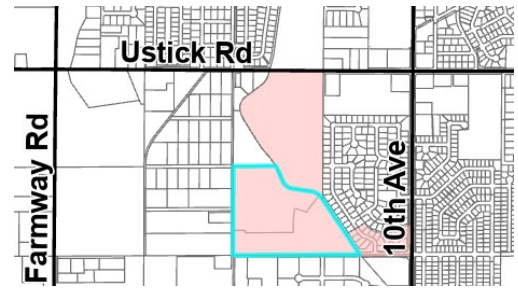


Communities in Motion (CIM) Development Review Checklist

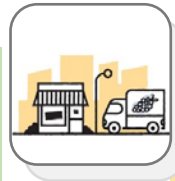
Development Name: Prairie Creek
 CIM Vision Category: Existing Neighborhood
 Consistent with CIM Vision? YES
 New Households: 118 New Jobs: 0



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.

N/A

Pedestrian level of stress N/A
 Bicycle level of stress N/A



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:

The project is in an area with several identified unfunded transportation needs. Ustick Road has been identified as a regional pathway in [Communities in Motion 2050](#) and a [future express bus route](#). Widening Ustick Road and Farmway Road each to five lanes has also been identified as a future need. Currently widening projects are unfunded.

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.



www.compassidaho.org



info@compassidaho.org



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:	Ustick Road
Primary Use:	Proposed pathway
Secondary Use:	N/A

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:	Ustick Road (Farmway Road to Lake Avenue) and Farmway Road (State Highway 55/Karcher Road to State Highway 19/Simplot Boulevard)
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Widening Ustick Road (Farmway Road to Lake Avenue) and Farmway Road (State Highway 55/Karcher Road to State Highway 19/Simplot Boulevard)) – each to five lanes – are unfunded and unprioritized projects in *Communities in Motion 2050*.

More information on transportation needs and projects based on forecasted future growth is available at: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

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: 1 year

Additional Information:

- Capital improvements to Ustick Road and Farmway Road are not included in the fiscal impact analysis as the projects are currently unfunded.

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:

www.compassidaho.org/prodserv/fiscalimpact.htm