

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: Legacy Falls
CIM Vision Category: Existing Neighborhood **New Jobs:** ±120
CIM Corridor: State Highway 55 (Karcher Road) **New Households:** ±26



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 proposed rezone is a mix of residential and retail, which can reduce congestion by decreasing the amount of single occupancy vehicle trips generated and encourage non-motorized travel. When developing the site plan, consider including pedestrian facilities and marked crossings throughout the commercial portion of the site to allow residents in the south to safely access commercial areas.

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

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Parking Management

Getting to the right balance of parking is important. Not enough parking means that parking spills into nearby areas, customers can't get to businesses, and safety is decreased due to illegal parking and increased traveling to find parking spaces.

However, an oversupply of parking can result in less land for businesses and diminished efforts to promote other modes.

Curb space is where people and vehicles intersect.

Increasingly the curb has become a key place to balance needs between conflicting users. While safety is paramount, demand from different users, different days of the week, and different times of the day creates challenges and opportunities.



Several steps can be taken to make parking and curbside management work for communities:

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

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.

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		
Fund Totals:	\$0	\$0	\$0	\$0	\$11,730	\$112,200	\$123,930	\$0	\$123,930		

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		
Fund Totals:	\$0	\$2,300	\$25,350	\$100	\$0	\$0	\$27,750	\$0	\$27,750		

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		
Fund Totals:	\$0	\$0	\$20,502	\$102	\$0	\$0	\$20,604	\$0	\$20,604		

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