

Communities in Motion 2040 2.0 Development Review

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 2040 2.0* (CIM 2040), 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 2040 2.0 goals.

Development Name: Passero Ridge (PUD21-000003)






Agency: Caldwell

CIM Vision Category: Rural

New households: 327

New jobs: 0

Exceeds CIM forecast: No

	CIM Corridor: None Pedestrian level of stress: N/A Bicycle level of stress: N/A	Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.
	Housing within 1 mile: 730 Jobs within 1 mile: 200 Jobs/Housing Ratio: 0.3	A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.
	Nearest police station: >4 miles Nearest fire station: 3.2 miles	Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.
	Farmland consumed: Yes Farmland within 1 mile: 818 acres	Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.
	Nearest bus stop: 3.5 miles Nearest public school: 1.5 miles Nearest public park: 0.1 miles Nearest grocery store: 3.1 miles	Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.

Recommendations

The proposal is on the fringe of urban development in an area removed from employment centers. Nearby services, such as schools, parks, grocery, and other services are likely accessed only by motorized vehicle. The closest transit services are located more than three miles away and there are no plans for public transportation to this location. The COMPASS Transportation Improvement Program (TIP) identifies the Orchard Avenue for improvements, including adding four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road using Federal Lands Access Program funds (Key 22602). The 2016 Lake Lowell Area Bicycle and Pedestrian Access Plan identifies the Lake Lowell Corridor at this location. Consider a public, multi-use pathway through this proposal to connect Caldwell and Lake Lowell. More information is at: <https://highways.dot.gov/sites/fhwa.dot.gov/files/docs/federal-lands/flpp/transportation-studies/28496/lake-lowell-area-bicycle-and-pedestrian-access.pdf>. More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>

I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 22712

Requesting Agency: ITD

Project Year: 2027

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,011

Total Cost (Prev. + Prog.): \$2,011

Project Description : Widen Interstate 84B (Garrity Boulevard) at the Stamm Lane intersection in the City of Nampa to improve safety and mobility.

COMPASS PM:

Congestion Reduction/System Reliability

Transportation Safety

Community Infrastructure

Freight Movement and Economic Vitality

Federal PM:



Funding Source		State	Program					Local Match	
			State Hwy - Safety & Capacity (Capacity)					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	141	0	0	0	0	0	141	0	141
2027	0	0	0	0	168	1,309	1,477	0	1,477
Fund Totals:	\$141	\$0	\$0	\$0	\$168	\$1,309	\$1,618	\$0	\$1,618

Funding Source		Local Participating	Program					Local Match	
			Hwy - Local Partnerships					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	393	0	0	0	393	0	393
Fund Totals:	\$0	\$0	\$393	\$0	\$0	\$0	\$393	\$0	\$393

Indiana and Orchard Shared Roadway, Canyon County

Regionally Significant: ☐ ☐ Inflated

Key #: 22602

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,453

Total Cost (Prev. + Prog.): \$3,453

Project Description : Add four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road in Canyon County (approximately 1.5 miles) using Federal Lands Access Program funds. Project managed by Western Federal Lands.

COMPASS PM:

Transportation Safety

Community Infrastructure

Farmland

Federal PM:



Funding Source		FLAP	Program					Local Match	
			Hwy - Federal Lands Access					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	220	0	0	0	0	220	204	16
2023	0	230	0	0	0	0	230	213	17
2024	0	0	0	0	300	2,703	3,003	2,783	220
Fund Totals:	\$0	\$450	\$0	\$0	\$300	\$2,703	\$3,453	\$3,200	\$253