



City of Richmond

Report to Committee

To: Public Works and Transportation Committee *To Public Works & Transportation - Feb 23,* **Date:** February 1, 2005
From: Greg Scott, P. Eng. **File:** 10-6000-01/2005-Vol 01
Director of Operations
Re: **Snow and Ice Removal Policy 7013**

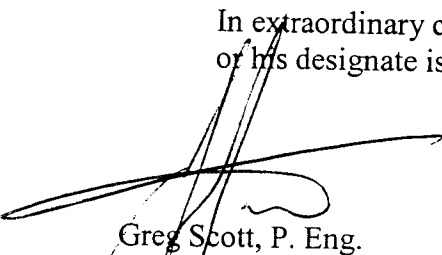
Staff Recommendation

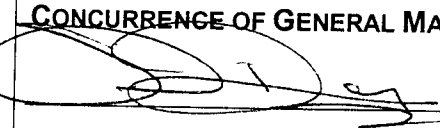
It is recommended that that the Roadways – Ice and Snow Removal Policy 7013 be amended by deleting the following paragraph:

In extraordinary circumstances, the Chairman of the Public Works and Services Committee or, in his absence, the Mayor, is authorized to order the removal of snow from subdivision streets, following consultation with members of the Public Works and Services Committee who are readily available.

and replacing with the following:

In extraordinary circumstances, the General Manager of Engineering and Public Works or his designate is authorized to order the removal of snow from subdivision streets.


Greg Scott, P. Eng.
Director of Operations

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
		
REVIEWED BY TAG	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
REVIEWED BY CAO	YES	NO
	<input type="checkbox"/>	<input type="checkbox"/>

Staff Report

Origin

At the January 2005 meeting of the Public Works and Transportation Committee staff were asked to review the current Snow and Ice Removal Policy 7013.

Analysis

Council adopted the present "Roadways – Ice and Snow Removal Policy" in May of 1991. (Att.1) The policy sets out the clearing and/or road treatment priorities that are currently followed by staff during adverse winter conditions. They are:

- All major arterials, section line roads and bus routes.
- Major collector roads.
- The policy excludes residential subdivisions during a snow event except "in extraordinary circumstances" then the "Chairman of the Public Works and Service Committee" (or in his/her absence the Mayor) can direct staff to remove snow from subdivisions.

The policy sets the primary focus as one of ensuring that during a snow event the maximum numbers of commuters and transit riders are able to move through Richmond in a safe and efficient manner. When looking at traffic volumes on major roads and the number of bus routes in Richmond (Att.2) it is clear that our present priorities are addressing the major traffic needs within the City by salting and sanding these major traffic corridors.

The issue of snow and ice control in our residential subdivisions does not appear to be a major issue under normal conditions. Historically snow events are short in duration and the snow melts away relatively quickly. It sometimes becomes an issue when weather conditions are such that the snow does not melt and impedes individual's abilities to move freely within their residential blocks. The recent events of early January were exceptional and should not be viewed as a typical event, nor one for which policy 7013 should be adjusted. We had sub-zero temperatures prior to the snow starting on January 6, 2005 and during the later snow events from the 10th to 15th of January we had extremely low temperatures causing the snow to remain for a longer period of time than normal.

The City had sufficient clearing resources for the event to effectively keep our major routes clear. The volume of complaints was relatively small; our operational staff fielded less than 15 requests from taxpayers for additional services. Given that January's snow event was unusual, we cannot find a compelling reason to change our present priorities. Council may wish to consider removing the section that pertains to "extraordinary circumstances" as this type of activity is operational in nature or depending on certain circumstances would involve the Emergency Operations Centre (EOC) for which other processes are in place. It is staff's recommendation that any operational change to this policy be permitted only by the General Manager of Engineering and Public Works.

Currently the City is not responsible for Snow and Ice clearing in front of our local schools

we will as part of our regular clearing efforts automatically salt and sand schools that front onto our major roads and collectors. During this past event the Richmond School board did take it upon themselves to spread salt and sand in front of some schools in our residential sub-divisions.


Financial Impact

Under normal conditions we are able to meet the mandate set by Council in Policy 7013 utilizing our present snow clearing equipment. (Att.3) The annual budget dedicated to snow and ice removal based upon an 8 year rolling average of actual costs associated with clearing of our roads has also proved adequate given that if we have need additional funds we have been able to accommodate it from either existing operational surpluses or reserves dedicated for such eventualities. Our budget allocation for 2005 is \$212,000. So far this year we have expensed \$122, 640.00 of that budget.

This report does not address any recommendations for additional service levels to include possible snow clearing in our residential subdivisions. If Council wish to pursue this additional service it should be understood that presently there is no equipment or funding allocated for clearing residential subdivisions and any inclusion of residential subdivisions in our snow clearing priorities would have a direct budgetary impact.

Conclusion

In conclusion there does not appear to be a compelling reason for any major changes to our Ice and Snow Removal Policy 7013. Utilizing our policy as a guide, operational staff have been able to ensure that the majority of our vehicular traffic and commuters, during adverse winter conditions, are provided with safe roads. Staff would therefore recommend that only two changes occur. The General Manager of Engineering and Public Works be given the authority to vary from this operational policy rather than requiring the Chairman of the Public Works and Services Committee to do so and update the personnel titles to reflect current titles.

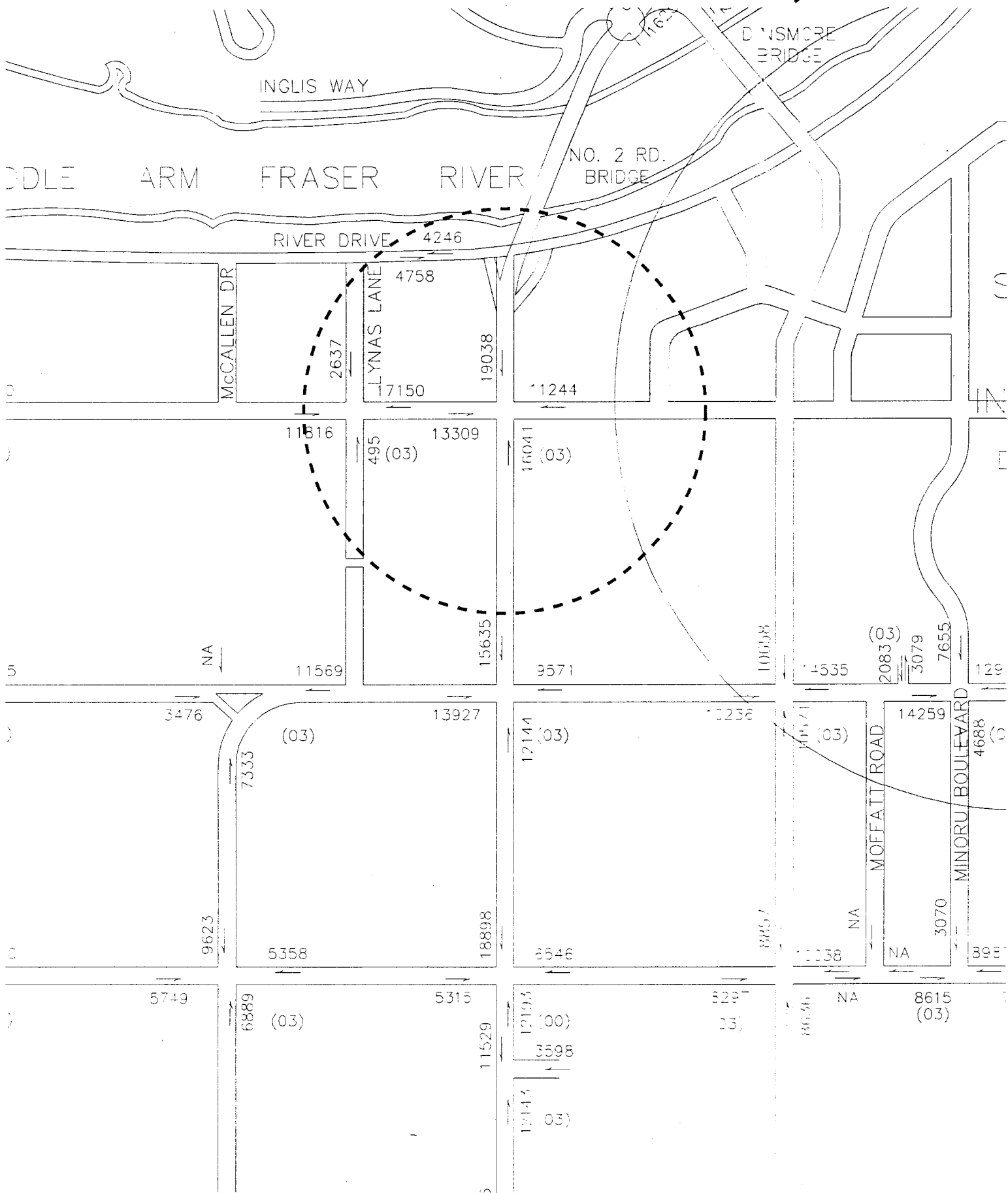


Tony Hillan
Manager, Roads & Construction Services
(1207)

TH:th

Typical Traffic Counts

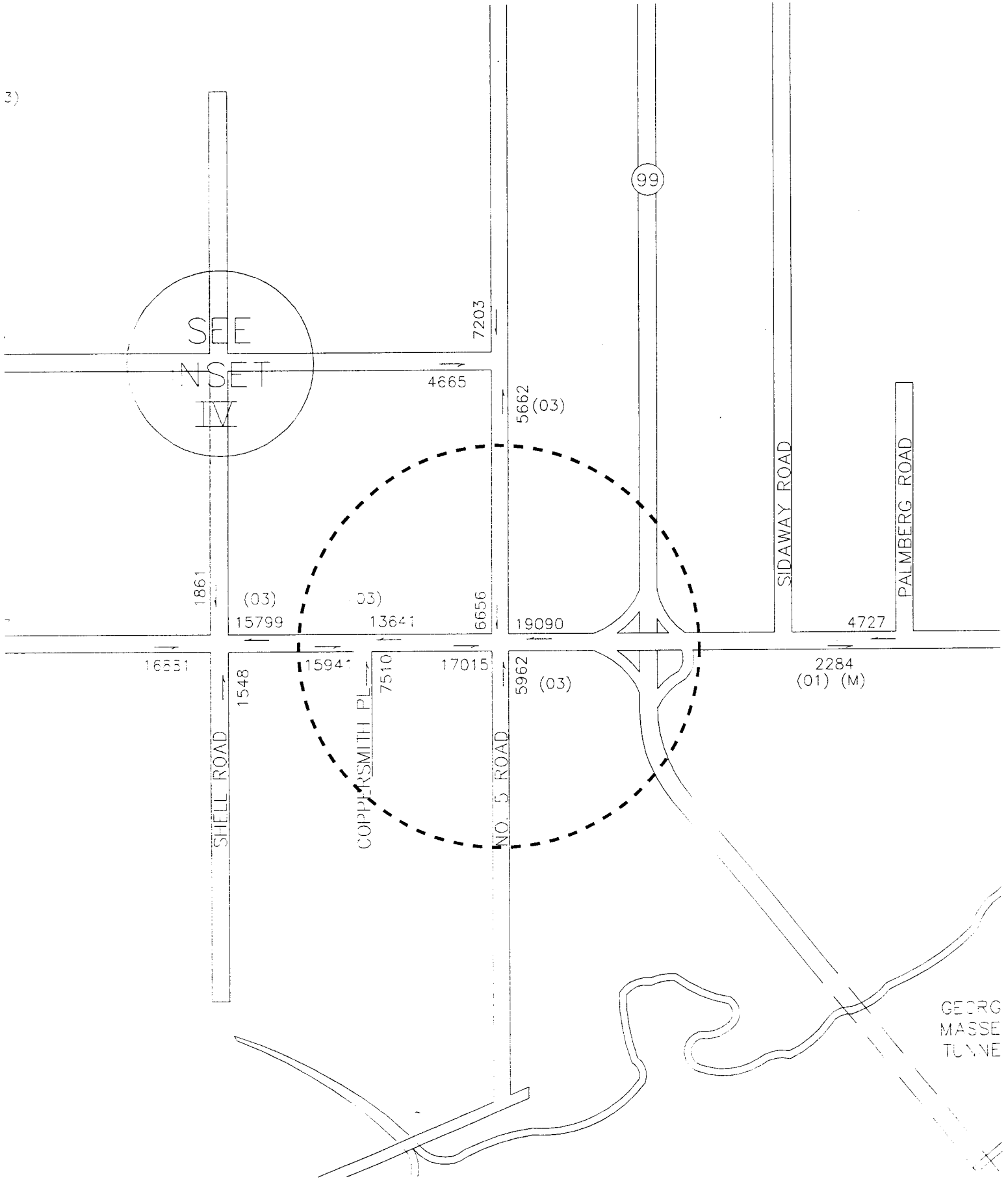
Intersection of No. 2 Road and Westminster Hwy



Typical Traffic Counts

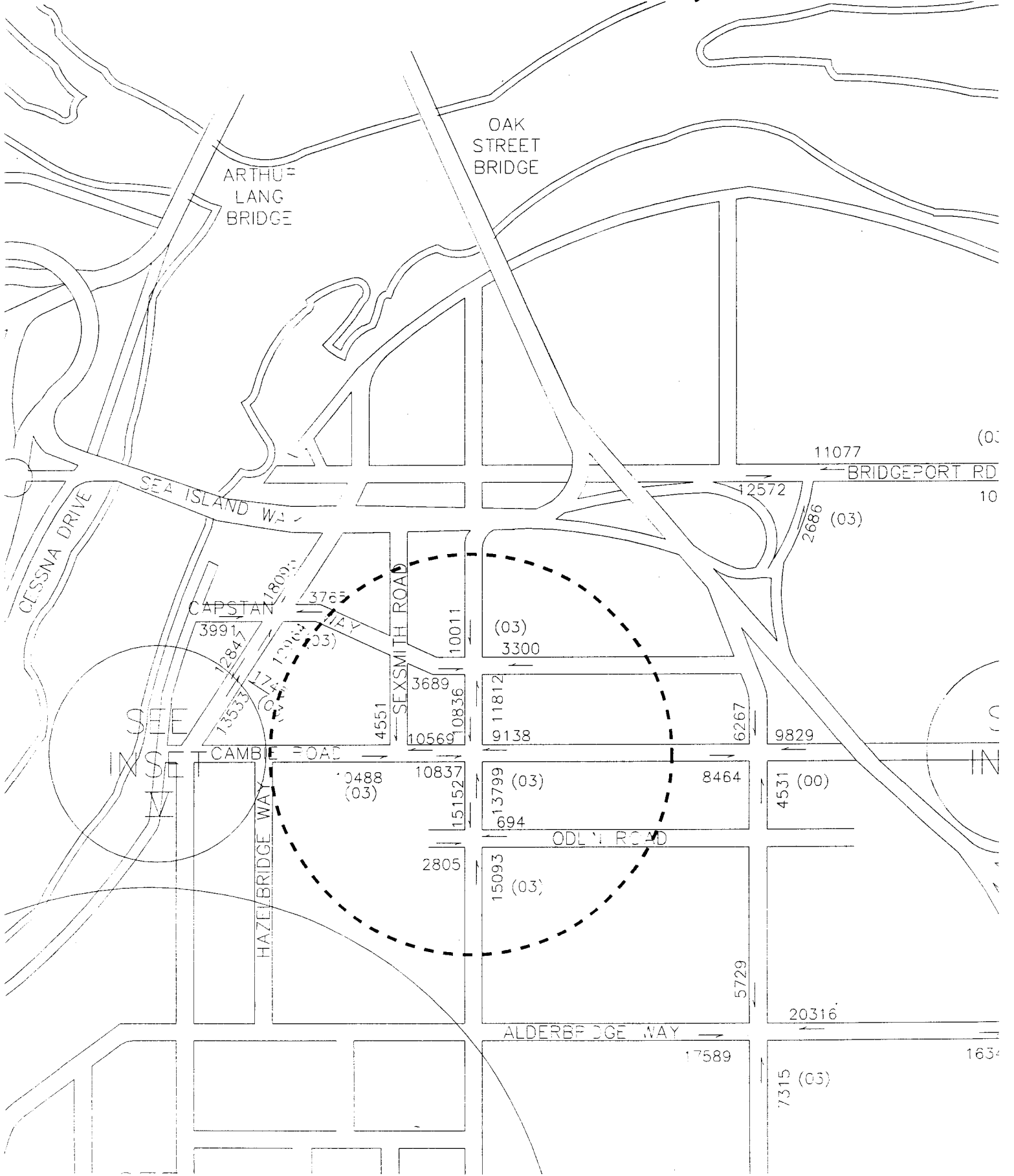
Intersection of No. 5 Road and Steveston Hwy

3)



Typical Traffic Counts

Intersection of No. 3 Road and Garden City



List of Available Snow and Ice clearing equipment dedicated to Major routes :

- 4 single axle dump trucks with salt and sand spreading attachments (Flinks)
- 7 tandem axle trucks with Salt and Sand Inserts
- 7 snow ploughs to be used on tandems.

Equipment used to respond to additional requests for service (B-Line, (Parking Lot Clearance City Hall and Community Centres)

- 1 one ton flat deck truck with small salt insert
- 4 Backhoes
- Grader



POLICY 7013:

It is Council policy that:

A salt mixture will be applied on specified roadways to provide safe winter driving conditions during adverse weather.

Major salting operations will commence:

1. Upon verification of poor street conditions as determined by the Duty Superintendent.
2. Upon request by the RCMP.
3. Pre-scheduled in response to weather forecasts.

Program Response Time: As it takes City forces approximately 1 1/2 hours to prepare and begin salting on City streets with a completion time of up to five hours, depending on conditions, the following priorities have been established:

1. **First Priority:** All major arterial, section line roads and bus routes.
2. **Second Priority:** Major collector roads.
3. **Residential Subdivisions:** No salting will be done on internal roads.
4. **Snow Plowing:** Snow plowing will only be done when salting is ineffective.
5. **Minor, localized icing conditions:** Duty Superintendent (or Foreman) will investigate and assess the conditions. If salting is needed to improve the road condition, the Superintendent or Foreman may request barricade men to spread the salt.

In extraordinary circumstances, the Chairman of the Public Works and Services Committee or, in his absence, the Mayor, is authorized to order the removal of snow from subdivision streets, following consultation with members of the Public Works and Services Committee who are readily available.

(Engineering Department)



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(Engineering Department)