



City of South Lake Tahoe Snow and Ice Removal Plan



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List of Attachments

- South Tahoe City Code, Section 26, Streets and Sidewalks, Article IV, Snow Removal
- City of South Lake Tahoe Snow Removal Zone Map
- Al Tahoe Snow Removal Primary Zone Map
- Bijou Snow Removal Primary Zone Map
- Gardner Mountain Snow Removal Primary Zone Map
- Heavenly Valley Snow Removal Primary Zone Map
- Sierra Tract Snow Removal Primary Zone Map
- Stateline Snow Removal Primary Zone Map
- Tahoe Island Snow Removal Primary Zone Map
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- Al Tahoe Sanding Pattern Map
- Bijou Sanding Pattern Map
- Gardner Mountain Sanding Pattern Map
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- Sierra Tract Sanding Pattern Map
- Stateline Sanding Pattern Map
- Tahoe Island Sanding Pattern Map
- Tahoe Keys Sanding Pattern Map
- On-Call Pay (Public Works Policy #7)
- City of South Lake Tahoe City Code 1-12
- City's Expense Reimbursement Policy, Section for Lodging and Meals
- Reporting Procedures and Forms for Vehicle and General Accident/Property Damage
- Emergency Contact List for Snow Removal with Cell Numbers
- List of Contractors
- City Cell Phones
- Tree Removal Policy with Attachments (Public Works Policy #16)

Objective

The primary objective of the City of South Lake Tahoe (City), Department of Public Works, Snow Removal Division is to provide for the most efficient and expedient removal of snow and ice from the city rights-of way in order to protect the health, safety and welfare of the community as a whole. This plan has been developed to help facilitate this objective and to help provide the reliable and orderly movement of emergency equipment, vehicle traffic, and pedestrians throughout the City during adverse weather conditions.

The City of South Lake Tahoe average annual snowfall is 201 inches (16.75 feet), generally October 15 through April 15 every year. The average U.S. city gets 25 inches (2.09 feet) of snow per year. There are 130 miles of road that must be cleared of snow within the City. The City's policy is to provide maximum service on major arterials in order to make access for police, fire vehicles, school buses, entry to the hospital and provide access to the residential streets.

The City has an aggressive snow removal program, which is designed, under optimum conditions, to complete the initial plowing of the City's 130 miles of streets in twelve (12) hours. However, depending upon the severity of the snow, equipment downtime, illegally parked vehicles and other obstacles hampering the snow removal equipment, it could take longer.

Service Priority

Snow Removal Procedure

When there is an excess of three (3) inches of snow accumulation, snow operations are initiated. There are eight (8) City snow removal zones within the City. Each zone is separated by primary routes and then secondary routes (Attachments: Snow Removal Zone Maps [9]).

1. **Al Tahoe – Primary Route**
Rufus Allen Boulevard, Lyons Avenue, Lakeview Avenue, Fresno Avenue, Tallac Avenue, Los Angeles Avenue, Freel Peak Avenue, Tulare Avenue
2. **Bijou – Primary Route**
Al Tahoe Boulevard, Johnson Boulevard, Fairway Avenue, Glenwood Way, Blackwood Road, Spruce Avenue, Tamarack Avenue, Herbert Avenue
3. **Gardner Mountain – Primary Route**
Lake Tahoe Boulevard, Tenth Street (10th), Thirteenth Street (13th), Julie Lane, D Street, Tata Lane
4. **Heavenly Valley – Primary Route**
Ski Run Boulevard, Needle Peak Road, Wildwood Avenue, Keller Road, Saddle Road, Pioneer Trail

5. Sierra Tract – Primary Route
Sierra Boulevard, Blue Lake Avenue, O’Malley Drive, Carson Avenue, Martin Avenue, Lodi Avenue, Silver Dollar Avenue, Springwood Drive, Rubicon Trail
6. Stateline – Primary Route
Park Avenue, Pine Boulevard, Stateline Avenue, Heavenly Village Way, Montreal Road, Chonokis Road, Pioneer Trail, Wildwood Avenue, Sonora Avenue
7. Tahoe Island – Primary Route
Fourth Street (4th), South Avenue, Third Street (3rd), Washington Avenue, Tahoe Island Drive, Twelfth Street (12th), South Shore Drive, Dunlap Drive
8. Tahoe Keys – Primary Route
Tahoe Keys Boulevard, Venice Drive, Fifteenth Street (15th)

When put into operation, plow operators will plow initially to clear at least one lane of all City streets for traversing. After the streets are cleared and traversable, the operators will push back the snow/berms as far as possible. The City uses the right-of-way for snow storage from the streets. The right-of-way is the only snow storage the City has available; therefore, it is not available as snow storage for individual property owners. The right-of-way generally extends five to ten feet beyond the edge of the pavement. Any improvements or obstructions shall be set back twenty feet from the property line, where applicable. See attached South Lake Tahoe City Code (SLTCC), Section 26, Streets and Sidewalks, Article IV, Snow Removal for snow removal ordinances (Attached).

Subsequent to the streets being cleared and the snow pushed back, then the rotaries (also known as blowers) will be deployed for the snow “cut back.” This allows the streets to be widened to their full-width. Operators will blow the snow within the snow storage easement as identified in SLTCC [26-47](#) - (Placement of permanent and/or temporary improvements adjacent to right-of-way). At times this can create high berms; however, it is imperative that the snow be removed from the street. The amount of snow stored within the easement will vary according to snow accumulation. Improvements within the easements shall withstand the storage of snow on, in and around them in an amount equal to or greater than a pile of eight feet in height without damage to the improvement (s).

Sanding Procedure

With light snow, the sanding trucks will be the first out prior to the graders to place sand in critical sections of the City’s streets. This usually depends on the weather and time of year. Sanding trucks are trucks with front plows and spreader boxes. (See attached Sanding map route).

Staffing

The staff consists of nineteen (19) permanent street/snow removal employees; one (1) Street Superintendent, one (1) Street Supervisor, two (2) Lead Street Maintenance

Workers, fifteen (15) permanent Heavy Equipment Operators, and three (3) seasonal Snow Removal Operators. The Street Superintendent mobilizes the work force as necessary. The snow removal operation consists of two (2) crews working 12 hour shifts. Additionally, there are eight (8) Motor Pool employees; one (1) Fleet Manager, one (1) Inventory Control Specialist, two (2) Lead Mechanics, five (5) Equipment Mechanics. They also work twelve-hour shifts during snow removal operations with three (3) employees on the night shift. This allows immediate response from mechanics if there is equipment failure.

After the critical portion of the storm has passed and the streets have been opened and maintained, at the Street Superintendent's discretion, shifts may be adjusted to two-8 hour shifts: (6 am-2 pm and 2 pm-10 pm).

Operator Partners

Teams are assigned to routes after staff contribution, and according to city needs and requirements. Each team consists of a day operator and a night operator. Teams work in synchronization allowing optimum snow removal for their specific routes.

On-Call Policy

Due to the unpredictable nature of the weather and snow removal operations, maintaining the safety of the City requires that snow removal operations on public city streets be available when needed during the winter storm season. This policy provides an on-call process for the City's Snow Removal Crew to meet this safety need and to compensate employees for on-call status. The Snow Removal Crew consists of individuals within the Street Maintenance Division and the Fleet Maintenance Division of the Public Works Department.

On-Call Process

The snow removal season is November 1 through April 30 of each year. The City may alter the Season start and end dates based on unusual weather conditions at its discretion. Each Friday during the snow removal season the Street Superintendent will inform the Snow Removal Crew if it is in an on-call status. The Street Superintendent will place the Snow Removal Crew in an on-call status based on a system contained herein.

The Snow Removal Crew will make itself available for snow removal operations from the end of each employee's work shift on Friday until the beginning of the employee's shift the following Monday. It is each employee's responsibility to be physically and mentally prepared to report to work during all on-call hours.

The City may schedule an employee to work a particular shift instead of being placed in or remaining in an on-call status. Employees scheduled to work a shift are not entitled to on-call pay

Return-to-Work Process

Each Snow Removal Crew employee will ensure that the Street Superintendent has a current, operable telephone number (landline, cellular or voicemail) at which the City can contact the employee for snow removal operations during each on-call weekend.

Each Snow Removal Crew employee may be contacted via the designated telephone number by the Street Superintendent or another supervisor designated by the City during any on-call weekend to return to work for snow removal operations.

Employees requested to return to work immediately will return to work in no more than 60 minutes from the time the supervisor telephones the employee unless the supervisor determines there is an exceptional circumstance. Employees requested to return to work at a designated time will return to work at that designated time.

An employee called to return to work will cease to be in an on-call status after completing snow removal operations unless the Street Superintendent or another designated City supervisor informs the employee that the employee will remain in an on-call status.

Unavailability

Weekend unavailability must be scheduled in advanced and pre-approved during the winter storm season for each on-call weekend. One employee on the day shift and one employee on the night shift (excluding lead workers) may be unavailable each on-call weekend at the discretion of the division manager. Management may at its discretion permit additional employees to be unavailable. Unavailability requests must be made in writing using the vacation request form and authorization granted in writing. A weekend unavailability schedule will be posted along with the current vacation posting procedure. If more than one request is received for the same time period, unavailability authorization will be granted on a first come, first served basis at the discretion of the division manager.

Compensation

Employees will receive on-call pay in the amount of 23% (less required taxes/withholdings) of the employee's base overtime rate (1.5 x base hourly rate) for each on-call weekend. Employees may not accrue compensatory leave time for on-call days. On-call pay ceases when an employee returns to work for snow removal operations, at which time an employee begins to receive overtime pay. Further, on-call pay for the second or third day of a weekend period may be ended if a reasonable effort to notify affected employees is made by 8:00 p.m. of the previous day. A "day" for purposes of this policy is defined as 12:01 a.m. to 12:00 p.m. – a 24 hour period.

The City and Union agree that on-call time is not "hours worked" under the Federal Fair Labor Standards Act or any similar California law.

Determination

The Street Superintendent or the Street Supervisor, in his absence, will make a determination based upon the weather forecast and notify staff on Friday evening that they are:

1. To remain at work on an overtime basis or,
2. To return to work at a designated time over the weekend or,
3. To return for normal work schedule or,

4. To be placed On-Call for the weekend

In the latter event, employees are to make themselves available per the above policy.

The determination will be based upon available weather data including:

1. Snow Advisory
2. Winter Storm Watch
3. Winter Storm Warning

For the latter two classifications, staff will be placed On-Call. For the Snow Advisory, the Street Superintendent will determine staffing needs and make an On-Call determination.

Discontinuance

The Street Superintendent will make a decision during the weekend whether to continue or discontinue the On-Call status. Notification needs to be made as soon as possible but not later than 8:00 PM the evening before the employee is on On-Call status.

Clothing and Personal Equipment

The City of South Lake Tahoe provides uniforms and cleaning services. Additionally, the City offers reimbursement of up to \$300 per fiscal year for personal protection and safety equipment.

Rest, Relief and Meal Periods

Typically, there are no established rest or meal periods. If an operator is feeling fatigued, they must inform the on-duty supervisor. If the employee is too tired to drive and is already in the field, a supervisor should be alerted immediately for relief. Safety is the top priority for employees and citizens. Operators are allowed to pull to the side of the road to eat and/or break as considered necessary.

Radio Communication

Each operator is assigned a radio call number for communication. Radio messages should be brief, clear and professional. When using the radio, call the number you want, followed by your radio number, example 812, 810.

Weather Watch

The Street Superintendent and Street Supervisor will monitor the weather by using information from different sources and then decide the course of action. These sources include the internet, the Weather Channel, local news broadcasting and actually going outside and observing the weather directly. Additionally, there is communication with El Dorado County and Caltrans snow removal personnel. The Street Superintendent will assign personnel to be on call and commence operations as necessary.

Commencement of Operations During the Storm

Shift Start and Preparation

Operators inspect all equipment they will be using: cutting blades, fluids, cross links, tire chains, and lubrications. Any mechanical issues are reported to Motor Pool staff.

If light snow, the sanding trucks are sent out first. After the sand has been placed on specific areas, the operator will use that same piece of equipment to start snow removal on the primary routes. The sanding trucks are not able to push the snow completely back to the curb.

Plowing Operations

Operators will plow their assigned route, unless superintendent/supervisor instructs differently. Primary routes typically take 1-3 hours, depending on the area and amount of snow. The initial plowing is to push all snow back to the curb from the street, allowing the opening-up of the streets. This process is continued until the snow stops falling. Once all streets are opened-up, then the push-back is implemented. The objective of the push back is to push the snow back as far as possible to allow storage space in the right-of-way for future storms. If the snow is packed down from traffic (this happens with constant accumulation of snow), heavy blade pressure is used to cut the packed snow and then it will be pushed to the edge of the street.

Rotary Operations

Once the right-of-way is at its “snow” capacity, the rotaries are used to remove the snow from the right-of-way to the snow storage easement. The snow storage easement is up to 20 feet back from the right-of-way. This process is utilized to open the streets to their intended width. By opening the streets to the intended width, it allows access for larger vehicles such as trash trucks and school buses. It also allows the United States Postal Service to renew mail delivery. As these are critical functions and services, the rotary machines work 24-7 in an effort to fully widen-out the roadway as quickly as possible. Failure to do so may result in mail delivery delays, trash not being picked up and school buses being limited to primary streets. Rotary machines are quite noisy and this noise can be disturbing to some. Because of staff and equipment limitation, it is not possible to run the rotary machines just during the daytime.

Driveways

The City’s graders are equipped with gates, this allows the operator to lower the gate (as a courtesy) for driveways that are marked with stakes and maintained. Maintenance of a private access or driveway shall be the responsibility of the property owner. A non-maintained driveway is defined as a driveway that has not been cleared of snow and properly marked with snow stakes. There is no feasible technique or equipment to prevent creating berms in front of driveways when plowing. Berms are inevitable when managing snow removal. It is not the City’s policy to remove berms from driveways. Supervisors will investigate serious complaints to determine if proper plowing procedures were followed.

Mailboxes

Operators should always try to avoid mailboxes and other obstructions in the right-of-way. This is one of the operator's biggest challenges. Most mailboxes are mobile, and citizens tend to move mailboxes closer and closer to the City's right-of-way or edge of street to ensure their mail is delivered. Again, citizens are responsible for the maintenance of snow removal around their mailbox. Once a mailbox is covered with snow, it is impossible for an operator to see it; as a result, it gets tangled in the equipment. This is very costly to the City for equipment repair and to the citizen for the replacement of the mailbox. The City would prefer that all mailboxes are permanently mounted in one location, set back from the right-of-way and completely out of the path of an operating grader or blower.

Parking

Parking on the street is another enormous problem during snow removal. Parking in the right-of-way interferes with snow removal. Illegally parked cars preclude streets from being plowed and hamper emergency personnel when responding to an emergency. An unplowed street is especially frustrating for the residents of the street. Parking in the street during snow removal operations may result in a \$200 fine and the vehicle could be towed at the owner's expense.

Community Service Officers (CSO) are used to clear routes prior to snow removal operations. CSO's will ticket illegally parked vehicles and may order the vehicle to be towed. This will assist in the efficiency of snow removal operations and is a tremendous factor in assuring that all roads are plowed within a 12-hour period. Following are the City codes for parking:

South Lake Tahoe City Code, §26-40 Parking prohibited:

At any time that snow removal operations are underway, vehicles shall not be left stopped, parked, abandoned, or otherwise unattended on any street in the city. This provision shall not prohibit the stopping of passenger vehicles for periods of time sufficient to load or discharge passengers from such vehicles. Snow removal operations shall be deemed completed at such time as the full width of the street right-of-way has been restored. (Ord. 906 § 2)

South Lake Tahoe City Code, §26-41 Vehicles parked/stopped during snow removal operations – Violation and declared nuisance:

Any vehicle which is found to be stopped, parked, abandoned or otherwise left unattended in violation of SLTCC [26-40](#) shall be deemed an infraction punishable by a fine which shall be set forth in a duly adopted resolution of the city council. Such violation is hereby declared to be an obstruction of the public streets which shall constitute a nuisance, which may be abated in accordance with SLTCC [26-42](#). (Ord. 906 § 2)

South Lake Tahoe City Code, §26-42 Vehicles parked/stopped during snow removal operations – Removal to abate nuisance:



In the event any vehicle is stopped, parked, abandoned or left unattended in violation of SLTCC [26-40](#), any police officer or other city employee granted authority to issue citations pursuant to SLTCC [1-12](#) is hereby authorized to remove or cause to be removed any such vehicle and to have such vehicle towed or otherwise removed to any public or private garage or parking area and to have such vehicle stored in such garage or parking area until claimed by the owner. (Ord. 906 § 2).

Emergency Lodging Section

In the event of extreme weather which could impede an employee's ability to travel home and return to work for their next shift; the Street Superintendent may authorize lodging and meals in accordance with the City's Expense Reimbursement Policy (section attached).

De-Icing Operations

A salt and sand mixture is applied to the sanding patterns, strategically to hills, curves, poor drainage areas, schools, Senior Center and reported safety concerns. The mixture is two parts sand and one part salt. (See attached map for the sanding pattern).

Anti-Icing Operations

Anti-icing is a maintenance treatment applied to the roadway surface prior to the onset of a storm. The treatment consists of a spray application of water and salt brine, which adheres to the road surface effectively lowering the freeze point of the treated area. This prevents snow from bonding to the pavement. This material is only applied when optimum weather conditions are in effect for this technique.

This is a new operational procedure for the City of South Lake Tahoe. Although weather is a science, determining how severe of a storm, when it will start, the duration and how much snow, etcetera, is an art. The Street Superintendent will use the above-mentioned weather information along with the State of California, Department of Transportation, (Caltrans) to determine optimal weather conditions. Once it is concluded the conditions are appropriate, a dump truck with a mounted distribution tank will begin to apply the mixture to the roadways.

Property Damage

Any obstruction within the City's right-of-way is deemed the responsibility of the property owner. However, if a City employee is aware that property damage has occurred, the employee should call the on-shift supervisor and the supervisor shall contact the citizen with the proper instructions on how to file a claim.

Vehicle Accidents/Damage

If there is an accident or damage to any equipment and/or vehicle, the employee shall complete the Vehicle Accident/Damage Report (green) forms that are in the vehicles at all times. Follow the "Reporting Procedures for Vehicle and General Accidents/Property Damage procedures (attached). Additionally, the graders and rotaries are equipped with cameras; the employee should take applicable photographs of the damage.

Tree Removal Policy

See attached Public Works Policy #16.

Equipment Clean-Up

To ensure proper equipment maintenance, operators are required to check the equipment after their shift end use. Operators are responsible for changing the cutting blades, cross links, adding fluids and necessary lubricants. This is completed prior to the team partner taking the piece of equipment for the next shift. Additionally, the cab should remain clean and orderly.

After The Storm

Regular safety meetings are held weekly and as needed after storms. These meetings are necessary to discuss any operation failures, successes and other related issues. Additionally, staff discusses the commonalities of citizen complaints and what can be improved to alleviate future problems and/or complaints.

After the storm, staff identifies areas where significant amounts of abrasives remain on the roadways, as well as any areas where graders or rotaries have disturbed native soils in road cuts or have caused extensive damage to curbs and road shoulders. If conditions allow, sweepers will be sent out to collect abrasives from roadways, and staff will schedule repair work to stabilize damaged curbs, shoulders or road cuts. Additional staking may be required to protect road cuts and road shoulders from repeated damage from snow removal equipment.

This is also another opportunity to inspect the equipment and inform Motor Pool staff if there are any mechanical concerns.

Preparing for the Season

Snow and ice removal is a complex and demanding job requiring a wide and varied assortment of skills and experience. Every year, usually in October or November before the storm season arrives, City staff prepares for the upcoming season.

Preparing Equipment

During the summer months, Motor Pool staff schedules the majority of their time for snow removal equipment maintenance. All equipment is thoroughly scrutinized and repaired as necessary. The bulk of the City's equipment is extremely old, therefore putting additional strain on the mechanics and employees who must operate the equipment.

Seasonal Personnel

Seasonal employees are hired in October or November. These employees must be trained and become familiar with the routes they will be plowing. The experienced staff will train and take dry-runs with the new staff specific to the route they will be assigned. This allows new personnel to learn the pattern and obstacles.

After the seasonal personnel is hired, a pre-season meeting is held with Motor Pool staff, snow removal staff, other Public Works storm water management program and administration staff, and the community service officers from the Police Department to discuss concerns and issues.

The City's Municipal Stormwater (NPDES) Permit specifically requires staff training on:

- 1) How traction abrasives and deicing material are potential water quality pollutants;
- 2) The importance of quick material recovery; and
- 3) The importance of avoiding soil disturbance when snow plowing

Public Outreach

Preseason is also the time the Street Superintendent and Supervisor will search for potential problems and attempt to improve the circumstance before snow actually arrives. This proactive approach has aided in solving problems and/or complaints that were received from prior seasons.

Every year a series of information is sent out to citizens, property owners, second homeowners, students at the middle school and high school, and managers of properties to name a few. The material is used to inform the public of what to expect during a typical winter season in South Lake Tahoe. Included in the material, but not limited to, is placement of garbage and mailboxes, parking, and shoveling snow from properties. This City also has a website depicting this same information and has a section of frequently asked questions; www.cityofslt.us, Directory of Department and Services, Public Works, Snow Removal.

The City has a snow removal information video that is broadcasted on RSN Television network. During the 2008-09 snow season the video will be improved. The upgraded version will depict newer equipment with current snow removal route maps and will run in segments on RSN Television and time will also be slotted for the video to run in its entirety.

In October or November, the plow operators visit the local elementary schools to educate the children about snow equipment and snow play. After a brief conversation with the children regarding the topic, the children are allowed (while supervised from school personnel) to essentially enter the snow plows or blowers.

The phone number for citizens to report problems or inquire about street conditions is (530) 542-6030. All valid complaints and reports will be recorded in a database file and checked by the on-duty supervisor during or after the storm, time permitting for the Supervisor.

Because of the large volume of inquiries and insufficient staffing during the snow removal season, it is not possible to return all telephone calls, as many go to voice mail.

Calls inquiring about driveway berms or snow placement from the rotaries will be evaluated based upon severity. Staff may be dispatched and follow-up contact made with reporting party. Not all messages regarding berms and snow complaints will be returned. Examples include criticism on snow removal, insignificant berms, vulgar and profane language or threatening phone messages. Staff will also disengage from phone conversations where such language is used.

Public Safety Announcements are also used to inform the public of conditions that may be happening in our community. The list below is media contacts within our community.

<p>Tahoe Daily Tribune Adam Jensen (530) 541-3880 ajensen@tahoedailytribune.com</p>	<p>Tahoe Mountain News Taylor Flynn (530) 542-7033 mountainnews@sbcglobal.net</p>	<p>K-MTN TV Michael McKinney 2277 Lake Tahoe Blvd. South Lake Tahoe, CA 96150 (530) 541-8686 infor@kmtv.com michael@kmtv.com</p>
<p>KRLT/KOWL Betsy Miller (530) 541-6681 Ext. 18 Betsy@krlt.com</p>	<p>rsn-Resort Television 3445a Lake Tahoe Blvd. South Lake Tahoe, CA 96150 (530) 541-7768 (530) 541-7787 Fax</p>	<p>KTHO-590 Radio Ed Cook ed@590KTHO.com (530) 543-0590 (530) 543-1101 Fax (Preferred Communication) 2520 Lake Tahoe Blvd., #5 South Lake Tahoe, CA 96150</p>

26-38 Purpose of article.

The purpose of this article is to establish regulations which will provide for the most efficient and expedient removal of snow from city rights-of-way in order to protect the health, safety and welfare of the community as a whole.

Vehicles that are parked on or in the right-of-way of city streets during the process of snow removal by the city cause an obstruction and impediment to such operation of snow removal resulting in delays and inconvenience to the citizens of South Lake Tahoe.

It is therefore necessary for the health, safety, and welfare of the people of the city of South Lake Tahoe that city streets and street rights-of-way be kept clear of snow and other obstructions during the snow season, which is defined as from November 1st through April 30th of each year, or when snow removal conditions exist. (Ord. 906 § 2; Ord. 998 § 1)

26-39 Definitions.

As used throughout this article, the following words and phrases shall have the meanings respectively ascribed to them by this section:

A. Generally. Whenever any words or phrases used in this article are not defined in this section, but are defined in the California Vehicle Code, such definitions shall apply.

B. "Right-of-way" shall mean not only the paved portion of any street, but shall include the adjacent unpaved area up to a private property line.

C. "Shoulder" shall mean that portion of the unpaved area of the street right-of-way abutting private property.

D. "Snow removal operations" shall mean the removal and/or reduction of accumulated snow, ice, or slush by city street maintenance personnel or authorized contractors from the street right-of-way.

E. "Snow storage area" shall mean a storage or disposal site used to store large piles, mounds or a collection of snow which have accumulated from roadways and/or side streets of the city which includes 20 feet into private property.

F. "Street" shall mean any street, avenue, highway or other public way in the city, and shall include the entire right-of-way thereof. (Ord. 906 § 2; Ord. 998 § 1)

26-40 Obstructing snow removal equipment prohibited.

It shall be unlawful for any person to park, abandon, or otherwise leave unattended any vehicle or trailer, as defined in Section 670 of the California Vehicle Code, on any city right-of-way at any time or in any manner which will obstruct or hinder any city employee or city contractor during snow removal operations or which will leave any vehicle in such a position that it is subject to damage by city employees or city contractors engaged in snow removal operations. This provision shall not prohibit the stopping of passenger vehicles for periods of time sufficient to load or discharge passengers from such vehicles. Owners of vehicles parked in violation of this article shall be subject to citation or towing. Owners of vehicles parked in violation of this article shall also be held liable for any damage to snow removal equipment, which may occur due to contact with said vehicle. The city of South Lake Tahoe shall not be liable for damage to any vehicles or property parked in violation of this article. Snow removal operations shall be deemed completed at such time as the full width of the street right-of-way has been restored. (Ord. 906 § 2; Ord. 998 § 1)

26-40.1 Seasonal parking exception.

Notwithstanding the other provisions of this article, the public works director or his/her designee may issue a permit or enter into a written agreement to allow on-street parking on certain streets at certain times within the city subject to conditions established by the public works director or his/her designee.

Where snow removal operations no longer exist, parking may be resumed on individual streets where designated parking spaces are marked and have been cleared as soon as snow plowing has been completed on the full width of the street right-of-way, except that no overnight parking shall be allowed within 50 feet of snow storage areas. (Ord. 998 § 1)

26-40.2 Owners'/occupants' responsibilities.

It shall be the responsibility of residents, property owners, occupants, and/or their agents for snow removal of any berm across any encroachment, including but not limited to driveways, sidewalks, parking lots and other uses for ingress or egress areas used to access the property, pursuant to SLTCC 26-21(C). (Ord. 998 § 1)

26-41 Vehicles parked/stopped during snow removal operations – Violation and declared nuisance.

Any vehicle which is found to be stopped, parked, abandoned or otherwise left unattended in violation of SLTCC 26-40 is hereby declared to be an obstruction to the snow removal operations and is an infraction punishable by a fine which shall be set forth in a duly adopted resolution of the city council. Such violation is hereby declared to be an obstruction of the public streets which shall constitute a nuisance, which may be abated in accordance with SLTCC 26-42. (Ord. 906 § 2; Ord. 998 § 1)

26-42 Vehicles parked/stopped during snow removal operations – Removal to abate nuisance.

In the event any vehicle is stopped, parked, abandoned or left unattended in violation of SLTCC 26-40 and 26-41, any police officer or other city employee granted authority to issue citations pursuant to SLTCC 1-12 is hereby authorized to remove or cause to be removed any such vehicle and to have such vehicle towed or otherwise removed to any public or private garage or parking area and to have such vehicle stored in such garage or parking area at the owner's expense until claimed by the owner. (Ord. 906 § 2; Ord. 998 § 1)

26-43 Warning signs.

Signs giving notice of the provisions of this article shall be erected at each entrance to the city. Such signs shall be of not less than 17 inches by 22 inches in size, and shall be worded substantially as follows:

NO PARKING
ON STREETS INCLUDING SHOULDERS
DURING SNOW REMOVAL OPERATIONS
UNTIL STREETS ARE CLEAR TO FULL WIDTH
VIOLATORS ARE SUBJECT TO \$ (FINE AMOUNT) FINE AND/OR TOWING
CITY OF SO. LAKE TAHOE CODE § 26-40

No vehicle shall be removed pursuant to the provisions of this article unless the signs required by this section have been erected at least 24 hours prior to such removal. (Ord. 906 § 2; Ord. 998 § 1)

26-44 Additional signs.

Additional signs, smaller in size but containing substantially the same wording, may be erected at such places within the city as the public works director or his/her designee shall deem appropriate. (Ord. 906 § 2; Ord. 998 § 1)

26-45 Removal of snow from city streets without permit prohibited – Exceptions.

It shall be unlawful for any person to move or remove any snow from any portion of the right-of-way of any street or to apply abrasives or deicers to any street without first having obtained a permit therefor from the director of public works or his/her designee, except in the following cases:

A. The removal of snow from directly in front of a private driveway or walkway for purposes of ingress and egress from the driveway or walkway to the cleared portion of the street.

B. The removal of snow by city employees or by contractors employed by the city. (Ord. 906 § 2; Ord. 998 § 1)

26-46 Dumping of snow in right-of-way prohibited.

Snow may not be dumped, deposited, placed, or pushed into a city street. Snow removed from private property may not be piled so as to block or cover a fire hydrant, snow pole, street sign, culvert inlets and outlets, or other drainage structures.

Violations of this section shall be deemed an infraction, punishable by a fine which shall be set forth in a duly adopted resolution of the city council. (Ord. 906 § 2; Ord. 998 § 1)

26-46.1 Dumping of snow in city infiltration and retention basins.

No person may place, push, blow, dump or otherwise relocate snow onto any city property including open ditches, infiltration systems and/or retention basins without a permit from the director of public works or his/her designee. Violation of this section shall be deemed an infraction, punishable by a fine which shall be set forth in a duly adopted resolution of the city council. (Ord. 998 § 1)

26-47 Placement of permanent and/or temporary improvements adjacent to right-of-way.

No person shall place, construct or maintain any permanent or temporary improvement or other obstruction on any parcel of real property in the city upon which snow is or may be placed for purposes of city snow removal operations, unless otherwise provided herein. "Permanent or temporary improvements or other obstructions" shall include, but not be limited to, fences, walls, signs, trash enclosures and containers, landscape materials, irrigation systems, lighting fixtures, motor vehicles and/or trailers, driveway marker poles, mailboxes, and other similar improvements.

The provisions of this section shall not apply when one or more of the following conditions have first been met:

A. The improvement or obstruction is set back pursuant to SLTCC 5-30 through 5-37 (Article VII, Fences and Walls Design Standards) (generally set back 20 feet);

B. Where a fence or wall has been constructed, said improvement has been marked at intervals not less than 10 feet with distinctively colored stakes or poles a minimum of eight feet in height with a reflector facing traffic affixed to the topmost portion thereof. Said stakes or markers shall be made of either wood or plastic and shall be put in place by the property owner not later than November 1st of each year and shall remain in place until May 1st of the following year. Any person electing to utilize this procedure shall additionally file with the director of public works or his/her designee a certificate executed by a licensed engineer that the fence, wall, or barrier can withstand the storage of snow on, in and around it in an amount equal to or greater than a pile eight feet in height without damage to the fence or wall;

C. Whenever driveway marker poles are erected to delineate a driveway, such markers have been located within the boundaries of private property and do not in any way protrude into the street right-of-way. Such markers shall be made of plastic or wood material, be a minimum of eight feet in height, and shall have a reflector facing traffic affixed to the topmost portion thereof;

D. The United States Postal Service does not regulate mailbox supports except for the purposes of carrier safety and delivery efficiency. The responsibility of ensuring that posts and other curbside mailboxes are adequate in strength and size is the sole responsibility of the homeowner and/or resident. Heavy metal post, concrete post, and miscellaneous supports such as items of farm equipment, milk cans, buckets and barrels filled with concrete are examples of potentially dangerous supports. The ideal support is an assembly that bends or falls away when struck by a post office vehicle or a snow removal vehicle.

Any damage sustained to any permanent or temporary improvement or other obstruction not meeting the requirements of subsections (A) through (D) of this section which are the result of snow removal operations shall be the sole responsibility of the property owner and the city shall bear no liability whatsoever therefor. (Ord. 906 § 2; Ord. 998 § 1)

26-48 Placement of permanent and/or temporary improvements or other similar obstructions prohibited – Declared nuisance.

No person shall place, construct or maintain any permanent or temporary improvement or other obstruction on any portion of any street right-of-way without first obtaining an encroachment permit from the director of public works or his/her designee. In no event shall the city bear any liability for any permanent or temporary improvement or other obstruction placed within any portion of the street right-of-way or other public property without all necessary permits and approvals having first been obtained. Any such improvement or other obstruction for which an encroachment permit has not been obtained shall be deemed a public nuisance and may be summarily abated by order of the director of public works or his/her designee in accordance with SLTCC 26-8.1 or any successor section thereto. (Ord. 906 § 2; Ord. 998 § 1)

26-48.1 Mailboxes.

All mailboxes shall be placed in accordance with the rules and regulations of the United States Postal Service, but no box shall be so placed within the road right-of-way as to endanger the life or safety of the traveling public or interfere with snow removal operations. A permit is not required for the placing of mailboxes. The city is not liable in the event of damage to any box placed in the street right-of-way. It shall be the responsibility of the resident/property owner and/or their agents to clear snow and snow berms to enable U.S. Postal Service employees access to mailboxes.

No mailbox shall be so placed within the road right-of-way as to endanger the life or safety of the traveling public. The city is not liable in the event of damage to any mailbox placed in the street right-of-way. Persons must remove obstructions, including, but not limited to, vehicles, trash cans, and snow, that impede safe and efficient delivery.

Damage to snow removal vehicles caused by mailbox supports will be borne by the resident, if the mailbox is not placed pursuant to this section.

Residents are responsible for clearing and maintaining mailbox access for delivery and ensuring that the mailbox is not placed in the public right-of-way. (Ord. 998 § 1)

26-49 Maintenance of safe distance from snow removal and/or heavy equipment.

Whenever a motorist within the street right-of-way fails to maintain a distance of 100 feet from any piece of snow removal or other heavy equipment upon which has been posted a warning, in lettering of a minimum of two inches in size, which reads:

DANGER – FREQUENT STOPPING AND/OR BACKING UP. STAY BACK 100
FEET

SLTCC 26-49

and a traffic collision results, the motorist violating the distance requirement created herein shall be deemed guilty of an infraction and liable for any damage to city equipment. (Ord. 909 § 1; Ord. 998 § 1)

1-12 Notice to appear citation authority granted to specific city employee positions.

For purposes of enforcement of zoning and other provisions of this code not ordinarily enforced by sworn law enforcement officers, specific employee positions may be granted notice to appear citation authority. Such employee positions shall be designated in a duly adopted resolution of the city council.

Such citation authority shall be granted conditioned upon the following provisions:

A. Completion by the employee of introductory law enforcement training to be offered by the South Lake Tahoe police department. Such training shall include but not be limited to instruction on proper conduct of personnel issuing citations.

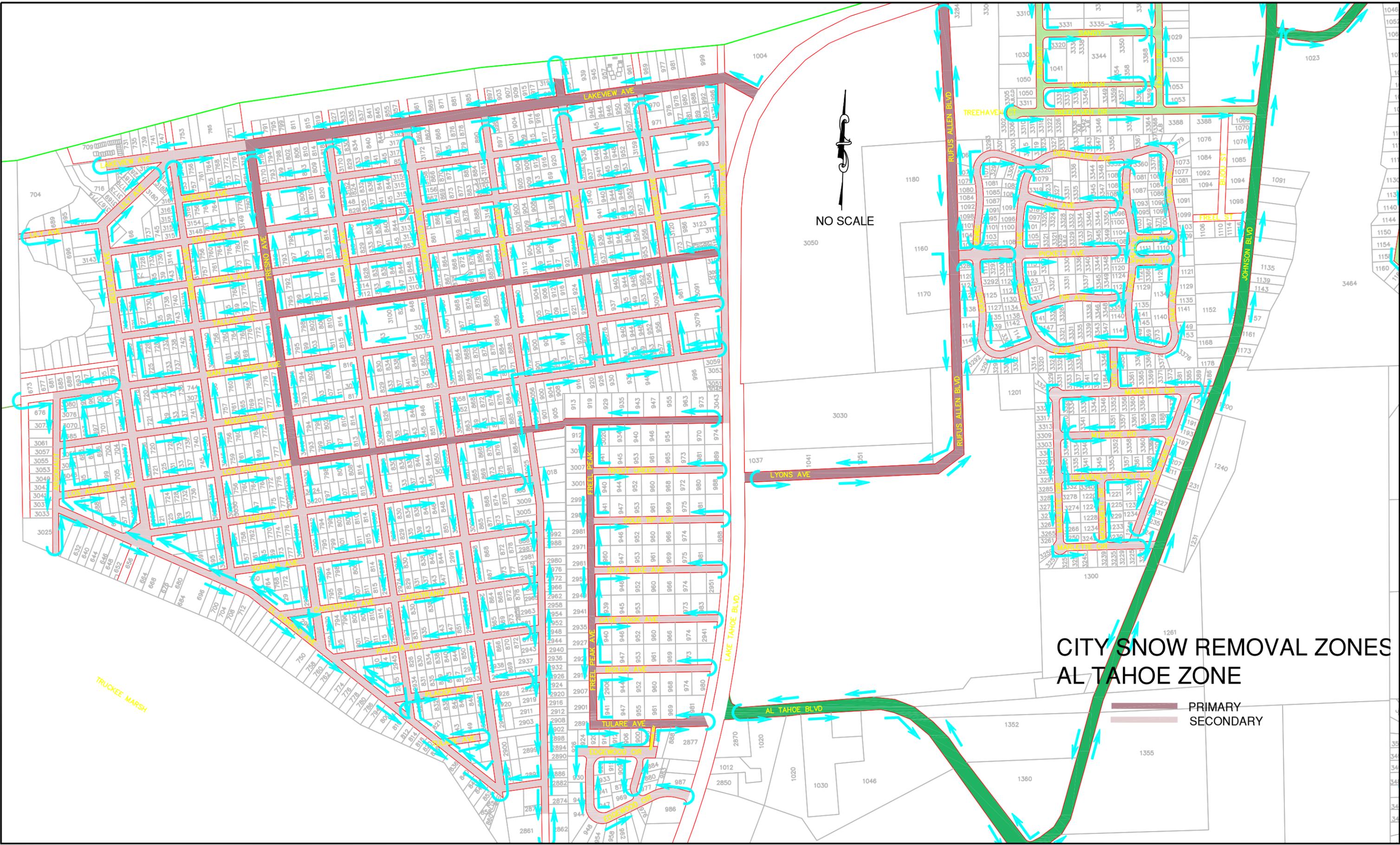
This requirement may be waived for employees who can demonstrate to the satisfaction of the chief of police that they have had previous experience or instruction which may be substituted for the introductory training required by this section.

Employees shall be granted a six-month grace period from their initial authorization date in which to obtain the required training. If, after such grace period, an employee granted citation authority has failed to receive the required training, citation authority shall be revoked until such time as the required training has been successfully completed.

B. At no time shall such employee be authorized to carry firearms.

C. Citation authority shall be granted only for purposes of issuing citations in accordance with this article. At no time shall an employee granted citation authority under this provision be authorized to take any suspect into physical custody for purposes of arrest.

D. Any employee granted citation authority must possess at all times during his or her employment a valid California driver's license and the loss of such license shall be grounds for termination. (Ord. 874 § 3)

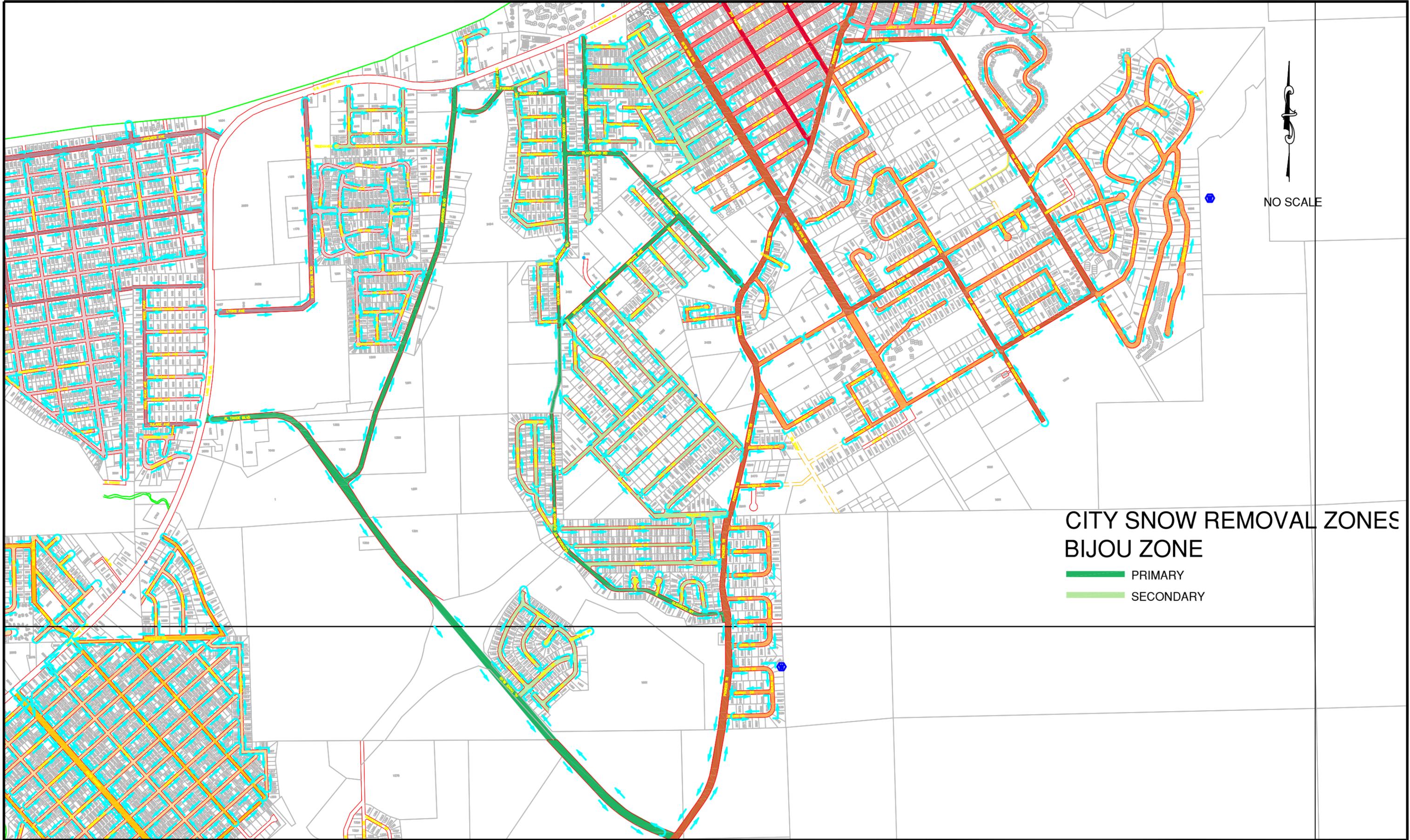


CITY SNOW REMOVAL ZONES AL TAHOE ZONE

- PRIMARY
- SECONDARY

TRUCKEE MARSH

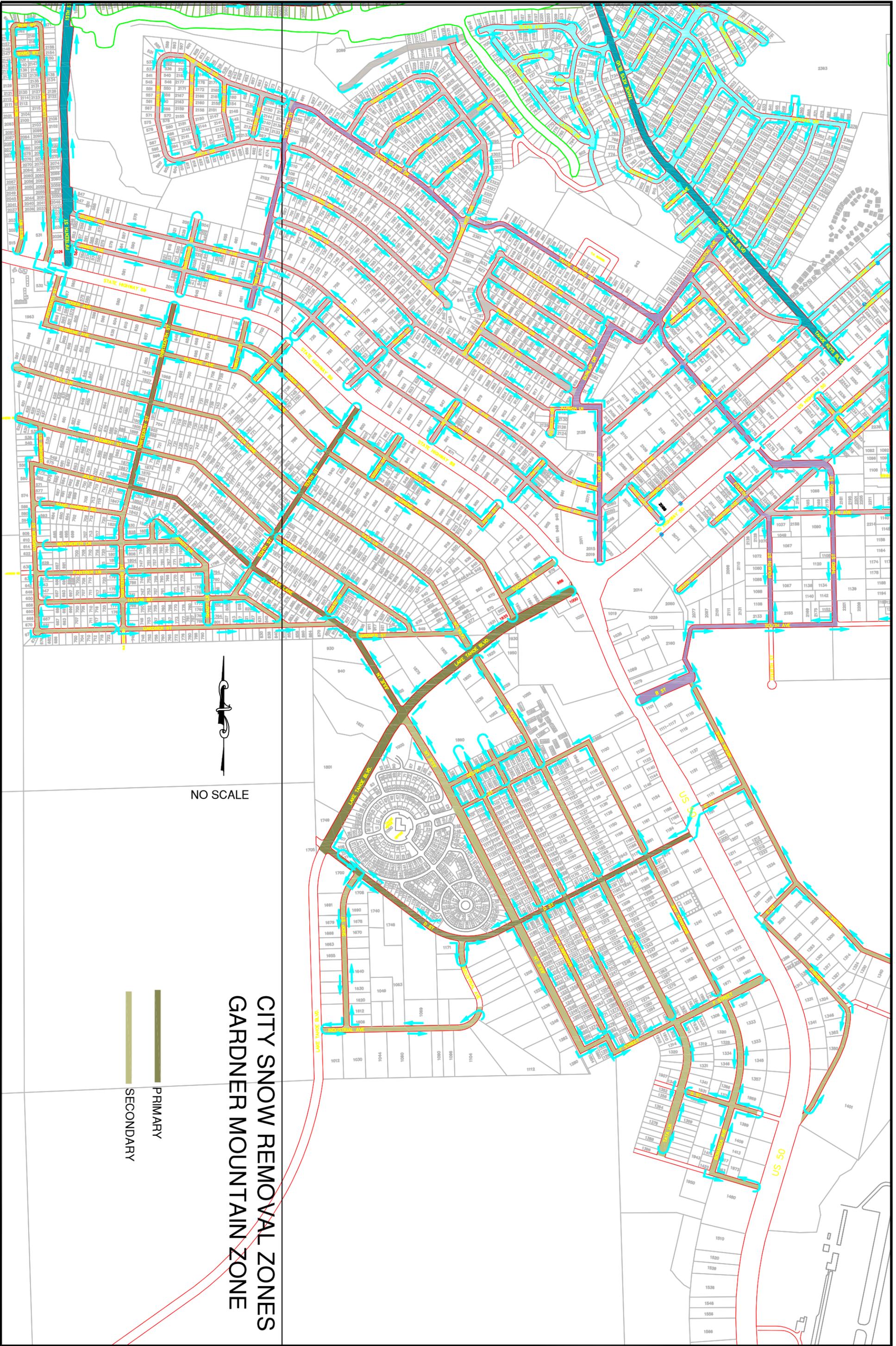
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CITY SNOW REMOVAL ZONES BIJOU ZONE

- PRIMARY
- SECONDARY

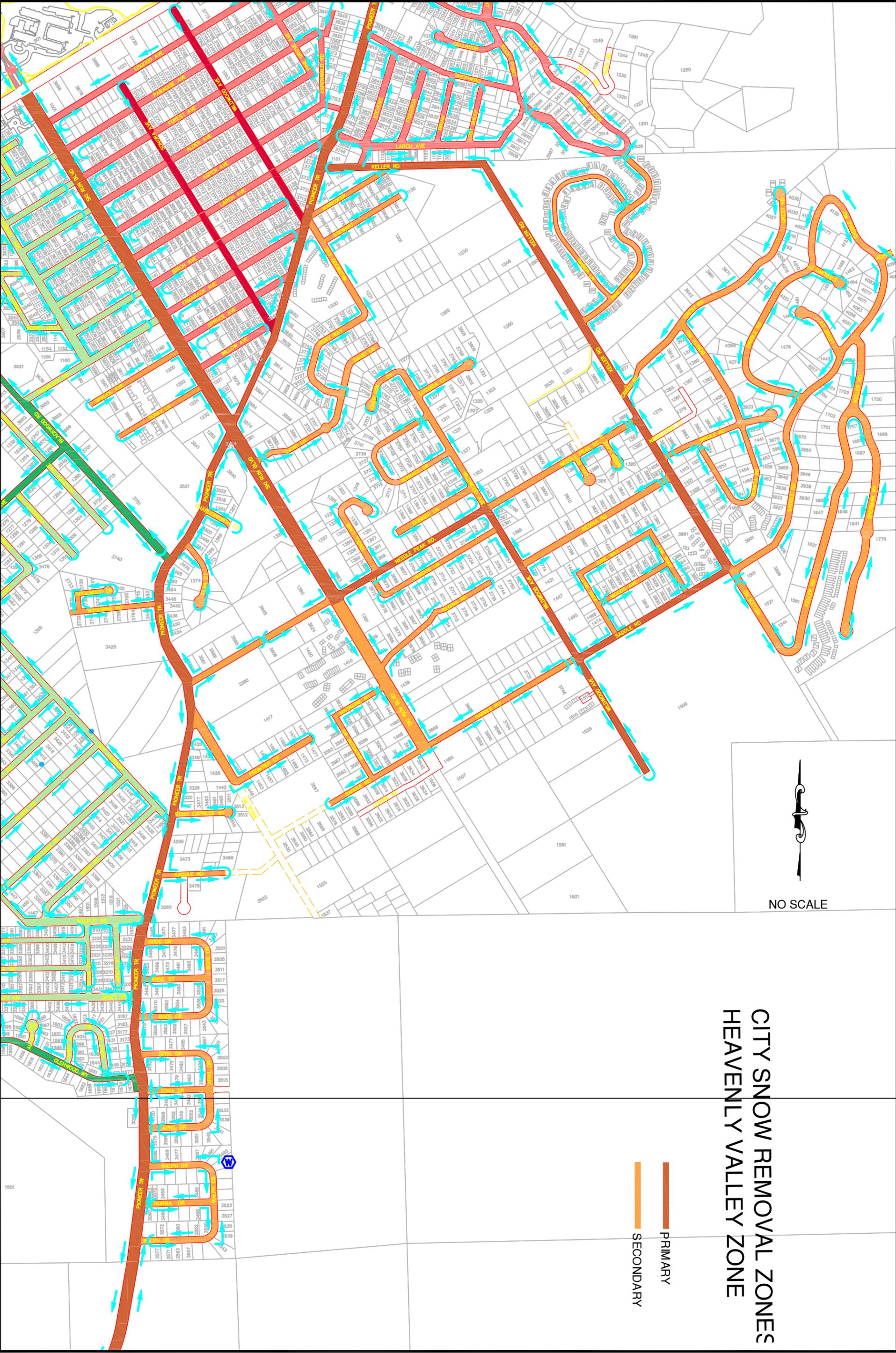
NO SCALE



NO SCALE

CITY SNOW REMOVAL ZONES GARDNER MOUNTAIN ZONE

- PRIMARY
- SECONDARY



**CITY SNOW REMOVAL ZONES
HEAVENLY VALLEY ZONE**

- PRIMARY
- SECONDARY

NO SCALE

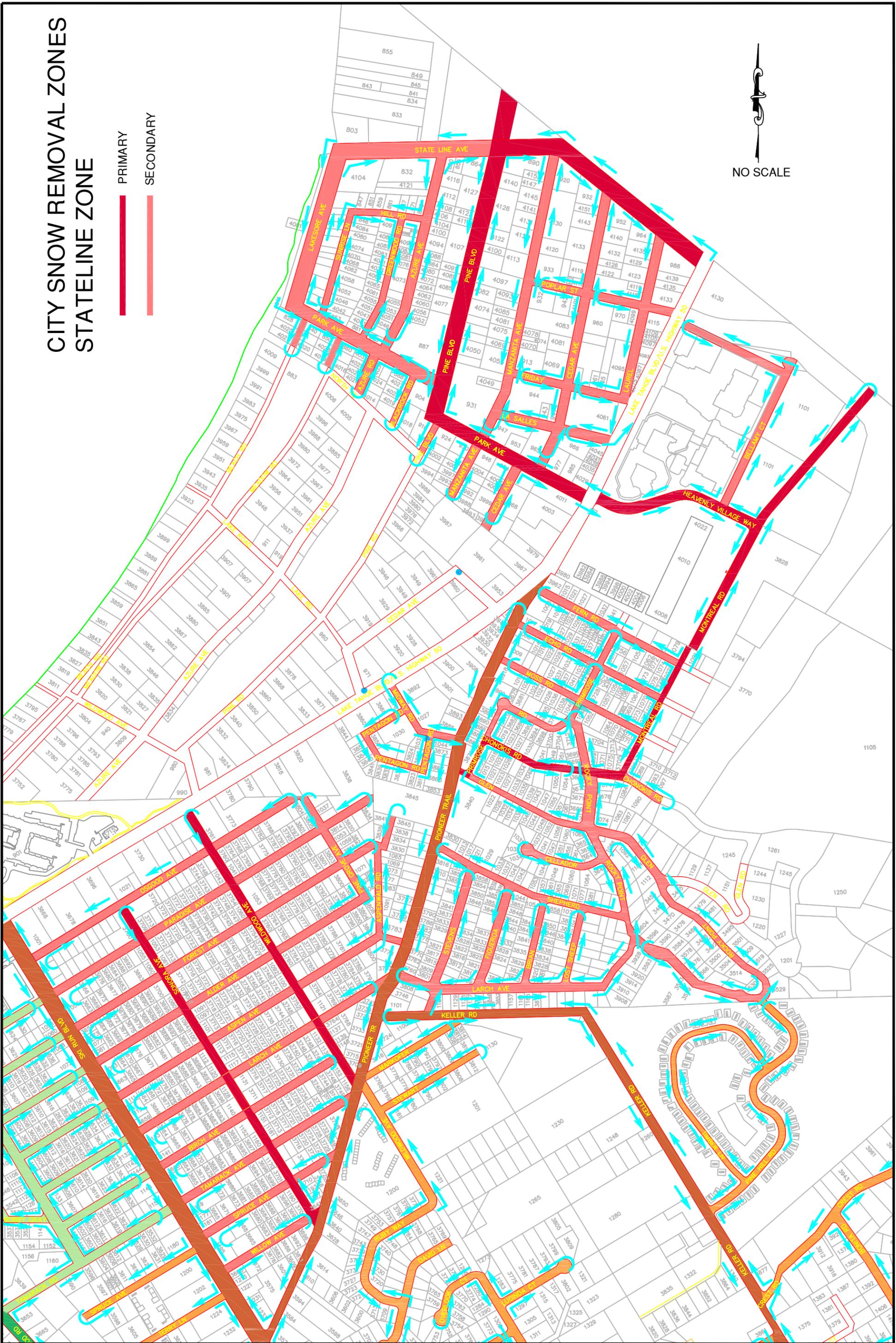
CITY SNOW REMOVAL ZONES

STATELINE ZONE

PRIMARY



SECONDARY

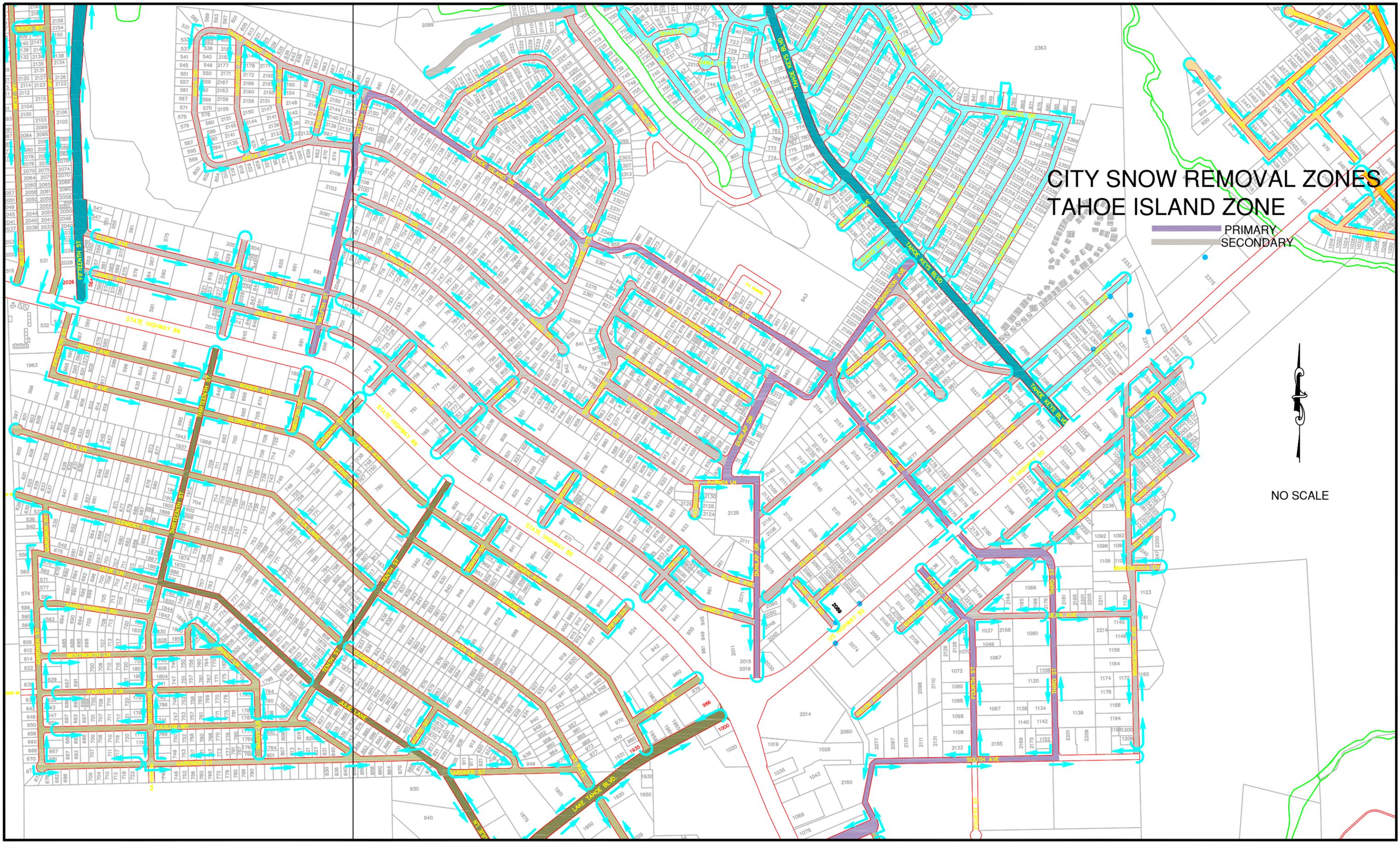


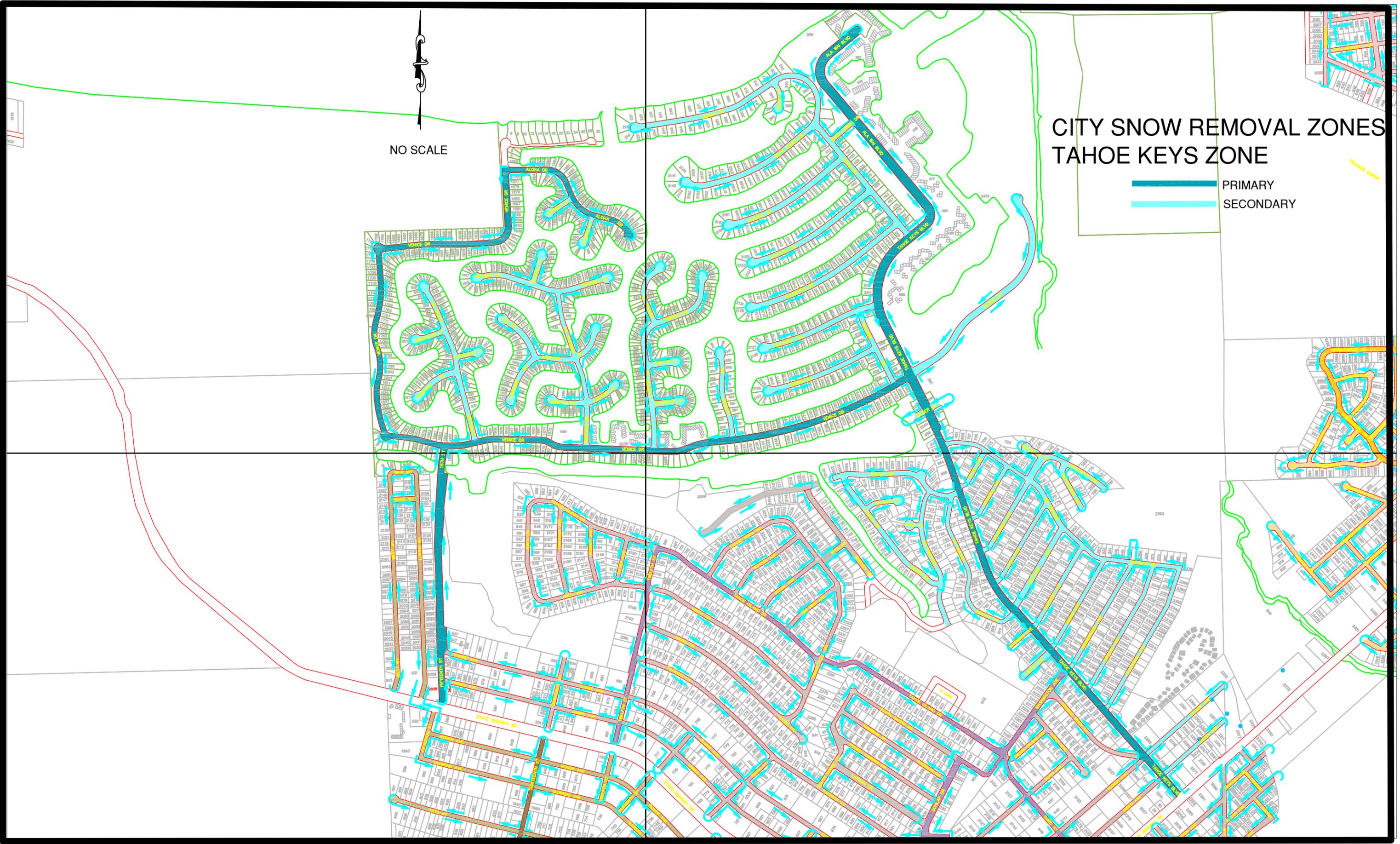
CITY SNOW REMOVAL ZONES TAHOE ISLAND ZONE

PRIMARY
SECONDARY



NO SCALE





NO SCALE

CITY SNOW REMOVAL ZONES TAHOE KEYS ZONE

- PRIMARY
- SECONDARY

TRUCKEE AVENUE

STATE HIGHWAY 89

STATE HIGHWAY 89

STATE HIGHWAY 89

2115





NO SCALE

CITY SANDING PATTERNS AL TAHOE

PRIMARY
SECONDARY



TRUCKEE MARSH

EL DORADO

1201

3464

1023

1035

1076

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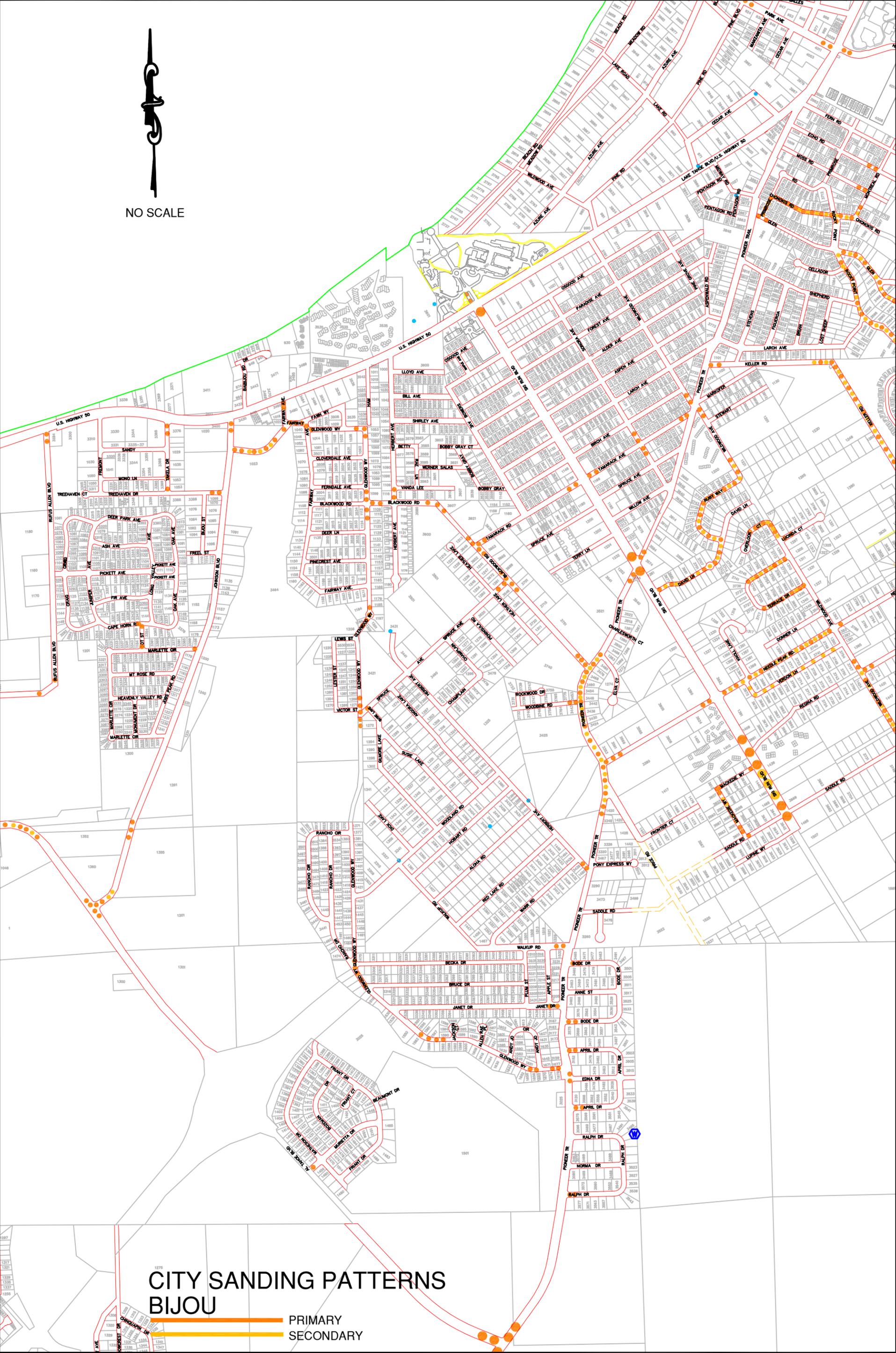
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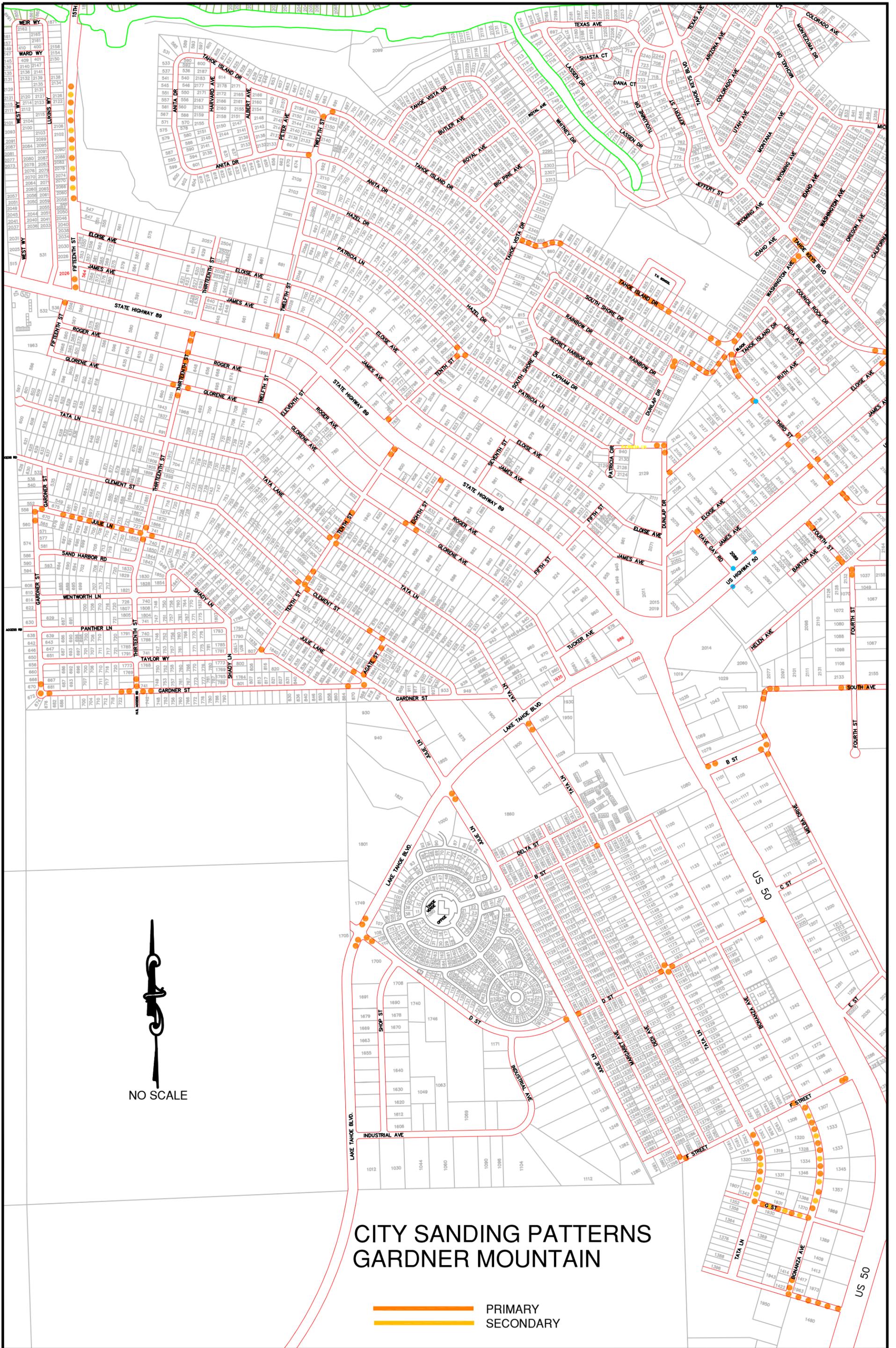


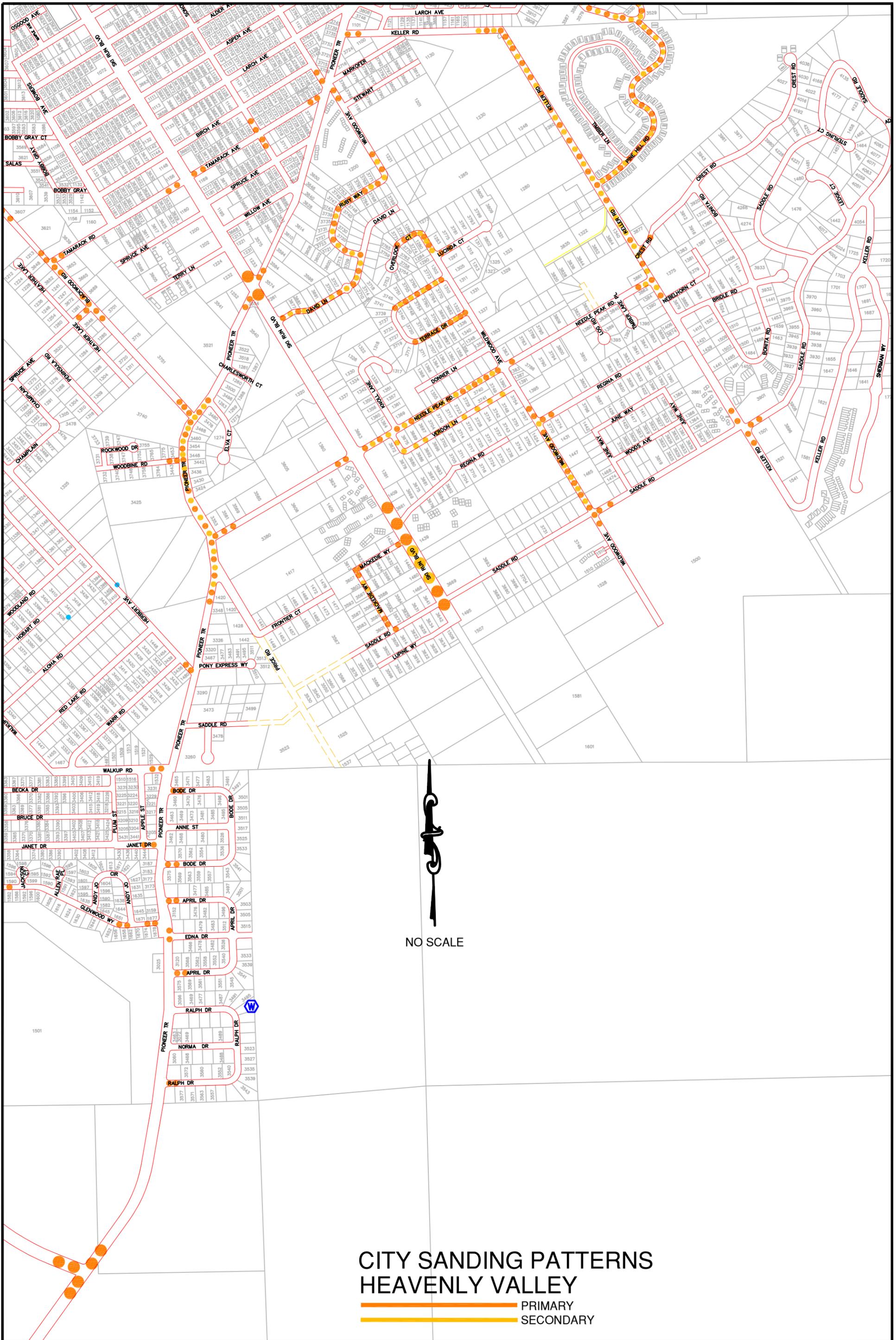
NO SCALE



CITY SANDING PATTERNS BIJOU

-  PRIMARY
-  SECONDARY





CITY SANDING PATTERNS HEAVENLY VALLEY

- PRIMARY
- SECONDARY



NO SCALE



CITY SANDING PATTERNS
SIERRA TRACT
PRIMARY
SECONDARY

1300

1275

1430

1437



NO SCALE



CITY SANDING PATTERNS STATELINE

- PRIMARY
- SECONDARY

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3100



NO SCALE



CITY SANDING PATTERNS

TAHOE KEYS

- PRIMARY
- SECONDARY

CT