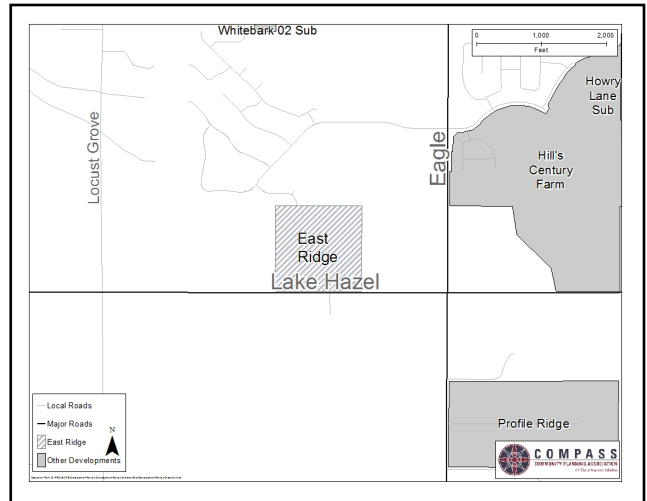


# Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).



[Click to enlarge map.](#)

Name of Development: \_\_\_\_\_

Summary: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? (**Goal 2.1**)?

- Downtown                       Employment Center                       Existing Neighborhood                       Foothills  
 Future Neighborhood                       Mixed Use                       Prime Farmland                       Rural  
 Small Town                       Transit Oriented Development

Yes  No  N/A The proposal is within a CIM 2040 Major Activity Center. (**Goal 2.3**)

## Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing TAZ + Proposal		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

Yes  No  N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (**Goal 2.1**)

## Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing TAZs + Net Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

Yes  No  N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (**Goal 2.1**)



More information on COMPASS and *Communities in Motion 2040* can be found at:

[www.compassidaho.org](http://www.compassidaho.org)

Email: [info@compassidaho.org](mailto:info@compassidaho.org)

Telephone: (208) 475-2239



# Communities in Motion 2040 Development Checklist

## Transportation

- Attached  N/A An Area of Influence Travel Demand Model Run is attached.  
 Yes  No  N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments: \_\_\_\_\_

- Yes  No  N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments: \_\_\_\_\_

- Yes  No  N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments: \_\_\_\_\_

The **Complete Streets Level of Service (LOS) scoring** based on the proposed development will be provided on an separate worksheet (**Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)**):

- Attached  N/A Complete Streets LOS scorecard is attached.  
 Yes  No  N/A The proposal maintains or improves current automobile LOS.  
 Yes  No  N/A The proposal maintains or improves current bicycle LOS.  
 Yes  No  N/A The proposal maintains or improves current pedestrian LOS.  
 Yes  No  N/A The proposal maintains or improves current transit LOS.  
  
 Yes  No  N/A The proposal is in an area with a [Walkscore](#) over 50.

## Housing

- Yes  No  N/A The proposal adds [compact housing](#) over seven residential units per acre. (**Goal [2.3](#)**)  
 Yes  No  N/A The proposal is a mixed-use development or in a mixed-use area. (**Goal [3.1](#)**)  
 Yes  No  N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (**Goal [3.1](#)**)  
 Yes  No  N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (**Goal [3.1](#)**)

## Community Infrastructure

- Yes  No  N/A The proposal is infill development. (**Goals [4.1](#), [4.2](#)**)  
 Yes  No  N/A The proposal is within or adjacent to city limits. (**Goals [4.1](#), [4.2](#)**)  
 Yes  No  N/A The proposal is within a city area of impact. (**Goals [4.1](#), [4.2](#)**)

## Health

- Yes  No  N/A The proposal is within 1/4 mile of a transit stop. (**Goal [5.1](#)**)  
 Yes  No  N/A The proposal is within 1/4 mile of a public school. (**Goal [5.1](#)**)  
 Yes  No  N/A The proposal is within 1/4 mile of a grocery store. (**Goal [5.1](#)**)  
 Yes  No  N/A The proposal is within 1 mile of a park and ride location. (**Goal [5.1](#)**)

## Economic Development

- Yes  No  N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (**Goal [3.1](#)**)  
 Yes  No  N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (**Goal [6.1](#)**)

## Open Space

- Yes  No  N/A The proposal is within a 1/4 mile of a public park. (**Goal [7.1](#)**)  
 Yes  No  N/A The proposal provides at least 1 acre of parks for every 35 housing units. (**Goal [7.1](#)**)

## Farmland

- Yes  No  N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (**Goals [4.1](#), [8.2](#)**)  
 Yes  No  N/A The proposal is outside prime farmland. (**Goal [8.2](#)**)

## *Communities in Motion 2040 Complete Streets Scorecard*



The purpose of this checklist is to provide a tool for local governments to evaluate whether land developments are in accordance with the goals of *Communities in Motion 2040* (CIM 2040). Complete Streets Level of Service (LOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades a roadway (A-F) for each mode. COMPASS conducts Complete Streets Level of Service (CSLOS) analysis for developments on arterial roads.

	Mode	Existing	With attached sidewalk and bicycle lane
		Link LOS	Link LOS
Lake Hazel Road	Transit	F	F
Eagle Road to Locust Grove Road	<b>Bike</b>	<b>D</b>	<b>A</b>
	<b>Ped</b>	<b>E</b>	<b>B</b>
Highway Capacity Manual 2010 Methodologies			

**Walkscore: 1 Car-Dependent.** Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least "Somewhat Walkable" while scores less than 50 are "Car-Dependent."

### Additional Comments:

The *Ada County Highway District Livable Street Design Guide* indicates that this section of Lake Hazel Road is classified as Residential Mobility Arterials with bicycle lanes and detached sidewalks. Lake Hazel Road is currently served by a Bicycle LOS of "D" and a Pedestrian LOS of "E." A detached sidewalk and bicycle lane would improve Pedestrian LOS from "E" to "B" and Bicycle LOS from "D" to "A."

More information on  
COMPASS and  
*Communities in Motion  
2040* can be found at:



[www.compassidaho.org](http://www.compassidaho.org)

