



# Winter Maintenance Policy Plan

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## Purpose

The City of Niagara Falls will provide safe, reliable, efficient, and environmentally responsible winter maintenance service within the City of Niagara Falls in accordance with its approved level of service policies and accepted standards.

## Objective

The objective of this Winter Maintenance Plan is to define level of service to be maintained and procedures to be followed, to reduce the hazards resulting from winter snow and ice, in order to maintain the City's roadways and sidewalks in a safe condition.

Winter maintenance standards establish levels of service for snow and ice control across the City, for various classes and priorities of roadways and sidewalks, to ensure the safe and efficient movement of people, goods and services, throughout the community. These levels of service recognize the difference in traffic conditions and associated required risk management, on the various classes of roadways and sidewalks. Additionally, the standards indicate that levels of service may not be met until after the cessation of a winter storm or snowfall event.

The winter maintenance procedures included in this document dictate the actions to be taken in order to maintain the above noted standards. The procedures, in connection with the standards recognize that winter control measures cannot be carried out on all roadways and sidewalks at the same time, and due to the associated required risk management, must follow the priorities as defined by the priority classifications of the roadways and sidewalks.

The City cannot be expected to totally negate the impacts of winter storms, but by following the Winter Maintenance Plan, the City can minimize the negative impacts of winter storms through a well-managed consistent approach.

## Scope

This plan applies to public streets under the jurisdiction of the City of Niagara Falls. The City maintains over 1,200 lane kilometers of roadway.

### 1) Roadway Classification

On November 1, 2002, Ontario Regulation 239/02 came into effect. This Provincial regulation sets out [Maintenance Standards for Municipal Highways](#). The regulation includes maintenance standards for "snow accumulation" and "icy roads".

The levels of service for the maintenance standards vary according to the classification of the road, street, or highway. The standards classify roads, streets, or highways based on Average Annual Daily Traffic



# Winter Maintenance Policy Plan

(AADT) and on the posted or statutory Speed Limit in six (6) roadway classifications. The current version of the [Maintenance Standards for Municipal Highways](#) is available on the Government of Ontario website.

In December 2002, City Council adopted these maintenance standards as prescribed in Ontario Regulation 239/02.

The City of Niagara Falls roadway classifications and corresponding levels of service for clearing “snow accumulation” and treating “icy roads” as presented in this Winter Maintenance Plan, meet or exceed the Maintenance Standards, as set out in the Provincial regulation.

[Road Classification](#) information is available on the City of Niagara Falls website. The City does not have any Class 1 roadways within its jurisdiction, therefore the following classifications apply:

Class	Description
2	Arterial and Collector roads with Average Annual Daily Traffic (AADT) greater than 15,000 , Business Improvement Areas and Major Rural roads
3	Collector roads and Transit roads with Average Annual Daily Traffic (AADT) between 4,000 and 15,000
4	Local Residential, Commercial, and Minor Hard Surfaced Rural roads with Average Annual Daily Traffic (AADT) between 500 and 4,000
5	Local Residential Roads with Average Annual Daily Traffic (AADT) between 50 and 500

Roadways for which the Regional Municipality of Niagara is responsible for winter maintenance are shown on the City’s interactive mapping system, [Falls Viewer](#). Each road segment selected will provide the ownership information.

## 2) Level of Service for Roadways

The following table summarizes the level of winter maintenance service that the City of Niagara Falls will provide in accordance with [Provincial Maintenance Standards](#):

### A) Snow Accumulation (section 4.1 to 4.6 of the Maintenance Standard):

- i) The minimum standard for addressing snow accumulation is,
  - (1) after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Snow Accumulation Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
  - (2) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Snow Accumulation Table within the time set out in the Snow Accumulation Table,



# Winter Maintenance Policy Plan

- (a) to provide a minimum lane width of the lesser of three metres for each lane or the actual lane width, or
  - (b) on a Class 4 or Class 5 highway with two lanes, to provide a total width of at least five metres. O. Reg. 47/13, s. 4.
- ii) If the depth of snow accumulation on a roadway is less than or equal to the depth set out in the Snow Accumulation Table, the roadway is deemed to be in a state of repair with respect to snow accumulation. O. Reg. 47/13, s. 4. (4.2)
- iii) The depth of snow accumulation on a roadway may be determined in accordance with subsection (4) of the Maintenance Standards by a municipal employee, agent or contractor, whose duties or responsibilities include one or more of the following:
- Patrolling highways.
  - Performing highway maintenance activities.
  - Supervising staff who perform activities described in paragraph 1 or 2. O. Reg. 47/13, s. 4.
- iv) The depth of snow accumulation on a roadway may be determined by,
- performing an actual measurement;
  - monitoring the weather; or
  - performing a visual estimate. O. Reg. 47/13, s. 4.
- v) Addressing snow accumulation on a roadway includes, but is not limited to,
- plowing the roadway;
  - salting the roadway;
  - applying abrasive materials to the roadway; or
  - any combination of the methods described in clauses (a), (b) and (c). O. Reg. 47/13, s. 4.
- vi) This section does not apply to that portion of the roadway designated for parking. O. Reg. 47/13, s. 4.

Table – Snow Accumulation		
Class of Highway	Depth	Time
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

## B) Ice Formation on Roadways and Icy Roadways

- i) The minimum standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:
  - Monitor the weather in accordance with section 3.1. of the Maintenance Standards
  - Patrol in accordance with section 3 of the Maintenance Standards.
  - If the municipality determines, as a result of the above activities, that there is a substantial probability of ice forming on a roadway, treat the roadway to prevent ice formation within the time set out in the Ice Formation Prevention And Icy Roadways Table to this section, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose. O. Reg. 47/13, s. 5.
  
- ii) If the municipality meets the minimum standard set out above (Maintenance Standards section 5.1), despite such compliance, ice forms on a roadway, the roadway is deemed to be in a state of repair until the earlier of,
  - the time that the municipality becomes aware of the fact that the roadway is icy; or
  - the applicable time set out in the Ice Formation Prevention And Icy Roadways Table to this section expires. O. Reg. 47/13, s. 5.
  
- iii) The minimum standard for treating icy roadways after the municipality becomes aware of the fact that a roadway is icy is to treat the icy roadway within the time set out in the Ice Formation Prevention And Icy Roadways Table to this section, and an icy roadway is deemed to be in a state of repair until the applicable time set out in the Table for treating the icy roadway expires. O. Reg. 47/13, s. 5.
  
- iv) Treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand. O. Reg. 47/13, s. 5.

<b>Table – Ice Formation Prevention And Icy Roadways</b>	
<b>Class of Highway</b>	<b>Time</b>
2	4 hours
3	8 hours
4	12 hours
5	16 hours

It is acknowledged that conditions may occur which temporarily prevent achieving the levels of service as detailed in this document. In such cases, attempts will be made to keep Class 2 and 3 roads as clear as possible by utilizing all maintenance equipment at maximum efficiency.

Winter operations will continue until the prescribed level of service is achieved where conditions permit. Should conditions not permit accomplishment of the prescribed level of service, operations shall continue as required to maintain as good a driving service as possible.

### 3) Weather Monitoring

The City of Niagara Falls monitors the weather according to the Provincial Maintenance Standards, section 3.1(1) and 3.1(2).

### 4) Roadway Procedures

As a snow or ice event draws near and snow begins to fall, staff treats Class 2 and 3 roads, hills and the mist affected areas near the Falls with anti-icing (Pro-Melt) and ClearLane® pre-treated road salt to prevent snow and ice from bonding to the road.

Plowing of Class 2 and 3 roads is conducted as snow accumulates. When the depth of snow has reached approximately 8 cm, plowing operations typically commence on all roadway classifications. Plowing and de-icing/sanding continue, with respect to each class of roadway, in accordance with its classification and level of service standards.

For plowing, the City is divided into routes. The route map available on the [Falls Viewer](#) Maintenance Route view identifies how the plowing routes are organized. The objective, during a storm, is to keep traffic moving in a safe and efficient manner. Therefore, depending on the storm conditions, it may be necessary to plow mainline routes several times before other roadways are plowed.

Winter control procedures will be initiated by the Operations Superintendent, the Road Manager or one of the Streets Supervisors in conjunction with one of the Shift Supervisors, as weather and road conditions demand. Monitoring of weather forecasts, patrol reports and other information, as may be available, may allow preparations for winter control operations to be initiated prior to the beginning of an actual event.

The Streets Division staff member on patrol will notify the assigned Shift Supervisor of changing road and weather conditions. The Shift Supervisor will, as may be required, make the appropriate call-outs, to initiate winter control operations.

During and upon completion of winter control roadway operations, a daily record is maintained and updated, indicating the roadway winter maintenance activities carried out.

Cul-de-sacs and dead-ends with a short turning radius are difficult for wing plows to maneuver in. Municipal Works began contracting out winter maintenance activities for cul-de-sacs because the Division did not have the necessary personnel or equipment to provide this service in a timely manner. Contractors are auto-dispatched after the truck plows have completed the street clearing on the connecting street.

Clearing of railway crossings falls under the Road Authority. Road surfaces on the approaches shall be cleaned to ensure that vehicles are able to stop clear of the track. Snow windrows will be removed when obstructing visibility at a level crossing. De-icing or abrasive products usually used on the road surface to reduce the risk of sliding and improve braking for vehicles shall not be used directly on the track as malfunctioning of the automatic equipment may occur.

## 5) Spreading Sand, Salt, or Other Chemicals

Salt is applied to Class 2 and 3 roadways early in a storm event in order to prevent snow from adhering to the pavement. If plowing is required, the plow is then able to clear the pavement completely. Salting may be repeated, as necessary, until an essentially bare pavement condition is achieved. Critical areas, such as steep hills, curves, bridges, intersections and approaches to railway crossings receive top priority. They are often salted in advance of a storm event in order to further reduce the potential for problems. It is the City's goal to minimize the use of salt due to its potential effect on our environment. To this end, salt is only applied to maintain safe driving conditions. Salt is not used in residential areas. Instead, sand is spread to provide traction and reduce slippery conditions. In addition, salt is not used on any roads when temperatures become so low that it can no longer effectively melt ice.

The City uses ClearLane® which is a pre-treated road salt product. This enhanced deicer is a pre-wet sodium chloride made from a patented liquid magnesium chloride formula and mixing process. Combined with pre-wetting and deicing agents, including a PNS-approved corrosion inhibitor, a colouring agent, and a leaching inhibitor, ClearLane® enhanced deicer is a superior deicer for effective winter road maintenance that's anti-corrosive, better for the environment than traditional road salt and an alternative to road salt. It is treated with a Xanthium Gum to make it adhere to the road surface. "Pre-wet" means more product stays on the road. It melts to a lower temperature. The colouring agent provides staff a visual effect because they can see the spread pattern as it is being applied to road.

## 6) Anti-Icing

Anti-icing is used in advance of winter events to prevent snow and ice from bonding to the road. Anti-icing enables the City's winter maintenance team to meet the Maintenance Standards more quickly than applying material after a winter event has started.

The City uses the product Pro-Melt which consists of liquid calcium/magnesium. It is superior to the brine that was previously used and does not hurt the environment. It is lower temperature reacting (-25°C/-30°C). Compared to -13°C when salt no longer melts ice.



# Winter Maintenance Policy Plan

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## 7) Mist Area

The City of Niagara Falls recognizes that during the winter season, the mist from the Niagara Falls can cause icy road conditions in various locations throughout the City depending on the direction of the wind. Starting on or about the second week in November and up to the second week of April, the City will assign a salt truck in the mist area to patrol for icy conditions. Refer to Appendix A Mist Area Map.

## 8) Regulating Parking

Public knowledge of the City's by-laws with respect to parking during winter months is essential for proper implementation of the winter maintenance program. [By-law 89-2000](#), A By-Law Regulating Parking and Traffic on City Roads, Section 205.01.11, prohibits parking on roadways, "between the hours of 2:00 a.m. and 6:00 a.m., except those vehicles which have an on-street overnight parking permit.

## 9) Snow Removal (Lifting and Hauling)

Removal of snow will take place on streets taking into consideration public safety, snow storage capability, emergency access routes, street parking requirements, vehicle and pedestrian traffic volumes, and parking lot capacity.

Snow removal begins in the downtown and business areas. Snow removal usually commences when snow windrows reach a height of one meter. Specific equipment is required therefore this operation may require the towing of vehicles parked in contravention of the parking by-law because snow lifting is usually completed between 12 midnight and 8 a.m. following the snow storm.

## 10) Transit Bus Stops

Snow removal and salting is completed at selected bus stops and falls under the responsibility of the City Transportation Department. This service is carried out by a contractor within 24 hours of the request from the Manager of Transit Operations or designate.

The contractor shall clear a navigable passage for pedestrians from the sidewalk/walkway or roadway to the adjacent roadway of a minimum of three (3) feet in width in such a manner as to provide safe footing to the best of their ability. Snow is to be removed 7.6 meters (25 feet) for City service stops and 14.6 meters (48 feet) for WEGO stops. Removal of snow to be understood as clearing of snow from the stated locations including piling in a location that does not impede traffic or pedestrian movement and complete removal from the stated location where piling is not permissible.



## 11) School Crossing Guard Locations

Snow removal and salting at school crossings is completed at select crossings and falls under the responsibility of the City Transportation Department. This service is carried out by a contractor on a call-out basis within 6 hours of the request from Transportation staff.

The City of Niagara Falls has numerous school crossing guards assisting children cross the road. On many occasions the sidewalk at the crossing is covered with snow, such that it creates an impediment for the guard and children. Impediments are created as a result of snowfall accumulation, road snowplow trucks leaving snow debris on the sidewalk, and/or sidewalk plows not being able to adequately clear the area for unimpeded crossing. School crossing guards are requested not to clear the area on their own. The contractor shall clear the snow and snow piles to allow safe and unimpeded crossing.

The contractor shall clear a navigable passage for pedestrians from the sidewalk/walkway or roadway to the adjacent roadway a minimum of three (3) feet wide and in such a manner as to provide safe footing to the best of their ability taking into consideration the weather conditions at the time. Removal of snow to be understood as clearing of snow from the stated locations including piling in a location that does not impede traffic or pedestrian movement and complete removal from the stated location where piling is not permissible.

All locations have a salt box for the use of the crossing guard.

## 12) Canada Post Community Mailboxes

Snow removal around Canada Post Community Mailboxes is the responsibility of Canada Post and is not a service provided by the City of Niagara Falls. Canada Post can be contacted at **1-866-607-6301**.

## 13) Level of Service for Sidewalks

The City currently has 580 km of sidewalk allocated on various road classifications. Not all of the sidewalks in the City of Niagara Falls receive snow control services. The sidewalks that are kept plowed in the winter are serviced in a manner similar to street plowing according to a priority system. High priority sidewalks are along heavily travelled pedestrian routes along main and arterial streets, including school and bus routes, in front of public buildings, including the hospital and churches, and in the business areas.





# Winter Maintenance Policy Plan

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School routes will be plowed 12 a.m. - 8 a.m. Sunday through Thursday attending the areas fronting the schools. Mapping of the sidewalk routes is available to view on the [Falls Viewer](#) Maintenance Route layer.

Once sidewalk beats are plowed, City staff will conduct a repetitive monitoring and salting of the entire sidewalk beats during the period until the next snowfall.

Sidewalks are plowed only after the snow accumulation exceeds 8 cm.

No person shall deposit snow or ice from private property on the sidewalk or the roadway of any highway. Any person found guilty of this offence is liable to a fine as prescribed in [By-Law #2002-064](#). [By-Law #89-2000](#) notes that parking is prohibited on or partly on a sidewalk.

## 14) Allowing for Variable Weather Conditions

During extraordinary snow and ice events, additional personnel and equipment may be utilized to supplement operations. During periods of extended continuous snowfall or freezing rain, operations may be focused on primary transportation routes and emergency service delivery locations and may be performed on a limited scale.

Snow and ice control operations should be conducted when weather conditions do not endanger the safety of employees or equipment, and operations are effective. Factors that may delay operations include severe cold, significant winds, limited visibility and rapid accumulation of snow and/or ice.

Staff will utilize weather forecasting information to predict and pro-actively respond to winter storm events as per the [Provincial Maintenance Standards](#).

## 15) Winter Preparations

### A) Snow Fence

The erection of snow fence at strategic locations is done in order to trap snow and deposit it on the ground surface before it accumulates on the street. It is erected in the Fall and removed in the Spring in locations where heavy drifting has historically occurred.

### B) Snow Markers

Snow markers are placed in order to identify hazardous conditions or for outlining the turning radii on roads and sidewalks. Snow markers are also placed in areas that have historically received snow plow damage. Markers are placed and removed during the same time period as snow fence. Street Supervisors maintain an active list of snow marker locations.

## C) Salt Boxes

Salt boxes are placed in areas where traction is a potential problem, such as at steep road or street grades, or at major intersections where stop/start maneuvers are hindered by slippery conditions. Salt boxes are also placed at all school crossing guard locations.

## 16) Record Keeping

A detailed daily record shall be maintained identifying the times that equipment is deployed and noting when the Level of Service Objectives have been met. This information will be reviewed regularly in order to compare performance against service levels.

## 17) Human Resources

The Director of Municipal Works is ultimately responsible for winter control operations within the City of Niagara Falls. The Manager of Roadways, reporting to the Director, is directly responsible for winter maintenance operations. The Streets Supervisors and Shift Supervisors have the front line management level responsibility for directing the winter control operations.

The Streets Division is comprised of Streets Division staff with four Supervisors and a Dispatcher/Timekeeper that support the operation. A separate crew of “trackless” sidewalk plow operators, clear designated City sidewalks. Mechanics in the Fleet Maintenance Division provide mechanical support.

## 18) Responsibilities of Residents

Providing information to the public is a vital part of winter maintenance services. Residents need to know how they can help facilitate snow clearing and what to expect in terms of a response to winter storms. Information will be advertised periodically throughout the winter control season advising residents of the City’s winter control activities and requirements. This notification will inform the public of normal winter control activities and, in effect, lists the “do’s and don’ts” that they, as responsible citizens, should be aware of in order to help the Streets staff efficiently maintain their roadways and sidewalks. [Winter tips](#) for residents are also posted on the City’s website.

## 19) Obstruction of Sidewalks/Roadways

In accordance with [By-law #2002-64](#), section 2.(1),(2);

*“No person shall obstruct or foul any highway or bridge under the jurisdiction of the City by any means whatsoever. Without limiting the generality of subsection (1), the obstruction or fouling of a highway or bridges includes:*

*b) the depositing of snow or ice on a highway.*

*Any person who contravenes the provisions of the by-law is guilty of an offence, and upon conviction is liable to a penalty not to exceed Five Thousand Dollars (\$5,000.00).”*

## 20) Managing Complaints and Requests for Service

During snow and ice control operations, numerous inquiries, complaints, and requests for service are received by the Municipal Works clerical staff. The Streets Division will take measures to keep clerical staff informed and updated regarding snow and ice removal operations, (i.e. schedules and breakdowns).

Municipal Works clerical staff shall answer questions and concerns from citizens and record pertinent information related to the inquiry. If the caller requires action which clerical staff is unable to perform, clerical staff shall notify appropriate personnel of inquiries, complaints, and requests based on the following:

- Safety issues affecting the public or City staff shall be forwarded immediately to the Supervisor.
- Non-safety-related issues shall be forwarded to the appropriate personnel in a timely manner.
- Property damage shall be recorded and turned over to the Streets Supervisor through normal channels.

**All plow beats have been determined based on criteria and availability of resources. Any requests for additional plow beats must be a decision of Council.**

## 21) Repairing Property Damage

Winter maintenance activities may cause property damage even under the best of circumstances and care on the part of the plow operators. The major types of damage are to improvements in the road right-of-way which extends beyond the property line. The intent of this right-of-way is to provide room for snow storage, utilities, sidewalks, and other City and Public uses. The City is responsible for the repair of any plow damage to the roadway or grass boulevards.

The City will replace/repair sod damaged by its snowplow during snow removal if reported to Municipal Works by June 1<sup>st</sup> following the winter season the damage took place. Other damage within the Public right-of-way is the responsibility of the property owner including, but not limited to; trees, shrubs, bushes, landscaping materials, decorative rock, and lawn/landscaping irrigation systems. The City does not repair/replace sod damaged due to the application of sand, salt, or other de-icing chemicals.

## 22) Municipal Parking Lots

Winter Maintenance for Municipal Parking lots is a contracted service administered by the Transportation Department. The Director of Transportation Services or designate has the right to alter the plowing/sanding/salting schedules for municipal parking lots, if necessary, upon advising the Contractor.

### A) Municipal Parking Lot Areas and Administrators

There are thirty-six (36) lots within the City limits. These lots are subdivided into three (3) areas and various sub groups for invoicing purposes. Each group is designated a group administrator who is responsible for contacting and communicating with the contractor. Lots can be added and removed from the contractors list at the discretion of the City. Refer to Appendix B Municipal Parking Lot Work Areas and Group Administrators

### B) Snow Plowing, Sanding and Salting in Municipal Lots

To be carried out automatically when snowfall has accumulated to a depth over 2" (5.08 cm.) except for the following locations which will be upon request only:

AREA 1 – GROUP A - **LOT #1**  
AREA 2 – GROUP A - **FIREHALL THEATRE LOT**  
AREA 3 – GROUP B - **LIONS PARK LOT**  
AREA 3 – GROUP C - **WILLOUGHBY TOWN HALL LOT**

Sanding/salting is to be completed during the same plowing event once the snow has been cleared, and not a return call for sanding/salting.

Additional salt/sand applications may be required and are at the discretion of individual administrators and their requirements on an as needed basis, a call out by the administrator will be done if required.

It is the responsibility of the contractor to commence plowing/sanding and salting operations within one (1) hour after accumulated snow of 2" or when requested by the City to plow and/or sand/salt, entrance clearing or snow hauling as required at any one or several lots. Sanding/salting is to be completed during the same plowing event once the snow has been cleared, and not a return call for sanding/salting.

It is the responsibility of the contractor to commence plowing, sanding/salting operations for any or all areas which must be completed within a 4 hour period.

Snow plowing, sanding/salting operations will be carried out between the hours of 12:00 midnight and 8:00 a.m. when the lots are not used for parking except for the following locations:

- The MacBain Community Centre shall be plowed, sanded and salted before opening and after closing.



# Winter Maintenance Policy Plan

Hours of operation:	Monday - Friday	6:30 a.m. - 10:30 p.m.
	Saturday	6:30 a.m. - 8:00 p.m.
	Sunday & Holidays	7:00 a.m. - 6:00 p.m.

- The Gale Centre shall be plowed, sanded and salted before opening and after closing.

Hours of operation:	Monday - Friday	7:00 a.m. - 12:00 a.m.
	Saturday	7:00 a.m. - 12:00 a.m.
	Sunday & Holidays	7:00 a.m. - 12:00 a.m.

## C) Sand/Salt Requirements in Municipal Lots

The Contractor will be responsible for obtaining/supplying the sand and salt mix and have appropriate storage facilities.

A 70% salt and 30% sand mix shall be used by the Contractor unless otherwise directed.

The Contractor shall ensure that sufficient material is applied in a uniform and comprehensive manner over the complete and entire surface area of the parking lot so as to eliminate or minimize the safety risk to pedestrians and vehicles from icy/hazardous surfaces and to ensure ice does not bond to surface areas.

An initial application prior to a preliminary forecast may be acceptable as designated by each area supervisor or designate.

## D) Snow Piling in Municipal Lots

Snow shall be piled during plowing in an orderly fashion in designated areas, when specified, so as to minimize the impact on available parking spaces and to ensure meltwater will not adversely affect the lot, public sidewalks or roadways. The entrance(s) must be left unobstructed and snow shall not be piled in the areas designated for handicapped use, near parking machines or walkways.

## E) Snow Plowing and Hauling in Municipal Parking Lots

Snow hauling for all City Locations as listed will be carried out on an “as required” basis only when requested by the Group Administrator.

## 23) Continuous Improvement

The City of Niagara Falls is committed to continuous improvement of all its operations. Therefore, this plan will be reviewed and updated on an annual basis.



# Winter Maintenance Policy Plan

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## List of Appendices

Appendix A - Mist Area

Appendix B - Municipal Parking Lot – Work Areas and Group Administrators









# Winter Maintenance Policy Plan

## APPENDIX B - Municipal Parking Lots Work Areas and Group Administrators

### AREA 1

<b>Group A</b>			
Municipal Lot 1 4601 Zimmerman Ave (entrance on Park St)	Municipal Lot 2a 4601 Erie Ave (entrance on Erie Ave)	Municipal Lot 2b 4601 Erie Ave	Municipal Lot 3 4424 Park St
Municipal Lot 7 4393 Huron St	Municipal Lot 8 Huron St. (between Chrysler Ave and St Clair Ave)	Municipal Lot 9 Huron St & St. Lawrence Ave	Municipal Lot 10 4500 Park St
Municipal Lot 17 4352 Morrison St	Municipal Lot 19 City Hall 4310 Queen St		
<b>Group C</b>			
King Edward Lot 4200 Queen St (entrance on Zimmerman Ave)	Community Resource lot 5017/5005 Victoria Ave	Armoury Building 5049 Victoria Ave (entrance on Armoury St)	
<b>Group E</b>			
Niagara Falls Public Library 4848 Victoria Ave			
<b>Group G</b>			
Bus Terminal Bridge St/Erie Ave			



# Winter Maintenance Policy Plan

## APPENDIX B - Municipal Parking Lots Work Areas and Group Administrators

### AREA 2

<b>Group A</b>		
Municipal Lot 4 Ellen Ave	Municipal Lot 5 Palmer Ave @ College Cr	Municipal Lot 12 Sylvia Place Lundy's Lane Museum Ferry St
Municipal Lot 13 Main St	Municipal Lot 14 Lundy's Lane	Municipal Lot 15 McGrail Ave @ Spring St
Municipal Lot 18 Kitchener St @ Victoria Ave	Municipal Lot 20 Palmer Ave @ Bender St	
<b>Group B</b>		
Gale Centre – 5152 Thorold Stone Road		
<b>Group C</b>		
Firehall Theatre Lot Walnut St	Coronation Rec Centre (2) lots Summer St @ Main St	

### AREA 3

<b>Group A</b>		
Laura Secord Place On street parking	Municipal Lot 11 Behind Chippawa Library	
<b>Group B</b>		
Chippawa Willoughby Arena - Sodom Rd	Lions Park - Drummond Rd at Scott St	
<b>Group C</b>		
Willoughby Town Hall		
<b>Group D</b>		
Fire Hall #4 - Banting Ave	Fire Hall #6 - Schisler Rd	Fire Hall #5 - Sodom Rd
<b>Group F</b>		
MacBain Community Centre McLeod Rd @ Montrose Ave		
<b>Group G</b>		
WEGO Building 8202 Heartland Forest Rd		



# Winter Maintenance Policy Plan

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## **APPENDIX B - Municipal Parking Lots Work Areas and Group Administrators**

### **Municipal Parking Lot - Group Contract Administrators**

The following administrators or their designate will contact the contractor to provide the dates when services are required.

Group A Mr. Philip Rudachuk, Field Services Supervisor, Transportation Services  
(905) 356-7521 ext. #6257

Group B Mr. Joe D'Alimonte, Facilities Supervisor  
(905) 356-7521 ext. #5604

Group C Mr. Carmen Mignelli, Maintenance Supervisor,  
(905) 356-7521 ext. #4701

Group D Deputy Fire Chief Phil Ross, Fire Services  
(905) 356-7521 ext. #2216

Group E Mr. Dave Styles, Niagara Falls Public Library  
(905) 356-8080 ext. #238

Group F Mr. Jeff Guarasci, Community Development Coordinator  
(905) 356-7521 ext. #3341

Group G Mr. Neil Waldick, Manager, Niagara Transit Fleet and Facilities  
(905) 356-7521 ext. #4529