

AGENDA
COUNCIL COMMITTEE MEETING
MUNICIPAL DISTRICT OF PINCHER CREEK
May 8, 2018
9:00 AM

1. Approval of Agenda
2. In-Camera
 - Legal – Call Logs – FOIP Section 16
3. Winter 2017/2018 – Policy C-PW-003 and C-PW-003A Review
 - Report from Director of Operations, dated May 2, 2018
4. Coffee With Council Follow Up Discussion
 - Notes of April 17, 2018
5. Roundtable Discussion
6. Adjournment

MAY 2, 2018

TO: Roland Milligan, Interim Chief Administrative Officer

FROM: Leo Reedyk, Director of Operations

SUBJECT: Winter 2017/2018 - Policy C-PW-003 and C-PW-003A Review

1. Origin

Annually, Council reviews the Municipal Districts Policy C-PW-003, Winter Maintenance of Municipally Directed, Controlled and Managed Roads and Airport Surfaces (attached). Additionally, Policy C-PW-003A Driveway Snow Removal is presented for discussion and review (attached). Although this review typically takes place in the fall of the year in preparation for the next season, given this year's unusually high snow fall and continuous Public Works operations from mid-December 2017 to March 2018, it is prudent to review the Policy while snow removal operations are fresh in our minds.

Council at their March 27, 2018 Committee meeting, requested administration provide copies of other municipal policies on snow removal. Since their March 27, 2018 meeting Council has heard additional comments on the priorities included in the Policy, specifically the airport and private driveways.

2. Background:

There are a number of components to Policy C-PW-003, Winter Maintenance of Municipally Directed, Controlled and Managed Roads and Airport Surfaces that should be considered as edits to the document including:

- The priority of various components of snow removal:
 - School Bus Routes;
 - Other Roads;
 - The Pincher Creek Airport;
 - Driveways;
 - Hamlets;
 - Roads within forestry are now within parks and no longer under the care and control of the municipality;
 - Unimproved roads.
- Is the level of service adequate if we start to remove snow when there is already 6" on the ground?

In addition, Policy C-PW-003A Driveway Snow Removal forms a significant portion of the snow removal program. Does Council see a reduction or increase in the policy requirements for snow removal on private property?

Some questions to ask about this policy include:

- The policy allows for priority snow removal for seniors and persons with disabilities who are “Aging in the right place”, should this practice continue?
- The policy does not indicate or infer that all other residents are eligible for driveway snow removal, should it?
- Should the MD be doing work on private property?
- If so, is the application process stringent enough to minimize the Municipalities liability?
- If a resident has not made application prior to snowfall, should their application be deferred until after a safety inspection can be made without snow on the ground?
- Should residents be charged for time required to install chains if determined to be necessary by the grader operator?
- Should residents be charged for time to mobilize to the site?
- Are other types of equipment approved to be used to remove snow, ie loaders and blowers?
- Should the charge out rate remain the same to minimize the competition with local businesses?

3. Discussion:

That Council provide direction to Administration on edits to incorporate into the existing policies to be brought back to Council for further discussion and approval.

Respectfully Submitted,



Leo Reedyk

Attachments

Reviewed by: Roland Milligan, Interim Chief Administrative Officer



Date: 2018/05/02

M.D. OF PINCHER CREEK NO. 9

CORPORATE POLICY

C-PW-003

**TITLE: WINTER MAINTENANCE OF MUNICIPALLY DIRECTED,
CONTROLLED AND MANAGED ROADS AND AIRPORT SURFACES**

Approved by Council

Date: November 5, 2013

Revised by Council

Date:

Whereas Council recognizes the variety of weather conditions that may occur within the Municipal District of Pincher Creek No. 9 and the effect that this weather can have on particular areas within the municipality, Council establishes the following system of winter maintenance for municipally directed, controlled and managed roads and airport surfaces:

A Municipal District of Pincher Creek No. 9 map, detailing winter maintenance priorities, will be developed annually by the public works department by October of each year. Once Council has adopted the priority map, copies will be made available to MD Council, Administration and Operators.

Snow Removal and Ice Control Priorities

1. Bus routes as established by the Livingstone Range School Division and adopted by Council and short connector portions of local roads shall be the first priority in terms of snow removal and control of ice. The Public Works Superintendant should not use salted sand for the control of ice on bus routes located on gravel or oiled roads. Snowplowing on these roads should not occur with less than six inches of snow.
- 2.a) All Remaining oiled and gravel municipal roads shall be second priority in terms of snow removal and control of ice. The Public Works Superintendant may use whatever municipal resources he/she deems appropriate in the removal of snow and ice, taking into account budgetary allocations concerning manpower, equipment, materials and supplies. However, the Public Works Superintendant should not use salted sand for the control of ice on gravelled or oiled roads. Snowplowing on these roads should not occur with less than six inches of snow.
- 2.b) Beginning in 2010, Seniors, living in place and residents with medical conditions, that have limited ability to maintain their driveways, may make application to Council to have their driveways plowed, as per Appendix A. Once their application is approved, their driveways will be plowed on a second priority basis, with the understanding that the Municipal District will not be liable for any property damages.
3. The Pincher Creek Airport will be inspected and the surface condition reported by a qualified operator as early in the day as priorities allow (Monday to Friday except Holidays). A NOTAM indicating the surface condition will be issued following inspections and snow removal shall be initiated on a priority three basis for all public areas including aircraft maneuvering surfaces and or parking areas. No salt or sand will

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Approved by Council

Date: November 5, 2013

Revised by Council

Date:

be applied to aircraft maneuvering surfaces at any time. Surface maintenance will consist of plowing or blowing of snow only. Only trained qualified MD operators will be used in airport surface winter maintenance.

4. On request to the Public Works Superintendent, private driveways or airport leased areas may be plowed, with the understanding that the Municipal District will not be liable for any property damages and that each request is subject to a minimum charge as established by policy. Snow removal of this category is on a fourth priority basis.
5. Maintenance of roads within forestry lands as identified in Policy 321 shall be conducted on a priority five basis.
6. Undeveloped road allowances and portions of developed roads receiving low traffic volumes or providing alternate means of access and roads developed to minimum standard might not be plowed.

The Public Works Superintendent may exercise his/her discretion dependant on snow conditions and weather forecasts in maintaining MD roads and airport surfaces. Ratepayer and/or private contractor equipment may be requested by the Public Works Superintendent to assist in the delivery of this program; otherwise no snow plowing by individuals on MD roads or airport surfaces is allowed.

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M.D. OF PINCHER CREEK NO. 9

CORPORATE POLICY

C-PW-003A

TITLE: DRIVEWAY SNOW REMOVAL

Approved by Council

Date: December 14, 2010

Revised by Council

Date:

Application for driveway snow removal can be made by residents who are choosing to remain in their residence and are "Aging in the Right Place" as defined by the Alberta Government. Residents will include this information on their application form and will also include a Doctor's note indicating the requirement for home care if necessary.

The application should occur prior to snowfall to allow for a driveway safety inspection. The CAO can approve applications for "Aging in the Right Place" on a case by case basis.

Prior to driveway snow removal the resident will sign the application liability waiver. Once approved the resident will contact the Public Works Superintendent to initiate a drive way snow removal service.

As all roads within the MD's hamlets are plowed on a priority basis, driveways within hamlets will not be plowed. Driveways of residents "Aging in the Right Place" will be plowed in the same order of priority as the road they live on.

Applications and approvals will be confirmed on an annual basis.

Driveway Snow Removal Application Form Attachment A to Policy C-PW-003A

Residents Name: _____

Residents phone # (____) _____ - _____

Driveway snow removal is requested for: ___ Senior
 ___ Medical Condition
 ___ Fee for Service Policy 315

Land Location: ___ ¼ Section ___ TWP ___ Range ___ W ___ M

Driveway access TWP Rd ___ - ___ or RR ___ - ___

Driveway Length: _____ Meters

Driveway inspection report completed - dd/mm/yyyy / /

The resident agrees that the personal storage of equipment or material in close proximity to the driveway will be minimized to prevent safety issues from arising and to control drifting.

PLEASE READ THE FOLLOWING CAREFULLY. BY SIGNING THIS DOCUMENT YOU WILL WAIVE CERTAIN LEGAL RIGHTS, INCLUDING THE RIGHT OT SUE, CLAIM FOR DAMAGES, OR SEEK COMPENSATION FROM THE MD OF PINCHER CREEK NO. 9


By signing this application for Driveway Snow Removal, the Resident(s) hereby acknowledge(s) and agree(s) as follows

To **HOLD HARMLESS AND IDEMNIFY** the MD from any and all liability for injury, death, property damage, property loss, or any other loss or expense to any party, including myself/ ourselves, or other financial loss or expense including, without restriction, legal expenses and costs on a solicitor-and-his-own-client full indemnity basis, as a result of the MD performing Driveway Snow Removal.

I acknowledge that I have read, have had the opportunity to ask questions and clarifications before signing, and understand this entire Application Form including the Waiver of Liability and Release, and I agree to be legally bound by it.

Residents Signature: _____ **Date** / /

Driveway Snow removal for the Winter of 20__/20__, Approved: _____

 <p>CROWSNEST PASS <i>Naturally a community</i></p>	<h2 style="text-align: center;">Municipality of Crowsnest Pass Policy</h2>
<p>Policy No.: Policy Title: Approval Date: Revision Date: Supersedes Policy: Department:</p>	<p>2300-02 Snow Clearing & Ice Control Policy 2300-01 Operational Services</p>

1.0 POLICY PURPOSE

Establish a procedure for defining maintenance practices to be utilized for the clearing of snow and ice control within municipal roadways.

Provide an efficient, consistent, and cost effective means to control snow and ice on the Municipal roadways and pedestrian walkways.

Provide direction to the Operational Services Department, and other affected Municipal departments, as to the required standards and methods to be utilized in order to maintain public safety, minimize public inconvenience, and ensure access for municipal emergency services.

Provide information to the public relating to winter roads maintenance processes.

2.0 DEFINITIONS

“Arterial Roadways” are principal roadways designed to allow high capacity traffic movements through urban centres.

“Collector Roadways” is a distributor road that allows moderate traffic movement from local streets to arterial roadways.

“Fleet” is the term that identifies all equipment specific to winter road maintenance functions.

“Policy” is a guide to decision-making, prescribes limits and assigns responsibilities within an organization and is accompanied by procedures.

“Procedure” gives directions according to which operations are conducted within the framework of policy guide for how items will be done.

“Residential Roadways” are roadways developed primarily through residential areas that experience light traffic flow and reduced speed limits.

“Responsible Department” means the office or department that will develop and administer a particular policy and procedures and will be accountable for the accuracy of its subject matter, issuance and timely updating.

“Routes” are municipal roadways of which have been ranked according to intended use and design.

“Unit” is a term to describe a specific piece of equipment.

3.0 POLICY STATEMENTS

The Municipality of Crowsnest Pass shall endeavor to maintain the safety of the public through a defined winter maintenance program for its transportation system. All reasonable efforts will be made to ensure access to vital services and to provide reasonable access to all areas of the community.

The Municipality of Crowsnest Pass Operational Services Department is responsible for providing safe and accessible roadways and facility access for the public while offering an efficient and economical service to the ratepayers of the community. Operational Services maintains approximately 180 kilometers of roadways. The Crowsnest Pass is susceptible to unexpected and major snow events and experiences significant winds that the Director of Planning, Engineering & Operations, or their designate, will be responsible to determine the level of response required including the authorization to dispatch employees on an overtime basis. Municipal equipment will not enter upon private lands nor carry out snow clearing operations within privately owned lands.

4.0 RESPONSIBILITIES

4.1 Municipal Council to:

- 4.1.1 Approve by resolution this policy and any amendments.
- 4.1.2 Consider the allocation of resources for successful implementation of this policy in the annual budget process.

4.2 Chief Administrative Officer to:

- 4.2.1 Implement this policy and approve procedures.
- 4.2.2 Ensure policy and procedure reviews occur and verify the implementation of policies and procedures.

4.3 Director of Planning, Engineering & Operations to:

- 4.3.1 Ensure implementation of this policy and procedure.
- 4.3.2 Ensure that this policy and procedure is reviewed every three years.
- 4.3.3 Make recommendations to the Chief Administrative Officer of necessary policy or procedure amendments.

4.4 Operations Leadhand to:

- 4.4.1 Understand, and adhere to this policy and procedure.
- 4.4.2 Ensure employees are aware of this policy and procedure.

4.5 All Employees to:

- 4.5.1 Understand and adhere to this policy and procedure.

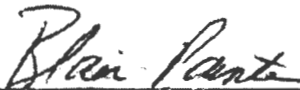
4.6 Manager of Corporate Services to:

- 4.6.1 Ensure implementation of this policy and related procedures.

5.0 RELATED PROCEDURE

Snow Clearing & Ice Control Procedure attached as Schedule "A"

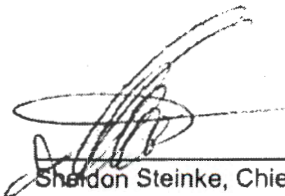
MUNICIPALITY OF CROWSNEST PASS



Blair Painter, Mayor

October 28, 2015

Date




Sheldon Steinke, Chief Administrative Officer

27/October/2015

Date

SCHEDULE "A"

 CROWSNEST PASS <i>Naturally Remarkable</i>	<h3>Municipality of Crowsnest Pass Procedure</h3>
Procedure No.: Procedure Title: Approval Date: Revision Date: Supersede Procedure: Department:	2300-02 Snow Clearing & Ice Control Procedure 2300-01 Operational Services

1.0 ROADWAY CATEGORY PRIORITIES:

The Municipality of Crowsnest Pass's Operational Services Department clears snow from public roadways according to a 5 level priority system.

Level "A" Routes include all major transportation routes (arterial) within the municipality, emergency vehicle accesses, commercial core business areas, and roadways with major slopes.

Level "B" Routes includes distribution routes (collector) as well as school zones and industrial areas.

Level "C" Routes includes the remainder of roadways specifically in residential areas under Levels A and B as well as direct access laneways.

Level "D" Routes includes laneways, municipal owned parking areas, and recreational roadways.

Level "E" Routes includes recreational accesses and the removal of snow in commercial areas to facilitate parking and remaining snow ridges across residential driveways.

Snow Management Priority Map — See Schedule "B"

2.0 FLEET UTILIZATION:

The Municipality employs various configurations of snow clearing equipment that have task specific applications conducive to certain roadway types. As the fleet units have specific maintenance functionality, their utilization in applications and sequence of timings will be in accordance with this policy. The Municipality of

SCHEDULE "A"

Crowsnest Pass will maximize resources, both labor and equipment, in order to carry out winter maintenance in the most efficient and effective manner.

3.0 SERVICE LEVELS:

3.1 Level "A" Routes- Arterial

These routes may be plowed within 48 hours of a snow event that exceeds 2.5 cm, concurrently clearing access and parking areas at emergency services facilities as those areas are encountered along the maintenance routes. These routes will be plowed within 48 hours of a snow event that exceeds 10 cm, concurrently clearing access and parking areas at emergency services facilities as those areas are encountered along the maintenance routes. The Municipality will fully utilize the snow storage capacity within Arterial roadway right of ways in order to minimize the expenditures associated with snow removal and hauling. The exception to this function would be in the downtown commercial areas where snow will be removed. Within other areas of Level A Routes and wherever possible (allowing for open, non-occupied boulevards) snow shall be plowed toward the boulevards. Storage of snow on municipal owned property will be done in a manner so as to not block sight lines, primarily at intersections.

3.2 Level "B" Routes – Collector

These routes will be maintained immediately following completion of Level A routes. Level B Routes may receive treatment within 48 hours after the completion of a snow event and after 5 cm of snow has accumulated. Level B Routes will receive treatment within 48 hours after the completion of a snow event and after 10 cm of snow has accumulated.

Storage of snow on municipal owned property will be done in a manner so as to not block sight lines, primarily at intersections.

3.3 Level "C" Routes – Residential

These routes will be maintained when a snow event exceeding 10 cm has taken place or when packed snow depth exceeds 10 cm. These routes will be maintained only after Level A and Level B routes have been cleared to acceptable standards and as time permits. Snow clearing on roadways considered as rural roadways will be cleared concurrently as with urban roadways.

Storage of snow on municipal owned property will be done in a manner so as to not block sight lines, primarily at intersections.

SCHEDULE "A"

Residential areas that have been identified as being prone to flooding during spring thaw will have snow removed from roadways prior to March 31st of every year.

3.4 Level "D" Routes – Laneways / Municipal Parking

These routes will be allowed to pack snow indefinitely but will be made passable within 72 hours after the completion of a snow event. Due to the type of equipment utilized in these areas, snow ridges will exist adjacent to edge of laneways.

Concurrent with roadway clearing activities, snow will be removed from Municipal owned facilities, handicap parking zones, school bus loading zones, postal outlets, and other areas of high pedestrian usage.

Storage of snow on municipal owned property will be done in a manner so as to not block sight lines, primarily at intersections.

3.5 Level "E" Routes – Recreational / Snow Removal

These routes will be allowed to pack snow indefinitely but will be made passable within 96 hours after the completion of a snow event.

Roadways within commercial core areas will have snow removed to facilitate parking or alternatively stored within road right of ways within areas where parking is not impacted.

Dependent on severity of snow event, all efforts will be made to clear remaining snow ridges from residential property access areas. Due to the nature of snow clearing activities, these snow ridges may be cleared as Level D routes are cleared in the area.

Snow clearing on recreational roads will begin only after access has been done to all residential areas or as equipment becomes available.

4.0 SCHEDULING:

All efforts will be made to schedule snow clearing and hauling so as to allow for the removal of vehicles from roadways. Sandwich boards displaying snow maintenance information will be utilized to inform residents of pending clearing and will be placed out the day prior to the scheduled maintenance. Media sources may also be utilized to communicate to the public.

SCHEDULE "A"

Permanent signage may be installed in areas where vehicles on the roadway repetitively impact snow clearing efforts. This signage would indicate the duration of the parking restrictions.

Maintenance crews may be deployed beyond regular work hours or on weekends and holidays depending on the severity of a snow event and at the discretion of the Director of Planning, Engineering, & Operations or their designate.

5.0 SANDING:

5.1 Priorities:

The Municipality of Crowsnest Pass roadway system utilizes two categories for road sanding functions.

- 5.1.1 **"Primary"** Routes include sanding of Level A and Level B routes as well as school zones, hills, railway crossings, and areas in and around emergency services facilities. Maintenance routes receive first priority over other routes however when single axle truck units mounted with sanders are clearing roads, the sanding will be carried out simultaneously.
- 5.1.2 **"Secondary"** Routes include all other areas where traffic may stop, slow, or change direction.

5.2 Standards:

All roadways will be monitored and sanded as required based on the priorities stated above prior to peak traffic flows as well as on the completion of roadway plowing. Specific monitoring will be provided to roads with steep inclines and at high traffic intersections.

6.0 WALKWAYS:

6.1 Priorities:

- 6.1.1 **"Primary"** Walkways adjacent to municipal owned facilities, such as the Municipal Administration Office and Library, will receive priority treatment. The Municipality will also clear snow from bridge walkways along arterial roads.
- 6.1.2 **"Secondary"** Walkways adjacent to municipal owned properties will receive secondary treatment

SCHEDULE "A"

6.1.3 **"Not Cleared"** Trails adjacent to and within Municipal owned lands, such as parks and natural areas, will not receive any attention in regards to snow clearing efforts.

6.2 Standards:

All walkways that are the responsibility of the Municipality will be cleared within 48 hours after the completion of a snow event.

Winter sand is available for residents at each of the municipal yards provided the resident brings a pail to have the sand placed into.

SCHEDULE "B"

Sentinel Industrial (MAP "A") RED - ARTERIAL ROADS BLUE - COLLECTOR



Coleman (MAP "B") RED - ARTERIAL ROADS BLUE - COLLECTOR



SCHEDULE "B"

Blairmore (MAP "C") RED - ARTERIAL ROADS BLUE - COLLECTOR



SCHEDULE "B"

Frank Industrial (MAP "D") RED - ARTERIAL ROADS BLUE - COLLECTOR



SCHEDULE "B"

Bellevue (MAP "E") RED - ARTERIAL ROADS BLUE - COLLECTOR



SCHEDULE "B"

Hillcrest (MAP "F") RED - ARTERIAL ROADS BLUE - COLLECTOR



MUNICIPAL DISTRICT OF BIGHORN No. 8

POLICY

Name: WINTER ROAD MAINTENANCE POLICY Number: T-19
Page: 1 of 4

PURPOSE AND INTENT

To establish service levels for a safe, cost effective and accountable Winter Road Maintenance program for MD Controlled Roads within an MD road allowance or registered road plan.

Without Council’s authorization, the Municipality will not provide Winter Road Maintenance service on any:

- a) Back Alley;
- b) Non MD-Controlled road;
- c) Private property; or
- d) Sidewalk.

DEFINITIONS

For the purposes of this Policy, the following definitions shall apply:

“**Aggregate Surface**” means surfaces with loose aggregates, such as gravel, dry asphalt millings and light oil treatments.

“**Director of Operations**” means the Director of Operations, or designate.

“**Hard Surface**” means surfaces with binded aggregates, such as hot and cold mix asphalt pavements, chip seals and heavy oil treatments.

“**Ice-Control**” means the use of abrasive materials and salts or chemicals to improve traction on ice or packed snow.

“**MD Controlled Road**” means a road developed to a municipal standard, accepted by the Director as a municipal road, and controlled/maintained by the Municipality as set forth in the in the Roads Development Policy T-16.

“**Non-MD Controlled Road**” means any Rural Residential Access Road as set forth in the Roads Development Policy T-16, LOC road, or private driveway.

“**Snow Clearing**” means plowing, pushing or blading snow into a ditch, snow pile or windrow to provide passable driving lanes.

“**Snow Removal**” means the removal and disposal of a snow pile or windrow to a designated snow storage facility.



“Roadside Control” means the installation of snow fencing, or the removal of roadside trees and brush to control snow drifting and icing.

“Winter Road Maintenance” means any Snow Clearing, Ice-Control, Snow Removal, or Roadside Control activity defined in this Policy.

POLICY

A. GENERAL:

1. The Director of Operations has the authority to temporarily reduce or suspend Winter Road Maintenance service due to extreme weather conditions, or the lack of available resources and/or funding.

B. SNOW CLEARING:

1. The Municipality will endeavor to meet the following service levels for Snow Clearing based on the following guidelines for average snowfalls:

Priority 1: Hamlet arterial and collector roadways (and any handicapped parking stalls situated thereon), Yamnuska Drive, major rural roads, and roads with steep hills or sharp curves, within 8 hours after an accumulation of:

1A Hard Surfaces: 2.5cm (1”)

1B Aggregate Surfaces: 2.5cm (1”)

Priority 2: Hamlet local roadways, Lac Des Arcs Emergency Access) rural subdivision roads and rural minor roads within 24 hours after an accumulation of:

2A Hard Surfaces: 5cm (2”)

2B Aggregate Surfaces: 7.5cm (3”)

2. Snow Clearing priorities are defined by the Director of Operations in the Snow and Ice Control Map. The Snow and Ice Control Map will be updated annually and approved by the Chief Administrative Officer.
3. At the request of the school authority, the MD may consider school bus routes as Priority 1 roads. It is ultimately each school authority’s responsibility to provide the Municipality with updated school bus routes, and each school bus driver’s responsibility to determine if a road is safe for travel.
4. Except for at controlled intersections, steep hills, sharp curves or when icing develops, aggregate surfaces will typically not be cleared to their bare surface to minimize aggregate loss.
5. When windrowing snow along roadways, the operator shall be conscientious of driveways and approaches, and shall limit the amount of snow that is left behind. The MD shall not be responsible for clearing residual snow left across driveways and approaches.



Windrows left along the shoulder on rural roads will only be winged back into the ditch once the driving lane starts to become impeded.

Windrows will be cleared from within intersecting MD-Controlled Road intersections and lane (alley) approaches, and the roadway in front of Canada Post community mailbox stations.

6. To ensure the appropriate use of public tax dollars, Snow Clearing contractors employed by the Municipality are not permitted to clear snow from any Non-MD Controlled Road or private property until after completing their municipal service contract area.

C. ICE CONTROL:

1. Ice-Control will be at the discretion of the Director of Operations based on Provincial highway maintenance guidelines and will generally follow the priorities outlined on the Snow and Ice Control Map.
2. Ice Control may be undertaken along an entire roadway or at spot locations.

D. SNOW REMOVAL:


1. Snow Removal will be at the discretion of the Director of Operations where a snow pile or windrow:
 - a) Creates an unsafe sightline;
 - b) Prohibits the safe passage of vehicles and/or pedestrians; or
 - c) Creates drainage issues.
2. Snow will only be hauled to and disposed of at a snow storage facility designated in the Snow and Ice Control Map.
3. Commercial haulers and the general public may at the Discretion of the Director of Operations use a municipal snow storage facility with an approved permit, provided the snow is generated from within the municipality.

E. ROADSIDE CONTROLS:

1. Preventative measures such as the clearing of roadside bush and trees and the installation of snow fencing will be at the discretion of the Director of Operations in problem areas prone to icing and snow drifting.

F. OTHER:

1. Public complaints and enquiries shall be recorded as received and acknowledged within 24 hours of the next working day.
2. The attached Snow and Ice Control Map to this Policy may be amended from time to time by Administration.



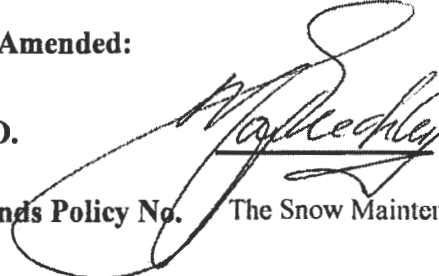
Date Approved: October 14, 2014

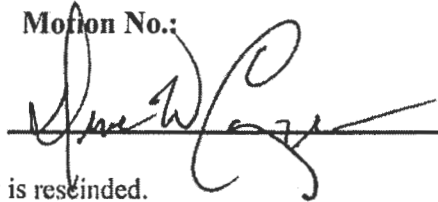
Motion No.: 223/14

Date Amended:

Motion No.:

C.A.O.

 **Reeve**



Rescinds Policy No. The Snow Maintenance Policy is rescinded.

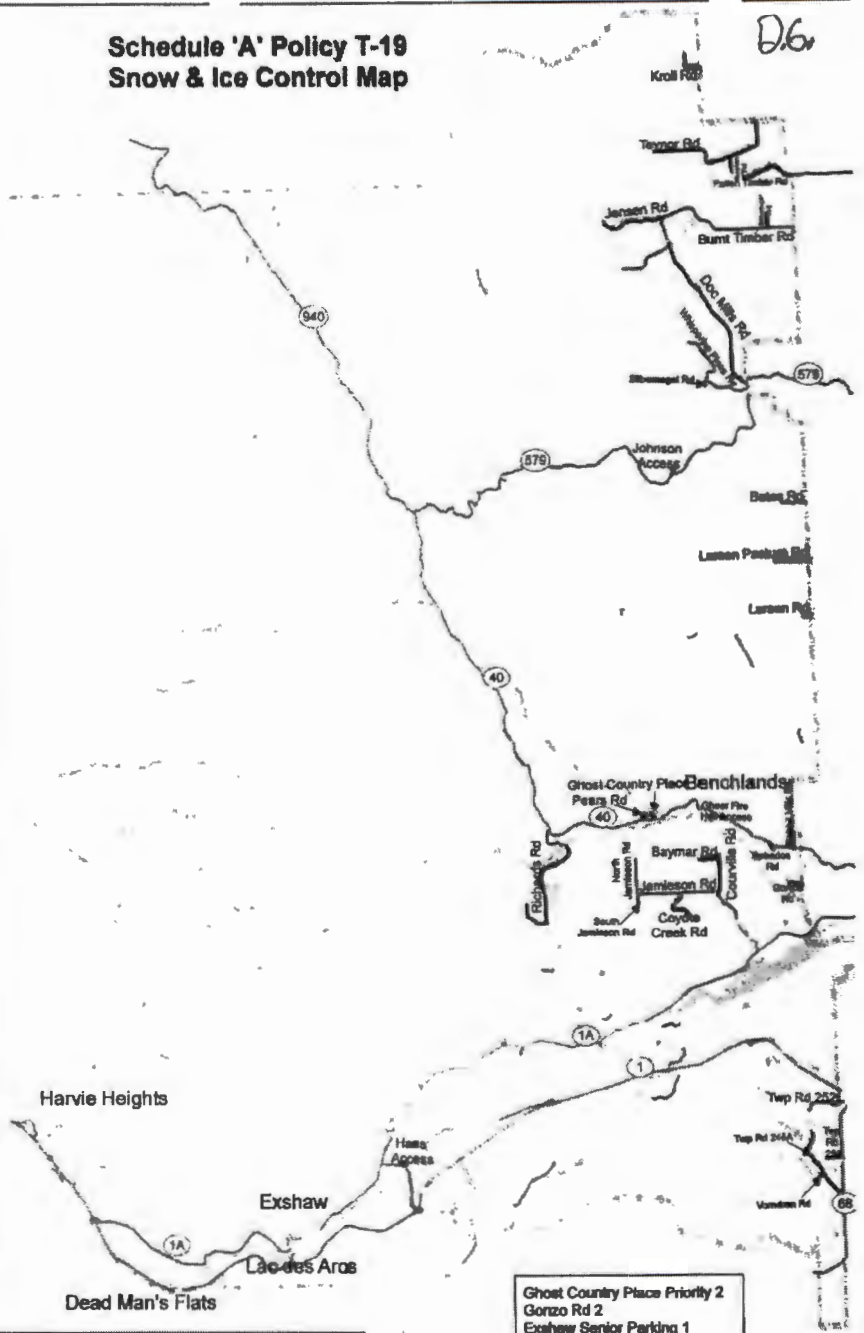
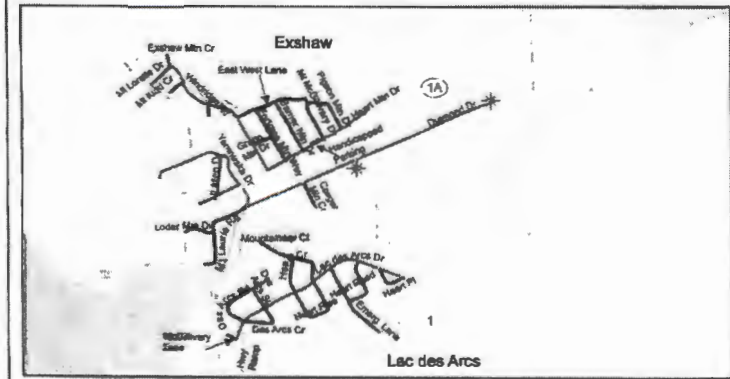
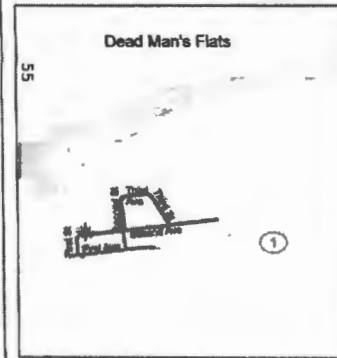
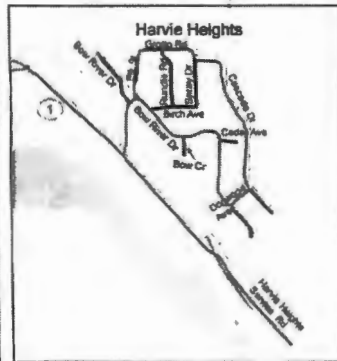
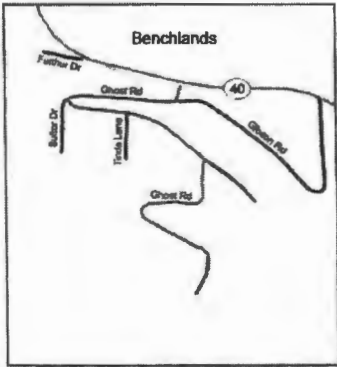
*** - Denotes change Motion No.**

Attachments:

Schedule "A": Snow and Ice Control Map


Schedule 'A' Policy T-19 Snow & Ice Control Map

D6



- Ghost Country Place Priority 2
- Gorzo Rd 2
- Exshaw Senior Parking 1
- Haas access 2
- Johnson Access 2
- Larsen Rd Priority 2
- Pears Rd Priority 2
- North Jamieson Rd 1
- Sabados Rd Priority 2
- Silbermagel Rd Priority 2
- South Jamieson Rd 2
- Vomdran Rd 2

Bighorn Roads
Priority
 ————— Priority 1
 - - - - - Priority 2
 * Snow Storage Facility


 This map is produced by the MD of Bighorn and may not be reproduced, in whole or in part, in any form or by any means without written permission of the MD of Bighorn. The MD of Bighorn makes no warranty of representation as to the completeness or accuracy of map. September 2014.

Bill Fisher
 Director of Operations

W. J. [Signature]
 C.A.O.

13 Nov 14
 Date



County of Lethbridge Policy Handbook

EFFECTIVE: January 19, 1978

SECTION: 300 NO. 342

APPROVED BY: County Council

SUBJECT: Snowplowing

REVISED DATE: April 21, 2005

In order to facilitate the timely and orderly removal of snow and/or ice on County paved, oiled and gravel roads and on driveways on private property, the following policy will be in effect:

1. Speed plows and graders for snow and/or ice removal on local paved roads and oiled surfaces will be directed by the Supervisor of Public Works. Speed plows will be dispatched from the Coaldale Shop for surfaces on the south side of the river and from the Picture Butte Shop for surfaces on the north side of the river.
2. Snow removal on gravel roads will be directed by the Supervisor of Agriculture & Municipal Services or his assistant and will only be undertaken when conditions warrant or when vehicles experience difficulty proceeding down roads.
3. First priority on gravel roads will be school bus routes.
4. When roads are drifted shut, they will be opened according to the above priority and will only be widened when all roads are opened.
5. Requests from private landowners will commence when all blocked roads are opened and widening is underway.
6. The snowplowing equipment must be in the immediate area of the request.
7. Fees – As approved through the County of Lethbridge Schedule of Fees.

Coffee with Council Notes
April 17, 2018; 6:30 pm
Summerview Hall

In attendance:

Councillors Rick Lemire, Bev Everts, Brian Hammond and Terry Yagos

Staff: Interim CAO Roland Milligan and Tara Cryderman

23 members of the public

Councillor Brian Hammond opened the meeting, thanked the audience for attending and provided a general concept of the evening.

Deputy Reeve Rick Lemire introduced Council and Staff Members and asked for the first question of the evening.

Concerns with Wildlife in the MD

- Concerns were expressed regarding the abundance of deer in the area
- Several deer were seen across the field eating from the hay bales
- Perhaps a deer fence would prevent this
- Several comments regarding incidents with wildlife being hit on the roads were shared
- Perhaps Council could propose a resolution to RMA, to assist with this issue

Kenow Fire

- What has happened post fire?
- Council has met with almost all agencies involved with the Kenow Fire regarding “lessons learned” during the event
- After Council has met with the last agency, it was proposed that some kind of report would be released
- Several initiatives have been started since the fire – Emergency Livestock Evacuation, updating mapping, contact information gathering, FireSmart prevention, evacuation plans, etc.

Beaver Mines Water and Wastewater Project

- When will this project be completed?
 - The water portion is scheduled for completion in 2018, however, there is no scheduled date for the wastewater portion of the project. Until the wastewater portion is complete, water cannot be turned on.
 - MPE is looking into options.
- Is there a possibility for a standpipe in the area?
 - MPE is searching for locations for this solution
- What about the Standpipe located by the MD Administration Office? Can this be updated?
 - It is quite dangerous when it is iced during the winter months or slippery when wet
 - Can a bottom feeding solution be investigated?
- Can a holding tank be installed as a temporary wastewater solution?

Livingstone – Porcupine Hills Footprint and Recreation Planning

- Information was shared regarding the Land Footprint Management Plan and the Recreation Management Plan for this area
- The audience was encouraged to go online and fill out the survey

Roads

- Kudos were given to the MD, as this was an extremely difficult winter
- Plowing snow on the roads was discussed
- Snow fences were discussed
- Do not push snow onto the West side of the road
- “The snow plow club” was mentioned
- Do not plow when there is less than 8 inches on the road
- Perhaps additional training for the operators would be beneficial
- Eliminating 2 x 6 gates on the west side of the roads would help with the drifting problems
- The chain of command was requested
- Calling the MD and being placed on the call log was discussed and explained. This allows the Councillors to know that calls are being recorded
- The roads are MD’s largest assets – they need to be a priority
- Clearing off approaches was discussed
- The lack of crowns on the roads was discussed
- There were a lot of lessons learned this winter, as it’s been one of the hardest for decades
- The roads are very wet right now
- The operators did the best they could with the conditions
- It takes at least 5 – 7 years to train properly; the MD is going through training phase
- Supervision of the operators was discussed
- The Summer and Winter Road policies will be reviewed in the near future
- The MD has the best equipment money can buy
- The roads are in the worst shape, but they will be getting better
- Should a bus route be designated for teachers? Everyone has to get to work, not just teachers
- The roads are at least 50 years old in some places. The use of the roads and the vehicles using the roads have changed significantly over the years.
- Clay base roads are the best
- Oiling the roads leading up to stop signs and on hills was discussed
- Roads should be a priority
- Emergency Services to Residences during the winter
- A senior program was discussed
- Emergency response was discussed and explained. Emergency Services has protocols for these situations
- Dust control was discussed
- The crown is removed during dust control
- Ridges on the roads were requested
- Hands on training of operators was suggested
- Having the road policies on our website was suggested
- Improving operator’s skills was suggested

Roads Continued

- Road bans were discussed
- The enforcement of illegal or undesirable hauling was suggested
- Seeking information from other Municipalities was suggested

Taxes

- There is a 4.5% increase this year; up from the 3% of the past
- Wind farm taxation was discussed, as well as depreciation

Delegation Policy

- It was suggested that this policy be reviewed, especially the ability to discuss and ask questions of the audience, outside of the delegation period
- The Town of Pincher Creek's delegation process was preferred
- An open mike session, for members of the public, was suggested

In-Camera Sessions

- The rationale of the in-camera sessions was discussed and explained
- The Cuff Governance Review was mentioned

Grant Writer Position

- The grant writer position was explained and discussed

Curling Club

- Where is the MD at the curling club?
- There are no funds allocated to the curling club in the 2018 budget
- The Town of Pincher Creek is the "lead"
- Recreation is part of the ICFs for municipalities; this will be discussed further
- The MD puts aside funds every year for recreation, not specifically for the curling rink
- The results of the recreation survey were discussed. 54% responded in favour of increased taxes to support new or renovated recreation facilities, with 34.5% indicating they would favour a 25-50 dollar increase for this support, however, 71% of respondents were not in favour of supporting the curling ring specifically
- The requirement for the MD to have their own recreation plan was mentioned

Rural Crime

- Rural Crime watch was discussed
- The Citizens on Patrol were mentioned
- "Lock it or Lose it" was suggested

After no further questions, Deputy Reeve Rick Lemire thanked everyone for attending.