

Commute Trip Reduction Plan 2011-2015

Jurisdiction: Tukwila

Targets: *State Minimum Goals for 2011-2015: 10% reduction DAR and 13% reduction VMT*

What is your 2007-2008 baseline drive alone rate (DAR) and vehicle miles traveled (VMT)?

DAR 77% VMT 16.9

What is your current performance for the 2011-2012 survey period?

DAR 77.7% VMT 16.4

What are your target percentage goals for the 2015-16 survey period?

DAR 10% VMT 13%

What is your daily drive-alone trips reduced target (based on the 2015-2016 survey period DAR goal)?

Daily drive-alone trips reduced: 1,537

Strategies:

What specific steps and strategies will you implement to effectively remove this number of trips in your area?

Improved and focused efforts toward reducing trips, building on the grant efforts of the last two years and hope for improved and better economic times for the area will contribute to increased awareness of why it is important to reduce greenhouse gas emissions and to provide efficiencies in program deliveries. King County Metro will implement Rapid Ride in 2014 to connect Burien to Renton directly through Tukwila and should assist in improving transit opportunities for affected and non-affected sites. Strategies as mapped out in CTR Plan help make the connections for employees to worksites, especially with the last mile traveled. Tukwila has an important Link station and Sounder/Amtrak station (under permanent construction) as well as a planned new transit center in the Urban Center. Continue to use strategies in 2011-2013 workplan: such as maintaining employer information and master files, review plans and make recommendations for improvements to programs for compliance, implement survey requirements and ensure the training all new ETC's. The slow economy hurt progress with DAR over the last biennium; however, the city maintained their rate for the most part while stepping up efforts. The uptick should help should assist in reductions over the next few years as job rate increase and employers return to recognizing the benefits for employees.

Comprehensive Planning:

How will you further integrate commute trip reduction through the updating of your local comprehensive plan (i.e., parking, land use)?

Local Comp Plan update (last update 2008) is underway with Transportation Element using GTEC, CTR Plan, Bike and Pedestrian Plan and Transit Plan as strategies. New chapter references TDM. All new building and land permits review parking requirements and use TDM as an important component. Tukwila's Strategic Plan has several TDM goals including exploring creative ways to increase transit, foot, and bicycle access to community amenities, stores, and jobs (see Goal 1, C3). There are many other activities and improvements planned.

GTEC Report (if your jurisdiction has a designated GTEC):

Are you continuing to implement? If so, what are the goals and targets for the GTEC?

GTEC is still unfunded at this point however, is a component of the Urban Center Plan and Comp Plan update for Transportation Element (to be adopted 2013) The goals and targets will remain the same as the Urban Center Plan is implemented. The GTEC will be also implemented. There will be smaller block sizes for pedestrian activity, wider and improved sidewalks and many other amenities. There are housing targets planned. There are many activities called out for the vision including Tukwila's Strategic Plan.

How will progress be measured?

Progress will be measured by several methods. The new transit center usage will be monitored and the progress on employment in the GTEC will be featured. Housing will be added.

What specific policy, service changes, and land use steps will be accomplished during this period?

Comp Plan policies support the efforts. New transit center is being constructed and other amenities are underway such a pedestrian bike bridge connecting Sounder and urban center.

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