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The City of St. John's

Review of Winter Maintenance Services

“As Is” Report

June 24, 2014



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The Review Winter Maintenance Operations is to cover

- Roads Division Winter Maintenance services
 - Covers snow and ice control on roads and sidewalks
 - Services include pre-treatment, salting/sanding, plowing, snow removal, snow disposal/storage
- Parks and Open Spaces Division Winter Maintenance services, which include
 - Snow clearing at parks, civic buildings, pedestrian crosswalks, pedestrian stairways and other publicly accessible areas
- Fleet Services Division support to the above operations
- The goals of the project are to
 - Review levels of service
 - Find lowest cost approach to achieve that level of service reliably
 - Identify mid- to long-term changes that may be required due to growth, changing regulations
- This report outlines how these services are provided now, to provide a basis for discussion of ways to change winter maintenance in the future

Information and Limitations

KPMG's procedures consisted solely of inquiry, observation, comparison and analysis of City-provided information and publicly available information from comparable jurisdictions.

We relied on information provided by project participants. Information in this report pertaining to the City has been provided by and/or validated by City staff.

The information contained in this document does not constitute an audit of the City's services, presented data, organization or governance structure.

Accordingly, KPMG does not express an opinion on such matters.

Specific Issues to Consider

There has been considerable public discussion of snow clearing this year. This, and some technical discussions have identified some specific areas to be examined during the study. The consultation process is expected to identify other issues, confirm the importance of these issues, and identify ways to address these concerns. The issues identified to date are:

- Demand for better sidewalk Levels Of Service (LOS), particularly downtown
- Demand for more/better road clearance LOS, particularly earlier snow removal as parking and traveling roads gets more difficult
- Snow disposal in the harbour may not meet future requirements. What are the snow dumping or snow melting options?
- Are there enough depots to support winter maintenance activities in the future given the rate of growth?
- Given the variability of winter conditions, should the City plan to be able to handle the bad winter as well as it handles the average winter? Is there some contingency approach it can follow to be able to gear up for a bad winter without incurring all the additional costs in a good winter?
- How can fleet availability be improved?
- Is staff training adequate and appropriate?

Project Schedule

Kick-off Meeting

June 4

Early Consultation Process

June 23 to July 18

- Release this “As Is” Report
- Launch consultation process
- Launch benchmarking of other cities

Analysis Phase

beginning July 21

- Interim Report identifies list of options to examine, and quick wins for implementation this winter
- Steering Committee confirms options and quick wins
- Options are analyzed to identify implications

Consultation on Findings

week of September 15

- Present findings of analysis
- Invite public and stakeholder comments

Final Report

week of October 20



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Context

St. John's receives more snow than any other major Canadian City

St. John's averages 335 cms of snow per year (This reading is at the airport. A second station south of Mount Pearl records 286 cms/year on average)

- Halifax 154 cms
- St. John NB 240cms
- Quebec City 303 cms
- Montreal 209 cms
- Toronto 121 cms
- Winnipeg 113 cms
- Edmonton 123 cms
- Calgary 129 cms

2013-2014 was particularly severe in St. John's with 413 cms of snow at the airport and 440 cms. at some locations

Month	Snowfall (cms)	Snow on Ground, End of Month
Oct-13	0	
Nov-13	13	0
Dec-13	83.6	66
Jan-14	74.8	19
Feb-14	115	34
Mar-14	89.8	9
Apr-14	25.4	
May-14	11.9	
Total	413.5	

The record winter of 2000-2001 had 648 cms of snow. Although snowfall over 500 cms only occurs every 20 years or so – it does occur.

The hills and very narrow road right-of-ways in the older areas of town create unique challenges. The snow is also relatively high in water content, making it heavier, and harder to push or haul.

St. John's has:

- A 2011 census population of 106,172 - plus about 20,000 students in the winter. The Population of the Census Metropolitan Area including St. John's was 196,966.
- St. John's has an area of 483 sq kms.
- There are:
 - 1,400 lane kms or roadways to maintain
 - 700 kms of concrete sidewalk - of which 134 kms receive winter maintenance.
- The population has grown by 3.3% in last decade, while road network has grown by 21% for 547 to 662 kms – the biggest growth area being residential roads (340 to 438 kms) – e.g. there are 14% fewer residents per km of road on average.
- Continued population growth is expected and growth continues to be in lower density, suburban style developments.

Benchmarking

This project will look at how snow clearing is handled in several other cities to see where St. John's is doing well – or poorly, and to look for different approaches or concepts that might help.

The next page shows several cities that were considered for the benchmarking review based on having a similar population to St. John's (the first seven on the list), or being larger cities in the Atlantic provinces (the next four) or having snowfall levels similar to St. John's.

There are no other cities exactly like St. John's, so the following five cities have been selected for further review:

- Halifax – often mentioned and compared, even though snow load is much less
- Fredericton – a provincial capital, snow levels reasonably comparable
- Mount Pearl – similar snow levels and often compared in conversations
- Saguenay – highest snow volumes and similar size
- Quebec City – high snow volumes, some big hills, large city may have different approaches

The results of this review will be incorporated in the analysis and included in the final report.

Benchmarking

City	Ave. Snow*	Days of Snow*	Population **	Comment
St. John's	335	79	106,172	
Terrebonne, Que****	210	59	106,322	Similar size
Thunder Bay	163	62	108,359	records
Ajax, Ont****	106	27	109,600	records
Langley, BC****	55	12	104,177	records
Chatham-Kent	79	31	103,671	records
Cape Breton ****	283	60	97,398	Similar size and snow, but very rural with 2,470 sq kms. (vs. 446)
Halifax	154	25	390,096	Atlantic Region
Fredericton	252	49	56,224	Atlantic Region
Moncton	282	50	69,074	Atlantic Region
Saint John	240	53	70,063	Atlantic Region
Mount Pearl ****	286	79	25,000	NL
Corner Brook ***	401	89	20,000	NL
Gander***	452	99	10,000	NL
Quebec City	303	70	516,622	Similar snowfall
Saguenay, Que	321	93	144,746	Similar snowfall
Sherbrooke, Que	286	76	154,601	Similar snowfall

* <http://www.currentresults.com/Weather/Canada/Cities/snowfall-annual-average.php>

** http://en.wikipedia.org/wiki/List_of_the_100_largest_municipalities_in_Canada_by_population, based on 2011 census

*** Population from City web sites

**** Data for adjacent cities used for weather data



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Costs of Winter Maintenance

Costs of Snow Clearing

The table below shows the costs of Roads Division snow clearing activities in 2013 and for 2014 to the end of May. The overall cost is \$15.2 Million. The biggest items are the cost of labour (\$5.4M), vehicles (\$6.1M) and salt (\$3.2M). Note that the biggest fluctuations caused by the unusually severe winter this year was the overtime costs which were almost twice the budget in 2013 and are already well over twice the budget in 2014, with the early winter still to come. Salt usage is also above budget. St. John's does not record its costs by activity (e.g. plowing, removal) or track costs for roads verses sidewalks.

	2013 Y-T-D		2013	(Over)Under	2014 Y-T-D
	<u>ACTUAL</u> *		<u>BUDGET</u>	<u>Budget</u>	<u>ACTUAL</u> *
SALARIES AND WAGES	3,977,978	26%	3,857,632	(120,346)	2,772,379
LABOR OVERTIME	511,017	3%	275,000	(236,017)	653,709
EMPLOYER CONTRIBUTIONS	972,087	6%	919,750	(52,337)	780,936
CONTRACTUAL SERVICES	56,061	0%	155,304	99,243	19,379
WEATHER REPORTS	149,632	1%	140,000	(9,632)	41,993
FLEET COSTS	3,669,413	24%	4,495,320	825,907	69,355
FLEET CAPITAL COSTS	1,160,592	8%	1,160,592	-	960,500
LEASE OF HEAVY EQUIPMENT	1,257,390	8%	1,168,876	(88,514)	691,228
SALT*	3,245,494	21%	2,942,352	(303,142)	2,371,314
OTHER	211,545	1%	297,768	86,223	239,854
TOTAL COSTS	15,211,209		15,412,594	201,385	8,600,646

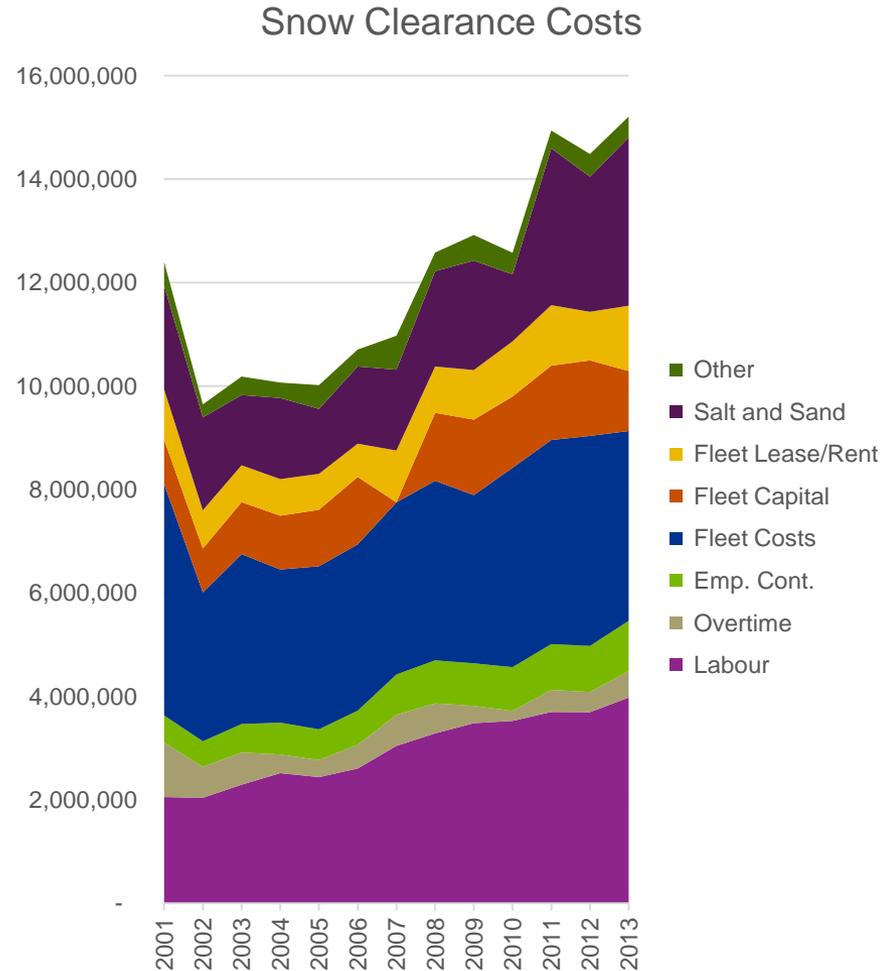
Historical Costs

The cost of Snow Clearing has grown over time

The chart at right shows the cost by major line item from 2001 to 2013

- 2001 costs were higher than normal because of the record breaking 2000-2001 winter. The table below shows how much costs have risen, compared to 2001 and the more normal 2002.

Growth in Actual Costs Over Time			
	2013	% over 2001	% over 2002
Labour	3,977,978	94%	95%
Overtime	511,017	-52%	-15%
Emp. Cont.	972,087	86%	96%
Fleet Costs	3,669,413	-18%	27%
Fleet Capital	1,160,592	36%	37%
Fleet Lease/Rent	1,263,056	30%	70%
Salt and Sand	3,252,910	62%	81%
To (from) Reserve	-		
Other	404,156	-12%	61%
Total	15,211,209	46%	58%



Changes in Budgeted Costs

The actual snow clearance costs are impacted by the weather, but budgeted costs are prepared on a reasonably consistent basis, assuming an “average” winter, with adjustments generally related to cost increases (including wage increases) and changes in the expected level of service (including more roads and sidewalks).

The table below shows that the budget has increased by 83% since 2001, but only 68% since 2002. The purchase of weather reporting services is a significant part of the increase in the “other” category

Growth in Budgeted Costs Over Time					
	2001	2002	2014	% over 2001	% over 2002
Labour	1,996,680	2,272,130	3,941,541	97%	73%
Overtime	243,000	243,000	300,000	23%	23%
Emp. Cont.	413,500	500,620	1,040,162	152%	108%
Fleet Costs	2,279,100	2,669,490	4,874,703	114%	83%
Fleet Capital	855,050	847,520	960,500	12%	13%
Fleet Lease/Rent	822,000	735,670	1,186,612	44%	61%
Salt and Sand	2,010,000	2,155,000	3,158,277	57%	47%
To (from) Reserve	-	-	-		
Other	141,000	96,000	565,336	301%	489%
Total	8,760,330	9,519,430	16,027,130	83%	68%



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Current Service Levels

Policy Framework

The Levels of Service for Winter Maintenance are set out in a series of policy documents, but have generally not been formally approved by Council. Longer excerpts from those policies are provided in Appendix A. They are summarized in this section, along with other public commitments the Department has made.

The policies indicate the City will perform winter maintenance on:

- All public roads
- Sidewalks on one-side of arterial and collector roads within 1.6 kms. Of schools, and those adjacent to hospitals, seniors complexes and City facilities
- Some private lanes are maintained if they can be maintained with standard equipment, and the request is approved by Council
- A few private parking lots are plowed when made available for residents during the parking ban
- Salt boxes are provided where slopes and narrow right-of-ways prevent heavy equipment from providing adequate service

Deployment Approach

When slippery conditions begin (start of snow or dropping temperatures on wet roads)

- The City deploys anti-icing trucks spreading brine on high service routes and hills in the downtown. Two sidewalk anti-icing routes are also run.

When snowfall begins

- The salt trucks are deployed on 28 pre-defined beats to spread salt (pre-wetted with brine) on streets, a process that takes about 3 hours. Streets area addressed in order of priority:
 - Priority 1 - major and minor arterials (including through streets with steep hills)
 - Priority 2 - collector roads (and all remaining bus routes, dead end streets with steep hills, and streets next to school areas)
 - Priority 3 - residential streets
 - Priority 4 - private laneways and roads, off street lots (where agreed upon by the City).
- When snowfall exceeds 4-5 cms, the salt trucks will begin plowing, while continuing to spread salt if weather is warm enough, addressing roads in order of priority (most beats have a mix of high and low priority roads)
- When snowfall exceeds 10-15 cms, salt trucks are pulled off the 19 beats with residential streets and 36 loaders and 2 tracked plows are deployed – two per beat, while salt trucks continue on the 9 high speed routes, requiring a total of 47 active pieces of equipment. For storms up to 25 cms, the target is to complete one pass within 12 hours of the end of snowfall. Streets are addressed in order of priority, and low priority streets will not receive any attention until high priority streets are passable.

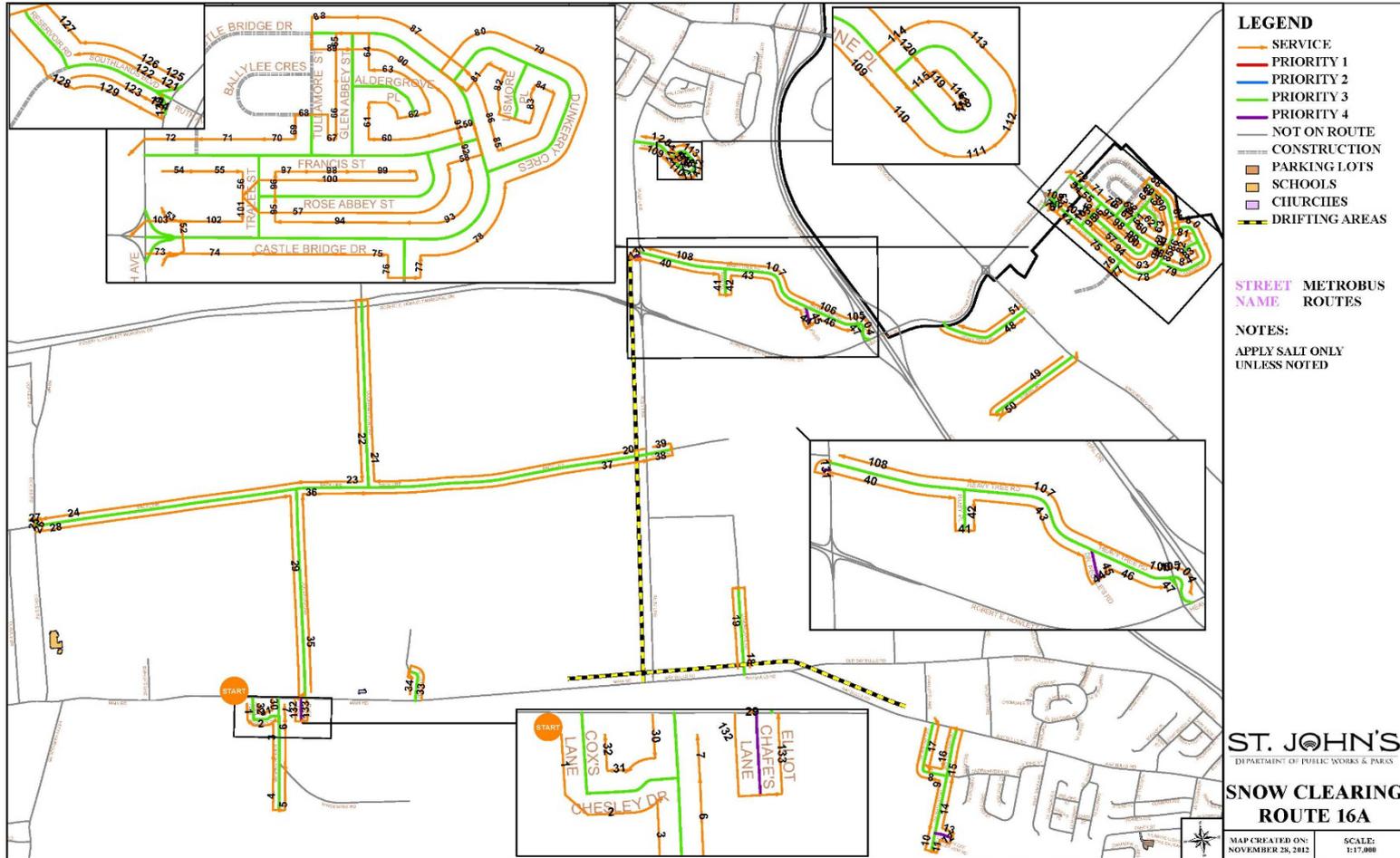
Typical Salting route



Disclaimer: The directions provided are computer generated and may not reflect actual traffic conditions. Traffic rules and regulations shall take precedence over the computer generated directions.

Total Service Distance for Route 16 is 28.733 km

Typical Plowing Route (One half of a Salting route)



Deployment Approach (cont)

When the snowfall ends

- Plowing continues until all roads have received at least one pass
- Plowing continues with “pushback” – additional plow runs aimed at widening the cleared roadway and ideally creating additional space at the side of the road for future snow storage
- Once pushback is completed, sidewalk plowing is carried out on 4 beats. For the first snowfall, they may be completed within 24 hours. Later, as the available space for snow decreases and the sidewalks have more snow from the roadways, it may take 7 days to complete. Additional equipment (loaders) may be deployed in areas where sidewalk plows are ineffective. Sidewalk plows are replaced with sidewalk snow blowers when required as a result of deep accumulations or the need to throw snow over snow banks
- At the same, time school drop-off areas at 37 locations are cleared by a loader or sidewalk plow
- Snow blowing onto adjacent properties, or snow removal when there is no storage space on adjacent properties, is carried out where snowbanks encroach on roadways. Snow removal is generally required in the downtown where streets are narrow and the buildings are close to the sidewalks. Some snow removal is also required in newer areas where smaller lots and many driveways and front yard parking spaces limit snow storage space.

While Roads Division is carrying out the activities on the previous pages, the Parks and Open Spaces Division is maintaining:

- Priority 1: steps/laneways/entrances to city-owned buildings – 16 sites – cleared during snowfall to be ready for business next day
- Priority 2: steps/laneways: downtown core (shovel) – 18 sites – begins after city buildings completed
- Priority 3: steps/laneways: south of Topsail Road, Lemarchant Road, Military Road (shovel) – 40 sites, laneways (sidewalk machine) – 18 sites – gives access to the core and schools
- Priority 4: steps/laneways: north of Topsail Road, Lemarchant Road, Military Road (shovel) - 29 locations focused on school locations

Commercial Core Sidewalks

BY-LAW NO. 1098

- Requires commercial property owners or their tenants in the area bordered by Temperance St, Duckworth St, New Gower St, and Springdale St (excludes Harbour Dr & Temperance St) to remove all snow and ice on sidewalks each evening.
- Downtown St. John's hires a contractor who provides sidewalk clearing whenever there is more than 10 cms of snow. The contract is funded 50% by property owners and 50% by the City.
- Prohibits placing snow on roadways or sidewalks maintained by the City and allows the City to recover the cost of removing that snow if not removed 24 hours after giving notice.



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Sidewalk Issues

Sidewalk Clearing Issues

Sidewalk Clearing has evolved in recent years

- 2007: sidewalk snow clearing pilot project started with 2 routes and 6 operators (two per shift)
- 2009: sidewalk program made permanent, penalty established for depositing snow on sidewalks (\$100)
- 2010 Budget : added 2 more staff per shift, redesigned the 2 routes, 101 kilometres cleared & salted
- 2012 Budget sidewalk enhancement program Added 6 operators: 2 per shift, 3 new pieces of equipment, 133.7 kilometres cleared & salted. Program to clear bus stops on major arterials (4+ lanes)

Sidewalk Clearing Issues

The various public comments and the interviews to date indicate there are some particular issues with respect to sidewalk snow clearance

Sidewalks are generally not cleared until the snowfall ends and road operations are nearing completion.

- Where there is no space between the road and the sidewalk, the roadways are plowed onto the sidewalk. When the sidewalk is plowed, it goes back onto the road. The roadway may then be plowed again, back onto the sidewalk
- With a significant storm, the snow, especially wet snow, and especially wet snow plowed onto the sidewalk from the road, may be frozen by the time the sidewalk plow arrives. This forces a move to the sidewalk snow blower, which is a very slow process
- Parked cars interfere with snow operations, particularly in the downtown
- The Downtown St. John's contract does not clear downtown streets until there are 10 cms of snow
- Most sidewalks are not plowed or salted in winter (only 133.7 of 700 kms)



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Detailed Processes

A variety of communications vehicles are used to advise the public of City winter maintenance activities

- Winter services information brochure mailed to all residences
- Parking restriction information advertised in Telegram
- City's website
- Downtown snow removal line 576-snow (576-7669) plus downtown snow removal e-mail subscription
- City is developing social media and public engagement protocols
- Parking ban & first downtown snow removals advertised
- *"where's my plow"* system on city's website
- Call centre (311) available 24/7/365 to handle all inquiries/complaints.

Parking Restrictions

BY-LAW NO. 1466 (see Appendix B) provides the authority to limit parking to assist snow operations. Vehicles can be towed if they hinder or impede the ploughing or removal of snow or ice from the street

- Towed vehicles are impounded at the depot and owners must pay all costs of towing and \$3/day storage to retrieve their vehicles.

BY-LAW NO. 1484 (see Appendix B) allows the Director of Public Works to declare winter “no parking” restrictions that apply to the downtown area and/or to the rest of the city during the winter period.

- Outside the downtown the restrictions imposed generally prohibit parking on the street between 12:30 a.m and 7:30 a.m.
- Inside the downtown parking is generally only prohibited overnight during scheduled snow removal operations (not plowing).
- In recent winters the bans were not imposed until after Christmas (January 8th last winter) to accommodate seasonal shopping and entertainment, even though snow operations generally begin December 1.

City polices (See Appendix A) for snow removal

- Require providing notice on the website, and by email to subscribers of streets where snow removal will occur
- Closing the street by establishing manned barricades at each end of the street and placing signage at cross streets to prevent vehicles entering the street
- Knocking on the doors of residences to seek removal of parked cars. Remaining vehicles can only be towed between 1 am and 7 am
- Require an escort vehicle when snowblowers travelling to a work area
- Require a spotter walking 10 to 20 m in front of a snowblower in operation, with a strobe light, and an operable red coned flashlight for signalling.

Snow Disposal

The vast majority of snow removal is from the downtown area, and is disposed in the harbour.

Streets Requiring Snow Removal, by District, 2013-14					
	North Central	West End	East End	Goulds	South Central
To Harbour	31	27	0	0	132
To Landfill	0	11	5	0	0

The Robin Hood Bay Landfill was the main other site used this past winter, and Wishing well Park has been used in the past.

There is concern that access to the harbour for snow disposal could be limited in the future, due to high levels of vessel traffic using all available wharf space, or environmental or security concerns.

However other solutions could have significant concerns such as environmental impacts, visual impacts, the loss of use of the land used for snow dumps until well into the summer, the increased use of fuels and increased costs of trucking to remote sites, and the concern for salt residues in the snow.



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Resources Used

The vast majority of snow clearing is carried out by City staff

- Within Roads Division there are three staff groups (A/B/C shifts) – two working 8 hour shifts and one 10 hour shifts. There are two shifts on duty any given day – one in the day, and one at night. Each shift has 72 staff members as follows:
 - 5 Forepersons
 - 59 Operators
 - 6 Labourers
 - 1 Welder
 - 1 Salt Loader Operator
- During snow events, the 8 or 10 hour shifts are extended to provide 24/7 snow clearing capability (hence the increased overtime costs when more storms arrive)
- The Parks and Open Spaces Division also has 32 staff in three shifts as follows
 - Monday – Friday; 8am – 4pm (1 crew + 2 FCOs)
 - Monday – Friday; 4am – Noon (2 crews + 2 FCOs)
 - Thursday – Monday; 4am – Noon (2 crews + 1 FCO)

Snow Season

Winter staffing runs from November to March (middle to late depending upon the weather forecast at the time).

The Table below shows on average, how often snowfalls of various depths occur in St. John's. For example in December the City will average 4 small 5 cm snowfalls a year. It could be 3 one year, 5 the next, but it will average about 4. On average there will be 2 snowfalls that reach 10 cms. But there are only .2 snowfalls of 25 cms or more – in other words there have only been one snowfall of 25 cms or more every five years in December.

The events in April and May, after the winter staffing season, tend to be smaller, but a large event can be expected every 10 years or so.

	5 cm (2 inches)	10 cm (4 inches)	25 cm (10 inches)
October	0.1	0.1	0.0
November	1.3	0.6	0.0
December	4.1	2.0	0.2
January	5.9	2.6	0.3
February	4.8	1.8	0.3
March	3.7	1.6	0.3
April	1.5	0.7	0.1
May	0.4	0.1	0.0
Total for Year	21.8	9.3	1.1

Roads uses a variety of vehicles as follows

- 36 trucks used for salting (with pre-wet capability), sanding (very selected), plowing (generally front flow and wing), and hauling snow during snow removal (28 salting routes to cover). Most are tandem axle units.
- 4 Anti-Icing trucks (3 tandem axle) – used before storm to spread brine, also do plowing.
- 45 Loaders – used for plowing, blowing and for filling salt trucks (36 routes to cover, plus one for salt loading)
- 6 Graders with wing blades – used for plowing (cover some of the 36 routes)
- 4 Snowblowers, and 14 blower attachments for the loaders – used for widening streets (blowing to adjacent storage areas, or into trucks for removal)
- 20 Sidewalk Plows (4 salt trailers) – (11 tracked plows, 14 trackless - shared with Parks and Open Spaces Division)
- Many attachments - Most equipment is multi-purpose with the ability to switch purposes with the appropriate attachment. There are 147 plow blades of various types(front, wing, for a truck, a loader or a sidewalk plow). There are 4 small loader buckets for handling salt and sand, and 12 larger buckets for handling snow, 14 blower attachments for loaders. There are 22 sidewalk unit blower attachments
- The City established a standing offer for the supply of tandem axel dump trucks to help with snow removal in early 2014

Parks and Open Spaces Division generally uses smaller equipment as follows

- 2 Loaders – used for plowing
- 1 Skidsteer Loader
- 1 Sidewalk Plows
- 1 Farm Tractor
- 1 Kubota Blower
- 4 Tailgate spreaders (mounted on half-tons)
- 5 Snowblower (walk behind)

Vehicle Availability

Fleet Services Division reports on how much equipment is available for service at the beginning of the day.

On average – over the course of the past winter, availability was as follows:

■ Sanders	71%
■ Loaders	85%
■ Blower Attachments (for loaders)	50%
■ Stand-alone Blowers	66%
■ Graders	75%
■ Sidewalk Snowblowers	84%
■ Trackless Sidewalk Plows	62%
■ Tracked Sidewalk Plows	70%

Roads Division tracked equipment condition as well, and often reported lower availability, either because vehicles (particularly for sidewalk plows) would not start, or because equipment breakdowns occurred during the first shift.

However averages mask particularly challenging issues:

- The average includes days when there is no snow event and no need for the full fleet to be operational. The actual availability rates when required for service may be lower than the average rates.
- The core of the fleet are the salter/plows. There are 44 trucks available to cover 28 routes, meaning 63% must be available at any time in order to cover the routes. There were 11 days, mostly in the early winter, when there were fewer than 28 trucks available to start the routes – and none available to cover any trucks that had malfunctions during the work.
- The trackless sidewalk plows started the winter with only 60% ready, and by early January, only 8% were operating (it improved through January).
- The tracked sidewalk plows started the year with 80% ready, but went through many of the storms with less than half in operating condition.
- The standalone blowers did very well through February, but only 2 of the 4 were available most of March, and in late December and early January there were two days when none were available.
- The blower attachments for the loaders were an ongoing challenge with only 50% available for service on average, and many days with fewer available.

Vehicle Maintenance Regime

In the summer (April to November) Fleet Services Division works Monday to Friday, 8 am to 4 pm

In the winter (December to March) Fleet operates with an 11 person 8 hour day shift and 28 staff working rotating 12 hour shifts that provide coverage 24/7. Mechanics are expected to work statutory holidays if there is work outstanding. There are generally 6 mechanics and a welder on the 12 hour shifts, although staffing does drop to two or three mechanics for a couple of shifts each week. This ensures staff is available to handle breakdowns during snow clearance operations.

Snow equipment generally receives an annual inspection and preventative maintenance during the summer to prepare for winter operations. In 2013 this process was not completed for all sidewalk plows, contributing to the equipment availability issues in November and December.

Parts availability is a particular issue with Fleet Services Division indicating delivery to St. John's of specialized parts not held in inventory causes delays in repairs. Fleet Services Division also reports some repairs are caused by operator actions or errors.

Depots

There is one main Depot on Blackler Avenue

Most equipment is kept at this location where it is parked outdoors, which reduces reliability of some equipment.

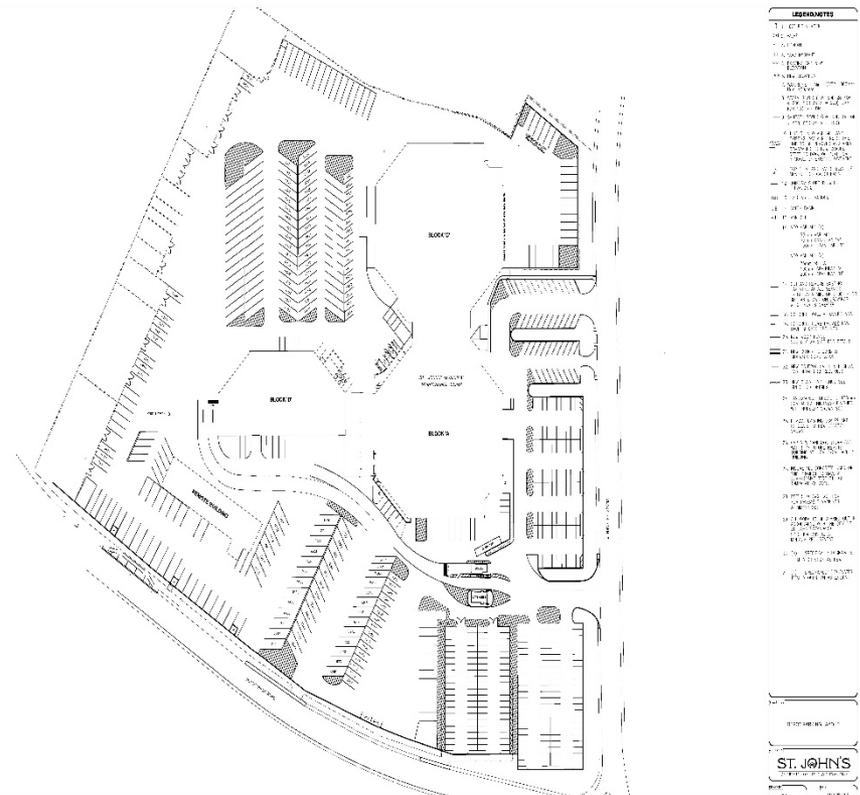
The depot provides a large storage area for salt and sand required for ice control.

There is a state of the art brine production system at the depot.

The Fleet Services Division operation that maintains the equipment is at the depot.

Offices for Roads Division and Parks and Open Spaces Division are at the depot.

There is one other small depot at the Goulds which houses salt trucks and loaders for local use, but does not have salt storage facilities.



Materials

The use of materials has evolved over the last decade. The volume of sand has decreased as a result of a decrease in the number of gravel roads, the extension of water service into more areas (reduce concern for salt contamination of wells) and increased focus on attaining bare pavement conditions with salt.

Salt is both applied directly to the roads and used in the manufacture of brine. Brine is used for the anti-icing program (spreading brine before a snowfall or temperature drop in order to prevent ice formation and snow adhesion to the pavement) and for “pre-wetting” salt when it is applied in order to reduce bouncing off the road, and speed up its effectiveness.

While salt application has increased, pre-wetting has allowed reduced rates of application which have limited the growth in volumes, despite the expanded road network.

tonnes	Salt		Sand	
	Roads	Parks	Roads	Parks
2006-7	23,574	372	583	28
2007-8	26,618	424	699	176
2008-9	23,169	359	177	14
2009-10	20,955	272	n/a	n/a
2010-11	26,763	397	45	3
2011-12	29,855	206	168	8
2012-13	24,870	295	25	13
2013-14	34,135	447	74	57

St. John's has introduced most of the technological advances that have been made in snow and ice control in recent years:

- The salt trucks have computerized spreader controls to ensure the prescribed amount of salt is spread. The controls are calibrated twice a year.
- The salt trucks are all equipped to pre-wetting the salt applied with brine.
- All major equipment pieces are outfitted with GPS, allowing the real time monitoring of operations – by the public on the web-site as well as by supervisors and management. This also provides good evidence for review of damage claims against the City.
- There is a comprehensive Road Weather Information Systems (RWIS) system provided under contract by AMEC
 - AMEC established and maintains four RWIS sites
 - AMEC receives data from sites, and uses other data to provide regular and on demand weather forecasts
 - Critical data relates to dew points, times temperature will drop to cause icy conditions, when and how much snow will arrive
 - Forepersons also have road temperature sensors in vehicles to test freezing points when on patrol
- The Brinex brine making system has been installed at the depot
- The City uses Routesmart routing software to design and sequenced balanced ice and snow routes.



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Public Participation

There has been considerable public discussion of snow clearing in the past year

Happy City St. John's conducted a survey responded to by about 500 people. The survey indicated 69 per cent of respondents would agree to pay higher taxes if it meant snowclearing would improve.

The organization held a public meeting at City Hall with about 35 people attending for a forum and discussion on snowclearing. Again most participants favoured improved snow clearing.

KPMG will be inviting public input to the review of winter maintenance

The focus of public participation will be on defining the Levels of Service people expect – and are willing to pay for.

- The study will include two stages of public participation:
 1. The first stage will be early in the review (June and July), inviting comments on the existing situation and identifying changes people want to see. This will lead to a list of options for change that will then be evaluated by the study team
 2. After the analysis, the study team will identify the implications (including costs) of the desired changes and seek informed comment on possible changes (August/September)

Other stakeholders, including City employees, business and community associations will have the opportunity to provide input in the same timeframes.

Input can be provided by attending the public meetings in June, by emailing the study team (snow@kpmg.ca), or by visiting the project website at <http://snowsj.com> . The website will also have the documents and reports produced by the project available for downloading and review.



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Appendix A - Levels of Service Policies

Appendix A - Levels of Service Policies

Policy 08-01-01

Snow Clearing Priority (Streets and Sidewalks)

Purpose

To provide for priorities in snow clearing.

Policy Statement

1. The City shall provide snow clearing to all publicly maintained streets within its boundaries. The priority for clearing is as follows:
 - Priority 1 - major and minor arterials
 - Priority 2 - collector roads
 - Priority 3 - residential streets
 - Priority 4 - private laneways and roads (where agreed upon by the City).
2. Notwithstanding the above priorities: through streets with steep hills will be classified as Priority 1; streets on Metrobus routes, dead end streets with steep hills, and streets next to school areas will be classified as a minimum Priority 2.

Appendix A - Levels of Service Policies

Policy 08-01-01 (cont)

3. The City shall snow clear designated sidewalks within its boundaries fronting schools, seniors complexes and City facilities.
4. Sidewalks along some designated major arterials will be cleared as quickly as possible after widening has been completed for the purpose of snow storage (future snowfall).

Approvals

Never formally approved by Council. Adopted - Public Works and Environment Standing Committee report - May 13, 2003. Regular Meeting of Council May 20, 2004. Public Works and Environment Standing Committee report - September 23, 2004. Regular Meeting of Council - October 4, 2004

Appendix A - Levels of Service Policies

Policy: 08-01-02 Street Snow Clearing

Purpose

To outline the City's strategy for the plowing and removal of snow from City streets.

Policy Statement

1. Immediately upon the recognition of slippery street conditions, the City will commence application of a salt, a salt/brine liquid mix or sand where deemed necessary (the choice being made in accordance with the City's Ice Control Policy 08-01-03 governing use of each), but without any attempt to mechanically remove the snow from the street surface except through the melting effect of the applied salt.
2. If snow continues to accumulate past a depth of 4 to 5 cm., then plowing will begin.
3. If snow continues to accumulate past a depth of 10 to 15 cm, a piece of equipment will be assigned to each snow clearing route as defined on our route mapping system.
4. Throughout all stages, streets will be cleared bases on the priority as defined in the Snow Clearing Priority Policy 08-01-01.

Appendix A - Levels of Service Policies

Policy: 08-01-02

Street Snow Clearing (cont)

5. If the severity of a storm dictates that all streets cannot be kept open, then the objective of the snow clearing operations will be to maintain a reasonable continuous flow of traffic on as many of the high priority streets as possible. Equipment will not attempt to clear the low priority streets, even periodically, unless it can do so without letting the high priority streets become impassable.
6. As weather and availability of equipment and operators permit, all streets will eventually be fully cleared, in priority order. Full clearing will include the entire street surface, from curb to curb, when possible, including parking lanes where applicable, but subject to there being sufficient space behind the curbs for safe banking of snow. Clearing may also include sidewalks in certain areas if so stipulated in the Sidewalk Snow Clearing Policy 08-01-04.
7. Where insufficient space exists for safe banking of snow behind the curb lines, snow banks may be permitted to encroach upon adjacent parking or driving lanes, provided that a reasonable traffic flow is still possible, until such time as full width can be restored by blowing and/or loading and removal of additional snow. Such operations will not take place until weather, traffic, and other conditions permit it to be done safely, and the necessary equipment is not otherwise engaged in more essential clearing operations.

Appendix A - Levels of Service Policies

Policy: 08-01-02

Street Snow Clearing (cont)

8. Any and all snow clearing operations may be suspended at any time if deemed necessary for reasons of safety and effectiveness. This will include such considerations as the rate of snow fall and drifting, traffic and driving conditions, visibility, damage to equipment or property, operator fatigue, and equipment maintenance requirements.

9. Implementation of this policy, including the exercise of discretionary decision making authority, is the responsibility of the Manager of Streets and Parks.

Approvals

Department of Engineering and Works Policy Manual Item 3111. Approved by Director of Engineering and Works on April 12, 1991. This is a revision of a prior approval dated November 14, 1990. Never formally approved by Council. Public Works and Environment Standing Committee report - May 13, 2003; Regular Meeting of Council - May 20, 2003

Appendix A - Levels of Service Policies

Policy: 08-01-03 **Ice Control**

Purpose

Control of ice and snow on City streets by application of salt, a salt/brine liquid mix and/or sand.

Policy Statement

1. Immediately upon the recognition of slippery street conditions, the City will commence application of salt, a salt/brine liquid mix or sand.
2. If the slippery condition is caused by falling snow, and the rate of accumulation and/or temperature is such that salt does not have any significant effect, then further application will be suspended until such time as conditions warrant its use again.
3. Application of the specified material shall be by means of vehicle-mounted mechanical spreading units. In areas where such units cannot effectively operate, salt storage boxes may be placed to allow for spreading by hand, by either City employees or motorists.
4. In areas where the application is of salt alone, as specified herein, the rate and frequency of application shall be sufficient to provide traction upon application, and subsequent melting of accumulated snow and ice, where reasonable.

Appendix A - Levels of Service Policies

Policy: 08-01-03 Ice Control (cont)

5. Materials for ice control, and the areas for use of each, will be as follows:

- a. With the exception of those streets noted in (b) and (c) below salt only, without any sand content, will be applied to all including major/minor arterials and collectors in areas where abutting properties use wells as a source of water.
- b. Sand only, without any salt content, will be applied to all gravel-surfaced streets.
- c. Sand only, without any salt content, will be applied to all residential areas where abutting properties use wells as a source of water.

6. Ice control for surfaces other than streets shall, if approved, be in accordance with other relevant City policies.

Approvals

Department of Engineering and Works Policy Manual Item 3112. Approved by the Director of Engineering and Works, November 29, 1990. Never formally approved by Council. Public Works and Environment Standing Committee report - May 13, 2003; Regular Meeting of Council - May 20, 2003.

Appendix A - Levels of Service Policies

Policy: 08-01-04 **Sidewalks Snow Clearing**

Purpose

Snow clearing on City sidewalks.

Policy Statement

1. Sidewalk snow clearing will be carried out only in areas fronting schools, seniors complexes and City-owned facilities, and along designated major arterial streets.
2. Clearing of larger accumulations of snow will be by means of plowing, blowing, and/or loading and removal, as may be deemed adequate and effective.
3. There will be no attempt to keep sidewalks continuously clear during a snow fall. There may be periodic clearing of areas of high pedestrian traffic volumes in preparation for peak periods, but generally sidewalks will not be cleared until no further accumulations are immediately forthcoming, either from additional snow fall or from street clearing operations.
4. Equipment dedicated specifically to sidewalk snow clearing, and not usable in any higher-priority street clearing, will begin work immediately upon the above conditions being met. Equipment suitable for clearing of streets will be re-assigned to sidewalk snow clearing only after all streets are fully cleared.

Appendix A - Levels of Service Policies

Policy: 08-01-04

Sidewalks Snow Clearing (cont)

5. Other provisions of this policy notwithstanding, sidewalks may be cleared in areas other than those stipulated, or with a frequency of priority higher than specified, if such clearing is done incidentally, as a part of normal street snow clearing. For example, in areas without curb line obstructions, it may be advisable to blade snow banks back behind the sidewalks to allow room for further accumulations later in the year. No such action will be taken as a commitment on the part of the City to keep that area clear in the future, unless it is specifically designated for snow clearing.

Approvals

Department of Engineering and Works Policy Manual Item 3113. Approved by Director of Engineering and Works, November 14, 1990. Never formally approved by Council. Finance and Administration Standing Committee report - May 13, 2003; Regular Meeting of Council - May 20, 2003.

Appendix A - Levels of Service Policies

Policy: 08-01-05

Snow Clearing of Private Lanes

Purpose

Snow clearing and ice control on privately owned lanes.

1. This service will be provided only in instances where a formal request for same has been made by one or more residents of the subject lane, and it has been determined that all of the following conditions have been satisfied:
 - a. There are a minimum of two or more residential dwellings serviced by the lane
 - b. There are no obstructions, restrictions, or conditions which preclude or unreasonably hinder the use of the City's usual ice control units or snow clearing equipment.
 - c. The request has been formally approved by Council.
2. Upon the request being approved in compliance with the above conditions, then the subject lane will be listed for regular snow clearing and ice control as needed.
3. This work will be undertaken only when the necessary equipment is no longer engaged in, nor required for, snow clearing or ice control operations on public streets.

Appendix A - Levels of Service Policies

Policy: 08-01-05

Snow Clearing of Private Lanes (cont)

4. The City will not attempt to implement or enforce any form of parking ban or restriction on private lanes. It will be the responsibility of the residents of the lane to ensure that operations are not hindered or prevented by the presence of their vehicles, and if such hindrance becomes a frequent problem, then the City's service will be discontinued.
5. Provision of these services will not be taken as a commitment on the part of the City to upgrade or maintain these lanes, nor to provide any City service other than as stipulated herein.

Approvals

Department of Engineering and Works Policy Manual Item 3115. Approved by Director of Engineering and Works, November 14, 1990. Never formally approved by Council. Finance and Administration Standing Committee report - May 13, 2003; Regular Meeting of Council - May 20, 2003.

Appendix A - Levels of Service Policies

Policy: 08-01-06

Operator Response Time

Purpose

Allowable time for truck plow/sander operators and the salt shed operator to respond in the event of a call-out.

Policy Statement

1. Truck plow/sander operators and the salt shed operator who are on standby during snow clearing season shall respond as quickly as possible to a call-out, and in any event within a maximum of 30 minutes from the time the call is placed until the arrival of the operator at the Municipal Depot.
2. It is the responsibility of each operator to ensure that the telephone number designated for the purpose of call-out is correct.

Approvals

Department of Engineering and Works Policy Manual Item 3117. Approved by Director December 14, 1990. Never formally approved by Council. Finance and Administration Standing Committee report - May 13, 2003; Regular Meeting of Council - May 20, 2003.

Appendix A - Levels of Service Policies

Policy: 08-01-07

Snow Clearing of Off-Street Parking Lots

Purpose

Snow clearing and ice control of off-street parking lots.

Policy Statement

1. This policy will apply only to those parking lots which have been designated by the City, with the owners' permission, as places for off-street parking by residents of an area during the seasonal on-street parking ban.

2. This work will be undertaken only when the necessary equipment is no longer engaged in, nor required for, snow clearing or ice control operations on public streets.

Approvals

Department of Engineering and Works Policy Manual Item 3114. Approved by Director of Engineering and Works, November 14, 1990. Never formally approved by Council. Finance and Administration Standing Committee report - May 13, 2003; Regular Meeting of Council - May 20, 2003

Appendix A - Levels of Service Policies

Policy: 08-01-08

Assistance to Emergency Vehicles

Purpose

Response to requests for special assistance to emergency vehicles during ice control and snow clearing operations.

Policy Statement

1. During ice or snow conditions, and while City equipment is actively engaged in operations related thereto, the City will comply to the maximum possible extent with any request from recognized emergency response agencies for pre-clearing of routes, escorting emergency vehicles or other special assistance in instances where life, health or property is at risk.
2. All requests for emergency assistance must come through the emergency 911 system.
3. Such agencies include, but are not necessarily limited to Police Departments, Fire Departments, Ambulance Services, and the Emergency Measures Organization. Provided that the request originates from such an agency, then assistance will be provided to their own vehicles or to designated vehicles of any other public, commercial or private concern which are being operated by or for the requesting agency, or in conjunction with its own activity.

Appendix A - Levels of Service Policies

Policy: 08-01-08

Assistance to Emergency Vehicles (cont)

4. Such assistance will be provided only within City boundaries. If assistance is required beyond the boundaries, then the requesting agency should be advised to contact the applicable bordering m

Approvals

Department of Engineering and Works Policy Manual Item 3118. Approved by the Director of Engineering and Works July 29, 1991. Never formally approved by Council. Finance and Administration Standing Committee report - May 13, 2003; Regular Meeting of Council - May 20, 2003.unicipality or the Department of Works, Services and Transportation, as applicable.

Appendix A - Levels of Service Policies

Policy: 08-01-09

Complaints Regarding Pushing Snow Onto City Streets/Sidewalks

Purpose

To ensure that complaints regarding pushing snow into streets are properly handled.

Policy Statement

1. The Department of Public Works is to receive and investigate telephone calls and complaints concerning snow being pushed, shovelled or blown onto City streets and sidewalks. Calls received by other departments regarding such complaints are to be forwarded to the Department of Public Works for appropriate action.
2. Notices of violations are to be served by staff of the Streets Division.
3. If the owner of the property fails to comply within the time frame as specified on the Legal Notice, the Department of Public Works will remove the snow and charge it to the appropriate person, ie. the owner/contractor.
4. When the Department of Public Works has investigated the property and has determined that the property has a **second offence**, the Department of Building and Property Management, who in conjunction with the Legal Department, will commence legal action.

Appendix A - Levels of Service Policies

Policy: 08-01-09

Complaints Regarding Pushing Snow Onto City Streets/Sidewalks (cont)

Approvals

Never formally approved by Council.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures

Purpose

To state City policy on the use of equipment and safe work procedures during street widening and snow removal operations using snowblowers.

Policy Statement

BLOW BACK

Area foreperson shall be responsible for blow back operations in his/her own area.

All snow blowers shall have an escort vehicle traveling directly in front of them when traveling to and from the job site. Escort vehicle must have full headlights on and beacon activated. Snow blower also must have full headlights on and beacon activated. All slow moving snow clearing equipment must travel in the right hand lane when possible when traveling to and from the work site.

Snow blowing operations shall not be performed in school zones when children are present.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures (cont)

If it is necessary to pull snow out onto the street for the blower, then signage shall be placed indicating “snow clearing operations in progress”, at the beginning and end of the street.

There shall be a spotter performing safety checks for the blower operator between 10 m & 20 m in front of the blower while the blower is in operation. When this is not possible, the operator shall disengage the augers until the spotter is available.

Spotter shall wear all personal protective equipment including strobe light and carry an operable red coned flashlight for signaling. Spotter and blower operator shall also wear a communication head set.

Blower engine shall be shut down before clearing chute or performing any maintenance on the blower. Blower attachments must be fully lowered while performing any maintenance.

When visibility between the spotter and the operator becomes significantly reduced, blowing operations shall cease. Blowing operations must also cease whenever the operator considers it unsafe to continue. The supervisor responsible shall then be informed to determine further action.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures (cont)

DAY TIME SNOW REMOVAL

One foreperson shall be assigned by the lead foreperson to be responsible for each snow removal operation.

Notification shall be sent to the Call Center when closing down streets for day time snow removals. Notification must be given before street(s) is (are) closed.

Signage and barricades shall be placed at the beginning and end of removal street indicating “no entry-snow clearing operations in progress”. These barricades must be manned in order to provide access for residents of that street, and for emergency vehicles. Signage shall also be placed at major intersecting and through streets.

Removal street shall be closed to traffic until removal operation is completed and street salted.

Before snow removal operation begins, notification shall be given to vehicle owners to remove as many parked cars as possible to facilitate an effective snow clearing operation. Such notification will consist of knocking on doors of residential households.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures (cont)

All snow blowers shall have an escort vehicle traveling directly in front of them when traveling to and from the job site. Escort vehicle must have full headlights on and beacon activated. Snow blower also must have full headlights on and beacon activated. All slow moving snow clearing equipment must travel in the right hand lane when possible when traveling to and from the work site.

There shall be a spotter performing safety checks for the blower operator between 10 m & 20 m in front of the blower while the blower is in operation. When this is not possible, the operator shall disengage the augers until the spotter is available.

Spotter shall wear all personal protective equipment including strobe light and carry an operable red coned flashlight for signaling. Spotter and blower operator shall also wear a communication head set.

Blower engine shall be shut down before clearing chute or performing any maintenance on the blower. Blower attachments must be fully lowered while performing any maintenance.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures (cont)

Blower operator shall not overload trucks to create an unsafe load. Particular attention shall be paid to load stability. No snow should fall off truck on the way to the dump site. Trucks loaded by bucket or snow basket must not be loaded above the side of the box.

Snow blowing operations shall not be performed in school zones when children are present

NIGHT TIME SNOW REMOVAL

All streets in the “designated downtown area” slated for snow removal shall be listed on the snow line not later than 3:00 p.m. of the evening prior to the removal.

Snow removal notification signage shall be placed on each street slated for snow removal not later than 6:00 p.m. of the evening prior to snow removal. At least one sign must be placed on each side of each street block.

Vehicles impeding snow removal shall be towed from the street only at the beginning of removal from that particular street and only between the hours of 1:00 a.m. and 7:00 a.m.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures (cont)

One foreperson shall be assigned by lead foreperson to be responsible for each snow removal operation.

Signage and barricades shall be placed at the beginning and end of removal street indicating “no entry-snow clearing operations in progress”.

Removal street shall be closed to traffic until operation is completed and street is salted.

In cases where streets with a speed limit greater than 50 km/h are snow covered following removal operations, warning signage shall be left in place until the road conditions are no longer a hazard to traffic.

All snow blowers shall have an escort vehicle traveling directly in front of them when traveling to and from the job site. Escort vehicle must have full headlights on and beacon activated. Snow blower must also have full headlights on and beacon activated. All slow moving snow clearing equipment must travel in the right hand lane when possible when traveling to and from the work site.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures (cont)

There shall be a spotter performing safety checks for the blower operator between 10 m & 20 m in front of the blower while the blower is in operation. When this is not possible, the operator shall disengage the augers until the spotter is available.

Spotter shall wear all personal protective equipment including strobe light and carry an operable red coned flashlight for signaling. Spotter and blower operator shall also wear a communication head set.

Blower engine shall be shut down before clearing chute or performing any maintenance on the blower. Blower attachments shall be fully lowered while performing any maintenance.

Blower operator shall not overload trucks to create an unsafe load. Particular attention shall be paid to load stability. No snow should fall off truck on the way to the dump site. Trucks loaded by bucket or snow basket must not be loaded above the side of the box.

NOTE: IT IS IMPORTANT TO REMEMBER THAT THE OPERATOR OF THE SNOWBLOWER IS ULTIMATELY RESPONSIBLE FOR THE SAFE OPERATION OF THAT PIECE OF EQUIPMENT.

Appendix A - Levels of Service Policies

Policy: 08-01-10

Street Widening and Snow Removal Operations Using Snowblowers - Safe Work Procedures (cont)

Approvals

Finance and Administration Standing Committee report - May 4, 2004. Regular Meeting of Council - May 10, 2004.



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Appendix B – By-Laws Related to Snow Clearing

By-Law 1466 Towing and Impounding of Vehicles

Pursuant to the powers vested in it under the City of St. John's Act, R.S.N. 1990 c.C-17, as amended and all other powers enabling it, the City of St. John's enacts the following By-Law relating to the towing and impounding of vehicles.

ST. JOHN'S TOWING AND IMPOUNDING OF VEHICLES BY-LAW

1. This By-Law may be cited as the "St. John's Towing and Impounding of Vehicles By-Law".
2. In this By-Law:
 - (1) "officer" means any person designated by the council to administer and enforce this By-Law;
 - (2) "tow notice" means a notice which states that a vehicle will be towed after the expiration of 24 hours from the time of issuance; and
 - (3) "vehicle" means a device in, upon or by which a person or thing may be transported or drawn upon a highway, but does not include devices used exclusively upon fixed rails.

By-Law 1466 Towing and Impounding of Vehicles (cont)

3. A vehicle which is stopped or standing on a street in such a manner that it may, in the opinion of the officer:

(1) cause interference with the flow of traffic;

(2) constitute a hinderance to the maintenance, repair or improvement of the street;

(3) hinder or impede the ploughing or removal of snow or ice from the street;

(4) hinder or impede the carrying out of an undertaking of the council; or

(5) cause interference with the access to or egress from private property

may be towed and impounded without notice.

4. (1) A vehicle which, in the determination of the officer, has been abandoned on a street for a period in excess of 24 hours shall be monitored for a period of 5 days and upon the expiration of 5 days if the vehicle has not been removed from the street a tow notice shall be affixed to the vehicle and upon the expiration of 24 hours the vehicle may be towed and impounded.

By-Law 1466 Towing and Impounding of Vehicles (cont)

(2) Notwithstanding subsection (1), a vehicle, which in the determination of the officer, has been abandoned on a street for a period in excess of 24 hours or is in a dilapidated condition and which is parked in contravention of any statute, regulation or by-law or, in the opinion of the officer, poses a safety hazard the vehicle may be towed and impounded without notice.

5. A vehicle which is stopped or standing on a street and which does not have a current and/or valid motor vehicle registration or which has no license plates may be towed and impounded without notice. (Amended 2005/09/12; #1482)

IMPOUNDING

6. (1) Any vehicle towed in accordance with the provisions of this By-Law may be impounded in the council yard, or such other place as may be designated by council, until payment in full of all costs, charges, expenses and fines due and payable to the City are paid.

(2) The costs, charges, expenses and fines referred to in subsection (1) shall include, but not be limited to:

(a) all costs and expenses incurred by the City in towing the vehicle or an amount equivalent to the fee charged by a private towing company where city owned resources are used to carry out the tow;

By-Law 1466 Towing and Impounding of Vehicles (cont)

(b) the daily impound fee as established by council for each day or part of a day the vehicle is impounded; and

(c) any and all unpaid parking fines for which a Notice of Fine and Conviction has been issued.

7. Upon payment of all costs, charges, expenses and fines as specified in section 6, and

(1) upon providing proof of vehicle registration and insurance acceptable to the officer the vehicle may be removed or driven from the impound; or

(2) where proof of vehicle registration and insurance cannot be provided the vehicle shall be removed from the impound only by means of towing.

AUCTION

8. Where a vehicle has been impounded for a period in excess of 30 days the city may sell the vehicle by public auction.

9. (1) Notice of the auction stating the time and place of the auction shall be published at least 7 days before the auction in a daily or weekly newspaper in circulation in the city and it shall be sufficient in the notice to put the year, make, model and license plate number, if available, of the vehicles to be auctioned so that such may be identified.

By-Law 1466 Towing and Impounding of Vehicles (cont)

(2) At the time and place specified in the notice of auction the city shall, unless it has been paid all costs, charges, expenses and fines described in section 6, proceed to sell the vehicles at auction.

10. (1) Where a vehicle fails to sell at the first auction the city shall schedule a second auction for a date not earlier than 7 days and not later than 14 days after the first auction.

(2) Notice of the second auction shall be published in the newspaper in which the first notice was published and shall be in the form specified in section 9(1).

11. Where a vehicle fails to sell at the second auction ownership of it shall vest in the city and the city may dispose of the vehicle in any manner it considers appropriate.

12. Vehicles to be offered at auction shall have their licence plates removed prior to the auction and the license plates shall be returned to the province's Motor Vehicle Registration Division.

13. The city shall out of the purchase monies received on the sale at auction of a vehicle deduct the amount of costs, including costs of the auction, charges, expenses and fines owing to the city and where there is a balance of the purchase price remaining the city shall pay the balance to the person entitled to it.

By-Law 1484 Snow Clearing By-Law

Under and by virtue of the powers conferred by section 189 of the Highway Traffic Act, R.S.N. c. H-3, and pursuant to a delegation of power by the Minister of Highways, and all other powers enabling it, the City of St. John's enacts the following by-law relating to snow clearing in the City of St. John's.

1. This By-Law may be cited as the "St. John's Snow Clearing By-Law".

2. In this By-Law:

(a) "Downtown" means those streets as may be designated by the Director of Public Works and Parks from time to time.

(b) "motor vehicle" means a motor vehicle as defined in the Highway Traffic Act, R.S.N. 1990 c. H-3, as amended;

(c) "trailer" means a trailer as defined in the Highway Traffic Act, R.S.N. 1990 c. H-3, as amended.

3. The Director of Public Works and Parks shall cause a list of streets which are designated as forming the Downtown to be published in a daily or weekly newspaper in circulation in the City of St. John's

By-Law 1484 Snow Clearing By-Law (cont)

4. During the period as designated by the Director of Public Works and Parks no person shall park a motor vehicle or trailer on any street in the City of St. John's.

(a) outside the Downtown between the hours of 12:30 a.m. in the morning and 7:30 a.m. in the morning of the same day; and

(b) in the Downtown between the hours of 12:30 a.m. in the morning and 7:30 a.m. in the morning of the same day.

5. No person shall park a motor vehicle or trailer on any street in the City of St. John's in such a manner so as to hinder, inconvenience or prevent the plowing and/or removal of snow and/or ice from the street.

6. The provisions of this By-Law shall not apply to:

(a) motor vehicles of the City of St. John's;

(b) motor vehicles of the Royal Newfoundland Constabulary or the Royal Canadian Mounted Police responding to a call;

By-Law 1484 Snow Clearing By-Law (cont)

- (c) motor vehicles of the Newfoundland Hydro Corporation, Newfoundland Power, Aliant, or the St. John's Regional Fire Department responding to a call;
- (d) ambulances responding to a call or transporting a patient; and
- (e) funeral hearses responding to a call or transporting a client.

7. (a) Any person who violates or contravenes any provision of this By-Law is guilty of an offence and is liable to a minimum fine of \$45.00 for each offence.

(b) Offences under this By-Law may be prosecuted by means of a traffic ticket under the provisions of Part II of the Provincial Offences Act, P-31.1, S.N.L. 1995.

8. In the event of any person failing to do anything which under this By-Law he ought to have done, the City may do that act and recover the expenses thereof from the person so in default as a civil debt, and without limiting the generality of the foregoing, where a motor vehicle or trailer is parked or left on a street in contravention of this By-Law, the City, through its employees, servants or agents, may cause the motor vehicle or trailer to be removed from the street and impounded at a suitable location and the owner thereof may reclaim the vehicle upon payment of the towing and impounding expenses.

9. The St. John's Snow Clearing By-Law enacted by the City of St. John's on November 13, 2001 and all amendments thereto are repealed.



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Contact the Study Team

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Disclaimer

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