

Snow and Ice Management Program

Mobility for All

City of Charlottesville Snow Operations Team

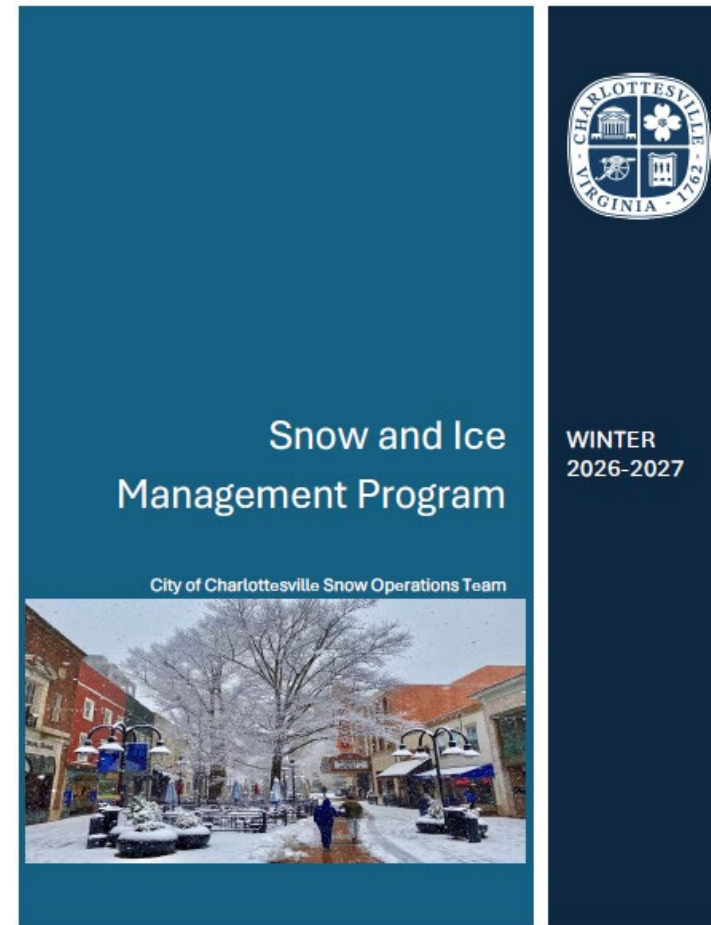
Council Work Session 10.5.26



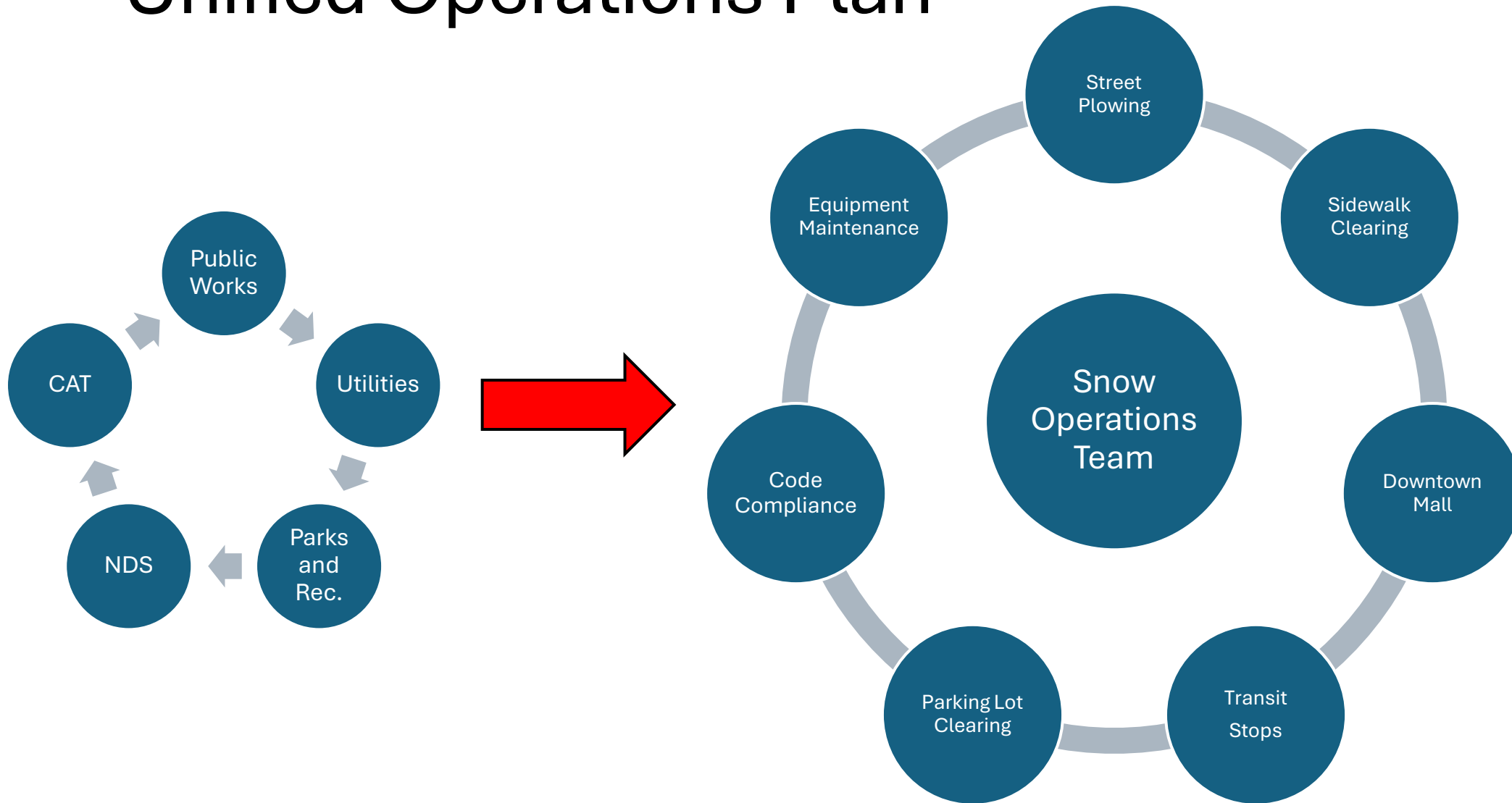
2026-2027 Mobility Snow Plan

Goal: Maintaining and restoring mobility throughout the City – snow removal is not just about streets and vehicles

- Neighborhoods
- Pedestrians
- ADA access
- Schools
- School bus stops
- Transit
- Bicycle facilities
- Downtown Pedestrian Mall
- Critical City facilities



Unified Operations Plan



Program Overview

- Formal snow season runs from November – April
- Training Programs and Annual Snow “Dry-Run”
- Event Planning Operations
 - Type of Event
 - Forecasted Accumulation
 - Classification of Event
 - Equipment Availability
 - Materials Inventory
 - Treatment Plan
 - Scheduling of Crews



Communications Awareness



Snow Removal Guide

City of Charlottesville

Snow Progress and Route Priorities

The City clears snow from **roadways**, **publicly owned sidewalks**, the **Downtown Pedestrian Mall**, and many **municipal and public school parking lots**. Multiple City departments play significant roles in these efforts, helping to return our travel ways to a safe condition as quickly and efficiently as possible. **Community members and businesses play their part as well, by clearing privately owned sidewalks** to provide safe pathways for our many pedestrians.

The City prioritizes snow removal based on **Primary and Secondary routes**. Emergency Snow Route roads include: West Main Street, East Market Street, Water Street, East High Street, Mall crossings at 4th and 2nd streets.

When plowing any street, **our first aim is to open a path wide enough to allow vehicles to pass**. Major streets with multiple lanes are cleared from curb-to-curb when possible. In the event a Snow Emergency is declared, **snow will be plowed from the travel lane into the vacant parking lane**. The City may remove snow from the

parking lane based on need following each snow event.

On residential streets, the aim is to first clear a path the width of a snow plow. If possible please minimize the use of on-street parking during an event to assist with removal efforts. This opens traffic, and also minimizes large piles of snow that may linger for days or weeks after the storm. **It is unavoidable that a city plow truck will deposit some snow in driveway entrances**. The city will not come back to clear it. **It is the property owner's responsibility to clear the snow**.



Be a good neighbor!

Per City Code, it is the **responsibility of owners/occupants** of properties in the City which abut or front paved sidewalks **to clear the sidewalk of snow, sleet and ice within 24 hours** of the end of snowfall. Cleared sidewalks help ensure the safety of both pedestrians and motorists by giving users a safe route to walk.

Please report unshoveled sidewalks by using the [MyCville App](#) or calling 434-970-3182.



Be prepared for snow!

Print out this page or save to your phone to use as a quick reference guide for snow resources.



Make a report or request with the MyCville App

Report a non-emergency issue or request a snow service with [MyCville App](#). You can also report/request by phone at 434-970-3333, option #2.



Be a good neighbor; clear your sidewalk!

It's the **property owner's responsibility** to clear your sidewalk of snow, sleet and ice **within 24 hours** of the end of snowfall.



Track snow removal and road conditions

Visit our [Citizen's Insight Map](#) to see which roads have been serviced and current road conditions.



Scan QR code to download the MyCville App



Scan QR code to visit the Citizen's Insight Map

[City Code 1976, Sec. 28-26.](#)

How to properly deposit snow on public rights-of-way

Help keep our city accessible; don't pile snow/ice from your property onto **streets or sidewalks**. If you don't have space to store snow from your own sidewalk, driveway, or walkway, **you may move the extra snow on the edge of the public area next to your property — but not in travel lanes, crosswalks, sidewalks, or accessible parking spaces**.



Winter Operations by the Numbers



Winter Operations by the Numbers

- 165 centerline miles of roadway
- 31 miles of Safe Routes to School
- 18 miles of City property sidewalk
- 8.17 miles of prioritized bike lanes
- 20 municipal parking lots
- 10 school parking lots
- 16 Parks and Recreation parking lots
- 165 personnel assigned to snow operations
- 76 pieces of vehicles and equipment available for snow response



Charlottesville Winter Weather

- Average 16-20 inches of accumulation
- Average temperatures of 25°F and above
- Transitional weather events
- Inconsistent and irregular

Then January 24, 2026....



**Variable
Weather
Factors**

A Storm That Tested the Plan

January 24-25, 2026

- Employees described this as one of the most difficult winter events they had experienced in 10 to 15 years.
- 6.3 inches of snow.
- Snow transitioned to 3 inches of sleet, creating a dense and compacted mixture that was difficult to clear.
- The challenge was not simply the amount of snow. It was the combination of snow, sleet, compaction, ice, and prolonged cold.
- City facilities were closed January 26 and January 27 and opened late on January 28 while crews continued addressing snow and ice impacts.
- This storm became an important reference point as we evaluated what worked, what challenged us, and what we could improve for the coming winter.



The Storm Ended – The Challenge Didn't

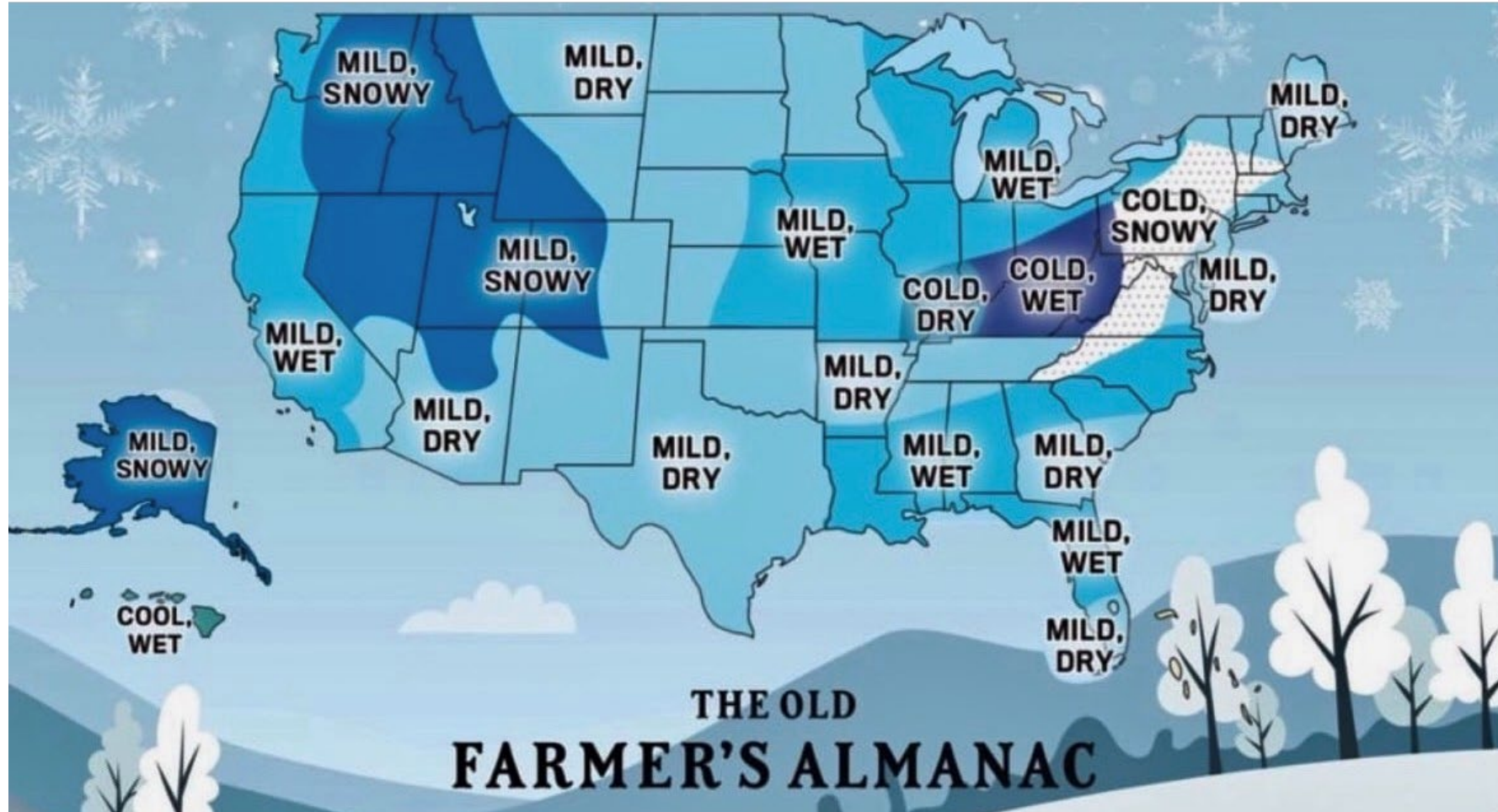
Precipitation ended, but the operational challenge continued for days.

- January 24 – 8°F
- January 25 – 12°F
- January 26 – 17°F
- January 27 – 11°F
- January 28 – 12°F
- January 29 – 5°F
- January 30 – 11°F
- January 31 – 12°F
- February 1 – 16°F
- February 2 – 17°F
- February 3 – 24°F
- February 4 – 30°F

Recovery from a winter storm cannot be measured simply by when the precipitation stops.



El Niño is strengthening, 90% chance of a very strong event this fall and winter



What We Learned

- We looked at what worked well and where we could improve
- Move available resources into neighborhoods sooner when conditions allow
- Clear more usable transportation space rather than simply following previously established wheel paths.
- Improve our ability to verify actual conditions on the streets.
- Provide supervisors with better information to determine where resources are needed next
- Strengthen coordination and customer response
- Look at snow removal as a mobility operation across the entire transportation system



Priority Routes



Priority Routes

- Primary and auxiliary routes will continue to receive first operational attention.
- These routes provide critical access for emergency response, transit, schools, and the highest volumes of traffic.
- The plan defines “functionally open” as providing full emergency vehicle access and at least one full travel lane.
- Once primary routes are functionally open, available resources can begin transitioning into secondary and residential streets.
- Appropriate coverage of primary routes will continue while available resources begin moving into neighborhoods sooner.
- Operators are expected to clear available pavement rather than simply following established wheel paths.
- The objective is not to abandon our priority routes. It is to recognize when they are passable and use available resources where they can have the greatest impact.



Mobility for All



Mobility for All

- Snow removal is not simply about getting vehicles through the City.
- We have to consider how everyone moves through Charlottesville.
- Roadways and neighborhoods
- Sidewalks and ADA access
- Safe Routes to School
- Designated school bus stops
- Transit stops
- Prioritized bike lanes
- Downtown Pedestrian Mall
- Schools, businesses, emergency services, and other community destinations
- The objective is to restore as much of the transportation system as safely and efficiently as weather conditions and available resources allow.



Schools and Critical Destinations



Schools and Critical Destinations

Schools are an important part of the mobility discussion

- Safe Routes to School sidewalk are incorporated into winter operations.
- At designated bus stops, clearing includes space for students to queue, access crossing areas, and safely reach bus loading locations.
- School parking areas and roadway conditions will be coordinated with Charlottesville City Schools as opening and delay decisions are evaluated.
- Transit access and the Downtown Pedestrian Mall remain part of winter operations.
- Holiday Drive will be incorporated into winter operations along with other critical City and emergency facilities.



Four Phases of Operations



Four Phases of Operations

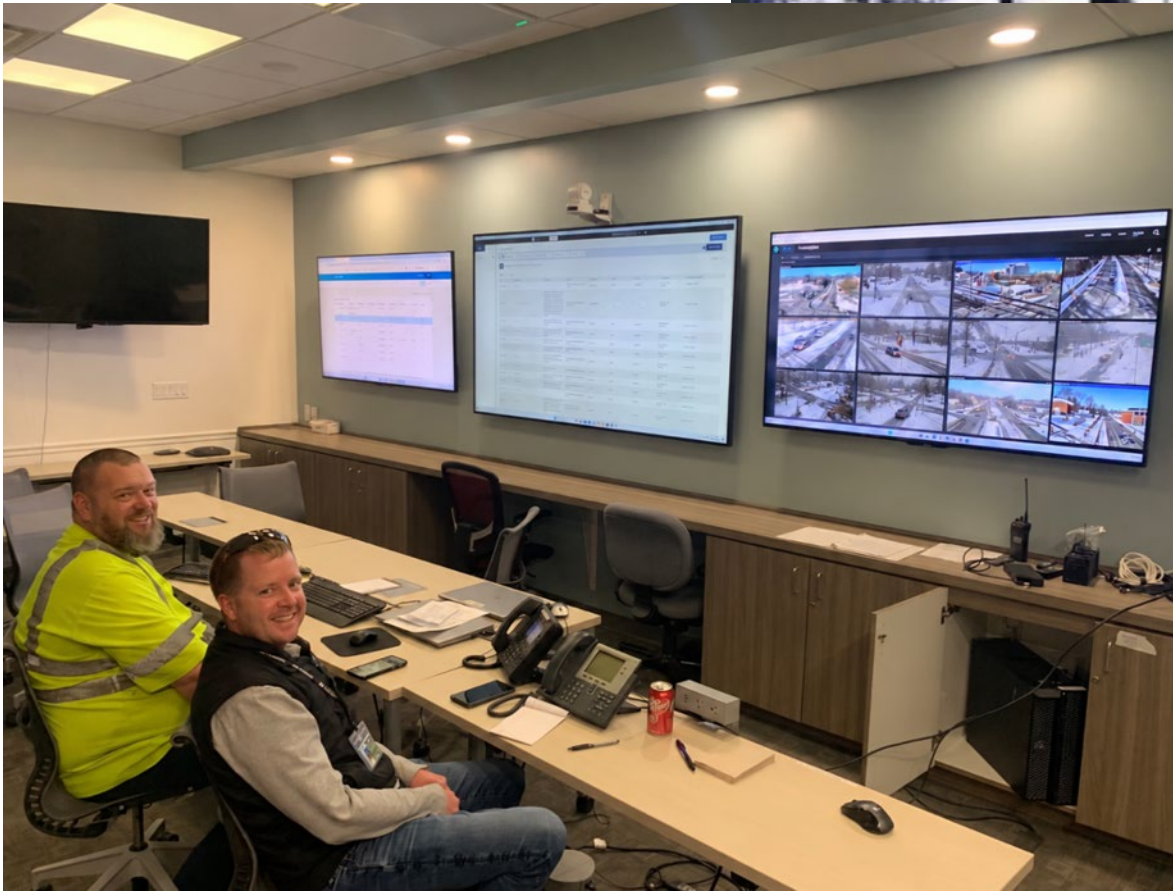
- **Phase 1 – Pre-Event Preparation**
 - Pretreatment, equipment preparation, staffing, materials, and operational planning.
- **Phase 2 – Initial Push: Emergency Access**
 - Maintain emergency access and establish predictable mobility on priority routes.
- **Phase 3 – System Opening: Neighborhood Access**
 - Once primary routes are functionally open, transition available resources into secondary and residential streets.
- **Phase 4 – Clean-up, Recovery, and Optimization**
 - Widen routes, address remaining problem areas, improve overall conditions, and restore additional usable transportation space.



Better Information from the “streets”



Avon Levy Camera (10.1.8.101)



Better Information from the “streets”

- GIS will provide additional operational information.
- Automatic Vehicle Location technology will allow us to monitor equipment locations and route activity.
- Knowing where a truck has traveled does not necessarily tell us the actual condition of the road.
- Field Monitors provide that additional verification.
- That information will go back to Snow Team Leaders and the Operations Center so resources can be adjusted based on actual conditions.



Centralized Coordination



Centralized Coordination

- The Public Works Operations Center will serve as the central coordination point during winter events.
- Vehicle and equipment deployment - know where equipment is assigned, what is operating, and what may be out of service.
- Route progress – Track where crews are working and the status of snow routes.
- Street reports – Receive information from Snow Team Leaders and Street Monitors to verify actual conditions.
- Customer service – Coordinate telephone calls, MyCville requests, and other community concerns.
- Documentation – Maintain records of operational issues, requests, equipment problems, and necessary follow-up.
- Communication – Maintain common information among emergency management, City departments, CMO, and communications staff.



What Will Be Different This Winter



What Will Be Different This Winter

- Move into neighborhoods sooner when conditions allow.
- Greater emphasis will be placed on mobility across all modes of transportation.
- Operational phases and expectations are more clearly defined.
- The Street Monitor Program will provide actual conditions.
- GIS and AVL information will provide better operational awareness.
- Coordination with schools and transit will be stronger.
- Designated school bus stops are formally incorporated into winter operations.
- We are not promising bare pavement everywhere immediately following a significant storm.
- What we are improving is how we organize our resources, how we make decisions, and how quickly we can restore access throughout the City.



Mobility for All

- Establish critical access.
- Move into neighborhoods sooner when conditions allow.
- Restore mobility across all modes of transportation.
- Improve coordination and field awareness.
- Keep the community informed.
- Goal is straightforward: establish critical access, get into our neighborhoods sooner when conditions allow, and restore mobility for everyone who depends on our transportation system.
- Citywide mobility operation, not simply a street-plowing operation.



Questions

