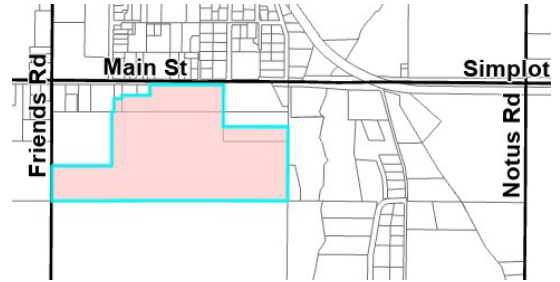


Communities in Motion (CIM) Development Review Checklist

Development Name: Royal Ridge Subdivision
 CIM Vision Category: Future Neighborhood
 Consistent with CIM Vision? YES
 New Households: 114 New Jobs: ±140

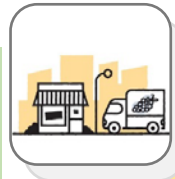


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Simplot Boulevard/State Highway 19

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:

Tish Drive is nearly half a mile long and runs parallel to Simplot Boulevard/State Highway 19. Consider adding traffic calming measures or rerouting Tish Drive to discourage speeding along it. Also, to provide more transportation options in western Canyon County consider setting aside several parking stalls in the commercial portion of the site for carpool/vanpool, via a memorandum of understanding (MOU).

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: Simplot Boulevard/State Highway 19

Primary Use: Freight

Secondary Use: Public Transportation

Bicycle and Pedestrian Infrastructure

- ✓ Apply traffic calming measures to discourage speeding on local roads
- ✓ Reduce street lengths to discourage speeding on local roads

Public Transportation Infrastructure

- ✓ Site a park and ride facility or set aside several stalls for park and ride via a memorandum of understanding (MOU)

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: 15 years

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/>

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

None

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

Peckham Road Intersections, Canyon County

Regionally Significant:

Key #: 22101

Requesting Agency: Golden Gate HD

Project Year: 2023

Total Previous Allocations: \$98

Total Programmed Budget \$459

Total Cost (Prev. + Prog.): \$557

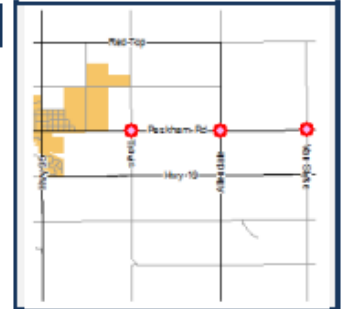
TIP Achievement:

NHS-LOTTR

Freight Movement

System Performance

Safety



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.

Funding Source			Program					Local Match 7.34%	
Cost Year*	STBG-R		Right-of-Way	State Hwy - Safety & Capacity (Capacity)			Total	Federal Share	Local Share
	Preliminary Engineering	Preliminary Engineering Consulting		Utilities	Construction Engineering	Construction			
2023	0	0	0	80	0	379	459	425	34
Fund Totals:	0	0	0	80	0	379	459	425	34

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

Regionally Significant:

Key #: 13964

Requesting Agency: Golden Gate HD

Project Year: 2023

Total Previous Allocations: \$746

Total Programmed Budget \$3,595

Total Cost (Prev. + Prog.): \$4,341

TIP Achievement:

Open Space

Health

Safety

Active Transportation

System Performance



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.

Funding Source			Program					Local Match 7.34%	
Cost Year*	STBG-R		Right-of-Way	Local Hwy - Rural			Total	Federal Share	Local Share
	Preliminary Engineering	Preliminary Engineering Consulting		Utilities	Construction Engineering	Construction			
2023	0	0	0	0	777	2,818	3,595	3,331	264
Fund Totals:	0	0	0	0	777	2,818	3,595	3,331	264

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/>