

Carla Hoekzema

From: webmaster@shorelinewa.gov
Sent: Monday, October 3, 2022 9:42 PM
To: Plancom; Carla Hoekzema
Subject: [EXTERNAL] Contact the Planning Commission

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Date & Time: 10/03/2022 9:41 pm
Response #: 101
Submitter ID: 50074
IP address: 75.172.76.98
Time to complete: 30 min. , 19 sec.

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1. (o) Parkwood
2. (o) Email
3. Paul Malmsten
4. pmalmsten@gmail.com
5. 10/06/2022
6. Transportation Element (6.a., Amendment #1, Attachment B)
7. Planning Commission,

As a new resident of Shoreline, I'm impressed and excited by the draft Transportation Element (TE). I really like the vision and goals that the city puts forward, the

bold walking/cycling/transit plans, and the fairness of the project prioritization metrics.

However, I feel that the current draft's treatment of roads/streets, particularly how they are classified in 'Table 2: City of Shoreline Street Classification', misses a significant opportunity to re-frame how we think about roads, streets, and neighborhoods to better serve the city's goals (including the transportation vision and the climate action plan).

The current draft TE perpetuates the 'hierarchical' model of road and street classification, wherein smaller streets 'assemble' or 'collect' traffic into larger ones. While drawing a distinction between 'roads' (high-speed connections between far places) and 'streets' (low-speed platforms for growing community wealth) is important for a variety of reasons, the concept of 'assembling' traffic from small streets toward large roads concedes a notion that people must leave their neighborhoods in order to reach important destinations in their daily lives.

To truly deliver on the city's goals for safety, climate action, and multimodality, we must question this assumption. If we instead imagine a city where every neighborhood has a handful of small shops and services within it, many trips might be completed locally without needing to 'assemble' the trips onto a larger road. Furthermore, with local options available in their neighborhoods, residents would be more likely to consider walking and biking as appealing modes instead of driving. This would reduce average travel speeds in the city and reduce congestion on larger roads.

Therefore, I ask the Planning Commission and the city to consider the following:

1. In the TE, remove (or at least de-emphasize) the notions of 'assembling' or 'collecting' traffic from smaller streets into larger roads. Instead, focus on classifying ways as either 'roads' (high-speed connections between far places) or 'streets' (low-speed platforms for growing community wealth).
2. In the TE, add a discussion of where trips tend to originate and terminate in the city, with a goal of reducing overall trip distance, particularly for non-motorized modes.
3. When making future zoning decisions within the city, consider adding small pockets of commercial/retail zoning (with minimal parking requirements) in every neighborhood, such that residents have more opportunities to live within their neighborhoods instead of traveling to central commercial zones.

Thank you for your time, and I look forward to future conversations as we think big about the potential for Shoreline over the next 20 years.

Paul Malmsten
2333 N 149th St

Thank you,
City of Shoreline

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