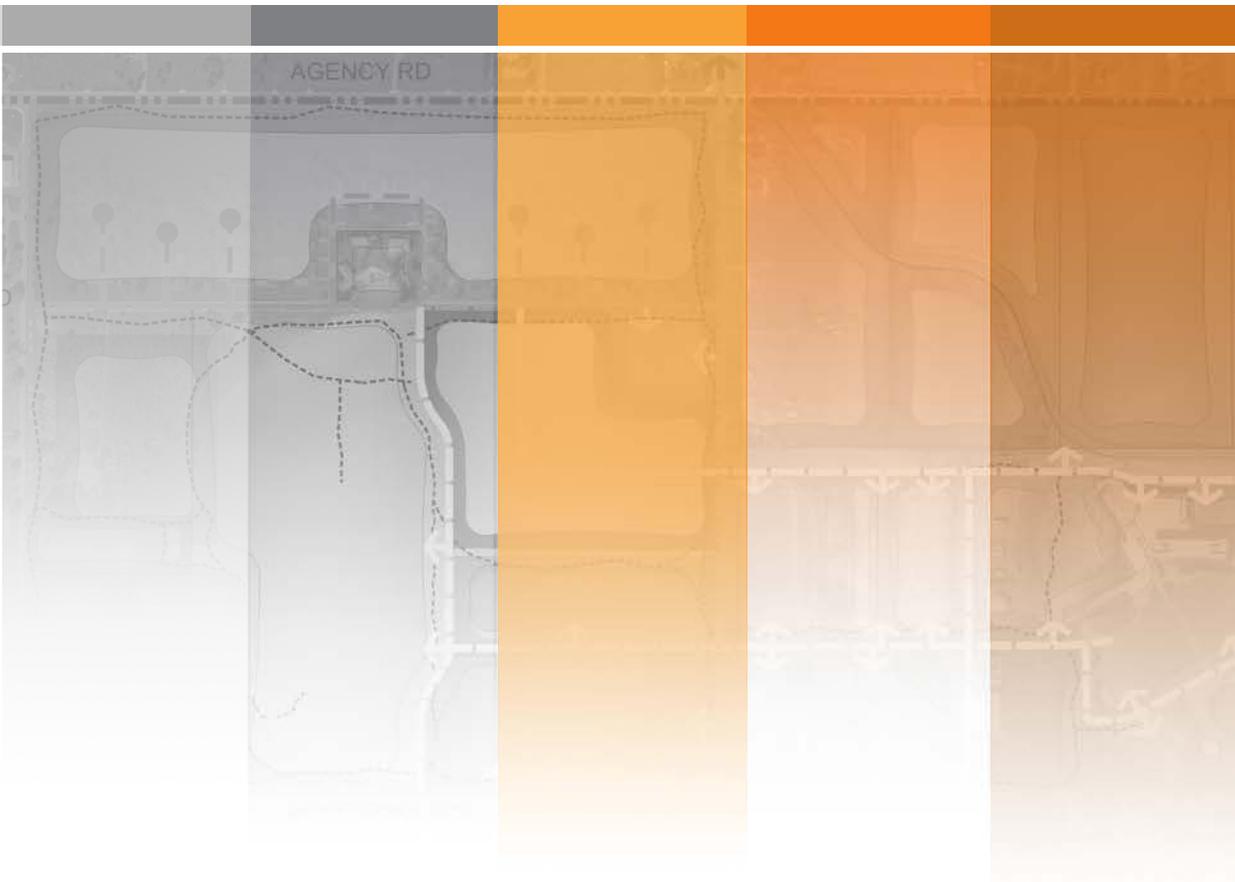




HORROCKS
ENGINEERS

SHOSHONE BANNOCK TRIBES

MASTER PLAN – EXIT 80



ACKNOWLEDGEMENTS



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Fort Hall Planning Department

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CONTENTS

Executive Summary	1
Planning Process	2
Day 1 /Day 2	2
Master Plan Option 1	3
Master Plan Option 2	3
Master Plan Option 3	4
Preferred/Alternative	4
SITEOPS 3-D Visioning Workshop	5
Meeting with Fort Hall Tribal Council	7
Fort Hall Exit 80 Master Plan Community Meeting	7
Final Version of Exit 80 Master Plan	8
Fort Hall Exit 80 Master Plan	9
Preliminary Cost Estimates	12
Bicycle and Pedestrian Facilities	20
The 5 E's	21
Complete Streets	21
Wayfinding and Signage Plan	24
Recommendations on Adoption	26
Procedural Recommendations	26
Appendix	27
Flyer for March Workshop	27
Agenda for March Workshop	28
Sign in Sheets From March Workshop	30
Flyer for May Workshop	33
Sign in Sheet From May Workshop	34



EXECUTIVE SUMMARY

Horrocks Engineers has been contracted by the Shoshone Bannock Tribes' Department of Transportation to complete a Master Plan Study of the Exit-80 area in Fort Hall, Idaho. The study was undertaken to plan for future commercial development associated with the expansion of the casino at Fort Hall. Land use planning for the Exit-80 area was also needed to help guide the future design of infrastructure for the Exit-80 area. The Master Plan Study included an evaluation of existing and potential future land uses for the area with a focus on economic development, housing, development of government facilities, roadways, and the creation of walkable / bikeable communities.

The Shoshone Bannock Tribes Master Plan Study consists of several components including:

- A Community Visioning Workshop which was conducted to obtain information from Community Stake holders on the future development of the Fort Hall Exit 80 area
- A SITEOPS Model was created to provide a 3-D model depicting the proposed future development plans for the Fort Hall Exit-80 area
- A Master Plan site plan identifying a future and existing land uses for the Exit 80 Master Plan Area.
- Master Plan Documents including cost estimates were created to provide additional analysis of the proposed Exit 80 Master Plan
- Recommendations on adopting a bicycle and pedestrian plan
- Recommendations on procedures for adopting the Master Plan have been incorporated into the Master Plan documents



MASTER PLAN - OPTION 1



Option 1 generated at Community Visioning Design Charette. March 2016

MASTER PLAN - OPTION 2

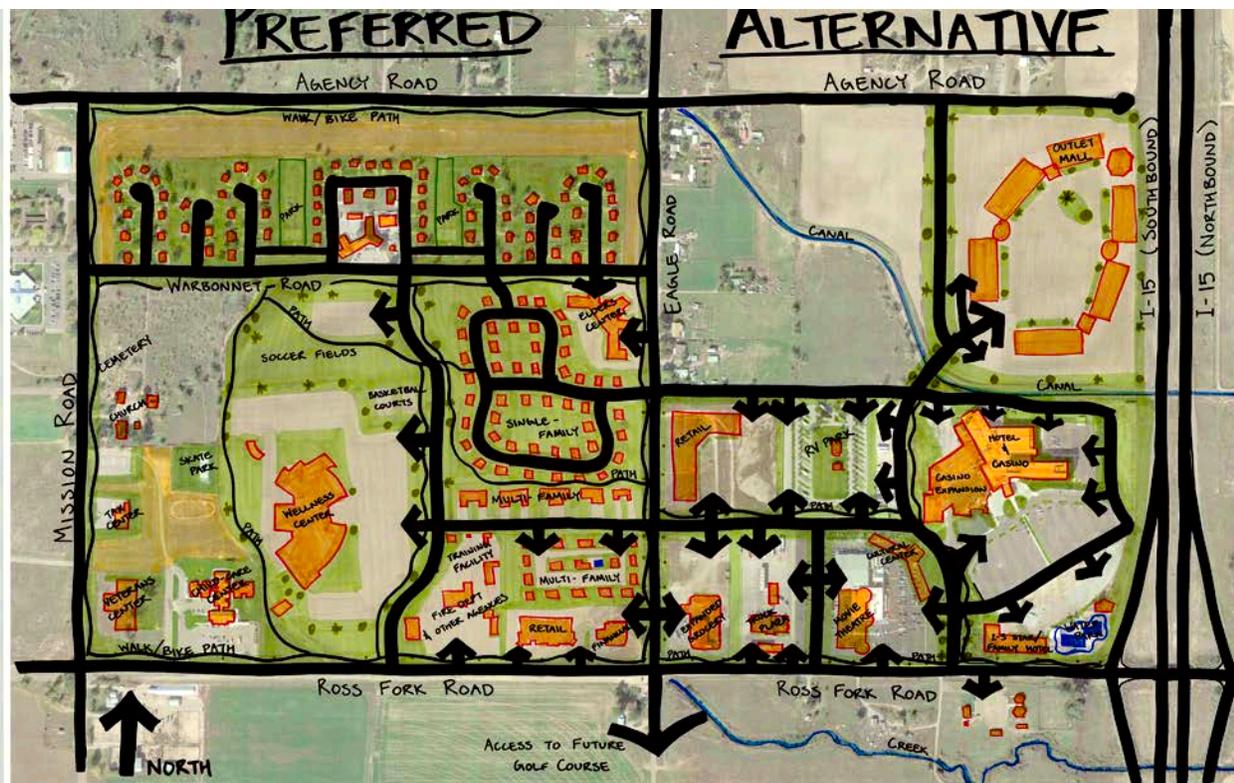


Option 2 generated at Community Visioning Design Charette. March 2016

MASTER PLAN - OPTION 3



Option 3 generated at Community Visioning Design Charette, March 2016



Preliminary Site Plan Generated with Fort Hall Planning Department, March 2016

APRIL 7, 2016

SITEOPS 3-D Visioning Workshop

Following the Community Visioning Workshop and the development of the three potential development scenarios, Horrocks Engineers developed 3-D models of the three site plans using SITEOPS software to assist Community Stakeholders with evaluation of the three development scenarios. Fort Hall Planning Staff and Fort Hall Land Use Commission members were invited to the SITEOPS 3-D Visioning Workshop.

OPTION 1



OPTION 2



OPTION 3



At the SITEOPS Workshop, stakeholders took part in an interactive session where buildings and development areas could be moved around the site and viewed from multiple perspectives. The goal of the workshop was to reach consensus on a single design concept to move forward in the planning process. Following the workshop, the Horrocks and Fort Hall planning team, worked together to further refine the site plan and prepare for presentation of the proposed Exit 80 Master Plan concept to the Fort Hall Tribal Council.

MAY 4, 2016

Meeting with Fort Hall Tribal Council

The Fort Hall Planning Department and the Horrocks team presented a preliminary version of the Exit-80 Master Plan to the Fort Hall Tribal Council in May, 2016. Fort Hall planning staff discussed the planning process that had been undertaken to develop the preliminary Exit 80 Master Plan and the importance of adopting a master plan document to guide the future development of the area and prevent “piecemeal” development of Exit 80.



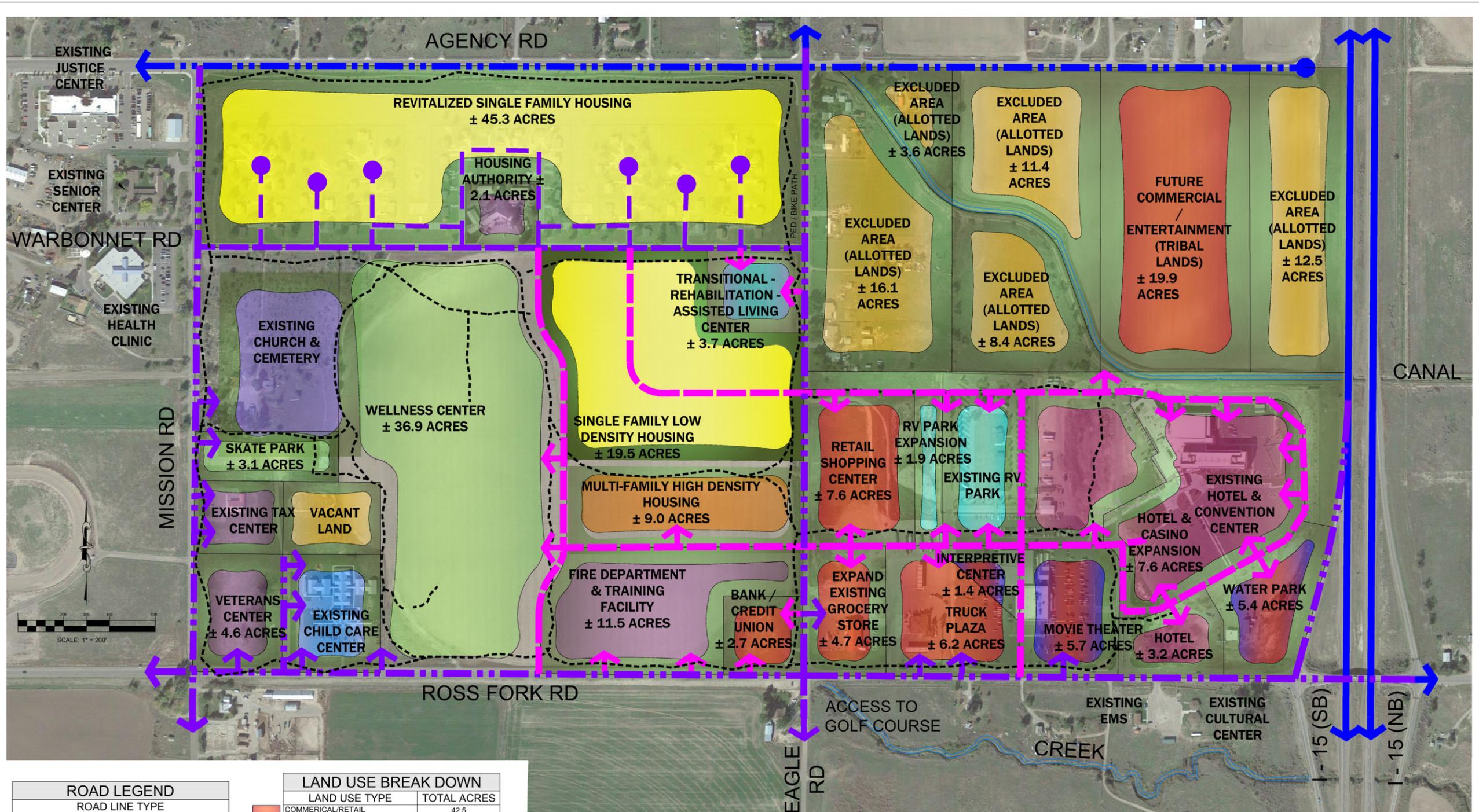
MAY 18, 2016

Fort Hall Exit 80 Master Plan Community Meeting

A formal community meeting to take comments on the Fort Hall Exit 80 Master Plan was held on May 18, 2016. The community meeting was advertised in the Sho-Ban News, advertisements were posted throughout Fort Hall, and an email was sent to tribal members to advertise the meeting. The community meeting was well attended and community comments were used to further refine the Fort Hall Exit 80 Master Plan.



FINAL VERSION OF EXIT 80 MASTER PLAN



ROAD LEGEND	
ROAD LINE TYPE	
INTERSTATE	
MINOR ARTERIAL	
COLLECTOR	
LOCAL	
PEDESTRIAN / BICYCLE PATH	
ROAD TYPE	
EXISTING	
PROPOSED	
IMPROVED	
*PROPOSED AND IMPROVED ROADS INCLUDE CURB & GUTTER	

LAND USE BREAK DOWN		
LAND USE TYPE	TOTAL ACRES	
COMMERCIAL/RETAIL	42.5	
CIVIC	21.0	
SCHOOL	5.1	
REHABILITATION-ASSISTED LIVING	3.7	
PARK/RECREATION SPACE	40.0	
RV PARK	7.2	
RELIGIOUS	11.7	
HOTEL/CASINO	24.3	
INTERPRETIVE CENTER / MUSEUM	5.7	
ENTERTAINMENT	11.1	
SINGLE FAMILY RESIDENTIAL	64.8	
MULTI FAMILY RESIDENTIAL	9.0	
AREA EXCLUDED FROM STUDY	-	

SHOSHONE-BANNOCK TRIBES MASTER PLAN - EXIT 80

PROPOSED LAND USE

PROJECT PROPONENTS

HORROCKS ENGINEERS



FORT HALL EXIT 80 MASTER PLAN

The Fort Hall Exit 80 Master Plan incorporates both existing land uses and proposed future land uses. Following is a description of proposed land uses identified in the Exit 80 Master Plan:

WELLNESS CENTER

Preliminary design of a Wellness Center was undertaken shortly before the beginning of the planning process for the Exit 80 Master Plan. The preliminary design for the Wellness Center has been incorporated into the Master Plan documents. The Wellness Center is a 36.9 acre center similar to a large YMCA facility that incorporates fitness facilities, playing fields, parking areas, and community meeting rooms for Fort Hall residents. Bicycle and pedestrian facilities and roadway connections to surrounding land uses have been incorporated into the site plan for the Wellness Center.



VETERANS CENTER

The establishment of a Veterans Center for Fort Hall was prioritized highly during the Community Visioning process undertaken for the Exit 80 Master plan. A 4.6 acre property for a facility and associated parking has been designated for a Veteran's Center at the northeast corner of Mission Road and Ross Fork Road.

TRANSITIONAL REHABILITATION AND ASSISTED LIVING CENTER

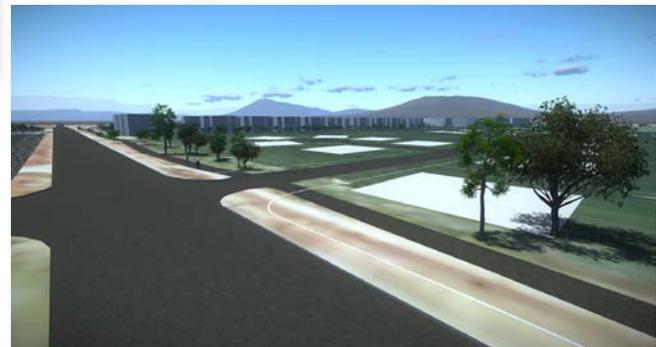
A facility that functions to both provide housing for tribal members who need nursing care and rehabilitation for tribal members who intend to live independently was

identified as needed during the Exit 80 planning process. A 3.7 acre property has been identified for this land use adjacent to existing and proposed residential areas.



SINGLE FAMILY LOW DENSITY HOUSING

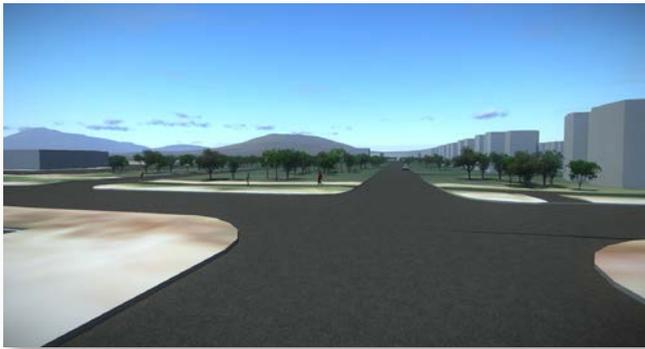
A need for additional high quality single family housing was identified in the Exit 80 Community Visioning Process. This housing areas is proposed to have large .75 acre lots and extensive bicycle and pedestrian connections located both throughout the development and connecting the proposed housing areas to Fort Hall facilities and commercial areas. 19.5 acres have been allocated for additional single family housing; this area is adjacent to existing residential areas. Large open space and recreational areas will be incorporated into the development.



MULTI-FAMILY HIGHER DENSITY HOUSING

A higher density multi-family area has been designated for 9.0 acres adjacent to the proposed Wellness Center and proposed residential areas. At least one acre of the multi-family area will be dedicated to open space and recreational areas and bicycle and pedestrian connections

will be incorporated into the development area. Proposed multi-family housing areas will include “four-plex” buildings which feature four units per two-story building.



FIRE DEPARTMENT AND TRAINING FACILITY

A preliminary site plan was developed for a Fire Department and Training Facility at the northwest corner of Eagle Road and Ross Fork Road prior to the Exit 80 Master Planning process. The property identified for the Fire Department Training facility is 11.5 acres in size and it is anticipated that the facility will be used by several local agencies for training.

BANK/CREDIT UNION

During the community visioning process, the establishment of a bank or credit union branch in the Exit 80 commercial area was prioritized highly by community stakeholders. A centrally located 2.7 acre parcel at the corner of Eagle Road and Ross Fork Road has been designated for a bank or credit union.



RETAIL SHOPPING CENTER

7.6 acres have been designated for a retail shopping center. During the planning process, several different development

scenarios for shopping areas were discussed including retail spaces for local artisans and outdoor market and gathering areas. The need for a commercial development to supply local goods and services to Fort Hall residents such as restaurants, oil changes and auto repair was also identified. During the planning process.



EXPANSION OF EXISTING GROCERY STORE

4.7 acres have been designated for the expansion of the existing grocery store on Ross Fork Road.

EXPANSION OF TRUCK PLAZA

6.2 acres have been designated for the expansion of the existing truck plaza on Ross Fork. During the community visioning process, the potential for the expansion of the truck plaza to capitalize on the truck plaza’s location on the heavily travelled I-15 corridor was discussed along with several different development scenarios for the property.



INTERPRETIVE CENTER

An Interpretive Center showcasing the history of the Shoshone Bannock Tribes has been designated for 1.4

acres near the casino expansion area. The Interpretive Center will be easily accessible to visitors of the Fort Hall Casino, Shoshone Bannock Hotel and Events Center and the proposed family hotel and waterpark.



GOLF COURSE

112 acres have been designated for a world-class, Tiger Woods level golf course. The proposed golf course and associated improvements of Eagle Road have been incorporated into the Exit 80 Master Plan area. It is anticipated that the design and quality of the golf course will be a regional draw for the Fort Hall area.

MOVIE THEATER

During the Exit 80 visioning process, the need for a movie theater to serve Fort Hall residents, visitors and residents of neighboring areas was identified. 5.7 acres have been designated on Ross Fork Road for a mid-sized movie theater and associated parking areas.



FAMILY-FOCUSED HOTEL AND WATER PARK

8.6 acres have been designated for first-class Water Park and a hotel oriented towards the families with young children. It anticipated that a development similar to the Great Wolf Lodge that features waterslides and amenities for young families could be a regional draw for the area and capture visitors who might have otherwise bypassed Fort Hall when travelling in the Yellowstone / Salt Lake City area.

PRELIMINARY COST ESTIMATES

Through the use of SITEOPS site design software, preliminary cost estimates for the construction of the proposed infrastructure associated with the development have been completed. Unit prices are based on current rates in the Idaho Falls / Pocatello area as of September 2016.

SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New

Created: Sep 26, 2016 08:39 PM UTC

Data Assumptions: None Specified

Description	On Site	Quantity	Unit	Unit Cost	Subtotal	Total
ON-SITE PREPARATION						
Site Clearing						
Clearing		174.45	AC	\$6,300.00	\$1,099,035.00	
Topsoil Strip/Cut		140,724.12	CY	\$2.31	\$325,072.72	
Topsoil Fill		66,179.45	CY	\$2.31	\$152,874.53	
Topsoil Export		74,544.67	CY	\$9.98	\$743,955.81	
Total Site Clearing					\$2,320,938.06	\$2,320,938.06
Grading Cut						
Earth Cut		406,531.41	CY	\$2.76	\$1,122,026.69	
Rock Cut		0.00	CY	\$12.85	\$0.00	
Unsuitable Cut		0.00	CY	\$5.52	\$0.00	
Pipe Earth Cut		-37,727.85	CY	\$5.40	-\$203,730.39	
Pipe Rock Cut		0.00	CY	\$12.85	\$0.00	
Total Grading Cut		368,803.56	CY		\$918,296.30	\$918,296.30
Grading Fill						
Earth Fill		406,531.41	CY	\$2.76	\$1,122,026.69	
Import/Borrow Fill		28,874.33	CY	\$19.95	\$576,042.88	
Desired Import		0.00	CY	\$0.00	\$0.00	
Pipe Earth Fill		-45,151.48	CY	\$17.00	-\$767,575.16	
Pipe Earth Import		0.00	CY	\$19.95	\$0.00	
Total Grading Fill		390,254.26	CY		\$930,494.41	\$930,494.41
Grading Export						
Earth Export		0.00	CY	\$9.98	\$0.00	
Rock Export		0.00	CY	\$9.98	\$0.00	
Unsuitable Export		0.00	CY	\$9.98	\$0.00	
Desired Earth Export		0.00	CY	\$0.00	\$0.00	
Pipe Earth Export		7,423.63	CY	\$9.98	\$74,087.83	
Pipe Rock Export		0.00	CY	\$9.98	\$0.00	
Total Grading Export		7,423.63	CY		\$74,087.83	\$74,087.83
Retaining Wall						
		2,551.28	SF	\$25.05		\$63,909.56
Other Preparation						
Fine Grading (Building)		79,347.45	SY	\$1.45	\$115,053.80	
Fine Grading (Non-Building)		342,584.51	SY	\$0.95	\$325,455.28	
Erosion Control		0.00	AC	\$2,500.00	\$0.00	
Seeding		82.04	AC	\$1,250.00	\$102,550.00	
Total Other Preparation					\$543,059.08	\$543,059.08
					Total	\$4,850,785.24

SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New

Created: Sep 26, 2016 08:39 PM UTC

Data Assumptions: None Specified

Description	On Site	Quantity	Unit	Unit Cost	Subtotal	Total
ON-SITE IMPROVEMENTS						
Paving - Asphalt						
Asphalt Paving - Drives (Light Duty)		295,367.89	SY	\$19.06	\$5,629,711.98	
Asphalt Paving - Drives (Heavy Duty)		769.91	SY	\$22.61	\$17,407.67	
Asphalt Paving - Streets (Light Duty)		0.00	SY	\$29.65	\$0.00	
Asphalt Paving - Streets (Heavy Duty)		0.00	SY	\$33.25	\$0.00	
Total Paving Asphalt		296,137.80	SY		\$5,647,119.65	\$5,647,119.65
Paving - Concrete						
Concrete Paving - Drives (Light Duty)		0.00	SY	\$23.22	\$0.00	
Concrete Paving - Drives (Heavy Duty)		0.00	SY	\$27.27	\$0.00	
Concrete Paving - Streets (Light Duty)		0.00	SY	\$23.22	\$0.00	
Concrete Paving - Streets (Heavy Duty)		0.00	SY	\$35.73	\$0.00	
Total Paving Concrete		0.00	SY		\$0.00	\$0.00
Paving - Pedestrian						
Pedestrian Asphalt		6,513.25	SY	\$17.45	\$113,656.21	
Pedestrian Concrete		15,216.03	SY	\$34.29	\$521,757.67	
Total Paving Pedestrian		21,729.28	SY		\$635,413.88	\$635,413.88
Paving - Other						
Paving - Alternative 1		0.00	SY	\$16.00	\$0.00	
Paving - Alternative 2		0.00	SY	\$16.00	\$0.00	
Paving - Alternative 3		24,717.42	SY	\$16.00	\$395,478.72	
Paving - Gravel		0.00	SY	\$11.85	\$0.00	
Total Paving Other		24,717.42	SY		\$395,478.72	\$395,478.72
Curb & Gutter						
Street Curb & Gutter		0.00	LF	\$26.50	\$0.00	
Drive Curb & Gutter		70,765.51	LF	\$24.00	\$1,698,372.24	
Parking Curb & Gutter		34,516.87	LF	\$18.70	\$645,465.47	
Total Curb & Gutter		105,282.38	LF		\$2,343,837.71	\$2,343,837.71
					Total	\$9,021,849.96

SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New

Created: Sep 26, 2016 08:39 PM UTC

Data Assumptions: None Specified

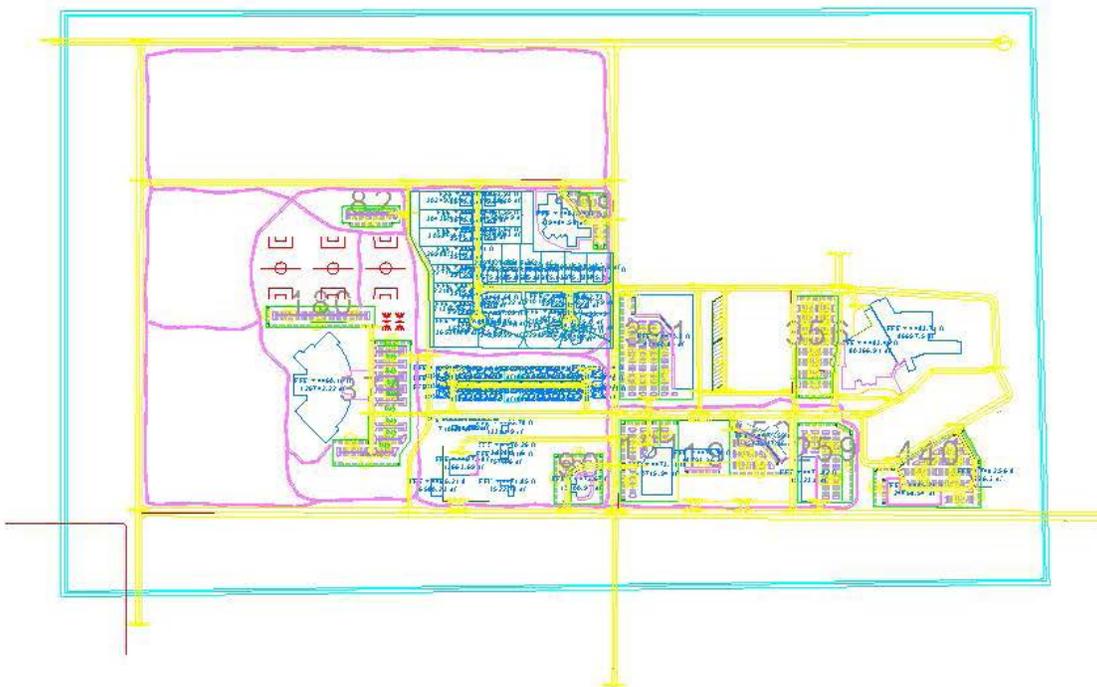
Description	On Site	Quantity	Unit	Unit Cost	Subtotal	Total
ON-SITE STORM WATER DRAINAGE						
Storm Water FES						
12 in FES		0.00	EA	\$200.00	\$0.00	
15 in FES		0.00	EA	\$225.00	\$0.00	
18 in FES		0.00	EA	\$250.00	\$0.00	
24 in FES		0.00	EA	\$360.00	\$0.00	
30 in FES		0.00	EA	\$450.00	\$0.00	
36 in FES		0.00	EA	\$675.00	\$0.00	
42 in FES		0.00	EA	\$795.00	\$0.00	
48 in FES		0.00	EA	\$825.00	\$0.00	
54 in FES		0.00	EA	\$1,450.00	\$0.00	
60 in FES		1.00	EA	\$1,850.00	\$1,850.00	
Total Storm Water FES					\$1,850.00	\$1,850.00
Storm Water Pipes						
10 in Pipe		1,808.00	LF	\$20.00	\$36,160.00	
12 in Pipe		2,877.00	LF	\$23.00	\$66,171.00	
15 in Pipe		5,470.00	LF	\$26.50	\$144,955.00	
18 in Pipe		5,247.00	LF	\$33.00	\$173,151.00	
24 in Pipe		4,794.00	LF	\$45.50	\$218,127.00	
30 in Pipe		4,704.00	LF	\$78.50	\$369,264.00	
36 in Pipe		2,940.00	LF	\$100.00	\$294,000.00	
42 in Pipe		1,313.00	LF	\$125.00	\$164,125.00	
48 in Pipe		1,451.00	LF	\$149.00	\$216,199.00	
54 in Pipe		563.00	LF	\$175.00	\$98,525.00	
60 in Pipe		4,100.00	LF	\$202.00	\$828,200.00	
Total Storm Water Pipes					\$2,608,877.00	\$2,608,877.00
Inlets		227.00	EA	\$1,475.00		\$334,825.00
Inlets (Oversized)		0.00	EA	\$2,025.00		\$0.00
Inlets LF		2,390.04	LF	\$162.50		\$388,381.50
Inlets LF (Oversized)		0.00	LF	\$293.75		\$0.00
Manholes		32.00	EA	\$1,075.00		\$34,400.00
Manholes (Oversized)		0.00	EA	\$2,610.00		\$0.00
Manholes LF		222.76	LF	\$162.50		\$36,198.50
Manholes LF (Oversized)		0.00	LF	\$293.75		\$0.00
Storm Mains		0.00	EA	\$1,000.00		\$0.00
Rip Raps		1.00	EA	\$2,500.00		\$2,500.00
Pond Kits		0.00	EA	\$17,500.00		\$0.00
Pumps		0.00		0.00		0.00
					Total	\$3,407,032.00
					Total Cost Estimate For Site	\$17,279,667.20

This plan was generated by SITEOPS and is not intended for permitting or construction without review and confirmation by a professional engineer. All volumes for cut, fill, import and export are considered compacted.

SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New
Created: Sep 26, 2016 08:39 PM UTC
Data Assumptions: None Specified

Number of spaces: 2796
Total surface: 17740365 sf. [407.26 acre]
Impervious surface (21%): 3794891 sf. [87.12 acre]
Building surface (4%): 712224 sf. [16.35 acre]



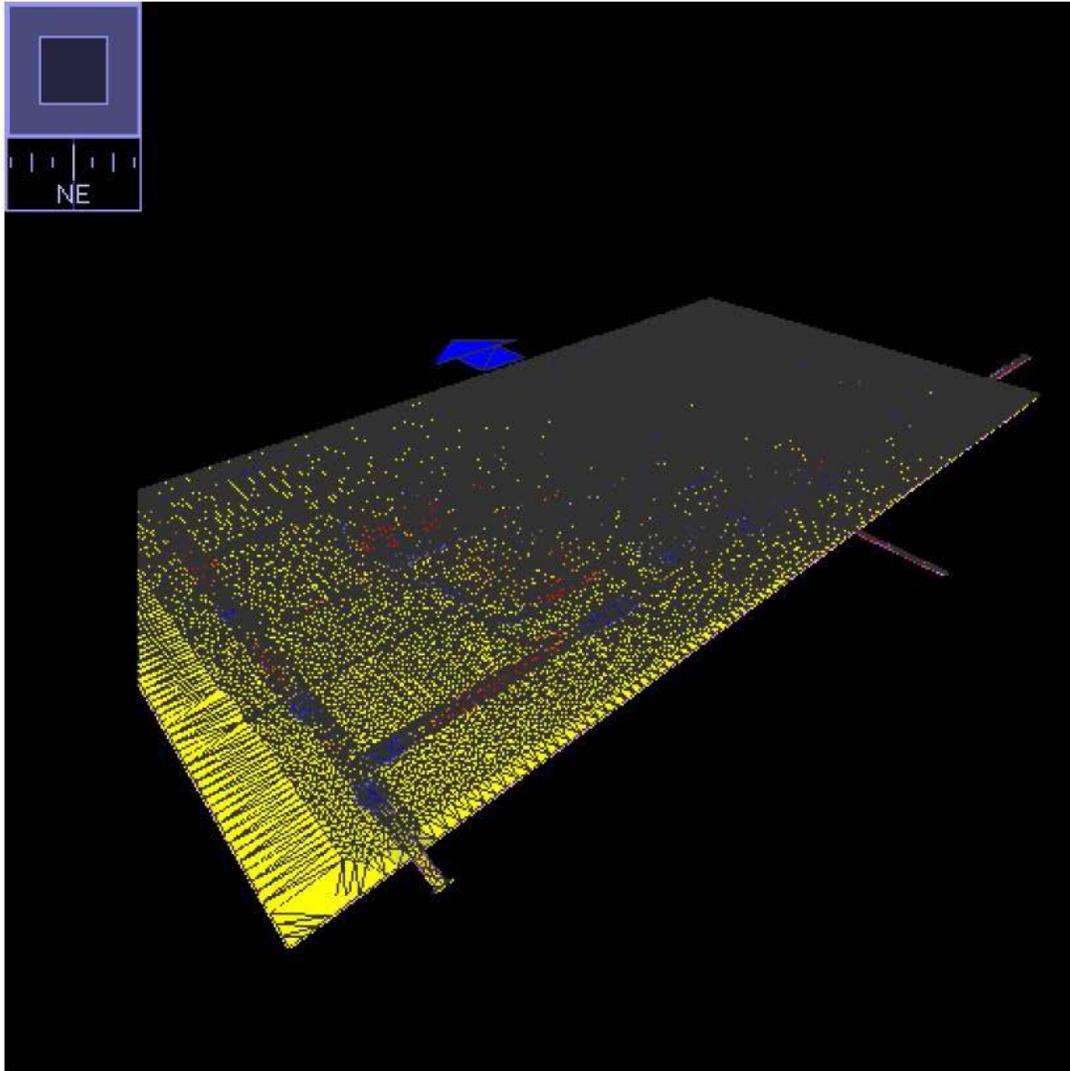
SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New

Created: Sep 26, 2016 08:39 PM UTC

Data Assumptions: None Specified

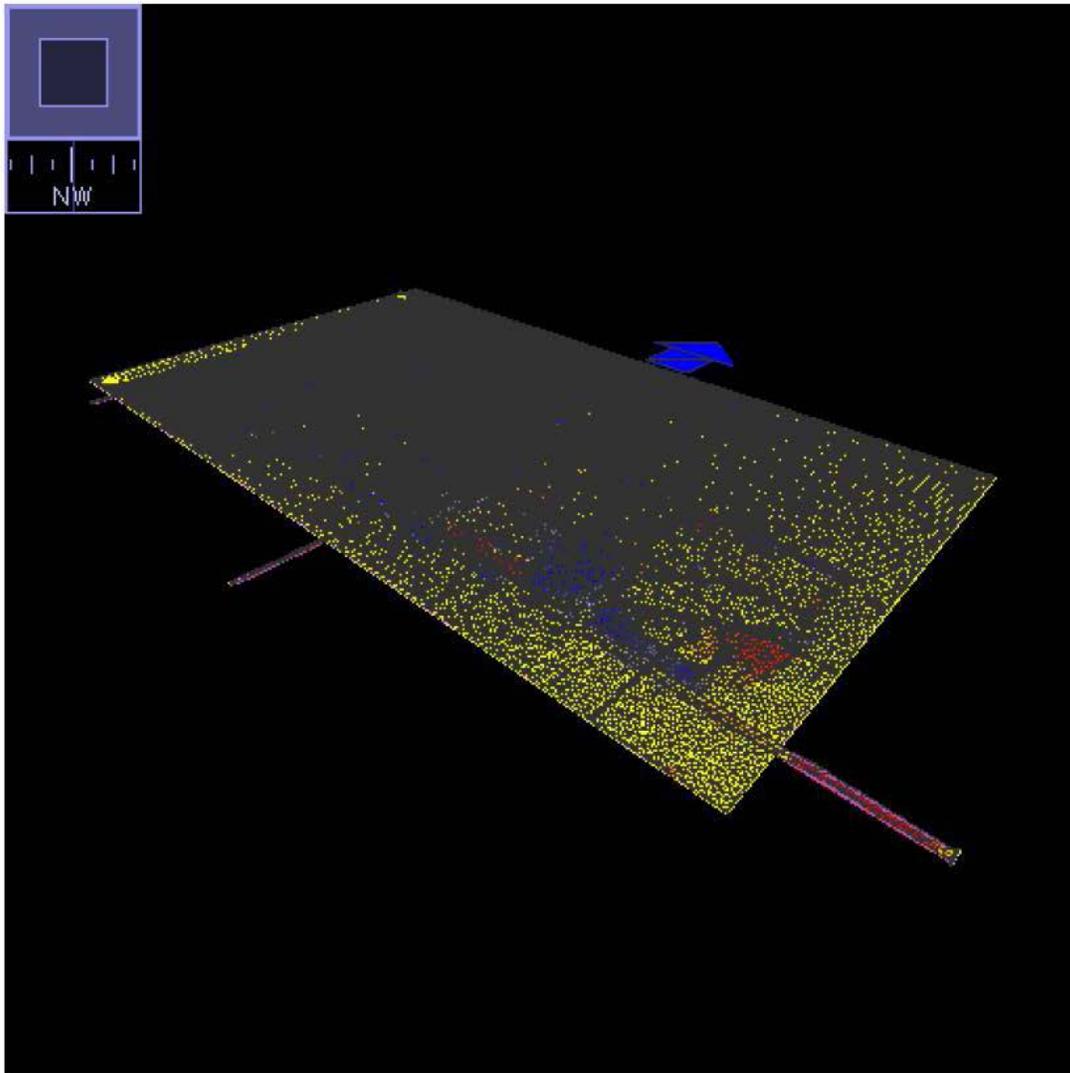
3D North East Image



SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New
Created: Sep 26, 2016 08:39 PM UTC
Data Assumptions: None Specified

3D North West Image



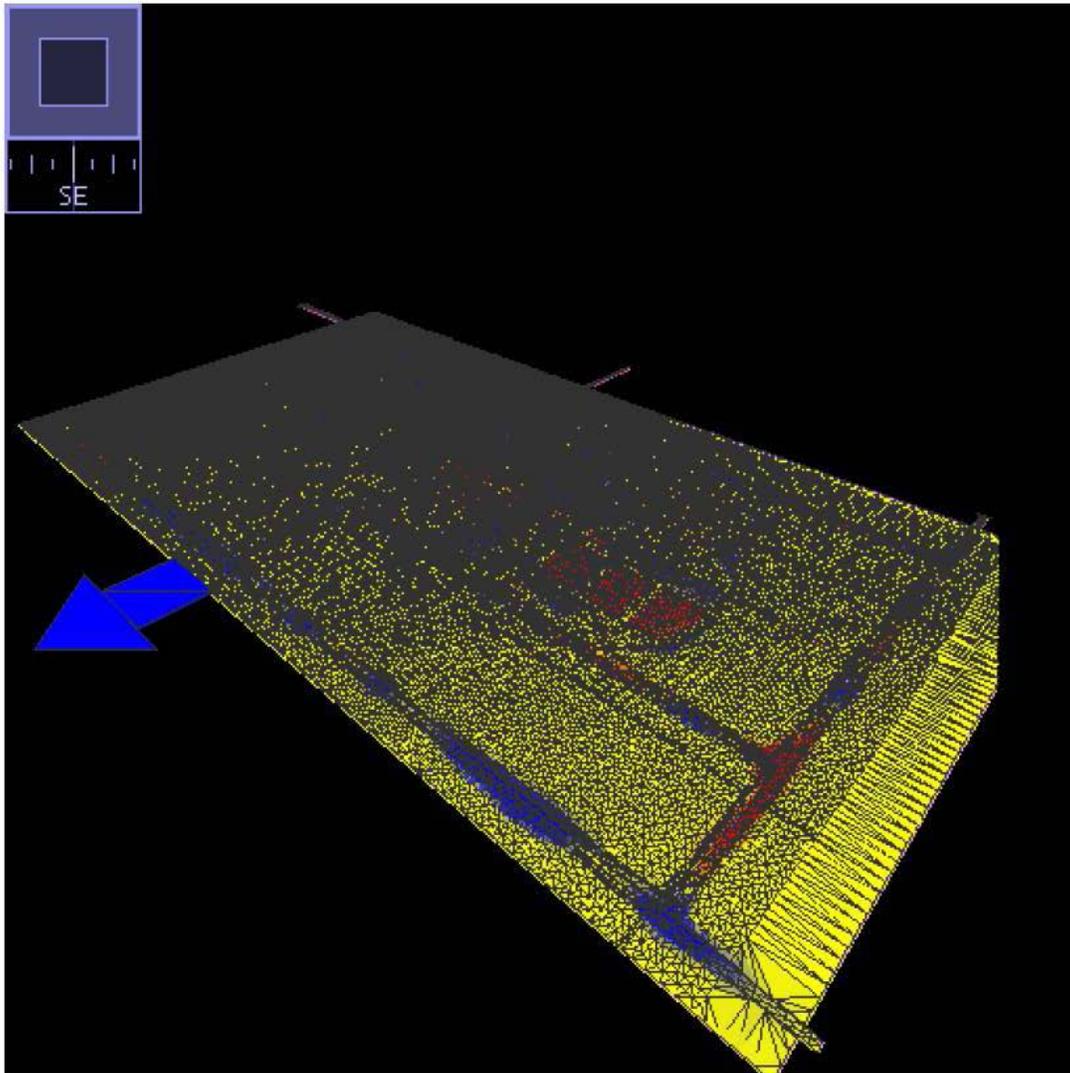
SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New

Created: Sep 26, 2016 08:39 PM UTC

Data Assumptions: None Specified

3D South East Image



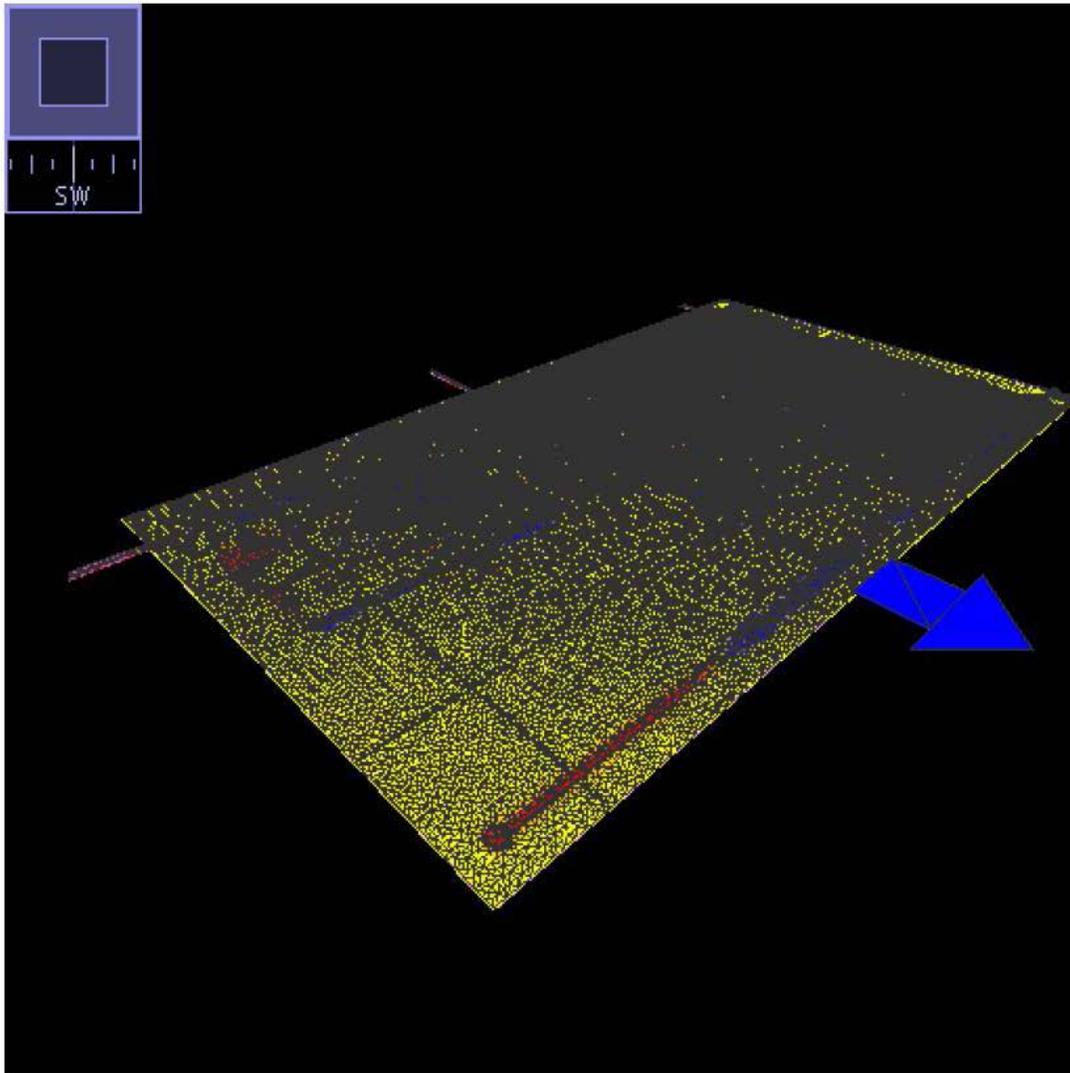
SITEOPS SOLUTION REPORT

Project: Fort Hall / Revision #12: REVISION ROUND 3 - New

Created: Sep 26, 2016 08:39 PM UTC

Data Assumptions: None Specified

3D South West Image



BICYCLE AND PEDESTRIAN FACILITIES

The incorporation of bicycle and pedestrian facilities into the design of the Exit 80 masterplan area has been an important part of the planning process for the area. Sherwin Racehorse, a Senior Planner in Fort Hall’s Planning Department, has been instrumental in advocating for bicycle and pedestrian connections throughout the Exit 80 planning process.

While bicycle and pedestrian facilities have been incorporated into the Exit 80 Master Plan and roadway design for the Exit 80 area, it is also recommended that an additional bicycle and pedestrian pathways plan be adopted as a part of the Shoshone Bannock Tribes Comprehensive Plan. Typically, a bicycle and pedestrian plan is incorporated into the Transportation Section of a community’s Comprehensive Plan; Chapter 12 of the Shoshone Bannock Tribes Comprehensive Plan would be an appropriate location for the addition of this document if Tribal Council wishes to adopt a Fort Hall Bicycle and Pedestrian Plan.

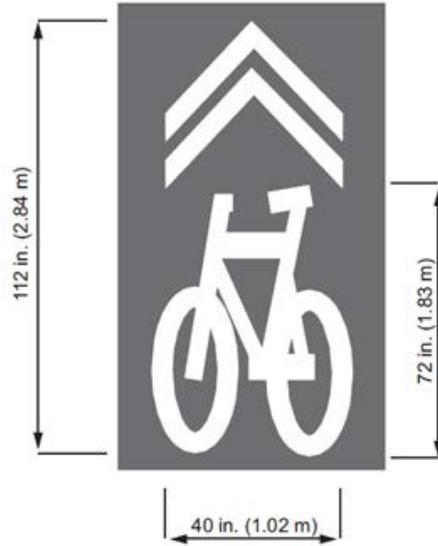


Figure 4-4. Shared-Lane Marking

Attached below are related AASHTO and League of American Bicyclists standards for bicycle planning that could also potentially be incorporated by the Shoshone Bannock Tribes to help guide the development of bicycle and pedestrian facilities at Fort Hall.

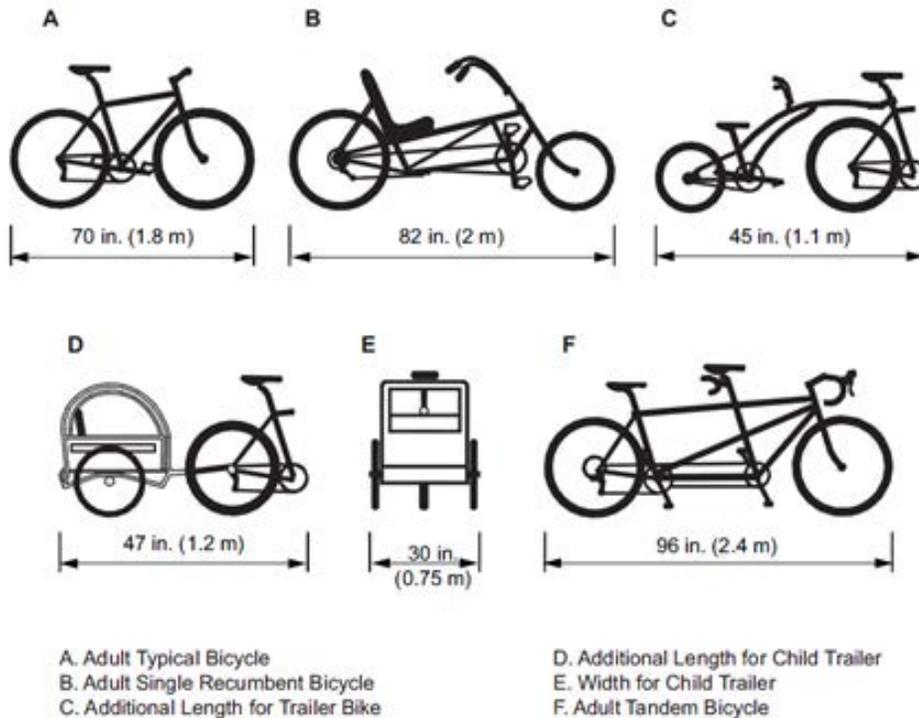


Figure 3-2. Typical Bicycle Dimensions

Images from AASHTO’s “Guide for the Development of Bicycle Facilities, 4th Edition, 2012, with February 2013 Errata.

“THE 5 E’S”

Essential Elements of a Bicycle Friendly Community

The League of American Bicyclists has created a set of standards for what the organization considers to be the essential components of a Pathways plan.

The “5 E’s” of bicycle and pedestrian planning are described as follows:

Engineering: Creating safe and convenient places to ride and park

Infrastructure is a critical part of creating a community’s pathway system. Pathways need to be well-connected and pathways need to be engineered to create safe, attractive places for cyclists to ride. Bicycle parking is also an important part of a well-conceived plan; cyclists need to have safe, accessible bicycle parking to encourage cycling. The inclusion of bicycle parking standards in a community’s zoning code is recommended.

Education: Giving people of all ages and abilities the skills and confidence to ride

Encouraging the development of bicycle safety education in public schools is typically the best way to promote cycling safety in a community. It is recommended that the Fort Hall Planning Department assist local schools in reaching out to the Bike / Ped Coordinator at the Idaho Transportation Department for materials that can be used to help promote safe cycling.

Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling

Signage for pathways, promoting family bike rides and community cycling events and having the community celebrate events like National Bike Month, can all help to encourage cycling in a community. It is recommended that the Fort Hall Planning Department appoint a community member or have a staff person take on a formal role in helping to organize and promote several bicycle events throughout the year to encourage cycling.

Enforcement: Ensuring safe roads for all users

While involving law enforcement in ensuring the safety of cyclists is an element which more critical in urban areas, it is recommended that Fort Hall Planning and Transportation Department staff engage with the local police department during the establishment of pathways to discuss measures that could be taken to improve the safety of pathways.

Evaluation & Planning: Planning for bicycling as a safe and viable transportation option

According to the League of American Bicyclists, development of a comprehensive pathways plan, support of the community, and dedicated funding are a crucial part to the establishment of an active bicycling culture in a community. Establishing metrics for the implementation of a pathways plan is also critical. It is recommended that Fort Hall’s Planning Department establishes a set of benchmarks for the implementation of a Pathways Plan.

COMPLETE STREETS

Well-developed bicycle and pedestrian transportation infrastructure is an important part of a community’s “Complete Streets” policy. A Complete Streets policy prioritizes the development of multi-modal transportation infrastructure (i.e. planning for cars, bicycles, pedestrians, and public transportation.) While Fort Hall is relatively small in size, the basic framework of a Complete Streets Policy provides insight into how to successfully implement a bicycle and pedestrian pathways plan.

The National Complete Streets Coalition has identified 10 elements that are necessary for a Complete Streets Policy:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that “all users” includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as automobile drivers and transit-vehicle operators.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.

- Is adoptable by all relevant agencies to cover all roads.
- Applies to new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete street solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementing the policy.



Type of Pathway	Photo Example of Pathway Type	Preferred Use for Pathway	Motor Vehicle Design Speed	Additional Considerations
<p>Multiuse Gravel Path</p>		<p>Pedestrians (hiking, cross country skiing), Bicyclist (biking) or horseback riding</p>	<p>No vehicular traffic. Bicyclist should be encouraged to keep their speeds under 12 MPH</p>	<p>More difficult to maintain in areas of flooding. Ada surface requirements are more difficult to achieve and maintain.</p>
<p>Multiuse Asphalt Path</p>		<p>Pedestrians (hiking, cross country skiing, skating, roller blading etc), Bicyclist (biking)</p>	<p>No vehicular traffic. Bicyclist should be encouraged to keep their speeds under 12 MPH</p>	<p>Provides a greater variety of wheeled forms of transportation. Easier to maintain than gravel pathways</p>
<p>Attached Bike Lane</p>		<p>Bicyclist (biking) Pedestrians (walking)</p>	<p>Roads that have speed limits greater than 25 MPH</p>	<p>This type of path also provides additional shoulder stability. The width will vary with adjacent roadway speed</p>

<p>Attached Gravel Walkway</p>		<p>Pedestrians (walking, hiking, and cross country skiing) Bicyclist (biking)</p>	<p>Roads that have speed limits greater than 25 MPH</p>	<p>Harder to bike on and more prone to washout than attached asphalt bike lanes.</p>
<p>Foot Bridge</p>		<p>Pedestrians (hiking, cross country skiing, skating, roller blading etc.), Bicyclist (biking)</p>	<p>No vehicular traffic. Bicyclist should be encouraged to keep their speeds under 12 MPH</p>	<p>ADA requirements will need to be addressed.</p>
<p>Bikepath, Curb, Sidewalk and Stormdrain</p>		<p>Pedestrians (hiking, cross country skiing, skating, roller blading etc.), Bicyclist (biking)</p>	<p>Variable Speeds.</p>	<p>These lanes can also be use in conjunction with parking between the bike lane and the curb. If this option is chosen adequate space is required for parking and opening of car doors.</p>
<p>Boardwalk</p>		<p>Pedestrians (hiking, cross country skiing, skating, roller blading etc.), Bicyclist (biking)</p>	<p>No vehicular traffic. Bicyclist should be encouraged to keep their speeds under 12 MPH</p>	<p>ADA requirements will need to be addressed.</p>

Images from AASHTO's "Guide for the Development of Bicycle Facilities, 4th Edition, 2012, with February 2013 Errata.

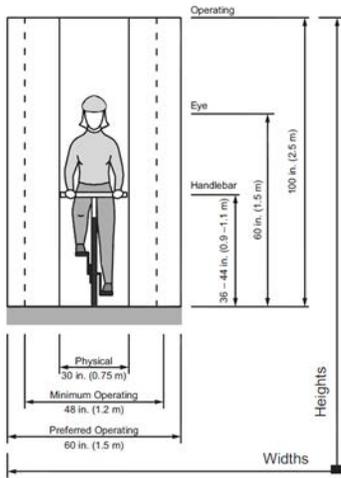
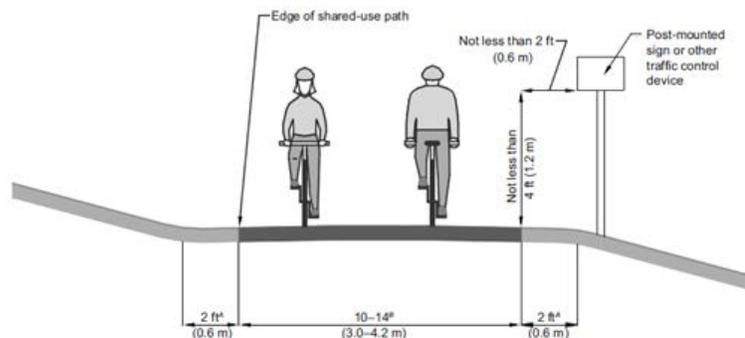


Figure 3-1. Bicyclist Operating Space



Notes:
^A (1V:6H) Maximum slope (typ.)
^B More if necessary to meet anticipated volumes and mix of users, per the Shared Use Path Level of Service Calculator^[9]

Figure 5-1. Typical Cross Section of Two-Way, Shared Use Path on Independent Right-of-Way

WAYFINDING AND SIGNAGE PLAN

Wayfinding and signage can be a critical tool for orienting visitors to a site. With the rich assortment of commercial and cultural amenities proposed for the Exit 80 Master Plan Area it will be important to develop a signage plan to direct visitors to resources available at Fort Hall.

Attached is a preliminary copy of a wayfinding and signage plan with proposed signage locations.

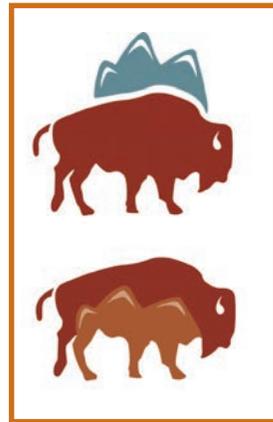
Several areas have been identified for primary directional signs which will include maps and directional arrows to direct visitors to sites. Key areas for these primary directional signs are the entrance to Fort Hall off Exit 80 and outside the Golf Course on Eagle Road.

Directional signs to help visitors find the proposed commercial and retail areas north of the grocery store and the proposed interpretive center north of the truck plaza will also be important.

Wayfinding and signage can also be helpful in establishing a “brand” for a community’s commercial and recreational areas. Horrocks has developed several potential logos for Fort Hall signage as a part of the Exit 80 Wayfinding and Signage Plan. Developing a logo for a commercial area can potentially be a great community involvement exercise, the attached logos are meant to act as a starting point for Fort Hall’s Planning Department during their ongoing planning process for development of the Exit 80 master plan area.



Example of Primary Directional Sign



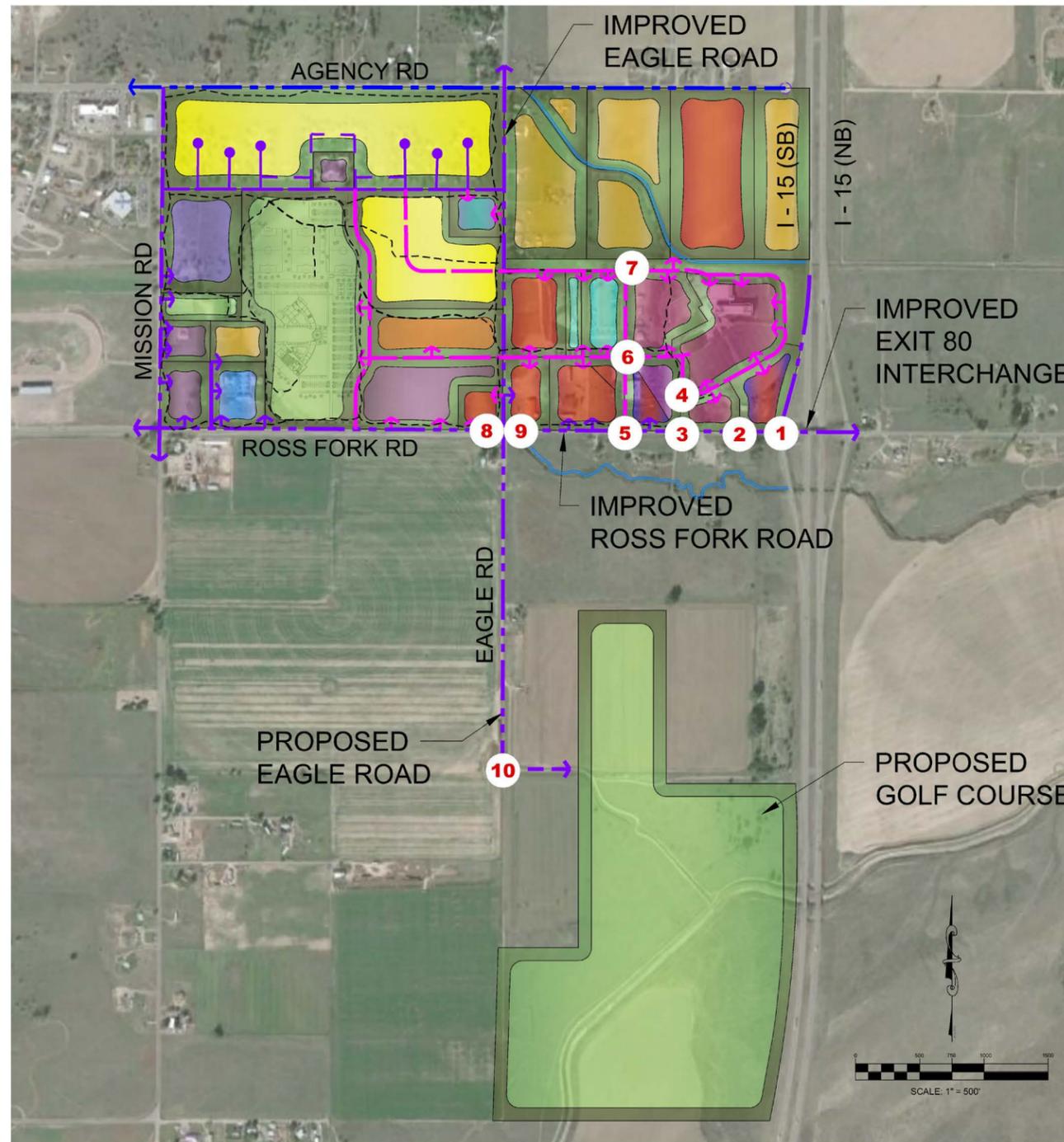
Sample Signage Graphics for Exit 80 Commercial area



Example of Primary Directional Sign

FORT HALL SIGNAGE/WAYFINDING PLAN

- 1 PRIMARY DIRECTIONAL SIGN - ALL SITES TO WEST AND GOLF COURSE
- 2 WATER SLIDE / FAMILY HOTEL SIGNAGE
- 3 CASINO / HOTEL / CONVENTION CENTER SIGNAGE
- 4 MOVIE THEATER SIGNAGE
- 5 TRUCK PLAZA / INTERPRETIVE CENTER / RV PARK SIGNAGE
- 6 RV PARK SIGNAGE
- 7 HOUSING AREA DIRECTIONAL SIGNAGE
- 8 WELLNESS CENTER / VETERANS CENTER SIGNAGE
- 9 GOLF COURSE SIGNAGE
- 10 PRIMARY DIRECTIONAL SIGN - ALL SITES TO NORTH



ROAD TYPE	
EXISTING	
PROPOSED	
IMPROVED	

*PROPOSED AND IMPROVED ROADS INCLUDE CURB & GUTTER

SHOSHONE-BANNOCK TRIBES MASTER PLAN
WAYFINDING / SIGNAGE PLAN



H:\2013\BEE-377-1308 Pro Eng Svcs\2013 GeneralMaster Planning\Exhibits\2016 05 04 - Fort Hall signage plan.dwg - Overall - 9/29/2016 03:17pm .rvt

RECOMMENDATIONS ON ADOPTION OF EXIT 80 MASTER PLAN

Importance of Adoption of the Exit 80 Master Plan

Adoption of the Exit 80 Master Plan will be a valuable tool for guiding future land use decisions for Fort Hall. The adoption of a Master Plan will assist Fort Hall's Transportation Department in ensuring that design of transportation infrastructure meets the future needs of Fort Hall and it will be invaluable in assisting Fort Hall's Land Use Commission in their decision making process when evaluating potential land uses in the Exit 80 planning area. Most significantly, the adoption of a master plan for the Exit 80 area will ensure that piecemeal development will be avoided and that future development is cohesive and well-planned. Fort Hall's undeveloped property at Exit 80 is valuable and the adoption of the Shoshone Bannock Tribes Exit 80 Master Plan will help Fort Hall tribal members maximize the value and development potential of this property.

PROCEDURAL RECOMMENDATIONS FOR ADOPTION OF EXIT 80

The current Shoshone Bannock Tribes Comprehensive Plan was adopted in November 2010. This comprehensive plan document could potentially be amended to adopt the Exit 80 Master Plan Document. Section III of Chapter 11 of the SBT Comprehensive Plan addresses several concept plans for commercial, recreational, and residential development. Following approval for the Fort Hall Tribal Council, the adoption of the Exit 80 Master Plan could potentially be adopted as an additional concept plan in this section. Alternatively, an overlay district could also be established in Section IV of Chapter 11 for the Exit 80 to guide land use decisions for the area's future development.

APPENDIX

FLYER FOR MARCH WORKSHOP

SHOSHONE BANNOCK TRIBES

We Value Your Input!

The SBT Planning Department, the SBT Transportation Department and Horrocks Engineers are holding a Design Workshop to discuss the potential development of property near the Shoshone Bannock Hotel and Casino

We are inviting SBT stakeholders to voice their opinions and help us to determine the best uses for this property. Outcome of the meeting will be the development of alternative master plans for the area.

Master planning is taking place in relation to SBT Number 2 and 3 transportation improvement projects at Eagle and Ross Fork Roads.

Meetings will take place March 16th and 17th

Meetings will be held at the Fort Hall Housing Authority's Community Room

Refreshments will be served!

Proposed Agenda

March 16th

- 9:00 Welcome and Introduction to the Design Charrette
- 9:30 – 12:00 Hands-on design workshop with participants and design leaders
- 12:00 – 1:00 Break for lunch
- 1:00 – 3:00 Presentation of workshop concepts
- 3:00 Participants break for the day

March 17th

- 2:00 – 4:00 Participants and design leaders meet to review and discuss preferred design concepts
- 4:00 Participants break for the day

RSVP:

Sherwin Racehorse, Senior Planner
Tribal Planning Department
The Shoshone-Bannock Tribes
P.O. Box 306
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Email: wendys@horrocks.com

AGENDA FOR MARCH WORKSHOP

Date: 3/14/16

RE: SBT Workshop Work Plan

Guiding Principles Exercise

1. Each participant will list 4 or 5 "guiding principles" on individual post-its
 - a. Guiding Principles should answer the question, "Project will provide _ _ _ _"
Or "Project will promote _ _ _ _ _"
Examples: "Project will promote HOUSING" or "Project will provide ECONOMIC DEVELOPMENT" or "Project will provide PARKS."
2. The first person at the table to finish their post-its will line their post-its up in a horizontal row
3. The second person, third, fourth person etc. to finish will line up their post-its under post-its with similar themes (ex. Housing post-it notes will be lined up together, Jobs post-it notes will be lined up together)
4. Participants will then work together to draft a Guiding Principal for each row of related Post-its.
 - a. Guiding Principles will all be written on a tablet by the group facilitator
5. Group will then work with facilitator to draft objectives and performance measures for each principle (ex. Objective: "New Housing Units will be created for SBT" and Performance Measure: "At least 80 new housing units will be constructed by 2025.")
6. Have presenter from each table share Guiding Principles, Objectives and Performance Measures that were developed

Visioning Exercise

7. Have group talk about what area will look like in 20 years. This is a discussion exercise
 - a. If you left the area for 20 years and came back to visit,
 - i. What is housing like?
 - ii. Who lives here?
 - iii. What are people doing?
 - iv. How do people get around?
 - b. Have each group share their visions for the area

AGENDA FOR MARCH WORKSHOP

Site Plan Layout Exercise

8. Have each group member list the two land uses (housing, office, parks, etc) that they think are most important for the development
 - a. Have each member discuss how these land uses are supported by the Guiding Principals that were developed.
9. Have the group decide together which 3 land uses (housing, office, parks etc.) to site on the plan
 - a. Use "puzzle pieces" to place land uses on the plan
 - b. Have group talk about connections between land uses
 - i. Discuss roads, pedestrian and bike paths
 - ii. Discuss entrance to the development and landscaping
 - iii. Discuss connections to hotel and casino
10. Repeat exercise for next three land uses.
11. Use markers to draw in landscaping, roads, connections to adjacent properties etc.
12. When group is satisfied with layout paste puzzle pieces to the layout.
13. REPEAT EXERCISE AND CREATE A SECOND LAYOUT
14. Post layouts in our "pin up" section of the community room
15. When groups have finished two layouts, a representative from each group will discuss the layouts with the entire workshop group

Selection of Three Layout Alternatives

16. The workshop group will discuss the proposed alternatives and vote on their 2 or 3 favorite layouts to move forward to the next phase of the workshop

FLYER FOR MAY WORKSHOP

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