

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDER NO: 19-12-17-11

IN THE MATTER OF ADOPTING A PUBLIC  
WORKS ROAD MAINTEN-ANCE POLICY  
FOR ICE AND SNOW REMOVAL AND  
CLEAN-UP OF ROADS

**WHEREAS**, Lane County through its Public Works Road Maintenance Division is responsible for over 1,400 miles of County Roads; and

**WHEREAS**, during ice and snow events it is imperative that the County have an effective operational plan to address safety hazards on County Roads in an organized manner; and

**WHEREAS**, the Board recognizes the need to establish a Board policy to guide ice and snow operational planning in accordance with the priorities considered and adopted by the Board;

**NOW, THEREFORE**, the Board of County Commissioners of Lane County **ORDERS** as follows:

That the Ice and Snow Removal Policy, 2019, is adopted by the Board for present and future planning for and execution of ice and snow removal and road clearing plans by the Road Maintenance Division of the Public Works Department, in the form attached as Exhibit A. Such policy will remain the Board's policy until modified or replaced by action of the Board.

**ADOPTED** this 17th day of December, 2019



\_\_\_\_\_  
Pete Sorenson, Chair  
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 12/10/2019

LANE COUNTY OFFICE OF LEGAL COUNSEL



## EXHIBIT A

### ICE AND SNOW REMOVAL POLICY, 2019

- POLICY NEED

Lane County establishes an ice and snow removal policy in order to efficiently use its resources and effectively respond to snow and ice conditions that may cause unsafe roadway conditions. The intent is to follow uniform policy, procedures and levels of service with the following goals in mind:

1. Provide access for emergency vehicles to as much of the County as possible.
2. Define and prioritize the appropriate level of service to be provided by County Road Maintenance staff.
3. Mitigate unsafe road surface conditions to the greatest extent possible with available resources
4. Identify service level priorities by location and function of roadway facilities.

- SERVICE PRIORITIES – (Factors of Consideration)

1. Road functional class
2. Traffic volumes
3. Availability of alternate routes
4. Steep Grades, sharp curves, intersections, potentially hazardous areas
5. Roads with adequate room to turn County equipment around
6. Emergency vehicle accessibility

- SNOW PLOWING

The snow removal plan will be activated at the discretion of zone supervisors. Factors leading to activation may include evaluations of conditions at twelve (12) and twenty-four (24) hours after a storm has started. Likewise, snow removal may begin when accumulations reach three (3) inches on County roads and it is continuing to snow.

- SANDING APPLICATION PRIORITY

In the event of a countywide condition of ice build-up, the priority for sanding applications will be the same as it is for snow removal. Traction materials and anti-icing materials will be applied to intersections where vehicle stops are required, and to steep grades, curves and bridges. If the Department receives actual notice of an area that would benefit from the application of traction materials, the Maintenance Supervisor shall evaluate the need in accordance with the priorities of this policy.

- ANTI-ICING APPLICATION

In the event of a countywide condition of ice build-up, the priority for anti-icing applications will be the same as for snow removal.

- CLEAN-UP

Residual sweeping/flushing of sand from roads and on-street bicycle lanes will be performed as soon as reasonably possible after the event. This will be accomplished using the same service priority level established by the snow and ice plan. Travel lanes will be swept as priority, road shoulders and bike lanes will be subsequently swept.

- BIKEPATHS

The County will not plow or sand bike paths that are separate from the roadway. The County may attempt to plow and sand on-street bicycle lanes.

- LOCAL ACCESS ROADS

Snow and ice control operations will not be performed on local access roads.

- SNOW REMOVAL POLICY ON MAILBOXES, DRIVEWAYS AND SIDEWALKS

In the process of snow removal, mailboxes may be damaged or access to mailboxes obstructed, driveways may be closed, and sidewalks may be covered. It will be the responsibility of the abutting landowner to remove such snow.

Only mailboxes physically hit by County equipment will be reinstalled. Mailboxes knocked down by flying snow will not be reinstalled by the County. It will be the responsibility of the property owner to provide clear access up to the mailbox for the postal carrier.

The County is not responsible for opening driveways that have access onto County roads.

- PROPERTY DAMAGE

Public Works is not responsible for damage to privately owned landscaping or structures, including, but not limited to fences, signs, curbs, and wires that are installed within the public right-of-way.

- DAMAGE PRECAUTIONS

Signs and posts – reasonable caution will be taken to avoid damage to signs, mailboxes, posts, and delineators during snow removal, however adjacent buildings or facilities may be damaged by the flying snow from snowplow operations.

Parked and/or Unattended Vehicles – reasonable care will be exercised in removing snow in the vicinity of vehicles parked adjacent to County roads, consistent with the necessity of completing the required work. However, vehicles parked and unattended in the right-of-way are left at the owner's risk, and the County is not responsible for damage or repairs from snowplow or sanding operations.

- SNOW REMOVAL PRIORITY

Snow plowing activities will be accomplished by priority, in so far as is practicable, as described by the following levels. For all levels, efforts may be discontinued when blizzard or other severe forms of weather make operation of maintenance equipment and motor vehicles unreasonable and unsafe.

- PRIORITY 1

1. **Road Type:** Roads that fall under this level of priority are generally major transportation routes such as arterial and major collector roads that carry moderate to high volumes of traffic. A few roads at this level may be placed at a level 2 priority when an alternative route is available, the road has a low residential density, and storm intensity requires greater effort on the more significant transportation routes.
2. **Control Efforts:** Maintain two lanes of traffic during the storm. Remove snow through the duration of storms to keep roads open to traffic and provide a reasonable surface on which to operate with approved traction devices. When effective, apply abrasives to enhance traffic safety on steep grades, sharp curves, bridge approaches, decks, and intersections.

- PRIORITY 2

1. **Road Type:** Roads that fall under this level of priority are generally major collector routes carrying moderate volumes of traffic. Some steep roads serving residential areas, which require early plowing for public safety access, may be included in this level. Some roads

exhibiting these characteristics may be placed at a level 3 priority when an alternative route is available and/or the road has a low residential density.

2. **Control Efforts:** When personnel and equipment are available, remove snow during the storm to keep the roads open for two lanes of traffic.
- **PRIORITY 3**
    1. **Road Type:** Roads that fall under this level of priority are minor collector routes, urban residential roads, and rural local roads that typically carry moderate to low volumes of traffic.
    2. **Control Efforts:** Snow removal shall be accomplished during regularly scheduled work hours when personnel and equipment are available.
  - b. **PRIORITY 4**
    1. **Road Type:** Roads that fall under this level of priority are gravel roads that carry low volumes of traffic or roads without residents such as park roads.
    2. **Control Effort:** Snow removal shall be accomplished during regularly scheduled work hours when personnel and equipment are available.