



# HUME NEWS

**COUNCILLOR PETER HUME**

**ALTA VISTA—CANTERBURY—RIVERVIEW**

## **SNOW OPERATIONS : FREQUENTLY ASKED QUESTIONS**

Winter has arrived and Ottawa can expect its usual generous serving of snow !

Please read on for the answers to some common questions on snow removal received by my office during the winter months.

### **WHY DID YOU PLOW MY STREET TWICE DURING THE SAME STORM?**

During a storm that generates large accumulations of snow, repetitive plow operations may be required during big storms to bring the street to satisfactory condition. If the City waits too long to commence plowing operations, you will be restricted in your ability to use the roadway network. What you may also be seeing is a first pass by a grader or dump truck with front plow and a wing plow. This equipment does the major plowing. This is often followed up towards the end of a storm with a sander/salter truck which has a plow used to clear small amount of snow to make sanding/salting more effective.

### **I LIVE ON A CORNER AND I ALWAYS GET MORE SNOW FROM YOUR PLOWS THAN OTHERS ON MY STREET**

Plow operators try as best as possible to equally distribute the snow by plowing the snow away from corner driveway entrances. A street corner typically receives more snow on the side and front yard as two roadways meet generating more snow in a limited area.

### **WHY IS SNOW BLOWN ONTO THE BOULEVARD IN FRONT OF MY RESIDENCE?**

As snow banks become larger and reduce the width of the traveled portion of the roadway, City crews push back, blow or cast snow banks. The snow is generally placed within the boulevard area, which is part of the city's road allowance. This is the most economical and operationally practical method of removing this snow extent of the hazard.

### **WHY DOES THE PLOW COME DOWN MY SIDE OF THE STREET FIRST AND PUT MORE SNOW ON MY SIDE?**

Every effort is made to distribute snow on both sides of the roadway. However, the first pass with the plow picks up more snow than the second pass, resulting in more snow on one side. Operation planners plan routes for the equipment operators to help them do their job effectively and efficiently. Many variables are taken into account when planning routes such as snow storage, start and finish of route, transit lanes/drop-offs, etc.

*From our family to yours*



*Season's Greetings*

### ***Congratulations!***



Vincent Massey Public School  
On the occasion of their  
50th anniversary and receiving the  
National Quality Institute  
Order of Excellence in Education

### **WHY ARE SNOW REMOVAL CREWS WORKING WHEN IT IS NOT SNOWING?**

Snow removal involves much more than simply plowing roads when there is a storm. Crews must also remove the snow so that it does not impede with regular traffic, transit, pedestrian and cycling access. Removal or reduction of snow banks is carried out when snow banks restrict sightlines, travel widths, pedestrian and cycling traffic or to relieve trapped water on the roadway or sidewalk and to create storage space for future snowfall. Snow banks restricting sightlines (i.e. safety hazard) at intersections and at pedestrian, school and railway crossings are removed within 24 hours after being made aware of the conditions. In the event that the number of locations exceeds available resources, the locations will be addressed on a priority basis subject to the extent of the hazard.

**WWW.PETERHUME.CA**

**• PETER.HUME@OTTAWA.CA**

**613-580-2488**

**110 LAURIER AVENUE WEST, OTTAWA ON K1P 1J1**