

City of Sammamish Snow & Ice Management Plan

The goal of this Snow & Ice Management Plan is to provide the safest and most accessible transportation system possible during inclement weather and winter storm events, while considering both environmental and cost impacts. In order to provide efficient and effective snow and ice management, the City of Sammamish has established priority routes, response guidelines, and considerations as described below.

These guidelines are based on an average snow event, in which the weather conditions are anticipated to improve, and a subsequent storm is not forecast immediately after. Average storms for Sammamish typically last 1-3 days, with some storms up to 5 days. For storms that are longer in duration, have significant conditions, or back-to-back storm events are forecast, the City may consider other snow and ice management strategies, including plowing and treatment of local roads. Service application of the Priority Routes established by the City (described below) will not change, regardless of type and/or duration of storm event.

Snow & Ice Maintenance Priority Routes

Snow and ice management on public roadways is prioritized based on the ability to serve the greatest number of people, to provide access for fire, medical, and police response, and to accommodate public transit routes, school buses, and the highest volumes of traffic. The City has over 415 lane miles of public roadways, which are anti-iced, de-iced, and plowed based on the priorities outlined below. For a visual guide, please refer to the Snow & Ice Route map available on the City's website at www.sammamish.us and at City Hall.

Priority 1 - Lifelines

Streets classified as lifeline routes will be serviced first to provide access for emergency fire, police, and medical services.

Priority 2 - Primary

Streets classified as arterials will be serviced second. These are higher volume streets that connect major sections of the city.

Priority 3 – Secondary

Streets classified as neighborhood collectors will be serviced third. These streets connect major neighborhoods to arterials and have medium traffic volumes.

Priority 4 – Connections

Streets within Priority 4 routes provide access to neighborhood collectors and have low to medium traffic volumes. They provide traffic flow within subdivisions and provide direct access to residences and private property.

Residential/Local Streets

Includes all other public residential streets classified as local roads or those that are not specified in Priority 1-4 routes.

Cul-de-sacs

Cul-de-sacs are not a priority and will not receive service during an average snow event.

Private Roads

Private roadways and alleys, access roads, and driveways are not serviced by the City in any snow event.

Snow & Ice Response Phases

The phases of snow and ice management are described below, including snow and ice treatment, priority, and materials typically utilized for each route. The severity and duration of the storm event may affect available resources, including City plow trucks, staff, and materials. The City typically does not begin to service lower priority routes until roadways within the higher priority route(s) are in good winter driving conditions.

Pretreatment

Prior to snow accumulation, if conditions warrant, priority roadways and areas are treated with anti-icing material(s) to reduce the bonding of snow and ice between the road surface.

Phase I: Priority 1 Routes

Plowing and placement of traction materials (salt, sand, liquid deicer) on Priority 1 (lifeline) routes. Repeat Priority 1 routes as snow continues to accumulate and/or if road conditions warrant additional service.

Phase II: Priority 2 Routes

Plowing and placement of traction materials (salt, sand, liquid deicer) on Priority 2 routes as snow continues to accumulate. Severity and/or duration of the storm may delay response for Priority 2 routes.

Phase III: Priority 3 & 4 Routes

Plowing and application of traction materials (salt, sand, liquid deicer) will occur on Priority 3 and Priority 4 routes. Intermittent placement of traction materials as necessary by priority. Severity and/or duration of the storm may delay response for Priority 3 & 4 routes.

Phase IV: Residential/Local Roads

For an average storm event, local roads (public residential streets or those roads not identified in a Priority Route) are not serviced. Traction materials (salt, sand, liquid deicer) are not applied to local roads during an average storm event unless determined by the Public Works Director or designee.

For storms that are longer in duration and/or more intense than an average storm, local roads may be serviced, if resources allow, including plowing and/or application of traction materials. In these storm events, local roads are not serviced until Priority 1, 2, 3, and 4 routes are in good winter driving condition. Severity and/or duration of the storm may delay response for the local roads.

Post Storm Cleanup

Post-storm cleanup begins after the storm event subsides and the priority routes are in good winter driving condition. Depending on the storm's severity, duration, weather forecast, and available resources, post storm cleanup or response may begin when roads still have some snow and ice on the surface. This phase of storm response includes clearing and cleaning storm drains, removal of downed trees & vegetation in the right-of-way, street sweeping, and general storm debris cleanup/removal. Post storm cleanup may take multiple days or weeks to complete.

General Considerations, Conditions, & Standards

Snow & Ice Management Operations

- Snow and ice management operations begin at an accumulation of one (1) inch or more, or as determined by the Public Works Director or designee.
- Priority routes 1-4 will be serviced (as outlined in Phases I-III of the Snow & Ice Response Phases section) to achieve passable travel lane(s). While bare pavement may be achieved on some routes, snow and/or ice may be present on roads throughout the storm and afterwards, depending on the route's priority and storm's severity and duration.
- Snow and ice response is managed by the Public Works Department, which maintains ongoing communication during all storm events with the City of Sammamish Police Department, Eastside Fire & Rescue, internal departments, and other local, county, and state agencies.
- Prior to and during a snowstorm, the City evaluates the environmental impact, cost, and public safety when determining the appropriate rates and locations for applying traction materials like road salt, liquid deicer, and sand.
- Snow berms created by the City snowplow operations at entrances to private roads or driveways will not be removed by the City.
- To optimize the City's snow and ice management operations, snow from private property shall not be added to public roads/right-of-way.
- It is unlawful to obstruct the free flow of traffic in any travel lane within the City. Additionally, it is prohibited to obstruct traffic on snow- or ice-covered streets due to a motor vehicle becoming stalled from lack of traction when it is not equipped with tire chains or snow grip tires. Abandoned vehicles that violate RCW 46.55.113 and will be removed by the City of Sammamish Police Department at the owner's expense.

Sidewalks

- Snow and ice management on sidewalks is the responsibility of the adjacent property owner. Per Sammamish Municipal Code (SMC) 16.25.200 (3): *All sidewalks, walkways, stairs, driveways, parking spaces and similar areas shall be kept in a proper state of repair and maintained free from hazardous conditions.*

Potential Damages

- City plow operators make every effort to avoid damage to areas adjoining the street. City residents and businesses shall keep landscaping, all vehicles, trailers, garbage containers, recycling containers, etc. from obstructing right-of way.
- If a City plow or truck damages a mailbox either through direct contact or due to the force of the snow rolling off the plow, the mailbox will be repaired or replaced in-kind and/or in accordance with the City's adopted Public Works Standards. Repairs or replacement will occur as soon as practical while taking into consideration weather limitations.