**Communities in Motion (CIM) Development Review Checklist**

**Development Name:** Escalon Park  
**CIM Vision Category:** Future Neighborhood  
**Consistent with CIM Vision?** YES  
**New Households:** 432  
**New Jobs:** ±330

### 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.

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Pedestrian level of stress</th>
<th>Bicycle level of stress</th>
</tr>
</thead>
<tbody>
<tr>
<td>US Highway 20/26</td>
<td>✗</td>
<td>✗</td>
</tr>
</tbody>
</table>

### 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 ✓

### Comments:

Since Santa Ana Avenue is over 0.5 miles long consider applying traffic calming measures to discourage speeding and improve safety.

**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.

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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.

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>US Highway 20/26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Use:</td>
<td>Freight</td>
</tr>
<tr>
<td>Secondary Use:</td>
<td>Public Transportation</td>
</tr>
</tbody>
</table>

Bicycle and Pedestrian Infrastructure

✓ Apply traffic calming measures to discourage speeding on local roads

Access Management

✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate

More information is available in the COMPASS Access Management Toolkit and the COMPASS Access Management Business Guide.

Parking Management

✓ Add landscape islands and designated walking paths to enable safe and comfortable paths to businesses
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

<table>
<thead>
<tr>
<th>Agency</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>✅</td>
</tr>
<tr>
<td>Highway District</td>
<td>✅</td>
</tr>
<tr>
<td>School District</td>
<td>✅</td>
</tr>
<tr>
<td>County</td>
<td>❌</td>
</tr>
</tbody>
</table>

Breakeven point across all agencies: 1 year

### Additional Information:

- Capital improvements to Middleton Road and US Highway 20/26 are not included in the fiscal impact analysis.

**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/](https://compassidaho.org/fiscal-impact-tool/)
Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor: Midland Boulevard (Cherry Lane to US Highway 20/26) & US Highway 20/26 (Middleton Road to State Highway 16)

Widening Midland Boulevard (Cherry Lane to US Highway 20/26) to five lanes is the number 8 local system priority in Communities in Motion 2050 and is unfunded. Also widening US Highway 20/26 (Middleton Road to State Highway 16) to six travel lanes (ultimate) is a long-term funded state system roadway project.

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

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/