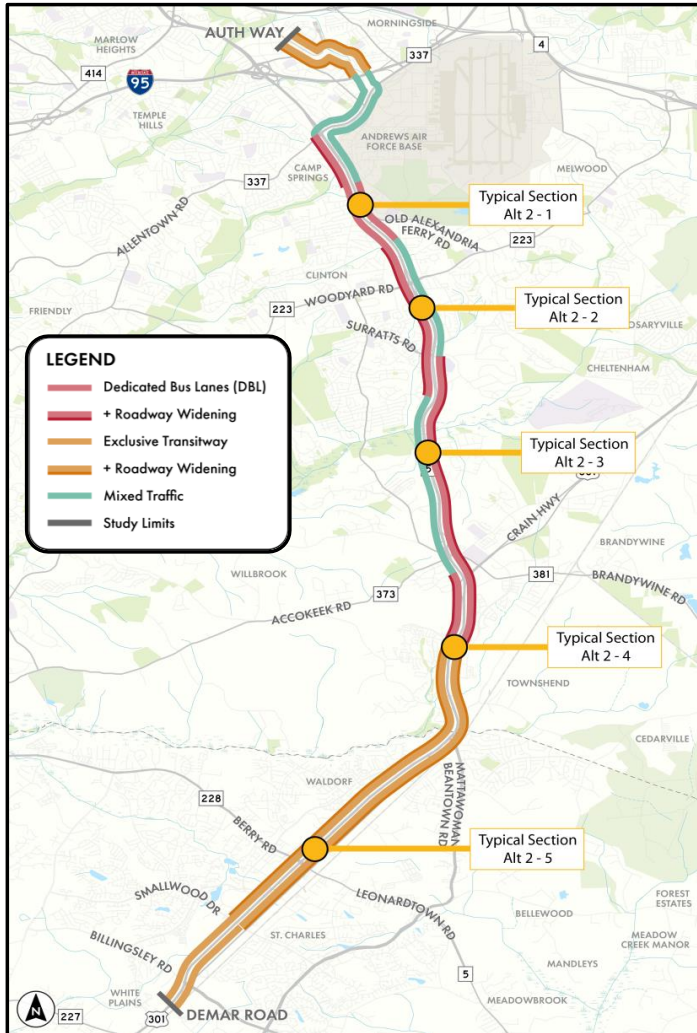




Bus Rapid Transit (BRT) in Roadway

- BRT alignment *within the roadway* of the existing MD 5/ US 301 corridors.
- Includes Transit Signal Priority (TSP) to reduce bus delay at traffic signals.
- Buses will primarily operate on MD 5 / US 301 in:
 - a dedicated bus lane,
 - exclusive transitway, or
 - mixed traffic, sharing the lane with general purpose vehicles.
- General Purpose vehicles will not lose a travel lane.
- Includes a mix of sub-options.

Alternatives Summary

Benefits

- Transit ridership along the corridor of 3,000-5,500 passengers per day
- Combination of dedicated bus lanes and median guideway reduces transit travel times to 45-55 minutes
- High transit service flexibility to add service and/or modify routing
- Lower environmental, community, and cultural impacts with an implementation timeline that includes a construction period of 2-6 years

Considerations

- Buses would operate in segments of mixed traffic resulting in some reductions in reliability
- Station connectivity would require some grade-separated pedestrian crossings due to station locations
- Highest number of business/commercial properties with partial impacts due to median transitway alignment
- Capital costs of \$2.0-\$3.0 billion

Similar Systems

