Swift Green Line
April 11, 2019
Overview

• Swift BRT Overview
• Swift Green Line Project
• Snohomish County Partnership
• Early Results
Swift – Washington’s first BRT
Swift Design Principles

In general, Swift BRT service attempts to adhere to these design principles to facilitate fast, frequent and reliable service:

- Ten-second dwell times
- Signalized crosswalks at stations
- Off-board fare collection
- In-lane stops
- Raised platforms
- Close to existing transit
- Transit signal priority
- Three or more lanes
- Farside stops

✓ “Overlay BRT”
✓ Stations approx. 3/4-1 mile apart
✓ 10 minute frequencies – all day
Swift Blue Line

- SR 99 – Everett Station to Aurora Village Transit Center
- 16.7 miles
- 5 jurisdictions
- 29 stations
  - ✓ 14 northbound
  - ✓ 15 southbound
  - ✓ Stations approx 1 mile apart
- Overarching goal – 10 second dwell
Swift vehicles:

Vehicle design contributes to Speed & Reliability of the Service
Station Features

- Shelter & wind protection
- Seating & Leaning rails
- Iconic marker
- Off board fare collection:
  - 2 Ticket Vending machines
  - 2 ORCA processors
- Raised platforms – 10 inch curbs for ease of boarding
  - Tactile edges
  - Curb bumpers
- Welcome mats with graphics to show where to board
- Information kiosk
- Lighting – dims at night when service is not operating
- Next bus display with audible tone when bus approaches
Swift Service Characteristics

◆ Swift runs 7 days per week – 4:20 a.m. – 11:30 p.m.
  • Every 10 minutes 6 a.m. – 7 p.m. M-F
  • Every 20 minutes early morning, evenings & weekends
◆ Compulsory stops at all stations
◆ Precision docking with rub rails
◆ Consistently meeting goal of 10 second dwell times
System Ridership

Swift ridership is more than triple the next closest route

- 1 in 6 Community Transit boardings are on Swift
Swift Green Line

Swift Blue Line – building the Network

Swift Green Line

Swift Blue Line

Community Transit
Swift Green Line

- Boeing/Paine Field MIC to Canyon Park Park & Ride
- 12.5 miles
- 15 station pairs
- Service every 10 minutes throughout the day
SEAWAY TRANSIT CENTER
SEAWAY TRANSIT CENTER
128th WIDENING @ I-5
Final Project cost estimate is $73,632,000

- Federal Small Starts Grant = $43,190,000
- Federal 5307 Grant funds = $3,360,000
- Regional Mobility Grants = $13,800,000
- Local funding = $13,282,000 (Incl. $0.4M Snohomish Co. for sidewalks)
Snohomish County Partnership
Adaptive Signal Control System - Phase I

Total Number of Traffic Signals = 47

- WSDOT = 23
- City of Bothell = 9
- City of Everett = 6
- Snohomish Co. = 9

Funding
STP = $1.73 million
Local = $270,000

SR 527 from 228th St SE to SR 96; and SR 96/128th St SW/Airport Rd from Seattle Hill Rd to SR 526
Adaptive Signal Control System - Phase II

Total Number of Traffic Signals = 44
- Snohomish Co. = 14
- City of Bothell = 13
- City of Lynnwood = 8
- WSDOT = 5
- City of Mountlake Terrace = 2

Funding
STP = $1.73 million
Local = $270,000

SR 522, Bothell Way, Bothell-Everett Highway, Mill Creek Boulevard, 164th Street SE/SE, 44th Avenue W
What is Adaptive Signal Control

- Real time signal timing
- Adapts unexpected changes of traffic
- Improve travel time, reduces congestions
- Less stops and lower wait time at signal
**Swift II Ped. Imp. – Green Line**

**Purpose:**
- Support CT’s Swift Bus Rapid Transit System at 5 locations
- Improve access to five CT’s SWIFT transit stops
- Install Pedestrian facilities sidewalks/walkways
- Upgrade/new ADA ramps and APS push buttons
- Accommodate bicycle lanes if on bike plan

**Funding:**
- Total Project Cost = $4.3 Million
- FTA grant through CT = $2.0 Million

**Project Status**
- 2019 Construction; CN Cost = 2.5 M
Swift Green Line
Service Launched March 24, 2019

First week:
- #2 route in system
- 1,700+ customers on weekdays
- 1,000+ customers on Saturdays & Sundays
- Goal: 3,700-4,700/day
• View the video at: https://vimeo.com/308619987