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:** Traverse Creek  
**CIM Vision Category:** Existing Neighborhood  
**New Jobs:** 0  
**CIM Corridor:** None  
**New Households:** 279

**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: [ ]

**Comments:**
The project narrative mentions pathways, but it is unclear from the site plan whether there is an improved pathway along Mason Creek. Consider inclusion of a pathway along Mason Creek as identified in the City of Caldwell 2040 Bicycle and Pathways Master Plan. Please note that the COMPASS Complete Network Policy identifies nearby Middleton Road as a primary transit, secondary freight, and bicycle friendly route.
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 an improved pathway along a canal as a transportation and recreational option

[Diagram showing disconnected and connected transportation systems]
**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

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**Overall Net Fiscal Impact**

**Net Fiscal Impact by Agency**

- City
- County
- Highway District
- School District

Break Even: 1 year