

Community Transit's Swift Bus Rapid Transit

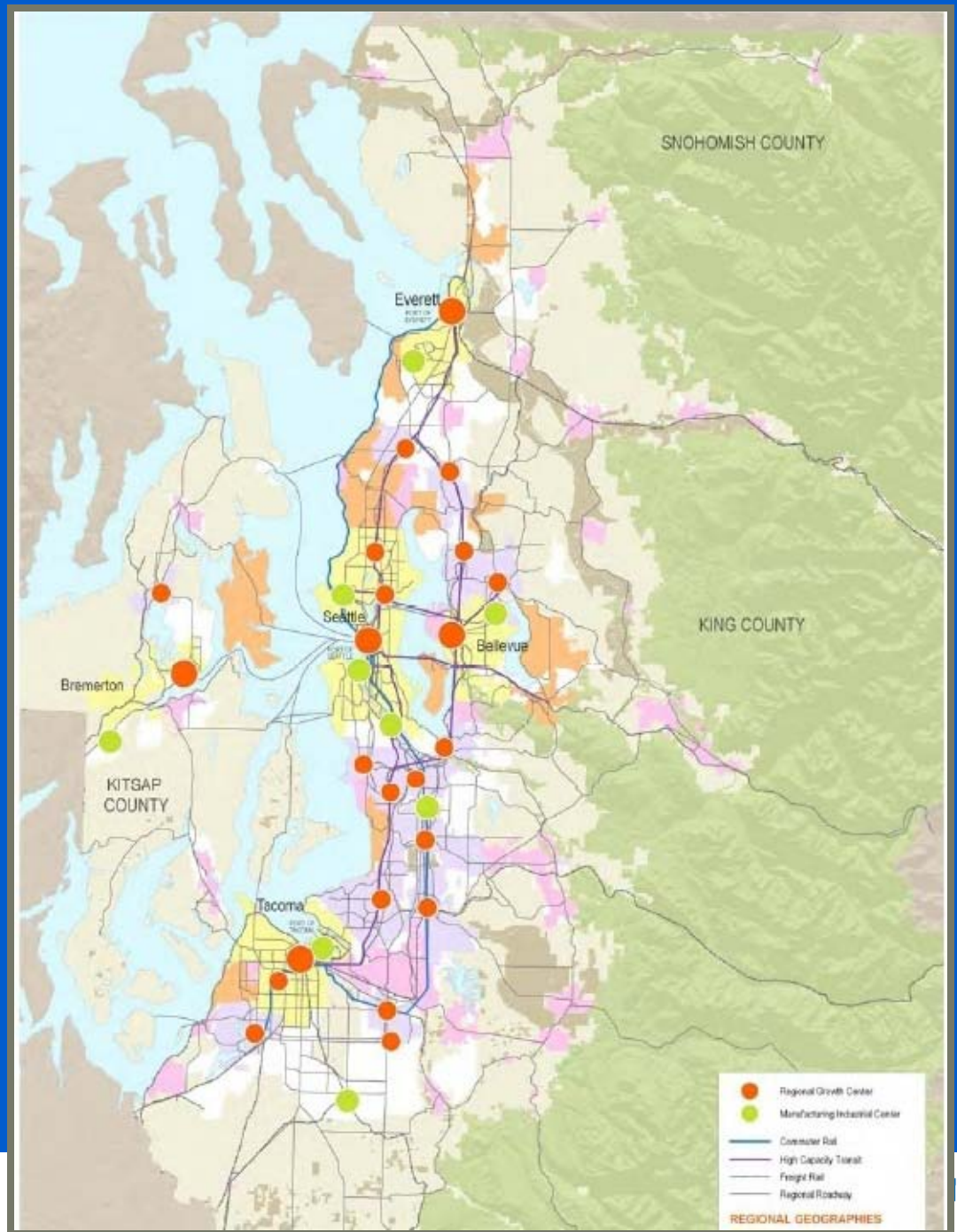
August 21, 2012



Community Transit

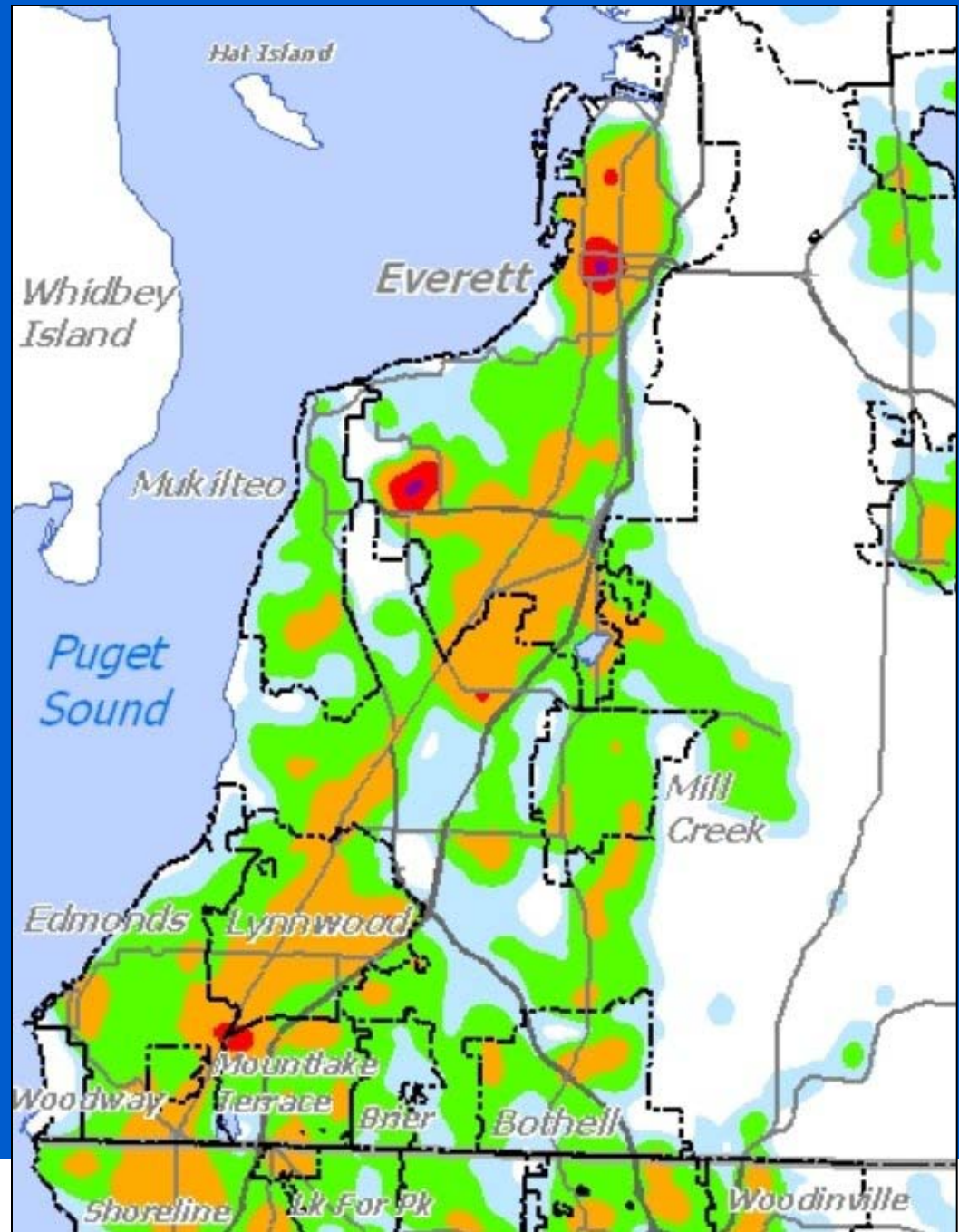


**Snohomish
County is just
north of King
County.
Everett is the
largest city
within
Snohomish
County, and
is approx 30
miles north of
Seattle**



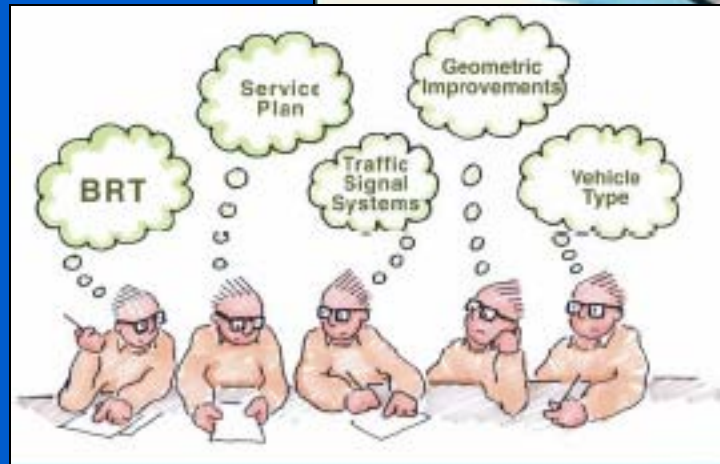
State Route 99

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



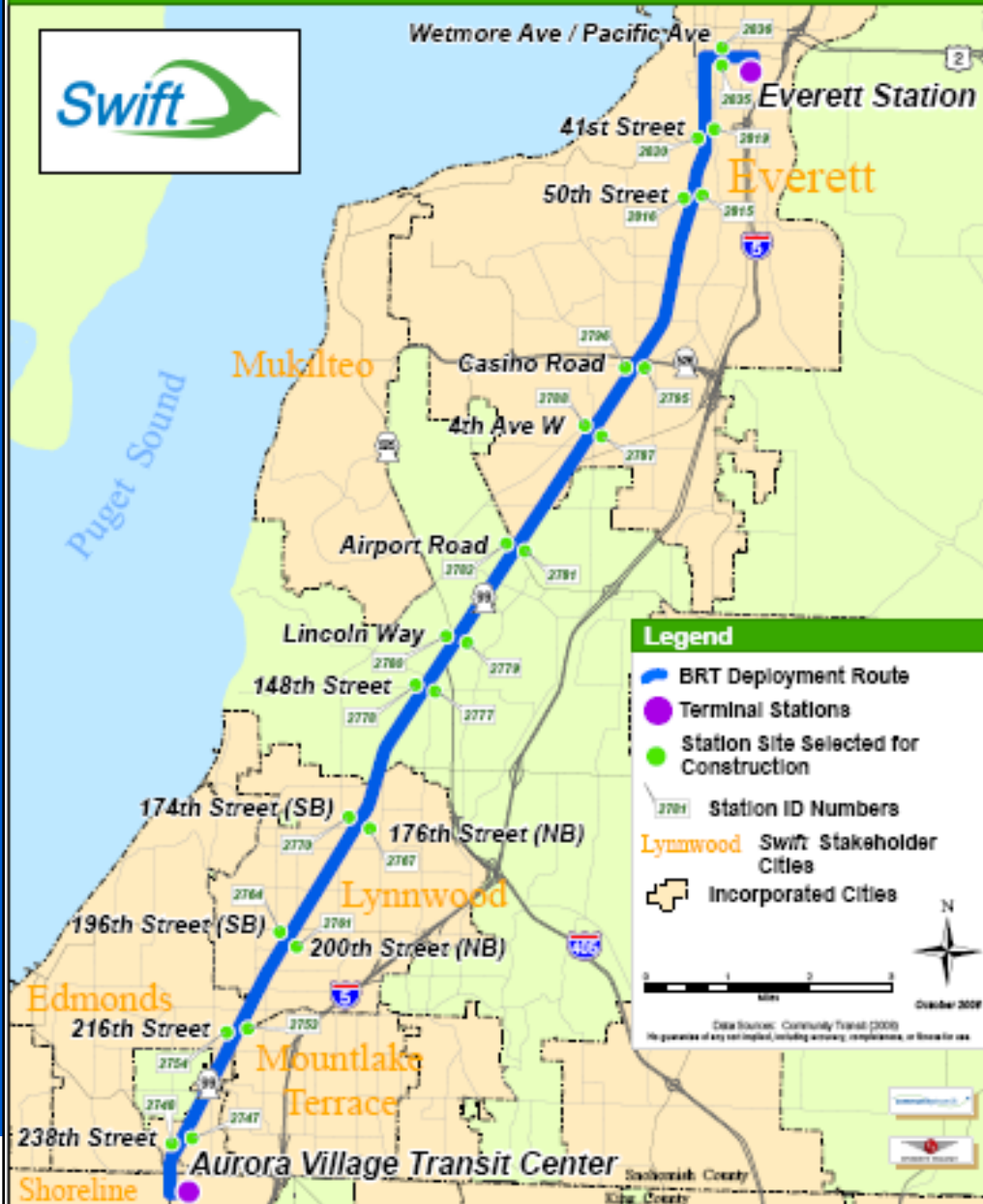
Swift

- **Swift** - all the elements of BRT:
 - Running Ways
 - Unique Brand
 - Vehicles
 - Fare Collection
 - Stations
 - ITS
 - Service & Operations Plan



Swift Bus Rapid Transit Corridor

Station Site Selection Status



Swift

➤ SR 99 – Everett Station to Aurora Village Transit Center

➤ 16.7 miles

➤ 5 jurisdictions

➤ 28 stations

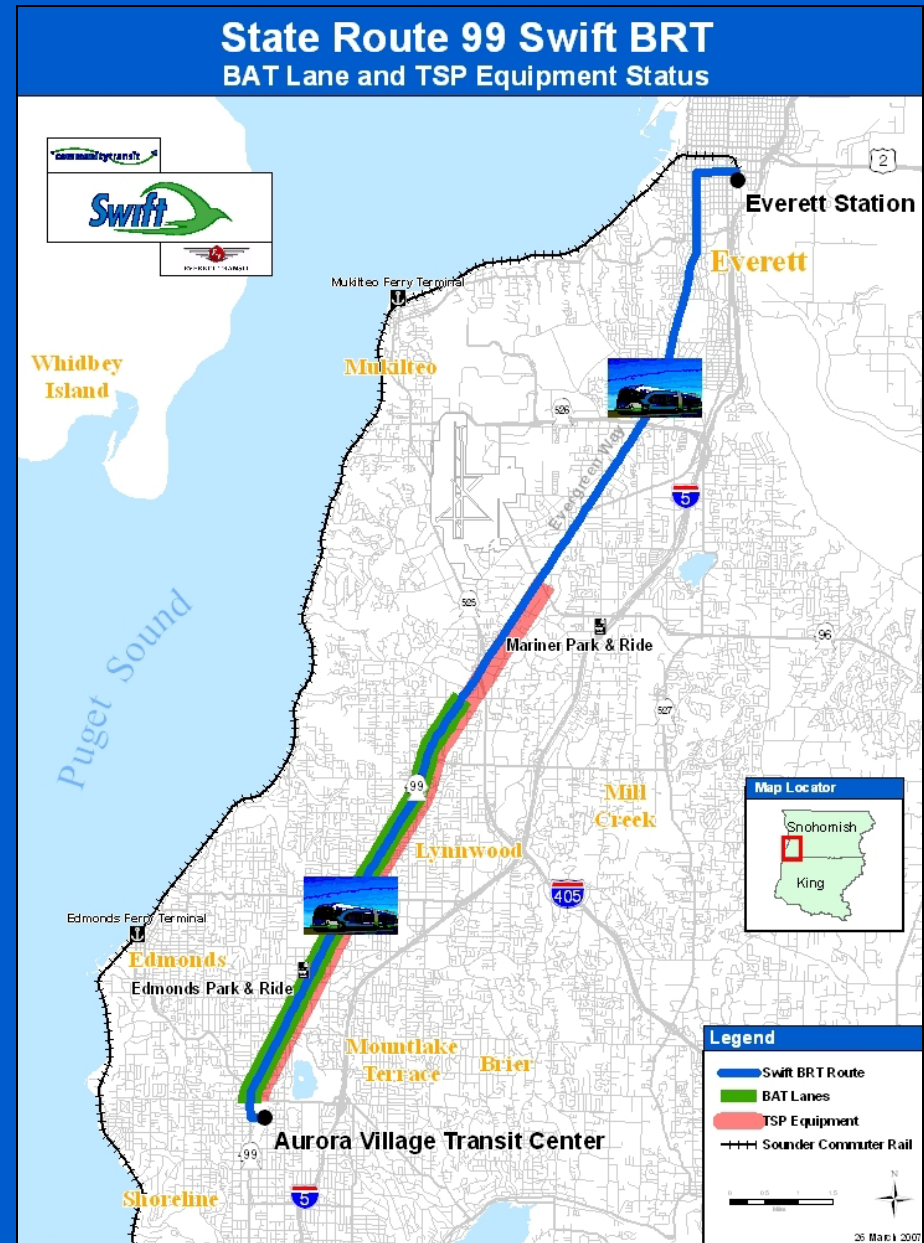
✓ 14 northbound

✓ 14 southbound



◆ Corridor Infrastructure

- Able to leverage existing investments in corridor
 - 6.7 miles of Business Access Transit (BAT) lanes
 - 10.5 miles of Transit Signal Priority (TSP)
- TSP in City of Everett completed in August 2011



BAT LANES



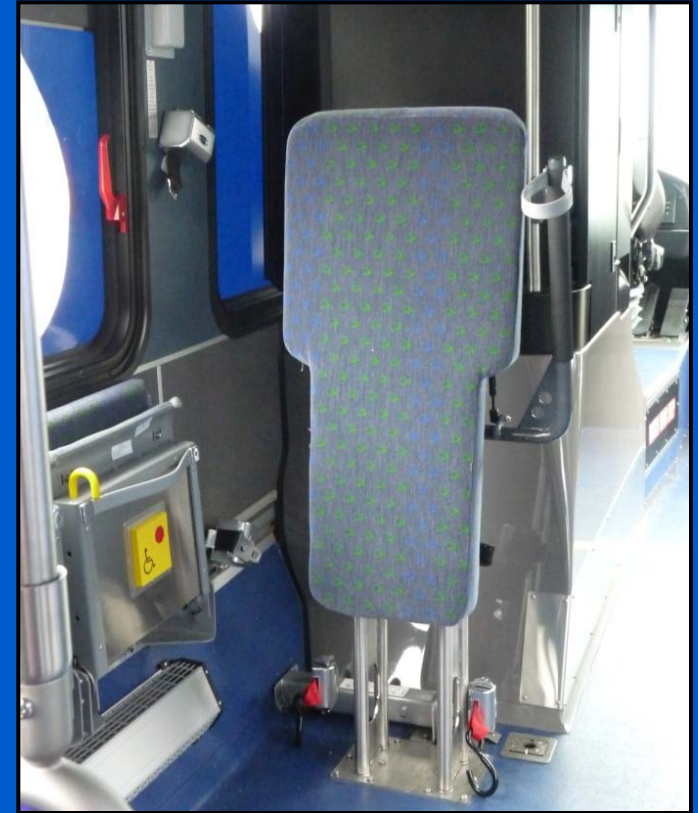
UNIQUE VEHICLES

- ◆ 15 Branded 62 foot articulated, hybrid vehicles



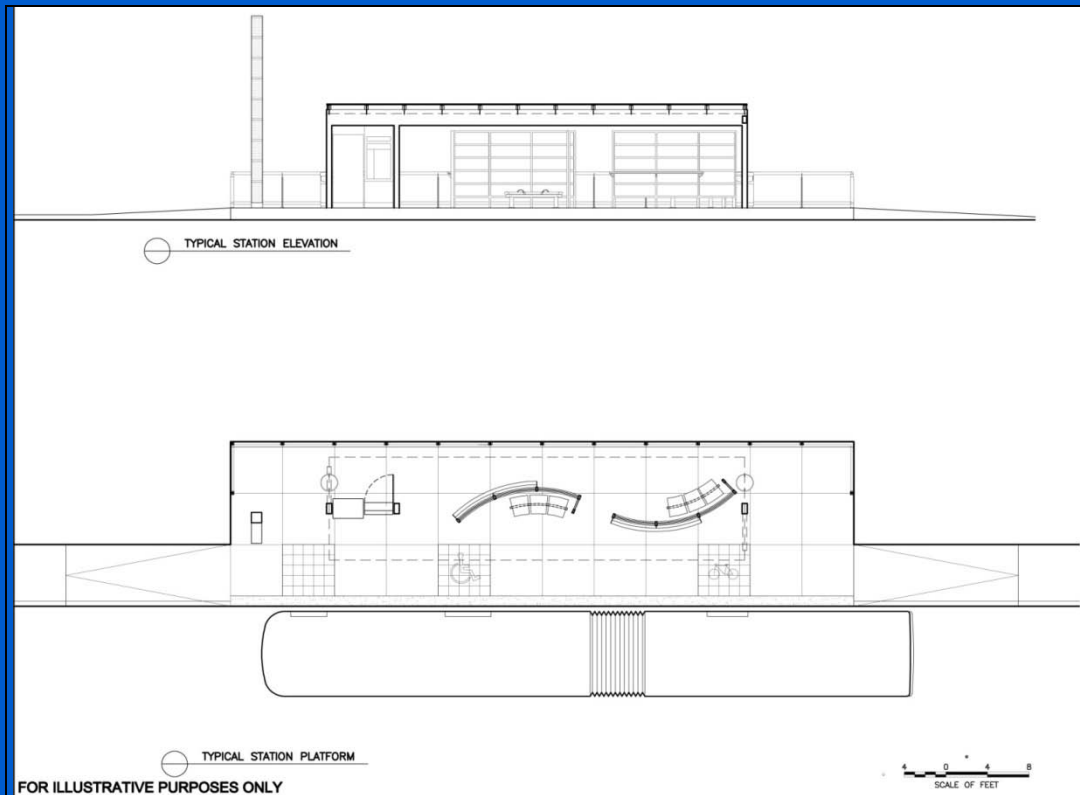
Vehicle design contributes to Speed & Reliability

- ◆ On board bike racks for 3 bikes



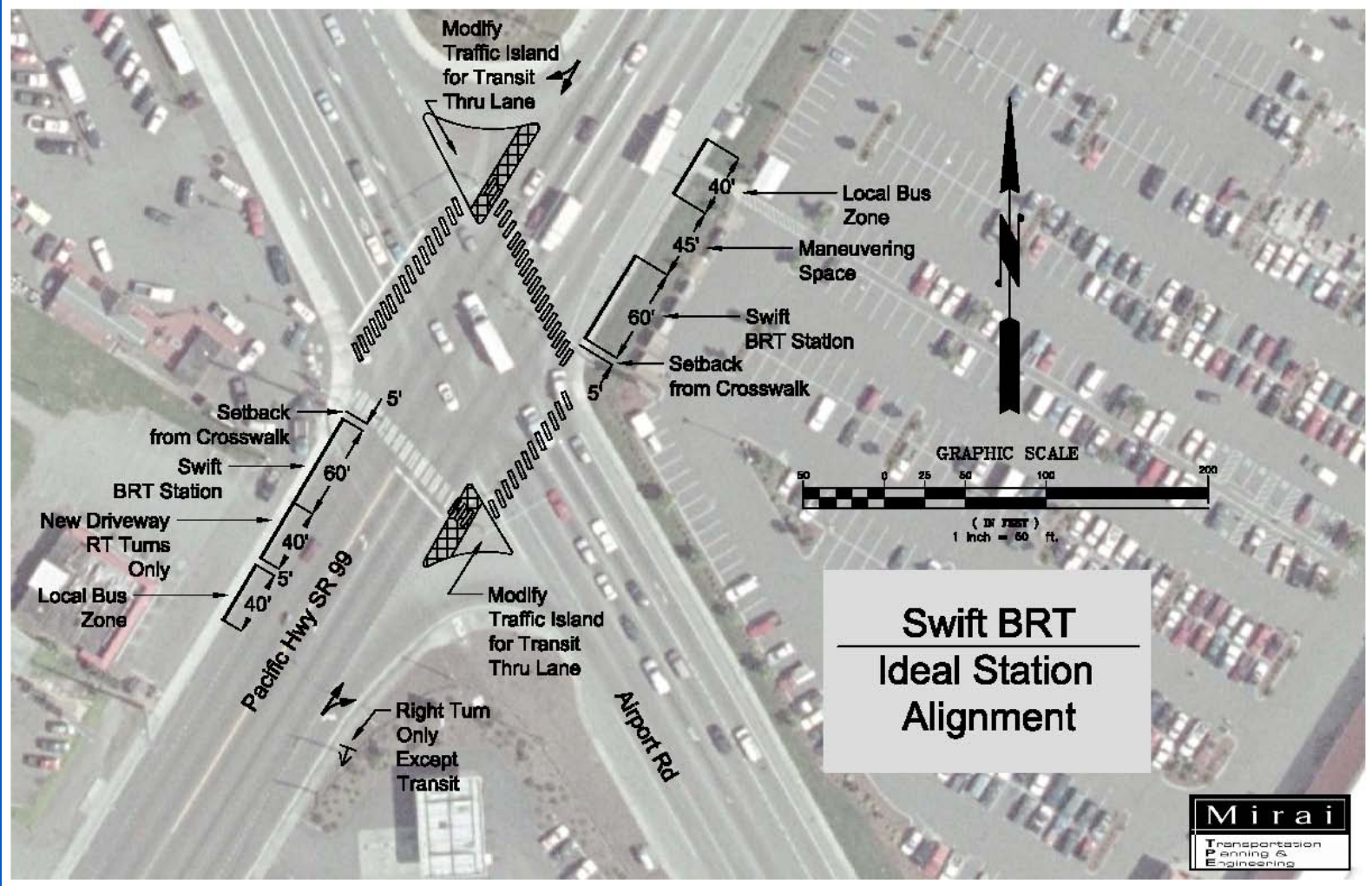
Passive restraint for wheelchairs

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.

Station Placement

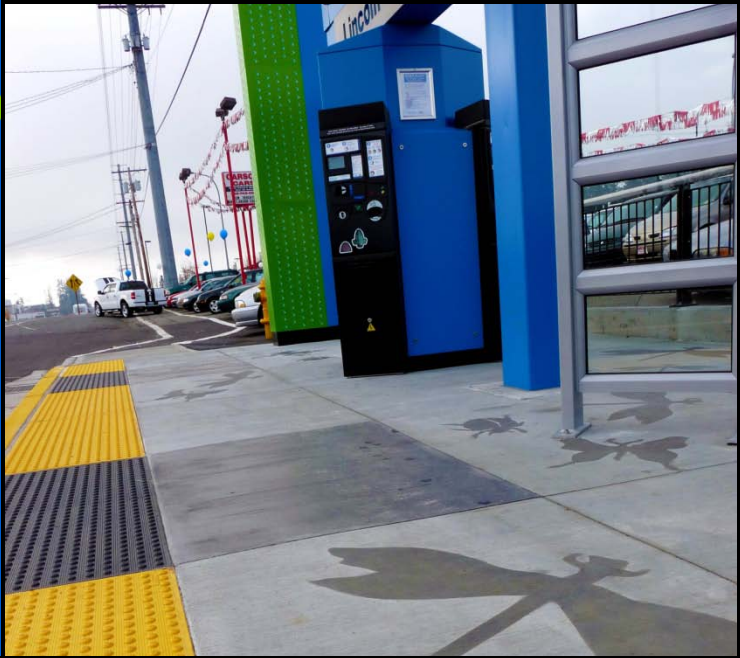


Innovative station design





tati



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 SERVICE

- ◆ **Swift now runs 6 days per week**
 - 5 a.m. until midnight M-F
 - 6 a.m. until midnight on Saturdays
 - No Sunday service systemwide
- ◆ **12 minute headways**
 - 5 a.m. until 7 p.m. M-F
- ◆ **20 minute headways**
 - Evenings and weekends



Service Innovations

◆ Headway Management

Block	Target			HEADWAY													
				EVERETT		41ST		CASINO		AIRPORT		196TH		AURORA			
				Leader	Follower	Leader	Follower	Leader	Follower	Leader	Follower	Leader	Follower	Leader	Follower		
03	-	-	-		0		0		0		0			-1			-3
05	-	-	-	0	0	0	0	0	0	0	0	0	1	2	3	2	
07	-	-	-	0	0	0	-2	0	-2	0	-3	-2	-2	-2	-2	-2	
09	-	-	-	0	0	2	2	2	2	3	2	2	0	2	2	1	
11	-	-	-	0	0	-2	-2	-2	-1	-2	0	0	0	0	-1	-1	
12	-	-	-	0	0	2	2	1	0	0	1	0	1	1	1	2	
01	-	-	-	0	0	-2	0	0	0	-1	-2	-1	-2	-2	-2	-5	
02	-	-	-	0	0	0	-1	0	0	2	1	2	2	5	2		
04	-	-	-	0	0	1	-1	0	-1	-1	-3	-2	-3	-2	0		
06	-	-	-	0	0	1	-1	1	-1	3	0	3	-2	0	-4		
08	-	-	-	0	0	1	0	1	-2	0	-3	2	-2	4	-2		
10	-	-	-	0	0	0	1	2	4	3	4	2	6	2	5		
03	-	-	-	0	0	-1	2	-4	1	-4	3	-6	3	-5	5		
05	-	-	-	0	0	-2	-3	-1	-2	-3	-3	-3	-5	-5	-8		
07	-	-	-	0	0	3	2	2	1	3	0	5	2	8	5		
09	-	-	-	0	0	-2	-1	-1	0	0	2	-2	2	-5	1		

◆ “Hot Swapping”



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 Timeline

Only 4 years from Board Resolution to implementation!

RESOLUTION NO. 20-05

A RESOLUTION of the Board of Directors of the Snohomish County Public Transportation Benefit Area Corporation (SCPTBAC, hereinafter referred to as "Community Transit") expressing intent to implement Bus Rapid Transit (BRT)

WHEREAS, the Board of Directors of Community Transit desires to provide the best service possible to its customers within available resources; and

WHEREAS, Community Transit desires to establish and operate a Bus Rapid Transit (BRT) system along its busiest corridor, Highway 99; and

WHEREAS, BRT is a unique and flexible system that includes dedicated lanes, transit signal prioritization, distinctive transit stations that minimize boarding time, more frequent and faster service, and other service enhancements; and

WHEREAS, a feasibility study suggests BRT would more than double the daily ridership along Highway 99 by 2015; and

WHEREAS, national studies have shown that where BRT is implemented, ridership has increased beyond predictions; and

WHEREAS, BRT will leverage significant existing investment in a regionally-identified high-capacity transit corridor; and

WHEREAS, Community Transit desires to obtain the necessary funding to implement this service; and

WHEREAS, Community Transit wishes to partner with other regional transit systems for funding and capital investments;

NOW, THEREFORE, BE IT RESOLVED that Community Transit will:

1. Adopt an accelerated planning and implementation schedule for BRT.
2. Hire a BRT project manager.
3. Accelerate implementation of the Advanced Public Transportation System (APTS).
4. Continue the branding and corporate positioning project to provide a consistent look to BRT.
5. Dedicate capital funds to support acquisition and construction of BRT.
6. Preserve financial capacity for BRT operations.
7. Actively pursue additional funding opportunities.
8. Continue coordination efforts with Sound Transit, King County Metro, and Everett Transit.

APPROVED and PASSED this 1st day of December, 2005.


Mayor Lynn Wally, Chair

ATTEST:


Councilmember Lisa Utter, Secretary

APPROVED AS TO FORM:


Alice Hendricks, Attorney



2005

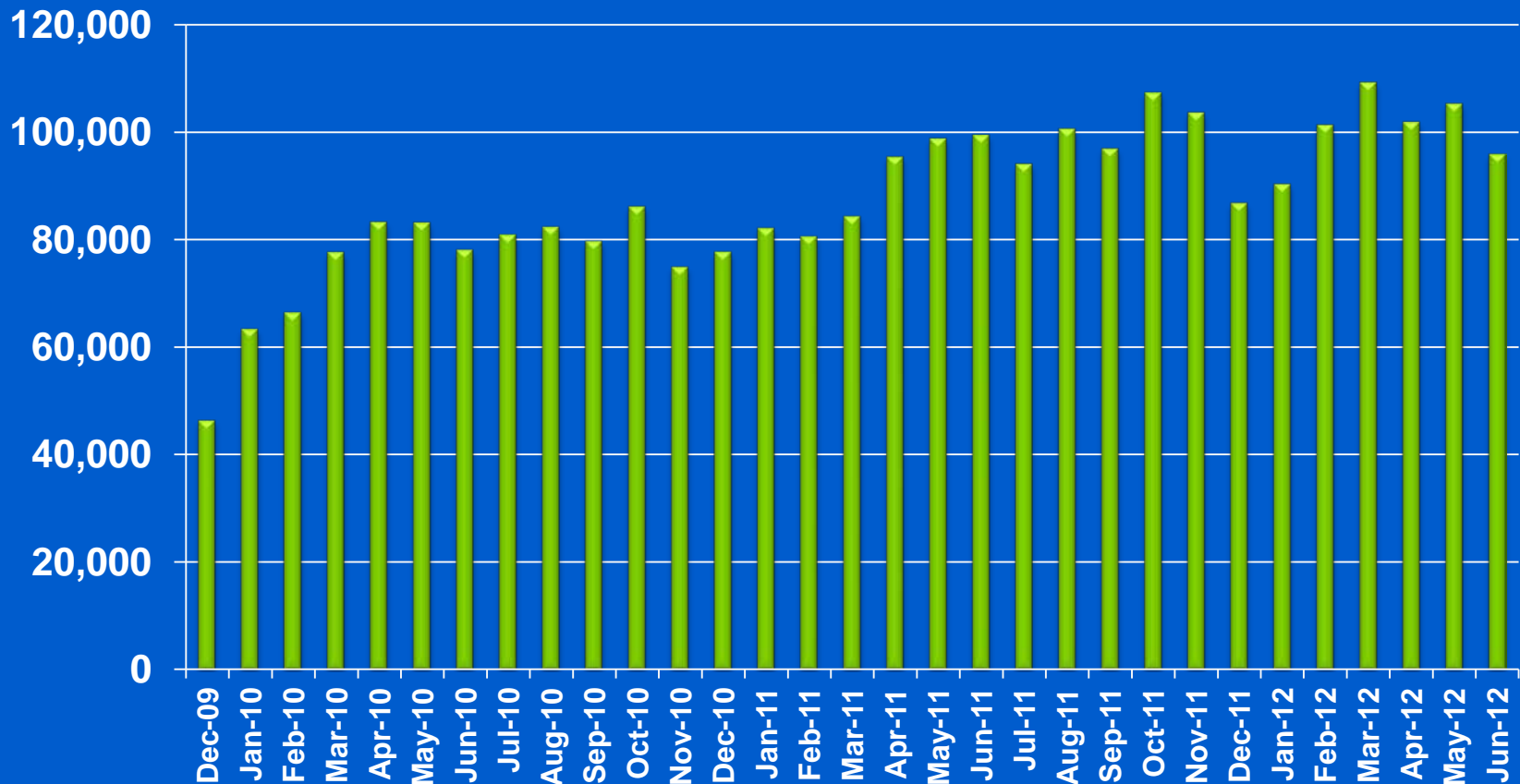
2007

2009



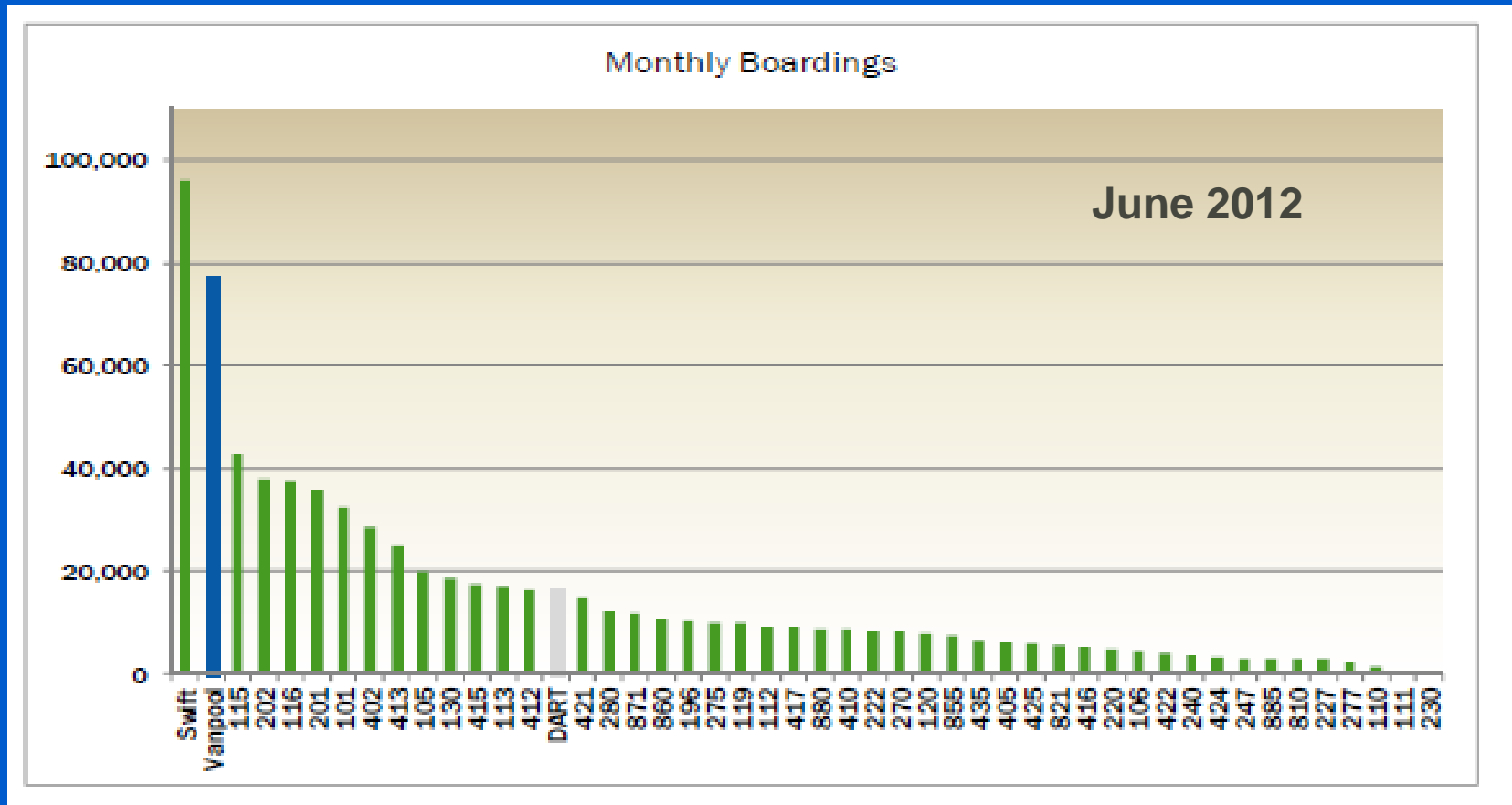
Monthly Ridership

Swift carries the highest ridership of all Community Transit Routes and now carries over 4400 boardings per day



System Ridership

Swift ridership is more than double the next closest route



CORRIDOR & MOBILITY GROWTH

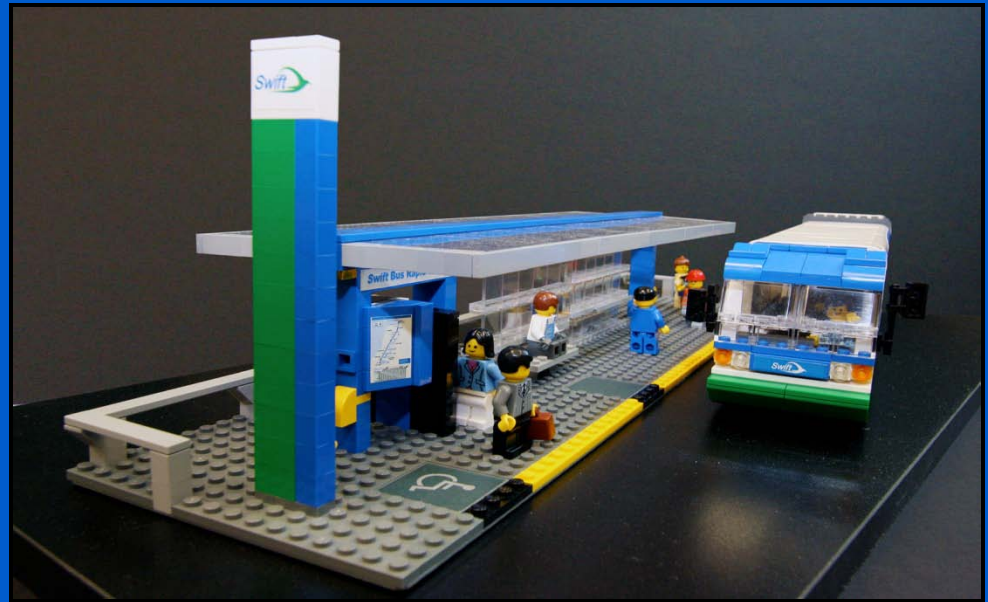
Route	2009	Route	2011	
100	116,204	Swift	1,128,315	
101	1,172,649	101	426,711	
Total	1,288,853		1,555,026	+20.6%

At a time of overall declining ridership (-10% systemwide), the SR 99 corridor has experienced +16.5% more riders since the inception of Swift

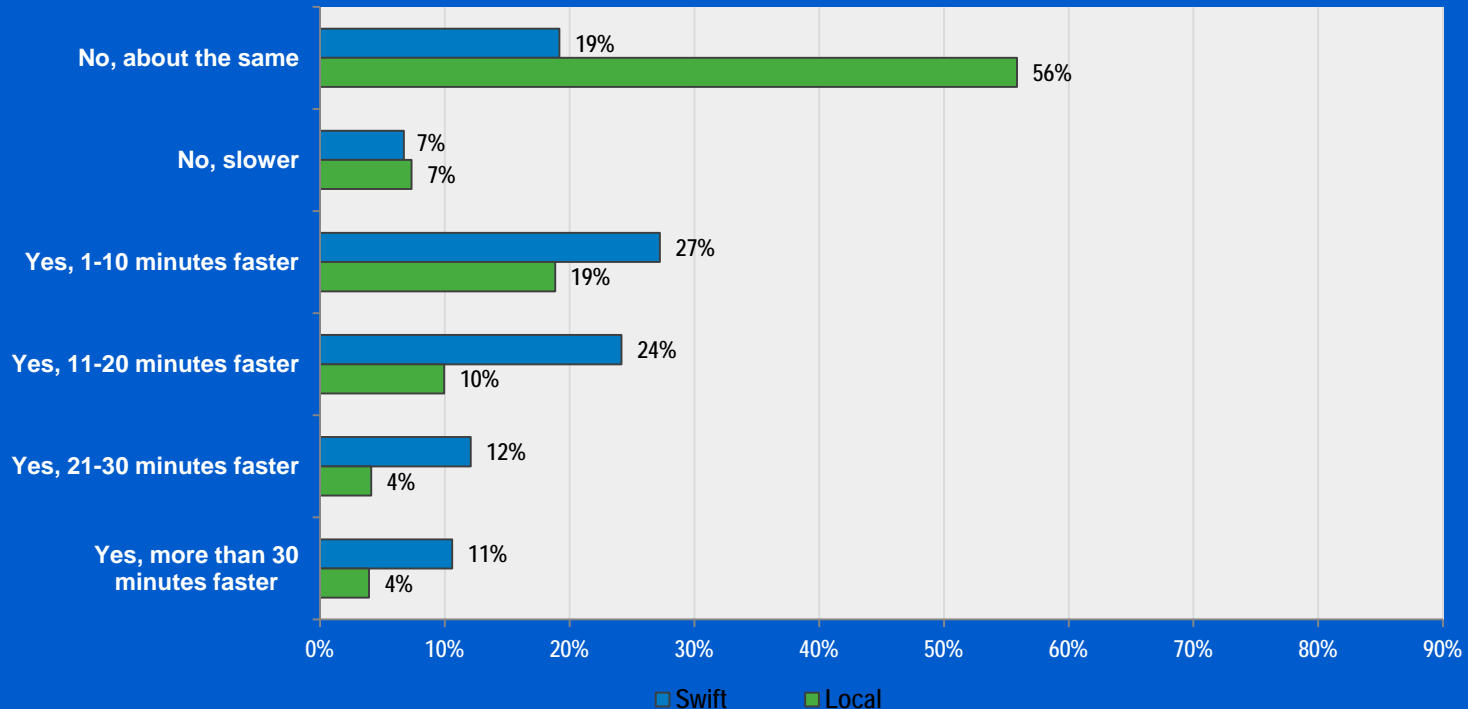


Customer Survey

- ◆ Corridor based survey conducted in November 2011
- ◆ Rider characteristics and attitudes on Swift service

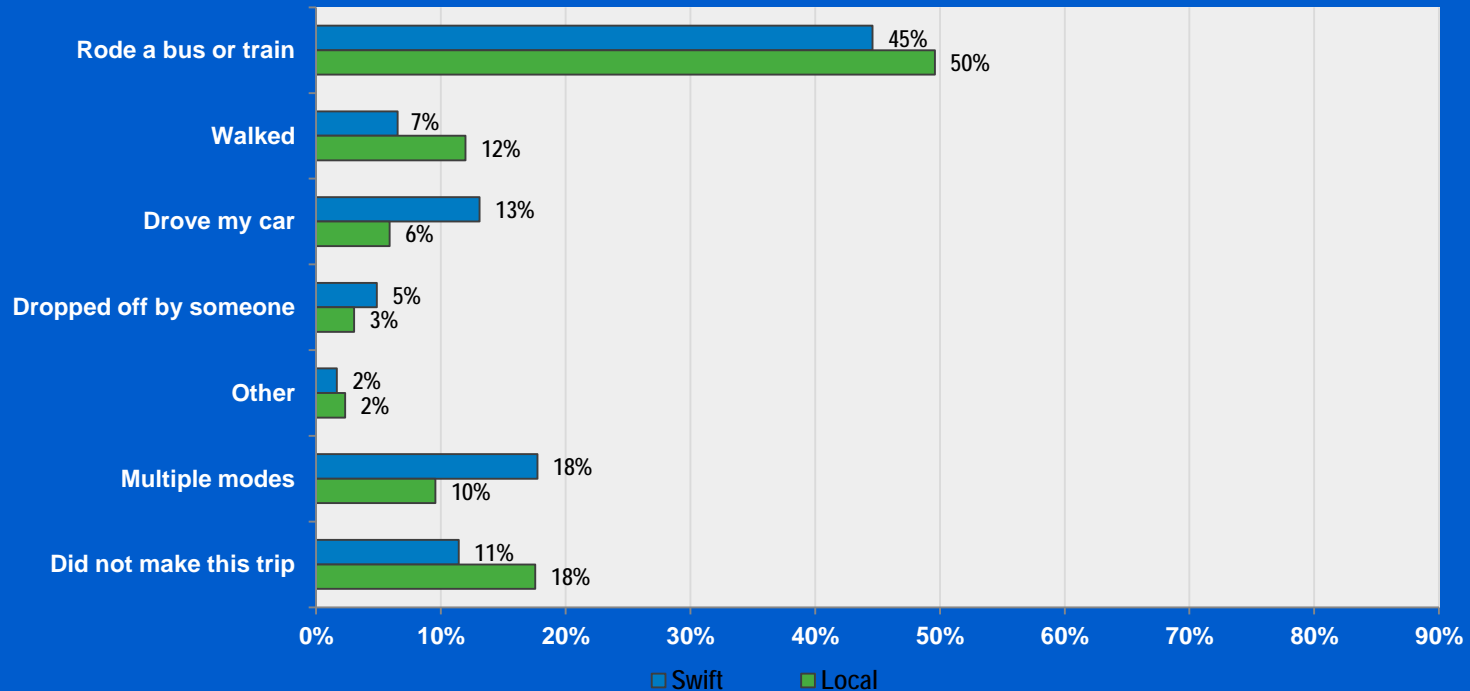


Has your travel time improved since *Swift* started?



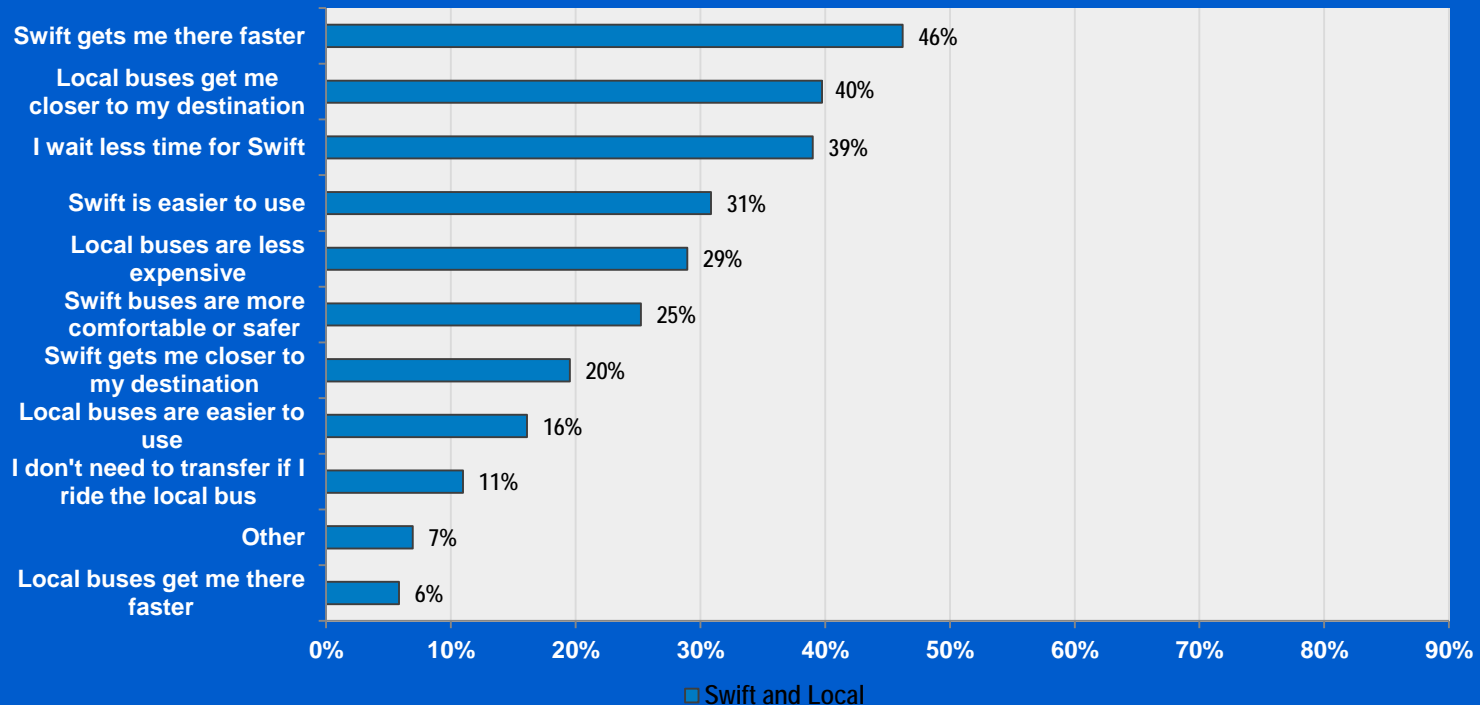
- Over 50% of *Swift* riders perceive travel time improvements of up to 20 minutes, with 23% reporting improvements of more than 20 minutes.
- In contrast, the majority of Local riders (63%) perceive their travel times have remained the same or gotten slower.

Before *Swift*, how did you make this trip?



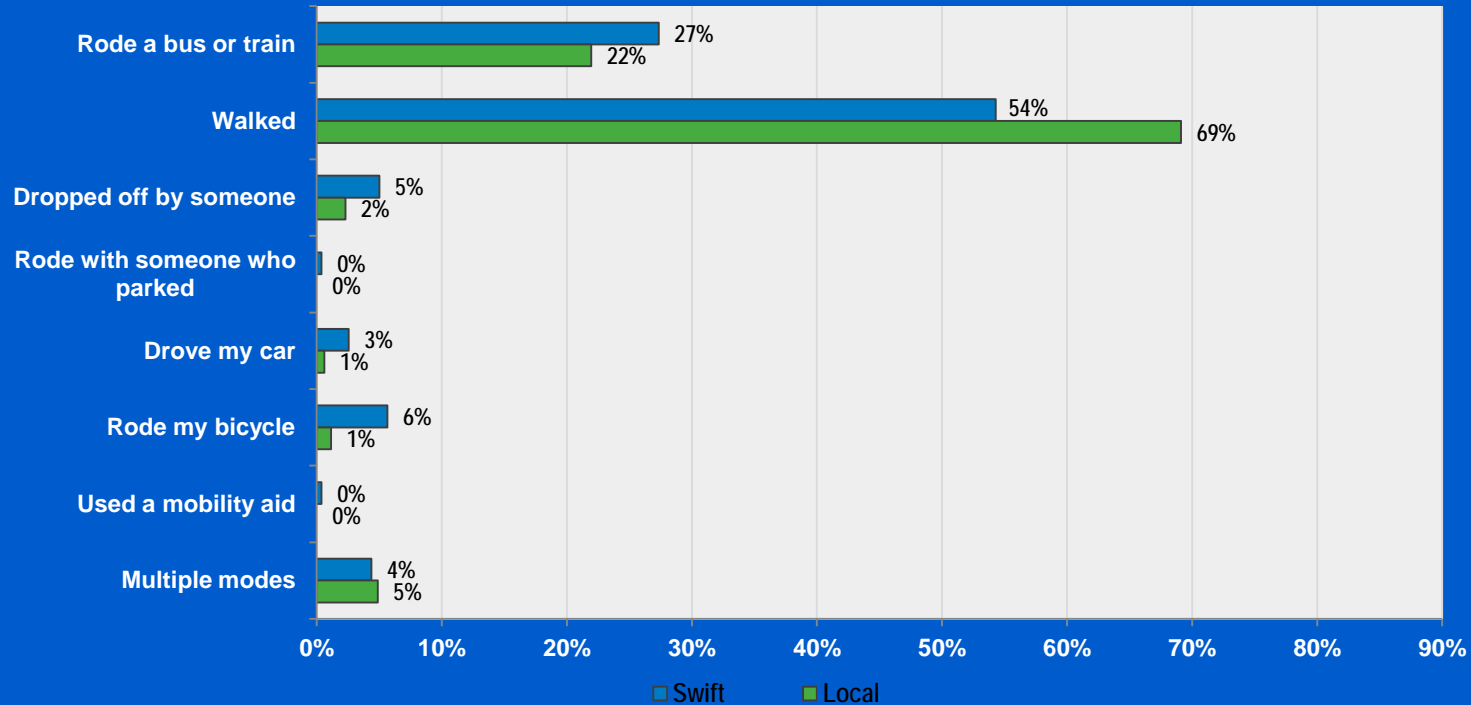
- *Swift* riders were more likely than Local riders to have driven their car, been dropped off, or used multiple modes.
- Local riders were more likely to have ridden another bus, walked, or not made the trip.

Swift /Local Preferences



- 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.

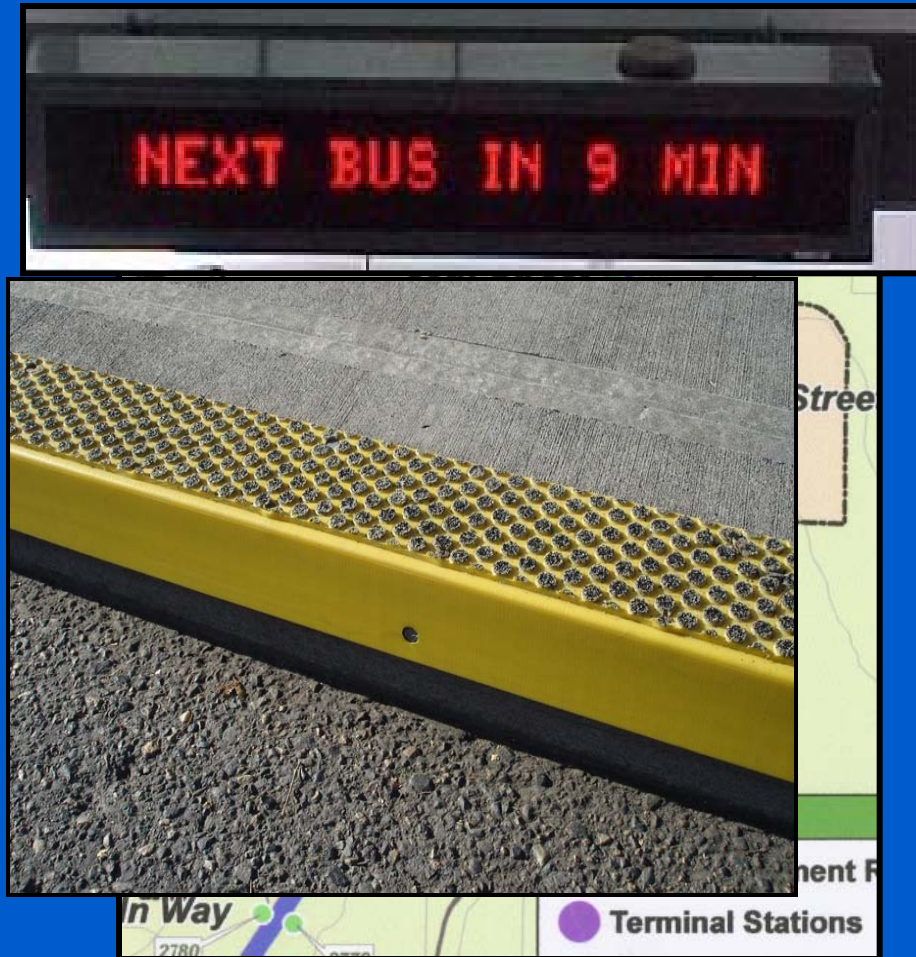
Access Mode



- 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*.

Swift continues to improve...

- ◆ 4 additional stations in Everett – completed 1/25/11
- ◆ Curb bumpers at all stations - complete
- ◆ TSP in Everett – complete
- ◆ Queue jump at 148th NB
- ◆ APTS technology suite
 - CAD/AVL; APC; AAS; RTPI





Contact

COMMUNITY TRANSIT

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