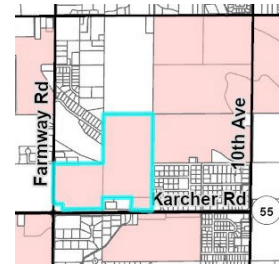


Communities in Motion (CIM) Development Review Checklist

Development Name: Granite Crest
CIM Vision Category: Future Neighborhood
Consistent with CIM Vision? NO
New Households: 319 **New Jobs:** ±300

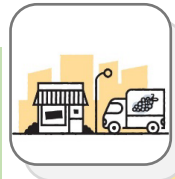


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Karcher 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:

Consider providing stub roads or connecting to existing roads in adjacent developments such as Yoder Avenue to the west and Airport Avenue to the east. Improve pedestrian access by providing direct routes to commercial areas. This development exceeds forecasted jobs. Planned infrastructure may not be sufficient to meet the demands of this development.

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: Karcher Road

Primary Use: Freight

Secondary Use: N/A

Land Uses to Support Bicycle and Pedestrian Transportation

- ✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.
- ✓ Place residential uses near services such as parks, schools, grocery stores, or employment centers.
- ✓ Place higher-density residential uses close to employment, bus service, schools, or parks.

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
- ✓ Site pathways and sidewalks as directly as conditions allow or provide wayfinding signs
- ✓ Apply traffic calming measures to discourage speeding on local roads
- ✓ Reduce street lengths to discourage speeding on local roads

Access Management

- ✓ Space access points (driveways or cross streets) to increase the distance between potential conflict points
- ✓ Provide more access on lower functionally classified roads, such as collectors, and less on arterials, to facilitate efficient and safe through movement
- ✓ Provide cross or shared access to reduce the need for excessive access on major roads
- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate
- ✓ Separate freight movement from customer movement by locating loading bays on the back side rather than the street side
- ✓ Provide stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways
- ✓ Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses

More information is available in the [COMPASS Access Management Toolkit](#) and the [COMPASS Access Management Business Guide](#).

Parking Management

- ✓ Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking
- ✓ 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



City



County



Highway District



School District

Breakeven point across all agencies: Does not break even

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/>*

Short-Term Funded Capital Projects

SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 1, Canyon County

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 25084 System Performance
 Requesting Agency: ITD Safety
 Project Year: 2032
 Total Previous Allocations: \$0
 Total Programmed Budget: \$31,532
 Total Cost (Prev. + Prog.): \$31,532



Project Description

Widen State Highway 55 (Karcher Road) for Phase 1 of the Pear Lane to Farmway Road project in Canyon County. The project is currently under design and the termini are not yet determined. Work will include two travel lanes in each direction, a continuous turn lane, wide shoulders for pedestrian and bicycle use, bridge replacements, culvert extensions, and utility relocations. (Design and right-of-way under Key Number 23335.)

Funding Source		NHPP Program State Hwy - Safety & Capacity (Capacity)							Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2032	0	0	0	0	3,378	28,154	31,532	29,218	2,314	
Fund Totals:	0	0	0	0	3,378	28,154	31,532	29,218	2,314	

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/>