

TRANSPORTATION

WHAT YOU WILL FIND IN THIS CHAPTER

This transportation element provides policy guidance on the movement of people and goods within Covington's planning area. This chapter includes:

- ▶ A description of Covington's existing multimodal transportation facilities, including those that serve pedestrian, bicycle, transit, freight and automobile traffic;
- ▶ A description of Covington's existing transportation conditions and issues, as well as transportation conditions expected to result from Covington's planned future land use;
- ▶ Planned projects and strategies identified to support existing and future transportation needs;
- ▶ Goals, policies and implementation actions that reflect Covington's transportation vision and priorities, and build on statewide, regional and local planning processes; and
- ▶ A transportation financing plan that reflects the community's decision-making and budgeting priorities.



PURPOSE

The transportation element includes policy direction to guide local, regional and state action on design and investment in the transportation system for the safe, efficient, appropriate and sustainable movement of people and goods within and through Covington.

TRANSPORTATION ISSUES AND TRENDS



Example Road with Shoulder and Ditch System
Source: Studio Cascade 2014

WHAT DOES IT MEAN?

The majority of travel in Covington occurs by automobile, but residents and employees also walk, bike, telecommute and use the public transit service that is available in the city. Arterial streets also support freight movement to and through Covington. Improvements to the transportation system needed to support future growth include connecting gaps in the pedestrian and bicycle networks, improving existing facilities to further encourage walking and biking, and providing targeted street improvements to support vehicle and non-motorized travel, and to improve safety for all users. However, it is also recognized that as Covington grows, some vehicle congestion will be tolerated along streets that have been built to their ultimate planned capacity. The City's Future Land Use Map in the Land Use Element identifies areas of higher density mixed-use growth, which further encourages walking and biking, and supports potential improvements to transit service in the future.

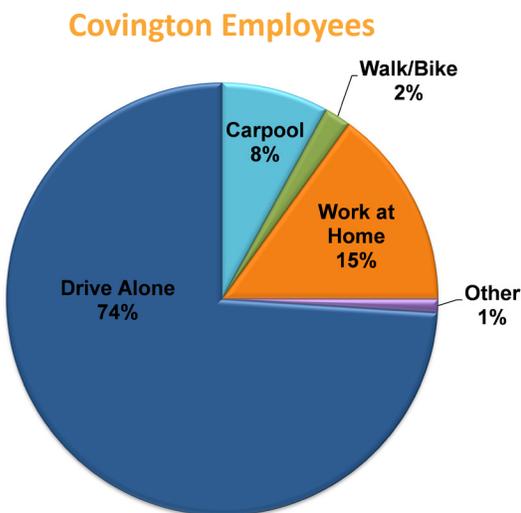
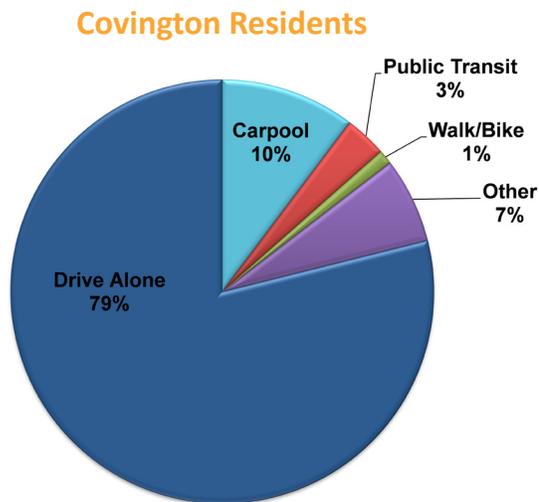
The City seeks to provide a multimodal transportation network within a balanced financial strategy, improving travel choices and the travel experience for all community members.

CONDITIONS AND TRENDS

Current Travel Characteristics

Exhibit 1 shows the ways people who live and work in Covington typically travel. The majority occurs by automobile, but residents and employees also walk, bike, telecommute and use the public transit service that is available in the city.

Exhibit 1. Existing Travel Choices in Covington



Source: Puget Sound Regional Council (PSRC), 2014, Journey-to-Work Data from 2010 Census, Transportation Analysis Zones 462, 464 and 481.

Current Transportation System

Covington's transportation system connects homes, businesses, services and recreational facilities within and beyond the city. It is a layered multimodal network that includes highways and streets, walkways, bicycle facilities and bus service.

State Highways

Regional access to and from Covington is provided by State Route 18 (SR 18), which has existing full access interchanges at SE 256th Street and at SE 272nd Street (SR 516). SR 18 is designated as a Highway of Statewide Significance, which are those highways and other transportation facilities needed to promote and maintain significant statewide travel and economic linkages in Washington State; the legislation emphasizes that these significant facilities should be planned from a statewide perspective, and they are not subject to local city standards. Planning for Highways of Statewide Significance is led by the Washington State Department of Transportation (WSDOT).

SR 516 (also known by SE 272nd Street and Kent-Kangley Road within the city) serves as the primary east-west roadway through Covington. It provides direct connection between Covington and the City of Kent to the west, and the City of Maple Valley to the east. Currently, it is five lanes wide to the west of Jenkins Creek. To the east of Jenkins Creek, it is primarily three lanes wide (one travel lane in each direction plus a center left-turn lane), but the City has future plans to widen the street between Jenkins Creek and the east city limits to five lanes. SR 516 is a Highway of Regional Significance, which applies to all state highways that are not designated as Highways of



Traffic Congestion
Source: Pending

Regional Significance, and as such, it is subject to local City standards. However, the City still coordinates closely with WSDOT on future planning for SR 516.

City Streets

The different types of streets that serve different mobility and access functions are reflected through the Federal Functional Classifications. Covington streets are classified as Freeway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local Access. These functions are further described in the Existing Conditions Report.

The City has also identified four downtown street types—labeled Type I, II, III or IV, and described in the Existing Conditions Report—that primarily reflect different non-motorized and transit mobility goals. The downtown street types are not correlated with functional classifications—they have been identified for a mix of arterial, collector and local streets, and overlay the functional classifications. These functions are further described in the Existing Conditions Report. The Existing Conditions Report also shows that Covington streets are currently all operating within the City’s level of service standards for city streets, as defined in Policy TR-2.

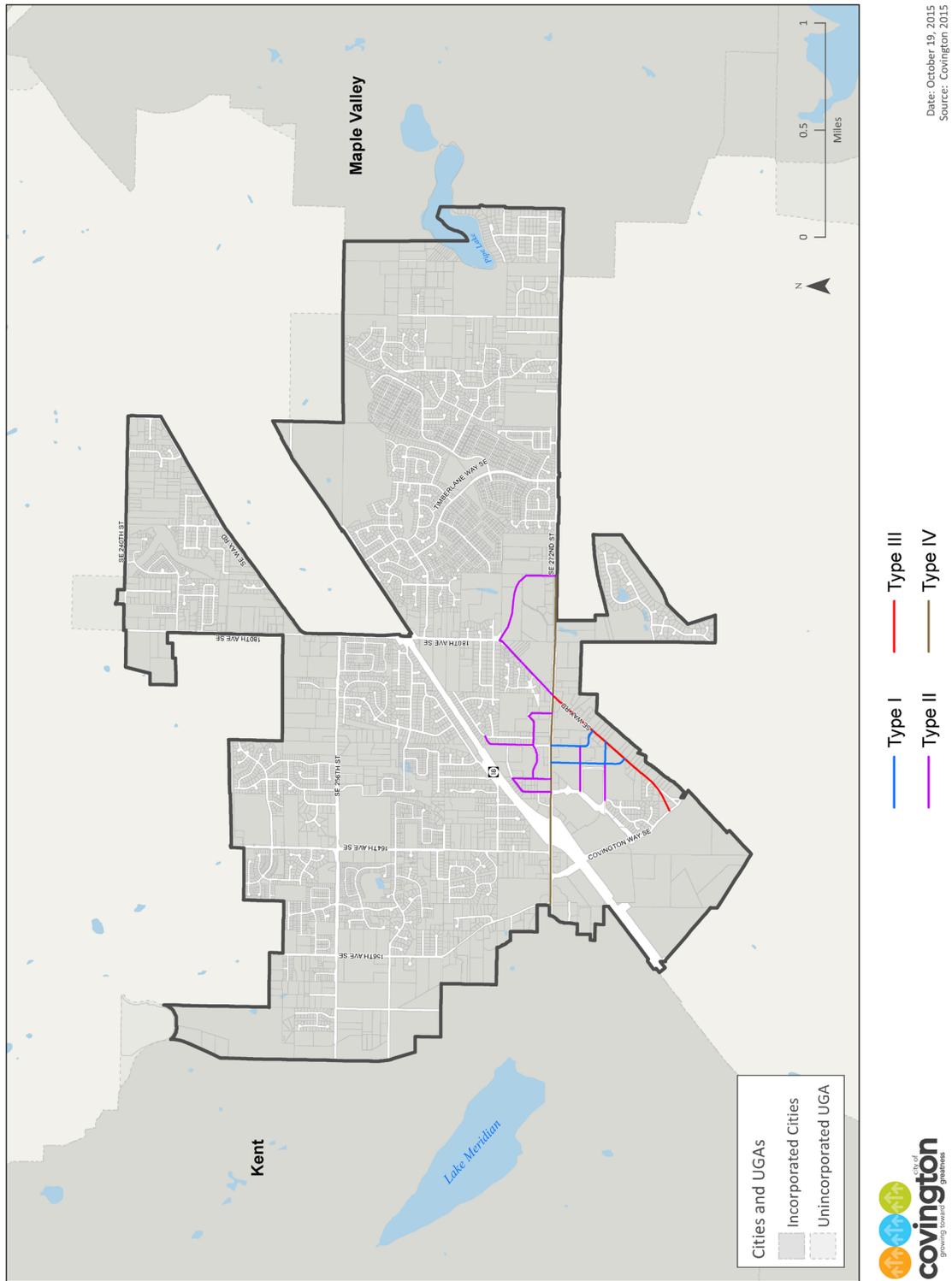
The existing Covington street system with functional classifications is shown on Exhibit 2, and the designated Downtown street types are shown on Exhibit 3.



Example Road and Landscaping Treatment
Source: Pending



Exhibit 3. Covington Downtown Street Types





Complete Street Example
Source: Pending

Walkway and Bikeway System

Covington's major existing and planned facilities to support pedestrian and bicycle travel are shown on Exhibit 4.

Sidewalks are an integral part of the City's active transportation system because walking provides opportunity to be physically active, and also helps reduce road congestion by providing an alternative to driving a vehicle. Walkways within Covington include sidewalks, roadway shoulders and off-road trails. Those facilities are typically more concentrated in areas with high pedestrian activity, such as the downtown area, commercial and business centers, schools, and other public facilities.

Bikeways are also an integral part of the City's active transportation system because biking provides opportunity to be physically active, and provides an alternative to driving a vehicle. Bicycle facilities within Covington include off-road trails, bicycle lanes and shared use lanes.



Bicyclist
Source: Studio Cascade 2014

Bicycle lanes are dedicated lanes within the street that are reserved solely for bicyclists and distinguished through the use of pavement markings. Bicycle lanes may be located adjacent to the curbs or parking lanes.

Shared use lanes, or "sharrows," are commonly used on higher volume streets to indicate where on the roadway a cyclist should ride, and also to remind motorists to share the lane with bicycles when present. Sharrows consist of a street striping treatment, with chevron arrows and a bicycle symbol placed on the outside portion of the travel lane. However, even if sharrows are not present, motorists and cyclists are required to share the street.

Trails are physically separated from vehicular traffic, and are shared by pedestrians, bicyclists, and other non-motorized users.

Transit

Bus service in Covington is provided by King County Metro (Metro) Routes 159 and 168.

- **Metro Route 159** provides weekday commuter service, with five buses that travel from Covington to Kent and downtown Seattle in the morning, and four buses that travel back to Covington from downtown Seattle and Kent in the evening.
- **Metro Route 168** provides daily local bus service between Maple Valley, Covington and Kent. Buses operate at about 30-minute headways (time between buses) during weekdays and 60-minute headways after 7:00pm during evenings and on weekends. This route stops at Kent Station, where riders can transfer to or from the Sound Transit Sounder commuter train or buses that serve other regional destinations.

Covington is not part of the Central Puget Sound Regional Transit Authority (Sound Transit) and therefore is not directly served by services provided by Sound Transit (i.e. express bus, commuter rail or light rail).

CAPTION



Freight Mobility

SR 18 carries more than 10 million tons of freight per year, and is thus designated by the Washington State Department of Transportation (WSDOT) as a T-1 freight corridor. SE 272nd Street (SR 516) carries between 4 and 10 million tons of freight per year, and is designated as a T-2 freight corridor. All T-1 and T-2 corridors are included in the Washington State Freight and Goods Transportation System (FGTS) network. The FGTS is used to support statewide freight planning, to establish funding eligibility for freight improvements, and to plan for pavement needs and upgrades.

CAPTION

No other streets in Covington are included in the FGTS network, but the following streets are categorized as T-3 freight corridors, meaning that they carry between 300 thousand and 4 million tons of freight per year.

- SE 256th Street
- Covington Way SE (between 168th Street SE and SE 272nd Street)
- 168th Place SE (between Covington Way SE and SE 272nd Street)
- 164th Avenue SE
- 180th Avenue SE
- SE Wax Road

These streets are all classified as arterials or major collectors, except for 168th Place SE which has been identified by the City to be upgraded to a major collector. In general, City design standards for arterials and collectors support freight movement by accommodating large vehicles and higher traffic volumes.



Example Commute Traffic
Source: Studio Cascade 2014

CHALLENGES AND OPPORTUNITIES

Updating street classifications to reflect their existing and intended future functions

The functional classifications of city streets are an important component of long range transportation planning because they reflect the mix of property access and traveler mobility that each street is intended to serve, and help determine the appropriate mix of facilities (e.g. vehicle lanes, walkway, bikeways, and/or buffer areas) that should be included on each street, based on the available space. Additionally, designating a street with the appropriate functional classification is critical when seeking federal or state grant funding for potential improvements.

Over time, shifts in land use and traffic patterns may cause the function of a street to change. Thus, it is important to periodically review the functions city streets serve, and evaluate whether any changes in classification are warranted. Guidelines set forth by the Federal Highway Administration (FHWA) and WSDOT were applied to identify appropriate updates to the federal functional classifications of city streets; considerations include existing and projected future traffic volumes, characteristics of surrounding land uses and the balance between mobility and access the street provides, overall spacing of arterials and collectors within the city, and the proportions of each classification within the street system. Recommended updates to street classifications are summarized in the Existing Conditions Report and illustrated in the Transportation Plan section of this element.



Identifying locations where walkway and bikeway improvements are needed to support existing and future land use

It can be a challenge for a single street to meet the demands and expectations of all modes of transportation at any given time. It also may not be desirable from a user or a planning perspective to have all modes travel on every street. In response to this challenge, the City has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. Unlike roadway standards that are capacity-based, the City has established level of service standards for pedestrian and bicycle facilities that recognize the primary objective of providing a complete non-motorized network that allows people to safely walk or bike between destinations in Covington, providing separation from vehicle traffic where needed. This can be achieved by providing separate vehicle and non-motorized facilities along a street where space allows, but it may also be achieved by identifying alternate routes for pedestrians or bicyclists that are parallel to corridors with high vehicle volumes. The City also recognizes that on many low-volume and low-speed local access streets, vehicular and non-motorized traffic may safely share the roadway.

Exhibit 5 shows the medium and high priority walkway needs, and Exhibit 6 shows the medium and high priority bike facility needs, based upon the City's walkway and bike facility level of service standards defined under Policy TR-2.

Exhibit 5. High and Medium Priority Walkway Needs

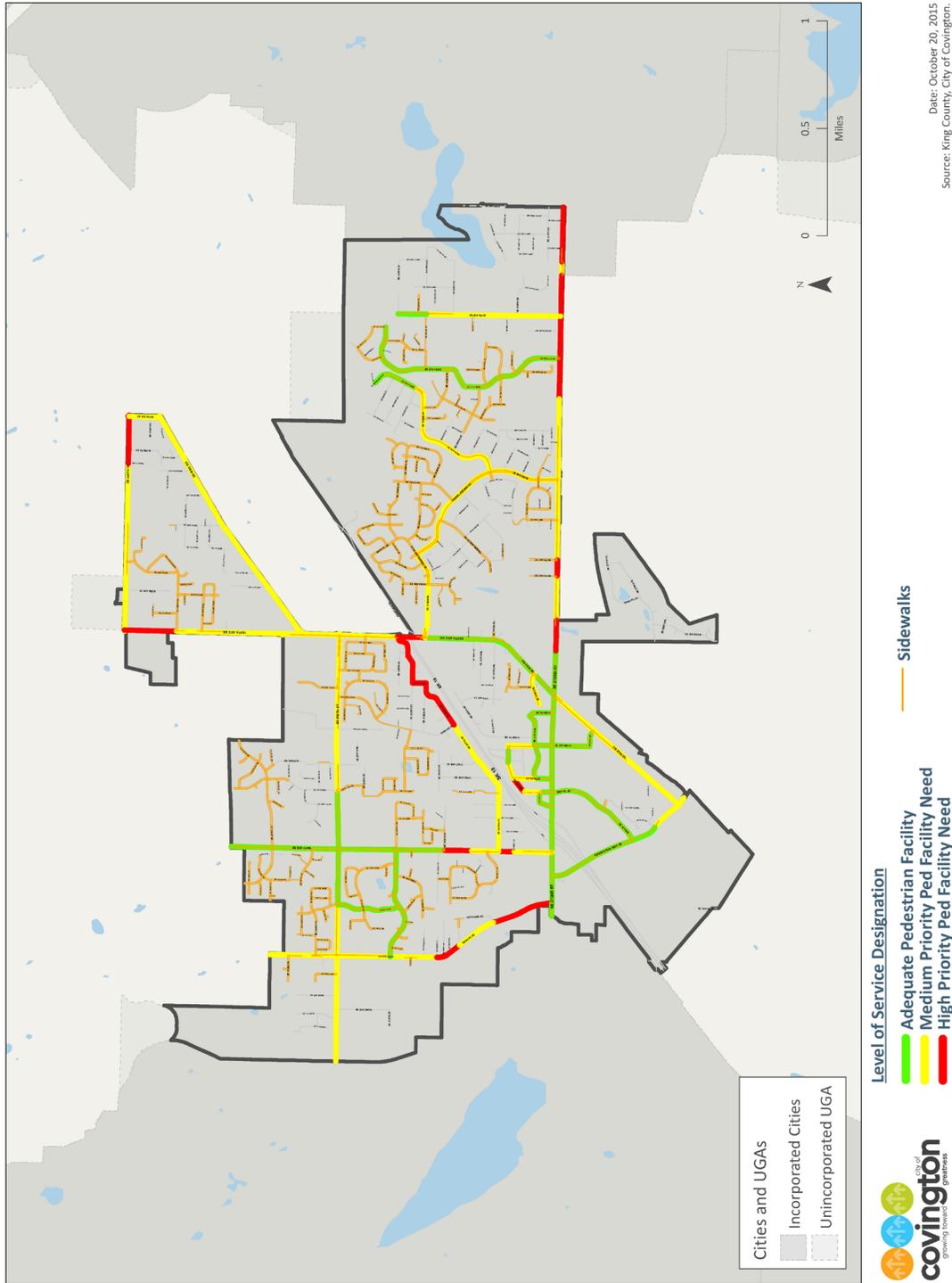
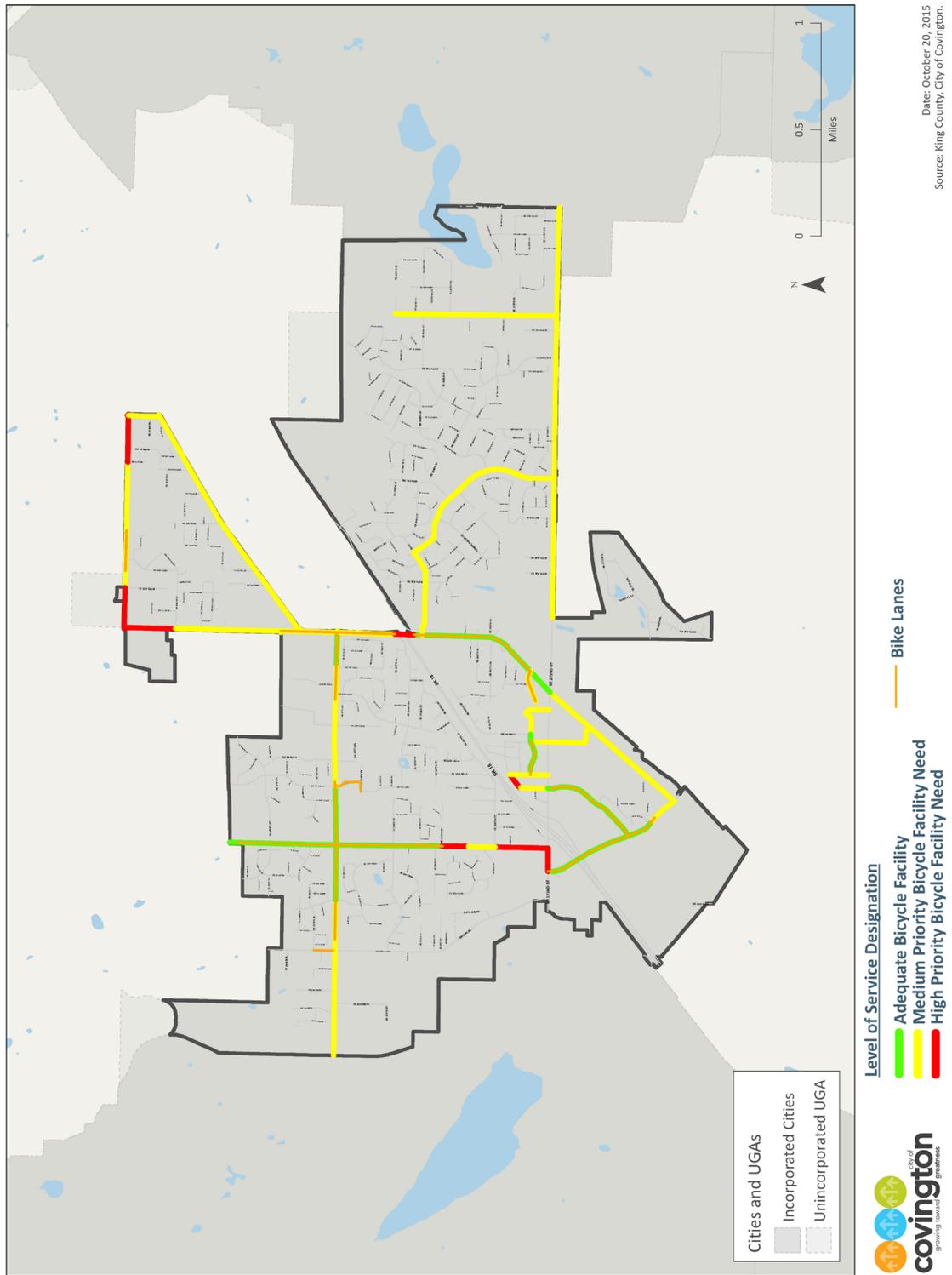


Exhibit 6. High and Medium Priority Bike Facility Needs





Complete Street Example
Source: Pending

Identifying locations where street improvements are needed to support future land use growth

Under the Washington State Growth Management Act (GMA), concurrency is the requirement that adequate infrastructure be planned and financed to support the City's adopted future land use plan. Level of service (LOS) standards are used to evaluate the roadway impacts of long-term development growth. In order to monitor concurrency, Covington has defined level of service standards for city streets under Policy TR-2 that reflect the acceptable level of vehicular operating conditions. If a street's operation is worse than the City's adopted standard, a deficiency is identified.

The City has developed a travel demand forecasting model to analyze future travel demand and traffic patterns that would result from buildout of the Future Land Use Map in the Land Use Element. Projections were completed for the long-range planning year of 2035, taking into account additional traffic resulting from regional development growth. Analysis was completed for traffic conditions during the weekday PM peak hour, which is the hour in which the highest level of traffic typically occurs and is the time period in which concurrency assessment is based.

Exhibit 7 summarizes projected 2035 conditions with buildout of the Future Land Use Map at the City's concurrency intersections, as defined under Policy TR-2. The analysis reflects completion of the City's planned improvements to SE 272nd Street (SR 516), which will



complete the widening to its City-designated ultimate capacity of five lanes-plus-sidewalks along its entire length within Covington. It also reflects completion of other projects identified in the City's 2016 to 2021 Transportation Improvement Program (TIP), including:

- Capacity and sidewalk improvements at SE 256th Street/180th Avenue SE, including installation of a southbound right-turn lane.
- Signalization of the intersection of SE 272nd Street/204th Avenue SE, which is required mitigation with redevelopment of the Hawk Property Subarea.
- The following four concurrency intersections are projected to exceed their standard of LOS D by 2035; all are projected to operate at LOS E.
- (2) SE 240th Street/196th Avenue SE (currently all-way-stop controlled)
- (5) SE Wax Road/180th Avenue SE (currently all-way-stop controlled)
- (11) SE 256th Street/180th Avenue SE (currently signal controlled). It is noted that this already reflects the improvement identified in the 2016 to 2021 TIP, but the projected average delay under 2035 buildout conditions exceeds the LOS D threshold by about 5 seconds.
- (40) Covington Way/SE Wax Road (currently signal controlled)

There are also several intersections located along SE 272nd Street (SR 516) that are projected to operate at LOS E or LOS F in 2035; however, with the street improved to ultimate capacity, City standards allow traffic operation at these levels.

Exhibit 7. 2035 Level of Service at City Concurrency Intersections – PM Peak Hour

ID	Intersection	Standard	LOS ¹	Delay ²
Signalized				
4	SE 251 st St/164 th Ave SE	D	A	8.2
7	SE 256 th St/156 th Ave SE	D	B	16.5
9	SE 256 th St/168 th PI SE	D	A	8.7
11	SE 256 th St/180 th Ave SE	D	E	59.6
14	SE 262 nd St/180 th Ave SE	D	B	15.5
21	SE 272 nd St (SR 516)/Covington Way	UC ³	F	>100
22	SE 272 nd St (SR 516)/164 th Ave SE	UC ³	F	82.4
23	SE 272 nd St (SR 516)/Westbound SR 18 Ramps	UC ³	E	60.5
24	SE 272 nd St (SR 516)/Eastbound SR 18 Ramps	UC ³	D	40.4
26	SE 272 nd St (SR 516)/168 th Ave SE	UC ³	F	85.4
29	SE 272 nd St (SR 516)/172 nd Ave SE	UC ³	F	91.4
32	SE 272 nd St (SR 516)/SE Wax Rd	UC ³	F	83.2
34	SE 272 nd St (SR 516)/192 nd Ave SE	UC ³	B	13.3
36	SE 272 nd St (SR 516)/204 th Ave SE	UC ³	D	55.0
40	Covington Way/SE Wax Rd	D	E	71.8
43	SE 270 th PI/SE Wax Rd	D	A	8.8
57	SE 272 nd St (SR 516)/185 th Ave SE	UC ³	C	32.9
59	165 th PI SE/Covington Way	D	D	50.5
233	Kenmore High School Dwy/164 th Ave SE	D	A	6.5
Roundabout				
8	SE 256 th St/164 th Ave SE	D	D	51.0
17	SE 267 th Place/SE Wax Rd/180 th Ave SE	D	A	7.7
44	SE 270 th Place/172 nd Ave SE	D	A	6.0
All-Way-Stop Control				
2	SE 240 th St/196 th Ave SE	D	E	38.8
5	SE Wax Rd/180 th Ave SE	D	E	37.0
15	SE Timberlane Boulevard/Timberlane Way SE	D	A	8.9
19	SE 267 th St/Timberlane Way SE	D	A	9.6

1. LOS = Level of Service
 2. Delay = Average delay for all vehicles through the intersection in seconds per vehicle
 3. UC = Ultimate Capacity provided on SE 272nd Street (SR 516); operation worse than LOS D acceptable.



Identifying locations where transit improvements are needed to support existing and future land use

As a relatively small community that is not designated by the Puget Sound Regional Council (PSRC) as an urban or regional center, Covington has not been a regional priority for improved transit service. While the City enjoys proximity to the Auburn and Kent Sounder Stations, direct transit connections are limited to two bus routes that serve Covington and Kent Station. Extending rail transit service into Covington is also unlikely in the near term, as the City is not a part of the Central Puget Sound Regional Transit Improvement District (Sound Transit).

Recent efforts related to the Town Center element of the Downtown Plan, Hawk Property Subarea Plan and the Downtown Design Standards and Guidelines plan for development patterns that would support additional transit service. . The concentration of uses in the Downtown and pedestrian connectivity of the Town Center create a place where transit options, such as Metro's bus, Bus Rapid Transit (BRT) and potentially a rail connector to Sound Transit's regional system could succeed in providing more frequent service and transportation choices to the community for both local and regional travel. Planned new development in the Hawk Property Subarea will consist of higher density mixed residential and commercial uses, and the site is being designed to accommodate a park-and ride lot.

Although transit service is not under the City's control, Exhibit 8 shows the existing bus routes within Covington, and identifies where a need for future transit improvements are anticipated based on the transit level of service standards defined under Policy TR-2. The City has identified the following future potential improvements to transit:

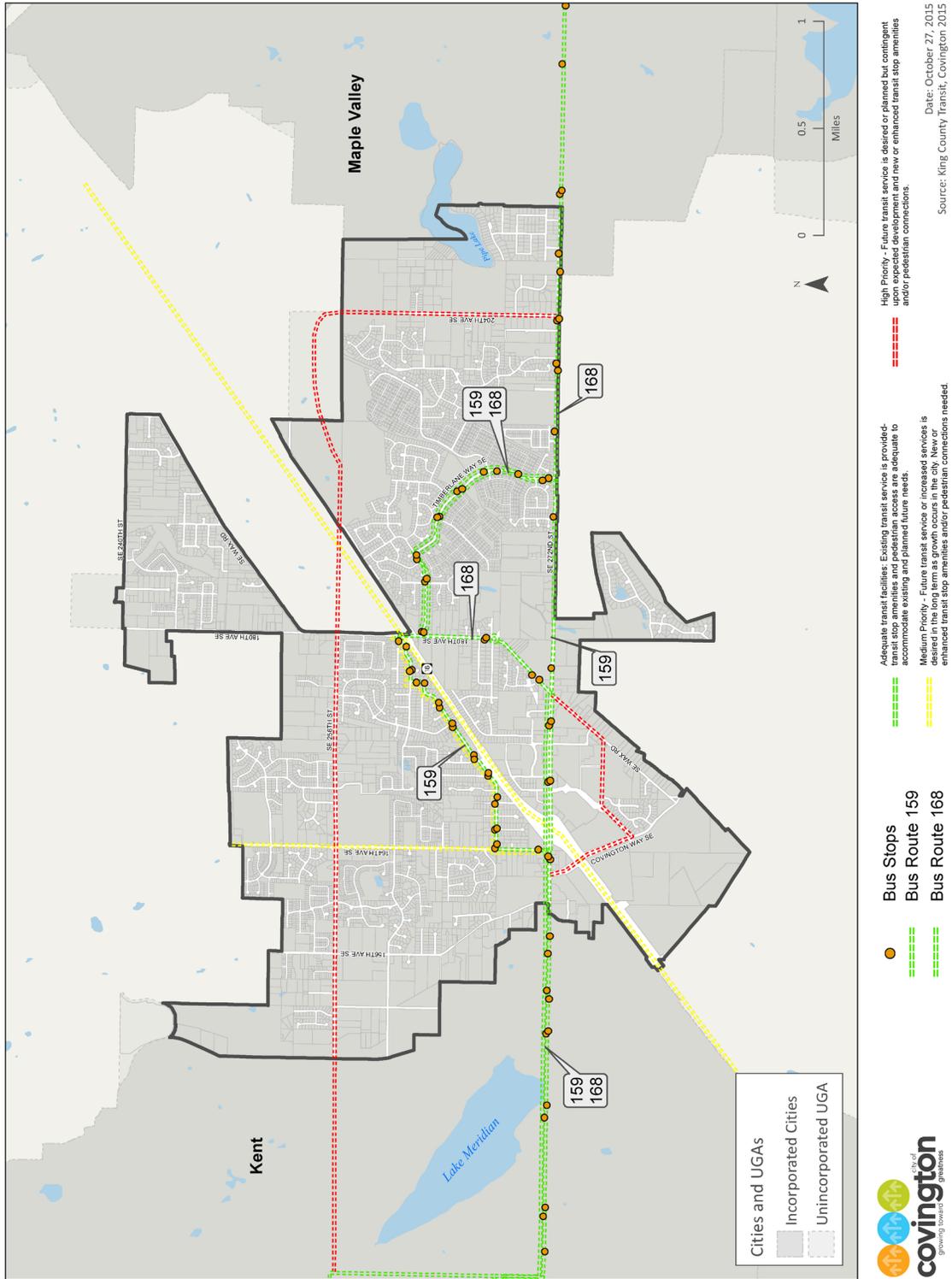
High Priority

- A new transit route is desired to support planned development in the Town Center area, as documented in the Downtown Plan, which includes mixed residential and commercial uses and pedestrian-oriented streets. The proposed additional transit route would connect the Downtown area to other destinations in Covington and beyond Covington Way SE and SE Wax Road.
- A new transit route is desired to support planned redevelopment at the Hawk Property site, located in the northwest area of Covington. The proposed additional transit route would connect the property to other destinations in Covington and beyond via 204th Avenue SE and SE 256th Street. To meet this objective, the City strongly supports a potential future local bus route along SE 256th Street that has been identified by Metro (King County Metro, 2015).

Medium Priority

- Increased bus frequencies, transit stop amenities, and pedestrian connections along the existing Route 159 to support existing and planned future land uses and multimodal choices in the Downtown vicinity and Hawk Property subarea.
- Other potential future bus routes identified by Metro (King County Metro, 2015), including an express bus route on SR 18, and an additional local routes on 164th Avenue SE.

Exhibit 8. High and Medium Priority Transit Needs



OUR TRANSPORTATION PLAN

STREET SYSTEM

Exhibit 9 summarizes capacity improvements that have been identified to meet roadway concurrency through 2035, in addition to continued implementation of the SE 272nd Street widening and other projects included in the current TIP. All of these locations are operating within the LOS D standard under existing conditions, and will be monitored to determine the point at which land use growth triggers a need for improvement.

Exhibit 9. Street Improvement Projects to Meet Concurrency

ID	Intersection	Improvement	LOS Standard	Unmitigated		With Mitigation	
				LOS ¹	Delay ²	LOS ¹	Delay ²
Stop-Controlled							
2	SE 240 th St/ 196 th Ave SE	Add eastbound left-turn lane	D	E	38.8	D	34.1
5	SE Wax Rd/ 180 th Ave SE	Add northbound right-turn lane or signalize	D	E	37.0	C	21.1
Signalized							
11	SE 256 th St/ 180 th Ave SE	Address through design of Capital Improvement Program (CIP) project #1056/1149	D	E	59.6	(1)	(1)
40	Covington Way/ SE Wax Rd	Add southbound left-turn lane	D	E	71.8	C	25.2

1. Determined through design of Capital Improvement Program (CIP) project # 1056/1149

Exhibit 10 shows the City street system, with recommended updates to the roadway functional classifications.

Non-Motorized System

The City implements walkway and bike facility improvements to address medium (yellow) and high (red) priority needs shown on Exhibit 5 and Exhibit 6 identified on as follows:

- Medium and high priority pedestrian and bicycle facility needs are addressed as required frontage or connector improvements for new development, or as part of larger multimodal corridor improvements. Corridors with medium or high priority non-motorized needs receive first consideration for potential multimodal improvement projects.
- Stand-alone pedestrian or bike facility improvements are considered in corridors where needs have been identified as funds become available, with first consideration going to locations of high priority need, and second consideration going to locations of medium priority need.



Sidewalk Treatment
Source: Studio Cascade 2014



Transit System

Although transit service is not under the Covington's control, Exhibit 8 identifies medium and high priority corridors where the City intends to focus on increased land use densities and amenities to support future transit, and to help facilitate communication with Metro and Sound Transit regarding corridors where future transit improvements should be considered.

Financial Strategy

Please see the Capital Facilities & Utilities Element.

Interjurisdictional Coordination

The City will coordinate with the following agencies to implement projects and strategies presented in this Transportation Plan:

Apply to the FHWA to implement recommended updates to the federal functional classification of some city streets, as summarized on Exhibit 10.

- Continue to coordinate with WSDOT regarding operational objectives for SE 272nd Street (SR 516) and SR 18.
- Continue to coordinate with Metro to implement transit investments that are consistent with the City's priorities; including new transit routes, construction of additional bus shelters, benches and other amenities, a potential demonstration Community Van Program, and park-and-ride lots.

Contingency Plan in Case of Revenue Shortfall

Some revenue sources are very secure and highly reliable. However, other revenue sources are volatile, and therefore difficult to predict with confidence. To cover the shortfall identified in the previous section, or in the event that revenue from one or more of these sources is not forthcoming in the amounts forecasted in this Transportation Plan, the City has several options:

- Change the LOS standard, and therefore reduce the need for street capacity improvement projects.
- Increase the amount of revenue from existing sources.
- Find new sources of revenue which could include additional federal and state grants, Transportation Benefit District (TBD) funding, business license fee for transportation, and/or LID/RIDs.
- Require developers to provide facilities at their own expense.
- Change the Land Use Element in the Comprehensive Plan to reduce the amount of development, and thus reduce the need for additional public facilities; or to further concentrate growth along higher capacity streets that are served by transit.



GOALS & POLICIES

TRANSPORTATION GOALS

- Goal-TR-I. Provide and maintain a complete transportation network that safely and efficiently accommodates all users.**
- Goal-TR-II. Promote the development of safe and convenient pedestrian and bicycle networks that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings and the Town Center.**
- Goal-TR-III. Promote transit and transportation demand management (TDM) strategies as viable alternatives to single-occupant vehicle use.**
- Goal-TR-IV. Develop a long-range financial component and multi-agency funding program to ensure adequate funding sources and strategies for transportation improvements and maintenance.**
- Goal-TR-V. Coordinate with neighboring and regional transportation entities as well as the general public to ensure maximum connectivity and interoperability of transportation systems in the region.**

TRANSPORTATION POLICIES

Network Completion, Consistency & Monitoring

- Policy-TR-1.** The land use and transportation elements should be coordinated such that land use designations, transportation funding, and/or level of service standards shall be reexamined when street construction or upgrading is not feasible, or where concurrency cannot be achieved.
- Policy-TR-2.** Apply the following level of service standards to measure the overall transportation system's ability to move people and goods.

VISION CONNECTION

The transportation element supports Covington's vision for a balanced sustainable transportation system that supports walking, biking and transit in addition to driving, promotes active and healthy living by design, and improves mobility for people and freight within a balanced financial strategy.

Level of Service Standard for City Streets

Street Intersection	Standard ¹
Signalized, roundabout-controlled and all-way stop controlled intersections of all Arterial and Collector streets except SE 272 nd Street (SR 516)	LOS D or better.
Signalized intersections along SE 272 nd Street (SR 516)	LOS D or better, until an ultimate capacity of five lanes (two travel lanes in each direction plus a center left-turn lane) plus sidewalks on both sides is reached for SE 272 nd Street. Once ultimate capacity is reached, vehicle operation worse than LOS D is acceptable.

1. Level of service for the weekday PM peak hour, based upon methods set forth in the current version of the Highway Capacity Manual, unless otherwise authorized by the Director of Public Works

Walkway Level of Service Standard

Pedestrian Facility Standard ¹	Definition
	Adequate pedestrian facility: Existing pedestrian facility meets City standards and non-motorized goals – no improvements identified.
	Medium priority pedestrian need: Pedestrian facility exists but does not meet City standards and/or non-motorized goals [e.g. narrow sidewalk, shoulder only (≥5 feet wide), or sidewalk on one side of the street when standards call for both sides] – upgraded facility desired.
	High priority transit need: No pedestrian facility exists (or existing shoulder <5 feet wide) – based on City standards and/or non-motorized goals, a gap in the walkway network is identified and a new facility is desired.

1. Applies to all Arterial and Collector streets, as well local access streets and trail corridors identified by the Director of Public Works as warranted by adjacent land use.



Bicycle Facility Level of Service Standard

Bike Facility Standard ¹	Definition
	Adequate bicycle facility: Existing bicycle facility meets City standards and non-motorized goals, OR, street identified for shared use by vehicles and bicycles – no bicycle improvements identified.
	Medium priority bicycle facility need: Bicycle facility exists but does not meet City standards and non-motorized goals – upgraded facility desired.
	High priority bicycle facility need: Based on City standards and non-motorized goals, a gap in the bicycle network is identified and a new facility is desired.

1. Applies to all Arterial and Collector streets, as well local access streets and trail corridors identified by the Director of Public Works as warranted by adjacent land use.

Transit Level of Service Standard

Transit Standard	Definition
	No existing or planned future transit service.
	Adequate transit facilities: Existing transit service is provided – transit stop amenities and pedestrian access are adequate to accommodate existing and planned future needs.
	Medium priority transit need: Existing transit service is provided, and adequate pedestrian connections are in place, but additions or upgrades to transit stop amenities are desired. -OR- Future transit service is desired to support mid- to long-term higher density development, but a new or enhanced transit route, transit stop amenities, and/or pedestrian connections are needed to support that service.
	High priority transit need: Existing transit service is provided, and improvements are needed to address inadequate pedestrian connections; additions or upgrades to transit stop amenities may also be desired. -OR- Future transit service is identified to support near-term higher density development, but a new or enhanced transit route, transit stop amenities, and/or pedestrian connections are needed to support that service.

- Policy-TR-3. Evaluate and prioritize proposed street improvement projects according to the following guidelines:
- 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
 - 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
 - Project’s ability to improve the general prosperity of the community or represent a logical extension of existing facilities
- Policy-TR-4. Annually develop and adopt a Six-Year Transportation Improvement Program that addresses concurrency needs, as well as other high priority non-motorized and vehicular mobility and safety needs.
- Policy-TR-5. Maintain development regulations, street design standards and level of service standards that are consistent with the City’s transportation goals.
- Policy-TR-6. Enhance truck access to/from SR 18 and other regional facilities to minimize the impact of trucks on residential areas of the city.
- Policy-TR-7. Accommodate pedestrian and bicycle movement on arterials, where appropriate, as well as automobile and transit traffic.
- Policy-TR-8. Classify streets based on knowledge of existing and future demand volumes, modal uses and adjacent land uses.



- Policy-TR-9. Consolidate access to properties along principal and minor arterials wherever possible to maximize the capacity of the facilities and reduce potential safety conflicts.
- Policy-TR-10. Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas.
- Policy-TR-11. Design, construct and operate the transportation system to accommodate physically challenged persons in accordance with the Americans with Disabilities (ADA) standards and to accommodate and support public safety vehicles, emergency response and operation.
- Policy-TR-12. Ensure that transportation facilities are developed and maintained in a manner that is sensitive to the natural environment, minimizes adverse environmental impacts to residential neighborhoods and local businesses, and complements the aesthetic character of the City of Covington.
- Policy-TR-13. Build additional grid streets in the Town Center designation as private development occurs, with the location and timing of these other grid streets determined based on the location, design and timing of new development.
- Policy-TR-14. Provide efficient local access from regional transportation corridors to the downtown area.
- Policy-TR-15. Enhance the attractiveness of the SR-18 right of way in accordance with its role as a gateway to the downtown area.
- Policy-TR-16. Improve the street environment and appearance within the downtown area for use as public open space.



Town Center Pedestrian
Source: Studio Cascade 2014

Non-Motorized Transportation

- Policy-TR-17. Implement streetscape improvements that promote walkability and commercial activity.
 - Policy-TR-18. Promote active transportation through the development of safe and convenient pedestrian and bicycle networks that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings, and the Town Center.
 - Policy-TR-19. Develop a Non-Motorized Plan when funding becomes available that provides guidance on street design guidelines, bicycle, and pedestrian priority routes..
 - Policy-TR-20. Ensure new development is consistent with the Non-Motorized Plan.
 - Policy-TR-21. Work with all governmental entities and the private sector to develop trail and bikeway plans and facilities that serve Covington residents, pedestrians, cyclists and visitors from the greater region with improved connections to the Soos Creek Trail system and the planned Jenkins Creek trail system.
 - Policy-TR-22. Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks.
- Transit & Transportation Demand Management (TDM)
- Policy-TR-23. Encourage TDM strategies as outlined in the Downtown Plan.
 - Policy-TR-24. Support transit services that meet the needs of persons with disabilities, the elderly, and people with special needs.
 - Policy-TR-25. 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 non-motorized connections.



Policy-TR-26. Proactively work with King County Metro to evaluate and make necessary changes to enhance the transit service within the City.

Policy-TR-27. Promote transit stops, access, and service improvements near land uses that attract large numbers of employees and/or customers.

Policy-TR-28. Encourage transit oriented development (TOD) where feasible, to locate within the Town Center and Mixed Use designations.

Funding and Maintaining the System

Policy-TR-29. Ensure that transportation facilities are maintained to optimize safety, traffic flow, and the life of the facility in the most cost-effective manner.

Policy-TR-30. Ensure new development contributes its fair share to the financing of needed transportation improvements and expansions.

Regional Coordination

Policy-TR-31. Coordinate transportation systems operations, planning, and project implementation with neighboring jurisdictions and regional agencies, especially in anticipation of potential annexation areas.

Policy-TR-32. Coordinate with neighboring and regional agencies to secure funds for transportation projects via means such as interlocal impact fee agreements and pursuing grants jointly.

Policy-TR-33. Coordinate funding with other local and regional sources to address transportation improvements that serve multiple jurisdictions and/or are mutually beneficial.

ACTION PLAN

Exhibit 11. Transportation Action Plan

Implementation Action	Responsibility
Update the City’s transportation impact fee program and project-level transportation impact analysis guidelines to address concurrency needs through 2035.	Community Development/Public Works Department
Annually update and adopt the Six-Year TIP to implement projects that address concurrency needs, and walkway and bikeway projects as funding is available.	Public Works Department
Apply to the FHWA to implement recommended updates to the federal functional classification of city streets.	Public Works Department
Continue to coordinate with WSDOT regarding operational objectives for SE 272nd Street (SR 516) and SR 18.	Public Works Department
Continue to coordinate with Metro to implement transit investments that are consistent with the City’s priorities; including construction of additional bus shelters, and benches, and new transit routes, a demonstration Community Van Program, and park & rides..	Public Works Department/Community Development