



City of Port Moody

Report/Recommendation to Council

Date: November 13, 2019
Submitted by: Engineering and Operations Department - Operations Division
Subject: 2019-2020 Winter Road Maintenance Plan

Purpose

To present the Winter Road Maintenance Plan for 2019-2020 and provide an update on winter road maintenance priorities.

Recommended Resolution(s)

THAT the Winter Road Maintenance Plan for 2019-2020 be endorsed as outlined in the report dated November 13, 2019 from the Engineering and Operations Department – Operations Division regarding 2019-2020 Winter Road Maintenance Plan.

Background

At the October 17, 2017 Special Council (Committee of the Whole) meeting, following the winter of 2016-2017, staff presented a report that introduced revised winter road maintenance priorities and levels of service.

Discussion

2019-2020 Winter Road Maintenance Priorities

A review of the classification system and priorities for winter road maintenance was recommended in the 2016-2017 Winter Road Maintenance Review and Service Improvement Strategy. At the November 21, 2017 Special Council (Committee of the Whole) meeting, Council considered a report dated November 14, 2017 regarding Draft Winter Road Maintenance Priority Updates, which outlined the City's approach to prioritizing winter road maintenance. The City successfully implemented this approach in winter 2017-2018 and again in winter 2018-2019. These priority classifications are generally applicable to most road maintenance activities such as vegetation control, street sweeping, asphalt repair, and other common tasks. In addition to these general guidelines, the City also follows the practice of prioritizing response to critical safety issues that threaten life, property, or the environment. Winter road maintenance priorities are to be considered general guidelines, and may vary according to weather conditions, operational requirements, or other unforeseen factors.

Separate winter road and pedestrian priority maps are included as **Attachment 1** and **Attachment 2**.

Roads Priorities

The road priority classification system provides a defined framework for maintenance of City roads. In the case of winter road maintenance, these priorities apply to brining or salting in advance of snow, as well as the response to snow and ice events such as storms.

Priority 1

These are major arterial routes that form transportation connections facilitating movement across the City and connect with regional transportation corridors. Priority 1 routes must be clear of snow and ice to allow for emergency vehicles and buses to move across the City efficiently. These routes are maintained at all times, including during times outside of normal business hours.

Priority 2

Priority 2 roads are collector and local connector routes that connect to multiple Priority 3 routes, and are typically more than 200 metres in length. Access routes to key City infrastructure such as water reservoirs, water pump stations, and sewer lift stations are also included in this classification, as well as routes that provide access to neighbourhood local roads. All bus routes not included in the Priority 1 classification are included in Priority 2. These routes are to be maintained at all times when feasible, including during times outside of normal business hours.

Priority 3

All other local roads are considered to be Priority 3, along with fire lanes that are typically less than 200 metres in length, and connect directly to Priority 2 routes. These routes are typically not serviced outside of normal weekday business hours, unless special circumstances or weather conditions require.

Pedestrian Areas Priorities

Pedestrian areas maintained by the City include the following infrastructure:

- sidewalks fronting on City property;
- infrastructure such as pedestrian overpasses and pedestrian walkways on bridges;
- bus stops;
- crosswalks, medians, and letdowns at intersections; and
- multi-use pathways for cycling and walking.

Priority 1

This classification includes priority pedestrian routes in areas of the City within 800 metres of Inlet Centre and Moody Centre Evergreen Line stations. Crosswalks, medians, letdowns, bus stops, sidewalks, and pedestrian overpasses and walkways are to be cleared in order to help facilitate safe movement of pedestrians in this area. These routes are to be maintained at all times when feasible, including during times outside of normal business hours.

Priority 2

Sidewalks, crosswalks, medians, letdowns, and bus stops greater than 800 metres from Evergreen Line stations and coinciding with Priority 1 and Priority 2 roads are included in

this classification. Examples of pedestrian areas within this classification include sidewalks on Heritage Mountain Boulevard and Barnet Highway between Union Street and Clarke Street. These areas are to be completed following the cessation of snowfall, during normal weekday business hours.

Priority Pedestrian Routes – Sidewalk and Boulevard Maintenance Bylaw, No.2470

This Bylaw was amended in 2017 to include greater maintenance requirements on pedestrian areas adjacent to critical transportation infrastructure. **Attachment 3** shows the location of these routes, which must be cleared by adjacent property owners by 10am each morning. Fines may be imposed on properties that fail to meet this standard, and City staff may complete the work at the cost of the property owner should they fail to comply.

Walkways that run between private properties that connect streets and neighbourhoods are not included in this classification system. Maintenance requirements for walkway areas will be assessed on an as-required basis, including consideration for walkways that provide connections to transportation infrastructure.

Equipment

The City has the following equipment available for winter road maintenance (not including Parks and Environment and Community Services resources):

- one tandem-axle snow plow with brine unit;
- two single-axle snow plows;
- two one-ton snow plows;
- two backhoe loaders; and
- two rented skid steer loaders.

An additional snow plow attachment is available for clearing accesses to critical water and sewer infrastructure. Parks and Environment and Community Services equipment dedicated to civic facility maintenance may also be requested to support winter road maintenance in the event of an emergency. The City's standard policy is that all pickup trucks are equipped with four-wheel drive to ensure mobility in a variety of conditions. Two utility vans assigned to water and sewer maintenance are also equipped with four-wheel drive.

There are normally fewer than ten staff available for winter road maintenance. Approximately ten more staff may be available on an emergency basis, shifted from water and sewer maintenance, construction, or solid waste. Extended duration winter road maintenance operations can be challenging to maintain due to staff availability, fatigue, equipment maintenance requirements, and operational requirements related to other infrastructure.

Snow Angels Program

This proposed program matches community volunteers with property owners who are unable clear snow and ice from the sidewalk fronting their property. Further details about this program will be brought forward to Council as part of a separate report.

Other Option(s)

THAT staff be directed to report back with alternate level of service proposals for winter road maintenance.

Financial Implications

Updates and refinements to operational budgets will continue to occur as staff implement ongoing changes to funding for winter road maintenance. The total proposed budget for LRN snow removal is \$278,000 in 2020, increasing by 3-4% year over year. The total proposed budget for MRN snow removal is \$127,000 in 2020, which has decreased by 2-5% year over year as Translink funding is fixed yet costs to deliver the service increases. The available funding for MRN snow removal is contingent on TransLink funding levels as part of the MRN agreement.

The City has two snow clearing reserves: LRN Snow Removal, and MRN Snow Clearing. Both reserves are funded by transferring operating surpluses (budgeted expenditure less actual expenditures) into the reserve through the City's year-end process. In circumstances where the LRN Snow Removal or MRN snow clearing is in a deficit (when actual expenditures for the year are greater than the annual budget), funds are transferred from the reserve to offset the overage/deficit.

Operating budgets are set based on average or typical expenditures for a given year. Historically, the funding and reserve usage described above have been sufficient for the City's snow clearing needs. However, due to recurring extreme weather and increased demand on snow clearing operations in 2016 through 2019, the reserves have not had the opportunity to be replenished. This resulted in additional one-time funding to the LRN reserve of \$83,000 in 2017 and led to the low reserve balance projected for 2020. Staff currently plan to continue with a similar level of service as was provided in 2018-2019 which may cause a further reduction from the reserve.

Communications and Civic Engagement Initiatives

The City includes seasonal messaging about removing snow and ice from sidewalks and curb letdowns in the Winter Focus newsletter, on the portmoody.ca/snowandice webpage, in the Good Neighbour Guidelines publication, and via social media channels during snow events.

Council Strategic Plan Objectives

Improvements to winter road maintenance support the key strategic objectives of Exceptional Service and Healthy City.

Attachment(s)

1. Winter Road Maintenance Priorities.
2. Winter Pedestrian Route Maintenance Priorities.
3. Sidewalk and Boulevard Maintenance Bylaw Priority Pedestrian Routes.

Report Author

Jeff Little, ASCT
Manager of Operations.

Report Approval Details

Document Title:	2019-2020 Winter Road Maintenance Plan.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1-Winter Road Maintenance Priorities.pdf- Attachment 2-Winter Pedestrian Route Maintenance Priorities.pdf- Attachment 3-Sidewalk and Boulevard Maintenance Bylaw No. 2426 Priority Pedestrian Routes.pdf
Final Approval Date:	Nov 19, 2019

This report and all of its attachments were approved and signed as outlined below:

Rosemary Lodge, Manager of Communications and Engagement - Nov 15, 2019 - 1:13 PM

Paul Rockwood, General Manager of Finance and Technology - Nov 18, 2019 - 8:34 AM

Jeff Moi, General Manager of Engineering and Operations - Nov 18, 2019 - 9:08 AM completed by delegate Kim Law, Manager of Project Delivery Services

Tim Savoie, City Manager - Nov 19, 2019 - 11:39 AM