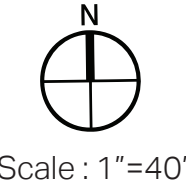


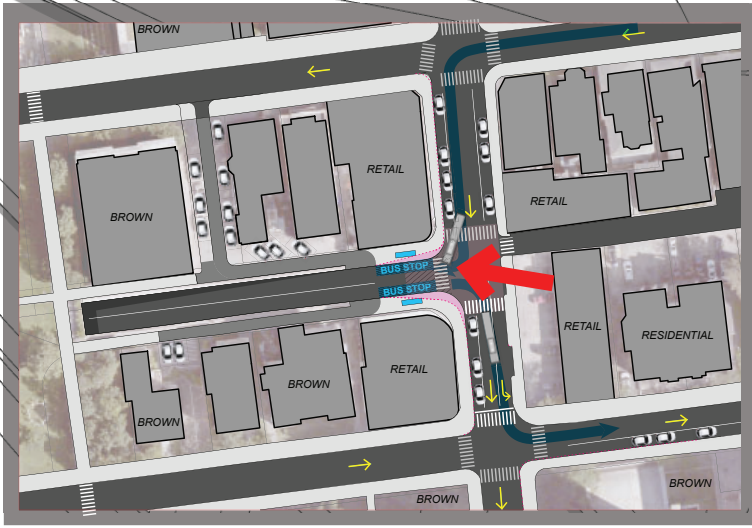
BENEFITS

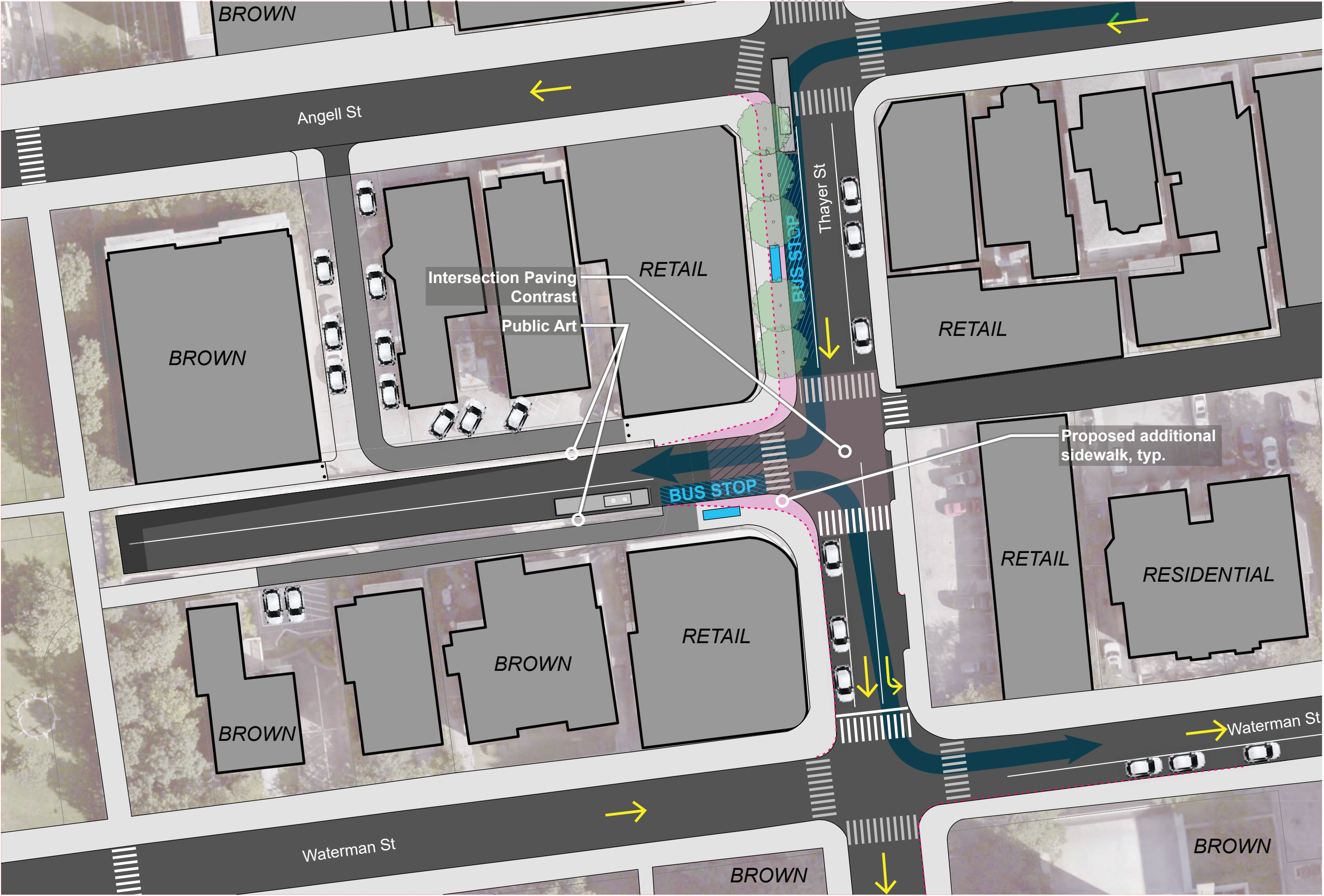
- Maintain both bus stops within the tunnel approach to maintain existing route patterns.
- Expanded pedestrian zone at tunnel approach bus stops increases safety and provides flush stop conditions.
- Shift of access to alleys reduces vehicular/pedestrian conflicts at the bus stop zones.
- Contrast paving highlights pedestrian zone and bus entry.
- Addition of public art at tunnel walls provides community connection and enjoyment.

DRAWBACKS

- Costs associated with regrading of tunnel access and changes to retaining wall.
- Continued vehicular/pedestrian conflict zone within alleys.





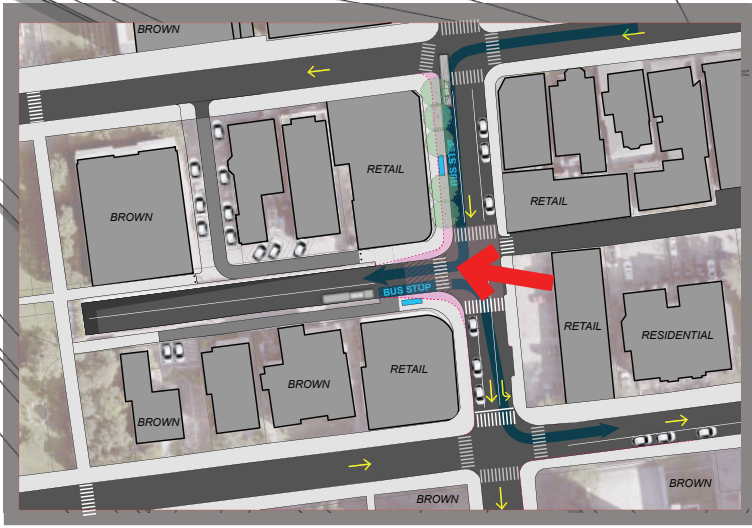


BENEFITS

- Maintains bus stop within the tunnel approach for eastbound route
- Thayer Street bus stop provides clear, safe conditions for passengers
- Increases sidewalk width along Thayer Street for added place-making and expanded street tree opportunities
- Expands pedestrian zones at corners of tunnel approach for increased visibility and safer conditions
- Bollards on north alley reduces vehicular/pedestrian conflicts within alley
- Contrast paving highlights pedestrian zone and bus entry
- Addition of public art at tunnel walls provides community connection and enjoyment

DRAWBACKS

- Conflict with trash collection and vehicular use of southern alley not addressed
- Reduction of parking at storefronts on Thayer Street.



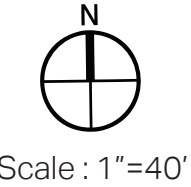


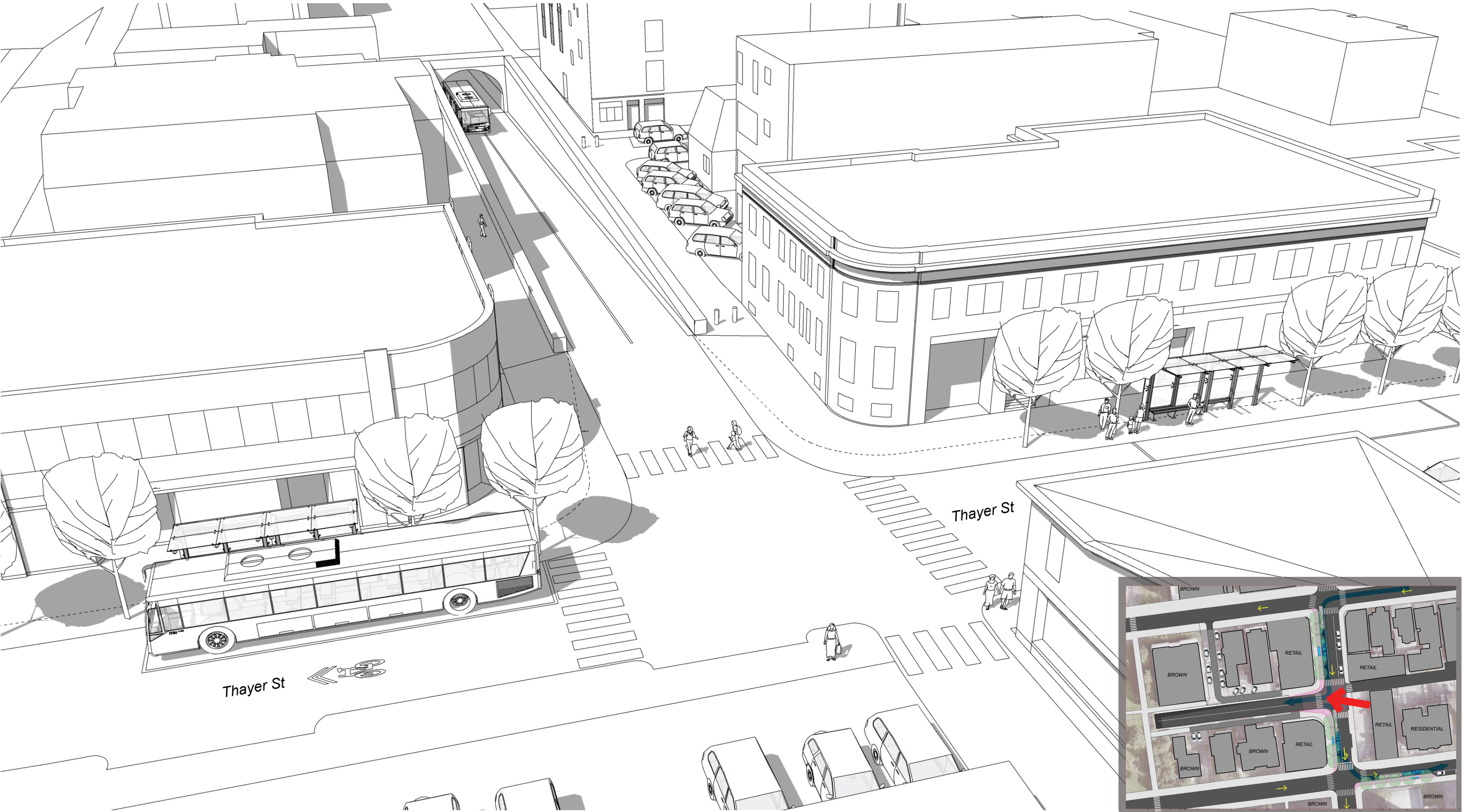
BENEFITS

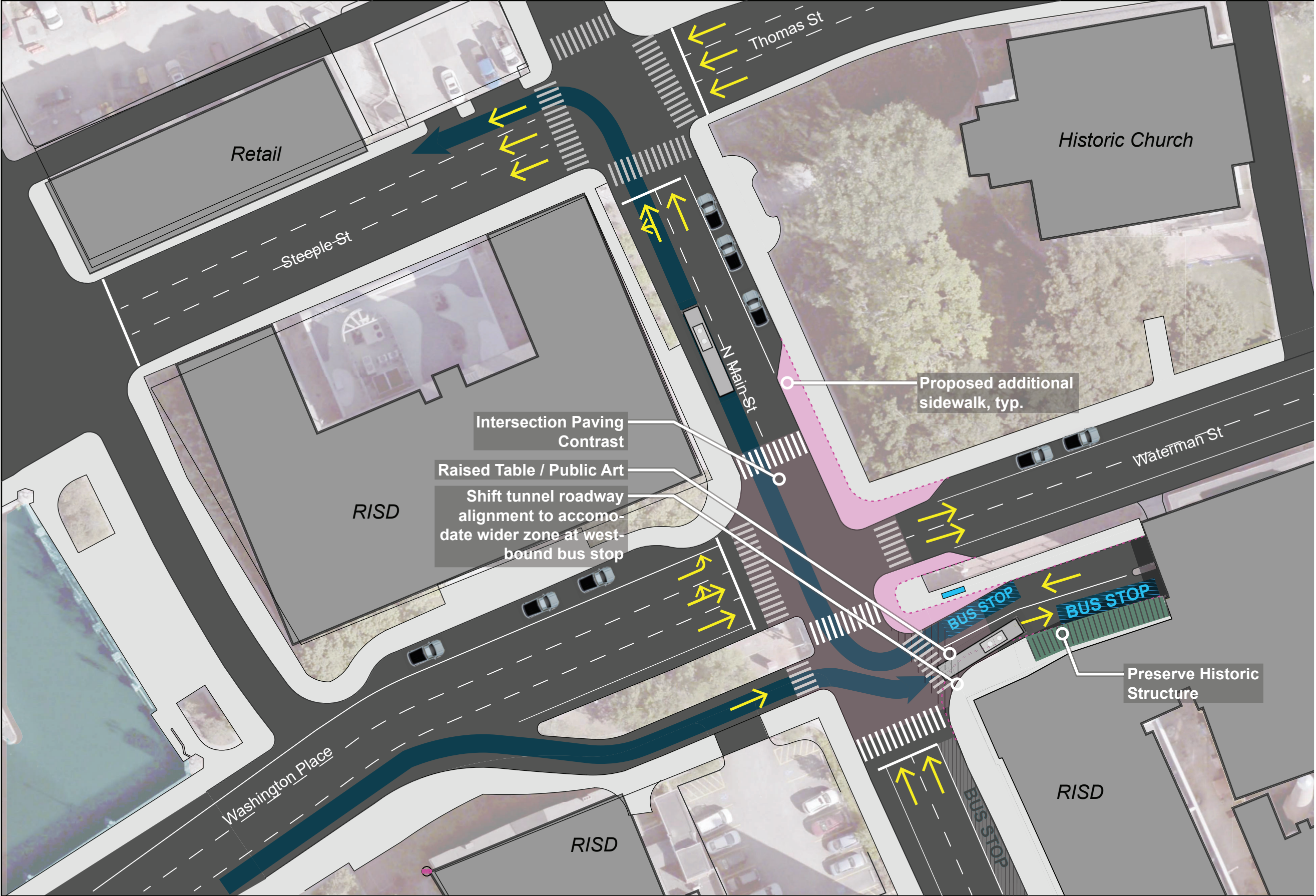
- Removes bus stops within the tunnel approach
- Thayer Street bus stops provides visible and safe conditions for passengers
- Increases sidewalk width along Thayer Street for added place-making and expanded street tree opportunities
- Expands pedestrian zones at corners of tunnel approach for increased visibility and safer conditions
- Bollards on north alley reduces vehicular/pedestrian conflicts within alley
- Contrast paving and raised table highlights pedestrian zone and bus entry
- Addition of public art at tunnel walls provides community connection and enjoyment

DRAWBACKS

- Conflict with trash collection and vehicular use of southern alley not addressed
- Requires bus lane crossing towards Waterman St.
- Reduction of parking at storefronts on Thayer Street.





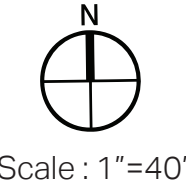


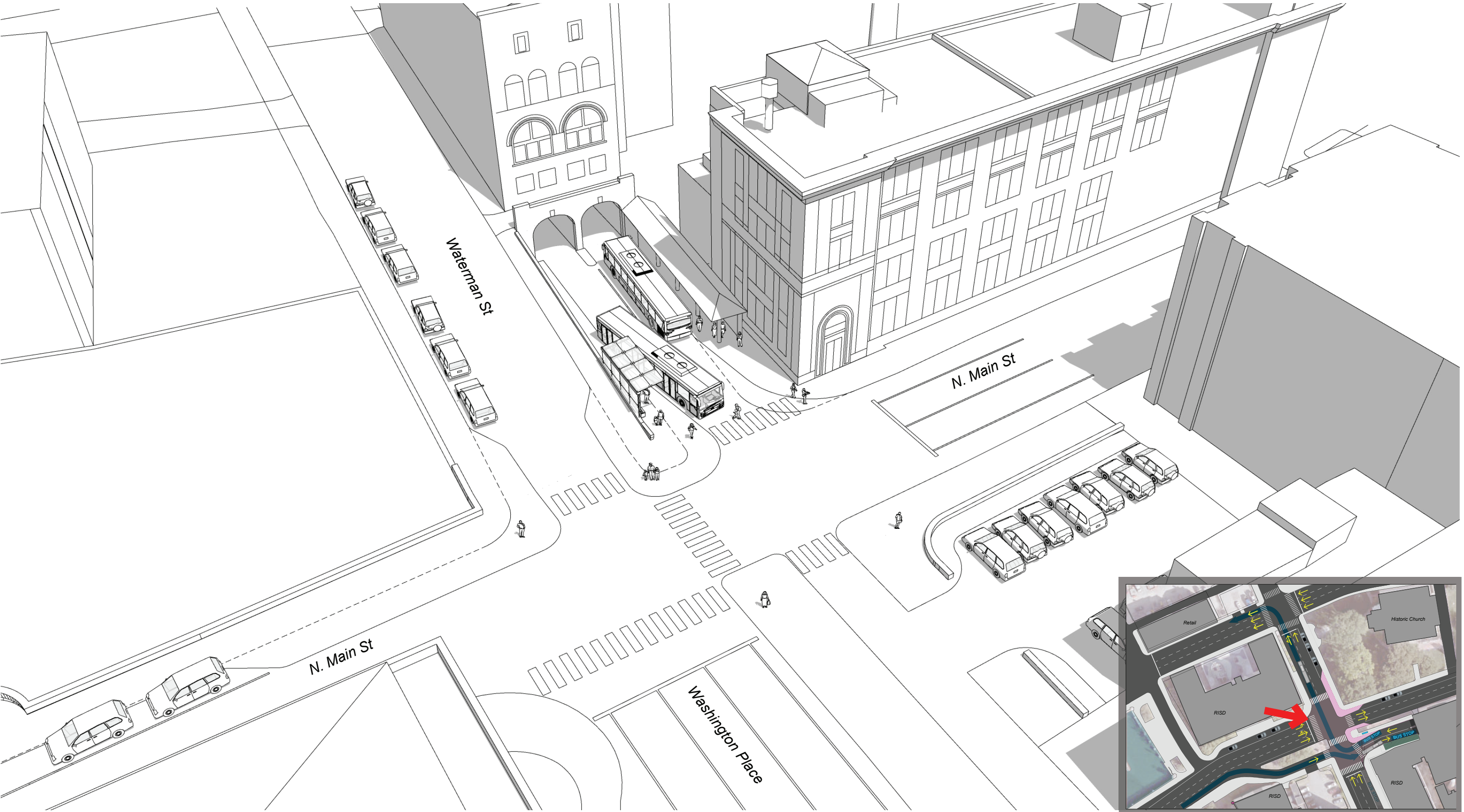
BENEFITS

- Maintains bus stops within the tunnel approach to maintain route pattern with adjustment of sidewalk widths at entrance
- Expands pedestrian zones at corners of tunnel approach for increased visibility and safer conditions
- Contrast paving highlights pedestrian zone and bus entry
- Addition of public art at tunnel walls and widened pedestrian areas provides community connection and enjoyment
- Restored historic shelter remains as bus stop

DRAWBACKS

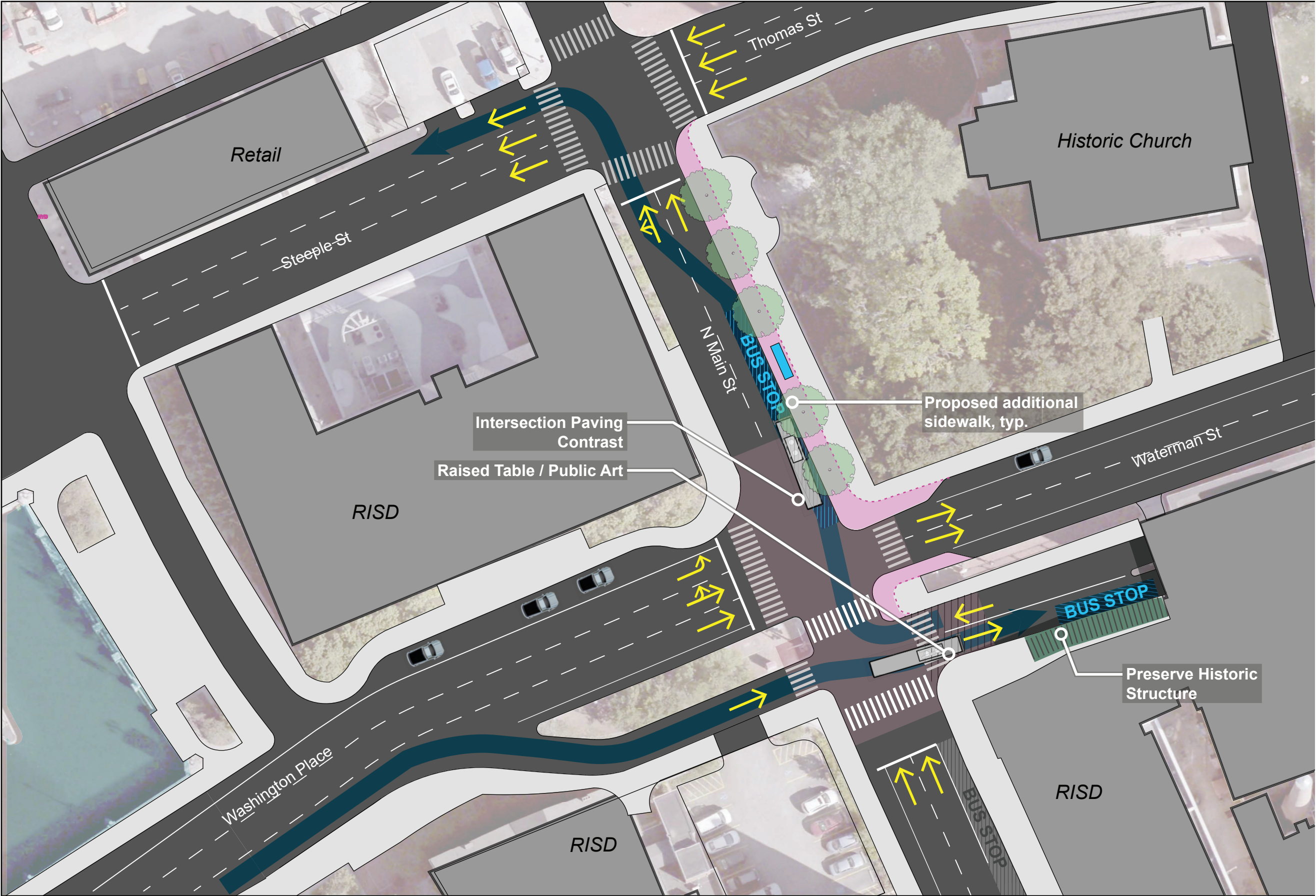
- Restricted width and two active stops within tunnel approach creates less safe conditions for passengers





West Tunnel - Option 1A

Preliminary Draft

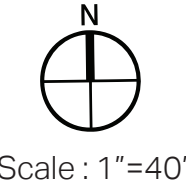
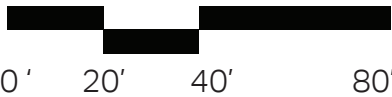


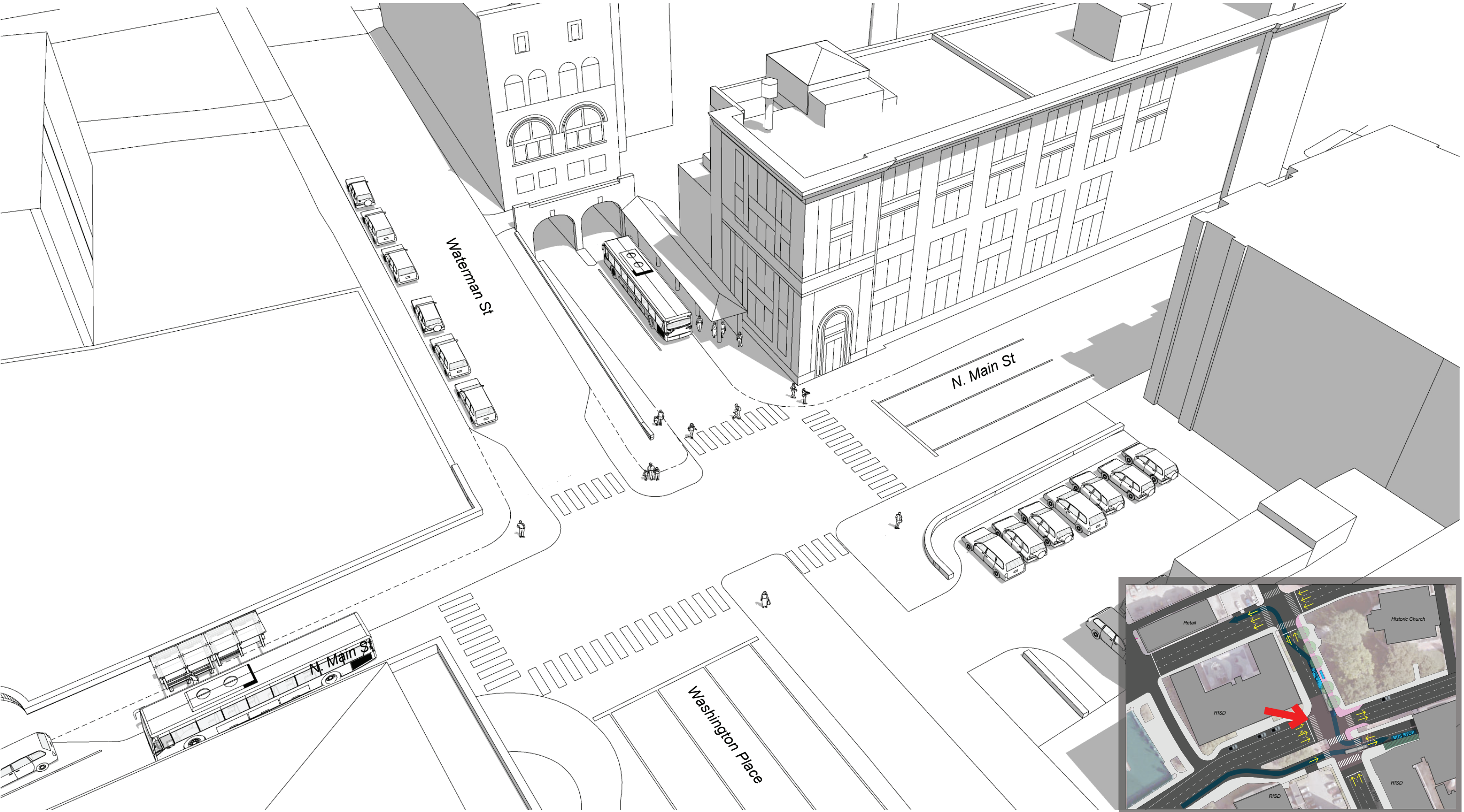
BENEFITS

- Maintains eastbound bus stop within the tunnel approach to maintain route pattern and preserve historic shelter
- Expands pedestrian zones at corners of tunnel approach for increased visibility and safer conditions
- Contrast paving and raised table at tunnel entrance highlights pedestrian zone and bus entry
- Addition of public art at tunnel walls and widened pedestrian areas provides community connection and enjoyment
- Restored historic shelter remains as bus stop

DRAWBACKS

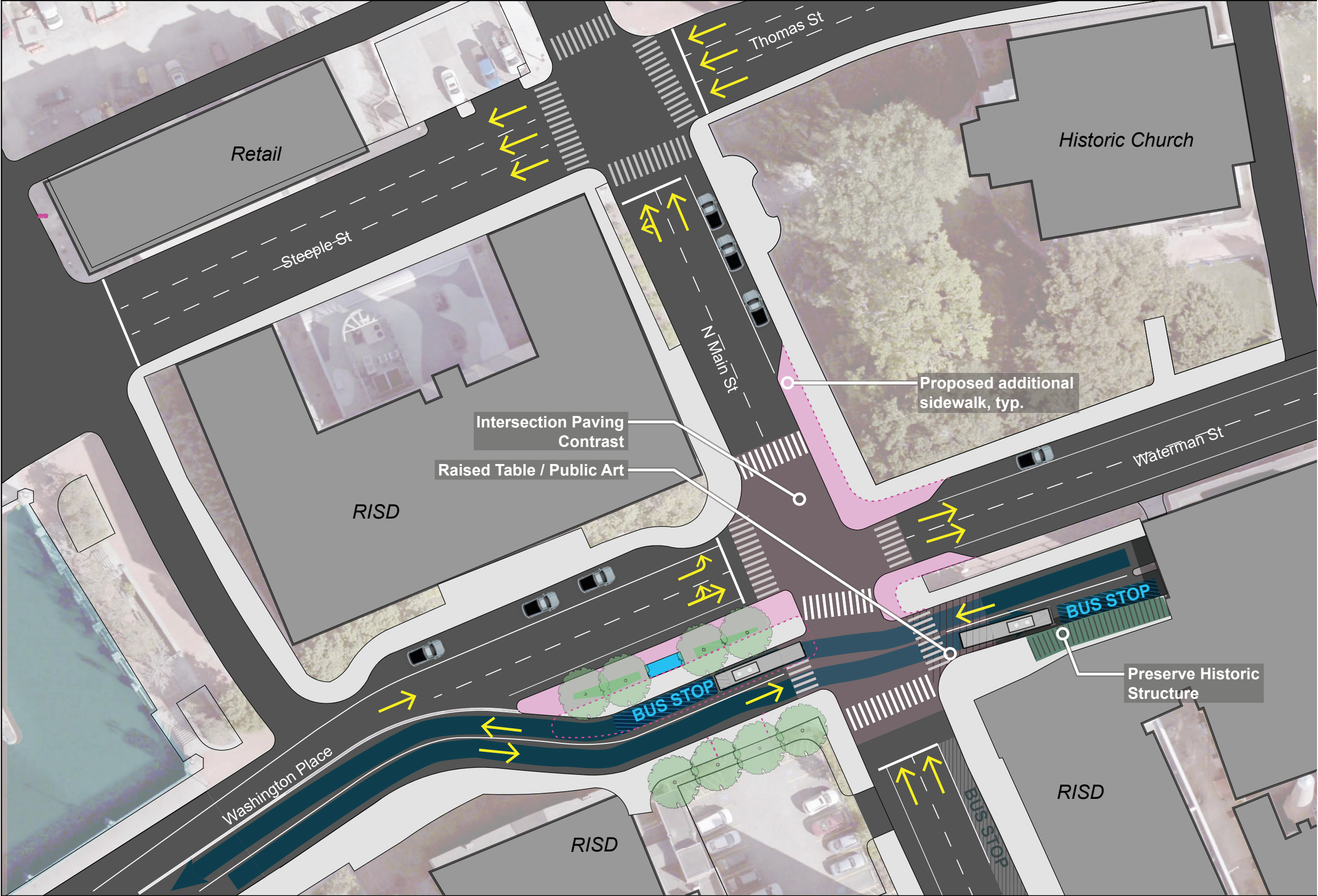
- Concerns regarding transit signal priority onto Steeple Street
- Concerns with bus ability to change into left lane after bus stop on N. Main St to make a left turn onto Steeple St
- Traffic queue at N. Main St and Steeple St could disrupt bus operations at the N. Main St stop.





West Tunnel - Option 2A

Preliminary Draft

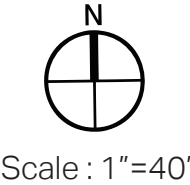


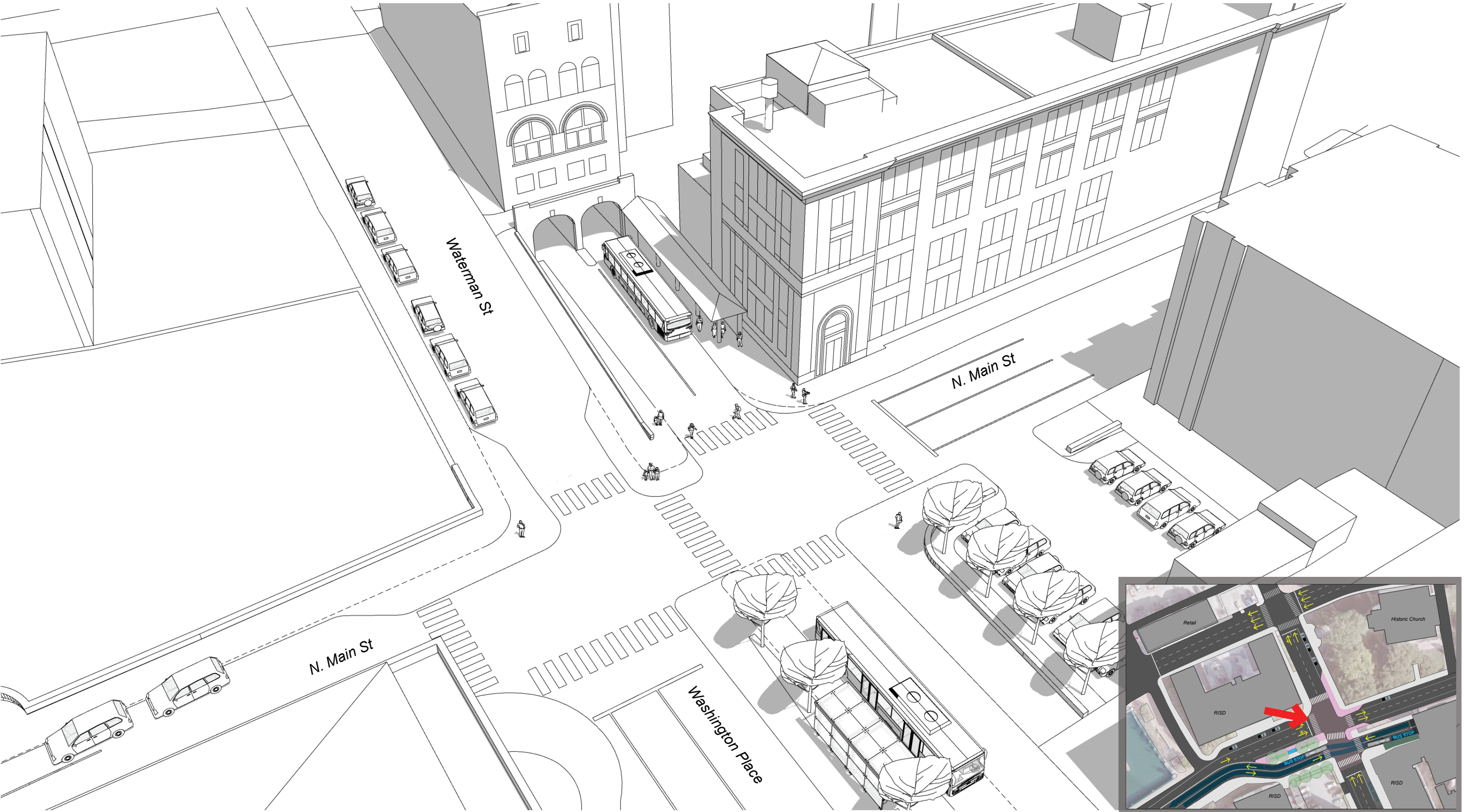
Benefits

- Maintains eastbound bus stop within the tunnel approach to maintain route pattern and preserve/restore historic shelter
- Provides dedicated bus route lanes with more efficient bus movement connecting Kennedy Plaza.
- Expands pedestrian zones at corners of tunnel approach for increased visibility and safer conditions
- Relocates westbound bus stop to safer location on dedicated bus stop island
- Contrast paving and raised table at tunnel entrance highlights pedestrian zone and bus entry
- Addition of public art at tunnel walls and widened pedestrian areas provides community connection and enjoyment
- Shift of parking lot access provides safer pedestrian zone, restricted bus only zone, and opportunity for expanded tree planting and public realm improvements.

Drawbacks

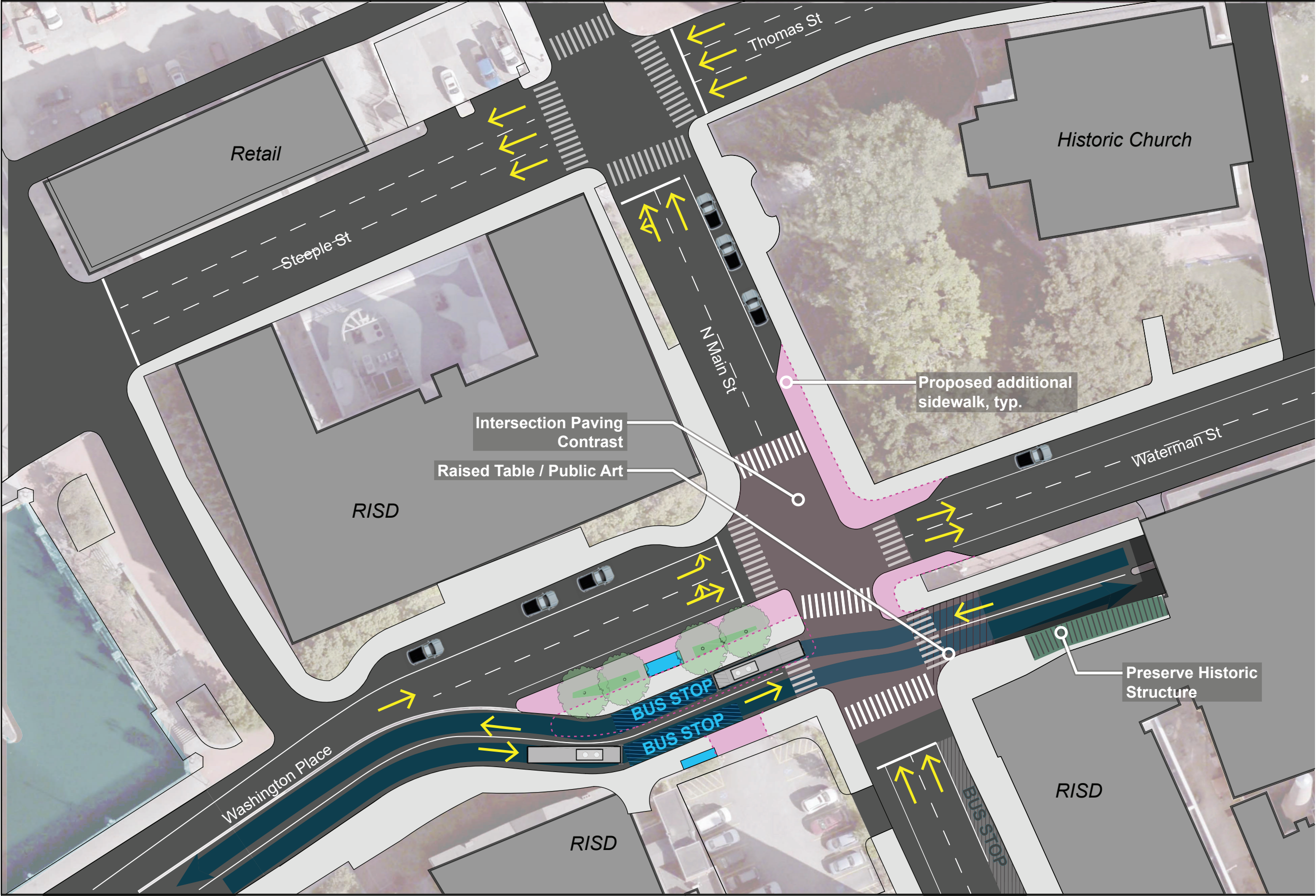
- Requires transition at Washington Place for contra-flow pattern and connections
- Requires shifting access for parking lot at RISD





West Tunnel - Option 2B

Preliminary Draft

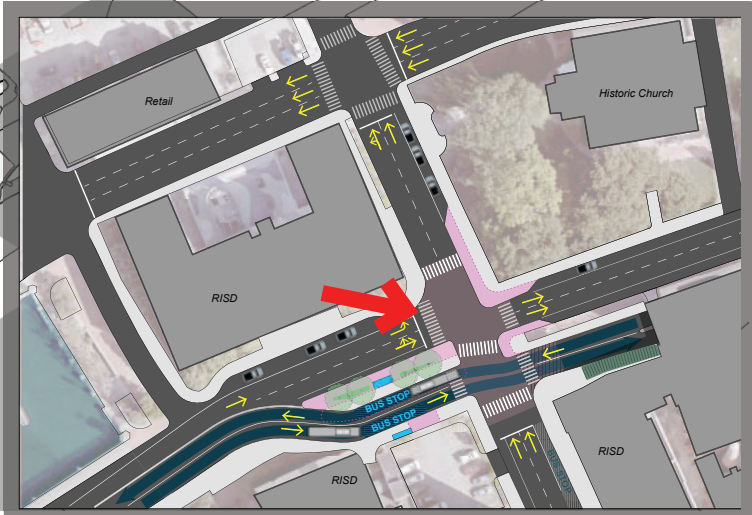
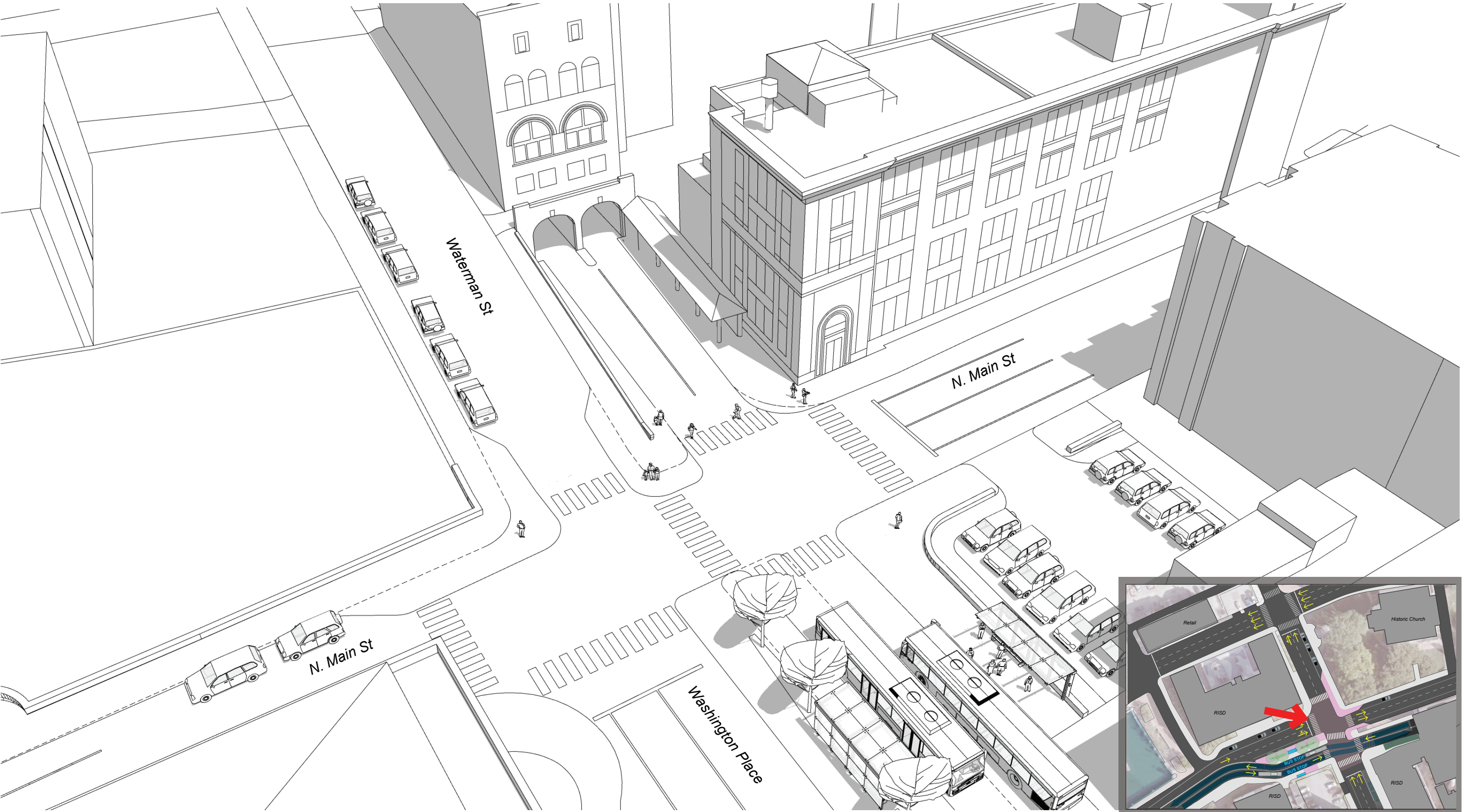


BENEFITS

- Provides dedicated bus route lanes with more efficient bus movement connecting Kennedy Plaza.
- Expands pedestrian zones at corners of tunnel approach for increased visibility and safer conditions
- Relocates both eastbound and westbound bus stops to safer location on dedicated bus stop island
- Contrast paving and raised table at tunnel entrance highlights pedestrian zone and bus entry
- Addition of public art at tunnel walls and widened pedestrian areas provides community connection and enjoyment
- Shift of parking lot access provides opportunity for safer pedestrian zone and expanded tree planting and public realm improvements
- Preserve/repurpose historic bus stop structure

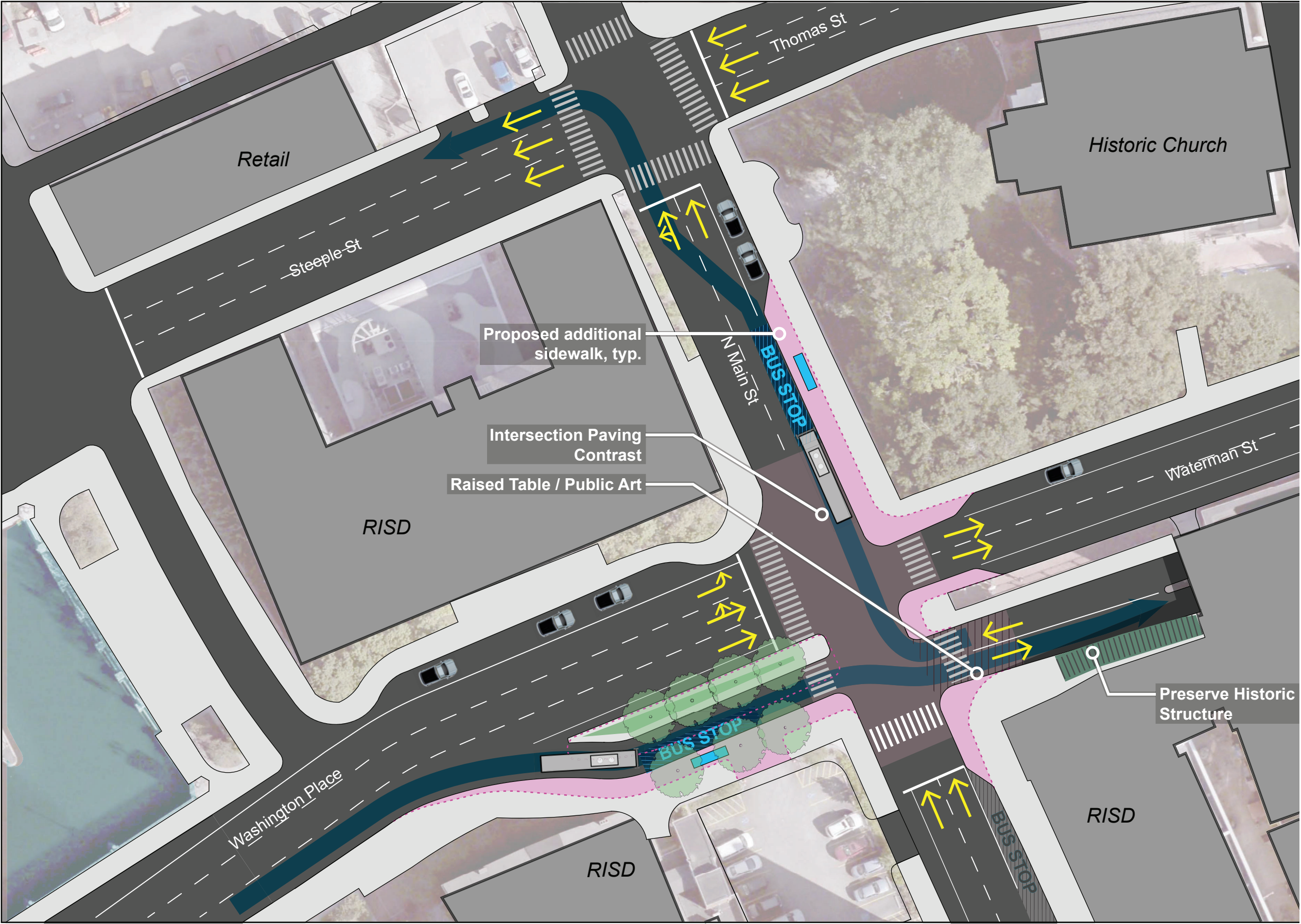
DRAWBACKS

- Requires transition at Washington Place for contra-flow pattern and connections
- Requires alternative use for preserved/restored historic shelter
- Requires shifting access for parking lot at RISD



West Tunnel - Option 3A

Preliminary Draft

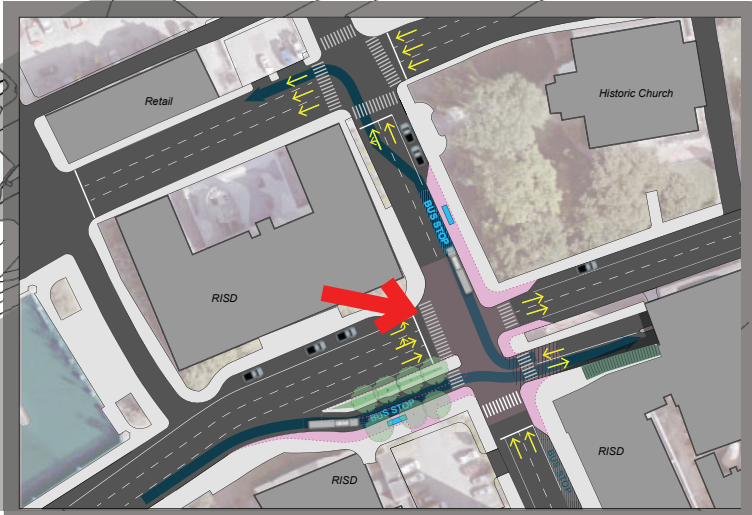
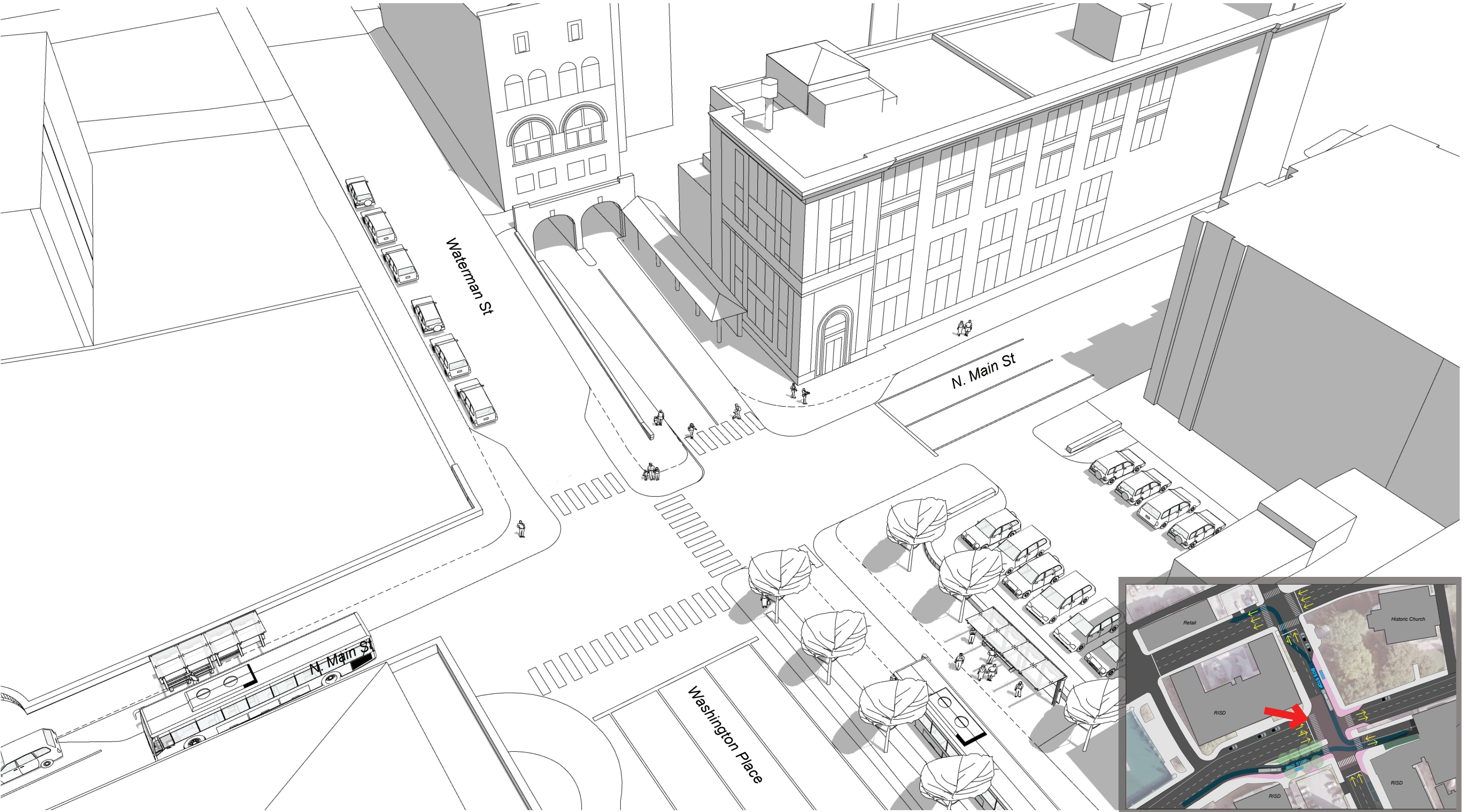


BENEFITS

- Provides EB dedicated bus route lane.
- Expands pedestrian zones at corners of tunnel approach for increased visibility and safer conditions
- Relocates EB bus stops to safer location on dedicated bus stop island
- Contrast paving and raised table at tunnel entrance highlights pedestrian zone and bus entry
- Addition of public art at tunnel walls provides community connection and enjoyment
- Shifting parking lot access provides for safer pedestrian zone, expanded tree planting and public realm improvements.
- Preserve/repurpose historic bus stop structure
- Curb extension at tunnel entrance deters unwanted right turns from N. Main St

DRAWBACKS

- Requires alternative use for preserved/restored historic shelter
- Buses ability to change into left lane after stop on N. Main St to make a left turn onto Steeple St
- Requires shifting access for parking lot at RISD
- Curb extension at tunnel entrance prevents future bus routes making right turn from N. Main St



West Tunnel - Option 3B

Preliminary Draft