

TOWN OF CHESTERMERE
POLICY HANDBOOK

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| EFFECTIVE DATE: December 18, 1989 | SECTION: 500 POLICY: 501 |
| APPROVED BY: COUNCIL | SUBJECT: Snow Maintenance |
| REVISED DATE: January 4, 1994 October 1, 1999 February 20, 2007 November 2, 2009 December 28, 2011 February 6, 2012 September 17, 2012 | PAGE NO.: 1 of 5 |
| EXPIRY DATE: January 1, 2016 | POLICY TYPE: Public Works Policy |

PURPOSE AND INTENT

This policy is to provide a guideline for winter maintenance operations for the Public Works Department. Rapidly cleared roadways are important, not only for safe travel, but also to facilitate the handling of emergencies by police, ambulance and fire operations.

POLICY

1. Definitions

In this bylaw,

- (a) "Continuous Snow Event" means a situation in which more than 2cm per hour is deposited on the highways whether it is fresh snowfall or blowing snow.
- (b) "Impassable Conditions" means an accumulation of more than 12 centimetres (not including a packed layer or ruts on a highway that exceed 12 centimetres in depth.)
- (c) "Highway" shall mean any thoroughfare, street, road, trail, avenue, parkway, roadway, drive way, viaduct, lane, alley, square, bridge, causeway, trestleway or other place or any part of any of them, whether publicly or privately owned, that

the public is ordinarily entitled or permitted to use for the passage or parking of vehicles.

- (d) "Pathway" means a multi-purpose thoroughfare controlled by the Town and set aside for the use of pedestrians, cyclists and persons using wheeled conveyances, which is improved by asphalt, concrete or brick, whether or not it is located in an open space, and includes any bridge or structure with which it is contiguous;
- (e) "Sidewalk" means that portion of a highway set aside for the use of and ordinarily used by pedestrians, whether or not the surface of such portion is covered with gravel, concrete, asphalt, or other type of paving;
- (f) "Snow Event" means an accumulation of 2cm or more and can include drifting of snow that had fallen from a previous event.
- (g) "Snow Removal" means the removal, transportation and depositing of snow from streets to another location off the highway.

2. Snow Management

- 2.1 If snow is falling but the situation is not yet considered a "snow event", Town staff shall monitor the situation and prepare to begin clearing snow if accumulation reaches 2cm or more.
- 2.2 During a snow event, the first objective is to clear snow from priority 1 roadways to ensure they are kept passable. Priority roadways are outlined below:

Priority 1 - Primary Roadways

- Highway 1A
- West Chestermere Drive (to WestChester Blvd)
- East Chestermere Drive (to East Chestermere Link)
- Rainbow Road South (to Rainbow Falls Drive)
- Rainbow Falls Drive (from Rainbow Rd South to Westchester Blvd.)
- West Chester Blvd.
- Invermere Drive
- Windermere Drive (from Invermere Drive to Marina Drive)
- West Merganser Drive
- West Lakeview Drive
- Marina Drive (from 1A to Stonemere Point)
- Paradise Road
- Entrance to the Cove
- East Lakeview Rd (from East Chestermere Drive to Irrigation Canal)
- Chestermere Station Way

- Emergency Access for Fire, RCMP and Town Hall

Priority 2 – Secondary Roadways

- West Creek Blvd
- Springmere Drive
- Cove Drive
- Cove Road
- Lakeside Greens Drive
- Lakeside Greens Gate entrance
- West Creek Drive
- West Lakeview Passage
- Marina Road
- Marina Drive (North of Stonemere Point)
- Windermere Drive (West of Invermere Drive)
- RR 284, RR 283, RR 282, RR 281, TWPR 243, TWPR 240, TWPR 241A
- Kinniburgh Blvd
- East Merganser (from East Chestermere Drive to RR 281)
- Lake Ere Estates

- 2.3 The target is to have all primary routes cleared for 8am morning traffic.
- 2.4 To save travel time, priority routes may be combined during regular snow maintenance if it does not impede the target.
- 2.5 Initial response equipment shall include at least 2 pieces of equipment. The Roads supervisor will increase the response equipment as necessary to meet the target.
- 2.6 Snow clearing will continue until all primary and secondary routes are completed. If accumulation continues, several passes may be necessary with snow clearing equipment.
- 2.7 Snow maintenance on streets that have not been designated as first or second priority roadways will take place only if the road is deemed impassable by the Roads Supervisor, and then will occur after all other objectives have been met.
- 2.8 Continuous snow events will be monitored for clearing, dependant on weather conditions and drifting.
- 2.9 Snow removal will commence only as time and weather permits, dealing with widening of primary routes such as Rainbow Road, West Lakeview Drive, Merganser Drive West, Marina Drive, Marina Road, Windermere Drive as well as the fronts of schools.

- 2.10 The Roads Supervisor shall determine when a snow event has ended and will recall snow maintenance equipment once all highways are considered to be in a safe and acceptable condition.

3. Parking Bans

- 3.1. The Town of Chestermere shall designate official snow routes and mark these routes by clear signage (see Appendix A).
- 3.2. As per Traffic Bylaw 004-11 (section 9), after a snow event has ended, the CAO may (dependent on the amount of snow accumulation) direct the Director of Public Works to declare a temporary parking ban on snow routes in order to complete snow removal.
- 3.3. If a parking ban is declared, staff shall erect temporary signage on snow routes outlining that there shall be no on-street parking until the area has been cleared. 24 hours notice shall be given to the affected highways.
- 3.4. Parking bans may be in effect only between 8:00am and 4:30pm.
- 3.5. Vehicles that have not been moved may be towed and the owners will be subject to towing invoices and fines.

4. Residential Streets

- 4.1. As per Snow Removal Bylaw 018-11, residents are responsible for clearing their driveway entrances and sidewalks adjacent to their property within 48 hours.
- 4.2. The Town of Chestermere is not responsible for the snow that is left behind in resident's driveways from snow clearing equipment.
- 4.3. As per Snow Removal Bylaw 018-11, any ice or snow that has been removed from private property cannot be placed on the roadway or boulevard of a street.

5. Unsafe Conditions

- 5.1. Blizzard conditions where visibility is limited to 25 meters or less will result in recall of equipment and postponement of maintenance for operator safety. Regular road maintenance will continue when visibility is extended to 25 meters or greater.

6. Ice Control

- 6.1. Sanding shall begin when snowplows have cleared the snow to an extent where the applied sand will not be plowed off.
- 6.2. Major intersections, hills, curves, school zones and emergency roadways shall be the sanding route priorities.

- 6.3. The standard sand /salt mixture will be made up of a 5% by salt volume, and the sand shall be crushed gravel with a maximum aggregate size of 8mm.
- 6.4. Application rates of products will be as follows. Sand: 510kg per km; Salt: 330kg per km; and sand chip will be 510kg per km. These rates are programmed into the sanding units.
- 6.5. Due to the sensitive environmental nature of being a lake community, blanket coverage of roads with salt will not be performed except in extreme circumstances as determined by the Roads Supervisor.
- 6.6. Due to extreme weather conditions in the Chestermere area with chinooks and freezing rain, straight salt may need to be used from time to time. Salt will be used for road temperatures greater than -5 degrees Celsius. Sand-salt will be used with a road temperature between -3 degrees and -16 degrees Celsius. Sanding chip will be used with road temperatures from -16 degrees and below. All applications will be determined by the Roads Supervisor.

7. Bike paths and sidewalks

- 7.1. Every attempt will be made by the Town staff to conduct snow maintenance on public bike paths and sidewalks after priority and secondary roadways have been cleared.
- 7.2. The Town will not clear snow from business parking lots, residential sidewalks or pathways that serve as sidewalks in residential areas.
- 7.3. Paths will not be sanded or salted as it is not economical or environmentally friendly to sand paths.

Adopted by Council: September 17, 2012

Resolution Number: 304-12



Mayor



CAO

Appendix A:

