

Appendix "A"

City Approved Enhanced Levels of Service versus Minimum Maintenance Standards for Municipal Highways

Ontario Regulation 239/02 - Minimum Maintenance Standards for Municipal Highways outlines the minimum maintenance standards for municipal highways in Ontario. The Minimum Maintenance Standards for Municipal Highways were implemented by the Province to assist municipalities with managing the risk associated with the maintenance of roads and as a defense from claims citing negligence. Although compliance is voluntary; the City is not aware of any municipalities that do not follow these standards. Providing proof of compliance through documentation has become an industry standard used by the courts to assess the Municipalities' compliance.

In addition to the Minimum Maintenance Standards, the City has established enhanced Levels of Service, which are detailed below.

Roadway Snow Clearing

Roads are plowed based on priority. Main roads and escarpment crossings are given the highest priority, followed by collector roads, and then neighbourhood streets. The table below shows the Council-approved enhanced roadway level of service when compared to the Minimum Maintenance Standards:

ROAD CLASSIFICATION HAMILTON/PROVINCIAL			CITY ENHANCED LEVEL OF SERVICE			PROVINCIAL MMS (O.Reg. 239/02)	
TYPE	PRIORITY RATING	PROVINCIAL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Linc/ Arterials	1	1	Bare	Immediate	4 hrs	2.5 cm	4 hrs

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TYPE	PRIORITY RATING	PROVINCIAL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Escarpment Crossings	1	1 – 5	Bare	Immediate	4 hrs	5 cm	6 hrs
Collectors Primary	2A	2	Bare	4hrs (Or activate at 8cm, whichever comes first)	8 hrs	5 cm	6 hrs
Collectors Secondary	2B	2-3	Centre bare	4hrs (Or activate at 8cm, whichever comes first)	8 hrs	5-8 cm	6-12 hrs
Rural Roads Hard Surface	3	4-6	Centre bare	8hrs (Or activate at 10cm, whichever comes first)	24 hrs	8-10 cm	12-24 hrs
Residential	3	5	Bare	8hrs (Or, activate at 10cm, whichever comes first)	24 hrs	10 cm	24 hrs
Loose top Rural Roads	3	6	Snow packed	12hrs(Or, activate at 10cm, whichever comes first)	24 hrs	10 cm	24 hrs

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TYPE	PRIORITY RATING	PROVINCIAL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Cycling Lanes Arterials	1	1	Bare	Immediate	4 hrs	2.5 cm	8 hrs
Cycling Lanes Collector Primary	2A	2	Bare	4hrs	8 hrs	5 cm	12 hrs
Cycling Lanes Secondary	2B	2-3	Centre Bare	4hrs	8 hrs	8 cm	24 hrs
Cycling Lanes Rural Hard Surface	3	4-6	Centre Bare	8hrs	24 hrs	8 cm	24 hrs
Cycling Lanes Residential	3	5	Bare	8hrs	24 hrs	10 cm	24 hrs
Sidewalk			Snow packed	Activate at 5cm	24 hrs	8 cm	48 hrs

Sidewalks and Transit Stops

Ontario Regulation 239/02 - Minimum Maintenance for Sidewalks set the standard for addressing snow accumulation on a sidewalk after the snow accumulation has ended to reduce a one metre-wide section to a depth of 8 cm or less within 48 hours.

The City of Hamilton has an enhanced maintenance standard for property owners under the Snow and Ice By-law No. 03-296. This by-law requires property owners to clear sidewalks within 24 hours of the cessation of the previous storm event.

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Currently, the City of Hamilton (City) currently clears snow from 882 km of the approximately 2,468 km of sidewalks across Hamilton including sidewalks on municipally owned property, along reverse frontage lots, formerly Ward 12 in its entirety, sidewalks adjacent to school property owned by either the Hamilton-Wentworth District School Board or the Hamilton-Wentworth Catholic District School Board, along all Priority 1 roadways and Priority 2A roadways where transit operates, in conjunction with the Snow and Ice By-law No. 03-296.

Schools

Roadways and sidewalks around schools are cleared in accordance with the Minimum Maintenance Standards and the City enhanced approved Levels of Service. They currently receive no special prioritization.

Cycling Lanes

Snow in unprotected bicycle lanes is cleared while the roadways are being cleared at the same City enhanced approved level of service. The protected cycling snow clearing equipment is activated simultaneously with the Roadway Plows but may experience some delays due to its slower speed.

Windrows

A windrow is a longitudinal pile of snow left adjacent to a crossing, such as a roadway-to-roadway intersection, sidewalk to roadway intersection, across a driveway, or any other intersecting travelled pathway.

Windrows are an inevitable by-product of routine snow clearing. All urban and residential streets currently have snow plowed against the curb but not onto the sidewalk, ultimately leaving a snow windrow along the curb. Presently, there is no program or service that targets windrow removal for residents. Windrow removal service across driveways is not an approved Council Level of Service.