



June 12, 2019

To: Ruth Harvey, Interim Deputy Director, Roads Division: ruth.harvey@kingcounty.gov
Rose LeSmith, Managing Engineer, Roads Division: rose.lesmith@kingcounty.gov

Subject: DLS Road Services Planning for Intersection at Kent-Kangley Rd (SE 272 St) / Landsburg Rd / Ravensdale Way

Ms. Harvey and Ms. LeSmith,

The Ravensdale Community and the Greater Maple Valley Unincorporated Area Council (GMVUAC) continue to value the efforts of the Department of Local Services (DLS) to work to engage in establishing a transparent and effective solution to the overwhelming growth of traffic and people in the greater Maple valley area, in general, and the Ravensdale area, in particular.

The main concept we hope you gained from our meeting is that Ravensdale, once an incorporated town, remains a cohesive community with a rich history including mining and logging. We want to honor that legacy and tradition. The turnout at the meeting exemplifies this. You witnessed a group of involved residents who felt left out of potential major decisions that would greatly affect this legacy, their daily lives, and their safety. This lack of transparency, plus the sense that "*once again the County is forcing something upon us that we don't like,*" fueled fears and rumors.

Shortly after the meeting, concerned Ravensdale residents, along with the GMVUAC's regional Joint Transportation Initiative (which includes our Transportation Committee) formed a group to turn the situation from reactive to proactive. The community has put a great deal of faith in us and in the DLS to keep them involved as we work together to create a holistic, best possible solution.

The newly-formed joint group met May 30 and developed the following recommendations:

A) CONDUCT tangible action now, rather than a detailed design of an unfunded future project.

The apparent push to study *only* a roundabout with the \$100,000 available seems ill conceived and insufficient. Further, County planning shows construction of a roundabout would not be completed until FY 2021-2022. Clearly, the history of accidents at this intersection requires a more *immediate* and sustainable solution. We hope there are low-cost safety improvements that could be installed promptly using a portion of the \$100,000 saved by *not* designing a costly roundabout at this time. As you may recall, during the May 10 meeting, public sentiment was strongly in favor of a stop light and against a roundabout. This makes it imperative that, before proceeding, the County prioritizes efforts to gain public understanding, input and acceptance.

B) INITIATE a regional traffic study.

Any final solution to the subject intersection becomes irrelevant, and even a safety hazard, without comprehensive traffic analyses of southeast King County out to at least 2030. The current daily count of 9,000 vehicles through this intersection is *minuscule* when compared to the expected increase in traffic from the cities of Black Diamond, Enumclaw, and Maple Valley, plus the local rural neighborhoods. We request such a study begin soon and that final planning of major improvements not occur until the long-term growth needs have been identified and documented.

Also, King County must keep in mind that Rural Area residents do not appreciate paying for the infrastructure that should be the responsibility of developers in the nearby cities as mitigation required to obtain their permits. Developers must be required to pay their fair share and the County has the responsibility to require such equity.

C) PROMOTE a holistic approach to planning process.

The subject intersection is only one portion of the local area that is affected by traffic. Planning must consider *all* roads used by the dominant traffic movements. DLS must consider the integrity of the community itself, i.e., how traffic revisions may affect the safety of the 100-yr-old mining homes, the placement of the iconic historical Ravensdale Market, the sanctity of the Natural Area, the Fire Station, Ravensdale Park and the number of trucks rolling through Ravensdale daily.

D) ENCOURAGE interim meetings with community.

We encourage DLS to interface with the GMVUAC and the Ravensdale community as often as possible. Our joint group has subject-matter experts in traffic analysis, civil engineering, development, Ravensdale history, as well as a Board member on the Ravensdale Park Foundation, a resident who lives in a Miner's home built in 1918, and residents who can voice their concerns and identify various community traffic safety issues. We have ideas about potential low-cost intersection improvements. We are available to meet at your discretion when a more detailed discussion can be more effective.

We wish to proactively work together with Road Services to keep the Ravensdale community informed of progress at intervals throughout the study, thus leading to greater transparency and community acceptance. Please don't hesitate to contact us for additional information or for purposes of community interface.

Thank you.

Susan Harvey
Chair, Transportation Committee and Joint Transportation Initiative
Greater Maple Valley Unincorporated Area Council
(susandharvey@hotmail.com)

Steve Hiester
Chair
Greater Maple Valley Unincorporated Area Council
(steve.Hiester@oldcastle.com)

cc: Rick Brater, Director, Roads Division: rick.brater@kingcounty.gov
Reagan Dunn, King County Councilman, District 9: reagan.dunn@kingcounty.gov
John Taylor, Director, KC Dept. of Local Services (DLS): john.taylor@kingcounty.gov
David Daw, External Relations Manager, KC Community Service Areas: ddaw@kingcounty.gov
Brent Champaco, Sr. Comm. Rel. Planner/ Public Info. Officer: brent.champaco@kingcounty.gov