



Middleton Road

State Highway 55 in the City of Nampa to Main Street in the City of Middleton

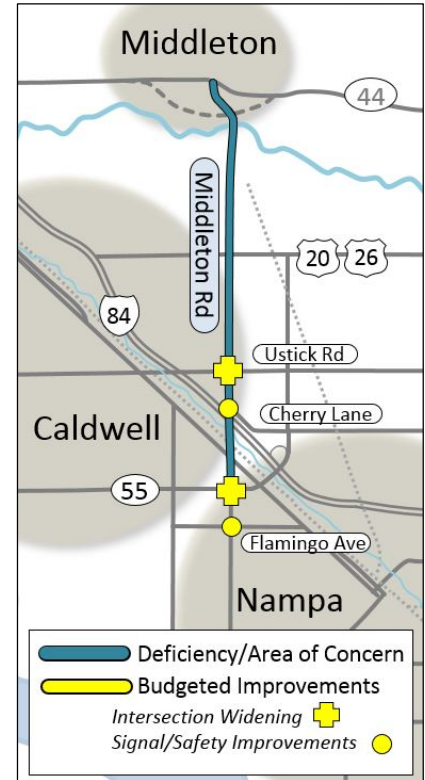
Priority 18

Background

Middleton Road is an important north-south route that links the City of Middleton to the City of Nampa. It's the only road to cross the Boise River east of I-84 in Canyon County and the only principal arterial running north-south in the fast-growing west Nampa area.

The Corridor at a Glance

- Mostly two lanes wide, running more than 11 miles from downtown Middleton to west Nampa, ending near Lake Lowell
 - The road has been widened with additional travel lanes and a center turn lane for short distances near new developments in east Caldwell and west Nampa
- No bike lanes on Middleton Road; however, a pathway runs parallel to the road on the abandoned rail bed and railroad bridge in the City of Middleton
- Sidewalks adjacent to newer developments in Caldwell and Nampa, also sidewalks in the City of Middleton (north of the Boise River)
- No regular bus routes on Middleton Road; however, much of the corridor (south of US 20/26) is within the large service area for Bus Flex Route #57
- Most of corridor is agricultural land or suburban development
- Points of interest (north to south)
 - Downtown Middleton/State Highway 44 (Main Street)
 - Boise River crossing
 - Farmland/irrigation canal bridges throughout
 - Ward Massacre Site/Oregon Trail route
 - US Highway 20/26 intersection
 - I-84 overpass/Indian Creek and Union Pacific Railroad crossings
 - Caldwell Boulevard intersection/College of Western Idaho Canyon County Center
 - State Highway 55 intersection (high-accident location)



Problem

Middleton Road offers the only crossing of the Boise River for 10 miles. The busiest section of the road, from Main Street in Middleton to State Highway 55 in Nampa, is only two lanes. Population and traffic in this corridor are expected to triple by 2040.

Current and Future ¹	2013	2040
Population	8,963	22,831
Households	2,975	8,140
Employment	2,146	11,150

- Average daily traffic will increase from about 8,500 vehicles per day in 2013 to about 20,000 per day in 2040.
 - This is similar to current traffic levels on Caldwell Boulevard between Ustick Road and Karcher Road.
- Travel time from State Highway 55 to Middleton will more than double, from about 10 to 12 minutes in 2013 to more than 25 minutes in 2040.

¹ Population, housing, and employment in the corridor are based on neighborhoods and other developments near the road.



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Priority 18

Vehicles per Day in thousands



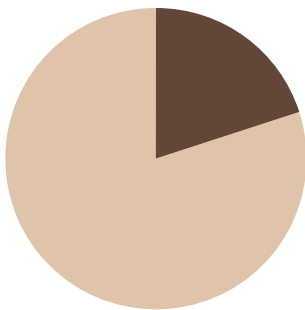
* 2040 Funded reflects the 2013 regional transportation system and all the expansion/improvement projects that are funded in agencies' approved budgets or capital improvement plans, listed in CIM 2040 (Chapter 6, Tables 6.2 and 6.3).

** Unfunded projects/improvements includes all the unfunded needs discussed in this summary and listed in CIM 2040 (Chapter 6, Table 6.5).

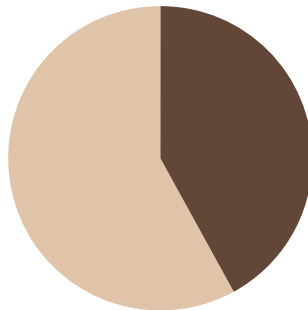
*** This is an approximate level where there is too much traffic for the road to carry and speeds will get slower as congestion gets worse. Each road's capacity depends on a number of variables, including truck traffic, number of driveways, and road conditions.

Drive Times, 2013 vs. 2040

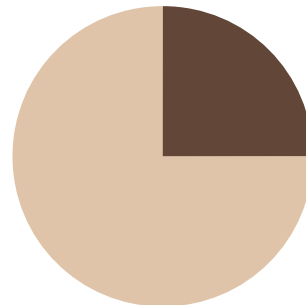
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded*



2040 Funded Plus Unfunded**

* 2040 Funded reflects the 2013 regional transportation system and all the expansion/improvement projects that are funded in agencies' approved budgets or capital improvement plans, listed in CIM 2040 (Chapter 6, Tables 6.2 and 6.3).

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Middleton Road will not be able to accommodate increasing volumes of traffic and necessary transit services if improvements are not made. Widening the road comes with many challenges, including several bridges and irrigation canals as well as the Boise River south of the City of Middleton and Indian Creek south of I-84. The I-84 overpass will also need to be replaced and widened in order to make sure corridor improvements are continuous.



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Middleton Road

State Highway 55 in the City of Nampa to Main Street in the City of Middleton

Priority 18

When a road, transit line, bikeway or other part of the transportation system is improved, it can accommodate more traffic and, therefore, attracts more users. Even with more traffic, traveling conditions will be better with the improvements.

Other Considerations

Roadway Users

Most of the analysis to identify the increased traffic issue is based on cars, the main mode of transportation on streets and highways. Pedestrians and vehicles such as bicycles, freight trucks, farm equipment, and buses may also share the road.

Environmental Issues

Changes to a roadway can impact the surrounding environment as well as the people who live nearby. Before major road projects are built, their potential effects are analyzed to make sure they meet environmental regulations as well as provide for “environmental justice,” ensuring all people can be involved and are treated fairly.²

There are a number of sensitive areas to consider in this corridor:

- The Boise River south of the City of Middleton is a wildlife habitat area and floodway.
- Irrigated, prime farmland abuts the road for most of the corridor.
- There are minority population concentrations on the southern end of the corridor near the borders of the Cities of Caldwell and Nampa.

Budgeted Projects

Roadway: Pieces of Middleton Road are owned and maintained by six different agencies (Cities of Middleton, Caldwell and Nampa, ITD, and the Canyon and Nampa highway districts), so long-term coordination is vital. Currently, only the following intersection improvements are funded for Middleton Road:

- The Nampa Highway District began construction of a locally funded project in fall 2013 to reconfigure the intersection of Middleton Road and Cherry Lane to alleviate safety concerns.
- The City of Nampa and ITD are currently in the development phase of a major intersection improvement at State Highway 55 (Karcher Road) and Middleton Road. The project is expected to be constructed in 2014, at a total cost of over \$5.5 million.
- The City of Nampa plans to add traffic signals at the intersection of Middleton Road and Flamingo Avenue in 2014, at a total cost of about \$280,000.
- The City of Caldwell plans to build a roundabout at the intersection of Middleton Road and Ustick Road. The project is being developed for the 2019 budget with expected cost just under \$1 million.

Unfunded Future Needs

Roadway: There is a demonstrated need to widen Middleton Road to five lanes from State Highway 44 (Main Street) in Middleton to State Highway 55 (Karcher Road) in Nampa. Improvements could be phased, starting with widening major intersections and bridge/culvert segments. These improvements would make Middleton Road the only river crossing in Canyon County, aside from I-84, with more than two traffic lanes.

² See federal environmental justice definitions at www.epa.gov/region07/ej/definitions.htm.



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COMMUNITIES IN MOTION 2040 | PRIORITY CORRIDOR SUMMARY

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In January 2014 the estimated cost to widen the road to five lanes, and reconstruct the I-84 overpass and Boise River bridge, was \$85.3 million.

Bus Service/Park and Ride: The regional transit services plan, *valleyconnect*, calls for the following in the near- to medium-term:

- Bus Flex Route #54, a flex service in north Caldwell that serves part of the corridor
- Proposed express route services along US Highway 20/26 connecting Caldwell, Meridian, Garden City, and downtown Boise

There are no fixed route services proposed in *valleyconnect* for this segment of Middleton Road.

Walking/Biking: No sidewalks or bike paths are planned specifically on Middleton Road, but the following are proposed for the greater area:

- The City of Caldwell is planning several bike routes that would cross Middleton Road, which would require intersection or crossing improvements.
- Nampa's Bicycle and Pedestrian Master Plan suggests shared lane markings (for bikes and cars) on Middleton Road for several miles south of Caldwell Boulevard.³ The plan also includes a pathway along Indian Creek, with a connection to Caldwell Boulevard that would parallel Middleton Road.

Operations, Management and Technology Projects: Aside from road widening, other actions such as improving driveways or changing the traffic signals can help improve traffic conditions. For Middleton Road, the regional Intelligent Transportation System plan⁴ calls for

- installing fiber optic communications from Caldwell-Nampa Boulevard to Roosevelt Ave;
- installing closed-circuit television cameras; and
- upgrading signals at key intersections.

Updated July 2014

³ <http://issuu.com/nampaparksandrecreation/docs/cityofnampabicyclepedestrianmasterplan>

⁴ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS* can be found online at www.compassidaho.org/prodserve/cms-intro.htm