

Option Comparison Chart

<b>Cost Increase</b>	<b>Good Driving and Walking Conditions</b>	<b>Loss of Parking Space and Impact on Business Visibility</b>	<b>Consistency to Other Similar Roadways</b>
<b>Option 1 - Local Street LOS</b>			
 <p>Low</p> <p>This is the most cost-effective alternative. Most winter seasons will have no associated costs.</p>	 <p>Low</p> <p>Snowpack will develop over time that can be slippery; there will be loose snow after a snowfall. Ruts may develop during melting conditions, similar to local roads throughout the City.</p>	 <p>Moderate</p> <p>There will not be an impact to parking and business visibility during most winter seasons. The exception will be when rut shaving occurs, where parking stalls will be needed to store graded snow.</p>	 <p>High</p> <p>This approach matches the way we treat similar local traffic streets.</p>
<b>Option 2 - Priority 3 Street LOS</b>			
 <p>Low</p> <p>Grading snow and storing it on-site is significantly less expensive than removing snow.</p>	 <p>High</p> <p>Provides optimal winter conditions, nearly bare pavement and no rutting during spring melt.</p>	 <p>High</p> <p>Parking stalls will be needed to store snow after every snow event, every winter; amount of stalls occupied with the snow pile will depend on the season's total snow accumulation.</p>	 <p>High</p> <p>This approach matches how snow is graded on Priority 3 streets where snow is stored in parking lanes.</p>
<b>Option 3 - New Access Lane and Angled Parking LOS A</b>			
 <p>High</p> <p>Grading and removing snow every snow event is very expensive.</p>	 <p>High</p> <p>Provides optimal winter conditions; nearly bare pavement and no rutting during spring melt.</p>	 <p>Low</p> <p>All angled parking stalls are nearly always available.</p>	 <p>Low</p> <p>Only city streets within the BIDs, with paid parking, have snow removed every snow event.</p>

<i>Cost Increase</i>	<i>Good Driving and Walking Conditions</i>	<i>Loss of Parking Space and Impact on Business Visibility</i>	<i>Consistency to Other Similar Roadways</i>
<b>Option 4 - New Access Lane and Angled Parking LOS B</b>			
 <p data-bbox="277 394 415 422">Moderate</p> <p data-bbox="207 468 488 737">Grading and removing snow is very expensive. This option is more cost effective than Option 3 because a higher snowfall accumulation trigger means the work will occur less frequently.</p>	 <p data-bbox="586 394 724 422">Moderate</p> <p data-bbox="516 468 797 768">Some loose snow and slippery conditions will be encountered because there is a higher trigger for snowfall accumulation before street is graded; no rutting during spring melt due to snow grading.</p>	 <p data-bbox="927 394 992 422">Low</p> <p data-bbox="821 468 1097 552">All angled parking stalls are nearly always available.</p>	 <p data-bbox="1227 394 1292 422">Low</p> <p data-bbox="1130 468 1406 737">Option has a higher snowfall accumulation trigger than a typical snow event (10 cm vs. 5 cm). Only city streets within the BIDs, with paid parking, have snow removal with similar frequency.</p>