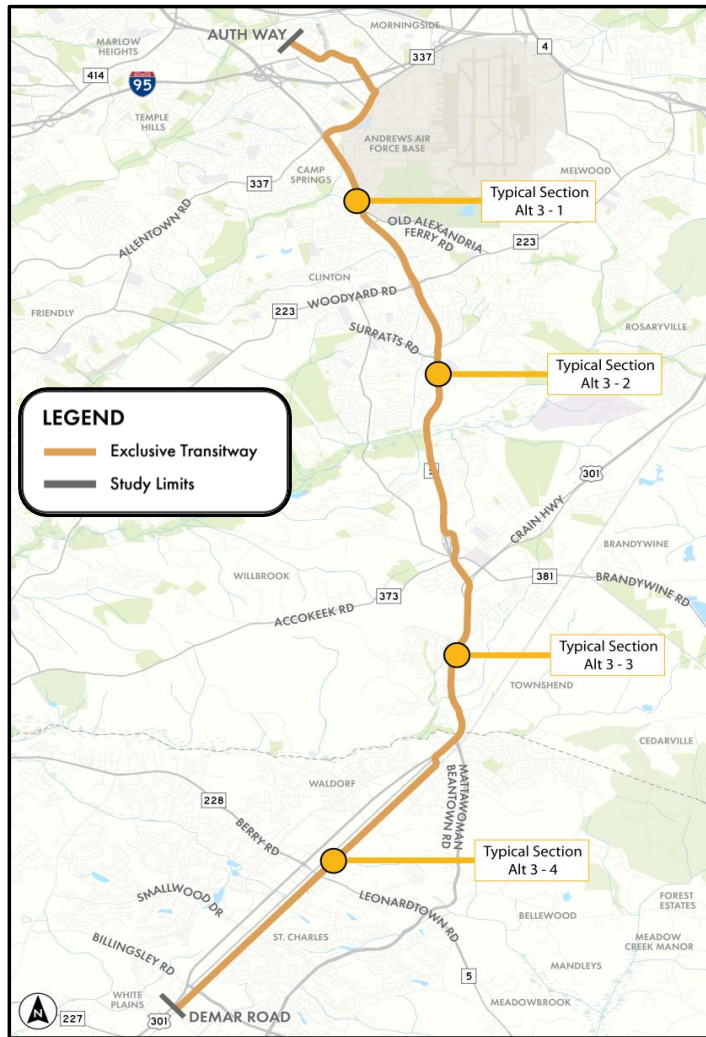


Bus Rapid Transit (BRT) in Separated Guideway

- Separated guideway for BRT to the east side of the US 301/MD 5 corridor.
- Includes Transit Signal Priority (TSP) and/or preemption to minimize bus delay.
- Typical section also includes a shared-use path to the east of the separated guideway.
- In the Waldorf area, the guideway runs along CSX's Pope's Creek Subdivision railroad, with the busway and shared use path constructed just west of the existing CSX track.
- No reduction in lanes for general purpose vehicles along US 301 and MD 5.

Alternatives Summary

Benefits

- Higher transit ridership along the corridor of 8,500-12,500 passengers per day
- Exclusive guideway provides the lowest bus travel times from 30-40 minutes with high travel time reliability
- Reduced Operating & Maintenance cost compared to rail-based alternatives
- Moderate transit service flexibility to add service and/or modify routing
- Station locations more centralized and no grade-separated pedestrian bridges are required

Considerations

- High number of residential and business/commercial property displacements and residential partial property impacts
- Higher environmental, community, and cultural impacts
- Longer implementation timeline with a construction period of 5-8 years
- High-cost alternative at \$4.0-\$5.0 billion

Similar Systems

