

Damian Roy

From: Barry Simays
Sent: Tuesday, December 15, 2015 1:26 PM
To: Norm Baldwin
Cc: Damian Roy; Chapin Spencer
Subject: Re: Pumper Truck Dimensions and Germain Street update

Gentlemen,

I just spoke with the Lieutenant in charge of Engine 2 yesterday. He states that his crew drove Engine 2 (the aerial ladder truck) through Germain St yesterday afternoon at approximately 2 pm, and were able to pass through the street without difficulty. The LT informs me that they were able to pass through the street easily because cars were parked on one side of the street or the other. He also advised that in areas where cars were parked on both sides of the street, the truck would fit through but with minimal to no clearance on either side of the truck. *(Of particular note is that Engine 3 from Mansfield Avenue, and first-due to this neighborhood, is more compact than Engine 2.)*

The LT also advises me that due to overhead power lines on the street, aerial access to the roofs of the buildings on the street is limited to only about three locations on the Germain St block, thereby creating a situation where fire department access to building upper stories and roofs will likely be accomplished by portable ground ladders.

The LT also stated that he would not have been able to safely access the street with Engine 2 if snow banks were present.

Therefore, my recommendations noted below (12/15/15 at 0813 message) remain valid, as well as adding the recommendation to limit on-street parking on Germain St to one side of the street only in order to facilitate improved fire department access to the properties on this block in the winter months specifically.

Thank you,

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From: Barry Simays
Sent: Tuesday, December 15, 2015 08:13
To: Norm Baldwin
Cc: Damian Roy; Chapin Spencer
Subject: Re: Pumper Truck Dimensions and Germain Street update

Norm,

We may be able to resolve this in a straightforward manner. I have learned this morning that the crews of Engine 2 and Engine 3 drove through Germain St yesterday at my request and reported no access issues. I will try to confirm and let you know as yesterday's shift is now off-duty.

If this is the case, my recommendations to MAINTAIN this level of access would be:

1. Aggressive clearing of snow in the winter (to allow parking close to the curb)
2. Clearly defined (painted) parking spaces
3. Consideration of parking restriction to resident only permit (to limit parking volume)

Thank you - and I will be in touch,

BC B Simays

From: Norm Baldwin
Sent: Tuesday, December 15, 2015 08:08
To: Barry Simays
Cc: Damian Roy; Chapin Spencer
Subject: Re: Pumper Truck Dimensions and Germain Street update

Barry,

My apologies the meeting is Wednesday evening starting at 6:30 pm.

Sent from my iPhone

On Dec 14, 2015, at 6:02 PM, Norm Baldwin <nbaldwin@burlingtonvt.gov> wrote:

Barry,

The neighborhood has expressed strong opposition to prohibiting parking to improve emergency access, given they feel the need for emergency access has been overstated and the inconvenience of the loss of Parking far outweighs the concerns staff has presented to date.

If you feel strongly about emergency access you should make a pint to represent this issue to the commission tomorrow evening. I would assume you have been provided the packet for this item. If not please let me know.

As it stands I suspect we will be relegated to converting the street to one way flow, with a seasonal prohibition for parking on one side of the street during the winter months. As staff we feel we have carried the public process as far as our process will allow and we will leave the decision in the capable hands of our commission to deliberate and decide.

Please let me know your thoughts.

Have a nice evening.

Sent from my iPhone

On Dec 14, 2015, at 2:27 PM, Barry Simays <BSimays@burlingtonvt.gov> wrote:

Damian,

In response to your message on Friday afternoon:

The BFD Engine Company (Engine #3 at Mansfield Ave) is the initial responding Engine company to Germain Street. The assigned engine to Station 3 is 10 feet wide, mirror to mirror. An additional working clear space on either side of the truck of one (1) foot yields a total of 12 feet width necessary for the current Engine #3 to pass through Germain Street. (Occasions do exist where another truck may substitute for Engine 3 due to maintenance or other out of service condition.)

The typical second-responding BFD company is Engine 2 from 132 North Avenue. Engine 2 (and Engine 4) are trucks with 75 foot truck mounted aerial ladders. In the event of a building fire, the incident commander can assign Engine 2 (or Engine 4) to stabilize the truck with the outriggers and raise/rotate/extend the truck mounted ladder to effect rescue, ventilation, or fire attack operations. The truck manufacturer (E-One) REQUIRES that the truck be stabilized (with outrigger jacks) each and every time the ladder is deployed as per the manufacturers requirements for the safety of the crew, the public, and preservation of the equipment. With this particular apparatus (Engine 2 and Engine 4), the required width with outrigger jacks deployed (17 feet, 3 inches) plus one (1) foot working clearance on each side of the truck yields 19 feet 3 inches required to deploy the aerial ladder on these trucks.

I have asked the company officers working on both Engine 3 and Engine 2 to conduct a drive-through assessment of Germain Street today and provide comments to me regarding their observations. I will forward any comments I receive to your attention.

Both of these measurements were obtained by the company officer working at each station at my request this morning.

BC B Simays

Sent from my iPad

On Oct 28, 2015, at 12:33 PM, Damian Roy <droy@burlingtonvt.gov> wrote:

Hi Barry,

Germain Street is still being evaluated for emergency vehicle access. It went to the October Commission and has been pushed back until the November Commission.

I'd like to ask you a few things:

1. I want to confirm with you that the Engine that would service Germain Street in a house fire event would be a ladder truck of 8' width with out-riggers requiring 16' of clear width for aerial deployment.
2. Wondering if a pumper truck would ever be used and if so what are the required dimensions for access and deployment? Can you send me the specs? Also how much slower would the response time be if a pumper truck was used?

This is a hot topic for November with a lot of residents involved. At present, DPW's position is to restrict parking on one side of the street to achieve the 16' out-rigger clearance based on my previous emails with you. We want to be *absolutely sure* that that is a hard requirement and we want to understand what the ramifications are for first responders if there isn't 16' of clearance on the street.

If you'd like to discuss via phone or in person I would be happy to.

Thank you Barry!

Damian

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