Swift Bus Rapid Transit
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&
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Swift – Washington State’s First BRT is almost 4 years old
Everett Transit
Everett Transit

College Station

Mall Station
Community Transit
Problem – A Forced transfer in a difficult Pedestrian Environment
Partnership…

Community Transit and Everett Transit crafted a unique partnership to implement Swift. Everett Transit is a full partner in the project – paying for the capital expenses of stations within their jurisdiction, building the Swift terminal at Everett Station, and contributing to the annual operating cost.
WHAT IS BUS RAPID TRANSIT?

- MAP 21 defines Bus Rapid Transit as including “….features that emulate the services provided by rail fixed guideway public transportation systems....”
Introducing Swift

- **Swift** – includes all of the “Characteristics of BRT”:
  - Running Ways
  - Unique Brand
  - Vehicles
  - Fare Collection
  - Stations
  - ITS
  - Service & Operations Plan
Swift

- SR 99 – Everett Station to Aurora Village Transit Center
- 16.7 miles
- 5 jurisdictions
- 24 stations initially
  - 14 northbound
  - 14 southbound
BRT on State Route 99

The SR 99 corridor has the highest density of population and employment in Snohomish County.
**Swift**

- **Corridor Infrastructure**
  - 6.7 miles of Business Access Transit (BAT) lanes
  - **Transit Signal Priority**
    - Initially 10.5 miles of TSP
    - TSP in City of Everett added in August 2011
BAT LANES

RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND BICYCLES
UNIQUE VEHICLES

- 15 Branded 62 foot articulated, hybrid vehicles
VEHICLES

- On board bike racks for 3 bikes

Passive restraint for wheelchairs
Swift Station – “a sense of place”

The station is located on an 10’x60’ easement - behind the sidewalk. Station elements include weather protection, information kiosk, fare collection, welcome mats, and jurisdictional artwork on the platform.
Innovative station design
EVERETT STATION

- Swift terminal at Everett Station:
  - Exclusive terminus just south of existing bus bays
Swift
Fare Collection

Off Board fare collection:

✓ 2 Ticket Vending Machines at each station
✓ 2 Smart Card readers at each station
✓ Customers pay at the station, then board by any door
✓ Swift Ambassadors in the corridor randomly check fares
Swift runs 6 days per week
  • 12 minute headways 5 a.m. – 7 p.m.
  • 20 minute headways evenings & Saturdays
Consistently meeting goal of 10 second dwell times
Compulsory stops at all stations
Precision docking with rub rails
The Swift Project

- Initial project cost – approximately $31.3 million for 16.7 miles
  - Approx cost per mile = $1.87 million
  - Almost half the cost is for the new vehicles
  - Project $3.4 million under budget

- Project was fully funded by Federal & State grants; partnerships; and local revenues

- Also obtained multiple Grants and partnership funds for the 1st 3 years of Operating funds
Swift Project Cost Breakdown

- Vehicles = $13.6M
- 32 Stations = $13.8M
  - Station kits = $4M
  - Construction = $5.5M
  - ROW = $1.5M
  - Supporting costs = $2.8M
- Fare Collection = $1.1M
- Everett Station = $2.8M
Swift Timeline

Only 4 years from Board Resolution to implementation!
Swift carries the highest ridership of all Community Transit Routes and now has over 4400 boardings per day.
System Ridership

Swift ridership is more than double the next closest route
At a time of overall declining ridership (-19% systemwide since beginning of Recession), the SR 99 corridor has experienced +21.75% more riders since the inception of Swift
Customer Survey

- Corridor based survey conducted in November 2011
- Rider characteristics and attitudes on Swift service
Has your travel time improved since *Swift* started?

- Over 50% of *Swift* riders perceive travel time improvements of up to 20 minutes, with 23% reporting improvements of more than 20 minutes.
- In contrast, the majority of Local riders (63%) perceive their travel times have remained the same or gotten slower.
Riders like *Swift* because it is fast, frequent, and easier to use.
Riders like Local buses because they get them closer to destinations and are less expensive.
Local riders are more likely to walk to the bus. More people are transferring to *Swift*. *Swift* riders are more likely to use other access modes – riding a bike, driving alone, and being dropped off.

Results suggest a positive impact of bike accommodations on *Swift*. 
Incremental improvements

- 4 additional stations in Everett
- Curb bumpers at all stations
- TSP in Everett
- APTS technology suite
  - CAD/AVL; APC; AAS; RTPI
  - Queue jump at 148th NB
LAND USE & ZONING

Evergreen Revitalization Plan

Lynnwood Crossing
Contact

COMMUNITY TRANSIT

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