient distance between the site's northern access point and the future roundabout. Also, consider realigning the drive-through queues to minimize conflict with the parking area and so that backups do not block access to the retail portion of the development.

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

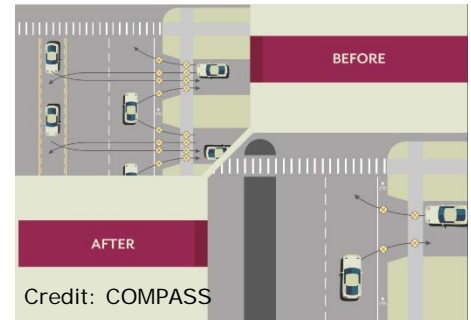
Web: [www.compassidaho.org](http://www.compassidaho.org)  
 Email: [info@compassidaho.org](mailto:info@compassidaho.org)



## Access Management

Access management is a set of techniques to control vehicular access to roadways. The benefits of access management include improved traffic efficiency, fewer vehicle conflicts, and reduced crashes. Access management can help to improve the safety of cyclists and pedestrians by limiting the number of conflict points and separating the conflict points.

Several steps can be taken to improve efficiency and safety of the transportation network using access management:



- ✓ Space access (driveways or cross streets) to increase the distance between potential conflict points.
  - Provide more access on lower functionally classified roads, such as collectors, instead of arterials, to facilitate efficiency and safety.
  - Provide cross or shared access to reduce the need for excessive access on major roads.
  - Provide stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways.
- ✓ 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](#).

## Roadway Capacity

The COMPASS transportation improvement program (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. Many projects help implement the Complete Network Policy, including adding additional travel lanes to existing roads and building new roadways.

The [COMPASS TIP](#) contains additional information about short-range capital projects.

**Middleton Road and Ustick Road, Roundabout, Caldwell**

Regionally Significant:   Inflated **TIP Achievement:**

**Key # : 13487** System Performance

Requesting Agency: City of Caldwell Safety

Project Year: 2025

Total Previous Allocations: \$908

Total Programmed Budget: \$2,288

Total Cost (Prev. + Prog.): \$3,196

**Project Description**

Construct a roundabout to help traffic flow and congestion at the Middleton Road and Ustick Road intersection in the City of Caldwell.

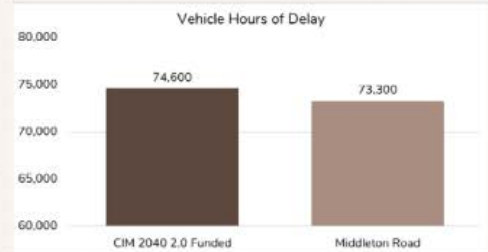
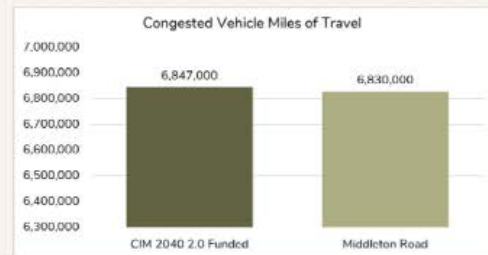
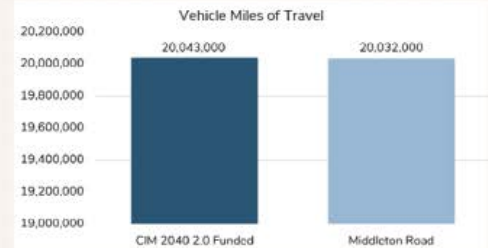
Funding Source		STBG-U		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	20	25	0	0	0	0	45	42	3	
2025	0	0	0	0	365	1,878	2,243	2,078	165	
<b>Fund Totals:</b>	<b>\$20</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$365</b>	<b>\$1,878</b>	<b>\$2,288</b>	<b>\$2,120</b>	<b>\$168</b>	

[Communities in Motion 2040 2.0](#) identifies widening Middleton Road from Greenhurst Road to State Highway 44 as the #6 unfunded local system need.

## 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