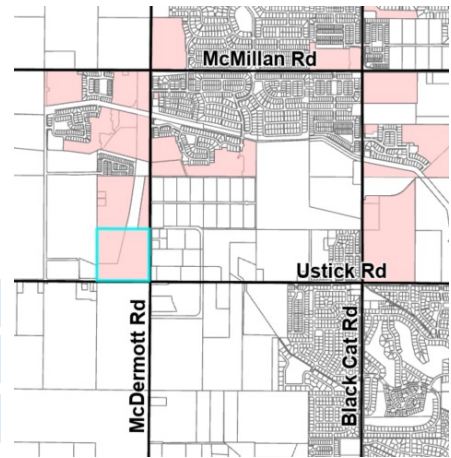


Communities in Motion 2050 Development Checklist

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.



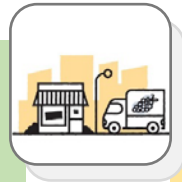
Development Name: McDermott Village
CIM Vision Category: Future Neighborhood **New Jobs:** ±30
CIM Corridor: none **New Households:** 250



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 development is near the future State Highway 16 intersection on Ustick Road (Key# 23408). Ustick Road is also planned to be widened to five lanes from Ten Mile Road to Linder Road (Key# RD-207-24). Due to the location's proximity to State Highway 16, consider working with ACHD Commuteride to allow a small park and ride site in the commercial portion of the development. Also consider including covered bike parking at both townhome and multi-family residential locations to facilitate active transportation travel.

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

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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.

Parking Management

Getting to the right balance of parking is important. Not enough parking means that parking spills into nearby areas, customers can't get to businesses, and safety is decreased due to illegal parking and increased traveling to find parking spaces. However, an oversupply of parking can result in less land for businesses and diminished efforts to promote other modes.

Curb space is where people and vehicles intersect.

Increasingly the curb has become a key place to balance needs between conflicting users. While safety is paramount, demand from different users, different days of the week, and different times of the day creates challenges and opportunities.



Credit: Global Designing Cities Initiative

Several steps can be taken to make parking and curbside management work for communities:

Arrange parking near destinations to limit the amount of circling for nearby parking spaces and create multiple smaller parking lots rather than large parking lots.

✓ Provide shared parking between multiple users or destinations that have different peak periods. For example, office buildings traditionally need day-time parking while restaurants need space later in the evening.

Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking.

Add landscape islands and designated walking paths to enable the safe and comfortable paths to businesses.

SH-16, Ustick Road to US 20/26, Ada County

Regionally Significant: Inflated TIP Achievement:
 Key #: 23408 System Performance

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$78,957

Total Cost (Prev. + Prog.): \$78,957

Project Description

At request of ITD, update description: Construct new segment of State Highway 16 from Ustick Road US 20/26 in the City of Meridian and Ada County. The roadway will include two lanes in each direction with at-grade intersections at Ustick Road and US 20/26, utilizing the on and off ramps for the future interchanges. Work also includes an overpass at McMillan Road and Five Mile Creek, several local frontage roads to connect to the roadway system, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	5,500	73,457	78,957	0	78,957		
Fund Totals:	\$0	\$0	\$0	\$0	\$5,500	\$73,457	\$78,957	\$0	\$78,957		

Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: Inflated TIP Achievement:
 Key #: RD207-24 Safety

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$3,617

Total Cost (Prev. + Prog.): \$3,617

Project Description

Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian to five lanes. The projects includes curb, gutter, sidewalk, and a level three bicycle facility. The concept-level design will further clarify the scope of the project.



Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	292	0	0	0	0	292	0	292		
2023	0	0	140	0	0	0	140	0	140		
2025	0	0	0	0	0	3,185	3,185	0	3,185		
Fund Totals:	\$0	\$292	\$140	\$0	\$0	\$3,185	\$3,617	\$0	\$3,617		

Fiscal Impact Analysis Supplemental for the Development Review Checklist

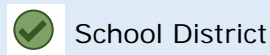
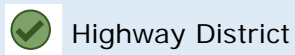
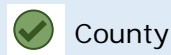
The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that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



Break Even: 1 year