

Date: November 4, 2025
To: Anthony Haddad, City Manager
From: Scott Boyko, Public Works Manager

File No: 5400-11

Subject: CP#2025-08 - Snow and Ice Control Policy

Staff Recommendation

THAT Council rescind "CP#2024-02 - Snow and Ice Control Policy";

AND THAT Council approve "CP#2025-08 - Snow and Ice Control Policy", a policy that provides a balance between public safety, the City's snow and ice removal resources, and the annual available budget.

Strategic priority objective

Vision: Penticton is a connected, resilient and healthy waterfront city focused on safety, livability and vibrancy.

Mission: Penticton will serve its residents, businesses and visitors through organizational excellence, partnership and the provision of effective and community focused services.

Safe & Resilient: The City of Penticton will enhance and protect the safety of all residents and visitors to Penticton.

Livable & Accessible: The City of Penticton will proactively plan for deliberate growth, focusing on creating an inclusive, healthy, and vibrant community.

Background

Annually, the City of Penticton Public Works Department provides snow and ice control on City streets, lanes, bus stops, select sidewalks, walkways, parking lots, protected bicycle lanes and City facilities in accordance with the Council Approved Policy. The policy sets service levels and standards from which operational snow and ice control procedures and related budgets are developed.

The policy is reviewed on an annual basis and all recommended changes are brought to City Council for their consideration.

For the 2025/2026 season, the following adjustments were introduced to the Snow and Ice Control Policy:

- Removal of lane east of Government St between Municipal Ave and Duncan Ave W in Appendix B.

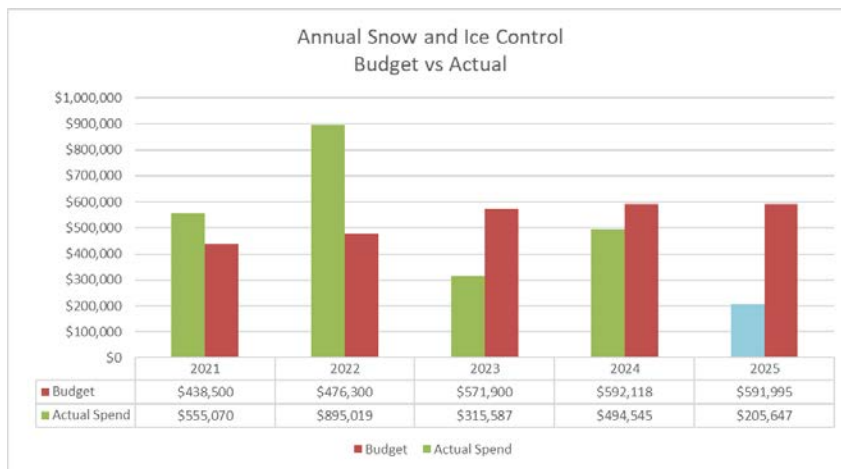
- Removal of lane north of Granby Place and east of Atkinson St in Appendix B.
- Removal of lane east of Parkview and north of Elm in Appendix B.
- Removal of lane north of Orchard, between Young Street and Maurice Street in Appendix B.
- Removal of lane west of Lakeview Street, between Lakeshore Drive West and Churchill Avenue in Appendix B.
- Addition of walkway at Lakeview Street, between Lakeshore Drive West and Churchill Avenue in Appendix B
- Removal of lane north of Westminster Avenue East, between Van Horne Street and Abbott Street in Appendix B.
- Removal of lane south of Vancouver Avenue, east of Abbott Street in Appendix B.
- Addition of the lane north of Westminster Avenue West, east of Power Street in Appendix B

The removal of certain lanes aligns with the parameters outlined in the laneway plowing portion of the policy and the service level standards for multi-unit developments. The lanes selected for removal are generally located in low-elevation areas where service delays are common due to prioritization of higher-level routes. As a result, the impact on residents is expected to be minimal.

Financial implication

The graph below shows the historical annual budget allotment vs the actual spend for addressing snow and ice control on City infrastructure (note the 2025 data is current to October 20th). Although the actual budget expenditures are highly dependent on the winter conditions, the overall trend typically indicates a slowly increasing expense year after year; however reduced weather events over the previous two winters has seen a slight reduction in the overall budget.

The annual budget request is based on the overall trend of the expenses and is not budgeted to address the worst possible case. As can be seen below, an average winter for the first portion of 2025 has the budget on forecast with 65.3% of the budget remaining for the year. For 2026, the proposed budget included in the 2026-2030 Draft Financial Plan is \$572,000 which is based on the average actual results from the previous five years. Any increase over the annual budget allotment of the actual spend is either funded by administrative savings, or withdrawn from appropriate reserves as required.



Analysis

The Snow and Ice Control Policy is broken into a number of sections which describe how the City's infrastructure is prepared (anti-icing) and cleared (during and after an event), based on a series of priorities for different types of infrastructure.

The City's approach can essentially be split into two categories; snow and ice control on roadways (Appendix A), and snow and ice control on other related infrastructure such as sidewalks, walkways, stairways, bike lanes, bridges, transit stops, and parking lots (Appendix B).

For Roads:

- Priority 1 roads are the main routes, steep hills, emergency routes, and major transit routes;
- Priority 2 roads include collector roads, main industrial routes, minor transit routes, and school zones; and
- Priority 3 include the remainder of the roads inventory such as residential roads, industrial side streets and primary access lanes.

For Other Related Infrastructure:

- Priority 1 routes include stairways, bridges, pathways / sidewalks around City owned buildings, and select parking lots;
- Priority 2 routes include transit stops (with shelters), sidewalks and walkways, protected bike lanes, and traffic calming areas; and
- Priority 3 routes include remaining walkways, traffic islands and traffic circles.

All infrastructure with the defined priorities noted above will be cleared and may have ice control applied in accordance with the following standards:

- Priority 1 – within 12 hours of the end of the storm event;
- Priority 2 – within 24 hours of the end of the storm event; and
- Priority 3 – within 48 hours of the end of the storm event.

Note: Each piece of equipment and each team of hand shovellers has a designated route designed around the priority system to ensure that the snow and ice control is addressed in an orderly fashion. In some instances, a lower priority may be addressed before all higher priorities are complete due to routing, efficiencies, levels of snow accumulation on that particular route, operator experience, equipment performance and other variables that are a challenge to control. The overall objective is to ensure the snow and ice control is addressed in accordance with the service level and standard that corresponds to each priority.

If an additional snow event occurs before all priorities are complete crews will repeat the priorities commencing with Priority 1.

Snow clearing operations will commence upon accumulation of 2.5 cm of snow and in consideration of field conditions and current weather forecast. Ice control will commence upon determining ice conditions exist or are in the immediate forecast. Public complaints received advising of dangerous ice conditions will be investigated and addressed if required within one working day of receiving the complaint.

When road surfaces are dry and temperatures are either forecasted to be at or below 0° Celsius and precipitation is predicted a sodium chloride, anti-icing solution may be applied to the road surface to prevent ice and snow from accumulating.

Snow and ice control is performed 7 days per week between the hours of 4:00 am to 11:00 pm as required by the present conditions and weather forecast. Historically, standby personnel have conducted 3:00 a.m. road condition checks seven days a week. For the upcoming season, they will continue to perform these checks on weekends and holidays only. A newly established weekday 3:00 a.m. shift change will now take over weekday monitoring duties. This change is aimed at reducing fatigue among standby personnel while improving operational safety, efficiency and consistency across snow operations and street sweeping activities.

Alternate recommendations

THAT staff revisit the Snow and Ice Control policy addressing questions or concerns Council may have.

Attachments

Attachment A – Snow and Ice Control Policy CP#2025 -08

Respectfully submitted,

SBoyko

Scott Boyko
Public Works Manager

Concurrence

General Manager of Infrastructure <i>KD</i>	General Manager of Corporate Services <i>AMC</i>	City Manager <i>SB</i>
---	--	-------------------------------