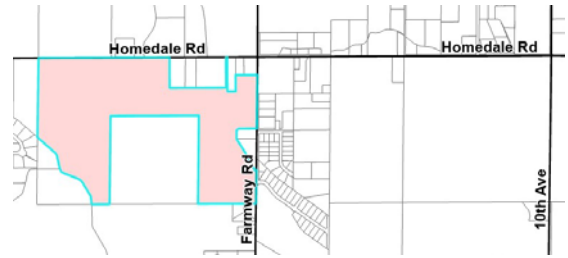


# Communities in Motion (CIM) Development Review Checklist

Development Name: Chickasaw Subdivision  
 CIM Vision Category: Rural  
 Consistent with CIM Vision? NO  
 New Households: 400      New Jobs: 0

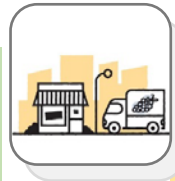


**Safety**  
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

*Homedale Road*

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:**

The number of proposed households greatly exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new demands. Nearby services, such as schools, parks, grocery, and other services are likely accessed only by vehicle. This location is also in a predominately farmland area near the Lake Lowell Priority Investment Area, identified in the *Canyon County Parks, Pathways, and Cultural Resources Plan*. To support internal connectivity, consider adding several bicycle/pedestrian pathways between lots. Also consider including a pathway along the Burris Lateral to support future bicycle/pedestrian connections in the area.

**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.



## ***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:** Homedale Road

**Primary Use:** N/A

**Secondary Use:** N/A

### **Bicycle and Pedestrian Infrastructure**

- ✓ Provide sidewalks, crosswalks, and micropaths to connect destinations
- ✓ Provide an improved pathway along a canal as a transportation and recreational option

## ***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: Not estimated to break even.

### **Additional Information:**

- Capital improvements to Farmway Road are not included in the fiscal impact analysis as the project is currently unfunded.
- Capital improvements to SH-55 (Karcher Rd) from Pear Lane to Farmway Road are not included in the fiscal impact analysis as project construction is 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](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

# Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

Farmway Road

Widening Farmway Road from State Highway 55 (Karcher Road) to State Highway 19 (Simplot Boulevard) to five lanes is an unfunded and unprioritized State System priority in *Communities in Motion 2050*.

More information on transportation needs and projects based on forecasted future growth is available at:

<https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>

## Short-Term Funded Capital Projects

### SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon

Regionally Significant:   Inflated

Key #: 22715

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$6,550

Total Programmed Budget: \$172,284

Total Cost (Prev. + Prog.): \$178,834

**TIP Achievement:**

System Performance

NHS-LOTTR

Safety



**Project Description**

Widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor. Work includes a continuous median traffic separation, with signalizations intersections at the each miles, and u-turn opportunities at the half-mile.

Funding Source		State		Program				State Hwy - Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	11,730	112,200	123,930	0	123,930		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,730</b>	<b>\$112,200</b>	<b>\$123,930</b>	<b>\$0</b>	<b>\$123,930</b>		

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	2,300	20,250	100	0	0	22,650	0	22,650		
2024	0	0	5,100	0	0	0	5,100	0	5,100		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$2,300</b>	<b>\$25,350</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,750</b>	<b>\$0</b>	<b>\$27,750</b>		

Funding Source		Leading Idaho		Program				Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	15,300	102	0	0	15,402	0	15,402		
2025	0	0	5,202	0	0	0	5,202	0	5,202		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,502</b>	<b>\$102</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,604</b>	<b>\$0</b>	<b>\$20,604</b>		

## SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County

Regionally Significant:   Inflated

Key #: 23335

Requesting Agency: ITD

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$38,400

Total Cost (Prev. + Prog.): \$38,400

### Project Description

Preliminary engineering and right-of-way acquisition to improve safety and mobility on State Highway 55 (Karcher Road) by widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane) from Pear Lane to Farmway Road in Canyon County. Design and right-of-way are partially funded; construction is currently unfunded.



**TIP Achievement:**  
System Performance  
NHS-LOTTR  
Safety

Funding Source		Leading Idaho		Program			Leading Idaho		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	8,200	10,200	0	0	0	18,400	0	18,400	
2026	0	0	20,000	0	0	0	20,000	0	20,000	
<b>Fund Totals</b>	<b>\$0</b>	<b>\$8,200</b>	<b>\$30,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,400</b>	<b>\$0</b>	<b>\$38,400</b>	

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://www.compassidaho.org/documents/prodserv/trans/FY22/FY23\\_29TIPdoc.pdf](https://www.compassidaho.org/documents/prodserv/trans/FY22/FY23_29TIPdoc.pdf)