

For Information Only

Request for Enhanced Winter Maintenance on MacLennan Drive in Skead

Presented To: Operations Committee

Presented: Monday, Jun 18, 2018

Report Date Wednesday, Jun 06, 2018

Type: Managers' Reports

Resolution

For Information Only.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

A motion (M3) was brought forth at the April 10th, 2018 Council meeting that directed staff to prepare and analyze options which would enhance winter plowing/sanding/salting services on MacLennan Drive in Skead from the Fire Hall to its terminus.

This report provides a summary of the financial implications and other considerations for changing the classification of roadway for MacLennan Drive to allow enhanced winter control maintenance.

Financial Implications

There would be no financial implications to maintain the current level of service.

Signed By

Report Prepared By

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Health Impact Review

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Financial Implications

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Recommended by the Department

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Background

For maintenance purposes, the City's road network is classified according to the Ontario Municipal Act, 2001 (Minimum Maintenance Standards for Municipal Highways, O. Reg. 239/02) (revised May 2nd, 2018). Road Classification under this system is determined by a combination of Average Annual Daily Traffic (AADT) and Posted Speed Limit. Hence, MacLennan Drive, north and east of the Fire Hall, to its terminus, is considered to be a Class 5 Road.

As it relates to plowing and sanding/salting of its roads, the City's winter control policy is generally outlined as follows:

Class 1 to 3 Roads (Major Roads)

There are approximately 817 lane km's of Class 1 to 3 Roadways.

Plows are typically dispatched to salt and/or sand the Class 1 to 3 road network when the snow fall begins. Once a snow accumulation of 5 cm has been reached on the road surface, the City commences the plowing operation and continues this until the snow fall concludes and the roadways are cleared. The City has up to 8 hours after the snow fall ends to clear the Class 1 to 3 roadways of snow. However, in very cold weather conditions, snow packed conditions can be expected to remain on these roads. Snow accumulation is the measure of snow depth, on snow pack or bare surface, measured on a traveled lane with more than 50% of that lane covered in snow of similar depth. Commence salting or sanding operations as soon as icy conditions are detected on Class 1 to 3 roads. The City treats its Class 1 to 3 roads within 4 hours of ice detection.

Class 4 to 6 Roads (Local Roads)

There are approximately 2856 lane km's of Class 4 to 6 Roadways.

Plows are dispatched to plow and sand the Class 4 to 6 road network once a snow accumulation of 8 cm has been reached. The City continues to plow and spot sand until the snow fall concludes and the roadways are cleared. The City has up to 24 hours after the snow fall ends to complete its clearing effort of Class 4 to 6 roadways. Class 4 to 6 roads are maintained to a snow packed state. Commence sanding operations as soon as icy

conditions are detected on Class 4 to 6 roads. The City treats its Class 4 to 6 roads within 24 hours of ice detection.

In 2007, after Council's approval of the winter control service policy (Priorities Committee Resolution 2007-28, approved by Council on June 27th, 2007), the City issued a news bulletin notifying Residents that the above described policy would be applied to all roads to ensure consistency of its service standards, effective on November 1, 2007. In accordance with the policy update, MacLennan Drive was changed to a sand route as it did not meet the warrants of a Class 1 – 3 road for winter road maintenance.

Winter control policies have been established at the City to provide an appropriate level of service to City roadways. These policies ensure that the City is in compliance with the Minimum Maintenance Standards, thereby reducing Risk. There are numerous Class 4 - 6 roads throughout the City that are similar to MacLennan Drive. All these roads would have to be considered for a similar upgrade to level of service in order to maintain uniformity throughout the City. The impact to making this type of policy change would be significant to the annual winter control budget and to the environmental stewardship principals outlined within the City's Salt Management Plan.

An analysis of collision statistics revealed that there was only one collision reported in each of the last three years along MacLennan Drive. All three collisions were in the general vicinity of Bell Street which is currently maintained as part of a Class 1 to 3 road service standard which means it receives salt when weather permits. There were no reported collisions in the last three years for MacLennan Drive from the Fire Hall to the northerly terminus of this road.

Environmental Stewardship

In May this year, staff presented a report to the Operations Committee on the Use of Deicers. The intent of the report was to provide Council with information on the steps staff has taken since 2005 to ensure we have managed the use of chemical road deicers in our City. One of the items in the report referred to the need for Road Operations to follow the key principles outlined in our Salt Management Plan (SMP). The main objective of the SMP is "The City of Greater Sudbury will take the actions necessary to provide effective winter maintenance to ensure the safety of road users in keeping with applicable legislation and accepted standards while striving to minimize adverse impacts to the environment". Staff utilized the principles contained within the SMP when considering the request for applying sodium chloride (road salt) to MacLennan Drive (from the Fire Hall to its terminus).

Alternative Winter Maintenance Options

Option #1 – Convert MacLennan Drive to New Classification

Creating a new classification would be inconsistent with the Minimum Maintenance Standards produced by the Province under O.Reg. 239/02, May 2018. This may therefore create some confusion as to the interpretation of maintenance requirements across the City.

Should the Committee decide to enhance the plowing/sanding/salting services on MacLennan Drive in Skead from the Fire Hall to its terminus, there would be an incremental cost of approximately \$7,500.

Option # 2 – Convert all Class 4 and 5 Roadways to Class 3 for Winter Maintenance

This option would mitigate any confusion regarding service levels across the City. The financial implications would be significant due to the length of roadways throughout the City.

Should the Committee decide to pursue one of these options further, it would be appropriate to direct staff to prepare a business case for consideration in the 2019 budget deliberations.

Conclusion

Converting MacLennan Drive from a Class 5 roadway to a Class 3 roadway for winter maintenance purposes can be facilitated through formal adoption by Council. As any change in classification would have financial implications, it is recommended that a business case be prepared for consideration during the 2019 Budget deliberations.

Request for Enhanced Winter Maintenance on MacLennan Drive in Skead

The following resolution was presented:

CC2018-101 Jakubo/Cormier: WHEREAS MacLennan Drive in Skead begins at the end of MR 86 as it meets Poupore Road East and progresses around a sharp left turn up past Bell Street and continues past the Skead Fire Hall;

AND WHEREAS current winter control procedures list MR 86 from the airport to the Skead Fire Hall as a class 3 major road, and the road north and east of the Fire Hall is considered to be a Class 4 local road and changes to a Class 5 local road as it progresses northerly;

AND WHEREAS plows are typically dispatched to salt and/or sand the Class 1 to 3 road network when the snow fall begins; and once a snow accumulation of 5 cm has been reached on the road surface, the City commences the plowing operation and the City has up to 8 hours after the snow fall ends to clear the Class 1 to 3 roadways of snow;

AND WHEREAS sanding operations commence as soon as icy conditions are detected on Class 4 to 6 roads and are treated within 24 hours of ice detection; and plows are dispatched to plow and sand the Class 4 to 6 road network once a snow accumulation of 8 cm has been reached, and the City has up to 24 hours after the snow fall ends to complete its clearing effort of Class 4 to 6 roadways, which are maintained to a snow packed state;

AND WHEREAS the most undulating and curvacious part of MacLennan Drive lies north of the Fire Hall to its terminus;

AND WHEREAS a petition with nearly 300 signatures was submitted to Council on November 22nd, 2017 requesting that MacLennan Drive from the Skead Fire hall north to its terminus be treated as a tertiary arterial road (or Class 3 road) for Winter Control purposes;

AND WHEREAS the petitioners' request was unfortunately denied in accordance with the current Winter Control Policy;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury direct that staff prepare an analysis with options, to be presented to the Operations Committee before the end of June 2018, which would enhance winter control maintenance on MacLennan Drive in Skead from the Fire hall to its terminus.

CARRIED