

A Decade of Definition, Analysis and Commitment

- **A. Formation of JTI - Why Necessary**

- **Transportation issues are regional issues** - not neighborhood issues. Rural UAC's and Associations realized over a decade ago that joining forces was critical to effectively address transportation issues in King County.
- **The rural population is ~11%** of the total population of King County. Rural citizens believe we are underrepresented in King County policy formation. It was and is only logical to join together to increase the volume of our voices.
- **The JTI frequently works with** the Joint Rural Team, The Green River Coalition, Forterra, and other groups for common cause.
- **Formed in 2014, the following groups/individuals are current members of the JTI:** Greater Maple Valley Unincorporated Area Council (GMVUAC), Enumclaw Plateau Community Association (EPCA), Green Valley/Lake Holm Association (GV/LHA), Soos Creek Action Response (SCAR), and individual contributors.

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B. JTI Hosted Two Transportation Forums

- **September 16, 2014:** Four key issues were presented to members of the King County Council, WA State representatives, Puget Sound Regional Council (PSRC) and member organizations: 2014 JTI Transportation Forum.
- **October 18, 2016:** The PSRC was invited to participate in a Q & A session. The point of this meeting was to acquaint the PSRC with the issues of rural residents and to acquaint rural citizens with the function of the PSRC in regional planning.

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C. JTI Meetings with State Representatives

- Opus Trafficus, The Trouble with Traffic in Rural King County was presented to the following State representatives:
 - **District #5 Representative, Bill Ramos, January 13, 2022,**
 - **District #31 Representative, Eric Robertson, January 13, 2022,**
 - **District #47 Representatives, Pat Sullivan and Debra Entenman, January 28, 2022.**
- JTI Presentation 2-2-23 was presented to **District #31 Representatives, Eric Robertson and Drew Stokesbury.** The JTI stressed ongoing rural transportation issues.

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D. JTI Deliverables/Contributions to King County Studies

- Address local road, traffic, and safety problems
- Landsburg Bridge Closure Traffic Analysis (Mike Birdsall)
- Hobart Speed Reduction Signage
- Ravensdale Intersection Safety Issues
- 195th/196th Avenue SE Corridor Safety
- Issaquah/Hobart Front Street Bypass Study
- Seek Accountability-Haul Route Agreements
- Transportation Analyses relating to certain DLS-Permitting applications

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E. Opus Trafficus/ETCs/ and 26 Problems

- **Emergent Traffic Corridors (ETCs).** The JTI has identified ETCs as roads that have evolved over the years into traffic corridors, such as the Issaquah Hobart Road. Due to overcrowded highways, drivers/commuters in SE King County have resorted to backroads through local rural neighborhoods. The JTI identified and analyzed 19 of the most problematic ETCs in King County. This exercise has created a data base upon which additional studies have been conducted. (Due to its size, this file will be provided separately.)
- ***Opus Trafficus, The Trouble with Traffic in Rural King County (2022)*** *OPUS TRAFFICUS Final Report– The Trouble With Traffic In Rural King County* is authored by Mike Birdsall with decades of experience as a King County Transportation Planner. It contains a detailed analysis of how and why the road and traffic situation in King County has reached such a crisis stage. Copies of *Opus Trafficus* have been sent to King County officials, as well as local and State Representatives.
- **Identification and prioritization of 26 problem road safety and/or traffic areas in SE King County.** *Priority Locations for Active Transportation Fixes.* Nine of the 26 areas were given High priority. We began discussion of these “Top Nine” areas in mid-2023 with the then Deputy Director and several Roads staff members.

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F. Closing Comments

- **Challenges remain:**
 - To better understand how Federal and State governments affect the policies of King County - hence rural residents.
 - To encourage better communication with WSDOT to increase our rural footprint in their decision making.
 - Periodic management changes typically have a destabilizing effect. With the DLS-Roads Division management changes in place, the JTI and other local UACs and Associations look forward to reengaging with the County to confront rural transportation issues.
 - **But...we ask...other than gaining some attention from King County over the past decade, which we appreciate, has any policy or procedure actually changed??**