

PUBLIC WORKS COMMITTEE

DATE: January 16, 2025

CALLED TO ORDER: 5:32 p.m.

ADJOURNED: 7:45 p.m.

ATTENDANCE

Attending Members

Kristin Jones, Chair
Joshua Bain
Dan Boots
Crista Carlino
Michael Dilk
Jared Evans
Ron Gibson
Brian Mowery
Andy Nielsen
Nick Roberts

Absent Members

Derek Cahill
Jessica McCormick

AGENDA

PROPOSAL NO. 34, 2025 - reappoints Dan Haake to the Board of Public Works

“Do Pass”

Vote: 10-0

PROPOSAL NO. 35, 2025 - reappoints Leslie Schulte to the Board of Public Works

“Do Pass”

Vote: 10-0

Update

Department of Public Works

PUBLIC WORKS COMMITTEE

The Public Works Committee of the City-County Council met on Thursday January 16, 2025. Chairman Kristin Jones called the meeting to order at 5:32 p.m. with the following members present: Joshua Bain, Dan Boots, Crista Carlino, Michael Dilk, Jared Evans, Ron Gibson, Brian Mowery, Andy Nielsen, and Nick Roberts. Councilors Annee, J. Brown and Perkins were guest. Derek Cahill and Jessica McCormick were absent. General Counsel LeAnnette Pierce represented Council staff.

PROPOSAL NO. 34, 2025 - reappoints Dan Haake to the Board of Public Works

Mr. Haake stated that he has been on the board for over 3 years and has enjoyed his time. He stated it has been a pleasure to be the voice for the council.

Chair Jones thanked Mr. Haake for his service on the Board of Public Works. He stated that everyone should take a look at the last Public Works committee hearing meeting to see how well the council is represented by their appointees, and the power of the City County Council as it relates to their appointees.

Councilor Evans thanked Mr. Haake for being the voice on the board that represents the council. He stated that the appointees are appointed by the Council and would like for them to have more communication with the Councilors on the agenda and votes made at the Board of Public Works meeting.

Councilor Nielsen thanked Mr. Haake for his service on the board.

Councilor Nielsen moved, seconded by Councilor Bain, to send Proposal No. 34, 2025 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 10-0.

PROPOSAL NO. 35, 2025 - reappoints Leslie Schulte to the Board of Public Works

Ms. Schulte stated that she has been serving on the board for a few months and feels that she is the right person to serve on the board.

Councilor Carlino thanked Ms. Schulte for her services.

Councilor Jesse Brown thanked Ms. Schulte for her service.

Councilor Nielsen stated that Ms. Schulte is the champion of the types of urbanism projects that are seen in this city. He stated that part of the council's responsibility is to put people like Mr. Haake and Ms. Schulte in place to represent them on these boards. He stated that a lot of the monotony of local government happen in these meetings.

Councilor Evans stated that the lines are getting blurred with the appointees on the committees. He emphasized that the appointees are appointed by the Indianapolis City County Council, and that they do not have to answer to anyone else in the building. He encouraged the appointees to vocalize their opinions and thoughts, and to know who it is that they report to.

Councilor Boots thanked Ms. Schulte for her services on the board.

Councilor Nielsen moved, seconded by Councilor Evans, to send Proposal No. 35, 2025 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 10-0.

Department of Public Works Winter Weather Preparedness update.

Sam Beras, Interim Director, Department of Public Works and Natalie Van Dongen, Deputy Director of Policy and Planning gave a presentation.

Before 2020

Prior to November 2020, DPW followed a snow policy known as the "6-inch Rule," meaning:

- During a snow event, accumulation had to meet or exceed 6 inches prior to contractors being called out to secondary roads, connector roads, and residential roads.
- DPW Operations utilized accumulation measurements provided by the National Weather Service to determine when the 6-inch threshold had been met.
- Without 6 inches of accumulation, DPW was only equipped to address roads on the DPW plow routes, which predominantly consisted of major thoroughfares.
- Most weather events did not result in 6 inches of accumulation, resulting in residents reaching out to their councilors, Mayor's Neighborhood Advocates, and the Mayor's Action Center with concerns.

Why did we change our policy?

There were numerous factors that contributed to the change in policy, including:

- DPW Snow Force leadership found that conditions had not warranted using this "6-inch policy" to activate contractors in the span of 5 years.
- Accumulation throughout the county varies, meaning some areas could see more accumulation (due to increased snowfall, wind patterns, and varying temperatures) than the NWS measurements.

The policy did not take into consideration the many contributing factors in addressing winter weather, such as projected conditions.

What is the "Connector" Policy?

The 6-inch policy was eliminated in 2020 and replaced by a policy that included residential "connector" roads in our plow routes:

- DPW included over 300 centerline miles of residential "connector" roadways to the plow routes, allowing either DPW crews or contractors to service these connectors whenever weather warrants. These connector roadways were successfully addressed by DPW crews during the recent snowstorm, beginning on Tuesday 1/7, one day after snow stopped falling.
- DPW leadership can assess and react to weather events as it pertains to the need for contractors in real time, rather than waiting for the 6-inch threshold to be met.
- The decision on whether to call out contractors to address other residential streets is based on a holistic assessment of roadways, including feedback from emergency response agencies.
- Contractors have been called out one time in the last 10 years to address residential roadways; this was in 2021 after the plow policy had already changed.

Communicating this change

Public notification of this policy change included:

We also regularly utilize social media to educate residents on snow fight protocol. Posts from the time of the policy change include.

Communicating during Snow Fight

Over the course of the month, DPW communications has...

- Helped organize a press conference on the Saturday before the snow started.
- Reached 80k+ users on FB/IG
- Updated social media channels with plowing status and trash service changes.
- Shared latest forecasts from NWS Indianapolis
- Maintained availability for interviews with local media every day.
- Posted a reminder regarding the "Connector" policy.

Training and Technology

Planning for winter weather begins well in advance of temperatures dropping:

- Annual mock snow fight
- CDL recruitment: 66 employees trained through the CDL program since 2022.
- Investment in Samsara technology with plans to utilize it to further optimize our snow fight routes and procedures after City GIS update.
- IFS works on snow fleet year-round.
- Because we train extensively on the plow map and current policy, we do not stray from that policy during a winter weather event.
- Recently signed CBA; continued commitment to retention and recruitment of our union workforce who have worked around the clock 12-hour shifts since snow fight began

January Snow Fight Data

Snow data (1-2-25 through 1-14-25):

- We plowed 5,307 routes total during this weather event at an average of 19 miles per route, equating to 100,833 miles plowed.
- DPW crews used 11,474 tons of salt.
- 24,462 hours of work by our AFSCME crews
- 13,100 hours of OT completed.

Snow Fleet

DPW and IFS work year-round to ensure our fleet, including plows and other equipment is equipped to handle snow fight.

- DPW Operations requires approx. 70 plows to be available at the beginning of a snow fight operation.
- DPW anticipates losing plows throughout the course of a snow fight due to collisions, mechanical failure, and general wear and tear.
- Fleet services works 24/7 to get trucks back on the road as quickly as possible, utilizing private contractors as needed – active snow truck counts fluctuate constantly during snow fight.
- During this snow fight, DPW utilized a total of approximately 130 drivers, additional 12 labors, and 20 Management personnel.

Call-Out Considerations

When would DPW call out contractors?

- Because the Department does not have to wait for the arbitrary "6-inch" threshold to be met, we are able to assess the characteristics of each weather event and determine the best path forward no matter the amount of accumulation.
- Other factors beyond snowfall totals impact road conditions, such as whether snow is “dry” or “wet”, wind, and temperature changes.
- While contractors could help address more residential roads, there are tradeoffs beyond just the cost of calling them out:
 - Potential for icy conditions under top layer of snow.
 - Snow pushed onto vehicles/sidewalks.
 - Many of Indy’s residential streets are narrow, high potential for property damage; in some cases, plows might not be able to access if cars are parked on both sides of road.
 - Many contractor vehicles not equipped to drop salt, would mean uneven treatment throughout city.

Steve Quick, President, ASFCME local 725, stated that there are people who look outside the window and make judgments on how things should be done. He stated that in the past he has asked Councilors to ride in the trucks to see how the snow routes run, so that councilors can report back to their constituents with facts and not feelings. He stated that the workers have been working since January 1, 2025, twelve-hour shifts. He stated that solid waste, potholes, streets and snow are all handled by the same people, and they cannot be in two places at one time. He suggested that the Councilors take some time to ride with the workers to see how they work their routes as well as the things they can and cannot do. He stated that anyone can be a quarterback after the game is played and that is too late. He asked that the Councils be a partner with them so that they can work together collectively.

Councilor Evans thanked the plow workers for the work that they done. He stated that he does not appreciate feeling like there is some kind of context, with the councilors for asking questions on behalf of their constituents about the recent snow fight; is somehow attacking the workers that were plowing the streets. He stated that is not the case at all. He stated that there are legit questions to be asked and answers to be given. He stated that he personally feels this is the worst that he has seen. He stated that in ten years he has never had as many calls and emails that he has received regarding this snow fight. Councilor Evans disputed many of the reasons given and stated that he is not asking for answers, because he does not feel like they can give him anything that he wants to hear. He stated that he is expressing his feelings and those of his constituents that have contacted him this week. He stated that he does not feel that the work done is acceptable. He stated that for years there has been a process of the way things are done, and suddenly they have been changed. He asked, when they heard the cries of the citizens, why was there no consideration to call in contractors for the residential streets. He stated that he feels they could have easily changed the policy for the connector streets without changing the 6-inch rule. He stated that other cities have far worse conditions than Indianapolis, and they are out there plowing their residential streets. He stated that he is not buying it.

Steve Quick stated that his comments are not to attack anyone, he just wanted to be clear that the workers are out there busting their butts. He stated that they have done the best they can do. Councilor Evans stated that a lot of this is about the contractors, but if there are issues with needing additional resources and crews, then they need to know that.

Councilor Nielsen stated that he feels the presentation was meant to mesh the hard work of ASFCME and contractors. He stated that he feels they tried to create the environment that the councilors are in some way against hard working union labor. He asked if it was the administration or DPW that changed the policy. Mr. Beras stated that the decision was made by the department's leadership as well as the administration. Councilor Nielsen asked if the Mayor signed off on it. Natalie Van Dongen stated that this is a DPW policy and was initiated by the Department of Public works. Councilor Nielsen stated so it happened internally, and it should have been at Public Works where the administration would have had to sign off on it. Correct? Ms. Van Dongen stated that she would have to fact check the sign-off. He stated that at the time there would have been a Deputy director who now happens to be the Chief Deputy mayor of the city. Councilor Nielsen asked what the preferred policy is. He stated that if he could give \$100M right now, what would the preferred policy be. Mr Beras stated that it was a hard hypothetical thing to entertain. Councilor Nielsen stated that they said it was not a budgetary issue during the

presentation. He stated that AFSCME is busting their tails 12 hours a day continuously, somehow able to keep Washington street clear, dry, and safe. He asked what he is supposed to tell his constituent that say to him that they are not able to get to the Dr., nor pick up their medication.

Councilor Boots thanked the workers for the hard work. He stated in the spirit of partnership he is going to offer some constructive criticism that he hopes will improve the situation. He stated that he truly fails to see the logic in any of the reasons for changing the policy. He stated that just because no one on this floor has had a heart attack, does not mean we do not need the AEDs, or this city hasn't had a fire, so let's eliminate the fire department; those are not reason those are facts. He asked if the new policy take in considerations the many factors that that they site as a basis for eliminating the old policy. Mr. Beras stated that the rationale is to set a threshold, is a fairly arbitrary way to make a big decision that is going to affect public safety, cost tax payor dollars, etc. He stated in terms of why the six-inch policy was ineffective is pretty simple that measuring the snowfall and saying the conditions warrant a contractor call out, was seen as at the time and now by them as an inferior method to holistically looking at conditions relying on decades of experienced people who have been fighting snow in central Indiana, communicating with emergency response agencies and making an informed decision based on a variety of factors. Mr. Beras stated that the new policy gives the department and the administration's leadership discretion to trust expertise and feedback from their partners in the emergency response agencies, to make decisions about how to respond to a snowstorm. It allows the department to make more informed decisions based on things other than measured snow accumulations. Councilor Boots stated that one of the major connectors in his district was never touched, so the connector policy was never put into play. He stated that the trash cans on his street have been sitting for seven days untouched, because the streets were not plowed. Mr. Beras stated that if there were roads that were not hit, they will look into it. Councilor Boots stated that he was told by DPW, sorry we do not know what happened. He stated that obviously when it snows that much, it will have some impact on services.

Steve Pruitt, Administrator, DPW, stated that when they make the decision on whether they are going to deal with contractors or not, they look at the aspect. He stated that they were calling on another four inches of snow and then sleet right after that. He stated that if they had gone in and removed the snow, the sleet would have had every intersection in a sheet of ice. He stated that they look at what additional weather is coming, what conditions they currently have. He stated that the city has not had a night with temperatures over 32 degrees since December 27, 2024. He stated that the connectors that DPW hit all had salt, and contractors do not have that ability.

Councilor Carlino stated that the change in policy it also changed things resident were used to. She stated that while she is on social media, all are not. She stated that she understands that it is complicated but feels that some residents were not aware of the change. She stated that moving forward, it must be better communicated. She stated that many were sitting back waiting for the contractors to come out, and had they known they were not coming; maybe the HOAs could have done something to help.

Councilor Mowery thanked the workers for their work plowing the streets. He stated that a lot of people were left wondering when their streets would get done, the past had set a precedence of what happens when the city gets this kind of snow, so people were expecting their streets to get

plowed as they were in the past. He stated that he hopes in the future they will call out the contractors to get the streets plowed.

Councilor Bain asked interim Director Beras and Natalie if they felt that this was a successful snow response. He stated that 70 plows are not enough. Mr. Beras stated that in response to the work that was put in, he is unbelievably grateful and proud. He stated that he is proud of the ways the crews responded and proud of the way the department responded. He stated that he believes in their plan and their preparations. Councilor Bain asked when the last time DPW was requested additional funds for plows. He stated that vehicle procurement in general is always parts of their budget discussions. Councilor Bain asked what roads they salt. Mr. Beras stated that all their trucks are able to drop salt. Mr. Pruitt stated that they have a map that they work off, he stated that everything that is covered in their book is salted, they salt everything that they plow. Councilor Bain stated that they are a lot of streets on the map that have not been salted. Mr. Pruitt stated that a lot of streets on the map are not snow routes. Councilor Bain stated that he does not think the 6-inch policy was right, however he does not think it is appropriate for tax paying residents not to have their streets plowed. He stated several of his constituents asked him what good is a plowed thoroughfare, if they cannot get out of their neighborhood to reach the plowed thoroughfare. Councilor Bain stated that he reached out to community leaders, elected officials in surrounding areas and every single one of them plow residential streets. He stated that he feels Indianapolis is a first-class city, but questions how they can be a first-class city when they do not even offer a basic service that all of the surrounding communities offer. Councilor Bain stated that this requires a bi-partisan solution to come up with a proposal to fix this issue. Mr. Beras stated that with the comparison to other communities, Indianapolis has more lane miles to take care of and Indianapolis streets are much narrower. He stated that looking at the way other cities approach snow fights is a worthwhile exercise.

Councilor Jesse Brown gave high praise to the AFSCME working crews. He stated that in no way has the snow response been acceptable. He stated that the Mayors action center had been inundated with calls regarding snow removal and trash pickup. He stated that he feels that they are not listening and are totally disconnected from what the people of the city are experiencing. He stated that he has constituents who stated that their children have fallen on the ice and have been fearful of riding the buses on the slippery roads, also have had IMPD officer complaining that they cannot do their jobs effectively due to the icy roads.

Councilor Annee thanked the workers for their hard work. He stated that his comments are directed at those in administration and those who are making the high-level decisions. He stated that he feels that the meeting began with the councilors being lectured and bullied and it being suggested that any criticism, feedback, or comments made were somehow taking away from the work that the workers have done. He stated that this has been the most insulting meeting that he has been to since he has been on the council. He stated that Noblesville has 600 lane miles with 22 plows, Fishers has 1200 lane miles with 45 plows, Indianapolis has 84 lane miles with 70 plows: 7 times the lane miles with only 25 more plows. Mr. Beras stated that they are happy to give a longer response in comparisons than he can on the spot. Councilor Annee asked they were concerned with the fact that Indianapolis has 7 times the lane miles as other communities with only 25 more plows than them. Mr. Beras stated that he is happy to have a conversation with full staff. Councilor Annee stated that it was said, with contractors getting deployed there can be a

wide variation and results. He asked Mr. Beras if he agreed that wide variations are better than no variations. Mr. Beras stated that it depends on the conditions. Councilor Annee stated that the streets in his district have no narrow streets, so why can they not get plowed. He stated that the narrow streets are not the only reason why they did not call-in contractors, it was a bunch of factors. Councilor Annee asked who “we” is and where the buck stopped. Mr. Beras stated that the decision whether to call in contractors has to be made by the mayor or the mayor's designee. Mr. Beras stated that he agrees with the decisions that were made, he supports and is comfortable, and proud of DPW. Councilor Annee asked Mr. Beras what grade he would give himself. Mr. Beras refused to give a grade. Councilor Annee stated that he feels it is his responsibility as councilor of district 22 is to share the frustrations of his constituents. Unfortunately, he does not feel that the feedback from the councilors is being taken seriously.

Councilor Evans stated that he wants the directors to understand the concerns and calls that they have received from their constituents. He stated that many of his constituents are the older people, who are used to the contractors coming out, who cannot shovel themselves out to get to their doctor appointments or to get medicine. He stated the city failed on this response. He stated that he was hoping for concrete answers that you hear our complaints, but he feels that all they got was defensiveness. He stated that he hopes that after this meeting they go and review the policy and look at what other cities are doing. He stated that a better response is needed. Mr. Beras stated that he appreciates the hard job that the councilors have.

Councilor Bain stated that he hopes in the future they are not still having these conversations. He stated that looking at the map, the residential streets are grayed out, which stated that there is a zero percent chance that tax paying citizens roads will get plowed, a service that every neighboring county receives. Councilor Bain stated that this council will have a vote on changing these policies.

Councilor Boots stated that the council has three functions, streets, trash, and snow. The streets area given issue, big snow problem led to hug trash problems, add it up that is three strikes. Councilor Boots stated that Councilors need to be force-fed with information. He stated that he would have liked to have seen the new policy information put in Councilor's mailbox, so that they could have had it to provide to their constituents. Councilor Boots stated that they have been told by the 25th floor that this is not a budget issue, but that it sounds like one to him.

Councilor Roberts stated that there has been a lot of frustration. He stated that in his area it is $\frac{3}{4}$ Indianapolis residents and $\frac{1}{4}$ Fisher's residents, and the Fishers residents had their street plowed the night of, and my Indianapolis residents were waiting on theirs to be plowed. He stated that he would appreciate more communication with the Councilors.

Councilor Gibson stated that he feels that there are two phases to a snowstorm, first, get the city open, and he feels like DPW did a great job at that, second phase is residential streets. He stated ordinary residents did not know the policy had been changed and thought that their side streets would eventually be plowed. He stated that going forward there needs to be a straightforward communication with the residents.

Chair Jones thanked DPW for their work and for their dialog regarding the snow fight.

Members of the Public Works Committee
January 22, 2025
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There being no further business, and upon motion duly made, the meeting was adjourned at 7:45 p.m.

Respectfully submitted,



Kristin Jones, Chair

Leslie R. Schulte, PhD, PE

leslie.r.schulte@gmail.com

317-296-4262

Relevant Experience

- Owner – Renee James Consulting, LLC October 2021-Present
- Provides commissioning and engineering services with a focus on delivering energy efficient facilities
- Director – J.S. Held November 2022-Present
- Manages \$176M in capital improvements at four elementary and middle schools as part of Indianapolis Public School’s 2023 Referenda
- Controls Engineer - CMID, Inc April 2016-Present
- Reduced expenses and improved operations for clients in healthcare, hospitality, and education by programming and implementing sophisticated HVAC controls strategies
 - Provided clients with on and off-site troubleshooting support for mechanical and controls issues
 - Hosted a training session on controls strategies for building owners and operators at the Midwest Healthcare Engineering Conference
- Postdoctoral Researcher – University of Colorado Boulder March 2015-February 2016
- Designed, developed, and tested a membrane reactor to continuously manufacture nano-materials
 - Characterized material properties of silver nanoparticles
 - Awarded Best-In-Session for talk at the American Institute of Chemical Engineers annual meeting
- NSF IGERT Fellow – Kansas State University August 2010-February 2015
- Characterized polymeric films and membranes for separations and reactions applications
 - Published cross-disciplinary research on the effect of environmental stress on fatty acid production in oilseed crops

Licenses

Indiana Mechanical Professional Engineering License - PE11900844

Ohio Mechanical Professional Engineering License – PE88627

Education

Kansas State University Manhattan, KS
PhD in Chemical Engineering May 2015

Thesis: Blending high performance polymers for improved stability in integrally skinned asymmetric gas separation membranes

University of Kansas Lawrence, KS
BS in Mechanical Engineering May 2010

Leadership

- Board Member (past President, Secretary) August 2017-Present
Community Heights Neighborhood Organization
- Awarded \$150,000 from The Indianapolis Foundation, Indiana Department of Health, and Indianapolis Neighborhood Resource Center to install traffic calming measures in the right-of-way, which decreased crashes 73% year-over-year

DANIEL HAAKE, AICP, CMILT, ENV SP

National Infrastructure Leader

DGHAAKE@GMAIL.COM



Education

B.A. Political Science, Ball State University

Master of Urban and Regional Planning, Ball State University

M.A. Logistics and Supply Chain Management, Wright State University

Awards

Excellence in Regional Transportation, NADO

Innovation Award, NADO

Outstanding Collaborative Project, APA - Federal Division

Outstanding Technical Merit in Transportation Planning, AMPO

Graduate of the Last Decade, Ball State University

Career Overview

Experience: 15 years

- HDR (2018 - Present)
- SRF (2016 - 2018)
- CDM Smith (2013 - 2016)
- Virginia DOT (2012 - 2013)
- MORPC (2008 - 2012)

Linking Knowledge to Action

- Developed mobility solutions for the Mayo Clinic and Grand Mosque
- Led 3 NCHRP projects, chair of 2 TRB committees and 1 ITE committee
- Author of 20+ articles and APA's policies on freight, AV/CVs and smart cities
- Wrote legislation and built a coalition based on innovative financing research
- Created local tax, economics, transit and complete streets strategies/tools
- Development of cross-sector electric vehicle consulting practice
- Extensive research on congestion pricing, tolls and P3s

Informed Decisions

- Developed MnDOT process to select over \$800 million of projects
- Directed scenario planning initiatives in three countries
- Explored tolling impacts on the Indiana Toll Road and Illinois Tollway
- Led first-ever pavement asset management plan for Met Council
- Developed financial decision-making tools for local governments
- Created an NHI data course, served on BTS workshop committee

Fiscal Discipline

- Oversaw VDOT's \$1 billion project program in five counties
- Accelerated project development timelines to save a major job center
- Developed program budgets, managed federal obligation goals
- Won more than \$1 million in discretionary grants
- Managed the prioritization of major/new projects for MORPC
- Served on NCHRP panels on value capture and performance measures

Eye Towards Society

- Routine speaker, author and peer exchange participant
- Led the first ever evacuation plan focused on mobility needs populations
- Worked to solve disparate freeway impacts on EJ populations
- Served on state boards focused on economic growth and homeland security
- Worked with the private sector, tribes and foreign governments
- Shared complex information in understandable, interactive formats
- Created design guides to translate complex ideas into reality
- Taught graduate-level transportation planning course

Management

- Led cross-sector groups across the nation and internationally
- Created and led multijurisdictional partnerships
- Oversaw hiring, mentorship, performance and discipline of employees
- Managed research, data analytics, programming and modelling staff/projects
- Public face for two firms' national transportation planning practice

DPW Winter Weather Preparedness

Public Works Committee, 1/16/2025



Before 2020

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 - These connector roadways were successfully addressed by DPW crews during the recent snowstorm, beginning on Tuesday 1/7, one day after snow stopped falling
- DPW leadership can assess and react to weather events as it pertains to the need for contractors in real time, rather than waiting for the 6-inch threshold to be met
- The decision on whether to call out contractors to address other residential streets is based on a holistic assessment of roadways, including feedback from emergency response agencies
- Contractors have been called out one time in the last 10 years to address residential roadways; this was in 2021 after the plow policy had already changed

Communicating this change

Public notification of this policy change included:

Public Works Committee Meeting:



12/10/2020

Press Release:

FOR IMMEDIATE RELEASE
November 6, 2020

SNOW FORCE POLICY FROM INDY DPW ADDS RESIDENTIAL "CONNECTOR" STREETS TO STANDARD ROUTES

New policy will replace "6-inch" measure for engaging contractors to plow residential streets

INDIANAPOLIS – The Indianapolis Department of Public Works (Indy DPW) this winter expects plow trucks to remove snow from residential streets more often by targeting 300+ centerline miles in denser residential areas beyond the standard DPW plow routes. This network of key residential "Connector" streets will be serviced either by DPW plow drivers or by two private vendors, allowing more regular snow removal service further into neighborhoods and replacing the previous policy of engaging private contractors only after 6 inches of snow has fallen.

11/6/2020

Local media coverage:

WTHR, 11/6/2020



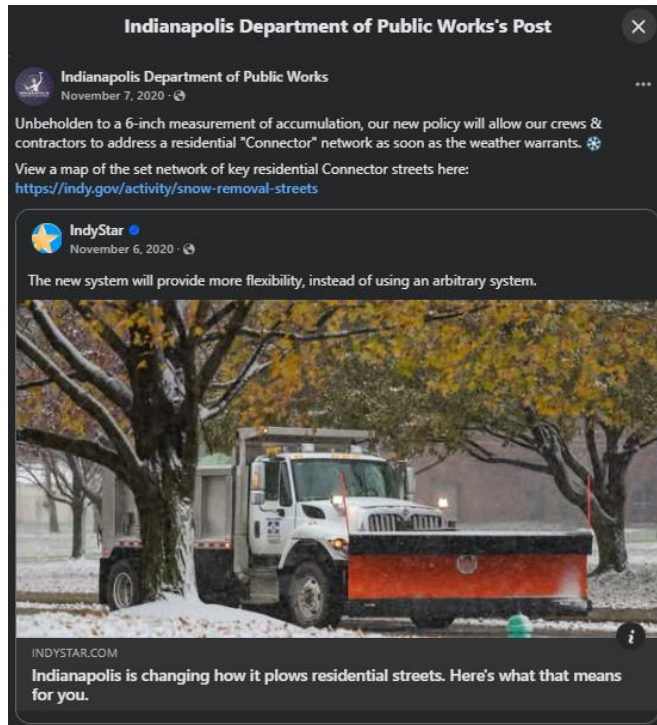
IndyStar, 11/5/2020



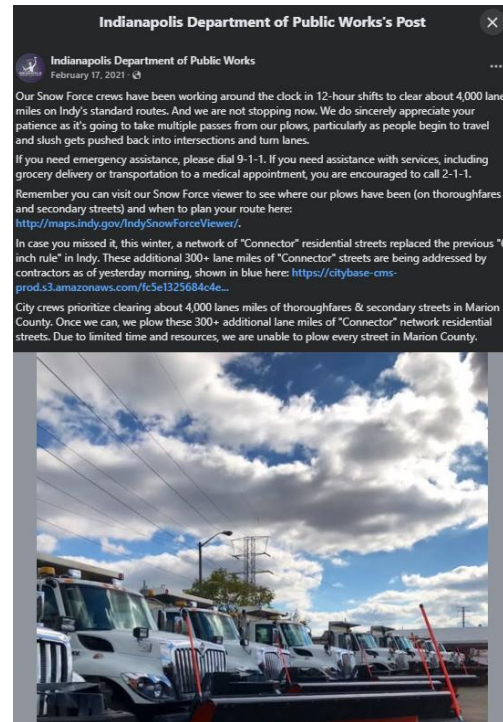
Information regarding our plowing procedure is available at indy.gov/snow, a link communicated during every weather event.

Communicating this change (con.)

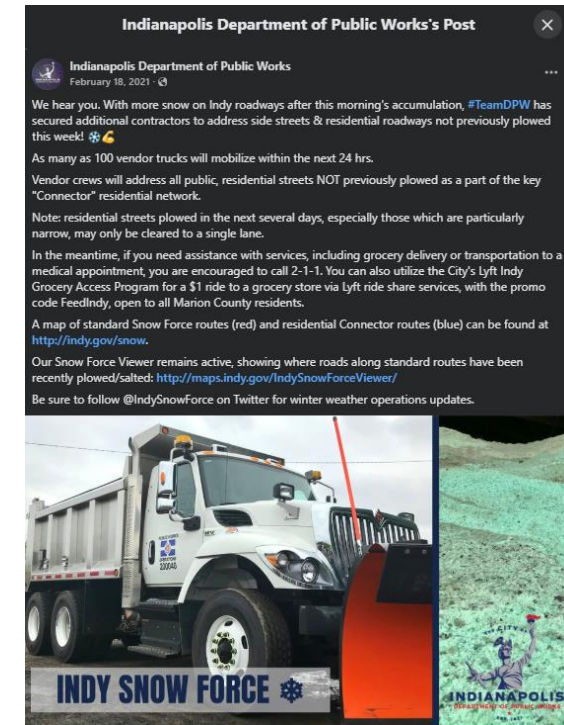
We also regularly utilize social media to educate residents on snow fight protocol. Posts from the time of the policy change include:



November 2020



February 2021

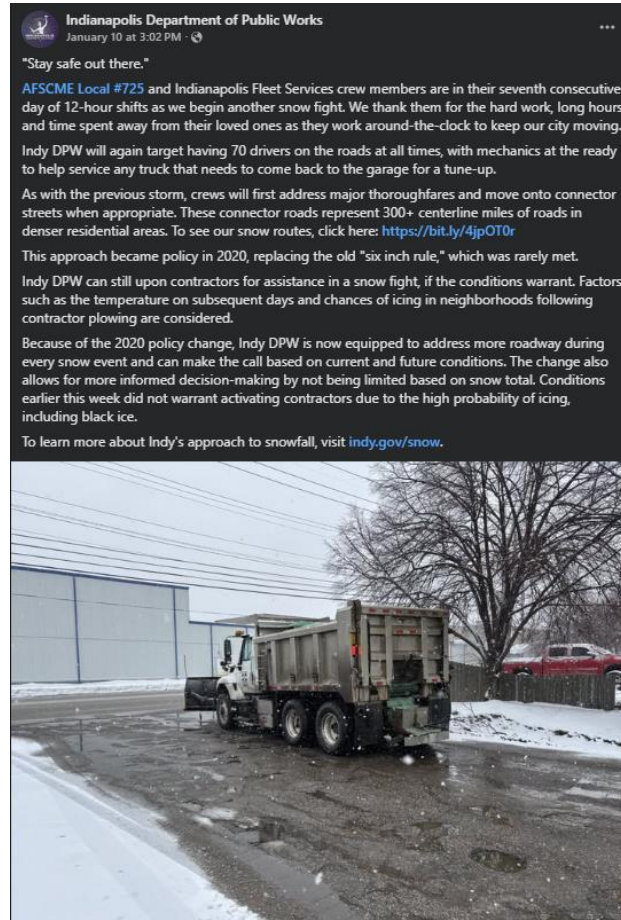


February 2021

Communicating during Snow Fight

Over the course of the month, DPW communications has...

- Helped organize a press conference on the Saturday before the snow started
- Reached 80k+ users on FB/IG
- Updated social media channels with plowing status and trash service changes
- Shared latest forecasts from NWS Indianapolis
- Maintained availability for interviews with local media every day
- Posted a reminder regarding the "Connector" policy



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Planning for winter weather begins well in advance of temperatures dropping:

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- Investment in Samsara technology with plans to utilize it to further optimize our snow fight routes and procedures after City GIS update
- IFS works on snow fleet year-round
- Because we train extensively on the plow map and current policy, we do not stray from that policy during a winter weather event
- Recently signed CBA; continued commitment to retention and recruitment of our union workforce who have worked around the clock 12-hour shifts since snow fight began

January Snow Fight Data

Snow data (1-2-25 through 1-14-25):

- We plowed 5,307 routes total during this weather event at an average of 19 miles per route, equating to 100,833 miles plowed
- DPW crews used 11,474 tons of salt
- 24,462 hours of work by our AFSCME crews
- 13,100 hours of OT completed



Snow Fleet

DPW and IFS work year-round to ensure our fleet, including plows and other equipment is equipped to handle snow fight.

- DPW Operations requires approx. 70 plows to be available at the beginning of a snow fight operation
- DPW anticipates losing plows throughout the course of a snow fight due to collisions, mechanical failure, and general wear and tear.
 - Fleet services works 24/7 to get trucks back on the road as quickly as possible, utilizing private contractors as needed – active snow truck counts fluctuate constantly during snow fight.
- During this snow fight, DPW utilized a total of approximately 130 drivers, additional 12 labors, and 20 Management personnel.

Call-Out Considerations

When would DPW call out contractors?

- Because the Department does not have to wait for the arbitrary "6-inch" threshold to be met, we are able to assess the characteristics of each weather event and determine the best path forward no matter the amount of accumulation
- Other factors beyond snowfall totals impact road conditions, such as whether snow is “dry” or “wet”, wind, and temperature changes.
- While contractors could help address more residential roads, there are tradeoffs beyond just the cost of calling them out:
 - Potential for icy conditions under top layer of snow
 - Snow pushed onto vehicles/sidewalks
 - Many of Indy’s residential streets are narrow, high potential for property damage; in some cases, plows might not be able to access if cars are parked on both sides of road.
 - Many contractor vehicles not equipped to drop salt, would mean uneven treatment throughout city