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Policy Statement:

Okotoks has integrated, connected, multi-modal, sustainable transportation options to better support active transportation and people walking, bicycling, and rolling, and transit riders, while also facilitating automobile access for the benefit of our citizens and the environment.


1. Citizens have alternatives for movement throughout the Town.
 - 1.1. Routes are conducive to motorized vehicles.
 - 1.2. Routes are conducive to pedestrians and self-propelled transportation.
 - 1.3. Public transit is an attractive alternative to vehicle ownership and/or single occupant vehicles and meets citizen’s needs.

2. Citizens have a safe, integrated, and accessible transportation network.
 - 2.1. Citizens can access connections to trails, parks, and other municipal spaces.
 - 2.2. Citizens can access connections to provincial, regional, and national transportation systems.


3. Routes enable safe mobility throughout Okotoks.
 - 3.1. Routes are in good repair.

Service Level Descriptions:

~~Within the description and context noted, the infrastructure and operations service levels including transit, and route operations will be adhered to.~~

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Service	Service Level Descriptions	Service Level
Integrated, Safe Transportation	To protect motorists, pedestrians, and cyclists from accident and/or injury while navigating roads or public routes and supporting the safe movement of people in and around Town.	<ul style="list-style-type: none"> ● Provide an accessible public transit system including curb-to-curb on-demand transit and community access program transit. ● Facilitate safe and appropriate e-scooter services ● Provide safe roadway networks including maintenance, safety controls/standards, traffic signals, snow and ice controls (detailed in Appendix A), and street sweeping. ● Review of roadway locations of concern will be prioritized based on a transportation network screening tool which takes a data-driven approach to determining which locations are most likely to require improvements for safety and level of service with a consistent, unbiased approach. ● Traffic engineering, planning, and modelling. ● Deliver Community Access program as the subsidized tax services for eligible residents. ● Provide pathway snow clearing. ● Provide snow clearing of the Priority 1 Pedestrian Crossings

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Appendix A – Snow and Ice Control Detailed Service Level

~~When the snowfall accumulation is in excess of a normal snowfall event, appropriate operational adjustments will be made to ensure public roads continue to be clear of snow and enable adequate traction as expeditiously as possible.~~

Priorities and Standards:

~~Except for emergency conditions, snow and ice control operations may be modified or adjusted when the daily high temperature including wind chill factor is lower than minus thirty five degrees Celsius (-35°C).~~


~~When storms are continuous or follow closely one after the other, operations will be repeated or continued on the highest priority until completed before moving on to the next priority route. The snow and ice control program essentially will “reset” when continuous snow events are experienced.~~

~~Snow clearing will result in the creation of windrows on both sides of the road or within the center of the road. Windrows in front of driveways left behind by snow clearing and plowing equipment shall be the responsibility of the property owner or affected individual, company or corporation.~~

~~Parking bans may be implemented from time to time and as required to assist with snow and ice control activities. Areas where parking is to be banned will be signed in advance. Vehicles that do not adhere to the parking ban and in accordance with applicable bylaws may be subject to ticketing or towing at the expense of the owner of the vehicle.~~

Priority 1: Arterial Roads and Downtown

- ~~• Sanding operations shall commence within four (4) hours when snowfall accumulation under approximately 4cm has occurred.~~
- ~~• Snow clearing will commence within four (4) hours when approximately 4cm or more has accumulated.~~
- ~~• Once snow clearing / plowing of Priority 1 routes commences, all routes within this category within twenty four (24) hours after the snow event has ceased shall be cleared of snow and ice generally from the edge of road to edge of road (curb to curb) or around parked vehicles and other objects to ensure that the largest extent of the~~

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road has been reasonably cleared.


- ~~Additional snow clearing (widening) along these routes may occur once all other priority and secondary routes have received initial snow clearing response.~~
- ~~Snow removal may be initiated when compacted snow on the road is sufficient to impede the flow of traffic, causes drainage concerns, or when windrows along the side of the road become excessive as determined by the Chief Administrative Officer. The Town will assume no liability whatsoever for damage to obstructions or landscaping of any kind placed or developed within a road right-of-way without a permit.~~

Priority 2: Collector Roads

- ~~Sanding operations shall commence within twenty-four (24) hours when snowfall accumulation under approximately 4cm has occurred.~~
- ~~Snow clearing will commence within twenty four (24) hours when approximately 4cm or more has accumulated.~~
- ~~Once snow clearing / plowing of Priority 2 routes commences, all routes within this category within forty eight (48) hours after the snow event has ceased shall be cleared of snow and ice generally from the edge of road to edge of road (curb to curb) or around parked vehicles and other objects to ensure that the largest extent of the road is reasonably cleared.~~
- ~~Additional snow clearing (widening) along route will occur once all other priority and secondary routes have received initial snow clearing response.~~
- ~~Snow removal may be initiated when compacted snow on the road is sufficient to impede the flow of traffic, causes drainage concerns, or when windrows along the side of the road become excessive as determined by the Chief Administrative Officer. The Town will assume no liability whatsoever for damage to obstructions or landscaping of any kind placed or developed within a road right-of-way without a permit.~~

Priority 3: Residential Roads and Alleys

- ~~Snow and ice control operations are activated when the road is rendered impassable, extenuating circumstances exist, or as required.~~
- ~~Routes in this category are sanded and bladed flat to minimize rutting when identified but snowpack of varying depths may be left in accordance with what is required to minimize driving difficulty and when extenuating circumstances exist.~~
- ~~Snow removal and / or snow storage operations may be implemented when the road~~

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~~is rendered impassable, poses significant safety concerns, drainage is impacted, other extenuating circumstances as determined, or when compacted snow exceeds 25cm. The Town will assume no liability whatsoever for damage to obstructions or landscaping of any kind placed or developed within a road right-of-way without a permit.~~

~~Sidewalk and Primary Pathway Priorities and Standards~~

- ~~● To facilitate active transportation, primary pathways and sidewalks are cleared once snowfall accumulation of approximately 2cm or greater has occurred and is completed within twenty-four (24) hours after the snow event has ceased.~~
- ~~● Pathway and sidewalk snow clearing commences as a 7-day service from November 1 through March 31, except December 25, 26 and January 1.~~
- ~~● Pathway sanding operations commence on an as-needed basis after snow-clearing activities are completed on normal operational weekdays.~~

~~Priority 1 Pedestrian Crossings~~


- ~~● To facilitate active transportation, pedestrian crossings are cleared once snowfall accumulation of approximately 4cm or greater has occurred and is completed within twenty-four (24) hours of the completion of Priority 1: Arterial Roads and Downtown.~~
- ~~● Priority 1 Pedestrian Crossings snow clearing commences as a 5-day service on normal operational weekdays from November 1 through to March 31.~~
- ~~● Priority 1 Pedestrian Crossings will be cleared of snow to a sufficient width to accommodate crossing by persons with accessibility needs (e.g. wheelchair or stroller).~~

Definitions:

Unless the context otherwise requires, the following definitions are applicable:

Alley: Refers to a narrow road right-of-way also referred to as a lane that provides access to the rear of buildings and parcels of land.

Anti-icing: Refers to the application of chemicals that not only de-ice, but also remain on a surface and continue to delay the reformation of ice for a certain period of time, or prevent adhesion of ice in order to make the driving surface safer and the mechanical removal of ice or snow easier.

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Arterial Roads: Refers to major roadways that expedite the movement of vehicles between communities and major destinations, carry the highest traffic volume, and serve as essential to providing access to neighbourhood entrances.

Boulevards: Refers to the portion of space within the road right-of-way that is commonly referred to as the landscaped area located between the edge of the road and the edge of the road right-of-way or the road right-of-way property line.

Collector Roads: Refers to the roadways that connect local streets to arterial roads; carry moderate volumes of traffic; this type of roadway carries vehicles between arterial and residential roadways.

Compacted Snow: Refers to snow accumulation on the roadway that has been packed by vehicle traffic.

Downtown: Refers to the area generally referred to as the central business district which includes Elizabeth Street, McRae Street, and North Railway Street between Northridge Drive and Lineham Avenue and also including Veterans Way between South Railway Street and Mountain Street.


Parking Lots: Refers to Town-owned or operated site or part of a site for the parking of vehicles and includes the parking spaces and all other areas required for access and circulation within the facility.

Pedestrian Crossings: Refers to a concrete or asphalt sloped ramp, which enables a safe and accessible transition for pedestrians and pathway vehicles between sidewalks/pathways and a roadway.

Primary Pathway: Means an asphalt pathway or concrete walk located on or adjacent to public lands that is interconnected to the greater pathway/sidewalk system and is typically 2.5-4m in width.

Residential Road: Refers to an undivided roadway that provides direct access and collects traffic from abutting residential properties and distributes this traffic to collector roads

Road Right-of-Way: Refers to the space over the land that is reserved for transportation purposes and contains among other things the driving surface (paved or unpaved), concrete

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~~curbs and gutters, drainage ditches, sidewalks, street lights, boulevards, and utility infrastructure such as manholes, water valves, and fire hydrants, etc.~~

~~**Routes:** Refers to public roadways.~~

~~**Rutting:** Refers to troughs formed by vehicle traffic in compacted snow and / or ice which may make maneuvering a vehicle difficult or dangerous.~~

~~**Sanding:** Refers to the application of abrasive material for traction control.~~

~~**Sidewalk:** Refers to a concrete walkway located within the road right of way (boulevard) and adjacent to a Town-owned premise.~~

~~**Snow Clearing / Plowing:** Means to clear to the side or level snow after a snowfall to make travel easier and safer.~~

~~**Snow Removal:** Refers to the act of physically removing, typically by hauling, deposited or accumulated snow from a roadway or parking lot.~~

~~**Snow Storage:** Refers to the activity of relocating and permanently storing snow within areas within the road right of way in order to ensure a safe and accessible transportation network is reasonably maintained.~~

~~**Windrows:** Refers to long continuous rows of accumulated snow left behind within boulevard or median areas following snow clearing / plowing activities.~~

REFERENCED DOCUMENTS:

- ~~● Snow Clearing Routes (2023–2024)~~
- ~~● Snow Clearing Pathways & Sidewalks (2023–2024)~~
- ~~● Priority 1 Pedestrian Crossings (2023)~~