Safety Action Plan

July 2024

CITY OF Foley

Contents

STATUTORY NOTICE

23 United States Code Section 407: **Discovery and admission as evidence of certain reports and surveys**

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Message from Mayor Ralph Hellmich

On behalf of the Foley City Council and the other leaders of our great City, I am proud to support this effort toward making our roadways safer for all who travel them. Between 2018 and 2022, our City experienced 5,218 reported roadway crashes, of which 136 crashes led to 17 deaths and 140 seriously injured individuals. These events are tragedies for the victims, their families, and our communities. The impacts are profound and devastating.

Fatalities and serious injuries due to traffic crashes are preventable, and the City of Foley is committed to significantly reducing and ultimately eliminating these occurrences. This Comprehensive Safety Action Plan is a crucial first step toward making this commitment a reality. As a data-driven and actionable document, this Safety Action Plan lays the groundwork for projects and strategies that can make a tangible difference on our roadways.

Access to safer roadways should not be reserved only for a select few; rather, the entire population of the City of Foley should be able to travel safely on a daily basis, regardless of their income level, where they live, their race, or their age. The City of Foley cannot achieve its goals without the support and participation of the people in our communities and our partner agencies. Each and every person has a role to play and a responsibility to help make our roads safer. Together, we can accomplish a great deal.

Our intent is that this Safety Action Plan will provide a roadmap of the steps that the City of Foley will take toward improving safety on the roadways within our jurisdiction. The plan will show us what to do first, what to do next, and how to keep track of our progress along the way. The work has only just begun, but having a solid plan is the foundation for achieving our goals and eliminating these preventable tragedies from our roadways.

Thank you for your interest in roadway safety in the City of Foley. Please contact us at Foley City Hall if you have any questions or suggestions.

Sincerely,

Ralph Hellmich

Mayor, City of Foley

City of Foley, AL

407 E. Laurel Avenue
Foley, AL 36535

Signature Copy

Resolution: 24-1070-RES

File Number: 24-0102 **Enactment Number: 24-1070-RES**

A Resolution Adopting Targets for Reducing Traffic Fatalities and Serious Injuries with the City of Foley

WHEREAS, the City of Foley is preparing a Safety Action Plan as part of a Safe Streets and Roads for All grant, and

WHEREAS, there were 5,218 crashes reported within the city limits of Foley from 2018 to 2022, and

WHEREAS, 17 people lost their lives in crash-related deaths on Foley roadways in the five-year period, and

WHEREAS, there were 140 people with suspected serious injuries caused from crashes on Foley roadways in the five-year period, and

WHEREAS, the City of Foley is committed to implementing strategies that eliminate deaths and injuries on roadways inside the City's police jurisdiction, and

WHEREAS, minority populations, people living in poverty, people with disabilities, vulnerable road users, seniors, and young people face higher risks of crash-related fatalities and injuries.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF FOLEY, ALABAMA, that the City adopts a target of reducing crash-related fatalities and serious injuries by FIFTY PERCENT OR MORE by the year 2035; and

BE IT FURTHER RESOLVED that the City adopts a target of reducing crash-related fatalities and serious injuries by SEVENTY-FIVE PERCENT OR MORE by the year 2050; and

BE IT FURTHER RESOLVED that the City shall develop a Comprehensive Safety Action Plan that recommends specific projects and strategies to help the City achieve these goals, as well as specific policy and process changes that will further the City's safety objectives.

The City Council will work collaboratively with ALDOT, Baldwin County, law enforcement, community organizations, and other relevant stakeholders to implement the projects and strategies identified in the Foley Comprehensive Safety Action Plan.

The City Council will allocate necessary resources to support the implementation of the Safety Action Plan, including but not limited to, education campaigns, policy updates, and proactive decision-making.

The City Council will regularly monitor and evaluate progress toward the implementation of the Safety Action Plan and the goals of reducing fatalities and serious injuries on city roadways, and will report this progress to the public, ensuring transparency and

accountability to the community.

The City Council will engage and educate the community about the importance of road safety, encouraging responsible behavior, and promoting active participation in fatality and serious injury reduction efforts.

The City Council will support the Safety Technical Action Committee as they provide guidance and recommendations on the Safety Action Plan implementation.

The City Council will periodically review and update the Safety Action Plan to incorporate emerging best practices, technological advancements, and changes in the local transportation landscape.

The City Council will actively seek funding opportunities from federal, state, and other sources to support the implementation of the Safety Action Plan.

BE IT FURTHER RESOLVED that the City Council calls upon all residents, businesses, and organizations within the city to join in this commitment and actively participate in reducing deaths and serious injuries on the City's roadways.

This Resolution shall become effective immediately upon its adoption as required by on this the 19th day of FEBRUARY 2024.

PASSED, APPROVED AND ADOPTED this 19th day of February 2024.

CITY OF FOLEY CORPORATE SEAL FOLEY, ALABAMA

President's Signature _____ **Date** 2-19-24

Attest by City Clerk Kathryn Taylor **Date** 2-19-24

Mayor Signature _____ **Date** 2/15/24

City of Foley, AL

407 E. Laurel Avenue
Foley, AL 36535

Signature Copy

Resolution: 24-1318-RES

File Number: 24-0459 **Enactment Number: 24-1318-RES**

A Resolution Adopting the City of Foley Comprehensive Safety Action Plan

WHEREAS, there were 5,218 crashes reported within the city limits of Foley from 2018 to 2022; and

WHEREAS, 17 people lost their lives in crash-related deaths on Foley roadways in the five-year period; and

WHEREAS, there were 140 people with suspected serious injuries caused from crashes on Foley roadways in the five-year period; and

WHEREAS, minority populations, people living in poverty, people with disabilities, vulnerable road users, seniors, and young people face higher risks of crash-related fatalities and injuries; and

WHEREAS, the City of Foley is committed to the goal of significantly reducing and ultimately eliminating roadway fatalities and serious injuries on roadways within the City's police jurisdiction.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Foley, Alabama, as follows:

SECTION 1: The City of Foley adopts this Comprehensive Safety Action Plan, of the Safe Streets and Roads for All initiative, to serve as a guiding document for the City as we work toward achieving our safety performance goals.

SECTION 2: This Resolution shall become effective immediately upon its adoption as required by law.

PASSED, APPROVED AND ADOPTED this 19th day of August 2024.

CITY OF FOLEY CORPORATE SEAL FOLEY, ALABAMA

President's Signature JW Travis **Date** 8-19-24

Attest by City Clerk Kathryn Taylor **Date** 8-19-24

Mayor Signature [signature] **Date** 8/19/24

Special Thanks To Supporters

We extend our sincere appreciation and gratitude to the vital supporters of the Safety Action Plan who supported and assisted with the public surveys, meetings, and the planning process which guided the development of the Safety Action Plan. In return, the effort invested will yield numerous positive impacts for the residents of Foley. These impacts include improved infrastructure, the fostering of intelligent economic growth, and safer travel routes for the residents of Foley.

Infrastructure and Development
Wayne Dyess

Engineering Department
Chad Christian
Taylor Davis

Grants Administration
Logan Eberly

City of Foley Mayor
Ralph Hellmich

Police Department
Joey Linder
John Kahl

Fire Department
Joey Darby
Chad Brewer

Public Works
Ricky Rider

Alabama Department of Transportation
Vince Beebe
Matthew Sellers

Leisure Services
David Thompson

Baldwin County Board of Education
Frank Boatwright

Community Development
Miriam Boone

List of Acronyms

AADT – Annual Average Daily Traffic

ALDOT – Alabama Department of Transportation

APP – Areas of Persistent Poverty

BIL – Bipartisan Infrastructure Law

CMF – Crash Modification Factor

FHWA – Federal Highway Administration

GIS – Geographic Information System

GPS – Global Positioning System

HDC – Historically Disadvantaged Community

HIN – High Injury Network

HSIP – Highway Safety Improvement Program

HSM – Highway Safety Manual

LPA – Local Public Agency

NHTSA – National Highway Traffic Safety Administration

ROW – Right-of-Way

SAP – Safety Action Plan

SHSP – Strategic Highway Safety Plan

SS4A – Safe Streets and Roads for All

TWLTL – Two-Way Left-Turn Lane

USDOT – United States Department of Transportation

Introduction

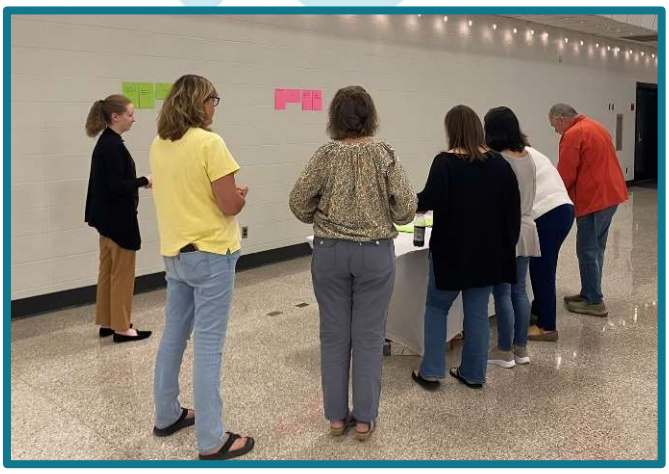
What is a Safety Action Plan?

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. One of the initiatives funded by the SS4A program is the development of a Comprehensive Safety Action Plan. A Safety Action Plan is a planning document that prioritizes safety improvements and justifies investment decisions. Having a formal plan will help the City of Foley communicate clearly with stakeholders and access funding opportunities.

Safety Action Plan Development Process

This Safety Action Plan identifies and prioritizes a list of safety improvement projects that can be implemented across the City of Foley. The analysis includes all roadways within the police jurisdiction of Foley, without regard to ownership. This approach helps ensures an equitable impact for citizens throughout the City, while also encouraging cross-agency collaboration and partnership to implement projects. The recommendations in this plan focus on transportation improvements with a significant safety benefit or anticipated crash reduction by applying the principles established in the Alabama Strategic Highway Safety Plan (SHSP) and by using a systematic data analysis performed specifically for the City of Foley study area. The recommendations take into consideration input from City staff members, area stakeholders, and the citizens of Foley.

The plan development process included collection and analysis of recent crash data as well as data about the study area, engagement with the public and with key stakeholders, the review and consideration of equity and socioeconomic information, the development of a scoring and prioritization method, and finally, the recommendation of specific projects and strategies. A review of policies and processes was also conducted in conjunction with the plan development. Progress reporting and transparency to the public will be provided through an online dashboard after the plan has been completed and adopted.



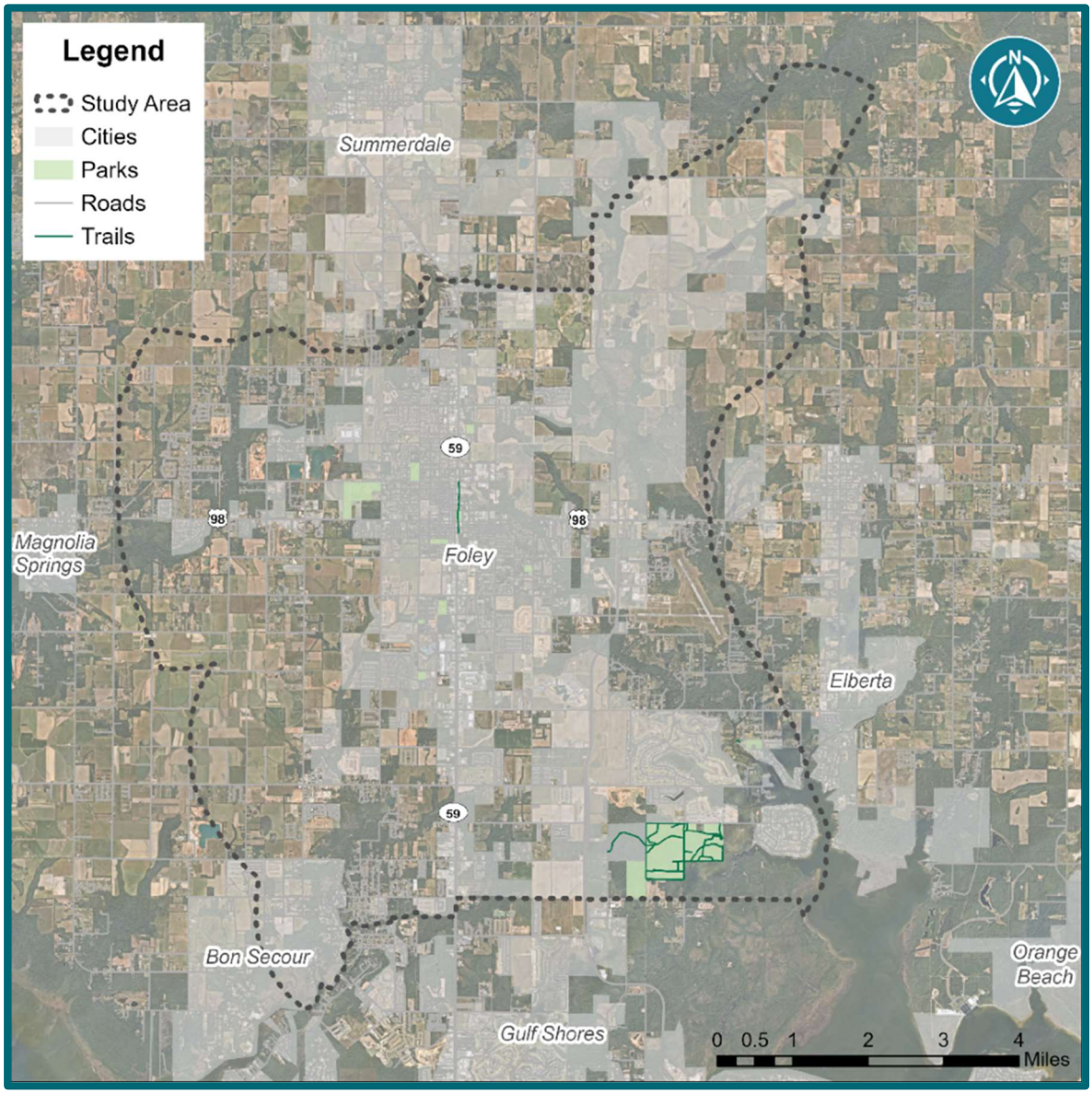


Figure 1: Study Area

Study Area

The City of Foley, located within Baldwin County, Alabama, was incorporated in 1915. It encompasses approximately 26 square miles and is home to over 23,000 residents. Foley has a rich history as an agricultural and economic center for South Baldwin County. The City began as a railroad town and farming community, shipping potatoes and local farm products to other parts of the country. Today it is a thriving hub for tourism, hospitality, outdoor entertainment, and commercial industry. The Foley police jurisdiction was used as the study area boundary for the purposes of this project. The study area and surroundings are shown in **Figure 1**.

Land Uses and Attractions

Foley offers a blend of attractions, entertainment, and tourist destinations, as well as medical and sporting facilities. These services and attractions make Foley a unique destination for travelers from other parts of Alabama and nearby states. SR-59 (South McKenzie Street) which runs through the heart of Foley, is one of the main thoroughfares leading to the Gulf of Mexico. With the Gulf Coast beaches just a short drive away, Foley experiences a significant economic benefit from tourism, but still supports a broad range of economic activities. The city has become a destination in its own right as the area has continued to grow and entertainment offerings have expanded. Tourists on their way to the beach often stop in Foley to shop and dine. When it rains at the beach, Foley experiences a deluge of traffic from the south as beachgoers come to shop indoors at the Tanger Outlet Center or enjoy other indoor destinations in Foley. OWA is a recently established amusement destination that offers shopping, dining, and a theme park. The 484-acre Graham Creek Nature Preserve provides trails and a canoe/kayak launch. The Foley Sports Complex boasts ten baseball/softball fields, five soccer fields, and related amenities. The complex hosts a plethora of regional competitive tournaments, making Foley a prime sports tourism destination. Museums, shops, and the Antique Rose Trail draw visitors and locals to the downtown area. More than a dozen parks and open spaces provide recreational activities and attract motorists, bicyclists, and pedestrians.

Employment Hubs

South Baldwin Regional Medical Center is located on SR-59 just north of downtown Foley. This facility employees over 800 people and is one of the primary medical facilities for the residents of Baldwin County. Collins Aerospace is located adjacent to the Foley Municipal Airport and has over 1,100 employees. The company is Baldwin County's largest industrial employer and one of the larger aerospace companies in the southeast region of the country. The Tanger Outlet Center is also a major employment hub with more than 120 brand name and designer outlet stores.

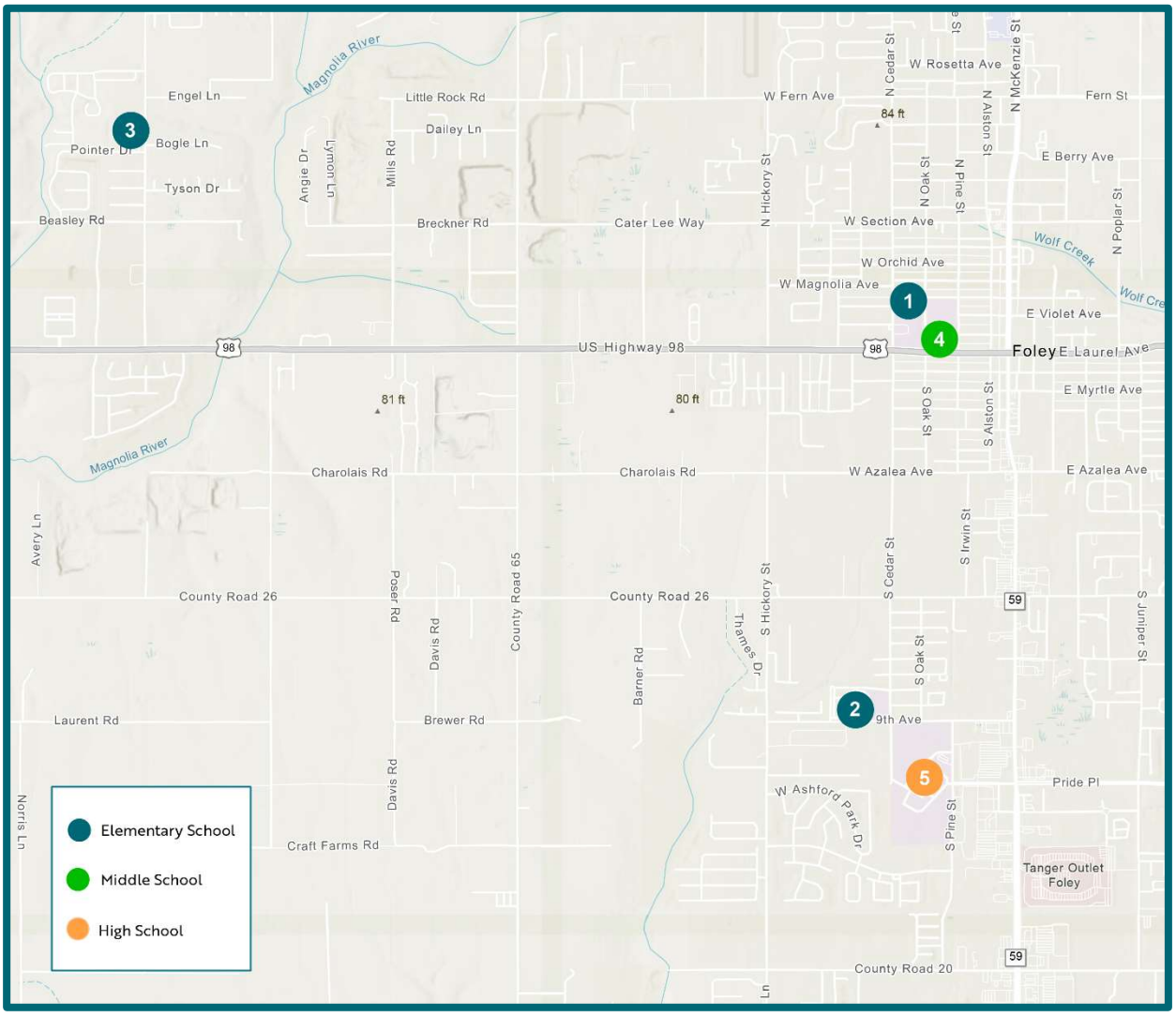


Figure 2: Foley Schools

Schools

The Baldwin County Board of Education administers the public schools in the Foley area. There are five public schools (three elementary, one middle, and one high school) within the study area, which are listed below and shown on the map in **Figure 2**.

1. Foley Elementary School
2. Florence Mathis Elementary School
3. Magnolia Elementary School *(not in City of Foley, but within study limits)*
4. Foley Middle School
5. Foley High School

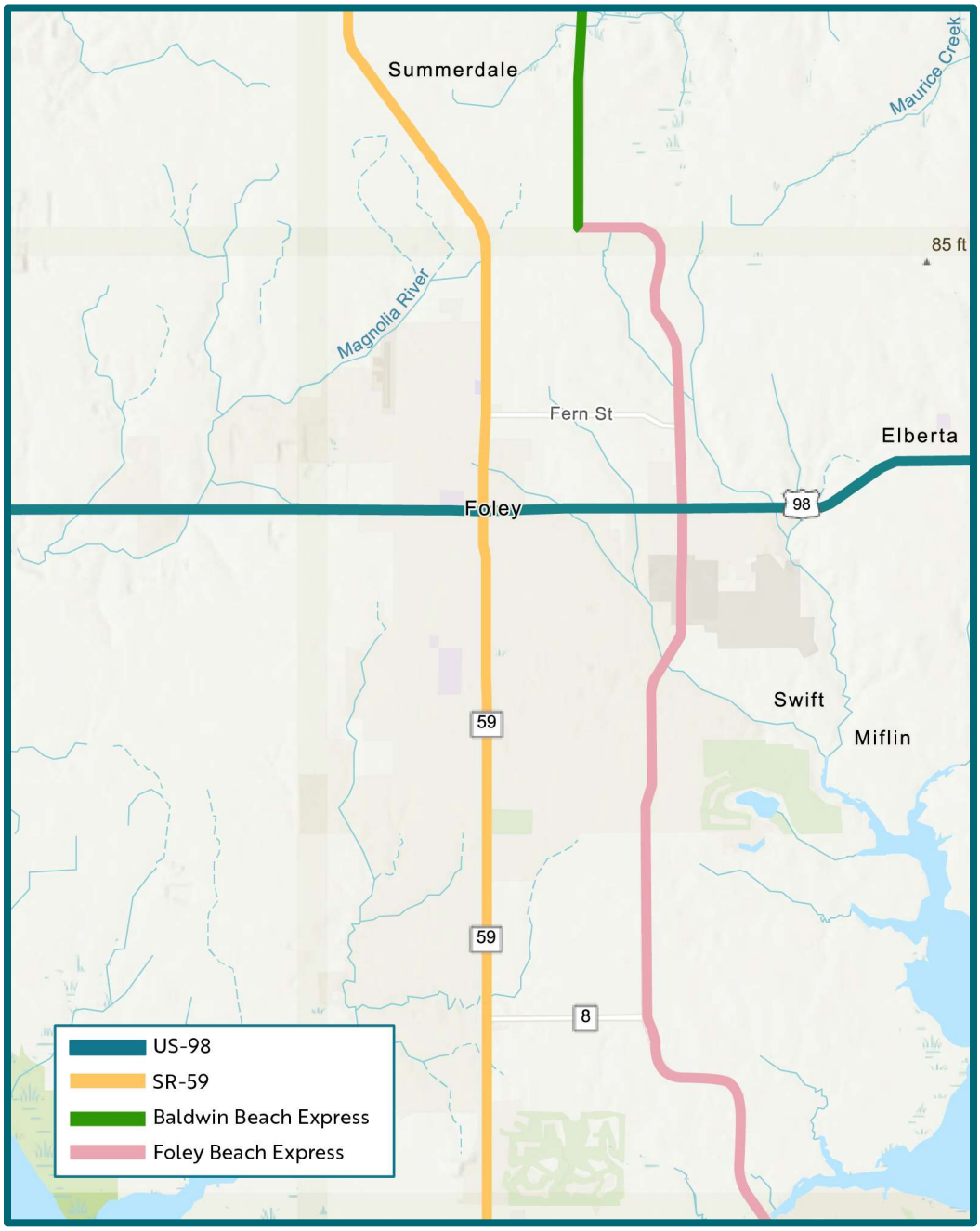


Figure 3: Major Thoroughfares

Roadway Network

The roadways of Foley are primarily centered around two major thoroughfares, SR-59 and US-98. SR-59 provides north/south mobility and is one of the primary thoroughfares leading to the Gulf of Mexico. US-98 provides east/west mobility and connects the Alabama and Florida Gulf Coast. The two roadways intersect in the heart of downtown Foley as illustrated in **Figure 3**. The Baldwin Beach Express and the Foley Beach Express provide travelers an alternate north/south route to SR-59 and allow them to bypass the downtown Foley area. The roadways surrounding the downtown area are arranged mostly in a grid pattern and are primarily residential. This provides the opportunity for redundant routes and additional connectivity. However, due to the residential nature of these streets, cut-through traffic is often a concern.

Goals

In the United States, over 42,000 people lost their lives in motor vehicle crashes in 2022. Between 2018 and 2022, within the police jurisdiction of Foley, Alabama, 17 people were killed and 140 people were seriously injured in roadway crashes. The City of Foley is dedicated to enhancing transportation safety by reducing and ultimately eliminating the occurrence of fatal and serious injury crashes within its jurisdiction. The purpose of this Safety Action Plan is to support the City of Foley in identifying and prioritizing locations within the jurisdiction that could benefit from implementing safety countermeasures to mitigate the risk of fatal and serious injury crashes.

Traffic fatalities and serious injuries represent preventable tragedies that can be reduced or eliminated through better design, targeted strategies, and a holistic approach to traffic safety.

The City of Foley Safety Technical Advisory Committee (STAC) provided insight and guided the process of choosing comprehensive goals as a guide for this Safety Action Plan. The long-term vision, strategies, projects, and other investments that this plan will lead to will be directed by the following goals and objectives to prioritize safety improvements:

Goal #1: Adopt a Safe System Approach

The City of Foley is targeting a significant **reduction in transportation-related fatalities and serious injuries** through comprehensive and collaborative planning, design, operations, and maintenance activities.

The Safe System Approach is the guiding paradigm of the USDOT regarding roadway safety (see **Figure 4**). It prioritizes the elimination of crashes that result in death or serious injury. This approach is a shift from the conventional safety approach in that it focuses on both human mistakes and human vulnerability and seeks to design a system with multiple layers of protection. See **Figure 5** for a comparison between the traditional approach versus Safe System Approach. This Safety Action Plan will integrate the Safe System Approach by analyzing the transportation system holistically and proposing solutions and strategies across the spectrum of principles that make up the Safe System Approach. Those principles are as follows:

- Deaths and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

Figure 4: Elements of the Safe System Approach (Source: USDOT)

Traditional Approach	vs	Safe System Approach
Traffic Deaths and Serious Injuries are INEVITABLE		Traffic Deaths and Serious Injuries are PREVENTABLE
IMPROVE human behavior		INTEGRATE human error into approach
INDIVIDUAL responsibility		SHARED responsibility
Prevent COLLISIONS		Prevent FATAL AND SERIOUS INJURY CRASHES
REACT based on crash history		PROACTIVELY identify and address risks
Saving lives is EXPENSIVE		Saving lives is NOT EXPENSIVE

Figure 5: Traditional Approach vs. Safe System Approach

Action items for Goal #1 include:

- Initiate a culture shift among City leadership and partner agencies by integrating the Safe System Approach into the selection and development of all future transportation projects.
- Support the City's rapid population growth by developing system-wide strategies that will appropriately shorten the list of priorities and help narrow the City's focus toward the most critical problems and solutions.
- Recommend policy changes regarding new development and growth in the City that will ensure the Safe System lens is applied to planning decisions that will have an impact on transportation safety.
- Promote interagency coordination and collaboration to support the City's growth by coordinating planning and design efforts to ensure they align with Foley's long-term plans.

Goal #2: Implementation of the Plan

The City of Foley will ensure that the projects and strategies outlined in this plan are being **considered and implemented by local partner agencies** and/or **private developers** and are incorporated into future projects.

Action items for Goal #2 include:

- Develop contractual language to be included in contracts with private developers to ensure their commitment to implementation of the Safety Action Plan on relevant projects and strategies outlined in this plan.
- Implement agreements with partner agencies that detail specific projects and strategies that will require partnership and cooperation. The agreements will outline the responsibility of each agency such that clear instructions are in place at the time when the projects and strategies are to be implemented.

Goal #3: Connectivity

The City of Foley is committed to **promoting connectivity** for local traffic by providing alternative routes for local destinations while also providing access for all modes of travel.

One of the City's current objectives is the connectivity of alternate routes to SR-59 to enable local traffic to avoid the main thoroughfare and use other local roads to reach their destinations. The establishment of connectivity is crucial not just for improving mobility, but also for enhancing the safety of Foley residents as they travel to work or other commercial destinations. The intention of this plan is to give priority to connectivity by incorporating the Safety Action Plan's goals and strategies. Additionally, this connectivity should be accessible to all modes of transportation including motorized, non-motorized, and transit options.

Action items for Goal #3 include:

- Project selections should prioritize achieving connectivity for Foley residents by ensuring safe access and providing various mobility options for residents to reach their local destinations.
- New alternative routes that are identified must provide quantifiable safety benefits and not create safety detriments or exacerbate existing safety issues.
- Cut-through traffic potential will be assessed and mitigated and/or avoided in the selection and creation of alternative routes.

Goal #4: Communication/Education

The City of Foley will provide **transparent, meaningful, and effective communication and education programs** to encourage safe travel and inform roadways users about route alternatives.

Action items for Goal #4 include:

- Communicate proactively with the public, stakeholders, and partner agencies during and after the development of the plan in order to keep them informed, share ideas, and collaborate on the implementation of projects and strategies.
- As communication and education are important with any new addition or change to the transportation system, the City of Foley will follow a communication protocol on social media, the city website, and any other appropriate means to inform the public about new connections and/or alternative routes as they are implemented in order to ensure those routes and connections are fully utilized.

Goal #5: Data-Driven Direction

The City of Foley intends to **utilize existing and emerging data sources and technology solutions** to drive near and long-term decision making, prioritize funding, and implement the most equitable solutions for its citizens.

Action items for Goal #5 include:

- Invest in meaningful data sources that will enhance the City's ability to obtain funding, prioritize projects, and track plan implementation progress.
- Intentionally seek out and integrate emerging data and technology solutions in ways that will improve transportation safety as well as transportation equity. These may include technology related to transit, signal system connectivity, accessible pedestrian signals, near-miss data, traffic volume data, etc.

How to Use This Plan

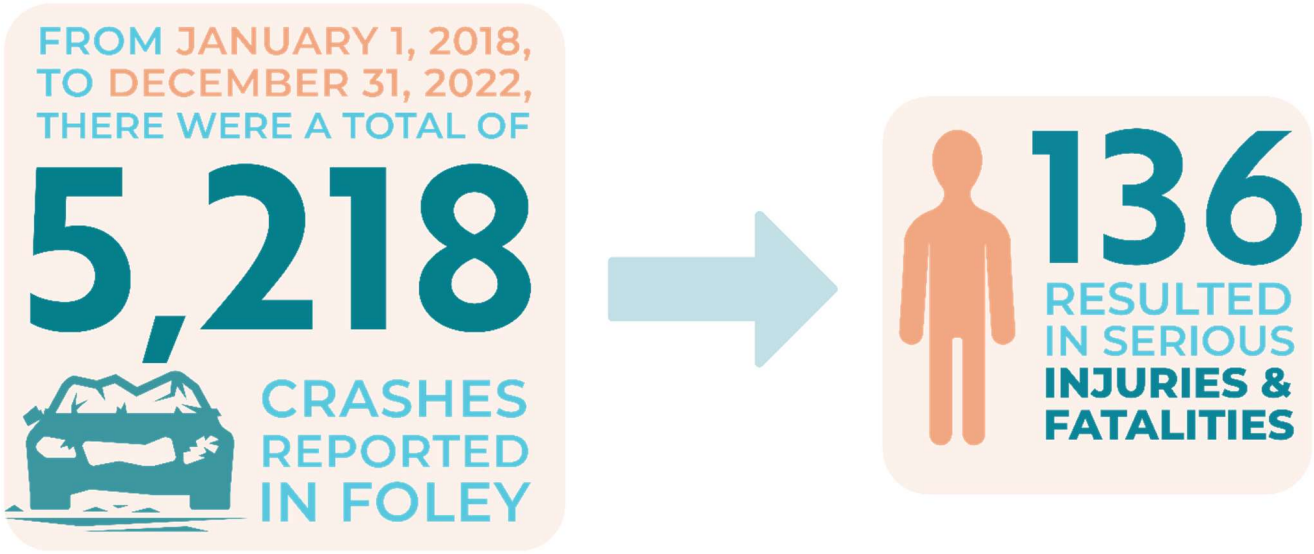
This plan represents Foley's commitment to prioritizing safety and implementing countermeasures to reduce fatal and serious injury crashes on their roadways. It is intended to be used as a planning guide to aid the City in allocating funding and selecting routes for improvement. The City desires for the plan to be fully utilized as a resource for the future, as a tool in decision-making, and as a pathway to grant funding opportunities. The plan will undergo regular updates to maintain its currency and will serve as a source of transparency and accountability to the citizens of Foley. The plan should be considered adaptable as shifting needs may require shifts in priorities year-over-year following adoption of the plan.

Safety Analysis

The primary objective of the safety analysis was to gain a comprehensive understanding of the crashes that occurred in the study area during the study period. Understanding overall trends, contributing factors, and crash types is key to identifying effective countermeasures.

Crash Overview

To complete the safety analysis, the most recent five-year crash data set available (2018-2022) was acquired from ALDOT's Safety Portal for the Foley police jurisdiction. From January 1, 2018, to December 31, 2022, there were a total of 5,218 crashes reported within the study area (on all routes). Of those crashes, 136 resulted in serious injuries and/or fatalities.



The crash database provides attributes related to the driver, vehicle, manner of crash, crash severity, and contributing factors. All crashes within the database are geolocated. The following sections contain crash maps, charts, and summaries of the data analysis.

To understand how crash trends in Foley compare to the rest of the state, data over the same time period was analyzed for the State of Alabama as a whole versus the City of Foley. **Figures 6-9** on the following pages display that comparison. *(All data collected through the https://safety.aladata.com/ and City of Foley. Time Period: 2018 to 2022.)*

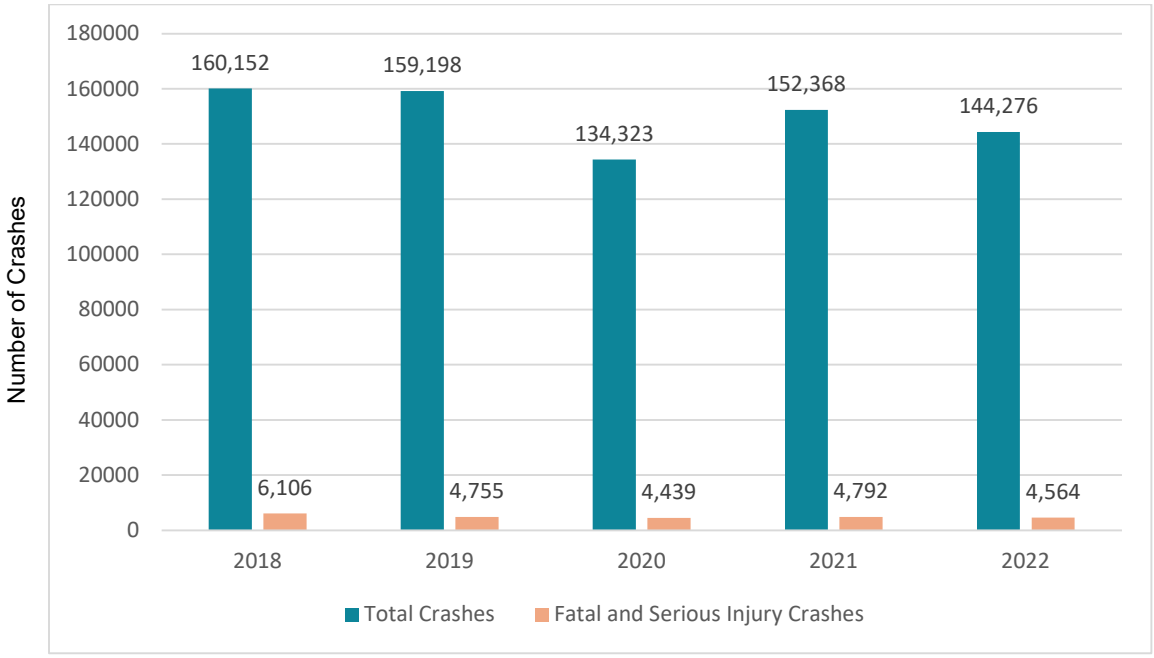


Figure 6: Crashes in Alabama Per Year

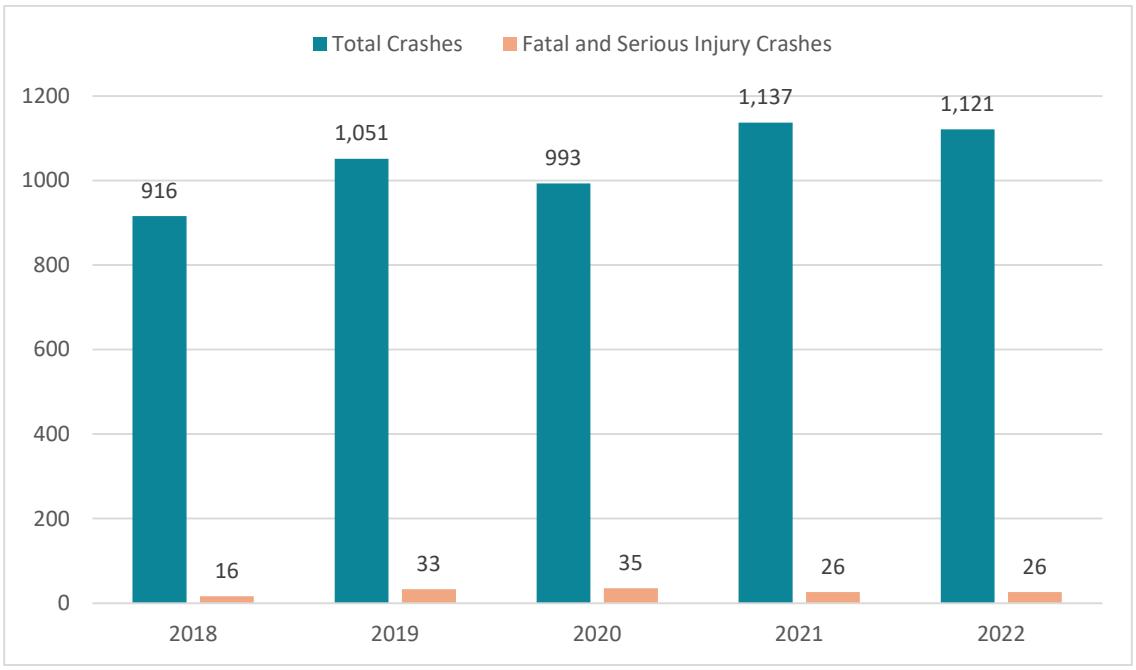


Figure 7: Crashes in City of Foley Per Year

Figure 8: Alabama Crashes – Percent Fatal and Serious Injury

Year	Total Crashes	Fatal and Serious Injury Crashes	Percent Fatal and Serious Injury
2018	160,152	6,106	3.8%
2019	159,198	4,755	3.0%
2020	134,323	4,439	3.3%
2021	152,368	4,792	3.1%
2022	144,276	4,564	3.2%

Figure 9: City of Foley Crashes – Percent Fatal and Serious Injury

Year	Total Crashes	Fatal and Serious Injury Crashes	Percent Fatal and Serious Injury
2018	916	16	1.7%
2019	1,051	33	3.1%
2020	993	35	3.5%
2021	1,137	26	2.3%
2022	1,121	26	2.3%

Typically, the percentage of fatal and serious injury crashes out of the total crashes in Foley has been around or below the statewide percentage over the past five years. Likewise, the quantity of total crashes in Foley has trended similarly to the statewide totals over the study period.

Driver and Mode Factors

Other factors such as driver age, driving under the influence, and travel mode were compared for crashes within the City of Foley versus the State of Alabama to reveal any disparities that may give insight into Foley's crash trends and patterns. Disparities between Foley and statewide crash trends may also reveal areas to focus attention in terms of safety strategies and countermeasure application. **Figures 10-15** display these comparisons.

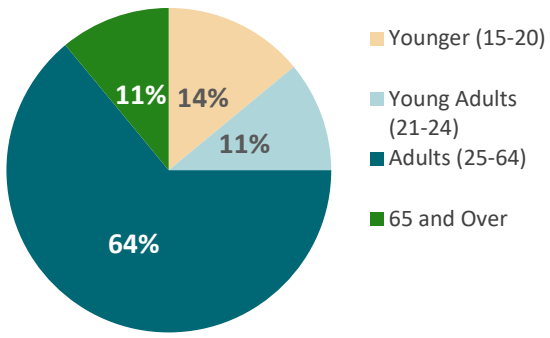


Figure 10: Fatal and Serious Injury Crashes by Age of Driver (State of Alabama)

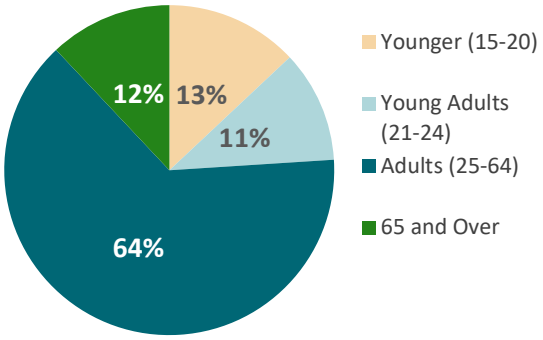


Figure 11: Fatal and Serious Injury Crashes by Age of Driver (City of Foley)

As shown in **Figures 10 and 11**, driver age in Foley crashes aligns very closely with driver age in statewide crashes.

Figure 12 shows the number and percentage of total fatal and serious injury crashes that were attributed to a driver being under the influence, both in the City of Foley and across the State of Alabama during the five-year study period.

	Fatal Injury DUI Crashes	Suspected Serious Injury DUI Crashes	Total Fatal and Serious Injury Crashes	Percentage of Total Fatal and Serious Injury Crashes Attributed to DUI
Alabama	640	3,444	24,656	16.6%
City of Foley	0	10	136	7.4%

Figure 12: DUI Crashes in Alabama and City of Foley

There were no reported fatal DUI crashes in Foley during the study period. The percentage of DUI fatal and serious injury crashes in Foley were less than half of the statewide percentage.

Crashes were also categorized according to mode (vehicle, motorcyclist, bicyclist, and pedestrian) for both the State of Alabama and the City of Foley. **Figures 13 and 14** show those breakdowns.

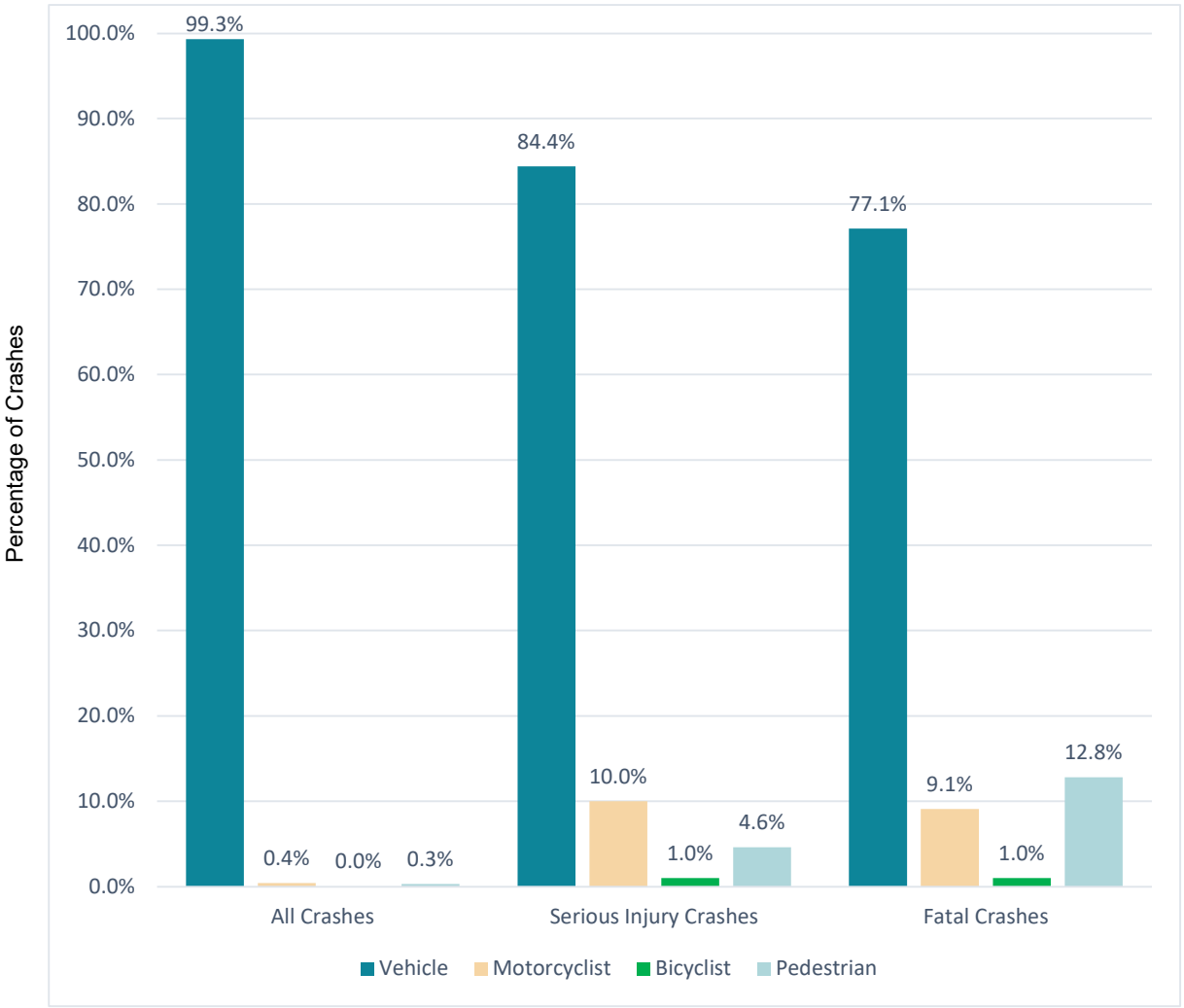


Figure 13: Crashes by Mode (State of Alabama)

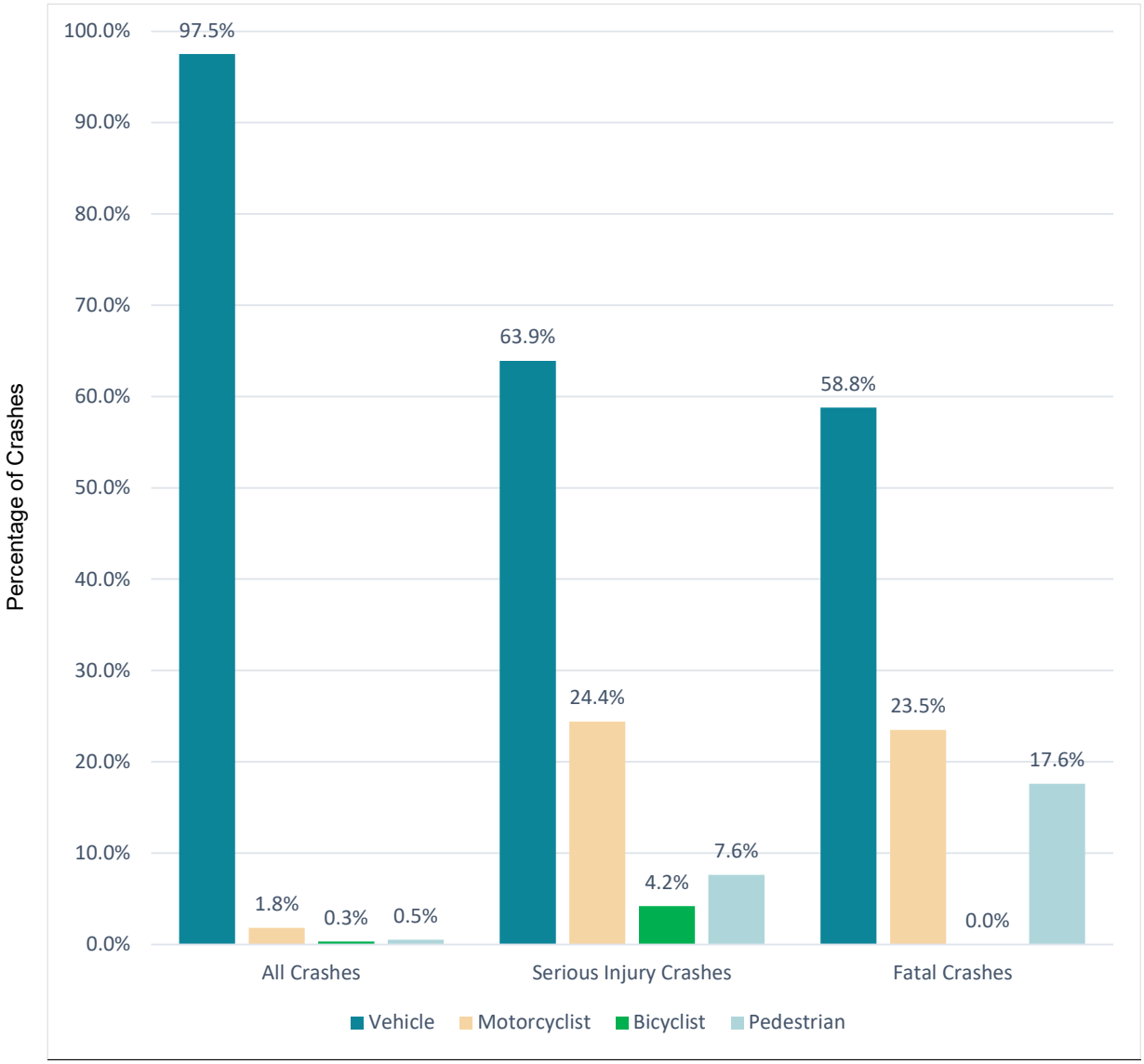


Figure 14: Crashes by Mode (City of Foley)

Figure 15 compares fatal and serious injury crashes by mode for the City of Foley and the state as a whole. Notice that a higher percentage of fatal and serious injury crashes in Foley involved pedestrians, bicyclists, and motorcyclists as compared to the state as a whole. Knowing that modes other than passenger vehicles are at higher risk for severe crashes in Foley will help direct the focus of this plan and subsequent project recommendations.

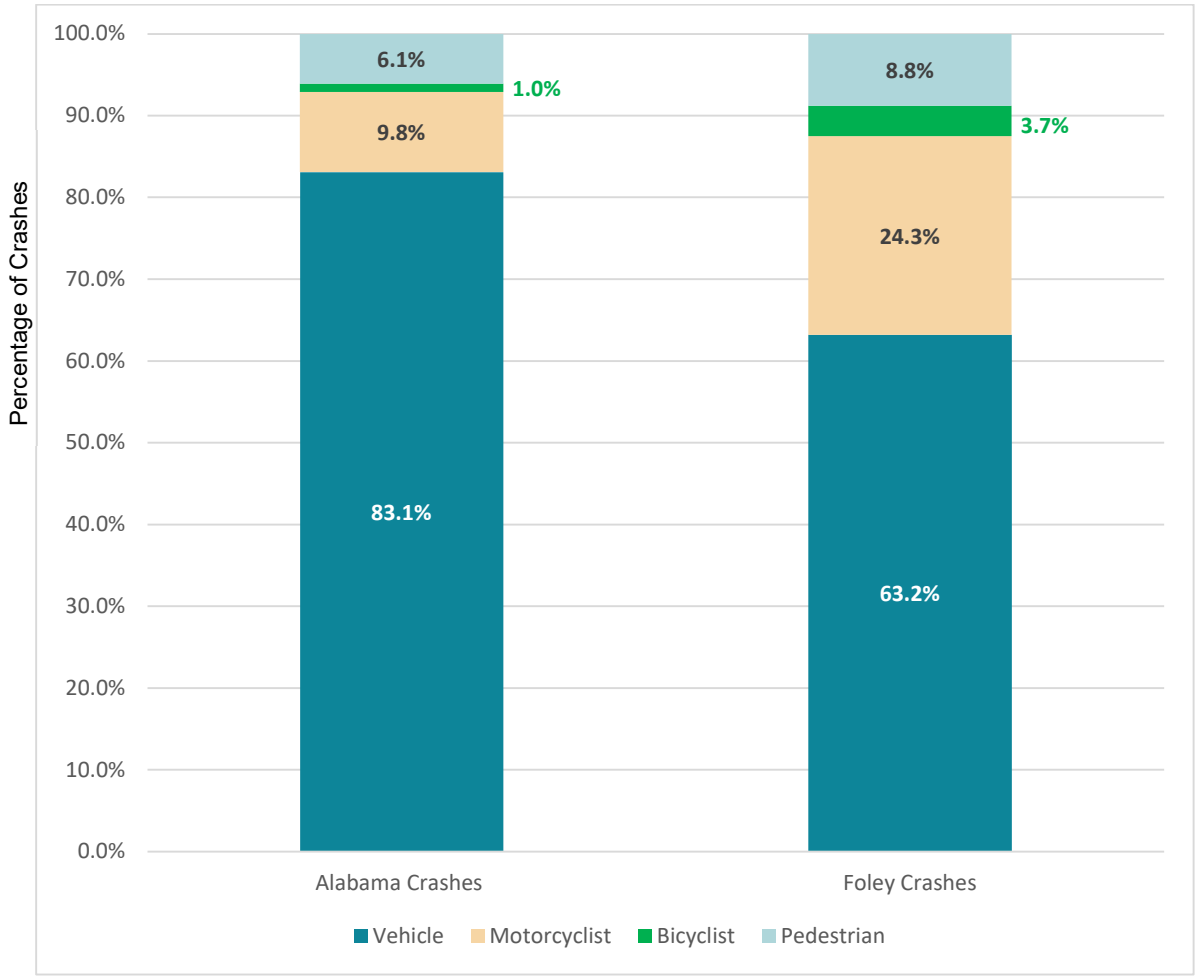


Figure 15: Fatal and Serious Injury Crashes by Mode (State of Alabama vs. City of Foley)

Crash Density

Crash density maps were created to show the relative frequency of total crashes and severe crashes in areas across Foley. Crash density mapping is a way to illustrate where crashes are concentrated in any given area. **Figure 16** is a heat map illustrating the location and density of total crashes in the Foley study area, and **Figure 17** is a heat map showing the location and density of fatal and serious injury crashes. As shown in these figures, the SR-59 corridor has the highest crash density for both total crashes and severe crashes.

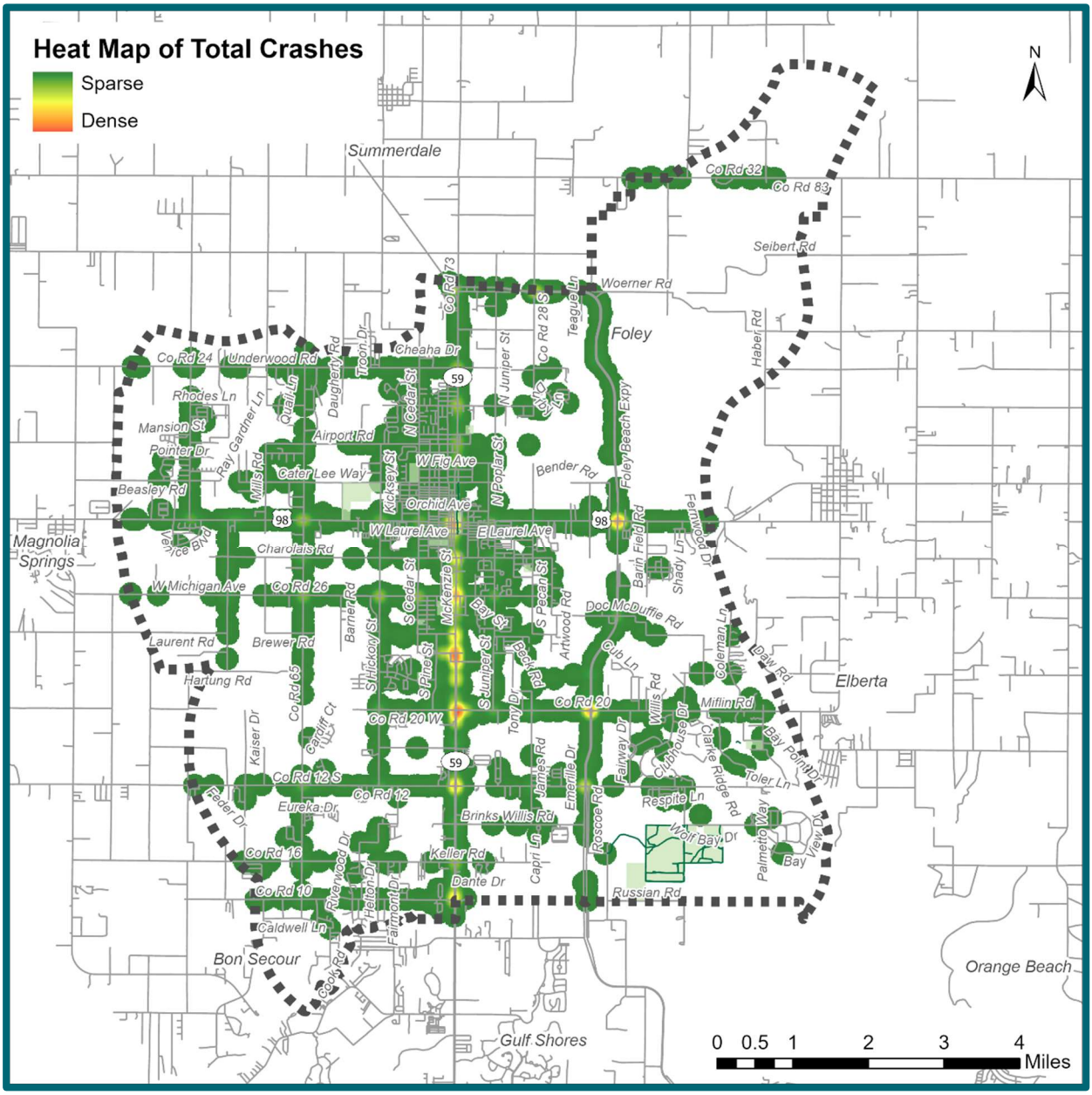


Figure 16: Heat Map of Total Crashes

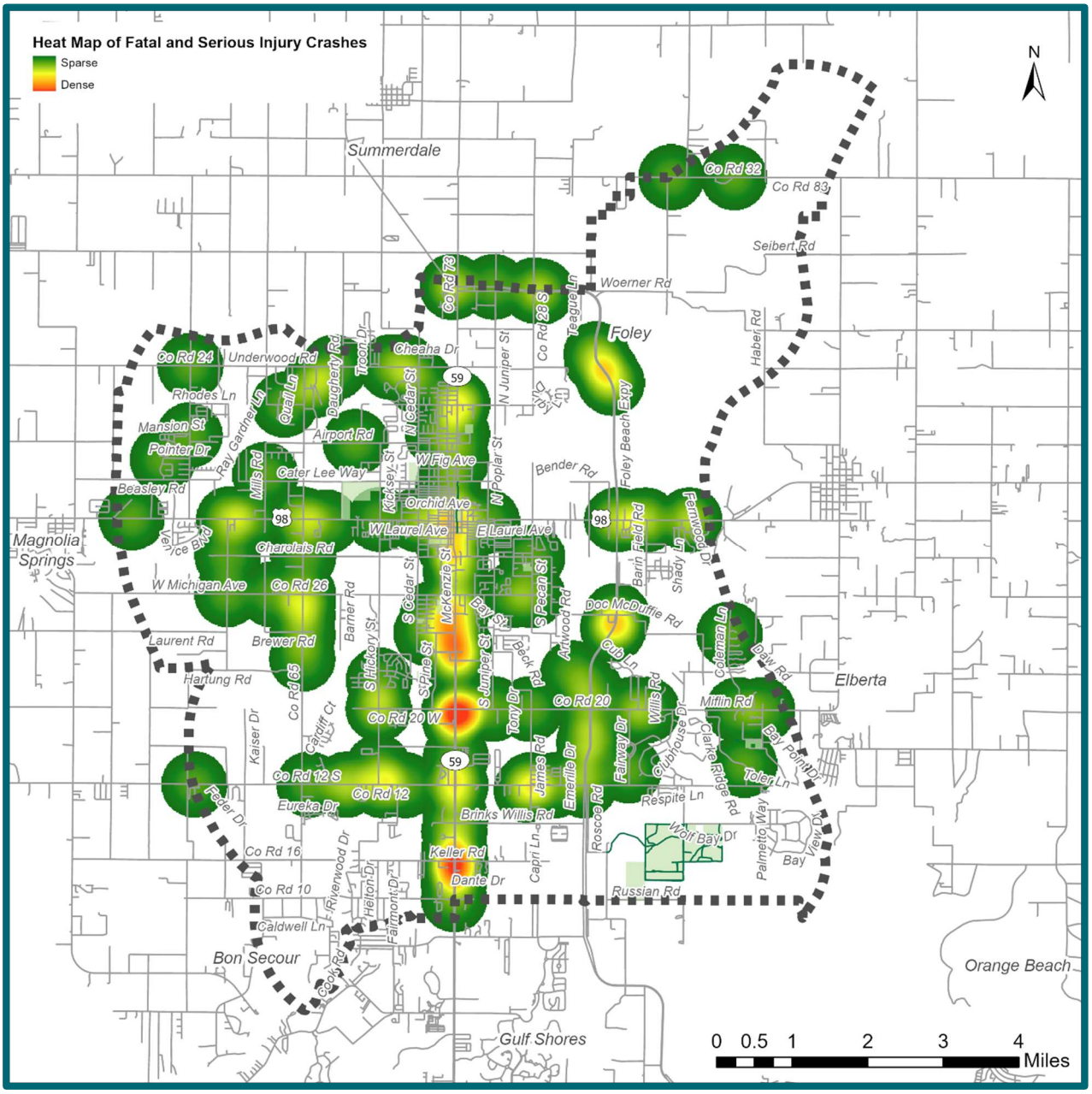


Figure 17: Heat Map of Fatal and Serious Injury Crashes

Environmental Factors

It is important to analyze and acknowledge the influence of various environmental factors and how they may have impacted crashes within the study area. These factors include a wide range of variables, with the most influential ones being lighting conditions, weather conditions, and roadway surface conditions.

Lighting Conditions

Lighting conditions are reported in crash reports within five (5) categories: daylight, dawn, dusk, dark, and other. "Dark" is further divided into subcategories based on roadway lighting conditions. As seen in **Figure 18** below, the vast majority – approximately 76% – of total crashes occurred during daylight hours, while 20% occurred during dark hours.

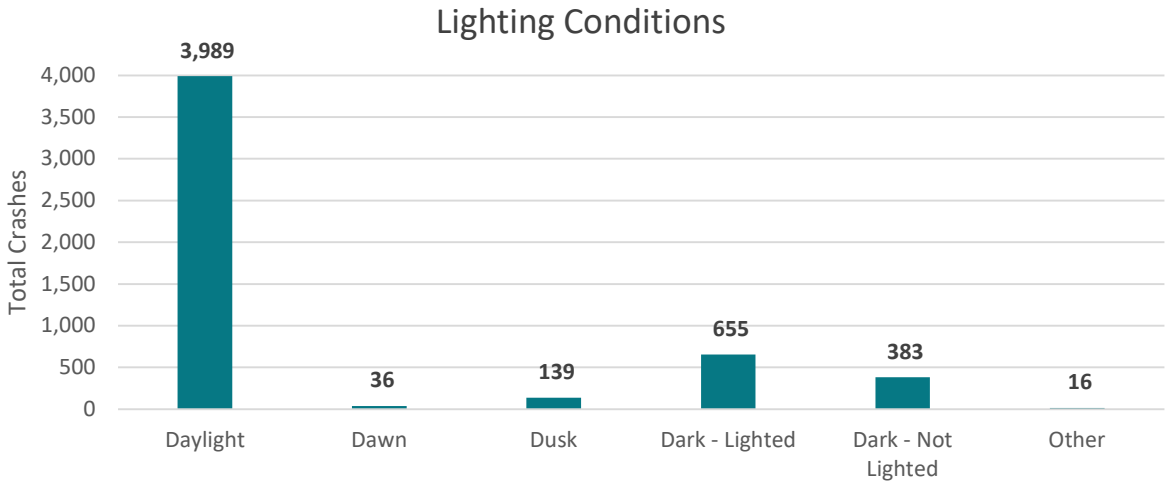


Figure 18: Lighting Conditions

Weather Conditions

Weather conditions are separated into six (6) conditions: clear, cloudy, rain, fog, severe wind, and other. As shown in **Figure 19**, approximately 73% of total crashes happened during clear weather days. Nearly 17% of crashes occurred on cloudy days, while 10% happened on rainy days.

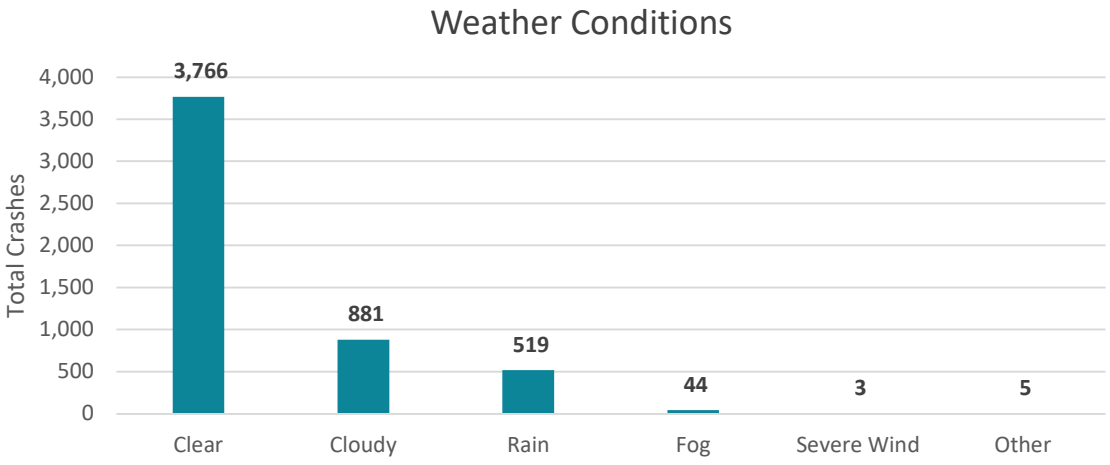


Figure 19: Weather Conditions

Roadway Surface Conditions

Roadway conditions are split into three (3) categories in the crash reports: dry, wet, and other. **Figure 20** below shows the distribution of crashes with respect to roadway conditions. The data indicates that the majority of crashes, approximately 84%, happened on dry roadway surfaces.

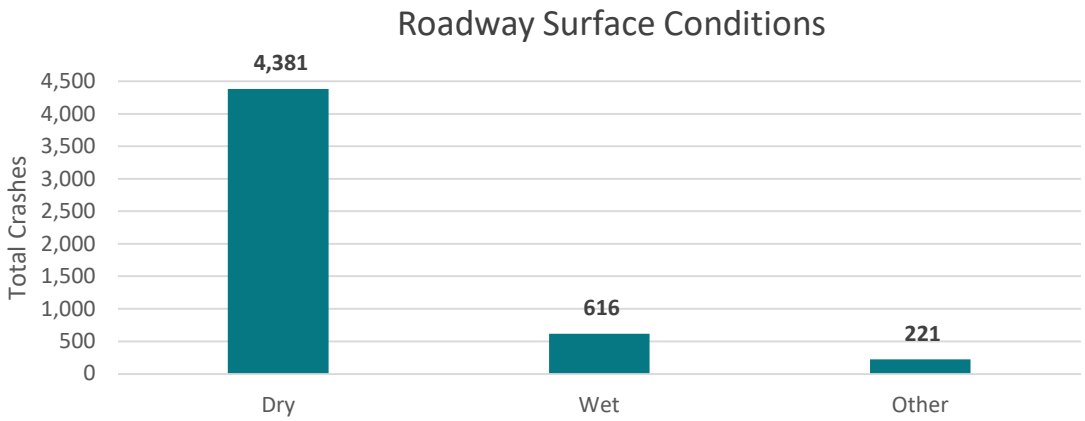


Figure 20: Roadway Conditions

Safety Emphasis Areas

The 2022 Alabama Strategic Highway Safety Plan (SHSP) identified multiple emphasis areas and focus areas through which to filter crash data. This resulted in the identification of targeted opportunities for safety improvements across Alabama roadways. For this safety action plan, the City of Foley's crash data was analyzed through the lens of similar emphasis areas and focus areas to identify opportunities for improvement and focus. This information is important for the development of effective projects and strategies to mitigate future crashes. **Figure 21** shows the City of Foley's severe crashes by safety emphasis area, along with the ranking of each individual area, indicating how frequently each category showed up in the data. Note that numbers of crashes shown here do not add up to the total number of crashes, because a single crash may be associated with multiple emphasis areas. For example, a crash involving improper safety equipment may have also involved a younger driver.

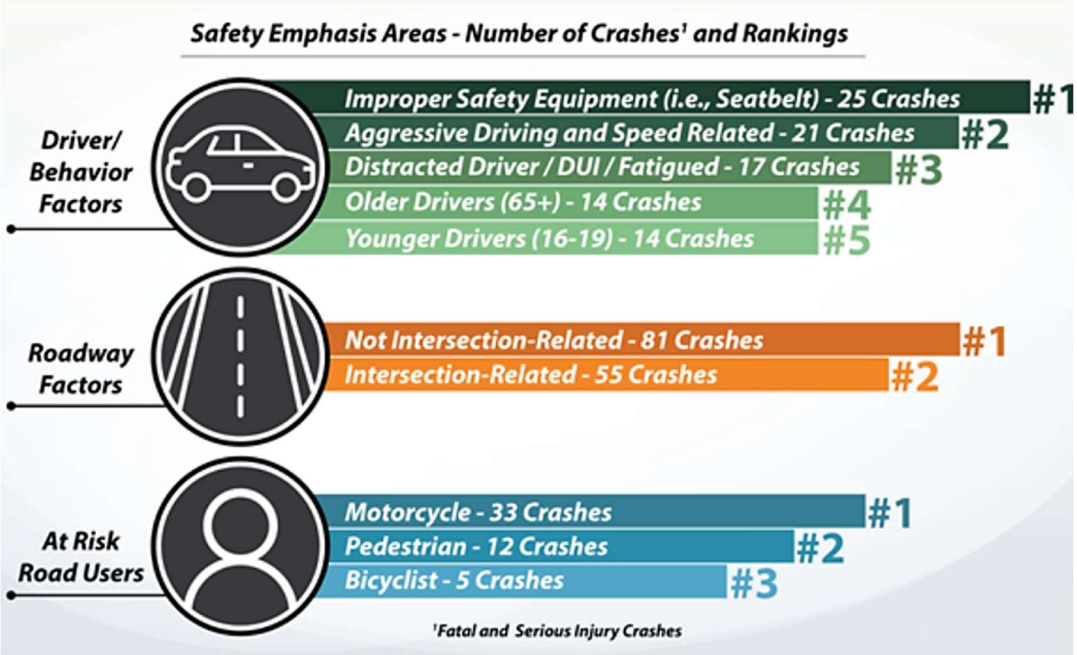


Figure 21: Safety Emphasis Areas

High Injury Network

To understand the routes on which the most fatal and serious injury crashes are occurring in the City, a high injury network was developed. A high injury network (HIN) is simply defined as a collection of corridors where high numbers of people have been killed and seriously injured in traffic crashes. Developing this network is a key step toward focusing resources in the right direction and selecting appropriate countermeasures. Calculating the severe crash rates of the corridors is an effective way to identify the corridors that have a higher propensity for severe crashes. For the purposes of this analysis, the crash rate was calculated in terms of fatal and serious injury crashes per million vehicle-miles traveled. The calculation takes into account average annual daily traffic (AADT) volume, segment length, the number of crashes reported, and the number of years of crash data. For this study, GIS was used to map the roadway segments and aid in the crash rate analysis. Crashes were mapped in GIS over a roadway base map layer and calculated crash rates were assigned to each segment. This analysis showed that approximately 20% of fatal and serious injury crashes occurred on just over 4% of roadway miles in the study area. This subset of roadway segments corresponds to all segments with a severe crash rate of 2.0 crashes per million vehicle-miles of travel or greater. This subset of roadway segments was collectively selected as the high injury network. The segments that are part of the high injury network are shown in red in **Figure 22** and details are given in **Appendix A**.

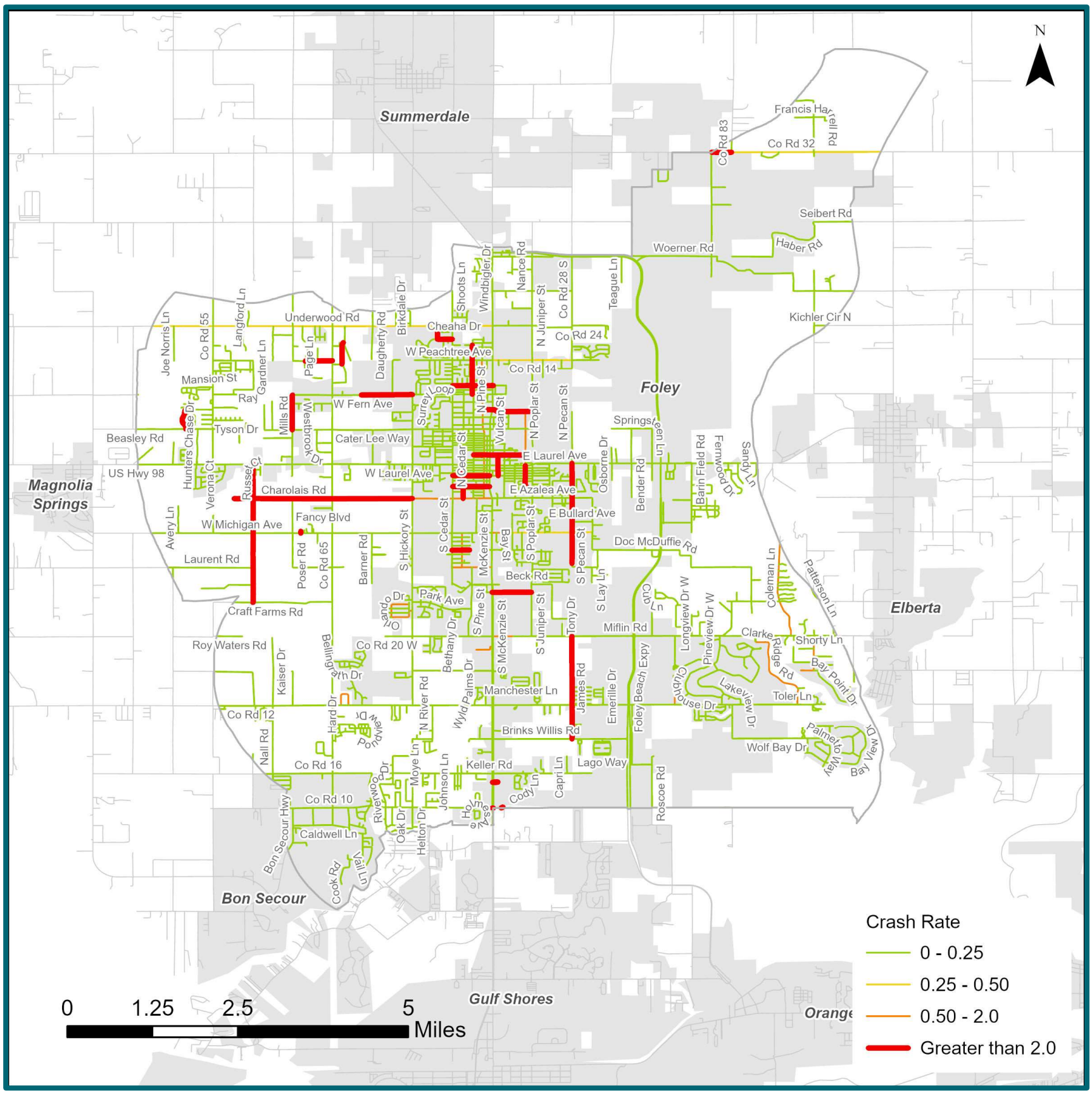


Figure 22: High Injury Network (Severe Crash Rate Greater than 2.0)

Equity Considerations

Historically Disadvantaged Communities

Equity was a key consideration throughout the process of identifying the high priority corridors, engaging the community, and prioritizing projects. Studies often conclude that historically disadvantaged communities experience a heightened, undue risk for injury crashes. The SS4A program places a strong emphasis on the use of inclusive and representative processes throughout the development of the Safety Action Plan. For the purposes of the SS4A program and the Justice 40 Initiative, an underserved community includes counties and/or census tracts that are within an Area of Persistent Poverty, a Historically Disadvantaged Community (HDC), or both. While there are no designated Areas of Persistent Poverty within the Foley study limits, there are census tracts designated as Historically Disadvantaged within the central and northeast portions of the study area.

Additional Underserved Neighborhoods

In addition to the HDC, there are neighborhoods within the study area that were identified by the City of Foley as being traditionally underserved in terms of resources and funding. These neighborhoods included Aaronville, Beulah Heights, and the Mills Community. All but the Mills Community fall within the HDC boundaries. The Mills Community area was given the same weighting in the scoring prioritization as the other areas that fall within the HDC. **Figure 24** shows both the HDC and the additional identified neighborhoods.

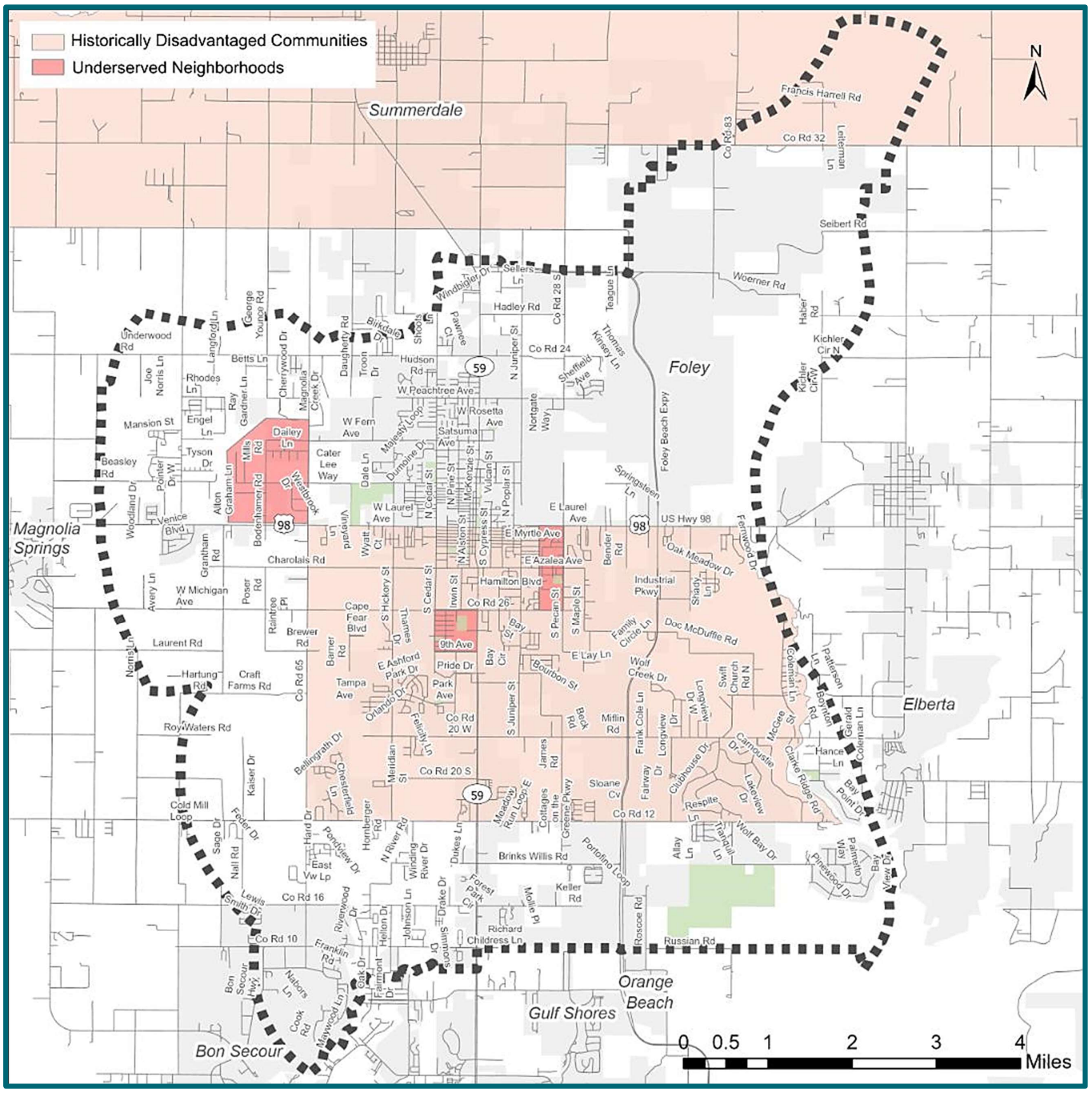


Figure 24: HDC and Underserved Neighborhoods

Population and Demographics of Foley

Additional demographic information for the City of Foley was gathered and analyzed to further understand where at-risk populations are living and, more importantly, to help ensure that recommended improvements are applied in the communities that need them most. The following figures display the distribution of population density, median age, median household income, and percentage of minority population within each census tract of the City.

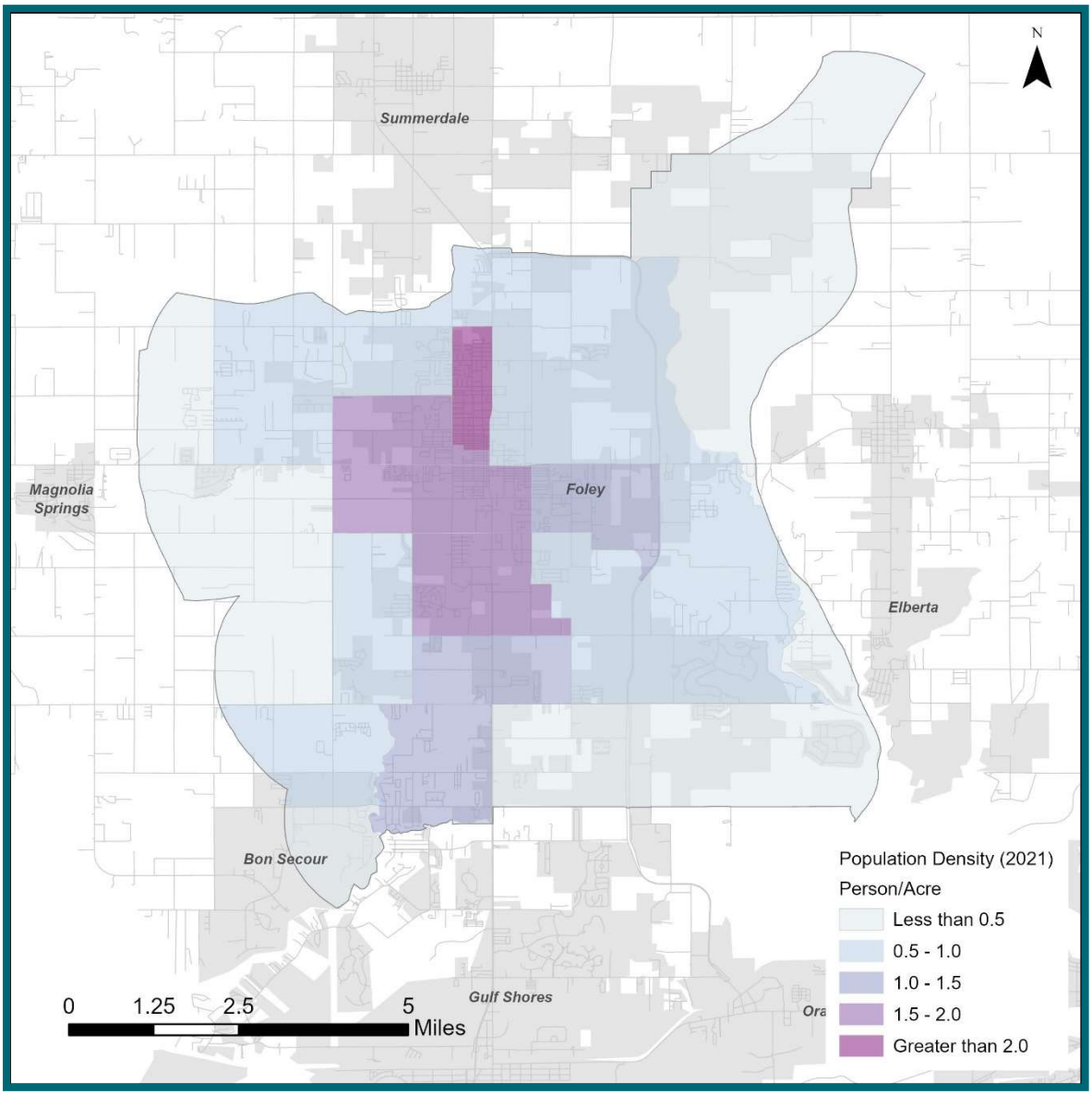


Figure 25: Population Density

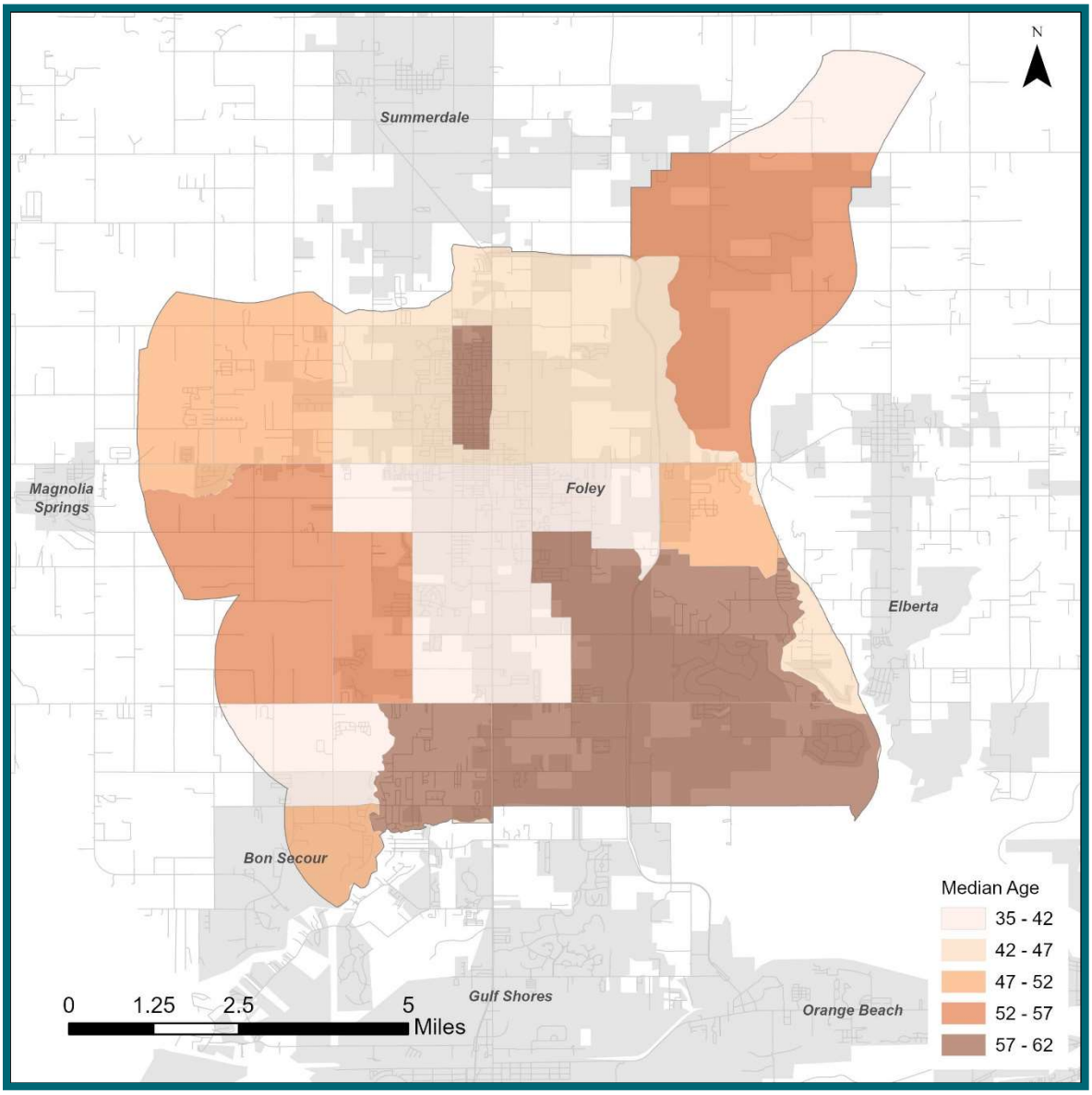


Figure 26: Median Age in Foley Census Tracts

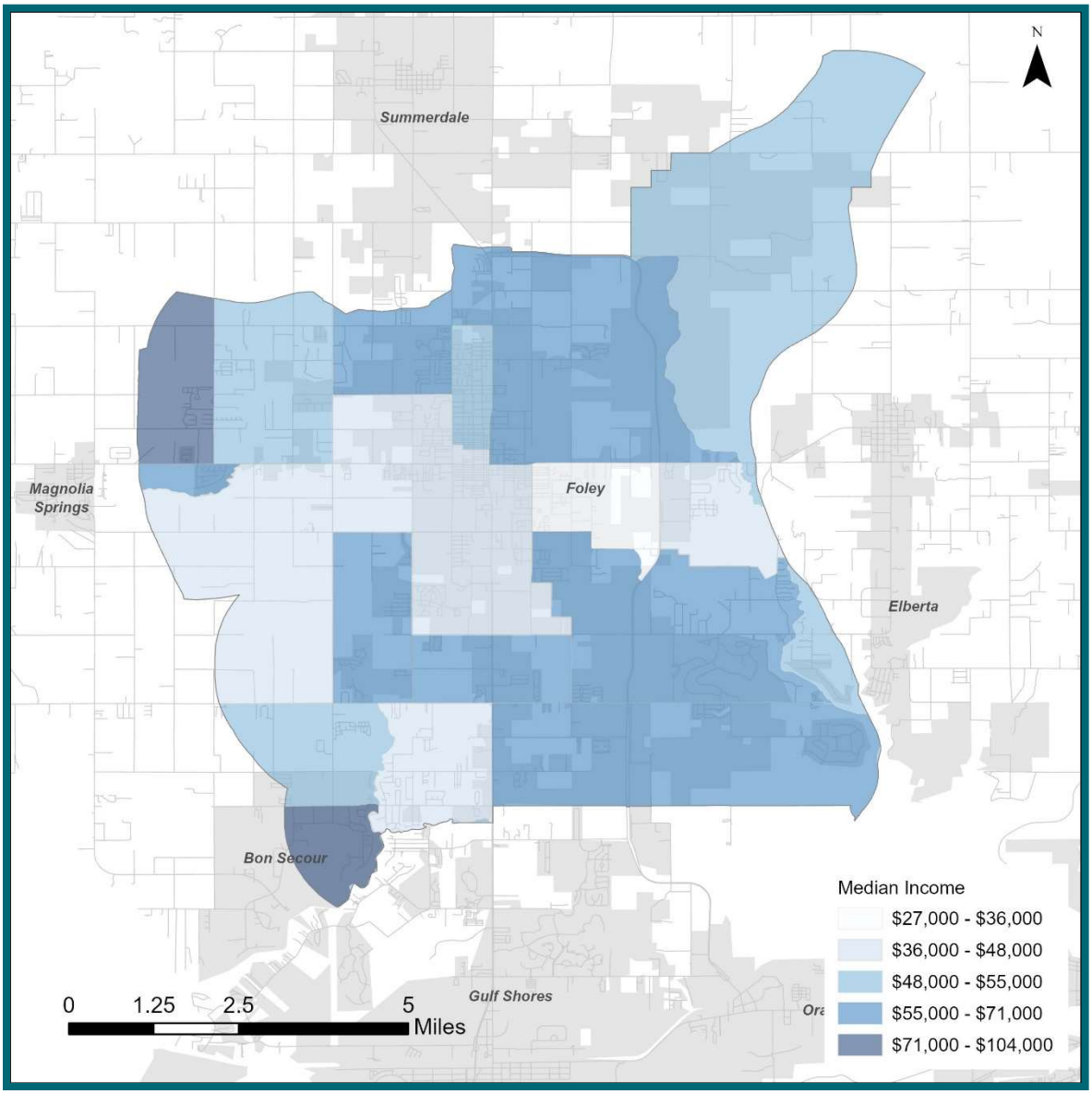


Figure 27: Median Household Income in Foley Census Tracts

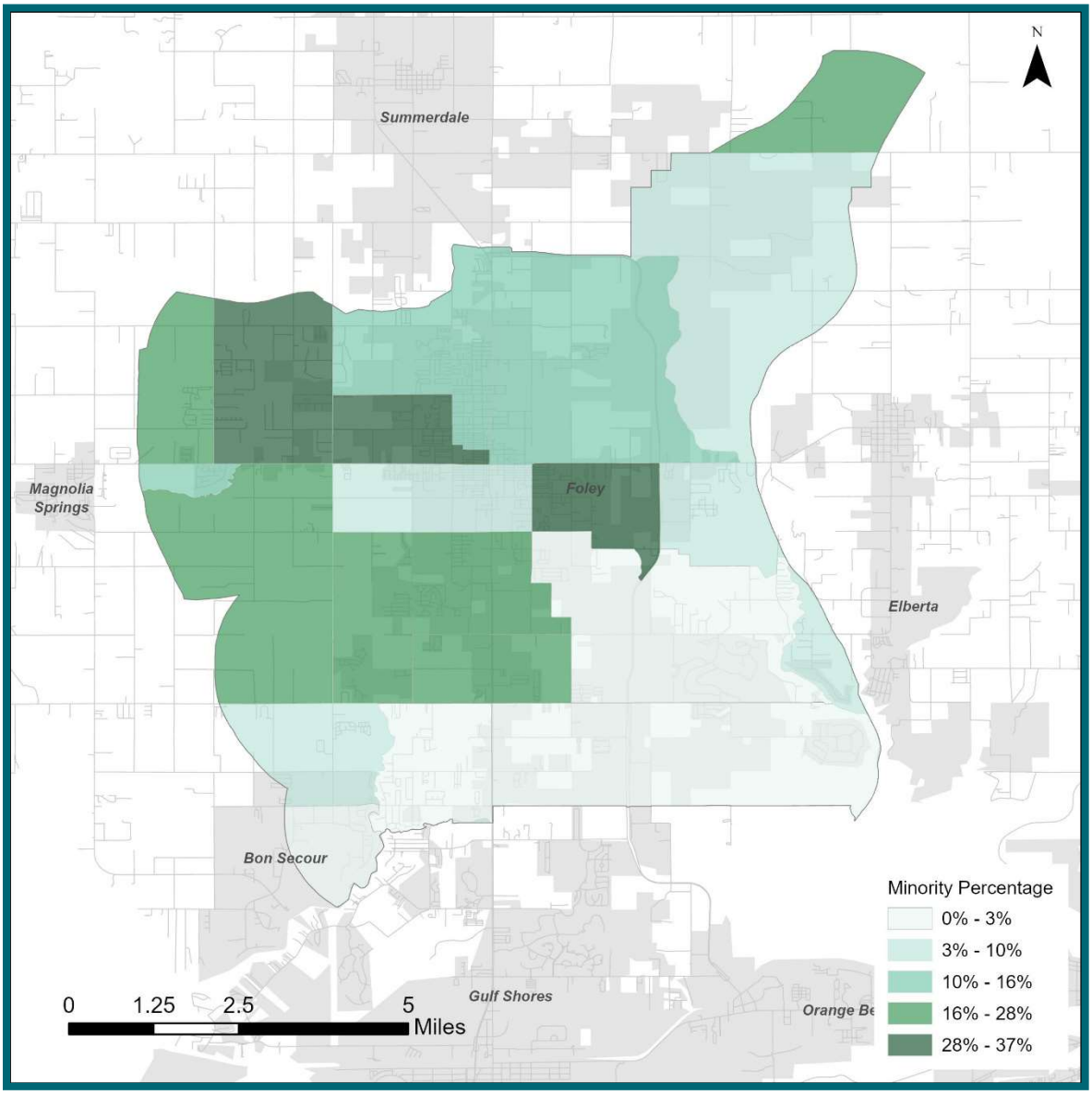


Figure 28: Minority Population Percentage in Foley Census Tracts

These graphics show there are multiple areas designated as being within a Historically Designated Community that have a relatively high minority population, lower income, lower median age, and higher population density. This knowledge was useful during the project selection process (detailed in a later section) to help ensure that projects were selected equitably across the region and not catered to any one particular area while neglecting others that have been historically overlooked or may be in dire need of safety improvements.

Stakeholder and Public Engagement (Phase 1)

Throughout the development of the City of Foley Safety Action Plan, input was sought from stakeholders and members of the public to inform and guide the goals, the potential outcomes, and the overall direction of the plan. Phase 1 of this process was conducted before projects were selected, and Phase 2 was conducted after specific project corridors had been identified. The following sections summarize the collaboration and outreach conducted and the input that was received during Phase 1. Phase 2 is presented in a later section.

Stakeholder Engagement (Phase 1)

The City of Foley established a Safety Technical Advisory Committee (STAC) to guide the development of the Safety Action Plan. This diverse group of local leaders and stakeholders within the City and other partner agencies was responsible for guiding the decisions about the Safety Action Plan's goals, targets, and implementation strategies. Meetings and workshops were held with this committee throughout the plan development process. These meetings were intended to familiarize the stakeholders with the project, establish goals and targets, discuss findings from safety analysis, review selected project locations, and gather valuable input and feedback from the stakeholders along the way. Committee members consisted of stakeholders from the following groups:

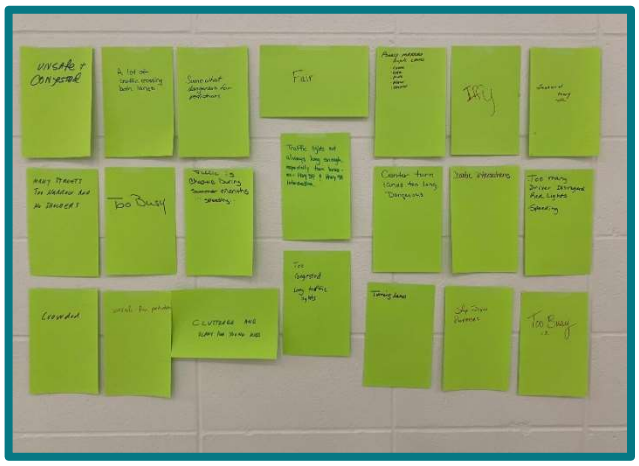
- City of Foley Public Works Department
- City of Foley Police Department
- City of Foley Fire Department
- City of Foley Mayor
- Baldwin County Board of Education
- City of Foley Community Development
- City of Foley Leisure Services
- Alabama Department of Transportation

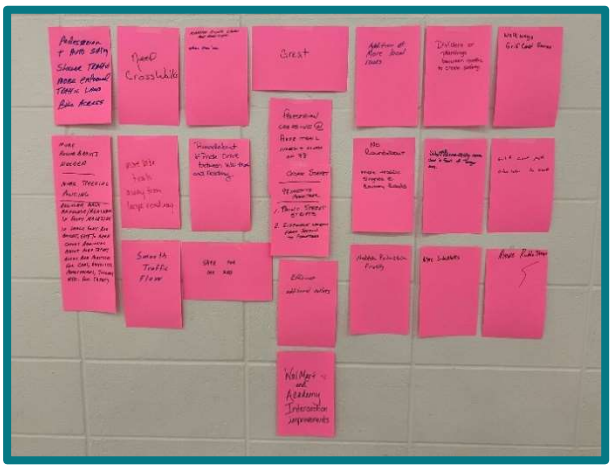
During the introductory meeting with the STAC, priority roadway safety issues were identified by the committee and initial public feedback was reviewed. The aforementioned goals and safety targets for the Safety Action Plan were developed through workshops with the STAC. After the scoring and corridor evaluation took place, the committee met to discuss the top-scoring segments and make decisions regarding the inclusion/exclusion of segments and the prioritization of specific projects.

Public Engagement (Phase 1)

Engaging the public played a crucial role in gaining insight into what residents encounter on a daily basis while traveling routes within the study area, whether it be by car, bicycle, foot, or bus. There were two avenues for participating in public outreach: in-person meetings and an online map and survey.

The first phase of public engagement was conducted open-endedly by encouraging participants to think about the current state of roadway safety in Foley, imagine what they want it to be like in the future, and identify specific locations that they believe merit attention within the Safety Action Plan. The first public engagement event was held at the Foley Civic Center on November 6, 2023, from 4:30pm to 6:30pm. The meeting was advertised online and on social media by the City. The online survey was posted by the City as well and was available to the public from November 6, 2023, to November 30, 2023. The online option replicated all the activities conducted during the public meeting. Both of these platforms conducted the following activities in order to obtain feedback: the "one word" activity, funding bucket activity, and open comments on a map of the study area. Materials used in the engagement process and the raw comments/responses received are included in **Appendix B**.





One Word Activity

The “one word” activity asked the public to think about two questions: describe in one word or phrase what roadway safety in the City of Foley looks like to you TODAY and IN THE FUTURE. The results are shown in the word clouds below.

Figure 29: One Word Activity – Existing

Figure 30: One Word Activity – Future

Funding Buckets Activity

The funding bucket activity provided the public the opportunity to theoretically allocate 100% of the City's transportation safety funds to nine categories: Sidewalks/Crosswalks, Bike Infrastructure, Urban Streets, Rural Roads, Safer Intersection Alternatives, Safe Routes to School, Traffic Signal Upgrades, Pavement & Striping Upgrades, and Connectivity. The public cast their votes using ten (10) poker chips, with each chip representing 10% of the City's safety funding. The results are shown below in **Figure 31** with the top three categories being Connectivity, Safer Intersection Alternatives, and Sidewalks/Crosswalks.

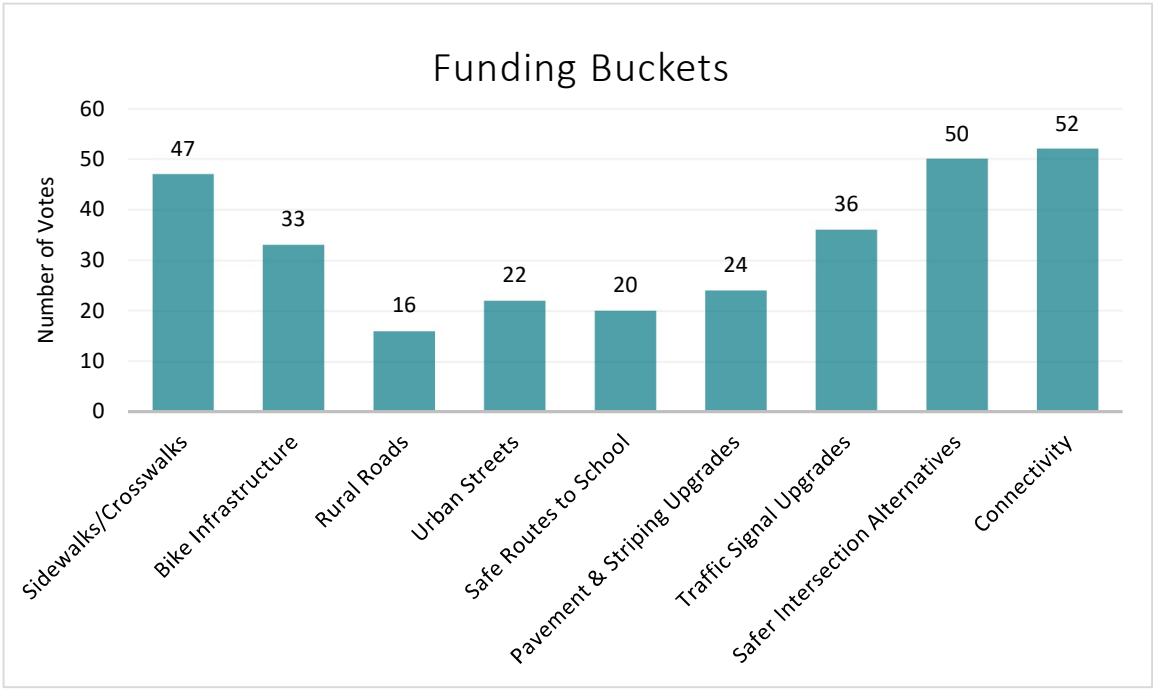
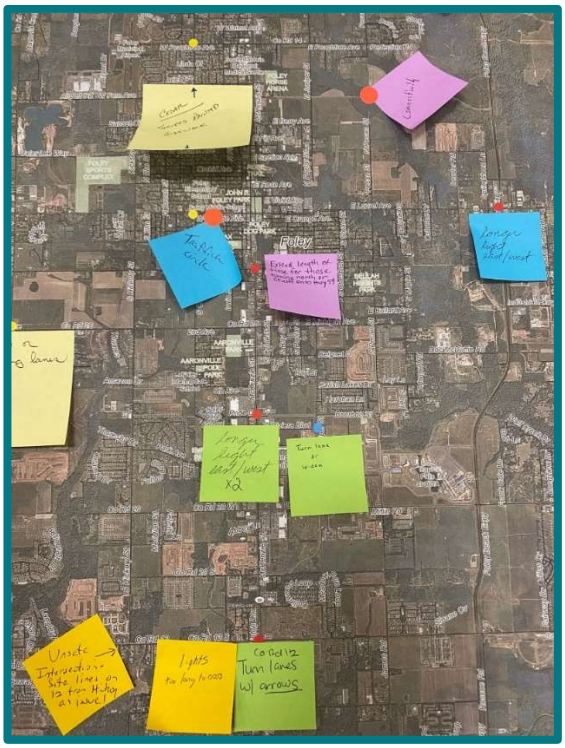


Figure 31: Funding Buckets Activity

Mapping Activity

For the final activity, the public was provided a mapping feature to make comments on specific locations that they deemed to be unsafe or in need of improvements.



The public was also encouraged, online and in person, to provide general or specific comments about their experiences with roadway safety in Foley and to offer their candid thoughts or suggestions. **Figure 32** below displays some of the comments that were received.

Figure 32: Sample of Survey Comments (Phase 1)

Identification of Priority Corridors

To effectively identify and prioritize roadway safety across the City of Foley, the crash rate analysis previously described was layered into an analysis that included additional risk and exposure factors. This analysis considered the fatal and serious injury crash rate, average annual daily traffic (AADT), access density, socioeconomic factors, and proximity to activity centers. Activity centers included schools, hospitals, parks, shopping centers, libraries, the Foley Municipal Airport, and Foley City Hall. Socioeconomic factors are discussed in more detail in the Equity Considerations section. In collaboration with the City of Foley and key stakeholders, a scoring prioritization system was developed that applied a specific weight to each factor. Each roadway segment was filtered through this scoring matrix and assigned a total score. The priority corridors were selected from the top-scoring segments. **Figure 33** below summarizes the risk factors, the metrics used, and the points for each factor.

Risk Factor	Metric	Points	Max Points Available
Traffic Volumes (vehicles per day)	**AADT on roadway segment**	**0.6:** AADT < 500 vehicles	**3**
		1.2: AADT 500 – 1,000 vehicles	
		1.8: AADT 1,000 – 3,000 vehicles	
		2.4: AADT 3,000 – 8,000 vehicles	
		3: AADT > 8,000 vehicles	
Access density	**Intersections and driveways per mile**	**0.5:** Access points per mile < 3.0	**3**
		1: Access points per mile between 3.1 and 6.0	
		1.5: Access points per mile between 6.1 and 9.0	
		2: Access points per mile between 9.1 and 12.0	
		2.5: Access points per mile between 12.1 and 15.0	
		3: Access points per mile > 15.1	
Socioeconomics	**Historically Disadvantaged Communities (HDC) and Underserved Neighborhoods**	**0:** Roadway segment is not in HDC/Underserved Neighborhood	**4**
		4: Roadway segment is within HDC/Underserved Neighborhood	
Proximity to Activity Centers	**0.5-mile buffer around activity center**	**0:** Located outside of 0.5-mile buffer	**4**
		4: Located within 0.5-mile buffer	
Crash Rate	**Fatal and serious injury crash rate**	**0:** Crash rate = 0	**5**
		1: Crash rate between 0 and 0.25	
		2: Crash rate between 0.26 and 0.50	
		3: Crash rate between 0.51 and 0.75	
		4: Crash rate between 0.76 and 1.0	
		5: Crash rate > 1.0	
		Total Available Points	**19**

Figure 33: Evaluation Matrix

Corridor Selection

All public roadways within the City of Foley police jurisdiction were considered in this Safety Action Plan. Utilizing the risk factor scoring methodology in the aforementioned evaluation matrix, all corridor segments were assigned a risk factor score out of a possible 19 points. All segment scores were presented to and discussed with City engineering staff and the STAC for further evaluation. The selection process began with consideration of the top 25 segments based on risk factor scoring. Segments that had undergone recent safety improvements or were slated for safety projects in the near future were excluded from the list. Public comments were reviewed and used to further narrow and modify the selections. Segments mentioned repeatedly by the public and/or stakeholders were considered for inclusion even if they did not initially rank in the top 25. However, no segments scoring less than 10 points out of the possible 19 were considered. After multiple rounds of collaboration and review, a list of the 20 highest priority corridor segments was selected. See **Figure 34** below for this list of segments.

Road Name	Extents	Segment Length (miles)
S Oak Street (1)	From US 98 to Azalea Ave	0.50
S Oak Street (2)	From Michigan Ave to 9th Ave	0.49
W Roosevelt Ave	From Cedar St to SR-59	0.47
S Poplar St	From US-98 to Roosevelt Ct	0.32
9th Ave	From Cedar St to SR-59	0.50
W Myrtle Ave	From Cedar St to SR-59	0.47
S Chicago St	From US-98 to Myrtle Ave	0.15
S Cedar St	From US-98 to 9th Ave	1.46
E Riviera Blvd	From SR-59 to Juniper St	0.50
S Hickory St	From US-98 to CR 12	3.51
S Juniper St	From US-98 to Miflin Rd	2.61
James Rd	From Miflin Rd to Brinks Willis Rd	1.51
N Alston St	From Peachtree Ave to Azalea Ave	2.02
SR-59 (1)	From CR-24 to Pride Dr	3.79
SR-59 (2)	From Pride Dr to CR-12	1.76
SR-59 (3)	From CR-12 to CR-10	1.51
Foley Beach Express	From US-98 to southern study limits	5.15
S Pecan St	From US-98 to Lay Ln	1.46
US-98	From Magnolia Acres Dr to Fernwood Cir	7.81
Pride Drive	From S Pine St to SR-59	0.26

Figure 34: Priority Corridors

The segments are shown geographically in **Figure 35** on the next page in comparison to the HIN and Equity Indicators.

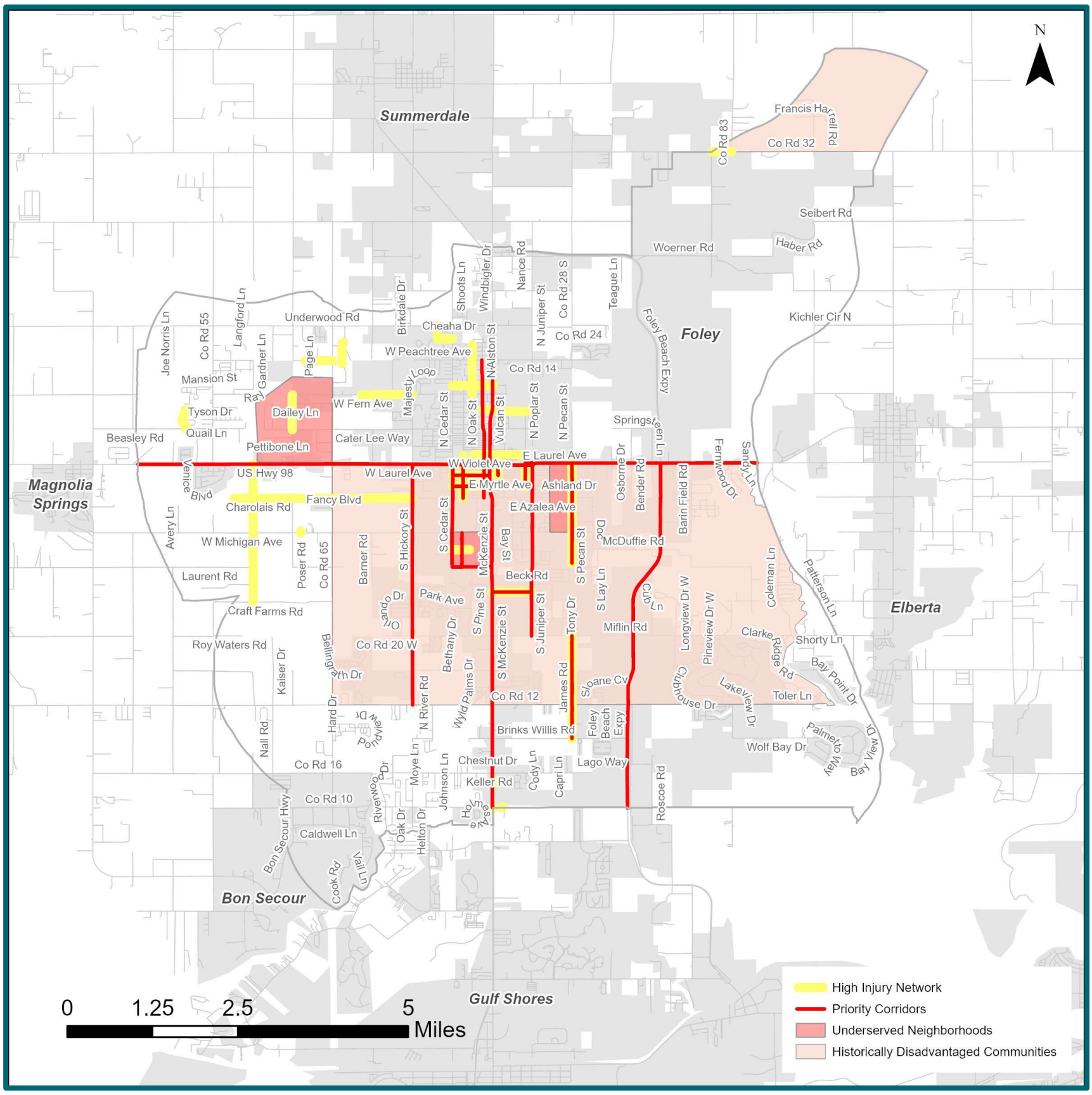


Figure 35: Priority Corridors, HIN, and Equity Indicators

As shown in the figure, there are eight (8) priority corridors that were also identified as part of the HIN. The vast majority of priority corridors fall within the areas of Foley that are designated as part of either an HDC or an underserved neighborhood. The evaluation matrix through which these segments were filtered and selected accounts for crash rate, socioeconomics, traffic volume, access density, and proximity to activity centers. Because equity is such a prominent and valuable consideration in this plan development process, the City of Foley is committed to ensuring that improvements are made in the communities that need them most, which is evidenced by the resulting priority corridor locations.

Project and Strategy Selection

Once the list of priority corridors was selected, the next step in the process was to identify projects and solutions that could fit the context of the study segments and help address safety issues. To do this, a collection of safety countermeasures was first identified and approved by the City to be applied throughout the study area to the priority corridors as appropriate. This collection was not meant to be comprehensive, but rather it provided a starting point for project selection and development.

Addressing Crash Trends

One of the guiding factors in countermeasure selection was the insight obtained from the crash data, particularly the data shown in the Safety Analysis section in **Figure 15.** The data showed that modes other than passenger vehicles (which includes motorcyclists, bicyclists, and pedestrians) are at higher risk for severe crashes in Foley as compared to the state as a whole. Countermeasures aimed at improving safety for these users were intentionally selected to be used in corridor and intersection projects. Safety improvements related to speed reduction/traffic calming, turn lanes, and access management may be particularly beneficial for motorcyclists. Sidewalk connectivity, pedestrian signals, crosswalk enhancements, bike lanes, and “share the road” signage and markings are focused on reducing severe bicycle and pedestrian crashes.

Reactive vs. Proactive Countermeasures

All potential countermeasures were largely grouped into two categories: reactive (location-specific) and proactive (systemic). Below are some examples of countermeasures identified for this plan that fit into these categories.

- Reactive/Location-Specific Treatments:
  - Corridor access management (i.e., raised medians, driveway consolidations)
  - Isolated intersection improvements (i.e., turn lane improvements, traffic signal timing and phasing modifications, alternative intersection configurations)
  - Intersection control evaluations
- Proactive/Systemic Treatments:
  - City-wide signal equipment upgrades (i.e., flashing yellow arrows, retroreflective backplates, appropriate signage)
  - City-wide pedestrian crossing improvements (i.e., upgrade to high-visibility crosswalks with appropriate signage, including rectangular rapid flashing beacons)
  - Improved sidewalk connectivity
  - Traffic calming on residential streets

Countermeasures by Facility

Different types of roadway facilities need different types of safety countermeasures. Many countermeasures can be applied systemically to specific facility types. The countermeasures below have been grouped by facility type and were identified by the City as appropriate for the study area.

- Signalized intersections:
  - Pedestrian equipment installation and/or upgrade
  - Flashing yellow arrow signal heads
  - Backplates
  - Review and adjust signal timing and phasing as needed

- Residential streets:
  - Traffic calming
  - Cut-through traffic reduction
  - Yield to Pedestrians signage for marked crosswalks
  - Share the Road signage/pavement markings for heavy bike routes
  - Additional signage for where bike lanes currently exist

- Urban thoroughfares:
  - Access management
  - Traffic signal timing, phasing, and coordination improvements
  - Stripe double yellow on side streets leading up to major intersections where it does not currently exist

- Rural/less-developed thoroughfares:
  - Shoulder widening
  - Wider edge lines
  - Rumble strips
  - Clear zone assessment
  - Median barrier

Recommendations by Corridor

Using the aforementioned safety improvements and countermeasures as a starting point, specific project recommendations were identified for each high priority corridor. These recommendations include both segment projects and individual intersection projects. All recommendations were developed in collaboration with the City of Foley engineering staff and were vetted and further refined by the STAC during a project workshop. The following sections summarize the general scope of improvements that were recommended for each priority corridor and presented to the public during the second phase of the public engagement process. *(All photos from Google Street View.)*

Oak Street from 9th Avenue to Michigan Avenue

Recommendations:

- Install additional crosswalk striping and signage at intersections along Oak Street
- Install “share the road” signage and pavement markings

Oak Street from Azalea Avenue to US-98

Recommendations:

- Additional pedestrian, bicycle, and crosswalk features
- Install sidewalk between West Verbena Avenue and West Azalea Avenue
- Improve sight distance or consider all-way stop at West Azalea Avenue intersection

West Roosevelt Avenue from Cedar Street to SR-59

Recommendations:

- Install stop ahead signs/pavement legends at West Roosevelt Avenue at South Alston Street
- Convert West Roosevelt Avenue to a right-in/right-out at SR-59

Poplar Street from East Roosevelt Avenue to US-98

Recommendations:

- Consider sidewalks for the length of the segment
- Realign the southbound approach of Poplar to form the fourth (southbound) leg of the US-98 at Juniper Street intersection
- Install crosswalks at the US-98/Juniper intersection
- Install double yellow striping on the approach of Poplar leading to US-98

9th Avenue from Cedar Street to SR-59

Recommendations:

- Install “share the road” signage to bring awareness to cyclists
- Other pedestrian and bicycle infrastructure improvements are currently in the planning stage for this corridor

Myrtle Avenue from Cedar Street to SR-59

Recommendations:

- Switch to angled parking on both sides of Myrtle between SR-59 and Alston
- Install sidewalks on Myrtle to connect neighborhoods to downtown
- Implement a complete street concept on Myrtle to tie into additional proposed complete street concepts along Orange and Alston

Chicago Street from Myrtle Avenue to US-98

Recommendations:

- Extend and connect sidewalks along Chicago Street to the dog park and add crosswalks at intersections

Cedar Street from 9th Avenue to US-98

Recommendations:

- Post a speed limit south of 9th Avenue
- Consider a speed study if speeding is known to be an issue

Riviera Boulevard from SR-59 to Juniper Street

Recommendations:

- Install sidewalks along Riviera Boulevard
- Analyze design of existing roundabout for safety improvements and modify design elements as needed
- Develop access management plan to guide future allowable accesses along Riviera.

Hickory Street from CR-12 South to US-98

Recommendations:

- Implement traffic calming measures along the corridor
- Conduct access management where possible in heavy residential sections
- Install and upgrade pedestrian features at the intersection of Hickory and US-98
- Install intersection safety improvements at the intersection of Hickory and CR-12
- Consider a roundabout at the intersection of Hickory and Miflin Road

Juniper Street from Miflin Road to US-98

Recommendations:

- Install median to replace two-way left turn lane
- Develop access management plan to guide future development
- Install flashing yellow arrows and pedestrian signal equipment at the intersection of Juniper and Pride Blvd

James Road from Miflin Road to Brinks Willis Road

Recommendations:

- Consider traffic signal installation or other alternative intersection control for James Road at CR-12
- Develop an access management plan to guide future development

Alston Street from Azalea Avenue to Peachtree Avenue

Recommendations:

- Install “stop ahead” pavement markings at intersections
- Convert pull-in parking to angled parking and convert section from Verbena to Rose to a complete street concept with bike lanes and parallel parking
- Install sidewalk connections where needed, improve pedestrian facilities near hospital, and install “share the road signs and pavement markings

Pecan Street from US-98 to Lay Lane

Recommendations:

- Extend sidewalk to Michigan Ave and provide crosswalks at Michigan intersection and Azalea intersection
- Consider bike lanes for the extent of the segment and provide separation from travel lanes for the shared use path on the north end of the segment
- Review Pecan at US-98 intersection for alternative intersection control or other safety improvements

SR-59 from CR-24 to Pride Drive

Recommendations:

- Implement access management improvements throughout the corridor, installing concrete medians and left-turn lanes as needed
- Upgrade signals as needed with flashing yellow arrows, offset left-turn lanes, pedestrian equipment, and new left- and right-turn lanes where warranted
- Upgrade crosswalks, striping, and ADA ramps throughout the corridor
- Improve walkability of downtown Foley by repairing and connecting existing sidewalks and installing new sidewalk sections as needed

SR-59 from Pride Drive to CR-12

Recommendations:

- Implement access management improvements throughout the corridor, installing concrete medians and left-turn lanes as needed
- Upgrade signals as needed with flashing yellow arrows, offset left-turn lanes, pedestrian equipment, and new left- and right-turn lanes where warranted

SR-59 from CR-12 to CR-10

Recommendations:

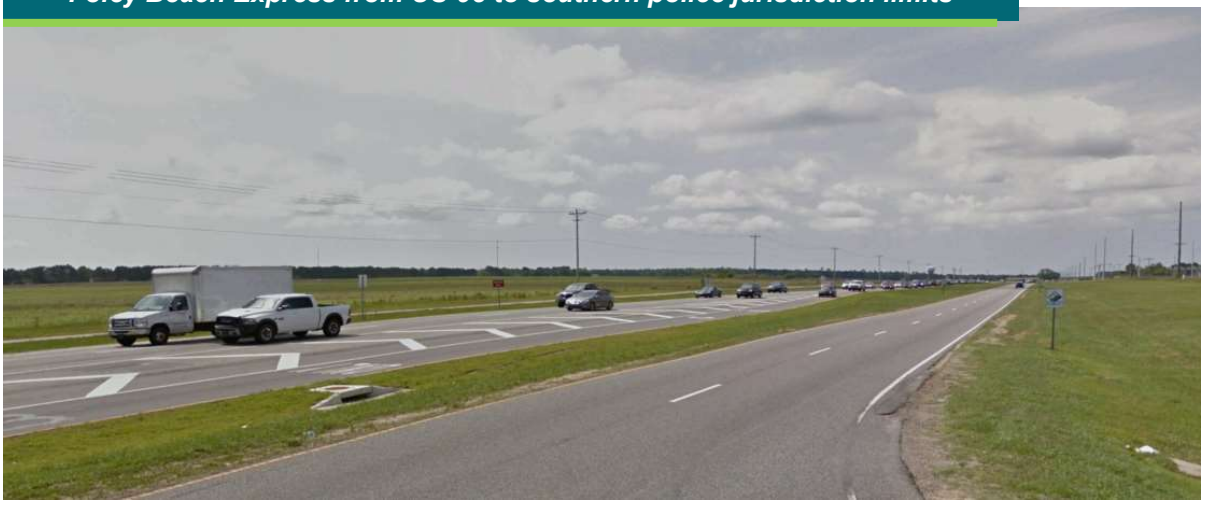
- Implement access management improvements throughout the corridor, installing concrete medians and left-turn lanes as needed
- Upgrade signals as needed with flashing yellow arrows, offset left-turn lanes, pedestrian equipment, and new left- and right-turn lanes where warranted

US-98 (Study Limit Extents)

Recommendations:

- Upgrade signals as needed with flashing yellow arrows and pedestrian signal equipment
- Install or upgrade crosswalks at multiple intersections and install rectangular rapid flashing beacons (RRFBs) for crossings as appropriate

Foley Beach Express from US-98 to southern police jurisdiction limits



Recommendations:

- Upgrade multiple signals with flashing yellow arrows
- Implement speed and access management throughout the corridor
- Conduct curve safety analysis and install warning signage as needed

Pride Drive from Pine St to SR-59

Recommendations:

- Implement access management throughout the segment
- Provide bike and pedestrian facilities along the segment
- Consider a roundabout or other intersection control at the Pine Street intersection

Stakeholder and Public Engagement (Phase 2)

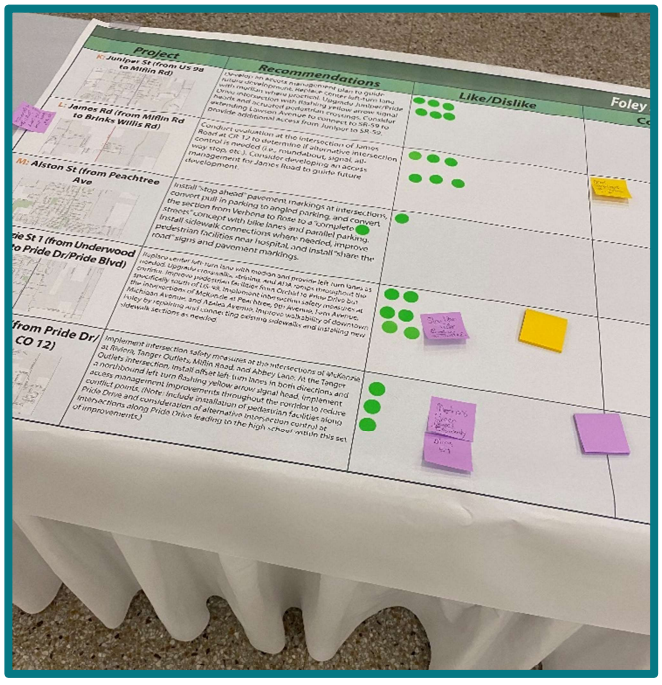
After the draft corridor recommendations were developed, key stakeholders and the general public were consulted once again for their input on and reactions to the proposed recommendations and safety countermeasures.

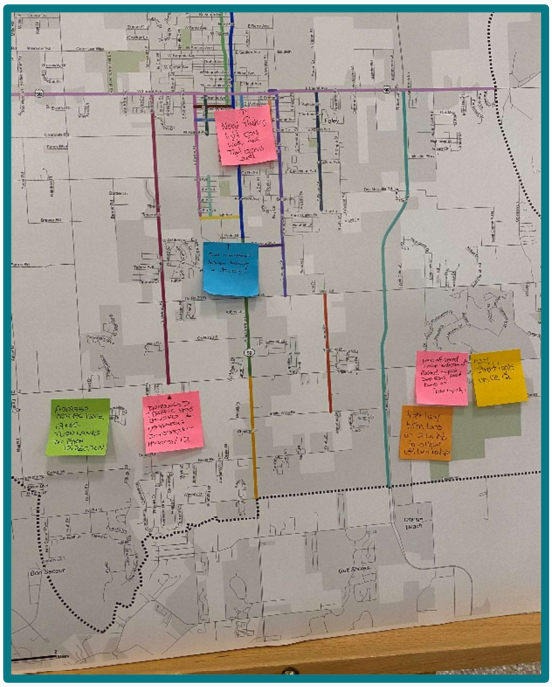
Stakeholder Engagement (Phase 2)

As previously mentioned, a project workshop was held in-person with the STAC on February 19, 2024, at Foley City Hall. Members of the STAC provided their feedback and input on the proposed recommendations for each of the priority corridors and individual intersections. Local knowledge was provided by the Foley Fire Department regarding severe crashes that had recently occurred in the study area, particularly at Hickory Street and CR-12 and James Road and CR-12. The STAC was highly in favor of offset left-turn lanes, medians to replace the two-way left turn lane, and additional access management for SR-59. Some recommendations that had been initially proposed were removed from consideration due to projects already in the planning stages.

Public Engagement (Phase 2)

The second phase of public engagement was focused on gathering feedback and reactions from members of the public on the proposed recommendations. Once again, both in-person and online options were provided for the public to offer their comments. An in-person public engagement event was held at the Foley Civic Center on April 1, 2024, from 4:30pm to 6:30pm. The meeting was advertised online and on social media by the City. The online survey was posted by the City as well and was available to the public throughout the month of April 2024. The online option replicated the activities conducted during the public meeting. For the second phase, the public was shown the proposed recommendations and asked to provide their written comments and feedback. They were also asked to express whether they were in favor of or opposed to any particular project or recommendation by using red and green stickers on roll plots displaying the recommendations. As with Phase 1, materials used in the engagement process and the raw comments/responses received are included in **Appendix B**.





Comment	Project	Recommendations	Like/Dislike	Comment
	F: Myrtle Ave (from Cedar St to SR-59/McKenzie St)	Switch to angled parking on both sides of Myrtle between SR-59 and Alston. Install sidewalks on Myrtle to connect neighborhoods to downtown. Implement a streetscape concept on Myrtle to tie into additional proposed streetscape along Orange and Alston.		
	G: Chicago St (from Myrtle Ave to US-98)	Install crosswalks at US-98/Chicago Street intersection. The US-98 crossing will include flashing beacons and a pedestrian refuge island in the median. Extend and connect sidewalks along Chicago Street to the dog park, and add crosswalks at intersections.		
	H: Cedar St (from 9th Ave to US-98)	Post a speed limit south of 9th Aveniue. Conduct a speed study and implement traffic calming measures if speeding is an issue. Add left turn arrows to the traffic signal at the intersection of Cedar and US-98.		
	I: Riviera Blvd (from SR-59/ McKenzie St to Juniper St)	Correct the offset left-turn lanes at SR-59/Riviera intersection. Install sidewalks along segment. Analyze design of existing roundabout for safety improvements and modify design elements as needed. Develop access management plan to guide future allowable accesses along Riviera.		
	J: Hickory St (from CR-12 to US-98)	Conduct speed study and consider traffic calming measures for the length of the segment (narrower lanes, radar speed signs, etc.). Install bike lanes if travel lanes are narrowed. Install center left turn lane in areas of high driveway density. Conduct access management (driveway consolidation) where possible in heavy residential sections. Remove flashing beacon at Hickory/CR-12 intersection and replace with gate-posted stop signs on Hickory and warning signs with flashers on CR-12. Consider rumble strips on Hickory on the approach to CR-12. Consider options for Hickory/Mifflin intersection: 1) install warning signs with flashers, or 2) install roundabout. At US-98/Hickory intersection, install/upgrade pedestrian accommodations.		

Members of the public provided very valuable comments regarding specific intersections, corridors, and proposed recommendations. Their feedback was used to further refine and shape the proposed projects, as well as to prioritize projects. **Figure 36** below displays a sampling of the comments received in the second phase of public engagement.

Figure 36: Sample of Survey Comments (Phase 2)

As previously mentioned, the public was asked to express their favor or opposition using red and green stickers. They were given five (5) stickers of each color. No red stickers were used by those in attendance, indicating there was no opposition to the proposed recommendations by meeting attendees. The following graph (**Figure 37**) shows the votes of favor that each corridor received (this includes responses from the online survey).

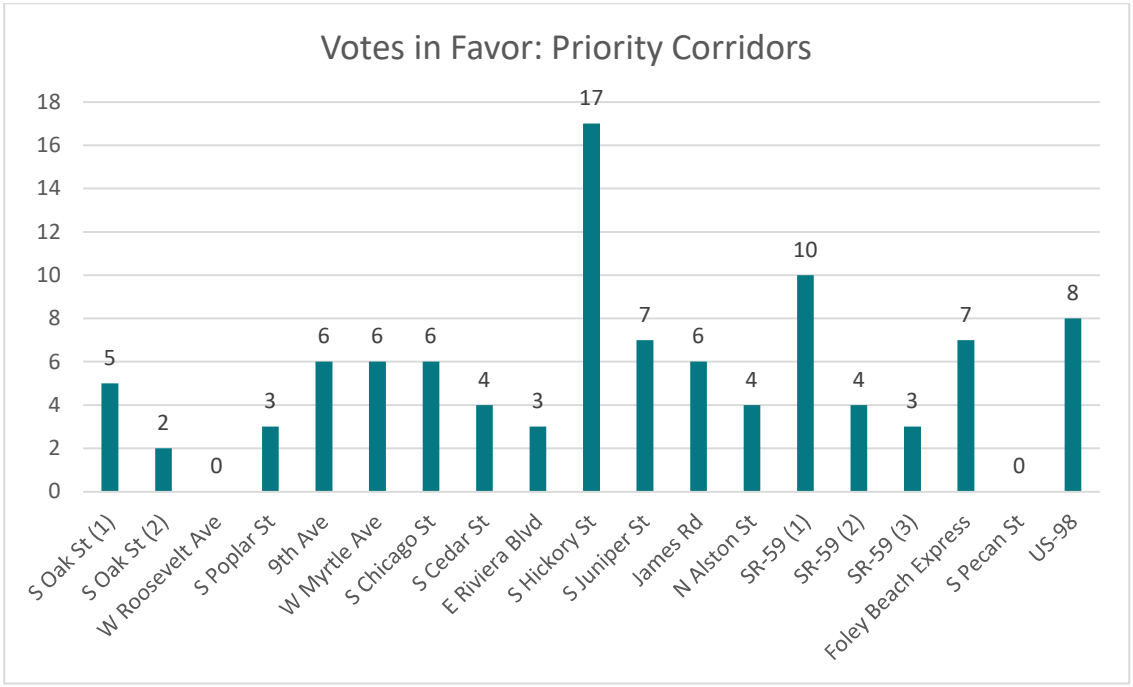
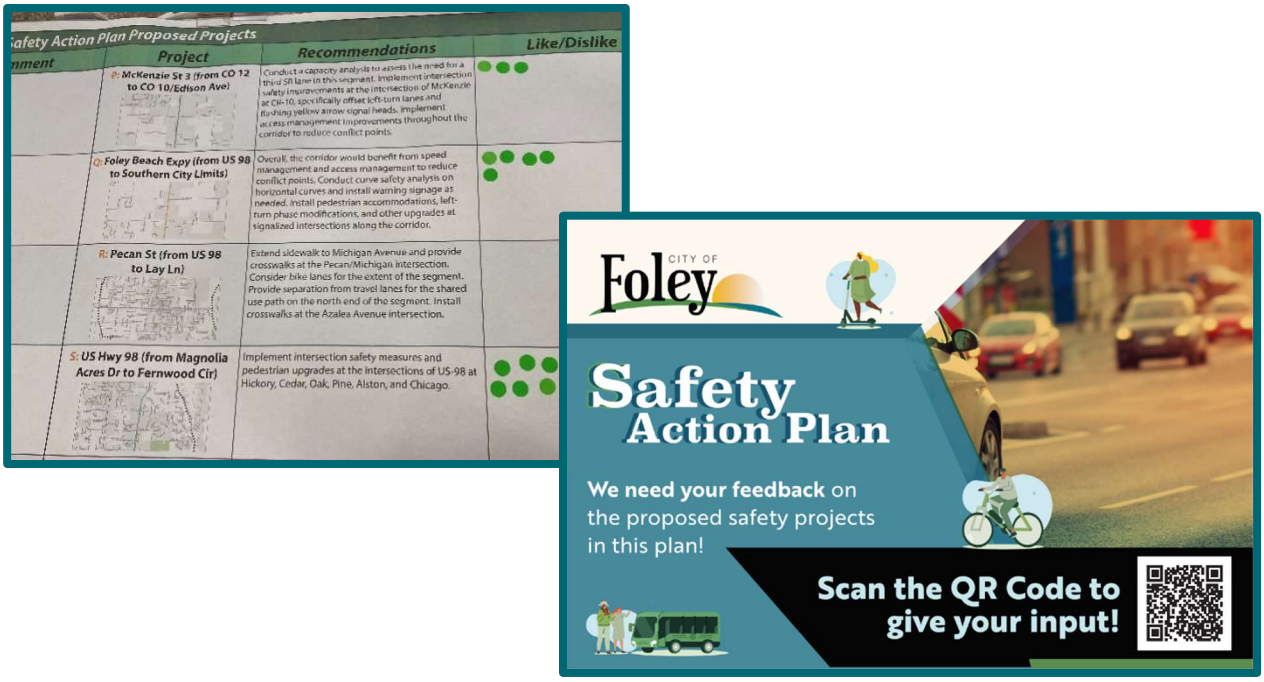


Figure 37: Votes in Favor: Priority Corridors (Phase 2)



Project Prioritization

The recommendations for each priority corridor were further refined by the calculation of estimated benefit-cost ratios for recommendations with known/applicable crash modification factors and for locations with applicable crash issues. These calculations were very high-level and intended only to aid in the prioritization process. The benefit-cost estimation process was helpful in identifying individual countermeasures or improvements for specific intersections that are expected to be particularly valuable in terms of safety benefit. These estimated ratios, along with the input gathered through the stakeholder and public engagement process, helped guide the prioritization of identified projects. The prioritization process resulted in the development of Tier 1 projects and Tier 2 projects. Projects of higher priority were categorized as Tier 1, and projects of lesser priority were categorized as Tier 2. To recap, the prioritization criteria consisted of the following:

- Estimated benefit-cost ratio
- City of Foley input
- Stakeholder (STAC) input
- Public input

The tiers and projects within them are defined and listed, in no particular order, in the following sections.

Tier 1 Projects

Criteria

Tier 1 projects either have a benefit-cost ratio that is greater than one (1), and/or they have been identified as a priority by the City of Foley, by the STAC, or by the public. They are located along priority corridors as identified in the Safety Action Plan. Tier 1 projects are recommended to be implemented in the near-term (beginning at least the planning stage within the next five years).

List of Projects

<u>SR-59 from CR-24 to Pride Drive:</u>

- Tier 1 Recommendations:
  - Replace center left-turn lane with median and provide left-turn lanes as needed.
  - Upgrade crosswalks, striping, and ADA ramps throughout the corridor.
  - Improve walkability of downtown Foley by repairing and connecting existing sidewalks and installing new sidewalk sections as needed.
- Justification:
  - Priority segment for the public.
- Partner Agencies:
  - ALDOT

SR-59 at Peachtree Ave:

- Tier 1 Recommendations:
  - Install NB and SB right-turn lanes and convert 5-section signal heads to flashing yellow arrow.
- Justification:
  - Benefit-cost greater than one (1).
- Partner Agencies:
  - ALDOT

SR-59 at Michigan

- Tier 1 Recommendations:
  - Install NB and SB right turn lanes.
- Justification:
  - Benefit-cost greater than one (1).
- Partner Agencies:
  - ALDOT

SR-59 at CR-10

- Tier 1 Recommendations:
  - Install offset lefts on mainline.
- Justification:
  - Benefit-cost greater than one (1).
  - City has seen success with offset lefts in other locations.
- Partner Agencies:
  - ALDOT

SR-59 at Riviera

- Tier 1 Recommendations:
  - Install offset lefts on mainline with flashing yellow arrow signal heads.
- Justification:
  - Benefit-cost greater than one (1).
  - City has seen success with offset lefts in other locations.
- Partner Agencies:
  - ALDOT

SR-59 at Roosevelt

- Tier 1 Recommendations:
  - Convert Roosevelt to right-in/right-out.
- Justification:
  - Benefit-cost greater than one (1).
- Partner Agencies:
  - ALDOT

US-98 at Cedar:

- Tier 1 Recommendations:
  - Flashing yellow arrow signal heads.
  - Install pedestrian signal equipment.
- Justification:
  - Benefit-cost greater than one (1) for flashing yellow arrows.
  - Existing crosswalks and signal with no pedestrian equipment.
- Partner Agencies:
  - ALDOT

US-98 at Chicago:

- Tier 1 Recommendations:
  - Install crosswalk, RRFB, and ped refuge island.
  - Remove existing crosswalk across US-98 to the west of Chicago.
- Justification:
  - Benefit-cost greater than one (1).
  - Crosswalk to the west is too close to SR-59 intersection.
- Partner Agencies:
  - ALDOT

US-98 at Oak Street:

- Tier 1 Recommendations:
  - Restripe crosswalks and install RRFB.
  - Extend sidewalk and install curb ramp on north side of intersection.
- Justification:
  - Benefit-cost greater than one (1) for the crosswalk and RRFB.
- Partner Agencies:
  - ALDOT

US-98 at Alston:

- Tier 1 Recommendations:
  - Restripe crosswalks and install pedestrian signals.
- Justification:
  - Benefit-cost greater than one (1).
- Partner Agencies:
  - ALDOT

Hickory from CR-12 to US-98:

- Tier 1 Recommendations:
  - Implement traffic calming measures.
  - Conduct access management where possible in heavy residential sections.
- Justification:
  - Benefit-cost greater than one (1) for traffic calming measures.
  - Segment is a priority for the public and City has stated speeding is a known issue.
- Partner Agencies:
  - N/A

Hickory at US-98:

- Tier 1 Recommendations:
  - Install pedestrian signals, crosswalks, and curb ramps.
  - Upgrade multiuse path on north side of US-98 and provide separation from the roadway.
- Justification:
  - Benefit-cost greater than one (1).
  - Segment is a priority for the public.
- Partner Agencies:
  - ALDOT

Hickory at CR-12:

- Tier 1 Recommendations:
  - Install gate-posted stop signs.
  - Remove existing overhead flashing beacon.
  - Install intersection warning signs with flashers on all approaches.
  - Install rumble strips on Hickory leading up to CR-12.
- Justification:
  - Benefit-cost greater than one (1) for gate-posted stop signs.
  - Intersection is a priority for the public.
- Partner Agencies:
  - Baldwin County

Hickory at Miflin:

- Tier 1 Recommendations:
  - Install roundabout.
- Justification:
  - Benefit-cost greater than one (1).
  - Segment is a priority for the public.
- Partner Agencies:
  - Baldwin County

James Rd at CR-12:

- Tier 1 Recommendations:
  - Consider traffic signal installation or other alternative intersection control.
- Justification:
  - Benefit-cost greater than one (1) for traffic signal.
  - Per City Fire Chief, recent severe crashes have occurred (not captured in crash data or safety analysis).
- Partner Agencies:
  - Baldwin County

Juniper at Pride:

- Tier 1 Recommendations:
  - Replace 5-section signal heads with flashing yellow arrow signal heads on all four approaches.
  - Install pedestrian signal equipment for all approaches (currently exists partially).
- Justification:
  - Benefit-cost greater than one (1) for flashing yellow arrows.
  - Pedestrian equipment should be provided for all approaches (all have existing crosswalks).
- Partner Agencies:
  - N/A

Juniper from Miflin to Pride:

- Tier 1 Recommendations:
  - Install median to replace two-way left turn lane.
  - Develop access management plan to guide future development.
- Justification:
  - Benefit-cost greater than one (1) for median installation.
  - Median will help with access management for future development.
- Partner Agencies:
  - N/A

Pride Dr from Pine St to SR-59:

- Tier 1 Recommendations:
  - Implement access management at Walmart/Academy intersection to prohibit lefts and through movements out of driveways.
- Justification:
  - Benefit-cost greater than one (1).
  - Priority project for public.
- Partner Agencies:
  - N/A

Foley Beach Express at Miflin:

- Tier 1 Recommendations:
  - Install flashing yellow arrow signal heads and southbound right turn lane.
- Justification:
  - Benefit-cost greater than one (1).
- Partner Agencies:
  - ALDOT

Foley Beach Express at US-98:

- Tier 1 Recommendations:
  - Install flashing yellow arrow signal heads.
- Justification:
  - Benefit-cost greater than one (1).
- Partner Agencies:
  - ALDOT

Tier 2 Projects

Criteria

Tier 2 projects either have a benefit-cost ratio that is less than one (1), or the nature of the recommended improvements is such that crash modification factors do not exist or cannot be applied. Nonetheless, these recommendations are located along high-priority segments as identified in the Safety Action Plan. Tier 2 projects are recommended to be implemented in the mid- to long-term (beginning at least the planning stage within the next five to ten years).

List of Projects

Pride Drive from Pine Street to SR-59:

- Tier 2 Recommendations:
  - Install roundabout at Pine Street intersection.
  - Provide bike and pedestrian facilities along Pride Drive.
- Justification:
  - Would complement the proposed access management at Walmart/Academy driveways.
  - Would provide multimodal connectivity to Foley High School.
- Partner Agencies:
  - N/A

SR-59 from CR-24 to Pride Drive:

- Tier 2 Recommendations:
  - Provide pedestrian signals and crosswalks across SR-59 at Myrtle Avenue and Pride Drive.
- Justification:
  - These are existing signals with no pedestrian equipment, but sidewalks exist along SR-59 in these vicinities. Pedestrian facilities are recommended along Pride Drive as well.
- Partner Agencies:
  - ALDOT

SR-59 from Pride Drive to CR-12:

- Tier 2 Recommendations:
  - Implement access management improvements throughout the corridor to reduce conflict points.
- Justification:
  - Numerous driveways and access points that can potentially be consolidated to increase safety.
- Partner Agencies:
  - ALDOT

SR-59 from CR-12 to CR-10:

- Tier 2 Recommendations:
  - Implement access management improvements throughout the corridor to reduce conflict points.
- Justification:
  - Numerous driveways and access points that can potentially be consolidated to increase safety. An access management plan would help guide allowable accesses for future development of vacant land.
- Partner Agencies:
  - ALDOT

SR-59 at Fern Ave:

- Tier 2 Recommendations:
  - Consider installing a northbound right turn lane and a westbound left turn lane.
  - Realign multiuse path crossing to traverse in front of the side street stop line.
- Justification:
  - Turn lanes would help mitigate queuing vehicles and provide more efficient signal operation.
  - Multiuse path currently crosses behind the stop line which can lead to pedestrians and cyclists crossing between vehicles instead of in front of them.
- Partner Agencies:
  - ALDOT

SR-59 at Tanger Outlet:

- Tier 2 Recommendations:
  - Install pedestrian signals at the existing traffic signal to serve the existing crosswalk.
- Justification:
  - Existing signal with crosswalk but no pedestrian signals.
- Partner Agencies:
  - ALDOT

SR-59 at Miflin:

- Tier 2 Recommendations:
  - Install pedestrian ramp/pedestrian signal, extend sidewalk, and stripe crosswalk on west side of intersection.
  - Restripe crosswalk on east side to comply with MUTCD.
  - Install ped refuge island for eastbound crosswalk (south side of intersection).
- Justification:
  - Existing crosswalk on east side is not per MUTCD guidance.
  - Existing sidewalk in northwest quadrant stops short of intersection.
- Partner Agencies:
  - ALDOT

Foley Beach Express from US-98 to southern police jurisdiction limits:

- Tier 2 Recommendations:
  - Implement speed and access management throughout the corridor.
  - Conduct curve safety analysis and install warning signage as needed.
- Justification:
  - High-speed, four-lane divided roadway with horizontal curves.
  - An access management plan would help guide allowable accesses for future development of vacant land.
- Partner Agencies:
  - ALDOT

Poplar St from E Roosevelt to US-98:

- Tier 2 Recommendations:
  - Consider sidewalks for the length of the segment.
  - Realign the southbound approach of Poplar to form the fourth (southbound) leg of the US-98 at Juniper Street intersection.
  - Install crosswalks at the US-98/Juniper intersection.
  - Install double yellow striping on the approach of Poplar leading to US-98.
- Justification:
  - Residential area with little to no pedestrian facilities on adjacent streets.
  - Realignment would consolidate accesses along US-98 and provide a signalized connection for existing southbound vehicles on Poplar.
- Partner Agencies:
  - ALDOT

Oak Street from Azalea to US-98:

- Tier 2 Recommendations:
  - Install sidewalk between Verbena and Azalea.
  - Install additional bike and pedestrian features such as crosswalk signage and “share the road” signs.
  - Improve sight distance at Oak/Azalea intersection.
- Justification:
  - Residential area with parks, ball fields, and existing sidewalk connections on other blocks.
- Partner Agencies:
  - N/A

Oak Street from 9th Ave to Michigan Ave:

- Tier 2 Recommendations:
  - Install additional crosswalk striping and signage at intersections along Oak Street.
  - Install “share the road” signage and pavement markings.
- Justification:
  - Residential area with new HUD development nearing completion, which is likely to bring more bike and pedestrian usage.
- Partner Agencies:
  - N/A

Cedar Street from 9th Ave to US-98:

- Tier 2 Recommendations:
  - Post a speed limit south of 9th Ave.
  - Conduct a speed study and implement traffic calming measures if speeding is an issue.
- Justification:
  - Long, straight segment with lack of posted speed limit signs.
- Partner Agencies:
  - N/A

Chicago Street from Myrtle Ave to US-98:

- Tier 2 Recommendations:
  - Extend and connect sidewalks along Chicago Street to the dog park and add crosswalks at intersections.
- Justification:
  - Would connect existing pedestrian facilities and parks.
- Partner Agencies:
  - N/A

Alston Street from Azalea to Peachtree:

- Tier 2 Recommendations:
  - Install “stop ahead” pavement markings at intersections.
  - Convert pull-in parking to angled parking and convert section from Verbena to Rose to a complete street concept with bike lanes and parallel parking.
  - Install sidewalk connections where needed, improve pedestrian facilities near hospital, and install “share the road signs and pavement markings.
- Justification:
  - Residential area with some existing multimodal facilities but lacking connectivity.
  - Pedestrian facilities should be provided/improved near hospital.
- Partner Agencies:
  - N/A

Riviera Blvd from SR-59 to Juniper St:

- Tier 2 Recommendations:
  - Install sidewalks along segment.
  - Analyze design of existing roundabout for safety improvements and modify design elements as needed.
  - Develop access management plan to guide future allowable accesses along Riviera.
- Justification:
  - Vacant parcels along segment will likely be developed and create the need for safe, multimodal access.
- Partner Agencies:
  - N/A

9th Avenue from Cedar to SR-59:

- Tier 2 Recommendations:
  - Install “share the road” signage to bring awareness to cyclists.
- Justification:
  - Proximity to high school and residential areas presents potential need for multimodal accommodations. Other improvement projects are currently in planning stage.
- Partner Agencies:
  - N/A

Myrtle Ave from Cedar to SR-59:

- Tier 2 Recommendations:
  - Switch to angled parking on both sides of Myrtle between SR-59 and Alston.
  - Install sidewalks on Myrtle to connect neighborhoods to downtown.
  - Implement a complete street concept on Myrtle to tie into additional proposed complete street concepts along Orange and Alston.
- Justification:
  - Angled parking is intended to help reduce conflicts arising between backing vehicles and through vehicles.
  - Sidewalks and complete streets provide a safer roadway environment for all road users and promote multimodal usage and connectivity.
- Partner Agencies:
  - N/A

Roosevelt at Alston:

- Tier 2 Recommendations:
  - Install stop ahead signs and pavement legends.
- Justification:
  - Two injury crashes resulting from side impact collisions.
- Partner Agencies:
  - N/A

James Road from Miflin to Brinks Willis:

- Tier 2 Recommendations:
  - Develop an access management plan to guide future development.
- Justification:
  - Vacant parcels along segment will likely be developed and create the need for safe, multimodal access.
- Partner Agencies:
  - N/A

Pecan St from US-98 to Lay Lane:

- Tier 2 Recommendations:
  - Extend sidewalk to Michigan Ave and provide crosswalks at Michigan intersection and Azalea intersection.
  - Consider bike lanes for the extent of the segment and provide separation from travel lanes for the shared use path on the north end of the segment.
  - Review Pecan at US-98 intersection for alternative intersection control or other safety improvements.
- Justification:
  - Existing bike and pedestrian facilities exist but lack connection throughout the segment.
  - Per City staff, recent severe crash occurred at US-98 intersection (not captured in crash data or safety analysis).
- Partner Agencies:
  - ALDOT

Initial Equity Impact Assessment

The aforementioned priority corridors were selected based upon scoring criteria that placed a heavy emphasis on equity by prioritizing historically disadvantaged areas and neighborhoods within the City of Foley. As was shown previously in **Figure 35**, the vast majority of priority corridors fall within the areas of Foley that are designated as part of either an HDC or an underserved neighborhood. The specific projects and countermeasures selected for these corridors and intersections were chosen with consideration to the demographics and needs of the areas in which they are located. The projects and countermeasures were selected with the intent of enhancing mobility and quality of life for all residents and roadway users while reducing the likelihood of severe crashes in the future. All recommended projects are expected to provide benefits for all users and to have a profoundly positive impact on currently disadvantaged areas in terms of mobility, accessibility, and economic vitality.

Strategies

In addition to projects, the following strategies and actions were developed as part of this Safety Action Plan. These strategies are reflective of safety concerns identified through data collection, crash analysis, and public and stakeholder engagement. They support and intersect with the recommended projects and countermeasures. Time ranges for when these strategies are expected to be deployed have been noted. For strategies, "near-term" is within the next two years, "mid-term" is between two and five years, and "long-term" is five years or more. Also noted is the element or elements of the Safe System Approach that the strategy supports (refer back to **Figure 4** in the Goals section).

Strategy #1: Pursue Grant Funding

Grant funding is an imperative part of implementing roadway safety projects in the City of Foley. Local funds are limited and are largely already committed toward existing projects, routine maintenance, and other annual activities. Obtaining grant funding will help make Foley's safety goals realistic and achievable.

Actions

The following actions support this strategy:

- Apply for SS4A implementation funding *(near-term)*
- Apply for HSIP funding through ALDOT *(mid-term)*
- Investigate and apply for additional discretionary grant funding programs through FHWA *(near-, mid-, and long-term)*

Safe System Approach Elements

This strategy supports the *Safe Roads* element of the Safe System Approach.

Strategy #2: Focus on Motorcycle, Bicycle, and Pedestrian Safety

The crash analysis conducted for this Safety Action Plan revealed that modes other than passenger cars are at higher risk for severe crashes in Foley as compared to the state as a whole. This indicates that concentrated efforts should be put toward improving safety for these modes in the City of Foley. Many of the identified projects are aimed toward accomplishing this goal. There are multiple non-project action steps that can also further this objective.

Actions

The following actions support this strategy:

- Develop and deploy a motorcycle safety and awareness campaign that includes content directed toward both motorcyclists and drivers of other vehicles *(near-term)*
    - Avenues for this campaign should include a combination of social media, online ads, billboards, television, and/or radio usage
    - Seek opportunities to engage and educate the public on this topic at local events, festivals, and community meetings
- Develop a bicycle and pedestrian masterplan for the City of Foley that identifies gaps in connectivity, areas of bike and ped safety concern, and plans for the implementation of bike and ped infrastructure (*near-term*)
- Update existing or complete new Safe Routes to School studies to include audits of bicycle and pedestrian accessibility and safety around individual schools (*mid-term*)

- Develop and deploy a bicycle and pedestrian safety campaign directed toward both tourists and residents of the area (*near-term*)
    - Avenues for this campaign should include a combination of social media, online ads, billboards, television, and/or radio usage
    - Seek opportunities to engage and educate the public on this topic at local events, festivals, and community meetings

Safe System Approach Elements

This strategy supports the *Safe People* and *Safe Roads* elements of the Safe System Approach.

Strategy #3: Promote safe speeds in all roadway environments through thoughtful, equitable, and context appropriate roadway design.

Speeding was identified as an issue by the public and the City on multiple routes within the study area. The projects list includes countermeasures aimed at curbing speeds, particularly for Foley Beach Express and Hickory Street. Additional steps can be taken toward reducing speeds and bringing awareness to the issue.

Actions

The following actions support this strategy:

- Continue collecting data to identify areas prone to speeding or speed-related crashes *(starting near-term and continuing long-term)*
- Use collected speed data to identify pilot project corridors for implementation of speed-reducing countermeasures (*near-term*)
- Implement safety countermeasures such as speed feedback signs, narrower lane widths, speed safety cameras, raised islands, etc. in areas prone to speeding (*near- to mid-term*)
- Coordinate with the Foley Police Department, the Baldwin County Sheriff's Office, and other local law enforcement agencies to increase enforcement efforts in areas with known speeding issues or a history or speed-related crashes (*near-term*)

Safe System Approach Elements

This strategy supports the *Safe Speeds* and *Safe Roads* elements of the Safe System Approach.

Strategy #4: Continue Engaging the Public

Listening to and understanding the needs and experiences of those living on and driving on the roadways of Foley on a daily basis is crucial to implementing useful changes, providing equitable investments, and bringing about a higher quality of life for all residents. An engaged community that feels like their voice is heard is more likely to respond, learn, and adapt when presented with public service campaigns aimed at modifying their behavior or influencing their decisions.

Actions

The following actions support this strategy:

- Conduct annual surveys of City residents to capture changing priorities and needs *(starting near-term and continuing long-term)*
- Filter all proposed transportation projects through an equity evaluation to ensure that underserved groups are benefited and not impaired by potential project outcomes *(starting near-term and continuing long-term)*

- Utilize and promote an online dashboard to inform the public of progress and future project status (see upcoming section on Progress and Transparency) *(starting near-term and continuing long-term)*

Policy and Process Review

As part of the Safety Action Plan development, existing policies and processes in use by the City of Foley were reviewed for potential improvement opportunities through the lens of transportation safety. The documents and processes reviewed were as follows:

- City of Foley Land Development Ordinance
- Traffic Impact Study (TIS) Requirement Recommendations (City of Foley's Ordinance 1025-08)
- Traffic Impact Study Requirement Form
- City of Foley Transportation Continuity Plan

Specific suggestions and recommendations have been noted for these documents and included in **Appendix C**. The intent of these recommended actions and modifications is to better prioritize and integrate safety within each plan or policy. In general, recommendations include integrating safety policy into all existing guidance documents, incorporating specific safety design elements into policies, and ensuring that proposed safety projects, from the Safety Action Plan or otherwise, are incorporated into future developments and transportation projects. It is recommended that revisions to these policies be officially adopted by the appropriate departments in the near-term so that tangible changes can be implemented as policies are utilized.

Progress and Transparency

This Safety Action Plan is intended to be a living document that will guide the City of Foley toward their safety objectives for years to come. The intent is that the plan will be updated at regular intervals so that progress that has been made can be accounted for and new projects can be identified. The intent is also to provide regular updates to the public and stakeholders on the progress that has been made toward achieving safety targets and toward the implementation of projects. The following sections outline the objectives through which this transparency is to be achieved.

Advocacy

City of Foley leaders will meet regularly to discuss progress on the plan, advocate for the recommendations and projects that have been identified in the plan, and continue to prioritize safety in all projects and actions carried out in the future.

Recommended Actions:

- Conduct quarterly meetings with the key stakeholders (STAC) who helped develop the Safety Action Plan to give updates on the progress of the safety projects occurring throughout the Foley area.
- Actively share and promote the Safety Action Plan within local communities and with other relevant stakeholders.
- Assess and adopt safety targets annually related to safety performance measures for all roadways within the Foley police jurisdiction.

Data Maintenance

The City of Foley will maintain current crash information in the police jurisdiction for public access and update it regularly. This will help provide transparency to the citizens of Foley and allow them to see the results of the City's efforts toward safer roadways.

Recommended Actions:

- Develop an online dashboard to provide updated crash, population, and equity data on an annual basis. One option for this platform would be Microsoft Power BI, which is a powerful tool for presenting, summarizing, and analyzing information. This tool could be used to create a customized dashboard for the City of Foley that would present the pertinent information and outcome data in an understandable format for the general public, stakeholders, and partner agencies.

Plan Implementation

The City of Foley will ensure that the projects and strategies identified in this plan are implemented as expeditiously as possible, whether through local funding, grant funding, and/or incorporation into currently planned projects.

Recommended Actions:

- Regular collaboration will continue to take place among the City of Foley Engineering Department, Grants Administration Department, and the Mayor and City Council to prioritize projects and pursue funding.
- Initiate community partnerships to help bring roadway safety awareness throughout the community in schools, businesses, neighborhoods, etc.

Transparency and Reporting

The City of Foley will report on progress toward implementing the projects and strategies recommended in this Safety Action Plan in an effort to keep the public informed and engaged in the process. Outcome data related to the reduction in fatalities and serious injuries to date will be reported on an annual basis. The current reductions will be compared to the reduction commitment goals adopted by the City in conjunction with this plan. This detailed reporting will also help provide investment transparency and accountability as progress moves forward.

Recommended Actions:

- Utilize the aforementioned online dashboard to report on project status and milestones.
- Create an annual report card to be posted in the dashboard presenting current outcome data related to the progress of projects completed or started, the implementation of strategies, and the current reduction in fatalities and serious injuries that has been achieved.

CITY OF Foley

Safety Action Plan

Appendix A: High Injury Network

LINEAR_ID	FULL_NAME	Length_Miles	ADT	Access_Density	K_A_Crashes	K_A_Crash_Rate	Crash_Rate_Score	Socioeconomic_Score	Activity_Center_Score	Access_Density_Score	ADT_Score	Total_Score_out_of_19
110167663400	N Oak St	0.13407227633	123	22.38	1	33.23	5	0.00	4	0.5	0.6	10.100
110167676650	Magnolia Creek Dr	0.31878182491	141	12.55	2	24.38	5	0.00	0	1	0.6	6.600
1106092821067	S Poplar St	0.32285797112	97	27.88	1	17.50	5	4.00	4	1.5	0.6	15.100
110167664533	Berry Ave	0.12346739385	321	16.20	1	13.83	5	0.00	0	0.5	0.6	6.100
110167663405	S Oak St	0.48558411468	109	20.59	1	10.35	5	4.00	4	2	0.6	15.600
110167665344	Mills Rd	0.50970189303	105	3.92	1	10.24	5	4.00	0	0.5	0.6	10.100
110167672905	W Roosevelt Ave	0.46609834500	118	15.02	1	9.96	5	4.00	4	1.5	0.6	15.100
110167667962	E Violet Ave	0.44842348249	139	15.61	1	8.79	5	0.00	4	1.5	0.6	11.100
110167668455	S Chicago St	0.15187692848	431	26.34	1	8.37	5	4.00	4	1	0.6	14.600
110167668453	N Chicago St	0.15079476307	500	13.26	1	7.27	5	0.00	4	0.5	0.6	10.100
110167665545	Quail Ln	0.34424805382	232	8.71	1	6.86	5	0.00	0	0.5	0.6	6.100
110167667964	W Violet Ave	0.20653612932	388	19.37	1	6.84	5	0.00	4	1	0.6	10.600
110167669518	Pointer Dr W	0.35455492074	289	8.46	1	5.35	5	0.00	4	0.5	0.6	10.100
110167670484	Grantham Rd	2.01399477731	115	2.98	2	4.73	5	0.00	0	1	0.6	6.600
1104259988231	Village Square Blvd	0.18846455384	676	21.22	1	4.30	5	0.00	0	1	1.2	7.200
110167671829	Charolais Rd	2.25500850318	114	1.77	2	4.26	5	1.80	0	1	0.6	8.399
1102842508554	E Berry Ave	0.51020959053	284	7.84	1	3.78	5	0.00	0	1	0.6	6.600
110167663033	5th Ave	0.22207558686	739	9.01	1	3.34	5	4.00	4	0.5	1.2	14.700
110167657538	Co Rd 32	0.25047205655	678	3.99	1	3.23	5	4.00	0	0.5	1.2	10.700
110167665186	James Rd	1.50673913216	238	2.65	2	3.06	5	2.66	4	1	0.6	13.258
1102653858314	Live Oak Blvd	0.19157049446	940	15.66	1	3.04	5	0.00	0	0.5	1.2	6.700
1102648910994	E Riviera Blvd	0.49858258060	393	6.02	1	2.80	5	4.00	4	0.5	0.6	14.100
1104755885572	Richard Childress Ln	0.03749043801	5380	53.35	1	2.72	5	0.00	0	0.5	2.4	7.900
110167664148	N Pine St	0.72588319602	291	16.53	1	2.59	5	0.00	4	2	0.6	11.600
110167667378	W Myrtle Ave	0.46683171303	474	12.85	1	2.48	5	4.00	4	1	0.6	14.600
110167669613	W Rosetta Ave	0.51760150582	443	13.52	1	2.39	5	0.00	4	1.5	0.6	11.100
1106087297661_2	Airport Rd	0.64680644434	404	3.09	1	2.10	5	0.00	0	0.5	0.6	6.100
110167665496	S Pecan St	1.45919775122	369	7.54	2	2.04	5	4.00	0	2	0.6	11.600

Appendix B: Engagement

CITY OF Foley

Safety Action Plan

When you think of roadway safety in the City of Foley,
what does that look like to you?
Help us shape the direction of the plan by providing input!

How can YOU get involved?

Attend the in-person public meeting for more information and to provide input.

November 6, 2023
4:30PM – 6:30PM

Foley Civic Center
407 East Laurel Avenue
Foley, AL 36535

Scan the QR code below to give your input if you cannot attend the in-person meeting.

CITY OF Foley

Safety Action Plan

We need your feedback on the proposed safety projects in this plan!

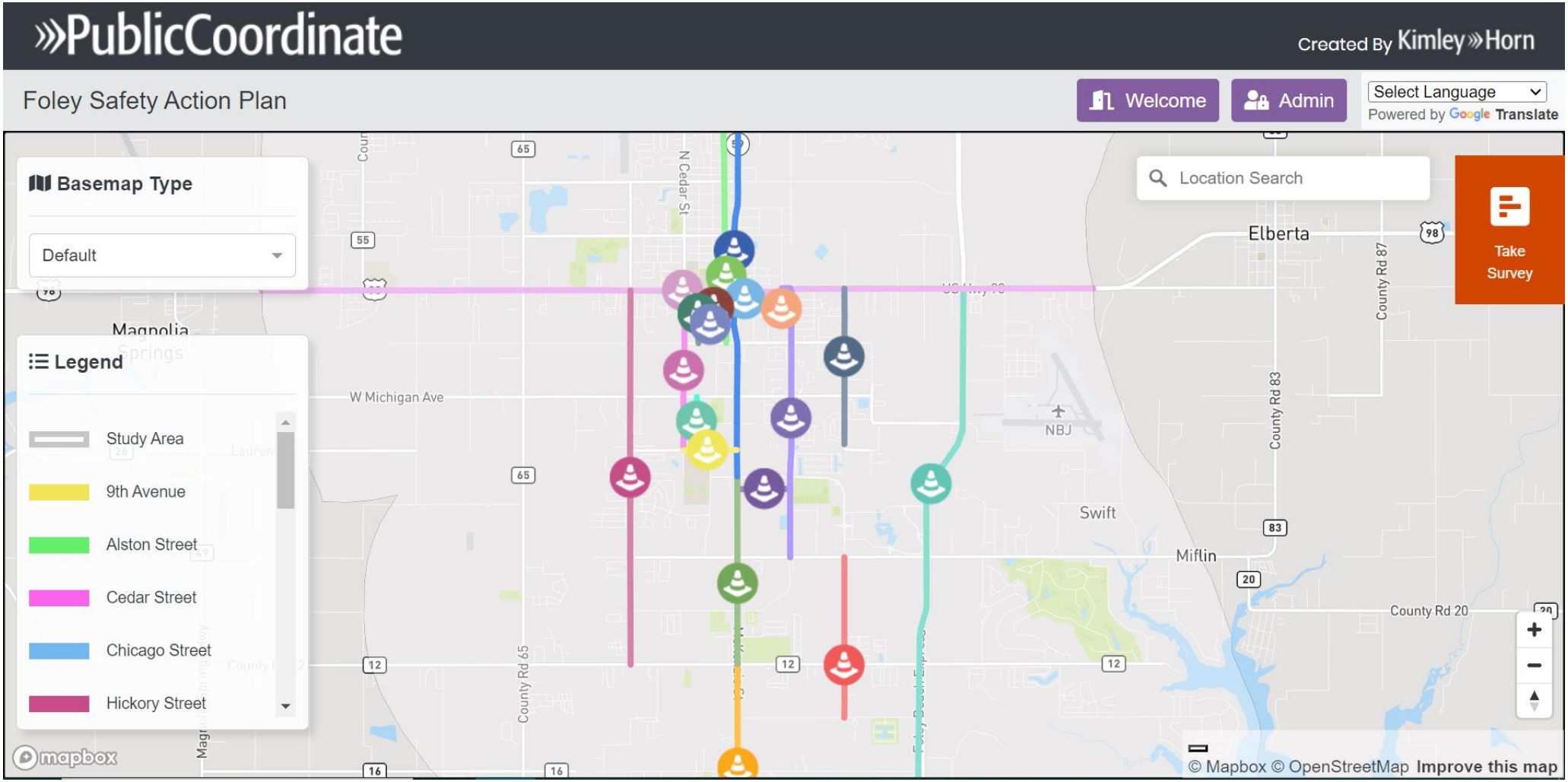
Scan the QR Code to give your input!

Kimley»Horn

CITY OF Foley

What is a safety action plan?

A Safety Action Plan aims to **prevent and significantly reduce roadway fatalities and serious injuries** for all users by prioritizing safety improvements and justifying investment decisions.


PublicCoordinate
Created By Kimley»Horn
Foley Safety Action Plan
Welcome
Admin
Select Language
Powered by Google Translate
Basemap Type
Default
Location Search
Take Survey
Legend
Study Area
9th Avenue
Alston Street
Cedar Street
Chicago Street
Hickory Street
Elberta
Magnolia Springs
W Michigan Ave
N Cedar St
County Rd 87
County Rd 83
County Rd 20
County Rd 65
NBJ
Swift
Miflin
mapbox
© Mapbox © OpenStreetMap Improve this map

Proposed Projects

Please select your top five (5) proposed projects from the list below:

- ○ 9th Avenue
- ○ Alston Street
- ○ Cedar Street
- ○ Chicago Street
- ○ Foley Beach Expressway
- ○ Hickory Street
- ○ James Road
- ○ Juniper Street
- ○ McKenzie Street 1
- ○ McKenzie Street 2
- ○ McKenzie Street 3
- ○ Myrtle Avenue
- ○ Oak Street 1
- ○ Oak Street 2
- ○ Pecan Street
- ○ Poplar Street
- ○ Riviera Boulevard
- ○ Roosevelt Avenue
- ○ US 98

Tell Us About Yourself

The following questions are optional. Your responses will help us understand who in the community we are reaching with this survey. Your responses will remain anonymous, and no one will be able to identify you or your answers.

1. What is your age? (Select one)

- ○ Under 18 years old
- ○ 18 – 24
- ○ 25 – 44
- ○ 45 – 64
- ○ 65 – 74
- ○ 75 or older
- ○ Prefer not to answer

2. What is your gender identity? (Select one)

- ○ Male
- ○ Female
- ○ Other (please specify) _____
- ○ Prefer not to answer

3. What is your household income? (Select one)

- ○ Less than $25,000
- ○ $25,000 to less than $50,000
- ○ $50,000 to less than $75,000
- ○ $75,000 to less than $100,000
- ○ $100,000 to less than $150,000
- ○ $150,000 or more
- ○ Prefer not to answer

4. Select the racial or ethnic group with which you identify? (Select all that apply)

- ☐ White
- ☐ Hispanic, Latino, Spanish
- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ Multiracial
- ☐ Prefer not to answer

5. Select the option that best fits your current occupation:

- ○ Student
- ○ Part-time employment
- ○ Full-time employment
- ○ Military
- ○ Retired, homemaker, unemployed, or unable to work
- ○ Prefer not to answer

PublicCoordinate Comments - Foley Public Engagement Round 1			
Comment	**Replies**	**Comment Location**	
		Latitude	**Longitude**
Good morning City Council. I was unable to attend the road safety meeting , but I wanted to provide input. We have a severe problem extreme speeding on North Pine Street and Rosetta Ave behind the hospital. We have witnessed cats and squirrels killed. Earlier in the year there was a motorcycle and car collision at stop sign of pine and Rosetta and two teenage boys sped late one night and took out my elderly neighbor's palm tree on Rosetta. We have had Foley Police place traffic monitors on pine but that only works when those are in place. The officer I spoke with who works in traffic division did not even know that the speed limit on pine is 30. He thought it was 35. To which speeders are usually doing 40 and above. I also requested officers patrol our streets, but they never do. It would be so wonderful to see them in the neighborhood. My husband and I bought our older home and are renovating it. This was once an upscale area of town. Since Foley is spending so much time and effort revitalizing old town Foley, hospital expansion, Medical overlay district plan we hope more law enforcement in the area to protect the city's investments. My final opinion is also that we have a large senior citizen population in this neighborhood who likes to walk their dogs daily. I have witnessed many days my elderly neighbor's having to dodge speeding vehicles as they try to walk and enjoy the day. Please help us here!!?????	N/A	30.4236421280521	-87.687510960733
Signal needs to be adjusted	N/A	30.4064026990053	-87.6850124323699
Hard to turn left onto CR12 from S. Hickory due to the road coming over a hill. You have to pull out very quickly incase someone is coming up behind you.	N/A	30.3557400257817	-87.7002212484846
Very dangerous to try and cross from Academy to Walmart. Need to close the cut through and make it one way.	*Original Comment*	30.38118568531	-87.6858494671457
Very dangerous to try and cross from Academy to Walmart. Need to close the cut through and make it one way.	Agree. Something needs to be done here.	30.38118568531	-87.6858494671457
Lights need to be adjusted. Hard to turn left onto CR12 from Hwy59. Light only lets through 3 or 4 cars. CR12 east backs up significantly on Sunday as there are some very large churches on this road. Timing should be adjusted to account for that day and new right turn lanes installed.	*Original Comment*	30.3555170808095	-87.6832167100772
Lights need to be adjusted. Hard to turn left onto CR12 from Hwy59. Light only lets through 3 or 4 cars. CR12 east backs up significantly on Sunday as there are some very large churches on this road. Timing should be adjusted to account for that day and new right turn lanes installed.	Agree with recent comments. Need to ajust turning light time.	30.3555170808095	-87.6832167100772
Crossing 59 here is extremely dangerous as the lanes do not match on the West and East side of the intersection. I have had many close calls because drivers new to the area are not aware that the lane for right hand turn on the West side lines up with the through traffic lane on the opposite side. Not to mention that the through laneon the West side lines up with the left turning lane on the East side. I assume it was engineers at ALDOT who came up with this gem as it was created in 2006 when they resurfaced 59, but it is madness.	N/A	30.3994490145305	-87.6833769542693
A stop sign or traffic circus should be considered for th intersection. At present, there is nothing. Individuals are aware of this and turn off Oak Street or Alston Street and acelerate aggressively and drive at a high rate of speed numerous times a day. There are	N/A	30.4031232267577	-87.6872389087351
Right and left turn lanes on CoRd 12 would help eliminate traffic backup there. The traffic lights there will only allow a few cars through in each direction off of CoRd 12. It's very bad on Sunday morning with church traffic.	N/A	30.3556812022606	-87.6830324159179
A better parking solution for Goodyear and Drowsy Poet needs to be considered. Cars are blindly backing out into the steet. Also it would help if the traffic signal for crossing 59 was green longer. Traffic backs up and results into a mad dash to get across in time.	N/A	30.4042278274689	-87.6841694988593
Street lights are needed! There are pedestrian/bike lanes but after dark you cannot see people using them. Or worse, they sometimes use the street and they cannot be seen. is it going to take a child or someone to be killed before the city realizes that street lights in the old part of town are needed? Seriously!! It is pretty basic stuff and the city has had more than a hundred years to accomplish this.	N/A	30.4030947077824	-87.6860782288692
From my understanding the city is planning a new aquatics center. If that means removing the existing ppol facillity, then serious consideration should be given to making Pine Street connect to Roossevelt Avenue to provide another North to South throughway from the school.	N/A	30.4024907375722	-87.6872124279286
Some serious consideration should be givent to connecting S. Juniper Street to N. juniper Street through the woods here. This would provide an additional North South alternative to 59 and connect the expressway to the southside of the city.	N/A	30.4069173659948	-87.6749675685479
The City should work with the Count on formulating a plan to pave this section of CR 65. This will provide an altrernate route to 59 from CR 28 all the way to CR10 on the South end of town.	N/A	30.4368000194894	-87.7172353905808
Little Rock Road should be extended to the West to connect to Engel Lane. This would provide an alternate route 98 by routing traffic from CR 55 to the Foley Beach Express and thus relieving traffic through downtown.	N/A	30.4212735720873	-87.7256544970868
Add street lights. Pride Drive is entirely too dark especially considering its proximity to athletic fields and neighborhoods. People are more likely to walk and bike on streets that they feel they will not be struck by cars.	N/A	30.3805004809517	-87.6674409911809
Plan for a service road next to the Foley Beach Express. Keep the beach express open and flowing.	N/A	30.4068304237159	-87.6474989881974
Major improvements need here. Vehicles are backed up for multiple light cycles.	*Original Comment*	30.3918511163231	-87.7003070604803
Major improvements need here. Vehicles are backed up for multiple light cycles.	Subdivision resident cannot get out of their driveway because of the traffic backed up.	30.3918511163231	-87.7003070604803
This is one of the worst areas in Foley. Something has to be done with vehicles crossing traffic and trying to turn multiple directions. Traffic backs up trying to get into CFA. This area should be priority.	N/A	30.3701671037895	-87.6816901623835
E. Azalea should be considered for extrension to the the expressway to provide an East to West corrior that parellels 98.	N/A	30.3995173298382	-87.6623888084283
E. Michigan should be considered for extrension to the the expressway to provide an East to West corrior that parellels 98. This route in particular has the advantage of already extending acros CR 65 and 49 which are already alternate routes to 59.	N/A	30.392336873605	-87.662385411944
This road is a private road and it's access to CR 20 is dangerous. The city should remove the access and limit access and exit through the traffic light at Abbey Road and the future Juniper Street Extension.	N/A	30.3701941249288	-87.6817562525539
This is the worst intersection in Foley. Traffic going east and west is confusing and causes so many wrecks.	N/A	30.3994551875854	-87.6833238830823
Field of sight is obstructed if you're in the left turn lane because the right lane has to move up so far. This is due to the hill on the right hand side of CR20S.	*Original Comment*	30.3631165852938	-87.7002059833642
Field of sight is obstructed if you're in the left turn lane because the right lane has to move up so far. This is due to the hill on the right hand side of CR20S.	Disregard. Selected wrong area.	30.3631165852938	-87.7002059833642

In-Person Map Comments - Foley Public Engagement Round 1	
Roadway	**Concern**
59 at E 12	signal timing
CR 20 W at S Pine St	3-way stop
CR 20/Miflin Rd at Foley Beach Expressway	poor signal timing
CR 12	widen to allow for traffic associated with housing expansion
CR 12 at S Hickory St	all-way stop or signal
CR 26/W Michigan Ave at S Hickory St	bad signal timing in PM
S Juniper St	extend sidewalk north
AL 59 or W Michigan Ave	analyze speed limit
W Azaela Ave at S Cedar St	marked bike lane missing
AL 59 at Laurel Ave	3-4 cars go thru left signal (east and west)
SR 59 and US 98	improve pedestrian safety in downtown Foley
Berry Ave at AL 59	signal is slow to turn for the turning movement onto AL 59
CR 10 at AL 59	longer turn lane for traffic headed north into Foley
CR 12 at AL 59	needs lighting, too long to cross, needs turn lanes on CR 12 with arrows
CR 12 at S Hickory St	unsafe intersection, sight lines on CR 12 from Hickory is an issue
Pride Dr at AL 59	longer east/west signal timing
S Juniper St at E Rivera Blvd	needs to be widened or add turn lanes
CR 26/W Michigan Ave at CR 65	lights or turning lanes
US 98 at Venice Blvd/Hunters Chase Dr	needs turning lane
W Orange Ave at Oak St	traffic circle
Azalea Ave at AL 59	extend length of time for those turning north onto AL 59
Cedar St from US 98 to W Peachtree Ave	stipes, painted sidewalks
US 98/E Laurel Ave at Foley Beach Expressway	needs longer signal timings for east/west movements
connect Pecan St	connectivity
near CR 24 and CR 28	connectivity

Online Survey Additional Comments - Foley Public Engagement Round 1
Cool it on the new construction. Allow infrastructure to be in place before anymore new construction comes in. Repurpose buildings not being used instead of clearing land. Leave green space instead of ugly chain places. Fix the dips in the middle of the road on 59.
Maybe signs somewhere that say "yield to pedestrians". Do not lower speed limit, it already takes too much time driving in Foley. Fix traffic lights on CO Rd 20 by Owa, so they don't constantly stop traffic. Repaint parking lines in downtown street parking. Stop spending money on raised curbs and unnecessary that keep making backups from construction. Stop encouraging more foreign immigrants to come here to work.
City expand budget to hire more law enforcement to provide better traffic law enforcement
CR20 extension to CR65
On a personal note, our daughter was involved in a near fatal pedestrian vs vehicle accident in March 2022 at the intersection of 98 and Chicago St. There are numerous events that are held in Heritage Park, yet safety for crossing the street in that area is lacking on the south side of the park. It is a highly congested area and I think there needs to be focus there for more safety.
What is unfortunate is that there is no consideration in this list for lighting of the streets. I live in the historic doantown area, next to Max Griffin Park (specifically next to the kids park). At night the streets are pitch black if the ball park lights are off. It is woefully irresponsible of the city to develop parks and shared bike paths in this neighborhood and the surrounding area. I mean it seems pretty basic to me. I have nearly hit numerous pedestrians and bike riders after dark while backing out of driveway. My neighbors have had the same issue. Yet we have lights on our alleys. I get that the the powerlines are in the alleys an therefore it is cheaper and easier to add lighting there, but you are playing with people's safety and lives. Especially when you added these paths and are encouraging people to use them. And it is not just my neighborhood. it is all of the older streets in town that are like this.
Turning lanes at every single intersection that goes East or West off of 59.
Ensure that city streets are not too narrow to accommodate the larger city vehicles. Minimum road width by the adopted code is 20 feet wide exclusive of curbs and shoulders.
The City of Foley requires improved crosswalks, including a new pedestrian crosswalk near Sonic on the south end and a better crosswalk at 59/98, possibly with an island in the middle for pedestrians to wait for a chance to complete crossing. Most of our neighborhoods are in the dark due to no street lighting ever being installed. We need better sidewalks, a perfect example is the sidewalk across the street from the Civic Center. Is there a way to improve driving down 59S. The intersection of 59 and Azalea is an utter nightmare. No one understands the flow pattern because the street does not align going across. This entire intersection needs to be completely replaced.
I don't know to improve this but people are constantly running stop signs. Also please improve awareness of pedestrians and right of ways. We are trying to improve downtown so much and part of that is making it walkable. But there aren't enough crosswalks and drivers ignore the ones we have. I rarely feel safe crossing the street and I use the bike lanes, crosswalks, sidewalks and trails daily.
More fire stations, better ambulance service, service roads! Build service road next to beach express before it looks like 59!
I hated the idea of the Michigan left turns (going past the intersection then u-turning) when it was first enacted, but I see how much smoother and safer intersections can be and it might be appropriate for 59. Just too many ways to turn, stop, do stupid stuff on 59!
Nope just grateful you're investing in it. Please make sure to correctly budget for maintenance of any improvements.
I thought several years ago we were supposed to have better bike lanes but that does not seem to have materialised.
There has been much talk over dividing 59 with a green median where the turning lane is now continuous - let's see some action on that. Traffic calming is something that would be really beneficial, especially through our downtown/mainstreet area.
Most streets are so dark. Some street lights would be wonderful. I wish that James Rd connected down to County Rd 10, or at least to Keller Rd. If North Juniper and South Juniper would connect through, it would be amazing and a huge benefit to not drive down 59 or the Foley Beach Express during the summer crazy traffic. Many intersections don't have a green arrow and it is scary to turn with the neverending flow of oncoming traffic. Even if there are no turn lanes you can still put an arrow and make each side take a turn. Roundabouts are confusing and scary. Please don't replace traffic lights with roundabouts. You rely on the kindness of others to let you in, and people aren't kind.
Options other than HWY 59 to get to and from work and around the City especially when tourism traffic is at its highest. I have sat through redlights 4-5 times on 59. Maybe it would be possible opion to add an additional lane to exit at high traffic stops similar to the lane at Tanger on 59.

PublicCoordinate/Online Comments - Foley Public Engagement Round 2	
Project	**Comments**
Oak Street 1	reduce the speed limit thru the park to 10 mph. this is a active park use area, ball field and kids play area and picnic pavilioins. change it to a parking area with 10 mph speed limit.
Chicago Street	Keep in mind the post office parking is already crowded. Looks like waste of resources.
Hickory Street	put a regular traffic light at 12/hickory. reduce speed limit to 35 for the entire length of hickory. start work immediately on the hickory cr 20 extension to cr 65. 4 way stop at Hickory and cr 20S due to apartments and subdivisions.
McKenzie Street 1	I don't think a median is needed in most spots, might even cause traffic backups, as others will no longer be able to get inside the center lane because of the median and would start to block traffic. If you plan to put braille for the blind on the 59 crosswalks it should read "high risk of death" or "people in this town don't yield to pedestrians". I would like better lighting in spots where pedestrians cross at night, like in the area by the hotels, Popeye's and Dodges gas station.
McKenzie Street 3	add green arrows for left turns from Keller to 59
Alston Street	Don't see a need for this. Would this take away the center lane for those turning? If so it would slow traffic.
Alston Street	Remove some stop signs to relieve congestion and speeding issues on Pine Street.
James Road	Depending on the time of day, this can be a very dangerous intersection. James has become a more often used north/south corridor. The addition of businesses and housing on James has made it worse. Cr12 is experiencing a tremendous amount of traffic. If we aren’t going to quail the growth, we have to make adjustments to accommodate it.
Hickory Street	Since cr 20 is going to be extended to cr 65 across Hickory one day I suggest a four way stop until that happens to cut down on accidents at that intersection even before our neighborhood was finished I lived in the second house in Majestic Manor and they landed a life flight in the neighborhood. So accidents have been happening there for a long time. A stop sign would make people slow down and let people turn with less accidents. That has needed to be done for a long time and it is pretty simple to do. I know there is a turning lane which makes it worse because the traffic is so heavy on Hickory now with all the building

In-Person Map Comments - Foley Public Engagement Round 2	
Project/Location	**Comment**
Pride Drive	Access management between Walmart and Academy!
Chicago St	Need flashing light crosswalk. Rose Trail across Laurel.
CR-12	Address traffic issue at 12 & 65. Turn lanes in each direction.
CR-12	Lack of speed limit enforcement, refusal to post stop signs, speed bumps, etc.
CR-12	Need street lights on CR-12.
S Hickory St	Address intersection of CR 12 and Hickory. Intersection needs to be widened, difficult turning west onto CR 12; adding turn lanes would be beneficial; several subdivisions have been added on Hickory and traffic has increased beyond what it is designed to handle. No roundabout. All of Hickory needs work. Better signs and turn lanes at major intersections.
Hickory at CR-12	Increased traffic has caused a dangerous interesction at Hickory/CR-12.
James Rd	Need stoplight at James & 12. Per Chief Darby - recent severe crashes @ James and CR-12, SB sight distance issue
SR-59 (1)	Slow down traffic; break up TWLTL
SR-59 (2)	Medians green dropped intermittently along 59
General comment	Right hand turn lanes on two lane roads to allow left turn backups.

Appendix C: Policy and Process Review

Policy and Process Review

City of Foley Land Development Ordinance Recommendations

- Extension of driveway radii from 3 feet minimum to 10 feet minimum, with a specification of ALDOT standards on ADA compliance (Section 2-2.2.3)
- Adding a requirement of traffic control plans when a right-of-way application is submitted (Section 2-2.1.2)
- Adding a provision to minimize site distance conflicts near intersecting streets in evaluating green space utilization (Section 3-2.2.2)
- Update the design of open channels for storm water conveyance: Slope paved headwalls perpendicular to the travel way must be 4:1 or flatter. Slope paved headwalls parallel with the travel way must be 6:1 or flatter (Section 3-3.3.3)
- Traffic impact requirements to not include an increased trip rate to trigger a study, due to differing trip distributions based on its usage (Section 3-4.2.2)
- Add an additional requirement to perform an intersection control evaluation when a development plans to have streets converging upon a point that promotes congestion, and update to specify the minimum access spacing per parcel, using ALDOT's Access Management Manual for specifics (Section 3-5.1)
- Re-evaluate the minimum roadway widths per classification to help meet the roadway's intended classification and speed (Section 3-5.2)
- Updating the curb and gutters section to allow for the largest design vehicle to enter the site (Section 3-5.3)
- Adding a turn lane warrant requirement in the intersection, tangents, and horizontal curves section (Section 3-5.4)
- Adding a requirement to install MUTCD compliant object markers on dead-end streets (Section 3-5.5)
- Adding access management principles to improve operational safety and include a maximum number of curbs per linear foot of frontage to minimize access points (Section 3-5.7)
- Update traffic signal requirements to include the current industry standards (Section 3-5.8)
- Considerations to reference the ALDOT Vulnerable Road User Safety Assessment for future LDO planning.
- Adopting traffic calming principles from the USDOT's Federal Highway Administration in future LDO updates.
- Adding a section that defines the requesting, analyzing, and speed limits based on the current guidelines from ALDOT and FHWA
- Adding a section that requires the developer to consult this Safety Action Plan and the City of Foley engineering department to determine if any safety projects are proposed along the frontage of their development. The developer should be required to incorporate or accommodate proposed safety improvements as applicable.

Traffic Impact Study (TIS) Requirement Recommendations (City of Foley's Ordinance 1025-08)

- Detail the threshold for triggering a report from the details contained in the LDO.
- Revise the "change in use" requirements to match the revised LDO from above (Section iii and Chapter 2, page 2)
- Adding verbiage on the minimum thresholds for the TIS study limits (Chapter 2, page 3)
- Adding a requirement to be proficient in traffic simulation modeling (Chapter 2, page 4)
- Adding a requirement to analyze crash data within the defined study limits (Chapter 2, page 4)
- Stating that any development getting access on a state or federal route needs to reference the ALDOT Access Management Manual for TIS requirements (Chapter 4, page 7)
- Revising the description of the 6-hour turning movement to remove the exact peak periods for peak timings and allow for flexibility for the 2-hour peak periods for peak timings, due to the differing developments and uses (Chapter 5, page 9)
- Allow for other alternative ways for trip generation rather than just ITE (Chapter 7, page 13)
- Adding details in terms of a left turn lane design to help provide a safety benefit (Chapter 7, page 17)

Traffic Impact Study Requirement Form Recommendations

- Add section for the name of the development and the name of the property owner.
- Add section for the applicant to provide the horizon development year for each phase, if applicable.
- Add a section asking the development what the largest design vehicle will be for the site.
- Add a section for the applicant to relay which adjacent intersections will be included in the study.