

	<p>POLICY & PROCEDURE MANUAL</p> <p>Title: Narrow Streets</p>
<p>Effective Date:</p>	<p>Approved by:</p>
<p>Number:</p>	<p>Signature:</p>

Purpose

This policy and procedure is intended to codify the City’s use of Narrow Streets. A narrow street in the City of Burlington is defined as a street which is 28 feet wide or less. Each narrow street may have other characteristics that influence policies and procedures. Additionally, this policy should be considered in parallel with the City’s use of Yield Streets when traffic calming is considered.

Background

A narrow street offers a place for better human interaction; where neighbors can meet, children can play, and residents can safely use bicycles for transportation. Narrow streets are less expensive to maintain, they reduce runoff and improve water quality, and slow travel speeds. However, 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.

Street width affects the capability of emergency service vehicles to rapidly reach a fire or medical emergency. Emergency service providers and residents have an expectation that neighborhood streets deliver acceptable space for emergency vehicles to quickly reach their destination and for emergency personnel to efficiently set up and use their equipment. The size of emergency response vehicles is driven, in part, by federal Occupational Health and Safety Administration (OSHA) requirements and City of Burlington service needs.

Similarly, street width affects the capability of snow removal operations. Narrow streets may limit access by plow trucks and may increase the risk of damage to vehicles and to plow drivers’ driving records.

Guidance

When parking opportunities are deficient, it is more possible that residents will park illegally in places that may block access to emergency service vehicles. DPW staff need to consider adopting Narrow Street Standards to make sure that adequate on-street and off-street parking opportunities will be available. Narrow residential streets may be 24 feet to 28 feet in width with parking on both sides. Narrow Streets lined with cars parked on both sides may not offer sufficient space for emergency personnel to efficiently set up and use their equipment once they have reached the scene of an emergency. Additionally, Narrow Streets lined with cars parked on both sides may not offer sufficient space for DPW Staff to properly conduct snow removal operations. Every potential creation of a narrow street must be evaluated based on existing site conditions, and the standards described herein are not meant to provide a definitive list of all possible relevant conditions.

Standards

1. In this context, a narrow street is defined as a street which:
 - a. Is 28 feet wide or less;
 - b. Has on-street parking on one or both sides;
 - c. Has one-way or two-way traffic;
 - d. Is not typically a transit route; and
 - e. Is categorized as a local or neighborhood street.
2. When snow presents challenges on narrow roads and on-street parking utilization is greater than 40%, seasonal parking restrictions on one side of the street may be considered during winter months (December 1 – March 31) to allow adequate width for plowing, emergency vehicle access, and trash / recycling service.
 - a. Parking restrictions seeking to address a perceived issue of safety or appropriate serviceability of a street can be proposed by either staff or members of the public. A process of vetting of the proposed restriction through meetings with affected residents, emergency service providers, and City Staff responsible for street maintenance will be part of the fact finding and consideration in rendering a recommendation to the Public Works Commission for their deliberations.
3. It is preferred that 14' of clear travel width is retained, however travel widths may be narrower depending on site conditions.
4. Representatives of DPW's Traffic Division and Engineering Division shall review any and all projects for Narrow Streets.
5. If snow removal and storage is an issue on a narrow street, consider snow storage locations, and whether temporary parking restrictions for snow plowing or storage will be required during winter months.
6. Geometric and topographic issues need to be a consideration when evaluating each Narrow Street.