

Appendix F
Public Meeting Summaries

January 2024 Open House Summaries

EXECUTIVE SUMMARY

This summary details the public involvement efforts surrounding in-person and online open houses that took place in January 2024 for Idaho Transportation Department's (ITD) SH-44, I-84 to Star Road PEL Study (KN 23630). The purpose of the open house meetings was to inform the public about ITD's Planning and Environmental Linkages (PEL) study to identify transportation improvements along SH-44 from I-84 to Star Road. The content of the open houses followed federal guidelines to present the project Purpose, Need, and Goals to the public and solicit feedback from attendees. The information presented at the in-person open houses on January 11 and January 17 was also available virtually, paired with an online survey to capture feedback. During the open houses, the project team presented the project background, details on the PEL process, the project Purpose, Need, and Goals, and roll plots of the project area. The public was invited to provide comments on the Purpose, Need, and Goals, and specific areas of concern within the project area to inform the next phase of the PEL process.

The in-person open houses were held in Middleton and Star. The first open house occurred at Middleton Middle School on January 11, followed by the second open house at the Star Fire Protection District on January 17. The open houses were announced in early January 2024 and marketed through several communications channels to reach as many stakeholders in the project area as possible. Identical information was presented at the two in-person open houses and the virtual open house.

In total, 163 people attended the in-person open houses, with 143 residents attending in Middleton and 20 in Star. 544 people viewed the virtual meeting while it was available from January 11 to January 31, and 31 people submitted the online survey.



OPEN HOUSE CONTENT

The in-person public meetings were staged as an open house and set up for attendees to check in on arrival and then review project boards and roll plots of the corridor. Project staff answered questions and addressed comments from attendees.

More than a dozen project boards were organized into several stations for presentation to the public. The first station included an overview of the project and its history, the PEL process and the project timeline. The next station included a board presenting the project's purpose, needs and goals. In Middleton, two identical roll plots of the project area were displayed on opposite walls for the public to review. In Star, a single roll plot was displayed on a long rectangular table positioned in the center of the meeting room. The remaining stations included boards capturing additional details and data related to the project's needs and a board identifying other transportation projects active within the study area.



Highway District No. 4 had its own station set up with two display boards to identify the district's projects. A representative from the Interchange 25 project had a station set up to answer any questions specific to that project.

The public were invited to provide feedback on written comment cards which were available onsite and could be submitted during the open house or sent to ITD via email or mail. The public could also provide their comments via the identical online survey if preferred.

The project team prepared a virtual open house to share identical content to the in-person open house. The virtual open house was an ArcGIS StoryMap and was linked to on the ITD Projects website. An online survey, mirroring the in-person comment form, was available from January 11 to January 31. The survey lived in ArcGIS alongside the StoryMap. The survey linked to the ITD Projects website and the ArcGIS StoryMap.

The content of the boards and roll plots are listed below:

1. Welcome (located at the meeting entrance)
2. About the Project (includes history)
3. PEL Process (overview of what PEL is and how it applies)
4. Project Timeline
5. Draft Purpose, Needs, and Goals (overview)
6. Needs: Recurring Congestion
7. Needs: Travel Demands
8. Data Summary: Traffic and Roadway Conditions
9. Needs: Safety
10. Data Summary: Crash History Evaluation

11. Needs: Multimodal Connectivity
12. Data Summary: Multimodal Activity -
13. Area Funded Transportation Projects
14. How to Participate
15. Roll plots of the study area (2)

Open House display boards can be referenced in Appendix A.

OPEN HOUSE MARKETING

The following marketing tactics were used to inform the public about the open houses and request for feedback:

ITD Project Website

ITD developed and hosted a landing page (<https://itdprojects.idaho.gov/pages/sh44pel>) with content specific to SH-44, I-84 to Star Road PEL Study. The landing page prominently promoted the open houses and survey to encourage site visitors to engage.

A project-specific email address was created to facilitate engagement with the public. The address was prominently featured on the project website and all open house materials. The email inbox was monitored daily with responses sent within 1-2 business days.

Earned Media

ITD drafted and distributed a news release in advance of the open houses to raise awareness of the events with the media and generate coverage. The release was posted to ITD's website and sent to print and broadcast reporters in the Boise/Treasure Valley media market. The following coverage resulted from these proactive marketing and outreach efforts:

- KTVB | Public asked for feedback at SH-44, I-84 to Star Rd. Open House | January 7, 2024 | [Story Content](#)
- CBS2 | Idaho Transportation Department seeks public input on proposed State Highway 44 project | January 4, 2024 | [Story Content](#)
- BoiseDev | Idaho First Daily Newsletter, "In the Know" section | January 9, 2024 | [Story Content](#)



ITD Social Media

ITD posted on the ITD Facebook and Twitter accounts ahead of the open houses to promote the events and posted reminders to take the online survey before the virtual open house closed on January 31.

Print Ads

To help raise awareness in the community, one print ad was designed and placed in the Middleton Gazette and the Star Courier, which published the first week of January. Both papers are monthly publications mailed via USPS to every resident in Middleton and Star.

Email Distribution

An email was distributed to those who had signed up for updates from a November 2022 public meeting on the project. The email invited recipients to attend the open houses and included all relevant event details, contact information, and links to the project landing page for additional information.

Information Drop

Approximately 200 flyers were hand-delivered to businesses located along and adjacent to SH-44 in Star and Middleton to help promote the open houses and the opportunity to provide feedback within the community.

Marketing examples can be referenced in Appendix B.

PUBLIC INVOLVEMENT RESULTS

Results from ITD's public involvement efforts are summarized below, organized by outreach tactic.

Online Survey

- 31 people responded to the online survey
 - Full online survey results are attached in *Appendix C*

Open Houses

- 28 people submitted a hard-copy, written survey, which had identical content as the online survey
 - Written survey comments are attached in *Appendix D*
- 163 people attended an in-person open house (143 in Middleton, 20 in Star)
 - Sign-in sheets are attached in *Appendix E*
- 544 people viewed the virtual open house

Stakeholder Engagement

- Several representatives of stakeholder organizations, including members of the Project Development Team, assisted the open houses:
 - Middleton open house
 - Ada County Highway District
 - City of Middleton
 - Highway District No. 4
 - Valley Regional Transit
 - Star open house
 - Highway District No. 4

Social Media

- Three Facebook posts from ITD's account saw a total reach of 22,529 individuals, as shown in Figure 1.
- One Twitter post from ITD's account delivered 600 impressions and 3 engagements.

Post Date	Content	Reach	Engagement (Reactions, Comments, And Shares)
1/5	Open House Announcement	4,616	24
1/10	Open House Announcement	9,082	17
1/24	Survey Reminder	8,831	32
TOTALS		22,529	73

Figure 1 Facebook Data

ITD Landing Page

- Visitor traffic to the project webpage spiked in early January, aligning with the announcement of the open houses, and again toward the end of the month when the virtual open house and comment period closed. Data from December 2023 – February 2024 indicates the project webpage had 1,343 views over 922 users, with the majority occurring in January 2024. Figure 2 below shows the traffic data for reference.

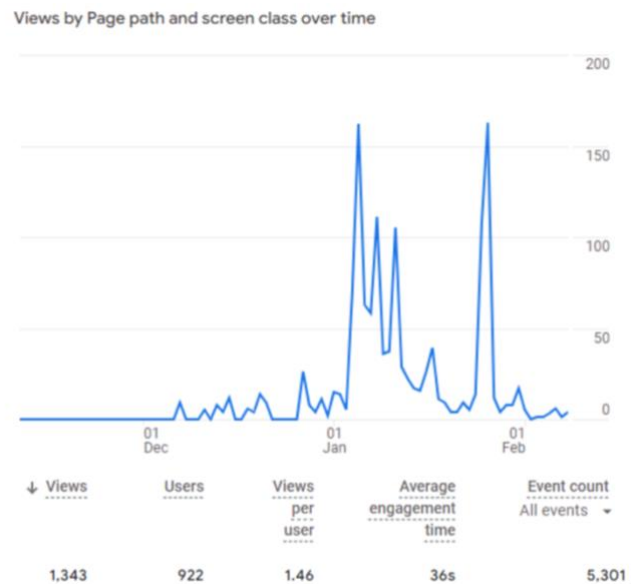


Figure 2 Traffic data for <https://itdprojects.idaho.gov/pages/sh44pel>

PUBLIC FEEDBACK

The open house comment form and online survey asked identical questions. Following contact information and demographic questions, respondents were asked on a scale of 1 to 5 if they disagreed or agreed with the project's Purpose, Needs, and Goals presented in the open houses and to share any additional suggestions or comments. All questions were optional to answer, allowing respondents to focus on areas personally relevant or applicable.

It was clear through the in-person and virtual open houses and in conversations with attendees that there is a desperate need for improvements on the SH-44 corridor to alleviate congestion and enhance safety through Middleton and into Star. Additionally, many survey respondents agreed that the bypass option previously presented, or a variation of it, would be the best alternative to address their concerns.

Survey Scoring

Below is a brief analysis of the results when respondents were asked if they disagreed or agreed, on a scale of 1 (disagree) to 5 (agree), with the project's purpose, needs and goals, and why.

Project Purpose and Needs

- Feedback ranged from neutral to agree (average 3.8) when ranking the project's purpose and needs. Unsafe driving conditions largely due to turning on and off the highway, traffic congestion especially through downtown and significant growth in the area were commonly raised concerns from community members.

Project Goals

- Similarly, feedback ranged from neutral to agree (average 3.7) when ranking the project's stated goals. Respondents frequently stated that the project timeline lacks adequate urgency.

Survey Responses

Below are the responses to the open-ended questions included in both the comment form and online survey that in-person and virtual open house attendees were invited to submit.

Regarding the project's purpose and need: Please provide any additional comments or context to your response:

- I question the ideas of enhanced pedestrian and bicyclist connectivity along, adjacent to, and across SH 44. Encouraging more pedestrian and bicycle traffic on Hwy 44 could generate new safety issues.
- All options need to be considered and then swift action to move forward must happen to avoid a repeat of the past 21 years.
- Wondering about what the plan is to limit the number of access points (driveways) and roads to the highway.
- Lansing Lane is definitely in need of traffic signals! We personally know several people who have been injured or killed at that intersection that remains extremely dangerous! Please help!!

- My only comment is go back to the original planned bypass. Please don't destroy Middleton by widening 44 through town.
- Hawthorn and St. Hwy 44 needs immediate attention. It is impossible to turn from Hawthorn onto 44. Too much bumper-to-bumper traffic.
- I don't feel there is enough info to accurately answer.
- Particular need for a plan for school drop off and pick up.
- We need to reroute through traffic out of downtown.
- The bypass, as proposed, puts additional strain on Duff and Lansing when making right hand turns on to State. Would another river crossing at Duff, Kingsbury, Lansing make sense?
- There needs to be ways to move this project quickly due to the growing number of cars and people.
- I see that most of the studies cover up through 2022, 2023 has seen a dramatic increase in traffic.
- More traffic lights and turn lanes.
- Traffic studies that are presented at open house are 2+ years old.
- As far as current challenges, from the handouts, etc., your traffic studies are two years old and way undervalued already.
- There has not been a recorded survey of the properties that will be impacted, no environmental study for wildlife.
- Consider a two-lane bypass instead of a four or five lane bypass. And then, let the general public know that that is indeed a viable option. This option would allow the city of Middleton to also have the Riverwalk project go forward.
- The recent additional stop light installation on Hartley has made turning left onto Hwy 44 at Hawthorn St even more difficult/treacherous. Now hardly ever any breaks in traffic due to timing of large groups of cars one way or the other, almost all the time.
- An opportunity to alleviate the traffic through Middleton seems to be lost. The center of the city will only become worse as traffic increases. Did developers have motives that influenced city management to make this awful choice? The bypass route should still be done.
- Although developing a bypass or alternate route north of SH44 is not part of this project I oppose any expansion or connecting HWY16 to HWY84 via Purple Sage or Galloway.
- Reducing congestion in Middleton and Star will be the key to a successful project.
- Due to the uncontrolled growth already approved and in process for Middleton (perpetuated by the Middleton City Council (Rule and His Board Members) and Planning and Zoning (Rule's Picks), we need this project completed, funded, and built sooner than later. The band aids being proposed by the developers and the Middleton City Council and Planning and Zoning are inadequate for the amount of development that has been approved or in process of approval, based on outdated data. What has been happening does not represent the community. I greatly appreciate the IDT Open House that was held in Middleton yesterday, January 11th, that presented an accurate picture of the traffic issues and concerns for MidStar. Well Done and Keep Up the good work towards connecting directly with the community.

- I don't understand why pedestrian and bicyclist connectivity should be on or in conjunction with State Highways. These seem better met with local agencies and projects like the extension of the Boise greenbelt and ridge to rivers groups. I also think the most important aspect is how to get local traffic onto, off of, and across HWY-44 or other State Roads designed for regional use. Many of the most problematic intersections lack accel/decel lanes, lighting for dark hours (in the winter this includes peak traffic hours). Using Arizona and Utah (Bangerter Highway) to see how Highways were planned in rural areas where growth then followed is a model ITD should look at. With HWY 44 routed through Middleton and Star and Wagle makes it less than desirable for high-speed long-distance travel. Would finding more routes over the Boise River to get traffic onto 20/26 be more effective than expanding 44? Don't make Middleton Rd Eagle Rd by limiting access across the river.
- Middleton has a new mayor and I hope there's a way to revisit the proposed bypass that was shot down. The majority of people in Middleton want that bypass and it was one of the reasons a new mayor was voted in. One of the other reasons is all the approved houses without the current road issues being resolved. Infrastructure just can't keep up and it's irresponsible to keep allowing more developments.
- I am in favor of the BYPASS as shown in the plan at the meeting. The online did not show this very well. The IN PERSON was not ITD presenting when I was there... they had been shoved away by city council and planning from the city of Middleton. Those two entities presented in a very bias way against the bypass, ignoring concerns of CH4 and ITD.
- We need options to reduce traffic in Middleton.
- I did not see anything that addressed the need for better signage at the major street intersections.
- The City Council members and developers were controlling the conversations at the stations. It was not clear what ITDs position was on anything. Bureaucratic processes stood in the way of any vision for the corridor. My takeaway is ITD lacks urgency to do anything impactful, like the much-needed bypass.
- I believe there are other solutions to this problem that have not been explored. The state showed the bypass as the only option with the scare tactic of coming through downtown. No one I talked to could tell me how much area would be needed if they came downtown and what that would look like. Again, the only option presented was the bypass. Timeline? Again, no one could nail down a timeline for the bypass or coming through Middleton.
- Hwy 44 definitely needs to be expanded through Middleton to support future growth. Please prioritize automobile travel. Pedestrian/bicycle traffic is also important, but secondarily.
- Need south corridor bypass thru Middleton.
- Need south corridor bypass in Middleton.
- The proposed placement of the new Hwy 44 south of Middleton would severely affect a lot of homeowners as the highway would be right next to our currently very quiet neighborhoods. When we bought our home on Feb. 1, 2021 from Hayden Homes we not told anything about a possible highway

right next to our home. Please tell me this can't be true? Why not put it south of the river as it would cause much less disruption. Thank you for listening!

- I would have appreciated more information exchange with IDT at the live events and less monopolization and spinning by Middleton City Council members.
- I absolutely agree with the needs, but I believe the proposed route is missing the mark. There is a large amount of BLM land north of Middleton city where the bypass route could / should go. Obtaining this right of way from a government agency will be much cheaper for taxpayers and will provide a much better long-term solution.
- I agree with the purpose the implementation is NOT GOOD!!! You have to have turn lanes on the entry roads!!
- The intersections along SH44 are very dangerous and the current crash data listed at the open house is already outdated. Stop signs are not lit or flashing at the intersections currently. While waiting for funding for signal lights, and road widening, I think the speed limit should be dropped to 45 mph from Star to Middleton, with flashing stop signs. There have been multiple crashes on Duff and Lansing Lane that are not reported on the data presented. I think that all intersections from Star westbound to the Interstate should eventually have signal lights, and I would like to see the highway widened to 5 lanes (4 travel lanes with a turn lane in the middle.) There is a tight area in downtown Middleton that could appease local concerns by starting a 2 lane one way at Boise Avenue west bound on the east side of Middleton, and then ending at Cemetery on the West side. From there continue on with 5 lanes. East bound starting at Cemetery carry 2 one-way lanes east to Boise Ave. and 44.

Regarding the project's goals: Please provide any additional comments or context to your response:

- Something needs to be done. The traffic now is horrendous and only going to get worse.
- Duff Lane also needs a traffic signal – along with SH-44 at Old Hwy 30! We also highly recommend a bypass through downtown.
- New residential developments should not be built until roads improvements have been completed.
- Adding more stoplights would help open to most any plan that leaves our town together. Slow growth until a solution is found.
- Hawthorne is a major problem, and there is nothing being considered for that intersection.
- Traffic lights?
- We would ride bikes more and walk more if there wasn't so much traffic. (Demand for these rights-of-way will increase.)
- The city of Middleton needs to have a plan that will send “through traffic” another way, then down SH44.
- Middleton needs a traffic solution. It gets worse by the day. Bring back the bypass.
- This project was proposed 15 years ago and should have been resolved years ago.

- Middleton will get even worse.
- Although developing a bypass or alternate route north of SH44 is not part of this project I oppose any expansion or connecting HWY16 to HWY84 via Purple Sage or Galloway.
- More roundabouts, less lights.
- These make sense to me. We need to remember that people are part of the environment and there is give and take and sometimes people can come first while still minimizing impacts. Consistency with local and regional agencies is SUPER important to me. The trouble comes when ITD can't offer specifics to give reassurance to local agencies in the decisions they make at the community level. Looking at these problems and the needs from a bigger perspective I wonder if it would make more sense to build a road further north to compliment 44 rather than expanding it? Or would routing traffic over the Boise River to 20/26 be a better plan and provide safe alternatives when Middleton Road gets closed down from accidents or construction? I really want to see the options that get considered like a divided Hwy through Middleton (e.g., Vale, Meridian, Caldwell). Having the old bypass route on all your maps makes it feel like you are working to a specific end.
- I will admit I have little understanding of how long these projects take, but the amount of years proposed to fix these problems feels inadequate. By the time they decide what needs to be done, they'll approve thousands of more houses and things will be that much worse. We live directly off of Lansing, and we have had too many close calls. I even once had a school bus try to pull straight across Lansing right in front of me. Had I not already been slowing down to turn I would have T-boned them. At the very least we need a light there. And we needed it yesterday, not 5+ years down the road.
- I am in favor of the BYPASS as shown in the plan at the meeting. The online did not show this very well. The IN PERSON was not ITD presenting when I was there... they had been shoved away by city council and planning from the city of Middleton. Those two entities presented in a very bias way against the bypass, ignoring concerns of CH4 and ITD.
- I did not see anything that addressed the need for better signage or stoplights at the major street intersections. It has also been made known to the residents that live off of 44 that the ITD is considering a no left turn solution. This in my opinion is a short cut instead of a resolution and will in turn open up a new set of issues (i.e., bottle neck of traffic having to make a U-turn to go in the opposite direction and major increase of accidents). Not to mention the future need of resolving these issues later incurring more costs than if they were properly addressed the first go around.
- The stated goal was not clear. There was a lot of data spread out around the room but no clear vision of what ITD was trying to accomplish.
- This presentation was great. Thank you.
- Need south corridor bypass.
- Need south corridor bypass in Middleton.
- Prioritization of solutions would have been extremely helpful.
- I agree with the goals, but I believe the proposed route is missing the mark. There is a large amount of BLM land north of Middleton city where the bypass

route could / should go. Obtaining this right of way from a government agency will be much cheaper for taxpayers and will provide a much better long-term solution.

- I hope there is a similar future plan for Star.
- I agree with the purpose the implementation is NOT GOOD!!! You have to have turn lanes on the entry roads!!
- ITD has supposedly had this project or one similar for over 20 plus years and nothing has happened. They never acquired any land to construct this bypass. Now that the city of Middleton took it off the comprehensive plan, only now does ITD want to finally do something.
- The original bypass will not work and does not compliment local community surroundings. I am a local real estate Broker that has represented many stake holders along 44 in the past and currently. The old plan would negatively affect many parcels of land to Stars benefit. I do not believe the current Middleton Mayor Hutchinson understands the issues that were created by the old bypass. Her talks with Star Mayor Chadwick, Representative Mike Moyle, and past ITD engineer Caleb Lakey prior to being elected, only favors the old Bypass which would benefit Star and Eagle, but not Middleton. I have a plan that could keep the old downtown 2 lanes utilizing one-way traffic, and it would also create a pocket of mixed use or high-density potential at the city's core. My idea would also preserve the River Walk plan, and some of the nicest river front property along the Boise River that is left to develop in the future. A 160' wide 55 mph bypass south of town with sound walls would be a mistake.

Do you have any additional comments or suggestions that have not been covered in the questions above?

- Please include a center lane for two-way left turns, and please do not include the U turn configurations that were proposed back in 2019. U turns would be very dangerous on this portion of Hwy 44.
- The original by-pass location needs to be where the by-pass needs to go!
- There must be a clear presentation made so all aspects related to this project are understood.
- Consideration for a skybridge over the highway from middle school to park. The kids crossing really backs up traffic.
- Please help!! Also thank you for providing this open house and explaining these projects. We are so excited for these improvements!!
- Safety should be the main priority – speed up the future projects of improvements.
- Some of the safety considerations, such as stoplights, are taking too long to implement.
- SH44 speed limit from Lansing to Middleton needs to be reduced to 45 MPH now. Lansing SH44 is a disaster. 421 more homes have been approved north on Lansing.
- Put the bypass (Middleton) south of 44 and north of the river!!!!
- I didn't feel positive when I left the open house. I felt more upset.
- Would be nice to start the whole route from Star to freeway all at one time, maybe finish quicker. Do believe that the freeway interchange is key also.

- Bypass or through downtown?
- I don't feel that there is any more info compared to last.
- We need to put the bypass back in Middleton. It needs to stay in the original location.
- We want the bypass to come back to Middleton. It needs to stay in the original location.
- Love the informational presentation, people on hand to answer questions but unclear on how all the state, county and city agencies work together to limit impacts to current residents.
- The "flow" of the display board could be better. There is a jam up at the beginning. Have 2 sets of display boards, one on each side of the room.
- In my area and daily commute, the intersection of Highway 44 and 30 is the worst. There will be more and more serious accidents there soon if something is not done.
- All that this project will do is bypass the city. The congestion of traffic is going to shift to the bypass. You just moved the problem.
- Doug and Dave are very friendly and knowledgeable. I really liked the wood easels.
- Consider a two-lane bypass instead of a four or five lane bypass. And then, let the general public know that that is indeed a viable option. This option would allow the city of Middleton to also have the Riverwalk project go forward.
- The original bypass plan should be updated as needed and implemented asap. I did see a "for sale" sign on land bordering north side of the river at Middleton Rd the other day, which seems like a potential opportunity...
- Keep the original proposal for the Middleton bypass
- Please do not keep 44 running right through the historic area.
- Although developing a bypass or alternate route north of SH44 is not part of this project I oppose any expansion or connecting HWY16 to HWY84 via Purple Sage or Galloway.
- Slow the growth so ITD can keep up on improvements!
- Thank you for providing the opportunity to talk face to face with IDT representatives and the information and visuals that were presented. I didn't know that CCH4 representatives were there; so, I suggest different colored lanyards or something that lets people know who's who. I would have loved the opportunity to talk to someone from CCH4 but no one approached us when we were looking at their visuals and we didn't know they were there.
- I feel that this project timeline should be accelerated. The major intersections are very congested and dangerous now. Waiting 5 years for construction is too long. I think a big issue is the intersection of Middleton Road and 44. It should be realigned and signalized as soon as possible and connected directly to the south to Middleton Road and the new roundabout. I also feel like the Hwy should go through Middleton and not around it.
- The history of this project in relation to the Middleton City comprehensive plan adjustments is still super foggy to me. What other routes were considered in this seemingly mysterious EA that identified the southern bypass route that was removed from the comp plan? Mysterious as to how complete the EA really was in relation to the Middleton By-pass portion of the

project as the City and Developers both seemed to not have been able to get clear answers to questions for planning future growth in relation the by-pass. Now we have rumors that the new Mayor wants to bring back the bypass over the next 24 months (see her statement in the Middleton City Council Meeting of Jan 3 when she got sworn in) with barriers and sound walls on both sides. What is the purpose and what are the realistic to expectations for HWY-44? Move traffic east and west as quickly/safely? Or move local traffic between the cities of Middleton, Star, Eagle and Boise with connectivity to other Highways?

- It looks like the data is showing what residents are feeling, but the actual solution or timeliness of solutions feels too far off.
- I am on your mailing list from the one 2 years ago. I fully understood the ideas and options of execution two years ago - however after this meeting, I did not hear on the bypass from any of your representatives. They were standing back away from the mapping, while members of the city council directly involved with the Riverwalk monopolized the map with their negative comments on the bypass. It was wholly inappropriate. I also feel there was misinformation by the city of Middleton city council and planning and zoning people. They outright stated that "this high-speed bypass would not allow people to get off in Middleton. It went straight from I84 to Star without an option to visit Middleton. I do not believe from the previous discussions that this is a true representation of the bypass and it needs to be clear that ITD needs to present their plan, not a bias city council.
- Please look at this project from all angles. Although not a fan of eminent domain, at a minimum a third (middle lane) lane must be included for those turning left from either direction.
- Open house style did not work. The MCC and developers were trying to steer the conversation to protect their pet projects. They were a louder voice than anyone at ITD. A presentation with panel Q&A would have been more valuable. It needed to be about what the community wants for the future.
- I was most surprised and informed by the information about bicycle/car collisions; that all three (in Star, I think) were the result of drivers not stopping before turning. Seems like this info would make a great public service safety tip of some sort.
- I live in NYC. I would consider visiting Idaho if I knew it was friendly to bikes or had decent public transit.
- I understand that this project is focused on Hwy 44, which is great. But I want to express concern about any future expansion via Purple Sage or Galloway area. My understanding is that the goal is to connect HWY16 to HWY84 north of Hwy 44. We oppose this work happening on via Purple Sage or Galloway as it will significantly negatively affect the local community in the areas of local access, planned land use and quality of life. We chose to live just north of Purple Sage specifically to escape the busy highway traffic and high traffic volumes. Please reconsider that work!
- Need south corridor bypass. Questions are poorly worded.
- Need south corridor bypass in Middleton.
- I believe the proposed route is missing the mark. There is a large amount of BLM land north of Middleton city where the bypass route could / should go.

Obtaining this right of way from a government agency will be much cheaper for taxpayers and will provide a much better long-term solution.

- I support this project 100%. It's more than needed.
- I agree with the purpose the implementation is NOT GOOD!!! You have to have turn lanes on the entry roads!!
- By threatening to “blow up” the Middleton downtown corridor is ridiculous! I think ITD is doing it as a scare tactic to get the city to put the bypass back on the comprehensive map. How long is it really going to take this time? There are other viable options for this bypass that ITD refuses to consider. I think this pissing match between the city and ITD needs to stop! ITD needs to admit they screwed up by keeping Middleton on a string all these years, thinking the city would do whatever they want. I think ITD is just trying to save face. There is so much land that ITD will have to buy. Good luck with the Payne property! What about the sewer treatment plant? Is ITD going to relocate that too? There is so much that has to be done, I just don't see it happening where the “proposed” route is.
- I would like to help and be involved in some way. I think it would benefit the community if we could start an advisory board to include stake holders affected by the bypass, local Real Estate professionals like myself and others, and Jackie Hutchinson, Trevor Chadwick, Mike Moyle, and the Star and Middleton City Council Members to meet with ITD on a monthly or quarterly basis so we can all work together on a plan, and be transparent with one another. With all of us working together, I am sure we can come up with a great solution and may even be able to gather up funding to help with infrastructure improvements while in this massive growth phase we are part of. Let's work on short term, and long-term solutions together, and make the 44 corridor a safe and efficient pathway to complement our valleys growth, new residents, and current and future businesses. I would like to thank you for the open houses, I attended both.
- I would like to add my preference that in the area of Middleton between Duff and Hartley that no new roads go between Highway 44 and the Boise River. If a new road or byway is necessary. I would prefer ITD look to the north of Middleton City. It seems that would give Middleton the current road plan that goes from Duff south of Highway 44 to South Cemetery, it leaves highway 44 and then adding a route to the north of town to perhaps spread the traffic. Thank you for your consideration.

LESSONS LEARNED

Several attendees of the in-person open houses shared that it was difficult to identify ITD staff and project team members in the room. The team is identifying ways to address this going forward to ensure attendees know who the project experts are and who can answer their questions about the information presented.

LOOKING AHEAD

The project team is considering the public's feedback from the January open houses as alternatives are identified. ITD will continue to consult the public through open houses, surveys, one-on-one conversations, and other appropriate means to ensure their perspectives are accounted for in the next phases of the project.

Project updates, email sign-up and further details are available at <https://itdprojects.idaho.gov/pages/sh44pel> and the project team can be reached at info@idaho44corridor.com.

April 2024 Open House Summaries

EXECUTIVE SUMMARY

This summary details the public involvement efforts for in-person and online open houses that took place in April 2024 to support the Idaho Transportation Department's (ITD) SH-44, I-84 to Star Road Planning and Environmental Linkages (PEL) Study (KN 23630). The purpose of the open houses was to share the initial alternative concepts and the Level 1 screening process of the PEL study for public review and feedback. The information presented at the in-person open houses was available online in a virtual open house along with an online version of the survey.

The open houses presented the project background; details on the PEL process and the Level 1 screening process; the project's final purpose, needs, and goals; seven initial alternative concepts; sample typical sections; the Level 1 screening matrix; and next steps moving into the Level 2 screening. The public was invited to provide their feedback on the initial alternative concepts to be incorporated as the project moves into the Level 2 screening stage.

The in-person open houses were held on April 3 at the Star Fire Protection District and April 4 at Middleton Middle School. The open houses were announced in mid-March 2024 and marketed through several communications channels to reach as

many stakeholders in the project area as possible. Identical information was presented at the two in-person open houses and the virtual open house.



In total, 98 people attended the in-person open houses, with 72 community members attending in Middleton and 26 in Star – 33 comment forms were submitted. An additional 545 people viewed the virtual meeting while it was available from April 3 to April 17, and 29 people submitted the online survey.

OPEN HOUSE CONTENT

The in-person open houses were set up for attendees to check in on arrival and then review project boards. Project team members answered questions and addressed comments from attendees to help attendees receive accurate and up-to-date information about the project.

Eighteen project boards were organized for presentation to the public, beginning with an overview of how to participate and the event's goal and objectives. Attendees then moved on to review boards on the project background and history; the PEL process; the project timeline; the final purpose, needs and goals; and an overview of the Level 1 screening process. The next set of boards included the typical sections, each alternative concept, the Level 1 screening matrix, and an overview of next steps, including Information about the Level 2 screening.

Highway District No. 4 set up its own station with display boards identifying the district's projects.

Members of the public were invited to provide feedback on written comment cards which were available onsite and could be submitted during the open house or sent to ITD via email or mail. The public could also provide their comments via the identical online survey if preferred.



The project team prepared a virtual open house to share identical content to the in-person open house. The virtual open house was an ArcGIS StoryMap and was linked to on the ITD Projects website. An online survey, mirroring the in-person comment form, was available from April 3 to April 17. The survey lived in Survey Monkey and was linked to within the StoryMap.

Below is a list of the content displayed at the open houses:

1. Welcome (located at the meeting entrance)
2. How to Participate
3. Goal & Objectives
4. About the Project
5. PEL Process
6. Project Timeline
7. Purpose, Needs, and Goals (overview)
8. Level 1 Screening (overview)
9. Typical Sections (x2)
10. Concept 1
11. Concept 2
12. Concept 3A & 3B

- 13. Concept 4
- 14. Concept 5
- 15. Concept 6
- 16. Concept 7
- 17. Screening Matrix
- 18. Looking Ahead (including Information on Level 2 screening)

Open House display boards in English and Spanish can be referenced in Appendix A.

OPEN HOUSE MARKETING

The following marketing tactics were implemented to raise awareness about the open houses and call for feedback:

ITD Project Website

ITD developed and hosted a landing page (<https://itdprojects.idaho.gov/pages/sh44pel>) with content specific to SH-44, I-84 to Star Road PEL Study. The landing page prominently promoted the open houses and survey to encourage site visitors to engage.

A project-specific email address was previously created to facilitate engagement with the public. The address was featured on the project website and all open house materials. The email inbox was monitored daily with responses sent within 1-2 business days.

Earned Media

ITD drafted and distributed a [news release](#) in advance of the open houses to raise awareness with the media and publicize with community members. The release was posted to ITD’s website and sent to print and broadcast reporters covering the Treasure Valley. The following coverage resulted from these proactive marketing and outreach efforts:

- Argus Observer | ITD seeks feedback on project to improve SH-44 from I-84 to Star Road at open houses | March 30, 2024 | [Story Content](#)



ITD Social Media

ITD posted on its Facebook and Twitter accounts ahead of the open houses to promote the events and posted reminders to take the online survey before the virtual open house closed on April 17.

Print Ads

To help raise awareness in the community, one print ad was designed and placed in both the Middleton Gazette and the Star Courier, landing in mailboxes the last week of March. Both publications are distributed monthly via USPS to every resident in the Middleton and Star zip codes.

Email Distribution

An email was distributed to community members who previously signed up to receive project updates. The email invited recipients to attend the open houses and included all relevant event details, contact information, and links to the project landing page for additional information.

Information Drop

Approximately 300 flyers were hand-delivered to businesses located along and adjacent to SH-44 in Star and Middleton to help promote the open houses and the opportunity to provide feedback within the community.

Marketing examples can be referenced in Appendix B.

PUBLIC INVOLVEMENT RESULTS

Results from ITD's public involvement efforts are summarized below, organized by outreach tactic.

Online Survey

- 29 people responded to the online survey.
 - Full online survey results are attached in *Appendix C*.

Open Houses

- 33 people submitted written responses via the hard copy survey provided at the in-person open houses.
 - Written survey comments are attached in *Appendix D*.
- 98 people attended an in-person open house (26 in Star, 72 in Middleton).
 - Sign-in sheets are attached in *Appendix E*.
- 545 people viewed the virtual open house from April 3 - 17.

Stakeholder Engagement

- Several representatives of stakeholder organizations, including members of the Project Development Team, attended the open houses:
 - Middleton open house
 - Ada County Highway District
 - City of Middleton
 - Highway District No. 4
 - Valley Regional Transit
 - Star open house
 - Highway District No. 4

Social Media

- 2 Facebook posts from ITD’s account saw a total reach of 13,651 individuals, as shown in Figure 1.

Post Date	Content	Reach	Engagement (Reactions, Comments, And Shares)
3/28	Open House Announcement	10,450	35
4/10	Virtual Open House & Survey Reminder	3,201	12
TOTALS		13,651	47

Figure 1 Facebook Data

ITD Landing Page

- Visitor traffic to the project webpage spiked on April 3 when the virtual open house opened. Data from April 3 – 17 indicates the project webpage received 463 views from 286 users while the open house and survey were live.

LIMITED ENGLISH PROFICIENCY OUTREACH

All marketing materials included accommodation for Spanish-speaking members of the community, and a Spanish-language version of the ITD project landing page was created to provide resources and project updates for limited English-speaking populations.

Translators were available to support the open houses upon request and translated materials replicating the open house displays were accessible at the in-person events. A Spanish-language survey was also available to submit at the in-person open houses and an identical version accompanied the virtual open house. No Spanish-language translators or materials were requested, and no Spanish survey responses were received.

PUBLIC FEEDBACK

Public feedback from the in-person and virtual open houses garnered valuable insights to incorporate into the PEL study’s Level 2 screening process. Responses from the identical in-person and online surveys indicated diverse opinions on the best path forward and which concepts would be most feasible and advantageous for the Middleton and Star communities. Following contact information and demographic questions, respondents were asked about general feedback on the Level 1 screening process, likes or dislikes of concepts 1 – 4, their understanding of the project, and any remaining comments or suggestions. All questions were optional to answer.

In general, opinions were mixed on the four concepts carried forward to Level 2 screening. Many respondents deemed Concept #1 infeasible due to the perceived damaging impacts that widening the road might cause to downtown Middleton. Some preference was expressed toward Concepts #3A and #3B as they replicate viable components of the original southern bypass (Concept #2) while accounting

for new developments. Respondents found Concept #4 of interest for its approach utilizing a couplet with one-way routes but shared concerns about not diverting enough traffic volume. Across the board, concerns were raised about the amount of right-of-way acquisitions the various concepts will require and the impact on property and business owners, primarily in Middleton. Of note, most respondents expressed having either a good understanding or clear and comprehensive understanding of the project.

Survey Responses

Below are the responses to the open-ended questions included in both the comment form and online survey that in-person and virtual open house attendees were invited to submit.

- **Looking at the Level 1 screening process, do you have feedback on the results for the initial alternative concepts?**
 - Looks very thorough
 - Good planning so far
 - Would favor concept 3B or close variation to cause least amount of derailment of last 4 years of planning and actual construction
 - Need a bypass
 - Save downtown Middleton
 - Not really. It is too bad that we have taken so long that some are eliminated due to excessive growth.
 - Great process
 - I feel confused. Listed at each concept.
 - I am in favor of any concepts that bypass the downtown Middleton area. I am opposed to all concepts that would widen Hwy 44 through downtown Middleton.
 - Please don't destroy downtown!
 - Yes Middleton needs an answer to the traffic problem on its Main Street Hwy 44.
 - It looks like all options require eminent domain acquisition, which is a shame for people who own these properties. I understand that we need a solution, though.
 - Why is the new traffic circle located south of where the prospective Hwy 44 routes will pass through? Shouldn't Hwy 44 pass through this traffic circle?
 - I think concept 6 and 7 should be put back on the table. Not to replace a improvement to SH-44 but in addition. There is only one each road that connects both north/south and east/West. It creates congestion and frustration when accidents, road work, or other situation impede traffic on these roads (SH-44 and Middleton Rd).
 - Too bad City of Middleton and ITD could not come to an agreement back in 2012.
 - I believe that the bypass was at one time a good idea, however, since we have allowed the development of the south of town in Middleton to

happen, it's too late to put a bypass south of town with the business and neighborhoods that are already there and that are being built. I think our best bet at this point is to copy star and widen the road through Middleton.

- I don't care for some of the approved concepts, but I do feel that the concepts that best address the concerns were moved forward.
- Still not sure anyone is considering or thinking of the safety of those that live along the route.
- They seem to be skewed. The routing east of Middleton Rd for a southern bypass is noted as in conflict with current approved projects, but say nothing about the gravel pit that conflicts with this route to the west. That land owner said she hasn't been contacted by anyone to discuss this. --Not sure why in Concepts 5 explanation lists, "Lacks opportunities for added access to reduce conflicts to adjacent school" as a problem. Solving the school traffic issue isn't part of the scope of this project, albeit that is a HUGE issue many residents site for needing a southern bypass - but I don't see how building the south route provides any greater opportunity to added access. Is this rationalization being equally applied? -- Balancing local needs and regional travel - This is a local needs issue as noted in the rationale for eliminating Concept 6 "with less than 10% of traffic traveling between I-84 and Star Rd". The issue I see that needs to be addressed is access onto, off of, and across SH-44. This issue is not addressed other than noting "improvements at major SH-44 intersections". It seems that a lot of energy is being spent on choosing a route with little consideration being given to the local needs; Access onto, off of, and across SH-44. I believe this was a concern Middleton City Council had prior to changing the comp plan. I understand that providing details is difficult, but that is where the trouble and future complaints are found. Can IDT show what access points will remain or be removed with each option of project? -- I still feel it would be helpful for ITD to show a mockup of how the widened road would fit on the current routing through Middleton? Certainly if environmental studies are to be done this will be a necessary step. Can that be shared with the public? ---hopefully concepts 6 and 7 are being explored and discussed regarding future needs before we have development and homes built up and ITD finds itself needing to solve traffic problems and in conflict with those future landowners.
- All reasonable alternatives appear to be represented. At this level of evaluation, a more general alignment (broader, bigger line) would be useful to indicate the preliminary nature of these alternatives.
- The only viable option is to widen 44 to 84. Stop with the bypass nonsense.
- Yes
- No
- None, I think all the remaining options are good ones.

- Need to keep looking at concept 7. Need more north-south highways. I also like option 6 the northern most route. 4 lanes each direction please.
 - No
 - Eliminated concepts make sense. #5-6 northerly routes made no sense. An additional river crossing would be interesting but would not solve the issue.
 - Interesting, not sure how you would accomplish any of them other than Option 4, the one way connection. All the others would be detrimental to the Middleton downtown area. And the acquisition of land needed would be a problem I think. Even Option 4 may be tricky with the current development occurring along that proposed route.
 - The vast majority of traffic that comes through Middleton either travels Middleton road to I84 or Star to I84. Any corridor through Middleton does not solve the problem, thus concept 1 does not help much. Also, concept 4 only reduces traffic in the city by 50%. A bypass (concept 2 or 3) is the best alternative to route the pass through traffic around the city. You can see this in the Eagle bypass.
 - Not realistic.
- **What did you like and/or dislike about Concept #1?**
 - Really dislike – this is not a worthy option as (1) downtown area would lose all historical feeling and identity and (2) heavy traffic still through tight area.
 - Not enough room to expand for the volume of traffic.
 - Seems like it might be easiest but does not seem to be a wise long-term idea. Every place I have travelled that followed this model 15 years ago now has a big mess in their city.
 - Loved all of concept 1 except the roadway width through the few blocks of downtown Middleton would crowd the businesses there. No ped or bike access.
 - The option is usable, but will affect 8-10 businesses that will have to relocate.
 - Too disruptive
 - I like the existing route and not being as wide wouldn't impact as much.
 - We are good with concept 1. It would help revitalize the downtown district.
 - Keeps original city plan in tact.
 - Did not like widening thru the town.
 - I like that it doesn't introduce a lot of new intersections in the area since it's the same alignment. I don't like the prospect of highway traffic having to slow down to 25 mph.
 - Liked the least, too much disruption to downtown Middleton
 - was not excited about the disruption to downtown business
 - Eliminated

- It destroys the town
- Status quo w/ 4. Dislike - goes through town and won't alleviate traffic in our little town!
- Exist thru town - seems like it would be difficult to do 5 lane concept
- Pushing all traffic through the middle of town, even with widening, will create a lot of traffic and will be slow for commuters trying to get to I-84.
- Not viable for future growth and traffic congestion
- Do not destroy current downtown Middleton. This I believe to be a NO for an option
- I like concept 1. It would give Middleton businesses a better opportunity downtown. It seems to have been good for Star.
- Speed and impact to city business, not an option
- I really like this option, it already exists and saves traffic flow for downtown businesses. Also addresses improvements to North/South connections.
- I don't like it at all. It takes out all of town and looks to cost too much money and historical value.
- I like this option the least. I do not like the idea of having so much traffic running through town. I also don't like that the road would need to be widened so much and the impact that could have on existing buildings through town.
- Will not fix the congestion problem for long term will destroy the small town feel of Middleton.
- Widening Main Street to accommodate the amount of vehicles going through town is a good idea. The failing bridges would be refurbished by ITD.
- I dislike Concept #1 because there would be a lot of disruption for the businesses and the Middle School on 44/Main St. I like Concept #1 because Main St. needs an uplift.
- Dislike this one, it would ruin downtown. There isn't space for 5 lanes. Which business buildings/churches/old homes would have to be torn down to implement this plan? Opposed.
- Existing route
- I do not endorse
- Concept 1 takes you through Middleton, which is a real pain if you are trying to get through town when the school starts or lets out as there are so many that are being dropped off or picked up, that all the extra traffic makes for an extreme 20 minute delay in getting through town.
- This is a TERRIBLE idea for Middleton. The disruption that it would cause for business, schools, and for the community cannot be understated. Please remove this concept. We need another road in the Middleton area to by-pass the area of congestion not make it worse.
- Not practical.
- That it runs up against the Middleton lakes and sawtooth lakes subdivision.

- I do not like this concept. 5 lanes through the middle of Middleton would not be in the town's best interest. This would be devastating to the small town atmosphere that shouldn't have to be sacrificed
- No consideration for those that have to make left hand turns to private streets or driveways. Although I respect the need for the safety of bicyclist I may (May) have seen one on 44 between Middleton and Star in the last 5 years. Never been a fan of eminent domain, so I hope you take the least amount of private property from these families as you need...Not sure how one can make 4 lanes through Middleton without destroying pretty much every property there.
- Like - its familiar. It provides opportunity to revitalize downtown Middleton with new sidewalks and frontages. I am skeptical of the narrative that it will "blow up" downtown in a way that ruins everyone who has moved here's idealistic view of what cute, quaint little town we have. Dislike- It will disrupt traffic downtown and will interrupt business. Good planning and keeping a tight schedule will help with this.
- Significant constraints with improving corridor downtown makes this undesirable, expensive, and somewhat impractical to achieve the project goals. Operating speed > 25 mph is difficult to imagine.
- Yes.
- The only viable option is to widen 44 to 84. Stop with the bypass nonsense.
- Most feasible and cost effective option should have been done 5 years ago. Any bypass route you have in this plan will not reduce traffic on current 44 route. People will still pack onto current 44 road no matter what widen current 44.
- I like that it uses our existing roads and doesn't cause new big roads going through back by the river walk/plaza proposed areas. I would like to know exactly how many signs and buildings will be affected by the widening. I feel it could spur a downtown revival of some of our older dilapidated buildings.
- I would prefer using the route that's there just widen the area.
- I like this one. The road and downtown Middleton needs a facelift. Weather all the property needed comes from the south side of the road or a combination for the least amount of building removal. Please have Idaho Power bury the power line that runs along the south side of the existing road. I'd really like to know what the effects widening the road really are going to be.
- I disliked this as it would affect too many businesses downtown.
- Dislike. Destroys downtown Middleton.
- I disliked the fact that traffic would still be going through Middleton. Doesn't fix the problem.
- Not realistic.

- **What did you like and/or dislike about Concept #2?**
 - Like major through traffic on south alternate and no through downtown Middleton, which would maintain its current historical feeling – light at Duff mandatory.
 - I like moving traffic off the current route between Emmett Rd and N Middleton Rd.
 - Too much land acquisition.
 - I dislike. This concept cuts through our 88 year old farm. I will not have access to one of the home and our mint processing facility. Our 250-acre farm water delivery system will also be affected.
 - Dislike #2, concept runs through an 88 year old farm. Access to homes and mint distillery would be cut off. Also runs through a gravel operation.
 - Too much row to buy.
 - I don't like the original and the impact on the west and east end.
 - No, this will ruin all of the potential commercial property and greenbelt prospects.
 - Too close to my house, too expensive, divides the city.
 - Took out too much farmland.
 - I like that it keeps the bulk of traffic away from downtown and likely has higher speed limit than Main St. I am concerned how the new roundabout at Sawtooth Lake and the future realignment of Middleton Rd. will affect traffic on Middleton Rd.
 - Ok - makes use of (*illegible writing).
 - In my opinion that ship has sailed. The vast amount of needed condemnation on both east and west sides looks prohibitive in terms of cost and negative PR.
 - Eliminated.
 - It is eliminated.
 - Around Middleton w/4. Like - around city.
 - Diversion of traffic away from schools and downtown.
 - Not thru town - need to do this quick before more houses.
 - This was by far my favorite! This will keep through traffic moving to I-84 and keep Main St. for local traffic only. Less traffic!
 - Too limiting, effecting neighborhoods and increase crushing traffic burden.
 - Like the west of Cemetery Rd. but too close to existing neighborhoods
 - Do not like #2 at all. We own several acres in this path that is in a contract with IMC and it is being mined for big lakes. The lakes are approx 25' deep and total approx 170 acres.
 - Dislike high speed, cuts off access to River; leave city to maintain aging infrastructure.
 - Completely dislike. We own ground with an operating gravel mining ongoing. Have 300-350 gravel trucks off Ballard daily going East and West.

- This is the best I think. Looks like it has the least impacts to main city buildings, some issues with current housing projects (get rid of new houses). I like that no construction impact to main city.
- I like this concept the most - I like that it avoids the downtown area the most. I like the idea of a Main Street running through town with much less traffic.
- It would run way too close to our back fence in the Sawtooth neighborhood.
- I dislike Concept #2 because it brings 44 right behind our home.
- Concept 2 or 3A are the best options, in my opinion. It's hard to tell the differences in them without a more detailed map, but I like that they circumvent downtown.
- Huge impact to existing businesses.
- This might be acceptable.
- I actually liked Concept 2 the best. It is efficient. I travel to and from Caldwell and through Middleton daily. Regardless on the east end of town, a light needs to be installed at either Lansing Ln or Duff Ln. There have been far too many fatality accidents at Lansing and Hwy44intersection.
- This is the best concept! It relieves down town congestion and provides another alternative route for those who don't need to be in the town. It also has the least impact on current traffic, businesses, schools, and daily life. Please choose this plan!
- Too expensive.
- That it runs up against the Middleton lakes and sawtooth lakes subdivision.
- I do not like this concept. There has been a lot of thought and planning on how Middleton plans to use the area South of town that helps to build a much stronger tax base and vibrant community. This would kill those plans with no added value to the community.
- Again, no mention of left hand turns. Although probably the most efficient option, it takes away an enormous amount of private property from families that have worked hard to acquire.
- Like - Moves big trucks off main street - is that a real problem? Dislike - doesn't seem feasible with current ongoing projects on the east and west ends of this routing. I fear this routing would be walled off to keep noise down for adjacent homes while allowing traffic to move at a fast rate. This feels like it will too easily become a physical divide in our community. Too many unknowns regarding access points for Middleton Road (existing and future from new round-a-bout), Crane Creek Rd, Sawtooth/Cemetery., etc. I like the idea of a plaza at "Crane Creek Park" north of Middleton Lakes and fear this plan won't allow for that project to move forward.
- Development approved by the city since 2021 makes realizing this alternative impractical without removing significant entitlements or constructed infrastructure.

- The only viable option is to widen 44 to 84. Stop with the bypass nonsense.
 - Dislike it would screw over sawtooth lakes and middleton lakes subdivisions with noise, traffic and increased crime from easy drive thru access to neighborhoods.
 - I think it's bad for businesses to bypass the entire downtown. Also most people go through town to go to a business and take/pickup from school so how does it help that. Most of the traffic is caused by the Middle school and I don't get how this helps that. Also as a resident of the Middleton Lakes Subdivision I'm not thrilled about a huge road butting along our quiet neighborhood. Our new cemetery road is awesome in my opinion and provides an alternative route already. Also we have plans for a river walk and park back there and this will take away from that. Have much more road noise and not feel as remote and relaxing.
 - Dislike what the overall costs.
 - Do not like this at all. Too expensive for land purchase on both ends of the bypass route. Takes up all the land the Middleton WWTP has planned for the needed expansion. 55 mph bypass too close to my house. Cuts us off from the rest of Middleton. Take Sawtooth Road at 25 mph that would run parallel.
 - I liked the idea of avoiding downtown completely and having a true bypass.
 - Good concept. Sadly destroyed by Rule, his cronies and greedy developers. Is this a less learned about communicating with community stakeholders and urgency (look at that sloth like timeline).
 - This seems acceptable if the east end issue can be fixed.
 - Not realistic.
- **What did you like and/or dislike about Concept #3 – Option A?**
 - Like A over B – city is growing to the west so need to leave as much as current highway alignment outside of option A path – heavy through traffic not through Middleton city limits – light at Duff mandatory
 - I like the routing away from the middle school.
 - Option 3 is far away my preference. 3A seems it would move traffic best but also would be most negative to business in city center.
 - Also too much land acquisition.
 - Option A is a no for me and our family farm. Same reasons as concept #2. The gravel mining will continue.
 - Option A is also running through the 88 year old farm and cutting off access to mint distillery, and farm operation with homes and an operating gravel pit.
 - 3A is best.
 - I don't like A / Similar to concept 2.
 - No, this will ruin the planned commercial development and greenbelt/park planned.

- Too much land purchasing.
- Less impact to community. A - goes pass Emmett and Hartly.
- Basically the same benefits and drawbacks as concept 2.
- Better the ? extending bypass further west.
- Option A would still have challenges of disruption of entitlements on property west of town.
- It did not go through the main part of town.
- 3A is the only one I like. It is starting back far enough from town on the West side and intersects East far enough from town.
- Around Middleton alt rte 2 in each dir. Like - around Middleton.
- Seems most feasible, cost-effective.
- Ballard - Currently has the most open space but is currently being proposed for more housing. Same congestion problems near Middleton Rd. See below.
- See comments from Concept 2 please.
- 3A bypass extends traffic flow to the ends of the Main Street city allowing for local charm to still exist.
- 3A seems like a better plan with growth potential.
- Same as concept #2 comments.
- Best route, gets traffic off Main St, safer for kids and school buses
- Same as #5 comment.
- Dislike for same reasons as above.
- It looks good and would be a good route to also keep less traffic in the school routes. Leave town alone.
- I like that this concept avoids the majority of the downtown area. This should help alleviate the majority of traffic congestion in the downtown area. Of the concepts being carried forward, I like this one the best!
- The only alternative that makes sense.
- Good start but long term not going to fix congestion.
- I cannot see how a bypass would fit on the north side of the new subdivision east of the Middleton Road Roundabout north of the river.
- I dislike concept #3 A because it brings 44 right behind our home.
- This one or Concept 2 are the best options, in my opinion. It's hard to tell what's different about them.
- My preferred choice.
- Concept 3-A I like the best. Regardless on the east end of town, a light needs to be installed at either Lansing Ln or Duff Ln. There have been far too many fatality accidents at Lansing and Hwy 44 intersection.
- If you are going to create a road in that general area concept 2 is a better plan. One ways that are that long would be frustrating and cause more problems especially if they happened to be shut down for any reason.
- I like this concept the best except the bypass should start at Emmett Road and end at Marjorie Ave. The concept did not show how intersections of Duff Lane, Lansing, Kingsbury, Blessinger, and CanAda

Roads are to be regulated. Concept needs to show potential traffic lights or traffic circles.

- That it runs up against the Middleton lakes and sawtooth lakes subdivision.
 - I do not like this concept. It will have the same devastating effects to the future plans for Middleton that Concept 2 would have.
 - Again, no mention of left hand turns. Although probably the most efficient option, it takes away an enormous amount of private property from families that have worked hard to acquire.
 - Same as Concept 2.
 - Probably the best remaining alternative; will need a lot of refinement given recently approved and/or constructed development projects.
 - The only viable option is to widen 44 to 84. Stop with the bypass nonsense.
 - Dislike for same reason as #2.
 - I guess it provides more of a bypass.
 - Same as above.
 - Don't like this at all. See response to #2.
 - I liked Option A better than Option B as it gets through traffic off of SH-44 earlier. It also avoids Emmett Road with High School Traffic.
 - No preference between a and b, it would come down to right of way acquisition (time, costs).
 - This is the best alternative as it bypasses Middleton and still allows for expansion of businesses on the west side of the city along Middleton's main street.
 - Not realistic.
- **What did you like and/or dislike about Concept #3 – Option B?**
 - Like for reasons included just above.
 - Keeps traffic in the high impact area that is difficult to expand
 - Probably the best mix of traffic capacity while limiting business impact in city center.
 - Great option! Good traffic flow and less land acquisition.
 - This is good as well, but I think option 4 is best.
 - Concept 3 option B is a good route, helps keep the town businesses running and operating.
 - No.
 - I like concept 3 but worry about the impact and maintenance for the city on the existing Hwy 44.
 - No same as option A.
 - Ok as long as you can continue down Main St. and not be forced onto the bypass.
 - Liked this one much better than others, less impact on area
 - I like that this one is smaller and more compact than concepts 2 and 3B. Same benefits such as speed. But also same concerns with

- potentially 3 intersections in a 1,600 ft. span from Sawtooth Lake to Main once Middleton Rd. is realigned.
- More town related traffic disruption like A, B.
 - This option or one similar has by far the most potential. I would favor looking at extending the wester terminus to Whiffin Lane.
 - Too much of Main St. effected.
 - Disaster starting at Cemetery - a lot of pedestrian/elementary traffic - no go plan.
 - Like - around Middleton.
 - Cemetery - this route is partially in place but has many houses in the area W of Middleton Rd.
 - Like everything - mostly layout.
 - Second favorite. Good alternative to Concept 2 / Concept 3, A. Will result in slightly more traffic on Main St but development can be adapted in future.
 - Cuts too short and way back up traffic flow.
 - Not good.
 - Same as concept #2 comments.
 - Ok route, ditto 2 lines above.
 - I like it. Seems to be less destruction and possibly done sooner.
 - Too far south, it will impact existing developments; leaves existing core in disrepair.
 - Like option B, misses gravel pu off Ballard (173 are lakes 25-30 ft deep)
 - Would work alright. Goes around MMS but does cut through a subdivision. Bad that main traffic would impact HS turns.
 - I dislike that this concept goes so far into downtown Middleton before turning south. I believe it would still lead to a lot of congestion in town. This would potentially cause me to lose my office building on Main Street.
 - Possible but not the best.
 - I cannot see how or where the new road would cross the new stretch of Middleton Road coming off the Roundabout. The park also seems to be in the way of the road construction. And how would it cross Crane Creek Road.
 - I dislike concept #3 because it brings 44 right behind our home.
 - Interferes with some businesses and homes/neighborhoods between Ballard and Cemetery.
 - My second choice.
 - I like option A better. Option cuts through too much of town and unless trying to access those businesses, the traffic gets too congested especially around the school and park.
 - If you are going to create a road in that general area concept 2 is a better plan. One ways that are that long would be frustrating and cause more problems especially if they happened to be shut down for any reason.

- S. Cemetery Lane is too windy for practical use and is too close to downtown. Needs to connect at Emmett Road.
 - I do not like this concept. It will have the same devastating effects to the future plans for Middleton that Concept 2 would have.
 - Left hand turns? Looks to have a bottle neck at Cemetery unless you plan on a overpass.
 - Not sure diverting traffic that close to the middle school will resolve any flow issues during school pickup and drop off times. What problem is solved by going with this route instead of keeping the original routing? additional conflicts are created and with Middleton developing to the west this will soon be right back in the middle of town?
 - Probably the best remaining alternative; will need a lot of refinement given recently approved and/or constructed development projects.
 - The only viable option is to widen 44 to 84. Stop with the bypass nonsense.
 - Dislike for same reason as #2.
 - Probably better because it will help with the high school traffic turning at Emmett Road.
 - Same as above.
 - Better option, but see also #2 response.
 - I disliked Option B as it still has traffic going through Emmett and Hartley intersections.
 - No preference between a and b, it would come down to right of way acquisition (time, costs).
 - This is acceptable, but does not allow for expansion of businesses on the west side of the city along Middleton's main street.
 - Not realistic.
- **What did you like and/or dislike about Concept #4?**
 - Dislike completely – through traffic needs to stay completely out of the current downtown Middleton corridor – light at Duff mandatory.
 - I like the couplet concept with the 3A route to avoid the middle school
 - I don't like the idea of one-way couplets.
 - Good second choice after option B of concept 3.
 - I like this option. It will help keep the business in town viable. The couplet roads can still move the traffic well. I think this option has the least impact to the town. But still moves the traffic.
 - This is a good option as well for the town.
 - Probably 2nd best.
 - This is my favorite as a citizen as it will bring more commercial options and keep flow of traffic.
 - This seems to be an acceptable option as long as the roads stay north of the Mill Slough.
 - I like this, interesting. Keeps Main St (44) but takes traffic off the road.
 - Did not like split one way roads.
 - One ways can be inconvenient for in town residence.

- I don't like that Concept 4 introduces one-way streets. One-way streets can make it harder to get around.
- Had not considered it. Good idea.
- Not sure on the 2 lane one ways.
- This concept will work well for traffic flow including the Middle School. It will move that area faster.
- Too much of Main St. effected.
- Cutting too close to town and ending too close to town - same thing regarding Cemetery Road and the East end of town - it is not diverting all traffic away from town.
- Through Middleton. Dislike - goes through town and won't alleviate traffic through our little town!
- Seems like best option - smaller width highways - easier for ped/bike crossing - and less density on each side.
- One way couplet - it seems like the route is too far apart. In most places it is usually on block apart (Caldwell for example).
- Every city that has done this (Nampa, Caldwell) has resulted in slower and confusing streets. This is least favorite!
- too hard to get to streets businesses by having to drive around the block due to one-way streets.
- This seems to be a good possibility expanding on 3A.
- Love concept #4 but extend the road west of Emmett Rd. similar to concept #3A. Have a bridge starting just before Cemetery Rd and land it just before the one way divide.
- If not having a true bypass, then please do the one way lanes.
- Ok if impossible for #3.
- Great idea - less destruction and more opportunity for business growth in that area.
- Really think this is our best option.
- Really like this concept, like Cleveland in Caldwell. Gives best option for downtown traffic access and traffic count consistency. Also can be done most quickly.
- It's ok as long as our buildings can stay. One way streets are what many towns have done and they work well. Would make hard to turn in to MMS.
- I would prefer to NOT have one-way traffic through town. I do like that this would not necessitate widening the road through town (at least by as much).
- Nothing I like.
- This looks as though future growth could be moved through town. Using Cemetery road does not allow easy travel off of Highland DR with current plans of stoplight plans for Cemetery Rd??!!
- This seems to be the best option to me if there is a bypass south of the existing Main Street. This is a much straighter roadway. I do have a question about how the Cemetery Extension will be affected.

- I like Concept #4 because it keeps 44 away from our home. I dislike Concept #4 because it appears that some homes might have to be torn down.
- Terrible idea, will impede access to businesses on Main St for certain directions of travel.
- My favorite! Doubles the amount of available commercial frontage.
- No. I'm not a fan of one-way scenarios.
- Concept 4 uses one way traffic flows, which are a pain, because if you miss your turn you have to go way out of your way to get to where you are going. These one ways are far apart and the secondary streets near the main arterial won't handle the traffic very well.
- If you are going to create a road in that general area concept 2 is a better plan. One ways that are that long would be frustrating and cause more problems especially if they happened to be shut down for any reason.
- Looks like this concept has been eliminated.
- I believe this is the best option for Middleton's future. Cutting the traffic in half through town and keeping the road the same width would be fantastic. Taking a Southern route for the Eastbound traffic that does not impact the core of their development plans to the South would be a huge win.
- Same as #8.
- I feel like this option is my number 2 choice. It provides a way to construct improvements efficiently while routing traffic on the alternate couplet. I think this might still work with the plaza idea being worked on by the urban renewal district.
- In principle this alternative seems like the second best available alternative (after 3A/3B), but the distance between the couplets will create challenges for inter-city trips. Also does not provide adequate separation from existing schools, and does not likely accommodate operating speeds > 25 mph.
- The only viable option is to widen 44 to 84. Stop with the bypass nonsense.
- Second choice if bypass has to be done but why wipe out stores for a lousy bypass that won't reduce traffic down current 44 route anyway. Any bypass will not reduce traffic on current 44 route with all the new houses being added in next 10 yrs in Middleton all those people will still pack onto current route.
- I'm intrigued by this one and would like some more details on it. I think it might honestly help the flow by the Middle school the most. However one way streets are also annoying at times and add time onto your driving. But I think this might make downtown businesses more happy because we don't have to widen it so much.
- Same as above.
- Besides #1 this in my opinion is easily the easiest, most affordable option. Keep speeds at 25-35 mph. And as long as you can turn off onto

Hawthorne, Dewey, or Middleton road and soon to be new Middleton road. My #1 or #2 option.

- I liked that Main Street would not be widened and less businesses would be affected.
 - Interesting. More impactful/less change. But worry about cars cutting through N or S bound streets when coming into town and returning
 - I think this is the only option that is viable but I would like to see what the phase 2 plans actually look like for all 4 options.
 - I disliked the fact that 50% of traffic would still be going through Middleton's main street.
 - Realistic. Will require the least land purchase (farm land is cheaper than buying business in the tight corridor). The time line maybe shorter as well when it comes to construction. Secure the land before another land owner wants to sell it to a developer. This option is the best use of taxpayer monies.
- **Do you have any additional comments or suggestions that haven't been covered?**
 - Not easy to complete form at open house – easier to review concepts and complete at home after more concentrated study.
 - Good job folks. Very well done and the Hwy folks were helpful and answered our questions.
 - As long time, multi-generational Middleton farm family - this directly affects our livelihood and family residences. Please keep our operation in mind throughout planning.
 - Is there a "truck only" bypass idea?
 - I like that by the end of the year the study will be over.
 - No - get it done.
 - I would hope consideration would be given to taking off at east terminus on concept 3 and then traversing to Boise Ave on to the city owned property and making the west terminus at or around Whiffin Ln would be considered.
 - Please keep these updates in person along the way. It helps get a visual of the plan. Thank you for having so many people here to answer questions.
 - My understanding of the bypass is to avert all the heavy trucks and traffic out of the middle town and make then Main St safe for the school kids/parents and the township. Concept 3A is the only concept shown that does this.
 - Traffic signals at Lansing, Duff Ln - urgently needed ASAP.
 - I would like to see some improvement to the West end of this project. Everything seems to go E & W but there are some serious problem intersections like Emmett Rd, Old Hwy 30, Stone, River.
 - Thanks for sharing!

- How are local businesses that generate tax revenue for the city impacted? Any loss in city revenues. What will be zoned around a potential bypass? What is planned for walkways/bikeways?
- Continue to make Hwy 44 a limited access Hwy as Chinden 20/26 has way too many stoplights.
- Keep Boise River from developments or such impacts.
- Need to provide city council with traffic count data so that impact to businesses are understood (in town).
- I would like to keep the city buildings intact. Please do not tear down main street. We need more stoplights at Duff & Lansing / Hwy 44. Lansing is too unsafe to turn at anymore.
- I own an office building on Main St in Middleton. I would like to keep my building intact and would prefer to keep the road through Middleton to be one lane in each direction.
- Eagle had problems with their bypass however Eagle is now the most desirable downtown areas in the valley. Please look at this and make Middleton a place citizens are proud of!
- No.
- Thank you for your hard work on this.
- Let's get the section from SH-16 to Star Road done ASAP!
- Thank you for your efforts in generating these alternatives.
- Regardless on the east end of town, a light needs to be installed at either Lansing Ln or Duff Ln. There have been far too many fatality accidents at Lansing and Hwy44 intersection. For all the subdivisions that have gone in creating a tremendous amount of traffic trying to turn on to or cross highway 44 at either Duff or Lansing Lane has become very dangerous. People desperate to turn cut the right of way off of those with right of way. I was on Lansing lane northbound with a horse trailer turning right onto Hwy 44 to head towards Star. A car on Southbound Lansing was waiting to turn left. When it was safe for me to turn right, there was a west bound line of vehicles on why 44 that were approaching at 55 mph. I started my turn, as the eastbound lanes of 44 were clear. The Southbound Lansing car darted out, in front of the oncoming westbound Hwy 44 traffic, cutting me off and b=nearly colliding with my front fender. This car cut through the turn lane for west bound 44 traffic and used it like a merge lane and cut me off. Had I not hit my brakes there would have been multiple car pile up. There are a lot of people out here with horse trailers, and many driver literally recklessly race to get around us so they are no "stuck behind a horse trailer" let alone if it is a tractor during haying season. Traffic lights and turn lanes if not multiple lanes are desperately needed. Many newcomers to the state have brought horrible / reckless driving habits.
- I think a bypass is crucial for the development of Middleton. A way around is important. I believe another main road east/west and north/south out of Middleton is also important for development. Please help our small town grow responsibly.

- Combining the West end of 3B with Concept 4 would create an even better concept for the West end of town.
- Please tell us what you see as an option for those that live off of 44. We asked for this in January and was hoping that it would have been addressed in this phase. Our experience with the no left hand turn perspective is there is an unnecessary safety hazard, complete inconvenience for all and the realization by the State for modification, after the fact, due to additional accidents not originally considered. Please finish out all the considerations and needs before you spend the money and effort. Redoing something at a later time is a waste of our taxes.
- I don't feel like I received a good answer to my question regarding where traffic using SH-44 is coming from or going. Answering that question helps know how and were to build the "improved intersections" that seem pretty crucial. There seems to be a tremendous amount of traffic using South Middleton Road and SH-44 that go beyond Star. I believe that morning and afternoon rush are the biggest problems facing HWY traffic. Those problems are compounded with people needing access onto, off of, or across SH-44. I know this project isn't looking at Middleton Road, but taking that wider view will hopefully guide future, not-to-distant, projects. Needs - Recurring congestion along SH-44 corridor and Safety are listed as two of the 4 needs. Have you answered the question about why we have congestion? Is it routing? That seems to be the primary decision to be made based on the presentation. Is it capacity? Will adding lanes solve the problem? That will help with future travel demands. My experience is that the congestion problem rests primarily on people trying to get on to, off of, or across SH-44. How is this being addressed in what has been presented? No discussion or presentation is shown addressing this beyond a statement about improving major intersections. What about all the driveways, small neighborhoods currently accessing SH-44? This is the question I believe to be primary in meeting the needs identified. I am curious to know how much traffic will be relieved with a widening of 20/26. I hope that whatever decision is made that these projects don't run concurrently so that all roads running east and west have construction at the same time. I am not sure that is possible, but this is where constructing alternatives to SH-44 would be beneficial. I am still baffled by Mayor Hutchison and Hwy district 4 Bruce Banes suggesting that ITD has promised that if a southern bypass route gets placed back on the Middleton City Comprehensive Plan dirt will be moving on this project within 24 moths (plus 1-2months for weather). I received an email about this meeting the day before it happened in Middleton (same day as the Star meeting). I know you appreciate some input from the public, but that in general public input is uninformed, myopic, and generally late to the game. But if you are going to ask for my phone number (along with my race and gender) why can't you text

me, and/or give more than 1 days notice for these meetings? While I am very interested in this and other projects I don't check the project page or my email daily. Please provide more notice for those of us who have willingly participated and shared our contact information in hopes of receiving information about this project.

- Time is of the essence: if a decision is not made soon there will be no reasonable alternative left due to ongoing development projects in the area.
- Over time downtown Middleton structures will be torn Down to make something new and improved. Road is already existing. People are use to the sounds of traffic going through downtown Middleton and along that 44. Improve what's there and widen 44. Keep the land that's behind Middleton lakes and land that's predicted to be ruined and keep the land for the projects that were meant for city of Middleton to use for our uses. Wanting to have parks and other retail fun activities for Middleton residents to use. Beautiful spot of land that is surrounded by natural nature and was intended to be used as a park should be kept as a park. Yes building and peoples jobs would be moved but those buildings have no meaning over time value they all aren't that pretty to look at. New and improved to existing building sites during this project would be done at some point even if the concepts 2-4 would pass. Downtown Middleton would still change to improve and give it some tlc over time. So concept 1 to widen all the way down is my vote. Thank u.
- The only viable option is to widen 44 to 84. Stop with the bypass nonsense.
- Forget those squatters opinions who have been squatting on route 44 state owned right of way land for years they are criminals widen current 44 route and boot them out.
- Any way you go your going to purchase more land or relocate or drive out business at the beginning. Some businesses need to be bought out, direct route is the smartest way to proceed.
- Interested to hear more during next weeks Middleton P&Z meeting.
- None.
- ITD staff seems out alignment with HD4 and vice versa. Like you each stay on your lanes despite the growing population and need for improvements. I observed a complete lack of urgency, out of the box thinking and creativity by ITD staff at this meeting. Third party reps were excellent. ITD comes across as the undesirable/unappealing definition of civil servant just here for a pay check and pension. While the community lives with the problems.
- I am concerned about intersections between Star and Middleton. It is getting very dangerous to enter SH44 from Duff or Lansing and I have seen multiple accidents at these intersections.
- See previous comment.

KEY TAKEAWAYS & NEXT STEPS

The open houses were generally well received by attendees, many of whom expressed their appreciation for the opportunity to gather in person and ask questions of the project team. Project team members were more easily identifiable and stationed at specific display boards to facilitate questions and answers.

The project team will now take the public's feedback from the April open houses to incorporate into the Level 2 screening process. ITD will continue to consult the public through open houses, surveys, one-on-one conversations, and other appropriate means to ensure their perspectives are accounted for in the next phases of the project.

Project updates, email sign-up, and further details are available at <https://itdprojects.idaho.gov/pages/sh44pel> and the project team can be reached at info@idaho44corridor.com.

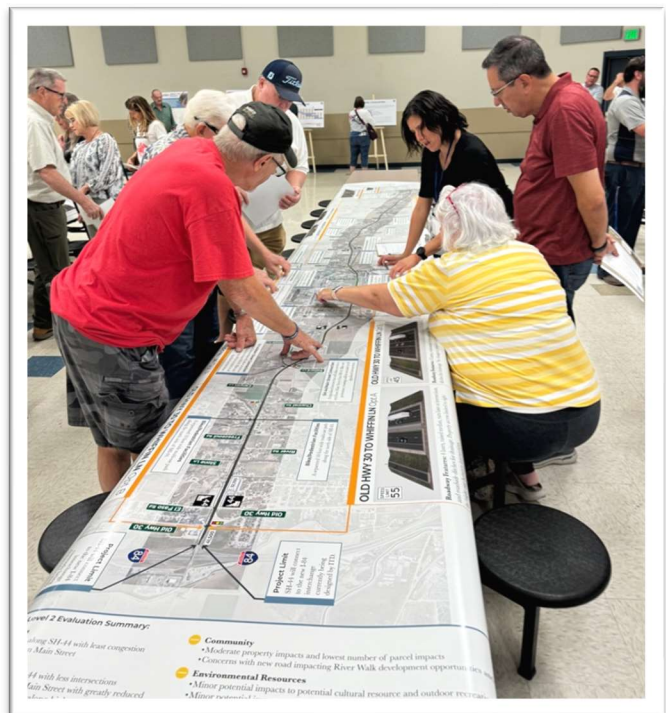
September 2024 Open House Summaries

EXECUTIVE SUMMARY

This summary details the public involvement efforts for in-person and online open houses that took place in September 2024 to support the Idaho Transportation Department's (ITD) SH-44, I-84 to Star Road Planning and Environmental Linkages (PEL) Study (KN 23630). The purpose of the open houses was to share the alternatives evaluation process, present four alternatives for the SH-44 corridor, and share four concepts for the Star Road intersection. After reviewing the information and alternatives, feedback from the public was sought via paper and digital comment forms. The information presented at the in-person open houses was available online in a virtual open house along with an online version of the survey.

The open houses presented the project background; timeline; details on the PEL process; four alternatives for SH-44, including typical sections at key points; four concepts for the Star Road intersection; and next steps moving toward final PEL documentation.

Two in-person open houses were held; September 10 at Middleton Middle School and September 11 at the Star Fire Protection District. The open houses were announced in late August 2024 and marketed through several channels to reach as many stakeholders in the project area as possible. Identical information was presented at the two in-person open houses and the online open house.



In total, 167 people attended the in-person open houses, with 131 community members attending in Middleton and 33 in Star. An additional 1,420 people viewed the online meeting during the comment period from September 10 to October 9, 2024. 36 paper comment forms and 93 online comment forms were submitted.

OPEN HOUSE CONTENT

The in-person open houses were set up for attendees to check in, review project boards and alternatives, and provide feedback before leaving. The four SH-44 alternatives were displayed on large format (18 feet long) roll plots. Project team members answered questions and addressed comments from attendees.

Thirteen project boards were organized for presentation to the public, beginning with welcome signage, an overview of how to participate, and the open houses' goal and objectives. Attendees then moved on to review boards on the project background and history; the PEL process; the project timeline; and the Level 2 evaluation. Four boards served as wayfinding for the SH-44 alternatives, labeling Alternatives 1-4 and indicating the result of each alternative's Level 2 screening (not recommended, recommended, or carried forward). One large board showed the four concepts for the Star Road intersection and recommendations for each. Finally, a next steps board told the public what to expect in the next phase of the project.



Members of the public were invited to provide feedback on written comment forms that could be submitted during the open house or sent to ITD via email or mail. The public could also provide their comments via the online survey.

The project team prepared an online open house to share identical to the in-person open house. The online open house was an ArcGIS StoryMap and was linked from the ITD Projects website. An online survey, mirroring the in-person comment form, was available from September 10 to October 9, 2024. The survey lived in SurveyMonkey and was linked within the StoryMap.

Below is a list of the content displayed at the open houses:

1. Welcome (located at the meeting entrance)
2. Open House Goals & Objectives
3. How to Participate

4. About the Project
5. Project Timeline
6. PEL Process
7. Level 2 Evaluation Overview
8. SH-44 Alternative 1 (wayfinding board + rollplot)
9. SH-44 Alternative 2 (rollplot)
10. SH-44 Alternative 3 (rollplot)
11. SH-44 Alternative 4 (rollplot)
12. Star Road Intersection Concepts
13. Looking Ahead

Open House display boards can be referenced in *Appendix A*.

OPEN HOUSE MARKETING

The following marketing tactics were implemented to raise awareness about the open houses and call for feedback:

ITD Project Website

ITD developed and hosted a landing page (<https://itdprojects.idaho.gov/pages/sh44pel>) with content specific to SH-44, I-84 to Star Road PEL Study. The landing page prominently promoted the open houses and survey to encourage site visitors to engage.

A project-specific email address was previously created to facilitate engagement with the public. The address was featured on the project website and all open house materials. The email inbox was monitored daily with responses sent within 1-2 business days.

Earned Media

ITD drafted and distributed a [news release](#) in advance of the open houses to raise awareness with the media and publicize with community members. The release was posted to ITD's website and sent to print and broadcast reporters covering the Treasure Valley.

ITD Social Media

ITD posted on its Facebook and X (formerly Twitter) accounts ahead of the open houses to promote the events and posted reminders to take the online survey before the comment period closed on September 25, 2024 (later extended to October 9, 2024).

Print Ads

To help raise awareness in the community, one print ad was designed and placed in both the Middleton Gazette and the Star Courier, landing in mailboxes the last week of August. Both publications are distributed monthly via USPS to every resident in the Middleton and Star zip codes.

Email Distribution

An email was distributed to community members who previously signed up to receive project updates. The email invited recipients to attend the open houses and included all relevant event details, contact information, and links to the project landing page for additional information.

Direct Mail

ITD designed and mailed a postcard inviting residents and businesses to the open houses. The mailer was sent via USPS to all addresses in downtown Middleton and to the neighborhoods surrounding downtown Middleton.

Marketing examples can be referenced in *Appendix B*.

MIDDLETON CANVASSING

The project reviewed the addresses of those who provided their information during the sign-in process for the in-person and online open houses, and identified a gap in attendees from areas near downtown Middleton that may be directly impacted by Alternatives 2, 3, and 4.

To ensure these residents received the information provided at the open houses and had the chance to submit their feedback, the Public Involvement team canvassed 108 homes on October 3, 2024, speaking directly with 28 residents and leaving behind a packet of information for the remaining 80 homes. The packet, which was also provided to those the team spoke with, included a map of the area overlaid with the four SH-44 alternatives, the project flyer, and a paper comment form, which could be mailed or emailed back to the project team. For packets that were left without a direct interaction, a note was also included that explained the reason for the visit and a request to review the information and submit feedback.

The comment period was extended to October 9, 2024 to accommodate submissions from this group of residents.

PUBLIC INVOLVEMENT RESULTS

Results from ITD's public involvement efforts are summarized below, organized by outreach tactic.

Online Survey

- 93 people responded to the online survey.
 - Full online survey results are attached in *Appendix C*.

Open Houses

- 33 people submitted written responses via the hard copy survey provided at the in-person open houses.
 - Written survey comments are attached in *Appendix D*.

- 167 people attended an in-person open house (131 in Middleton, 36 in Star).
 - Sign-in sheets are attached in *Appendix E*.
- 1,420 people viewed the virtual open house from September 10 – October 9, 2024.

Agency Engagement

- Several representatives of interested or partner agencies, including members of the Project Development Team, attended the open houses:
 - Middleton open house
 - City of Middleton
 - Middleton City Council
 - Highway District No. 4
 - Middleton School District
 - Middleton Local Improvement District Advisory Committee
 - Canyon County
 - Star open house
 - Valley Regional Transit

LIMITED ENGLISH PROFICIENCY OUTREACH

The direct mailer and advertisement featured language in Spanish with a phone number to request translated materials or a translator at the open house. Zero requests were received.

PUBLIC FEEDBACK

Public comments on the SH-44 alternatives show general alignment amongst respondents on their agreement with the result of the Level 2 screening for each alternative.

Public sentiment was most favorable to Alternative 2, with the majority of those who answered the question regarding agreement with the “Recommend” result answering positively. Similarly, the largest percentage of those aligned with the Level 2 screening result was for Alternative 1, with a strong majority of respondents agreeing with the “Not Recommended” result.

Results for Alternatives 3 and 4 were more split on respondents’ alignment with the Level 2 screening results. Comments revealed that respondents were generally not necessarily opposed to the “Recommended” result for Alternative 3 as they were taking a stance that Alternative 2 should be the only option moving forward.

Alternative 4 was heavily disliked as an alternative as most comments opposed the couplet design. Comments for Alternative 4’s Level 2 screening also show that a majority are against the design but opinions were most polarizing of any alternative. It was chosen as either the best or the worst alternative by respondents.

The recommendation for Star Road was overwhelmingly aligned with public sentiment. Only a few respondents of the 59 who answered this question were not in favor of the recommended Concept 1.

Survey Responses

Below are the responses to the open-ended questions included in both the comment form and online survey that in-person and virtual open house attendees were invited to submit. Please note that comments are listed verbatim and are unaltered or edited in any way

To summarize responses, pie charts are provided for each question that asks if respondents agree with the Level 2 screen process result for the alternative. Acknowledging that there is an unavoidable gray area in analyzing some responses, the project team categorized responses with the following rubric:

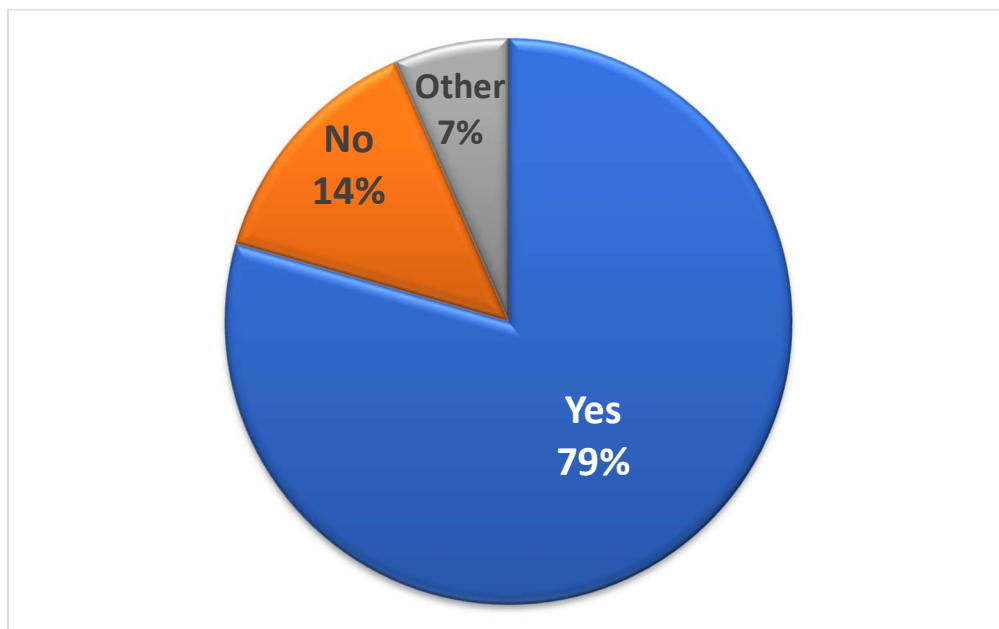
Yes – the respondent answered “yes,” “agree,” or a variation in the affirmative.

No - the respondent answered “no” or a variation thereof in the negative.

Other – a catchall for responses that did not have a clear affirmative or negative, did not answer the question, displayed uncertainty, conflicted itself, or otherwise that was open to interpretation by the reader.

SH-44 Alternatives

- **The draft Level 2 screening process determined Alternative 1 is not recommended to move to the next phase of the project. Do you agree with this result?**



- Yes
- no, your information states that this option is rated a poor choice due to negative and major impacts.
- Yes, there is no room to widen streets through town without major changes/removal of existing buildings.
- No, I believe with some minor adjustments this could work and not kill the businesses in downtown Middleton like the Bi-pass in Eagle did.
- Yes, but I have reservations.
- Agree, it will be too many vehicles traveling on a road with parks and schools. From my understanding it will also affect businesses to widen the road.
- Not certain. However, the Option A of right turns limited is a NON STARTER IN all alternatives for me. Just too many problems for access for residents.
- No. Widening is another good option.
- yes!
- YES
- expanding the highway through Middleton will impact businesses. Additionally the expanded road would impact the aesthetics of the community.
- I agree.
- No I don't agree with the result. Of the 4 this is one of my choices. Not sure how much of the road needs to be widened but as a property owner on 44 this would help rebuild Middleton especially if there were programs and incentives to rebuild our down town. This also preserves the area to the south to also build anew walkable downtown area.
- OLD HWY 30 to Hartley Lane Option B would be great. All the median decoration and brick restrict lots of access to either side of road, create more tax dollar cost, labor and time. Don't need it.
- Yes
- No on Alt. 1
- Yes.
- Yes
- yes
- yes
- Like
- Yes, I don't think Alt 1 is a good idea
- Agree
- Totally agree. Widening the current path of Hwy 44 would be very expensive, harm a lot of businesses, and destroy the small town atmosphere. Also, limits future expansion as more people settle here.
- I agree. This plan should not be pursued.
- Yes
- Yes
- Yes agree
- Yes

- o yes
- o Sure.
- o No I do not. I like this plan the best with Alternative 4. I think there needs to be more information researched about the potential impacts to businesses, and land owners, and how much of their frontage would actually be affected. Without this vital information, you can not make a decision on how this will or will not be the best move forward. The 5 lane Nampa/Caldwell Blvd is 90ft wide, including sidewalks. That seems sufficient, and should be sufficient in Middleton as well. We need to know down to the foot how much ROW will be needed for these plans.
- o Yes
- o Yes
- o Yes
- o Yes, I agree. The Treasure Valley has exploded in population and something needs to be done with Highway 44 congestion. Many commuters use this road and do not stop or live in Middleton. But we need to keep Middleton's charm and appeal in tact. If highway 44 is widened through town it will kill businesses and we won't be able to preserve the charm that people of Middleton love and why we call this place home. It's already too congested especially with the 2 schools, we need an alternate route.
- o Yes.
- o yes
- o Yes
- o Yes , not recommended
- o Yes, Not Recommended
- o Yes
- o No, I believe any of the southern routes will interfere with business and homes too much. Nothing in downtown is that impactful that it can't be moved back from 44
- o Yes
- o Yes
- o yes
- o I agree to not move forward with this route
- o Yes
- o Yes
- o No, widening is going to be the best option. Yes, this is going to mean that stores along Main Street are going to need to have lot Lines adjusted and/ or need to be torn down. The other alternatives cut the town apart like occurred in Eagle. This is not beneficial to the residence of the south that are needing to run to the grocery store for something quickly. It is also not beneficial for the children of Middleton to be able to cross from one side of town to the other
- o Yes. Destroying down town with 5 lanes would take away the small town character, take forever, hurt businesses and be a traffic nightmare.
- o YES

- Yes
- Yes, i agree with this result.
- yes, do not recommend
- No
- No I do not. This is my preferred option.
- Yes
- I Agree
- Agree
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- No, I do not. I think this alternative has benefits and parallels how SH-44 through Star city was enacted. That outcome seems to be working well.
- Yes
- Yes
- Yes
- Yes
- No I don't like this route.
- Yes
- YES!!!
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- No, do not move forward
- yes
- build 4 lanes and be done with it
- yes
- yes
- yes we need a change
- yes
- no
- I agree that it is the worst of the options. Would destroy much of downtown and leave schools exposed to very high traffic level
- I agree. It will not ease congestion through the downtown over time. After alternative 2 is constructed you can always go back to making alt 1 -type improvements in the future, cannot go back to alt 2 after doing alt 1
- I think more study and input needs to be addressed
- not enough
- Yes
- yes

- yes
 - yes
 - yes
 - yes
 - yes
 - yes
 - No - I approve alt 1
 - yes
 - Yes
 - yes
 - yes, this would be a disaster for middleton residents during construction
 - yes
 - Does not move forward
- **Considering traffic operations, safety, multimodal connectivity, community impacts, environmental resources, and implementation factors, what do you like or dislike about Alternative 1?**
 - Dislike how it would impact local businesses and that it doesn't really solve the issues around the middle school
 - your information states that this option is rated a poor choice due to negative and major impacts. Why would you go ahead with something like that?
 - There is too much congestion on SH-44 through town. It is nearly impossible to get onto Hwy 44 from any cross-street during most of the day. Something needs to be done.
 - It maintains the downtown corridor. With a walk bridge over the road from Picadily Park to the Middle School and standard cross walks elsewhere I believe this road could become a 5 lane road.
 - I like that it facilitates the health of small businesses by keeping traffic near them. I don't like that it would ruin Middleton's sense of identity and split Middleton in half. Additionally, it would make said small business hard to access. However, Alternative 1 might be worth said problems, if it means preserving Middleton's small businesses and sense of community.
 - Dislike the entire option for going through Middleton.
 - A turning lane in the middle of hwy 44 would be a great added benefit.
 - Alternative 1 would ruin downtown Middleton. Too many cars would be going through downtown. We would lose businesses due to widening the road. We have a middle school on Main street, there would be too many cars, that would be a safety issue. Just overall a bad idea.
 - DOING NOTHING ISN'T THE SOLUTION.
 - Trying to stuff the expanded roadway into the existing community fabric, limiting access, and making access to local businesses and roadways would not be conducive to a pleasant community
 - The increased ROW would require the removal of several buildings. Plus, the increased ROW and 35 MPH speed pose safety issues for

Middle School traffic (I have kids and I know first-hand what it's like to drop off/pick up kids there). Expanding the road would exacerbate the issue.

- Need to do something about the school entrance. Needs a side street or a back location to get traffic off 44. Rebuild process needs to be quick. Give property owners off 44 plenty of notice on how and where they can rebuild. Not only do we want traffic to flow but we want a better downtown area for Middleton with more business for the locals and invite other towns to Middleton.
- I like how Option B would help with the school buses in the morning and the turning lane in the middle all the way down would be ideal.
- One key issue with how the current roadway configuration transits through Middleton and this option is the combination of cars, large trucks, and local school traffic. Adding one lane in each direction will not fix the problem.
- Dislike. Too much loss for business owners and will ruin the town of Middleton Main Street
- This option would not solve the problem.
- Stupid
- We don't need four lanes thru town.
- dislike change the downtown
- Like
- The fact that most businesses etc would have to be moved to accommodate the widening
- I like it keeps traffic traveling by business downtown. It will not address traffic as well and does not address the slow down on school days from the bus station and Middleton Middle School.
- Putting ever increasing numbers of vehicles through city center is unsafe and a really bad idea. There are schools and children's play areas on that road. Many businesses are tight against the road.
- This solution would be a burden on the town. As or only main Street of this plan was pursued or would harm business, cause commuter frustration, and increase dangerous conditions for schools and children at the parks in the area.
- This would change the quaint Main Street of the town. Making it a highway
- Keeps traffic in Middleton requiring major disruption to services and traffic during construction
- Destroys Downtown
- I don't like that Alternative 1 keeps all traffic on Main St, both local and thru traffic. It would be like driving thru Star currently.
- Alternative 1 does nothing to address congestion through Middleton on SH-44
- I have no opinion. It appears the best alternative was chosen.
- It has the least impact to the future River Walk plan, and keeps the traffic in one corridor through town, which will be beneficial for the future commercial businesses that want to come to Middleton. Short

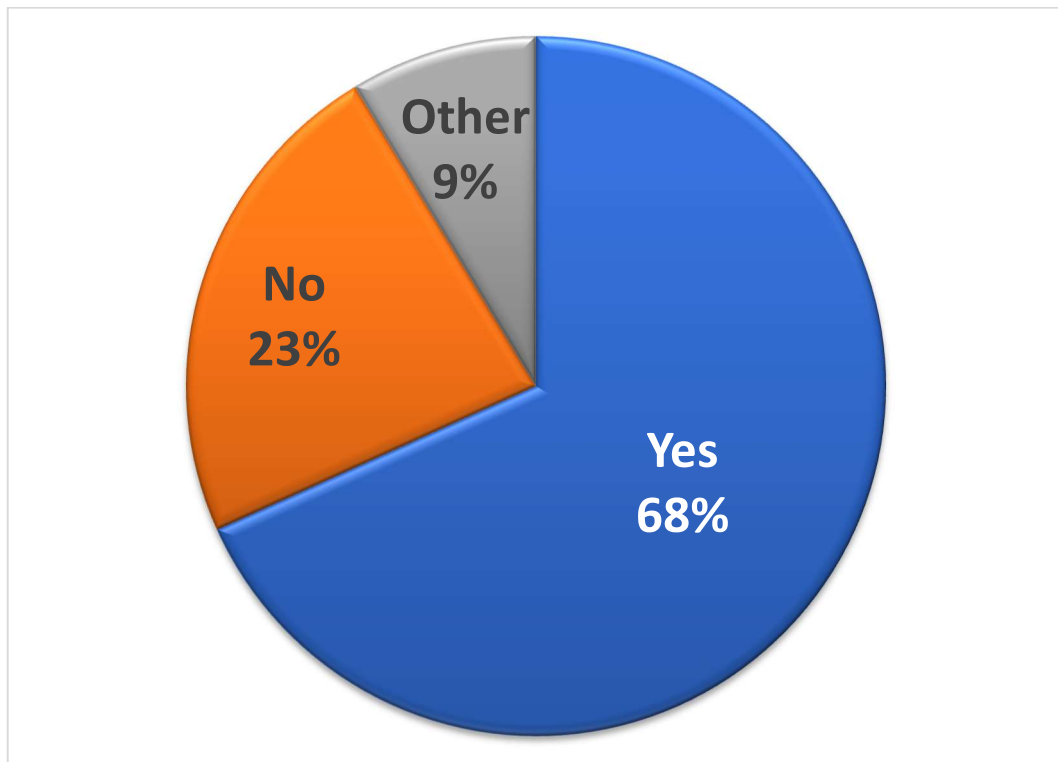
Term Safety: Interim traffic signals need to be implemented between Star and Middleton ASAP, long before these plans are final due to the accidents, injuries, and deaths frequently occurring at Duff, Lansing, Blessinger, Kingsbury, and Can-Ada roads.

- Everything
- Dislike the route. Like having traffic light at Emmett.
- Doing this will not alleviate the middle school traffic problem.
- I don't like that businesses will suffer and a main divided highway will go right through downtown Middleton. It won't allow it to be walkable and it's not a good idea for our schools that are right off the highway.
- Dislike downtown Middleton becoming a 4 lane highway. I believe this will destroy the small town feel of Middleton.
- widening 44 through Middleton would destroy our town
- We need less traffic in the downtown area
- This would destroy our downtown corridor and many small businesses.
- Does not resolve the trouble with traffic and people in the downtown core. Unsafe and unmanageable long term for growth.
- I do not like the fact a major highway would be going through middle of town. It is unsafe to have so much traffic in front of a school, park, businesses etc.
- I like alternative 1, keeping the same path through Middleton, because, I believe the future businesses that can happen south of the current 44 is greater than what is currently on 44. All of this with less impact to homes.
- The impact to local businesses would be a negative.
- It seems that the best way to alleviate congestion within the existing city is to bypass all through traffic in the most efficient manner.
- Little to no solution to increased traffic through Middleton in coming years. Makes for more congestion and harder for those making right and left turns off and on SR44.
- There would be too many of our existing businesses effected by this route
- Dislike the impacts of widening and affecting the future growth and current businesses in town.
- I like it. It does not cut the town apart. It also prevents some of the wastewater issues that we would have with other alternatives.
- I'm in favor of alternative 2 or 3 (#2 preferred) over 1 and 4. Construction time (fastest) would be my preference. I like the alternatives because they will relieve traffic down town, preserve down town and solve a lot of connectivity problems. Have Tyler and Spencer construct a pedestrian overpass to connect downtown to Riverwalk. They have made millions of this town/county and are greedy, crooked sharks only interested in their personal bottom line.
- It would involve to many houses and businesses lose property or having to be torn down completely which I do not like.
- I think we need to reduce the thru traffic going down the middle of Middleton. Alternative 1 did not do that.

- Alternative 1 did not solve the problem of significant congestion through downtown Middleton or provide a long term solution to the congestion.
- no improvement over present situation
- I like that it would force people to slow down and continue to use our infrastructure in place and make it better instead of throwing it all away. It allows the small businesses to continue to do business and not impacted by loss of business due to the by pass. The existing route has been the routing for a long time and people who live and work on it should have understood it would grow at some future date. That date is now. I don't want traffic speeding past town making access across it difficult. I would prefer we slow folks down like Star.
- Why I like the existing routing. 1- the existing route has been the routing for a long time and people who live and work on it should have understood it would grow at some future date. That date is now. - no options address the school traffic issue, though the couplet may help, I think we need to look at other options for that problem - Im not super attached to the buildings and structures in town. I don't think they are as cute and quaint as people make them out to be
- No Opinion
- I am not a fan Alternative 1 since it uses the current alignment. I don't believe it is a good idea to bring all the commercial traffic through downtown Middleton. I will believe this will increase the risk to pedestrian safety in the downtown area of Middleton.
- Too much traffic through the center of Middleton
- Dislike impact to businesses and traffic impact.
- It will put all the east/west traffic into the downtown corridor mix.
- It would totally disrupt Middleton.
- Alt 1 does not provide sufficient improvements to traffic operations compared with other alternatives, and has a larger impact on the built environment.
- Like - it's familiar and businesses get visibility. Dislike - Current alignment through Middleton is tough to get through. It's narrow, busy, and the Middle School traffic causes congestion in drop off and pickup times.
- Its a straight shot, you are not diverting traffic away from businesses, but constrution costs will be high and faster traffic going by the middle school and park is not desireable.
- Like: utilize existing road path, with widening to accommodate more traffic. Use slower speed limits (25, 30 or 35 mph) to be safer with compact lanes. Dislike: No changes to area around Middle School, so safety there is not enhanced.
- Does nothing to mitigate large truck traffic through downtown Middleton
- N/A
- I like that it uses land and the area that is already fronted by the highway. Dislike that it would keep too much traffic in the town.

- It would cause too much traffic and hurt businesses already there.
- Don't like that it goes through town.
- Traffic Operations
- Alternative 1 would significantly impact business and ease of access to the city of Middleton. The business district would have to be relocated.
- Widening the existing alignment does little to alleviate the traffic and crossing issues that already exist, particularly when it comes to local access to downtown Middleton from intersecting streets and roads
- Like nothing. Dislike the additional traffic on Main Street and near schools, slowing of highway 44 traffic through town and increase number of homes and businesses removed.
- I don't see that widening the current route is feasible. The road is too narrow, and the increased traffic through town will cause congestion.
- Widening the current road will destroy the town.
- It would be the least amount of change, however would cause a lot of challenges for the business in Middleton
- too much traffic congestion through downtown
- Like, Majorie ave to canada option b. why not make it this way, maybe eliminate some lights, keep it 45 mph!!
- it would split downtown, too much change, traffic issues, it sucks
- Not an option
- too much traffic for downtown area
- destroys the town center
- if we cut around town businesses are going to get less business
- just funnels more traffic through town. Lights will help but not prevent the problem
- see above
- I like it helped the local and cleaned it up
- makes no sense to me
- Due to businesses downtown there is no room to widen the roads
- not a good long range plan
- Safety and high congestion environment
- safety at middle school, traffic congestion at intersections and does not promise walkable small town environment
- I feel it will help update main street
- Destroys downtown and people businesses, unsafe for kids
- right through town
- will have to take out more of downtown, the traffic is already bad during school pickup and dropoff
- like that businesses in downtown middleton will have the most visibility
- losing the small town charm, traffic nightmares during construction. School safety
- blocks access to businesses, displaces many businesses
- would hate to see five lanes through middleton

- **The draft Level 2 screening process determined Alternative 2 is recommended to move to the next phase of the project. Do you agree with this result?**



- o Yes
- o with the limited information that I have from your study it seems less negative than 1 or 4
- o Yes!
- o No, This plan destroys most of the peaceful land south of the existing HWY. It will push traffic around the main down town and will lower the revenue going to existing businesses.
- o Yes, but I have reservations.
- o Yes, This is the best option out of the 4.
- o no, I do not like the section between wiffen and Majorie with limited turn access. The rest with option B and a center trurn lane would wotrck.
- o No, I do not agree. There are to many high impact areas in the route. The gravel pit off Ballard Lane and S. Carlton meadows subdivision.
- o I agree. Yes.
- o AGREE
- o Not at all. Alternative 2 is definately not the best alternative for the Middleton Community
- o Partially agree/partially disagree.
- o No... way too much property to buy. Too long of a bypass. Most importantly does nothing to rebuild downtown Middleton.

- It will be incredibly expensive to fill in 25 ft to 30 ft deep gravel pits and that are not being considered in the study and the mining and mineral rights in consideration of right of ways. A new study will have to be conducted with these considerations as the ground covered in this option will be gone.
- I like this option because it will allow local traffic to better transit through Middleton while allowing vehicles simply passing through to the freeway or cities east of Middleton to use the bypass. On average, vehicles and trucks passing through Middleton are not likely to stop and patronize local businesses. This bypass will lighten traffic on Main Street and make it easier for local traffic to access local businesses and schools.
- No. West End of the bypass should not come out near cemetery too close to businesses. Alt 3 desired.
- Yes
- No
- Yes, It is by far the best of the four
- yes,
- Dislike: No I am against this plan, I own the property on S/E corner of Hwy 44 & Ballard, my property is in the path of this bypass and I do not want to sell it.
- Yes, partially. It's tied w/Alternative 4
- Dont Agree.
- Yes, this looks viable to me.
- Yes
- Yes
- Yes this is the best options out of all of them
- Yes
- yes
- Yes.
- No I do not. This will impact too many land owners, and is the longest bypass planned. It was voted off the comp plan because of the damage to stakeholders it would cause. This is my least favorite plan. It does not take into consideration the future economic development plans for Middleton.
- Yes
- Yes
- No!
- I agree with Alternative 2, routing the traffic through Ballard Lane. This route makes the most sense when it comes to traffic congestion, and easing that by alleviating school traffic. Routing commuters and large trucks that are just passing through to keep on the new route and those that want to visit Middleton businesses or get to school extremely less traffic. This would be an excellent plan and benefit our community as well as commuters and trucks.
- Yes.
- yes

- Yes
- Yes , I like this option
- yes, recommend
- Yes
- Yes
- No, this is way to impactful to 275 homes south of town, takes away land that could be used for greater community impact than the current “down town” and draw more people to Middleton for the sake of community living.
- Yes
- Yes, this seems to be the best alternative to me.
- Yes
- I agree that this is the best route option for Middleton
- Yes
- Yes
- NO! This option will split the town of Middleton just like Eagle. We do not want to have two separate parts of town. This will also impact the sewage treatment center as well as the Crane Creek project.
- Absolutely
- No
- Yes
- I agree with Alternative 2 result.
- Yes
- No
- No
- No Opinion
- I agree.
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes. I probably like this alternative the most, except for the potential pitfalls with current land use in the bypass area.
- Yes
- Yes
- Disagree.
- Yes
- No. Cuts through so much agriculture. It doesn't help the downtown Middleton that it could use for roads and getting around town.
- Agree
- Highly recommend as long as it does not impact the future riverfront park.
- Yes
- Yes

- Yes
 - I do like this route and it seems the most fluid especially with the highway being a route for heavy duty trucks/trailers.
 - Yes, I feel this would be better, as Middleton is still growing around the cemetery road area, this would allow that growth
 - No do not move forward
 - yes
 - yes, it makes sense that with water parks by boise that route would be beneficial - Option b!!
 - yes
 - very well thought out, a good plan, the best by far
 - yes
 - yes but alt 3 is better
 - no, hate it
 - This looks more feasible
 - Yes I fully support alternative 2
 - I think this could be an option is middleton rd stop light and access is allowed
 - I like this option
 - yes but I prefer option b for no change to property access marjorie ave to canada rd
 - yes
 - NO
 - yes
 - yes
 - yes
 - I strongly disagree with this alt
 - its ok but 3 is better between the two
 - no
 - yes
 - there are no good choices. Out of the 4 options presented, this alternative is the closest to a true bypass, I favor this alternative
 - yes
 - do not move forward
- **Considering traffic operations, safety, multimodal connectivity, community impacts, environmental resources, and implementation factors, what do you like or dislike about Alternative 2?**
 - with the limited information that I have from your study it seems less negative than 1 or 4
 - Alternative 2 seems the most logical and least disruptive to existing homes and businesses.
 - This plan destroys most of the peaceful land south of the existing HWY. It will push traffic around the main downtown and will lower the revenue going to existing businesses.
 - I like that it is the safest option. The perceived narrow lanes from Whiffin to Marjorie discourage speeding, so the bypass is unlikely to

turn into Eagle's reckless speed corridor bypass. I believe 40mph is reasonable. I like the paths. I dislike that there is no designated bike lane. While bikes and pedestrians might mix well on the rural paths, higher use demands separated protected paths for bikes and pedestrians. I dislike that this route could effectively kill small businesses in Middleton. Without visual proximity people aren't going to randomly stop by a local clothes shop or eat at a local restaurant. People will just go by, missing opportunities for both them and the employed in Middleton. That's the problem with this project. It benefits the people going through Middleton more than the people who live there. I'm unsure if Old Middleton Rd connects to Middleton Rd. through the roundabout. Would you please clarify if Old Middleton Rd. gets an under/overpass?

- This is the most direct route with soft curves.
- Like with the exception noted above
- It will not address the school traffic and a lot more property to purchase.
- Get the massive amount of cars off of Main street. Do not widen Main street. Keep the what is left of the small town feel. Keep the areas around our schools safer for our kids.
- IT PULLS TRAFFIC OUT OF THE NARROW, CONGESTED CORRIDOR OF DOWNTOWN. IT ALSO APPEARS TO FLOW BETTER AND DISRUPT THE LEAST AMOUNT OF STRUCTURES.
- Alternative 2 may be the most efficient for through traffic, but local traffic and operations, safety, and multimodal connectivity may be negatively impacted by this alternative.
- Conceptually, a "bypass" makes sense and it has been in various plans, such as Communities in Motion plans at COMPASS, for around a decade. However, development has and is happening in this area resulting in higher costs to acquire land and possibly existing buildings. It is also creating issues for property owners in this area who want to develop their property but there is a lot of uncertainty involved about what ITD will do with Highway 44 making it difficult to make decisions and impacting them financially. Furthermore, it causes some issues with Middleton's plans for parks in the area. Overall, when I look at the entire Treasure Valley region and other important corridors, I question the priority of expanding Highway 44 given limited funding. I've been looking at other plans such as US 20/26, Highway 16, and even Highway 55 north of Highway 44 if the foothills area is developed (which is starting to happen). All of those plans have mentioned building overpasses/IC, etc. in addition to widening. How can ITD fund all of these projects? When I looked at previous CIM plans from COMPASS, like CIM 2030, I believe Highway 20/26 included overpasses and interchanges but I don't believe that is in the plan (if I'm not mistaken). However, when I've analyzed other regions, such as Salt Lake City, I often see spacings of high-capacity roads, with grade separation, every 2 to 6 miles. Highway 20/26 is approximately 4 miles

North of I-84, and it needs to have at least some overpasses and higher speeds to incentive more people to use it instead of I84. Also, Highway 16 is a very important highway for the future as it can help resolve the jobs-to-housing imbalance and bring more jobs to the central part of the valley versus too many jobs in the eastern portion. I believe Highway 16 needs to be extended south of the freeway and even north of Emmett, possibly going up to Highway 95 if you look at recreational travel patterns in the future and travel between ITD districts. Highway 16 is very, very important in my opinion. Finally, leveraging the spacing patterns of other large metro areas, there is not an E-W state highway south of I-84 to connect South Nampa, Kuna, South Meridian, Southwest Boise, and the industrial area around Micron. I know Lake Hazel has been planned to connect to the IC near Micron. However, why isn't there a state highway making this connection instead? I understand historical momentum but maybe it is time to add more state highways to the system. If you do build a south bypass, I don't think it needs to be 4 lanes with a turn lane to start. You could build a 2-lane road, with a turn lane instead, to accommodate near-term growth and then expand later, if necessary. The 2050 projected AADT is around 16-19K in 2050, but what is the capacity of 2 lane highway vs. 4 lane highway? Could you get by with a small investment to start and then see how actual development occurs? Furthermore, what is missing from the analysis is the impact of planned land uses in the area and demand/capacity of the local road network. What if other streets like Landruff fully connect to Star? How would that improve E-W movements? What assumptions about the local road network were made to do the analysis? What if Purple Sage road were to be realigned north of the development it currently traverses in Star and then connects to the planned IC that is in the Highway 16 plan that the private developer for the Valnova development in Eagle is building? Right now, based on looking at current traffic counts, Purple Sage is below capacity. What if ITD helps support local road agencies to improve their capacity instead? The majority of people currently live North of Highway 44 given the River constraint south of Highway 44. However, some of the roads don't fully connect. Instead of incentivizing people to travel south to Highway 44 and then travel E-W on it, incentivize them to travel E-W first and then South on the last leg of their trip. Also, the projections show 40K traffic counts right off the interstate...where are these people going? Are they going to Middleton, Star, Eagle, or Boise? Part of the issue with the roadway's future capacity is the location of non-residential land uses along Highway 44 based on comp plans of Middleton and Star combined with residential developments in those areas. If ITD could purchase the development rights along the corridor, even if for a 10-year period, it could reduce the projected demand on the roadway so other investments could influence patterns of development. This could be a win-win in many ways because I've read many comp plans that

include farmland preservation but no way to actually preserve it. However, there are benefits to a transportation system if farmland is preserved. What if the cost to acquire development rights between Middleton and Star around Highway 44 and between I-84 and Middleton was less expensive than widening the road? I know a lot of people in this area would love to see farmland preserved, and so if ITD could make it happen, it would be good PR for ITD in many different ways. However, if a southern bypass is selected, I don't think it should go through the planned route that is less than 1 mile south of the current route (for this and Alternative 3). During the in-person meetings, I suggested ITD look at creating a Southern Bypass that goes south of the Boise river. It would start around Emmett road and cross the river (which would create a river crossing that results in other benefits and is part of Middleton's comp plan). Then it would head East and reconnect either coming back up (and crossing the river again, creating another bridge) around Lansing lane and then finally connect to Highway 44 just west of Can Ada road (there are many other possible reconnection points, even going all the way to Highway 16). This option doesn't just bypass a small portion of Middleton, but the fully built-out part of Middleton. It also results in new bridges to improve N-S movement. Some may think this is too far South. However, if you look at a map, you will notice the distance between the Main Street of Middleton and the Main Street of Star is roughly 1 mile. If you draw a straight line west of Star's main street all the way to I-84, you will see that it crosses the river. So conceptually, building a bypass along this route doesn't result in movement too far south in totality. I have many other ideas than this but I think I've written enough. I may email additional information.

- Too many studies. Too much property to buy. Takes out farm land, Middleton waste water property, and future business corridor.... Does nothing for down town Middleton.
- Water ways, fish and migratory bird habitat will further be destroyed School traffic in downtown middleton is not addressed
- This bypass will lighten traffic on Main Street and make it easier for local traffic to access local businesses and schools.
- Dislike. Too close to coming out of Emmett Road causing more congestion traffic near high school traffic outlet to 44.
- I think that this option will best meet the needs to carry future traffic volumes and preserve the community of Middleton.
- Waste of time. Unless the usual people are making money. Waste of money. 20/26 is already truck route. Use it. Why take farmland just to connect to 20/26 in a useless project. There's already 2 roads to 20/26. Make commuters use it. Slow traffic to 25 from Middleton road. Watch how fast they move their lazy asses to the already existing roads. School traffic can be solved without anything.
- The bypass starts at Ballard which is still farm land and Middleton is expanding west so we need the longer bypass.

- I like the 55 to 40 and this is the best one no schools to deal with and better speeds
- Dislike: No I am against this plan, I own the property on S/E corner of Hwy 44 & Ballard, my property is in the path of this bypass and I do not want to sell it.
- "-Pros: the alternate route moves traffic away from the high school traffic which has many new drivers, making that area safer Also moves it away from the future RV park that will have large vehicles entering/ exiting the highway at low speeds that could cause accidents.
(Both of these make Alternative 2 much better option than Alternative 3 in my mind.) -Cons: do the people who own the land on which the alternative would be built want to sell/ move? If not and this alternate is chosen, then we will still be sitting here waiting, as traffic continues to increase. It won't allow Middleton to have the commercial land for our town to have that as tax income, which forces home owners to have to pay more in property taxes as the town grows; it seems like our town really needs to have this option to thrive. It won't allow the water reclamation being done for farming fields."
- I do like that it does better address traffic concerns for downtown. As an employee of Idaho Materials I am not sure of the impact to the mine. It may be by the time construction occurs the impact would not be as much, but it would change the final scope of that landowners project.
- It looks like it would be a much safer route than through town. Let people bypassing the city travel around it. Like Eagle does now
- I think this is the best plan. It bypasses most of town allowing for a relief in the congestion created by schools and stores and road hour traffic. I think this will be the best long term solutions. The other solutions are patches but this would offer a real fix.
- Like that it leaves the Main Street with 80% less traffic and directs passing traffic around town
- It saves the downtown The flow of the major cars and trucks of thru traffic is the best layout. Also it is the best option as it keeps the heavy traffic away from downtown, the schools, Businesses, Children, Parents and busses accessing the schools. I vote for: Old HWY 30 to Whiffin Lane Opt B Marjorie Ave to Can Ada Road Opt B Can Ada Road to Center Street Opt B
- I like that Alternative 2 diverts thru traffic away from Main St and keeps traffic moving faster. I like its similarity to the Eagle Bypass.
- Alternative 2 will provide some relieve for congestion but still all traffic will be on one corridor. However this alternative is better than 3 because the traffic congestion is moved away from Main Street in Middleton.
- I like this alternative but 4 seems to be the best plan.
- I do not agree. This will negatively affect the River Walk plan tremendously, if not completely stop it, and it puts more traffic along current residential subdivisions. It will also affect the walkability of the Middleton downtown core to the River. Due to the high water table in

the areas proposed, it will take much larger run off ponds to seep into the soils, taking out even more land. Short Term Safety: Interim traffic signals need to be implemented between Star and Middleton ASAP, long before these plans are final due to the accidents, injuries, and deaths frequently occurring at Duff, Lansing, Blessinger, Kingsbury, and Can-Ada roads.

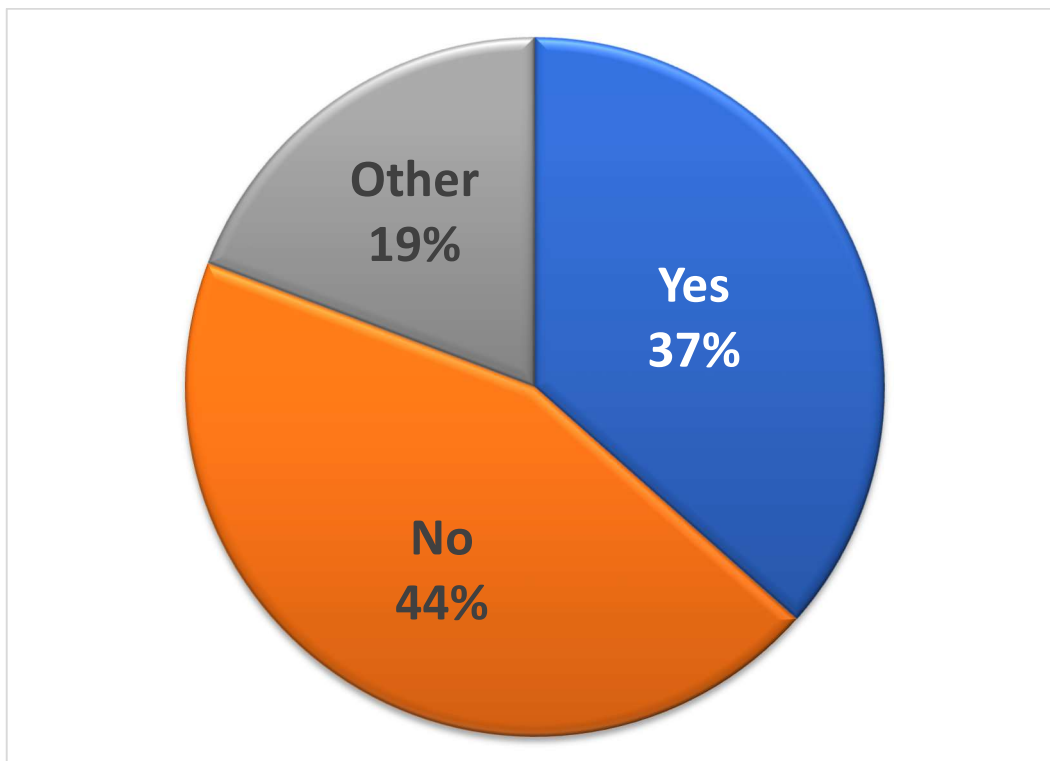
- I like this option the best for the long term.
- My choice. I like it doesn't go thru town and the alternate route seems most plausible.
- I don't think we need a high speed bypass.
- I like that this would establish an alternate route for commuters and trucks. I like that It would make it easier and safer for kids to walk to school, and faster to drive to Middleton Middle School, Sage International School. I like that It would preserve the downtown of Middleton without turning it into a big highway.
- Like: Keeps traffic flowing south of Main Street away from downtown. This will allow downtown to keep it's small town personality while higher speed traffic is not impeded.
- it takes the stress off 44 for the greatest distance
- This option offers the most relief to the downtown Middleton area as well as near all schools
- Feels like a more direct alternative . I really like how eagle built around town and retained a beautiful downtown corridor .
- Removes congestion from people heavy town core. Provides for multiple safe emergency access through and across town. The most future proof of all to accommodate safety, community, multimodal connectivity, environment and ease of implementation.
- This would move majority of traffic out of town, making downtown a more desirable place. It would be safer for school, parks, and patrons of downtown businesses.
- It avoids Middleton city limits entirely. Prefer to lower speed to 45 mph (safety concerns at Stone Rd intersection- check accident history there)
- I think it effectively ruins what Middleton is. A drive through town. If we want business drawn to Middleton, routing people around it won't help. People will just bypass us. Get it... bypass. Watch the movie cars.
- Offers a route around Middleton that will improve traffic flow.
- This alternative appears to offer the best routing of through traffic around the city to reduce congestion and improve pedestrian safety.
- I like it moves pass through traffic away from downtown Middleton and existing businesses. Keeps the traffic flowing for those wanting to go from Star to I-84. Higher speed limit and lessens impact to Middle School traffic and kids.
- I think this route is the best for businesses and commuters getting to the freeway
- It gives a more straight shot to get through the city and avoid causing congestion with the Middle School

- DISLIKE! Hate the idea
- Gets the job done best, relieves traffic down town, is not the wrecking ball that option 1 is, or the idiotic design #4 is. Really, who wants to drive in circles? I like the smoother flow (straighter path) of option 2 over #3.
- I believe this route starts too far outside of Middleton and affects too much land and homes.
- I like that it starts a by-way out by Ballard road and reduces the thru traffic in downtown Middleton. I like the smooth transition onto it at Ballard...meaning not a big curve or turns at the start of the roadway. I wish the end point would be further out past Duff Road. A little further away from elementary school, parks, walking path for kids and a day care. I also think the larger trucks/Semi/Dump etc. Should be on the by-way and not going through town.
- I liked Alternative 2 the best. It provided the longest dedicated bypass of Middleton so I think this would help traffic for the longest period of time.
- looks like the best alternative
- It affects the field and farming that is done here and the wildlife effects will be an issue. The speeding of vehicles across the south of town with no talk of access across it. There are quite a lot of children that would be trying to cross it. Every study I find and read on bypass implementation ruins the towns economy for 10+ years or more. That is not something I want to see here. The bypass options limit access and means we have a similar road as Hwy44 through Eagle dividing north and south of town. The couplet impacts too many homes and limits access. The bypass options impact too much by way of sewer treatment area and the plans for a Crane Creek plaza. No options address the school traffic issue, though the couplet may help, I think we need to look at other options for that problem
- - The southern bypass options limit access and means we have a similar road as Hwy44 through Eagle dividing north and south of town. - the bypass options impact too much by way of sewer treatment area, planned development, existing homes and the plans for a Crane Creek plaza
- No Opinion
- I like this alternative the most. I believe by bypassing the current downtown of Middleton, pedestrian safety will be increased. It also allows the City of Middleton to take control of the downtown area and make it a more pedestrian and business friendly area that can also be used for city events. Currently the narrow sidewalks as well as the high number of vehicles using Main Street make it less attractive for shops and restaurants. Additionally, Alternative 2 does not have the sharp curve in the roadway shown in Alternative 3 at the intersection of State-44 and Main Street. I believe the sharp curve in Alternative 3 will cause traffic to slow and significantly back up for both East and West directions. This could lead to more rear-end type collisions.

- Seems like it is the least abrupt way for through traffic to skirt downtown Middleton while still providing business access. It reminds me of the Eagle bypass.
- Like that through traffic (especially trucks) bypasses Middleton downtown area completely, reducing business and school impacts.
- It seems to me that of all the options this one offers the best option for flow of traffic, both in the downtown area and for the east/west traffic.
- This seems to be the best alternative. It would provide the longest alternate route.
- Alt 2 appears to provide the largest improvement to traffic operations, and lower environmental impacts than other alternatives. It appears to have the lowest travel time compared to other alternatives, which provides a higher regional benefit.
- I like avoiding going through Middleton's Main St. which is tough to get through. Alt 2 is also more gradual and has a smooth transition back to the current Hwy 44.
- Seems like a smooth transition around the business area, avoids traffic near the school and park. I am concerned about the businesses that depend on the through traffic.
- Like: moves the majority of vehicles around the Middleton city center, rather than through it. Should enhance the safety around the Middle School. May cause more traffic in that area with no roadway enhancements there.
- Although it does require eminent domain of a lot of private property (which I am not in favor of) it looks to be the best for flow of traffic. But still allowing for those that want to build up the town of Middleton and making it a desirable destination. Dropping the speed limits is good, but do not like a bike/pedestrian option until you get into the town area. Running it along the hwy between Star and Middleton is too much of a distraction for drivers who seem to have enough just driving and pulling onto 44 as it is.
- Minimal disruption to downtown
- Dislike. It cuts out too much of the town. Would have to purchase a lot of land for this option.
- It would defer traffic from the main street through town. Less cost and not impacting businesses
- Like that yes maybe get fast to one town to the next. But years down the road Middleton is needing road work now and ways to get through town easier. Don't like that it will get rid of farm lands. Lands that are around that kind of fast pace hwy would lower value of future homes. Don't like it at all. Goes through the crane creek park that's been planned for the city to use.
- Best choice for safety, implementation and traffic operation. Hopefully there would be a sound wall for those neighborhoods that were affected.
- I like that it will create a larger area for a commercial center of town. similar to Eagle. provides congestion relief to crossing Hwy 44.

- Alternative 2's bypass of Downtown Middleton while maintaining the existing configuration of Main Street causes the least inconvenience for local residents and allows safety of the crossings in Downtown Middleton to remain the same or be improved due to lower traffic flow. The only potential negative impact I can see from Alternative 2 is less traffic passing by the downtown Middleton businesses, however I feel the overall improvements in safety and convenience for local residents to outweigh potential impacts to business from a lack of through-traffic.
- Like that traffic will be rerouted around Main Street and schools, seems to be fewer right of way issues, higher speed limits for highway. Dislike nothing.
- With the projected increase in traffic, I feel that a bypass is absolutely warranted. Those who want to stop in town can do so, and those who just want to pass through (likely the majority of the drivers) won't be held up by the slower speed limits. It seems to work well in Eagle, and it maintains the character of the original downtown.
- I feel it is the currently least impactful to structures and the community
- I like the "bypass" away from downtown Middleton area - would still allow people to navigate city center via bike, walking, or vehicle
- Like
- this option is the closest to the original bypass option
- less community impact than other options, very much like the way the bypass is around eagle which works well
- it allows for a longer bypass around city center, gives middleton the opportunity to build more commercial business for their town without having pass-through traffic to deal with
- impacts too many farms
- too close to homes in middleton lakes. Will create noise, harm wildlife. So much wildlife uses that field and creek. It creates less access to neighborhood
- it routes the traffic that is just going through completely around the business district and school areas. I don't like raised medians. They necessitate u turns at signals which are more problematic than simple left u turns
- I like that the length of the bypass will not be short sighted like alt 3 and 4, which are too short and will dump traffic back in the downtown as the area grows
- It is a longer bypass
- considering our address, we need property access with 2 way left turn lane in center of highway 44
- allows for city growth and minimized impact
- Serious environmental negative facts for all the homes that will be next to alt 2 road with driving construction in the future. Also access to downtown middleton will be more difficult then/ Also economically home prices will fall dramatically

- it is the longest bypass
 - efficient through traffic
 - parkway promotes efficient highway traffic pattern while preserving small town of middleton
 - this will eliminate a significant portion of the commercial property available in the new developments. It will also ruin my home value
 - it's a much longer bypass and affecting more farmland
 - have to move sewer plant or change existing plant
 - looks ok
 - im concerned about crossing the bypass for river access on foot or bicycle. Im concerned about our water treatment facility and the cost to tac payers to give up the alfalfa fields being used for water treatment
 - preserves downtown, reduces through traffic, downtown pedestrian traffic is safer
 - do not want see five lanes through town
- **The draft Level 2 screening process determined Alternative 3 is recommended to move to the next phase of the project. Do you agree with this result?**



- Yes
- with the limited information that I have from your study it seems less negative than 1 or 4
- This is better than leaving as is but is not as preferred as Alt 2.
- No,

- Yes, I agree.
- Yes, with reservations.
- Yes
- Cemetery Rd option is a viable option. It eases up traffic off main street and would help with school traffic.
- Yes
- YES
- No
- Partially agree/partially disagree.
- Better than alt 2 but, I site may of the reasons from two as to why I don't like this. This also runs a large 4-5 lane road right behind Middleton lakes, sawtooth subdivisions and the new Commercial area of the river walk. Effectively making part of Middleton cut off from the rest. I know your goal is to move cars but #2 and #3 are not good for the business climate of Middleton. If you go forward with #2 or #3 Middleton should be allowed to make it a toll road to collect a fee to subsidize the city. With option #2 or #3 There will be no reason in the near or long term to stop and shop Middleton.
- City Staff in last City Council meeting thought this and the couplet idea were the best because it can include the school traffic problem in this equation which is truly the cause of most of the traffic issues.
- No
- Yes.
- Of the three options moving forward, it is the one I like the least.
- No
- No
- no
- Dislike
- No, it doesn't make sense to only go west to Cemetery.
- Agree.
- This one looks like a good option too.
- Yes.
- No
- No do not like this option
- Yes
- yes
- Yes.
- I do not agree. If the southern arm of this route was further north like the couplet idea in alternative #4, it might make more sense, and could be a viable option. Due to the fact it drops so far south, it completely disregards the future River Walk plans for the city.
- No
- Yes, but this is my second choice
- No!
- I agree with having an alternative route but I don't agree with #3 moving forward.
- No.

- no
- No
- No
- Yes
- Yes
- No
- No. Same reasons as above
- No.
- I would consider this as my second choice.
- I agree with recommended. I do not like the alternative as much as #2.
- I do not agree
- No
- Again, this will only split the town apart. Leave 44 where it is and just wide in it. Yes, the businesses will have to change that are through there, but they need to be updated anyways.
- Absolutely
- Yes
- No
- I agree with Alternative 3 result
- not as good as alternative 2
- No
- No
- No Opinion
- Yes, although not my preferred plan, Alternative 3 is still better than the existing traffic pattern and better than Alternative #1.
- No
- Possibly
- Yes, maybe
- No
- Somewhat agree
- Yes
- Yes
- Not really. I think this alternative may avoid some of the land use pitfalls; however, it creates a sharper turn and this could create more traffic issues/accidents.
- Yes
- Yes
- Agree.
- No
- No.
- Disagree
- yes option 2 is preferred this would be second alternative. first if option 2 impacts future riverfront park.
- Yes
- Yes
- No
- No.

- No, I feel this will long term leave us in the same problem. Close to cemetary there are three two schools on the road, and alternate 2 does a better job avoiding them
 - no
 - no
 - no, not the best option
 - no
 - yes
 - no, hate it
 - This also works
 - I prefer alternative 2 over 3, as alt 2 is longer and designed for future growth that is coming
 - I dislike this one the most as it has the most impacted area and affects the most
 - too short bypass. More congestion!
 - I do not believe that land would be but for the city plan for crane creek. Need to improve more of town roads
 - my second choice
 - no
 - yes but I prefer option b for no change to property access majorie ave to can ada rd
 - prefer this draft
 - no
 - no
 - no
 - yes
 - yes
 - I strongly disagree
 - yes
 - no
 - no
 - this route is too choppy. There are way too many big rig trailers that travel hwy 44 for this solution. Navigation of truck traffic would be difficult
 - yes
 - do not move forward
- **Considering traffic operations, safety, multimodal connectivity, community impacts, environmental resources, and implementation factors, what do you like or dislike about Alternative 3?**
 - with the limited information that I have from your study it seems less negative than 1 or 4
 - Alt 3 is a little goofy at the Main Street / SH-44 intersection. Doesn't seem to flow well.
 - Why does Government destroy private property. This option goes through existing businesses when you have ground right next to it.

- I like its safety. The perceived narrow lanes from Cemetery to Marjorie discourage speeding, so the bypass is unlikely to turn into Eagle's reckless speed corridor bypass. I like that it would work better for High Schoolers going up Hartley. Once again, the bypass needs a designated and protected bike lane. I dislike that it would effectively kill small businesses, although perhaps not as much as Alternative 2. I'm unsure if Old Middleton Rd connects to Middleton Rd. through the roundabout. Would you please clarify if Old Middleton Rd. gets an under/overpass?
- This has harsher curves which may result in more vehicle crashes. Commercial vehicles will slow traffic more than alt. 2 due to having to slow to a much lower speed to go around the curves safely.
- only option B is workable. The no right turns are a non starter in A. It would cause havoc with trucks with trailers or say a motorhome with a trailer
- I like that it's already partially built.
- There is a school before this breaks off. So I dont like this plan as much as Alternative 2, but it is still better than plan 1 or 4. Bottom line, too many cars, people drive too fast, re-routing them from Main Street is best, away from the schools and away without destroying businesses that line Main Street.
- I DON'T FEEL IT WOULD BYPASS ENOUGH TRAFFIC SOON ENOUGH. I FEEL THE CONGESTION WOULD BE TO CLOSE.
- Moving all highway traffic to residential areas is definately not the alternative that best addresses safety. Additionally, moving all traffic away from the existing Main Street would negatively impact all existing businesses and community resources and would in turn increase retail/commercial uses in existing residential areas and increase traffic operations and safety for both existing and potential uses.
- See my detailed response to Alternative 3 for reasons. However, I am slightly more aligned with Alternative 2 than Alternative 3 given the longer stretch of the bypass.
- See above... I dislike this option as well.
- I agree with City Staff that this option would serve the school traffic issues best and increase overall safety of morning and afternoon school traffic problems. Like this option very much.
- Like!
- This achieves the same benefit to the East side of town but minimal benefit to the West side. I don't like cutting all the way over to the Middleton Lakes Subdivision and back for this short distance. I would like to see an option that runs along the North side of the field for this option.
- Only if you take it from Galloway or Goodson. That's where all highway commercial buildings going to go. And where growth is not stopping. City and county need to get their crap together. Your maps are already obsolete. Buildings are already built. Houses too. Why you're allowing

- Hartley to push through is unbelievable and not even considering it. Cemetery too.
- the bypass is too short. It is not as good as Alt. 2
 - 2nd best but still have to deal with schools and kids walking
 - Dislike
 - "If the southern bypass route is what will be done, it may as well go west to Ballard, or at least past Emmet Rd. With alternate 3 there would still be heavy traffic around the new high school drivers, There would still be heavy traffic w/large vehicles entering/ exiting the RV park"
 - Address traffic concerns with the least impact to property west of Cemetery.
 - Same as number 2. It looks like it would be a much safer route than through town. Let people bypassing the city travel around it. Like Eagle does now.
 - This plan is more of a bandaid than a good fix but if alternative 2 fails it is the next best option.
 - Too close to busy school traffic. Kids walking and parents traveling to bring students to and from schools
 - It brings the heavy traffic on the West side of town up to the Schools, Neighborhoods and City Hall. It mixes with all the parents and busses trying to get kids to and from school. Children walking to and from school will be next to all the heavy traffic of trucks and cars and next to the neighborhoods in this area also. Move the alternate back as shown on option 2.
 - I like that Alternative 3 diverts thru traffic away from Main St and keeps traffic moving faster.
 - Alternative 3 will provide some relieve for congestion but still all traffic will be on one corridor. However this alternative is not better than 2 because the traffic congestion is moved away very far away from Main Street in Middleton.
 - I like this alternative but 4 seems to be the best plan.
 - I do not like this plan. As with Alternative #2, this will negatively affect the River Walk plan tremendously, if not completely stop it, and it put more traffic along current residential subdivisions. This will have a negative effect on the future economic viability of the city. It will also affect the walkability of the Middleton downtown core to the River. Short Term Safety: Interim traffic signals need to be implemented between Star and Middleton ASAP, long before these plans are final due to the accidents, injuries, and deaths frequently occurring at Duff, Lansing, Blessinger, Kingsbury, and Can-Ada roads.
 - It is too short of a route.
 - Dislike the sharp turn off at cemetery. Like it doesn't go thru town
 - Again I don't think a high speed bypass is needed. The traffic problem stems from the school on 44.
 - I like that having an alternate route would alleviate traffic and preserve the downtown charm. I don't like that the road would go through

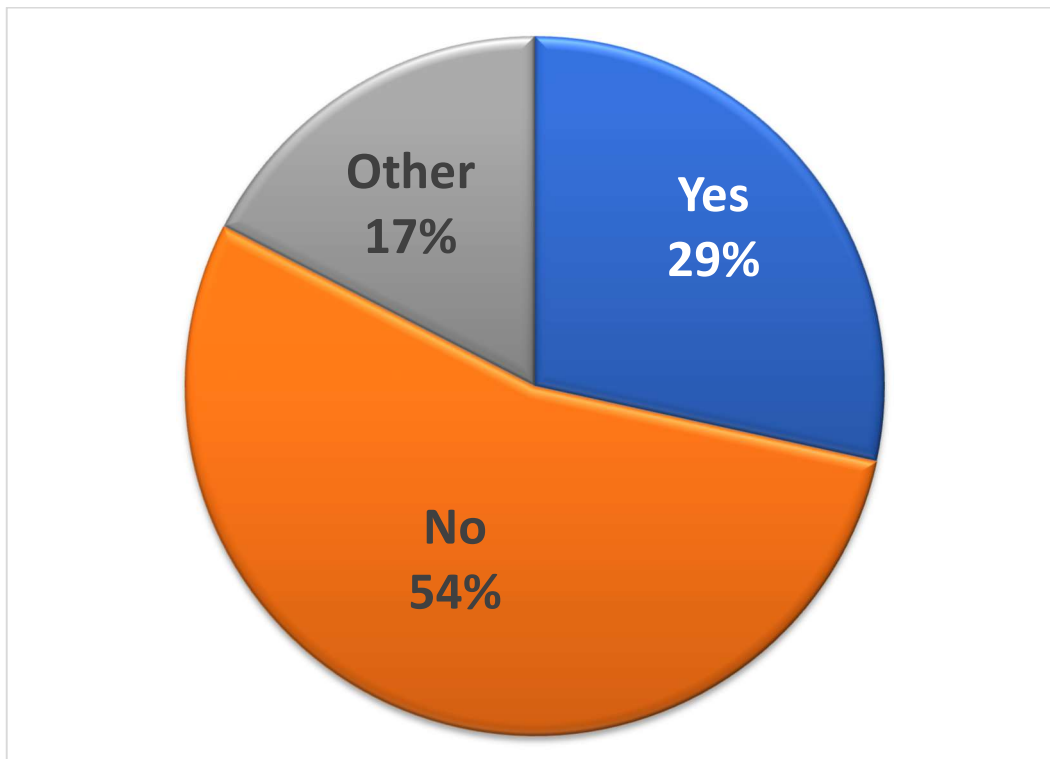
- Cemetery Rd because this would not help the Middle School traffic. Ballard is a better option.
- Dislike: Alt 3 would cause too much traffic at the cemetery intersection. I believe Alt 2 offers a smoother transition than Alt 3.
 - too short
 - still too much traffic on HWY 44 near the high school/Emmett and the charter school/Hartley
 - Not as simple and direct as alternative 2
 - Mini version of alternative two... solves the problems similarly only without the future proof or longer term vision of alternative 2. This is likely obsolete before construction is finished.
 - Same reasons as above
 - Dislike that it still enters west edge of Middleton.
 - I don't like it for the same reasons as above.
 - Growth will continue west of Cemetery Rd so the bypass should be at Ballard
 - The benefit of this alternative would be to utilize the existing bypass route with needed improvements, but does still include congestion and reduction in pedestrian safety on the west end of the city.
 - Like #2 this move traffic away from downtown main street.
 - I don't think this is the best route as it only bypasses a small amount of town, traffic would still be stacking up through town
 - I feel that the middle school traffic would be greatly affected.
 - Dislike
 - I'm in favor of alternative 2 or 3 (#2 preferred) over 1 and 4. Construction time (fastest) would be my preference. I like these alternatives because they will relieve traffic down town, preserve down town and solve a lot of connectivity problems. Have Tyler and Spencer construct a pedestrian overpass to connect downtown to Riverwalk. They have made millions of this town/county and are greedy, crooked sharks only interested in their personal bottom line. #3 seems more curvey and I prefer the straighter, safer flow of #2.
 - I like that this route affects less land and home than the other bypass and could be a good alternative.
 - Who's going to want to take such a curved route when they could just go straight? The design to go to the by-way needs to be a smooth transition not a start and stop.
 - I liked Alternative 3 as my second choice. It provided the second longest dedicated bypass of Middleton so I think this would help traffic but not as well as Alternative 2.
 - looks like more traffic problems
 - See number 2
 - This feels like it's neither hot nor cold and is a weird half effort - The southern bypass options limit access and means we have a similar road as Hwy44 through Eagle dividing north and south of town. - the bypass options impact too much by way of sewer treatment area,

- planned development, existing homes and the plans for a Crane Creek plaza
- Opposed to couplet
 - Similar to Alternative 2, I like that the majority of traffic for Alternative 3 would be bypassing the downtown area of Middleton. I believe this is safer for pedestrians in downtown Middleton and it would allow Middleton to control the entire downtown area and to create a pedestrian friendly area of shops, restaurants and city events. The only portion of Alternative 3 that I dislike, is the sharp bend at State 44 and Main Street. I believe this roadway design would create increased traffic at this intersection for both East and West directions and would also most likely lead to increased rear-end collisions caused by the slower speeds for this area.
 - I don't like the Sharper turn at Cemetery Rd
 - Don't like as much as Alternative 2 because it does not completely bypass Middleton downtown. But is a better alternative than #1 or 4.
 - I don't think this option is as good at handling the traffic as Alternative 2 but it is better than option 1 or 4
 - Alternative 3 is shorter than Alternative 2. There would be less incentive for people to use the new route as going directly through Middleton would still be the shortest route.
 - Alt 3 appears to have a lower benefit to traffic operations and corridor travel time compared with Alt 2. It may provide a higher operations benefit per environmental cost than Alt 1 & 4.
 - I like avoiding going through Middleton's Main St. which is tough to get through. Alt 3 has a more abrupt transition back to the current Hwy 44. I like Alt 2 better.
 - Not as smooth a transition around the business area, does avoid traffic near the school and park. I am concerned about the businesses that depend on the through traffic.
 - Like: Adds an alternative around part of Middleton city center. Should help with Middleton Middle school traffic. Dislike: sharper turn at west end of bypass could cause traffic issues.
 - It seems to be less abusive with the eminent domain (you would know better) but there is the possibility of a bottle neck at Cemetery. Again, Dropping the speed limits is good, but do not like a bike/pedestrian option until you get into the town area. Running it along the hwy between Star and Middleton is too much of a distraction for drivers who seem to have enough just driving and pulling onto 44 as it is.
 - Bike lane and 45mph speed limit
 - Like. It seems like a more doable thing as far as land acquisition and it keeps more of the town on the highway. I think that is better for business.
 - Again goes through crane creek park plans. Lots of work to make a big bridge to go over a canal and people can walk under? Seems weird. Still separates the crane creek park. Still won't feel comfortable walking along a road with toddlers that's going 40-45 mile hour. Goes through

the land that's going for millions of dollars and having a road behind that would seem to lower value. Doesn't improve or work for the problems that seems to be in town. Brings down value to the homes in Middleton lakes.

- Traffic operations, better to be further outside of town for less congestion through the city of Middleton.
- maintains current business core, allows for expansion and eases crossing hwy 44.
- Much of my feedback regarding Alternative 2 also applies to Alternative 3. I like that it bypasses Downtown Middleton while maintaining the existing access, Alternative 3 appears to my untrained eye to be a little less costly than Alternative 2 as the expanding of SH 44 runs further into town but requires less new road to be constructed as the split off happens further down the existing alignment. I think either of Alternative 2 or 3 are the best plans going forward.
- Like that traffic will be rerouted around Main Street and schools. Dislike lower speed limits for highway and more right of way issues than Alternative 2 but still a viable option.
- It seems that the bypass in this Alternative 3 is too short to really be effective. Alternative 2 as depicted seems to be the more practical choice.
- This route seems forced and too sharp of a downturn from Hwy 44 on Cemetery.
- I dislike where it connects back into the existing highway 44.
- too many curves
- I like alternative 2 better
- will not work with the way the community is expanding to the west
- doesn't bypass enough of middleton to take through traffic out of the city
- I like that it doesn't cut through a suburb like current bypass
- not enough access to middleton lakes. Too close to the homes in that neighborhood, will cause noise, accidents into homes, forces wild life out of the field. So many animals and birds live in that field/creek
- growth is likely to keep moving west at least to emmett, so this shorter bypass will not keep up with the need
- I dislike that it is too short (bypass) and will dump vehicles into downtown, which will not solve congestion issues over time
- least interruptions to downtown
- dislike crane creek dead ending in the middleton lakes complex. What is the purpose of what appears to turn around from crane creek and middleton rd
- see #6
- like 2 way traffic, alternative making a mini bypass
- Same as #2
- too short
- same as #6
- same response as 6

- This route still takes out commercial development and devalues my home
 - this seems best of all
 - too much loss of existing infrastructure
 - seems like less disruptive to effect businesses downtown
 - navigation route is too choppy, especially for big rigs and trailers
 - preserves downtown, reduces through traffic, downtown pedestrian traffic is safer
- **The draft Level 2 screening process determined Alternative 4 is carried forward to move to the next phase of the project. Do you agree with this result?**



- Yes
- no
- No
- Yes, As a second option
- I believe it should be recommended to move to the next phase, or at least should receive further consideration and development.
- No
- yes
- The couplet is a great option. It has worked good in caldwell with 2 one ways and meridian, as well.
- yes
- THIS IS INTERESTING.

- o Yes.
- o No, I do not agree.
- o Yes and it really should be a recommended option. #4 moves traffic although, maybe not as fast as #2 or 3 but it does several things for Middleton. #1 promotes the redevelopment of downtown Middleton making the downtown area much larger for business to move into creating revenue for the city and state. The city becomes viable and much better looking. Gives options for removing school traffic, easier to move around the city, especially if Dewey road extended to the east run, Current Bosie st. This giving another north south route further into north Middleton. It does not disturb the commercial area of the river walk development. And it's an easy transition on and off the current 44 route with minimal impact to housing and business. It also preserves the land the city has plans for a walkable business district to the south where #2 and #3 goes through. I could go on.....
- o I love this idea best of all and think it would serve everyone best. From the schools, to the businesses, and everyone involved. Best option. The City Staff really liked this idea at the last city hall meeting and I concur wholeheartedly.
- o No
- o No
- o Yes.
- o Absolutely another idiotic waste of money. All of these plans displace businesses, homes and farmland. Scratch all and take a serious look T that you're proposing. All based on old old plans with no new smart alternatives
- o No. Alt four will not work.
- o NO I hate the one ways!!!
- o Like: My Favorite is No. 4, One way would be a better fit as it would financially benefit the local city business's. If you do a bypass around the City of Middleton, it will affect the local business's.
- o Yes, partially. It's tied w/Alternative 2.
- o Not sure.
- o I think this is a bad idea. Building one-way roads in a small town would decrease safety and confuse travelers going through town.
- o No. This should be tabled. It is not a good plan for our community.
- o No
- o No I do not Agree
- o No
- o yes
- o Yes.
- o I agree. This plan and Alternative #1 are my favorite plans. I think there will be room for a 3 lane one way in each direction while causing the least amount of damage to current businesses and land owners. It would may be the best route for the fire department as well, versus Alternative 1.
- o No, get rid of this one.

- Not sure what carried forward means but I think this is the best option for Middleton.
- I don't agree with this alternative #4.
- No.
- it is interesting
- No
- No
- No, not carried forward
- No
- No
- I'm open to it
- No.
- It would not be my choice of alternatives.
- No.
- Yes
- I do not like this option
- No. Not an option
- Yes
- No, leave Highway 44 on Main Street
- No. It's an idiotic design. Tight curves will be less safe and who wants to drive in circles? It might be better than status quo/nothing but not as desirable as #2 and 3. Is #4 being carried forward to satisfy the greedy developers?
- Yes
- No
- I disagree with this result. I would have rejected it in favor of 2 or 3.
- no.
- No
- Not a big fan but this is my second choice.
- Opposed to couplet
- Disagree.
- No
- No
- No. I do not think this is a viable option. It puts too much traffic close to residential areas.
- No, it should be eliminated.
- Generally yes
- Yes
- Yes
- Yes. I like this alternative; however, the one-way roads may create some issues for some drivers (my wife does not like this alternative).
- No, I do not like one way.
- Yes
- Disagree.
- Definitely not
- Yes! Love it! Seems to be more fitting for what our town needs.
- Disagree

- this works in a pinch, neither for or against.
- No
- No
- No
- No
- No, I feel this would be very disruptive to businesses and create backward moving traffic in the neighborhoods.
- I liked it, move forward
- yes
- appears too many parcels and too condensed
- no
- not a good option
- no
- yes, I believe it should be recommended. Costs might be more but it would do the best for traffic flow, less lights to get through town
- no
- yes
- not a good option
- I disagree. Alternative 4 is too short as it will not solve congestion when moving through town
- I like this the most, allows the school to have / move their drop off zone
- To short of bypass. More congestion!
- Yes and it really should be a recommended option. #4 moves traffic although, maybe not as fast as #2 or 3 but it does several things for Middleton. #1 promotes the redevelopment of downtown Middleton making the downtown area much larger for business
- this option makes the most sense, but will take getting used to. It still leaves me coming from a residential street (greenlinks) onto a high speed highway
- no, 2 or 3 is just fine
- don't like / way to traffic access
- no
- yes
- no
- no alt 4 creates high congestion elsewhere in the city
- no
- I can get behind this alt
- no
- yes
- no
- yes
- this in all is honestly an interesting concept. lot may work in the short term but it would most likely be out grown very quickly
- no
- please move forward, I would like to see the two way roads go through middleton at allows for less school traffic and opens up room for businesses

- **Considering traffic operations, safety, multimodal connectivity, community impacts, environmental resources, and implementation factors, what do you like or dislike about Alternative 4?**
 - This is a small densely populated neighborhood in very near proximity to the Middleton Middle School. And for myself, it appears on your maps that my home of 19 years and my neighbor's homes would not be able to continue to exist. I can't imagine why this alternative was "carried forward". Your own information shows it as a poor choice with negative and major impacts.
 - Alt 4 is very disruptive to neighborhoods - this alternative has major highway traffic going down Boise St. which is a neighborhood street. I assume the homes on these streets will be demolished? Or what happens to this neighborhood? More info is needed to understand the impact to the people who live here. I can't see how this was carried forward as an Alternative.
 - This allows options and keeps downtown in the picture. I believe it costs more and is less desirable than option 1 with adjustments.
 - I like that it could keep small businesses alive while improving the flow of traffic in Middleton. I like that it preserves Middleton's sense of identity and community. I like that people in the Crane Creek neighborhoods will be further from the road. I like that there is a true alignment for N Middleton Rd. I dislike its perceived lack of safety. People not familiar with the area will find it very confusing, which could result in crashes. I dislike that it lacks a protected and designated bike lane. Unfortunately, it looks as though Alternative 4 would require quite some upheaval during the build process. Kudos to whoever came up with this design. It's quite creative.
 - Do not like the one way traffic pattern at all.
 - only option B is workable. The no right turns are a non starter in A. It would cause havoc with trucks with trailers or say a motorhome with a trailer
 - I feel this is the best option. Least amount of property to purchase. Less destruction and least amount of time to build. It would also help with the school traffic.
 - Alternative 4 is basically doing nothing...what is the point of this? Alternative 2 is the best option. Alternative 3 is the next best option.
 - THIS IS INTERESTING. I THINK ABOUT HOW IT WORKS IN CALDWELL AND IT SEEMS TO BE EFFECTIVE. I WORRY ABOUT THE PRESSURE THE RESIDENTIAL BETWEEN THE 2 ONE WAYS WOULD RECEIVE.
 - By splitting traffic, the existing Main Street would maintain access and visibility to highway travelers and would not move all traffic to residential areas. The width of roadways would be less and land aquisitions would be reduced.
 - A big reason I don't agree with the couplet idea is because the spacing between the couplet roads seems to be wider than normal couplets, like what I see in Meridian, Downtown Boise, Nampa, Caldwell, etc.

- For example, the distance between the two roads in the couplets in those areas is about 0.10 of a mile; however, the distance for this alternative is about 0.24 miles. It also requires acquiring and demolishing buildings and would be costly and a PR concern for ITD.
- #4 offers the most connectivity for the city, north and south of the so called by pass. Cars, bikes, carts, trucks and emergency vehicles can quickly get around a new Middleton downtown.
 - Same as above. Impacts everything in town better. BEST ALTERNATIVE HANDS DOWN from a 54 year Middleton Resident, School Alumni, and multiple business owner. BEST IDEA, as city staff mentioned serves school traffic the best as well over all the other options. Best Safety option.
 - Dislike
 - If you don't choose option 2, I feel that this is the best alternative. We maintain half the traffic volume through town (good for the businesses). I like the East bound route running on the North side of the field. This is a cleaner route and option than alternative 3.
 - Total idiocy from ITD. All of it. 1, 2, 3, and 4. Although money talks and we really don't have a choice. If there were true professionals and new options this wouldn't have even gotten to these ridiculous options. No surprise.
 - To much of a impact on the community.
 - dislike one ways
 - Like: My favorite is No. 4, One way would be a better fit as it would financially benefit the local business/s. If you do a bypass around the City of Middleton, I will affect the local business's.
 - "-Pros: it would allow the commercial land for our town to receive tax money It would allow for the water reclamation for farming - Cons: there will be heavy traffic around the high school drivers There will be heavy traffic w/large vehicles entering/ exiting the RV park Will the homes south of Ash St/ between Hawthorne and S Paradise have to be moved?"
 - I like the aspect of increasing potential commercial development opportunities with two one-way streets. Not sure how this impacts property owners on this route or increase cost of construction.
 - I think it would be less safe and be confusing. Businesses would suffer and you still have significant increases in traffic through the city.
 - One ways are inconvenient. They take longer to navigate and they don't allow people who don't need to go through town a way around. If you are already building a road on the south side of town please build a bypass.
 - Do not like the one way street at all. I think it would be confusing and difficult to get to where you need to go. You will still have a high volume of traffic through town.
 - I dislike the option as: This option increases the speed limit thru downtown. Makes the access to businesses and schools difficult by the one way traffic. Parents trying to get kids to and from the schools while

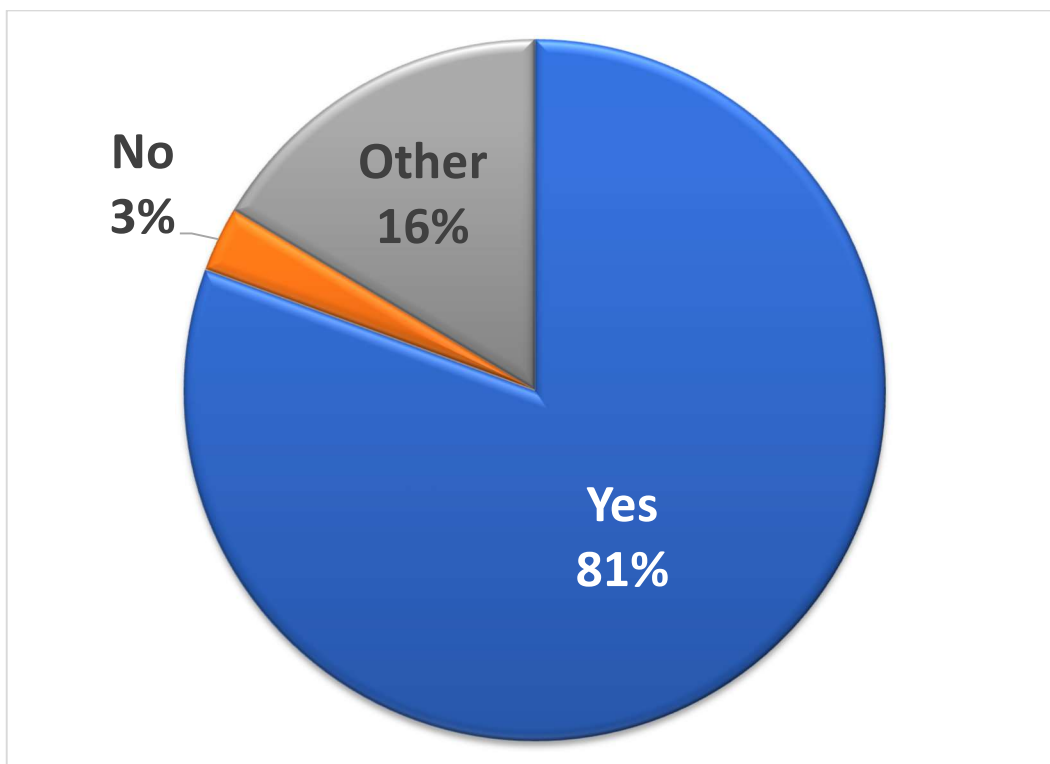
- have difficult time. Does not divert the thru traffic of trucks and cars that are just driving thru and have no intention of stopping to do business in town as they are heading to the frwy or heading from the frwy to other towns. The safety of the pedestrians are at more risk with the higher speed limits and the high flow of traffic. Future will see an even greater number of trucks and veichels thru the town and by the schools as the towns are growing and that means a whole lot more of vehicles coming. Option two removes all of this and is the best option.
- I don't like that Alternative 4 has the EB one-way street going thru the edge of a neighborhood. I could see the one-way streets getting annoying after awhile.
 - This is a great alternative because the traffic congestion is separated in two cooridors.
 - I do believer this is the best opion.
 - I like this plan the best with Alternative #1. One-way traffic lights flow quicker through town than 4 way stoplights. It seems to disturb the least amount of businesses and land owners. Like Alternative #1, there needs to be more research done on the specific affect this will cause to stakeholders to make an educated decision. At this point, there is no information about how much ROW will be needed for any of these plans. It needs to be figured out to the foot. Short Term Safety: Interim traffic signals need to be implemented between Star and Middleton ASAP, long before these plans are final due to the accidents, injuries, and deaths frequently occurring at Duff, Lansing, Blessinger, Kingsbury, and Can-Ada roads.
 - Dislike do to many problems
 - Hate the one ways.
 - I feel the least amount of people will be affected. I would also like to know how it was decided why this route would be poor in the implementation aspect? This route will be more favorable for alleviating the school traffic more so than the other two bypass routes.
 - I don't like that the main highway would still be kept through downtown. I don't think the 1 way route would help alleviate traffic. I don't think that this route is the best option. I wouldn't want to have to go on a one way just to get into town.
 - Over time I don't believe Alt 4 will be helpful. Traffic will not transition smoothly at the Cemetery intersection. I also think keeping the road together versus splitting it by East/West routes will spread the traffic noise to more neighborhoods.
 - interesting concept but may be too disruptive for residents
 - One way passages are frustrating
 - One way streets feels like a more chaotic option .
 - Chaos and confusion this solution it fraught with safety and conflict between vehicles and people.
 - Dislike that it also involves Middleton City areas rather than going around.

- I feel as if this alternative does the best justice to Middleton lakes subdivision outside of the original plan.
- Dislike one ways and the impact it will have on businesses.
- The nature of one way bypass feels to me a bit clunky and counter to the benefits of a bypass modality.
- I do not like this option as one way traffic makes for a very large circle to get anywhere if wanting to visit a community of homes or businesses.
- Like. I think it will create a downtown area and give an opportunity for access on both sides of the high school for safer smoother traffic concerns
- This option would be a nightmare to get around town.
- It will cause confusion and one ways should be the last option for a project like this.
- One way thru town, south bypass
- Dislike! We do not want the town of Middleton to be split. Leave the highway on main. Widen it
- Does not seem safe with tight curves through town. And the goal is relieving traffic downtown and #4 is less effective than #2/3. Prefer #2 for safety. Seems like #4 is only still in play because of greedy developers and land owners.
- of the 4 this could actually be the fast alternative with the least harmful impact on home and land.
- I am not a fan of 1 way streets. It may be good for large volumes of traffic, but as a user, it creates difficulty in getting where you want to go.
- Not enough of a bypass. It does not solve the problem of congestion for very long and would necessitate more construction sooner than Alternative 2 and 3.
- too much disruption of town and traffic flow
- See number two
- Too much impact to people's homes who live on streets that weren't easily recognized as having much potential to be turned into a highway. Connectivity is difficult but better than options 2 and 3.
- Opposed to couplet
- I am not a fan of Alternative 4 because it does little to alleviate the volume of commercial vehicles that will travel through the downtown area of Middleton. Although better than Alternative 1, since traffic would be traveling in one direction on Main Street, it is still a less pedestrian safe plan than Alternative Plans 2 and 3. Additionally, Alternative 4 does not allow the City of Middleton to be able to create a pedestrian friendly area for the community with shops, restaurants, and city events.
- I dislike navigating one way roads while trying to find a business.
- I do not like one-way couplet roads which take longer to get from a to b and does nothing to reduce impacts on business, schools and property.
- I dislike this option for the reason stated above.

- It's not clear from the map but the description mentions "One way couplets". One-way streets are a horrible idea.
- Alt 4 appears to have a reduced operations and travel time benefit vs. Alt 2 or 3, and a relatively high environmental and financial cost. It does appear to be feasible, but not the most desirable from a regional perspective. Advancing multiple alternatives to the NEPA stage of the corridor study may add additional time to that phase of the project, and may remove or reduce local control of the outcome.
- I like providing the public with choices. This gives businesses visibility but access to the business can be a challenge.
- Not a big fan of 1 way streets, does not avoid traffic near the school and park. Does maintain some of the through traffic for the businesses that depend on it. Probably limits need for major construction on business route.
- Likes: utilize many existing roadways Dislikes: Added path (going east) has greater impact to existing housing. If you could move this further south, maybe you'd avoid that issue but the separation with the other one-way direction is probably too large.
- Past experience with one way traffic is that it switches between one way and two way with the whim of every new city planner. But my main dislike is that it does absolutely nothing to stop the large construction or freight trucks from running through town. That needs to be redirected.
- Same as above
- I do not like anything about the two, one-way roads.
- Too much traffic and confusion People missing their street would use north/south residential streets to correct where they want to go. More traffic on the residential streets
- Like that it seems more do able for the town. More ways to get around and yet still in town to support businesses. Roads in prove. Neighborhood improves. Crane creek park can move forward. Water plantation can stay. Ease traffic for school. Routes seem easy to understand. Compensation for some residents may find it helpful. Buildings stay where they are. Driving will be more safe going one way directions. Speed limit still seems reasonable to get to one town to the next. The sawtooth road can be another way around and a road to get to if businesses develop can still use a road that was put in. Parking lots could be used in future plans in the crane creek park. The design over all looks very well thought of. It's more specific than the other routes. More of a clear understanding what the city of Middleton is looking for. Still keeping our town and keeping a park that's been planned for the city of Middleton and other cities to visit. Our town has voted that we need more shopping. Retail. Restaurant. A park. A place families and friends can go to and this plan has more that seems to help everyone all around.
- Poor implementation, seems it would take the longest and cost the most and affect more households

- Dislike if Riverfront park will be impacted.
- Alternative 4 appears to be a compromise worked with local businesses to preserve through traffic, while an understandable concern the traffic pattern this alternative creates for local residents is extremely inconvenient in that you end up having to make small loops to get in and out of Downtown Middleton to access local businesses. Additionally this alternative looks to require the most modification to the largest number of existing streets which likely makes it much more difficult to properly implement.
- I think this should not be recommended. This will still have all the problems as Alternative 1: increased traffic on Main Street and near schools, dramatically decreased highway speeds, increase number of homes and businesses displaced. In addition, this would cause more confusion and frustration of one way streets.
- I don't like the one-way loop in Caldwell and feel this would be similar.
- One-way streets should be avoided at all costs.
- Does not solve the problem long term.
- I liked it
- interesting concept of one way east/one way west. More research and understanding needed
- expensive
- with this one, I would have to clear around town to get downtown. I live on the east side of town , it doesn't make sense for Middleton
- same as 8
- I love it, it keeps the road noise down for residents
- I do not like the one ways
- need to be able to access town
- isolated fire station, businesses, not enough cross connectivity. More property disruptions. The middle school pedestrian overpass is a good idea might be incorporated into one of the others
- it will create more traffic at each intersection as the one-ways limit traffic flow. Again this is too short, same issues as alt 3
- it makes it main, all and not impact very many
- Seems more work for our city roads to improve, but looks like a better way to move more traffic through town, lights, and roads, parking lots, improvements
- see above
- cuts traffic flow through town in half. Still promises great access to downtown and helps protect economic likelihood of these downtown businesses with continued traffic flow. The residents will love it
- one way roads are ineffective
- see number 9
- because it creates unnecessary path of travel and increased traffic trying to cross one oneway to get to the other. Increases traffic on adjacent side roads
- it will bring updates to downtown that are needed

- its silly to have so many right hand truns to get anywhere in such a small town
 - best use of existing infrastructure
 - too costly
 - like that businesses in middleton will still have half the visibility of existing, but half is better than alternative 2 & 3 bypasses
 - it would most likely have trouble in the near future keeping up with growth
 - very inconvient traffic flow, negative impact to businesses
 - it will reduce traffic on main street
- **Concept A is recommended and Concepts B, C, and D are not recommended. Do you agree or disagree with this result?**



- agree
- Yes
- Yes, Anyone that built on the corners of these intersections in the past 20 years not thinking the road will be widened was sourly mistaken.
- Yes, I absolutely agree.
- Yes
- Yes
- NO
- Agreed
- Yes.
- Doesn't matter what we say

- I agree.
- Yes
- I agree
- Yes
- Yes
- Partly. I can see an argument for advancing Concept D to address left turns.
- agree
- Agree.
- I agree 100%.
- Yes
- Didn't attend this one
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes I think this would be best
- Yes
- Yes
- Concept A makes sense. The others do not.
- yes
- Yes, I agree with the result.
- not much imp
- Yes.
- Yes
- Yes, I agree.
- Yes
- Agree.
- yes
- Yes
- Yes
- Yes
- Disagree
- I'm fine with the current intersection approach. I just wish the turn signals would operate longer to allow more turns from Star to SH-44.
- Yes, Keep it simple
- Agree
- Yes
- Yes and no
- Agree
- Yes
- Yes
- Yes
- I agree
- Concept A is fine, but I also like concept d.

- yes, however it is possible for the maverick gas station to be moved closer to balmart and a bit south of current location to allow 4 lanes plus right and left hand turn lanes from 44 to NB star rd and or Sb star rd
- agree
- yes
- it is the cheapest yet offers the most congestion and backip on 44 east and west bound
- Yes, b,c,d seems needlessly complex
- I agree 100%.
- Yes
- didn't understand these at all
- agree
- one way road west
- I agree with this option
- Yes. Concept a keeps traffic visibility on the businesses on sh 44 and is the least change to traffic pattern
- agree and disagree. Widening road would be good but impact on businesses should be high on list so it isnt a distructive. One of the selling points of living in star is the small town feel which is important . Maybe put a mortorium on house bulding to limit size of star

NEXT STEPS

The open houses were generally well received by attendees, many of whom expressed their appreciation for the opportunity to gather in person and ask questions of the project team. Project team members were more easily identifiable and stationed at specific display boards to facilitate questions and answers.

The project team will take the public's feedback from the September's open houses to incorporate into the final PEL documentation. ITD will hold another open house and public engagement opportunity to display the final recommendations for the PEL project. This is anticipated to happen in Winter 2024/2025.

Project updates, email sign-up, and further details are available at <https://itdprojects.idaho.gov/pages/sh44pel> and the project team can be reached at info@idaho44corridor.com.

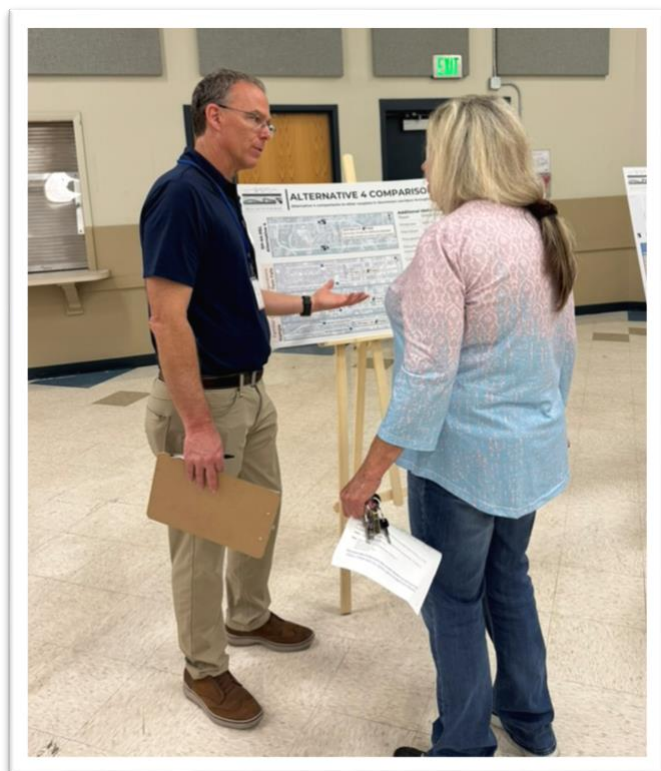
August 2025 Open House Summaries

EXECUTIVE SUMMARY

This summary details the public involvement efforts for two in-person open houses and accompanying virtual open house to support the Idaho Transportation Department's (ITD) SH-44, I-84 to Star Road Planning and Environmental Linkages (PEL) Study (KN 23630). The content of this open house series, the fourth of the project, follows PEL guidelines to present the recommended alternatives that will advance into the National Environmental Policy Act (NEPA) phase. After reviewing the information and alternatives, feedback from the public was sought via paper and digital comment forms. The information presented at the in-person open houses was available online in a virtual open house with an online version of the survey.

The open houses presented the project background; details on the PEL process; the evaluation of four alternatives for SH-44, and next steps as the project moves toward the environmental review phase.

The project team held two in-person open houses; August 26 at Middleton Middle School and August 27 at the Star Fire Protection District. The open houses were announced in early August 2025 and marketed through several channels to reach as many stakeholders and community members in the project area as possible. Identical information was presented at the two in-person open houses and the online open house.



260 people attended the in-person open houses, with 179 people attending in Middleton and 81 in Star. Additionally, the online meeting had 712 views during the comment period from August 26 – September 12. A total of 138 paper comment forms were received (100 in Middleton, 34 in Star, 4 by mail), along with 23 online submissions.

OPEN HOUSE CONTENT

The in-person open houses were set up for attendees to check in, review project boards and alternatives, and provide feedback before leaving. The four SH-44 alternatives were displayed prominently with the result of the final evaluation on each board. Project team members answered questions and addressed comments from attendees.

Twenty project boards were organized for presentation to the public, beginning with welcome signage noting that previous open house materials can be found on the project's webpage. Attendees began by reviewing boards about the project's progress through the PEL process and "How We Got Here" boards that detailed previous public feedback, common themes heard from the public throughout the process, and progress since the last round of open houses. Next, a summary of the final evaluation matrix provided evaluation ratings for each alternative (plus a no build option) using evaluation criteria established by the project stakeholders.



Attendees then reviewed segments west and east of the Middleton that would be the same for each alternative, as well as each of four alternatives through or around Middleton with the final screening result for each. The four alternatives also included a bulleted narrative of how each fared against the evaluation criteria.

Following the alternatives, attendees were provided with further information in the form of boards that visually displayed how each alternative would operate and/or impact the surrounding area. These boards included a travel time comparison between common points around Middleton showing how each alternative would affect commute times in the area, and visuals to convey impacts and operations of each alternative.

Finally, boards detailing the PEL recommendation process and next steps wrapped up the open house and provided attendees information on what to expect as the project moves forward into the environmental phase.

Members of the public were invited to provide feedback on written comment forms that could be submitted during the open house or sent to ITD via email or mail. The public could also provide their comments via the online survey.

The project team prepared an online open house to share identical information to the in-person open house. The online open house was an ArcGIS StoryMap and was linked from the ITD Projects website. An online survey, mirroring the in-person comment form, was available from August 26 to September 10, 2025. The survey was hosted using SurveyMonkey and was linked within the StoryMap.

Below is a list of the content displayed at the open houses:

1. Welcome (located at the entrance to each building)
2. Welcome (located at the entrance to the room)
3. How We Got Here - Steps to Complete to Meet FHWA Concurrence Requirements
4. How We Got Here – Prior Public Feedback, Response Data
5. How We Got Here – Prior Public Feedback, Common Themes
6. How We Got here – Progress since Sept. 2024 Open Houses
7. Definitions of Possible Evaluation Results
8. Final Evaluations Matrix
9. Recommended West & East Sections
10. Alternative 1 – Not Recommended
11. Alternative 2 – Recommended
12. Alternative 3 – Recommended
13. Alternative 4 – Not Recommended
14. Travel Time Comparison
15. Alternative 1 Comparison
16. Alternative 2 & 3 Comparison
17. Alternative 4 Comparison
18. PEL Recommendations
19. Looking Ahead
20. Thank You

Open House display boards can be referenced in *Appendix A*.

OPEN HOUSE MARKETING

The following marketing tactics were implemented to raise awareness about the open houses and call for feedback:

ITD Project Website

ITD developed and hosted a landing page (<https://itdprojects.idaho.gov/pages/sh44pel>) with content specific to the SH-44, I-84 to Star Road PEL Study. The landing page prominently promoted the open houses and survey to encourage site visitors to engage.

A project-specific email address (info@idaho44corridor.com) was previously created to facilitate engagement with the public. The address was featured on the project website and all open house materials.

Earned Media

ITD drafted and distributed a [news release](#) in advance of the open houses to raise awareness with the media and publicize with community members. The release was posted to ITD's website and sent to reporters covering the Treasure Valley.

ITD Social Media

ITD posted on its Facebook and X (formerly Twitter) accounts ahead of the open houses to promote the events and posted reminders to take the online survey before the comment period closed.

Print Ads

To help raise awareness in the community, one print ad was designed and placed in Idaho Press, running the week of August 18.

Email Distribution

An email was distributed to community members who previously signed up to receive project updates. The email invited recipients to attend the open houses and included all relevant event details, contact information, and links to the project landing page for additional information.

Direct Mail

ITD designed and mailed a postcard inviting residents and businesses to the open houses. The mailer was sent via USPS to all Middleton and Star ZIP codes.

Marketing examples can be referenced in *Appendix B*.

MIDDLETON CANVASSING

The project reviewed the addresses of those who provided their information during the sign-in process for previous in-person and online open houses and identified a gap in attendees from areas near downtown Middleton that may be directly impacted by Alternatives 2, 3, and 4.

To ensure these residents received the information provided at the open houses and had the chance to submit their feedback, the Public Involvement team canvassed 114 homes on August 29, 2025, speaking directly with 24 residents. A packet was left at every home, regardless of whether the team spoke with a resident or not. The packet included a paper copy of the open house displays and a paper comment form, which could be mailed or emailed back to the project team. For packets that were left without a direct interaction, a note was also included that explained the reason for the visit and a request to review the information and submit feedback.

The comment period was open until September 10, 2025 to allow time for submissions from this group of residents.

PUBLIC INVOLVEMENT RESULTS

Results from ITD’s public involvement efforts are summarized below, organized by outreach tactic.

Online Survey

- 23 people responded to the online survey.
 - Full online survey results are attached in *Appendix C*.

Open Houses

- 137 people submitted written responses via the hard copy survey provided at the in-person open houses or with the Middleton canvassing.
 - Written survey comments are attached in *Appendix D*.
- 260 people attended an in-person open house (179 in Middleton, 81 in Star).
 - Sign-in sheets are attached in *Appendix E*.
- 712 views of the virtual open house from August 26 – September 10, 2025.

Agency Engagement

- Several representatives of interested or partner agencies, including members of the Project Development Team (agency stakeholders), attended the open houses:
 - Middleton open house
 - City of Middleton
 - Middleton City Council
 - Highway District No. 4
 - Ada County Highway District
 - Canyon County Planning & Zoning
 - COMPASS (Community Planning Association of Southwest Idaho)
 - Middleton School District
 - Star open house
 - Canyon County Development Services
 - Highway District No. 4

Alternative Preferences

During the comment periods for both Open House #3 and Open House #4, the public was invited to share their views and preferences regarding Alternatives 1, 2, 3, and 4. Results from Open House #3 indicated Alternative 2 was strongly preferred, while opinions on Alternative 3 were divided, and Alternatives 1 and 4 received less favorable responses. Feedback collected during Open House #4 reinforced these trends: support for Alternative 2 grew even stronger, opinions on Alternative 3 remained split, and Alternatives 1 and 4 became even less popular.

LIMITED ENGLISH PROFICIENCY OUTREACH

The project page featured language in Spanish with a phone number to request translated materials or a translator at the open house. Zero requests were received.

PUBLIC FEEDBACK

Two questions for each of the four presented alternatives were asked of survey respondents. The first question asked whether the respondent believes the alternative should advance to the next phase of the project, with 'Yes,' 'No,' and 'Unsure' choices. The second question asked the respondent for their thoughts, questions, or concerns about the alternative and was an open-ended response.

As the west and east sections of the proposed design are identical in each alternative and the differences between the alternatives primarily affect Middleton, the project team considered both the overall dataset and data from those that identified themselves as Middleton residents. Graphs for both the entire dataset and Middleton residents for each alternatives' Yes/No/Unsure question about moving to the next phase are featured at the top of each question in the Survey Responses section below.

103 respondents self-identified as residents of Middleton, 23 as residents of Star, 24 of Caldwell. Nampa, Meridian, and Eagle reported one to two respondents each.

Alternative 1 drew the strongest percentage in agreement among respondents, with 91% of all respondents and 92% of Middleton respondents indicating that they do not believe Alternative 1 should advance to the next phase.

Alternative 2 also had a strong majority of respondents agree, but on this question the result was 77% of all respondents and 80% of Middleton respondents signaling their belief that Alternative 2 should advance to the next phase.

Alternative 3 was the most evenly divided, resulting in all respondents in a 44% 'Yes,' 44% 'No,' and 12% 'Unsure' tally. Middleton residents were not as evenly split, with a result 54% 'No,' 38% 'Yes,' and 8% 'Unsure'.

Alternative 4 had a similar distribution to Alternative 2, but in the opposite direction. 75% of all respondents indicated their belief that Alternative 4 should not advance to the next phase. Middleton residents went slightly further, resulting in a tally of 77% of Middleton respondents signaling their belief that Alternative 4 should not advance to the next phase.

Survey Responses

Below are the responses for the eight questions related to the alternatives from the survey, two questions for each alternative. Please note that comments are listed verbatim and are unaltered in any manner. For each alternative, respondents were asked:

Q: Do you believe that Alternative # should advance to the next phase of the project for further analysis?

A: (Yes, No, Unsure checkboxes)

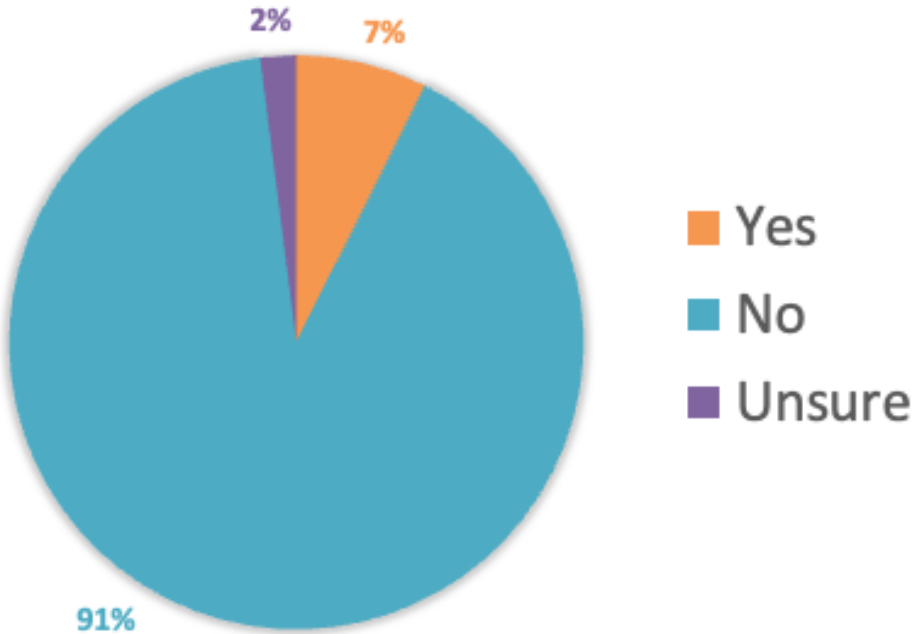
Q: Do you have any thoughts, questions, or concerns about Alternative 3? Please share them here.

A: (open-ended response)

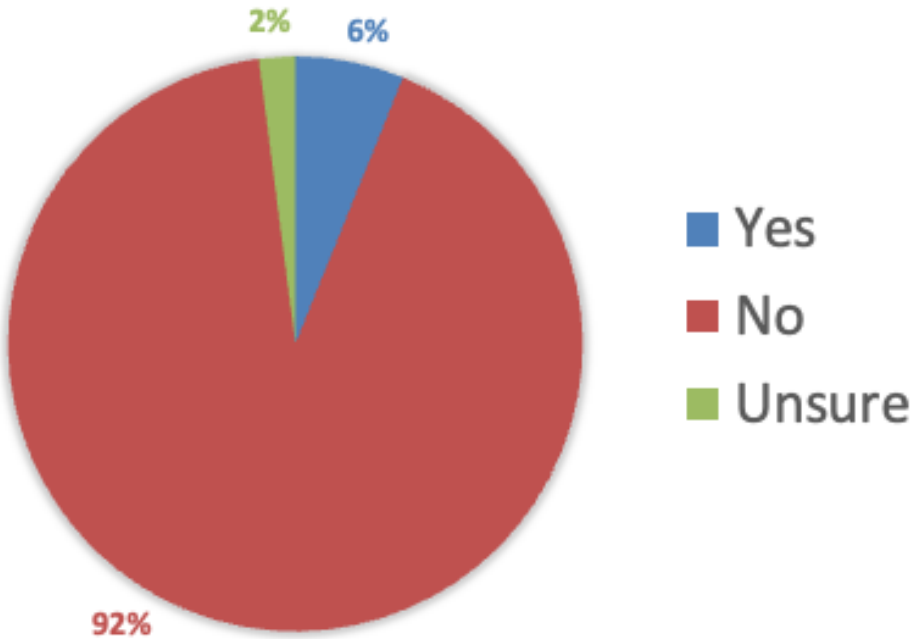
For each alternative, answers to the first question are summarized in pie charts and the verbatim open-ended responses to the second question follow. Survey responses begin on the following page.

Do you believe that **Alternative 1** should advance to the next phase of the project for further analysis?

ALL RESPONDENTS



MIDDLETON RESPONDENTS ONLY



Do you have any thoughts, questions, or concerns about **Alternative 1**? Please share them here.

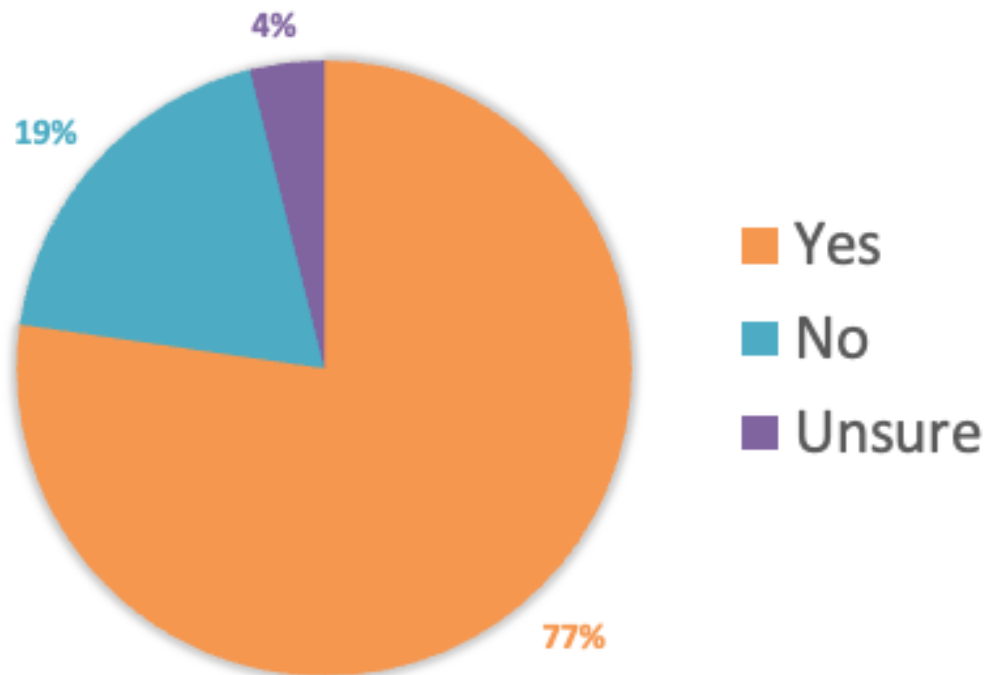
- There is no way this is a good idea! Downtown and Middleton Middle School need to be bypassed not gutted.
- Basic infrastructure already in place, impact to business isn't significant they change hands repeatedly. Make most logical sense helps farmers move equipment options 2 and 3 take away farm acres. Will create more development
- Makes good sense
- Dead in the water
- Most destructive option
- Destroys Middleton
- Concerns about safety
- No
- Destroys too much of existing downtown
- Loans downtown buildings/businesses in place
- Basically continues with same congestion problems through school drop and pick up times while requiring buildings to be removed etc.
- Too much impact to businesses. It doesn't redirect thru traffic away from Main St. Traffic will slow down due to lower speed limits like SH-44 in Star.
- Agree about the negligible benefits. Does not address SH44 traffic issues in Middleton enough.
- It's too disruptive to Middleton. It would ruin our town.
- too much traffic in Middleton and the street. will destroy business
- I believe Alt 1 would destroy the downtown community feel of Middleton
- I believe that this alternative will destroy the old charm of downtown Middleton. I also believe it will be the most disruptive for a long period of time.
- I do not believe having a main highway travel right through downtown is efficient for creating a good traffic flow and it's certainly not safe for walking or cycling around. What about parades!!! Many many reasons to keep the small town feel of Middleton "Downtown". Impacts to existing properties is far greater than the By-Pass (Alternate Route) that has been in the planning stages for 20+ years.
- This would not support a "downtown." This will be important in 20-30 years so we should plan ahead for this.
- Keep our business and small town feel. Option 1 would not be conducive to that.
- Too much exactly the same for cost

- No
- More disruptive to travel on Main St
- We need a new downtown - I have lived here for 13 years and the time spent downtown is minimal or non-existent
- I believe this would bring new life to Middleton
- Would'nt be able to get out of middle school on bus
- Too much town destroyed
- Too much traffic through town. Destroys small town feel. Would mess w/access to businesses along 44
- Don't ruin Mayberry!! I like the small town feel. Four lanes is too much traffic around the Middle School and Park
- I do not like alternative 1 at all. I believe traffic couldn't flow very fast, it would be more dangerous, and it would interfere with our historic downtown. Thank you.
- Traffic flow with large trucks through downtown is going to only increase.
- Adding a 5-lane highway would split Middleton in half, destroying our sense of community. Business right-of-way would be a MESS, resulting in an environment that discourages small business.
- Too disruptive with little to no benefit.
- The entire town of Middleton would not exist as it does today.
- This alternative would disrupt too many current businesses and schools to widen the roads. Plus, the construction period would be too much of a traffic snarl for daily living.
- I think this would work but it would affect the fire station and some businesses downtown negatively
- Yes
- Still going through the busiest area :(
- Do not use
- Can't go through town, affects to many businesses
- I do not believe having a main highway travel right through downtown is efficient for creating a good traffic flow and it's certainly not safe for walking or cycling around. What about parades!!! Many many reasons to keep the small town feel of Middleton "Downtown". Impacts to existing properties is far greater than the bypass (Alternate Route) that has been in the planning stages for 20+ years.
- Only a few buildings would be affected and none would be missed! Yes, it would create some traffic problems during construction but in the long term this is the best option! Please!! Plus slower speeds reduce noise & accidents.
- No

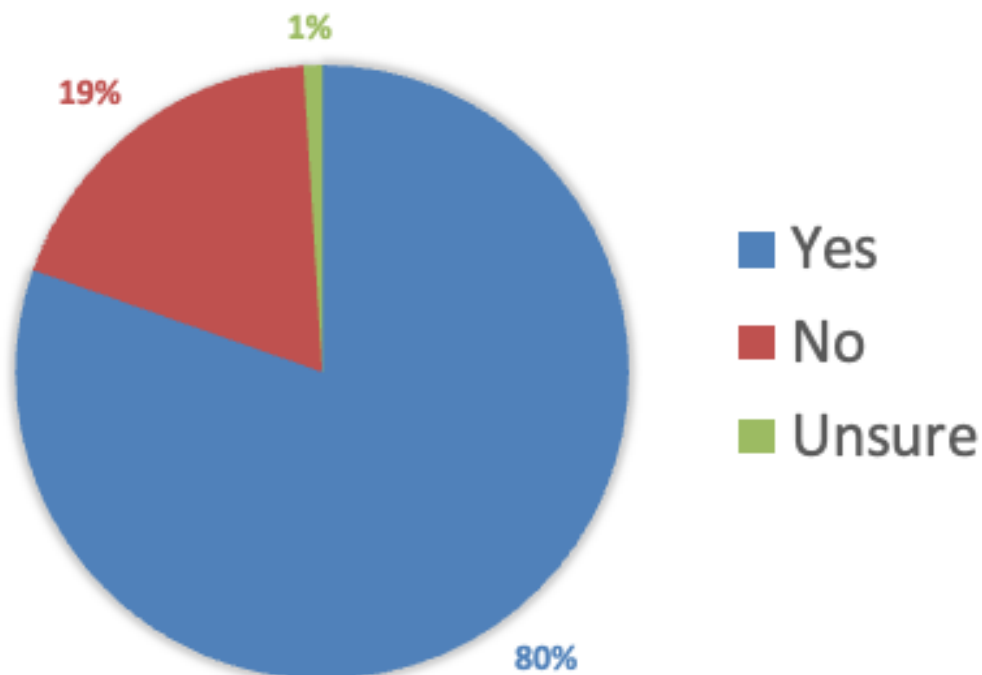
- Construction on Main Street for years is a non-starter for me. Also, I'm not a fan of losing store front sidewalks. This option would destroy our downtown.
- This is a band-aid
- too invasive
- Dumb idea
- This one is no good
- If The project doesn't get started soon it may be the only choice with the out of control growth in the area?!
- Too much demolition
- Too much disruption to businesses and does not solve the traffic problem
- It still goes through Middleton, which doesn't help traffic flow at all.
- While it would be the best for my purposes, it is an expensive and destructive option.
- Too much traffic comes thru Star from Middleton
- I think you have better alternate solutions (thank you)
- Increased difficulty in access/egress to and from the fire station increasing response times and loss of access to the front apparatus bays
- It appears to tear through a lot of old, nasty buildings and I am all for making Star and Middleton look nicer
- Too costly. Many impacts to businesses.

Do you believe that **Alternative 2** should advance to the next phase of the project for further analysis?

ALL RESPONDENTS



MIDDLETON RESPONDENTS ONLY



Do you have any thoughts, questions, or concerns about **Alternative 2**? Please share them here.

- This is the only reasonable option.
- This is by FAR the best option for future growth and congestion. This should be in place right now. Looking at the next 8-10 years while we wait for this is going to take maximum patience with horrible traffic.
- This route stays clear of all school traffic. I would hope this would be controlled access to keep through traffic moving through. Minimize access points.
- Eagle's bypass has been great. This will be similar that we can grow into instead of out of.
- Most expensive to build. Goes through new subdivisions, it's the longest alternative in relation to 80 square feet. Also a waste ditch and 25-30 feet deep mined tubes are in place. Have to fill = more money and pipe all we wastewater concentration of farmland waterflow
- This is the longest and most expensive to build. Think about the gravel trucks coming off Ballard trying to go left?? This will not work - and farm machinery going left. Things that have not been considered.
- Alt 3 is a lot less \$\$ than 3 -
- Please make a decision. This has been going on for the last 20 years.
- Best option. Need light on Emmett even with bypass.
- Alt #2 provides both good access for the residents and a flow through for commuters and travelers headed for I-84 & Hwy 16. Beset route!
- Concerns about safety if there is that many entrances and exits
- Get it done so we can move forward with our property
- Seems best for 10 year plus solution
- This seems to be the best alternative with the best chance for good traffic flow while addressing all the school intersections
- You will take all 10+ acres when you drive through my living room
- Consider large vehicle + Trailers please.
- Please consider the rural area we are in + the many livestock/horse trailers, farming equipment + that must get out into traffic from the homes + side roads onto Hwy 44
- Looks like a good option
- Best option. It redirects thru traffic away from Main St. It looks very similar to the Eagle Bypass, which works very well.
- Definitely has the most potential for benefit to Middleton residents and bypass traffic. Middleton area is growing fast and I believe this is the best

long-term solution of the four alternatives to addressing those future inevitable traffic increases.

- This Alternative plans ahead for the future growth of Middleton. At the very least, it will preserve the right-of-way West to I-84.
- It has the best plan for creating better flow while still allowing our town to flourish and function. It also is the best plan as growth continues in this area.
- The traffic patterns need Alt #2 over Alt#3 because of the turning traffic going east towards the schools. Alt #2 takes the traffic off the highway at school times, and allows the highway to flow. Local people won't have to even go on the highway. You also need to include the I-84 interchange redo in this. None of this matters if you don't replace the freeway interchange.
- I am really worried about it coffee Middleton to be divided in half especially the Lake subdivisions from the rest of town.
- It provides future growth for down town Middleton. However something has to be done the dangerous traffic at Lansing NOW. How about completing this easiest section first.
- Removed trucks and high volume of traffic from Main Street
- I believe Alt 2 is the BEST option. It would provide a very similar bypass as Eagle. It actually bypasses the entire downtown area. It gives the best chance for the Middleton downtown area to grow and still be bypassed by the majority of "through traffic". It also would have the least disruption to any homes and businesses between Emmett Rd and Cemetery Rd (some of these structures may need to be torn down if the Hwy is widened to Cemetery Rd)
- Alternative 2 is my most preferred option.
- It feels like the best one although how does this impact wastewater treatment plant?
- This alternate is the closest to the original route that was planned and some how lost its way or got hijacked. This alternate is by far the absolute best option now from a traffic flow and safety viewpoint. It looks to be the best option with the least impact to existing properties and infrastructure. It allows downtown Middleton the opportunity to develop into the small town residents and visitors feel safe walking and cycling to and from shopping and dining, street fairs, pancake breakfasts at the fire station and parades. It also allows for many future commercial developments along the new Alternate Route with less curves, turns and confusion. Again the safest alternate by far.
- The sooner that a proper bypass can be built the better. Currently Sawtooth Lake serves as the defacto bypass. Traffic is too frequent, too loud (gravel trucks), and too fast. Sawtooth Lake shouldn't have been extended until the bypass was in place.

- While alternative 2 looks like it could be considered, I believe with the current growth in the city of Middleton, that the best way to provide additional commercial incentives would be to use alternative 3
- allows for more growth in downtown area
- This s the most logical (2023) benefit to the most. There will be some who will lose land or gain traffic...unfortunately that comes with development
- Too short and may create more backup on 44.
- I am also interested in good bike paths with good community parks and gathering places along the path of alt(s) 3&3. I like alt #2 more than 3 to allow greater buildup of true downtown district (bring people downtown).
- I believe this is the best solution for Middleton & would have the least impact on the growth of the city.
- Worry about traffic control
- A 4 lane hwy behind my house will drive property values down, have a huge impact on noise and safety. This impacts hundreds of families vs. impacting a handful of businesses in outdated buildings who will be reimbursed for their inconvenience. It makes so much less of an impact to go down main st. It also way safer for children to be farther away from 4 lanes of speeding cars.
- Makes most sense and seems to impact fewer homes, behind the homes. A sound barrier fence would alleviate problems to these homes.
- Bypass to the south of main will be a significant improvement for Middleton congestion
- Best alternative in my opinion
- Too close to neighborhoods and families
- My thought is alternate 2 will have a negative impact, especially to the middleton lake subdivision. Traffic will be increased which will affect the residence and the community. The days of walking a pet on the sidewalks, and people using the bike lanes and residents are being able to make a turn (left or right) on to the main road will be greatly affected.
- Looks the best, smoother, higher speeds
- This goes right behind Sawtooth Lake & Middleton Lakes subdivisions - not good
- Too close to the back of our house. Widening Main St. downtown would be best.
- Best long-term option
- Possibly better than 1 & 4.. Is one much better for loading busses.
- Above sawtooth area - bypass middle school
- Best alternative for long term growth

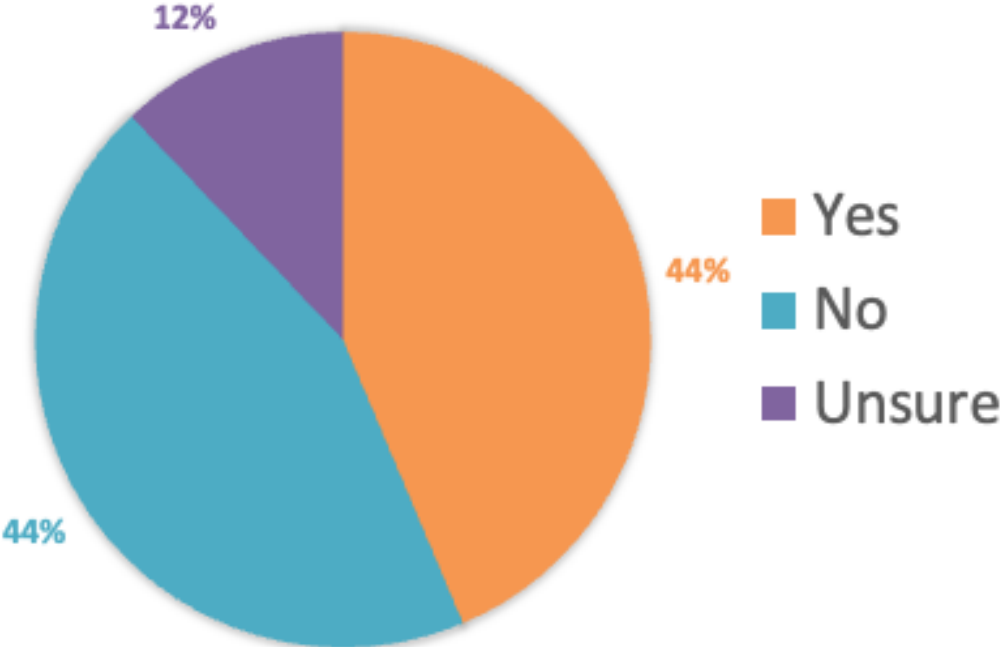
- What will the impact be to the existing infrastructure? What will the cost be to the city/community to serve commuters who travel through & beyond this community? How will the highway users help to pay for changes?
- Nope Too much land taken.
- Current cut off flow west on 44 from Star to Main St.
- Need safe access routes for pedestrians & bicyclists - and still be relatively attractive to homeowners & traveling public.
- Better traffic flow. Will not affect school, skate park or RV park traffic
- I very much support alternative II. I very much like the complete five land bypass. I appreciate the expediting of traffic around Middleton
- This alternative will allow for an actual bypass and less traffic affecting businesses throughout town.
- I am good with this as long as you name a road Diplodocus Dinosaur, please and thank you!
- Would kill small businesses because traffic would be rerouted from city center. I believe it would kill Middleton instead of making a quiet Middleton.
- Needs to include parking areas for visitors in area & access to river.
- This is the ONLY option that considers future growth as the city of Middleton continues to grow. The Eagle bypass was done correctly and carries a tremendous amount of traffic, while protecting downtown.
- Population growth will continue and this is the most logical means of putting in a bypass. We need to mirror what Eagle did years ago; getting in and out of neighborhoods and businesses on Main St. (Hwy 44) is a nightmare.
- If it will take longer to complete this alternative then #3 then #3 is the choice. Traffic is so bad with trucks (and cars) on Main thru Middleton - that 5 years for either alternative is so long. Another year right now will be awful to try to get out of Hawthorne!
- The lowest number of properties being effected is a large reason I prefer this option. Also, the regular flow of traffic would be lease disrupted during construction with this option. Plus this keeps the 'greenbelt' by the river
- This is the worst design. It cuts through the future Riverwalk area that will be a nice feature for the future of Middleton, and negatively affects too many land owners.
- Too long and negatively affects too many properties
- Unsure
- The alternative ends too soon. It should go further East before connecting back to the existing Hwy. Marjorie is still in a busy part of town so would not bypass the city.
- Start further east of Middleton
- #2 is the best plan and should have been built 5 years ago

- This alternate is the closest to the original route that was planned and somehow lost its way or got hijacked. This alternative is by far the absolute best option now from a traffic flow and safety viewpoint. It looks to be the best option with the least impact to existing properties and infrastructure. It allows downtown Middleton the opportunity to develop into the small town residents and visitors feel safe walking and cycling to and from shopping and dining, street fairs, pancake breakfasts at the fire station and parades. It also allows for many future commercial developments along the new Alternate Route with less curves, turns, and confusion. Again the safest option by far.
- Best alternative available
- I agree that this is the best option
- The best for traffic flow
- No
- Think long term. The larger bypass will allow smoother traffic flows and future growth. The River Park & waste water alfalfa fields can work around a bypass.
- Best route + Options. I prefer the middle median because it would help prevent head-on collisions
- This seems like the safest solution.
- Ensure attractive pedestrian options for the future riverfront park in Middleton.
- Makes the most sense for the traffic flow. Add a traffic light at Lansing for safety and traffic control.
- This will divide the city in to north and south middleton. There are too few access points to cross
- This seems to be the only long term solution. The population will continue to grow and the area needs roads. By securing this option it will be a permanent road that could be expanded in the future and allow Middleton to expand further west and perhaps ease some of the congestion.
- I think alt #2 leaves a greater chance for downtown business expansion VS alt #3 which appears to cut out of town quickly. I like the idea of a long business rt through town. Much safer for school zone traffic.
- This is the best solution to maintain fluid traffic flows around the town center
- Completely reroutes traffic away from the congested corridor and makes the school safer
- This is the best option for long term growth, as it goes further around Middleton than alt. 3.
- This Alt. causes the lease impact generally to houses and businesses thru Star.
- Smoothest drive route

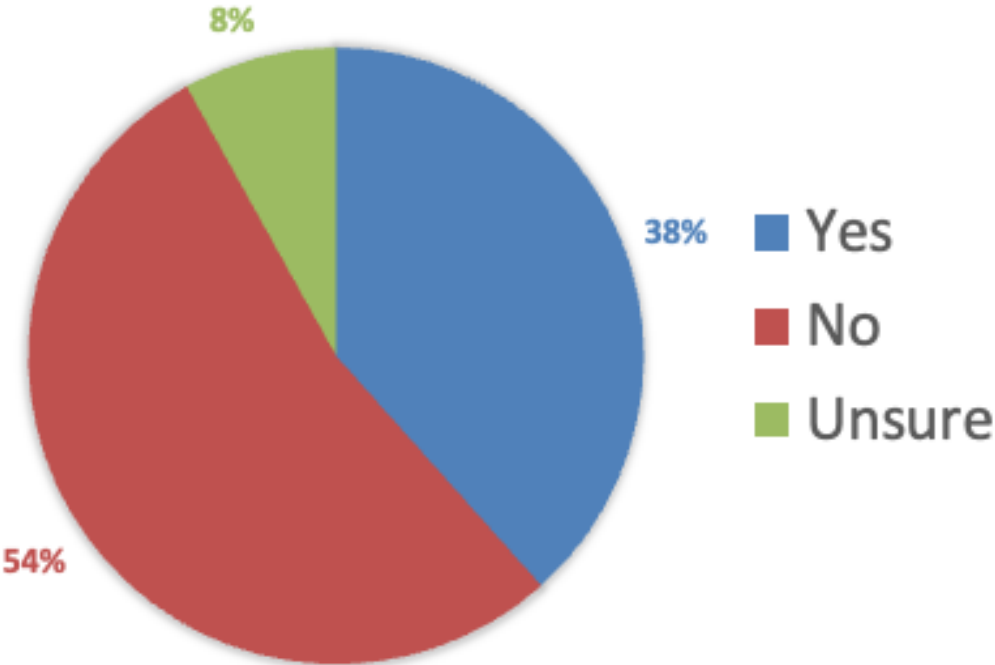
- I like this one the best
- Least amount of the impact on emergency response from fire station, and it gets through traffic well away from Middleton Middle School
- Comparing it to Eagle made it more clear for me and it is a viable option
- My top choice.
- This will take more time to build due to making a complete new roadway
- What about Star. This is not for Star. A waste of time.
- Eagle seems to work well and this alternative (2) most mirrors the Eagle bypass.
- Unnecessary
- I like the wide route around town
- Alt 2 or 3
- Should have done this in Star as well
- Best. Can the same be done for Star?
- This alternative provides long term planning for Hwy 44 west of Middleton
- It would seem a decision for alternative 2 or 3 should include community/city input on its vision for how it sees community/public areas being used. Would it serve the community better to have 3 miles or 1.6 miles bypassed? Business impacts?
- Seems most direct without impacting downtown. Also seems least impact on current homes & structures.
- Like least impact on properties/homes
- Yes, lowest impact on private property. Provides highest throughout
- we live a little off hwy 44 and would appreciate the option of being able to turn left without a median until traffic & safety becomes such that it would be necessary.

Do you believe that **Alternative 3** should advance to the next phase of the project for further analysis?

ALL RESPONDENTS



MIDDLETON RESPONDENTS ONLY



Do you have any thoughts, questions, or concerns about **Alternative 3**? Please share them here.

- Starting the bypass at Cemetery , traffic is already "in" Middleton and trucking & general traffic is already high in this area. My normal travel route is Emmett Rd South to 44 & good luck making a left turn.
- This plan does not do enough to circumnavigate the downtown and school area where most of the traffic backs up.
- This would be my second choice, but it includes areas that slow the through traffic (businesses, school traffic).
- I don't think this bypasses enough of Middleton. Also my husband owns a business on hwy 44 that would be affected by widening any portion of 44. It would not be good for his business and could affect his building.
- Still breaks Middleton, poor like Star which whole town is still accessible. Option 1 and 3 best for residents. Makes harder to move busses for school and farm equipment for all local farms.
- Best choice - move forward as fast as possible
- School traffic will still be complicated.
- What if you used the Boise Ave as your road for this alternative section?
- Bottleneck at HW 44 & Cemetery Rd
- Simple, easy, lease impactful
- Same as alternative 2
- Seems like only a 5 year solution, eventually it too will be too restrictive to traffic flow
- This seems more a short term solution than Alternative 2 and I have concerns of the main traffic flow having to make that 90 degree turn at Cemetery & SH 44
- See Alt 2 Comments
- See Alt 2 Comments
- This looks like a good option as well.
- I prefer the alignment of Alternative 2, but at least Alternative 3 still redirects thru traffic away from Main St.
- I think it should advance only because it is potentially the quickest and possibly least expensive solution and still offers a bypass route of Middleton for that traffic.
- This Alternative is short-sided and only addresses the current downtown Middleton issues and does not address future growth of Middleton.
- I do not believe it will have the long term benefit to make it functional with the growth we've seen and will see in the future
- Brings traffic and trucks to close to schools which will be congestion

- I own a business located right on the Hwy, just west of Cemetery Rd. I would not want my building to be torn down to have the road widened. I also would not want the increased traffic right next to my building, even if my building were able to remain in place. This option also does actually bypass all of the downtown area of Middleton. It goes halfway into town, and then bypasses the other half of town. Traffic near the Middle School and skate park is already very heavy, and this would bring all the traffic almost to the middle school before diverting around. This option does NOT seem to alleviate the school traffic, but actually seems that it would make the traffic worse on the west side of town near the middle school
- I don't think Alternative 3 provides a large enough bypass and will soon be encroached and congested again.
- I really don't want a huge bypass going right by my neighborhood of Middleton lakes. Going to ruin the nature vibes of the river walk plans as well.
- This alternate is much better than Alt # 1 or #4 but, in my opinion, not close to the safer and easier traffic flow of Alt # 2. Alt #3 also appears to have more impact to existing properties and infrastructure than Alt # 2. For those reasons i may not move this alternate forward, unless you have to move two alternates forward, this would be second to Alt # 2.
- The sooner that a proper bypass can be built the better. Currently Sawtooth Lake serves as the defacto bypass. Traffic is too frequent, too loud (gravel trucks), and too fast. Sawtooth Lake shouldn't have been extended until the bypass was in place.
- This alternative allows for a better growth of the community, enriching an area suitable for commercial growth which is much needed in Middleton.
- If not 2, then 3
- Development can be hard. There are winners and losers but it is inevitable, and the alternative (no development) will kill our community
- It takes more traffic off 44. However, it also creates potential issues w/ Crane Creek Plazo, Wastewater project and River Walk.
- Concerned on impact of the area of 44K cemetery. Already busy and there is a preschool and daycare just west of cemetery.
- Too much
- See previous response
- Bypass to the south of Main Street willle a significant for Middleton congestion
- Not as good as 2, but doable. I don't prefer because I use Cemetery and the connecton at Cemetery is a concern.
- Same as #6
- This alternative should be in consideration because it impacts the residents in the area (housing sub-division) the least compared to alternative 2.

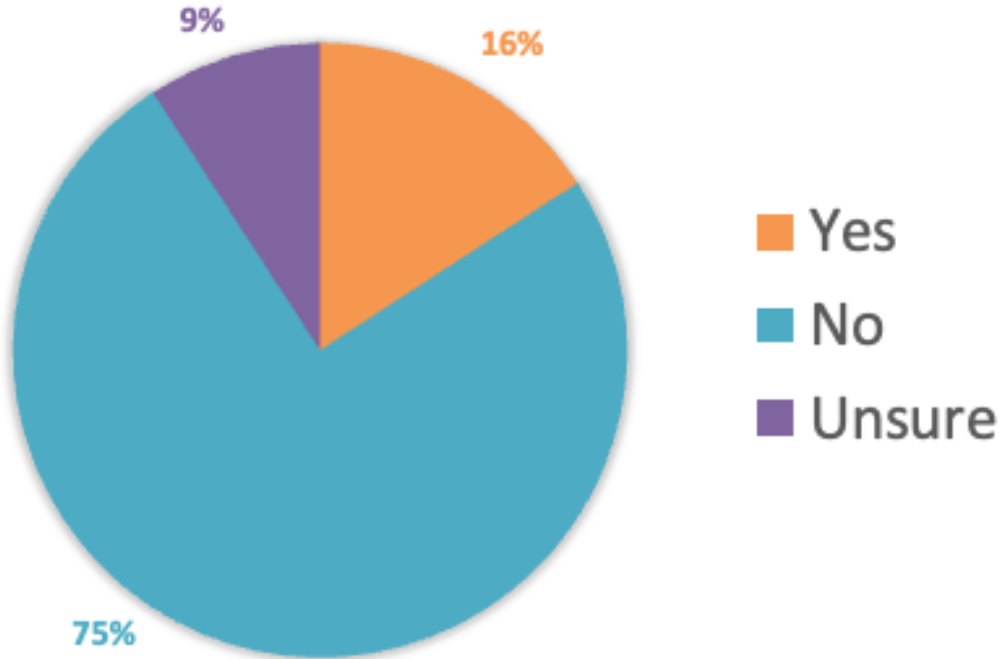
- Same as alternative 2
- Same as alt 2
- The bypass absolutely needs to bypass town as far as possible
- Requires disturbing an existing neighborhood
- Is much better for busses.
- Still dumping traffic close to town
- Does not address long term growth of Middleton
- Same comments as alternative 2
- Splits the town getting in the way of Crane Creek Park. Too fast along that land. Sound barrier better be taller than the two start homes.
- Preferred. Again, need safe access routes & attractive to homeowners and traveling public. Worried about speed measures.
- Traffic choke point on turn. Will cause accidents.
- Too close to middle school - traffic headache
- It might be okay - but I like 2 a lot better. Thank you.
- This seems the most ideal to keep the main through traffic out of the town where we have enough traffic issues as is.
- It wouldn't be awful. It has the best of both 1 & 2, and balances the worst too. I still hate it, though.
- needs to include paring areas for those visiting parks & river.
- Cemetary Road is right behind me house. This road is just recently put in and we got a new street (Idaho) to be able to safely make a left hand turn onto 44. (THANK YOU!) Having the bypass go on Cemetary Road will impact our property. My father purchased this house in 1977 and I took it over when he passed. This is the house I grew up in and it would be terrible to lose it for a plan that traffic will outgrow quickly.
- As quicky as possible - with all the "hoops" that need to be addressed and taken care of...
- Traffic sounds by my house have exponentially increased since putting in the light at Cemetary, and this alternative would do that again. Plus its not as effective in managing the traffic for the middle school, drop-off/pick-up twice daily
- If the southern portion of this alternative was moved north to Boise Avenue like Altnerative 4, I would be in favor to preserve the future Riverwalk area.
- By far the most feasable option
- Will these be north/south connections made to existing roads like Emmett or the West side of town?
- No
- Too short. Does not bypass busy areas.

- #3 is too short on the west end
- This alternate is much better than Alt #1 or #4 but, in my opinion, not close to the safer and easier traffic flow of Alt #2. For those reasons I may not move this alternate forward, unless you have to move two alternates forward, this would be second to Alt #2.
- Too close to existing neighborhoods. Four lanes of speeding traffic creates excessive noise and accidents.
- Only if no other option! This does not solve congestion long-term. As Middleton area grows to the West, congestion will return.
- I think the portion going back onto Main Street will cause traffic congestion.
- congestion possible at point where it meets Main Street and traffic has to turn left
- No
- Making big rig traffic nearly come to a stop in order to navigate from Hwy 44 + Cemetary discourages smooth traffic flows. Years from now growth will deem this option short-sided.
- This is my second choice
- Not enough improvement in traffic flow
- Same as two. Slow it down and have pedestrian options that are safe for the future park.
- I am not sure if all studies took in count of the affect of homes and residents. Noise, noise pollution, exhaust pollution, air quality
- This will divide the city in to north and south middleton. There are too few access points to cross
- This seems like a temporary short term fix? The impact on local houses will be huge and it seems like a waste of resources. Do it right the first time and save money in the long run, please!
- See #2
- This would just move the problem to another location that is still to close to the school
- Does not help traffic leaving the high school at Emmett Road or help the large amount of congestion at the cemetary intersection
- Alt. 3 isn't bad, but not as good as alt. 2. Alt. 3 gets too close to Middleton and would be impacted sooner than alt.2 with future growth.
- 2nd choice - While I like that 44 thru Star will be larger - it will have a larger financial impact in a bad way to homes and businesses
- To abrupt for me, makes second choice
- Don't like the sharp corner on West Main.
- No optimal due to increased traffic @ hartley roundabout in close proximity to MMS traffic

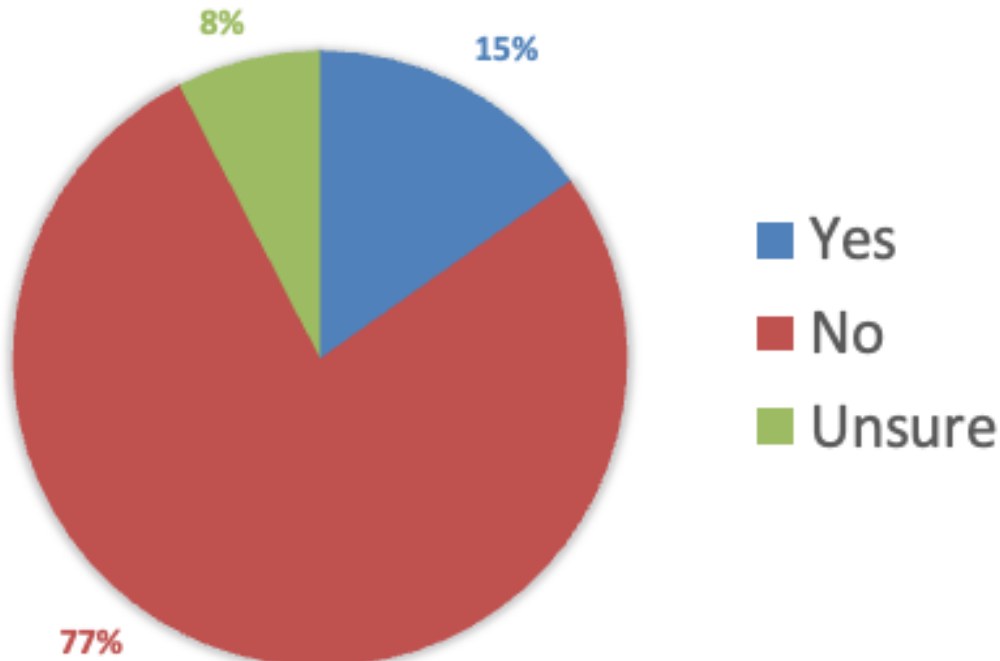
- Meh
- The tie in to SH-44 in the west is abrupt.
- This will require more time to build due to making a new roadway
- I wasn't thrilled at this design ~ I think it will still cause too much traffic thru Middleton that is only passing thru
- The primary intent of the project is to bypass the narrow downtown streets of Middleton. The road west of the intersection for Alt 3 is wide enough to expand to 5 lanes
- No
- Best option, moderate thoroughout, moderate impact on private property, preserves more ag parcels
- This seems like a short term solution. Alternative 2 seems better in the long run.

Do you believe that **Alternative 4** should advance to the next phase of the project for further analysis?

ALL RESPONDENTS



MIDDLETON RESPONDENTS ONLY



Do you have any thoughts, questions, or concerns about **Alternative 4**? Please share them here.

- Bypass please, not a band-aid for future traffic to quickly overwhelm this traffic pattern.
- Uses existing infrastructure less impact to middleton residents for access to other parts of town. Similar builds in Caldwell, Ontario, and other surrounding towns.
- Least intrusive - it works in Caldwell - why can't it work here? Quickest to build
- Also dead
- Couplets only work when the halves are close together and connected by cross streets liberally. The isolation of the fire station is the worst.
- Poor route for commuters & travelers passing by the town
- Too complicated, also most expensive
- No
- Seems awkward for shopping in Middleton
- Why do this over Alt 2 or 3? I do think we do a turn lane instead of a median until/if its deemed too dangerous. I would want this even if the speed limit was lower.
- Biggest concern is safety for the travel corridor outside of the town of Middleton (East and West) ends of the project. Turning on and off of Lansing Lane and other roads is very dangerous. Improvements for safety need to take place ASAP. Even if it is just adding a center lane in the interim. With the high speed of travel and no center lane the HWY 44 is too dangerous for the amount of cars entering the highway from side streets.
- The one-way streets are very far spaced compared to most one-way couplets. It could cause confusion and longer travel times. However, this could be a good option if there is too much opposition to the bypass options.
- Negligible benefits.
- It just isn't a logical plan and would be a waste of money.
- does not seem helpful and would add confusion to those visiting our community and unfamiliar with that pattern
- I hate Alternative 4. It is difficult to navigate cities who have adopted this type of alternative such as Meridian and Caldwell.
- I thought this was the best solution. One way streets are not a big deal.
- Having a background in design engineering and fluid flow, my first thought was, "If I would have turned this in as a flow chart on a college exam I would expect to have received an F for a grade. To me it makes no sense for traffic flow or safety. I would feel very sorry for the Middle schoolers trying to ride

their bikes to school early in the mornings in the winter darkness. In all the meetings and public open house informational settings that I have attended I have not found a single person able to explain any benefit of Alt # 4. Maybe if I knew who the author was they might shed some light to a possible benefit. Imagine someone from out of town, here for the first time, trying to navigate to an address somewhere in the middle of the "couplet" right after middle school is out for the day...

- Feels absurd.
- "Seems" like least impact...but this would be the most complex and would restrict local traffic flow.
- It preserves the ability to develop the River Walk and Crane Creek Plaza. It doesn't require as much land devoted to the bypass (5 lanes plus adjacent area & sound walls)
- Absolutely ridiculous!
- See previous comments
- The two one way streets was/is an interesting approach for a small town business/retail district
- I think the widening of 20-26 is bad for traffic
- It's horrible
- We need to take a long-term view of our growth potential and not select an alternative that makes that more difficult.
- Still too much traffic in front of middle school
- This option may have higher initial impacts; however, long term impacts to the businesses & character of Middleton need to be evaluated with moving most traffic away from established businesses. Consider the character of the community.
- avoids messing with the town's plans for Crane Creek. Easy access to one way streets. Improves town roads/sidewalks
- Too confusing. People already cannot navigate the right turn lane by the fire station & blow right through the intersection.
- I don't believe we need any further discussion on four. I don't believe it would expedite traffic and I like the historic things here in the center of town. Thank you.
- Yes, this alternative does not bypass the town. I am under the impression this would make it more difficult to move through town.
- If there was a way to make this plan safer & more efficient, I would prefer it. It would keep traffic near businesses while keeping access to them. Middleton's sense of community would be best preserved.
- Would compound or create new traffic issues through town.
- This alternative is not viable at all.
- I understand all the alternatives impact many places & people.

- This alternative's cost of construction, amount of properties included, and increase in emergency response times (as well as disruption to daily living during construction) cause one to say this alternative should absolutely not be included in moving forward.
- If the southern leg of Alternative 3 is moved to Boise Ave, #3 would be my favorite. As it stands now, Alternative 4 makes the most sense. Why can't they split the old PEL/NEPA Study so SH-44 can start getting widened and receive the funding Star is now? They split it for Star, why not Middleton?
- Seems the least efficient but also the least impactful?
- Very BAD!
- Affects too many homes
- Having a background in design engineering and fluid flow, my first thought was, "If I would have turned this in as a flow chart on a college exam I would expect to have received an F for a grade." To me it makes no sense for traffic flow or safety. I would feel very sorry for the Middle schoolers trying to ride their bikes to school early in the mornings in the winter darkness. In all the meetings and public open house informational settings that I have attended I have not found a single person able to explain any benefit of Alt #4. Maybe if I knew who the author was they might shed some light to a possible benefit. Imagine someone from out of town, here for the first time, trying to navigate to an address somewhere in the middle of the "couplet" right after middle school is out for the day...
- It does not divide our town in half. Reduces problems around the school. Encourages trucks to use 20/26. Limited land loss.
- No
- Cons: traffic flow would be choppy. Safety, keep traffic moving during future growth. Property impacts. Pro: Additional downtown commercial potential. May work now but how about 10 years from now?
- Again, this is a band-aid to the congestion/growth expected to occur in the next 5-10 years.
- Don't disrupt downtown
- Too invasive
- It will be the most disruptive but the slower speed and several access points will help keep our small town feel.
- Horrible plan for emergency services
- This option would not solve any problems with future growth.
- Just a silly option.
- Failure of traffic flow
- I think traffic in downtown Middleton would be awful
- Response time increase for emergency services is not acceptable

- Middleton is small enough that one-ways would work. There seems to be no room for growth so this would work. Ripping down old busted buildings would allow for real growth, but this should work for Middleton
- One-ways are too far apart. Tough to backtrack on SH-44 if going east.
- Oneway corridors make traffic flow easier, quicker
- No, increases dwell time in downtown corridors, increases emergency response

NEXT STEPS

The project team is finalizing PEL documentation.

ITD anticipates funding to begin the NEPA and preliminary design project in Fall 2025.

Project updates, email sign-up, and further details are available at <https://itdprojects.idaho.gov/pages/sh44pel> and the project team can be reached at info@idaho44corridor.com.