



REQUEST FOR DIRECTION

File # 0340-50

Report To: Mayor and Council
From: Director of Public Works and Utilities
Presenter: Jeremy Garner
Subject: Administration Report No. 0003/25
Snow and Ice Control Policy Updates
Options:
Meeting: Committee of the Whole
Meeting Date: 06 Jan 2025

CAO'S COMMENTS:

Winter Road Maintenance is a polarizing task and one of the most scrutinized services we deliver. Staff are seeking Council's feedback on amending our current Council Snow and Ice Policy with a goal of providing a level of service that is affordable, attainable and meets expectations. We are looking at developing a policy that will allow us to set expectations on the level of service, and provide a level of accountability along with being very easy for the public to understand the how, when and why winter road, sidewalk and trail maintenance is done. Staff has also included the Snow and Ice Administrative Procedure updates as an additional reference.

DEFINE THE TOPIC: This report outlines the suggested updates to the Snow and Ice Control Policy and Administration Procedure.

KEY INFORMATION:

RESOLUTION NO. 25/23

MOVED/SECONDED

“THAT, Council direct staff to initiate a review of the Snow and Ice Control Policy,

AND THAT, an analysis of the policy be presented to Council.”

RELEVANT OBSERVATIONS:

Council asked staff to review the current Snow and Ice Control Policy 37/19 which was adopted in 2019.

The current snow removal policy and administration procedure provides priority roads for snow removal and allows staff to utilize contracted services to assist in clearing the snow on roadways parking lots and sidewalks depending on the accumulation of snow. There is a hierarchy of priority roads, parking lots and sidewalks that have been identified.

In 2010, Council supported the recommendations to no longer use plow trucks to plow snow and to utilize snow blowers and loaders to remove the snow from the streets without filling driveways and intersections. Council also removed the timelines for snow clearing.

The budget for snow removal on roads, parks and trails in 2020 was \$1.9M and in 2024 it was \$2.7M. These increases are mainly due to increased cost of materials such as salt, along with contracted services, and staff wage increases.

The City has nearly 30 staff that clear the roads, lanes, parks, trails, civic buildings and sidewalks.

The parking lots of City Hall, RCMP, Firehall, and the Arenas are cleared using contracted services.

COMPLIANCE WITH STRATEGIC PILLARS:

Vibrant Community – Invest in community safety, social, cultural, and recreational programs.

Relationships & Advocacy – Initiate and foster relationships and advocate to decision makers on the issues that impact our community and our neighbours.

Managing Assets – Build and manage assets that support the current and future needs of the community.

COMPLIANCE WITH STRATEGIC PRIORITIES:

Invest in building, improving, and maintaining physical and digital assets.

Ensure accountable, transparent, and responsible financial management focused on

value.

ESSENTIAL QUESTION:

Does Council support the changing of the concepts from priorities to category roadway designations?

Does Council support changes to the traffic bylaw to prohibit parking on residential routes during scheduled snow clearing days?

Does Council support parking restrictions on all category 1 routes (8pm-5am in the downtown core) from October 1st to April 30th each year to expedite snow clearing and facilitate better winter traffic flows?

Does Council support other policy changes?

DETERMINED DESIRED OUTCOMES (If the essential question is answered)

KEY RESULT:

Suggested Updates:

The updated Snow and Ice Control Policy would remove the priorities and replace them with road categories.

The categories are as follows:

- 1. Arterials including 100th & 100th with adjacent sidewalks**
- 2. Collector routes and adjacent sidewalks**
- 3. Transit routes, transit stops and downtown core avenues**
- 4. Frontage roads and core lanes**
- 5. Residential areas**

Snow and Ice Control would still begin at 5 cm of snow accumulation and crews will clear the roads based on their category rather than priority. The principle of clearing high volume roadways initially to facilitate emergency vehicles would remain in place. The clearing of different categories could continue simultaneously depending on different factors such as snowfall accumulation or rain-on-snow events.

The updated procedure would also identify a snow clearing schedule for residential areas. This schedule would show where and what the day of the week crews will be working in clearing residential roadways and neighborhoods. Example: Crews would clear residential roads in Tuesday A on Tuesday's and then move to Wednesday A on Wednesday's and so on. If the Tuesday A area is not cleared at the end of the day, they will return the following Tuesday to pick up where they left off or move to Tuesday B and so on. This schedule is intended to allow all areas of the City to be serviced throughout the week and provide a more equitable methodology that is easier for the public to understand.

Staff are also asking Council to consider changes to the upcoming traffic bylaw to prohibit "on street parking" on any Category 1 roadway (excluding 100th and 100th). Also 100th and 100th street would need to be designated no parking 8pm to 5am. The snow events and current category would be advertised on social media and radio following a snowfall event to

remind the public of these changes.

Staff are also asking Council to consider changes to the upcoming traffic bylaw that would prohibit "on street parking" in the corresponding residential snow clearing scheduled day from 7am to 7pm. This would allow crews to work quickly and efficiently to remove the snow and not have to return to clear out areas after vehicles have moved. Vehicles parked on the roadways or boulevards may be moved and vehicle owners may be ticketed.

The snow cleared from roadways would still be placed on the adjacent boulevards as has been the practice since 2010 utilizing the loaders or the snow blowers. There are complaints of gravel on the boulevards in the spring, however, storing the snow on the boulevard is a less costly alternative than hauling the snow away. The snow from the downtown core would continue to be hauled away as has been the practice. Adjacent sidewalks, identified as City maintained, would be cleared prior to the roadway being cleared.

Crews would continue to clear selected sidewalks and trails throughout the City. The City would continue to operate the public snow dump at no charge to users.

UNINTENDED OUTCOMES:

The bylaw team may need to tow vehicles and issue fines if changes to the Traffic Bylaw are implemented. This will likely come with negative feedback until people become familiar with the new procedures and schedules.

Climate change has brought more rain on snow events and larger temperature fluctuations which can be challenging when managing snow and ice. Crews have had to use more salt than in past years to combat these changes to road surface. This is an added cost and has additional impacts to the environment.

DEPARTMENTS CONSULTED ON THIS REPORT to achieve the key results (pros and cons)

Attachments:

COW Presentation Snow and Ice Control
Snow and Ice Admin Procedure Draft
Snow and Ice Control Policy Draft

RESPECTFULLY SUBMITTED:

Jeremy Garner, Director of Public Works and Utilities
23 Dec 2024



Snow and Ice Control

Life in a Northern Town



Then

Pros

- 3 days to open all the roads in the city
- Only plow trucks needed to clear snow on roads

Cons

- Plugged driveways
- Driveway snow pushed back out into the road
- Snow piles against the curb blocking the parking lanes
- Windrows of snow freezing against catch basins



Now

Pros

- No plugged driveways
- Parking lanes cleared to curb
- Catch basins plugged less with ice and snow

Cons

- Requires more time to clear the city
- More machines and operators equals increased cost
- Additional snow and gravel left on boulevards in the Spring



Fort St. John Does it Differently!

The City of Fort St. John utilizes graders and snowblowers to move snow from the roadway onto the boulevard. This methodology, although slower and more expensive than traditional plow trucks, is intended not to block residential driveways and intersections with a large windrow of snow. The City also uses contract loaders in residential areas to remove snow and pile it on the boulevard.



Current Methodology

1. No plugged driveways and snow is placed on the boulevards by a snowblower or loader.
2. No large windrows left multiple days on streets in the downtown core.
3. Sidewalks completely cleared in all the downtown core.
4. Snow hauled away in downtown core at night.
5. Arterial, Collectors and Transit routes cleared before residential areas.
6. Using contract loaders to clear in residential areas.

Improvements Considered for Winter 2024 - 2025

1. Sidewalks cleared simultaneously with adjacent category roads.
2. Designated residential areas to be cleared on designated weekdays.
(See attached map)
3. Public notification as to the current clearing category.
4. Updated category definitions.
5. Continue to find ways to optimize sanding routes.

Roads Sorted by Categories

	ROADWAYS		PARKING LOTS		SIDEWALKS & TRAILS	
	Department: Public Works		Department: Facilities		Department: Parks	
Category 1	red	100 ST & 100 Ave, major thoroughfares & adjacent sidewalks	red	Emergency Services	red	Adjacent to City owned properties
Category 2	blue	Collector routes & adjacent sidewalks	blue	Operations & Maintenance Buildings	blue	Parks & other City owned parking lots
Category 3	orange	Transit routes, transit stops & adjacent sidewalks, core avenues	orange	Recreational & Administrative Buildings	orange	Multi-use trails
Category 4	pink	All frontage roads & core commercial paved lanes				
Category 5	green	Residential areas				

Currently, it takes nearly 2400 hours for a team of operators, contractors and support staff to clean the city streets and sidewalks after each 10 cm snowfall.

(Based on 10 cm snowfall and current methodology)

Additional Implementations for Consideration

1. Utilize the updated Traffic Bylaw to implement a no parking ban (October 1st to April 30th) on all Category 1 routes, (except 100th and 100th) with vehicles being towed and fined. 100th and 100th would need to be posted no parking from 8pm to 5am.

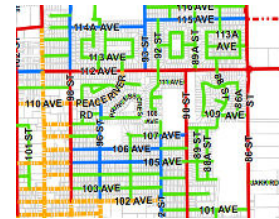
This would allow crews to move through Category 1 routes quickly without having to return after plowing around parked vehicles

2. Utilize the updated Traffic Bylaw to implement a no parking ban on all residential streets from 7am to 7pm on their given snow clearing day. This would allow crews to clear the roadways uninhibited without having to return after plowing around parked vehicles.

What Do Other Northern Communities Do?

Consideration was given to snow removal policies and procedures from the following communities:

- City of Prince George <https://www.princegeorge.ca/city-services/roads-transportation/snow-clearing>
- City of Grande Prairie <https://cityofgp.com/roads-transportation/snow-clearing/residential-snow-clearing>
- City of Fort Saskatchewan <https://www.fortsask.ca/en/living-here/snow-clearing.aspx>





Questions/Comments/Discussion



SNOW AND ICE CONTROL ADMINISTRATIVE PROCEDURE
Administrative Procedure No. 39/19

SCOPE:

It is the policy of the City of Fort St. John to maintain the City roadways, sidewalks, and City-owned parking lots during the winter months in a safe, functional, and economically responsible manner, to reduce the negative impacts that ice and snow may have on the streets and sidewalks in the community, and to facilitate the movement of emergency vehicles, traffic and pedestrians throughout the winter months. The aim of this administrative procedure is to provide an equitable level of service to all residents of the City of Fort St. John. This administrative procedure operates in addition to other policies, procedures, and bylaws of the City of Fort St. John.

POLICIES:

The Snow and Ice Control Administrative Procedure reflects the intent of the Snow and Ice Control Policy No. 37/19, the Corporate Communications Policy 41/17 and the Social Media Policy 121/22.

BYLAWS:

The Snow and Ice Control Administrative Procedure reflects the intent of the Sidewalk Regulation Bylaw No. 2528, 2020 and the updated Traffic Bylaw.

DEFINITIONS:

Clearing – mechanically moving snow off the roadway, sidewalk or parking lot. Snow and ice equipment when utilized will clear to less than 10 cm of compact ice or snow

Contractors – Snow removal services completed by non BCGEU members using non-City owned equipment.

Director of Public Works – the City of Fort St. John Department Head responsible for snow and ice control operations, or any person designated to act on their behalf

Driving lane – the portion of roadway that is intended for vehicles to travel

Employee – any person employed by the City of Fort St. John, and includes, full-time, part-time, or auxiliary employee

Haul off – streets or lanes predesignated to not have boulevard sufficient for snow storage, thus the snow must be windrowed, loaded into trucks and hauled away. Snow may be hauled as determined by the Director of Public Works, where onsite snow storage contributes significantly to hazards, including property damage or significant flooding in warmer temperatures



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DEFINITIONS: (continued)

No parking ban – The no parking ban will be identified through the Traffic Bylaw.

Parking lane – the portion of roadway that is intended for vehicles to park not more than 24 hours

Plowing – mechanically removing snow off the roadway, sidewalk or parking lot

Routine snow clearing – normal snow and ice clearing (including salting/sanding) intended to eliminate, reduce or mitigate hazards to users within the snow and ice control area

Salting – the application of road salt to the road or sidewalk surface to prevent ice and snow from adhering to the road or sidewalk surface

Sanding – the application of winter sand or winter grit on the road or sidewalk surface as a traction aid

Snow and ice control area – an area containing highways, streets, lanes, trails, sidewalks, and parking lots that has been designated by the City of Fort St. John to be cleared of snow or ice, as indicated in Appendix A, B and C of the Snow and Ice Control Administrative Procedure

Snow and ice control categories – services provided to roads, parking lots, trails and sidewalks in category order. The category order will apply to each snowfall event.

Snowfall Event – Minimal less than 5cm, Basic 5-10cm, Major 10-20cm, Significant 20cm or greater

Windrow – snow that is gathered from the road surface and placed in the roadway to be placed in the boulevard or placed into trucks and hauled away

Winter Grit – 4 mm minus aggregate placed on roadways, sidewalks, and parking lots for traction control

Winter Sand – 9 mm minus aggregate placed on roadways, sidewalks, and parking lots for traction control

APPLICATION:

This procedure applies to snow and ice control carried out by the City of Fort St. John, its employees, and private contractors employed by the City of Fort St. John, on all highways, streets, lanes, parking lots, trails, and sidewalks within the City of Fort St. John's snow and ice control area.

SNOW AND ICE CONTROL ADMINISTRATIVE PROCEDURE
Administrative Procedure No. 39/19

GENERAL GUIDELINES:

1. Snow and ice control, when established by the Director of Public Works, will remain in effect for a minimum of 14 calendar days or when the snowfall accumulation over a 72-hour period requires an increase in the snow and ice control level.
2. Street conditions are to be monitored by the Director of Public Works or their designate, and snow and ice control will be done in accordance with the provisions of this administrative procedure.
3. Sidewalk and parking lot conditions will be monitored by the Director of Public Works or their designate, and snow and ice control will be done in accordance with the provisions of this administrative procedure.
4. Traffic movement will be monitored during snowstorms, and plowing may be delayed, preferably until the storm has subsided.
5. If traffic becomes stalled and the snow event has not subsided, sufficient plowing will be done to keep traffic moving.
6. During a period where isolated snow drifting occurs, the Director of Public Works may direct crews to the affected areas to clear snow drifting and make the roadway or sidewalk passable for traffic and pedestrians.
7. Annually, the Public Works Department may request snow removal proposals from local contractors. Snow removal equipment will be rented/leased, as and when required, from the proposals received.
8. Overtime and the hiring of contracted snow removal services will be at the discretion of the Director of Public Works.
9. The sequence and methodology of services provided at each category level, including monitoring the efficiency of clearing roadways, parking lots and sidewalks will be determined by the Director of Public Works.
10. Whenever possible, snow from the roadway, sidewalk or trail will be placed on the boulevard immediately adjacent to the roadway, sidewalk or trail. Where it is not possible to place snow on the boulevard, the City may elect to remove the snow by plowing it into windrows and placing it into trucks to be hauled away.
11. When windrows are created, the City will attempt to remove them within 72 hours when possible.

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12. The City will investigate complaints of snow pile obstructions on boulevards or near intersections.
13. The City will operate and maintain one snow dump area for residents and business owners to stockpile snow.

SNOW AND ICE CONTROL CATEGORIES:

The following category order has been established as per Snow and Ice Control Policy 37/19 (Appendix A & B – Roads, Appendix C – Sidewalks)

	ROADWAYS		PARKING LOTS		SIDEWALKS & TRAILS	
	Department: Public Works		Department: Civic Properties		Department: Parks	
Category 1	red	100 ST & 100 Ave, major thoroughfares & adjacent sidewalks	red	Emergency Services	red	Adjacent to City owned properties
Category 2	blue	Collector routes & adjacent sidewalks	blue	Operations & Maintenance Buildings	blue	Parks & other City owned parking lots
Category 3	orange	Transit routes, transit stops & adjacent sidewalks, core avenues	orange	Recreational & Administrative Buildings	orange	Multi-use trails
Category 4	pink	All frontage roads & core commercial paved lanes				
Category 5	green	Residential areas				

SNOW AND ICE CONTROL METHODOLOGY:

1. ROADWAYS
 - a. Snow and ice control will begin when the accumulation of snow is greater than 5 cm.
 - b. Snow and ice control will generally take place in order of category as identified in the “Snow and Ice Control Categories” section. Work will continue until crews have completed Category 1 roadways.
 - c. Once Category 1 roadways have been cleared, crews will begin work on Category 2 roadways, followed by Category 3 roadways, then Category 4 roadways, followed by Category 5 roadways.

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- d. If a further snowfall accumulation of 5 cm occurs, crews will continue/return to clear the Category 1 roadways, later moving/returning to clear roadways in category sequence as identified in the “Snow and Ice Control Categories” section.
 - e. If the accumulation of snow is greater than 10cm within a 24 hour period, The Director of Public Works may at their discretion, enlist the use of contracted snow and ice control services to clear roadways. Contracted snow clearing will commence once the snowfall has subsided.
 - f. Repeat or additional plowing and sanding of roadways and intersections to ensure the safe movement of traffic will be completed as determined by the Director of Public Works.
 - g. At the discretion of the Director of Public Work, crews may clear the majority of snow from the driving lane and place it into the parking lane, at the curb, or into a centre windrow to facilitate safe traffic movement. Crews will return later to remove the snow windrow.
2. PAVED COMMERCIAL CORE LANES
- a. Snow and ice clearing will take place on paved commercial core lanes in category sequence as identified in the “Snow and Ice Control Categories” section.
 - b. Gravel lanes may be cleared for access when requested by emergency personnel, or if the lane becomes flooded due to melting snow.
3. RESIDENTIAL NEIGHBOURHOODS
- a. Residential snow clearing will occur in a two-week rotation. Neighbourhoods will be assigned to a “Week A” and “Week B” schedule, with a designated day of the week for snow clearing as per Appendix B – Roads Residential Snow Clearing Schedule Map.
 - b. No on-street parking will be permitted on the neighbourhood’s designated snow clearing day, as per the updated Traffic Bylaw.
 - c. No on-street parking will be permitted where snow has been windrowed until the windrow has been removed, as per the updated Traffic Bylaw.
 - d. Neighbourhoods where vehicles are parked on the street on their designated snow clearing day may be skipped until their next designated snow clearing day, or until vehicles have been removed.



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4. PARKING LOTS

All snow clearing and removal will begin when the accumulation of snow is greater than 5 cm. Crews will clear snow as per the designated categories identified in the “Snow and Ice Control Categories” section.

5. SIDEWALKS & TRAILS

- a. All snow clearing and removal will begin when the accumulation of snow is greater than 5 cm. Crews will continue to clear snow as per the designated categories identified in the “Snow and Ice Control Categories” section.
- b. Sidewalks are to be cleared in accordance with the City of Fort St. John’s Sidewalk Clearing Bylaw 2528, 2020, along with this procedure.
- c. The City of Fort St. John is responsible for the clearing of sidewalks of residential or recreational zoned properties owned or operated by the City of Fort St. John.

6. SANDING

- a. Sanding of intersections on streets and sidewalks as well as City owned facilities will generally be done with sand mixed with an agent designed to freeze proof the material when it is stockpiled.
- b. Sanding will commence when snow/freezing conditions are present that result in slippery conditions.
- c. Street sanding or salting when applied will be done at a minimum of 10 meters in advance of stop signs, yield signs, or traffic signals.
- d. The locations, frequency and volume of sand or salt applied will be determined by each equipment operator as part of the application process and based upon the operator’s determination of the road surface condition at the time of application.
- e. Street sanding will be done in accordance with the categories in the “Snow Removal Categories” section.
- f. Under severe icing conditions, the entire length of arterial and high traffic streets may be sanded.

SNOW AND ICE CONTROL ADMINISTRATIVE PROCEDURE
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COMMUNICATIONS:

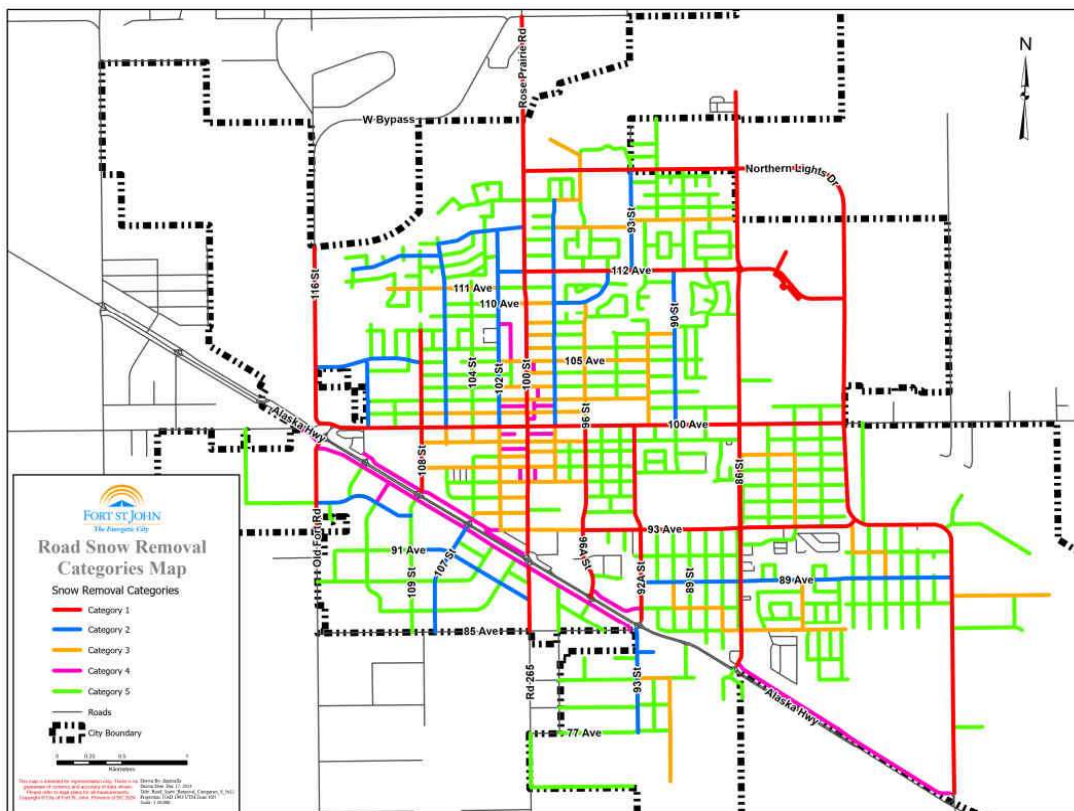
1. All communications on the Snow and Ice Control Program will be done through the Communications Department, when advised by the Director of Public Works, and will be based on the guiding principles of the Corporate Communications Policy 41/17 and the Social Media Policy 121/22.
2. Citizens' concerns will be managed through the City of Fort St. John's work management system.

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APPENDIX A:

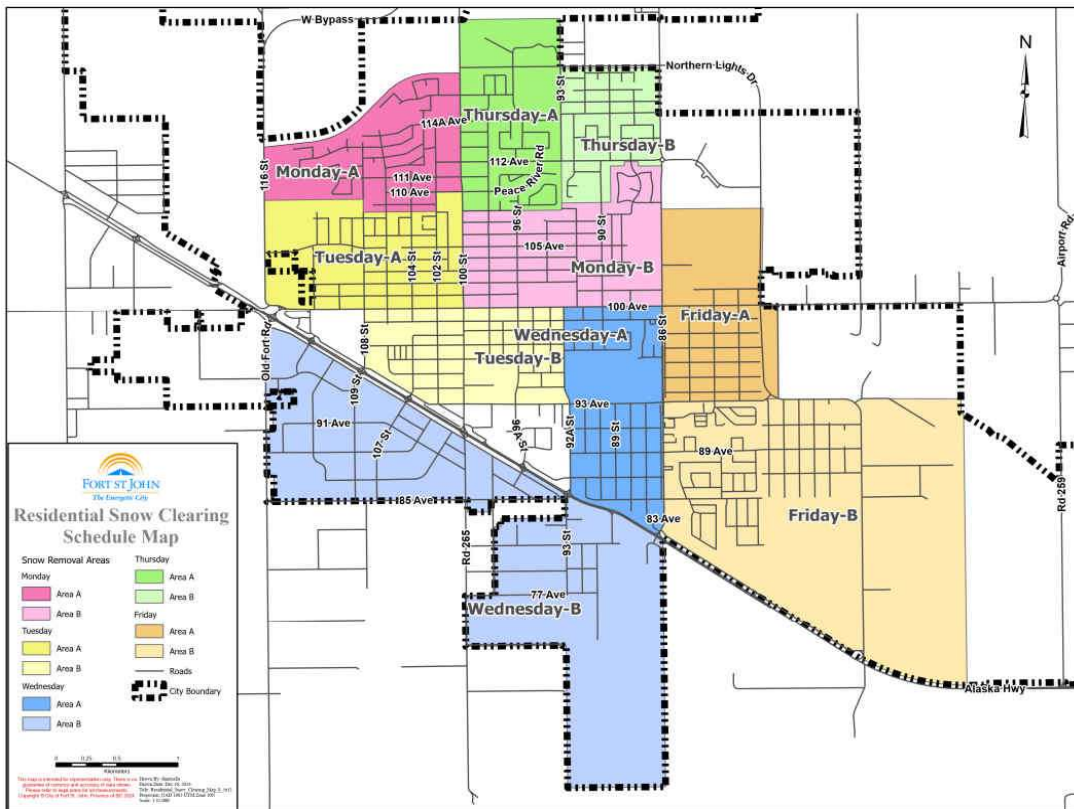
Road Snow Removal Categories Map



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APPENDIX B:

Residential Snow Clearing Schedule Map



SNOW AND ICE CONTROL POLICY
Council Policy No. 37/19

PURPOSE:

The purpose of this policy is to establish categories for snow and ice control within the transportation corridors and other designated snow and ice control areas of the City of Fort St. John.

POLICY:

The City of Fort St. John aims to maintain the City roadways, sidewalks, trails and City-owned parking lots during the winter months in a safe, functional and economically responsible manner, to reduce the negative impacts that ice and snow may have on the streets and sidewalks in the community, and to facilitate the movement of emergency vehicles, traffic, and pedestrians throughout the winter months. The policy and the administration of the policy also aims to provide an equitable level of service to all the residents of the City of Fort St. John.

The policy will be reviewed periodically to ensure adequate resources and reserves are both in place and available.

COUNCIL PRINCIPLES:

- **Winter City Focus** - Fort St. John is a winter city, and winter conditions are an important part of life in our community.
- **In Partnership With Our Residents** - Council recognizes that snow clearing operations call for a collaborative approach with citizens and the City of Fort St. John's snow fighters.
- **Public Safety a Priority** - Roads will be cleared on a priority basis to enable effective movement of emergency vehicles and facilitate movement of traffic within the city.
- **Financial Sustainability** - Council has funded a heavy snowfall reserve fund to cover additional expenses resulting from heavy snowfall seasons, including staff time and contracted services.

APPLICATION:

This policy applies to snow and ice control carried out by the City of Fort St. John, its employees, and private contractors employed by the City of Fort St. John, on all highways, streets, lanes, parking lots, trails and sidewalks, within the City of Fort St. John snow and ice control area.

This policy operates in addition to and may supplement other policies and bylaws of the City of Fort St. John.

ADMINISTRATION OF THIS POLICY:

This policy will be administered through the Snow and Ice Control Administrative Procedure, the City of Fort St. John Sidewalk Regulation Bylaw No. 2528, 2020 and the updated Traffic Bylaw.

SNOW AND ICE CONTROL POLICY
Council Policy No. 37/19

DEFINITIONS:

- **Contractors** – Snow removal services completed by non BCGEU members using non-City owned equipment.
- **Director of Public Works** – the City of Fort St. John Department Head responsible for the snow and ice control operations, or any person designated to act on their behalf
- **Employee** – any person employed by the City of Fort St. John, and includes full-time, part-time, or auxiliary employee
- **Routine snow clearing** – normal snow and ice clearing (including salting/sanding) intended to eliminate, reduce or mitigate hazards to users within the snow and ice control area
- **Snow and ice control area** – an area containing highways, streets, lanes, trails, sidewalks, and parking lots that has been designated by the City of Fort St. John to be cleared of snow or ice, as indicated in Appendix A, B and C of the Snow and Ice Control Administrative Procedure
- **Snow and ice control categories** – services provided to roads, parking lots, trails and sidewalks in category order. The category order will apply to each snowfall event.
- **Snowfall Event** – Minimal less than 5cm, Basic 5-10cm, Major 10-20cm, Significant 20cm or greater

COMMUNICATIONS PLAN:

All communications on the Snow and Ice Control Program will be done through the Communications Department, when advised by the Director of Public Works, and will be based on the guiding principles of the Corporate Communications Policy 41/17 and the Social Media Policy 121/22.

SNOW AND ICE CONTROL CATEGORIES:

Snow and ice control services will be provided for roads, parking lots, trails and sidewalks in order of category as identified in the “Snow and Ice Control Categories” section. These categories apply to each snowfall event.

The sequence of snow clearing will generally follow the Snow and Ice categories in numerical order. Exceptions may include major or significant snow events, City sponsored events, or major weather events such as drifting snow, rain on snow or chinooks. During major and significant snowfall events contracted services may be employed to support City crews including snow clearing in Category 5.

SNOW AND ICE CONTROL POLICY
Council Policy No. 37/19

Roadway, parking lot, trail and sidewalk winter conditions are to be monitored by the Director of Public Works.

Snow and ice control conducted on each individual infrastructure type starts and continues independently by each department, through each respective category. The sequence and methodology of snow and ice control provided for each category including monitoring the efficiency of clearing roadways, parking lots, trails and sidewalks will be based on operational efficiency, including route optimization and other relevant applicable factors.

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SNOW AND ICE CONTROL POLICY
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SNOW & ICE CONTROL CATEGORIES:

	ROADWAYS		PARKING LOTS		SIDEWALKS & TRAILS	
	Department: Public Works		Department: Civic Properties		Department: Parks	
Category 1	red	100 ST & 100 Ave, major thoroughfares & adjacent sidewalks	red	Emergency Services	red	Adjacent to City owned properties
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Category 3	orange	Transit routes, transit stops & adjacent sidewalks, core avenues	orange	Recreational & Administrative Buildings	orange	Multi-use trails
Category 4	pink	All frontage roads & core commercial paved lanes				
Category 5	green	Residential areas				

SNOW CLEARING METHODOLOGY:

The snow clearing methodology as administered through the Snow and Ice Control Administrative Procedure, describes the varying levels of response to each category. This includes prioritization, staffing, methodology, and contracted services.

The sequence and methodology of services provided for each category, include monitoring the efficiency of clearing roadways, parking lots and sidewalks will be based on operational efficiency, including route optimization and other relevant applicable factors as outlined in the Snow and Ice Control Administrative Procedure.

Council recognizes that Fort St. John is a winter city, and that winter conditions are part of who we are. That, together with the citizens of Fort St. John, snow clearing of sidewalks will occur. Snow fighters will clear snow on a priority basis to enable effective movement of emergency vehicles, and facilitate movement of traffic and pedestrians within the city. Council ensures that funds are available to cover additional expenses resulting from heavy snowfall seasons, including staff time and contracted services to allow for additional forces to continue working through the categories as snow levels increase.

Council encourages all users to assess the condition of each of the roadways, parking lots, trails and sidewalks prior to use, and make a determination as to the hazards that may exist.