Council Direction:

At the February 4, 2008 Public Works Committee a motion was passed directing staff to “investigate issues related to sidewalk snow clearing” including the feasibility and possible benefits associated with Alternate Direction Roadway Snow Plow Routing (ADRSPR).

Information:

On a motion, staff was requested to “investigate issues related to sidewalk snow clearing, such as the routing of snow removal, plowing alternative sides on an annual bases (i.e. plows consistently plowing to one side of the street as opposed to the other)”. Subsequent discussions with Councillor Merulla clarified the request to relate to changing “one-side only” parking restrictions to an “alternate side” parking regulation model.

On Street Parking - “One Side” to “Alternate Side” Regulations:

Parking Operations & Maintenance staff advise that current “alternate side” parking regulations include a “one side only” restriction during winter months, which was originally established for efficiencies in snow plowing operations (i.e. minimizing plowing activation and snow removal requirements). In addition many areas with one-side parking restrictions include provisions such as permit parking for the disabled, wheelchair loading zones, time limit parking etc. which may be negatively affected by imposition of an alternate side parking model. Accordingly any change, would require resident notification and in some cases negotiation in order to address issues and impacts. From a Winter Control Program perspective a change to alternate side parking on a year round basis, would increase the amount of plowing and potentially snow removal activity required to maintain existing service standards and hence increase program costs. Accordingly no change to the status quo is recommended.
Alternate Direction Roadway Snow Plowing

Regarding the premise of the motion as recorded, staff have also considered the feasibility and possible merits of alternate directional snow plow routing. There may be merits to the proposal in providing a more equitable service level for portions of existing routes however further investigation is required to confirm merits and issues; to this end staff will conduct limited ADRSP pilots in various contexts during the 2009 program at no additional anticipated cost to the Winter Control program and report the findings in the follow up Winter Control Program Performance Report in Q2/09.

Sidewalk Snow Clearing Services

During the Committee's discussion of the motion, the establishment of a city wide municipal sidewalk winter control program was explored and a question of program cost was raised. Presently, the City clears approximately 402 km of sidewalk, paved walkways and pathways with in-house and contracted equipment. Based on program data provided by the City of Toronto respecting a similar contracted program, staff have developed the following preliminary program cost estimates which are considered accurate within a margin of error of 15% +/-:

<table>
<thead>
<tr>
<th>Infrastructure to be Serviced</th>
<th>Inventory</th>
<th>Budget Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Sidewalks</td>
<td>2,329 km</td>
<td>$ 2,911,250</td>
</tr>
<tr>
<td>All Sidewalks and Paved Walkways &amp; Pathways</td>
<td>2,534 km</td>
<td>$ 3,167,500</td>
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</tbody>
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The program service level provides for snow clearing activation at the minimum accumulation of 5.0 cm based on average seasonal demands, and *no application* of de/icing materials. In the event that Council wishes to further consider the development of a City wide municipal sidewalk maintenance program, staff recommend the engagement of consulting services to prepare a detailed program estimate based on an assessment of the existing inventory, and recommendations for program service level and program delivery model.

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