

## Sample Routes

To begin the technical analysis, we've identified "sample" routes that lie generally within each of the general corridors identified for study. These sample routes explore a reasonable range of technologies and alignments within the corridors, but do not include all possibilities. Conceptual descriptions have been developed for each route, including: technology utilized; potential transit service levels; a description of how the route would integrate with the rest of the transportation system; and selected conceptual sketches for illustrative purposes.

## Capital Cost Estimates

Initial capital cost estimates have been prepared for each of the "sample" routes. These cost estimates are developed using cost data from similar projects around the U.S. The capital cost estimate for each route is "built up" from costs estimated for the components of the design, such as guideway and structures, roadway modifications and utility relocations, stations, electrical and control systems, impact mitigation, vehicles, design and management, and contingencies. At this time cost estimates have not been prepared for right-of-way acquisition or systemwide support facilities.

## Ridership Estimates

Initial transit ridership estimates have been prepared for each of the "sample" routes. These ridership estimates are for the year 2020 and assume that Sound Transit's Long Range Vision has been implemented by that time. The operating characteristics assumed for the at-grade (Bus Rapid Transit and Tram) and Elevated intermediate capacity transit routes are described below.

## Assumed Transit Operating Characteristics

### Local Bus

8–10 stops per mile ( typical route )  
Peak Period Average Operating Speed: 8–10 mph ( typical route )

### Bus Rapid Transit / Tram

4 stops per mile  
Peak Period Average Operating Speed: 12–14 mph  
Peak Period Headway: 7.5 minutes  
Off-Peak Headway: 10 minutes

#### Nominal Design Vehicles:

60-foot, low-floor articulated bus



90-foot, low-floor double-articulated vehicle



### Elevated Guideway

0.5–2 stops per mile  
Peak Period Average Operating Speed: 18–22 mph  
Peak Period Headway: 7.5 minutes  
Off-Peak Headway: 10 minutes

#### Nominal Design Vehicles:

200-foot, 4-car train



180-foot, 2-car train

