

Archived: Monday, March 28, 2022 10:31:28 AM

From: webmaster@shorelinewa.gov

Sent: Monday, March 28, 2022 9:56:37 AM

To: [agenda comments](#)

Subject: [EXTERNAL] Agenda Comments

Sensitivity: Normal

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new entry to a form/survey has been submitted.

Form Name: Comment on Agenda Items
Date & Time: 03/28/2022 9:56 am
Response #: 940
Submitter ID: 46772
IP address: 2601:602:8480:8472:69a2:25:64de:344b
Time to complete: 28 min. , 28 sec.

Survey Details: Answers Only

Page 1

1. EDGAR L SIOSON
2. Shoreline
3. Echo Lake
4. siosonel@gmail.com
5. 03/28/2022
6. 9a Transportation Master Plan
7. Thank you for all the great effort that has been put in planning our future transportation goals and infrastructure. For the Multimodality Goal, the draft prioritization metrics outline sensible ways for measuring improvements. In addition to those metrics, I suggest adding ways to measure improvements not just "along the way" of travel, but also improvements to multimodality at the destinations such as in parks, venues, and businesses.

For example, the proposed multimodality metrics will capture the improvements in getting by foot or bike to the "entrance" of the shopping destinations of Aurora Village, Fred Meyer, and Central Market. But once there, a pedestrian or cyclist will have to navigate car-centric traffic , with no clear sidewalks or bike lanes. In essence, the City should also influence or encourage destinations to improve its paths, way finding, and parking accommodations for pedestrian, cyclist, and other-abled customers. Think of how the code may require minimum parking for businesses, a car-centric requirement: a comparable code may be for the City to require clear paths within the vast parking lots and secure bike/device storage near store entrances.

Many Shoreline residents do not necessarily notice or experience multimodal infrastructure, but they definitely will notice people struggling to cross or park at car-centric shopping centers. Our multimodality metrics should measure improvements of both paths and destinations.
8. Support

Thank you,
City of Shoreline

This is an automated message generated by Granicus. Please do not reply directly to this email.