



**THE CORPORATION OF THE DISTRICT OF KENT
COUNCIL POLICY**

NAME OF POLICY: SNOW AND ICE CONTROL POLICY – 1999.07.04

PREPARED BY: MICK THIESSEN, DIRECTOR OF ENGINEERING SERVICES

EFFECTIVE DATE: NOVEMBER 22, 1999

AMENDED DATE(S): APRIL 24, 2017; JANUARY 8, 2018

AUTHORIZED: 
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MAYOR


WALLACE MAH
CHIEF ADMINISTRATIVE OFFICER

1. Purpose of Policy

The purpose of the policy is to define the level of service to be provided for snow and ice control on streets and roads throughout the municipality to ensure an adequate level of safety.

2. Ice Control

Roads will be sanded and/or salted when they are covered in ice and represent safety hazard to road users. Roads will not normally be sanded and/or salted prior to freezing conditions occurring.

3. Snow Control

Snow will not normally be ploughed or removed if the depth is less than 75mm. However, if conditions exist where ice could form, which would represent a danger to road users, snow and ice control equipment may be mobilized at snow accumulations less than 75mm.

Snow will be ploughed to the sides of roads. No attempt will be made to clear access to driveways except in extreme emergencies. Plough operators may push snow forward and not sideways when passing parked vehicles, where feasible, to allow later exit of the vehicle.

Where drifting is occurring, trimming of drifts may be carried out, if feasible, to encourage uniform wind speeds over the road surface to discourage further drifting.

Consideration will not normally be given for removal of snow from a roadway unless there is insufficient space available on the side of the road to allow two travel lanes or unless designated parking areas in the townsite are inaccessible because of stored snow.

4. PRIORITIES

Priorities for snow and ice control will be assessed as conditions are evaluated in the various parts of the municipality. First priority routes, not necessarily in this order include:

- Road access for emergency service providers, such as Fire, Police and Ambulance.
- Access to District water and wastewater facilities.
- School bus routes on school days.
- Streets that provide access to senior and long term care facilities.
- Commercial core and collector routes.
- Rural milk truck routes.
- Federal prison access routes.

Secondary priorities, not necessarily in this order include:

- Residential subdivisions and local roads.
- Sidewalks bordering District owned properties.
- District owned parking lots.
- Sidewalk letdowns for pedestrian crosswalks on municipal roads.

First priority routes are maintained until conditions are under control; only then are resources re-directed onto secondary routes. As soon as conditions deteriorate on any of the first priorities, resources will be allocated back to those routes.

Addressing road priorities may be balanced against efficiency of operation resulting in some lower priority roads being treated because they are in the vicinity of high priority routes.

If there is an emergency, resources will be diverted to a non-priority road to allow access. Similarly, resources may be diverted to access the homes of Public Works personnel to enable them to attend their workplace to operate snow and ice control equipment.

5. SIDEWALKS & MUNICIPAL PARKING LOTS

Resources will not be diverted to sidewalks surrounding District property or District parking lots until adequate resources have been directed to the control of snow and ice on first priority routes.

Snow removal from sidewalks adjacent to private property is the responsibility of the property owner in accordance with the District's Highways, Traffic and Parking Regulation Bylaw No. 1321.

Snow clearing operations may impact driveways; the District will not lift ploughs to avoid driveways, nor send crews afterwards to clear driveways.

Depending on existing conditions and available resources, the Mayor or Chief Administrative Officer may authorize staff to provide snow removal and clean-up services for Highway 9 sidewalks from McDonald Road to Morrow Road.

6. RECORD KEEPING

Operators of snow or ice control equipment or employees involved in any snow or ice control operation shall keep a log of the work performed.

7. GENERAL

Equipment will be assessed for road worthiness and mechanical efficiency in the Fall prior to the anticipated onset of winter conditions.

Every effort will be made to prevent damage to private property during snow clearing operations. Mail boxes and fences may be damaged under extreme conditions, but operators' first priority will be given to safe roadway access.

Snow and ice control are inherently dangerous operations because of potentially poor visibility and slippery road surfaces. Operators of snow and ice control equipment, therefore, will carry out their work in as safe a manner, to both the public and to themselves, as conditions permit.

Snow and ice control will not be conducted on private property, including strata developments, unless it is necessary for the purpose of accessing some part of the District's infrastructure. Exceptions can also be made where an emergency request is made for police, fire or ambulance access.

The District will cooperate with other jurisdictions in mutual aid or providing service for a fee. These jurisdictions include the Ministry of Transportation and Highways, the Village of Harrison Hot Springs and Corrections Canada.

Resources will be diverted to snow and ice control operations on the basis of manpower, equipment and material availability given the need to ensure adequate rest for personnel and the ability to repair equipment if damaged. Private contractors may be hired under extreme conditions when adequate municipal resources cannot be made available.

Snow and ice conditions within the municipality, because of its size and geography, can vary considerably. Some discretion, therefore, is permitted for the operators to make a judgement regarding the method of control if conditions change when moving from one area to another. Equipment operators are, however, expected to consult with the supervisor, if he is available, regarding the method of control.

Decisions regarding snow and ice control shall be made by the Public Works Foreman or his designate if he is not available. It is understood that, because of the variability of conditions across the municipality, snow and ice control in some areas may not be in exact compliance with this Policy.

