

# Communities in Motion 2050 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 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:**

**CIM Vision Category:**

**New Jobs:**

**CIM Corridor:**

**New Households:**



### 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:**

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

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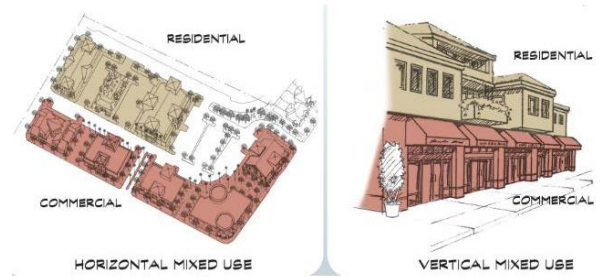
## Land Uses to Support Bicycle and Pedestrian Transportation

Land use decisions can support the safety and comfort of bicyclists and pedestrians. A robust mix of nearby housing, jobs, and services can:

Promote safe and comfortable walking and biking by reducing the number of vehicles on the road

Reduce the distance between housing and services, especially for vulnerable populations

Reduce the requirement for large and costly parking facilities



Credit: Lakeland Village Plan

Land use mix can either be horizontal or vertical. A

horizontal mix indicates a variety of uses across a neighborhood, while vertical mix refers to different uses within the same building or lot. To measure land use mix, consider how many different uses (e.g., residential, office, retail, industrial, service, entertainment, education, health, etc.) are within each community or area. Higher mixes reflect more convenient access to a wide range of jobs and services.

Some steps to take to increase bicycle and pedestrian accommodations are:

- Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.
- ✓ Place residential uses near services such as parks, schools, grocery stores, or employment centers.
- ✓ Place higher-density residential uses close to employment, bus service, schools, or parks.

## Land Use to Support Public Transportation

Locating higher-density commercial and residential uses close to transit nodes increases the availability and convenience of public transportation. Successful transit-oriented developments often following the 3 Ds: density, diversity, and design. Density places a critical mass of people near trip origins or destinations so that transit ridership becomes practical and economical. Diversity of land uses can help to serve multiple purposes, such as employment centers, retail centers, and recreation. Design encourages safe and comfortable walking and biking between the transit station and the final destination. Other considerations include:

- ✓ Guide new development to areas planned for growth in the long-range plan forecast so that transportation infrastructure can keep up with new demand.
  - Provide more than 8 housing units per acre; or a combination of 25 total persons (population + jobs) per acre, near future transit stops.
  - Orient buildings toward potential transit corridors, with parking on the back side rather than the street side.
  - Where appropriate, cluster buildings near intersections to consolidate transit stops and street crossings.
  - Incorporate retail and other uses into the development, drawing customers both from the transit-oriented development and nearby areas.

The COMPASS-compiled catalog of Transit Oriented Developments in the [Communities in Motion Implementation Guidebook](#) provides examples of how higher-density development can integrate in existing neighborhoods.

### SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: **ORN23184** System Performance  
 Requesting Agency: ITD Safety  
 Project Year: 2027  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$39,270  
 Total Cost (Prev. + Prog.): \$39,270



#### Project Description

Widen State Highway 55 (Karcher Road) from 10th Avenue to Middleton Road in Canyon County to improve safety and mobility. Project includes intelligent transportation system improvements (ITS). Design and right-of-way for Farmway Road to Middleton Road is shown under Key Number 22715.

Funding Source		State	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		
2027	0	0	0	0	3,570	35,700	39,270	0	39,270		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$3,570	\$35,700	\$39,270	\$0	\$39,270		

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

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: **22715** System Performance  
 Requesting Agency: ITD Safety  
 Project Year: 2024  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$68,544  
 Total Cost (Prev. + Prog.): \$68,544



#### Project Description

To design and acquire right-of-way in preparation to 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. Construction of 10th Avenue to Middleton Road is shown under Key Number ORN23184. Construction of Farmway Road to 10th Avenue is unfunded.

Funding Source		State	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		
2022	1,000	10,000	0	0	0	0	11,000	0	11,000		
2023	0	0	14,790	0	0	0	14,790	0	14,790		
2024	0	0	15,810	0	0	0	15,810	0	15,810		
2025	0	0	0	0	520	5,202	5,722	0	5,722		
2027	0	0	0	0	2,397	18,825	21,222	0	21,222		
<b>Fund Totals:</b>	\$1,000	\$10,000	\$30,600	\$0	\$2,917	\$24,027	\$68,544	\$0	\$68,544		

# ***Fiscal Impact Analysis Supplemental for the Development Review Checklist***

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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: