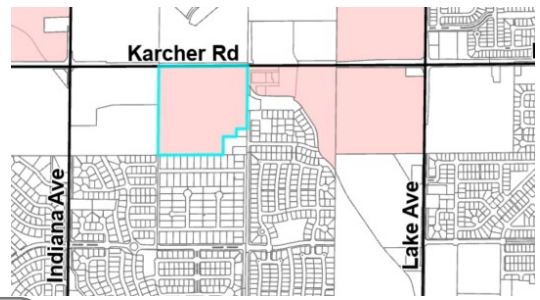


Communities in Motion (CIM) Development Review Checklist

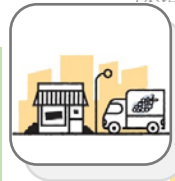
Development Name: West Haven
 CIM Vision Category: Existing Neighborhood
 Consistent with CIM Vision? YES
 New Households: 221 New Jobs: ±80



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.

N/A

Pedestrian level of stress N/A
 Bicycle level of stress N/A



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:

The [COMPASS Complete Network Policy](#) identifies State Highway 55 (Karcher Road) as a primary freight and secondary public transportation corridor. When developing the site plan for the commercial portion of the site, consider freight needs. While the site is not currently served by public transportation, the [Communities in Motion 2050 Public Transportation System](#) shows an unfunded future bus route on Karcher Road from downtown Caldwell to the College of Western Idaho. Consider adding transit supportive infrastructure to support the future route (see Complete Network Appendix for more information).

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.



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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: Public Transportation

Land Use to Support Public Transportation

- ✓ Orient buildings toward potential transit corridors, with parking on the back side rather than the street side

Public Transportation Infrastructure

- ✓ Provide sidewalks and/or bike paths designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect development to transit stops
- ✓ Provide bicycle parking that includes covered bike racks at transit stops; ensure it does not conflict with vehicular or pedestrian travel

Access Management

- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate
- ✓ Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses

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: Not estimated to break even.

Additional Information:

- The City is estimated to operate at a net fiscal loss in the stabilization year (on-going impact).
- The Highway District fiscal impact analysis includes capital improvements to the state highway system. The Highway District is estimated to operate at a net fiscal positive in the stabilization year (on-going impact).

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:

www.compassidaho.org/prodserv/fiscalimpact.htm

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

State Highway 55 (Karcher Road)

Widening State Highway 55 (Karcher Road), Pear Lane to Middleton Road, to four travel lanes is a short term funded project in *Communities in Motion 2050* (see Key#22715).

More information on transportation needs and projects based on forecasted future growth is available at:

<https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>

Short-Term Funded Capital Projects

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

Regionally Significant: Inflated

Key #: 22715

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$6,550

Total Programmed Budget: \$172,284

Total Cost (Prev. + Prog.): \$178,834

Project Description

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. Work includes a continuous median traffic separation, with signalizations intersections at the each miles, and u-turn opportunities at the half-mile.



Funding Source		State		Program				State Hwy - Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	11,730	112,200	123,930	0	123,930		
Fund Totals:	\$0	\$0	\$0	\$0	\$11,730	\$112,200	\$123,930	\$0	\$123,930		

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	2,300	20,250	100	0	0	22,650	0	22,650		
2024	0	0	5,100	0	0	0	5,100	0	5,100		
Fund Totals:	\$0	\$2,300	\$25,350	\$100	\$0	\$0	\$27,750	\$0	\$27,750		

Funding Source		Leading Idaho		Program				Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	15,300	102	0	0	15,402	0	15,402		
2025	0	0	5,202	0	0	0	5,202	0	5,202		
Fund Totals:	\$0	\$0	\$20,502	\$102	\$0	\$0	\$20,604	\$0	\$20,604		

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://www.compassidaho.org/documents/prodserv/trans/FY22/FY23_29TIPdoc.pdf