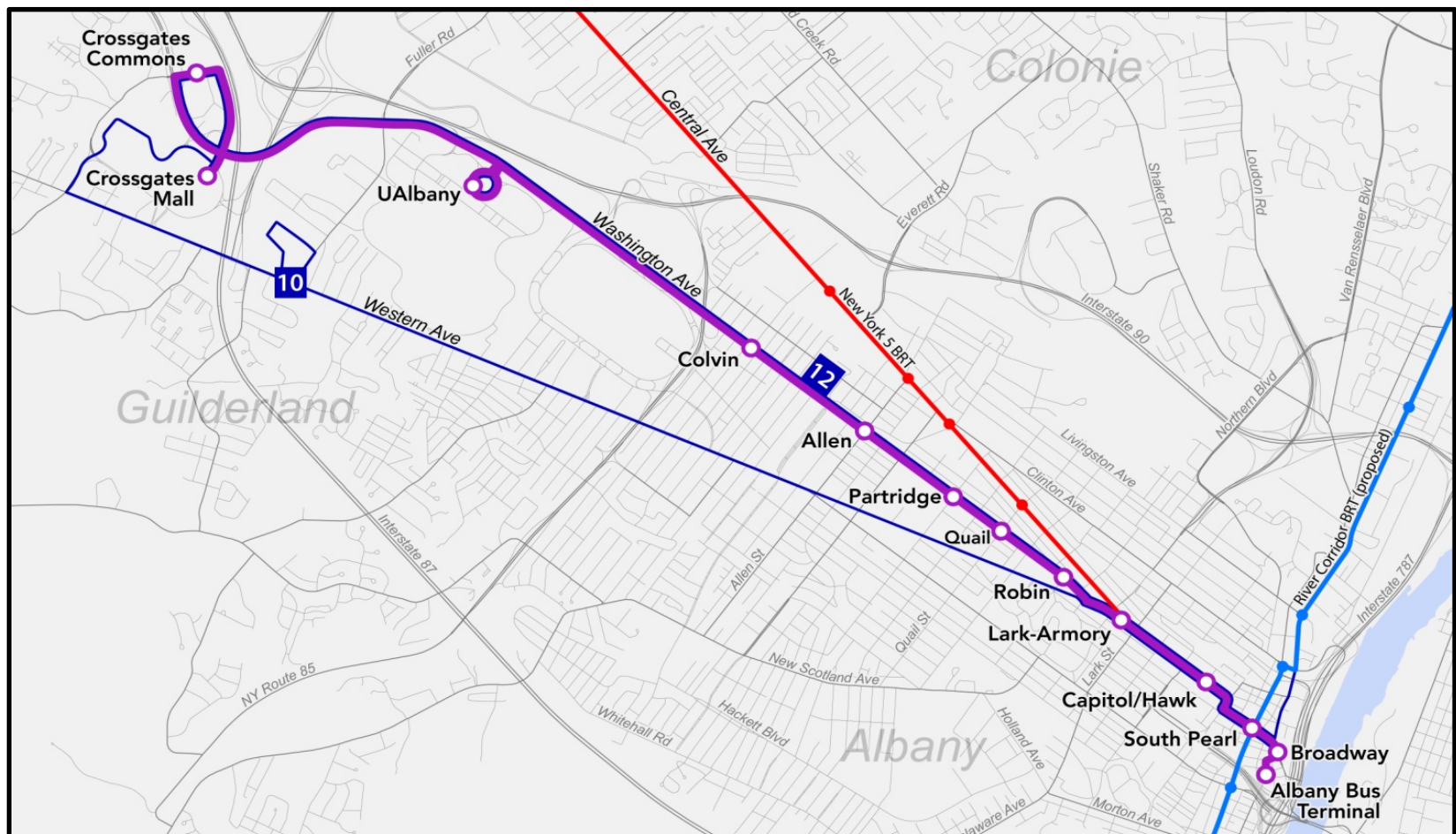


Washington-Western Bus Rapid Transit Alternative Selection

Alternative 1 – Washington Avenue



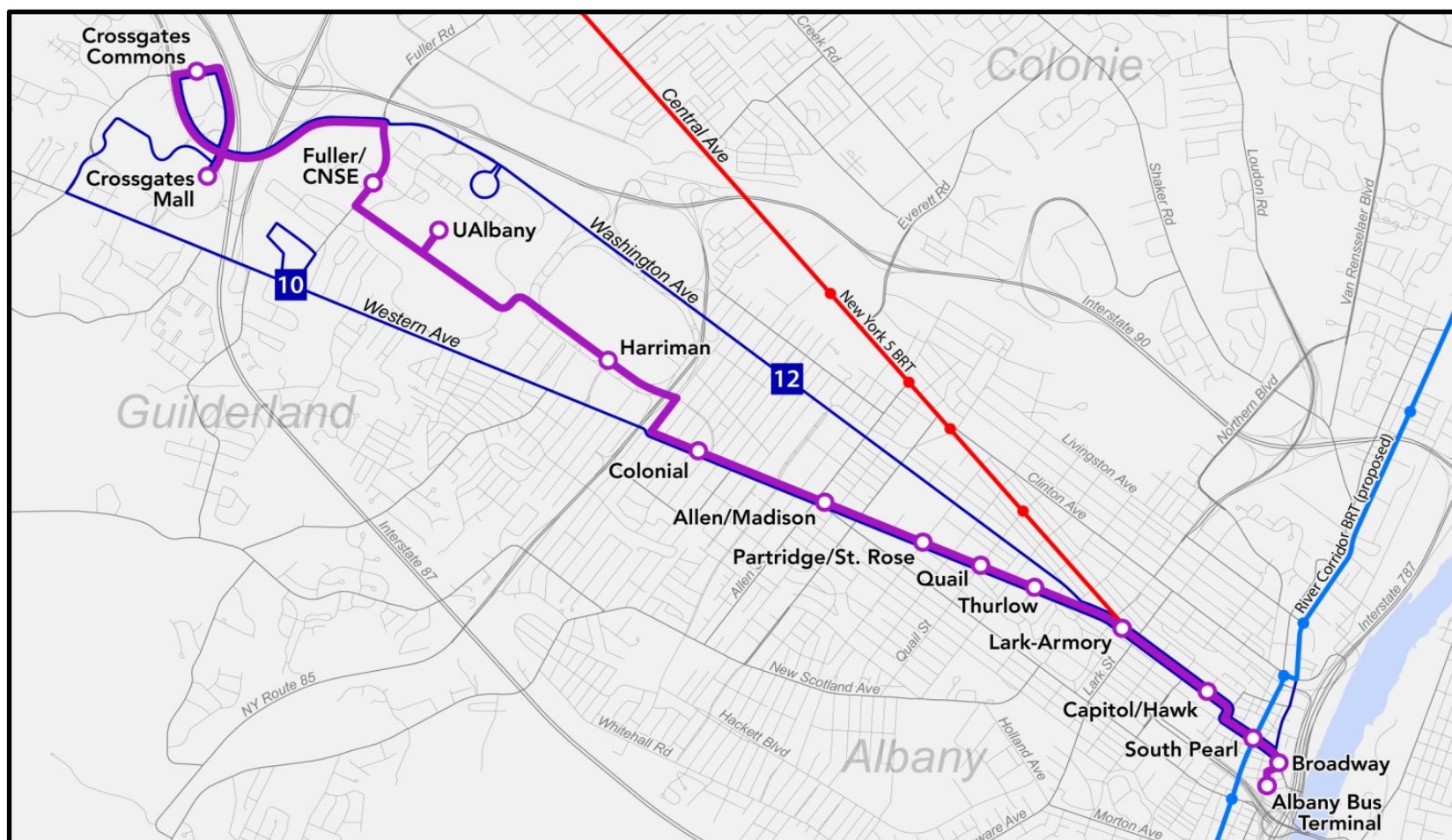
PROS:

- Lower capital costs

CONS:

- Higher operating costs
- Lower potential ridership
- Does not directly access UAlbany Alumni Quad or Saint Rose
- No access to Harriman Campus or SUNY CNSE
- No exclusive right-of-way, less reliability

Alternative 2 – Western Avenue via Busway (preferred alternative)



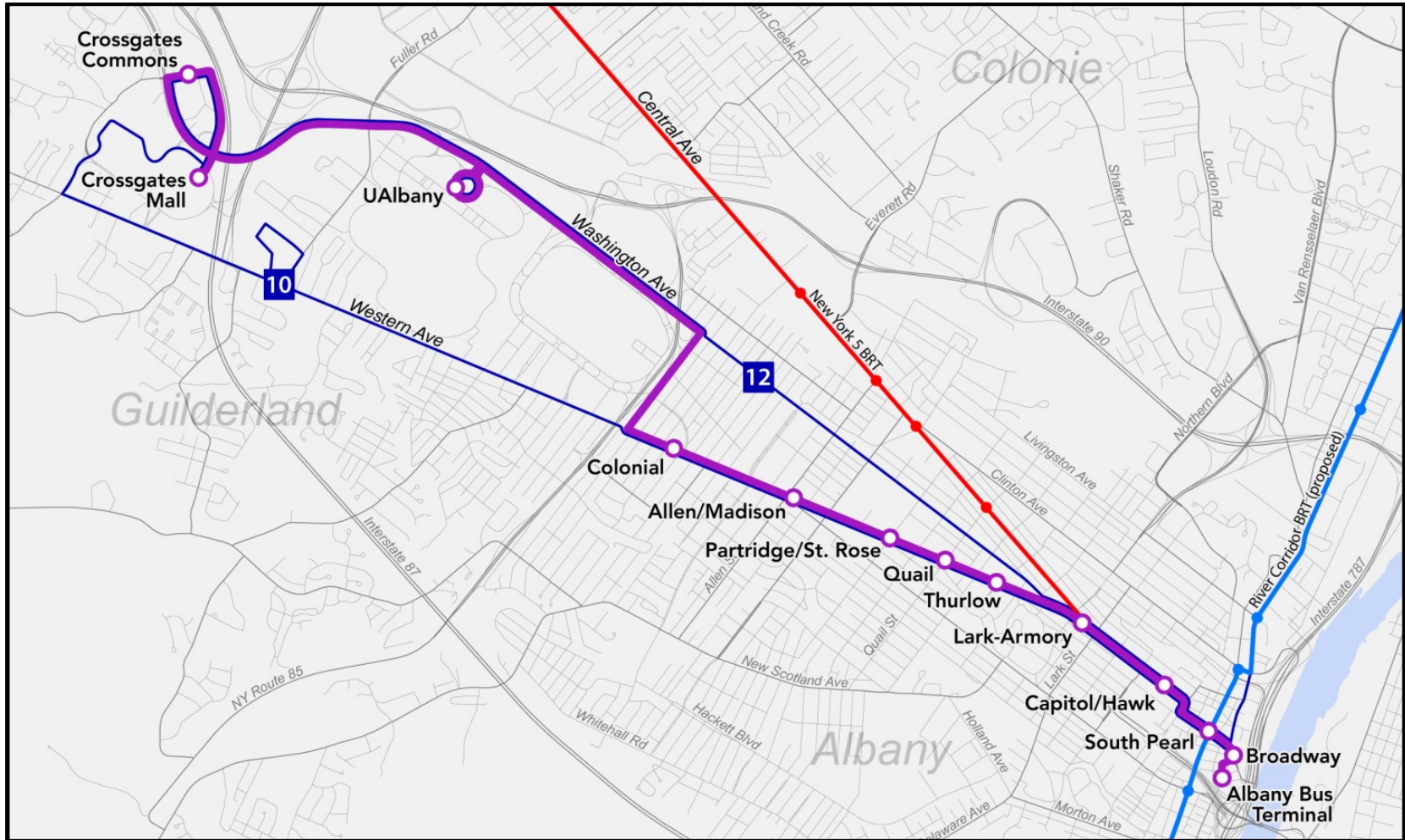
PROS:

- Highest ridership growth potential
- Most reliable service due to busway
- Connects UAlbany Uptown, Downtown, & Alumni Quad campuses
- Direct access to Saint Rose
- Accesses Harriman Campus and SUNY CNSE
- Highest potential for economic development
- Lower operating costs

CONS:

- High operating costs

Alternative 3 – Washington & Western Avenues via Brevator



PROS:

- Lower capital costs
- Direct access to Saint Rose
- Connects UAlbany Uptown, Downtown, and Alumni Quad campuses

CONS:

- Does not access Harriman Campus or SUNY CNSE
- No exclusive right-of-way, less reliability
- Lower potential ridership growth
- Lower potential economic development

Alternative Scoring

Evaluation Criteria	Alternative 1	Alternative 2	Alternative 3
Economic Development Potential	1	3	1
Impact to Local Services	3	2	2
Capital Cost – Local Share	3	1	3
Operating Cost	2	3	3
Connection of Major Destinations	1	3	2
Ridership Growth Potential	1	3	2
Reduced Travel Time	2	2	2
Improved Reliability	1	3	1
Cumulative Ranking	14	20	16

Washington-Western Bus Rapid Transit Service Plan Alternatives



CURRENT SERVICES

Route	WEEKDAY						SATURDAY				SUNDAY			
	AM Peak Frequency	Midday Frequency	PM Peak Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service
#10	15	20	15	30	60	5:30am-12:30am	30	30	30	6:30am-Midnight	30	30	30	8:00am-10:30pm
#11	24	24	24	24	24	7:30am-2:00am	24	24	24	8:30am-2:30am	24	24	24	8:30am-2:00am
#12	15	15	15	30	30	5:30am-12:30am	20	30	30	5:30am-12:30am	30	30	30	8:30am-11:30pm

ALTERNATIVE 1 – Washington Avenue

Route	WEEKDAY						SATURDAY				SUNDAY			
	AM Peak Frequency	Midday Frequency	PM Peak Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service
BRT	10	8	7	15	30	4:00am-2:00am <i>(3:00am Friday)</i>	12	15	30	5:30am-3:00am	15	15	30	6:00am-2:00am
#10	15	20	15	20	30	5:30am-12:30am	20	20	30	6:00am-Midnight	20	30	60	6:00am-Midnight
#12	20	30	20	30	60	6:00am-Midnight	30	30	60	6:00am-Midnight	30	30	60	6:00am-Midnight

Capital Cost

\$27.2 Million (Total Project)

\$5.5 Million (Local Share)

ALTERNATIVE 2 – Western Avenue via Busway

Route	WEEKDAY						SATURDAY				SUNDAY			
	AM Peak Frequency	Midday Frequency	PM Peak Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service
BRT	10	8	7	15	30	4:00am-2:00am <i>(3:00am Friday)</i>	12	15	30	5:30am-3:00am	15	15	30	6:00am-2:00am
#10	20	30	20	30	60	6:00am-Midnight	30	30	30	6:00am-Midnight	30	30	60	6:00am-Midnight
#12	20	20	20	30	60	6:00am-12:30am	30	30	60	6:00am-Midnight	30	30	60	6:00am-Midnight

Capital Cost

\$47.9 Million (Total Project)

\$9.6 Million (Local Share)

ALTERNATIVE 3 – Western & Washington Avenues via Brevator Street

Route	WEEKDAY						SATURDAY				SUNDAY			
	AM Peak Frequency	Midday Frequency	PM Peak Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service	Day Frequency	Night Frequency	Late Night Frequency	Span of Service
BRT	10	8	7	15	30	4:00am-2:00am <i>(3:00am Friday)</i>	12	15	30	5:30am-3:00am	15	15	30	6:00am-2:00am
#10	20	30	20	30	60	6:00am-Midnight	30	30	60	6:00am-Midnight	30	30	60	6:00am-Midnight
#12	20	20	20	30	60	6:00am-12:30am	30	30	60	6:00am-Midnight	30	30	60	6:00am-Midnight

Capital Cost

\$27.3 Million (Total Project)

\$5.5 Million (Local Share)