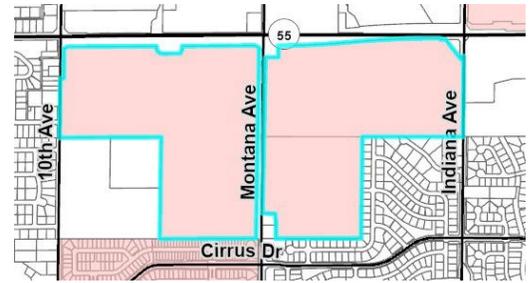


Communities in Motion (CIM) Development Review Checklist

Development Name:	Silverleaf Subdivision
CIM Vision Category:	Existing Neighborhood
Consistent with CIM Vision?	NO
New Households:	991
New Jobs:	±490



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.

State Highway 55 (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:

A bicycle/pedestrian crossing is listed as Project C-25 in the [Caldwell Area Transportation System Plan](#). Work with Caldwell staff to complete this project. Consider crossing enhancements as suggested in the [Regional Safety Action Plan](#). Coordinate with Caldwell staff to address roadway spacing between State Highway 55 and the proposed collector. The improvements to State Highway 55 (Karcher Road), listed in the project below, will decrease the "Pedestrian" and "Bicycle level of stress" to a green "Improves performance" checkmark.

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: State Highway 55 (Karcher Road)

Primary Use: Freight

Secondary Use: N/A

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
- ✓ 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

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

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: 13 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/>*

Short-Term Funded Capital Projects

SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon County

Regionally Significant: Inflated

Key #: 22715

Requesting Agency: ITD

Project Year: 2024-2027

Total Previous Allocations: \$176,462

Total Programmed Budget: \$55

Total Cost (Prev. + Prog.): \$176,517

TIP Achievement:

System Performance

NHS-LOTTR

Bridge

Safety



Project Description

Widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County to two travel lanes in each direction and installing a continuous median traffic separator from 10th Avenue to Middleton Road. Signalized intersections will be included at each mile. Right-in-right-out-left-in turning movements will be allowed at the mid-mile. Work includes bridge replacements, culvert extensions, separated multi-use pathways, sound walls, and significant utility relocations.

Funding Source NHPH			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
2026	0	0	0	0	800	8,600	9,400	8,710	690
2027	0	0	0	0	0	2,803	2,803	2,597	206
Fund Totals:	0	0	0	0	800	11,403	12,203	11,307	896

Funding Source TECM			Program State Hwy - Safety & Capacity (Capacity)					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	1,500	0	1,500	0	1,500
Fund Totals:	0	0	0	0	1,500	0	1,500	0	1,500

Funding Source AC (State)			Program Advanced Construction					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	-2,300	-8,600	-10,900	0	-10,900
2027	0	0	0	0	0	-2,748	-2,748	0	-2,748
Fund Totals:	0	0	0	0	-2,300	-11,348	-13,648	0	-13,648

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://compassidah.org/transportation-improvement-program/>