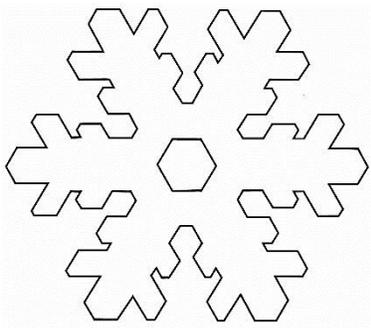


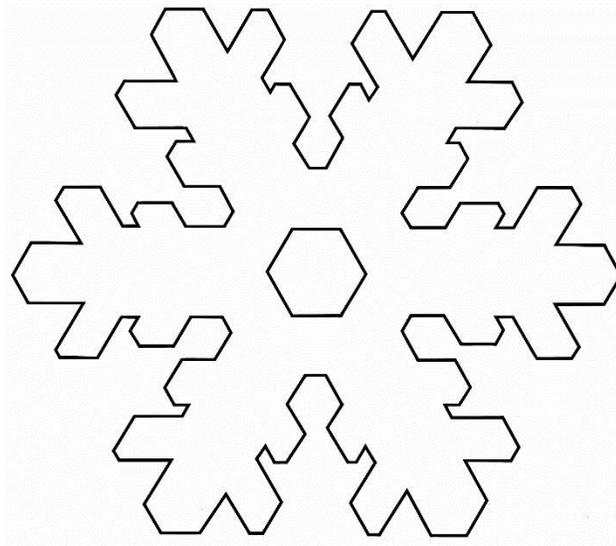


Public Works Department

September 2017



# Snow Plowing and Ice Control Policy



**TOWN OF PARKER, COLORADO - SNOWPLOWING  
AND ICE CONTROL POLICY  
(Revised and updated September 2017 - Supersedes all previous policies)**

**1. Introduction**

The Town of Parker, Colorado, believes that it is in the best interest of the residents of the Town to assume basic responsibility for snow and ice control on dedicated Town streets. Effective snow and ice control is necessary for routine travel and the provision of emergency services. The Town will attempt to provide such control in a safe and cost-effective manner keeping in mind safety, budget, personnel, and environmental concerns. The Town may use Town employees and equipment and/or private contractors to provide this service.

The snowplowing and ice control policy is intended to keep the streets within the Town passable during adverse weather conditions and in reasonably safe condition. This intent, and the reasonable limitation of cost effectiveness, is the basis for this policy.

This policy does not relieve the operators of private vehicles, pedestrians, property owners, residents, and all others that may be using public streets, of their responsibility to act in a reasonable, prudent and cautious manner given the prevailing street conditions.

**2. Level of Service**

The time required to clear snow and ice from streets depends on a variety of conditions often unique to each storm event. The strategies used to plow streets depend on several factors including:

- \* Snow storm intensity and accumulation;
- \* Anticipated snow storm duration;
- \* Type of snow, ranging from light/dry to heavy/wet;
- \* Ambient air and pavement surface temperatures before and expected after snowfall;
- \* High winds and drifting conditions;
- \* Traffic conditions, weekday versus weekend;
- \* Time of day;
- \* Time of season – fall, winter or spring; and
- \* Availability of equipment and staff.

Snowplowing and/or ice control operations will be performed on all Priority 1 and Priority 2 (arterial and collector) streets for every storm when an accumulation of snow or ice is present on roadway surfaces. The Town's goal is to deploy resources at least one hour before challenging conditions are reasonably expected to develop. The Town uses local and contracted meteorologists and on-line resources to develop a reporting and mobilization plan for every expected winter storm.

Snowplowing will be performed on Priority 3 (local streets) when the roadway accumulation of snow has reached six (6) inches. Roadway and ambient air temperatures early and late in the snow season are typically high enough to melt falling snow on contact or soon after the snowfall event ends. The majority of plowed storms in Parker occur within the November to March time period.

The Town also utilizes a roadway weather information system (RWIS) to accurately record snowfall events as they occur in real-time. The system notifies Town staff when “potential” or “slick conditions” are present on Town streets. Starting from the time of system notification, additional snowfall will be measured by RWIS until the storm subsides. Local street plowing operations may commence once the six- (6-) inch roadway accumulation threshold has been exceeded or is reasonably expected to be exceeded, as determined by the Engineering/Public Works Director (the “Director”) or designee.

The Director or designee will determine when to begin snow or ice control operations for arterial and collector streets (Priority 1 and 2). The criteria for the deployment decision includes:

- \* Anticipated snow or ice accumulation on Town roadways;
- \* Drifting of snow that causes problems for travel;
- \* Time of year and predicted weather forecast; and,
- \* Time of snowfall in relationship to heavy use of streets.

Snow and ice control operations are expensive and involve the use of personnel, materials and equipment. For reference, the Town will be prepared to deploy approximately eleven (11) plow/spreader trucks to keep Priority 1 and 2 roads clear for the winter of 2017/2018. An additional eight (8) smaller pickup plows are available to plow Priority 3 streets, under conditions described later in this policy.

No general ice control will be performed on local streets. Ice control on steep slopes, near storm water inlets and stop sign approaches will be performed on local streets as determined to be necessary and subject to available personnel and equipment. Town businesses and residents are responsible for the clearing of sidewalks as provided by Town Code. Generally, ice accumulations caused by shade that do not interfere with vehicle travel ways will not be treated. Shade dams, particularly along the south side of streets, can cause ice to remain for weeks or months and are to be expected in this region of Colorado.

### **3. Street Priorities**

The Town has classified Town streets based on the street function, traffic volume and relative importance to the transportation needs of the community. Three (3) priority rankings have been established for public Town streets. A map of the Town streets and their snow priority ranking is located on the Town website.

Priority 1 (Arterials): These streets are classified as arterials and commercial/industrial and commercial business roads. They are typically multi-lane high-volume streets that connect major sections of the Town. Lincoln Avenue and Hess Road are examples of arterial roads.

Priority 2 (Collectors): Those streets classified as collectors and/or secondary streets which typically receive a moderate amount of traffic. Collectors are often utilized to access area schools or community centers. Priority 2 streets also include designated snow routes where parking is prohibited once roadway accumulations reach a two- (2-) inch or greater depth. Tallman Drive, Clarke Farms Drive and J Morgan Boulevard are examples of collector streets in Parker.

Priority 3 (Locals): Local streets function to provide vehicular access to adjacent properties. They are designed for the safety of pedestrians and bicyclists and the ease of access to adjacent parcels of land.

Please note that the Colorado Department of Transportation maintains all portions of Parker Road (Colorado Highway 83) and the E-470 Public Highway Authority maintains E-470 and associated on and off ramps serving the toll road.

During significant and severe storm events, the Town is prepared to deploy personnel and equipment to maintain Priority 1 roadways first. In fulfilling the need to have all Priority 1 streets safe and passable, and when resources are limited, snowplowing and treating of all other streets may be stopped at any time so resources can be focused on Priority 1 roads. Once Priority 1 roadways have been sufficiently serviced, Priority 2 roads will be plowed and treated as necessary.

Unforeseeable circumstances may cause delays in completing assigned plow routes. Such circumstances may include weather conditions that endanger the safety of snowplow operators and/or safe and effective operation of equipment, commuter traffic, disabled vehicles, poor visibility conditions, parked cars along streets, assistance to emergency response vehicles, equipment breakdowns and personnel shortages.

#### **4. Plowing Method**

Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the roadway will be plowed first. The snow is then be pushed from inside to outside on two-way streets on subsequent plowing passes. On one-way streets or where there is a wide center median, snow may be pushed in either direction. The plow discharge shall go onto the area in and/or behind the curb on primary streets and into the parking area and behind the curb on secondary streets. Snow in cul-de-sacs will normally be plowed to the center in an attempt to provide the largest turning radius possible for emergency vehicle ingress and egress. When a plow goes onto a bridge, the driver shall slow down so snow does not go over the bridge, if possible. In times of extreme snowfall, streets may not be completely cleared of snow.

Streets in the downtown area and designated snow routes will be initially plowed to the outside curb in order to maintain safe vehicle travel. Removal of the snow in these areas may commence at a later time depending on the storm duration and severity as described in Section 5. This limited special service improves overall driving conditions and allows for public parking where pedestrian and vehicle traffic volumes are congested and snow storage areas are limited.

## **5. Snow Removal**

The Director or designee will determine if and when snow will be removed from an area by loader and truck. Such snow removal will occur in areas where there is no room on the street or behind the curb for snow storage and in areas where accumulated piles of snow create a hazardous condition. Snow removal/hauling operations will not commence until other snowplowing operations have been completed. Snow removal operations may also be delayed depending on weather conditions, personnel and budget availability. When this service is provided, the snow will be removed and hauled to a snow storage/disposal area.

## **6. Snow and Ice Control Operator's Schedule**

Snowplow operators may be required to work up to a twelve- (12-) hour shift when necessary. Because of safety concerns, no operator shall work more than a twelve- (12-) hour continuous shift in any twenty-four- (24-) hour period. Snow control operations will continue twenty-four (24) hours per day until storms subside and the primary roadway network is in serviceable condition.

## **7. Extreme Weather Conditions**

Snow and ice control operations will be conducted when weather conditions do not endanger the safety of snowplow operators and equipment. Factors that may delay snow and ice control operations include: severe cold, significant winds and limited visibility. Total white out blizzard conditions may necessitate the declaration of a prohibition on all vehicle movements, including Town snowplows, until visibility is improved. The Town's Emergency Manager has the authority to declare a state of emergency and prohibit the movement of all vehicles on public roads.

## **8. Use of Liquid and Solid De-icing Chemicals**

The Town may use liquid and solid de-icing chemicals when hazardous ice or slippery conditions exist. The Town is concerned about the effect of such chemicals on the environment and carefully controls and monitors application rates. The Town of Parker lies within the Cherry Creek watershed and all runoff is ultimately conveyed to the Cherry Creek Reservoir. Therefore, it is important to use anti-icing chemicals prudently during snow control operations.

The application of sand and abrasives during storm events has been identified by the Regional Air Quality Council (RAQC) as a major contributor to the Denver metropolitan area's particulate pollution (commonly known as the "brown cloud"). The Engineering/Public Works Department (the "Department") is required under legal mandates, which are regulated by the RAQC, to comply with certain application rates. Limiting the application rates reduces the quantity of particulates in the air and the amount of chemicals and sand deposited in wetlands and waterways. Because of these air quality impacts, the use of sand or abrasives in snow control has been virtually eliminated in the Denver metro area.

## **9. Emergency Situations**

All requests for emergency assistance from the following agencies will be responded to immediately, as personnel and equipment are available:

- \* Town of Parker Police Department;
- \* South Metro Fire Rescue Authority;
- \* Douglas County Sheriff's Office;
- \* Colorado Department of Transportation;
- \* Colorado Highway Patrol; or
- \* Other emergency service agency.

Calls for emergency assistance from the public will be transferred to Police Dispatch or requested to call 911.

## **10. Emergency Declaration and Activation of the Emergency Operations Center (EOC)**

In the event of a snow emergency, the Town Emergency Manager or designee may declare a Town emergency and activate the necessary functions of the Town's Emergency Operations Center (EOC). Following this declaration, traffic control and law enforcement will assume emergency response actions under the Town Code and the Town's Emergency Operations Plan.

The Town Administrator may also activate an emergency operations center to centralize response activities and coordinate communications with the public and emergency response agencies.

## **11. Disabled Vehicles and Vehicles Parked on Designated Snow Routes**

Town employees will not assist vehicles that are stuck in the snow or otherwise disabled. If a vehicle is impeding the safe travel on a street, or parked on a designated snow route, the Police Department may tow the vehicle at the owner's expense.

## **12. Sidewalks**

It is the responsibility of the resident and/or property owner to remove all accumulated snow from all sidewalks along public streets adjoining their property. This includes any snow plowed from public streets onto the sidewalk, driveways or driveway openings (see Section 15). Please remember, it is unlawful to plow or place snow into public roadways from parking lots, sidewalks or driveways.

### **13. Snow Removal on Private Property**

Unless it is necessary to provide access for emergency vehicles, Town resources will not be used to plow, remove snow or provide ice control on private property.

### **14. Ice Cutting**

If conditions occur that create icing in vehicle travel lanes that are determined to be unsafe, the ice may be mechanically removed. These actions will be performed under the same 1-2-3 priority system that streets are plowed and are subject to the availability of personnel and equipment. Ice cutting operations are generally limited due to the associated street and curb/gutter damage.

### **15. Property Owner Responsibilities**

In accordance with Section 10.01.020 of the Town Code, property owners must remove all snow and ice from sidewalks within forty-eight (48) hours following the termination of any snow event, which causes two (2) or more inches of accumulation upon such sidewalks. This includes snow that is plowed from public streets onto the sidewalk, driveways or driveway openings. Snow must be piled on the landscaped or other suitable private area. Snow shall not be shoveled or deposited onto any street or other public right-of-way since it can impede drainage and contribute to icing on roadways and sidewalks.

### **16. Complaint Procedure**

Complaints will be recorded on telephone logs or emails. Calls requiring service will be transferred to a work request and forwarded to the appropriate supervisor for scheduling. Emergency complaints will be handled in an expeditious manner as resources are available. The Town utilizes a computerized system to record the receipt and resolution of resident requests and comments.

### **17. Review and Modification of Policy**

The Director or designee shall keep on file all comments and complaints received regarding this policy. The Town also utilizes a computerized system to record the receipt and resolution of resident requests and comments. The Director will consider annually comments and complaints and any other factors affecting the policy or its implementation to determine whether to recommend modifications to Town Council.

**REFERENCES:** During active snow control operations, snow plows and spreaders are considered to be emergency vehicles. All operations vehicles are equipped with conspicuous yellow warning lights during plowing and treating.

The following documents pertain to snow removal and plowing activities. All citations are believed to be current as of August 2017. These are provided for reference only and are subject to change outside the scope of this policy:

## **EMERGENCY OPERATIONS PLAN** Promulgated by Town Council 2013

### **2.2. Situations**

The Disaster Mitigation Act of 2000 provided for new approaches and support for comprehensive hazard mitigation planning. It also established a new requirement for local government planning efforts. One of the requirements of this Act was the development of a State Mitigation Plan as a condition of federal disaster assistance.

Natural Hazards

Natural hazards in which the Town of Parker is vulnerable include:

Severe Winter Storm

Flood

Tornado

Wildfires

## **TOWN CODE**

### **6.03.040 - Specific prohibitions.**

The following acts and the causing thereof are declared to be in violation of this Chapter:

(1) Outdoor loudspeakers/public address systems.

a. Using or operating for any noncommercial purpose any loudspeaker or similar device between the hours of 10:00 p.m. and 7:00 a.m. the following day.

b. Using or operating for any commercial purpose any loudspeaker, public address system or similar device.

(2) Construction. Operating or permitting the operating of any tools or equipment in connection with construction, drilling or demolition work between the hours of 7:00 p.m. and 7:00 a.m. the following day on weekdays, between the hours of 7:00 p.m. and 8:00 a.m. on Saturdays, and between the hours of 7:00 p.m. and 10:00 a.m. on Sundays or holidays, except for emergency work on public service utilities or emergency work by Town personnel or by special variance issued by the Director of Engineering or designee. (Ord. 1.467 §8, 2015; Ord. 5.59 §4, 2001)

### **7.01.30- Snow route.**

The Traffic Engineer or the Chief of Police shall have the power and authority to designate certain streets within the Town as snow routes, and post signs along those routes advising of their designation.

(Ord. 5.06.4 §2(2-15), 1989)

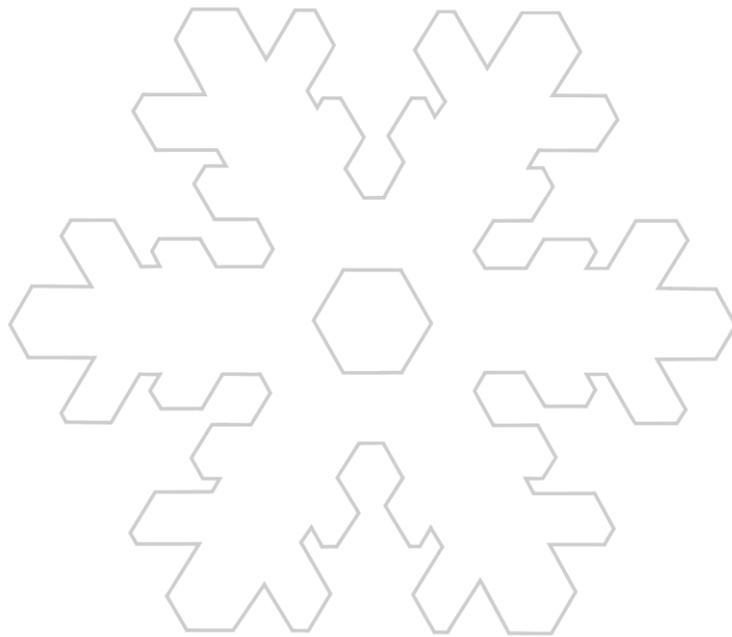
### **7.01.040 - Operation of vehicles and parking on snow removal routes.**

(a) Whenever there is any covering or coating of snow, sleet or ice on any street designated as a snow route in the Town or during emergency snow conditions, no person

in charge of a motor vehicle operated on any such street shall allow the vehicle to remain parked on such street or stopped unattended on such street.

(b) Any vehicle parked or stopped unattended on such street shall be subject to immediate removal.

(c) Neither the Town nor any person acting under its direction shall be billable for any damage to such vehicle occasioned by such removal. (Ord. 5.06.4 §2(2-16), 1989)



**8.05.040 - Depositing snow or ice.**

No person shall deposit or cause any snow or ice to be deposited on or against any fire hydrant or traffic signal-control device or appurtenance; nor shall any person deposit or cause to be deposited accumulations of snow or ice upon or adjacent to any sidewalk street or roadway or loading and unloading area of a public transportation system or any designated emergency access lane, such as may retard or in any way interfere with the safe and orderly flow of pedestrian or vehicular traffic by obstructing the view of such traffic on intersection streets or drives or by any other means, or in any way obstruct or impede street or roadway drainage. (Ord. 5.06.4 §2(3-54), 1989)

**10.01.020 - Removal of snow and ice from sidewalks.**

(a) Every person, partnership, corporation, joint stock company or syndicate in charge or control of any building or lot of land within the Town fronting or abutting on a paved sidewalk, whether as owner, tenant, occupant, lessee or otherwise, shall remove and clear away, or cause to be removed and cleared away, snow and ice from so much of such sidewalk as is in front of or abuts on such building or lot of land, within forty-eight (48) hours after the cessation of any fall of snow, sleet or freezing rain.

(b) In the event snow and ice on a sidewalk has become so hard that it cannot be removed without likelihood of damage to the sidewalk, the person or entity charged with its removal shall, within forty-eight (48) hours after the cessation of any fall of snow, sleet or freezing rain, cause enough sand or other abrasive to be put on the sidewalk to make travel thereon reasonably safe, and shall then, as soon thereafter as weather permits, cause such sidewalk to be thoroughly cleaned.

(c) As used in this Section, the term *sidewalk* means that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

(d) Violation; penalty. Violations of this Section shall be punished upon conviction as follows:

- (1) For a first violation, a fine of twenty-five dollars (\$25.00);
  - (2) For a second violation in any twelve-month period, a fine of fifty dollars (\$50.00);
  - (3) For a third violation in any twelve-month period and for each subsequent violation during such twelve-month period, a fine of one hundred dollars (\$100.00).
- (Ord. 5.32 §§2, 3, 1990)

**10.01.040 - Deposit of snow and ice in public roadway.**

(a) In business, commercial, light industrial and industrial zones in the Town, it is unlawful to remove any snow and ice from any parking lot, public sidewalk, private walk, private road or private driveway and deposit or dump the same upon or into a public street, road or highway.

(b) Violation; penalty. Violations of this Section shall be punishable by a fine of not more than four hundred ninety-nine dollars (\$499.00). (Ord. 5.30.1 §19, 1993; Ord. 5.32 §§5, 6, 1990)

**10.01.050 - Sidewalk maintenance.**

(a) Every person, partnership, corporation, joint stock company or syndicate in charge or control of any building or lot of land within the Town fronting or abutting on a paved sidewalk located within state highway right-of-way, whether owner, tenant, occupant or otherwise, shall maintain such sidewalk as it is in front of or abuts such building or lot of land in good condition and free from any hazard.

(b) In the event failure to comply with the provisions of this Chapter results in personal injury, the person or entity responsible for compliance shall be liable for any resulting injuries. Any civil liability for injuries caused by the failure to remove snow or ice, or otherwise the failure to maintain a paved sidewalk free from hazard, shall be imposed upon the person or entity responsible for compliance, and not upon the Town. (Ord. 5.32.2 §1, 1996)

**13.07.130 - Certifications.**

(a) Intent. The final plat shall contain executed certificates, notices and statements in the following form. Such certificates, notices or statements may be modified with the permission of the Town Attorney when warranted by special conditions.

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(2) Use this format for plats with approved private roads:

This plat was approved by the Town Council and/or, where applicable, the Planning Director and Director of Engineering of the Town of Parker, Colorado, on the \_\_\_ day of \_\_\_\_\_, 20\_\_\_, for filing subject to the conditions set forth by the Town Council. The dedications are hereby accepted. This approval is with the understanding that all expenses incurred with respect to required improvements for all utility services, paving, grading, landscaping, curbs, gutters, sidewalks, road lighting, road signs, flood protection devices, drainage structures and all other improvements that may be required shall be the responsibility of the subdivider and not of the Town of Parker. The responsibility for maintaining private roads, including the removal of snow accumulations, shall be with the subdivider or his or her assigns in perpetuity.