

Burien Commute Trip Reduction Four-Year Plan Update: 2025–2029

Benefits of CTR

1. Describe the local land use and transportation context and objectives.

a. Describe the setting in the jurisdiction as it is today or will be in the near future.

Burien is an established, mature mid-size city located near the southern edge of the. Incorporated in 1993, it currently has 51,000 residents making Burien the 25th most populous city in Washington. The city of Burien is located on the eastern shore of the Puget Sound near the Seattle-Tacoma Airport and is surrounded by other suburban cities and pockets of unincorporated King County. The city is near several major transportation routes including State Routes 509 and 518, and Interstate 5.

As a mature city, the roadway system is largely complete and most of the land area is built out. The Transportation system has room for improvements to support all modes of travel. There are sidewalk gaps, needed pedestrian crossing improvements, bike routes, and improved connections to transit stops. Completing these needs is a focus of the transportation master plan and the capital improvement plan.

b. Describe features of land use and transportation facilities and services that affect commuters.

Burien's urban center has grown through increased residential housing density in the downtown area and along transit routes. Residents who choose to live in this new housing have ready access to transit and alternate modes for their commute trips. Furthermore, the downtown area and primary western arterial route are now served by a recently completed rapid ride business access line which connects Burien's Transit Center to the Seattle Westlake Transfer Station. Additionally, most of Burien's employers are located along the state route 509 corridor and downtown area are currently served by a transit service during typical commuting hours. However, St Anne Hospital, which is affected by CTR law, is not located in an area well served by transit service.

Transportation projects in the Capital Improvement Plan are focused on completing infrastructure systems for all transportation modes. This focus will facilitate more commuter access to non-drive alone modes. These projects include:

- Completing sidewalks and trails throughout the city.
- Building out regionally connected bikeways.
- Installing additional mid-block ped-actuated crossings.
- Implementing complete streets treatments on street upgrade projects.
- Improving connections for all modes to the light rail station.

c. Describe whether and how commuting patterns have changed in the past few years.

Burien's traffic volumes are slightly lower overall compared to before the COVID-19 pandemic, which is attributable, at least in part, to the evolution of technology and available work-from-home options from employers. Both reduce the number of people commuting with single occupancy, but also reduces ridership of transit services when traveling to worksites.

However, Burien and its regional partners are committed to commute trip reduction and improvements for transit and nonmotorized options, which is a goal of CTR. Planned commuter pattern changes underway for Burien in the last few years include:

- Increased transit trip frequency and earlier/later transit service hours.
- Adjusting transit routes to support evolving businesses and needs of users.
- Continued support for work from home options.
- Employers offering transit passes as part of employment packages.

d. List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.

Commute trip reduction directly supports Burien's balanced multimodal transportation plans.

Goals relevant to CTR in the Transportation Strategic Plan include:

- Creating and maintaining safe, high-quality walking and crosswalk, biking, and transit networks.
- Coordinating transportation and land use planning and policies to ensure future growth supports multimodal transportation options that efficiently moves people and goods.
- Minimizing transportation environmental impacts through mode shift.

e. Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.

- The city should accelerate land use and transportation improvements to meet sustainability, livability, and economic development goals.
- Increases in density of new housing and the capital improvement projects to build out multi-modal networks are going the right direction to support commute trip reduction. That support will grow as these actions are implemented.

2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.

a. Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.

The CTR program and the city's focus on increasing housing density and completing the multi-modal networks are mutually reinforcing. By encouraging people to commute via non-drive-alone modes the CTR program supports the market for higher density housing close to transit and the demand for multi-modal networks. In turn the higher density housing near transit and the multi-modal networks offer more opportunities for people to commute via non-drive-alone modes.

3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.

Burien's environmental objectives are further outlined in Burien's Sustainability plan and include:

- Reducing the number of drive-alone trips and increasing the number of non-motorized options.
- Preserving and sustaining the natural environment.
- Improving air quality through reduction in greenhouse gas emissions.

- a. Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.

Every drive-alone commute trip that converts to transit, rideshare or a non-motorized mode eliminates the greenhouse gas emissions that would have been generated by that drive-alone trip. Additionally, fewer vehicle miles reduces maintenance needs of roadways systems which further reduces greenhouse gas emissions.

- b. Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.

- The CTR program helps reduce air pollution and improve air quality as gas-powered vehicle trips are reduced.
- Less vehicle driving means fewer roadway abrasions from tires and fewer chemicals and oils that go down our drains and pollute bodies of water.
- Fewer vehicle miles traveled results in less wear and tear on roads, improving the longevity of the pavement. There is environmental benefit to reducing the frequency of the need to overlay, slurry seal, and fill potholes.

4. Describe how your CTR program will help achieve regional and state objectives.

- a. Summarize the regional and state benefits that would be gained if you achieved your CTR targets.

Achieving Burien's CTR targets will contribute to local, regional, and state aspirations for:

- Increased transit ridership
- Decreased air and water pollution, and greenhouse gas emissions
- Improved walk and bike networks
- Collecting more transportation data
- Advance equity.
- Invest in neighborhoods

- b. List adjacent CTR-affected cities and counties.

- Cities: Des Moines, SeaTac, Tukwila, and Seattle
- Counties: Snohomish and Pierce

- c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.

The top cross-border and regional transportation issues are:

- Traffic congestion
- Transit connectivity between cities
- Infrastructure maintenance and expansion
- Transportation equity
- Environmental impacts of transportation

- d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.

The strategies include:

- Empowering all jurisdictions to effectively promote the use of transit, including Vanpool, to their populations, including to residents and employers.
- Burien is coordinating with King County Metro, Sound Transit, and WSDOT to improve transit, rapid ride, and multijurisdictional connection.

Performance targets

5. List your jurisdiction’s CTR performance target(s).

- a. List performance targets that reflect only CTR-affected worksites

As many of the CTR-worksites have employees designated as on-site essential, the weighted average drive-alone rate of 70 percent or less for CTR-affected worksites at the jurisdictional level.

- b. List any additional numeric performance targets.

None

6. List the base value you’ll use for each performance target.

- a. Provide the number you’ll use as the starting point for each performance target. you’ll measure the difference between this number and your target, to report performance.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

7. Describe the method you used to determine the base value for each target.

- a. Provide the source for each base value listed.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

8. Describe how you’ll measure progress toward each target.

- a. List the method you’ll use to measure progress for each target.

We will measure progress using the 2025-2027 survey results.

9. List your jurisdiction’s CTR-affected worksites.

- a. List all your CTR-affected sites.

1] The City of Burien City Hall
2] St. Annes Hospital - Highline Medical Center

10. List a performance target for each CTR-affected worksite.

- a. For any performance targets tied to the CTR survey, indicate that you’ll establish performance targets during the 2023-2025 survey cycle.

Base year performance targets will be established during the 2023-2025 survey cycle.

11. List the base value you’ll use for each site.

- a. For any performance targets tied to the CTR survey, indicate that you’ll establish a base value during the 2023-2025 survey cycle.

We will establish a base value during the 2023-2025 survey cycle.

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.

In addition to the housing density and capital improvement plan actions mentioned earlier the city is pursuing the following actions in its CTR program.

- Encouraging employers to take advantage of a limited-time discount on the ORCA Business Passport program or promoting Bike Everywhere Day.
- The city will support marketing campaigns to promote awareness and utilization of high-frequency King County Metro bus routes and Sound Transit's routes.
- The city's Comprehensive Plan update includes housing density and capital improvement plan actions that will support achieving CTR targets.
- The city and WSDOT are building interchange improvements which will enable transit service.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.

- The city will work with CTR employers to having parking maximums rather than minimums will help employers eventually reduce employer real estate costs.
- The city will help fund rideshare events and campaigns to promote community awareness for commute options. .
- The city will work with metro transit partners to provide business access and lanes for bus rapid transit lines; thus making bus rapid transit more attractive to users.

14. Describe barriers your jurisdiction must address to achieve CTR targets.

a. Describe how you'll address these barriers.

Barrier 1] Transit service:

Not all CTR-affected employment sites are served well by transit.

How addressing:

The city is working with KC Metro to evaluate routes as well as improve the quality of transit services for users.

Barrier 2] Non-motorized access incomplete:

Many of the CTR affected work sites, including in the regional growth center, have limited access for non-motorized modes due to gaps in the non-motorized infrastructure networks (sidewalks, trails, bikeways, safe crossings.)

How addressing:

The city has made completion of non-motorized infrastructure networks a priority in its Capital Improvement Plan and requires all new development to help fill in the gaps. Still, this is a multi-year effort.

Barrier 3] High turnover of employee transportation coordinator:

Designation of an employee transportation coordinator is the responsibility of the CTR-affected employer. Often these duties are tacked onto a wholly unrelated job with no internal support.

How addressing:

The city has updated the job description for supporting this program.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

Encourage employee transportation coordinators use the RideshareOnline.com platform to form car and vanpools, to track their use, and to promote and incentivize non-drive alone modes. They also use the state’s CTR tool to conduct CTR surveys and gather program reports and promote the regional transit trip planning application.

16. Transcribe or link to your local CTR ordinance.

See ordinance attached. No changes are needed.

17. Describe your financial plan.

a. Describe the estimated average annual costs of your plan.

<u>Activity</u>	<u>Estimated average annual cost</u>
Employer engagement*	\$30,000
Commute Trip Reduction 4-year plan	\$20,000
Performance reporting**	\$10,000
Administration***	\$25,000
Total	\$85,000

* Includes identifying worksites and employee transportation coordinators, conducting training, providing technical assistance, and reviewing employer CTR plans.

** Includes worksite surveys and program reports.

*** Includes financial and program management; CTR for city employees; involvement in comprehensive, regional transportation, and transit planning; transportation demand management technical assistance to capital projects.

b. Describe likely funding sources, public and private, to implement your plan.

<u>Source of Revenue</u>	<u>Estimated average annual revenue</u>
City of Burien	\$10,000
WSDOT	\$25,000
CMAQ	\$50,000
Total	\$85,000

18. Describe your implementation structure.

a. Describe who will conduct the activities listed in your plan.

The city has identified a Public Works staff person to implement and administer the city’s CTR plan.

b. Indicate who will monitor progress on your plan. List job title, department, and name.

The Public Works Transportation Engineer is the CTR Program administrator for the city. That position will be hired in quarter 1 of 2025.

19. List your implementation schedule.

1st Biennium July 2025 – June 2027	2nd Biennium July 2027-June 2029
<p>Actions</p> <ul style="list-style-type: none"> • Provide commute and other employee transportation coordinator services to city employees. • Identify worksites and employee transportation coordinators. • Train and provide technical assistance to employee transportation coordinators. • Review employer CTR plans. • Assure conduct of worksite surveys and provision of program reports. • Conduct financial and program management. • Engage in comprehensive, regional transportation, and transit planning. • Provide transportation demand management technical assistance to capital projects. • Support parking maximums proposal. • Support city funding of employer incentives. 	<ul style="list-style-type: none"> • Provide commute and other employee transportation coordinator services to city employees. • Identify worksites and employee transportation coordinators. • Train and provide technical assistance to employee transportation coordinators. • Review employer CTR plans. • Assure conduct of worksite surveys and provision of program reports. • Conduct financial and program management. • Engage in comprehensive, regional transportation, and transit planning. • Provide transportation demand management technical assistance to capital projects. • Undertake development activities for 2029-2033 four-year CTR plan.

20. Describe the CTR plan for jurisdiction employees.

- a. Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.

The Public Works Transportation Engineer is the CTR Program Administrator and also serves as the employee transportation coordinator for the city in its role as a CTR-affected worksite.

The staff position administers the program elements required of the employer including:

- Designation of a transportation coordinator and the display of the name, location, and telephone number of the coordinator in a prominent manner at each affected worksite.
- Regular distribution of information to employees regarding alternatives to single-occupant vehicle commuting.
- A regular review of employee commuting and reporting of progress toward meeting the single occupant vehicle reduction goals to the city consistent with the method established in the commute trip reduction plan and the rules established by the department of transportation under RCW 70A.15.4060.
- Implementation of the following measures designed to achieve the city's commute trip reduction goals:
 - o Administer city paid Regional Fare or All cards to all employees.
 - o Administer employee parking payment program.
 - o Publicize promotional challenges and campaigns.
 - o Serve as commuter advisor to employees.
 - o Provide briefings to various employee groups on the program and its benefits.
 - o Administer CTR surveys and report results to the city council and executive management.
 - o Produce City of Burien program report.

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.

- a. Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan.

The actions included in the city-as-employer plan indicate the city's commitment and are similar to those included in all the CTR-affected work site plans. They create a mutually reinforcing community focused on CTR. Employers know that the city is involved and committed to CTR along with them.

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

King County Metro, Sound Transit

23. List the transit plans you reviewed while developing this plan.

King County Metro – Transit Development Plan and Metro Connects Long-Range Plan
Sound Transit Development Plan

24. Describe how this CTR plan supports the transit plans.

Employer engagement and promotion:

Increases use of transit through awareness and increased availability of subsidized transit passes.

Incentives:

Guides employers on options for incentivizing employees to use non-drive alone modes for their commute trips, gives positive visibility to the CTR program, and promotes transit use.

Marketing:

Makes people more aware of transit options.

Engagement in the planning process:

Increases awareness of and support for transit and other travel modes.

25. Describe any comprehensive plan updates that are needed and when they will be made.

The desire for sidewalks, bikeways, trails and pedestrian crossings in the community and neighborhoods will be considered in the next Comprehensive Plan update.

Engagement

26. Describe stakeholder engagement.

- a. Who did you talk to?

The prior CTR Program administrator organized interviews to gather stakeholder input to inform the plan. The succeeding administrator will review the stakeholder input and make available a plan to the public for comment.

- b. When did you talk to them?

The prior administrator organized interviews between 4th quarter 2023 and 3rd quarter 2024. The stakeholder's input will be reviewed by the new administrator. The new administrator will also coordinate with Planning Commission, Public Works Dept, and Citizens at large.

c. What did they have to say?

It is understood that in general, all stakeholders liked the direction the city is going with increasing housing densities in the downtown and along transit corridors. The stakeholders also supported investments in the capital improvement program that improve transportation projects. infrastructure networks.

d. How did what they said influence the plan?

The new CTR administrator will use stakeholder input to shape and prioritize the plan.

27. Describe vulnerable populations considered.

Vulnerable populations include those who rely on transit to get to work, those whose residence is far from their worksite, those who start work well before 9am or finish work well after 5pm, those who don't have regular patterns as far as the days and times they travel to their worksites, and those for whom English is a second language.

Vulnerable populations also include workers categorized as ALICE (Asset Limited, Income Constrained, Employed): individuals and families who work, but are unable to meet their basic needs, including food, childcare, housing, health care and transportation. These workers can be found at CTR-affected worksites and at other worksites in the city.

28. Describe engagement focused on vulnerable populations.

a. Who did you talk to?

Engagement with the following groups, listed in #27, focused on vulnerable populations.

b. When did you talk to them?

See #26 above.

c. What did they have to say?

The administrator considered vulnerable employees in the context of CTR to be those who rely on transit to get to work, those whose residence is far from their worksite, those who start work well before 9am or finish work well after 5pm, those who don't have regular patterns as far as the days and times they travel to their worksites, and those for whom English is a second language.

The majority of the group indicated a need for more sidewalks and bike paths in neighborhoods to provide safer access to pathways that serve transit, stores, and restaurants. Approximately 20% indicated that safe and convenient walk or bike provide access.

d. How did what they said influence the plan?

The CTR Program administrator will prioritize stakeholder input and prioritize work to implement investments as funding is available.

29. List employers’ suggestions to make CTR more effective.

Employers expressed support for the following:

- City support for increased transit subsidies
- Building out the non-motorized infrastructure.
- Installing and upgrading pedestrian crossings to enhance safety.
- Working with WSDOT to allow more curb extensions and pedestrian refuge islands on state routes (needed to improve access to the regional growth center.)
- Instituting parking maximums.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

The CTR Program administrator will prioritize stakeholder input and prioritize work to implement investments as funding is available.

The desire for sidewalk and bike pathways in neighborhoods will be considered in the 2025 development of the city’s Safety Action Plan, the 2025 Capital Facilities and Capital Improvement Plans, and the next Comprehensive Plan update.

Currently, the city and King County are partnering on completing the construction of a regional bike trail. The city and King County have also recently completed improvements for Business Access Transit service through the city. King County Metro is currently reviewing multijurisdictional routes, times, and frequency, including service for Burien, and will consider growth projections and ped/bike connectivity when identifying improvements for the transit network.