

**Southwest District Council**  
4205 SW Alaska Street  
Seattle, Washington 98116

*Admiral Neighborhood Association  
Fairmount Community Association  
Junction Neighborhood Organization (JuNO)  
Senior Center of West Seattle  
West Seattle Chamber of Commerce*

*Alki Community Council  
Fauntleroy Community Association  
Morgan Community Association  
South Seattle Community College  
West Seattle Junction Association*

*Duwamish Tribal Services  
Highland Park Action Committee  
Ocean View Community Beach Club  
Southwest Seattle Historical Society*

*Erica Karlovits, Co-Chair  
Chas Redmond, Co-Chair*

February 12, 2010

King County Executive Dow Constantine  
Chinook Building  
401 5<sup>th</sup> Ave., Suite 800  
Seattle, WA 98104

**Subject: RapidRide alignment in West Seattle “Triangle” area**

Dear Executive Constantine:

The Southwest District Council requests that Metro reopen consideration of RapidRide routing through the “Triangle” in West Seattle, an area roughly defined by Fauntleroy Avenue, Alaska Street, and 35<sup>th</sup> Avenue. The city and community surrounding the Triangle area will soon be engaging in a planning study and having some flexibility with RapidRide will be helpful in ensuring that the full potential of this transitional area is reached. In addition, the new mayor of Seattle has announced that the city will be working on a plan to bring light rail to West Seattle, and it is likely that this area will be one of those considered for this system. It is important that Metro and city transportation efforts are flexible and well coordinated both with each other as well as the Triangle community.

RapidRide was conceived as a substitute for the failed Seattle Monorail Project, and has generally replicated the routing of that elevated system despite the fact that a number of factors have changed since the monorail. The unexpected closure of the Huling automotive business has opened this area for development, which will result in many physical, demographic and economic changes in the coming years. It is important to understand the history of the monorail route, which was essentially gerrymandered around the triangle area along 35<sup>th</sup> and Alaska because Huling objected to the elevated structure running through the middle of its operations along Fauntleroy. It had nothing to do with the efficiency of the system. Therefore replicating the SMP alignment is not necessarily optimal for RapidRide, and a more direct Fauntleroy route through this area should be properly evaluated. It may well provide for a more efficient and neighborhood friendly solution for the system.

It is important to note that this letter is not recommending reevaluating the alignment through the Alaska Junction area, which is outside the Triangle area. There is some misunderstanding to that effect and it is important to clarify that the Southwest District Council (SWDC) is only requesting a reevaluation of the 35<sup>th</sup>/Alaska detour.

Sincerely,

Sincerely,

Erica Karlovits, Co-Chair  
Southwest District Council

Chas Redmond, Co-Chair  
Southwest District Council

CC: Mayor Mike McGinn, City of Seattle  
Seattle City Council Members  
Diane Sugimura, Seattle Department of Planning & Development  
Southwest District Council File