PROJECT DESIGN REQUIREMENTS:
• (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
• PASSENGER SHELTER AREA FOR WEATHER PROTECTION
• RIDE-HAIL AREA FOR PASSENGER PICK-UP AND DROP-OFF
• BICYCLE RACKS AND LOCKERS
• BUS OPERATOR RESTROOMS

PROJECT IMPACTS:
• PARKING: LOSS OF 18 METER SPACES AND 40 PARKING LOT SPACES (NET 58 LOSS)
• TREES: 17 EXISTING TREE LOSS
• MIDDLE TURNING LANE IS ELIMINATED
• RELOCATION OF PARKING LOT ACCESS TO THE SOUTH

OPTION ADVANTAGES:
• COMMUNITY GREEN SPACE ON SOUTH CORNER
• DEDICATED CYCLE TRACK INTRODUCED
• PARALLEL STREET PARKING SAFER FOR ON-STREET CYCLISTS
• BUS AND CAR MOVEMENTS ARE SEPARATED FROM EACH OTHER
• PEDESTRIANS DO NOT HAVE TO CROSS BUS OR CAR TRAFFIC TO GET TO PLATFORM
• MID-BLOCK TABLETOP CROSSWALK

OPTION DISADVANTAGES:
• BUS OPERATOR RESTROOMS ARE MORE REMOTE THAN OTHER OPTIONS
• LIMITED RIDE-HAIL AREA
• PLATFORM ACTIVITY MIXED WITH SIDEWALK ACTIVITY

LAURANCE DOWNTOWN TRANSFER CENTER
OPTION 1A - VERMONT, BETWEEN 8TH AND 9TH
PROJECT DESIGN REQUIREMENTS:
• (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
• PASSENGER SHELTER AREA FOR WEATHER PROTECTION
• RIDE-HAIL AREA FOR PASSENGER PICK-UP AND DROP-OFF
• BICYCLE RACKS AND LOCKERS
• BUS OPERATOR RESTROOMS

PROJECT IMPACTS:
• PARKING: LOSS OF 39 METER SPACES AND 40 PARKING LOT SPACES
• 37 ANGLED PARKING SPACES (NET 42 LOSS)
• 17 EXISTING TREE LOSS
• MIDDLE TURN LANE ELIMINATED
• RELOCATION OF PARKING LOT ACCESS TO THE SOUTH

OPTION ADVANTAGES:
• REMOVAL OF MIDDLE TURN LANE AND INTRODUCING BUS ACTIVITY PROVIDES TRAFFIC CALMING FOR THE BLOCK
• COMMUNITY GREEN SPACE ON SOUTH CORNER
• DEDICATED CYCLE TRACK INTRODUCED
• BUS AND CAR MOVEMENTS ARE SEPARATED FROM EACH OTHER
• PEDESTRIANS DO NOT HAVE TO CROSS BUS OR CAR TRAFFIC TO GET TO PLATFORM
• MID-BLOCK TABLETOP CROSSWALK

OPTION DISADVANTAGES:
• AREA OF IMPACT INCLUDES THE WHOLE STREET
• ANGLED PARKING IS LESS SAFE FOR ON-STREET CYCLISTS
• BUS OPERATOR RESTROOMS ARE MORE REMOTE THAN OTHER OPTIONS
• LIMITED RIDE-HAIL AREA
• PLATFORM ACTIVITY MIXED WITH SIDEWALK ACTIVITY

LAURENCE DOWNTOWN TRANSFER CENTER
OPTION 1B - VERMONT, BETWEEN 8TH AND 9TH
**PROJECT DESIGN REQUIREMENTS:**
- (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
- PASSENGER SHELTER AREA FOR WEATHER PROTECTION
- RIDE-HAIL AREA FOR PASSENGER PICK-UP AND DROP-OFF
- BICYCLE RACKS AND LOCKERS
- BUS OPERATOR RESTROOMS

**PROJECT IMPACTS:**
- PARKING: LOSS OF 6 METER SPACES AND 49 PARKING LOT SPACES (NET 55 LOSS)
- TREES: 15 EXISTING TREE LOSS
- LIMITED STREET CHANGES

**OPTION ADVANTAGES:**
- COMMUNITY GREEN SPACES CAN BE INCORPORATED INTO THE ISLAND
- BUSINESSES GET A DEDICATED PARKING/LOADING AREA
- PEDESTRIAN ACTIVITY IS CLOSE TO THE STREET, MINIMIZING PEDESTRIANS CROSSING TRAFFIC

**OPTION DISADVANTAGES:**
- AREA OF IMPACT INCLUDES THE WHOLE LONG-TERM PARKING LOT
- BUS TURNING MOVEMENTS INTO AND OUT OF LOT CREATE RISK
- BUSES AND CARS SHARE THE SAME DRIVE LANE ENTRY
- PASSENGERS HAVE TO CROSS BUS TRAFFIC FROM RIDE-HAIL AREA

**LAWRENCE DOWNTOWN TRANSFER CENTER**
OPTION 2 - VERMONT, BETWEEN 10TH AND 11TH
PARALLEL PARKING/LOADING AREA FOR BUSINESSES

PROJECT DESIGN REQUIREMENTS:
• (5) SAWTOOTH BUS BAYS WITH CANOPY COVERAGE
• PASSENGER SHELTER AREA FOR WEATHER PROTECTION
• RIDE-HAIL AREA FOR PASSENGER PICK-UP AND DROP-OFF
• BICYCLE RACKS AND LOCKERS
• BUS OPERATOR RESTROOMS

PROJECT IMPACTS:
• PARKING: LOSS OF 4 METER SPACES AND 86 PARKING LOT SPACES
• 14 PARALLEL SPACES ADDED OFF ALLEY (NET 76 LOSS)
• TREES: 12 EXISTING TREE LOSS
• LOT AND SIDEWALK REGRADING

OPTION ADVANTAGES:
• STATION ACTIVITY IS REMOVED FROM THE STREET
• BUSINESSES GET A DEDICATED PARKING/LOADING AREA
• PROXIMITY AND CONNECTION TO MASSACHUSETTS STREET

OPTION DISADVANTAGES:
• LARGE AMOUNT OF REGRADING WORK
• BUS TURNING MOVEMENTS INTO AND OUT OF LOT CREATE RISK
• PEDESTRIANS HAVE TO CROSS BUS TRAFFIC TO ACCESS THE STATION OR MASSACHUSETTS STREET
• LIMITED ABILITY FOR GREEN SPACE INTEGRATION

LAWRENCE DOWNTOWN TRANSFER CENTER
OPTION 3 - NEW HAMPShIRE, BETWEEN 8TH AND 9TH