

## Council Referred Items

### Plan to End Homelessness

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#### Description

On March 3, 2020, the Mayor's Housing Commission considered report MHC20-1 (Plan to End Homelessness) and approved the following resolution:

*"That Administration be directed to develop a Housing and Homelessness stream with funding options to be considered through the 2021 budget process."*

On April 29, 2020, City Council considered report CR20-23 (Plan to End Homelessness: City of Regina Alignment) and approved the following resolution:

*"That Administration develop a Housing and Homelessness stream with funding options to be considered through the 2021 budget process."*

#### Recommendation

Administration has prepared a recommendation for a new Permanent Supportive Housing Operating Grant for Council's consideration on March 31, 2021. If approved, Administration will complete preparations in 2021, and funding will be required beginning with the 2022 Budget. The 2021 Budget represents a status quo approach with \$2.5 million allocated to capital grants under the Housing Incentives Policy (HIP), funded from reserve transfers. City Council will need to consider a long term funding source for the Social Development Reserve, which typically funds HIP, as part of 2022 budget deliberations as there are only sufficient funds for HIP until the end of 2021.

#### Background

The Plan to End Homelessness provides direction on the investments and service levels required to end chronic homelessness in Regina. A key gap identified in the Plan and reinforced through stakeholder consultation is the lack of permanent supportive housing for people with high needs related to physical or mental health, developmental disabilities and substance use and for those who will require long term support services in order to remain housed. Permanent supportive housing is a critical component of a Housing First model.

In the report scheduled for Council on March 31, 2021, Administration will be recommending that this grant of \$700,000 be funded from the City's Social Development Reserve beginning in the 2022 Budget, and that the cost be offset through a reduction in the \$2.5 million currently available annually through the Housing Incentives Policy. If the recommendation is approved, Administration will initiate the process to select a community partner to receive the grant and establish a permanent supportive housing operation beginning early in 2022.

The City's financial contribution towards new permanent supportive housing spaces will make an immediate impact in achieving the objectives of the Plan by housing Regina residents who are chronically homeless while not relieving the provincial and federal governments of their funding responsibilities under the Plan. It is estimated that the recommended City funding could create up to 20 new permanent supportive housing spaces.

## **Events, Conventions and Tradeshows**

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### Description

On July 29, 2020, City Council considered report CR20-69 (Events Conventions and Tradeshows) and approved the following resolution:

*“Approve in principle an annual investment of \$325,000 to support the attraction of Events, Conventions and Tradeshows to Regina. Final approval of the investment referred to above to be confirmed once it has been considered within the context of City Council’s 2021 General Operating Budget deliberations, the date of which has yet to be determined.”*

### Recommendation

The 2021 Budget includes funding of \$325,000 to support the attraction of Events, Conventions and Tradeshows to Regina.

### Background

Regina’s Event, Convention and Tradeshow (ECT) industry is one of the city’s most important and fastest growing industries. The ECT industry not only strengthens Regina’s competitive advantage, it also enhances the city’s brand, providing economic, social and cultural benefits for the community and its residents.

### **Importance of the ECT Sector to the Community**

ECT are important drivers of the of the local, provincial and national economy, contributing to trade and investment outcomes, innovation, job creation and tourist visitation. Hosting ECT events contributes to a community’s economic prosperity by:

- 25 per cent of the local labour force is engaged in an industry that is impacted by the visitor and ECT economy
- boosting the visitor economy through domestic and international visitation (such as transport, hotels, retail and restaurants),
- facilitating small business growth by connecting buyers and sellers,
- enabling knowledge sharing leading to innovation and business collaboration (both locally and globally), and
- providing a platform for international trade and investment.

The strength of Regina’s attractions and amenities such as Mosaic Stadium and the International Trade Centre, provides the foundation for building a diversified local economy. Tourism Saskatchewan’s Destination Development Strategy notes that if the province were to grow its visitation and expenditures by 3 per cent per annum through to 2030, it would mean an almost 50 per cent increase in real expenditures and jobs.

The ECT attraction budget will be used to support community initiated bids to attract major ECT events to Regina. A major event is defined as an event open to the public,

hosted in Regina, which provides a high profile and significant economic, social and cultural benefits for the community through the large number of estimated spectators/participants/audience and through the expected extent of publicity generated. Examples of prominent national and international major events previously attracted to Regina include: the Juno Awards (2013), the LGPA CP Women's Open (2018) and the NHL Heritage Classic (2019).

There is no incremental cost added to the 2021 General Operating Budget as a result of the recommendation outlined above. The 2020 approved General Operating Budget included expenditures related to providing support for the 2020 Grey Cup. Some of these one-time expenditures were funded by ongoing corporate revenue. This was done intentionally so that this funding would be available for reallocation in 2021 and future years to address other financial barriers encountered by community organizations. These funds were intended to be used for the 2020 Grey Cup. Since the 2020 Grey Cup was delayed to 2022 there may be additional pressures to the 2022 Budget to secure a funding source for the upcoming Grey Cup. Potential funding sources may be the mill rate or use of a reserve.

Funding to contribute to these bids will be provided through the annual \$325,000 budget proposed for this purpose. The unspent portion of this ongoing, annual budget will be closed to the Community Investment Grants Reserve. Investments greater than the annual budget must be supported by a withdrawal from the Reserve, provided that the withdrawal does not put the reserve in a deficit position. The maximum balance in the Community Investments Grants Reserve related to ECT attraction is capped at \$500,000 which is slightly less than one and a half times the annual ECT attraction program's operating budget. The minimum balance related to ECT attraction is set at \$nil.

Those investment opportunities that provide an enhanced or unique value to the community but exceed the funding available to the ECT attraction program will still be brought to City Council for deliberation. For example, a request of the magnitude of the \$1 million in City support for securing the 2022 Grey Cup would still be brought to City Council for a decision.

## Winter Maintenance Policy Update

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### Description

On October 6, 2020, City Council considered report CR20-85(1) (Winter Maintenance Policy Update) and approved the following resolution:

*“That City Council*

- 1. Consider the Winter Maintenance Policy Update during the 2021 Budget process.”*

### Recommendation

The 2021 Budget includes \$778,000 to support enhancement of the winter maintenance activities outlined below. This increase in expenditure is offset by an ongoing savings of \$1.22 million in the winter maintenance operating budget due to reduced historical snowfall and aligning the budget to actuals.

### Background

The Winter Maintenance Policy was approved by City Council in 2007 with the purpose of providing winter maintenance activities that support the health, attractiveness, and economic viability of our community. Since then the community has experienced growth, environmental conditions have changed, and the wants and needs of residents has evolved.

Several options were reviewed and considered regarding possible enhancements to winter maintenance levels of service. Options were chosen based on survey and stakeholder feedback, financial viability and operational capacity. Administration is proposing the following Policy enhancements and will undertake to bring a Policy Level of Service document back to City Council in Q3 2021 for information. It should also be noted that activities contained in the current Policy and not identified in this enhancement report would be included in the new Policy and continue to be carried out as status quo. The proposed service enhancements will be implemented for the 2021/2022 season. Enhancements included in the 2021 Budget are as follows:

<b>Enhancement</b>	<b>Description</b>	<b>Cost</b>
Communication Plan (Appendix C-1)	Implement an enhanced communication plan.	\$35,000
Road Classification and Priority (Appendix C-2)	Update and simplify the road prioritization system to enhance residents' understanding of the level of service for the road network.	No additional costs.
School Unloading Zones (Appendix C-3)	Upgrade the road plowing classification of all school unloading zones to Category 3 or higher and remove the snow ridges on both sides of the road adjacent to a school after a systematic plowing event.	\$100,000

APPENDIX C

Sidewalks Adjacent to Transit Stops (Appendix C-4)	Plow all sidewalks adjacent to transit stops.	\$339,000
Transit Routes (Appendix C-5)	Upgrade the road plowing classification of all transit routes to Category 2 or higher	Use existing resources.
Residential Roads (Appendix C-6)	Upgrade the road plowing classification of residential roads greater than 1,500 vehicles per day (VPD) to Category 3 and plow all residential roads after every snow event greater than 15 cm.	\$304,000
Bike Lanes (Appendix C-7)	Upgrade the road plowing classification of bike lanes to Category 2 or higher	Use existing resources
Intersection Ice Control (Appendix C-8)	Implement ice control routing and enhance coordination between snow plowing and ice control activities.	Use existing resources
Snow Removal on Category 1, 2, 3 Roads (Appendix C-9)	Remove snow on all Category 1, 2 and 3 roads when sightlines and lane widths are impacted.	Use existing resources.
<b>Total</b>		<b>\$778,000</b>

The Winter Maintenance Policy review process included research of other municipalities as well as extensive engagement with residents, and external and internal stakeholders. The feedback was used to identify the most critical common areas of improvement in winter maintenance that needed to be addressed.

A Winter Maintenance Policy Review Survey was conducted under the “Be Heard Regina” initiative during Q1, 2020 to gather feedback from residents, businesses and anyone who was impacted by Winter Maintenance Policy service levels and could provide useful feedback.

**Communication Plan – Winter Maintenance Policy**

Implement an enhanced communication plan annually.

In previous years, the Roadways Seasonal Operations branch worked with the Citizen Services department to inform residents of the activities and expectations during winter months, opportunities for engagement with stakeholders, and level of service outlined in the Policy. More recently, the Administration has used specific tools and tactics to notify residents when there are parking bans in place for efficient snow plowing activities.

Feedback from the survey suggests that general awareness about the Policy is lacking and not sufficient, and that many of the Service Requests could be avoided if the City improved communication efforts and simplified the Policy document. This is like the findings in researching other municipalities; policy documents are simple to understand, and outline expected level of service that residents can expect. Administration will undertake to create a communication plan for residents leading into every winter season as well as throughout.

The cost for this enhancement is \$35,000

## Road Network Reclassification – Winter Maintenance Policy

### **Current Classification:**

Based on the current Winter Maintenance Policy, the City of Regina roads including expressways, arterials, collectors, locals, gravel roads etc. are classified into six categories primarily based on the daily traffic volumes.

<b>Category</b>	<b>Length Km</b>	<b>Timeline- Hour</b>	<b>Snowfall trigger- cm</b>
<b>Category 1:</b> Freeways/ Expressways including ramps and loops, major arterials, and any road on a designated hospital route	157	24	5
<b>Category 2:</b> Minor arterial roads, major collector roads with traffic volumes greater than 5,000 vehicles per day (VPD) and all roads in the area referred to as Regina downtown	114	36	5
<b>Category 3:</b> Major collector roads with traffic volumes less than 5,000 VPD, industrial/ commercial roads, and any minor collector or major residential local roads on a designated transit or truck route	178	48	10
<b>Category 4:</b> Minor collector roads and major residential roads which lead into school bus unloading zones	59	60	10
<b>Category 5:</b> Residential local roads	541	No	25
<b>Category 6:</b> Gravel roads	47	60	10
Total	1,096 Km		

**Concern:** Based on survey feedback, major roads like transit routes, high traffic residential roads, gravel roads getting lower level of service. In addition the road classification needed to be simplified.

**Recommended Classification:** Roads classified into 5 categories only

<b>Category</b>	<b>Length Km</b>	<b>Timeline- Hour</b>	<b>Snowfall trigger- cm</b>
<b>Category 1:</b> Freeways/ Expressways, major arterials, roads on a designated hospital route	157	24	5
<b>Category 2:</b> Minor arterial roads, major collector roads with traffic volumes greater than 5,000 vehicles per day (VPD), transit routes, all roads in the area referred to as Regina downtown, and all bike lanes	204	36	5
<b>Category 3:</b> Major collector roads with traffic volumes less than 5,000 VPD, minor collector roads, industrial / commercial roads. Residential / local with traffic volume greater than 1500 VPD and roads which lead into school bus unloading zones.	156	48	5
<b>Category 4:</b> All gravel roads	47	60	5

<b>Category 5:</b> All local/ residential with traffic volume less than 1500 VPD	532	No	15
Total	1,096 Km		

**CATEGORY 1:**

No changes in the road categorization for Category 1 roads. Levels of service remain the same as in the existing Policy.

**CATEGORY 2:**

Significant change in this category as all transit routes and bike lanes are added to this category. This would ensure enhanced level of service for transit routes and bike lanes in comparison with the existing policy.

**CATEGORY 3:**

Reclassification of the roads would allow all roads currently classified under existing policy as category 3 and 4 to be classified as category 3 roads. All residential / local roads with traffic volume greater than 1500 VPD would also be escalated to category 3, receiving an increased level of service. The Category 3 road network would include remaining collectors, roads in industrial and commercial zoning areas, roads leading to school bus unloading zones as well as all residential / local roads with traffic volume greater than 1500 VPD.

**CATEGORY 4:**

Gravel roads within City limits.

**CATEGORY 5:**

All residential roads with traffic volume less than 1500 VPD to be classified as category 5 roads.

**Cost of Enhancement:** As specified in Appendices C-3 to C-9.

**Advantages:**

- plowing all arterial and collector roads after a 5-centimetre event
- plowing residential roads after a 15-centimetre event
- transit routes and bike lanes upgraded to Category 2 roads or higher
- school unloading zones upgraded to a Category 3 road or higher
- residential roads with traffic volumes greater than 1500 VPD upgraded to a Category 3 road
- snow removal would take place on arterial and collector roads when lane widths and/or sightlines negatively impacted due to repeated plowing operations
- simpler classification

**Disadvantages:**

- None

## **School Unloading Zones – Winter Maintenance Policy**

### **Current Policy:**

The current Winter Maintenance Policy for snow clearing in front of schools specifies that snow ridges are removed when they exceed 30 centimeters in the School Bus Unloading Zone and exceed 75 centimeters on the remainder of the road adjacent to the school. However, there are no provisions for snow removal on the side of the road opposite of the school.

### **Concern:**

Leaving snow ridges on the opposite side of the school hinders with the parking of the vehicles especially during pick-up and drop-off times. The snow ridges also pose as a safety hazard for children and others accessing the schools. The snow ridge on one side of the school may impact the road capacity in front of the schools.

Feedback from the survey, stakeholders and Service Requests suggested that snow ridges should be removed from both sides of the road after a snowfall and systematic plowing operations.

### **Recommendation:**

Upgrade the road plowing classification of all school unloading zones to Category 3 or higher and remove the snow ridges completely on both sides of the road adjacent to a school after a systematic plowing event. Removal activity would be performed during off peak school hours.

### **Cost of Enhancement:**

The cost for this enhancement is \$100,000 annually.

### **Advantages:**

- snow ridge free school drop-off zones
- provide safer school unloading zones and would improve road capacity around schools
- no equipment on school zones between 8 am and 4 pm

### **Disadvantages:**

- operational flexibility lost as maintenance work around schools would be restricted during daytime

## **Transit Stop Accessibility – Winter Maintenance Policy**

### **Current Policy:**

The current Winter Maintenance Policy for snow plowing on sidewalks includes maintaining sidewalks adjacent to City-owned parks and facilities, bridge decks and subways, and locations that do not have a property owner fronting the sidewalk.

Examples of the locations where City crews clear sidewalks:

- Adjacent to city owned buildings
- Adjacent to bridge decks and subways
- Adjacent to transit stops on the Heritage bus route
- Adjacent to no frontage locations on all Category streets
- Adjacent to storm channel and railway crossings on Category 1 and 2 streets
- Adjacent to vacant land on Category 1 and 2 streets
- Adjacent to city owned parks on Category 1, 2, 3, and 4 streets
- Adjacent to city owned parks that are next to a public school
- Adjacent to the General Hospital gateway (sidewalks both sides on 14th Avenue from Broad Street to the alley east of Halifax Street)
- Adjacent to Core Community Park (Quebec Street side)

Snow clearing on these sidewalks is triggered with the systematic plow and the target is to clear within three days following a winter storm.

### **Concern:**

The above locations only represent a small percentage of sidewalks in the community, with most of the responsibility assigned to the property owners adjacent to the sidewalk. There is a requirement for commercial properties to clear their sidewalk as outlined in The Clean Property Bylaw, however residential properties are not included. The City uses an encouragement approach rather than an enforcement approach to motivate residents to be a good neighbor and clear their sidewalks. Unfortunately, this does not always happen, and it creates accessibility challenges for users of the transit system when the pick-up and drop-off locations are not consistently cleared.

Feedback from the survey, Service Requests and engagement with stakeholders suggested that there was a need to significantly improve snow clearing efforts around transit stops. This is also in alignment with OCP goals of offering a range of year-round sustainable transportation choices for all, as well promoting active transportation.

It should be noted that this option would not be required if City Council opted to implement a bylaw requiring all property owners to clear the sidewalk adjacent to their property.

### **Recommendation:**

Plow all sidewalks adjacent to transit stops. This will mean plowing snow from approximately 160 kilometres of sidewalks with over 1400 transit stops all over the

community. The complete stretch of the sidewalk with transit stop will be plowed for the entire block.

**Cost of Enhancement:**

The cost for this enhancement is \$339,000 annually

**Advantages:**

- improved accessibility of transit stops
- meet long standing request of stakeholders
- benefit community's aging demographics, persons with disabilities and accessibility challenges, transit users and pedestrians in general
- aligns with the City's Official Community Plan (OCP) and Transportation Master Plan (TMP goals

**Disadvantage:**

- sidewalks not adjacent to the transit stops will not be cleared and there may be a negative perception that the City is clearing some residents sidewalks and not others
- does not address accessibility on the remaining sidewalk network

## **Transit Route General Conditions – Winter Maintenance Policy**

### **Current Policy:**

The current Winter Maintenance Policy states that all transit routes are to be classified as a Category 3 priority or higher. This means that during systematic plowing operations, many of the transit routes in the community can take up to 48 hours to complete after a snow event.

### **Concern:**

Regina Transit needs clear and safe roads to carry out consistent service level commitments and schedules thereby elevating the role of public transit and optimizing the road network capacity. Regina transit routes cover a total of 650 km of the road network.

Regina Transit may be the primary mode of transportation for many residents after a snowfall. This may be especially true during a major snow event when major roads are cleared relatively quickly but residential roads take more time.

Feedback from Service Requests and internal stakeholders such as Regina Transit and Winter Maintenance staff suggest that transit routes should be classified as a higher priority and cleared faster.

### **Recommendation:**

Upgrade the road plowing classification of all transit routes to Category 2 or higher. This will ensure the transit routes are plowed earlier and more frequently. Administration will also recommend frequent quality checks after maintenance work is completed at the end of each storm.

### **Cost of Enhancement:**

There are no costs associated with this level of service enhancement and Administration will utilize existing tools and resources to implement this enhancement for the 2021/2022 season.

### **Advantages:**

- elevates the role of public transit (OCP/ TMP Goal 2)
- enhanced level of service for transit routes
- reduced snow build-up on transit routes due to frequent plowing with 5 centimetres accumulation
- all transit routes will be plowed within 36 hours

### **Disadvantages:**

- transit routes may change every season

## **Residential Road General Conditions – Winter Maintenance Policy**

### **Current Policy:**

The current policy classifies the residential roads as Category 5 roads and specifies that they are plowed after a snow event greater than 25 centimetres or when rutting exceeds ten centimetres. The City performs ice shaving activity to reduce ruts generally throughout the season to keep rutting to a minimum.

In the previous years, with more snowfall residential roads were generally plowed twice. However, in the last five years, on an average the residential plow was performed only once annually due to reduced amount of snowfall during this period. Currently the length of the residential road network is approximately 541 kilometres. The residential road network is almost half of the entire road network in the community. Plowing the residential roads comes with several challenges like parked cars and narrow streets.

### **Concern:**

Feedback from the survey and Service Requests suggest that general satisfaction is low regarding snow clearing on residential roads.

### **Recommendation:**

Administration is recommending that residential roads that are acting more as collector roads serving over 1500 vehicles per day be classified as a higher priority Category 3 roads and included in systematic plowing operations that starts with five centimetres snow accumulation.

In addition, Administration also recommends that residential roads be included in systematic plowing operations after snow events greater than 15 centimetres. Based on historical data, this will provide one additional residential plow during the season. The City will continue utilizing the Ice Shaving Program to maintain ruts and have discretion to plow all residential roads if there are unusual or extenuating circumstances during the winter.

### **Cost of Enhancement:**

The cost for this enhancement is \$304,000 annually.

### **Advantages:**

- all high traffic residential roads would get enhanced level of service
- significant improvement in general residential road conditions
- increased resident satisfaction during winter seasons
- rutting will be reduced
- more frequent ice control cycles and inspections on major residential roads
- changes in line with municipalities like Calgary, Edmonton

### **Disadvantages:**

- increased cost

- snow ridges created as a result of plowing more often and reducing on-street parking availability

## **Bike Lane General Conditions – Winter Maintenance Policy**

### **Current Policy:**

The current Policy does not include any reference to bike lanes. Majority of the existing bike lanes are located on Category 1 or 2 roads; therefore, they are plowed within 36 hours of a snowfall event. There are some bike lanes located on Category 3 roads.

### **Concerns:**

Feedback received from the survey and stakeholder engagement indicated that the bike lanes should get enhanced level of service including snow plowing and ice control in order to ensure safer winter biking conditions. The feedback also indicated that availability of ice, snow and slush especially during spring and shoulder season could become safety hazards for the bike lane users.

### **Recommendation:**

To meet corporate goals of providing a range of year-round transportation choices and promote active transportation, all existing and future bike lanes will be classified as Category 2 or higher. With this, the bike lanes currently located on Category 3 roads would be upgraded to Category 2 or higher, as well as any bike lanes added to the network in the future.

The enhanced level of service will include plowing and ice control activities after a snowfall, as well as routine inspections to ensure ice, snow, and slush is cleared from the bike lane especially during spring and shoulder seasons.

### **Cost of Enhancement:**

As most of the bike lanes are already located on higher priority roads, there are no costs associated with this enhancement. Routine inspections will be built into current inspection program.

### **Advantages:**

- safer bike lanes
- supports City's Official Community Plan (OCP) goals # 1, 3, 4 and 5:
  - offer a range of year-round sustainable transportation choices for all
  - integrate transportation and land use planning in order to facilitate better walking, cycling and transit trips.
  - optimize road network capacity.
  - promote active transportation for healthier communities

### **Disadvantages:**

- None

## **Intersection Ice Control – Winter Maintenance Policy**

### **Current Policy:**

The current Winter Maintenance Policy for ice control outlines minimum cycling times based on category during snow events and when slippery conditions are present. Sand and salt is placed on the road in advance of intersections, crosswalks, ramps and merge lanes, curves and adjacent to school properties. After a snowfall, ice control material is placed on the road up to 24 hours after systematic plowing operations have been completed.

### **Concern:**

Frequent freeze thaw cycles during the season require special attention of the sanding crews as the pavement conditions can change significantly during the day or night. While 2019/ 2020 winter season saw 64 freeze thaw days, last five-year average was 71 freeze thaw days.

Feedback from the survey showed general satisfaction of ice control operations, however comments suggested a need to enhance ice control activities in the community especially around the busy intersections. Comments also suggested there could be better coordination between snow plowing and ice control activities.

### **Recommendation:**

Enhancement of ice control at intersections through operational efficiency. This will include:

- categorizing intersections based on traffic volume and collision history and prioritizing ice control activities as required
- quicker response time to Service Requests and frequent inspections by supervisors
- implementing routes based on priority and classification for both ice control and plowing operations for greater consistency and for reducing the time delay between the coordinated activities.

### **Cost of Enhancement:**

There is no cost associated with this level of service enhancement and Administration will utilize existing tools and resources to implement this enhancement for the 2021/2022 season.

### **Advantages:**

- sustainable option that would continue providing safer driving conditions through future seasons
- low implementation cost
- routing plan can include both ice control and plowing activity for a better coordinated maintenance activity
- categorization of intersections would ensure safer winter driving conditions by prioritizing ice control activities on high traffic and high-risk intersections
- improved safety and satisfaction of intersection users like drivers and pedestrians

- reduced claims due to less collision

**Disadvantages:**

- None

## **Snow removal on Category 1-3 Roads – Winter Maintenance Policy**

### **Current Policy:**

The current Winter Maintenance Policy specifies that snow removal will generally take place when snow ridges impact sight lines and lane widths on Category 1 and 2 roads, as well as Category 3 Transit routes.

### **Concern:**

After each snow event greater than five centimetres, a systematic plow is completed and snow is plowed and placed in the parking lanes and centre medians. As the season progresses, snow ridges become higher and wider with each plow and snow storage capacity is reduced and sight lines become negatively affected as motorists cannot see around or over the snow ridge. In addition, lane widths become narrow as the snow ridge becomes wider and, causing traffic congestion and unsafe driving conditions.

Feedback from the survey indicated that the snow removal activities should be further enhanced on major roads after each systematic plow. Removing the snow from all arterial and collector roads that are plowed after each five-centimeter snow event would provide safer winter driving conditions by improving road capacity and visibility.

### **Recommendation:**

Remove snow on all Category 1, 2, 3 roads when sightlines and lane widths are impacted.

### **Cost of Enhancement:**

There is no cost associated with this level of service enhancement as Administration has gained efficiencies in snow removal operations in the last few years and has typically performed this work out of necessity. Administration will utilize existing tools and resources to implement this enhancement.

### **Advantages:**

- safer driving conditions on major roads
- increased visibility at intersections
- maintain regular traffic flow

### **Disadvantages:**

- None