



COUNCIL POLICY

**Subject: Snow and Ice Control – Parks
and Trails**

Policy No:
Approved by Council:
Revised by Council:

05-118
2019-03-11

1. Purpose

- 1.1 To define parameters under which snow and ice conditions are responded to on Township of Langley trails, park sidewalks and pathways, and park and cemetery parking lots.

2. Background

- 2.1 A winter maintenance program established best management practices through a priority classification system for parks and trails in 2016, however there is no Council approved policy in place for a snow clearing priority system for parks and trails.

3. Related Policy

- 3.1 05-102 Snow and Ice Control

4. Policy

- 4.1 Salting/sanding and snow clearing operations on hard surface trails, park sidewalks and pathways are conducted according to the following priorities:
 - 4.1.1 First Priority: High pedestrian traffic trail and park pathway locations that are a main thoroughfare to a school or bus stop location, hilly areas, or known icy locations are given first priority. Salting/sanding and snow clearing is carried out during regular work hours, unless conditions warrant before or after regular work hours.
 - 4.1.2 Second Priority: High pedestrian traffic trail and park pathway locations that are not a main thoroughfare to a school or bus stop location are given second priority. Work on second priority routes is performed during regular work hours only; minimal overtime is permitted to extend the normal work day.
 - 4.1.3 Third Priority: All remaining trail and park pathway locations. Third priority locations will only be completed after first and second priority pathways have been completed. Third priority work is only performed during regular work hours.

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- 4.2 First and second priority trail and park sidewalks and pathways are defined and established as those shown in the “Township of Langley – Trails and Park Pathways Snow and Ice Response Maps”, as amended from time to time.
 - 4.3 Salting/sanding and snow clearing operations on park parking lots are conducted according to the following priorities:
 - 4.3.1 First Priority: Park parking lots that are paved and utilized by businesses, organizations, special events and schools are given first priority. Salting/sanding and snow clearing is carried out during regular work hours, unless conditions warrant before or after regular work hours and, in the case of schools, during instructional days only.
 - 4.3.2 Second Priority: Remaining paved parking lots on park property are given second priority. Work on second priority locations is performed during regular work hours only; minimal overtime is permitted to extend the normal work day.
 - 4.3.3 Third Priority: All gravel based parking lots on park property are given third priority. Third priority locations only have sand applied. Third priority locations will only be completed after first and second priority locations have been completed. Third priority work is performed during regular work hours only.
 - 4.4 First and second priority parking lot locations are defined and established as those park parking lots shown on the “Township of Langley – Park Parking Lots Snow and Ice Response Maps”, as amended from time to time.
 - 4.5 First priority routes and parking lots are maintained until conditions are under control, only then are resources re-directed onto second priority routes.
 - 4.6 Once conditions are under control on second priority routes and parking lots, resources may be re-directed to third priority routes and parking lots.
 - 4.7 As soon as conditions deteriorate on any of the higher priority areas, resources will be re-directed back onto those routes and parking lots.
 - 4.8 Sanding/salting operations commence as conditions dictate: icy conditions, commencement of snow falls, and other slippery conditions.
 - 4.9 Sanding/salting will only be done on third priority locations when conditions warrant and resources are available.
 - 4.10 Snow removal occurs when the snow depth exceeds 10 centimeters (4 inches) and the storm is continuing.
 - 4.11 Trails, parks sidewalks and pathways, and park parking lots are to be maintained in good winter condition, which does not mean “bare pavement”, through continued use of assigned personnel and equipment and subject to availability of resources.