

City of Sheboygan Snow Emergency Summary & Analysis



Snow Emergency Ordinance Review Task Group

- Due to the lack of snow emergencies being declared in recent history citizens have become unfamiliar and questioned the current snow removal processes.
- Mayor Vandersteen and the Common Council have requested the formation of a Sheboygan Snow Emergency Ordinance Review Task Group to review the City of Sheboygan's current ordinance and processes.
- It has been determined if the current ordinance is not needed then it should be eliminated.



Snow Emergency Task Group Mission

- Study current snow plowing operations
- Investigate the practices of other municipalities
- Formulate a report with the recommendations on the necessary changes to the City's Snow Emergency Ordinance



Current Snow Emergency Facts

- Declared by Mayor and DPW Director
- Public Notice is given
- Declared when snowfall totals reach eight inches or during long protracted snow events
- Parking prohibited on emergency routes, boulevards, cul-de-sacs, and dead ends
- All other streets parking is on an even/odd basis
 - Vehicles must be moved within an hour the snow plow clears the opposite side of the street
 - Not required to move between Midnight and 7 a.m.
- Regular winter parking rules are in effect from December 1 – April 1



Current Snow Emergency Procedures

- Once declared the DPW will dispatch two plow trucks to each of the 16 emergency zones for a total of 32 plow trucks.
- After the 16 emergency routes are plowed, the trucks are dispatched to the 26 neighborhood zones.
- The neighborhood zones are then plowed continually, alternating sides in accordance with the snow emergency rules until such time as the event was cleaned up.

Current Operations Challenges & Limitations

- Reductions in personnel
- Decrease in equipment
- Efficiencies made with existing equipment
- Improved snow emergency routing
- Resistance to ticketing and towing



More Challenges.....

Equipment Summary Comparison

	2008	2017
Number of Drivers	60	36
Number of Tractor Operators	6	4
Number of Plow Salt Trucks	17	16
Number of Plow Trucks	13	0
Number of Tractors	7	4
Number of Pickup/One-Ton Trucks	8	8



DPW Equipment Comparison

2008
Totals:

37 Salt & Plow Trucks

8 Auxiliary Equipment

6 Sidewalk/Park Equipment

51 Total Pieces of Equipment



DPW Equipment Comparison

Current
Totals:

21 Salt & Plow Trucks

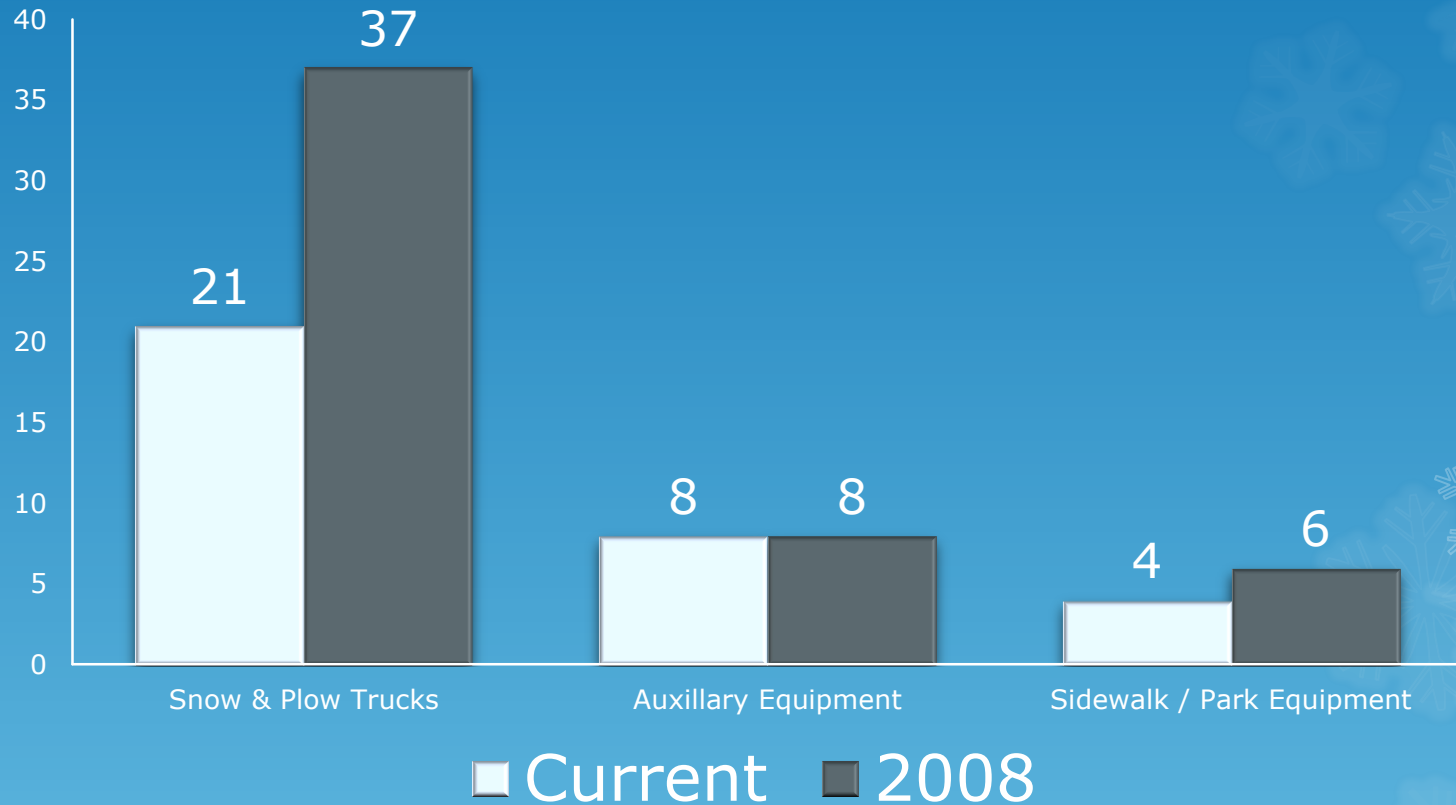
8 Auxiliary Equipment

4 Sidewalk/Park Equipment

33 Total Pieces of Equipment



DPW Equipment Comparison



Wing Plow Video

Challenges with Wing Plow on street with parked cars



Advantages to Winter Parking Rules

In 2000, the City of Sheboygan introduced winter parking rules. Citizens were required to abide by alternate side parking. At this time The DPW would request that Winter Parking starts at 12:00 midnight versus 2:00 a.m.

The following are advantages to implementing winter parking rules:

- Alternate side parking prevents hard pack snow that eventually turns to ice
- Winter parking rules allow for both sides of the street to be cleared of snow without calling a snow emergency
- Assists in identifying abandoned cars



Snow Emergency Comparison

The last snow emergency that was declared by the City of Sheboygan was in December of 2008


Declared Snow Events			
Snow Season	Number of Snow Emergencies	Salting Operations	Total Snowfall Inches
96-97	8	23	68.0
97-98	5	19	39.0
98-99	3	18	55.0
99-00	4	21	36.5
00-01	5	24	66.5
01-02	2	14	37.5
02-03	0	29	29.8
03-04	2	19	46.5
04-05	2	19	51.0
05-06	1	21	37.8
06-07	2	16	46.0
07-08	3	30	91.0
08-09	2	27	82.0

20 Surveyed Municipalities


The DPW Staff researched the winter parking and snow emergency rules for the 20 most populated cities within the State of Wisconsin, excluding the City of Milwaukee.


<i>Manitowoc</i>	<i>Brookfield</i>	<i>Wauwatosa</i>	<i>Oshkosh</i>	<i>Racine</i>
<i>Menomonee Falls</i>	<i>Wausau</i>	<i>La Crosse</i>	<i>Eau Claire</i>	<i>Kenosha</i>
<i>Greenfield</i>	<i>New Berlin</i>	<i>West Allis</i>	<i>Waukesha</i>	<i>Green Bay</i>
<i>Beloit</i>	<i>Fond du Lac</i>	<i>Janesville</i>	<i>Appleton</i>	<i>Madison</i>

Other Municipalities Winter Parking & Snow Emergency Rules



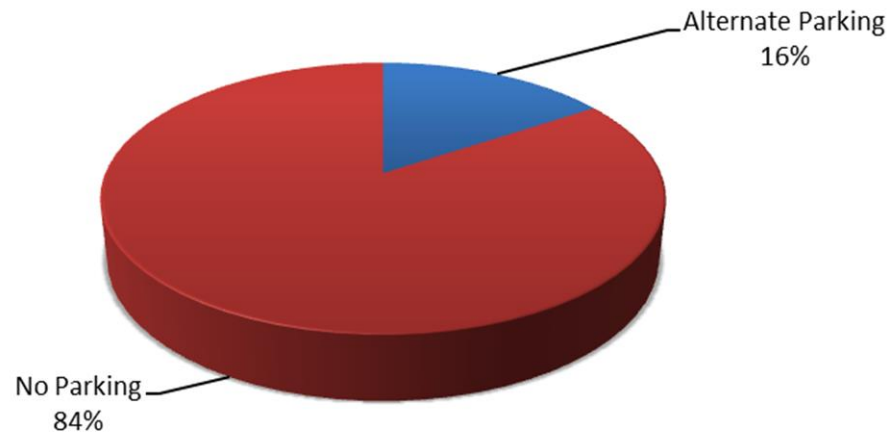
84 percent of the surveyed communities prohibited parking on city streets and 16 percent required alternate side parking during a snow emergency. The majority of the surveyed municipalities have some type of year-round parking regulations.



- 30 percent of surveyed communities have winter parking restrictions: alternate side parking (25 percent) and no parking (5 percent)
 - 70 percent of surveyed communities have yearlong parking restrictions: alternate side parking (44 percent), no overnight parking (31 percent), permit required parking (19 percent) and 24-hour limit parking (6 percent)
 - During a declared snow emergency 84 percent of surveyed communities prohibit parking and 16 percent require alternate side parking
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Snow Emergency Parking Comparison

Snow Emergency Parking

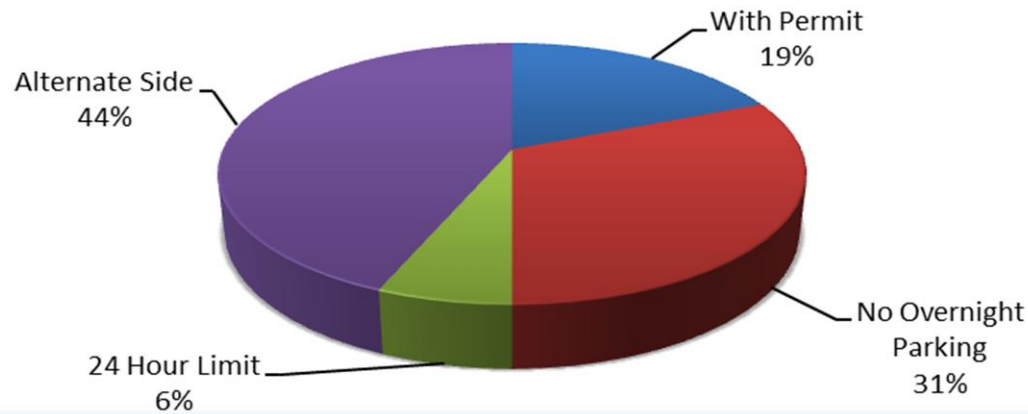


Winter Parking Comparison



Year Round Parking Comparison

Year Round Parking



Proposed Changes to the Current Ordinance



1. The DPW requests that winter parking begins at 12:00 midnight. This change will allow an additional two hours for departmental drivers to remove snow from one side of the street.


2. Option One

- Parking is prohibited on all city streets during a declared snow emergency consistent with **84** percent of the surveyed communities

Option Two

- Establishing a no parking zone located to the North, West, and South of the Central City along with prohibiting parking on designated snow emergency routes, boulevards, cul-de-sacs and dead-end streets

Option Three

- Eliminate the provision requiring citizens to move their vehicle within an hour of the plow clearing the opposite of the street from the current ordinance. This provision should be replaced with the current winter parking rules
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Option One - No Parking on City Streets During a Snow Emergency



Pros

- Keep main arteries cleared for fire and police emergencies
- Move the snow over to the curb line preventing the street from shrinking
- Quicker pace without cars parked on the city streets
- Plows would be able to get down every street
- Less risk of property damage
- Limited changes to existing snow emergency signage

Cons

- Residences without off-street parking would be inconvenienced during a snow emergency

Option Two - Limited Parking on City Streets During a Snow Emergency



Pros

- Keep main arteries cleared for fire and police emergencies
- No parking on emergency routes, boulevards, cul-de-sacs, and dead ends will allow for DPW plows to clean those areas more effectively
- Move the snow over to the curb line preventing the street from shrinking in no parking zones
- Plows will be able to remove snow at quicker pace

Cons

- Narrow streets in the oldest section of the City will still have cars parked on one side of the street
- It will take crews longer to clean areas that allow parking
- Additional signs will need to be placed throughout the city
- Communicating no parking zones and parking zones to constituents
- Clean up operations will be extended to accommodate alternate side parking

Option Three - Adding the Winter Parking rules to the Current Snow Emergency Ordinance

Pros

- Keep main arteries cleared for fire and police emergencies
- No parking on emergency routes, boulevards, cul-de-sacs, and dead ends will allow for DPW plows to clean those areas more effectively
- No changes are needed to the existing snow emergency signage
- Easiest changes to implement

Cons

- Narrow streets in the oldest section of the City will still have cars parked on one side of the street making them more difficult to clean
- Clean up operations will be extended to accommodate alternate side parking

Staff Recommendations



The Department of Public Works belief is that our snow emergency ordinance should be consistent with the top 20 cities within the State of Wisconsin and prohibit parking on all city streets during a declared snow emergency.

The department also believes that establishing a no parking zone located to the North, West, and South of the Central City along with prohibiting parking on designated snow emergency routes, boulevards, cul-de-sacs and dead-end streets is an improvement over the current snow emergency ordinance.

At a minimum, the current snow emergency ordinance should eliminate the provision requiring citizens to move their vehicle within an hour of the plow clearing the opposite of the street and should be replaced with winter parking rules.