



Middleton City Council Meeting Minutes 08-21-2024

Middleton City Council Meeting Minutes Summary

Date: Wednesday, August 21, 2024

Time: 5:30 p.m.

Location: City Hall Council Chambers - 1103 W Main Street

Mayor Hutchison was absent from the meeting.

Council Members Present: President Kiser, Councilmen Christiansen, O'Meara, and Murray.

Staff Present: City Attorney – Mr. Hilty, Administrator/Clerk – Ms. Hobbs, Public Works Director – Mr. VanGilder, Treasurer – Ms. Miles and Deputy Clerk – Ms. Reynolds.

Call to Order, Roll Call, Pledge of Allegiance and Invocation:

The meeting was called to order at 5:30 p.m. by Council President Kiser. Roll call was taken, and a quorum was present. The Pledge of Allegiance was recited, and the invocation was given by Jeremiah Campos of Calvary Chapel Middleton.

Action Item:

A. Approve Agenda

President Kiser moved to approve the agenda as posted on August 16, 2024, at 5:00 p.m. Councilmember O'Meara seconded the motion. The motion passed unanimously.

Public Comment on Non-Public Hearing Items of City Business (3 min each):

Janet Gibson spoke regarding moving Agenda Item #17 up on the agenda so students could participate in the discussion.

Don Reynolds spoke about the importance of responsibility in communication of the city and community, especially on social media.

Tyson Sparrow spoke about the length of Planning & Zoning Commissioner terms per state statute and requested clarification from Council. He also spoke about divisive social media comments directed at Council.

Information Items:

1. Marcee Clark- Children Youth Entrepreneurs Program

Marcee Clark provided information about the Children Youth Entrepreneurs (CYE) program. Three CYE participants (Carter, Jacy, and Amelia) spoke about their experiences.

Action Items:

- 1. Consent Agenda (items of routine administrative business)**
 - a. Consider approving minutes for City Council August 7, 2024, Regular meeting.**
 - b. Consider ratifying payroll for August 9, 2024, in the amount of \$121,261.85.**
 - c. Consider approving accounts payable through August 9, 2024, in the amount of \$631,352.22**

President Kieser moved to approve the consent agenda with a typographical correction to the August 7, 2024, minutes as noted by Councilmember O'Meara. Councilmember Christiansen seconded the motion. The motion passed unanimously.

- 17. Regarding: PEL Study, Level 2 Recommendation:**
Staff to present Level 2 PEL Study and request direction on contents for official comment letter regarding which Hwy 44 alternate route is preferred and comments regarding potential changes to the Evaluation Matrix. - Mr. Van Gilder

Mr. Van Gilder explained the PEL Study process and alternative routes ITD is working on as part of the PEL process. (Exhibit 1).

After some discussion, Councilman O'Meara indicated he would construct a cover letter to staff's technical comments indicating a preference for further evaluation of Highway 44 bypass Alternatives #1 and #4, a preference to #4 and opposition to Alternatives #2 and #3. The letter may be reviewed at a future meeting.

President Kiser motioned that Councilman O'Meara draft a cover letter for Council to reply to ITD PELS study. Councilmember Christiansen seconded the motion. The motion passed unanimously.

President Kiser called for a brief break at 6:54 p.m. The meeting resumed at 7:05 p.m.

- 2. Consider authorizing the Mayor to Approve Special Community Event Application for FL4T Poker Run at Middleton Place Park on September 1, 2024. - Ms. Hobbs**

Ms. Hobbs presented the application.

President Kiser moved to authorize the Mayor to approve the special community event application for the FL4T Poker Run at Middleton Place Park on September 1, 2024. Councilmember O'Meara seconded the motion. The motion passed unanimously.

3. Consider authorizing the Mayor to Approve Special Community Event Application for The Extreme Tour at Piccadilly Park on September 1, 2024. - Ms. Hobbs

Ms. Hobbs presented the application. This is the event that does music at the park. The music will not be amplified past 9:00 p.m. The event will end at 10:00 p.m.

President Kiser moved to authorize the Mayor to approve the special community event application for The Extreme Tour at Piccadilly Park on September 1, 2024. Councilmember Christiansen seconded the motion. The motion passed unanimously.

4. Consider approving City Alcohol License to Casa Mexico – Ms. Hobbs

Ms. Hobbs presented the application.

President Kiser moved to approve the alcohol license for Casa Mexico. Councilmember O’Meara seconded the motion. The motion passed unanimously.

5. Regarding: Planning and Zoning appointment for upcoming term expiration. Consider approving Mayor’s Appointment of John Turner as Planning and Zoning Commissioner upon Commissioner Ms. Summer’s term expiration, effective 9/13/2024 – Ms. Hobbs

Council President Kiser tabled the item to the next regular meeting.

6. Regarding: New A/C Unit for Police Department Building Consider ratifying the RM Mechanical service request authorization of \$13,451.00 made by on 8/9/2024 to replace the RTU (Rooftop Unit) due to system failure and extreme heat. – Ms. Hobbs

Ms. Hobbs presented the request. This was necessary to do prior to Council approval because the air conditioning unit went out during the heat wave. The police building was over 90 degrees. Discussion ensued regarding the old unit vs the new unit, insurance and warranty.

President Kiser moved to ratify the mechanical service request authorization in an amount not to exceed \$13,451 made on August 9, 2024, to replace the police station rooftop cooling unit that failed. Councilmember O’Meara seconded the motion. The motion passed unanimously.

7. Public Hearing: Consider approving the proposed updated fee schedule for FY25. - Ms. Hobbs

President Kiser opened the public hearing at 7:13 p.m.

Ms. Hobbs presented the proposed fee schedule which was published for public hearing on August 11th and 18th, 2024

President Kiser opened public comment at 7:14 p.m.

No public comments were made.

President Kiser closed public comment at 7:15 p.m.

President Kiser closed the public hearing at 7:15 p.m.

8. Resolution: Consider approving Resolution 508-24 in regard to updating proposed fee schedule. – Ms. Hobbs

President Kiser moved to adopt Resolution 508-24: Proposed Fee Schedule for FY2025. He read the Resolution by Title Only. Councilmember Murray seconded the motion. The motion passed unanimously by Roll Call Vote.

9. Public Hearing: Consider approving the proposed budget for Fiscal Year 2025 (from October 1, 2024, to September 30, 2025) Pursuant to Idaho Code 50-1002 to consider adopting an annual appropriations ordinance. – Ms. Miles

President Kiser opened the public hearing at 7:17 p.m.

Ms. Miles presented the proposed budget for FY2025. The budget had been discussed at length during prior budget workshops. The proposed budget was published for public hearing on August 11th and 18th, 2024

President Kiser opened public comment at 7:19 p.m.

No public comments were made.

President Kiser closed public comment at 7:19 p.m.

President Kiser closed the public hearing at 7:19 p.m.

10. Consider adopting Ordinance 699: AN ORDINANCE OF THE CITY OF MIDDLETON, CANYON, COUNTY, IDAHO, ENTITLED THE “ANNUAL APPROPRIATION ORDINANCE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2024, APPROPRIATING \$28,042,820 DEEMED NECESSARY TO DEFRAID ALL EXPENSES AND LIABILITIES OF THE CITY OF MIDDLETON, IDAHO FOR FISCAL YEAR 2025, AND SPECIFYING THE OBJECTS AND PURPOSES FOR WHICH SAID APPROPRIATIONS ARE MADE; PROVIDING FOR A WAIVER OF THE READING RULES; AND PROVIDING AN EFFECTIVE DATE. – Ms. Miles

President Kiser moved read the Ordinance by Title Only. Councilmember O’Meara seconded the motion. The motion passed unanimously by Roll Call Vote.

President Kiser read Ordinance 699 by Title Only.

President Kiser moved to waive the three-reading rule and adopt Ordinance 699. Councilmember Christiansen seconded the motion. The motion passed unanimously by Roll Call Vote.

11. Consider approving a proposed FY2024 budget amendment. To be published according to law prior to the City Council's September 4, 2024, public hearing to consider adopting an amended annual appropriations ordinance. – Ms. Miles

Ms. Miles explained the reason for the FY2024 budget amendment.

President Kiser moved to approve the proposed FY2024 budget amendment to be published prior to the September 4, 2024, public hearing. Councilmember Christiansen seconded the motion. The motion passed unanimously.

**12. Regarding: Countertops for repair at the Trolley Station- revisited
Consider approving the bid from 208 Marble & Granite not to exceed \$6443.21 to replace the countertop. Previously shown to be damaged by a renter of the Trolley station during an event on 5/25/24, upon recent inspection this damage has diminished.
- Ms. Hobbs**

Ms. Hobbs explained staff did not want to replace the counter tops when there is no visible damage without the Council's approval. The deposit from the renter has been retained, but no further action or money is needed from the renter. Staff is seeking direction from Council.

No action was taken, and staff was directed to revisit the Trolley Station Rental Fees.

**13. Regarding: The Pines Sanitary Sewer Lift Station:
Consider authorizing the Mayor to execute a contract with Integrity Pump Solutions, Inc for the procurement of two (2) replacement pumps and associated accessories for the Pines Sanitary Sewer Lift Station in the amount not to exceed \$22,484.00 and consider authorizing the Mayor to execute a contract with AME Electric for the procurement and installation and associated accessories for the for The Pines Sanitary Sewer Lift Station in the amount not to exceed \$9,900.00. – Mr. Van Gilder**

Mr. Van Gilder explained the need to replace the pumps. They have never been operating efficiently. There is money in the budget for this item.

President Kiser moved to authorize the Mayor to execute a contract with Integrity Pump Solutions, Inc for the procurement of two (2) replacement pumps and associated accessories for the Pines Sanitary Sewer Lift Station in the amount not to exceed \$22,484.00 and to authorize the Mayor to execute a contract with AME Electric for the procurement and installation and associated accessories for the for The Pines Sanitary Sewer Lift Station in the amount not to

exceed \$9,900.00. Councilmember O'Meara seconded the motion. The motion passed unanimously.

14. Regarding: 9th St. Project

Consider ratifying the Idaho Power service request authorization made by Public Works Director on 8/9/2024 to relocate two power poles as necessary for the construction of 9th St. project. – Mr. Van Gilder

Mr. Van Gilder explained the item.

President Kiser moved to ratify the August 9, 2024, Idaho Power service request authorization for \$25,497 to relocate two power poles for the 9th Street project construction. Councilmember O'Meara seconded the motion. The motion passed unanimously.

15. Regarding: Zenner Water Meters

Consider authorizing the Mayor to purchase water meters and meter accessories from Zenner in the amount not to exceed \$35,298.55. – Mr. Van Gilder

Mr. Van Gilder explained the item. The city only has about 893 old meters that need replaced. This goes towards those replacements and new builds.

President Kiser moved to authorize the Mayor to purchase 150 water meters and accessories from Zenner for an amount not to exceed \$35,298.55. Councilmember O'Meara seconded the motion. The motion passed unanimously.

16. Regarding: Pedestrian Crossing Design.

Consider authorizing the Mayor to execute a task order with Precision Engineering in the about of \$84,020.00 for the design of the pedestrian crosswalk and associated improvements along Cemetery Road in the vicinity of the Middleton Cemetery. – Mr. Van Gilder

Mr. Van Gilder explained the task order to Council to design a pedestrian crosswalk and improvements along Cemetery Road along the Middleton Cemetery. He asked the Traffic Engineer, Joel Grounds to address the Council with preliminary design of an RRFB – Overhead feature, similar to one used in Boise off Rose Hill. When asked if there were other options, Mr. Grounds stated that there possibly could be other options, he was just looking at this at the request of Public Works.

Discussion ensued. Councilmember Murray mentioned that he has been talking with another engineer, Jay Walker who is willing to do it for free. The Cemetery doesn't want curbing. President Kiser said \$84,000 is hard to swallow, and Council agreed they want to look at other options.

President Kiser moved to not authorize the expenditure of \$84,020 with Precision Engineering for design of a pedestrian crosswalk on Cemetery Road near the cemetery. Councilmember Murray seconded the motion. The motion passed unanimously.

Public Comments on Non-Public Hearing items of City Business (3 min each)

Tyson Sparrow spoke against spending further resources on the cemetery pedestrian crossing project and suggested focusing instead on areas with higher traffic volumes and projects that save lives instead of fulfilling campaign promises.

Mayor, Staff and Council Comments

Councilmember O'Meara asked about providing some indication of the right-turn lane at S Middleton Road and Highway 44, perhaps painting lines, installing bumps and trimming the tree back that is blocking the signage.

Staff will communicate this request to ITD.

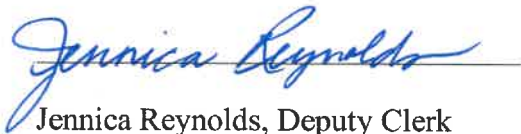
Ms. Hobbs stated that if the City intends to use Jay Walker as the engineer of the cemetery pedestrian crossing project he will need to be added to the list of approved engineers.

Adjourn:

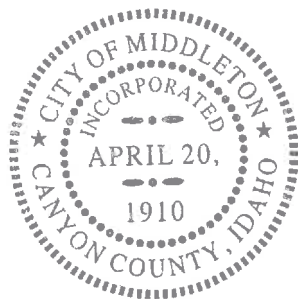
President Kiser adjourned the meeting at 8:02 p.m.



Jackie Hutchison, Mayor



Jennica Reynolds, Deputy Clerk
Minutes Approved: September 4, 2024



JVG 8/21 COUNCIL PELS Presentation

UPDATE on the PELS Process

Purpose and Need

Matrix Development

Alternatives Development and Screening

Matrix Review of Alternatives – Seeking Public Comments Sept

Council and City input is welcome to comment in this process. The PELS process did not envision seeking out Council input directly.

Future Steps:

Report out on Recommended Alternatives to Carry Forward into NEPA Process

FHWA will review PELS report, recommend alternatives to review, and level of study

One to two years. (EA vs EIS)

Once Environmental is complete, ITD can begin a ROW phase. **Dependent on ITD allocating funds.**

ROW likely >1 year

Once ROW is complete, Construction can commence. **Dependent on ITD allocating funds.**

UPDATE on ITD Funding:

Currently delaying some significant projects due to funding challenges.

I-84/ SH44 interchange (to 30-31)

20/26 – Middleton to Starr (to 28-30)

SH16 and SH44 interchange (to 25-27)

SH44 from Star to SH-16 (to 29)

Requesting a new TECM authorization from the legislature

Returning to where we are today. Screening Alternative Concepts against a matrix.

We have 4 alternatives and a “No- Build” alternative.

No Build

Alt 1 – Existing Alignment.

Shows a signal at Hawthorne.

Includes a multi-modal pathway and 5 lanes through Middleton

35 mph speed limit.

Maybe a grade separated pedestrian crossing at Middle School

FOCUS ON MIDDLETON AREA TO DISCUSS OTHER ALTERNATES. DEVIATION FROM EXIST ALIGNMENT.

Alt 2 - Closest to the “Historical Bypass” alignment

Considerable Discussion about the Middleton Road Area. Discussed moving light to exist Middleton.

Most impactful to URD area, Effluent Land Application and Commercial Areas around River Walk Crossings

40MPH speed limit

Alt 2 - Truncated Bypass alignment

Similar on East end

Reconnection at Cemetery

Alt 4 – Couplet

Eastbound along Cemetery to Boise Street Alignment

Westbound on Current SH-44 Alignment

Improves some local streets for connectivity

Staff Notes: Best interface with River Walk Crossing

Best for improving Middle School

DISCUSSION of the MEMO to Council in the Packet

Compiled Staff comments on the information presented at the Technical Team workshop presented on 8/7/24.

The workshop largely covered how the consultant team evaluated the alternatives as shown on a matrix. And the comments corresponded with that evaluative matrix.

In an effort to avoid reading 7 pages of technical comments into the record, I will highlight a couple of items.

First, the CORRIDOR CONGESTION metrics show all of the alternatives perform nearly the same with the summary value provided on the sheet.

The MIDDLE SCHOOL CONGESTION. While the through traffic adjacent to the Middle School decreases if you build roads that are not next to the Middle School, the COUPLET alternative looked to be the best at actually fixing the Middle School problem.

PROPERTY IMPACTS. This has very limited information to work from.

An assumption that seems confirmed with discussions at the workshop is that the City's need for effluent land application agricultural areas was not very well understood by the team. There is email with a discussion of what this land was envisioned for and why it is important to the City's WWTP planning attached to the memorandum.

It is likely that the initial estimates under value the property impacts associated with the alternatives affecting the City agricultural lands.

CONCEPTUAL COST ESTIMATES. Once the land values are adjusted, it is likely that only Alternative 1 would compare favorably with the other alternatives.

ALSO OF NOTE: There was discussion about costs that might be necessary to upgrade SH-44 prior to conveying that back to the City. Those are NOT included in any of these estimates. The negotiation for long term maintenance and ownership of existing SH-44 is completely outside of the PELS study.

Results:

The initial findings show only alternate 2 and 3 as being recommended to move forward. In the workshop it was decided that Alt 4 should be changed to a "Carried Forward" status. Staff's memo suggested that all of the results be re-evaluated based on the extensive comments provided in this review.

Potential Council Actions: (????)

Do nothing. Opportunity to act as individuals in the open house forum.

As a group:

Supply additional information not yet being considered in the process.

Issue a letter concurring with the comments identified by staff.

Issue a letter with a specific comment.

Defer to a later date to take action. 9/18 would be after the open houses on 9/10 and 9/11.

A letter could come from PEL's Executive Committee Member O'Meara, Chairman Kiser, or Mayor Hutchison.



SH-44, I-84 TO STAR ROAD

PEL STUDY LEVEL 2 EVALUATION MATRIX

July 2024

The Level 2 evaluation is intended to establish a means for estimating and comparing how well alternatives perform in meeting the project Purpose and Need and goals in a cost-effective and least environmentally harmful manner. The Level 2 evaluation criteria evolved from the Level 1 criteria and provide additional criteria based on the project goals.

Level 2 Alternatives

The Level 2 evaluation is a more detailed evaluation of the concepts that passed the first level of screening, i.e. more details of the concepts were added, as appropriate, to understand the projected travel demand, operations, multimodal circulation, and physical footprint. The alternatives evaluated in the Level 2 screening are:

- ✦ No Action Alternative
- ✦ Alternative 1: SH-44 Widening and Improvements on Existing Alignment
- ✦ Alternative 2: SH-44 South Alternate Route around Middleton at Ballard Lane
- ✦ Alternative 3: SH-44 South Alternate Route around Middleton at Cemetery Road
- ✦ Alternative 4: SH-44 One-Way Couplet through Middleton to South

For each of the alternatives, the following design options evaluated differences between cross-section elements, including speed, width, and access control:

- ✦ Option A: 5-Lane Section with Median (55 MPH)
- ✦ Option B: 5-Lane Section with Two-Way Left Turn Lane (TWLTL) (45 MPH)

These design options will be evaluated for the west segment (from I-84 to the alternative's speed change at Middleton or alternate route diverge from the existing alignment, which varies by alternative) and the east segment (between Middleton and Star urban areas) for the evaluation criteria that show differences.




Level 2 Evaluation

For the Level 2 comparative evaluation, the criteria focus on elements responding to the project Purpose and Need and goals. Unless noted, all criteria/performance measures are measured for the future horizon year of 2050. Consistent with the conceptual level of design and PEL guidelines, the evaluation is based on the availability of data at this stage of development and analyses.

The screening matrix in Table 1 summarizes the evaluation results for each alternative. The supporting documents that present the detailed traffic analysis, concept design, background data, and assumptions will be included in the final documentation of the PEL process.

The symbols shown with each performance measure in the screening matrix provide a visual indication of the comparative performance of each alternative and are not intended to indicate a decision about an alternative's reasonableness.

The colors are a general indication of the following:

-  Good – Comparatively positive, moderate or major benefits and/or minor impacts
-  Fair or Neutral – Comparatively neutral, minor benefits and/or impacts
-  Poor – Comparatively negative and/or moderate or major impacts

The evaluation matrix summarizes the results of the Level 2 screening for each alternative as follows:

- ✦ **RECOMMENDED** – Alternative is reasonable and feasible and recommended for consideration as the Preferred Alternative during NEPA process and project development
- ✦ **CARRIED FORWARD** – Alternative is reasonable and feasible and may be considered for further evaluation during NEPA process and project development
- ✦ **NOT RECOMMENDED** – Alternative is not recommended for further evaluation during NEPA process and project development due to comparatively negligible benefits and higher impacts than other alternatives
- ✦ **ELIMINATED** – Alternative does not meet the Purpose and Need established with this study or the option is unreasonable due to impacts and/or infeasibility

A quick summary of the color ratings for each performance measure in the screening matrix and the result for each alternative is provided in Table 2.

Table 1. Level 2 Evaluation Matrix

CATEGORY	CRITERIA/MEASURE	NO ACTION	ALT 1 – SH-44 WIDENING AND IMPROVEMENTS ON EXISTING ALIGNMENT	ALT 2 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT BALLARD LN	ALT 3 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT CEMETARY RD	ALT 4 – SH-44 ONE-WAY COUPLET THROUGH MIDDLETON TO SOUTH
Traffic Operations	Corridor congestion - Planning Time Index (PTI) between I-84 and Star Rd (AM/PM) <i>PTI represents how much total time a driver should allow to ensure on-time travel. For example, PTI of 1.6 means for a trip that takes 15 minutes in light traffic a driver would need to allow 60% more time for a total of 24 minutes (15 x 1.6) to make sure they will arrive on time. A lower PTI represents lower congestion and better travel time reliability for the corridor.</i>	EB PTI: > 2.0 / >2.0 WB PTI: 2.3 / 4.3 PTI is over 2.0 for the AM and PM peak hours, so a driver would need to allow more than 3 times as much time to drive the corridor	EB PTI: 1.3 / 1.4 WB PTI: 1.2 / 1.3 Reduced PTI from No Action conditions, but higher PTI than other alternatives in the eastbound direction in the AM and PM peak hours with similar PTI in the westbound direction	EB PTI: 1.2 / 1.3 WB PTI: 1.2 / 1.3 Reduced PTI from No Action conditions, and lowest PTI than other alternatives in the eastbound direction in the AM and PM peak hours with similar PTI in the westbound direction	EB PTI: 1.2 / 1.3 WB PTI: 1.2 / 1.3 Reduced PTI from No Action conditions, and lowest PTI than other alternatives in the eastbound direction in the AM and PM peak hours with similar PTI in the westbound direction	EB PTI: 1.5 / 1.4 WB PTI: 1.1 / 1.1 Reduced PTI from No Action conditions with highest PTI than other alternatives in the eastbound direction in the AM peak hour and the lowest PTI in the westbound direction
	Intersection congestion - Intersection level of service (LOS) during morning and evening commute peak hours (AM/PM) <i>LOS is a qualitative measure used to relate the quality of vehicular service at an intersection with calculation of delay, using letters A through F with A being the best and F being the worst.</i>	Old Highway 30: LOS F/F Cemetery Road: LOS F/F Middleton Road: LOS D/F Star Road: LOS F/F Corridor operates with unacceptable intersection operations with LOS F at major intersections with high delays and long queues	Old Highway 30: LOS D/C Cemetery Road: LOS C/B Middleton Road: LOS D/D Star Road: LOS C/D Improved operations at major intersections with LOS D or better	Old Highway 30: LOS D/D SH-44 (new) & Cemetery Road: LOS C/C Middleton Road: LOS D/D Star Road: LOS C/D Improved operations at major intersections with LOS D or better	Old Highway 30: LOS D/D SH-44 (new) & Cemetery Road: unsignalized (N/A) Middleton Road: LOS D/D Star Road: LOS C/D Improved operations at major intersections with LOS D or better	Old Highway 30: LOS D/C WB & Cemetery Road: unsignalized (N/A) EB & Cemetery Road: LOS B/C WB & Middleton Road: LOS C/C EB & Middleton Road: LOS C/B Star Road: LOS C/D Best operations at major intersections compared to other alternatives, due to one-way roadways
	Congestion adjacent to Middleton Middle School – two-way traffic volumes on Main Street adjacent to schools during school peak time afternoon pick up	Main Street (SH-44) = approx. 1,200 veh/hr Congestion adjacent to school continues with high traffic volumes	Main Street (SH-44) = approx. 2,400 veh/hr Congestion adjacent to school is substantially worse than other alternatives with higher demand of 4 lanes	Main Street = approx. 700 veh/hr Congestion adjacent to school is substantially better than No Action conditions with traffic on Main Street reduced with the SH-44 alternate route	Main Street = approx. 650 veh/hr Congestion adjacent to school is substantially better than No Action conditions with traffic on Main Street reduced with the SH-44 alternate route	Main Street (WB SH-44) = approx. 750 veh/hr Congestion adjacent to school is substantially better than No Action conditions with traffic on Main Street reduced with only WB SH-44 in front of school
	Daily volume-to-capacity (v/c) ratio <i>Daily v/c ratio higher than 1.0 indicates the roadway is congested during peak hours of the day</i>	West of Old Highway 30 = 3.6 Hartley Ln to Cemetery Rd = 1.0 Old Middleton Rd to Middleton Rd = 0.8 Highbrook Wy to Star Rd = 2.0 With v/c ratios over 2.0, corridor experiences severe congestion	West of Old Highway 30 = 1.1 Hartley Ln to Cemetery Rd = 0.7 Old Middleton Rd to Middleton Rd = 0.6 Highbrook Wy to Star Rd = 1.1 Reduced congestion from No Action conditions	West of Old Highway 30 = 1.1 Hartley Ln to Cemetery Rd = 0.3 Old Middleton Rd to Middleton Rd = 0.3 Highbrook Wy to Star Rd = 1.1 Reduced congestion from No Action conditions and least congested of other alternatives in central corridor segments	West of Old Highway 30 = 1.1 Hartley Ln to Cemetery Rd = 0.4 Old Middleton Rd to Middleton Rd = 0.4 Highbrook Wy to Star Rd = 1.1 Reduced congestion from No Action conditions	Old Highway 30 = 1.1 Hartley Ln to Cemetery Rd = 0.6 Hartley Ln to Cemetery Rd = 1.0 (WB) / 1.0 (EB) Old Middleton Rd to Middleton Rd = 1.0 (WB) / 0.9 (EB) Highbrook Wy to Star Rd = 1.1 Reduced congestion from No Action conditions

SH-44, I-84 TO STAR ROAD

CATEGORY	CRITERIA/MEASURE	NO ACTION	ALT 1 – SH-44 WIDENING AND IMPROVEMENTS ON EXISTING ALIGNMENT	ALT 2 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT BALLARD LN	ALT 3 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT CEMETARY RD	ALT 4 – SH-44 ONE-WAY COUplet THROUGH MIDDLETON TO SOUTH
Safety	Vehicular safety - Potential crash reduction for identified predominant crash patterns	No change to roadway and intersection infrastructure with increases in conflicts with future volume growth	New traffic signals decrease occurrence of angled crashes, but increase occurrence of rear-end crashes <u>Option A: 55MPH</u> Median reduces conflicts at driveways and head-on crashes <u>Option B: 45MPH</u> Two-way left turn lane reduces rear-end and sideswipe crashes at driveways <u>Ballard/Cemetery to Marjorie</u> Intersection/driveway spacing through downtown increases conflicts with higher volumes and more lanes	New traffic signals decrease occurrence of angled crashes, but increase occurrence of rear-end crashes <u>Option A: 55MPH</u> Median reduces conflicts at driveways and head-on crashes <u>Option B: 45MPH</u> Two-way left turn lane reduces rear-end and sideswipe crashes at driveways <u>Ballard to Marjorie</u> Increased intersection spacing reduces conflicts	New traffic signals decrease occurrence of angled crashes, but increase occurrence of rear-end crashes <u>Option A: 55MPH</u> Median reduces conflicts at driveways and head-on crashes <u>Option B: 45MPH</u> Two-way left turn lane reduces rear-end and sideswipe crashes at driveways <u>Cemetery to Marjorie</u> Increased intersection spacing reduces conflicts	New traffic signals decrease occurrence of angled crashes, but increase occurrence of rear-end crashes <u>Option A: 55MPH</u> Median reduces conflicts at driveways and head-on crashes <u>Option B: 45MPH</u> Two-way left turn lane reduces rear-end and sideswipe crashes at driveways <u>One-Way Couplet</u> Couplet through downtown reduces conflicts on SH-44 sections but increases conflicts with volumes on residential streets as connections
	Pedestrian and bicyclist comfort and safety – Connectivity, adjacent traffic volumes, and Level of Traffic Stress (LTS) for bicyclists and pedestrians <i>LTS is reported on a scale of 1-4, with 1 being the best score and 4 being the worst score</i>	Close proximity to high traffic volumes Large distances along SH-44 where there is only a shoulder with no sidewalk available Bikes: LTS 3.5 Peds: LTS 3.6	Close proximity to high traffic volumes Improvements made through downtown Middleton but remain adjacent to high traffic volumes (20k+) Bikes: LTS 1.1 Peds: LTS 2.3	New connection and reduction of traffic volumes in Middleton New multi-use path connection and greatly reduce traffic volumes in downtown Middleton Bikes: LTS 1.2 Peds: LTS 2.5	New connection and improvements through Middleton Improvements made in both downtown Middleton and a new multi-use path connection, but adds traffic volumes on residential streets that will decrease comfort for bicyclists and pedestrians Bikes: LTS 1.1 Peds: LTS 2.4	
Multimodal Connectivity	Support/incorporate new pedestrian and bicyclist options	New crossings as new development warrants new traffic signals Total crossing opportunities across SH-44: 4	Requires bicyclists and pedestrians to navigate crossings with added travel lanes and does not provide connections to River Walk Development Total crossing opportunities across SH-44: 16 (1 grade separated crossing option near Middleton Middle School)	Consistently spaced crossings on SH-44 west of Middleton and provides connections to facilities within River Walk Development Total crossing opportunities across SH-44: 15 (2 grade separated crossings with River Walk connections)	Consistently spaced crossings on SH-44 west of Middleton and provides connections to facilities within River Walk Development Total crossing opportunities across SH-44: 16 (2 grade separated crossings with River Walk connections)	Smaller crossings in the area through Middleton but does not provide connections to River Walk Development Total crossing opportunities across SH-44: 15 (1 grade separated crossing option near Middleton Middle School)

SH-44, I-84 TO STAR ROAD

CATEGORY	CRITERIA/MEASURE	NO ACTION	ALT 1 – SH-44 WIDENING AND IMPROVEMENTS ON EXISTING ALIGNMENT	ALT 2 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT BALLARD LN	ALT 3 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT CEMETARY RD	ALT 4 – SH-44 ONE-WAY COUPLET THROUGH MIDDLETON TO SOUTH
Community	Property impacts – Acres, number, and types of properties with potential partial and full acquisition	No property impacts	Agricultural: • Partial = 8 parcels Business/Other: • Partial = 20 parcels • Full = 18 parcels Residential: • Partial = 175 parcels • Full = 76 parcels Total: • Partial = 203 parcels • Full = 94 parcels	Agricultural: • Partial = 6 parcels Business/Other: • Partial = 6 parcels • Full = 4 parcels Residential: • Partial = 154 parcels • Full = 76 parcels Total: • Partial = 166 parcels • Full = 80 parcels	Agricultural: • Partial = 8 parcels Business/Other: • Partial = 7 parcels • Full = 9 parcels Residential: • Partial = 160 parcels • Full = 81 parcels Total: • Partial = 175 parcels • Full = 90 parcels	Agricultural: • Partial = 9 parcels Business/Other: • Partial = 15 parcels • Full = 13 parcels Residential: • Partial = 225 parcels • Full = 89 parcels Total: • Partial = 249 parcels • Full = 102 parcels
	Potential property access modifications	No property access changes	<u>Option A: 55MPH</u> Median limits access at driveways to right-in/right-out <u>Option B: 45MPH</u> No property access changes expected <u>Ballard/Cemetery to Marjorie</u> No property access changes expected, intersection/driveway spacing through downtown Middleton remains	<u>Option A: 55MPH</u> Median limits access at driveways to right-in/right-out <u>Option B: 45MPH</u> No property access changes expected <u>Ballard to Marjorie</u> Limited access to new SH-44 alignment may impact property access	<u>Option A: 55MPH</u> Median limits access at driveways to right-in/right-out <u>Option B: 45MPH</u> No property access changes expected <u>Cemetery to Marjorie</u> Limited access to new SH-44 alignment may impact property access	<u>Option A: 55MPH</u> Median limits access at driveways to right-in/right-out <u>Option B: 45MPH</u> No property access changes expected <u>Cemetery to Marjorie</u> Limited access to new EB SH-44 corridor may impact property access, but intersection/driveway spacing along WB SH-44 through downtown Middleton remains
	Consistency with documented local and regional planning efforts	Inconsistent with previous corridor planning recommendations, other local planning efforts, and the Middleton Comprehensive Plan	Consistent with Middleton Comprehensive Plan and other local planning efforts	Consistent with previous corridor planning recommendations and other local planning efforts, although inconsistent with Middleton Comprehensive Plan	Consistent with previous corridor planning recommendations and other local planning efforts, although inconsistent with Middleton Comprehensive Plan	Inconsistent with previous corridor planning recommendations, other local planning efforts, and the Middleton Comprehensive Plan
	Consistency with adjacent setting	Traffic volumes and congestion through Middleton and Star inconsistent with business and multimodal setting Frequent driveway/intersection movements creating congestion inconsistent with rural highway setting	Traffic volumes through Middleton inconsistent with business and multimodal setting, although congestion reduced Turn lanes and/or access control consistent with rural highway setting	Traffic volumes greatly reduced and congestion eliminated through downtown Middleton and congestion reduced through Star consistent with business and multimodal setting New roadway design, access, and multimodal facilities consistent with new River Walk development setting Turn lanes and/or access control consistent with rural highway setting	Traffic volumes greatly reduced and congestion eliminated through downtown Middleton and congestion reduced through Star consistent with business and multimodal setting New roadway design, access, and multimodal facilities consistent with new River Walk development setting Turn lanes and/or access control consistent with rural highway setting	One-way traffic circulation creates out-of-direction patterns and traffic volumes through downtown Middleton inconsistent with business and residential settings, although congestion reduced through Star Turn lanes and/or access control consistent with rural highway setting

SH-44, I-84 TO STAR ROAD

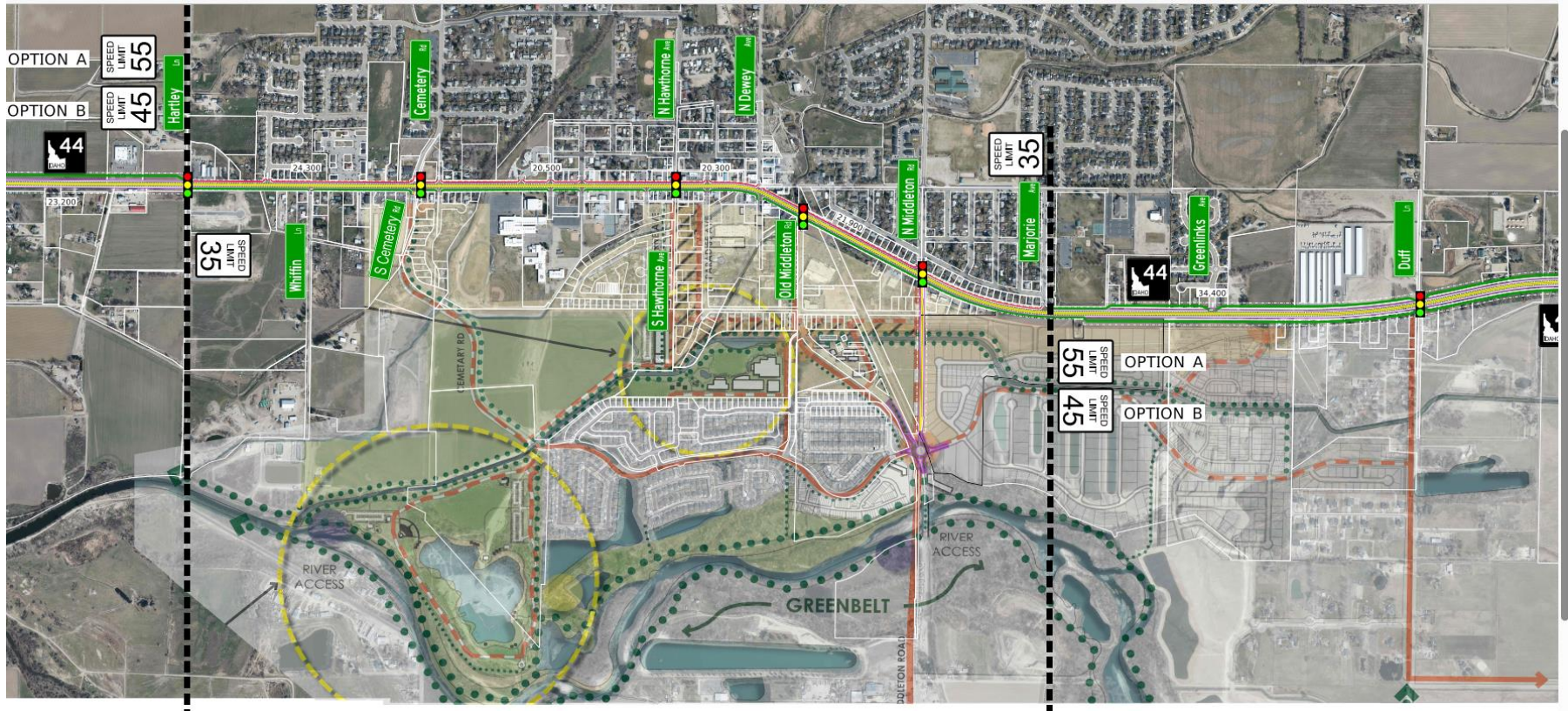
CATEGORY	CRITERIA/MEASURE	NO ACTION	ALT 1 – SH-44 WIDENING AND IMPROVEMENTS ON EXISTING ALIGNMENT	ALT 2 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT BALLARD LN	ALT 3 – SH-44 SOUTH ALTERNATE ROUTE AROUND MIDDLETON AT CEMETARY RD	ALT 4 – SH-44 ONE-WAY COUPLET THROUGH MIDDLETON TO SOUTH
Environmental Resources	Potential impacts on resources within the built environment <i>LWCF Site = Outdoor recreation area unfunded with Land and Water Conservation funds</i>	No impacts ↑	• 29 known eligible or unevaluated cultural resource sites ✓ • 1 Section 6(f) LWCF Sites	• 29 known eligible or unevaluated cultural resource sites -	• 27 known eligible or unevaluated cultural resource sites -	• 37 known eligible or unevaluated cultural resource sites ✓
	Potential impacts on resources within the natural environment	No impacts ↑	• Approx. 11,500 LF of irrigation canal • Approx. 350 LF of natural streams • Less than 1 acre of freshwater emergent wetlands - • 3 recreation sites/parks	• Approx. 13,000 LF of irrigation canal • Approx. 350 LF of natural streams • Approx. 2 acres of freshwater emergent wetlands - • 2 recreation site/park	• Approx. 13,000 LF of irrigation canals • Approx. 350 LF of natural streams • Less than 1 acre of freshwater emergent wetlands - • 2 recreation sites/parks	• Approx. 12,500 LF of irrigation canals • Approx. 150 LF of natural streams • Less than 1 acre of freshwater emergent wetlands ✓ • 5 recreation sites/parks
Implementation	Conceptual construction costs	None (no construction) ↑	LOW Construction = \$190M - \$235M ROW = \$68M - \$84M Total = \$258 - \$319 Limited irrigation crossings and shortest roadway length, but highest number of new signals ↑	LOW Construction = \$195M - \$240M ROW = \$64 - \$78M Total = \$259M - \$318M Limited intersections, signals, and side street connections and lowest estimated ROW cost, although moderate roadway length ↑	MODERATE Construction = \$210M - \$255M ROW = \$66M - \$80M Total = \$276M - \$335M Limited intersections and signals, but additional roadway construction and new bridges along Cemetery -	HIGH Construction = \$230M - \$280M ROW = \$73M - \$89M Total = \$303M = \$369M Most roadway reconstruction with couplet and side streets, plus highest number of intersections, irrigation crossings, and estimated ROW cost ✓
	Ease of implementation - Construction complexity, approvals required, and duration for project implementation	N/A (no project implementation) -	Moderate to high complexity with reconstruction on existing highway with major impacts to traffic and business. ✓ Longest construction duration	Low to moderate complexity with new SH-44 alignment built with minimal impact to traffic and business. - Moderate construction duration	Low to moderate complexity with new SH-44 alignment built with minimal impact to traffic and business. - Moderate construction duration	Moderate to high complexity with moderate impacts to traffic and added street reconstruction, although new EB SH-44 provides temporary detour route. ✓ Moderate construction duration
	Phased implementation - assessment of ability to construct useful portions of improvements as separate projects	N/A (no project implementation) -	Intersection improvements and sections of corridor widening can be constructed as separate projects with full operational and safety benefits. -	Intersection improvements, sections of corridor widening, and new alignment can be constructed as separate projects with full operational and safety benefits. -	Intersection improvements, sections of corridor widening, and new alignment can be constructed as separate projects with full operational and safety benefits. -	Intersection improvements and sections of corridor widening can be constructed as separate projects with operational and safety benefits, but couplet needs full construction with side street connections for benefits. ✓
RESULTS		CARRIED FORWARD	NOT RECOMMENDED	RECOMMENDED	RECOMMENDED	NOT RECOMMENDED
NOTES		Further analysis required as the No Action Alternative in NEPA process for comparison to action alternative(s)	Alternative does not improve SH-44 operations, safety, and multimodal connectivity as well as other alternatives, and has higher impacts to businesses and adjacent setting as well as moderate to high construction complexity with widening and high traffic volumes through downtown Middleton	Alternative improves SH-44 operations, safety, and multimodal connectivity, and provides a new roadway connection consistent with River Walk development setting and reduced traffic volumes through downtown Middleton and adjacent to Middleton Schools. This alternative also impacts the lowest number of properties with the least congestion along the new roadway and relatively low construction cost.	Alternative improves SH-44 operations, safety, and multimodal connectivity, and provides a new roadway connection consistent with River Walk development setting and reduced traffic volumes through downtown Middleton and adjacent to Middleton Schools. This alternative is more congested along the new roadway than Alternative 2 due to higher traffic volumes, impacts more properties, and has relatively moderate construction cost with additional roadway construction and new bridges along Cemetery.	Alternative improves SH-44 operations, but does not improve safety and multimodal connectivity as well as other alternatives, and has relatively high property impacts and potential environmental impacts, as well as the highest construction cost and moderate to high construction complexity with additional side street reconstruction

Table 2. Level 2 Evaluation – Quick Summary

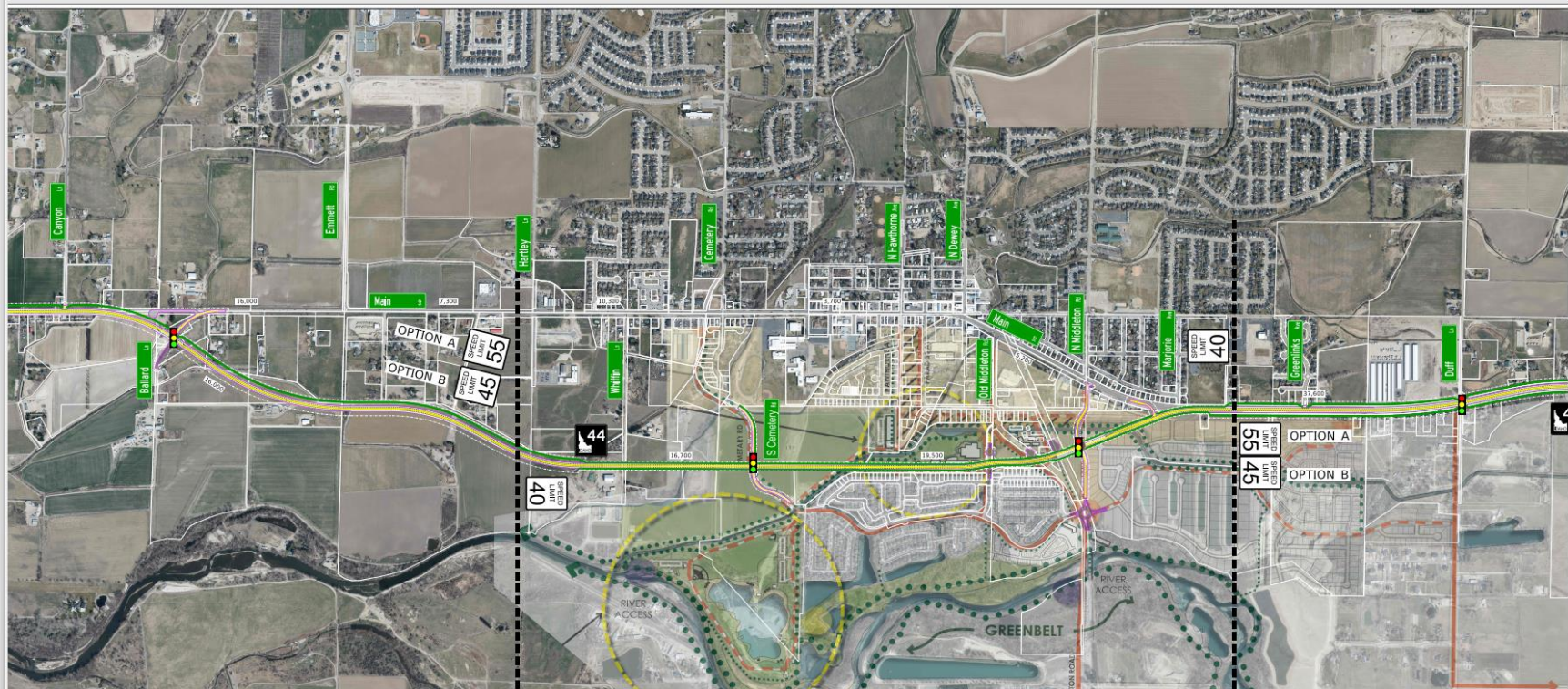
CATEGORY	CRITERIA	NO ACTION	ALT 1	ALT 2	ALT 3	ALT 4
Traffic Operations	Ability to address congestion along the SH-44 corridor	⬇️	⚪	⬆️	⬆️	⚪
	Ability to address congestion at SH-44 intersections	⬇️	⚪	⚪	⚪	⬆️
	Ability to address congestion on SH-44 adjacent to Middleton Middle schools	⚪	⬇️	⬆️	⬆️	⬆️
	Ability to provide capacity on SH-44 for anticipated travel demand	⬇️	⚪	⬆️	⚪	⚪
Safety	Ability to address vehicular safety on SH-44	⬇️	⚪	⬆️	⬆️	⚪
	Ability to address pedestrian and bicyclist comfort and safety along SH-44	⬇️	⚪	⬆️	⬆️	⚪
Multimodal Connectivity	Ability to support/incorporate new pedestrian and bicyclist facility options along and crossing SH-44	⬇️	⚪	⬆️	⬆️	⚪
Community	Property impacts	⬆️	⚪	⬆️	⚪	⬇️
	Potential property access modifications	⬆️	⚪	⚪	⚪	⚪
	Consistency with local and regional planning efforts	⬇️	⬆️	⚪	⚪	⬇️
	Consistency with adjacent setting	⬇️	⬇️	⬆️	⬆️	⚪
Environmental Resources	Potential impacts on the built environment	⬆️	⬇️	⚪	⚪	⬇️
	Potential impacts on the natural environment	⬆️	⚪	⚪	⚪	⬇️
Implementation	Conceptual construction costs	⬆️	⬆️	⬆️	⚪	⬇️
	Ease of implementation	⚪	⬇️	⚪	⚪	⬇️
	Ability to proceed with phased implementation	⚪	⚪	⚪	⚪	⬇️
RESULT		Carried Forward	Not Rec	Rec	Rec	Not Rec

ITD ALTERNATIVE ROUTES 7-20-2024

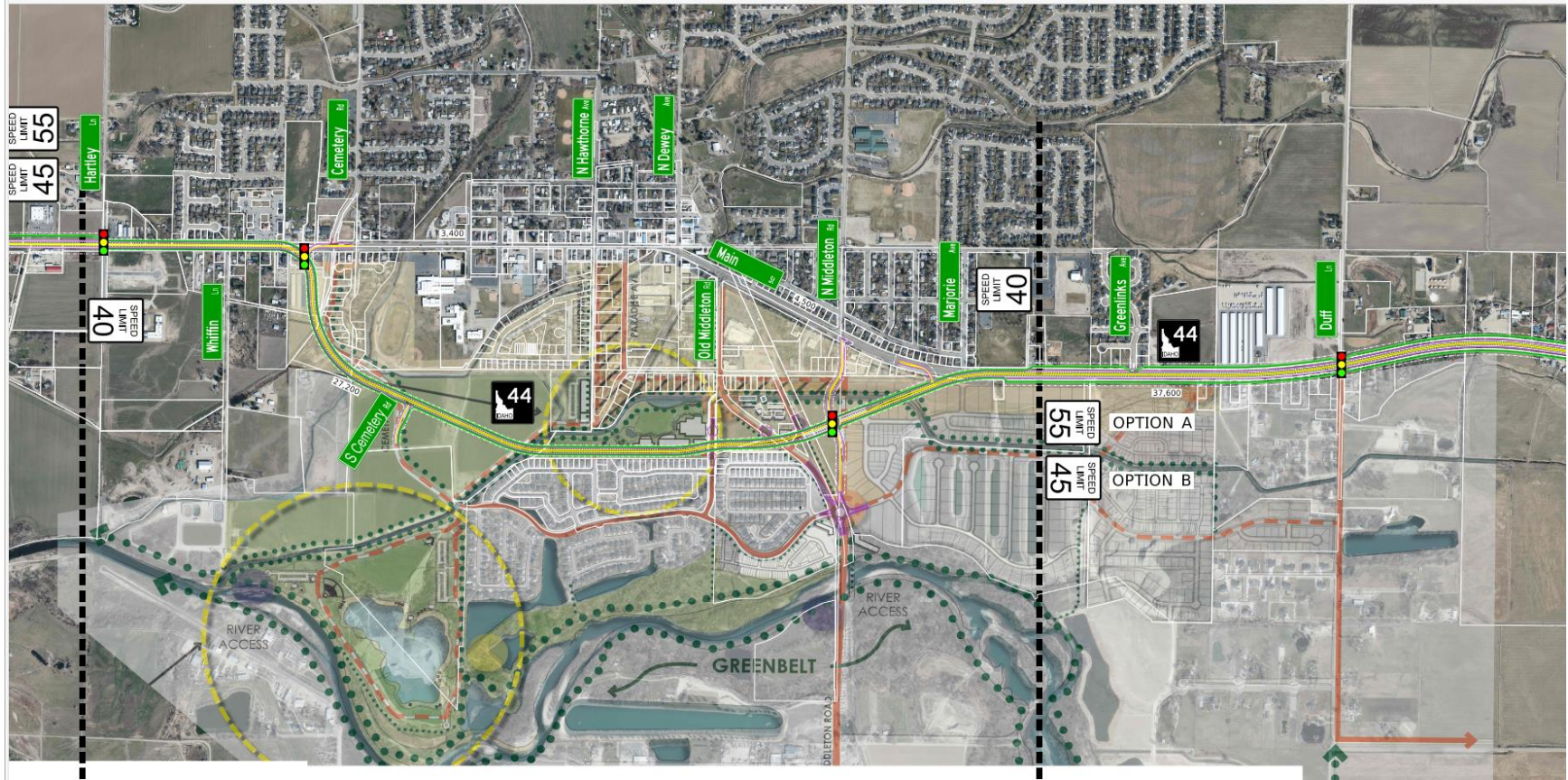
ALTERNATIVE ROUTE #1



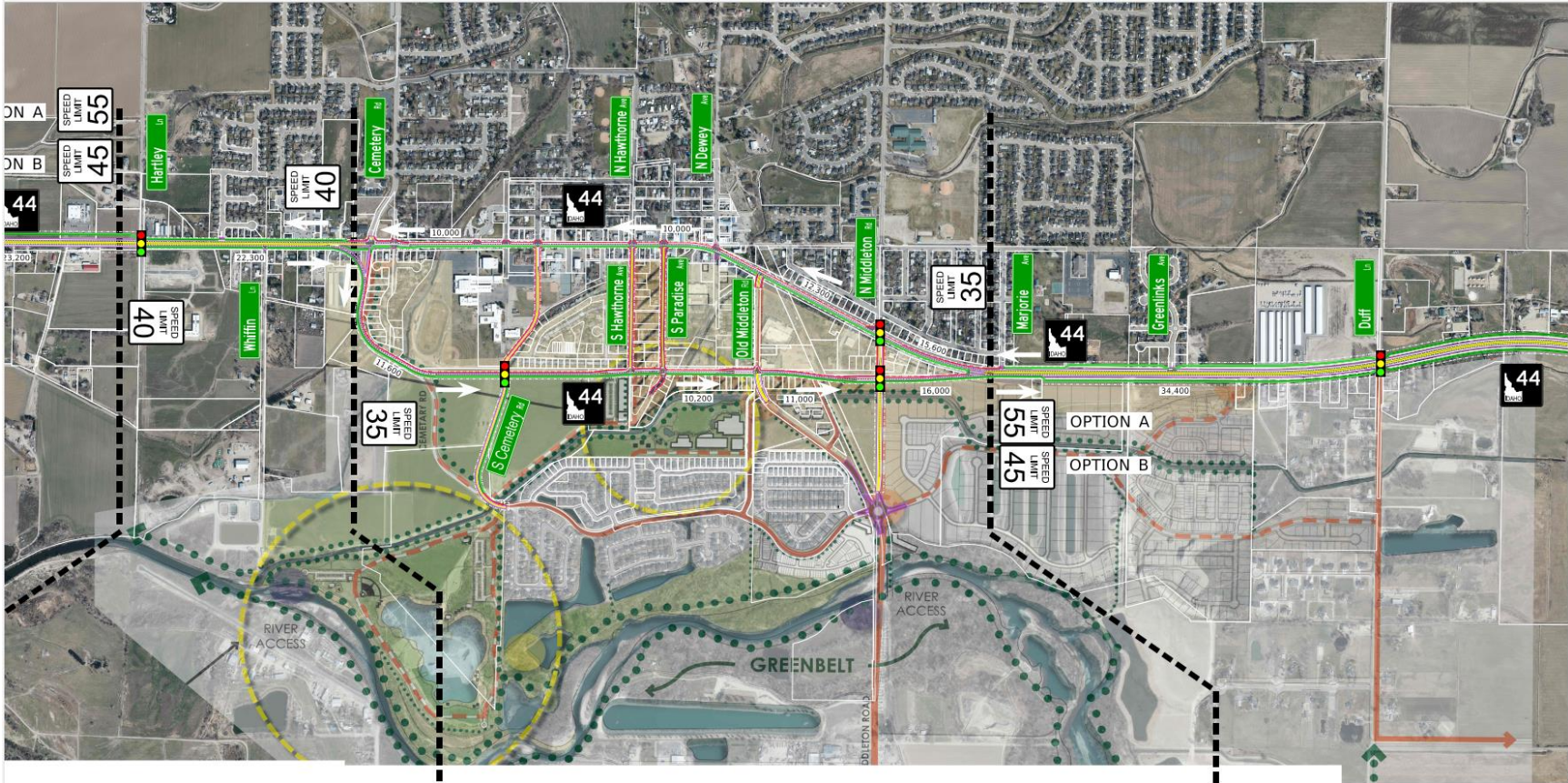
ALTERNATIVE ROUTE #2



ALTERNATIVE ROUTE # 3



ALTERNATIVE ROUTE #4





City Council Public Comment

Before

August 21, 2024

	Name	Address	Phone or Email	Topic/Agenda Item #
1	Janelt Gibson	on file	on file	1 Agenda Order
2	DON Reynolds	452 E Walcott Lake Ct. MIDDLETON	208-965-5225	-ONLINE
3	Tyson Sparrow	211 N CAMPBELL MIDDLETON	208-515-4221	#5 -online
4				
5				
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Consider approving the proposed Consider approving the proposed updated fee schedule for FY2025 for FY2025

item # 17

August 21, 2024 - City Council - Public Hearing

Please check

	Name	Address	Phone or Email	Please check			
				In Favor	Neutral	Opposed	Testify
1							
2							
3							
4							
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Consider approving the proposed budget for Fiscal Year 2025 (from October 1, 2024, to September 30, 2025)

Item # 9

August 21, 2024 - City Council - Public Hearing

Please check

	Name	Address	Phone or Email	In Favor	Neutral	Opposed	Testify
1							
2							
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After

City Council Public Comment

August 21, 2024

	Name	Address	Phone or Email	Topic/Agenda Item #
1	Tyson Sprague	211 N. CAMPBELL	on file	on file
2				
3				
4				
5				
6				
7				
8				
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10				