

## What is BusPlus?

BusPlus is the name of CDTA's Bus Rapid Transit (BRT) route network. Bus Rapid Transit provides limited stop service along the most heavily-travelled corridors in the Capital Region. It includes sleek, efficient buses along with large, comfortable stations and enhanced customer amenities. BRT reduces travel time with fewer stops and traffic signal priority at congested intersections. BusPlus service was introduced on the NYS Route 5 corridor (Red Line) in April 2011, connecting Albany, Colonie, Niskayuna and Schenectady. BusPlus has resulted in 20% ridership gains along the corridor, which now totals close to 4 million rides annually. Based on this tremendous success, CDTA is developing a 40 miles of BRT vision focusing service on additional high volume corridors.

## What is the Washington/Western Corridor?

The corridor travels 8 miles through the city of Albany along Washington and Western Avenues which includes the region's largest shopping center (Crossgates Mall), multiple campuses of the University at Albany, the College of Nanoscale Science and Engineering, the Harriman State Office Campus, the College of Saint Rose and Albany High School. The service will operate through urban neighborhoods and business districts, providing a direct connection to Downtown Albany.

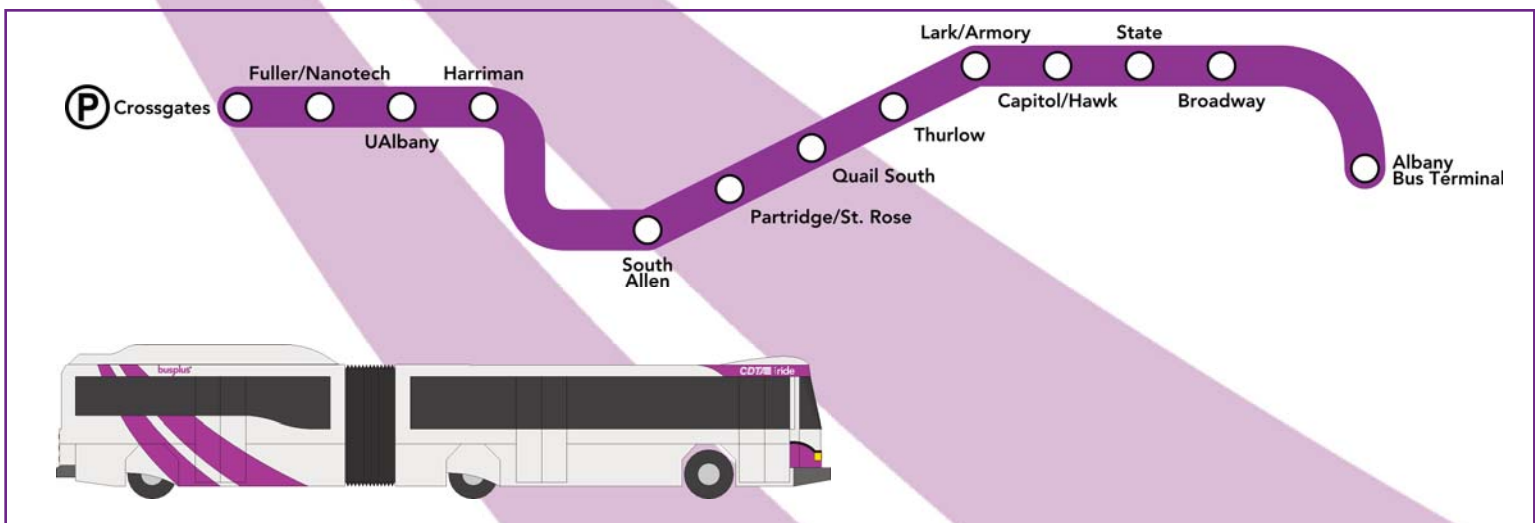
## Why the Washington/Western Corridor?

The Washington-Western corridor travels through the region's largest city and is home to its largest university, employment district and shopping centers. The corridor has over 3 million boardings annually – the second busiest transit corridor in the Capital Region. We anticipate increased ridership as the residential population increases to support the expansion of its educational institutions and employment base.

Washington-Western has been the focus of studies that have identified the corridor as having ideal transit ridership and land use characteristics to support Bus Rapid Transit. The Purple Line will connect to other routes in CDTA's route network including the Red Line, which runs along NYS Route 5 to Schenectady and the Blue Line along NYS Routes 4 and 32 in Troy.

CDTA operates a number of routes that access major institutions on the western end of the corridor that are not directly adjacent to Washington or Western Avenues. With strategic capital investment, the Purple Line offers direct access to key destinations via efficient BRT service.

## BusPlus Washington/Western Corridor Map



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## Benefits of BusPlus:

BusPlus service along the Washington-Western corridor will provide customers with more efficient travel. The Purple Line will reduce traffic congestion, stimulate economic development, act as a catalyst for revitalization of urban neighborhoods and support redevelopment of the Harriman State Office Campus.

CDTA's Purple Line features the distinctive BusPlus branding scheme that signifies premium service and a number of enhancements to the conventional bus system.

- **Fast & Reliable Service** – Reduced travel times and higher reliability with buses receiving priority at congested intersections. Bus-only connections allow front-door access to major destinations.
- **More Frequent and Expanded Hours** – Increased service on the corridor with higher frequencies throughout the day, and longer hours from the morning into the night.
- **Customer Convenience** – Larger stations include expanded seating, lighting and security cameras plus real-time arrival displays. Real time information can be obtained through any device with internet access including smartphones, tablets, and personal computers via [bustime.cdta.org](http://bustime.cdta.org).
- **Advanced Fleet** – The BusPlus Red Line offers diesel-electric hybrid propulsion systems, security cameras and complimentary Wi-Fi service. The Washington-Western corridor will have high capacity “articulated” buses allowing passengers more room to ride.



## What makes the Purple Line Unique?

Bus Rapid Transit on the Washington-Western corridor includes two major capital projects. The bus-way through the University of Albany and Harriman campuses, offering direct access and reduced travel times. A transit center proposed at Crossgates Mall will allow front door access and the ability to connect with other CDTA services at the region's largest shopping center.

## Why Bus Rapid Transit?

Bus Rapid Transit is one of the fastest growing service categories in the country. Progressive transit systems are using it as an alternative in communities without the density and volume needed for light rail. The flexibility of Bus Rapid Transit provides a clear connection to economic development where it has been introduced. It can be a building block to a dedicated right of way system, a trolley line or light rail system.

## What Will It Cost?

### **Estimated Capital Costs**

• Buses	\$12 million
• Stations	\$ 6 million
• Transit Center	\$25 million
• Harriman-UAlbany Busway	\$19 million
• Infrastructure	\$ 3 million

### **Estimated Operating Costs**

• Annual	\$ 2.2 million
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**CDTA**

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