Minutes - Executive Policy Committee - October 15, 2003

Minute No. 423
Report - Standing Policy Committee on Public Works - October 7, 2003

Item No. 1 Amendments to the Snow Clearing and Ice Control Policy
File SC-3.6

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works, as amended, and submits the following to Council:

1. That Recommendation No. 1 be referred to the 2004 Operating Budget deliberations:

    - That the Snow Clearing and Ice Control Policy be amended as follows:

        A. That Clause C-5, Walkways Within Parks, in the amount of $200,000.00 be included in the Snow Clearing and Ice Control Policy.

        B. That Clause D-1, Removal of High Piles, in the amount of $150,000.00 be included in the Snow Clearing and Ice Control Policy.

        C. That Clause D-5, Removal of Boulevard Windrows (Loading Areas – Senior Complexes), in the amount of $250,000.00 be included in the Snow Clearing and Ice Control Policy.

2. That the City of Winnipeg make a commitment to develop and implement a Road Salt Management Plan that conforms with the requirements of Environment Canada's Code of Practice for the Environmental Management of Road Salts.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Further the Executive Policy Committee requested the Administration to undertake a pilot experimental snow-clearing program to address the removal of windrows resulting from alley plowing on a small number of lanes, in consultation with the respective Ward Councillor(s), and report back to the Standing Policy Committee on Public Works.

Minutes - Executive Policy Committee - October 15, 2003

Report - Standing Policy Committee on Public Works - October 7, 2003

DECISION MAKING HISTORY:

Moved by Councillor Angus,
That the recommendation of the Standing Policy Committee on Public Works be concurred in, as amended, namely:

- Refer Recommendation No. 1 to the 2004 Operating Budget deliberations,

and forwarded to Council.

Carried

Moved by Councillor Angus,
That the Administration be requested to undertake a pilot experimental snow-clearing program to address the removal of windrows resulting from alley plowing on a small number of lanes, in consultation with the respective Ward Councillor(s), and report back to the Standing Policy Committee on Public Works.

Carried

STANDING COMMITTEE RECOMMENDATION:

On October 7, 2003, the Standing Policy Committee on Public Works concurred in the administrative recommendation, as amended, namely:

- Amend administrative Recommendation No. 1, to provide for the following:

    A. That due to a tie vote, that Clause A-6, Removal of Windrows (Alley Plowing), in the amount of $400,000.00 and Clause C-4, Removal of Windrows (Sidewalk Plowing), in the amount of $200,000.00 be forwarded without recommendation.

    B. That Clause C-5, Walkways Within Parks, in the amount of $200,000.00 be included in the Snow Clearing and Ice Control Policy.

Report - Standing Policy Committee on Public Works - October 7, 2003

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION:

C. That Clause D-1, Removal of High Piles, in the amount of $150,000.00 be included in the Snow Clearing and Ice Control Policy.

D. That Clause D-5, Removal of Boulevard Windrows (Loading Areas – Senior Complexes), in the amount of $250,000.00 be included in the Snow Clearing and Ice Control Policy.

- Concur in administrative Recommendation No. 2, namely:-

  That the City of Winnipeg make a commitment to develop and implement a Road Salt Management Plan that conforms with the requirements of Environment Canada's Code of Practice for the Environmental Management of Road Salts.

and submitted the matter to Executive Policy Committee and Council.

Further on October 7, 2003, the Standing Policy Committee on Public Works requested that a pilot experimental snow clearing program be undertaken on Henderson Highway, in consultation with the North Kildonan Ward Councillor, in an effort to address the special needs of those residing in the seniors housing blocks and that a public survey be distributed to measure the satisfaction of the area residents.

And further on October 7, 2003, the Standing Policy Committee requested the Administration to report back to its meeting scheduled for December 9, 2003, with respect to the following:
1. Towing policy and extension of time for signage as it relates to spring-clean up.
2. Extension of time for signage as it relates to the winter parking ban.

On September 9, 2003, the Standing Policy Committee on Public Works deferred the review of the current snow clearing policy, including a comparative study of other municipalities, to the meeting of the Committee scheduled for October 7, 2003.

On June 10, 2003, the Standing Policy Committee on Public Works directed the Administration to review the current snow clearing policy, including a comparative study of other municipalities, for report back to the meeting of the Standing Policy Committee on Public Works scheduled for September 9, 2003.

Report - Standing Policy Committee on Public Works - October 7, 2003

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION:

On March 11, 2003, the Standing Policy Committee on Public Works referred the matter to the Administration to report back on discussions with the Province of Manitoba regarding snow clearing cost recovery to the meeting of the Committee scheduled for June 10, 2003.

Further, the Standing Policy Committee on Public Works requested the Administration to review and report back on the snow clearing policy, including the 96-hour warning notification to citizens, as well as reinstating snow-clearing signage on residential streets.

On February 11, 2003, the Standing Policy Committee on Public Works laid consideration of the matter over to the meeting of the Committee scheduled for March 11, 2003.

On December 10, 2002, the Standing Policy Committee on Public Works requested that the Director of Public Works report back to the meeting of the Committee scheduled for February 11, 2003.

On December 2, 1997, the Standing Policy Committee on Public Works requested the Administration to study the relation between an increased level of snow clearing and MPI payouts, with a view to discussions with the Province on cost-recovery, as well as health care costs associated with this issue, for report back.

Re: **CONSIDERATION OF SNOW POLICY REVISIONS**

For Submission To: **Standing Policy Committee on Public Works**

Original Report Signed By: **J. Thomson, P. Eng., Director of Public Works**

Report Date: **October 6, 2003**

Recommendations:

1. That this report on the Snow Clearing and Ice Control Policy be reviewed and that direction be given with respect to any changes in policy.

2. That the City of Winnipeg make a commitment to develop and implement a Road Salt Management Plan that conforms with the requirements of Environment Canada's Code of Practice for the Environmental Management of Road Salts.

REPORT SUMMARY:

Key Issues:

- It is timely to undertake a review of the City's Snow and Ice Control Policy with the last major review having been done in1993
- A number of citizens have expressed concerns about the current level of service provided for winter maintenance
- The City of Winnipeg continues to provide its' citizens with one of the highest levels of service for snow clearing services found anywhere in Canada
- Environment Canada has released a proposed Code of Practice for the Environmental Management of Road Salts
- The City will have to develop and implement a Road Salt Management Plan that incorporates the best practices in salt management

IMPLICATIONS OF THE RECOMMENDATION(S):

General Implications:

- [X] None
- [ ] For the organization overall and/or other departments
- [ ] For the community and/or organizations external to the City
- [ ] Involves a multi-year phase in process

Comments:

Policy Implications:

- [ ] No
- [X] Yes

Comments:

Direction may be given to modify the City's Snow and Ice Control Policy.

Environmental Implications:

- [ ] No
- [X] Yes

Comments:

Development of a Road Salt Management Plan and resultant implementation of Best Practices will minimize the environmental impacts of road salt use.

Human Resource Implications:

- [ ] No
- [X] Yes

Comments:

Any Council direction to modify the existing Snow and Ice Control Policy may require additional resources

Financial Implications:

- [ ] Within approved current and/or capital budget
- [X] Current and/or capital budget adjustment needed

Comments:

Any Council direction to modify the existing Snow and Ice Control Policy may require additional funding.

REPORT

REASON FOR THE REPORT:

The Standing Policy Committee on Public Works requested that the Administration review and report back on the snow clearing policy including a comparative study of other municipalities. Other identified issues were 96-hour warning notification to citizens of impending Overnight Parking Bans as well as reinstating the use of temporary snow clearing signage on residential streets.

HISTORY:

The policy for Snow and Ice Control was originally adopted by Council in 1980 as part of the approval process of that year's Operating Budget. Significant concerns about the policy were raised following the major blizzard that occurred in November 1986, and a review was conducted the following summer to evaluate the appropriateness of the existing policy. As a result of that review, Council amended the policy on September 30, 1987, to moderately improve the level of service on Priority III streets and alleys, as well as sidewalks on Priority II and III streets.

In 1989, another review was undertaken to consider further improvements to the level of service for sidewalk clearing. However, at that time Council chose to reaffirm the existing policy that had been established in 1980 and amended in 1987.

The policy was again revised in 1991. As part of an effort to reduce the annual funding requirements, the snowfall accumulation normally necessary to warrant a snow clearing operation on Priority III streets and sidewalks was increased, thereby reducing the level of service in these areas. In addition, a 20% reduction in the funding of the hauling program was also adopted and, as a result of this change, the hauling of windrows of snow from the boulevards in the Downtown Square and along other Priority I streets was reduced.

A very comprehensive review of the Snow and Ice Control Policy was undertaken again in 1993 and significant changes were made. One of the changes was a service level change in the Priority III Street Plowing to a requirement for plowing to "bare pavement" whenever an all-out plow was undertaken.

In 1997 Council restored the level of service on Priority III streets to the 1987 standard where plowing shall commence after an inspection warrants a clearing operation, usually following a 10 cm snowfall accumulation or equivalent drifting conditions. The action was a result of the preceding two winters having significantly higher than normal volumes of snow.

Snow clearing around schools was also a concern following the significantly above normal snowfall accumulations during the 1995/96 and 1996/97 winters and on April 29, 1998 Council approved an increased level of service for snow clearing adjacent to public and private schools in the City of Winnipeg.

DISCUSSION:

Snow and Ice Control is a mill rate supported annual program, which costs approximately $13.5 million dollars in a year with typical snowfall accumulations. However, it is not very often that Winnipeg would actually receive a typical winter's snowfall, and as a result, annual expenditures vary considerably from year to year. Appendix I provides a summary on a yearly basis of both actual expenditures and snowfall accumulations for the past several years.

The objective of the Snow and Ice Control Program is to maintain the City's roadways and sidewalks in such a manner so as to:

a) reduce the hazards of icy road conditions to motorists and pedestrians;
b) minimize economic losses to the community and industry resulting from unsatisfactory winter driving conditions,
c) facilitate the handling of emergencies by Police, Fire and Ambulance Services during the winter;
d) provide safe and accessible operating conditions for the Transit system and facilitate their essential operations during a snow emergency.

For the purposes of winter roadway maintenance, the entire street system has been assigned to one of three priority classifications. Specific levels of service are carried out on each classification generally based upon their importance in the total transportation system. When necessary for reasons of safety, the order of priority for the provision of the required services may be altered.

It has been 10 years since the City's Snow and Ice Control Policy has been extensively reviewed. During that time period, a considerable number of concerns have been expressed over the years by the public and others regarding the adequacy of the existing policy in dealing with the type and volume of snowfalls the City has experienced. Responding to our citizens' concerns, occasionally Council has dealt with some issues such as enhanced snow clearing around schools on an individual basis. In that example amendments were made to the Policy to address particular matters such as an improved level of service of snow clearing around schools that are located on a Priority III street .

Identification of Current Snow Clearing and Ice Control Issues

One of the first steps in undertaking this review was to identify any concerns of our many stakeholders with the existing Snow and Ice Control Policy. Input was requested

from each of the Councillors as well as other City Departments who are impacted by the City's winter operations. In addition, consideration has been given to the concerns and suggestions that have been raised by our citizens. This information has been collected from both the Public Works Annual Citizen Surveys and an analysis of the service requests received at our Customer Services Call Centre.

A considerable number of concerns have been raised and the most frequent suggestions received for level of service improvements were as follows:

- improved snow clearing of residential streets (cul-de-sacs particularly)
- improved truck plow/loader coordination during cleanup
- reduction of high piles at intersections
- reduction in the use of salt on roadways
- improved ice control on sidewalks and bus stops
- improved snow clearing of pathways in suburban parks
- removal of windrows left during back lane plowing
- removal of windrows left during sidewalk plowing
- removal of windrows at passenger loading zones of seniors complexes

Some of these concerns such as improved truck/loader coordination are not policy issues but rather are operational concerns where improvements can and will be made. However the implementation of most of these other suggestions would require a change to the existing policy. Accordingly, the review of the existing snow and ice control policy has included consideration into providing the suggested level of service improvement.

Survey of Other Winter Cities

Information of snow clearing practices has been collected for most other Canadian winter cities and a summary of those is included in Appendix II. This summary confirms that the City of Winnipeg provides its citizens with one of the highest levels of service for snow clearing found anywhere in Canada.

Review of Existing Policy

An evaluation of the existing policy on Snow and Ice Control was undertaken and some level of service improvements have been developed for consideration. The intent of this review was to clarify the existing policy with regards to the work practices normally undertaken, as well as to react to the expressions of dissatisfaction with the existing standards that have been indicated by both the citizens of Winnipeg, their Council representatives and other interested parties.

The review was limited to the Snow Clearing and Removal activities only. A review of Section B of the Snow and Ice Control Policy - "The Use of Salt and Sand" was not undertaken for reasons explained later in this report.

It was very evident during the evaluation that the introduction of the use of truck plows as part of the City's snow clearing operations has significantly changed in a positive manner the way in which the City deals with a snowfall event. Clearing operations can be undertaken on a much more timely basis and usually at a reduced cost. In major storms, the use of truck plow equipment during a snowfall results in a more passable street system in those situations. However, it must also be recognized that the truck plow operations can result in some short-term problems such as a buildup of snow at intersections and private approaches as well as on adjacent sidewalks and at bus stops that would remain until any necessary cleanup work can be completed.

Accordingly, a number of policy revisions have been developed for review and consideration. Appendix III provides a summary of these alternatives along with the budget implications that would result from inclusion into a new policy. Each alternative is further dealt with in greater detail in Appendix IV.

This report does not address any cuts to service that may become necessary in order to meet future budget guidelines. However, the establishment of a revised policy will provide a valuable benchmark for any deliberations that may be necessary in the future.

Use of Salt and Sand On City Streets

Each year, an average of five million tonnes of road salts are used in Canada to mitigate ice and snow conditions on roads with the City using about 15,000 tonnes during a typical winter. Road safety is the top priority. However there have been concerns about the large quantities used in Canada and in 1995 Environment Canada placed Road Salts on the CEPA Priority Substances List for an environmental assessment to identify the potential effects of chlorides on the environment.

The five-year comprehensive science assessment that was subsequently undertaken determined that the release of road salts into the environment in high amounts leads to environmental problems. The assessment concluded that because of high releases around storage and snow disposal sites and through runoff and splash from roadways into soil, streams and rivers, road salts may pose a serious threat to the aquatic environment, plants and animals.

Environment Canada has been working with a group of stakeholders (including the City of Winnipeg Public Works Department) to come up with an effective risk management instrument to reduce the harm caused by road salts to the environment. For the past two years this stakeholder group has focused on the development of best practices respecting storage, spreading and snow disposal while ensuring that road safety is not compromised. Measures to reduce the environmental impact of road salt were selected and a proposed Code of Practice for the Environmental Management of Road Salts has been developed in consultation with the various parties.

The Code of Practice recommends that road authorities prepare and implement road salt management plans that incorporate the implementation of best management practices in three main areas of road salt management: salt application, salt storage and handling, and snow disposal. The Code of Practice will help reduce harm to the environment while maintaining road safety.

It is recommended that the City of Winnipeg make a commitment to develop and implement a Road Salt Management Plan that conforms with the requirements of Environment Canada's Code of Practice for the Environmental Management of Road Salts. In the development of such a plan, the Public Works Department would ensure that input is considered from other City departments which may be impacted, as well as the City's Environmental Committee.

The development of the Road Salt Management Plan can be funded out of the existing Snow Budget and it will be submitted to Council for adoption once completed. Any additional resources that may be required to incorporate the further implementation of the best management practices proposed in the Code of Practice will be identified and submitted to Council for further consideration at a later date.

It is the Department's position that the development and future implementation of the Road Salt Management Plan will have a significant impact on the City's existing policy regarding the "Use of Salt and Sand" currently included within the Snow and Ice Control Policy. Accordingly it was concluded that no changes would be considered at this time but rather a new policy into the Use of Salt and Sand would be developed as part of the implementation of the Road Salt Management Plan and submitted for Council consideration at a later date.

Winter Overnight Parking Bans

The benefits of performing snow clearing operations on streets free of parked cars can readily be explained in terms of public safety, the safety of equipment operators, the higher quality of snow clearing and hauling, and the cost savings to the city if there is no requirement to plow isolated locations after parked vehicles are subsequently removed by their owners.

The City's current winter overnight parking restrictions were adopted by Council in 1993 and the public is generally aware of the requirements. The restrictions were a compromise in balancing our citizen needs to have on–street parking for their increasing number of vehicles while providing our plow operators the ability to quickly and safely clear the snow. For the most part the restrictions have proven to work fairly effectively but understandably there are always some unhappy residents who are impacted.

The Residential Overnight Parking Ban is the primary parking ban utilized on residential streets in the event that it is has been determined necessary to undertake a clearing operation. This ban is normally implemented to assist in an all-out plow of residential

streets and lasts 3 or 4 days until plowing is completed. Typically a residential plowing operation is undertaken two or three times each winter.

The City attempts to provide advance notice of our plowing efforts but conditions may not allow this to occur. A suggestion to provide 96 hours notice may mean that the plowing crews would be waiting four days before work could commence and operationally this would be unacceptable. As information a review was done in past winters to evaluate the impact where circumstances have permitted one or two day notice prior to implementation of the ban. The conclusions were that there was no noticeable difference in parked cars on the street or traffic citations issued as a result of the notice, suggesting that people who choose to disregard the ban and leave their cars on the street will do so no matter how much notice is given.

Committee also asked the Administration to consider reinstituting the practice of signing residential streets similar to the signing practices used on streets during the spring cleanup. A review of many of the senior staff did not find anyone that recalled signing residential streets to routinely plow the snow. It may have occurred prior to amalgamation but the use of temporary No Parking signs has been primarily limited to deal with isolated problems since that time.

In any event the temporary No Parking signs are used during spring cleanup because that program normally takes four to five weeks to complete. However the residential street plowing operation typically only lasts three days. Therefore it would require a significant increase in the number of staff as well as other resources to initiate such an endeavour if the snow clearing was to continue in a timely manner. There would also be a huge increase in the number of tickets issued and people would be ticketed and towed. Currently the penalty for parking on a residential street during the Residential Overnight Parking Ban is a ticket only.

Financial Impact Statement **Date:** October 6, 2003

Project Name:

Consideration of Snow Policy Revisions

COMMENTS:

This report is being submitted for the consideration of Snow Policy revisions. Any improvements made to the current Snow Policy could result in cost increases. The report identifies a number of potential service improvements and their related budgetary impacts. However, there is no financial impact associated with this report until such time as any changes are made in the current Snow Policy.

"Original signed by Darcy Stewart, CA")
Manager of Finance & Administration

Approved by Divisional Accountant Trainee: ☑

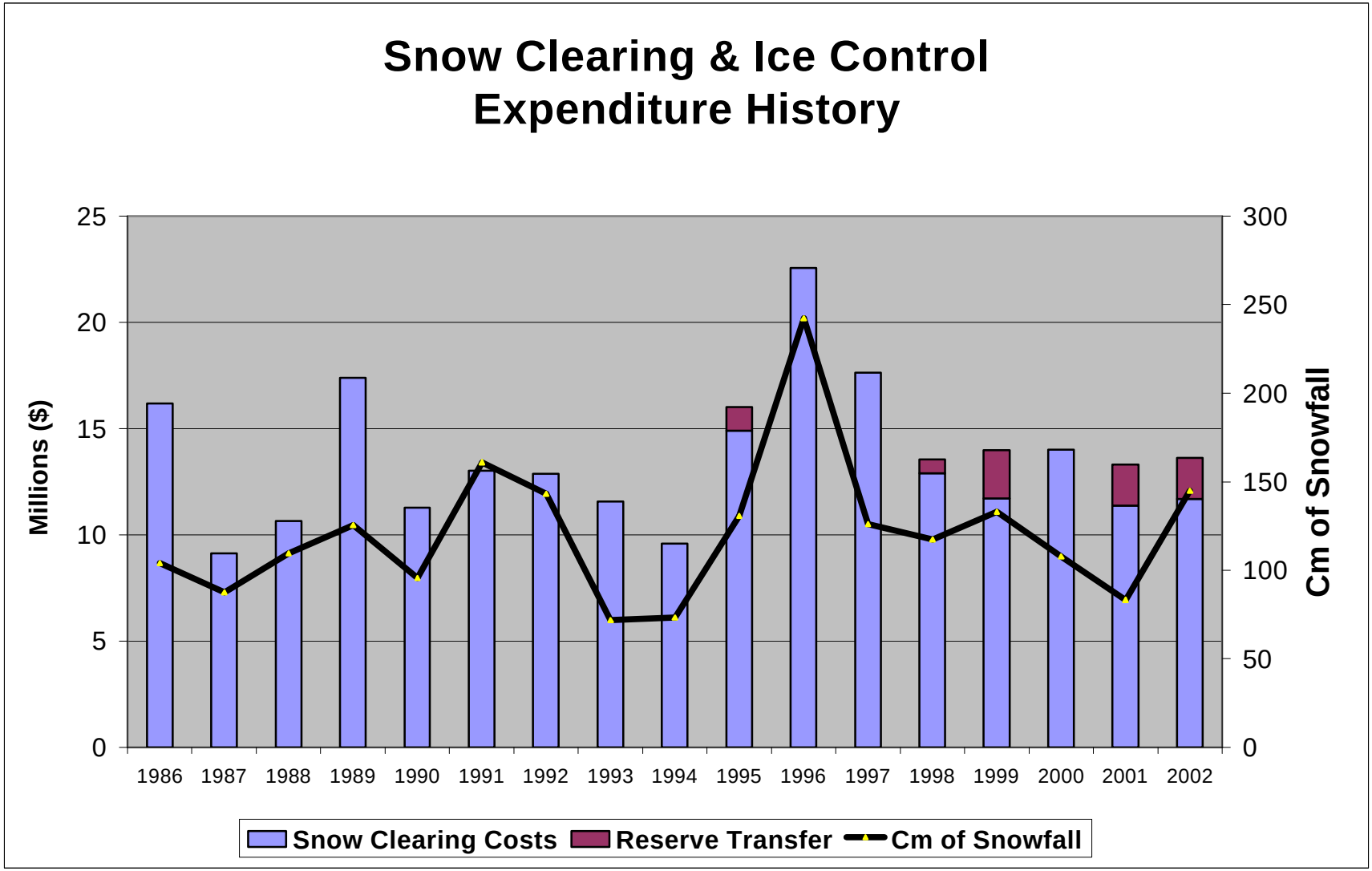
In preparing this report, there was consultation with and concurrence by:

Other City Departments and Councillor input.

This Report Submitted by:

Department:	Public Works Department
Division:	Streets Maintenance Division
Prepared by:	R.B. McPhail, P. Eng. 986-2308
Processed by:	P. Peters 986-5872
File No.	Reports/Snow Policy Revisions

Appendix I


Snow Clearing & Ice Control
Expenditure History
Millions ($)
Cm of Snowfall
25
20
15
10
5
0
300
250
200
150
100
50
0
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
Snow Clearing Costs
Reserve Transfer
Cm of Snowfall

Appendix II

SURVEY OF CANADIAN WINTER CITIES

The Eastern cities that have been canvassed are all cities that have gone through an amalgamation process. In each case the organizations are going through a transition period with their Snow Policies as they try and establish a consistent level of service for all of their consolidated areas. For this reason the level of service identified may not represent the practice that is occurring in some regions of each city.

1. PLOWING OF RESIDENTIAL STREETS

CITY	REGULARILY PLOWED	REMOVAL OF WINDROWS	COMMENTS
EDMONTON	NO	YES – If street plowed	Extreme conditions only
CALGARY	NO	NO	Plowed if impassable
REGINA	NO	YES – if street plowed	Extreme conditions only
WINNIPEG	YES	YES	
TORONTO	YES	YES	
HAMILTON	YES	NO	
OTTAWA	YES	NO	
MONTREAL	YES	NO	

The City of Winnipeg provides a higher level of service for the plowing of residential streets than other major western Canadian cities. In a typical winter this has a budget impact of $1,900,000.00.

Appendix II
SURVEY OF CANADIAN WINTER CITIES

2. PLOWING OF ALLEYS

CITY	REGULARILY PLOWED	REMOVAL OF WINDROWS	COMMENTS
EDMONTON	YES	SOMETIMES	Extreme Conditions
CALGARY	NO	NO	Plowed if impassable
REGINA	YES	NO	
WINNIPEG	YES	NO	
TORONTO	NO	NO	
HAMILTON	PARTIALLY	NO	Certain Lanes Plowed
OTTAWA	NO	NO	
MONTREAL	PARTIALLY	NO	Commercial properties

3. PLOWING RESIDENTIAL SIDEWALKS

CITY	REGULARILY PLOWED	REMOVAL OF WINDROWS	COMMENTS
EDMONTON	NO	NO	Homeowner resp.
CALGARY	NO	NO	Homeowner resp.
REGINA	NO	NO	
WINNIPEG	YES	NO	
TORONTO	YES	NO	
HAMILTON	NO	NO	Homeowner resp.
OTTAWA	YES	NO	
MONTREAL	YES	NO	

The City of Winnipeg provides a higher level of service for the plowing of residential sidewalks than other major western Canadian cities. In a typical winter this has a budget impact of $300,000.00.

Appendix II
SURVEY OF CANADIAN WINTER CITIES

4. PLOWING PARK WALKWAYS

CITY	ROUTINELY PLOWED	COMMENTS
EDMONTON	PARTIALLY	Designated walkways only
CALGARY	PARTIALLY	Designated walkways only
REGINA	PARTIALLY	Designated walkways only
WINNIPEG	PARTIALLY	Primarily Regional parks only
TORONTO	PARTIALLY	Designated walkways only
HAMILTON	PARTIALLY	Designated walkways only
OTTAWA	PARTIALLY	Designated walkways only
MONTREAL	PARTIALLY	Designated walkways only

5. ACCESSIBILITY FOR SENIORS – (SENIORS COMPLEXES)

CITY	SPECIAL ATTENTION SIDEWALKS	SPECIAL ATTENTION LOADING ZONES
EDMONTON	NO	YES
CALGARY	NO	NO
REGINA	YES	YES
WINNIPEG	YES	NO
TORONTO	PARTIALLY	NO
HAMILTON	PARTIALLY	NO
OTTAWA	NO	NO
MONTREAL	NO	NO

Appendix III
SUMMARY OF SNOW POLICY REVIEW

CLAUSE	PAGE NO.	ACTIVITY	SERVICE LEVEL	BUDGET IMPACT
A-1	18	Plowing of Priority I Streets	Existing	None
A-2	19	Plowing of Priority II Streets	Existing	None
A-3a	20	Plowing of Priority III Streets	Existing	None
A-3b	21	Plowing Of Priority III Streets (Schools)	Existing	None
A-4	22	Removal of Windrows (Street Plowing)	Existing	None
A-5	23	Plowing of Alleys	Existing	None
A-6	24	Removal of Windrows (Alley Plowing)	Improved	$400,000
B-1	25	Use of Salt and Sand	Existing	None
C-1	29	Sidewalks on Priority I and II Streets (excluding Downtown Square)	Existing	None
C-2	30	Sidewalks in the Downtown Square	Existing	None
C-3a	31	Sidewalks on Priority III Streets	Existing	None
C-3b	32	Sidewalks on Priority III Streets (near Senior Citizen Complexes)	Existing	None
C-4	33	Removal of Windrows (Sidewalk Plowing)	Improved	$200,000
C-5	34	Walkways Within Parks	Improved	$200,000
D-1	35	Removal of High Piles	Improved	$150,000
D-2	36	Removal of Boulevard Windrows (General)	Existing	None
D-3	37	Removal of Boulevard Windrows (Vicinity of Schools)	Existing	None
D-4	38	Removal of Boulevard Windrows (Loading Areas – Senior Complexes)	Improved	$250,000
D-5	39	Removal of Boulevard Windrows (Handicapped Access to Private Property}	Existing	None
D-6	40	Removal of Boulevard Windrows (Handi-Transit Loading Zones)	Existing	None
D-7	41	Removal Of Boulevard Windrows (Commercial/Apartment Loading Zones)	Existing	None
D-8	42	Removal of Boulevard Windrows (Churches and Synagogues)	Existing	None
D9	43	Removal of Boulevard Windrows (Vicinity of Schools)	Existing	None
E1	44	Hours of Work	Existing	None

APPENDIX IV

PROPOSED

SNOW POLICY

REVISIONS

Detailed Information

PREFACE

The Policy on Snow and Ice Control is a set of guidelines intended to provide direction for the City's snow and ice control efforts during the winter season. Every effort shall be made within the scope of the available resources to undertake any required snow clearing operations in accordance with the approved policy; recognizing that each circumstance will require initiative and judgement in determining the appropriate action.

Appendix IV

SNOW POLICY REVIEW

SECTION A: PLOWING OF STREETS AND ALLEYS

CLAUSE A-1	PLOWING OF PRIORITY I STREETS
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Priority I streets shall normally be maintained to bare pavement over the full pavement width. Generally, snow accumulating beyond a depth of 3 cm shall be removed through the use of de-icing chemicals and/or by plowing. Streets shall be plowed on a continuous basis until completed. Plowing shall be undertaken during the night as much as possible in order to minimize the problems associated with traffic and parked vehicles. The snow plowing operations shall be completed within thirty-six hours following the end of an average storm. During extreme snowfall events where the snowfall amount and/or accompanying severe drifting conditions makes it impractical to complete the snow clearing operations on the street system with a full complement of resources and continuous effort, the time limits specified may be extended. Excessive ice or snow build-up along gutters and medians or between traffic wheel paths shall normally be removed.
COMMENTS	The introduction of truck plows has enabled the City to deal with moderate snowfall accumulations on a timely basis and in many instances has allowed the City to avoid an all-out grader plowing operation. However this increased efficiency and higher working speed of the truck plow equipment can result in some delay between the plowing operation itself and any final cleanup work that is necessary.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the plowing of Priority I streets.
BUDGET IMPACT	NONE

Appendix IV
SNOW POLICY REVIEW

SECTION A: PLOWING OF STREETS AND ALLEYS

CLAUSE A-2	PLOWING OF PRIORITY II STREETS
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Priority II streets shall normally be plowed to bare pavement over the full pavement width. However, minor snowfall accumulations and the City policy restricting the use of de-icing chemicals on Priority II streets may result in a layer of compacted snow on the street surface between all-out plowing operations. A plowing operation shall normally be initiated when the snow has accumulated beyond a depth of 5 cm. Streets shall be plowed on a continuous basis until completed. During a major storm, advanced priority for plowing shall be given to bus routes. The snow plowing operations shall be completed within thirty-six hours following the end of an average storm. During extreme snowfall events where the snowfall amount and/or accompanying severe drifting conditions makes it impractical to complete the snow clearing operations on the street system with a full complement of resources and continuous effort, the time limits specified may be extended. Excessive ice or snow build-up along gutters and medians or between traffic wheel paths shall normally be removed.
COMMENTS	City Policy does not permit applications of 100% road salt on Priority II Streets in an effort to achieve bare pavement. As a result there may be some accumulations of snow remaining on these streets during the time period between all-out plowing operations.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the plowing of Priority II streets.
BUDGET IMPACT	NONE

CLAUSE A-2	PLOWING OF PRIORITY II STREETS

Appendix IV
SNOW POLICY REVIEW

SECTION A: PLOWING OF STREETS AND ALLEYS

CLAUSE A-3a	PLOWING OF PRIORITY III STREETS
CURRENT POLICY APPROVED BY COUNCIL **OCTOBER 1997**	Priority III streets shall normally be maintained to a compacted snow surface as opposed to bare pavement. However, Priority III streets shall be plowed to the pavement surface whenever conditions allow during an all-out plowing operation. Plowing on Priority III streets shall commence after an inspection warrants a clearing operation, usually following a 10 cm snowfall accumulation or equivalent local drifting conditions. The snow plowing operations shall normally be completed within five working days following the commencement time of the plowing effort on Priority III streets. Work on weekends and holidays shall be limited if streets are passable. During a major storm, the Priority I and II streets shall be brought to a satisfactory condition prior to work commencing on the Priority III streets. A full non-storm related widening/spot maintenance plow on Priority III streets may be initiated as a result of an assessment of the depth of ruts and/or the difference in depth of compacted snow and ice in the parking lane of a street as compared to the traffic lane. This plowing operation will normally be initiated in February, depending on weather conditions.
COMMENTS	The past policy changes reducing the minimum snowfall accumulation to 10 cm and the requirement to plow to bare pavement have contributed to an increased effort on Priority III streets. Special attention must continue to be given to icy conditions and areas susceptible to heavy drifting.
LEVEL OF SERVICE IMPROVEMENT	Concerns were raised about the condition of cul-de-sac streets. Often these roadways have greater accumulations of packed snow because of the low traffic volumes. This concern will be addressed operationally.
BUDGET IMPACT	NONE

CLAUSE A-3a	PLOWING OF PRIORITY III STREETS

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SECTION A: PLOWING OF STREETS AND ALLEYS

CLAUSE A-3b	PLOWING OF PRIORITY III STREETS (SCHOOLS)
CURRENT POLICY APPROVED BY COUNCIL **APRIL 1998**	Schools that are accessed only by Priority III streets would benefit from having an access street plowed as a Priority II street so that all schools would receive a similar level of service. Therefore a Priority II level of snow clearing shall be provided on selected portions of Priority III streets for those schools accessed only by Priority III streets.
COMMENTS	Snow clearing around schools was identified as an issue following the higher than normal snowfalls in 1995/96 and 1996/97. As a result Council changed the policy to provide enhanced snow clearing services for schools.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvements are suggested for the plowing of Priority III streets in the vicinity of schools.
BUDGET IMPACT	NONE

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SECTION A: PLOWING OF STREETS AND ALLEYS

CLAUSE A-4	REMOVAL OF WINDROWS (STREET PLOWING)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1997**	Windrows of plowed snow in excess of 20 cm (8") high shall normally be removed from all front street driveway approaches in conjunction with the street plowing operation and during the same shift as the street is plowed. If an emergency snow condition exists and it is necessary to cover a maximum area in the shortest possible time, the clearing of the windrows may be delayed until satisfactory resources are available. Windrows of plowed snow across entrances to private yards resulting from alley plowing operations shall not be removed.
COMMENTS	In the past Council has given consideration to eliminating the removal of windrows of plowed snow from front street driveway approaches. A budget reduction of $600,000.00 could be achieved during a typical winter with this change in level of service.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvements are suggested for the removal of windrows from front street driveway approaches
BUDGET IMPACT	NONE

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SECTION A: PLOWING OF STREETS AND ALLEYS

CLAUSE A-5	PLOWING OF ALLEYS
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Alleys shall normally be maintained to a compacted snow surface as opposed to bare pavement. Plowing of alleys shall commence after an inspection warrants a clearing operation, usually following a 5 cm snowfall accumulation or equivalent local drifting conditions. Snow plowing of alleys shall normally be undertaken using rubber tired front end loaders. The snow plowing operations shall normally be completed within two days following the end of an average storm. Generally, the plowing of alleys shall be undertaken concurrently with Priority I and II streets and prioritization may be necessary to facilitate refuse pickup. During extended periods of mild weather, it may be necessary to undertake additional plowing of alleys, where specifically warranted, to reduce rutting. A full non-storm maintenance plow of alleys may be initiated based on an evaluation of alley conditions city-wide. The plow should be a quality maintenance plow, preferably during day shifts, in order to result in acceptable driving conditions.
COMMENTS	Changes to the Policy in 1993 have resulted in a much higher level of service than prior to that time. The removal of windrows resulting from alley clearing operations is discussed in Clause A-6
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the plowing of alleys
BUDGET IMPACT	NONE

CLAUSE A-5	PLOWING OF ALLEYS

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SECTION A: PLOWING OF STREETS AND ALLEYS

CLAUSE A-6	REMOVAL OF WINDROWS (ALLEY PLOWING)
CURRENT POLICY APPROVED BY COUNCIL **OCTOBER 1997**	Windrows of snow placed across private approaches and/or garage entrances and resulting from alley clearing operations shall not be removed.
COMMENTS	The limited width of an alley would make it very difficult to remove the windrows of snow resulting from the alley plowing operations. Snow from front street approaches is stored along the street boulevard within the right-of-way. However there is not normally sufficient snow storage space or room for equipment manoeuvrability to carry out a similar operation in the alleys. As well, the snow cannot be stored on private property. Therefore it would often be necessary to haul this snow out of the alley at a considerable cost
LEVEL OF SERVICE IMPROVEMENT	Removal of the windrow of snow resulting from alley plowing could be accomplished utilizing additional equipment. It would be difficult to undertake this work in a timely manner and would be very expensive.
BUDGET IMPACT	Additional funding of $400,000 would be required if the policy was changed

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SECTION B: USE OF SALT AND SAND

CLAUSE B-1	USE OF SALT AND SAND
CURRENT POLICY APPROVED BY COUNCIL **(1991)** **NOTE:** The City will be developing and implementing a Road Salt Management Plan as a result of the Environment Canada requirements contained in their Code of Practice for Environmental Management of Road Salt. Part of this plan will include a new policy for the use of salt and sand	**USE OF SALT ON CITY STREETS** The populace of Winnipeg is largely dependent on being mobile all year round, either by automobile, truck or bus. As a result, it is critical that the street network and transportation system be functioning and safe. The City endeavours to provide an adequate level of service and, pending proper weather conditions, the application of 100% salt to City streets satisfies the following objectives: 1. Melting freshly fallen snow on arteries that are heavily travelled. 2. Preventing the formation of ice on the roadway surface due to freezing rain, fog, traces of snow, or frost formations such as on bridge decks. 3. Removing layers of snow and ice that remain on the pavement after the plowing operation is carried out. 4. Improving tire traction and braking qualities of the pavement. Priority I Streets The Public Works Department's policy for the application of salt on Priority I streets is pretty well defined by past practice, namely that: (a) Salt is effective for the melting and removal of ice and snow accumulations on the pavement only when ambient (surrounding) temperatures are above approximately -7°C, depending on pavement temperatures, the radiant heat of the sun, wind conditions, traffic speed and volume. Because of this temperature limitation, salt is generally used for that part of the winter prior to the middle of December and subsequent to the middle of February. (b) Salt is applied in short burst applications called "spotting" on signalized intersections, controlled intersections, bridge decks, underpasses, railway crossings and pedestrian crossings, to provide satisfactory tire traction quickly under heavy traffic conditions by melting the snow and ice accumulating on pavements. This method of application is particularly useful when snow or freezing rain accumulates just prior to

CLAUSE B-1	USE OF SALT AND SAND
	rush hours.

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SECTION B: USE OF SALT AND SAND

CLAUSE B-1	USE OF SALT AND SAND (Cont'd)
CURRENT POLICY APPROVED BY COUNCIL **(1991)** **NOTE:** ***Sand And Salt Application Rates Are Presently Under Review*** The City will be developing and implementing a Road Salt Management Plan as a result of the Environment Canada requirements contained in their Code of Practice for Environmental Management of Road Salt. Part of this plan will include a new policy for the use of salt and sand	**USE OF SALT ON CITY STREETS** (Cont'd) Priority I Streets (Cont'd) (c) Salt can also be applied continuously along the Regional street system to melt freshly fallen snow. Depending on the weather conditions prior to the snowfall, a single application will melt three to six (3 to 6) centimetres of fresh snow. Should the snowfall continue, a second application may be required to melt the additional snow. This procedure is currently being practised instead of the alternative of plowing the fresh snow from the street followed by a salt "spotting" application for two reasons: (i) Bare pavement is restored quickly providing needed tire traction often in a time frame where plowing is not a viable alternative (eg. to expedite rush hour traffic), and (ii) The continuous application of salt compared to an "all-out" plow on the Regional streets results in a saving of approximately $200,000.00 per application in plowing and hauling costs or $600,000.00 during an average winter. The salting of Priority I streets on a continuous basis must be authorized by the Director of the Public Works Department or his designate. (d) Salt is applied at an application rate of 170 kg per lane kilometre. Over the next two years, the City of Winnipeg's fleet of salt spreader trucks will be equipped with automatic spreader controls. In conjunction with this upgrading, the Public Works Department will be developing varying application rates to correspond to changeable street conditions. For example, the application rate of salt for a light "spotting" requirement should be different from the application rate for a continuous salting operation to melt 3 to 6 cm of fresh snow. Priority II Streets The use of salt on Priority II streets has not been well defined up until now. It has been used on a few higher volume streets routinely and on other streets on occasion. There is greater use in extreme conditions such as a severe freezing rain. In view of the existing level of service environmental concern with respect to

CLAUSE B-1	**USE OF SALT AND SAND** (Cont'd)
	the use of salt, it is recommended that the application of 100% salt not be used on Priority II streets other than under extreme conditions equivalent to that caused by freezing rain.

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SECTION B: USE OF SALT AND SAND

CLAUSE B-1	USE OF SALT AND SAND (Cont'd)
CURRENT POLICY APPROVED BY COUNCIL **(1991)** **NOTE:** ***Sand And Salt Application Rates Are Presently Under Review*** The City will be developing and implementing a Road Salt Management Plan as a result of the Environment Canada requirements contained in their Code of Practice for Environmental Management of Road Salt. Part of this plan will include a new policy for the use of salt and sand	**USE OF SALT ON CITY STREETS** (Cont'd) Priority II Streets (Cont'd) The salting of Priority II streets must be authorized by the Director of the Public Works Department, or his designate. Priority III Streets As previously indicated, the existing Policy for Snow Clearing and Ice Control states that Priority III streets shall be maintained to a compacted snow surface. Therefore, it is recommended that salt shall not be used on Priority III streets. **USE OF TREATED SAND ON CITY STREETS** Treated sand is also used in the City to provide a reasonable level of service safety on our street system. Salt is added to the sand (5% by weight) to enhance its performance as follows: (a) It serves to keep sand fluid and workable when stockpiled throughout the cold winter months so that the stockpiles do not freeze and become unusable, and (b) The salt has the effect of keeping the sand fluid and workable enough that it can be handled in the conveying and spreading apparatus used in the trucks that apply the treated sand to the streets, and (c) The presence of the small quantity of salt in the mixture allows the material, under reasonable weather conditions, to stick to the icy surface of the roadway, thus reducing the tendency for the sand to be blown off the pavement surface by the wind and passing vehicles. The first priority of application of treated sand after any snow accumulation is on the Regional Street system (Priority I), then the Bus Route and Collector system (Priority II), followed by an application on the Residential street system (Priority III).

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SECTION B: USE OF SALT AND SAND

CLAUSE B-1	**USE OF SALT AND SAND** (Cont'd)
CURRENT POLICY APPROVED BY COUNCIL **(1991)** **NOTE:** ***Sand And Salt Application Rates Are Presently Under Review*** The City will be developing and implementing a Road Salt Management Plan as a result of the Environment Canada requirements contained in their Code of Practice for Environmental Management of Road Salt. Part of this plan will include a new policy for the use of salt and sand	**USE OF TREATED SAND ON CITY STREETS** (Cont'd) Priority I and II Streets Treated sand is applied at an application rate of 930 kg/lane kilometre to improve traction on Priority I streets when the ambient temperature is below -7°C, a temperature at which salt is no longer effective. It is applied to Priority II streets as conditions warrant ensuring a reasonable level of service safety to motorists and pedestrians. The application of treated sand on Priority I and II streets is normally done on an intermittent basis along these streets, but may be continuous. After the initial application, and depending on the time of application, wind conditions, amount of traffic and any further accumulation of snow, additional applications of treated sand may be required at controlled intersections, bridges, subways, curves and inclines on the Priority I street system. The additional applications are usually made because of the significant traffic volumes and higher speeds on the Priority I streets. The action of vehicle tires at intersections dislodges the sand particles and the subsequent air movement caused by the moving vehicles blows the sand away from the wheel paths and to the side of the roadway resulting in the necessity for additional sanding. Treated sand is blown off the roadway in open areas due to a combination of air movement caused by moving vehicles and the force of normal wind and/or gusts. Therefore, additional applications of treated sand must be made in an effort to provide reasonable tire traction. Priority III Streets Operating procedures have been developed to reduce the application of treated sand on Priority III streets consistent with maintaining reasonably safe conditions. The reduction will be accomplished by reduced application rates and by a more judicious evaluation of the locations to be sanded. On Priority III streets, the application of sand shall be restricted to "spotting" or short bursts at controlled intersections, pedestrian corridors and crosswalks, railway crossings and inclines. There will be other locations where sanding may be required. These areas are to be identified on a "site specific" basis by the Area Streets Supervisor, or his designate. Sanding will not be undertaken in alleys except under extreme conditions and where authorized by the Director of the Public Works Department, or his designate.

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SECTION C: PLOWING OF SIDEWALKS

CLAUSE C-1	SIDEWALKS ON PRIORITY I AND II STREETS (excluding Downtown Square)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Sidewalks on Priority I & II streets shall normally be maintained to a compacted snow surface. Plowing shall commence when an inspection, following a 5 cm snowfall accumulation or equivalent local drifting conditions, indicates a necessity for a clearing operation. The snow plowing operations shall be completed within thirty-six hours following the end of an average storm. (See C-2 for Sidewalks in the Downtown Square Area.)
COMMENTS	The removal of windrows resulting from sidewalk plowing operations is discussed in Clause C- 4
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the plowing of sidewalks on Priority I and II Streets
BUDGET IMPACT	NONE

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SECTION C: PLOWING OF SIDEWALKS

CLAUSE C-2	SIDEWALKS IN THE DOWNTOWN SQUARE
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Sidewalks on Priority I and II streets within the Downtown Square shall generally be plowed to a paved surface whenever conditions allow. However, minor snowfalls and/or warming temperatures between plowing operations may result in a layer of compacted snow or ice on the sidewalk surface. A plowing operation shall be initiated when the snow has accumulated beyond a depth of 5 cm. The snow plowing operations shall be completed within thirty-six hours following the end of an average storm. For the purposes of this policy, the Downtown Square shall be identified as the area bounded by Broadway Avenue to Ellice Avenue and Main Street to Memorial Avenue. Notwithstanding these limits, Main Street from Higgins Avenue to Portage Avenue and from Broadway Avenue to the Assiniboine River shall also be included.
COMMENTS	Sidewalks on Priority I and II streets within the Downtown Square are maintained to a higher standard than sidewalks in other areas of the city. The justification for such a policy is the significantly greater number of people that use these sidewalks on an everyday basis.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the plowing of sidewalks in the Downtown Square. However the City may consider in the future expanding the area defined by the Downtown Square to include the increased development in the Exchange District.

CLAUSE C-2	SIDEWALKS IN THE DOWNTOWN SQUARE
BUDGET IMPACT	NONE (At this time)

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SECTION C: PLOWING OF SIDEWALKS

CLAUSE C-3a	SIDEWALKS ON PRIORITY III STREETS
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Sidewalks on Priority III streets shall normally be maintained to a compacted snow surface. Plowing shall normally commence when an inspection, following an 8 cm snowfall accumulation or equivalent local drifting conditions, indicates a necessity for a clearing operation. The identification of sidewalk plowing routes on Priority III streets shall be undertaken in such a manner so as to prioritize, wherever possible, sidewalks in the immediate vicinity of elementary schools. The snow plowing operations shall normally be completed within five working days following the commencement of work. Work on weekends and holidays shall be limited. Notwithstanding the above, the plowing of sidewalks on Priority III streets and which are in the immediate vicinity of senior citizen complexes is further discussed in Clause C-3b.
COMMENTS	The removal of windrows of snow resulting from sidewalk plowing operations is discussed in Clause C-4. In the past Council has given consideration to transferring the snow clearing responsibilities on residential (Priority III) sidewalks to the adjacent property owners. A budget reduction of $200,000 could be achieved during a typical winter with this change in level of service.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the plowing of Priority III sidewalks

CLAUSE C-3a	SIDEWALKS ON PRIORITY III STREETS
BUDGET IMPACT	NONE

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SNOW POLICY REVIEW

SECTION C: PLOWING OF SIDEWALKS

CLAUSE C-3b	SIDEWALKS ON PRIORITY III STREETS (NEAR SENIOR CITIZEN COMPLEXES)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Sidewalk plowing routes on Priority III streets shall be established so as to identify a designated access route from each senior citizen complex to the most logical Priority I or II street. Sidewalks on these access routes shall normally be maintained to a compacted snow surface. Generally, plowing shall commence when an inspection, following a 5 cm snowfall accumulation or equivalent local drifting conditions, indicates a necessity for a clearing operation. The snow plowing operation shall be completed within thirty-six hours following the end of an average storm and shall normally be done in conjunction with the sidewalk on the connecting Priority I or II street. For the purposes of this policy, senior citizen complexes shall be identified as a building that is devoted exclusively to senior citizens and has ten or more dwelling units.
COMMENTS	This provides a surface condition on these sidewalks that is comparable to most sidewalks on a Priority I or II street. The removal of windrows of snow resulting from sidewalk plowing operations is discussed in Clause C-4
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the plowing of Priority III sidewalks that are near Seniors Complexes
BUDGET IMPACT	NONE

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SECTION C: PLOWING OF SIDEWALKS

CLAUSE C-4	REMOVAL OF WINDROWS - (SIDEWALK PLOWING)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Windrows of snow plowed across private approaches and/or walks and resulting from sidewalk clearing operations shall not be removed.
COMMENTS	Over the years there have been some concerns raised by our citizens regarding the removal of the windrows of snow resulting from the sidewalk clearing operations. Our review of other winter cities within Canada has indicated that windrow removal is not a practice normally carried out.
LEVEL OF SERVICE IMPROVEMENT	The removal of the windrows of snow resulting from the sidewalk clearing operation could be accomplished. However the level of service for sidewalk clearing would be negatively impacted, as it would take much longer to undertake the clearing operations.
BUDGET IMPACT	Additional funding of $200,000 would be necessary to carry out this work if the policy was changed.

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SECTION C: PLOWING OF SIDEWALKS

CLAUSE C-5	WALKWAYS WITHIN PARKS
CURRENT POLICY	Walkways within regional parks shall normally be maintained to a compacted snow surface. Plowing shall normally commence when an inspection following a 5 cm accumulation or equivalent local drifting conditions indicates a necessity for a plowing operation.
COMMENTS	The maintenance of walkways within the neighborhood parks has become a major issue with our citizens. There is an increasing demand for accessability throughout the winter months in order that the recreational opportunities that these parks offer can be taken advantage of.
LEVEL OF SERVICE IMPROVEMENT	The plowing of these park walkways could be undertaken. Most other winter cities have identified certain walkways as designated winter walkways and plowing of these walkways is routinely carried out.
BUDGET IMPACT	Additional funding of $200,000 would be required to carry out snow clearing of designated winter walkways within neighborhood parks.

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SECTION D: SNOW REMOVAL

CLAUSE D-1	REMOVAL OF HIGH PILES
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	The Public Works Department shall monitor visibility at intersections on a regular basis throughout the winter months and any identified high piles at bus stops, crosswalks, lane entrances and intersections shall be reduced so as to improve the line of sight for motorists and pedestrians. Priority shall normally be given to high piles located on Priority I and II streets. Priority shall be given to high piles located at intersections and lane entrances in the vicinity of elementary schools. Every effort shall be made to relocate the snow within the adjacent boulevard storage areas, but loading and hauling may be necessary in many instances. In years of significantly above-normal snow accumulations, it may be impractical to undertake the reduction of all high piles within the City. On those occasions, efforts shall be concentrated on piles in areas of high traffic volumes. High piles located adjacent to private approaches shall not be removed.
COMMENTS	The mandate for dealing with high piles is to ensure that high piles at bus stops, crosswalks, lane entrances and intersections are removed so as to provide a cleared line of sight to motorists. The trend towards smaller vehicles that are much lower to the pavement has made it necessary to review the current practices in eliminating high piles.
LEVEL OF SERVICE IMPROVEMENT	A change could be made in the policy to warrant the complete removal of piles of snow at the bus stops, crosswalks, lane entrances and intersections. Currently the snow would normally only be removed to the point that a clear line of sight to motorists is provided.
BUDGET IMPACT	Additional funding of $150,000 would be necessary to carry out this work if the policy is changed.

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SECTION D: SNOW REMOVAL

CLAUSE D-2	REMOVAL OF BOULEVARD WINDROWS (GENERAL)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Windrows of snow shall normally be removed on Priority I and II streets where the following criteria are met: (a) Bridges and underpasses (b) Where lack of adequate storage results in a reduction in the number of available traffic lanes thereby prohibiting the reasonable movement of vehicular traffic under normal winter driving conditions. (c) Where lack of adequate storage prohibits the reasonable movement of pedestrians using the adjacent sidewalk. (d) Traffic safety devices such as guardrails and impact barriers (e) Notwithstanding any of the above, the City shall take advantage of mechanical blowing snow to adjacent properties to accommodate snow storage wherever possible, rather than resorting to hauling.
COMMENTS	Snow removal and disposal is a very expensive phase of the winter's operations. Due to budget constraints that the City has experienced over past years, a typical winter's hauling program has been reduced during that time.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the removal of boulevard windrows.
BUDGET IMPACT	NONE

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SECTION D: SNOW REMOVAL

CLAUSE D-3	REMOVAL OF BOULEVARD WINDROWS (VICINITY OF SCHOOLS)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 22, 1993**	Windrows of plowed snow in excess of 20 cm (8") high shall normally be removed from all front street driveway approaches in conjunction with the street plowing operation and during the same shift as the street is plowed. If an emergency snow condition exists and it is necessary to cover a maximum area in the shortest possible time, the clearing of the windrows may be delayed until satisfactory resources are available. Windrows of plowed snow across entrances to private yards resulting from alley plowing operations shall not be removed.
COMMENTS	Snow clearing around schools was identified as an issue following the higher than normal snowfalls in 1995/96 and 1996/97. As a result Council changed the policy to provide enhanced snow clearing services adjacent to schools
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the removal of boulevard windrows in the vicinity of schools
BUDGET IMPACT	NONE

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CLAUSE D-4	REMOVAL OF BOULEVARD WINDROWS (LOADING AREAS – SENIOR COMPLEXES)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Windrows of snow in front of senior citizen complexes shall not be removed to provide access. For the purposes of this policy, a senior citizen complex shall be identified as a building devoted exclusively to senior citizens and having 10 or more dwelling units.
COMMENTS	This issue is expressed every winter. During the policy review undertaken in 1993 an proposal was developed to clear a length of windrow in front of these buildings. It was not approved by Council
LEVEL OF SERVICE IMPROVEMENT	The removal of the windrows of snow in front of senior complexes could be undertaken. A distance of 5 m in length would be cleared along the roadway in front of the main entrance of qualified buildings and a path cleared from the curb to the City sidewalk where necessary. It could probably be accomplished within 48 hours following a street plowing operation.
BUDGET IMPACT	Additional funding of $250,000 would be required if the policy is changed.

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SECTION D: SNOW REMOVAL

CLAUSE D-5	REMOVAL OF BOULEVARD WINDROWS (HANDICAPPED ACCESS TO PRIVATE PROPERTY)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Private crosswalks between the sidewalk and the curb shall be cleared to a width of 0.7 metres by City forces/Contractors, after the street clearing operations are completed, for property owners/occupants who sign a declaration on an annual basis to the effect that: (a) the property-owner/occupant is physically incapable of shovelling (b) no other able-bodied person resides in the property owner's /occupant's house, (c) the property owner/occupant is unable to arrange having this work
COMMENTS	The number of requests for this service continues to increase
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the removal of boulevard windrows that serve as handicapped access to private property.
BUDGET IMPACT	NONE

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SECTION D: SNOW REMOVAL

CLAUSE D-6	REMOVAL OF BOULEVARD WINDROWS (HANDI-TRANSIT LOADING ZONES)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Windrows of snow shall normally be removed at "Handi-Transit" loading zones, which have been designated by Transit as high volume locations and integral to their "Handi-Transit" operations. These locations shall be identified in the field by special signing.
COMMENTS	This service is provided to a limited number of Handi-Transit loading zones located primarily in the Downtown Square. Each new request is reviewed by Transit for suitability.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the removal of boulevard windrows at Handi-Transit loading zones.
BUDGET IMPACT	NONE

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SECTION D: SNOW REMOVAL

CLAUSE D-7	REMOVAL OF BOULEVARD WINDROWS (COMMERCIAL/APARTMENT LOADING ZONES)
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993** **COMMENTS**	Windrows of snow resulting from snow plowing operations shall not be removed from loading zones serving commercial, industrial or apartment buildings. Very few requests are received each year requesting the removal of windrows at these locations.
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the removal of boulevard windrows from loading zones serving commercial, industrial or apartment buildings.
BUDGET IMPACT	NONE

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SECTION D: SNOW REMOVAL

CLAUSE D-8	REMOVAL OF BOULEVARD WINDROWS (CHURCHES AND SYNAGOGUES)
CURRENT POLICY APPROVED BY COUNCIL SEPTEMBER 1993	Windrows of snow shall be removed, upon request, from boulevards in front of churches and synagogues in order to facilitate weddings, funerals and other very special religious events.
COMMENTS	Very few complaints are received
LEVEL OF SERVICE IMPROVEMENT	No level of service improvement is suggested for the removal of boulevard windrows in front of churches and synagogues
BUDGET IMPACT	NONE

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SECTION D: SNOW REMOVAL

CLAUSE D-9	REMOVAL OF BOULEVARD WINDROWS (VICINITY OF SCHOOLS)
CURRENT POLICY APPROVED BY COUNCIL SEPTEMBER 1993	Windrows of snow shall normally be removed from a designated school bus loading zone where school children are disembarking or boarding school buses that are delivering or picking up those attending the schools. Windrows of snow on boulevards adjacent to schools shall also be removed when the lack of adequate storage has resulted in the adjacent sidewalk becoming obstructed so as to prevent the reasonable movement of pedestrian traffic.
COMMENTS	The identification of designated loading zones is done through joint discussions between the School Divisions and the City
LEVEL OF SERVICE IMPROVEMENT	No level of service improvements are suggested for the removal of boulevard windrows in the vicinity of schools.
BUDGET IMPACT	NONE

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SECTION E: HOURS OF WORK

CLAUSE E-1	HOURS OF WORK
CURRENT POLICY APPROVED BY COUNCIL **SEPTEMBER 1993**	Snow clearing operations may be undertaken on an extended shift basis where longer hours of work will facilitate the completion of a snow clearing operation in an effective manner in accordance with the policy on Snow and Ice Control. In addition, some snow clearing operations may also be undertaken on an extended shift basis where, notwithstanding the requirements of the snow policy, it has been determined by the Director of Public Works Department, or his designate, that the work can be accomplished more effectively and economically by working an extended shift.
COMMENTS	Previous changes in Policy have worked well.
LEVELS OF IMPROVEMENTS	No level of service improvements are suggested for the Hours of Work Clause
BUDGET IMPACT	NONE