

## **Public Safety and Transportation Committee**

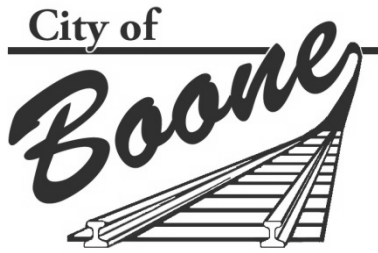
**Date of Meeting:** February 28, 2024

**Time of Meeting:** 4:30 P.M.

**Place of Meeting:** Council Chamber at City Hall  
(923 8th Street, Second Floor)

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1. Call Meeting to Order.
2. Approve Minutes from the December 27, 2023, Meeting.
3. Request to Place Signs in City Right-of-Way on Story Street for Easter Event. –  
Jacquie Frick.
4. Adopt-A-Street Litter Removal Program Application for SE Marshall Street. –  
Jacquie Frick.
5. Discuss Changing Parking Ordinance on Hancock Drive. – Henson.
6. Other Business.
7. Adjourn.



## Public Safety and Transportation Committee

**Date of Meeting:** December 27, 2023

**Time of Meeting:** 4:30 P.M.

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1. Call Meeting to Order.

*Present: Hilsabeck, Angstrom, Byrd.*

*Others Present: Andrews, Majors, Wiebold, Turbes*

2. Approve Minutes from the June 27, 2023, Meeting.

*Hilsabeck moved; Angstrom seconded to approve the minutes from the June 27, 2023, Public Safety meeting. Ayes: all those in attendance. Nays: none.*

3. Review Street Closure Application, 1805 Hancock Drive, Ledges Elementary School for February 8, 2024.

*Chief Wiebold stated that Ledges Elementary PTO submitted a Street Closure application asking for permission to allow parking on the north side of Hancock Drive, going west, for a school event February 8, 2024. Wiebold advised that he and Andrews have always been very clear that Hancock Drive remain no parking due to the street being narrow with a curve. Angstrom moved; Byrd seconded to deny the Street Closure application submitted by Ledges Elementary asking permission for street parking on Hancock Drive for a school event February 8, 2024. Ayes: all those in attendance. Nays: none.*

4. Review Adopt-A-Street Signs. – Waylon Andrews.

*Andrews presented two 12” by 18” designs for Adopt-a-Street signs to the Committee. Andrews advised that he had reached out to the company that did our last signs but did not hear back so he has to start new. Angstrom asked if Andrews could reach out to the landfill about receiving the litter and if they are currently a sponsor. Angstrom moved; Hilsabeck seconded to move forward with the second sign option with a smaller name plaque below it. Ayes: all those in attendance. Nays: none.*

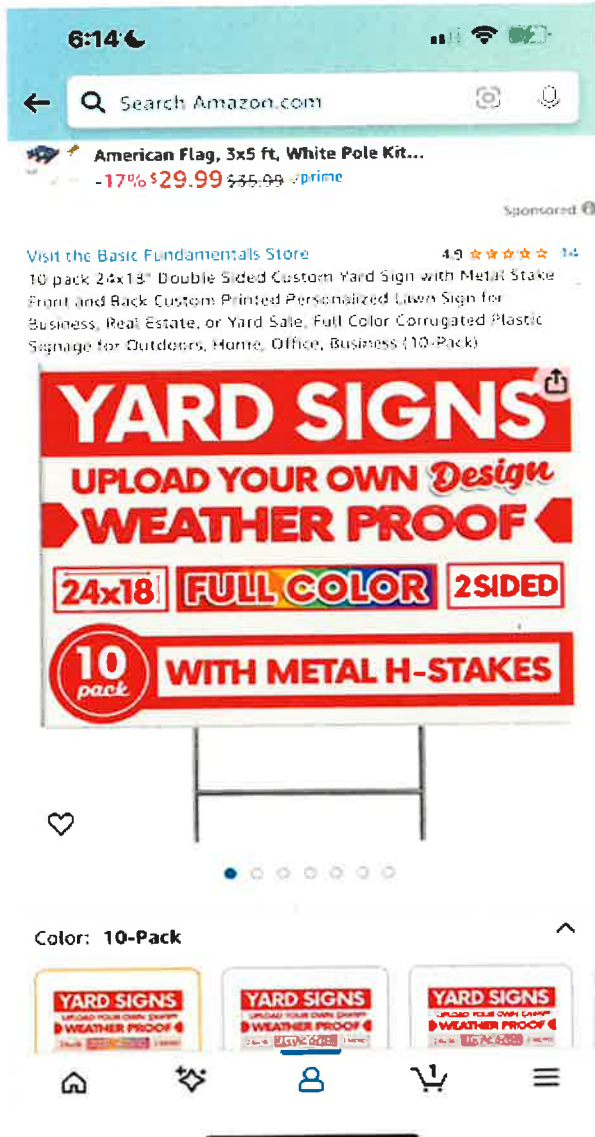
5. Other Business.

6. Adjourn.

*4:41 p.m.*

Waylon gave me your contact information regarding signs I'd like permission to post for a huge event I'm organizing for Boone community which is a free Easter meal/free Easter basket giveaway on Easter Day. I recorded an AD that will Air starting this week on KWBG about the event. I have over 250 4 H kids in Boone donating and preparing Easter baskets for this event out of their own pockets! Several businesses donating food and other items as well! Could you please listen to the recording that will be sent following this email? Id like to ask if I can get approved to post a sign of this size(below) on the city property at the 4 way at Maime and Story st. as well at the lights coming out of pizza ranch and circle K on south story! I am a huge supporter and volunteer in Boone for the hungry and poverty stricken. The event is all donations and out of pocket! I also adopted several roads for cleanup in Boone and got approved! Please consider taking this request to the next board on the 28 th so I can potentially post the signs by 1st week in March. Waylon said I likely do not need permission if it's private property such as one's yard. Is that correct? Thank you!

Jacque Frick



Thanks >

Number \_\_\_\_\_

APPLICATION FOR CITY OF BOONE ADOPT-A-STREET LITTER REMOVAL PROGRAM  
BOONE, IA 50036

Initial Application \_\_\_ Renewal Application \_\_\_

SPONSOR: Jacquie Frick  
Name of Sponsor (Organization, Group or Individual)

4510 Twain Cir. Unit 102  
Mailing Address (Street, P.O. Box, City, State, Zip Code)

Ames, IA 50014  
Name of Contact Person Address Phone # Ext.

The area is located on Street The frontage Road in front of Pat Clemons / Wal-Mart  
Beginning at Spwy 30 4 way Ace Hardware → all the way going East ~~to~~ Moffitts  
And ending at Moffitts (It's full of trash)

Approval is hereby requested by the above organization, group, or individual, hereinafter referred to as "Sponsor" to enter the City of Boone Streets to perform litter removal on the above-described street/streets.

The City of Boone reserves the right to terminate this agreement and remove the Adopt-A-Street signs when in the sole judgment of the City it is found that the sponsor(s) has not met the terms and conditions of this agreement.

This agreement shall remain in force from \_\_\_\_\_ until \_\_\_\_\_

Sponsor(s) agrees to indemnify and hold harmless the City of Boone, Boone City Council, Boone City Engineer, the Boone County Landfill, and employees of those entities from all liability, judgment, costs including reasonable attorney fees, expenses and claims growing out of damages, or alleged damages of any nature whatsoever to any person, property or third party arising out of the performance or non-performance of said work.

Jacquie Frick \_\_\_\_\_ 2-21-24  
Sponsor Contact Person Signature Date

\_\_\_\_\_  
Boone City Administrator Signature Date

\_\_\_\_\_  
Mayor of Boone Date

- on North side of Hwy. 30 in front of Pat Clemons → Moffitts

\* It Needs to stay cleaned up. I have cleaned it twice but very heavy trash frequently

**Table 5C-1.01: Preferred Roadway Elements**  
Elements Related to Functional Classification

Design Element	Local		Collector		Arterial	
	R	C/I	R	C/I	R	C/I
<b>General</b>						
Design level of service <sup>1</sup>	D	D	C/D	C/D	C/D	C/D
Lane width (single lane) (ft) <sup>2</sup>	10.5	12	12	12	12	12
Two-way left-turn lanes (TWLTL) (ft)	N/A	N/A	14	14	14	14
Width of new bridges (ft) <sup>3</sup>	See Footnote 3					
Width of bridges to remain in place (ft) <sup>4</sup>	-----	-----	-----	-----	-----	-----
Vertical clearance (ft) <sup>5</sup>	14.5	14.5	14.5	14.5	16.5	16.5
Object setback (ft) <sup>6</sup>	3	3	3	3	3	3
Clear zone (ft)	Refer to Table 5C-1.03, Table 5C-1.04, and 5C-1, C, 1					
<b>Urban</b>						
Curb offset (ft) <sup>7</sup>	2	2	2	3	3	3
Parking lane width (ft)	8	8	8	10	N/A	N/A
Roadway width with parking on one side <sup>x</sup>	26/27/31 <sup>9</sup>	34	34	37	N/A	N/A
Roadway width without parking <sup>10</sup>	26	31	31	31	31	31
Raised median with left-turn lane (ft) <sup>11</sup>	N/A	N/A	19.5	20.5	20.5	20.5
Cul-de-sac radius (ft)	45/48 <sup>12</sup>	45/48 <sup>12</sup>	N/A	N/A	N/A	N/A
<b>Rural Sections in Urban Areas</b>						
Shoulder width (ft)						
ADT: under 400	4	4	6	6	10	10
ADT: 400 to 1,500	6	6	6	6	10	10
ADT: 1,500 to 2000	8	8	8	8	10	10
ADT: above 2,000	8	8	8	8	10	10
Foreslope (H:V)	4:1	4:1	4:1	4:1	6:1	6:1
Backslope (H:V)	4:1	4:1	4:1	4:1	4:1	4:1

R = Residential, C/I = Commercial/Industrial

Elements Related to Design Speed

Design Element	Design Speed, mph <sup>13</sup>							
	25	30	35	40	45	50	55	60
Stopping sight distance (ft)	155	200	250	305	360	425	495	570
Passing sight distance (ft)	900	1090	1,280	1,470	1,625	1,835	1,985	2,135
Min. horizontal curve radius (ft) <sup>14</sup>	198	333	510	762	1,039	926	1,190	1,500
Min. vertical curve length (ft)	50	75	105	120	135	150	165	180
Min. rate of vertical curvature, Crest (K) <sup>15</sup>	18	30	47	71	98	136	185	245
Min. rate of vertical curvature, Sag (K)	26	37	49	64	79	96	115	136
Minimum gradient (percent)	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Maximum gradient (percent)	5	5	5	5	5	5	5	5

Note: For federal-aid projects, documentation must be provided to explain why the preferred values are not being met. For non-federal aid projects, the designer must contact the Jurisdiction to determine what level of documentation, if any, is required prior to utilizing design values between the "Preferred" and "Acceptable" tables.

Table 5C-1.01 Footnotes:

- <sup>1</sup> Number of traffic lanes, turn lanes, intersection configuration, etc. should be designed to provide the overall specified LOS at the design year ADT. Two LOS values are shown for collectors and arterials. The first indicates the minimum overall LOS for the roadway as a whole; the second is the minimum LOS for individual movements at intersections.
- <sup>2</sup> Width shown is for through lanes and turn lanes.
- <sup>3</sup> Bridge width is measured as the clear width between curbs or railings. Minimum bridge width is based upon the width of the traveled way (lane widths) plus 4 feet clearance on each side; but no less than the curb-face to curb-face width of the approaching roadway. Minimum bridge widths do not include medians, turn lanes, parking, or sidewalks. At least one sidewalk should be extended across the bridge.
- <sup>4</sup> See Table 5C-1.02, for acceptable values for width of bridges to remain in place.
- <sup>5</sup> Vertical clearance includes a 0.5 foot allowance for future resurfacing.
- <sup>6</sup> Object setback does not apply to mailboxes constructed and installed according to US Postal Service regulations, including breakaway supports.
- <sup>7</sup> Values shown are measured from the edge of the traveled way to the back of curb. Curb offset is not required for turn lanes. On roadways with an anticipated posted speed of 45 mph or greater, mountable curbs are required. For pavements with gutterline jointing, the curb offset should be equal to or greater than the distance between the back of curb and longitudinal gutterline joint.
- <sup>8</sup> Parking is allowed along one side of local or collector streets unless restricted by the Jurisdiction. Some jurisdictions allow parking on both sides of the street. When this occurs, each jurisdiction will set their own standards to allow for proper clearances, including passage of large emergency vehicles. Parking is normally not allowed along arterial roadways.
- <sup>9</sup> For local, low volume residential streets, two free flowing lanes are not required and a 26 foot or 31 foot (back to back) roadway may be used where parking is allowed on one side or both sides respectively. For higher volume residential streets, which require two continuously free flowing traffic lanes, a 31 foot or 37 foot roadway should be used for one sided or two sided parking respectively. The minimum street width with parking on one side stipulated in the 2018 International Fire Code is 27 foot back to back. Some jurisdictions allow narrower street widths in low density residential areas due to the size of their firefighting apparatus.
- <sup>10</sup> Some minimum roadway widths have been increased to match standard roadway widths. Unless approved by the Jurisdiction, all two lane roadways must comply with standard widths of 26, 31, 34, or 37 feet.
- <sup>11</sup> Median width is measured between the edges of the traveled way of the inside lanes and includes the curb offset on each side of the median. Values include a left turn lane with a 6 foot raised median as required to accommodate a pedestrian access route (refer to [Chapter 12](#)) through the median (crosswalk cut through). At locations where a crosswalk does not cut through the median, the widths shown can be reduced by 2 feet to provide a 4 foot raised median.
- <sup>12</sup> The minimum cul-de-sac radius stipulated by the 2018 International Fire Code is 48 feet. Some jurisdictions allow lesser radii due to the size of their firefighting apparatus.
- <sup>13</sup> It is preferred to select a design speed that is at least 5 mph greater than the anticipated posted speed limit of the roadway. Selecting a design speed equal to the posted speed limit may also be acceptable and should be evaluated on a project by project basis, subject to approval of the Engineer.
- <sup>14</sup> Values for low design speed (<50 mph) assume no removal of crown (i.e. negative 2% superelevation on outside of curve). Radii for design speeds of 50 mph or greater are based upon a superelevation rate of 4%. For radii corresponding to other superelevation rates, refer to the AASHTO's Green Book.
- <sup>15</sup> Assumes stopping sight distance with 6 inch object.