



SHORELINE CITY COUNCIL

Mayor Keith Scully
Deputy Mayor Betsy Robertson
Councilmember Doris McConnell
Councilmember Laura Mork
Councilmember Eben Pobe
Councilmember John Ramsdell
Councilmember Chris Roberts

October 6, 2022

Paul Malmsten
pmalmsten@gmail.com

Dear Mr. Malmsten,

Thank you for taking the time to review the Transportation Element (TE) in the Comprehensive Plan Amendment Docket and sharing some of your views with the Planning Commission. As the City of Shoreline Transportation Services Manager, your correspondence was shared with me and I further shared some of your thoughts with our City Traffic Engineer, Kendra Dedinsky. Both Kendra and I appreciated your thoughts on how the City views roads and streets with a hierarchical classification system in the TE and agree that reframing how we view this may get us closer to and more in line with our ultimate vision and goals.

The TE is the regulatory component required by the State to be adopted into the City's Comprehensive Plan. With that, the type of classification used in the TE is consistent with Federal and State framework and is required. However, in 2023, the City will be producing a Transportation Master Plan (TMP) which will be a more "user-friendly" document and contain guidelines for how the city implements the TE. We hope to take some of your suggestions and develop a more meaningful conversation about the role of streets and the land use/transportation nexus in the TMP.

Regarding a discussion of where trips tend to originate and terminate in the City, the underlying modeling for the TE and TMP does have trip origin/destination data built into it. Travel forecasting considers the location, type, and intensity of land use, as well as the underlying transportation network. Travel modeling is an important data input that helps the City understand where people travel, what modes they use, and how the network can be improved to optimize outcomes – such as reducing trip lengths, addressing bottlenecks, and encouraging modes other than driving.

Parallel to the TMP, the City hopes to lead a Connectivity Study. The Connectivity Study will identify locations in the City's high activity commercial and residential areas (light rail station areas, high density mixed used zoning, retail/commercial zoning) that would significantly benefit from improved bicycle/pedestrian and vehicular access through new street, pathways and/or mid-block connections. The project will identify potential approaches to fund these new connections, and the pros and cons of each of these approaches.

Your third point regarding small pockets of commercial/retail zoning throughout neighborhoods would be a topic that could be further considered as part of the City's Comprehensive Plan Land Use Element

update and/or future development code updates. The City is starting to put together plans for community outreach for this update. For more information on the Comprehensive Plan update please visit the [Comprehensive Plan webpage](#).

Finally, I would like to encourage you to visit the [TMP webpage](#) and sign up for eNotifications at [Alert Shoreline](#) choosing “Transportation Projects and Planning” (and other interests) in order to make sure you receive emails about the next public outreach series for the TMP in 2023. Other than the TE adoption by end of 2022, most of the TMP work will resume in 2023.

Again, thank you for taking the time and sharing your thoughts. I would look forward to future discussions on these issues.

Sincerely,

Nytasha Walters,
Transportation Services Manager