

DOWNTOWN REDEVELOPMENT PLAN AND PEDESTRIAN PLAN FOR THE CITY OF FOLEY

Prepared for the Foley Task Force and the City of Foley

DECEMBER 2015



Community Vision Plan for Downtown Redevelopment and Pedestrian Connections Downtown Redevelopment Plan and Pedestrian Plan for the City of Foley

This report is prepared for the City of Foley Task Force and the City of Foley

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Table of Contents

 Introduction and Ba 	ıckground
• Pedestrian Plan	
Downtown Plan	4
 Appendices 	9

Introduction and Background

City of Foley and the Community Vision Plan

Founded in 1902 the City of Foley is located in the center of Benton County at the intersection of Highways 25 and 23. Foley is the county seat just 65 miles north of the Twin Cities, 18 miles east of St. Cloud, and one hour south of the Brainerd Lakes Area. It functions as the business, service, educational, and cultural focal point for Benton County and surrounding area. It has a small town lifestyle with friendly businesses and community members living and working respectfully together. The community desires to support and attract thriving businesses and increase social and cultural activities as its priorities for Foley.

In 2013, Foley engaged with the Initiative Foundation to participate in the Thriving Communities Program. As part of this program the Thriving Communities Committee organized and led the process which developed a series of long-term goals for the community. They include:

Quality of life

- Long term plan for the city
- Community events
- Community Center for all ages
- Expand walking/bike paths throughout the city
- Twenty-four hour police protection
- More parking downtown
- Fix and update downtown infrastructure
- Destination restaurant
- Fitness events
- More medical facilities

Economics

- Revitalize downtown
- Marketing plan for the community
- Encourage business expansion
- Increase retail
- Farmers' Market
- More specialty shops
- Repair streets/sidewalks downtown

Introduction and Background City of Foley and the Community Vision Plan cont.

- Tax incentives
- More opportunities for entry level jobs
- Lower taxes

Children, Youth, and future workforce

- Community Center for all ages
- Apprenticeship/internship for youth
- · Community events that are free for families
- Promote the good things Foley has to offer
- · Community Garden involving youth
- Promote unstructured play/activities
- Promote education
- Increase government, business and community partnership in the schools
- Youth activities
- Senior and Youth interaction

The work described in this report is derived from the Thriving Communities Task Force Committee which organized and led the process which resulted the series of recommendations that the vision plan has incorporated. The outcome of the Thriving Community Program led the Committee and staff from the City of Foley to approach the Center for Rural Design at the University of Minnesota for help in categorizing and prioritizing some of the goals into a vision plan and actionable recommendations to the City of Foley. The process identified two component plans that could address the Thriving Communities goals that related to the physical environment in Foley:

- A Pedestrian Plan for the City of Foley
 The goal of the pedestrian plan is to identify specific bike and pedestrian routes, connectivity to existing trails and recommendations for safety improvements throughout the City of Foley.
- A Downtown Plan for the City of Foley:
 - The goal of the downtown plan is create a vision for the downtown based on existing conditions and identifying opportunities to enhance downtown for two closely related topics economic development potential and the experiential quality of citizens and visitors. The plan includes:

Introduction and Background

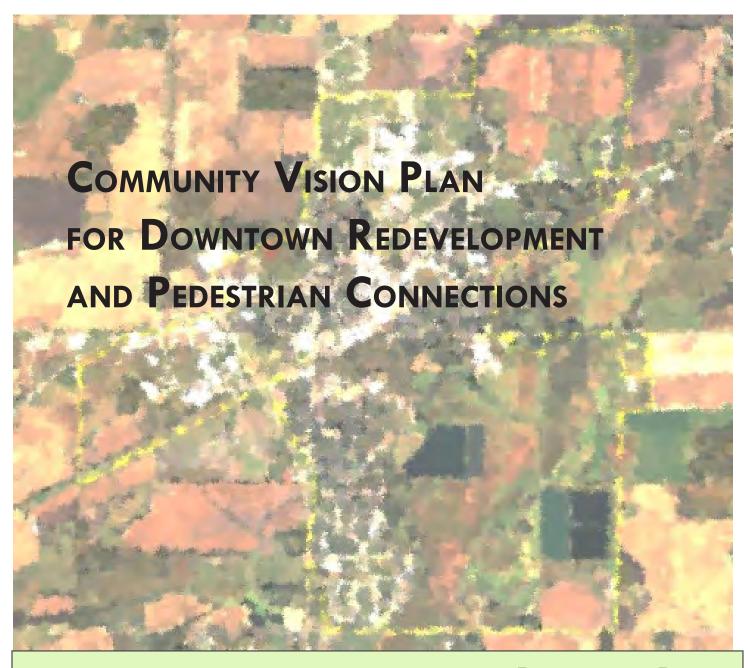
City of Foley and the Community Vision Plan cont.

- Design suggestions and guidelines for Fourth Avenue North, Dewey Street, Broadway Ave N and Main Street.
- Direction on the reconstruction of roads and sidewalks. Including streetscape that supports the needs of cars, pedestrians, trucks & bikes.
- Consider how public space can add value to the use of downtown.
- Integrate how limited parking space can be balanced among the businesses competing in close proximity, with consideration of policies and rules governing use.

Both of these component plans are closely related and influence the goals and outcomes of each other.

The idea behind the Community Vision Plan is to build on ideas generated from the earlier Thriving Communities process. The preparation of the plan has been guided by a broad-based steering committee consisting of Foley community and business leaders. The focus of the project is to prepare a community-based design vision for the City with a downtown plan that supports regional connections and economic development and a pedestrian plan that strengthens pedestrian connections throughout the community.

The design process included two community design workshops involving citizens of Foley as stakeholders in creating a long-term vision that reflects citizen values about the future of the City and surrounding area. The vision will inform the City Council and community leaders as to citizen preferences for economic development, marketing, downtown character, pedestrian access, and other quality of life issues.



PEDESTRIAN PLAN FOR THE CITY OF FOLEY

Pedestrian Plan Table of Contents

•	Purpose and Intent	9
•	Goals and Outcomes	11
•	Goal 1 Discussion	17
•	Goal 2 Discussion	19
•	Goal 3 Discussion	22
•	Goal 4 Discussion	29
•	Goal 5 Discussion	37
•	Goal 6 Discussion	39
•	Goal 7 Discussion	40
•	Prioritized List of Actions	41

Purpose and Intent

The value of safe and pleasant pedestrian and bicycle space that is integrated into the fabric of the community is widely acknowledged. To create walkable communities we must appreciate the pedestrian and create a landscape which makes walking both feasible and pleasurable. Walking communities are healthy communities and to encourage walking communities must be pedestrian friendly.

The purpose and intent of the Pedestrian Plan for the City of Foley is to encourage all current and future infrastructure planning efforts within the city to incorporate adequate facilities for safe pedestrian and bicycle travel in the process. In addition, the pedestrian plan identifies important community destinations that should be serviced by pedestrian connections. This plan establishes guidelines and recommendations for policy and the design of infrastructure improvements as they relate to pedestrian facilities in the City of Foley.

The following principles are the basis for the guidance in the pedestrian plan

- The pedestrian system should be safe. Streets, sidewalks, and walkways should be designed to minimize conflicts with motorized and non-motorized vehicle traffic, minimize tripping hazards and protruding objects, and promote a reality and perception of personal safety.
- The pedestrian system should be accessible to all. The pedestrian system should be designed for all pedestrians, including people with disabilities, seniors, and youth.
- The pedestrian system should provide direct and convenient connections. The pedestrian system should provide continuous and well connected sidewalks and walkways and be designed in a manner that is responsive to pedestrians' desire to reach their destinations using the shortest and quickest route. This should be achieved by providing minimal delays and direct connections while ensuring safety for all users.
- The pedestrian system should provide comfortable places to walk. The
 pedestrian system should be designed and maintained to promote walking
 and include elements that create a comfortable walking environment, such
 as trees, pedestrian scaled street lighting, buffers from traffic, trash receptacles, places to sit, and a pedestrian scaled environment.

Purpose and Intent cont.

- The pedestrian system should enhance the public realm of the City. The pedestrian system should be designed not only to serve a transportation function, but also to provide public spaces that enhance community interaction, economic vitality, and the image of the City.
- Pedestrian improvements should be cost effective and financially sustainable. Pedestrian improvements should be designed and funded to maximize the benefits of the improvements relative to the cost to build and to maintain the improvements.

(excerpted from Chapter 10: Pedestrian Facility Design, Access Minneapolis)

In keeping with these principles the Task Forces has identified a set of broad objectives to guide the development of the Pedestrian Plan.

City-wide Objectives:

- Identify and designate specic pedestrian/bicycle routes to connect destinations throughout the community to each other (neighborhoods, school, parks, businesses, downtown, etc.).
- Add to the network of sidewalks by incorporating sidewalks into all future street improvement projects in order to provide safe pedestrian access throughout the city.
- Add to the network of multi-purpose trails wherever possible in order to provide o-street bicycle and pedestrian routes that enhance access to destinations in the community.
- Identify appropriate and safe locations for on-street bicycle routes where off-street multi-purpose trails are not feasible.
- Identify key intersections for pedestrian/bicycle crossing safety.

Downtown Objectives:

- Complete the network of downtown sidewalks by incorporating sidewalks into all future street improvement projects.
- Identify and design key intersections for pedestrian/bicycle crossing safety.
- Designate specic bicycle routes to connect outlying destinations (neighborhoods, school, parks, etc.) with downtown.
- Develop the Stoney Brook Pedestrian Greenway as a scenic recreational route to attract residents and visitors to the downtown area.

Goals and Outcomes

The following list of specific goals and outcomes were developed bases on the set of broad objectives first outlined by the Task Force and then reviewed and critiqued by the citizens of Foley at a community workshop in June 2015.

The goals recognize pedestrian related issues within the community that need to be addressed. The outcomes define specific tasks that need to be accomplished in order to meet the goals. These goals and outcomes represent a long-term approach to developing an adequate system of pedestrian connections within the community. The plan portrays an ideal system that can begin to be developed now, but may not be complete for twenty years. Project prioritization and revisions to this plan should occur at least every five years.

Each goal will be examined in detail in the following sections of this document.

Goal 1: Create safe and interconnected routes for pedestrians and bicyclists throughout the Foley area.

Outcomes:

- The City requires that all neighborhoods have easy access to pedestrian and bicycle infrastructure for access to destinations throughout the community for young and old alike.
- The City requires that new subdivision developments have some pedestrian and or trail improvement to serve connectivity via a sidewalk and or trail access point(s).
- The City requires that existing subdivision developments have some pedestrian and or trail improvement link to serve connectivity via a sidewalk and or trail access point.

Goal 2: Create and maintain a pedestrian and bicycle route network that provides direct connections between the key destinations identified in this plan (school, parks, downtown, shopping/restaurant area, outlying residential areas).

Outcomes:

 The City designates Broadway Ave. and 8th/Penn Ave. as the primary pedestrian/bicycle routes that connects the north side of Foley, including the school, with the south side of Foley, including downtown, with an improved

Goals and Outcomes cont.

pedestrian crossings of State Highway 23 at Broadway Ave. and 8th/Penn Ave..

- The City adopts a uniform system of signage and road markings for pedestrian and bicycle facilities that identifies designated pedestrian crossing and bicycle routes wherever and whenever developed.
 - The signage and road marking system will follow best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/ Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013 (included in Appendices).
- The City includes multi-purpose trails in any new or expanded public park or greenway development.

Goal 3: Create safe pedestrian crossings at key intersections as identified in this plan based on criteria outlined in Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways, MNDOT, 2005 (included in Appendices).

Outcomes:

- The City will work with MnDOT to designate the intersections at State Hwy 23/Broadway Ave. and St Hwy 23/8th Ave. as primary designated pedestrian crossings.
 - The pedestrian crossings will be designed following best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/ Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013 (included in Appendices).
 - The pedestrian crossings will incorporate technology such as a rectangular rapid flashing beacon (RRFB) as described in Report 2013-22, pages 16-17 (included in Appendices).
- The City designates key downtown intersections (4th Ave. and Dewey St., 4th Ave. and Main St., Broadway Ave. and Dewey St.) as primary designated pedestrian crossings due to the potential for high pedestrian traffic.
 - The pedestrian crossings will be designed following best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/ Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013 (included in Appendices).
 - The pedestrian crossings will incorporate technology such as a rectangular rapid flashing beacon (RRFB) as described in Report 2013-22, pages 16-17 (included in Appendices).

Goals and Outcomes cont.

- As outlined and illustrated in this plan, these downtown intersections will be designed to incorporate pedestrian safe-zones below the curb to shorten the perceived crossing distance and to warn motorists of potential pedestrian conflicts in the intersection.
- The City designates additional downtown intersections (4th Ave. and John St., Broadway Ave. and John St., Broadway Ave. and Main St., 3rd Ave. and Dewey St.) as significant designated pedestrian crossings due to the potential for moderate pedestrian traffic.
 - The pedestrian crossings should be designed following best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013 (included in Appendices).
 - As outlined and illustrated in this plan, these downtown intersections will be designed to incorporate significantly visible pedestrian cross walks to warn motorists of potential pedestrian conflicts in the intersection and to enhance to visual identity of the downtown district.

Goal 4: Create an aesthetically appealing and social streetscape in downtown for pedestrians.

Outcomes:

- The City increases the pedestrian walkway zone (total sidewalk width) to meet the requirements of the MnDOT Road Design Manual, Chapter 11 to the fullest extent possible (included in Appendices).
 - This guideline applies to 4th Ave. from St Hwy 23 at the north to Main St. at the south, and Dewey St. from 3rd Ave. at the west to Broadway Ave. at the east.
 - The pedestrian walkway zone (total sidewalk width) is influenced by spatial constraints for traffic way and parking requirements in Minnesota Rules, Chapter 8820, Local State-Aid Route Standards (included in Appendices).
- The City invests in a pedestrian walkway design that enhances pedestrian safety, aesthetic experience, and downtown character to the fullest extent possible with available funding.
 - Working in partnership with downtown businesses and organizations the pedestrian walkway design will incorporate appropriate features, facilities, and/or furnishings (e.g., street lights, street trees, bicycle racks, signage, trash receptacles, etc.) in designated locations.
 - The design for streets being reconstructed will incorporate necessary infrastructure that would allow the addition of features, facilities, and/

Goals and Outcomes cont.

or furnishings to accommodate a pedestrian friendly environment at a later date when funding becomes available.

Goal 5: Embrace any current and future opportunities to link the City's multiuse trail system to regional trail systems.

Outcomes:

- The City instructs staff to pursue and cooperate in any regional trail planning process, in particular, those that offer the opportunity for connections to the City. Possible regional trail corridors include:
 - State Hwy 23 to the west as a corridor to St. Cloud.
 - The abandoned Great Northern and BNSF rail line as a corridor west to St. Cloud and east to Milaca.
 - State Hwy 25 to the north as a corridor north to Gilman

Goal 6: Seek out grant and financing opportunities to help fund the goals and recommendations in the Pedestrian Plan.

Outcomes:

- City staff will bring grant opportunities to the City Council for consideration to implement the goals and outcomes in this plan.
- City staff will establish partnerships with the Foley School District to implement outcomes for safer routes to school through grant programs such as:
 - MN Safe Routes to School Program through MnDOT
 - Transportation Alternatives Program through MnDOT

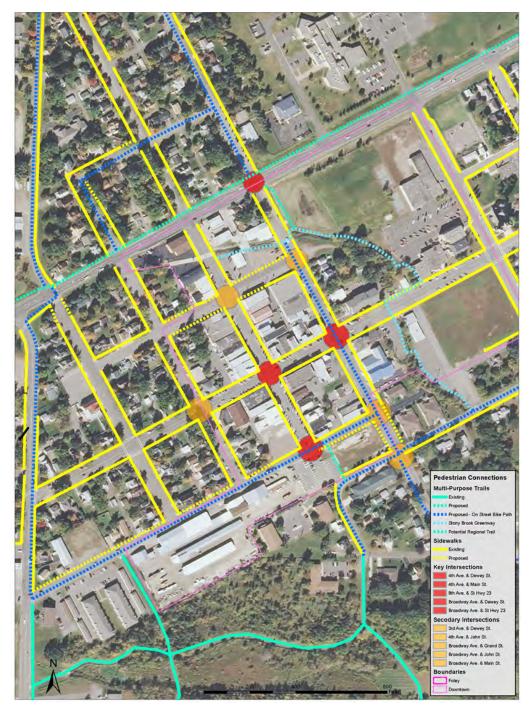
Goal 7: Maintain and update the Pedestrian Plan on a regular basis to meet changing needs and opportunities.

Outcomes:

• The City will review the Pedestrian Plan Map every 5 years and incorporate necessary revisions and updates.

Goals and Outcomes cont.

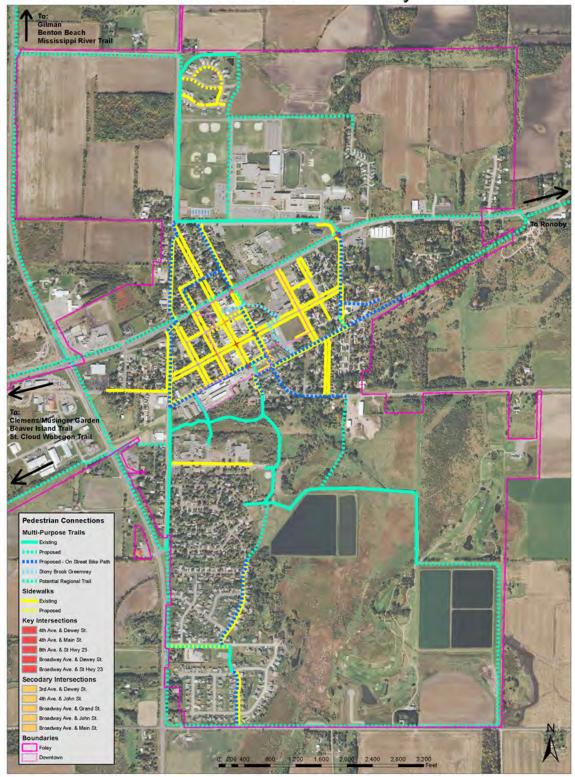
The maps below and on the following page represent the outcomes of the Pedestrian Plan at both the city and downtown scales. The maps portray both existing and future pedestrian infrastructure. Larger versions of the maps can be found in the appendices.





Existing and Proposed Pedestrian Connections - City Wide





Goal 1 Discussion

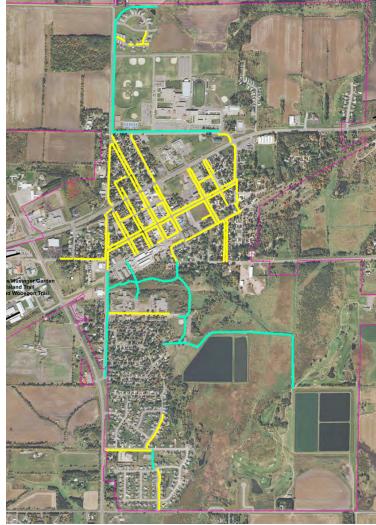
Goal 1: Create safe and interconnected routes for pedestrians and bicyclists throughout the Foley area.

Goal 1 addresses the need for an interconnected system of sidewalks, bicycle routes, and/or multi-purpose trails that allow safe pedestrian travel throughout the city. While a significant portion of the system is already in place there are gaps that need to be addressed.

The map on this page shows the existing system of sidewalks and multi-use trails.

Although the downtown and surrounding residential area is fairly well served by sidewalks gaps are clearly apparent. Outlying residential areas have minimal sidewalks and bicycle connections through the multi-use trail system is also minimal and disconnected.

The outcomes for Goal 1 specify that pedestrian traffic, including bicycles, be adequately served throughout the city, including existing and new subdivision developments. It is recognized that this represents a long-term goal that should be pursued as street improvements and other infrastructure projects are undertaken, as well as when funding opportunities allow for additional multi-use trail development.



Existing sidewalks (yellow) and existing multi-use trails (green) in Foley

Goal 1 Discussion cont.

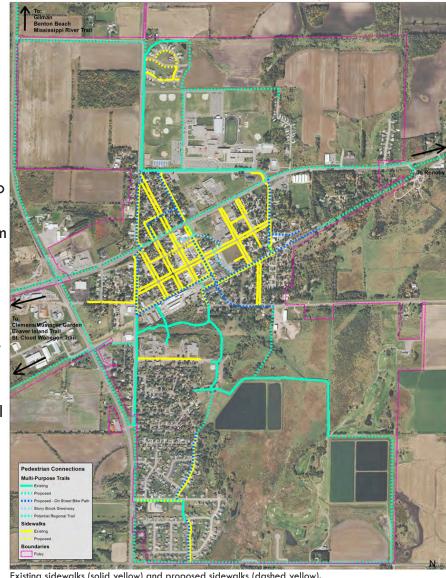
The map on this page shows the proposed additions to the pedestrian system (dashed lines) combined with the existing features of the system (solid lines).

Additional sidewalks are primarily proposed in the downtown area to facilitate pedestrian access to shops, businesses, service centers, and work places. Outlying neighborhoods are primarily served by proposed multi-use trails which are intended for use by both pedestrians and bicyclists although sidewalk construction is recommended as opportunity allows. In certain locations where separated

muti-use trails would be difficult to implement a combination of sidewalks and onstreet bicycle routes are indicated.

The map also indicates opportunities to connect Foley's internal pedestrian system to potential regional trail systems.

Specific details of these individual components will be addressed as they relate to the additional goals in this plan.



Existing sidewalks (solid yellow) and proposed sidewalks (dashed yellow). Existing multi-use trails (soild green) and proposed multi-use trails (dashed green). Proposed on-street bicycle routes (dashed blue).

Goal 2 Discussion

Goal 2: Create and maintain a pedestrian and bicycle route network that provides direct connections between the key destinations identified in this plan (school, parks, downtown, shopping/restaurant area, outlying residential areas).

Goal 2 identifies the need to provide pedestrian and bicycle connections that allow safe and direct access between key destinations throughout the community. These destinations include downtown, the Foley School campus, city parks, the shopping/restaurant development at the intersection of State Hwy 23 and State Highway 25, and outlying residential developments.

State Hwy 23 poses a significant barrier to pedestrian and bicycle connectivity between the northern portion of the city, including the school campus and portions of Benton County Government complex, and the southern portion of the city which includes downtown, most of the city's parks, additional portions of Benton County Government complex, and a major portion of the residential neighborhoods. The plan addresses this barrier through a recommendation for two designated, safe pedestrian crossings:

- Broadway Ave. and State Hwy 23
- 8th Ave/Penn St. and State Highway 23



Goal 2 Discussion cont.

Both of these crossings provide access from the Foley School campus and the northern portion of Benton County Government complex to the southern half of the city. The crossings are separated by five city blocks thus avoiding undue pedestrian travel to reach a safe designated pedestrian crossing.

The crossing at Broadway Ave. provides access across the highway to the downtown area, including the main Benton County Government complex, and several residential neighborhoods through an interconnected network of sidewalks, proposed on-street bicycle routes, and existing and proposed expansions to the multi-use trail system.



Yellow: Sidewalks

Green: Multi-use Trails

Blue: On-street Bicycle Routes

Goal 2 Discussion cont.

The crossing at 8th Ave./Penn St. provides access across the highway to several of the key city parks, including the swimming pool, and several of the eastern residential neighborhoods through sidewalks and on-street bicycle routes.



These pedestrian crossings are crucial to providing adequate pedestrian connections in the city. The plan accommodates safety at these crossings by requiring that the design of these intersections follow best practices as outlined in *Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety* issued by Mn-DOT Office of Traffic, Safety and Technology, September 2013; and Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways issued by MnDOT Metro Traffic Engineering, October 2005 (included in Appendices).

The details of pedestrian crossing design principles will be dealt with in the next section.

Goal 3 Discussion

Goal 3: Create safe pedestrian crossings at key intersections as identified in this plan based on criteria outlined in Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways, MNDOT, 2005

This goal within the pedestrian plan has several outcomes that all deal with safe pedestrian crossings. As outlined in Goal 2 and expressed in the first outcome of Goal 3 the two highest priority pedestrian crossings are along State Highway 23; one at Broadway Ave. and one at Penn St./8th Ave. The significance of these intersections was discussed in the previous section.

In addition, this plan identifies several downtown intersections as key pedestrian crossings that need to be designated as such and designed with road markings and signage in a manner that enhances pedestrian access and safety in crosing these intersections.

The intersections at 4th Ave. and Dewey St., 4th Ave. and Main St., and Broadway Ave. and Dewey St. are designated as key downtown intersections that will likely experience the greatest level of pedestrian traffic as all the outcomes in the Pedestrian Plan are implemented over time.



These intersections provide pedestrian access to downtown businesses and civic institutions such as city hall, library, post office and county government buildings. Safe pedestrian access across intersections enables greater pedestrian traffic for local businesses and can aid in reducing vehicle traffic and parking congestion by encouraging the use of off street park-

Goal 3 Discussion cont.

ing.

Additional downtown intersections are identified as significant pedestrian crossings due to the potential for moderate pedestrian traffic. These intersections are at 4th Ave. and John St., Broadway Ave. and John St., Broadway Ave. and Main



St., Broadway Ave. and Grand St., and 3rd Ave. and Dewey St. These intersections encircle the core downtown area and act as pedestrian gateways from surrounding residential neighborhoods and civic institutions.

As seen in the diagram to the left the combina-

tion of key (red) and significant (orange) intersections define a core downtown district that contains many important community destinations in a dense and easily walkable pattern.

The map on the following page shows the relationship of these downtown pedestrian crossings to the existing and proposed additions to the pedestrian network of sidewalks, multi-use trails and on-street bicycle routes.

A safe and successful pedestrian crossing must be designed around the specific conditions that exist at a given intersection. Pedestrian crossings at intersections of Minnesota State Highways will be designed in collaboration with the appropriate MnDot Regional Office and approved by MnDOT. The examples on the following pages are meant to represent accepted principles and best practices that will guide the design process of a given intersection.

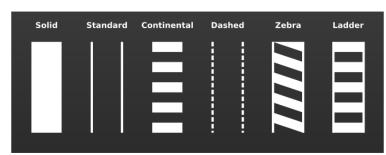


Existing and Proposed Pedestrian Connections - Downtown





Goal 3 Discussion cont.



Pedestrian Intersections and Crossing Markings

This image portrays a variety of cross walk marking systems. Marked cross walks provide a designated crossing zone and signal a clear pedestrian

pathway to both pedestrians and motorists.

The images below present several examples of pedestrian crossing systems at

The example to the right shows Ladder Stripe Crossing Markings applied at a typical downtown intersection. The approach would be similar but at a larger scale for highway crossings such as State Hwy 23 and Broadway Ave.

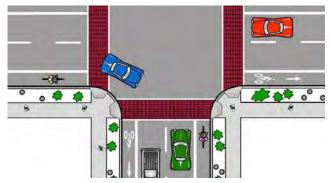
These two images present examples of colored stamped concrete used as



pedestrian safety. The example above expands the safe pedestrian zone into the intersection without the use of curb extensions or corner bulbs.



pedestrian crossing markings. This approach is particularly well suited to significant downtown intersections as it provides an enhanced aesthetic treatment suitable for downtown identity while providing



Goal 3 Discussion cont.

intersections.



High Visibility Signage

High visibility signs supplement cross walk markings to increase visibility and motorist awareness. They can be lit at night at key intersections where travel speeds are comparatively high, visibility is low, and/or no traffic control device exists.







Flashing Beacons

Flashing beacons can take many forms and at their simplest are often continuous flashing. Research indicates that the safest beacons are pedestrian activates such as Rectangular Rapid Flashing Beacon (RRFB) or High-Intensity Activated Crosswalk Beacon (HAWK)

systems.

Many guides to intersection design best practices and standards exist. Two of particular relevance in Minnesota are Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013, and Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways, MNDOT, 2005 (included in appendices).

Goal 3 Discussion cont.

Bicycle Route Systems

As with intersections, there are many approaches to designating bicycle routes in town. Most often several systems will be used as part of an overall pedestrian plan based on the location, documented or expected vehicle traffic rate and documented or expected bicycle traffic rate.



Designated Bicycle Routes are often simply identified by signage that is intended to warn motorists to expect bicycle traffic. Most often used in residential settings with comparatively low traffic speeds this approach is relatively inexpensive while providing enhanced safety and a clearly designated

route for bicyclists that connects to key destinations or other bicycle routes. An enhanced version of a bicycle route is a Shared Lane or Bicycle Boulevard where on street markings are incorporated along with signage to increase motorist awareness of the likely





presence of bicycle traffic. These approaches are most often used for designated bicycle routes on residential collector streets where the space for a dedicated bicycle lanes is either not necessary or impractical.

Dedicated Bicycle Lanes or Cycle Tracks offer dedicated space on the roadway for bicyclists where vehicle traffic is higher and/or roadway width allows. Bicycle lanes are typically 5 feet wide and marked with white lines and a bicycle symbol for each block. If on street parking exists the bicycle lane is placed to the left

Goal 3 Discussion cont.



of the parking lane. Cycle Tracks are bicycle lanes that combine elements of an on-street bicycle lane with elements of a separated path to further enhance bicyclist safety. Cycle tracks are striped and signed bicycle lanes located to the right of all motor vehicle traffic and parking with a buffered space between the bicycle lane and parked vehicles or moving traffic. This design provides a space on the roadway for

bicyclists who may feel uncomfortable riding in or directly adjacent to a travel lane with motor vehicles.

These on-street options are discussed in detail in Understanding Bicycle Markings in Minneapolis: A Guide for Motorists and



Bicyclists, Minneapolis Public Works Department, January 2012, included in the appendices.

A final option for the bicycle route system is Multi-use Trails. This option removes bicycle traffic from the roadway and combines it with pedestrian traffic on physi-



cally separate, purpose built trails. The potential for trail user conflict does exist that requires appropriate signage, education, and enforcement but overall safety is improved for bicyclists The City of Foley already has an established network of multi-use trails and this plan identifies recommended additions to the network.

Goal 4 Discussion

Goal 4: Create an aesthetically appealing and social streetscape in downtown for pedestrians.

A vibrant and enjoyable pedestrian experience relies on several factors:

- There must be a reason to be a pedestrian in other words, destinations that you would like to get to that are close enough to walk or bicycle to.
- The pedestrian routes must be safe. Intersection safety and design were addressed in the previous section. Sidewalk and trail safety will be addressed here.
- The aesthetic experience of the pedestrian way needs to be pleasant and inviting.

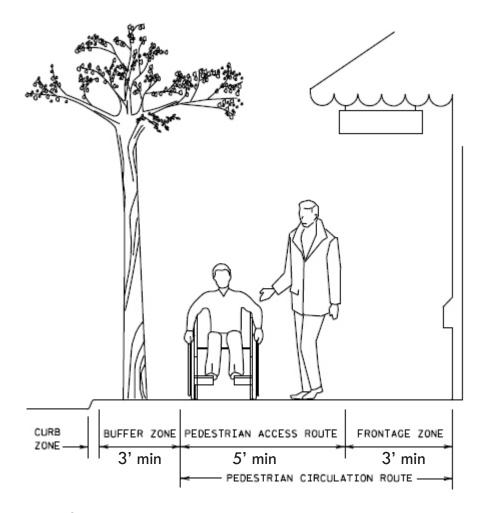
In a city with the compact scale of Foley all destinations are within the reach of most pedestrians and bicyclists. Therefore, the challenge is to provide safe, designated pedestrian and bicycle connections. Safety becomes the primary issue in the design of pedestrian ways. Considerations related to cross walk planning and design, as well as bicycle route systems, were covered in the previous section. Here the discussion will focus on the sidewalk pedestrian way and on Multi-use trails. Safety both in physical terms and in perceived comfort relies on adequate space for pedestrian travel as well as separation from the hazards presented by moving or parked vehicles in the roadway and by site furnishings and doorways associated with adjacent buildings.

Chapter 11: Special Designs, MnDOT Road Design Manual, February 2010, provides a working definition of sidewalk:

Sidewalks are that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines that are intended for pedestrian use. Sidewalks are located along roadways and are most comfortable to users when separated by a buffer such as a planting strip, parking lane, bike lane, or vertically separated with an elevated curb. Sidewalks are typically a hard, smooth surface of concrete, though they can be of other materials. Minnesota Statute bans bicycle riding on sidewalks in business districts. Sidewalks must be accessible.

This definition clearly indicates that a sidewalk is a combination of several zones as shown in the diagram on the following page. The minimum width for each of

Goal 4 Discussion cont.



the zones is defined within Chapter 11 and indicated in the diagram. The definition of each zone follows.

Pedestrian Access Route

A pedestrian access route is an accessible, continuous, and unobstructed portion of a walkway and must be integrated in all walkways, street crossings and crosswalks, overpasses and underpasses, courtyards, elevators, platform lifts, stairs, ramps, and landings. The pedestrian access route provides an accessible through route of passage and does not include the full width of the pedestrian circulation route.

Goal 4 Discussion cont.

Buffer Zone

Pedestrians feel more comfortable with a separation from the roadway and from parked cars and other objects. Provide a buffer zone between the pedestrian circulation route and the curb zone where applicable. The buffer zone may be paved or planted and allows room for snow storage, plant root growth, and separates the pedestrian access route from vehicle access (i.e. car door swing). The desired clearance between the curb and a pedestrian is at least 3 ft (0.9 m), depending on any vegetation planted. Allow for this clearance when determining total walkway widths. See Figure 11-3.05 (Walkway Zones). Where there is limited room for the buffer zone, additional planning and coordination may be necessary to ensure the pedestrian access route remains accessible, continuous and unobstructed year round.

Frontage Zone

Note that attractive windows in shopping districts create momentary stopping for curious pedestrians. This is a desired element of a successful retail district street. Window shoppers take approximately 19-24 in. (480-610 mm) of space. The remaining walkway width will be constrained. This is often desirable on walkways not at capacity. However, if this stoppage forces pedestrians into the roadway, the walkway is too narrow. The recommended clearance in front of building faces with window front displays or for doors opening into the pedestrian circulation route is 3 ft (0.9 m). The clearance from a wall or fence is 1.5 ft (0.5 m); the clearance from a building face requires an additional 6 in. (150 mm) space.

Note that these descriptions and minimum widths are particularly relevant in downtown and commercial settings where pedestrian and vehicle traffic are expected to be relatively high. These requirements for the pedestrian way can conflict with desired or required motorway width and design. Careful consideration must be given to the overall design of the public right-of-way where space is limited in order to meet the needs of all forms of traffic.

In residential settings public right-of-way space is often not as limiting. Sidewalk width should normally remain at 5 ft with a minimum boulevard width of 3 ft. Most often the frontage zone is provided by yard space owned by the adjacent land owner.

Goal 4 Discussion cont.

The multi-use trail or shared-use path is a concept adopted by the 1999 AASHTO Guide for the Development of Bicycle Facilities and incorporated into the MnDOT Bikeway Facility Design Manual, March 2007, in recognition that paths are seldom, if ever, used only by bicycles. These facilities are usually intended to serve many different users including pedestrians and bi-



cyclists as well as to serve many different purposes including recreation and commuting. They are an integral part of the system of pedestrian and bicycle connections outlined in this plan. In trying to safely meet the needs of a diverse user group several factors must be examined for the specific design of each multi-use trail. The two primary considerations are:

- Separation between the trail and any adjacent roadway.
- Trail width based on anticipated bicycle and pedestrian traffic composition.

As seen in the diagram and tables below (from the MnDOT Bikeway Facility Design Manual) the desired separation from trail to roadway depends on site conditions based on traffic speed and type of roadway edge.

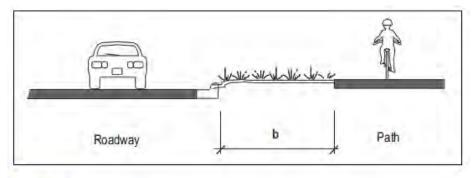


Figure 5-4; Path Separation from Roadway with Curb (See Table 5-2)

Goal 4 Discussion cont.

Table 5-1 Recommended Path Separation from Roadway with No Curb

(English)		(Metric)	
Speed Limit - mph	Separation (b)	Speed Limit - km/h	Separation (b)
40 mph or less	20 ft (desirable) 10 ft (minimum)	65 or less	6 m (desirable) 3 m (minimum)
45 mph or greater	24 ft - 35 ft	70 or greater	7.2 m-10.7 m
Freeway	50 ft (minimum)	Freeway	15.2 m (minimum)

Table 5-2 Recommended Path Separation from Roadway with Curb

(English)		(Metric)	
Speed Limit - mph	Separation (b)	Speed Limit - km/h	Separation (b)
30 or less	5 ft (minimum) 3 ft (minimum, if parking allowed)	50 or less	1.5 m (minimum) 0.9 m (minimum, if parking allowed)
35 - 40	5 ft (minimum)	55 - 70	1.5 m (minimum)
45 or greater	10 ft (desirable) 5 ft (minimum)	75 or greater	3 m (desirable) 2 m (minimum)
Freeway	50 ft (minimum)	Freeway	15.2 m (minimum)

General trail width is the other primary consideration in the design process. As identified in the *MnDOT Bikeway Facility Design Manual*, to determine appropriate pavement width, each segment of a shared-use path should be evaluated by considering the following factors:

- Path geometry, including grades, curvature, sight lines, and intersections.
- Anticipated bicycle traffic volume and speeds.
- Anticipated pedestrian volume and other users.
- Potential for conflicts between users.

The table on the following page addresses the relationship of trail width specifically to anticipated user volume. It must be appreciated that in the design process all factors must be considered. The MnDOT Bikeway Facility Design Manual is the primary reference to follow.

Goal 4 Discussion cont.

	Bicycle and Pedestrian Traffic Composition	Recommended Pavement Width	
	Two-way bicycle travel with light pedestrian use		
	Two-way bicycle travel with heavy pedestrian use, for short segments where right-of-way is restricted	3.0 m (10 ft) (Standard width)	
	Heavy two-way bicycle travel, with pedestrians on a separate path		
	Two-way bicycle travel, with pedestrians on a separate path	2.4 m (8 ft)	
	Two-way bicycle travel where pedestrian use is likely to be infrequent		
	Two-way bicycle travel with light pedestrian use, for short segments where right-of-way is restricted		
Colonial Colonial	Two-way bicycle travel, with frequent pedestrian use		
Two-Way Travel	Heavy bicycle travel, with light pedestrian use	3.6 m (12 ft)	
i i u i u	Heavy bicycle travel, with light pedestrian use		
	Use by maintenance vehicles or emergency vehicles		
	Heavy bicycle and pedestrian travel	4.2 m (14 ft) or greater	
	Path segments where queuing occurs, such as a road crossing		
	Minimum width for two-way pedestrian path, with light pedestrian use and bicycles prohibited (bicycle travel on a separate path)	1.5 m (5 ft)	
	Recommended width for two-way pedestrian path with heavy pedestrian use or inline skating and bicycles prohibited (bicycle travel on a separate path)	2.0 m (6.5 ft)	
One-Way Travel	Minimum width for one-way bicycle travel, with light pedestrian use	1.5 m (5 ft)	
	One-way bicycle travel, where bicycles must frequently pass pedestrians	2.0 m (6.5 ft)	
	Adjacent to curb, one-way bicycle travel, where bicycles must frequently pass pedestrians	2.4 m (8 ft)	

Goal 4 Discussion cont.

The last consideration under Goal 4 is the aesthetic experience of the pedestrian users. It is often noted that a positive pedestrian experience is crucial to downtown revitalization. The experience has to be safe, accessible, inviting, and friendly. These features not only support visits to a single business as a planned destination, but also encourage the the pedestrian to linger and browse which not only enhances the experience but opens the opportunity for other businesses to benefit from the visit to downtown. Once safety is met in the design of pedestrian

ways aesthetics must be considered.

The pedestrian experience is enhanced by the inclusion of necessary street furnishings such as benches, trash rcepticles, and pedestrian friendly street lighting. Additional factors include pavement treatments, vegetation including street trees





and/or planter boxes, and building facade treatments. The images on this and the following page offer examples of how these features can be combined to provide an inviting and pleasant pedestrian experience in small city downtowns. Street lighting, in particular, is an important consideration in that it enhances both pedes-

Goal 4 Discussion cont.

trian safety and the aesthetic experience in a downtown setting.

These examples provide design ideas that can be implemented in Foley. In order to preserve the opportunity to add these amenities in the future one of the key outcomes under Goal 4 specifically identifies the need in all public sector street reconstruction projects to incorporate





the necessary infrastructure that would allow the addition of these features at a later date when funding becomes available.

The safety characteristics of pedestrian crossings has been covered in the previous section of this report but the design approach to these crossings can enhance the aesthetic experience of key intersections for pedestrians





and motorists alike. The examples on this page utilize stamped colored concrete or asphalt. Specific recommendations for streetscape aesthetic treatments can be found in the Downtown Plan for Foley, the companion component of this report.

Goal 5 Discussion

Goal 5: Embrace any current and future opportunities to link the City's multiuse trail system to regional trail systems.

As Foley plans to expand its internal network of multi-use trails it is important to consider the potential for connections to future regional trail systems. Currently, there are no regional or state trails in Benton County but opportunities exist and are beginning to be explored. The City of Foley should embrace these opportunities and be involved in any planning efforts to develop a regional trail system in the county.

This plan identifies three opportunities for regional connections and includes potential connections in the multi-use trail sytem within the city. These include:

- the abandoned Great Northern and BNSF rail line extending east to Milaca and west to St. Cloud.
- State Hwy 23 to the west as a corridor to St. Cloud.
- State Hwy 25 to the north as a corridor to Gilman.

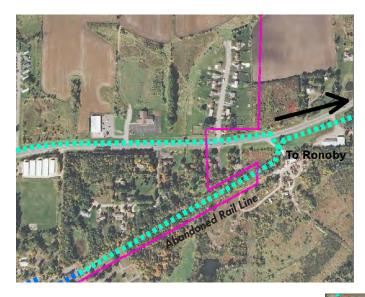


Yellow: Sidewalks

Green: Multi-use Trails

Blue: On-street Bicycle Routes

Goal 5 Discussion cont.



Although these opportunities are not being actively planned at this time Benton County has identified them as possible routes (www.co.benton.mn.us/Parks/Master_Plan/Current_Conditions. php#trails) and indicates an interest to be an instrumental partner in pursuing a regional trail system. The City of Foley should make it clear to Benton County and other potential partners that it is willing

to cooperate on these types of planning efforts.

The series of maps on this page and the next show the location of potential connections to future regional trail systems within the planned city multi-use trail network.

Yellow: Sidewalks

Green: Multi-use Trails

Blue: On-street Bicycle Routes



Goal 6 Discussion

Goal 6: Seek out grant and financing opportunities to help fund the goals and recommendations in the Pedestrian Plan.

Publicly funded grant and financing opportunities are available through MnDOT, including pass-through federally funded programs. These opportunities vary over time as existing programs are revised or expire and as new programs are developed. Currently there is one primary grant program through MnDOT:

- Transportation Alternatives Program this program replaces funding from several earlier discretionary programs including Transportation Enhancements, Scenic Byways, and others. Primarily, this program combined several previuos programs into a comprehensive and competitive program with several separately funded categories.
 - TAP Transportation Enhancements selected locally by the local Area Transportation Partnership.
 - Safe Routes to School Infrastructure grants that are managed and awarded by the local Area Transportation Partnership.
 - Safe Routes to School Non-Infrastructure grants that promote more walking and bicycling through planning, education, enforcement, and encouragement initiatives.

The objectives of the TAP Statewide Program are to:

- Promote Projects Identified through a Planning Process
- Support Safe Routes to School
- Serve a Transportation Purpose
- Ensure Project Delivery

Grant programs change frequently and new opportunities arise at both the state and federal level. Private non-profits and foundations also offer grants that can provide seed money for design and/or construction of specific projects. The best way to identify these opportunities is to check both governmental and non-profit grant program listings regularly.

Goal 7 Discussion

Goal 7: Maintain and update the Pedestrian Plan on a regular basis to meet changing needs and opportunities.

Social and cultural situations in a community evolve, and physical conditions change and expand over time. Plans, therefore, are only useful if they remain current. The City of Foley will review the Pedestrian Plan Map every 5 years and incorporate necessary revisions and updates in order to stay current with meeting the needs of its residents.



Prioritized List of Actions

<u>Sidewalks, Multi-Use Trails, Bicycle Routes & Safe Crossings:</u>

- Priority 1: All existing sidewalks and multi-use trails will be maintained in a safe and accessible condition.
- Priority 2: Safe pedestrian/bike crossings installed at the intersection of St. Hwy 23 and Broadway Ave. and at the intersection of St. Hwy 23 and 8th Ave. Mechanized & lit
- Priority 3: Safe Pedestrian crossing installed at key intersections in downtown.
- Priority 4: A multipurpose trail installed along Hwy 23 Penn east to 13th Ave.
- Priority 5: A multipurpose trail installed along Hwy 25 from Birch to Norway
- Priority 6: Develop a bicycle and pedestrian connection between the school and Hwy 23/25 commercial center.
- Priority 7: Develop the Stony Brook Greenway.

On-going priorities to be addressed as circumstances require:

- New sidewalks and/or multi-use trails will be incorporated into any development or redevelopment proposal submitted to the City as outlined in the Pedestrian Plan.
- Safe pedestrian crossings will be incorporated into any new or reconstructed intersections where significant levels of pedestrian traffic are anticipated.
- Pursue the development of a regional multi-use trail system to connect Foley to other communities in the region.
- On-street bicycle routes will be designated and signed as identified in the Pedestrian Plan.

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DOWNTOWN PLAN FOR THE CITY OF FOLEY

Table of Contents

 Purpose and Intent 	45
 Goals and Outcomes 	48
• Goal 1 Discussion	53
• Goal 2 Discussion	62
Goal 3 Discussion	72
Goal 4 Discussion	80
• Goal 5 Discussion	94
Funding Downtown Revitalization	tion 97

Purpose and Intent

The vitality of a city is dependant on variety and access to both businesses, services, and pedestrian amenities. The vibrancy of any city is driven by first the frequency of positive experiences and secondly by the character, or style, of the places in which events occur. Vitality is most often measured by economic standards; how well are the local businesses doing and are their employees happy. Vibrancy is less easily distilled down to numbers but it is as vital a component of vitality as are the businesses and their employees. Each town possesses a wealth of both active and yet-to-be-active moments of vibrancy. These are the places that we love to go to, the places that bring us back, and most importantly, the places that we tell others about.

A city, such as the City of Foley, possesses many attributes that are already activated but invariably retains a wealth of opportunities that are just waiting to be taken advantage of to grow the reputation and quality of a visit to the city's Downtown District. A theater of regional significance, sustaining businesses that draw employees from the surrounding county, a quality of small town America that is both endangered and highly sought after, these are the qualities that must be supported through increases in pedestrian amenities. Intrinsic to both the vital and the vibrant is a view of the landscape that seeks augmentation and activation of amenities that will increase the desire to be downtown, all in the duty of supporting and growing the existing attributes of the city.

The purpose and intent of the Downtown Plan for the City of Foley is to encourage all current and future infrastructure planning efforts within the city's Downtown District to incorporate both infrastructure and aesthetic character development that augment the historic and pedestrian quality of downtown. The Downtown Plan seeks to provide a planning framework for current and future design processes effecting the downtown district. The Community Vision Task Force has identified key goals related to supporting existing businesses, increasing future business density, improving the pedestrian experience, and ameliorating parking conflicts through design and policy measures that balance customer and employee needs in the downtown district.

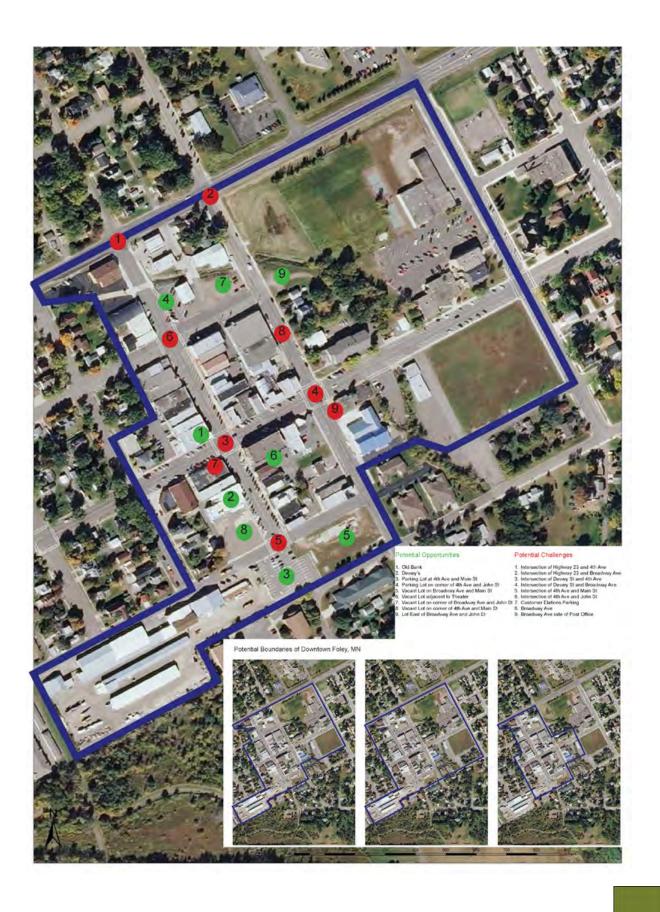
Purpose and Intent cont.

The Community Vision Task Force has identified the following principles that will guide current and future planning efforts. The principles represent a distillation of emergent needs identified by the City of Foley, community input, and the task force's consensus oversight of the visioning process.

The following principles are the basis for the guidance compiled and presented in the Downtown Plan for the City of Foley:

- Character Retention, Growing Business: One of Foley's greatest assets is the distinct historic character of it's core Downtown District. Coupled with the variety of service and manufacturing businesses it is Foley's quality of being a Main Street America town that draws visitors. The future economic and social prosperity of Foley depends on a two-fold approach to the downtown's character; preservation of existing architectural artifacts That define the character and a commitment toward future development of complementary nature regarding scale, style, and form.
- In-fill Development, Growing Business: Given the need to preserve existing artifacts of high character value it is vital that support be provided to the many in-fill development opportunities that exist within the matrix of Foley's downtown district.
- Facade Redevelopment: In-fill development should not be isolated to
 open-lot situations but should also address upgrading existing structures
 and street conditions, as warrants, to bring about a more unified aesthetic.
 A priority issue in support of increasing the notable character of Foley is a
 strategic upgrading of existing façades.
- Pedestrian Experience Opportunities, Growing Business: The vitality of small town businesses is driven by the quality of the pedestrian experience. Key factors to great pedestrian experience include: good signage, plenty of resting places (benches, places to gather out of the flow of other pedestrians, etc.), easily navigated points of destination, and safety.

Opposite: This map shows a synthesis view of what Foley's residents perceive of as the Downtown District. During the first community meeting residents provided input that the design team then synthesized into a single District map.



Downtown Plan Goals and Outcomes

The following list of specific goals and outcomes were developed based on the set of broad objectives first outlined by the Task Force and then reviewed and critiqued by the citizens of Foley at a community workshop in June 2015.

The goals outlined below introduce a comprehensive response to known and emergent needs within the community. As discussed in the Downtown Plan Principles, this plan seeks to respond to multiple needs in a unified manner using the focus on pedestrian experience to guide and inform the scale and detail of the considered goals. The Downtown Plan portrays an ideal system that can begin to be developed now, but may not be complete for twenty years. Project prioritization and revisions to this plan should occur at least every five years.

Each goal will be examined in detail in the following sections of this document.

Goal 1: Create safer streets, sidewalks and intersections for vehicles, bicycles, and pedestrians in downtown.

Outcomes:

- The City designates key downtown intersections (4th Ave. and Dewey St., 4th Ave. and Main St., Broadway Ave. and Dewey St.) as primary designated pedestrian crossings.
- The pedestrian crossings will be designed following best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013 (included in Appendices).
- The City designates additional downtown intersections (4th Ave. and John St., Broadway Ave. and John St., Broadway Ave. and Main St., 3rd Ave. and Dewey St.) as secondary designated pedestrian crossings.
- The pedestrian crossings will be designed following best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013.
- The City works with MNDOT and Benton County to designate the intersection of 4th Ave. and Dewey St. as a 4-way stop.

Goals and Outcomes cont.

 The City designates Broadway Ave. as the primary north/south pedestrian/bicycle route through downtown with designated connections to 4th Ave. at John St., Dewey St. and Main St. These connecting points should provide adequate bicycle parking facilities (e.g., bicycle racks).

Goal 2: Accommodate parking for downtown visitors and employees.

Outcomes:

- The City maintains diagonal parking in the locations specified in Section 1010 – Parking of the City Code.
- The City adopts short term parking of less than 30 minutes at appropriate locations with high short-term parking demands (e.g., the Post Office).
- The City completes a detailed Parking Planning Process which considers adopting time restrictions, use of all-day parking permits, or a combination of both for parking on both sides of 4th Ave. from John St. to Main St. and Dewey St. from 3rd Ave. to Broadway Ave. (similar to the existing parking restrictions on the north side of Dewey St.)
 - The recommended time limit is 2 hours.
 - The recommended time of enforcement is 8am-5pm.
 - The recommended days of enforcement are Monday-Friday.
- The City enhances available off-street parking at the intersections of 4th Ave./John St. and 4th Ave./Main St.
 - Existing city-owned parking lots at both ends of 4th Ave. will be reconfigured to provide public open space as part of 4th Ave. reconstruction while better utilizing remaining space for off-street parking.
 - As opportunity and funding becomes available the City will develop additional city-owned off-street parking near the intersection of 4th Ave. and Main St. should be pursued to enhance employee parking for downtown businesses.

Goal 3: Create an aesthetically appealing and social streetscape in downtown for pedestrians.

Outcomes:

• The City increases the pedestrian walkway zone (total sidewalk width) to

Goals and Outcomes cont.

meet the requirements of the MnDOT Road Design Manual, Chapter 11 (included in Appendices) to the fullest extent possible.

- This guideline applies to 4th Ave. from St Hwy 23 at the north to Main St. at the south, and Dewey St. from 3rd Ave. at the west to Broadway Ave. at the east.
- The pedestrian walkway zone (total sidewalk width) is influenced by spatial constraints for traffic way and parking requirements in Minnesota Rules, Chapter 8820, Local State-Aid Route Standards (included in Appendices).
- The City invests in a pedestrian walkway design that enhances pedestrian safety, aesthetic experience, and downtown character to the fullest extent possible with available funding.
 - Working in partnership with downtown businesses, private property owners and organizations the pedestrian walkway design will incorporate appropriate features, facilities, and/or furnishings (e.g., street lights, street trees, bicycle racks, signage, trash receptacles, public art, etc.) in designated locations.
 - The design will incorporate necessary infrastructure that would allow the addition of features, facilities, and/or furnishings at a later date when funding becomes available.
- Working in partnership with downtown businesses, private property owners and organizations the City continues existing programs to enhance building facades in the designated downtown area.

Goal 4: Embrace any current and future opportunities to expand public open space within and adjacent to downtown as covered in the plan as opportunity and funds become available.

Outcomes:

- The City instructs staff to pursue current and future partnership opportunities to restore the Stoney Brook stream corridor as part of a storm water and water quality management plan as well as provide public open space and multiuse trails.
 - The City adopts the concepts embodied in the Stoney Brook Greenway

Goals and Outcomes cont.

Plan to guide this effort.

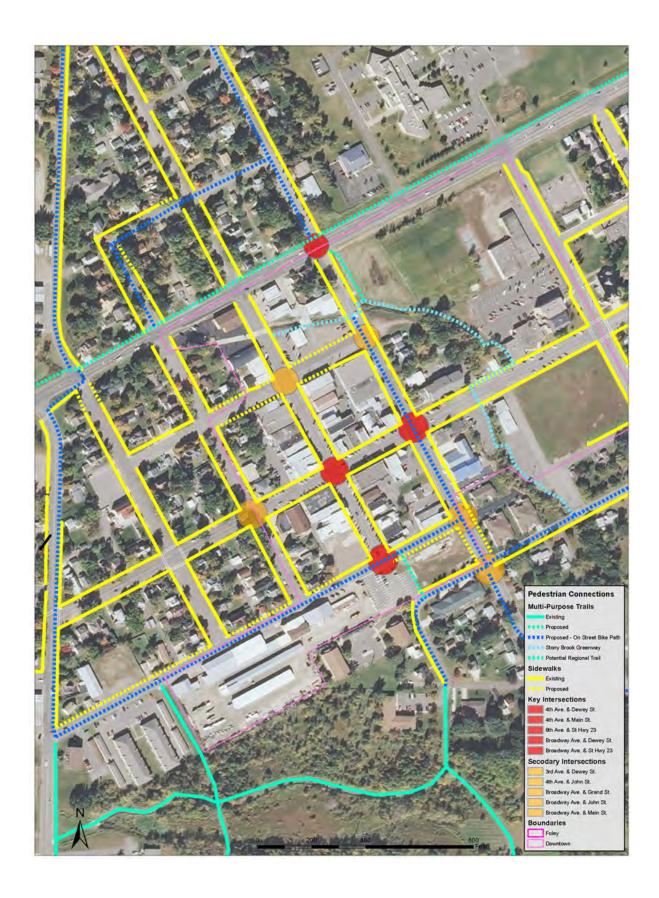
- The City designates city-owned land at the intersections of:
 - 4th Ave./John St. north for parking and green space.
 - Broadway/John St north for parking, green space or city wayfinding signage
 - 4th Ave./Main St. for development as public open space and public parking.
- These public open spaces form the end nodes of the Stoney Brook Greenway trail and connect it to downtown at both ends of 4th Ave creating a walking trail loop.

Goal 5: Seek redevelopment and investment opportunities for vacant sites in and surrounding downtown as well as encouraging re-investment in existing properties.

Outcomes:

- The City authorizes all economic development opportunities and plans prioritizing infill redevelopment in the general downtown area.
- The City actively solicits opportunities and proposals from private sector investors for infill redevelopment projects in the general downtown area.
- The City utilizes Tax Incremental Financing districts, as well as other financial and non-financial incentives, to attract private sector investment in development projects.

Following Page: This map shows an analysis of the existing and proposed pedestrian and bicycle routes through and around the Downtown District. The Goals and Outcomes that are the product of the Task Forces work assessed Foley's Downtown through this pedestrian scale lens.



Goal 1 Discussion

Goal 1: Create safer streets, sidewalks and intersections for vehicles, bicycles, and pedestrians in downtown.

Implementation of safe streets - streets on which drivers, cyclists, and pedestrians have a shared level of comfort and responsibility- requires providing each with adequate infrastructure and signage. With a proper balance of responsibility in such measure that all parties know their place and responsibilities to each other urban streets can be vibrant sake places for people of all ages and all all mobility types. Though this is a complex task that is too often only partially implemented it is possible for municipalities to implement short- and long-term strategies that address the development and maintenance of the necessary systems to achieve safety.

Multi-modal safety is not a design concern that exists only in dense metropoli-

tan environments. Any urban setting where people in automobiles, riding bicycles, or walking/running must implement solutions to moderate the self interests of each user group. Often the solutions of the big-city are perfectly reasonable for the rural town or smaller city so long as competing uses are given the buffers needed for comfort and safety.



Many of the design issues that must be addressed to accomplish Goal 1 have been addressed in detail in the Pedestrian Plan portion of this report. However, the focused vision planning that occurred for the Downtown District allows site specific detailing of strategies that must be implemented in order to accomplish multi-modal street safety. The Downtown Plan will explore specific interventions in the so designated Downtown District. These interventions have been identified by the Community Vision Plan Task Force as part of a larger design process that seeks to create a fabric of spaces in the Downtown District that supports not only

Goal 1 Discussion cont.

multi-modal street safety but creates the level of vital and vibrant urban space that supports thriving commerce and social wellbeing.

The first task in implementing multi-modal street safety is to identify the area of intervention. In this case the Downtown District as determined by the citizens of Foley during the Task Forces first public workshop and synthesized in the map found on page 47 of this report. By identifying this zone the citizens communicated an understanding of where they expect to encounter the infrastructure that will support commercial vitality and social vibrancy.

With a study area defined the Community Vision Plan Task Force defined points of opportunity and locations for intervenient improvement. Specifically the City designates key downtown intersections (4th Ave. and Dewey St., 4th Ave. and Main St., Broadway Ave. and Dewey St.) as primary designated pedestrian crossings.



By doing this the emphasis of responsibility for safety shifts from pedestrians,



who in normal circumstances retain the primary responsibility for deferring to wheeled vehicles. Intersections that are designated as pedestrian priorities relax the degree of vigilance required of pedestrians and transfer it to the operators of automobiles and bicycles. Requiring and facilitating cooperation through clear responsibilities of behavior at points of inter-

Goal 1 Discussion cont.

section is the foundation of good intersection design. This re-prioritization effects to free the pedestrian to not only enjoy a greater degree of comfort but allows them to concentrate on those aspects of a downtown that draw us to the city core; namely, the signage of vendors and storefronts, the vibrancy of a living street-scape, the character of the buildings, and all the other parts of a complex and healthy downtown district.

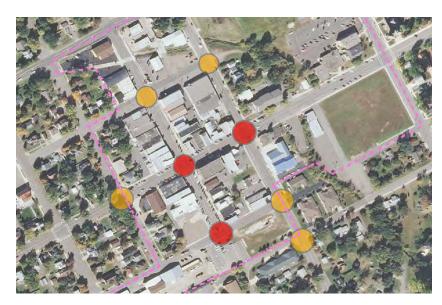
By designating key downtown district intersections as pedestrian focused crossings the City of Foley seeks to define the core of activity. The designation of the intersections at 4th Ave. and Dewey St., 4th Ave. and Main St., Broadway Ave. and Dewey St. as primary pedestrian crossings serves two purposes. It is foremost a response to these being the greatest points of potential conflict between pedestrians and wheeled vehicles in the Downtown District. The primary designation also seeks to order the pedestrian experience in the greater downtown district. The effort of developing a hierarchical order to the ambulation patterns in downtown Foley seeks to increase the ease and comfort with which pedestrians can navigate the city. This will have a direct effect on not only the enjoyment of the downtown district by visitors and citizens alike but it will increase the safety of all modal participants.

Where safety is a primary concern, accommodation and a sense of welcome are just as vital to successful pedestrian experiences. Sidewalks that can accommo-



date all types of users while also providing a buffer from traffic by incorporating edges of interest are ideal to achieving urban vibrancy.

Goal 1 Discussion cont.



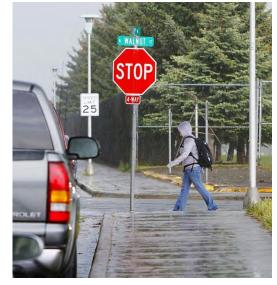
A secondary tier of intersections are designated for the intersection of 4th Ave. and John St., Broadway Ave. and John St., Broadway Ave. and Main St., Broadway Ave. and Grand, and 3rd Ave. and Dewey St. in the downtown district. The key distinguishing features of secondary

pedestrian intersections verses a primary one are that the focus is primarily on pedestrian safety in the intersection and secondarily on defining the edges of the downtown district. The technical details of safe pedestrian crossings are dealt with in the Pedestrian Plan and aesthetic ideas are presented under Goal 3 of this document.

Currently 4th Ave. has stop signs for north and south bound traffic however east and west bound traffic on Dewey St. is not controlled. In support of the hierarchy

of pedestrian crossings in the downtown district it is necessary to designate the intersection of 4th Ave. and Dewey St. as a four-way stop.

Four-way stops call out to drivers a need for increased vigilance. Unlike a traffic light where the light controls behavior the drivers, bicyclists, and pedestrians remain active in maintaining safety. This not only addresses a pedestrian safety concern at this intersection but it will have other far reaching benefits.



Goal 1 Discussion cont.

Automobiles will necessarily maintain a greater adherence to posted speed limits when they are going to encounter complex stopping situations.

A four-way stop requires a high level of engagement from a driver demanding that they balance their interaction with other vehicles, bicycles, and pedestrians. When a driver encounters a stop sign that indicates that traffic from all directions will also be expected to stop before proceeding it relieves a certain portion of observational burden from dealing with traffic and this extra attention can then be paid to pedestrians and way-finding. The later, way-finding, allows drivers in the downtown district to feel their own comfort and improves their experience of the district too. Driving in an environment that provides many controls on behavior doesn't increase driving complexity but rather removes complexity. Though it is not possible to remove all potential for accidents it is accepted that the more controlled a vehicle's movements are the less likely there are to be conflicts between users of the streets.

The necessity of clarifying the spatial relationships and driver responsibilities when bicycles and automobiles must use the same surfaces is a delicate design problem. Though there are standards of operation for automobiles related to user ability and systems knowledge there is no equal licensing condition for the operation of a bicycle on Minnesota roads. As such



drivers and other users of bicycles will encounter cyclists of wide abilities; from children with little or no knowledge of traffic laws to competitive amateur riders

Goal 1 Discussion cont.

who may be seeking a level of speed in urban environments that is reasonably safe. Given these and other complex potentials in the interaction of automobiles and bicycles it is important to take measures that will provide both user groups with clear indications of their responsibilities on the road.

A successful integration of automobile, bicycle, and pedestrian infrastructure is the cornerstone of a vibrant and prosperous city. It offers a highly effective way to organize urban streets into logical systems of shared and priority routes for spe-

cial users, in this case bicyclists. By designating Broadway Ave. as the primary north/south pedestrian/bicycle route through downtown with designated connections to 4th Ave. at John St., Dewey St. and Main St. not only will this establish a clear best-course for cyclists but it allows drivers to anticipate a greater likelihood of encountering multivariate users. Just as cars require parking infrastructure to facilitate ease of access to businesses, work sites, and amenities so do bikes. Dedicated bicycle parking must be provided on every city block in order to fully realize the large systems of dedicated bike routes.



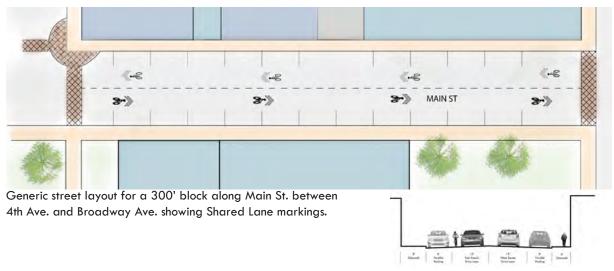
Specific to the downtown plan will be the painting of dedicated bike lanes, bike turning lanes, bike boulevard symbols, and designated bicycle parking where needed along these indicated corridors.



Designated Bicycle Routes are often simply identified by signage that is intended to warn motorists to expect bicycle traffic. Most often used in residential settings with comparatively low traffic speeds this approach is relatively inexpensive while providing enhanced safety and a clearly designated route for bicyclists that connects

to key destinations or other bicycle routes. An enhanced version of a bicycle route is a Shared Lane or Bicycle Boulevard where on street markings are incorporated along with signage to increase motorist awareness of the likely presence of bicycle traffic. These approaches are most often used for designated bicycle routes on residential collector streets where the space for a dedicated bicycle lanes is either not necessary or impractical.

For example, the Pedestrian Plan proposes designated an on-street bicycle route on Main St. since it provides east/west connection from a number of multi-use trails to the downtown district. Although Main St. has relatively low traffic counts it has a major local business located on it. Therefore it is a good candidate for Shared Lane markings to make it clear to motorists to expect bicycle traffic.



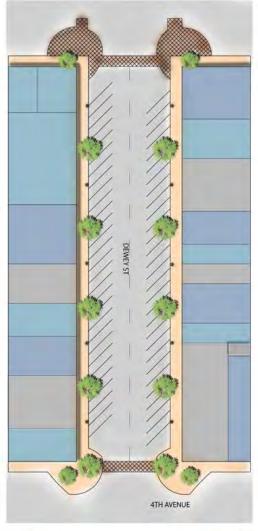
Dedicated Bicycle Lanes or Cycle Tracks offer dedicated space on the roadway for bicyclists where vehicle traffic is higher and/or roadway width allows. Bicycle lanes are typically 5 feet wide and marked with white lines and a bicycle symbol for each block. If on street parking exists the bicycle lane is placed to the left of the parking lane. Cycle Tracks are bicycle lanes that combine elements of an onstreet bicycle lane with elements of a separated path to further enhance bicyclist safety. Cycle tracks are striped and signed bicycle lanes located to the right of all motor vehicle traffic and parking with a buffered space between the bicycle

Goal 1 Discussion cont.

lane and parked vehicles or moving traffic. This design provides a space on the roadway for bicyclists who may feel uncomfortable riding in or directly adjacent to a travel lane with motor vehicles.

As an additional example the pedestrian Plan designates Broadway as one of the major north/south pedestrian and bicycle connection across State Hwy 23. Broadway has a significantly higher traffic count with a higher level of truck traffic during certain times of the day so it lends itself to the application of, in particular, a Cycle Track which offers a greater degree of separation from moving motor vehicle traffic enhancing safety and comfort for the bicyclist.

The image on the following page indicates the relationships between facilities for pedestrians and bicyclists in the downtown district. The specifics of the greater benefits derived from a citywide bicycle network are addressed in the Pedestrian Plan in this report.







Existing and Proposed Pedestrian Connections - Downtown





Goal 2 Discussion

Goal 2: Accommodate parking for downtown visitors and employees.

In almost any plan for downtown revitalization parking is often identified as the most important consideration for business development and expansion. Certainly, in an era where many people travel significant distances to access goods and services, available parking is a necessary consideration. However, people do not go to a place simply because it has parking. People go places for the goods and services available there, the amenities they can access there, the quality of the experiences they have there, and the character of the public space they are immersed in there. Parking is only one consideration. Space must be allocated for adequate parking and that space must be managed to fit the needs of a variety of users in the downtown district, but attention should be focused on drawing people into the downtown district. Otherwise the parking serves no one.

That said, it is clear that the citizens of Foley consider parking in downtown to be a problem that needs to be addressed. In the first community workshop held in

Parking Survey Is Time Limit Appropriate? Is Parking Difficult? Yes -22 Yes -16 Not Sure – 2 Not Sure -7 5 No -No -5 Time Limit Type? Times? Days? 1hr-16 0 7am-4pm -4 Mon-Fri - 1.5 hr -5 8am-5pm -13 Mon-Sat -5 2 hr -9 9am-6pm -2 Mon-Sun -0 2.5 hr -0 8am-4pm -1 3 hr -6 7am-6pm - 4 hr -1 15 min -



Community Workshop Outcomes CRD

Goal 2 Discussion cont.

April 2015 participants reported on their perceptions of downtown parking. Three out of four respondents identified parking as difficult in downtown.

When the reasons driving this perception were discussed at the workshop it became clear that an otherwise good aspect was driving the problem - the current business vibrancy of the downtown business district. Downtown Foley is home to many businesses that provide services and goods, public service institutions, a number of non-profits that provide services to specific segments of the area population, and several large businesses that have a significant number of employees, especially during weekday business hours. All of these factors lead to competition for available on-street parking. Although the city does offer free off-street parking in two public lots (4th Ave. and John St., 4th Ave. and Main St.) these lots are not well defined or signed and are therefore under utilized.

Current available on-street parking in the core of the downtown district is approximately 170 parking spaces. The location of these spaces is distributed in the following arrangement (numbers are approximate):

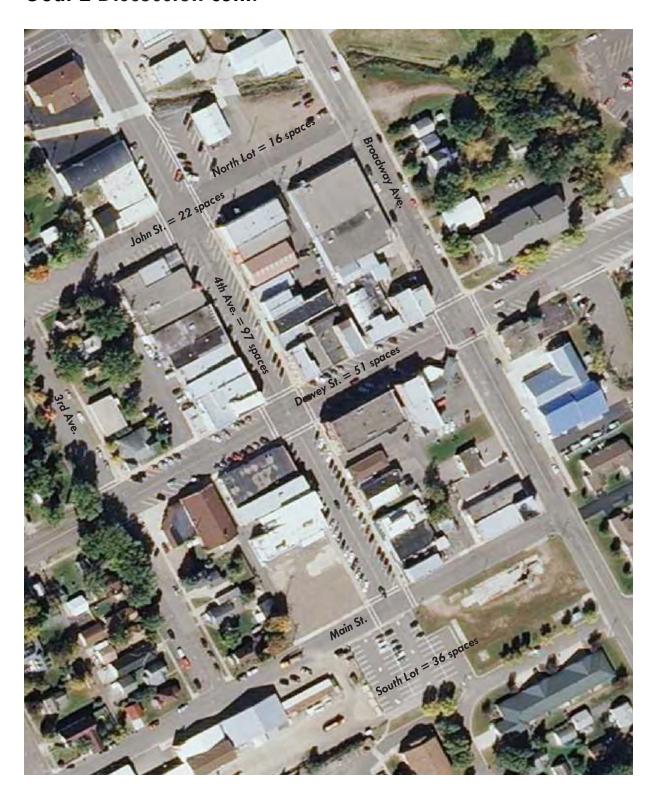
- 4th Ave. (from John St. to Main St.) = 97 diagonal spaces
- Dewey St. (from 3rd Ave. to Broadway Ave.) = 51 diagonal spaces
- John St. (from 3rd Ave. to Broadway Ave.) = 22 diagonal spaces Additional parallel parking spaces are available on the edges of the downtown core along Main St. and Broadway Ave.

Current available off-street parking is approximately 52 spaces available in two public lots:

- The south side of the intersection of 4th Ave. and Main St. = 36 spaces
- The northeast corner of 4th Ave. and John St. = 16 spaces
- Additional parking is available in an unorganized lot at the corner of Broadway Ave. and John St.

The current available total parking in the downtown district exceeds 220 spaces not including parallel parking on Main St. and Broadway Ave. The map on the next page shows the spatial distribution of current downtown parking.

Goal 2 Discussion cont.



Goal 2 Discussion cont.

In light of the current amount of available downtown parking three questions arise:

- Should parking control policies be put in place to keep on-street parking available for short term visitors and shoppers?
- Should the amount of on-street parking be reduced through street redesign to allow for more pedestrian space?
- Can the available off-street parking be reorganized or added to in order to offset any increase in public open space in the downtown district?

Restricting on-street parking to a certain length of time during a period of the day and for certain days is meant to divert long-term parking to off-street parking lots. This approach frees up on-street parking for shorter visits to access shops, business services, and public facilities. As shown in the graphic on page 60, residents expressed some preliminary thoughts on the use of parking control policies at the first community workshop. Over 57% of the participants felt some type of parking control is appropriate and an additional 25% indicated that



parking control might be acceptable. I addition the participants offered ideas as to time length, time period, and days of enforcement

After careful review of public input the Task Force developed the following recommendations for parking control in the downtown district:

- The City adopts short term parking of less than 30 minutes at appropriate locations with high short-term parking demands (e.g., the Post Office).
- The City completes a detailed Parking Planning Process which considers adopting time restrictions, use of all-day parking permits, or a combination of both for parking on both sides of 4th Ave. from John St. to Main St. and Dewey St. from 3rd Ave. to Broadway Ave. (similar to the existing parking restrictions on the north side of Dewey St.)
 - The recommended time limit is 2 hours.
 - The recommended time of enforcement is 8am-5pm.
 - The recommended days of enforcement are Monday-Friday.

Goal 2 Discussion cont.

These recommendations are in keeping with existing parking restrictions in Section 1010:00 of Foley City Code and pursuant to the completion of a detailed parking study and plan for the downtown district.

4th Ave. is slated for reconstruction through the downtown district in the very near

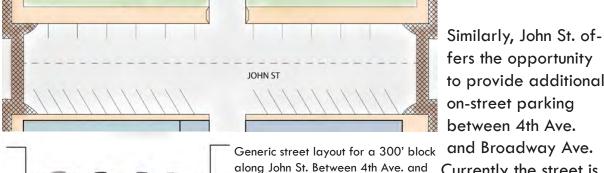


future and Dewey St. is likely to be reconstructed soon as well. The Task Force took this as an opportunity to examine alternative approaches to street configuration in order to explore the pos- 4th Ave. or Dewey St. with 45° angle parking sibility to enhance pedestrian space along these



streets (covered in detail in Goal 3). Advantages and compromises were assessed and the Task Force determined that the best alternative was to maintain angle parking on all streets identified in Section 1010:04 of Foley City Code so as not to compromise the amount of existing parking available. Engineering studies have begun and indicate that the angle for parking will likely need to be altered from 60° to 45° to comply with State Aid Street regulations. This shift in angle will likely reduce the number of parking spaces minimally but these can be made up

in off-street parking.



to provide additional on-street parking between 4th Ave. and Broadway Ave. Currently the street is relatively unorganized

Goal 2 Discussion cont.

on the north side and lacks clear indication that parallel parking would be allowed. The addition of curb and gutter along with sidewalk would enhance and

clarify the availability of parking.

While residents of Foley do not seem to be inclined to routinely use the free off-street public parking already available the likely loss of even a small amount on on-street parking due to street reconfiguration as part of reconstruction will increase pressure on that resource. Initiating parking restrictions along parts or all of certain streets would shift long-term parking to the public parking lots but additional steps could enhance the transition. Providing clear and visible signage to identify the parking lots

would help users recognize the opportunity. Reorganizing the layout of the parking lots could add additional parking spaces and make them more user friendly. In addition, adding off-street public parking where available and convenient would further encourage their use. New parking could be added by outright purchase of available property by the city or as part of private development with

incentives from the city to designate a percentage of off-street parking for public use.

There are two general locations adjacent to the downtown core that already provide offer off-street public parking and have the opportunity to expand - one



location is toward the northern end of downtown at the intersect of 4th Ave. and John St., the other location is at the southern end of downtown at the intersection of 4th Ave. and Main St.

Goal 2 Discussion cont.

As indicated in the image to the right there is currently an unsigned city-owned parking lot located at the corner of 4th Ave. and John St. that offers 16 spaces. The city also owns an unorganized lot just to the east, at the corner of Broadway Ave. and John St. where informal parking occurs. The following diagrams show several alternative approaches to reorganiz-



ing these lots to increase parking capacity and create the northern node for the Stony Brook Geenway described in the section under Goal 4.

The first option explores the possibility of city acquisition of a privately held parcel separating the city owned parcels to create a contiguous public holding along Stony Brook that would provide approximately 27 parking spaces and ample public open space to create a park along the brook in the north end of downtown for gatherings and events. This site would serve as the northern node of the Stony Brook Greenway.



The second option, below, maintains the same amount of parking but presents the option for redevelopment on the combined parcels west of the alley. The redevelopment could be public, private, or a collaboration depending on opportunities that arise with consolidation and reorganization of

Goal 2 Discussion cont.



the site. This option opens the prospect for commercial and/or service business development along a reclaimed and visually enhanced waterway. The remaining open space on the parcel to the east of the alley would become the northern node of Stoney Brook Greenway.

The third option expands the opportunity for redevelop-

ment on the parcels to the west of the alley. In this case the consolidated parcels are given over to redevelopment with street-facing storefronts and dedicated off-street parking in the rear accessed from the alley. Overall available parking is reduced slightly and is split between public and private parking but remains at about the same level as current developed parking. All three options show addi-

tional peripheral parking to the east of Broadway Ave. on city owned property. This lot would serve a memorial or park space along Stony Brook Greenway and provide overflow parking for events in the downtown district.

The image to the left shows the current city owned public parking lot at the intersection of 4th Ave. and Main St. The lot currently has 36 parking spaces.



As part of the discussion of opportunities for public open space in the downtown district, described under Goal 4, this parking lot is proposed to be partly converted to public park and gathering/event space. It would become the high-

Goal 2 Discussion cont.

light and focal point of the downtown and serve as the southern node of the Stony Brook Greenway. In order to accomplish this public open space redevelopment additional space for off-street public parking must be identified.



Several approaches to expanding off-street public

parking are examined in the following diagrams.

Both options on this page explore redevelopment of the two vacant privately held parcels at the southern end of 4th Ave. The first option looks at city acquisition of the parcels. In the first option to the right the parcels are developed into a off-street public parking lot with approximately 42 parking spaces directly adjacent to the downtown business district and a major employer. The parking lot is set back from the sidewalk to provide a linear green space with room for public art and vendors to support downtown events. The existing city owned parking



lot retains approximately 18 parking spaces along with a park and event space. In this option total available offstreet parking is increased to approximately 60 spaces.

The second option to the left explores the opportunity to redevelop the empty parcels with private sector business development and shared

Goal 2 Discussion cont.

public/private parking in the rear. It is common practice for a city to negotiate public access to a portion of privately developed off-street parking in exchange for incentives from the city. It adds approximately 28 shared spaces behind the redevelopment on 4th Ave. directly adjacent to the downtown business district and a major employer. As in the first option this one retains approximately 18 parking spaces along with a park and event space on the current city owned



parking lot for a total of approximately 46 off-street parking spaces. The last option explores more extensive private sector redevelopment on the parcels along 4th Ave. The park and event space is enlarged and shows the city acquiring a portion of the undeveloped parcel to the east for a new off-street public parking lot with approximately 42

parking spaces. The remainder of the parcel could be developed as commercial or light industrial businesses depending on development opportunities. The new parking is slightly more removed from the downtown business district but still serves employers in southern portion of downtown. The key benefit of this option is the enhanced park/event space that takes on the scale and has the prominent position to become a true town square.

All the options presented portray a number of opportunities for enhanced offstreet parking in the downtown district that, combined with on-street parking ordinances, will alleviate parking pressure in downtown and provide better service to patrons of downtown businesses.

Goal 3 Discussion

Goal 3: Create an aesthetically appealing and social streetscape in downtown for pedestrians.

A vibrant and enjoyable pedestrian experience relies on several factors:

- There must be a reason to be a pedestrian in other words, destinations that you would like to get to that are close enough to walk or bicycle to.
- The pedestrian routes must be safe. Intersection safety and design were addressed in the previous section. Sidewalk and trail safety will be addressed here.
- The aesthetic experience of the pedestrian way needs to be pleasant and inviting.

In a city with the compact scale of Foley all destinations are within the reach of most pedestrians and bicyclists. Therefore, the challenge is to provide safe, designated pedestrian and bicycle connections. Safety becomes the primary issue in the design of pedestrian ways. Considerations related to cross walk planning and design, as well as bicycle route systems, were covered in the previous section. Here the discussion will focus on the sidewalk pedestrian way and on Multi-use trails. Safety both in physical terms and in perceived comfort relies on adequate space for pedestrian travel as well as separation from the hazards presented by moving or parked vehicles in the roadway and by site furnishings and doorways associated with adjacent buildings.

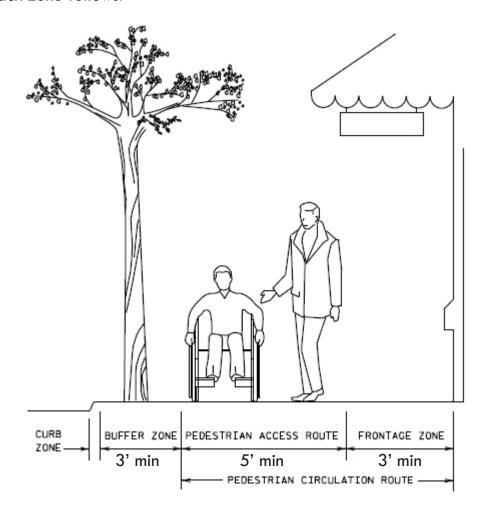
Chapter 11: Special Designs, MnDOT Road Design Manual, February 2010, provides a working definition of sidewalk:

Sidewalks are that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines that are intended for pedestrian use. Sidewalks are located along roadways and are most comfortable to users when separated by a buffer such as a planting strip, parking lane, bike lane, or vertically separated with an elevated curb. Sidewalks are typically a hard, smooth surface of concrete, though they can be of other materials. Minnesota Statute bans bicycle riding on sidewalks in business districts. Sidewalks must be accessible.

This definition clearly indicates that a sidewalk is a combination of several zones as shown in the diagram on the following page. The minimum width for each of

Goal 3 Discussion cont.

the zones is defined within Chapter 11 and indicated in the diagram. The definition of each zone follows.



Pedestrian Access Route

A pedestrian access route is an accessible, continuous, and unobstructed portion of a walkway and must be integrated in all walkways, street crossings and crosswalks, overpasses and underpasses, courtyards, elevators, platform lifts, stairs, ramps, and landings. The pedestrian access route provides an accessible through route of passage and does not include the full width of the pedestrian circulation route.

Goal 3 Discussion cont.

Buffer Zone

Pedestrians feel more comfortable with a separation from the roadway and from parked cars and other objects. Provide a buffer zone between the pedestrian circulation route and the curb zone where applicable. The buffer zone may be paved or planted and allows room for snow storage, plant root growth, and separates the pedestrian access route from vehicle access (i.e. car door swing). The desired clearance between the curb and a pedestrian is at least 3 ft (0.9 m), depending on any vegetation planted. Allow for this clearance when determining total walkway widths. See Figure 11-3.05 (Walkway Zones). Where there is limited room for the buffer zone, additional planning and coordination may be necessary to ensure the pedestrian access route remains accessible, continuous and unobstructed year round.

Frontage Zone

Note that attractive windows in shopping districts create momentary stopping for curious pedestrians. This is a desired element of a successful retail district street. Window shoppers take approximately 19-24 in. (480-610 mm) of space. The remaining walkway width will be constrained. This is often desirable on walkways not at capacity. However, if this stoppage forces pedestrians into the roadway, the walkway is too narrow. The recommended clearance in front of building faces with window front displays or for doors opening into the pedestrian circulation route is 3 ft (0.9 m). The clearance from a wall or fence is 1.5 ft (0.5 m); the clearance from a building face requires an additional 6 in. (150 mm) space.

Note that these descriptions and minimum widths are particularly relevant in downtown and commercial settings where pedestrian and vehicle traffic are expected to be relatively high. These requirements for the pedestrian way can conflict with desired or required motorway width and design. Careful consideration must be given to the overall design of the public right-of-way where space is limited in order to meet the needs of all forms of traffic.

In residential settings public right-of-way space is often not as limiting. Sidewalk width should normally remain at 5 ft with a minimum boulevard width of 3 ft. Most often the frontage zone is provided by yard space owned by the adjacent land owner.

Goal 3 Discussion cont.

The second consideration under Goal 3 is the aesthetic experience of the pedestrian users. It is often noted that a positive pedestrian experience is crucial to downtown revitalization. The experience has to be safe, accessible, inviting, and friendly. These features not only support visits to a single business as a planned destination, but also encourage the the pedestrian to linger and browse which not only enhances the experience but opens the opportunity for other businesses to benefit from the visit to downtown. Once safety is met in the design of pedestrian

ways aesthetics must be considered.

The pedestrian experience is enhanced by the inclusion of necessary street furnishings such as benches, trash rcepticles, and pedestrian friendly street lighting. Additional factors include pavement treatments, vegetation including street trees and/





or planter boxes, and building facade treatments. The
images on this and the following page offer examples
of how these features can
be combined to provide an
inviting and pleasant pedestrian experience in small city
downtowns. Street lighting,
in particular, is an important consideration in that it
enhances both pedestrian

Goal 3 Discussion cont.

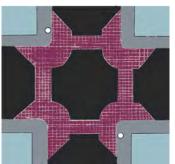
safety and the aesthetic experience in a downtown setting.

These examples provide design ideas that can be implemented in Foley. In order to preserve the opportunity to add these amenities in the future one of the key outcomes under Goal 4 specifically identifies the need in all public sector street reconstruction



covered in the previous section of this report but the design approach to these crossings can enhance the aesthetic experience of key intersections for pedestrians and motorists alike. The examples on this page utilize stamped colored concrete or asphalt. Specific concepts for intersections of primary and secondary importance in

the downtown district of Foley are shown below.



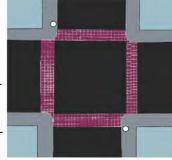
The image to the left shows a conceptual idea for a pedestrian crossing at intersections identified as Primary Importance in the downtown district. The image to the right is a conceptual idea for a pedestrian crossing at intersections identified as Secondary Importance in the downtown district.

These treatments are commonly accomplished using colored, stamped concrete or asphalt.



projects to incorporate the necessary infrastructure that would allow the addition of these features at a later date when funding becomes available. The safety characteristics of pedestrian crossings has been





Goal 3 Discussion cont.

The last consideration under Goal 3 involves the City of Foley engaging with private sector to enhance the pedestrian experience on downtown streets. Working in partnership with downtown businesses, private property owners and organizations the City will continue existing programs to enhance building facades in the

designated downtown area.

A quality pedestrian experience is not simply a matter of public sector investment in the sidewalk and its amenities. The experience is equally related to the character and condition of the buildings abutting the public space. It is often noted that a positive pedestrian experience is crucial to



downtown revitalization. The experience has to be safe, accessible, inviting, and friendly. These features not only support visits to a single business as a planned destination, but also encourage the pedestrian to linger and browse which not only enhances the experience but opens the opportunity for other businesses to benefit from the visit to downtown.

Time and again it has been shown that the appearance is important for healthy



downtown business activity.

Merchants and business owners can work together with the city to create an attractive image for the downtown district that will attract pedestrian traffic and business activity. A traditional commercial storefront is often considered the key defining feature of 'Main Street', and a shared similarity in down-

Goal 3 Discussion cont.

town facades creates a strong visual image for the downtown. Maintaining the similarity in mass, form, and general details between buildings results in an organized and coordinated appearance that enhances the experience of downtown for all visitors but especially for pedestrians.

Foley has a well established and vibrant downtown business community with few vacant storefronts and very few vacant lots. Along 4th Ave. there are a number of traditional commercial buildings that embrace the character of a classic downtown storefronts. This core of buildings combined with public sector investment in the public right-of-way provides the foundation for



the quality of pedestrian experience that drives economic prosperity in the downtown business district.

The City of Foley already has a program in place to encourage other owners of commercial properties to consider appropriate approaches to upgrading and



improving commercial buildings and storefront facades. The program is based on a set of established guidelines that detail desired structural and appearance outcomes. The document is entitled Commercial Rehabilitation Standards and Commercial Design Standards (included in the appendices). The

Goal 3 Discussion cont.

program is tied to two funding sources that provide subsidized low interest loans for for building improvements and business development. The first loan program is the Foley Small Cities Community Development Loan Program which is tied directly to the guideline document identified above and funds investments in buildings. The second loan program is the Business Loan Program which encourages but does not require use of the guidelines. This program can fund equipment, inventory and working capital for manufacturing as well as building investments.

Additional resources are also available for guidance on building facade improvement and rehabilitation. The National Trust for Historic Preservation published a short and easily understandable guide to maintaining the character of traditional downtown storefronts, Keeping Up Appearances: Storefront Guidelines (included in the appendices). The guidelines within the publication are not meant to be taken as restoration guidelines, but rather as simple guidance for downtown business owners who want to undertake desired alterations or face needed repairs on their buildings. The suggestions presented offer flexibility for creativity and modernizing while maintaining the unique character of traditional downtown storefronts.



Goal 4 Discussion

Goal 4: Embrace any current and future opportunities to expand public open space within and adjacent to downtown as covered in the plan as opportunity and funds become available.

As discussed at the outset of the Downtown Plan, vitality and vibrancy of urban and commercial centers is dependant on variables that seemingly have little or no relation. Copious research initiatives have sought to define the variables and reveal their connectedness. Cities and agencies are beginning to benefit from the understanding that the city is a matrix of parts that are mutually dependant on each other. Chief among the initiatives that cities are seeking to implement are walkable communities centered around blue-green infrastructure.

What does walkability mean for city planning? It means that the scale of development always begins at the human scale, at the walking scale. Spaces must first and foremost consider the primary means of transportation, walking. Walkability planning recalls that all trips, no matter how long, begin and end with a walk. As such, focusing on connecting residences, amenities, services, and employment locations at the pedestrian scale requires the implementation of so called, green infrastructure. Such infrastructure has been relegated for too long as being only amenity space, a park that must be afforded purely for recreative function. Urban trails, sub-block scale parks, bicycle parking facilities, pedestrian focused infrastructure, shade trees, etc., these are all components of walkable urban design and are the infrastructure of stewardship.

From Walkable Communities Inc. (www.walkable.org):

Walkability focuses on neighborhood or village scale development, with many nearby places to go and things to do. Truly walkable communities are characterized by much more than good sidewalks and street crossings; they include many attributes: a mix of uses, frequent street connections and pedestrian links, timeless ways of designing and placing buildings. They create desirable places to spend time in, to meet others. All core principles for successful towns and cities evolved naturally from earliest times (cities were first built about 6,000+ years ago) and were practiced until about 100 years ago. Only then were these principles abandoned for "modern" patterns based

Goal 4 Discussion cont.

on increased personal mobility. The most thriving cities are now returning to the time-honored principles. Why? More than 80% of North Americans want to live in walkable neighborhoods, towns and cities, but only a small percentage of them have all the right qualities.

The Community Vision Plan Task Force recognizes that in this light Foley is positioned to leverage its existing qualities in order to develop a dynamically vital and vibrant city core. Adoption of the Stony Brook Greenway planning frame work seeks to prioritize healthy, connected urban planning as a core value in the City of Foley. By leveraging such assets as existing waterways like Stoney Brook and carefully assessing existing and potential uses along such a corridor, the city will place itself in a leadership position on integrated blue-green infrastructure planning. So called blue-infrastructure seeks to integrate human water needs (both the extraction end and the waste end) with natural systems that are already or can be placed. Blue infrastructure is no longer a radical idea but is an idea that is in its infancy as far as planning is concerned. Foley's approach to the inner -city hydrological systems it possess will define its role to future residents as one of stewardship and seeking resiliency in the face of a world with changing water conditions.

The adoption of a walkable planning initiative for downtown Foley requires the coupling of systems into a holistic living whole. Systems that have typically been handled as separate planning concerns will be addressed as interdependent elements of the larger downtown district. Stormwater becomes the source point for an amenity trail; The amenity trail becomes the spine of a pedestrian corridor that feeds the downtown district with bicyclists and pedestrians from the north, south, and eastern residential areas; A pedestrian organized greenway corridor defines the priorities of equitable access to businesses and services within the downtown district; Equitable access to Foley's commercial heart orients both economic and social activities to the historic heart of Foley; The vitality and vibrancy of the downtown district provides a healthy and resilient heart in the City of Foley for generations to come, (see Urban Street Trees and Design of Street Edges in the appendicies).

Goal 4 Discussion cont.

To achieve this vision the City will work to seek partnerships to restore the Stoney Brook stream. In doing so, the city will be establishing a blue-green spine around which economic development and city identity will form. In this effort citizens, landowners, all levels of government, institutions, public utilities, and non-profit organizations can all contribute to protecting and maintaining green/blue spaces. To restore the Stoney Brook stream corridor as part of a stormwater and water quality management plan as well as provide public open space and multiuse trails will be in keeping with Greater Minnesota's leadership in water management. This leadership is defined by the goals of increasing resiliency and improving the quality of life through a healthy environment.

The Minnesota Environmental Quality Board's, 2015 Water Policy Report, Beyond the Status Quo: 2015 EQB Water Policy Report, outlines four goals that will guide communities in establishing blue-green infrastructure in a new water stewardship paradigm. Through continued planning and implementation of the Stoney Brook Greenway, Foley will be well positioned to lead the way in achieving these goals:

#1: Manage water resources to meet increasing demands

#2: Manage our built environment to protect water

#3: Increase and maintain living cover across watersheds

#4: Ensure we are resilient to extreme rainfall

Source: https://www.eqb.state.mn.us/sites/default/files/documents/WaterReport_091715_FINAL_R.pdf

What will set Foley apart from other early adopters of focused blue-green infrastructure planning will be the integration of economic development goals coupled with quality-of-life pedestrian centric planning. The specific benefits of a city-scale pedestrian plan are outlined in this plan's sister document, Community Vision Plan for Pedestrian Connections.

Pictured right, the Stoney Brook Greenway corridor occupies three distinct stream character zones and comprises opportunities distinct to each zone. As a unifier of the downtown district the Greenway acts as a natural corridor balanced against the urban corridors of 4th St. and Broadway Ave. As such it provides a clear



Goal 4 Discussion cont.

edge for the eastern border of the downtown district but also acts as a bridge to the communities in the north, south and east of downtown. Following the course of Stoney Brook stream a paved pathway leads through these three character zones; An urban city block in zone one, the gateway to the Downtown District; A wetland meadow in zone two, with opportunities for near-downtown parking, playground, sports field, and/or pavilion development. On the southern end of the Greenway users enter into a spatial experience akin to a river flood plain a perfect spot for nature signage and picnic opportunities.

The amenity potential of the Greenway only describes the most obvious element of the system. Integrated into this corridor will be the best management practices for integrating city scale stormwater management into park spaces. As vital infrastructure to both improve and relieve the city's dependence on expensive subterranean infrastructure, the Greenway will become a living piece of the city's utility systems. Blurring the line between infrastructure and open space is furthered as the Greenway also functions as a vital component of the downtown district. As a connecting loop, working with 4th St. as a designated pedestrian corridor it increases the appeal of a trip to downtown Foley. The Greeenway becomes event space, increasing the capacity and character of Foley events. As an advanced integration of natural and human systems the Greenway becomes a classroom for the community and greater Minnesota as we learn to be stewards of all habitats, created and emergent. As a model of integrated urban systems the Greenway offers potential along its corridor for inter-greenway development, suggesting that commercial development and extension of the Greenway into larger parts of the city in future planning efforts only reinforces its character as an innovator in city planning.

An integrated component of the commercial core, the Greenway establishes a continuous loop which connects the north park node at the corner of John St. and 4th St. with the anchoring park on Main St. at the southern end of 4th St. (as seen in the map on the left). The benefits of the Greenway trail loop are many. As a pedestrian focused amenity it provides employees of area businesses and their employees with open space to enjoy walking space and lunch spots along

Stoney Brook Greenway Plan

Goal 4 Discussion cont.

the stream or in one of the two park opportunities along 4th St. The trail and its trail-side features (such as a destination pavilion, open recreative fields, picnic facilities, nature signage, and destination playground).

The Stoney Brook Greenway is dependant on two connections to the downtown district; the north Zone One stream corridor must be accessible to the public in order to provide a fully immersive Greenway experience; the southern connection is the development of a city park of an urban character in the current parking lot at 4th Ave./Main St. These public open spaces form the end nodes of the Stoney Brook Greenway trail and connect it to downtown at both ends of 4th Ave creating a walking trail loop. This reinforces 4th Ave. as a pedestrian corridor requiring treatment as open space amenity. Particular attention will be dedicated to increasing sidewalk allowance and a focus on integrating pedestrian infrastructure such as benches with a shift toward a vegetated street condition. These character initiatives on 4th Ave. will experientially tie the downtown district to the Stoney Brook Greenway and will result in a unified commercial-to-nature connection with the greater community.

Future development of the Stoney Brook Greenway and the North and South 4th Ave. parks will require further community driven planning. However, the Community Vision Plan Task Force and citizens participating in workshops have defined general program and character profiles for the Greenway zones and the North and South 4th Ave parks.

The primary location of park development at the north end of the downtown district would be located on the lot(s) at the corner of 4th Ave. and John St. The

North Park on 4th Ave. is to be considered the head of the Greenway loop. As such it will require signage and an information kiosk directing visitors to the trail and providing information regarding the loop trail and the amenities available. Park development must include off street parking accommodation and visual access to a restored



Goal 4 Discussion cont.

Stoney Brook. The North Park open space, also known as Zone One of the Greenway, and the stream corridor will have a landscaped vegetated character. This park is a prime location to develop a bicycle hub, providing bicycle parking and public water fountain.

Three development scale strategies are considered; full park, small scale development, and full lot development. It is understood that open space in the Greenway plan should be viewed as viable for future development so long as future development supports commercial vitality and augments the urban bluegreen quality of the Greenway.

Three scales of development are indicated in the drawings right. The lot(s) located at the corner of Broadway Ave. and John St. are to facilitate off street parking and provide for streamside trail allowance and access to a dedicated crossing across Broadway Ave. connecting the North Park with zone two, the wetland meadows, of the Greenway.

Zone Two, the Wetland Meadows portion of the Greenway plan, occupies an expansive and generally level site. The Task Force has identified this area as being a transitional zone between

Greenway: Zone One Urban Greenway



Option One: dedicated park space.



Option Two: small scale development.



Option Three: large scale development.

Goal 4 Discussion cont.



Goal 4 Discussion cont.



Downtown Plan Goal 4 Discussion cont.



the downtown district and the more southern and "natural" portion of the Greenway in Zone Three. Zone Two will be developed with the linear streamside trail and amenities that support larger group activities. Options could include programed infrastructure such as a stream themed childrens' playground or a playground type environment that

mimics the opportunities for exploration and adventure that one would find only

in a rural landscape; a log scramble or a hydro park. Anchored by a pavilion designed to support destination picnicking and a facility suitable for family gatherings zone two will provide the downtown district with a highly visible park that functions as the front yard for the city.



Opportunities such as these reflect

the opportunities for co-functional spaces that provide both educational and recreative infrastructure. Area schools will find the restored Stoney Brook corridor to be a great space to have discussions around urban water issues, edge species and their habitats, and even explore the engineering side of hydrodynamics.



Zone Three, the Flood Plain, is where the depth of a nature focused immersion within the downtown district will be developed. Benefiting from a mature tree and streamside vegetated character the trail winds its way across the river making use of a destination bridge. The topography through this

Goal 4 Discussion cont.

zone brings visitors close to the stream. Opportunities for hike-in picnicking and secluded stream moments abound.

It is in this zone that the ability to gain access to the stream itself drives the educational focus. Opportunities to develop outdoor classroom spaces and a supporting pavilion would not only serve local schools but with he addition of interpretive signs the progressive stewardship of the Stoney Brook Greenway engineering and water management can benefit visitors too. Terminating at Grand St. the Greenway proceeds west along Grand St. bringing visitors to the City Square Park at the end of 4th Ave.

Zone Four, or City Square, is a park located on Main St. and the southern end of 4th Ave. The park will have a quality like that of a traditional urban park. Symmetry of design, ease



Greenway: Zone Four City Square



Option One: dedicated park space.



Option Two: small scale development.



Option Three: large scale development.

Goal 4 Discussion cont.

of access, and visibility from the center of downtown will be the key elements of this park. As suggested by the image below, South Park will offer diverse opportunities for the city, businesses, organizations and citizens to host a multitude of activities. Not only with South Park become the anchor venue for such traditions as Foley Days it will be a venue for farmers markets (supported by its large parking and easy road access off both Main St. and Grand St.). Partnering with local businesses Foley can now consider such popular events as pop-up movie screenings in the South Park, Art in the Park events, or other outdoor centered festivals.

As with North Park, South Park has the opportunity to be developed in phases. In the immediate term a transition from surface parking to open space will require a considered and phased approach to land acquisition, as detailed in Goal 2 of this plan.

Completing the Greenway and anchoring the downtown district between North and South Park is a new vision for 4th Ave. Pictured to the right, 4th Ave is imagined as the Green Heart of Foley. Achieved through pedestrian focused renewal of the side walk and crossings the street provides for a pleasing and refreshing experience. As detailed in the Pedestrian Plan and again in Goal 2 of this plan, appropriate street design provides for sufficient space so that pedestrians may not only use the ambulatory aspect of the sidewalk system but also so that store fronts have plenty of space for access. As well, the curb edge minimum buffer zone of four feet, designed to permit car doors enough space to open and passengers a safe distance to exit vehicles without interrupting the flowing of pedestrians, is a prime location to locate plantings and benches.

Connecting Foley's downtown core with the naturalized corridor of Stoney Brook stream will not only affirm Foley's commitment to stewardship and growth it will lay the foundation for a resilient and dynamic community preparing the district for generations to come. Integrating green and blue and commercial infrastructure guarantees a vital and vibrant future for Foley. A future where the urban and the natural merge to form a harmonious matrix of habitat.

Goal 4 Discussion cont.



Goal 5 Discussion

Goal 5: Seek redevelopment and investment opportunities for vacant sites in and surrounding downtown as well as encouraging re-investment in existing properties.

Within the Downtown Foley area there are a number of privately and publicly held lands which have development or redevelopment potential. Carefully planned development and redevelopment projects can provide public amenities, create a vibrant downtown, and serve as a source of tax revenue. The areas identified in the map on the facing page are mostly vacant or underutilized spaces within the downtown area that have development or redevelopment potential.

While some properties along the Stoney Brook Greenway discussed in Goal 4 of the Downtown Plan are reconmeded to become public open space, other properties in the downtown area may be better served as private developments. The nature of any development or redevelopment project should be mindful of the guidellines and recomendations set forth in the Downtown Redevelopment Plan and the Pedestrian Plan.

Taking into account the economic and social impacts that carefully considered development and redevelopment projects can have on Downtown Foley the Task Force developed the following recommendations:

- The City authorizes all economic development opportunities and plans prioritizing infill redevelopment in the general downtown area.
- The City actively solicits opportunities and proposals from private sector investors for infill redevelopment projects in the general downtown area.
- The City utilizes Tax Incremental Financing districts, as well as other financial and nonfinancial incentives, to attract private sector investment in development projects.

Opposite: This map shows properties in the Downtown Foley area that are to be considered for development (blue) and redevelopment (green).



Goal 5 Discussion cont.

Developments that are placed within gaps in an otherwise built out area are known as infill developments. Infill developments can have many benefits for an area such as Downtown Foley. By closing gaps in the store frontage along 4th Avenue in particular, the area will look as though it is complete and provide an aesthetically appealing presence. Furthermore, infill development allows a geographic area to generate more tax revenue by increasing the density of businesses and/or residents.

Many cities actively engage developers and investors in order to move forward infill development plans. Doing so also has the added benefit of allowing the city to be involved in development plans from the beggining of the project. This means that the city can help guide developers to create and streamline a project that is beneficial for them, the city, and the general public.

Sometimes in order to encourage development a city will use various incentives. A commonly used financial incentive is Tax Increment Financing (TIF). The city will create a Tax Increment Financing district wherein the future increases in property taxes are used to finance a development project. In other cases a city might allow a development an exemption on Floor Area Ratio or another restriction if the development provides for a public improvement such as open space or lighting. These are just a handful of the types of development incentives a city can provide.

The City of Foley has many great potential sites for development and redevelopment. The building out of these sites with careful planning and cooperation with city can create a more vibrant and lively downtown area while increasing property values and tax revenues as well as the economic prosperity of downtown businesses.

Funding Approaches to Downtown Revitalization

There are many tools a city can use to incentivize economic development. Incentives are generally defined as rewards offered to businesses, land developers, industries, etc. to perform in a way that induces economic development in a city. For example, the City of Foley already has a program in place to encourage owners

of commercial properties to consider appropriate approaches to upgrading and improving commercial buildings and storefront facades. The program is tied to two funding sources that provide subsidized low interest loans for for building improvements and business development.

Several other approaches can be implemented to achieve other goals the City may have. The chart to the right defines many of the tools that can be applied to stimulate specific economic outcomes such as promoting entrepreneurship, rehabilitating abandoned or underutilized buildings, business retention and expansion, and development or redevelopment on vacant parcels.

Selected Business Incentive Tools Defined

Clawbacks: penalty provisions in incentive contracts that require companies to pay back some or all of the incentive monies they received if they fail to meet performance expectations within a certain period.

Employee screening: assistance to new or expanding companies in hiring workers—preemployment services, job fairs, connections to employment agencies, and the like.

Infrastructure assistance: help in providing, paying for, or offsetting the costs of improvements to utilities such as water and sewer systems, roads, power lines, and telecommunications on behalf of a company.

One-stop permitting: co-locating, streamlining, and fast-tracking of government inspection, licensing, and permitting services to make it easier for businesses to apply for and obtain various permits.

Regulatory flexibility: taking of steps to clarify and streamline rules, and otherwise ease the burden of government regulations on businesses.

Relocation assistance: provision of help to new or expanding companies in relocating executives by paying relocation costs, assisting with spousal employment, aiding in sociocultural acclimation, providing housing and child care referrals, and the like.

Site preparation: provision of funds to cover the costs of specialized infrastructure, engineering or survey work, clearing, grading, demolition, paving, environmental assessments, and so forth, for a company to locate at a particular site.

State development zone: a designated area of high poverty within a North Carolina municipality where higher state tax credits are available to companies that invest and create jobs.

Tax increment financing: a mechanism by which local governments issue bonds, without a voter referendum, to make public improvements that are necessary to spur private investment in a designated area. This tool relies on the incremental tax revenues that result from increases in assessed property values. The bonds are considered to be self-financing because, if successful, the public improvements they finance will stimulate new private investment and generate tax revenues that will be used to pay off the bond debt.

Above: extracted from Using Economic Development Incentives: For Better or For Worse, Jonathan Morgan, Popular Government,
Winter 2009

Funding Approaches to Downtown Revitalization cont.

For example, within the downtown district the City of Foley has several opportunities for infill development at several scales. The City could create a TIF District that encompasses the downtown district or a subset of it that invests in necessary public infrastructure to encourage private sector investment in development within the district. The desired development could be commercial, high density residential, and/or light industrial depending on the goals the city sets and the opportunities that come to the table.

However, incentives must be used carefully and wisely. While public sector incentives are intended to spur economic growth that might not have happened otherwise, they do come at some risk to the city. Incentives must be recognized as long-term investments in the city's economic growth and must be tied to the performance of the enterprises that benefit from them. Clawback provisions, defined in the chart on the previous page, are one example of a mechanism that ties penalties if beneficiaries of incentives fail to meet agreed to performance expectations.

To be successful it is important to develop a clear plan for economic development that spells out the goals the city desires to achieve, the incentives the city is willing and capable of providing, the performance expectations tied to the incentives, and any penalty provisions for not meeting those expectations.



PEDESTRIAN AND DOWNTOWN PLAN

APPENDICES

Appendices

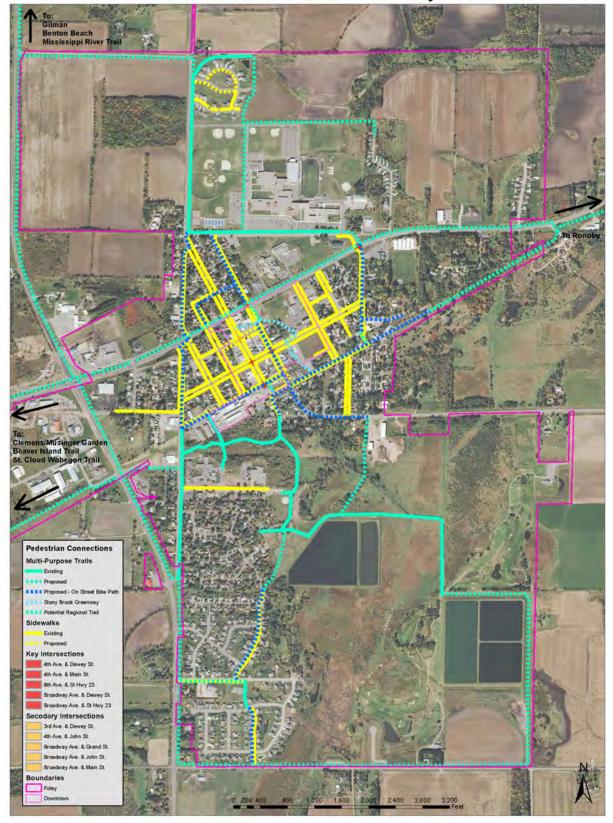
• Plan Maps and Presentation Boards

	Pedestrian Plan	
	 Pedestrian Connections - City wide 	101
	Pedestrian Connections - Downtown	102
	• Important Pedestrian Connections - City Wide	103
	• Proposed Pedestrian Connections - Downtown	104
	 Multipurpose Trails - City Wide 	105
	Multipurpose Trails - Downtown	106
	Downtown Plan	
	Stony Brook Greenway Plan	107
•	Public Engagement Outcomes	
	• Task Force	108
	• Community Workshop 1	110
	• Community Workshop 2	115
•	Referenced Documents Index	1 29



Existing and Proposed Pedestrian Connections - City Wide





Plan Maps and Boards







Existing and Proposed Pedestrian Connections - Downtown

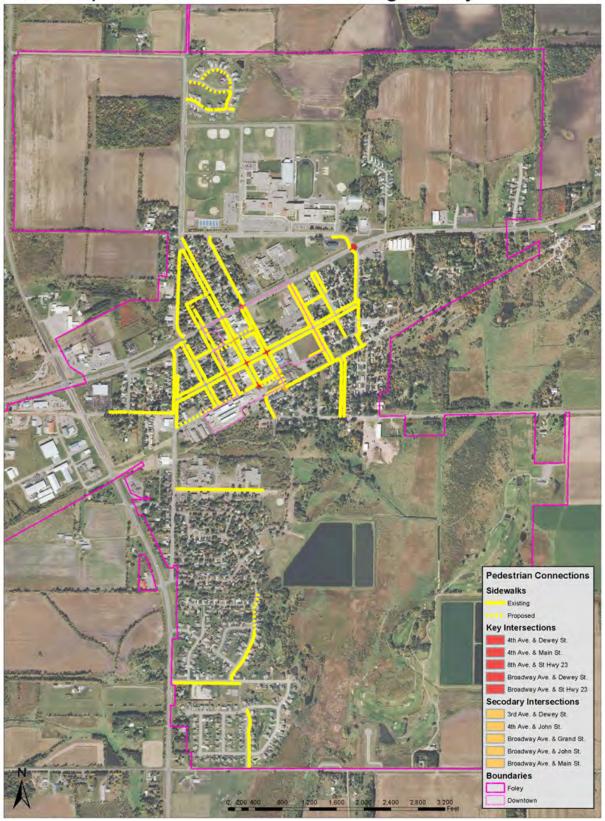




Plan Maps and Boards



Existing and Proposed Sidewalks Important Pedestrian Crossings - City Wide CRD

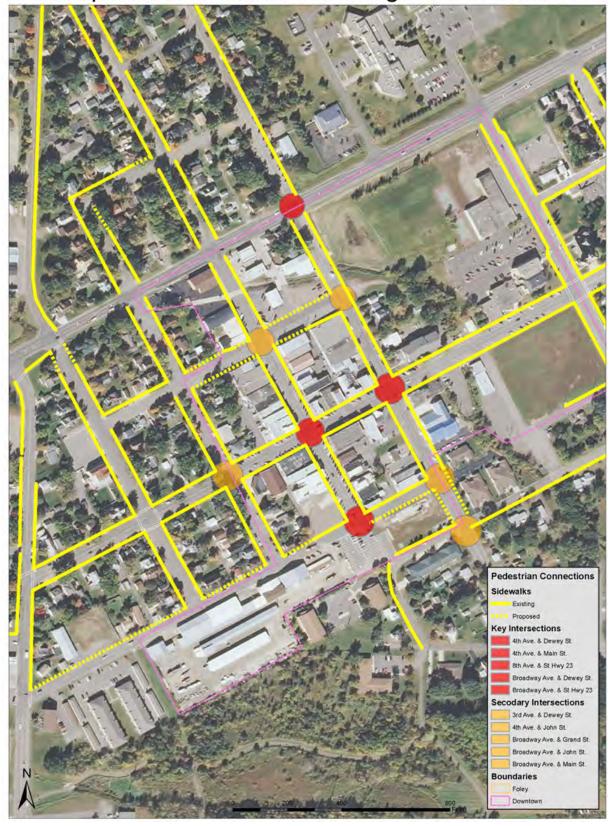


Plan Maps and Boards
Existing and Proposed Sidewalks - City Wide





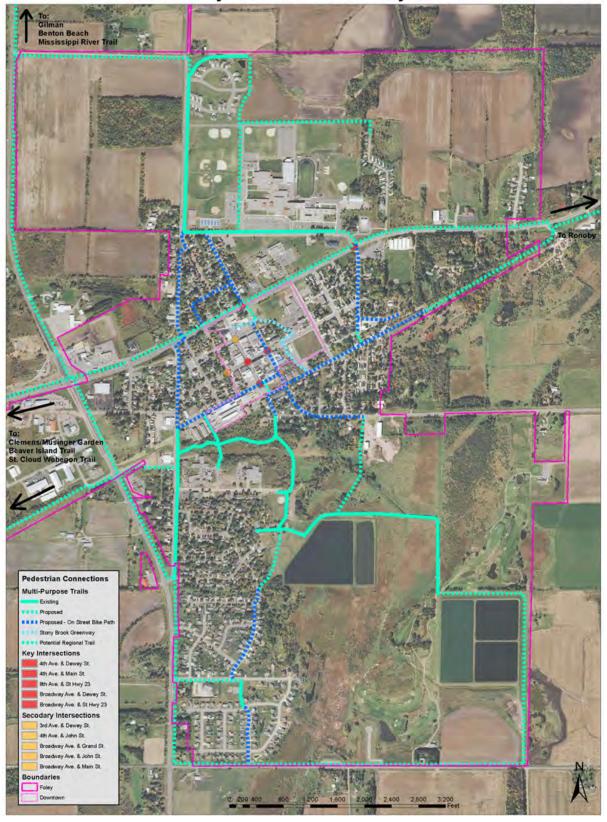
Existing and Proposed Sidewalks Important Pedestrian Crossings - Downtown^{CR}



Plan Maps and Boards



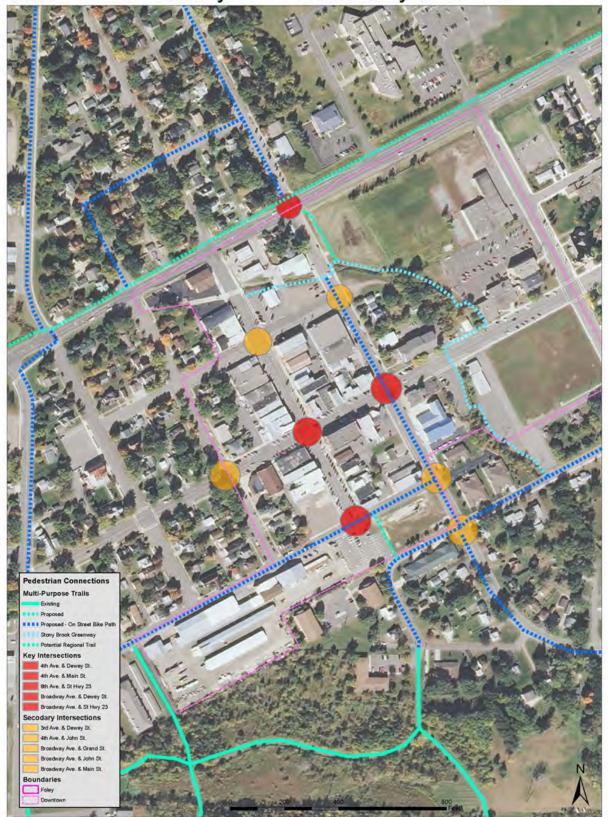
Existing and Proposed Multi-Purpose Trails and Bicycle Routes - City Wide



Plan Maps and Boards



Existing and Proposed Multi-Purpose Trails and Bicycle Routes - City Wide



Plan Maps and Boards

Community Vision Plan for Downtown Redevelopment and Pedestrian Connections



Open Space, Parking, and Pedestrian Safety In Downtown Foley

Stony Brook Greenway

-dedicated Greenway crosswalks -destination nodes suitable for park development -provides for a downtown pedestrian loop

North Park Development

-anchors the north-end of Downtown

-frames a gateway for entry into Downtown District

-opens Stony Brook to Downtown -integrated park and commercial -serves as Greenway trail head development zone

Pedestrian Crossings

-designed for safety

-seeks to enhance orientation with a hierarchy of crossings

Pedestrian Crossings

Downtown District: Green Heart

-branding potential heightens Downtown experience

Downtown District:

-enhances pedestrian experience -provides a green edge for Downtown District Green Heart

-defines the Downtown District for visitors and events

South Park

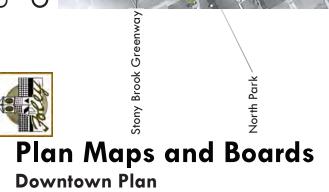
-anchors the south-end of Downtown District

-serves as pedestrian entry from the south to Downtown

-southern destination of the

Greenway Loop

-integrates 42 off-street parking -venue for community events stalls/off-street event space





South Park

Public Engagement

Task Force

In December, 2014, the City of Foley engaged with the Center for Rural Design (CRD) at the University of Minnesota to assist in creating a Community Vision Plan for Downtown Redevelopment and Pedestrian Connections for the City of Foley based on a comprehensive program of public engagement.

The mission of the Center for Rural Design is to work with people to protect and improve rural landscapes, cultures, and communities through innovative design strategies. Through research-based design projects that include a diversity of disciplines, the Center promotes communication and learning in rural communities and amongst policy makers about designed solutions to complex rural issues. At the core of this mission is the need to incorporate citizen participation in the problem solving process.

CRD and staff from the City of Foley outlined a preliminary public engagement process that was structured around a City Council appointed citizen steering committee. In January, 2015, the Foley City Council established and appointed a citizen-based Task Force to work with city staff and CRD to guide the process. The Task Force consists of residents, business owners, and staff from the City of Foley. Acting as the interface between the community and the design/planning process the task force was charged with developing a citizen preferred scenario for downtown redevelopment and pedestrian planning within the city. Many of the Task Force members served on guiding committees during the Thriving Communities Program led by the Initiative Foundation, the process that identified the needs that led to this effort.

Working together, the Task Force and CRD developed a final public engagement process that included task force workshops and two public open house workshops to gather citizen input and feedback about pedestrian needs and downtown redevelopment opportunities. The public engagement process charged the Task Force with taking the central role of representing the community and making recommendations to the City Council based on their interpretation of community input. The role of CRD, as assistants to the Task Force, was to provide input and advice on design and planning issues and to perform the work tasks necessary

Public Engagement

Task Force cont.

for successful completion of the process. The image below represents the relationship of the community, Task Force, and CRD

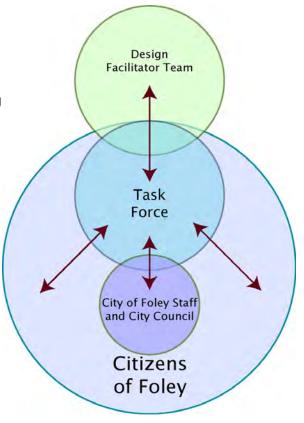
As part of defining the community engagement process the roles of the community and the Task Force were outlined as:

Role of the Community

- Identify community issues
- Identify community desires
- · Identify opportunities including funding
- Recognize constraints from a community perspective
- Guide priorities
- Guide planning and design process
- Guide decision-making

Role of Task Force

- Represent the Community
- Interpret and translate community issues
- Interpret and translate community desires
- Engage the Community in civil conversations about a Pedestrian & Downtown Plan for the future
- Review input and advice from City Staff and Design Facilitator Team
- Define opportunities and constraints
- Define and set priorities
- Participate in planning and design process
- Make decisions
- Convey decisions to City Council as recommendations to be pursued This model puts the citizen-based Task Force at the center of the process and charged with providing recommendations to the Foley City Council.



Public Engagement

Community Workshop 1

The first Community Workshop was held on Thursday, April 23 in the Foley Intermediate School cafeteria. The focus of the workshop centered around asking citizens to provide input on four interrelated topics relevant to both the Pedestrian Plan and the Downtown Plan:

- Identify the citizens perception of the downtown district boundaries and the opportunities or challenges faced in downtown.
- Identify destinations throughout the community and possible ways to make connections between them that facilitated pedestrian and bicycle travel.
- Identify preferences for street character types for the downtown district from among examples provided.
- Identify parking issues and possible approaches to mitigating them through parking ordinances in the downtown district.

The topics were identified and reviewed by the Task Force during work sessions at regular Task Force meetings. CRD developed the presentations, questionnaires, and other workshop materials. The workshop was attended by approximately 30 citizens who were divided into 4 work groups to explore and discuss the topics outlined above. Members of the Task Force acted as facilitators for each work group to help guide the participants through the process and to later help interpret the outcome of discussions.

The results from each work group were compiled and combined to form synthesis results of the community input. The Task Force reviewed, revised as necessary, and approved the synthesis. The outcomes of Community Workshop 1 are presented on the following pages:



Downtown Borders Proposed by the Community







Pedestrian Connections Proposed by the Community

CRD ...



Street Preference & Parking Survey

Street Preference Survey

Foley, MIN



Davis, CA



Burlington, VT





Excelsior, MN





Example #4





2.88

Example #2 3.56

Example #1 2.45



Example #7

Example #6 2.94

Example #5 2.25

3.06



Rockland, ME



Galena, IL



McMinnville, OR



Community Workshop Outcomes

Street Preference & Parking Survey

Parking Survey

Is Parking Diffi	cult?		Is Time Lir	mit Appropriate?
 Yes – 	22		Yes –	16
 Not Sure – 	2		 Not Sur 	re – 7
• No - 5	Ņ		· No-	• No - 5
Time Limit Type?		Times?		Days?
• 1 hr- 0		 7am-4pm - 	4	 Mon-Fri -
• 1.5 hr - 5		 8am-5pm - 	13	 Mon-Sat -
· 2hr- 9		 9am-6pm - 	2	 Mon-Sun -
· 2.5 hr - 0		 8am-4pm - 		
3 hr - 6		 7am-6pm - 	_	
4hr- 1				
• 15 min - 1				

16 5 0



Public Engagement

Community Workshop 2

The second Community Workshop was held on Tuesday, June 30 in the Foley High School cafeteria. The focus of the workshop centered around asking citizens to review and provide input at three stations that portrayed draft versions of both the Pedestrian Plan and the Downtown Plan as well as early conceptual designs for downtown streets:

- Station 1 presented a draft version of the Pedestrian Plan including destinations, proposed connecting routes, and significant intersections for pedestrian safety.
- Stations 2 and 3 presented conceptual ideas related to the Downtown Plan:.
 - Station 2 presented conceptual ideas to address downtown parking, pedestrian safety and aesthetic experience, and public open space in the downtown district.
 - Station 3 presented refined conceptual designs for downtown streets with emphasis on the upcoming reconstruction of 4th Ave..

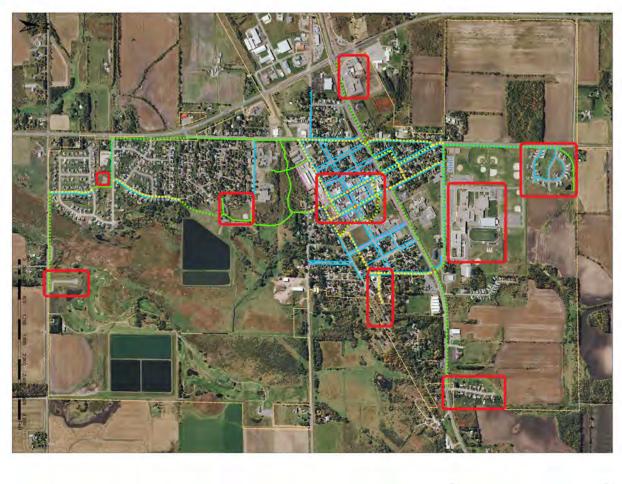
The topics were identified and reviewed by the Task Force during work sessions at regular Task Force meetings. CRD developed the presentations, questionnaires, and other workshop materials. The workshop was an open house and attended by approximately 39 citizens. Members of the Task Force acted as facilitators and answered questions from participants while CRD staff led the discussions at each station. The workshop materials and questionnaires were also posted on the city website for review and comment by citizens not able to attend the live workshop. An additional 13 citizens provided input to the city hall.

The results from each station were compiled and combined to form synthesis results of the community input. The Task Force reviewed, revised as necessary, and approved the synthesis. The outcomes of Community Workshop 2 are presented on the following pages:



CRD Connecting People With Destinations: Existing and Proposed Routes - City Wide Community Vision Plan for Downtown Redevelopment and Pedestrian Connections





City Wide Pedestrian Plan Goals and Features

nity to each other (neighborhoods, school, parks, businesses, downtown, etc.) Identify and designate specific pedestrian/bicycle routes to connect destinations throughout the commu-

order to provide safe pedestrian access throughout the city. Add to the network of sidewalks by incorporating sidewalks into all future street improvement projects in

destrian routes that enhance access to destinations in the community. Add to the network of multi-purpose trails wherever possible in order to provide off-street bicycle and pe-

Identify appropriate and safe locations for on-street bicycle routes where off-street multi-purpose trails are

Identify key intersections for pedestrian/bicycle crossing safety

City Wide Pedestrian Plan - Questions to Answer / Decisions to Make

- 1) Does the pedestrian plan identify all the important destinations in the community? Are there others?
- 2) Should sidewalks and multi-purpose trails eventually be incorporated throughout the city to provide
- 3) Are the identified routes appropriate and adequate?
- Could designated bicycle routes exist both on-street and separated from traffic.
- Could the bicycle routes share the roadway where safe (striped bike lanes)?
- Could the bicycle routes be separated from traffic where feasible (cycle tracks or multi-purpose trails)?



5) What are the key intersections for pedestrian/bicycle crossings?

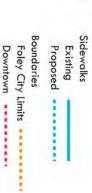
- CSAH 23 and 2nd Ave
- CSAH 23 and Broadway Ave - CSAH 23 and 4th Ave
- CSAH 23 and 8th Ave
- 4th Ave and Dewey St
- Broadway Ave and Dewey St

An example of a pedestrian-friendly intersection showing appropriate curb cuts, shortened crossing distances, and bold ladder-striping that is easily visible to motorists.

This image is only an example and not necessarily the pro-posed intersection treatment for all idnetified intersections

What's On The Map?

Multi-Purpose Trails (Pedestrian and Bicycle) Key Intersections for Pedestrian/Bicycle Crossing **Key Community Destinations** Stoney Brook Promenade Trail Proposed On-Street (Bicycle Only) Proposed *******





Connecting People With Destinations: Existing and Proposed Routes - Downtown

Downtown Pedestrian Plan Goals and Features

Complete the network of downtown sidewalks by incorporating sidewalks into all future street improve-

Identify and design key intersections for pedestrian/bicycle crossing safety.

Designate specific bicycle routes to connect outlying destinations (neighborhoods, school, parks, etc.) with

Develop the Stoney Brook Pedestrian Greenway as a scenic recreational route to attract residents and visitors to the downtown area.

Downtown Pedestrian Plan - Questions to Answer / Decisions to Make

1) What are the key intersections for pedestrian/bicycle crossings?

- CSAH 23 and 4th Ave
- CSAH 23 and Broadway Ave
- Broadway Ave and Dewey St - 4th Ave and Dewey St

Should sidewalks eventually be incorporated around all downtown blocks to provide good pedestrian

3) Should designated bicycle routes exist on both 4th Ave and Dewey Ave and how should they function?

- Should the bicycle routes share the roadway (striped bike lanes) or

should the bicycle routes be separated from traffic (cycle tracks)?

· If both 4th Ave and Dewey Ave should be designated as bicycle routes could they use different approaches (e.g., striped bike lanes on 4th Ave and cycle tracks on Dewey Ave)?





4) Would a pedestrian greenway along Stony Brook be a desirable amenity for Downtown Foley?

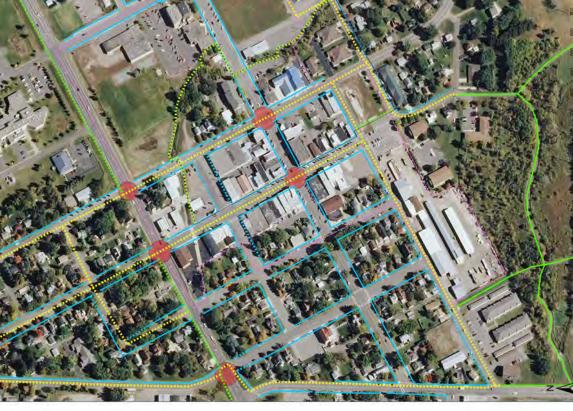
What's On The Map?

Sidewalks

Key Intersections for Pedestrian/Bicycle Crossing Multi-Purpose Trails (Pedestrian and Bicycle)

Proposed On-Street (Bicycle Only) Stoney Brook Promenade Trail

Foley City Limits Downtown Proposed Boundaries Existing



0	9	8b s	8a S		7 S		6		0	E	4	0	0	0	0	σ	4b C	4a C	ຜ ໘ >>	2 S	-		Question #	
General Comments:	Would a pedestrian greenway along stony brook be desirable?	Should the bicycle routes be separated from traffic (cycle tracks)?	Should the bicycle routes share the roadway (striped bike lanes)?		Should designated bicycle routes exist on both 4th Ave and Dewey Ave?		Should sidewalks eventually be incorporated around all downtown blocks to	Downtown Plan	Others?	Broadway Ave and Dewey St	4th Ave and Dewey St	CSAH 23 and 8th Ave	CSAH 23 and Broadway Ave	CSAH 23 and 4th Ave	CSAH 23 and 2nd Ave	Key intersections for	Could the bicycle routes be separated from traffic where feasible (cycle tracks or multipurpose trails)?	Could the bicycle routes share the roadway where safe (striped bike lanes)?	Are the identified routes appropriate and adequate?	Should sidewalks and multi-purpose trails be incorporated in the city?	Does the pedestrian plan identify all the important destinations?	City Wide Plan		Pedestrian Plan Survey
Focus should be on safety crossing HWY 23	24	16	100	Yes	0	4th Ave	28			19	21	23	28	26	17		25	21	31	30	22		Yes	
e on safety c	œ	<u> </u>	10	No	4	Dewey	2			4	O1	0	ω	4	7		Ŋ	7	o	ω	4		N _o	
rossing HWY	4	9	œ	No Answer	19	Both	o			13	10	13	ڻ ڻ	0	12		7	9	13	4	13		No Answer	
23					13	No Answer			CSAH 23 and Norman										13 Get trail off HWY 23 downtown (safety)		13 Coborn's, Hardware Store, Murphy Chevrolet		Comments	

Station 1 - Results

More bike racks downtown Beautify with landscaping





Parking and Pedestrian Safety In Downtown Foley







Parking and Pedestrian Safety In Downtown Foley

Parking and Pedestrian Safety

- 1) The large plan drawing of downtown Foley depicts a pedestrian focused development of sidewalks and crossings. Does the completion of sidewalks and prioritized crossing development meet your expectations
- 2) The development of pedestrian crossings in downtown Foley can serve multiple purposes.
- b) Do you feel that the pedestrian crossing plan will improve pedestrian navigation of the downtown district? a) Do you feel that the pedestrian crossing plan as conceptually represented provides for a "branding" of the downtown area?
- c) Do you feel that the pedestrian crossing plan will improve pedestrian safety in the downtown district?
- 3) In the development of a pedestrian friendly downtown two nodes have been suggested for development into pedestrian amenity space. Is the North Node location worthy of such development?
- the South Node location worthy of such development?
- 4) In the development of a vehicle friendly downtown two nodes have been suggested for development into off-street parking locations. Is the North Node location suited to off-street parking development?

Is the South Node location suited to off-street parking development?









Stony Brook Pedestrian Greenway

- 5) Do you want to see a Greenway developed as a downtown amenity focused around the restoration of Stony Brook?
- 6) If you do want a Greenway developed do you want it to focus on pedestrian use? Or would you like it to be multi-use?
- 7) Along the Greenway four zones are indicated as potential amenity development zones. Please indicate the types of activities or facilities that you would be interested in seeing in these spaces?



	Parking and Pedestrian Safety			
Question#		Yes	°N	No Answer
	Parking and Safety			
~	Does the completion of sidewalks and prioritized crossing development meet your expectations of a pedestrian friendly downtown?	27	υ	n
2a	Do you feel that the pedestrian crossing plan as conceptually represented provides for a "branding" of the downtown area?	22	7	ω
2b		23	7	7
2c	Do you feel that the pedestrian crossing plan will improve pedestrian safety in the downtown district?	27	Q	4
3a	Is the North Node location worthy of development into pedestrian amenity space?	19	O	ω
3b		23	O	7
4a	Is the North Node location suited to off- street parking development?	21	O	O
4b		23	7	Θ
വ	5 Do you want to see a Greenway developed as a downtown amenity focused around the restoration of Stony Brook?	10	20	7
		PED Only	Multi-Use	No Answer
o	6 If you do want a Greenway Developed do you want it to focus on pedestrian use? Or would you like it to be multi-use?	Ø	18	7

Station 2 - Results

Zone Four		Zone Three		Zone Two		Zone One		Preferred Activities and Facilities in Development Zones
	Picnic		Picnic		Picnic		Picnic	
7 14	Benches	6 12	Benches	7 13	Benches	3 14	Benches	
3	Art Walk	5	Art Walk	5	Art Walk	2	Children's Playground	
11	Trail Shelter	8	Gazebo	3	Art Walk Restoration Kiosk	00	Bicycle Racks	
	Other: Garbage Cans		Other: Garbage Cans	_	Other: Garbage Cans		Other: Garbage Cans	
	ı		t	4	Other: Dog Bag Stand	_	Other: Trail Shelter	
21	No Answer	21	No Answer	22	No Answer	22	No Answer	

General Comments:

What about handicap parking downtown?

More parking

Encourage pet owners to clean up after pets

HWY 23 crossing at 4th and Broadway should have lights for pedestrians to cross Zone 1 too close to HWY 23 for playground but perhaps a welcome sign with map and history on it instead.

Greenway could help bring people to Foley

Station 2 - Results



Community Vision Plan for Downtown Redevelopment

Curb Extensions and Paving Treatments

Concept 1



- pedestrians and motorists by allowing pedestrians to use the excess road space between · Curb extensions reduce pedestrian crossing distances and improve sight lines for both parking stalls at the corner of an intersection.
 - A raised curb extension further separates pedestrians motorists.
- · A special pavement marking could be used in the center of the intersection to help signify that one is in Downtown Foley.

Concept 2: Features & Characteristics

- · At-grade curb extensions can be created by marking the pavement on the road with a design or pattern to designate it as pedestrian space.
- Pavement markings can alert drivers to the presence of pedestrians.

Concept 1 & 2: Questions to Answer / Decisions to Make

- Should curb extensions be used in Downtown Foley?
- Could there be a hierarchy of intersections with more or less robust intersection treatments?
- ·Should an intersection treatment be used as a way to signify that one is in Downtown Foley?

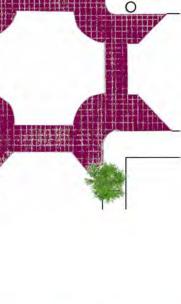
Concept 2

Examples of Concepts 1 & 2

Image of a Raised Curb Extension

Image of Unique Pavement Markings on a











Community Vision Plan for Downtown Street Redevelopment



Two-Way Street Configurations with Angled Parking

Current Two Way Configuration with Angled Parking and Additional Streetscaping Concept A

Two Way Configuration with Back-In Angled Parking and Bike Lanes Concept B

Concept A: Features & Characteristics

- Maintain current street dimensions
- Bicycle Boulevard designation alerts drivers to bicyclists and discourages high speed
- Opportunity to enhance the current streetscape to include trees, benches, planters etc.

Concept B: Features & Characteristics

- environment for bicyclist to ride through downtown. parking stall thus providing an opportunity for designated bike lanes, creating a safe Back-in angled parking allows drivers to see the road lane easier when leaving a
- Opportunity to enhance the current streetscape to include trees, benches, planters etc.

Concept A & B: Questions to Answer / Decisions to Make

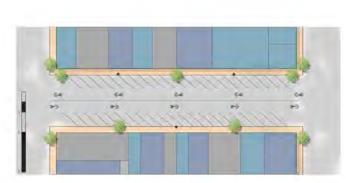
- create an inviting environment for Downtown Foley? Should more streetscaping such as lighting and planting be implemented to
- be separated by striped bike lanes? Should the bicycle routes share the roadway (bike boulevard) or should they
- •Is nose-in or back-in angle parking more preferable?

Examples of Concepts A & B

Image of Bike Boulevard Implemented on Street Image of Bike Lane and Back-in Angled Parking Implemented on Street

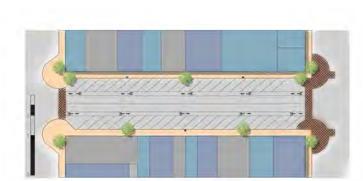












8' 17' 5' Sidewalk Back-In Bike Parking Lane 10' 10' 5' 17' 8'
Driving Bike Back-In Sidewalk
Lanes Lane Parking





Community Vision Plan for Downtown Redevelopment

Two-Way Street Configurations with Parallel Parking

Concept C: Features & Characteristics

- · Parallel parking allows more space for wider, more pedestrian friendly sidewalks.
- Narrowing the road lanes slows down traffic and allows for the addition of bike lanes.

Two Way Configuration with Boulevard and Parallel Parking Concept D

Two Way Configuration with Parallel Parking and Bike Lanes

Concept C

· Changing from angled parking to parallel parking reduces the number of stalls from approximately 40 to 28 spaces.

Concept D: Features & Characteristics

- · The addition of a planted boulevard down the center of the street creates a more aesthetically pleasing streetscape and also helps to slow down traffic.
- approximately 56 spaces compared to 40 with the current format of two lanes of angle · By having four lanes of parallel parking the number of parking stalls increases to
- ·Bicycle Boulevard designation alerts drivers to bicyclists and discourages high speed

Concept C & D: Questions to Answer / Decisions to Make

- Would more pedestrian space or a planted boulevard make downtown Foley more inviting?
- Can parallel parking be a means by which to increase or decrease the amount of on-street parking in downtown?
 - ·Should the bicycle routes share the roadway (bike boulevard) or should they be separated by striped bike lanes?

Examples of Concepts C & D

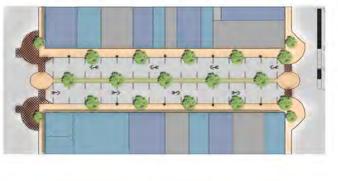
Image of a Bike Lane and Parallel Parking on a **Iwo-Way Street**

Image of Parallel Parking on a Street with a

















Community Vision Plan for Downtown Redevelopment



One Way Street Configurations with Angled Parking

Concept E: Features & Characteristics

could be used to draw attention to a focal point at the end of the street. A one way street would provide a uniqueness to the road signifying downtown and

> One Way Configuration with Angled Parking Concept E

One Way Configuration with Back-In Angled Parking and a Bike Lane

Concept F

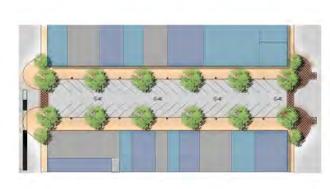
- Bicycle Boulevard designation alerts drivers to bicyclists and discourages high speed
- friendly sidewalk. Eliminating a road lane provides more space to create a wider, more pedestrian

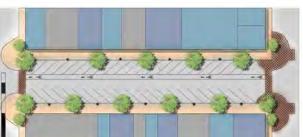
Concept F: Features & Characteristics

- environment for bicyclists to ride through downtown. parking stall thus providing an opportunity for a designated bike lane, creating a safe Back-in angled parking allows drivers to see the road lane easier when leaving a
- Eliminating a road lane provides more space to create a wider, more pedestrian friendly

Concept E & F: Questions to Answer / Decisions to Make

- Could a one-way street make Downtown Foley more unique?
- be separated by striped bike lanes? Should the bicycle routes share the roadway (bike boulevard) or should they
- •Is nose-in or back-in angle parking more preferable?





Examples of Concepts E & F

Image of Streetscaping on a Sidewalk on a Street Image of Back-In Angle Parking with a Bike Lane with Angled Parking on a One-Way Street









13

18' Back-In Parking

13" Sidewalk



Concept A: Current two-way street with angled parking and streetscaping Concept B: Two-way street with back-in	Would it work for 4th? Yes	8 6 6	Would it work for Dewey? Yes	No 12	No Answer	Comments This seems like the best option to accomplish bike safety.
angled parking and bike lanes Concept C: Two-way street with parallel parking and bike	ω	6	7	95	ω	
Concept D:Two-way street with parallel parking and boulevard	E	61	2	0,	4	4 If you go with the center boulevard, how does that mess with the parade route?
Concept E: One-way street with angled parking	2	91	4	6	က	4
Concept F: One-way street with back-in angled parking and bike lane	ω	91	4	17	S	
Street Concept Preferences:	4	m	o	۵	ш	u.
4th Avenue	0	9	5	7	2	-
Dewey Street	T	00	rC	C		C

Station 3 - Results

Intersection Treatment Concepts				
	Yes	No	No Answer	General Comments:
Should there be different intersection treatments than what currently exists?	22	N	ω	What will this do to our tax rates?
Curb extensions at the intersections of 4th Ave and Dewey	18	10	ഗ	One way traffic would decrease business. We already don't have enough parking.
Curb extensions at each of the intersections one block away in all directions from 4th and Dewey	13	18	4	Leave it the way it is
Intersection treatment at 4th and Dewey be different from treatments one block away	15	17	ω	Curb cuts mid-block for people with dissabilities
Concept 1: Raised Curb Extensions with Pavement Markings				Like the raised curb extensions
Raised curb extensions at 4th and Dewey	13	18	4	I don't think it's safe for bikes and cars to "share the road" downtown.
Raised curb extensions at intersections one block away from 4th and Dewey	1	20	4	Don't worry about configuration, just fix the downtown roads.
Concept 2: At-Grade Curb Extensions with Pavement Markings				4-Way Stop at 4th & Dewey and Broadway & Dewey
At-grade curb extensions at 4th and Dewey	15	12	7	Back-in angled parking- good luck educating people on that one. They can't figure out the center yellow lines that are there now.
At-grade curb extensions at	14	14	7	If driving a car. the visibility on 4th Ave. crossing Dewey. is terrible.

Station 3 - Results

Referenced Documents

Referenced Documents

- Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety (http://www.dot.state.mn.us/research/TS/2013/201322.pdf)
- Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways (http://www.dot.state.mn.us/metro/trafficeng/files/ped_guide.pdf)
- Understanding Bicycle Markings in Minneapolis (http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-083551.pdf)
- Keeping Up Appearances (http://www.preservationnation.org/mainstreet/resources/sample-documents/publications.html)
- Foley Commercial Rehabilitation Standards (available from the City of Foley)
- Beyond the Status Quo: 2015 EQB Water Policy Report (https://www.eqb.state.mn.us/sites/default/files/documents/WaterReport_091515_v2_0.pdf)
- Urban Street Trees: 22 Benefits, Specific Applications (http://www.michigan.gov/documents/dnr/22_benefits_208084_7.pdf)
- Design of Street Edges (http://www.walkable.org/library/Documents/ designofstreetedges.pdf)



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