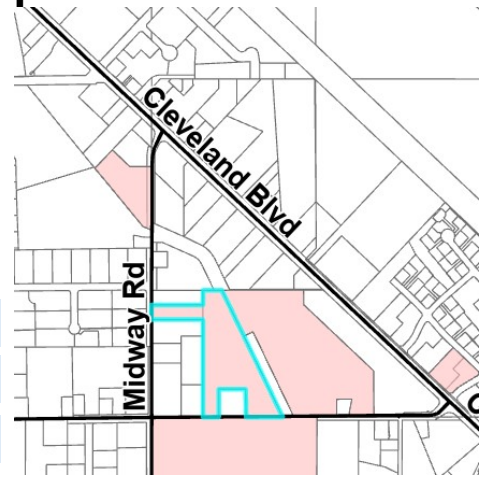


Communities in Motion 2050 Development Checklist

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: Canyon Village Lofts
CIM Vision Category: Existing Neighborhood **New Jobs:** 0
CIM Corridor: None **New Households:** 95



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 [2020 City of Caldwell Pathways and Bike Routes Master Plan](#) recommends paved shoulders and bike lanes on Homedale Road. Ensure that plans for this section of Homedale Road include future bike lanes.

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

Web: www.compassidaho.org
 Email: info@compassidaho.org



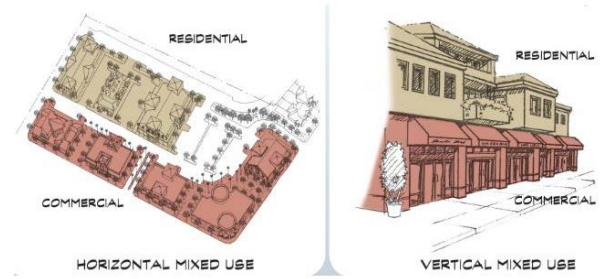
Land Uses to Support Bicycle and Pedestrian Transportation

Land use decisions can support the safety and comfort of bicyclists and pedestrians. A robust mix of nearby housing, jobs, and services can:

Promote safe and comfortable walking and biking by reducing the number of vehicles on the road

Reduce the distance between housing and services, especially for vulnerable populations

Reduce the requirement for large and costly parking facilities



Credit: Lakeland Village Plan

Land use mix can either be horizontal or vertical. A

horizontal mix indicates a variety of uses across a neighborhood, while vertical mix refers to different uses within the same building or lot. To measure land use mix, consider how many different uses (e.g., residential, office, retail, industrial, service, entertainment, education, health, etc.) are within each community or area. Higher mixes reflect more convenient access to a wide range of jobs and services.

Some steps to take to increase bicycle and pedestrian accommodations are:

- ✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.

Roadway Capacity

The COMPASS transportation improvement program (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. Many projects help implement the Complete Network Policy, including adding additional travel lanes to existing roads and building new roadways.

The [COMPASS TIP](#) contains additional information about short-range capital projects.

Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County

Regionally Significant: Inflated

Key #: 22016

Requesting Agency: Canyon Highway District

Project Year: PD City of Caldwell
City of Nampa

TIP Achievement:

Active Transportation

Asset Management



Total Previous Allocations: \$436

Total Programmed Budget: \$1,394

Total Cost (Prev. + Prog.): \$1,830

Project Description

Rehabilitate pavement and construct shared-use shoulders on Midway Road between State Highway 55 (Karcher Road) and Interstate 84B (Caldwell Boulevard) in Canyon County.

Funding Source		STBG-U		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	331	1,063	1,394	1,292	102	
Fund Totals:	\$0	\$0	\$0	\$0	\$331	\$1,063	\$1,394	\$1,292	\$102	

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

City

County

Highway District

School District

Break Even: 1 year