

	<p>POLICY & PROCEDURE MANUAL</p> <p>Title: Narrow Streets & On-Street Parking</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, as per the City Engineer’s directive. 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

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.

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.

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.

The American Association of State Highway and Transportation Officials (AASHTO) is an organization which sets standards for protocols and guidelines on highway construction and design, air, rail, water, and public transportation.

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. Narrow streets are local streets (typically between 24'-28' wide).
 - a. Note: Given the challenges that snow presents on narrow roads, 24' wide streets would only be considered for yield street conditions if the street has very low automobile volume and low levels of parking utilization.
2. On-street parking utilization on both sides of the street should be less than 60%.
3. Yield and narrow streets are not typically part of the transit network.
4. Emergency response vehicles must be able to travel the through lane at reasonable speeds.
5. Narrow streets may not interfere with trash and recycling collection, snow plowing, and emergency response operations. Depending on the width of the street, parking may be limited to one side of the street during winter months (December 1 – March 31) to allow adequate width for plowing and emergency vehicle access.
6. When parking resources are particularly scarce on a yield or narrow street, DPW Staff may consider a January 1 – March 1 parking restriction. Factors which would influence this recommendation include, but are not limited to, number of properties without driveways, narrow streets bordering resident only parking streets, narrow streets bordering streets with restricted parking, narrow streets with several multifamily homes, and input from street maintenance and emergency response services.
7. It is preferred that 14' of clear travel width is retained, however travel widths may be narrower depending on site conditions.
8. Representatives of DPW's Traffic Division and Engineering Division shall review any and all proposals for Narrow Streets.
9. 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. Consider providing auxiliary winter parking inside neighborhoods (though not on residential collectors).