

Title: Snow and Ice Control Policy	Policy No : 9.08 Supersedes: Update
Authority: <input type="checkbox"/> Legislative <input checked="" type="checkbox"/> Operational Approval: <input checked="" type="checkbox"/> Council <input type="checkbox"/> CMT <input type="checkbox"/> General Manager	Effective Date: November 24, 2020 Review Date: October 2023
Policy Statement: The City of Maple Ridge provides a level of service within financial, personnel, equipment and other resources availability for the purposes of public safety and vehicle mobility during winter conditions on municipal roadways.	
Purpose: To define the parameters under which snow and ice are cleared from City of Maple Ridge roads.	
Definitions: <i>"Anti-icing" – the pre treatment of road surfaces with salt or salt brine to prevent the formation of ice</i> <i>"De-icing" – the removal of ice formed on the roadway</i> <i>"Downtown Core" – the area of the city within the boundaries of 222nd Street east to 228th Street and from Lougheed Highway north to Dewdney Trunk Road</i> <i>"Good Winter Condition" – roadway is passable for vehicles with proper winter tires and driving according to the conditions (driving cautiously; defensively and at a speed appropriate for slippery roads which is not necessarily the speed limit and could be significantly less than the posted speed limit); this does not mean bare pavement and some accumulations of snow or ice may be present</i> <i>"First Priority Routes" - Arterial Roads, major collector roads, hospital routes, bus routes, steep hills and school zones (regardless of road classification)</i> <i>"Second Priority Routes" - Industrial and Commercial roads and secondary through roads (minor collectors and specifically identified local roads) in residential areas that are located and connect to arterial or major collector roads. Typically these roads are over 200m in length and connect local traffic with major routes.</i> <i>"Third Priority Routes" - All remaining residential roads, local roads and cul-de-sacs.</i> <i>"Roads Supervisor" – the person identified as responsible for conducting winter operations and directing the City snow and ice control crews; this could include the Roads Supervisor; one of the</i>	

city's Superintendents; the Director of engineering Operations or the General Manager of Engineering Services

"Under Control" – roadway can be maintained in good winter condition with only minimal resources

Key Areas of Responsibility

Action to Take

Responsibility

Snowplowing and sanding/salting operations are conducted according to the following priorities:

1. First Priority: Plowing and salt/sanding operations are carried out around the clock as long as poor conditions exist as determined by the Roads Supervisor.

Engineering Services - Operations

First Priority routes are maintained until the conditions are under control, as determined by the Roads Supervisor or Roads Superintendent; and the road is able to maintained in passable condition with minimal resource allocation; only then are resources re-directed onto Second Priority routes.

2. Second Priority: Work on second priority routes is performed on regular weekday shifts only; minimal overtime is permitted to extend the workday.

Engineering Services - Operations

3. Third Priority: A "condition based" level of service exists on all third priority routes. Conditions will be assessed by Road Supervisors only after First and Second Priority roads have been fully cleared. Compacted snow is the accepted condition and minimal de-icing materials will be applied. Third Priority work is performed during normal working hours only.

Engineering Services - Operations

4. As soon as conditions deteriorate on any of the higher priority routes, resources are moved back to those routes.

Engineering Services - Operations

5. First and Second Priority Routes are defined and established as those roads and streets shown on the "City of Maple Ridge – Snow Plowing Routes Map" as amended from time to time.

Engineering Services - Operations

6. Plowing/Salting operations commence as conditions dictate as determined by the Roads Supervisors, i.e.: black ice, snow accumulations or slippery conditions. Salting/Plowing on Third Priority roads will only be done at intersections and only when conditions warrant.

Engineering Services - Operations

7. Anti-icing will be done as a preventative measure as determined necessary by the Roads Supervisors.	<i>Engineering Services - Operations</i>
8. Snow Plowing commences when snow depth exceeds 10 centimeters and the storm is continuing or when the Roads Supervisor deems it appropriate for the safety of the public.	<i>Engineering Services - Operations</i>
9. Roads surfaces are to be maintained in good winter condition, which does not mean “bare pavement”, through continued use of assigned personnel and equipment and subject to the availability of resources.	<i>Engineering Services - Operations</i>
10. Snow removal from sidewalks is the responsibility of the adjacent property owners.	<i>Property Owner</i>
11. Snow clearing operations will impact driveways, city crews will not lift plows to avoid driveways, or send crews afterwards to clear driveways.	<i>Engineering Services - Operations</i>
12. Snow removal from roads is undertaken in the downtown core area only and only under conditions where snow windrows interfere with on street parking for businesses and only after all priority 1, 2 and 3 route clearing is completed.	<i>Engineering Services - Operations</i>
13. City equipment used for snow and ice control on public road ways may be used for snow removal at municipal facilities only when no longer required for public roadway maintenance.	<i>Engineering Services - Operations</i>