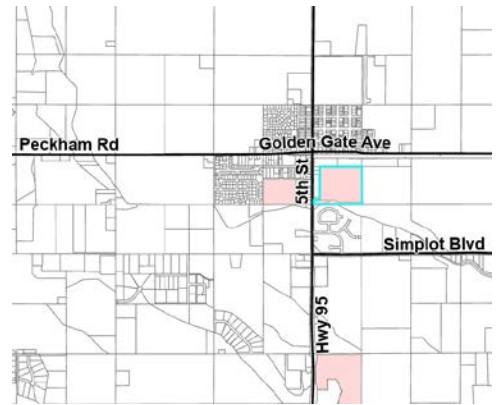


# Communities in Motion 2050 Development Checklist

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:** Osborn Park Phase I  
**CIM Vision Category:** Existing Neighborhood **New Jobs:** 0  
**CIM Corridor:** none **New Households:** 189



## 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:

[Valley Connect 2.0](#) shows a future express bus route on State Highway 19/Simplot Boulevard, about 0.25 miles from the project location. Several roadway improvements are also planned for Peckham Road, nearby the project location (see Key #s 22101 and 13964).

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

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## Peckham Road Intersections, Canyon County

Regionally Significant:   Inflated

Key #: 22101

Requesting Agency: Golden Gate HD

Project Year: 2022

Total Previous Allocations: \$63

Total Programmed Budget: \$504

Total Cost (Prev. + Prog.): \$567

### Project Description

Reconstruct three intersections on Peckham Road at Travis Road, Allendale Road, and Van Slyke Road, between the Cities of Wilder and Greenleaf in Canyon County. Each intersection is substandard for truck turning movements. The reconstruction will provide larger turning radii to eliminate truck off-tracking and reduce edge breakup. The intersection improvements will also allow trucks to maintain their own travel lane while making turns. All construction will adhere to current Association of Canyon County Highway District (ACCHD) standards.



### TIP Achievement:

System Performance

Safety

Funding Source			Program					Local Match	
STBG-R			State Hwy - Safety & Capacity (Capacity)					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	35	0	0	0	0	0	35	32	3
2023	0	0	0	82	0	387	469	435	34
<b>Fund Totals:</b>	<b>\$35</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82</b>	<b>\$0</b>	<b>\$387</b>	<b>\$504</b>	<b>\$467</b>	<b>\$37</b>

## Peckham Road, US-95 to Notus Road, Canyon County

Regionally Significant:   Inflated

Key #: 13964

Requesting Agency: Golden Gate HD

Project Year: 2023

Total Previous Allocations: \$721

Total Programmed Budget: \$3,692

Total Cost (Prev. + Prog.): \$4,413

### Project Description

Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including: roadway rehabilitation, as well as curb, gutter, and sidewalk improvements within the city limits.



### TIP Achievement:

Safety

Active Transportation

System Performance

Funding Source			Program					Local Match	
STBG-R			Local Hwy - Rural					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	25	0	0	25	23	2
2023	0	0	0	0	793	2,874	3,667	3,398	269
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$793</b>	<b>\$2,874</b>	<b>\$3,692</b>	<b>\$3,421</b>	<b>\$271</b>

## ***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](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

### **Overall Net Fiscal Impact Net Fiscal Impact by Agency**



City



County



Highway District



School District

Break Even: 2 years