

Commuter Trip Reduction Implementation Plan Update: 2015–2019

Jurisdiction: City of Tukwila

Goals, targets and other performance measures

See Goal and Target Worksheet (attached).

Strategies

What specific steps and strategies will you implement to meet your goal? Please include (a) policies and regulations, (b) services and facilities, and (c) marketing and incentives.

Focused and targeted marketing along with incentives will work to increase awareness and improve results. Partnerships with local jurisdictions and agencies provide opportunities to improve outcomes. Policies adopted in the Tukwila Comprehensive Plan give staff direction to implement strategies to help meet goals. We will leverage two CMAQ grants to affect improved results within our boundaries.

Comprehensive planning & community goals

[Governor's Executive Order 14-04 Washington Carbon Reduction and Clean Energy Action](#) directs state agencies to assist local governments to update their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce greenhouse gas emissions.

How does trip reduction support the goals of your community and comprehensive plan, and vice versa? How will you further integrate trip reduction through the updating of your comprehensive plan (e.g., parking, land use)?

Tukwila adopted the Transportation Element (Chapter 13) of the Comprehensive Plan in October 2013. TDM is an integral component of the plan and is recognized to support the maintaining,

sustaining and improving of transportation infrastructure for the city. TDM is called out specifically in its own category. Policies and strategies to support these goals are as follows:

GOAL 13.5 TRANSPORTATION DEMAND MANAGEMENT

Support transportation system improvements and programs which encourage transit use, high-occupancy vehicle trips and non-motorized transportation to reduce single-occupancy vehicle trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.

POLICIES

- 13.5.1** Provide Commute Trip Reduction Program services to Tukwila employers to reduce drive-alone trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.
- 13.5.2** The City of Tukwila will set an example to other employers by a commitment to reducing drive-alone trips, vehicle miles traveled, and greenhouse gas emissions through implementation of CTR goals.
- 13.5.3** Work with King County Metro and Sound Transit to provide amenities for transit riders, encourage transit use, and enhance multi-modal connections to transit.
- 13.5.4** Establish mode-split goals for all significant employment centers which will vary according to development densities, access to transportation service, and levels of congestion.
- 13.5.5** Continue to encourage the use of rideshare, transit, bicycle, and evolving technological transportation improvements.
- 13.5.6** Encourage transit-oriented uses, development patterns and pedestrian amenities in the vicinity of high-capacity transit stations.
- 13.5.7** Require that parking facilities developed in conjunction with transit facilities be adequately sized and managed to prevent spillover parking onto private property, public property, or public streets. Consider a phasing plan to require structured parking if additional parking is needed.

Implementation Strategies

Implement Commute Trip Reduction Program.

Implement and update Growth and Transportation Efficiency Center (GTEC) Plan.

Promote the use of drive-alone alternatives through social media, RideShareOnline.com, community outreach, and offering assistance with parking management.

Land use and transportation conditions

How do existing and future anticipated land-use and transportation conditions affect CTR worksites?

Employers benefit from the continued investments by Sound Transit and King County along with city efforts to improve pedestrian and biking conditions by having more alternatives for employees.

Financial plan

What are the anticipated funding sources and amounts for local trip reduction, including grants and local funding?

CMAQ grant funds for GTEC and corridor enhancements, CMAQ funds for Regional TDM project and WSDOT allocation funds for CTR continuation along with dedicated in kind funds and support from the city as well as any grant funds in collaboration with agencies, such as Hopelink, King County and others.

GTEC report (if your jurisdiction has a designated GTEC)

Are you continuing to implement?

Optional: Describe the (a) strategies, (b) land use and transportation conditions, (c) population and employment demographics, and (d) financial plan, and how they differ from those in the CTR plan.

The City continues to focus on activities in the GTEC and will give added focus with opportunity to implement innovations with the CMAQ grant activities over the next few years. The City's six-year mode-split targets for the Urban Center are 65.7% drive-alone trips and 34.3% non-drive-alone trips, as defined in the City's GTEC Plan. Within the Urban Center, the City will also try to meet its GTEC goals with a targeted Vehicle Miles Travelled (VMT) rate of 13.05. Strategies such as increased level of marketing and assistance to employers, employees and residents should combine to help achieve comprehensive plan goals. Southcenter subarea Urban Center Plan was adopted in 2014 to provide implementation and policy structure to guide and govern future development within Tukwila's urban center. The Subarea Plan establishes a planning and design framework to further the vitality, functionality, and sustainability of the Southcenter area in accordance with market forces and the community's vision for its primary commercial district. This plan will be used in the design of transportation alternative activities for the GTEC. The CTR Plan is a city wide plan for affected employers, within the GTEC, the city wants to work will smaller businesses and more.

What specific policy, service changes and land-use steps will be accomplished during this period for the GTEC area?

King County Metro will open a new and improved transit center in the GTEC. Many other enhancements are anticipated as well. The Sub area plan will be used as the policy and design document.

Regional transportation planning organization CTR plan review

Recommended

Not recommended

RTPO comments: