

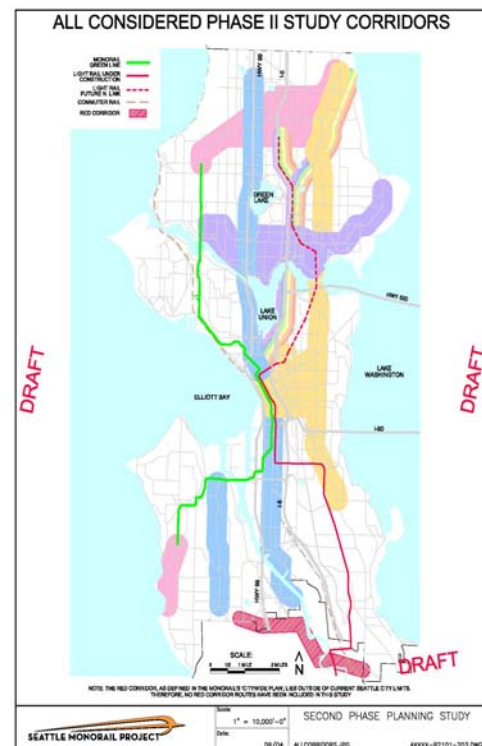
Seattle Monorail Project

Blue South-Delridge Corridor

CITYWIDE MONORAIL PLAN

The 2002 Seattle Popular Monorail Plan that was adopted by Seattle voters included a plan for a citywide Monorail system, with the Green Line the first to be developed. The five Monorail corridors were developed during extensive work with the community and in coordination with the City of Seattle's Intermediate Capacity Transit Study. Since 2002, the Seattle Monorail Project (SMP) 2nd Phase Planning Team has continued to work with community members and agency partners to study corridors that would be well suited for Monorail. The team is studying the following corridors:

- **Pink Corridor** – This line would connect the Green Line from Crown Hill to Northgate and Lake City in the north and from Morgan Junction to the Fauntleroy Ferry Terminal in the south.
- **Purple Corridor** – The Purple Corridor would travel east-west to link Ballard and Fremont with the University of Washington and Sand Point.
- **Blue Corridor** – This line would travel north-south from Bitter Lake to South Park and Georgetown through Downtown. Another corridor would travel south from the Delridge Station to Westwood.
- **Gold Corridor** – This corridor would travel along the east side of the city, serving Downtown, First Hill, and the Rainier Valley.
- **Rainbow Corridor** – This line would travel through Eastlake to connect Downtown with the Fred Hutchinson Cancer Research Center and the University of Washington.



In the first half of 2005, after additional study and community involvement, the SMP Board will determine which corridor or corridors should be proposed as part of the Monorail's 2nd phase.

BLUE SOUTH - DELRIDGE CORRIDOR – QUICK FACTS

Location: The Blue South-Delridge Corridor would connect the Westwood/Highland Park neighborhood with the Green Line Delridge Station.

Neighborhood Context: This corridor would serve the Delridge and Westwood/Highland Park neighborhoods, including the Westwood Town Center.

Economic Conditions: Both neighborhoods are designated as Housing Investment Areas due to residents' low incomes, lower housing sales prices, and concentrations of subsidized housing.

Technical Assessment: Relatively flat, no significant water crossing, transfer station integration with Green Line, moderate ridership, uncertain community support, requires maintenance facility.

BLUE SOUTH-DELRIDGE CORRIDOR LOCATION

The Blue South-Delridge Corridor connects the neighborhoods along the Delridge Way SW corridor with downtown Seattle, via a transfer to the Green Line, and provides inter-connections among the activity nodes along the route. This corridor is approximately 3.2 miles in length.

NEIGHBORHOOD CONTEXT

Neighborhood Plans. The Blue South-Delridge Corridor serves the Delridge and Westwood/Highland Park neighborhoods, both of which have neighborhood plans. The Delridge plan identifies four major activity nodes along Delridge Way SW between SW Andover Street and Sylvan Way SW, including Old Cooper School and the Delridge Library. The plan recognizes Delridge Way as an important transit corridor and has a strong emphasis on safety improvements. Westwood/Highland Park is designated as an Urban Village and includes the Westwood Town Center. Both plans call for major revitalization programs that would include significant increases in multi-family housing.

Regional Plans. With one transfer, this corridor would serve the largest activity center in the region, Downtown Seattle. It would also serve a portion of the industrial area south of downtown. South Seattle Community College is a regional facility located within the study area. While it probably would not be directly served by monorail, implementation of service would increase the overall quality of public transportation and therefore still benefit the College. The area just south of the City of Seattle is currently the subject of discussions regarding annexation into Seattle and Burien. To the extent Seattle annexes more area, this corridor could be extended further south, possibly to White Center. This might also increase the interest in extending to Sea-Tac Airport. Annexation into Seattle would lessen the portion of



potential monorail users originating from outside Seattle. King County Metro is proposing a consolidation of bus routes in this corridor that could facilitate integration of monorail and bus service.

ECONOMIC CONDITIONS

It is key that all groups of people have access to benefits such as public transit, and, as a result, Monorail planners are carefully considering the location of low income and minority populations to ensure that the Green Line and future Monorail lines will serve all residents conveniently and efficiently.

The Blue South-Delridge Corridor would serve a high percentage of moderate and low income and minority residents in both of these neighborhoods. This corridor has substantial potential for re-development but may require significant infrastructure investment to support it. The neighborhood plan cites the need for drainage improvements, pedestrian and bicycle facilities, etc.

TECHNICAL ASSESSMENT

Engineering Characteristics. Seattle Monorail planners evaluated a number of engineering characteristics for the Blue South-Delridge Corridor, including road grades or slopes; right of way width of the streets the Monorail could follow; turn radii for alignment curves; special structures needed to cross water or other barriers; and potential locations for a maintenance facility.

The Blue South-Delridge Corridor fared well on a number of these criteria. Grades are very moderate, mostly in the range of 0 to 1 percent and no long span structures are required. ROW width ranges from 60 feet to 90 feet. A new maintenance facility would be required and integration with the Green Line at the Delridge Station may be challenging.

Land Use and Urban Character. The current land use is a mix of commercial, single family and multi-family with no major activity hubs between the West Seattle Freeway and the Westwood/Highland Park neighborhood. The neighborhood plans call for significant increases in multi-family housing and strengthening community identity through the development of four activity nodes along the corridor and emphasis on the Westwood Town Center.

Ridership. No formal ridership estimates have been developed for this corridor but bus ridership has been collected and analyzed. Based on bus ridership in this corridor it appears that Monorail usage could be in the moderate range, depending to a large degree on bus service being fed into the Monorail stations. Much of this “transfer” bus ridership would originate from outside the City. The quality of the integration with the Green Line at the Delridge Station would be critical to this corridor. If this corridor is chosen for further study, formal ridership estimates would be required.

Impacts. If the Blue South-Delridge Corridor is selected for further action, continuing technical analysis would focus on potential impacts of a Monorail line in this corridor on traffic patterns, parking, and other environmental impacts, such as aesthetics, visual, noise, parks and sensitive areas, etc.

Cost. The guide way and stations for this corridor would be relatively inexpensive to build but the need for a maintenance facility would put the overall cost in the moderate range. If this corridor is selected for further action, more detailed cost estimates would be developed.

NEXT STEPS



SMP planners will continue to evaluate corridor and route alternatives for future phases of the Monorail. They will reach out to community members through neighborhood and business groups, fairs and festivals, and feedback forms. They will continue to work closely with partner agencies, including the Metro, Sound Transit and the City of Seattle's Department of Transportation. Finally, they will conduct ridership studies for corridors that are being studied and will evaluate financing possibilities, and prepare preliminary cost estimates.

Based on this information, and following continuing opportunities for community involvement and public comment, the SMP Board will determine which corridor or corridors should form the Monorail's next phase. Seattle Monorail planners will then begin intensive environmental and engineering analysis of the selected corridors to determine possible routes and alignments within that corridor (which streets a Monorail line should follow, and which side of the street the Monorail should travel along), identify possible station locations, and evaluate the environmental impacts of 2nd Phase possibilities. This process will be very similar to the extensive evaluation that has occurred for the Green Line, and would lead to the construction of a second Monorail line.

WHAT DO YOU THINK?

We'd like to hear your thoughts on the Monorail's next phase. You can learn more about 2nd Phase Planning at www.elevated.org, or contact us at info@elevated.org. We'll be in your neighborhood too. Watch for us at community meetings, as well as neighborhood fairs and festivals.

Seattle Monorail Project
1904 Third Avenue, #125
Seattle, WA 98101
206-382-1220
www.elevated.org

Sources:

City of Seattle, Delridge Neighborhood Plan
City of Seattle, Westwood/Highland Park Plan
City of Seattle Consolidated Plan, 2003 Updated Policies, Office of Housing
Seattle Transit Study for Intermediate Capacity Transit, City of Seattle Department of Transportation, 2001