

# **CITY OF DES MOINES Commute Trip Reduction Four-Year Plan Update: 2025–2029**

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## **Benefits of CTR**

1. Describe the local land use and transportation context and objectives.<sup>21</sup>

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

Des Moines is a mostly residential community that is located in King County, situated along the eastern shore of Puget Sound between Seattle and Tacoma. The city is part of the larger Seattle metropolitan area and is characterized by a mix of residential neighborhoods, commercial areas, and natural landscapes. The Des Moines Marina and the proximity to the Seattle-Tacoma International Airport (Sea-Tac) are significant features that shape the City's identity and development.

The City currently has 32,500 residents and is the 39<sup>th</sup> largest city in the state. The City's land use is predominantly residential, with single-family homes being the most common type of housing. and mostly residential communities.

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

Des Moines, Washington, has historically been a predominantly single-family residential community. Since much of the city is already developed, the city has focused on adding new housing through increased density in key areas, particularly in the downtown core and along major transit corridors, such as those served by King County Metro and Sound Transit bus routes. The Pacific Ridge area and other higher-density zones offer housing options with close proximity to these transit services, making it easier for commuters to access public transportation and alternative modes of travel.

At the same time, large employers and businesses are increasingly concentrated near major commercial areas, such as the Marina District and adjacent to the airport. This has prompted King County Metro and Sound Transit to expand their transit service to better serve these employment areas, with plans to improve frequency and connectivity, especially along key routes and toward the nearby Angle Lake Link light rail station.

In parallel, the city's Capital Improvement Plan (CIP) for transportation focuses on completing infrastructure upgrades across various transportation modes, making non-single-occupancy commuting more accessible. These projects include:

- Completing sidewalks and trails to improve walkability throughout the city.
- Expanding the bikeway network to provide safer and more efficient routes for cyclists.
- Developing business access and transit (BAT) lanes along key corridors, such as Pacific Highway South, to improve bus rapid transit flow and reduce delays.
- Installing additional pedestrian-activated crossings at mid-block locations to enhance safety and convenience for those walking or biking to transit stops.
- Implementing "complete streets" treatments as part of street upgrades, ensuring streets are designed for all users—pedestrians, cyclists, transit riders, and drivers.
- Improving connections for all modes of transportation to the Angle Lake light rail station, facilitating multimodal commuting options.

These projects collectively aim to support and encourage the use of public transit, walking, and cycling for daily commute trips, reducing dependence on driving alone and alleviating congestion on key roadways like State Route 99.

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

In recent years, commuting patterns in Des Moines have been influenced by several factors:

- Increase in Remote Work: The COVID-19 pandemic accelerated the adoption of remote work, reducing the number of daily commuters, particularly those traveling to Seattle and other major employment centers.
- Shift to Public Transit: There has been a gradual shift toward the use of public transit, especially with the expansion of the Link light rail system. This has made public transit a more attractive option for commuters, particularly those who work in downtown Seattle.
- Traffic Congestion: Despite the increase in remote work, traffic congestion remains an issue, particularly on State Route 99 and other major corridors. This has led to a growing interest in alternative commuting options, such as carpooling and the use of park-and-ride facilities.
- Bicycle and Pedestrian Commuting: As infrastructure improves, there has been a modest increase in the number of people commuting by bicycle or on foot, particularly for short trips within the city.

Overall, Des Moines, Washington, is experiencing gradual changes in its land use and transportation patterns, influenced by regional growth, infrastructure developments, and evolving commuting behaviors. These changes are likely to continue as the city and surrounding areas further develop.

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

Increasing density in key areas by promoting higher-density residential and commercial development near transit, Multimodal Infrastructure Development and Reduction of Vehicle Miles Traveled (VMT).

- 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.*

Sustaining the city's current focus on TOD, public transit, and non-motorized commuting options while introducing new strategies such as promoting remote work, expanding housing near transit, and enhancing multimodal connectivity will significantly strengthen the city's CTR program. These improvements will allow Des Moines to meet its land use and transportation objectives, reducing VMT, easing congestion, and promoting sustainable commuting choices.

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<sup>21</sup> Sources: The plan shall highlight the existing and future land use and transportation conditions and characteristics considered most critical by the jurisdiction and evaluate the degree to which existing local services, policies, regulations, and programs, as well as any documented future investments, will complement the trip reduction efforts of CTR employers. (WAC 468-63-040(2)(a))

The state intends for local jurisdictions to use information in existing plans and programs, such as the local comprehensive plan, unified development codes, the transportation improvement program, economic development plans, and others, as much as possible in order to develop the local CTR plan. (WAC 468-63-040(2))

**2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.<sup>22</sup>**

- 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 is a cornerstone of Des Moines' strategy to reduce traffic congestion, promote sustainable land use, and achieve its long-term transportation goals. By fostering alternative commuting methods, reducing reliance on single-occupancy vehicles, and supporting transit-oriented development, the program helps the city meet its land use and transportation objectives. As the city continues to grow, the CTR program will become even more vital in maintaining an efficient, sustainable transportation system and enhancing the quality of life for all residents.

**3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.<sup>23</sup>**

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

The CTR program in Des Moines reduces greenhouse gas emissions by promoting alternatives to single-occupancy vehicle trips, such as transit, carpooling, and telecommuting, which lower fuel consumption and vehicle miles traveled. It also supports sustainable land use and encourages the adoption of low-emission vehicles, contributing significantly to the city's environmental goals.

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

The CTR program supports Des Moines' environmental objectives by improving air quality, reducing vehicle-related pollution, and promoting energy conservation through reduced fuel consumption. It also encourages sustainable transportation infrastructure, such as bike lanes and pedestrian paths, helping to preserve green spaces and limit urban sprawl.

**4. Describe how your CTR program will help achieve regional and state objectives.<sup>24</sup>**

*a. Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.*

Regional Objectives:

- Improve mobility
- Reduce Congestion
- Encourage Multi-Modal Transportation
- Preserve Infrastructure
- Support Economic Development
- Enhance Safety

State Objectives:

- Reduce Single-Occupancy Vehicle Trips
- Increase Alternative Transportation Use
- Decrease Vehicle Miles Traveled
- Encourage Telecommuting and Flexible Work Schedules
- Promote Employer Participation
- Enhance Public Awareness
- Monitor and Evaluate Progress
- Contribute to Environmental Goals.

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

- City of Federal Way
- City of Kent
- City of Normandy Park
- City of Burien
- City of SeaTac
- City of Tukwila
- City of Renton

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

- **Traffic Congestion:** High levels of congestion on major corridors, such as Pacific Highway South (SR 99) and I-5, affect travel times and accessibility. This congestion often spills over from adjacent cities, leading to delays for commuters traveling across city and county lines.
- **Public Transit Accessibility:** Limited public transit options and service frequencies in some areas hinder mobility, particularly for residents relying on transit to access jobs and services. Coordination between transit agencies across King County and neighboring regions is crucial for improving service.
- **Regional Connectivity:** Gaps in the transportation network, such as missing pedestrian and cycling infrastructure, impede seamless travel between Des Moines and neighboring cities. Improving multi-modal connections, especially to transit hubs and major employment centers, is essential for enhancing regional mobility.

*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 City will collaborate directly with neighboring cities through monthly South King County CTR meetings. Cities in our region rely on the state for the distribution of funds, including those supporting the CTR program. Surrounding Cities work together to provide guidance, share support, and allocate resources to address cross-community travel and stewardship challenges.

## Performance targets

### 5. List your jurisdiction's CTR performance target(s).<sup>25</sup>

**HINT:** Useful sources of information: see [Appendix B: Establishing performance targets](#).

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

Weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

b. List any additional performance targets.

None

### 6. List the base value you'll use for each performance target.<sup>26</sup>

a. For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2024-2025 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.

The City will measure progress using the 2025-2027 survey results.

### 9. List your jurisdiction's CTR-affected worksites.<sup>27</sup>

a. List all your CTR-affected sites.

- Highline College
- Des Moines City Hall
- Wesley Homes
- Federal Aviation Administration

These worksites are subject to the Commute Trip Reduction (DTR) program requirements and are key participants in efforts to reduce single-occupancy vehicle trips and promote alternative transportation methods among their employees.

**10. List a performance target for each CTR-affected worksite.<sup>28</sup>**

*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.*

The City 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.<sup>29</sup>

The City will employ various strategies focusing on compliance, collaboration and program support:

- Establish clear and enforceable requirements for employers, including mandatory program elements such as appointing Employee Transportation Coordinators (ETCs) and distributing information about alternative commuting options.
- Enhance local infrastructure to support alternative commuting methods, such as adding bicycle parking, lockers, showers, and transit-loading zones.
- Collaborate with King County Metro to increase transit service availability and provide support for employer-led initiatives like vanpools, carpools, and shared-use vehicles.
- Conduct public outreach to raise awareness of the CTR program's goals and benefits for both employers and employees.
- Promote flexible work schedules, telecommuting, and compressed workweeks to reduce peak-hour commuting.

### 13. Describe how jurisdiction services and strategies will support CTR-affected employers.<sup>30</sup>

- The City will provide workshops to help employers design and implement effective CTR strategies tailored to their workforce needs.
- Continuing infrastructure improvements to provide bike lanes, and pedestrian pathways and encourage Public Transit.
- Increase public awareness campaigns, employee engagement initiatives and provide materials to help employers encourage participation in CTR programs.

### 14. Describe barriers your jurisdiction must address to achieve CTR targets.<sup>31</sup>

*a. Describe how you'll address these barriers.*

**Limited transit connectivity:** The City's public infrastructure may not fully align with employment hubs or residential areas, making it difficult for commuters to rely on transit options. Additionally, the City's geographic layout and land use patterns, including residential neighborhoods that are widely spread out, often require residents to rely on personal vehicles for convenience.

**How to address:** The City will continue coordinating with King County Metro to expand transit connectivity ensuring they better serve major employment areas.

**Financial and policy constraints:** This may limit the City's ability to expand infrastructure, enforce CTR compliance, or provide incentives for alternative commuting methods.

**How to address:** Overcoming these barriers will require a coordinated effort between the City, employers, and the state as the City continuously seeks grants and funding for projects to expand infrastructure.

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

The City will collaborate with King County Metro by promoting regionally integrated vanpool/rideshare, employees can connect with colleagues or neighbors for carpooling and vanpooling, reducing single-occupancy vehicle trips.

**16. Transcribe or link to your local CTR ordinance.<sup>32</sup>**

See attached ordinance.

**17. Describe your financial plan.<sup>33</sup>**

The city is currently working on allocating a portion of its transportation budget to support CTR strategies, including staff time, marketing efforts, and technology investments that meet its transportation demand management objectives.

**18. Describe your implementation structure.<sup>34</sup>**

*a. Describe who will conduct the activities listed in your plan.*  
 The City and King County Metro will collaborate to implement and administer the City’s CTR.

*b. Indicate who will monitor progress on your plan. List job title, department, and name.*  
 Laura Hopp is the Administrative Coordinator and the CTR Program administrator for the City.

**19. List your implementation schedule.<sup>35</sup>**

	1 <sup>st</sup> Biennium July 2025-June 2027	2 <sup>nd</sup> Biennium July 2027-June 2029
Actions	Establish a dedicated CTR team and allocate initial funding Conduct baseline assessments of commuter behaviors and employer compliance Update the CTR plan to align with the state policies. Initiate outreach to CTR-affected employers through workshops and resources. Pilot early strategies, such as telework promotions and carpool programs. Strengthen transit partnerships to improve connectivity and accessibility. Evaluate pilot projects and refine strategies based on feedback.	Scale up CTR strategies across the city, including parking management and transit incentives Adjust programs to address specific employer and commuter needs. Enhance communication and marketing campaigns to increase awareness Conduct a comprehensive program evaluation to identify successes and gaps. Develop new funding mechanisms for program sustainability.
Ongoing	Host regular employer engagement events. Provide updated resources and guidance to CTR-affected employers Report progress to the City Manager and state CTR office.	

**20. Describe the CTR plan for jurisdiction employees.<sup>36</sup>**

*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 City has provided flexible work schedules and telecommuting to eligible employees, enabling employees to work remotely or adjust their work hours to reduce peak-hour commuting.
- The City has worked with King County Metro to provide employee shuttle program that allows City employees to be picked up from Major Transit stations.

**21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.<sup>37</sup>**

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

The plan for City employees is a critical component of the broader City of Des Moines CTR strategy, serving as both a model and a foundation for success. When City employees actively engage in programs like carpooling, telecommuting, and transit use, they demonstrate the feasibility and benefits of these alternatives, inspiring other employers to adopt similar practices. Also, The internal efforts will provide valuable insights and feedback on the effectiveness of CTR strategies, allowing for continuous improvement.

## Alignment with plans

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

King County Metro

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

King County Metro Transit Development Plan:2021-2026.

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

By prioritizing alternatives to single-occupancy vehicle trips, such as transit use, carpooling, and biking. This CTR plan supports King County Metro's goals of increasing ridership, reducing congestion, and improving air quality. This plan also leverages King County Metro's service improvements and infrastructure investments, such as expanded bus routes and RapidRide services, by actively promoting these options to residents and employees through targeted outreach and incentives.

**25. Describe any comprehensive plan updates that are needed and when they will be made.<sup>38</sup>**

The City is currently working on its comprehensive plan which will be taken to City council for approval by the end of 2024.

## Engagement

### 26. Describe stakeholder engagement.<sup>39</sup>

City CTR staff are currently working on putting together workshops for stakeholder engagement and the first workshop will be held on mid-January 2025.

### 27. Describe vulnerable populations considered.

City CTR staff are currently working on reaching out to vulnerable and overburdened communities throughout the City and will update the draft plan once surveys are completed.

### 28. Describe engagement focused on vulnerable populations.

City CTR staff are currently working on reaching out to vulnerable and overburdened communities throughout the City and will update the draft plan once surveys are completed.

### 29. List employers' suggestions to make CTR more effective.<sup>40</sup>

City CTR staff are currently working on employers' CTR surveys.

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

City CTR staff are currently working on reaching out to vulnerable and overburdened communities throughout the City and will update the draft plan once surveys are completed.

## Regional transportation planning organization CTR plan review

### RTPO comments

[TYPE]