

# 5.0 TRANSPORTATION ELEMENT

## 5.1 Introduction

The City of Covington is required, under the GMA, to develop a transportation element as part of its Comprehensive Plan.

The Transportation Element is closely linked to the Land Use Element, Downtown Element, Parks, Trails and Recreation Element and the Capital Facilities Element. The transportation element provides the City with a plan for improving and developing the facilities and services of its transportation system. It supports existing and future travel needs, while maintaining consistency with the overall goal and vision for the City. Transportation system resources are major factors in the development of land use planning; while conversely; land use policies greatly influence the need and location for transportation improvements. The transportation improvement program, concurrent with land use planning, will allow the City of Covington and adjoining jurisdictions to develop a comprehensive transportation system that responds to the transportation issues facing the City.

The transportation element identifies specific strategies and programs to implement the City's transportation goals and policies. It serves as a dynamic planning tool for developing a balanced transportation system that promotes economic growth and development by means of an efficient, yet cost-effective program. To maintain effectiveness and consistency, it is critical that this transportation element be reviewed and updated as land use plans and downtown element are updated and decisions on major regional transportation projects are adopted. It should also be systematically amended, as necessary, to incorporate changes in land use planning and/or local and regional policy direction.

The transportation element is a comprehensive, policy-based document, which consists of:

- The Transportation Chapter with narrative of existing and future transportation conditions and policy language

- An inventory of existing transportation facilities and services
- Travel forecasting based on land use plans
  - 20-year Capital Improvement Plan, adopted herein by reference
  - Strategies for concurrency, implementing and funding the transportation plan
  - Intergovernmental coordination

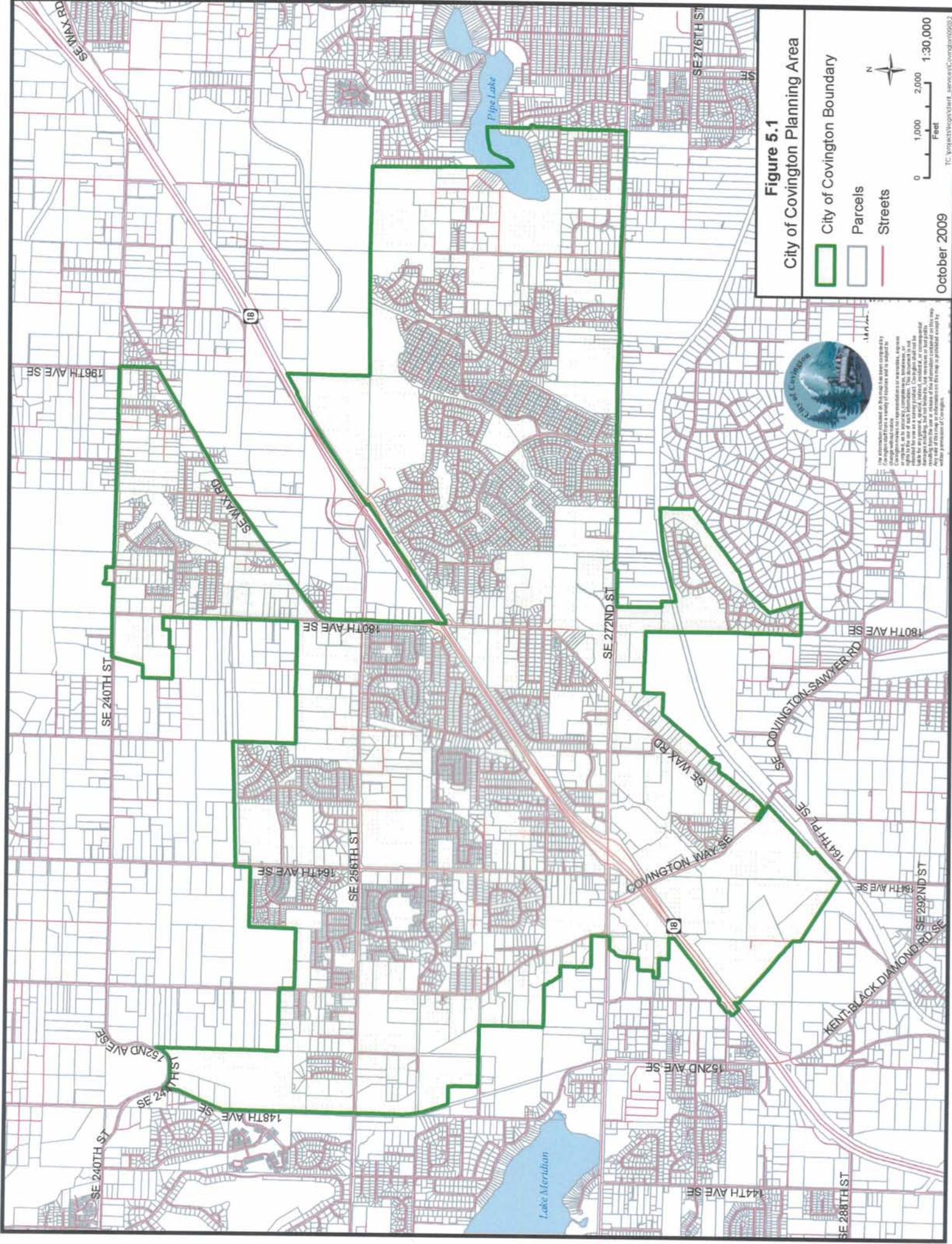
The City's transportation element meets the requirements set forth by GMA. The City of Covington plan is based on a 20-year horizon to maintain consistency with the land use element of the City's Comprehensive Plan. The analysis of existing transportation system conditions, in conjunction with the 2020 planning horizon, provides the City with a response to its most immediate short term transportation needs, and defines the needs for longer-range transportation improvements.

The City of Covington transportation element was developed to be consistent with the King County Countywide Planning Policies. The City's plan is multi-modal, and provides a balance between land use, improvements, and financing needs. The plan identifies the most direct routes for movement of freight and goods, as well as mobility for residents and people that work and shop within the city. Overall, the plan improvements and policies should provide an adequate, cost-efficient, transportation system to serve the city and adjacent areas over the next 20 years.

The transportation element includes a recommended improvement program for meeting both the short-term and long-range transportation requirements. Additional non-motorized transportation needs for the community, such as trails and bicycle facilities are addressed in the City's Parks and Recreation Plan.

### 5.1.1 Planning Area

Figure 5.1 shows the primary transportation planning area, existing city boundaries, and significant roadways, including arterials and collectors. In addition, some local roadways providing access/circulation within neighborhood communities and the downtown area are shown. Not all of the roadways within the City's planning area have been shown in order to make the graphics more readable and to focus the information on the City's key roadways.



**Figure 5.1**  
City of Covington Planning Area

City of Covington Boundary  
 Parcels  
 Streets

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The City of Covington is located in the southeast region of King County and is within the King County Urban Growth Areas (UGA). The Cities of Kent, Black Diamond, Maple Valley, and unincorporated King County surround the City of Covington.

The City of Covington, neighboring cities and communities, King County, and the Washington State Department of Transportation

(WSDOT), in conjunction with the Puget Sound Regional Council PSRC, intend to work cooperatively to coordinate transportation system improvements. The goal is to provide consistency with the planning efforts of all jurisdictions within the study planning area.

## **5.2 Inventory of Existing Transportation System**

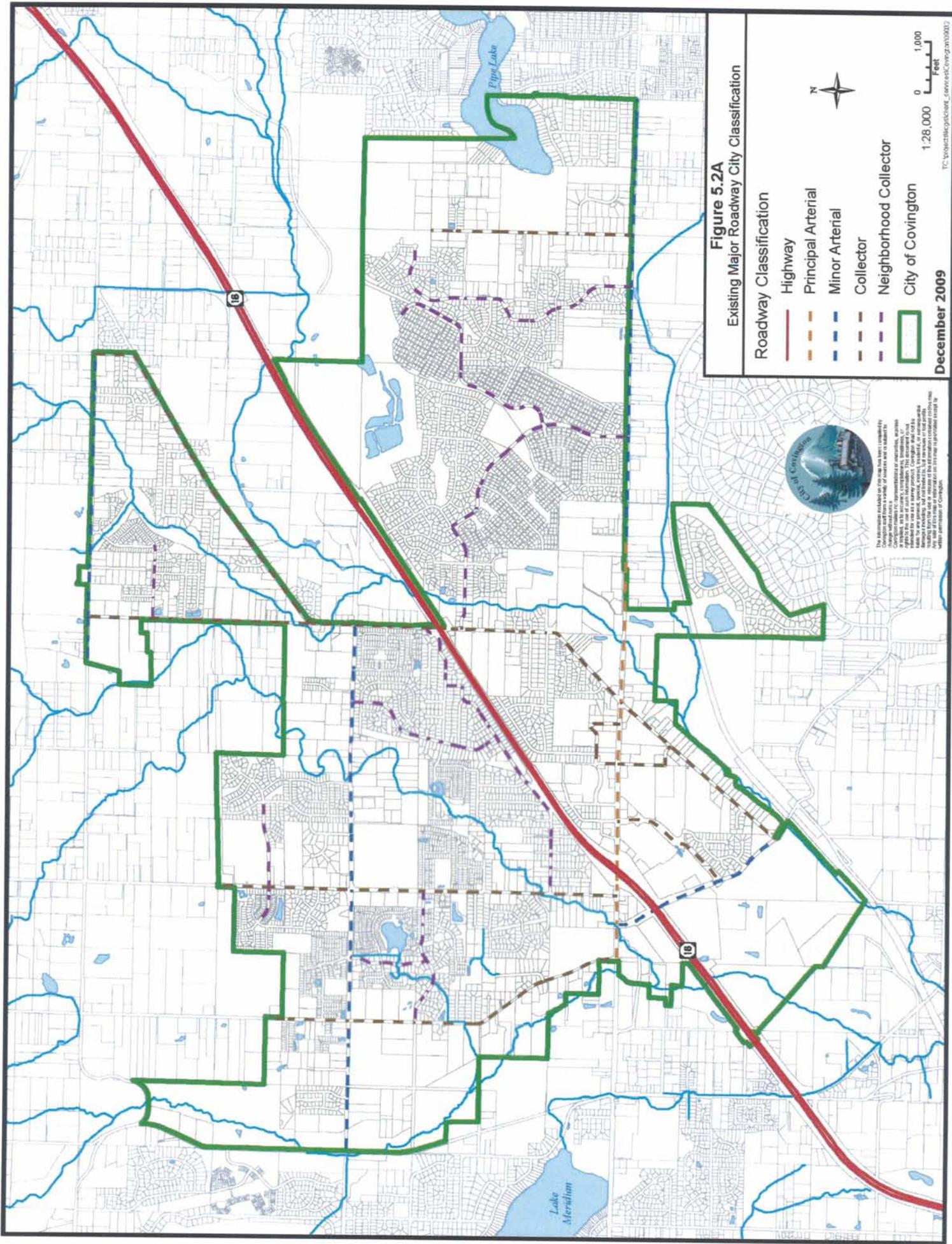
The transportation system for the City of Covington includes streets and highways, pedestrian and bicycle facilities, and transit. An inventory of the existing system was conducted in March 1999 and updated in July 2003. The inventory creates a baseline for the transportation element and provides a basis for identifying transportation issues. It documents roadway classifications and traffic control, traffic volumes and level of service, accident history records, truck routes, transit service, and pedestrian and bicycle facilities. It also provides information on current Transportation Improvement Programs (TIP). Roadway features and traffic controls identified in the inventory are used in the transportation model to forecast future traffic volumes.

### **5.2.1 Roadway Functional Classification**

The functional classification system used by city, state, and federal transportation agencies provides for a hierarchy of roadways. Roadway facilities are classified by the relative amounts of through traffic and land-access service they provide. The functional classification system defines the level of mobility a roadway provides to the users. The functional classifications are used to establish eligibility for roadway funding projects and to define appropriate street design standards and traffic operating characteristics.

#### **Classified Roads**

The functional classifications for area roadways are shown in Figures 5.2a and 5.2b. Figure 5.2a shows the classifications of the major roadways based on the City's method for classifications. Figure 5.2b identifies major roadways based on the Federal classification system. Three classification categories of arterials are defined as follows for the City of Covington (Table 5.1).



**Figure 5.2A**

**Existing Major Roadway City Classification**

- Highway
- Principal Arterial
- Minor Arterial
- Collector
- Neighborhood Collector
- City of Covington

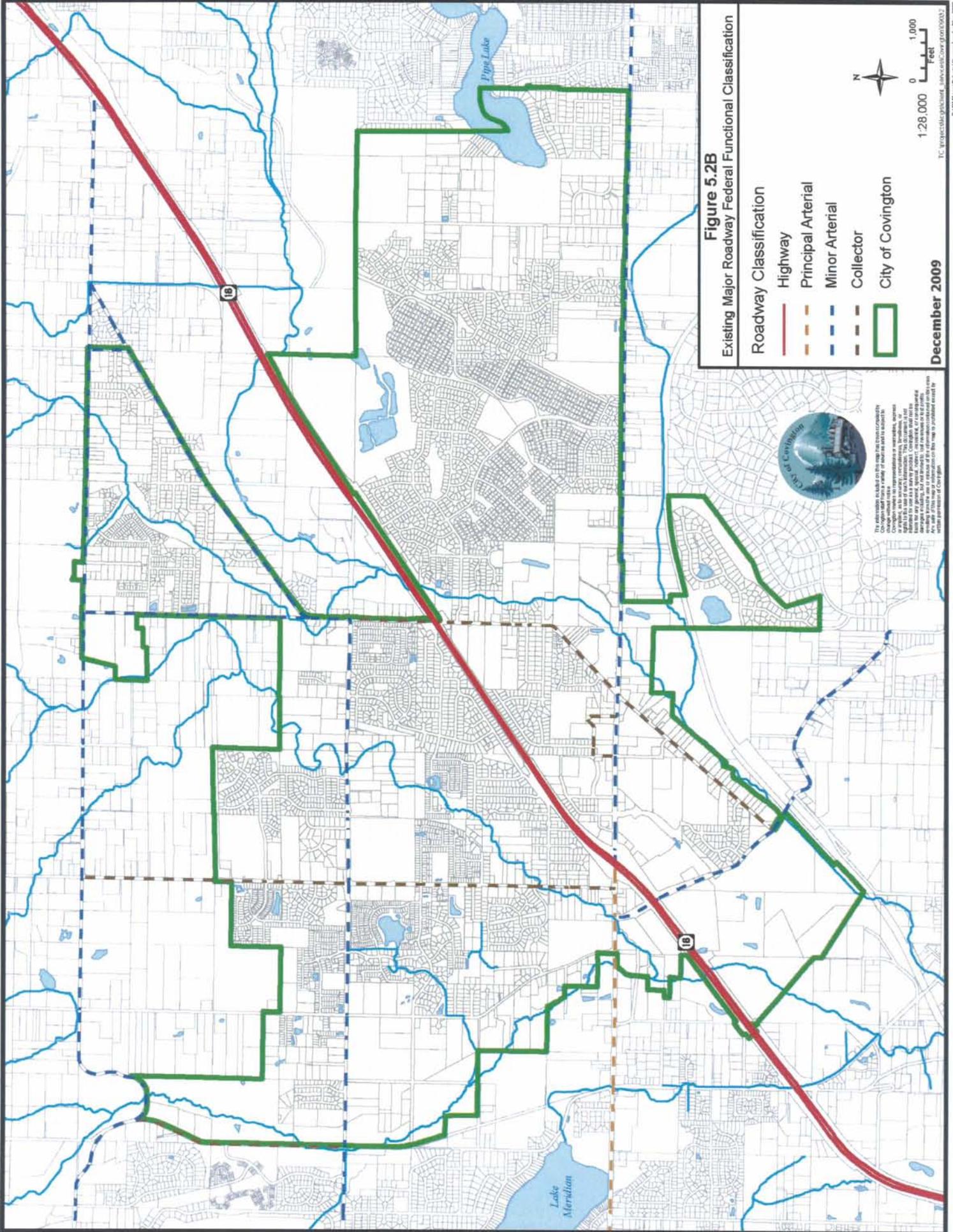


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**December 2009**



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**Figure 5.2B**  
Existing Major Roadway Federal Functional Classification

- Roadway Classification**
- Highway
  - Principal Arterial
  - Minor Arterial
  - Collector
  - City of Covington



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**December 2009**

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**Table 5.1 – Functional Classification Definitions**

Classification	Primary Function	Definition
Principal Arterial		Provides for movement across and between large subareas of an urban region and serves predominantly "through traffic" with minimum direct service to abutting land uses. This category includes freeways and major highways (SR 18 and SR 516) under the jurisdiction of the Washington State Department of Transportation.
Minor Arterial		Provides for movement within the larger subareas bound by principal arterials. A minor arterial may also serve "through traffic" but provides more direct access to abutting land uses than does a principal arterial.
Collector Arterial		Provides for movement within smaller areas which are often definable neighborhoods, and which may be bound by arterials with higher classifications. Collectors serve very little "through traffic" and serve a high proportion of local traffic requiring direct access to abutting properties. Collector arterials provide the link between local neighborhood streets (i.e. non-arterials) and larger arterials.

**Roadway System and Traffic Controls**

Figure 5.3 depicts the existing number of through travel lanes for freeways, arterials, and some local roadways serving the City of Covington and the adjacent communities in the planning area. It also shows existing intersection traffic controls.

**5.2.2 Major Transportation Facilities**

Primary access to the City of Covington is via two major state highways: SR 18 and SR 516. These two highways intersect at the western edge of downtown Covington. SR 18 provides access between Auburn/Federal Way to the southwest and I-90 to the northeast. Currently SR 18 has a four lane segment, access-controlled highway southwest of Covington and northwest of the City up to the approach to Tiger Mountain Summit where it transitions to a two-lane segment with limited passing lanes.

SR 18 is classified as an Urban-Principal Arterial by WSDOT, and has a posted speed limit of 55 mph. There is a full access interchange for SR 18 at SR 516 and SE 256<sup>th</sup> in Covington. SR 18 continues northeast through Covington, crossing under 180th Avenue SE continuing to I-90.

**SR 516**

SR 516 provides primary access to Covington from the east and west. SR 516 passes through the center of the downtown. SR 516 is classified by WSDOT as an Urban-Principal Arterial upon entering the city from the west; its classification changes to Urban-Minor Arterial just east of the SR 18 interchange.

There are nine signalized intersections along this route, including Covington Way SE, 164th Avenue SE, 168th Avenue SE, SR 18,

Figure 5.3 - Existing Conditions, Number of Travel Lanes and Traffic Control

C.I.P. No.	Project Name	Proposed			Existing			Est. Costs	BL	T	LTL	TOT
		nsT	nsL	ewT	nsL	ewT	ewL					
	<b>KEY: INTERSECTIONS</b>											
1123	172 Ave SE & SE 270 St Roundabout	1	0	1	0	1	\$ 713,000	Y	2	0	2	
1047	180th Ave/Wax Road Intersection Improvements						\$ 806,000					
1050	SE 240 St/196 Pl SE Improvements	2	1	4	1	2	\$ 806,000	Y	2	0	2	1
1055	SE 256 St/148 Ave SE Intersection Imps	2	1	4	1	2	\$ 806,000	Y	2	0	2	0
1044	SE 256 St/156 Ave SE Improvements	2	1	4	1	2	\$ 806,000	Y	2	0	2	0
1034	SE 256 St/164 Ave SE Improvements	2	1	4	1	2	\$ 8,301,897	Y	2	0	2	0
1053	SE Covington Way/SE Wax Rd Intersection Imp	1	1	2	1	2	\$ 806,000	Y	2	0	2	0
1073	SE Wax Rd & 176 Ave SE Temporary Signal	1	1	1	1	1	\$ 233,460	Y	2	0	1	0
1035	SR 516/160 Ave SE Intersection Improvements	1	1	2	1	2	\$ 710,000	Y	2	0	2	1
1059	SR 516/204 Ave SE Intersection Improvements	1	1	4	1	2	\$ 806,000	Y	2	0	2	0
	<b>Intersections Total</b>						<b>\$ 14,794,347</b>					
	<b>KEY: LINKS</b>											
		BL	T	LTL	TOT							
1057	156 Ave SE (SR 516 - SE 251 St)	Y	2	1	3		\$ 8,290,000	Y	2	0	2	
1038	164 Ave SE (SE 256 St - SE 251 St)	Y	2	1	3		\$ 1,036,000	Y	2	0	2	
1086	164 Ave SE (SE 268 St to SE 264 Pl)	Y	2	1	3		\$ 1,375,000	Y	2	0	2	
1049	164 Ave SE (SR 516 - SE 267 Pl)	Y	2	1	3		\$ 932,000	Y	2	0	2	
1040	164 Ave SE Storm & Sidewalk (269-268)	Y	2	1	3		\$ 723,000	Y	2	0	2	
1082	168 Ave SE Ext (SR516 - Wax Rd)	Y	2	1	3		\$ 2,740,000	Y	2	0	1	3
1051	172 Ave SE (SE 267 St - SE 260 St)	Y	2	1	3		\$ 1,350,000	Y	2	0	0	0
1123E	172 Ave SE (Se 270 St - SE 240 St) East Alt	Y	2	1	3		\$ 18,944,000	Y	0	0	0	0
1123W	172 Ave SE (Se 270 St - SE 240 St) West Alt	Y	2	1	3		\$ 18,790,000	Y	0	0	0	0
1061	180 Ave SE (SE 261 St to SE 262 Pl)	Y	2	1	3		\$ 220,000	Y	2	0	2	
1080	180 Ave SE (SR 18 to SE 240 St)	Y	2	1	3		\$ 8,171,000	Y	2	0	2	
1124E	180 Ave SE Ext (SE 267 Pl - SR516) East	Y	2	1	3		\$ 3,766,000	Y	0	0	0	0
1052	192 Ave SE (SR 516 - SE 267 Street)	Y	2	0	2		\$ 1,945,000	Y	2	0	2	
1084	Covington Way (SR 18 - Wax Road)	Y	2	1	3		\$ 1,945,000	Y	2	0	2	
1122	SE 168 Pl (172 Ave SE - 168 Ave SE/SE 270 St)	Y	2	0	2		\$ 1,025,000	Y	2	0	2	
1041	SE 256 St (148 Ave SE - 164 Ave SE)	Y	4	1	5		\$ 9,684,000	Y	2	0	2	
1056	SE 256 St (164 Ave SE - 180 Ave SE)	Y	4	1	5		\$ 7,916,000	Y	2	0	2	
1062	SE 261 St (172 SE - 176 SE) Ped Imps c/g/sw	Y	2	0	2		\$ 1,000,000	Y	2	0	2	
1046	SE 262nd Place (180th Ave - 184th Ave)	Y	2	1	3		\$ 1,472,000	Y	2	0	2	
1120	SE 265 Pl (180 Ave SE - 172 Ave SE)	Y	2	0	2		\$ 2,914,000	Y	2	0	2	
1121	SE 267 St (172 Ave SE - 180 Ave SE)	Y	2	0	2		\$ 2,513,000	Y	2	0	2	
1048	SE 268 St-SE 267 St-176 Ave SE-SE 261 St	Y	2	0	2		\$ 5,301,000	Y	2	0	2	
1125	SE 270 St (172 Ave SE - 168 Pl SE)	Y	2	1	3		\$ 1,373,000	Y	0	0	0	0
1081	SE 270 St (174 Ave SE - SE Wax Rd)	Y	2	1	3		\$ 2,472,800	Y	0	0	0	0
1083	SE 276 St (168 Ave SE Ext - Wax Rd)	Y	2	1	3		\$ 2,496,000	Y	2	0	2	
1045	SE Wax Road (180th Ave - 188th Ave)	Y	2	1	3		\$ 1,901,000	Y	2	0	2	
1058	SE Wax Road (188 Ave SE to 240 Ave SE)	Y	2	1	3		\$ 2,197,000	Y	2	0	2	
1063	SR 516 Access Control (W City Limits-164 Pl SE)	Y	4	1	5		\$ 1,054,000	Y	4	1	5	
1030	SR 516 Access Control Project Stage 1B	N	4	1	5		\$ 310,000	N	4	1	5	
1039	SR 516 Imps. (Wax Rd SE-Jenkins Cr)	Y	4	1	5		\$ 2,620,227	Y	4	1	5	
1128	SR516 (Jenkins Creek Crossing - 192 Ave SE)	Y	4	1	5		\$ 4,065,000	Y	2	0	2	
1127	SR516 (Jenkins Creek Crossing)	Y	4	1	5		\$ 3,450,000	Y	2	0	2	
1033	Wax Rd & 180 Ave SE (SR516 - 266)	Y	2	1	3		\$ 5,710,173	Y	2	1	3	
1085	Wax Road (SR 516 - Covington Way)	Y	2	1	3		\$ 4,480,000	Y	2	0	2	
1042	Circulation Needs Study (Transportation Update)						\$ 100,000					
1043	Multi Purpose Trail Grade Crossing Evaluation						\$ 75,000					
1085A	Wax Road (SR 516-Covington Elementary Sidewalk)						\$ 450,000					
	<b>Links Total</b>						<b>\$ 134,828,200</b>					
	<b>GRAND TOTAL</b>						<b>\$ 149,622,547</b>					

**Figure 5.3**  
Existing Conditions, Travel Lanes, and  
Traffic Control

nsT = North / South Thru Lane  
 nsL = North / South Left Turn Lane  
 ewT = East / West Thru Lane  
 ewL = East / West Thru Lane

BL = Bicycle Lane  
 T = Thru Lane  
 LTL = Left Turn Lane  
 Tot = Total Lanes (non-motorized and vehicular)

168th Place, 172<sup>nd</sup> Ave SE, SE Wax Road, 185<sup>th</sup> Ave SE, and 192<sup>nd</sup> Ave SE.

### **164<sup>th</sup> Avenue SE**

164th Avenue SE is a two-lane collector arterial providing access between SR 516 and SE 256th Street, continuing north past SE 240th Street, ultimately connecting with SE 224th Street. This roadway generally has 1- to 5-foot-wide paved shoulders with only a few short segments of sidewalks that have been constructed as frontage improvements adjacent to past urban developments.

### **180th Avenue SE**

180th Avenue SE is a collector arterial located between the north/south segments of SE Wax Road. This section of 180th Avenue SE consists of segments of two-lane and segments of three-lane road. It has a posted speed limit of 35 mph. The pedestrian facilities consist of an intermittent 5-foot-wide sidewalk on the west side of the road. There is signalized control at SE 256th Street and an all-way stop control at the northern SE Wax Road intersection.

### **SE Wax Road**

SE Wax Road is divided into two sections, with 180<sup>th</sup> Avenue SE providing the connection between the two sections. The northern section is between 180<sup>th</sup> Avenue SE and 196<sup>th</sup> Avenue SE (the roadway continues northeast of 196<sup>th</sup> Avenue SE to SE 240<sup>th</sup> Street). This section is a two-lane minor arterial.. This section has 2- to 4-foot-wide paved shoulders with no separate pedestrian facilities. There is an all-way stop control at the northern section of 180<sup>th</sup> Avenue SE. The southern section between 180<sup>th</sup> Avenue SE and Covington Way SE is a two-lane collector arterial with a posted speed limit of 35 mph. There are 3- to 5-foot-wide paved shoulders with no separate pedestrian facilities. This route has a school speed zone located approximately between Covington Way SE and SE 278<sup>th</sup> Place. The school speed zone is posted for 20 mph and is activated “when children are present.” There is signalized control at the intersections of SE Wax Road with Covington Way SE and at SR 516.

### **SE 256<sup>th</sup> Street**

SE 256<sup>th</sup> Street provides the other major east/west route. This route travels into/out of the City of Kent to the west and connects to SR-18 just east of 180<sup>th</sup> Avenue SE. The roadway is currently a two-lane minor arterial with a posted speed limit of 40 mph. The

shoulders vary from 3- to 8-feet of pavement to 3- to 8-feet of gravel. The only sections of sidewalk are along the frontage of newer developments. The roadway has signalized control at 180<sup>th</sup> Avenue SE and at 164<sup>th</sup> Avenue SE.

### **SE 240<sup>th</sup> Street**

SE 240<sup>th</sup> Street is a two-lane principal arterial with a posted speed limit of 35 mph. The roadway has 2- to 5-foot-wide paved shoulders with no separate pedestrian facilities. The north/south approaches of minor streets with SE 240<sup>th</sup> Street are stop controlled. The SE 240<sup>th</sup> Street/ 196<sup>th</sup> Avenue SE intersection is controlled with an all-way stop.

### **156<sup>th</sup> Avenue/Place SE**

156<sup>th</sup> Avenue/Place SE is currently not classified as an arterial. The southern terminus of the roadway is at SR 516. The roadway connects to the north to SE 256<sup>th</sup> Street, continuing on to 224<sup>th</sup> Street SE. It operates as a local street. The roadway is a two-lane facility. The roadway has 2- to 5-foot-wide gravel shoulders with intermittent sidewalks on both sides. The sidewalks are located along the frontage of newer developments. This roadway is stop controlled at SR 516, SE 256<sup>th</sup> Street, and SE 240<sup>th</sup> Street.

### **196<sup>th</sup> Avenue SE**

196<sup>th</sup> Avenue SE (in the City of Covington) is a short roadway segment providing a connection between SE 240<sup>th</sup> Street and SE Wax Road. This section of roadway is a minor arterial with one lane in each direction. The full length 196<sup>th</sup> Avenue SE corridor provides significant access to/from the north, connecting with SR 169 to the north. It has 2- to 5-foot-wide gravel shoulders. There is no posted speed limit or separate pedestrian facilities along the route. This route is stop controlled at both SE 240<sup>th</sup> Street and SE Wax Road.

### **148<sup>th</sup> Avenue NE**

148<sup>th</sup> Avenue NE provides a north/south connection between SE 256<sup>th</sup> Street and SE 240<sup>th</sup> Street connecting north to SE 192<sup>nd</sup> Street. The roadway is a two-lane collector arterial. The roadway has 4- to 10-foot-wide gravel shoulders. There is no direct access to pedestrian facilities. However, there is an existing pedestrian trail in the wooded area just off the roadway. The roadway is stop controlled at SE 256<sup>th</sup> Street and SE 244<sup>th</sup> Street. 148<sup>th</sup> Avenue SE is not located within the city limits of Covington, but is

immediately adjacent to the city limits between SE 256<sup>th</sup> Street and SE 244<sup>th</sup> Street.

### **168<sup>th</sup>/165<sup>th</sup> Place SE**

168<sup>th</sup>/165<sup>th</sup> Place SE provides a connection from SR 516 at 168th Place to Covington Way through the existing Fred Meyer and Safeway parking lots. The alignment varies to accommodate existing developed structures. Two roundabouts; one single lane roundabout at the new intersection of SE 276th Street provides a future extension east to SE Wax Road, and the second roundabout facilitates traffic circulation between the Safeway and Fred Meyer properties. The northern roundabout is two lanes for north / south and one lane for east / west.

The street section is 5-Lanes from SR 516 to the northern roundabout, then 3-Lane Arterial section with bike lanes, landscaped median, landscaped planter strip and 8' wide sidewalks southward to Covington Way SE.

Other local roadways in the area essentially provide access and circulation between residential neighborhoods and the arterial roadways described above.

As shown in Figure 5.3, there are currently 10 signalized intersections in the city. Most of the signalized intersections are at major intersections with the state highways. Seven of these intersections are along SR 516, through downtown. Two are on SE 256<sup>th</sup> Street SE and the remaining one is at Covington Way SE/SE Wax Road. Most of the remaining intersections along the arterials are stop sign-controlled on the minor approaches.

## **5.3 Traffic Volumes and Levels of Service**

### **5.3.1 Traffic Volumes**

Average daily and PM peak hour traffic volumes were collected from a variety of sources including WSDOT, King County, road tube counts and traffic impact analyses for proposed developments in the area. In addition, manual PM peak hour turning movement counts were conducted to supplement previously collected traffic data. The volumes reflect 2008 conditions. The existing daily traffic volumes for the state highways and arterials within the city are summarized in Figure 5.4.

The two state highways, SR 18 and SR 516, carry the highest traffic volumes in the study area. SR 18 carries approximately 44,000 vehicles per day (vpd) in the Covington vicinity. However,



since SR 18 is an access-controlled highway, it only directly impacts the operations of the transportation system at the SR 516 on/off ramps. This location moves a significant amount of traffic that is on the Covington roadway system.

On SR 516 there are approximately 29,000 vpd west of the SR 18/SR 516 interchange, compared to approximately 38,000 vpd east of the interchange. There is approximately 30 percent more daily traffic on SR 516 to the east of SR 18 compared with volumes to the west. Further to the east, traffic volumes decline with approximately 23,500 vpd just east of 192<sup>nd</sup> Avenue SE. A review of the PM peak hour turning movement data, between 172<sup>nd</sup> Avenue SE and 192<sup>nd</sup> Avenue SE indicates that much of the eastbound traffic drops-off at SE Wax Road and 192<sup>nd</sup> Avenue SE. The PM peak hour traffic volumes represent approximately nine percent of the daily traffic volumes on SR 516.

SE 256th Street is the other major east/west route in the Covington area. At SE 256th Street/164th Avenue SE, the daily traffic volumes are approximately 10,200 vpd on the east leg and 14,600 vpd on the west leg. The volume is 13,400 vpd east of 148th Avenue SE.

There are three major north/south routes in the Covington area: 164<sup>th</sup> Avenue SE, 180<sup>th</sup> Avenue SE, and SE Wax Road. 164<sup>th</sup> Avenue SE carries about 6,500 vpd north of 256<sup>th</sup> Avenue. 180<sup>th</sup> Avenue SE carries approximately 8,600 vpd north of 256<sup>th</sup> Avenue. North of 180<sup>th</sup> Avenue SE, SE Wax Road carries about 4,200 vpd. Between 180<sup>th</sup> Avenue SE and SR 516, SE Wax Road carries about 12,500 vpd. The volume on SE Wax Road drops to 8,200 vpd south of SR 516.

#### **5.4 Existing Level of Service Standards and Concurrency Program**

Level of service (LOS) is a qualitative measure of both the operating conditions of a traffic system as well as the perceived conditions by drivers and passengers. Level of service is related to the physical characteristics of the roadway and the different operating characteristics of the roadway when it carries different traffic volumes.

Level of service ranges from LOS A, which indicates good operating conditions with little or no delay, to LOS F, which indicates extreme congestion and long vehicle delays. The definition of each service level and the methodology for estimating level of service is provided in the Highway Capacity Manual (Transportation Research Board 2000). At signalized

intersections, level of service is defined in terms of average delay per vehicle. At unsignalized intersections, level of service is typically reported for the delays for the side street traffic movements. Similar procedures are used for roadway segment analysis.

The City of Covington adopted King County's level of service standards and transportation concurrency program. The City desires both short-term and longer-term modifications to the standards, which are presented in Section 5.14. The King County program has two components related to level of service standards: Transportation Adequacy Measures (TAM) and Intersection Standards (IS). The TAM is used for testing roadways for transportation concurrency and the IS is used to implement the development review requirements of SEPA for impacts to intersections.

The two components are used to evaluate traffic impacts of new development proposals. The TAM process is very complex and involves use of a detailed traffic-forecasting model. The TAM process includes six elements:

1. Transit service to set transportation service area thresholds.
2. Exempt facilities with high occupancy vehicle links from the volume/capacity evaluation.
3. Evaluate volume/capacity of a weighted zonal average.
4. Evaluate links, which exceed a critical volume/capacity ratio.
5. Evaluate urban connectors through rural areas.
6. Use prescriptive standards to evaluate non-motorized transportation.

The City of Covington is identified as a Transportation Service Area (TSA) 3 in the King County model. The TSA 3 classification indicates that the area has urban services and that arterials should be constructed or improved, if necessary, to support planned growth. Some transit service is available in a TSA 3 area; however, the area is not a priority for transit service expansion. The TSA 3 designation establishes an areawide average volume-to capacity (v/c) of 0.89, or LOS D or better. This standard applies to most new developments within the city, although the County system does provide for some exemptions.

The TAM process also involves evaluation of possible Unfunded Critical Links (UCLs). The list of UCLs consists of arterial corridors that the county has identified as being important for countywide mobility, forecasted to have a high traffic congestion level, and having unfunded improvements within the 6 year time frame of the most recent Capital Improvement Plan (CIP). These links are monitored and used in the level of service analysis of the TAM for testing concurrency. If links exceed the critical link threshold with a volume- to capacity (v/c) of 1.10 or greater and the link is impacted by 50 percent of a development's peak hour traffic then the development must be denied concurrency.

The unfunded critical link test applies within the City of Covington since SR 516 (from 104<sup>th</sup> Avenue SE to SR 169) is included on the county's list of links to be monitored. The City is only applying the unfunded critical link test to the section of SR 516 within the city limits. This includes SR 516 from just west of 156<sup>th</sup> Avenue SE to Jenkins Creek (just east of SE Wax Road).

If either the TAM areawide average v/c ratio or unfunded critical link test standard is not met, the development is not issued a certificate of transportation concurrency. A concurrency certificate is required for the development to be approved.

King County's Intersection Standards require that intersections operate at HCM 2000 LOS E or better. The standard applies as part of the SEPA review of development proposals. The standard applies at intersections that are impacted by at least 20 percent of a development's peak hour traffic and at least 30 trips from the development impact the intersection. If a development impacts an intersection that falls below the IS it can mitigate its impact by making improvements or through contribution of a proportionate share of an identified improvement project.

## 5.5 Traffic Safety

The City follows WSDOT and King County guidelines for identifying safety improvement needs. The WSDOT bases its high accident locations on an equation in which weighted values are assigned to fatalities, injuries, and property-damage-only accidents. If this value exceeds an established threshold, the location is deemed a high accident location (HAL). Another value used by WSDOT in defining problem area intersections is based on the number of accidents per million entering vehicles (MEV). An accident/MEV rate of 1.0 is an average rate. Rates above 1.0 may indicate a location with a safety issue. King County often uses the standard threshold of 10 accidents per year at signalized

intersections and 5 accidents per year at unsignalized intersections. The threshold value is less for unsignalized intersections because it is assumed traffic volumes will generally be lower at an unsignalized intersection. Furthermore, an occurrence of 5 or more accidents at an unsignalized intersection may meet warrants for installation of a traffic signal.

## 5.6 Truck Routes

The City of Covington does not currently have a formal adopted truck route ordinance. In lieu of a formal truck route, the City of Covington assumes all arterial roadways are acceptable for truck traffic. These roadways provide access to the major commercial activity centers in the city while minimizing the impacts on residential neighborhoods.

## 5.7 Transit Service and Ridesharing

Figure 5.6 shows existing transit service in the Covington area. King County Metropolitan Transit (Metro) provides transit service in Covington, as well as all other areas of King County. Metro routes 159, 168, and 912 provide transit service to the City of Covington.

Route 159 provides service between Seattle and the City of Covington's Timberlane neighborhood and downtown area. Route 159 operates through the Kent transit center via SR 516. The route operates on 30-minute headways during both the AM and PM peak hours of operation.

Route 168 provides a service link between the Kent Transit Center and the City of Covington's Timberlane and downtown area. Route 168 operates similar to Route 159. The route circulates during both the AM and PM peak hours and operates on about 60 minute headways.

Metro Route 912 provides transit service between Covington and Enumclaw through the City of Black Diamond. The transit route operates during the midday on an approximate 1-hour, 40-minute headway.

Metro has bike racks installed on many buses on its major routes. The addition of bike racks is intended to promote the use of multimodal transportation. Users are able to walk or bike to their destination from the transit stop.

King County Metro also offers a Vanpool and Rideshare Matching Program. The focus of the program is to reduce congestion by



providing alternative modes of transportation. Commuters using the programs can take advantage of the high occupancy vehicle (HOV) system. Vanpools operate with a minimum of 4 and a maximum of 12 riders. The Rideshare Matching Program matches commuters with similar travel characteristics and provides them with the opportunity to carpool. Currently there are two vanpools registered for the Covington area serving Bellevue and Issaquah.

Metro's Six-Year Transit Development Plan for 2002-2007 (King County Department of Metropolitan Services Transit Department 2002) indicates that over the next several years the transit service will continue to evolve to support GMA objectives.

The proposed future system will build on the key elements of the existing service plan and will also include a multi-centered system focused on several transit hubs, where convenient connections can be made. The new service is intended to increase mobility by public transportation to a broader range of destinations, increase transit's overall market share for travel in the county, and improve efficiency in terms of set performance criteria.

The City of Covington is not identified as a regional or urban center and is not in Metro's plans for targeted service improvements or for a transit hub. Existing service with connections to and through Kent would be the primary focus of transit to the Covington area.

## 5.8 Pedestrian and Bicycle Facilities

A detailed sidewalk inventory and evaluation was performed in 2009 by Gray & Osborne. The City's existing transportation system was historically designed and constructed for vehicular traffic, but has since been improved to include sidewalks and bicycle facilities. The majority of the streets that have sidewalks are located in the City's downtown and along arterials such as 164<sup>th</sup> Ave SE, SE 256<sup>th</sup>, SE Wax Road, 180<sup>th</sup> Ave SE and along SR 516 to SE 185<sup>th</sup> Ave.

When new developments occur, the City requires frontage improvements, dedication of rights-of-way, and construction of sidewalks. This can result in a piecemeal pattern of pedestrian facilities along city streets. The downtown lacks pedestrian "friendly" facilities along much of the frontage along SR 516 due to frequent driveways, which can result in pedestrian-vehicular conflicts. The proximity of the sidewalk to this major arterial also makes the route relatively unfriendly for pedestrian travel. Roadway improvements north of SR 516 provide additional

pedestrian routes parallel to SR 516. Formal bicycle facilities are located along SE Covington Way, 168<sup>th</sup>/165<sup>th</sup> Pl SE, 164<sup>th</sup> Ave SE, SE 256<sup>th</sup> Street, 180<sup>th</sup> Ave SE and SE Wax Road. Otherwise bicyclists in the city must share the road with vehicular traffic or use roadway shoulders.

New bicycle lanes are identified along SE 240<sup>th</sup> Street, between SR 18 and Kent. This is a King County project. Bicycle lanes also are identified as part of the SE 256<sup>th</sup> Street extension and widening.

Regional bicycle routes in and around the city have been identified by King County (Bicycling in King County, King County Department of Transportation 1998). These routes include the Soos Creek regional trail, just west of the city. Covington Way, Covington-Sawyer Road and 168th Avenue extension are identified as bicycle routes south of SR 516. North of SR 516, bicyclists would use SE 256th Street, SE 240th Street, 164th Avenue SE, a segment on 180<sup>th</sup> Avenue SE, SE 270<sup>th</sup> Place, 168<sup>th</sup> Place SE, and part of SE Wax Road..

SR 516 is a route to use with caution, due to high volume of traffic. The access control project for SR 516 between 172<sup>nd</sup> Avenue SE and Wax Road improves bicycle use to some degree, by reducing the number of conflicting traffic movements; however, this route is still subject to high volumes of traffic including trucks and other large vehicles and bicyclists should exercise caution when using this section of SR 516. SR 516 west of Wax Road will be subject to continued CIP projects over the next several years and as such is not recommended as a proposed bike route.

The City's 20-year CIP program in Chapter 10 supports regionally identified bicycle routes through reconstruction and/or widening of arterials. Added traffic control will also assist bicyclists crossing high volume arterials. Refer to Chapter 6 (Parks and Community Services Element) for the Integrated Sidewalk and Trail Plan.

## 5.9 Aviation Facilities

There are no aviation facilities located in the City of Covington. The Port of Seattle provides regional aviation facilities at Sea-Tac International Airport. Travel to/from Covington and Sea-Tac International Airport is primarily via east-west arterials connecting to Kent. These include SR 516, SE 256<sup>th</sup> Street, and SE 240<sup>th</sup> Street. Traffic can also access Sea-Tac International via SR 169 through Renton. Covington area travelers can access SR 169 using 196<sup>th</sup> Avenue SE and 140<sup>th</sup>/132<sup>nd</sup> Avenue SE.

Crest Airpark, located south of Covington, provides general-purpose aviation in the area. The airport is privately owned, but is open to the public. It is accessed off of 179<sup>th</sup> Place SE via Covington-Sawyer Road, approximately ½ mile south of downtown Covington. Crest Airpark's north-south runway directs air traffic over central Covington. The airport is part of the Regional Airport System which is a component of the PSRC Metropolitan Transportation Plan (MTP).

Regional air travel will continue to be provided for Covington residents and businesses by the Port of Seattle at Sea-Tac International Airport. The Crest Airpark will continue to provide general aviation for the area. The City's and other agency's planned transportation system improvements will support access to these facilities.

## **5.10 Planned Transportation Improvements**

### **5.10.1 Covington Six-Year Transportation Improvement Program**

In June 2009, the City of Covington adopted the 2010-2015 Six-Year TIP. The City's TIP includes a range of improvement projects including annual safety and pedestrian improvements. It also includes projects to improve intersections, channelization, and capacity on roadways that operate at low levels of service. The on going update to the TIP is adopted by reference and available for review at the Public Works Department.

### **5.10.2 King County and WSDOT Transportation Plans**

There are many specific transportation improvement projects planned in the vicinity of the study area by King County as part of their Transportation Needs Report (TNR). The King County 2009-2014 Capital Improvement Program lays out the County's six-year plan for capital improvements. These plans are considered in developing the City's 20-year Capital Improvements Plan.

WSDOT is continuing to widen SR 18 to a four-lane limited access freeway. This included reconstruction of the SR 18/SR 516 interchange. As part of the interchange project, Covington Way was realigned crossing SR 18 (grade separated) to the west of the southbound interchange ramps.

WSDOT and the City of Covington completed and implemented an access control plan for SR 516 between SR 18 and SE Wax Road to reduce safety problems and maintain the through capacity of the state highway.

## 5.11 Land Use and Travel Forecasting

Land uses and transportation facilities have a mutually influential relationship. Land use tends to drive trip generation and influence necessary transportation facilities to support the traffic. In turn, existing transportation facilities may influence what types of land uses can feasibly be supported. Transportation planning recognizes this relationship and future transportation needs are planned using land use assumptions.

These land use assumptions are coded into mathematical models where the various land uses are distributed throughout the city in accordance with a proposed Land Use Plan. Vehicle trips are generated based on statistical relationships of the land uses and assigned to the computer roadway network. Intersections and roadways where forecast trips exceed the available capacity can be identified and roadway network improvements can be evaluated.

### 5.11.1 Overview of the Travel Forecasting Process

A transportation model refined for the City of Covington was used, as a tool for analyzing the preferred land use and developing a list of transportation needs. The model is based on a model initially developed by King County. For use in this plan, a new model was developed to add specific detail within the City of Covington allowing a more accurate representation of travel patterns.

Population and employment projections were provided for the proposed land use. The land use provided the basis for calculating trip generation data in the transportation model. The transportation model was used to calculate trip generation data for the 2023 horizon year. The model provided projected transportation volumes on the local street network to help identify deficiencies in the proposed 2023 roadway network.

### Transportation Analysis Zones (TAZ)

The original King County TAZ system for the model includes hundreds of zones or external stations; approximately 10 county TAZs cover the City of Covington and adjacent areas. TAZs for the Covington model were created by dividing the 10 King County model zones into 115 City of Covington zones and 126 external zones. This increase in detail results in a better depiction of travel patterns and allows for detailed analysis of local transportation and circulation issues within the city.

### Transportation Network

The transportation network represents the roadway system within the model. Figure 5.6 illustrates the modeling network employed for analyzing Covington's proposed land use alternatives. The Covington model includes all arterial streets (principal, minor, and collector), and freeways as well as key local streets. The representation of the freeway system is done in a manner to show individual ramps. Data are assigned to each street representing the functional class, number of lanes, capacity, and free-flow speed conditions. Capacity data is also assigned to each node (intersection) in the simulation network. The resulting network represents the roadway system within the transportation model.

### **Trip Tables**

Trip tables represent the travel from area to area and are produced from the land use data for each TAZ. Existing land use data for each TAZ included household and employment values for TAZs within the city limits. Existing land use data for the outlying TAZs was derived from the PSRC and King County data files.

Trip generation equations, which convert the land use data to travel, and trip distribution, which identifies the specific zone-to-zone interchanges, are the basic tools for developing the trip table.

The Covington model uses national and local trip generation rates to estimate the total number of trips for each zone. The regional trip distribution is based on regional travel patterns and PSRC land use.

### **Model Calibration**

The final step in developing a travel-forecasting model is to combine the transportation network and trip table to "calibrate" both elements to represent the existing travel patterns and traffic volumes in the area. Calibration is an interactive process in which refinements are made to the model to improve it until a satisfactory result is achieved. The Covington model is a PM peak hour model. Therefore, the goal is to represent actual travel during the afternoon/evening commute. The existing conditions Covington model was calibrated to 2003 measured PM peak hour traffic volumes.

The 20-year Capital Improvement Projects were added to the model network based on WSDOT and King County transportation improvement programs and locally committed improvements such as the widening of SR 18.

### **5.11.2 Consistency with Proposed Land Use Plan**

The travel-forecasting model was used to develop forecasts for year 2023, consistent with PSRC regional and King County planning efforts. For the immediate planning area, land use data reflects the proposed 2023 land use plan for TAZs within the city. The PSRC regional land use data were used for other Covington model TAZs outside the city limits.

## 5.12 Transportation System Evaluation

### 5.12.1 Transportation System Performance

The 2023 transportation forecast for the proposed land use and adopted 20-year capital facility plan shows most roadways operating at link v/c ratios of less than 1.0 with the exception of the SR 18/SR 516 Interchange and sections of the proposed 172nd Corridor Extension.

#### System-Wide Link Analysis

The high v/c ratios at SR 18/SR 516 interchange are the result of high forecast volumes to and from the south on SR 18, destined to Covington and/or through Covington to the east. This is based upon a 20-year forecast considering City of Covington and regional growth projections from PSRC. The v/c ratios improve to acceptable levels outside the influence of the interchange. The interchange will likely accommodate 50 percent of the 20-year travel demand, meeting the 10-year planning horizon required under GMA. SR 18 is a Highway of Statewide Significance (HSS) and as such the City is required to disclose the transportation impacts of the proposed land use plan to WSDOT.

The V/C ratio of the 172nd Corridor extension suggests that the proposed three-lane roadway may require expansion to four to five lanes in the 20-year planning horizon. The three-lane project will likely accommodate 80 percent of the 20-year travel demand, exceeding the 10-year planning horizon required under GMA.

#### System-wide Intersection Operations

The link capacities assumed in the traffic-forecasting model assume downstream intersection constraints. Intersections of links with v/c of under 1.0 for the 20-year forecast are assumed to operate within the Intersection Capacity Utilization (ICU) 2000 by Trafficware volume to capacity ratio (v/c) of 0.90 or better. Intersection projects in the 20-year capital facilities plan including traffic signals and roundabouts are proposed for over 20 locations. Final configurations of the intersection improvement designs may include additional turning lanes to achieve v/c of less than .90 per

the ICU 2000 methodology. The final timing of intersection improvements will be based upon MUTCD signal warrants and intersection concurrency requirements. Intersections that meet Manual on Uniform Traffic Control Devices MUTCD warrants or cause ICU 2000 v/c's in excess of 0.90 and not on the current 20-year capital improvement plan or Six-Year TIP will require mitigation under SEPA.

### **5.13 Future Transportation Systems Conditions**

The findings from the review of existing conditions and evaluation of travel forecasts were used to formulate the future transportation systems plan for Covington. The plan also includes improvements for non-motorized travel and strategies for transit and ridesharing programs. An overview of air transportation programs is also noted.

#### **5.13.1 Street and Highway Element**

The street and highway element provides a movement of a range of travel modes. It supports general automobile traffic, trucks, and buses. It also provides routes for non-motorized transportation. The following presents the proposed functional classification of the arterials serving the city. Routes for use by trucks are also defined. It is followed by a summary of the planned improvements to serve the city. The improvements include new streets, widening of existing streets, intersection/operations projects, and study projects. Many of the improvements include facilities for non-motorized travel.

#### **Roadway Functional Classification**

As previously discussed under the inventory of existing conditions, the functional classification system provides a hierarchy of streets to serve a combination of through traffic and access to adjacent properties. General definitions are included in Table 5.1.

The proposed functional classification for the City of Covington is presented on Figure 5.2a and 5.2b. SR 18 is the only limited access facility serving the city. It would connect with arterials at SR 516 and SE 256<sup>th</sup> Street.

Principal arterials will include SR 516 and SE 240<sup>th</sup> Street, consistent with King County's previous designations. The SE 256<sup>th</sup> Street corridor is classified as a minor arterial. The SE 256<sup>th</sup> route also connects with the 180<sup>th</sup> Avenue SE/Wax Road/196<sup>th</sup> Avenue SE minor arterial route. This route provides a connection

to/from SR 169, north of the city. Covington Way SE, from SR 516 to the city limits is also classified as a minor arterial.

A series of north-south collector arterials also are identified to serve the city. These include 148<sup>th</sup> Avenue SE, 156<sup>th</sup> Avenue SE, and 164<sup>th</sup> Avenue SE. A system of collector arterials also provides access/circulation within the business district. SE Wax Road/180<sup>th</sup> Avenue SE is proposed to be a minor arterial.

### Truck Routes

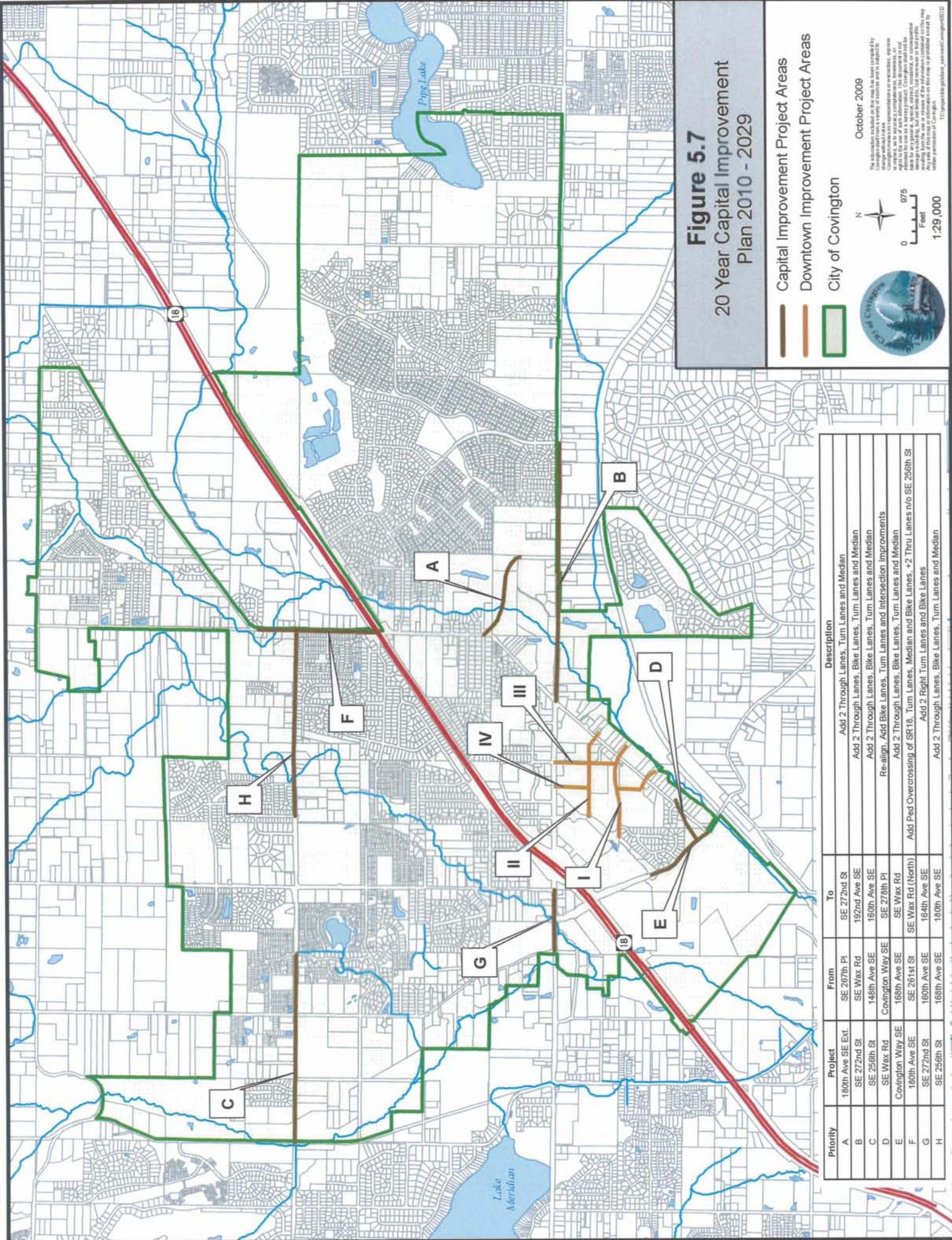
The City of Covington desires to ensure safe and efficient movement of freight and goods within the city. To that extent, the City has identified the SR 18 freeway and all principal and minor arterials (see Figures 5.2a and 5.2b) as primary truck routes. The collector arterial system, other local roads should only be used by trucks to access commercial or residential areas for deliveries; collector arterials, other local roads should not be used for through truck trips.

### 20-year Capital Improvement Plan

Figure 5.7 summarizes the 20-year CIP and Table 5.2 provides an overview of each project. The projects provide capacity to resolve existing and forecast deficiencies. They also are needed to improve safety and access/circulation within the city. The project list also identifies other reconstruction and non-motorized improvement projects. These improvements supplement the non-motorized components of the identified widening and new construction projects. Citywide overlay and safety/operations programs, studies of collector road systems, and bridge replacement projects complete the improvement list.

**Table 5.2 – 20 Year Capital Improvement Program 2010-2029**

Priority	Project	From	To	Description
A	180th Ave SE Ext.	SE 267th Pl	SE 272nd St	Add 2 Through Lanes, Turn Lanes, Sidewalks and Median
B	SE 272nd St	SE Wax Rd	192 <sup>nd</sup> Avenue SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes, Sidewalks and Median
C	SE 256th St	148th Ave SE	160th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes, Sidewalks and Median
D**	SE Wax Rd (See DTP below)	SE 272nd St	Covington Way SE	Add Bike Lanes, Turn Lanes Sidewalks and Median



**Figure 5.7**  
 20 Year Capital Improvement  
 Plan 2010 - 2029

- Capital Improvement Project Areas
- Downtown Improvement Project Areas
- City of Covington



October 2009

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 Feet

1:29,000

The information included on this map was prepared by the City of Covington and is provided as a general guide only. It is not intended to be used as a legal document, nor is it intended to be used as a warranty or representation of any kind. The City of Covington is not responsible for any errors or omissions on this map. Copyright 2009 by the City of Covington. All rights reserved.

Priority	Project	From	To	Description
A	180th Ave SE Ext.	SE 267th Pl	SE 272nd St	Add 2 Through Lanes, Turn Lanes and Median
B	SE 272nd St	SE Wax Rd	192nd Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median
C	SE 256th St	148th Ave SE	160th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median
D	SE Wax Rd	Covington Way SE	SE 276th Pl	Re-align. Add Bike Lanes, Turn Lanes and Intersection Improvements
E	Covington Way SE	188th Ave SE	SE Wax Rd	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median
F	180th Ave SE	SE 261st St	SE Wax Rd (North)	Add Ped Overcrossing of SR 18, Turn Lanes, Median and Bike Lanes, ~2 Thru Lanes +/- SE 256th St
G	SE 272nd St	160th Ave SE	164th Ave SE	Add 2 Right Turn Lanes and Bike Lanes
H	SE 256th St	188th Ave SE	180th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median

E	Covington Way SE	168th Ave SE	SE Wax Rd	Add 2 Through Lanes, Bike Lanes, Turn Lanes, Sidewalks and Median
F	180th Ave SE	SE 261st St	SE Wax Rd (North)	Add Ped overcrossing of SR18, Turn Lanes, Median, Sidewalks and Bike Lanes, +2 Thru Lanes n/o SE 256th St
G	SE 272nd St	160th Ave SE	164th Ave SE	Add 2 Right Turn Lanes, Sidewalks and Bike Lanes
H	SE 256th St	168th Ave SE	180th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes Sidewalks, and Median

#### Additional Projects in Downtown Plan (Downtown Element Chapter 4)

**	SE Wax Rd (See D above)	SE 272nd St	Covington Way SE	Potential alignment modification and intersection improvements to accommodate pedestrian access.
DTP I	SE 276th St	165 <sup>th</sup> Pl SE	SE Wax Road	New 3-lane street in Downtown Plan to accommodate pedestrian and vehicle access
DTP II	SE 274 <sup>th</sup> Pl	168 <sup>th</sup> Pl SE	172 <sup>nd</sup> Ave SE	New street in Downtown Plan to accommodate pedestrian and commercial access
DTP III	172 <sup>nd</sup> Ave SE	SE 272 <sup>nd</sup> St	SE Wax Road	Potential alignment modification and intersection improvements to accommodate pedestrian access.
DTP IV	171 <sup>st</sup> Ave SE	SE 272 <sup>nd</sup> St	SE Wax Road	New street in Downtown Plan to accommodate highest level of pedestrian activity and design as a "Main Street". Limit truck and delivery traffic and provide adequate space for emergency vehicles.

The relative share assigned to the City of Covington is identified in the following Table 5.3. Some of the identified projects are included in Chapter 10 Capital Facilities; however the forecast is limited to the last forecasts for 2003-2008. The following costs were updated as part of the 2008 Amendment process and will be incorporated into the Capital Facilities, Chapter 10, in the next 7 year mandate by GMA.

**Table 5.2 – 20 Year Capital Improvement Program 2010-2029 – Associated Costs**

Priority	City CIP #, Project Name, Termini,	Cost \$1000	Description
<b>A</b>	1124, 185th Place SE Extension Wax Road/180th Avenue SE Roundabout to SE 272nd Street New Route, New Alignment, Access management	11,980	Connect roundabout at Wax Road and 180th Avenue SE to SE 272nd Street. Install curb, sidewalk and street lighting near intersections. Install underground utilities. 82' right-of-way, 44', 3 lane street
<b>B</b>	1039, 1127, 1128 SE 272nd Street (SR 516) Wax Road to 192nd Avenue SE Access control, Pedestrian improvements, Signal revisions	28,100	Widen road to 5 lanes. New Stream Crossings of Jenkins Creek. Install curb, sidewalk and street lighting along SE 272nd Street. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street
<b>C</b>	1041, SE 256th Street 148th Avenue SE to 160th Avenue SE Widen & reconstruct, Sidewalks, New signal	19,030	Widen road to 5 lanes. Install curb, sidewalk and street lighting along SE 256th Street. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street
<b>D</b>	1085, SE Wax Road SE 272nd Street to Covington Way SE Widen & reconstruct, Sidewalks, New signal	14,570	Widen Wax Road to 3 lanes. Add turn lanes at major intersections. Install curb, sidewalk and street lighting near intersection. Install Median, install new signal, and underground utilities. 84' right-of-way, 44' street
<b>E</b>	1084, Covington Way SE 165th Place SE to SE Wax Road Widen & reconstruct, Sidewalks, New stream crossing	7,330	Widen road to 5 lanes. Install curb, sidewalk and street lighting along Covington Way SE. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street
<b>F</b>	1060, 1061, 1149 180th Avenue SE SE 261st Street to (north) SE Wax Road Widen & reconstruct, Sidewalks, Modify signal	6,770	Widen road to 3 lanes. Install curb, sidewalk and street lighting along 180th Avenue SE. Install Median, install new signal, and underground utilities. 84' right-of-way, 44' street
<b>G</b>	1063, SE 272nd Street (State Route 516) 160th Avenue SE to 164th Avenue SE Widen SE 272nd Street. Add turn lanes.	9,260	Widen SE 272nd Street. Add turn lanes. Install curb, sidewalk and street lighting near intersection. Install Median, install new signal, and underground utilities.
<b>H</b>	1056, SE 256th Street 168th Place SE to 180th Avenue SE Widen & reconstruct, Sidewalks, New stream crossing	12,050	Widen road to 5 lanes. Install curb, sidewalk and street lighting along SE 256th Street. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street

TOTAL 20 Year Plan 2010 - 2029

109,090

**DOWNTOWN STREET PLAN**

<b>DTP I</b>	SE 276th Street 165th Place SE to SE Wax Road New Route, New Alignment, Commercial Access	6,150	New Street, New Alignment. Construct new 42' (3 lane) commercial access street in new 84' right-of-way. 10' sidewalks on both sides
<b>DTP II</b>	SE 275th Street 168th Avenue SE to SE Wax Road New Route, New Alignment, Commercial Access	3,210	New Street, Alignment of existing service drive. Construct new 26' access street in 50' right-of-way Grind existing access road, Install curb, gutter and 10' sidewalk on one side.
<b>DTP III</b>	172 <sup>nd</sup> Ave SE Extension SE 272 <sup>nd</sup> Street to SE 276 <sup>th</sup> Street New Route, New Alignment, Commercial Access	1,750	New Street, New Alignment. 80' right-of-way. Construct new 48' (3 lane) access street with 8' sidewalks.
<b>DTP IV</b>	171st Avenue SE SE 272nd Street to Wax Road New Route, New Alignment, Commercial Access	10,650	New Street, New Alignment. 60' right-of-way. Construct new 36' (3 lane) access street with 10' sidewalks. Grind existing parking area, Demolish portions of existing buildings
TOTAL Downtown Street Plan		21,760	
<b>TOTAL 20 Year CIP and Downtown street plan</b>		<b>130,850</b>	

**Maintenance and Operations Program**

The City will maintain a program for annual overlays and safety/operations improvements. These allow the City to maintain and preserve the investment in the existing transportation system. The program will evaluate pavement conditions with a systematic approach. This will help ensure overlays and/or reconstruction projects are programmed before significant problems develop. The overlay program may be used to pave roadway shoulders to provide interim facilities for bicycles and pedestrians.

The maintenance and operations programs should be based on appropriate engineering review and evaluation. Public input also should be taken into account in defining specific improvements implemented with these programs.

Some of the improvements necessary to improve non-motorized travel within and around Covington will connect to the existing network of sidewalks serving the downtown core. The proposed collector roads north and south of SR 516 will form a network of sidewalks within the downtown core. The City will continue to

widen the sidewalks along SR 516, and/or separate them from the high volume travel lanes with a buffer strip.

Other non-motorized projects include pedestrian improvements along school walking routes. These projects are located throughout the city to reduce the need for school buses to transport children that live within walking distance of a school but do not have adequate pedestrian facilities to access the school. These improvements may include sidewalks, paved shoulders or separate pedestrian paths. The type of facility will be decided during preliminary design and are subject to the availability of funding. Many of these projects could be interim phases of larger widening or reconstruction projects. The interim phase provides the City with options to improve high priority pedestrian system locations in a shorter time period.

### **Transit**

As outlined in Section 5.7 Transit Service and Ridesharing, transit service is fairly limited within the City of Covington. King County Metro's six-year service plan does not propose significant changes to existing transit service levels for Covington.

The City should work with King County Metro to install transit shelters at some of the bus stops along SR 516. These would provide some support for higher transit use within the city. It may be desirable to have transit buses divert slightly from SR 516 to the new downtown collector road system, once the new routes are completed. This would enhance the environment for people waiting to catch a bus since traffic volumes would be significantly lower on the new collector arterials compared to SR 516.

### **Transportation Demand Management (TDM) Program**

The City of Covington Transportation System Plan recognizes the importance of transit and Transportation Demand Management (TDM) programs, to reduce traffic congestion and to provide viable transportation alternatives. These programs build on the region's programs with refinements to reflect the specific needs/goals of the City of Covington.

In addition to increased transit service, a range of TDM programs are included as part of the City of Covington Transportation Plan. The goal of the TDM program is to reduce the overall amount of travel by single occupant vehicles (SOVs) within the city. The TDM program must be compatible with state, regional, King County, and adjacent jurisdictions, policies and requirements.

The State Commute Trip Reduction Act (CTR) requires general purpose, local governments in King County to establish goals and guidelines to reduce their employees' use of SOVs in commuting to and from work. CTR defines a major employer as a business with 100 or more employees at a worksite, working a shift that begins between 6 to 9 a.m. The City has adopted its own TDM ordinance that will require new developments to implement strategies to reduce the number of vehicle trips generated during peak commuter periods, consistent with state law.

Individual demand management strategies that are typical elements of the TDM program are different for employment and residential developments. The following highlights TDM program elements for a broad spectrum of employment-based and residential-based developments.

### **Employer-Based Strategies**

Employment-based strategies have been found to be the most effective in reducing peak hour traffic. In most cases, a transportation coordinator or coordinators direct employer-based strategies. Effective strategies include:

**Transit Incentives** - New developments could be required to provide free or reduced rate transit passes to all employees.

**Parking Management** - Limiting the parking supply to slightly less than or equal to the most accurate estimate of parking demand should be considered because it will make driving alone less convenient.

**Compressed Work Week** - Employers can be encouraged to participate in compressed work week programs.

**Flexible Work Schedules** - Employers should be encouraged to allow flexible work schedules that would permit their employees to adjust their schedules (at least minimally) to accommodate carpool, vanpool, or transit opportunities.

**Other Financial Subsidies** - New commercial developments could be required to provide a financial subsidy to employees who commute by transit, carpool, vanpool, or bicycle.

### **Residential-Based Strategies**

Residential-based TDM strategies for the City of Covington will likely rely on increasing the availability of convenient transit

service or van/carpools to major employment centers, especially in the Kent Valley, and north towards Renton.

**Site Design** - Sidewalks or other hard surface pathways should be provided on site for new developments connecting to the arterial system. Pedestrian connections on-site should not restrict direct pedestrian access to arterials and existing or possible future bus stops.

## 5.14 Plan Implementation

The City has defined a range of strategies to assure that the transportation system plan is implemented in a timely and orderly manner. These strategies include defining level of service standards and a concurrency management system. A strategy for using a range of programs to fund the transportation improvements also is critical to the implementation of the transportation plan. The City's transportation plan considers projects to be constructed by WSDOT, King County, and other surrounding jurisdictions as a part of responding to impacts created outside Covington's jurisdiction. This will require coordination between the jurisdictions to design, fund, and construct improvements that form a complete transportation system for the Covington area.

### 5.14.1 Level of Service Standards and Concurrency Management System

As outlined in Section 5.4 Existing Level of Service and Concurrency Program, the City of Covington has adopted King County's level of service and concurrency program.

With adoption of the transportation element and Comprehensive Plan, the City wants to enhance the existing County LOS and concurrency management system (CMS) to better reflect its definition of adequate transportation facilities.

### Intersection Standard

The City of Covington has modified the Intersection Standards by requiring LOS D (calculated with ICU 2000 by Trafficware) or better for all intersections. The revised standard will be applied to intersections with arterials within the city and arterials immediately adjacent to the city. Levels of service for traffic movements from unsignalized non-arterial side streets may be allowed to operate at LOS E or F, if the City Engineer determines that no significant operations or safety hazard will result. This revision is needed, since mitigation through installation of a traffic signal may not be warranted (per the MUTCD or desirable due to the proximity of

other traffic control devices. The City will review unsignalized intersections on a case by case basis to identify appropriate SEPA mitigation.

The City also may choose to modify the traffic threshold that is used for the SEPA review of traffic impacts. A threshold lower than King County's 20 percent and 30-peak hour trip requirement will result in smaller developments contributing SEPA mitigation to identified improvements. The City has adopted a threshold as low as five (5) peak hour trips.

### **Arterial Links**

In order to ensure that the roadway segments operate adequately, the City will create a capacity test for all arterial links. This capacity test will replace the TAM used by King County for determining system capacity. This standard requires that the maximum volume- to capacity (v/c) ratio for arterial links be set at 0.90 (LOS D or better). The test will be applied to all principal, minor, and collector arterials inside the city limits. The City will establish a traffic threshold as part of its implementation ordinance. Mitigation could be in the form of payment of a proportionate share of an identified improvement or construction of additional through or turn lanes.

### **Future LOS/CMS Program Direction**

The LOS/CMS program is established to take advantage of King County's existing travel model and processes. The City intends to work with King County to refine the LOS/CMS tools and processes to more directly meet the City's transportation system needs. Specific changes will be defined over the next couple of years, as the City works with King County staff to refine the travel model and interlocal agreements.

### **LOS Reassessment Strategy**

The City will monitor the operation of its transportation system as the plan is implemented. The monitoring will include review/tracking of the TAM and SEPA evaluations for individual developments. It also will be reviewed as part of the development of the annual Six-Year TIP. Where deficiencies are noted, the City will consider shifting funding resources to make improvements in a more timely manner. The decision to redirect available funding will consider the funding source and the City's criteria for transportation improvements.

The City may choose to initially focus improvements and funding to support growth in the downtown or other areas to support implementation of the Comprehensive Plan. Such a strategy may help grow the long-term tax base earlier in the development of the twenty-year growth plan. If over time, transportation funding falls short of expectations, the City could consider revising the adopted LOS/CMS standards. The City also could revise the land use plan or direct additional funding to the transportation element. These would initially be reviewed as part of potential future changes to the LOS/CMS program in approximately two years.

#### **5.14.2 Transportation Financing Strategies**

Funding of the transportation system improvement projects must be taken in the context of the City's overall financial resources. Therefore, the details of the transportation financing program are included in the Capital Facilities Element.

The 20-year Capital Improvement Program summarizes the costs of the identified improvement projects. It also identifies the City's share of projects that would likely be developed jointly with King County or WSDOT. Joining together with other agencies is one strategy that the City will use to leverage its available financial resources. Joining forces with other agencies and the private sector also will be used to pursue state and federal grants.

The City will use a range of programs to help fund its transportation improvements. Funding programs that will be used for specific projects will be defined as part of the Capital Facilities Element and will be reviewed as each project gets closer to implementation. The City will continue to assess its transportation financing needs and consider other options, as appropriate.

Tax Revenue. The City receives a share of state gas taxes, which can be allocated to transportation system improvements. It also can allocate a portion of its share of property and sales taxes to the transportation program. These allocations must be balanced against other city services and facilities identified in the comprehensive plan.

Grant and Loan Programs. The City has applied for and has been awarded grants for specific improvement projects. Low interest loan programs such as the Public Works Trust Fund are also considered as reliable alternative funding sources for certain projects in the TIP. In order to be successful in pursuit of grants and loans the City will work with other agencies and the private sector to define projects that best meet the criteria of each grant

and/or loan program. This includes pooling resources to increase percentage for the local match.

Local Improvement Districts. Where appropriate, the City will establish local improvement districts (LIDs) to help fund parts of the transportation system projects.

Developer Mitigation Fees. As the City continues to work with King County on refining its travel forecasting model and processes related to a future LOS/CMS program, it also will work to revise the MPS program. The revised MPS program will add all capacity related improvement projects that are needed to support. Projects added to the MPS program would not include costs associated with resolving existing deficiencies.

Development SEPA Mitigation. When a development impacts an intersection or roadway section not included in the 20-year CIP that falls below the level of service standard, the City will require mitigation or will not approve the development at that time. Mitigation could be in the form of constructing improvements to bring the facility into compliance with the standard. Alternately, the City may allow mitigation of the project's impacts through payment of a proportionate share of an identified improvement project.

Developer Frontage Improvements. As required by the City's development standards, street frontage improvements will be required to be constructed as part of a new development project. These can include drainage, curbs, gutters, sidewalks, construction of access roads and other elements, such as street trees and street lights.

### **5.14.3 Intergovernmental Coordination**

Preparation of the transportation systems plan and overall transportation element include a review of other agency plans and policies. These included WSDOT, King County, surrounding jurisdictions, and the school districts. The plan acknowledges the importance of coordinating improvement projects with other agencies and ensuring that they work as an overall system. The City's plans and policies do not, however, rely upon implementation of projects by other agencies.

The City has considered significant improvement projects for WSDOT and King County that help support the area transportation system. The City will coordinate with these agencies, the City of Kent and Maple Valley as these projects are implemented.

The City's transportation plan is also consistent with and connects with non-motorized systems of other agencies. The plan includes improved bike and pedestrian facilities to tie in with regional non-motorized travel corridors.

The City's plan also is consistent with Metro's current strategy for providing transit service in the area. The TDM program requirements are compatible with the types of developments within the city and their location at the edge of the urban growth area.

## 5.15 Goals and Policies

Goals and policies were developed to help guide the implementation of the transportation element of the City's Comprehensive Plan. These goals and policies will provide the framework for making decisions on the City's transportation infrastructure, transportation requirements of new developments, prioritization of transportation funding, and coordination with other agencies.

Goals and policies to guide implementation of the City's transportation element are presented below.

### 5.15.1 Long-Range Transportation Plan and Covington Future Land Use

TRG 1.0 The City of Covington shall provide a convenient, safe, cost effective, and efficient multi-modal transportation system that will serve the community and region while minimizing adverse impacts to neighborhoods, businesses, and the natural environment.

TRG 1.1 Implement a comprehensive long-range transportation plan to ensure that transportation planning, decision-making, and funding are coordinated and consistent with the proposed future land use plan.

*TRP 1.1 Adopt a Transportation Roadway Needs Plan that identifies future arterial right-of-way requirements, roadway cross-sections, functional classifications, and implementation strategies.*

*TRP 1.2 Employ professionally accepted methods of determining existing and future traffic conditions, and evaluating the impacts of potential development projects.*

- TRP 1.3 Forecast long-range transportation needs based upon adopted LOS standards and appropriate policies of the Comprehensive Plan.*
- TRP 1.4 Assure that the long-range transportation plans are consistent with regional and local plans.*
- TRP 1.5 Require dedication of right-of-way, as well as design and improvement of roadways consistent with the City's Transportation Roadway Needs Plan.*
- TRP 1.6 The Land Use Element and Transportation Element should be coordinated such that land use designations, transportation funding, and/or level of service standards shall be reexamined when roadway construction or upgrading is not feasible, or where concurrency cannot be achieved.*
- TRP 1.7 Identify transportation improvements, financing strategies, and implementation measures to encourage redevelopment at appropriate locations throughout the proposed Downtown Subarea.*
- TRP 1.8 Develop transportation facilities to enhance the City of Covington Vision.*
- TRP 1.9 Seek to involve the public and adjacent jurisdictions in identifying needs for planning and designing transportation facilities, programs, and services.*
- TRP 1.10 Encourage development of commercial activities and consistent uses in the Downtown Subarea to combine vehicle trips, reduce parking demand, encourage non-motorized travel, and reduce overall trip generation.*

### **5.15.2 Current Deficiencies and Needs**

- TRG 2.0** Identify currently deficient and unsafe traffic conditions in the City of Covington's street network system and develop corrective solutions.

- TRP 2.1 Evaluate high accident locations and take the appropriate measures to eliminate the problem area(s) and improve safety conditions.*
- TRP 2.2 Conduct studies of local access and neighborhood circulation, and where problems are encountered, implement circulation modifications.*
- TRP 2.3 Implement an on-going traffic count program for the arterial roadway system to monitor traffic conditions and continuing growth.*
- TRP 2.4 Prepare a congestion management plan for areas where traffic congestion during peak periods is of highest concern.*
- TRP 2.5 Establish regulations and strategies that will improve the flow of traffic into and out of retail commercial areas, such as: acceleration/deceleration lanes, wide-radius driveway access, restricted or consolidated access strategies, and parking reduction efforts.*
- TRP 2.6 Develop a proactive approach to access management on arterial roadways. Minimize access and egress to arterials to reduce traffic impediments and improve safety. Adopt access management standards for all arterial roadways.*
- TRP 2.7 Prioritize transportation funding to initially correct safety deficiencies and preserve the existing infrastructure.*
- TRP 2.8 Systematically survey all streets and other transportation-related facilities to ascertain the efficiency and effectiveness of the transportation system.*

### **5.15.3 Level of Service (LOS) Standards**

- TRG 3.0** Adopt and implement a LOS standard to quantify and qualify the flow of traffic (motorized and non-motorized), and to measure the overall

transportation system's ability to move people and goods.

- TRP 3.1 To implement levels of service for the arterial system as minimum standards for roadway planning and land development permitting.*
- TRP 3.2 To provide a methodology for evaluating the impacts of long-term growth and individual development projects.*
- TRP 3.3 Employ professionally accepted methods and measures in determining transportation LOS.*
- TRP 3.4 Address all modes of travel, motorized and non-motorized, in making concurrency determinations.*
- TRP 3.5 The City will develop its own Transportation Adequacy Measure for concurrency purposes. The TAM will include a volume to capacity (v/c) ratio test for all arterial street segments (or links) in the city limits and an intersection volume to capacity (v/c) ratio test for signalized intersections.*
- TRP 3.6 The TAM test for arterials will be based on a volume- to capacity (v/c) ratio of 0.89, which corresponds to LOS D or better.*
- TRP 3.7 The City will adopt LOS D or better for arterial intersections that are signalized or planned to be signalized. The City may allow traffic on the side streets to operate at LOS E or F if the City Engineer determines that no significant safety problem or excessive delays will result. The City Engineer may require mitigation to minimize potential impacts. The TAM test for intersections will be based on Intersection Capacity Utilization volume to capacity (v/c) ratio of 0.90, which corresponds to LOS D or better.*

- TRP 3.8 Evaluate level of service for traffic movements from minor streets at unsignalized intersections, at the time of development review.*
- TRP 3.9 Identify acceptable levels of traffic on lower classification streets through use of street design standards*
- TRP 3.10 Land development review will include coordination of development requirements according to LOS standards, the adopted Transportation Systems Plan, land development regulations, and the availability of transportation system capacity needed to support such development.*
- TRP 3.11 Establish a program to monitor LOS of all arterial roadways and signalized intersections (including those planned for signalization), on a semi-annual basis.*
- TRP 3.12 The City hereby adopts the State-determined LOS of "D" for SR-18.*

#### **5.15.4 Transportation Improvement Plan and Street Maintenance**

- TRG 4.0** Develop and maintain a six-year TIP that is consistent with the City's Comprehensive Plan, Transportation Roadway Needs Plan, and Capital Facilities Plan.
- TRP 4.1 Ensure that transportation facilities are maintained in a formal method that will optimize safety, traffic flow, and the life of the facility in the most cost-effective manner.*
- TRP 4.2 Prepare a coordinated Six-Year TIP that is updated annually and in accordance with applicable funding strategies.*
- TRP 4.3 Proposed roadway projects shall be evaluated and prioritized according to the following guidelines:*
- a. Project's likelihood of improving public health and safety, to fulfill the City's*

*legal commitment to provide transportation services to its users, or to preserve full use of the existing transportation system;*

- b. Project's opportunity to increase efficiency of existing facilities, prevents or reduces future improvement costs, provides service to developed areas lacking full service, or promotes development consistent with the future land use plan;*
- c. Project's ability to improve the general prosperity of the community or represent a logical extension of existing facilities.*

*TRP 4.4 The results of the Concurrency Management System should be used in developing the Six-Year Transportation Improvement Program.*

*TRP 4.5 The planned transportation improvement program, proposed land use element, and the finance plan shall be consistent and coordinated.*

*TRP 4.6 Proactively seek local, state, and federal funding and grants for the enhancement of the transportation facilities.*

*TRP 4.7 Coordinate funding with other local and regional sources to address transportation improvements that serve multiple jurisdictions and/or are mutually beneficial.*

#### **5.15.5 Transit and TDM Strategies**

TRG 5.0 Work directly with the local and regional transit agencies to increase transit service.

TRG 5.1 Promote transit and TDM strategies as viable alternatives to single-occupant vehicle use.

TRG 5.2 Enhance use of transit and TDM strategies by supporting appropriate land use.

- TRP 5.1 Work with KC/Metro to evaluate and make necessary changes to enhance the transit service within the city.*
- TRP 5.2 Proactively participate in the planning of the regional transit system to facilitate the City's transportation needs with regards to transit.*
- TRP 5.3 Promote and facilitate transit-friendly and convenient land use and facilities to increase transit ridership.*
- TRP 5.4 Transit stops and transit access shall be promoted near land uses that attract large numbers of employees and/or customers.*
- TRP 5.5 Encourage an ongoing awareness program for ridesharing, carpooling, and transit in cooperation with KC/Metro.*
- TRP 5.6 Support transit services that meet the needs of persons with disabilities, the elderly, and people with special needs.*
- TRP 5.7 Encourage the use of transit, high occupancy vehicles (HOV), and other travel modes, such as carpools and vanpools, through Transportation Demand Management (TDM) programs and nonmotorized connections.*

#### **5.15.6 Street Improvement Standards**

- TRG 6.0 Implement a comprehensive transportation program of development regulations, street improvement standards, and traffic circulation standards that will preserve and foster existing neighborhoods and businesses, support public transportation, safety and emergency response, encourage non-motorized transportation, and serve existing and future land development.
- TRG 6.1 To ensure satisfactory roadway facilities for all types of users, including non-motorized transportation.
- TRG 6.2 Enhance truck access to/from SR 18 and other regional facilities to minimize the impact of trucks on residential areas of the city.

- TRG 6.3 In general, all arterials shall accommodate pedestrian and bicycle movement, as well as automobile and transit traffic.
- TRP 6.1 Streets and arterials should be classified to reflect their desired functional use. The functional classification system should be based, in part, on present and future traffic volumes and by the type of land uses abutting the streets and arterials.*
- TRP 6.2 Adopt design standards for arterials and local streets that are based on the functional classification of the facility and the projected land uses they are intended to serve.*
- TRP 6.3 Consolidate access to properties along principal and minor arterials wherever possible to maximize the capacity of the facilities and reduce potential safety conflicts.*
- TRP 6.4 The primary truck routes should consist of SR 18 and principal and minor arterials. The collector arterial and local road system should only be used for trucks to access commercial or residential developments for deliveries.*
- TRP 6.5 Develop a strategy with WSDOT to develop and implement an Access Management Plan for SR 516. This will reduce the number of access locations on SR 516 within Covington and adjacent communities.*
- TRP 6.6 Focus major capacity improvements on existing and identified new arterials. Supplement these improvements with high priority safety, capacity, and multi-modal improvements on all streets.*
- TRP 6.7 Proceed with feasibility, design, and funding studies of upgrading SE 256th Street as a new minor arterial.*
- TRP 6.8 Develop improved roadway and parking lot designs, including minimum access spacing*

*criteria and access control measures, through engineering and the development review procedures.*

*TRP 6.9 Locate driveways in a manner that provides adequate sight distance for all traffic movements and does not interfere with traffic operations at intersections.*

*TRP 6.10 Preserve the safety and character of local residential streets by discouraging non-local (cut-through) traffic and access on local streets.*

*TRP 6.11 Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas.*

*TRP 6.12 Design, construct, and operate the transportation system to accommodate physically challenged persons in accordance with the ADA standards.*

*TRP 6.13 Design, construct and operate the transportation system to accommodate and support public safety vehicles, emergency response and operation.*

#### **5.15.7 Non-Motorized Transportation**

TRG 7.0 Develop facilities to provide safe pedestrian and bicycle travel to promote alternative transportation modes and to support recreational activity, access to transit, and access to schools.

TRG 7.1 To provide a safe and convenient transportation system that is supported and enhances walking and bicycling.

TRG 7.2 To recognize the significance of equestrian activities in Covington and seek to contribute towards promoting appropriate facilities for these uses.

TRG 7.3 To provide a local and regionally integrated non-motorized transportation system of sidewalks, trails, and bicycle lanes to link neighborhoods, businesses, parks, schools and activity centers.

- TRP 7.1 Require that pedestrian and bicycle friendly design features are incorporated into proposed new developments.*
- TRP 7.2 Develop facilities for the safe and efficient movement of pedestrian and bicycle traffic with consideration for both modes of travel as a means of alternative transportation as well as for recreational purposes.*
- TRP 7.3 Recognize pedestrian and bicycle travel as a basic mode of transportation and assure adequate pedestrian and bicycle facilities are provided within residential areas and to/from commercial, schools and other public facilities.*
- TRP 7.4 The zoning code should require that new development is accessible by pedestrians from adjacent roads and trails, with access points to major pedestrian destinations.*
- TRP 7.5 Provide good non-motorized access to and from transit stops.*
- TRP 7.6 Develop and sign a system of bicycle routes providing for travel within the city with connections to regional facilities and major local destinations.*
- TRP 7.7 Where feasible, include Class II bike lanes in the design of principal and minor arterials, consistent with road design standards. Class I bike trails should also be considered as an alternative.*
- TRP 7.8 Class III bicycle facilities will be implemented on designated collector arterials or lower classification streets to share the roadway with motorized traffic. Class II bike lanes should also be considered as an alternative.*
- TRP 7.9 Establish a program for construction of pedestrian facilities to complete essential missing segments.*

*TRP 7.10 Seek to enhance the pedestrian environments of Covington, specifically within the Downtown Subarea and within commercial/retail areas.*

#### **5.15.8 Environmental Impacts and Streetscape Aesthetics**

TRG 8.0 Ensure that transportation facilities are developed and maintained in a manner that is sensitive to the natural environment, minimizes adverse impacts to residential neighborhoods and local businesses, and complements the aesthetic character of the City of Covington.

*TRP 8.1 Establish a streetscape plan consisting of private and public improvement projects for specific arterial and local streets that may include (but not be limited to): median landscaping, street furniture, signage, lighting, and sidewalks that will enhance the streetscape aesthetics.*

*TRP 8.2 Implement a pedestrian/bicycle system, comprised of dedicated bike paths and bike lanes.*

*TRP 8.3 Plan, design, and implement transportation improvement projects that minimize impacts to residential neighborhoods.*

*TRP 8.4 Proactively participate in efforts to improve management strategies, which will reduce contamination of street runoff and stormwater. Coordinate these efforts with other jurisdictions, as well as regional and state agencies.*

*TRP 8.5 Endeavor to ensure that all transportation-related improvement projects comply with state and federal guidelines for air quality and water quality responsibilities.*

#### **5.15.9 Coordination, Monitoring, and Reassessment**

TRG 9.0 To coordinate the long-term transportation plan and short-term improvement programs with other jurisdictions and planning agencies.

TRG 9.1 To regularly monitor, evaluate, and update transportation plans, standards, and improvement programs for the City's transportation system to ensure effective performance and timely implementation.

*TRP 9.1 Coordinate transportation plans and programs with other jurisdictions, agencies, and districts. Strive to achieve consistency between the City of Covington long-range transportation plan and the region's growth management goals and policies.*

*TRP 9.2 Coordinate land use, long-term transportation planning, and six-year improvement programs with King County in anticipation of potential annexation for adjoining areas.*

*TRP 9.3 Establish programs to work cooperatively with the Washington State Department of Transportation (WSDOT) in planning and managing SR 18 and SR 516.*

*TRP 9.4 Coordinate transportation planning efforts with the transportation and land use plans of neighboring jurisdictions to maximize the cost-effectiveness of transportation improvement projects.*

*TRP 9.5 Institute a monitoring and evaluation program to revise planning documents and programs on a routine basis.*

*TRP 9.6 Encourage public involvement in transportation planning through information exchange efforts.*

*TRP 9.7 Regularly update transportation improvement programs, road standards, and level of service standards to achieve a condition consistent with the City's Vision for accommodating growth and changes in land use planning.*

#### **5.15.10 Concurrency Management System**

TRG 10.0 Ensure that transportation facilities necessary for future development are provided concurrent with actual growth, as required by the Growth Management Act.

*TRP 10.1 Develop a CMS based on the City's level of service standards. It should measure the adequacy of the overall transportation system and key arterials.*

*TRP 10.2 The CMS should include a monitoring system to ensure that transportation improvements are provided in a timely manner and remain consistent with adopted LOS standards. The CMS monitoring results should be considered in the annual update of the Six-Year Transportation Improvement Program.*

*TRP 10.3 The initial CMS program and level of service standard should be reviewed within approximately two years. Adjustments should be made, if necessary, to support the City's goals.*

*TRP 10.4 The CMS should implement the requirements of GMA to ensure that transportation improvements necessary to support new development are completed within the six-year timeframe.*

*TRP 10.5 The City should pursue opportunities for entering into interlocal agreements for the purposes of cross-jurisdictional concurrency testing.*

#### **5.15.11 Transportation Financing**

TRG 11.0 To develop a long-range financial component and multi-agency funding program to ensure adequate funding sources and strategies for transportation improvements and maintenance.

*TRP 11.1 The City of Covington should develop a long-range financial program that identifies potential funding sources and strategies to implement the transportation improvement plan.*

- TRP 11.2 An annual six-year financial plan should be developed to address transportation priorities to be incorporated into the City's Capital Improvement Program (CIP).*
- TRP 11.3 The City should develop and implement a program designed to ensure that new development within the City is required to make a fair share contribution to mitigate potential transportation impacts.*
- TRP 11.4 Develop an MPS specific to Covington to partially fund capacity projects that support new development.*
- TRP 11.5 Require new developments to mitigate their traffic impacts consistent with the level of service standards.*
- TRP 11.6 The City should pursue the opportunity of entering into interlocal agreements for the purpose of collecting impact fees for/from neighboring jurisdictions and WSDOT.*