

Project Elements

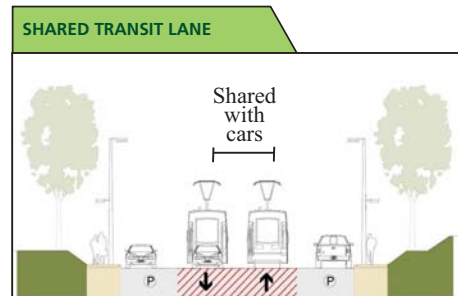
The Red Line Corridor Transit Study includes physical and operational elements which can apply to both BRT and LRT. Physical elements include a specific location for a horizontal alignment in a separate lane or along a curb lane, or within the second lane from the curb lane, or a specific vertical alignment (tunnel or aerial). Physical elements will also include park-and-rides, stations, storage and maintenance facilities, and traction power substations.

Operational elements include improvements to how the system will operate. These items include signal priority, queue-jumper lanes, “NextBus” real-time informational displays, frequency of service, hours of operation, and automated fare collections.

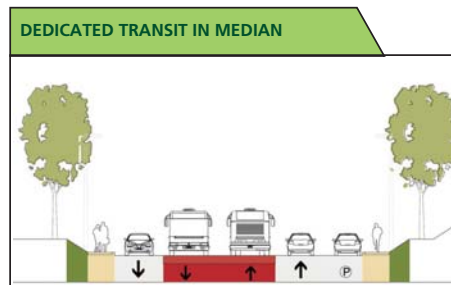
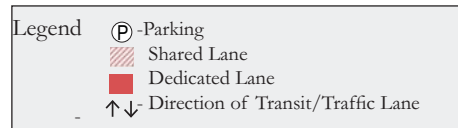
Physical Elements

At-Grade

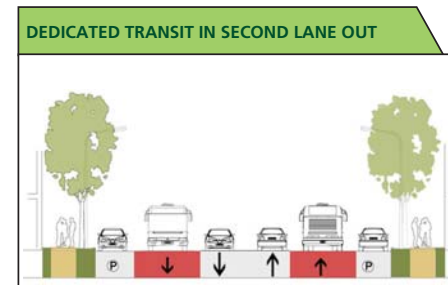
The Red Line Corridor Transit Study is considering different at-grade scenarios to best fit transit into the existing road network. The following options represent the basic design concepts under consideration.



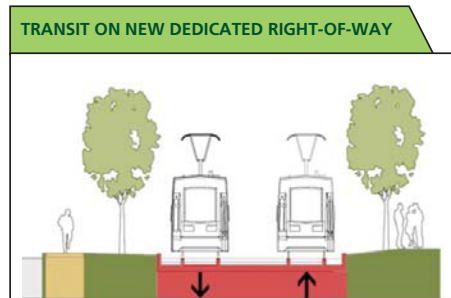
Shared Lanes. With this option, the transit vehicle would operate in the same lane as other vehicles.



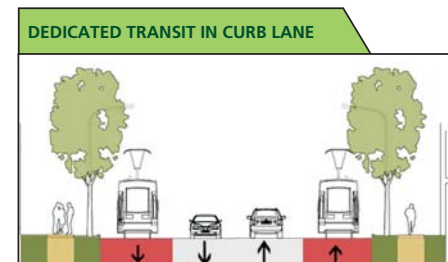
Dedicated Transit in the Median. These options typically include two-way transit lanes located in the median of the street. Pavement markings or some sort of crossable barrier would be used to identify the transit lanes.



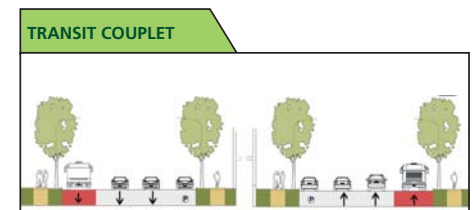
Transit Operating in the Second Lane Out (Dedicated Lane). This option leaves the curb lane open for parking and/or right-turning vehicles while putting transit vehicles in the adjacent lane to the left of the curb lane.



Transit Operating on a New Dedicated Right-of-way. This option includes two-way transit in separate lanes. With this option, the transit vehicles would be physically separated from the rest of traffic so that other vehicles cannot enter.



Transit Operating in the Curb Lane. With this option, transit vehicles would operate within the right curb lane with portions of shared use for right turning vehicles. However, no parking for vehicles is provided in this scenario.



Transit Couplets. With this option, eastbound transit vehicles would travel on one street and westbound transit vehicles would travel on the other street, in a pair.

Tunnels

A tunnel would allow BRT or LRT to operate underground and avoid traffic congestion on surface streets. Tunnels can reduce travel time on transit and because they are “out of the way” and avoid impacts on the surface. Tunnels include vehicle portals and pedestrian headhouses. Portals are simply the entrance and exit points where the transit transitions from surface to tunnel. Transit vehicles use portals to enter or exit a tunnel. Transit passengers use headhouses to enter or exit the tunnel stations. An example of a portal is located just west of the Mondawmin Station along the existing Metro line.

