



October 24, 2018

TO: City Council Transportation Energy & Utilities Committee

FROM: Phillip Peterson, DPW Associate Engineer

CC: Chapin Spencer, DPW Director
Norm Baldwin PE, City Engineer
Nicole Losch PTP, Senior Transportation Planner

RE: Narrow Streets Policy Development and Recommendations Update

Background:

In dense urban neighborhoods there are many competing uses of the right-of-way. Residents routinely seek to have the City maximize on-street parking, especially in historic neighborhoods where limited off-street parking exists. This parking demand must be balanced with the needs of emergency services and street maintenance crews to ensure safe travel along our roadways and efficient response times to emergency calls.

The DPW Staff is responsible for receiving and evaluating requests seeking to alter parking and traffic regulations. Staff recommendations, if they require ordinance changes, are brought to the DPW Commission for their approval. Over the years, individual requests to remove parking in these dense urban neighborhoods to improve street maintenance and/or emergency access have been controversial and often lead to questions about fairness and equity between streets with similar characteristics.

Given the continued debates on some of these narrow residential streets, DPW staff and the DPW Commission Chair agreed in late 2017 that the best course of action would be to take a comprehensive look at narrow streets citywide and bring forward a policy that can guide decisions to ensure fairness moving forward. DPW staff brought its draft Narrow Streets Policy to the Commission for its review in January 2018. Based on Commission and Staff feedback, the Policy was modified and signed. Based on the Narrow Streets Policy, staff is bringing forward proposed recommendations detailed below.

Recommendations:

Staff recommends the DPW Commission adopt:

1. Restricting parking on the East side of Latham Court from December 1 to March 30.
2. Restricting parking on the East side of Germain Street from December 1 to March 30.

Purpose & Need:

As was described in the January 2018 Commission meeting packet, the purpose of the Narrow Streets Policy "is to establish guidelines and standards for emergency access and snow removal on narrow streets with on-street parking. The need for this policy is to ensure equitable consideration of parking needs and public safety

According to DPW's Narrow Street Policy, a narrow street is defined as a street which:

1. Is 28 feet wide or less;
2. Has on-street parking on one or both sides;
3. Has one-way or two-way traffic;
4. Is not typically a transit route;
5. Is categorized as a local or neighborhood street.

Based on these parameters, staff identified 116 narrow streets within the city of Burlington.

EMERGENCY SERVICE & WINTER MAINTENANCE NEEDS

Street width affects the capability of emergency service vehicles to rapidly reach a fire or medical emergency and for emergency personnel to efficiently set up and use their equipment. The access requirements for emergency response vehicles are driven, in part, by National Fire Protection Codes. Narrow streets may also limit access by plow trucks and may increase the risk of damage to vehicles and to plow drivers' driving records.

The principal motivation behind this project has been ensuring emergency vehicles have sufficient mobility and access to narrow streets, where on-street parking often poses significant challenges to wide vehicles. After discussions with City Fire Marshal Barry Simays, it was found that City fire engines typically require 16 feet of stable space for deployment of jacks which stabilize their aerial ladders. However, it is possible for some engines to deploy jacks either directly underneath the truck or only on one side of the truck, reducing the roadway width requirements to 8.25' and 12.5', respectively. After a final analysis, BFD has determined that fourteen (14') feet is the BFD minimum preferred width for clearance.

DPW staff worked in collaboration with the DPW Street Maintenance team and the Burlington Fire Department (BFD) on identifying streets on this list which were of the most concern. Data was collected along narrow streets recommended by the winter snow removal team as well as the City Fire Marshal: on-street parking occupancy, street width, and green belt width. Remaining available right-of-way widths were determined by taking into account parking space widths and considering the presence and width of green belts along these roads.

IMPLEMENTATION

DPW staff recommend a measured approach to implementing further seasonal parking restrictions on Narrow Streets. Our community has a long history of working and living within narrow rights of way. This approach will allow us to balance community needs, and BFD/Maintenance needs as we observe and analyze the impacts and results of further restrictions. Staff have concluded we should start Narrow Streets parking restrictions with the streets which are the most constraining for emergency responders

and maintenance teams; this is why Germain Street and Latham Court have been recommended for a one sided winter parking ban. Both Germain and Latham have less than 10 feet of travel width during winter.

There are currently two additional streets (Myrtle Street and Poplar Street) with less than 10 feet of travel width, but have existing parking restrictions on one side of the street. With parking prohibited on one side of the street, it gives winter maintenance the ability to use the curb to remove snow and BFD the ability to mount the curb and sidewalk. Additionally, our winter maintenance team has successfully managed both of these streets using a temporary parking ban on the entire street. Because of these attributes, additional parking restrictions are not being advanced at this time. Both of these streets will be reviewed at a later date.

There are other streets which do not meet the BFD preferred minimum clearance width and Staff will conduct future evaluations on these streets. The following is a list of streets which have less than a 14' travel width and will be evaluated in the future to determine whether additional parking restrictions will be recommended under the Narrow Streets Policy:

1. Alfred St
2. Allen St
3. Catherine St
4. Charles St
5. Charlotte St
6. Dodds CT
7. Edgewood Ln
8. Elm Terr
9. Gove Ct
10. Hillcrest Rd
11. Hoover St
12. Ledgemere Ct
13. Luck St
14. Ludwig Ct
15. Oakland Terr
16. Perrotta Pl
17. Pomeroy St
18. Russell St
19. St Mary's St
20. Strong St

DPW staff are looking for feedback on our recommendations before bringing them to the DPW Commission for their consideration.

NEXT STEPS:

- Outreach: Consistent with our Public Engagement Plan, staff will notify residents on the streets identified for additional parking restrictions.
- Public Meeting: We will host a public meeting to discuss our proposal and get feedback.
- Commission Meeting: We will bring our recommendation to either the November or December 2018 Commission meeting for action.

Please don't hesitate to contact us with any questions or feedback. Thank you.

Attachments:

1. Narrow Streets Summary Table with Recommendations

NARROW STREETS - SUMMARY TABLE WITH RECOMMENDATIONS									
Street Information		Width Information				Current Conditions		Recommended Conditions	
Name	Existing Restrictions	Overall Street Width	Overall Parking Width	GB Modifier	Occupancy Modifier	Existing Available	Avg Occupancy	Recommendation	
Germain St	None	26	16	-2	0	8	69%	One side winter	
Latham Ct	None	26	16	-2	0	8	42%	One side winter	
Myrtle St	Parking on one side	18	8	-2	0	8	58%	Future evaluation	
Poplar St	Parking on one side	18	8	-2	0	8	78%	Future evaluation	
Alfred St	None	26	16	0	0	10	42%	Future evaluation	
Beech St	Parking on one side	18	8	0	0	10	56%	Future evaluation	
BROWNS CT	Parking on one side	20	8	-2	0	10		Future evaluation	
Catherine St	None	26	16	0	0	10	41%	Future evaluation	
Charles St	None	26	16	0	0	10	48%	Future evaluation	
DODDS CT	None	26	16	0	0	10		Future evaluation	
Hillcrest Rd	None	26	16	-2	2	10	2%	Future evaluation	
Luck St	None	26	16	0	0	10	72%	Future evaluation	
PROCTOR PL	None	26	16	0	0	10		Future evaluation	
QUEEN CITY PARK R	None	26	16	0	0	10		Future evaluation	
Russell St	None	26	16	0	0	10	63%	Future evaluation	
ST MARY'S ST	None	26	16	0	0	10		Future evaluation	
Strong St	None	26	16	0	0	10	52%	Future evaluation	
Edgewood Ln	None	26	16	-1	2	11	5%	Future evaluation	
Pomeroy St	None	25	16	0	2	11	15%	Future evaluation	
ADSIT CT	Winter parking ban	20	8	0	0	12		Future evaluation	
Allen St	None	28	16	0	0	12	75%	Future evaluation	
Charlotte St	None	26	16	0	2	12	21%	Future evaluation	
Elm Terr	None	26	16	0	2	12	26%	Future evaluation	
Gove Ct	None	26	16	0	2	12	9%	Future evaluation	
Hoover St	None	26	16	0	2	12	22%	Future evaluation	
Ledgemere Ct	None	26	16	0	2	12	26%	Future evaluation	
Oakland Terr	None	26	16	0	2	12	0%	Future evaluation	
ORCHARD TERR	Parking on one side	20	8	0	0	12		Future evaluation	
Perrotta Pl	None	26	16	0	2	12	15%	Future evaluation	
SUMMER ST	Parking on one side	20	8	0	0	12		Future evaluation	
Ludwig Ct	None	26	16	0	3	13	37%	Future evaluation	
Convent Sq	Parking on one side	24	8	-2	0	14	58%	Future evaluation	
Cottage Gr	None	27	16	0	3	14	0%	Future evaluation	
DEFOREST RD	Parking on one side	21	8	-1	2	14	2%	Future evaluation	
Morse Pl	None	27	16	0	3	14	7%	Future evaluation	
		GB Modifier-	A street without a greenbelt loses one foot of travel width per side without a greenbelt.						
		Occupancy Modifier-	Any street with less than 40% occupancy gains an extra 2 feet of travel width.						