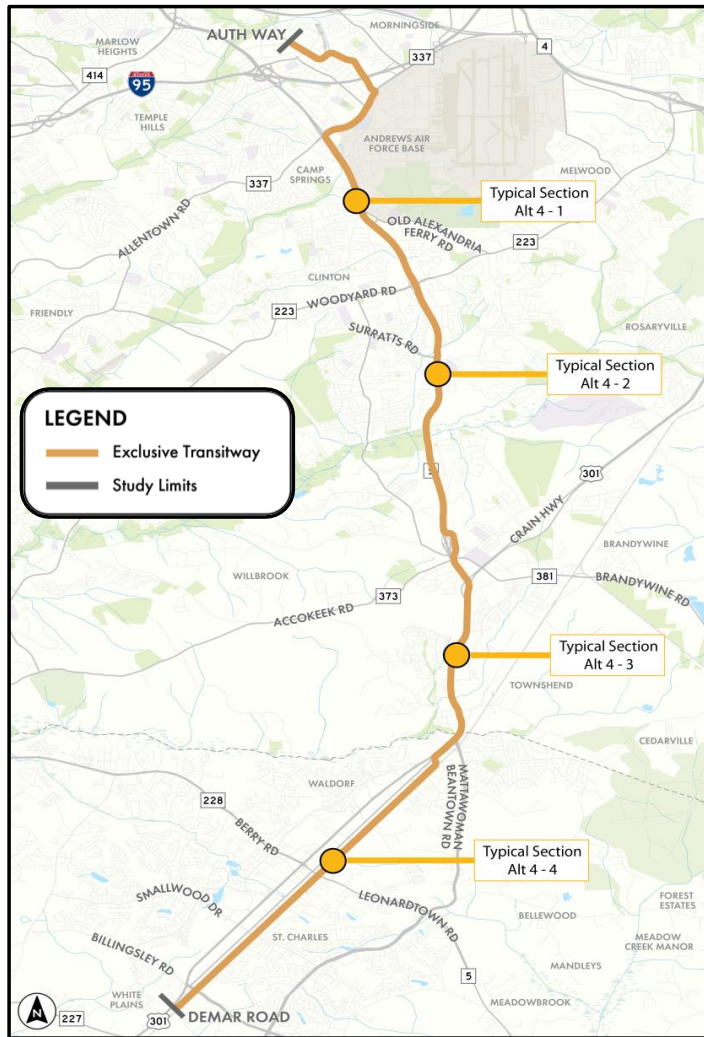




Light Rapid Transit (LRT) in Separated Guideway

- Similar to the layout of Alternative 3, except utilizes LRT as the mode.
- Involves constructing two tracks, primarily to the east of the MD 5 / US 301 corridor.
- The general-purpose travel lanes would remain as they are today.
- The light rail vehicles would utilize electricity via overhead catenary wires.

Alternatives Summary

Benefits

- Highest transit ridership along the corridor with 14,500-19,500 passengers per day
- Exclusive guideway provides the lowest travel times from 30-35 minutes with high travel time reliability
- Station locations more centralized and no grade-separated pedestrian bridges are required

Considerations

- Lowest transit service flexibility with limited ability to modify service
- Highest number of residential and business/commercial property displacements and residential partial property impacts
- Highest environmental, community, and cultural impacts
- Longest implementation timeline with a construction period of 7-9 years
- Highest cost alternative at \$5.5-\$6.5 billion in capital costs and \$33-\$40 million in annual operating and maintenance costs

Similar Systems

Charlotte, NC - Lynx



San Jose, CA - Light Rail



Baltimore, MD - Light RailLink

