

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: Troost Rezone






Agency: Canyon County

CIM Vision Category: Farmland

New households: 30

New jobs: 70

Exceeds CIM forecast: Yes

| | | |
|--|--|--|
|  | <p>CIM Corridor: None Pedestrian level of stress: N/A Bicycle level of stress: N/A</p> | <p>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.</p> |
|  | <p>Housing within 1 mile: 100 Jobs within 1 mile: 420 Jobs/Housing Ratio: 4.1</p> | <p>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.</p> |
|  | <p>Nearest police station: >4 miles Nearest fire station: 3.6 miles</p> | <p>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.</p> |
|  | <p>Farmland consumed: Yes Farmland within 1 mile: 1,237 acres</p> | <p>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.</p> |
|  | <p>Nearest bus stop: >4 miles Nearest public school: 4 miles Nearest public park: 3.4 miles Nearest grocery store: 0.2 miles</p> | <p>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.</p> |

Recommendations

This proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands. This location is still in a largely farmland area. Nearby services, such as schools, parks, grocery, and other stores are likely accessed only by vehicle and there are no plans for public transportation to this location. A site plan was not provided, but consider restricting access points on State Highway 55 to maintain circulation and safety. State Highway 55 is the #4 unfunded state priority in the *Communities in Motion 2040 2.0* plan. This unfunded project will ultimately widen State Highway 55 to five lanes from Pear Lane to Indiana Avenue. This corridor is currently being evaluated for environmental impacts (Key Number #21906). The segment between Midway Road and Middleton Road, has been planned for widening to add one travel lane in each direction, however, construction has not been scheduled (Key Number #21867).

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>

Study, SH-55, Pear Lane to Middleton Road, Canyon County

Key #: 21906

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

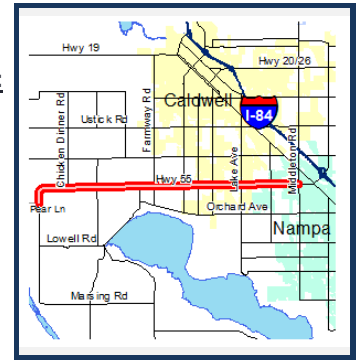
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,337

Total Cost (Prev. + Prog.): \$2,337

Project Description : Evaluate the environmental impacts as a result of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road in Canyon County south of the City of Nampa.



| Funding Source | | STP-State | | Program | | | | State Hwy - Early Development | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|----------------|-------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2019 | 37 | 2,300 | 0 | 0 | 0 | 0 | 2,337 | 2,165 | 172 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$37 | \$2,300 | \$0 | \$0 | \$0 | \$0 | \$2,337 | \$2,165 | \$172 | | |

Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian

Key #: RD202-31

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

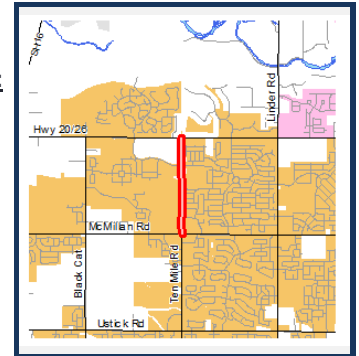
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,495

Total Cost (Prev. + Prog.): \$3,495

Project Description : Widen Ten Mile Road from McMillan Road to US 20/26 (Chinden Boulevard) in the City of Meridian to five lanes including curb, gutter, sidewalk, and bike lanes.



| Funding Source | | Local (Regionally Significant) | | Program | | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|--------------------------|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 265 | 0 | 0 | 0 | 0 | 265 | 0 | 265 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 561 | 0 | 0 | 2,669 | 3,230 | 0 | 3,230 | | |
| Fund Totals: | \$0 | \$265 | \$561 | \$0 | \$0 | \$2,669 | \$3,495 | \$0 | \$3,495 | | |

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

SH-55 (Eagle Road), Meridian Towne Center, Meridian

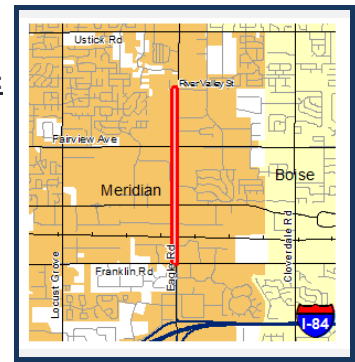
Key #: 13349

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
 Freight Movement and Economic Vitality
 Transportation Safety
 Community Infrastructure

Federal PM:



Requesting Agency: Private Developer

Project Year: 2022

Total Previous Expenditures: \$145

Total Programmed Cost: \$5,000

Total Cost (Prev. + Prog.): \$5,145

Project Description : Add one lane southbound from River Valley Street to Franklin Road in the City of Meridian. The project will be constructed by the developer of the Meridian Towne Center shopping center (The Village at Meridian) using State Tax Anticipated Revenue (STAR) financing.

| Funding Source | | Program | | | | | | Local Match | |
|---------------------|--------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------|----------------|
| STAR | Hwy - Local Partnerships | | | | | | 100.00% | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 5,000 | 5,000 | 0 | 5,000 |
| 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$5,000 | \$0 | \$5,000 |

SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa

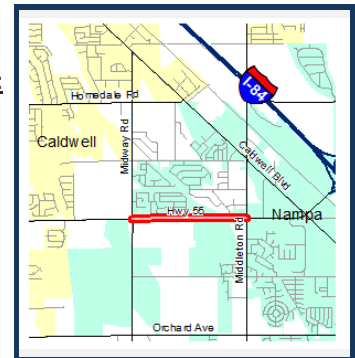
Key #: 21867

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
 Transportation Safety
 Freight Movement and Economic Vitality
 Community Infrastructure

Federal PM:



Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,334

Total Cost (Prev. + Prog.): \$6,334

Project Description : Widen SH-55 (Karcher Road) from Midway Road to Middleton Road in the City of Nampa. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor.

| Funding Source | | Program | | | | | | Local Match | |
|---------------------|--|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------|----------------|
| TECM | 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 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 306 | 0 | 0 | 0 | 0 | 0 | 306 | 0 | 306 |
| 2021 | 0 | 0 | 306 | 0 | 0 | 0 | 306 | 0 | 306 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 520 | 5,202 | 5,722 | 0 | 5,722 |
| Fund Totals: | \$306 | \$0 | \$306 | \$0 | \$520 | \$5,202 | \$6,334 | \$0 | \$6,334 |

*PD = Preliminary Development (projects with development activity but no programmed year of construction)