

Communities in Motion (CIM) Development Review Checklist

Development Name: Westlock Village
CIM Vision Category: Existing Neighborhood
Consistent with CIM Vision? YES
New Households: 296 **New Jobs:** 0

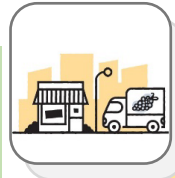


Safety

How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

State Street/State Highway 44

- Pedestrian level of stress
- Bicycle level of stress



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:

Based on the site plan provided, COMPASS has no additional comments.

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.

Sent: 9/22/23



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COMPASS
 COMMUNITY PLANNING ASSOCIATION
 of Southwest Idaho

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: State Street/State Highway 44

Primary Use: Public Transportation





Secondary Use: Freight

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: 5 years

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: <https://compassidaho.org/fiscal-impact-tool/>*

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

State Street/State Highway 44

Creating State Street Premium Bus Route #401 is a long term, partially funded project 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/>

Short-Term Funded Capital Projects

Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: Inflated
 Key #: 23179
 Requesting Agency: Valley Regional Transit
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$10,571
 Total Cost (Prev. + Prog.): \$10,571

TIP Achievement:
 Open Space
 Health
 Active Transportation
 Public Transportation



Project Description

Project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multi-use pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel.

Funding Source	RAISE			Program Hwy - Discretionary			Local Match 20.00%			
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
	2024	0	0	0	0	0	2,250	2,250	1,800	450
	2025	0	0	0	0	0	8,321	8,321	6,657	1,664
Fund Totals:		0	0	0	0	0	10,571	10,571	8,457	2,114

Source: *The COMPASS Transportation Improvement Program (TIP)*. *The 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 and is available at:*

<https://compassidaho.org/transportation-improvement-program/>