



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: October 14, 2010

From: Tom Stewart, ASCT.
Director, Public Works Operations

File: 10-6360-13/2010-Vol
01

Re: Proposed Amendment to Policy 7013: Roadways - Ice and Snow Removal –
to Add Third Priority Routes

Staff Recommendation

That the portions of the existing Roadways – Ice and Snow Removal Policy 7013 be amended by replacing the text of the current policy with the text set out in Attachment 2 of this report.

Tom Stewart, ASCT.
Director, Public Works Operations
(604-233-3301)
Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

During discussions at their April 27, 2009 and November 23, 2009 meetings, Council reviewed a number of options, alternatives and initiatives to address snow response operations. These included implementation of a "Snow Angels" volunteer registry, a 'for hire' listing of private contractors available for snow response on a fee-for-service basis and amendments to Traffic Bylaw 5870 to expand the requirements to clear snow from sidewalks on Sundays. These program enhancements have been implemented.

Also discussed was the concept of introducing a third priority category of snow response service to include designated collector roads and roads of local significance, including in residential subdivisions. This report presents the third priority routes for Council's consideration, and proposes an amendment to Council Policy 7013, "Roadways – Ice and Snow Removal" to include third priority routes.

Analysis

Extreme weather events are occurring with greater frequency in light of changing weather patterns. Indications at this time are that we can suspect another significant snow fall event during the 2010/2011 season. Operating preparations including equipment readiness, staff training, etc. are already underway and/or scheduled in order to align necessary resources for response.

During the 2008/2009 extreme weather event, there was significant concern expressed by residents about the lack of snow response service on local residential streets. This service has not typically been provided due to the considerable financial and resource requirements that would be required to provide services on all residential roads in Richmond. Costs were previously estimated at \$4.2 million in capital (additional trucks/plows, etc.) and a further \$2 million in operating costs for additional staffing and supplies to fully service residential subdivision roads. As the costs for this level of service are prohibitive, residential roads have not been included as part of our snow response operations.

An alternative which was addressed in prior staff reports (dated April 5, 2009 and November 3, 2009) is to add designated collector roads and roads of local significance as third priority routes. Salting and plowing activities on third priority routes would be done only when first and second priority routes are under control and when they can be scheduled during normal working hours, i.e. 7 a.m. – 4:30 p.m., Monday – Friday. The third priority routes represent approximately 77 km of roads. Third priority routes were developed in part based on input from residents, as well as input from the Board of Education.

The introduction of third priority routes will not necessarily address all parties' concerns, and it may be necessary to manage public expectations if the City is unable to service any or all third priority routes due to resources being unavailable if required for first and second priority roads. If third priority routes can be managed and serviced based on resource availability, this will

improve local neighbourhood accessibility. Note that the third priority routes will be amended from time to time as road configurations change.

The amendment to Policy 7013 has also included a re-draft and reorganisation of Policy 7013. Such proposed amendments have no relation to the third priority routes and are designed to update and clarify the policy, and better align with current terminology and practices.

A copy of the existing Policy 7013 is provided as Attachment 1 for reference purposes. The proposed policy with the changes incorporated are shown in Attachment 2.

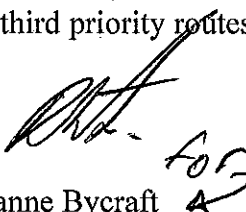
Financial Impact

The cost to service the third priority routes using existing resources and equipment during normal operating hours is estimated at \$90,000 for each complete circuit/pass. Costs could increase should additional passes be required.

Dedicated additional level 2010 funding in the amount of \$90,000 was submitted but not approved when considered by Council on January 18, 2010 due to the impact on taxes in a difficult budget year. Therefore, direction was taken at the meeting to add third priority routes to Policy 7013 in 2010 with funding, if required, from the sanding and salting provision, which currently has a balance of \$567,860.

Conclusion

The proposed amendments to add third priority routes to Policy 7013 for designated collector roads and roads of local significance will allow for improved local neighbourhood accessibility. Service to these areas would occur once first and second priority routes are adequately serviced and third priority routes can be accommodated during regular working hours.


Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)

SJB:



City of Richmond

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Adopted by Council: Dec. 22/80

Amended: February 28/05

POLICY 7013

File Ref: 6360-00

ROADWAYS – ICE AND SNOW REMOVAL

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

(Engineering and Public Works)

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Adopted by Council: Dec. 22/80 Amended: February 28/05 POLICY 7013

File Ref: 6360-00

ROADWAYS - ICE AND SNOW REMOVAL

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:

- a. will commence upon verification of poor street conditions as determined by the on duty supervisor;
- b. will commence upon request by the RCMP; and/or
- c. may be 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 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 (those roads identified as "1st Priority" and coloured green on the map attached to and forming part of this policy).
2. **Second Priority:** major collector roads (those roads identified as "2nd Priority" and coloured in red on the map attached to and forming part of this policy).
3. **Third Priority:** those roads identified as "3rd Priority" and coloured blue on the map attached to and forming part of this policy.
4. **Snow Plowing:** snow plowing will only be done on roads identified in Items 1-3 above when salting is ineffective.
5. **Extraordinary Circumstances:** in extraordinary circumstances, the General Manager of Engineering and Public Works is authorized to order the salting and/or removal of snow from City roads that are not set out and identified as being "1st", "2nd" or "3rd" Priority roads on the map attached to and forming part of this policy. Otherwise, no salting or snow plowing will be conducted by the City on roads not set out and identified as being "1st", "2nd" or "3rd" Priority roads on the map attached to and forming part of this policy.
6. **Minor, localized icing conditions:** The on-duty supervisor or designated alternate will investigate and assess road conditions. If salting is needed to improve the road condition, the on-duty supervisor may initiate this activity by Patroller staff or other qualified available individuals.

Policy 7013 – Snow Removal Route Priorities

