

ORDINANCE NO. 2217 (2017)

AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON, ADOPTING A COMPLETE STREETS POLICY, AMENDING BOTHELL MUNICIPAL CODE SECTION 14.02.240 TO INCLUDE THE COMPLETE STREETS POLICY AS A BASIS FOR EXERCISING SUBSTANTIVE SEPA AUTHORITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the Bothell City Council adopted a Complete Streets Policy by resolution on September 20, 2016; and

WHEREAS, the City Council now desires to adopt the Complete Streets Policy by ordinance to comply with the Revised Code of Washington and RCW 47.04.320(2)(b), as recommended by the State Transportation Improvement Board to become eligible for the Complete Streets Award Program; and

WHEREAS, implementation of the Complete Streets Policy will enhance Bothell's quality of life and character over time with a balanced and connected transportation system in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred travel mode; and

WHEREAS, the Complete Streets Policy will strive to plan for, design, construct, maintain and operate an inclusive and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, transit vehicles and riders, delivery of goods and services, emergency response providers, and residents of all ages and abilities; and

WHEREAS, the City of Bothell will coordinate with the Complete Streets programs of other neighboring transportation agencies, including the Washington State Department of Transportation, King and Snohomish County, and transit providers if appropriate, to ensure the principles and practices of complete streets are considered and incorporated within their planning, design, construction, and maintenance activities; and

WHEREAS, the Complete Streets Policy will take into account the goal of enhancing the context and character of the surrounding built and natural environments with the consideration that Complete Streets principles and practices will be addressed in the planning and design of facilities connecting the City's existing growth and activity centers to educational and employment centers, future regional growth centers, and to the pedestrian, bicycle, and open space network, and transit connections citywide; and

WHEREAS, the Complete Streets Policy will reaffirm and reinforce the goals and policies adopted in the City of Bothell Comprehensive Plan related to the development of complete street elements in Bothell to support economic growth and community stability that will complement the context of the City by providing accessible and efficient transportation connections; and

WHEREAS, the development of safe and efficient pedestrian, bicycle, and transit facilities through the Complete Streets Policy will enhance the health benefits of the Bothell community through physical activity and the reduction of air pollution making the environment more livable and sustainable; and

WHEREAS, the Washington State legislature passed the Complete Streets Act in 2011, codified at RCW 47.04.320-340, to encourage the Washington State Department of Transportation and local governments to consider all users in transportation related projects; and

WHEREAS, the City of Bothell recognizes the mobility, economic, safety, and environmental benefits of adopting the Complete Streets Policy to create a viable pedestrian, bicycle, and transit transportation system for all users, and finds that doing so is in the best interest of its citizens;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BOTHELL, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City of Bothell Complete Streets Policy, dated September 20, 2016, attached and incorporated as **Exhibit A** hereto, is hereby adopted. The Complete Streets Policy shall be used and incorporated as a routine part of roadway and non-motorized infrastructure planning, design, and construction implementation, and in furtherance of the Bothell Comprehensive Plan policies and practices as outlined in the Complete Streets Policy.

Section 2. Bothell Municipal Code Section 14.02.240(B)(3) is amended by adding new subsection (m) to incorporate the Complete Streets Policy as a basis on which the City may exercise substantive authority under the State Environmental Policy Act, as follows:

3. The city adopts by reference the following city codes, ordinances, resolutions, plans and policies as now exist or as may hereinafter be amended:
 - a. BMC Title 18, as amended, regarding water and sewers;
 - b. BMC Title 15, as amended, regarding subdivisions;
 - c. BMC Title 12, as amended, regarding zoning;
 - d. BMC Title 13, as amended, regarding shoreline management;

- e. BMC Title 21, as amended, regarding development impact mitigation;
- f. BMC Title 17, Transportation;
- g. BMC Title 18, Utilities Infrastructure;
- h. Ordinance 1557, as amended, the Imagine Bothell Comprehensive Plan, comprehensive water plan, comprehensive sewer plan, and comprehensive storm water master plan;
- i. Resolution 774 as it now exists or may hereafter be amended establishing a policy relating to transportation level of service standards and requiring transportation impact mitigation;
- j. Ordinance No. 1447 as it now exists or may hereafter be amended, the critical areas ordinance;
- k. RCW 82.02.050 through 82.02.090;
- l. City of Bothell Design and Construction Standards and Specifications;
- m. City of Bothell Complete Streets Policy dated September 20, 2016 as adopted by Ordinance No. 2217 (2017).

Section 3. SEVERABILITY. If any section, sentence, clause or phrase of this ordinance should be held to be invalid by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 4. EFFECTIVE DATE. This ordinance shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

Section 5. CORRECTIONS. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

APPROVED:



ANDREW J. RHEAUME
MAYOR

ATTEST/AUTHENTICATED:


LAURA HATHAWAY, CITY CLERK

APPROVED AS TO FORM:



PAUL BYRNE, INTERIM CITY ATTORNEY

FILED WITH THE CITY CLERK: 01/19/2017
PASSED BY THE CITY COUNCIL: 01/24/2017
PUBLISHED: 01/27/2017
EFFECTIVE DATE: 02/01/2017
ORDINANCE NO.: 2217 (2017)

SUMMARY OF ORDINANCE NO. 2217 (2017)

City of Bothell, Washington

On the 24th day of January, 2017, the City Council of the City of Bothell passed Ordinance No. 2217 (2017). A summary of the content of said Ordinance, consisting of the title, is provided as follows:

AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON, ADOPTING A COMPLETE STREETS POLICY IN THE BOTHELL MUNICIPAL CODE; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

The full text of this Ordinance will be mailed upon request.



LAURA HATHAWAY
CITY CLERK

FILED WITH THE CITY CLERK: 01/19/2017
PASSED BY THE CITY COUNCIL: 01/24/2017
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EFFECTIVE DATE: 02/01/2017
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RESOLUTION NO. 1352 (2016)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BOTHELL,
WASHINGTON ADOPTING A COMPLETE STREETS POLICY

WHEREAS, Complete Streets will enhance Bothell's quality of life and character over time with a balanced and connected transportation system in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred travel mode.

WHEREAS, a Complete Streets policy will strive to plan for, design, construct, maintain and operate an inclusive and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, transit vehicles and riders, delivery of goods and services, emergency response providers, and residents of all ages and abilities.

WHEREAS, the City of Bothell will coordinate with the Complete Streets programs of other neighboring transportation agencies including the Washington State Department of Transportation, King and Snohomish County, and transit providers if appropriate, to ensure the principles and practices of complete streets are considered and incorporated within their planning, design, construction, and maintenance activities.

WHEREAS, a Complete Streets policy will take into account the goal of enhancing the context and character of the surrounding built and natural environments with the consideration that Complete Streets principles and practices will be addressed in the planning and design of facilities connecting the City's existing growth and activity centers to educational and employment centers, future regional growth centers, and to the pedestrian, bicycle, and open space network, and transit connections citywide.

WHEREAS, a Complete Streets policy will reaffirm and reinforce the goals and policies adopted in the City of Bothell Comprehensive Plan related to the development of complete street elements in Bothell to support economic growth and community stability that will complement the context of the City by providing accessible and efficient transportation connections.

WHEREAS, the development of safe and efficient pedestrian, bicycle, and transit facilities through a Complete Streets Policy will enhance the health benefits of the Bothell community through physical activity and the reduction of air pollution making the environment more livable and sustainable.

WHEREAS, the Washington State legislature has passed complete street legislation that encourages the Washington State Department of Transportation and local governments to consider all users in transportation related projects. (Ref. Complete Streets Act (2011), RCW 47.04.320-340)

WHEREAS, the City of Bothell recognizes the mobility, economic, safety, and environmental benefits of adopting a Complete Streets policy to create a viable pedestrian, bicycle, and transit transportation system for all users and is in the best interest of its citizens.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BOTHELL, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. To the extent feasible, the City of Bothell will incorporate Complete Streets design consideration and practices as outlined in the City's Complete Streets Policy, attached hereto as **Exhibit A** and adopted hereby as a routine part of roadway and non-motorized infrastructure planning, design, and construction implementation.

Section 2. This resolution shall become effective immediately.

Section 3. The City Clerk is authorized to make necessary corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

PASSED this 20th day of September, 2016.

APPROVED:


ANDREW J. RHEAUME
MAYOR

ATTEST/AUTHENTICATED:


LAURA HATHAWAY
CITY CLERK

FILED WITH THE CITY CLERK: 9/15/2016
PASSED BY THE CITY COUNCIL: 9/20/2016
RESOLUTION NO.: 1352 (2016)

EXHIBIT A

City of Bothell Complete Streets Policy

September 20, 2016

Vision

Enhance Bothell's quality of life and character over time with a balanced and connected transportation system in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred travel mode. Create a place that meets the transportation needs of the diverse populations that comprise our community; promotes pedestrian, bicycle, and public transportation travel while reducing negative environmental impacts; and promotes healthy living and the well-being and comfort of travelers. This vision is representative of the goals and policies established and adopted in the City of Bothell's *Imagine Bothell... Comprehensive Plan*.

Definition

The term Complete Streets is a transportation policy and design approach that promotes streets and rights-of-way to be planned, designed, and maintained to enable safe, convenient, and comfortable travel and access for all ages and abilities regardless of their mode of transportation. Complete streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods. Complete streets are also meant to enhance connectivity to the non-motorized and open space network, as well as promote improvements to the development of safety, health, economic, and environmental placemaking. Complete Streets emphasize the importance of safe access for all users, not just automobiles.

Users and Modes

The City of Bothell will strive to plan for, design, construct, maintain and operate an inclusive and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, transit vehicles and riders, delivery of goods and services, emergency response providers, and residents of all ages and abilities. Transportation facilities that support the concept of complete streets include, but are not limited to roadway, intersection, sidewalk, trail construction or improvements, markings and signs; pedestrian and bicycle safety improvements, streetscapes, transit accommodations and connections to those facilities to promote multi-modal use. The system will be consistent with and reflective of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

The Complete Streets Policy reaffirms the following transportation and urban design goals already identified in the adopted Bothell Comprehensive Plan:

- TR-G1 Move people and goods safely and efficiently to support existing land uses and accommodate expected growth.
- TR-G2 Balance mobility needs with protecting neighborhood character.
- TR-G3 Support growth and vibrancy in commercial, educational, and employment areas through a transportation system that is inviting for all travel modes.
- TR-G4 Encourage walking, bicycling, ridesharing and taking transit in order reduce congestion and greenhouse gas emissions, improve mobility and overall public health, and improve mobility choices for people with special transportation needs..
- TR-G5 Partner with both public and private entities to develop a coordinated and efficient transportation system.
- TR-G6 Create a transportation system that supports both fiscal and environmental sustainability.
- UD-G3 To reduce dependence on the automobile through building, site and district design which promotes pedestrian, bicycle, and transit usage.

Projects

The planning and design of projects within the public right-of-way will consider the incorporation of enhancements and improvements to benefit all users and travel modes from the initial planning and design phases. Transportation improvements will be considered as opportunities to craft safer, more accessible streets for all users regardless of ability. This will apply towards new construction, reconstruction, and rehabilitation projects.

The Complete Streets Policy reaffirms the following transportation and urban design policies identified in the Bothell Comprehensive Plan:

- TR-P3 The City shall continue to monitor and improve roadways and intersections outside of the designated corridors and include those projects identified in the City's Transportation Improvement Program (TIP). (TR-G1)
- TR-P5 Improvements to address identified safety hazards should be given first priority for funding and should be implemented as soon as possible. (TR-G1, TR-G7)

- TR-P6 Any future improvements to the State highways and City arterials designated under the Bothell Boulevard System (refer to Urban Design Element) should include median islands, landscaping between the street and sidewalks or walkways, a coordinated street tree program and sidewalks or walkways, if practical. The City should ensure that these improvements are properly maintained. In addition, the design of these improvements should be visually compatible with adjacent land uses and should include pedestrian connections. The multiway boulevard along Bothell Way NE in the Downtown Subarea, while a part of the City-wide boulevard system, has a unique purpose and design separate from other boulevards in the City, and is described and illustrated in detail in the Downtown Subarea Plan and Regulations. (TR-G3, TR-G7)
- TR-P9 Continue to provide opportunities for public input on the City's transportation priorities and projects. Outreach should include all age, minority, and disabled groups in order to comply with Environmental Justice regulations. (TR-G5)
- TR-P12 Promote traffic and pedestrian safety in residential neighborhoods. (TR-G2)

Exceptions

Exceptions to this policy may be determined by the Public Works Director under the circumstances listed below:

- A. Street projects may exclude those elements of this policy where the accommodation of specific non-motorized street users are prohibited by law, such as interstate freeways or pedestrian malls;
- B. Routine normal maintenance activities or projects such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling would not require that elements of this policy be applied beyond the scope of that maintenance activity;
- C. Street reconstruction and maintenance paving projects involving pavement widening may exclude elements of this policy when the accommodation of a specific use is expected to:
 - Require more space than is physically available, or
 - Be located where both current and future demand is minimal, or
 - Significantly increase project costs with existing comparable alternatives in close proximity, or
 - Have adverse impacts on environmental resources such as streams, wetlands floodplains, or on historic structures or sites above and beyond the impacts of the current infrastructure.
 - The cost would be disproportionate to the current need or probable future use.

- D. Street projects may exclude the development of sidewalks in areas falling outside those identified as appropriate for sidewalks on the basis of the Bothell adopted Sidewalk and Walkway Plan.
- E. Other exceptions not stated or identified in the conditions above may be approved on a case-by-case basis per the authority granted to the Public Works Director

Intergovernmental Cooperation

The City of Bothell will cooperate with other transportation agencies including the Washington State Department of Transportation, King and Snohomish County, and transit providers if appropriate, to ensure the principles and practices of complete streets are considered and incorporated within their planning, design, construction, and maintenance activities. The City will specifically cooperate to ensure the transportation network operates seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

The Complete Streets Policy reaffirms the following transportation and urban design policies identified in the Bothell Comprehensive Plan:

- TR-P1 Coordinate on a regular basis with neighboring jurisdictions, regional transportation agencies, and the Washington State Department of Transportation to address shared transportation needs and concerns. (TR-G5)
- TR-P16 Provide transit stops and related amenities to enhance bicycle and pedestrian accessibility consistent with transit agency requirements and plans. (TR-G4, TR-G5)
- TR-P17 Work with the transit agencies to promote transit usage through coordination of bus routes and scheduling. (TR-G4, TR-G5)
- TR-P21 Support a public transit system that will provide the majority of residences, businesses and community facilities with frequent and convenient transit service. (TR-G4)
- UD-P13 Promote transit usage in road improvements through provision [of] well designed bus oriented streets, stops and attractive and inviting shelters.
- UD-P34 Encourage transit use by making transit more convenient and by ensuring that transit and bus shelters are integrated compatibly into the neighborhood.

Design Criteria

The City of Bothell, through their Public Works and Planning Departments, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in City of Bothell Municipal Code 17.02.010. To the greatest extent possible, the City of Bothell Design and Construction Standards will consider for adoption the same standards emphasizing transit access, pedestrian and bicycle markings, and wayfinding signage (per the Bothell Landing Wayfinding Program). Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices.

The Complete Streets Policy reaffirms the following transportation and urban design policies identified in the Bothell Comprehensive Plan:

- TR-P25 Implement and pursue the use of TDM strategies as a means of reducing traffic congestion and greenhouse gas emissions. (TR-G4, TR-G6)
- TR-P27 Support land use patterns that reduce the quantity and length of trips by single occupant vehicle trips. (TR-G4, TR-G6)
- UD-P1 Improve selected arterials within the Planning Area as landscaped boulevards to visually integrate the community and provide a pleasant driving, transit-riding, bicycling and walking experience along arterials. This system of boulevards should consist of features including the following:
- Landscaped or aesthetically designed medians and a street tree planting scheme;
 - Well-designed transit stops and architecturally designed shelters;
 - Bikeways;
 - Well-designed walkways and special pavement treatment at appropriate areas;
 - Noise attenuation walls where appropriate;
 - Special landscaping treatments at gateways to the City, including “Welcome to Bothell” signs, possibly incorporating electronic message displays to announce City activities.
 - Special sidewalk, street furniture, street trees, light fixtures, and other design features should be created for boulevards within and linking activity centers.
- UD-P2 Promote site design features in Bothell’s community and regional activity centers and other residential, commercial and industrial areas which encourage transit, pedestrian and bicycle mobility.

Community Context

Implementation of this Policy shall take into account the goal of enhancing the context and character of the surrounding built and natural environments. Consideration of Complete Streets principles and practices will be addressed in the planning and design of facilities connecting the downtown Bothell core to the University of Washington Bothell/Cascadia Community College Campus, and for future planning of the Canyon Park Regional Growth Center or other major activity centers, and connections to the adjacent communities.

The Complete Streets Policy reaffirms the following transportation and urban design policies identified in the Bothell Comprehensive Plan:

- TR-P18 New development in the City activity centers should be designed and built to be transit oriented. (TR-G3, TR-G4)
- TR-P37 Encourage Active Transportation Plan goals by supporting actions to increase the number and frequency of people choosing active transportation in the region (TR-G3)
- UD-P3 Pedestrian linkages between major activity areas should be provided across built features that act as barriers to safe and easy access. For example, safe and accessible pedestrian linkage should be provided between the downtown / Main Street retail activity area, the riverfront activity area and the University of Washington Bothell / Cascadia College campus.
- UD-P4 Activity centers within Bothell should have a community focal place for public interaction. A focal place may be a park, plaza, shopping street or other feature which invites interaction. The focal place should accommodate transit service and be linked to residential areas via pedestrian and bicycle facilities.
- UD-P5 Provide for pedestrian-oriented mixed use neighborhood villages where appropriate within the Planning Area to promote a sense of community to residential areas and reduce the number and length of limited item convenience shopping trips by automobile.
- UD-P16 New development should accommodate human activity by providing balconies, terraces and yards for residents' use. Entrances, porches, balconies, decks and seating should be located to promote pedestrian use of the street edge by providing weather protection, security and safety.
- UD-P21 All parking lots and storage, loading or maintenance areas within visual proximity of a public sidewalk should be screened from the sidewalk to create a pleasant pedestrian environment.

- UD-P23 Within and around activity centers, provide pedestrian scale lighting. Lighted bollards should be considered to illuminate paths and walkways. Provide indirect light to the sidewalk by lighting elements in the street environment such as trees, walkways, canopies and entryways.
- UD-P24 Exterior lighting should be an integral part of the architectural and landscape design of any project. Fixture style and design should be compatible with the building design, while providing appropriate and safe levels of lighting.

Network Connections

Projects which enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups such as King or Snohomish County will be reviewed for potential inclusion or enhancement of non-motorized or transit related elements where reasonable.

The Complete Streets Policy reaffirms the following transportation and urban design policies identified in the Bothell Comprehensive Plan:

- TR-P23 Improve accessibility to transit facilities for all users including persons with special transportation needs such as the disabled, elderly, youth and low-income populations. (TR-G4)
- TR-P24 Encourage Active Transportation Plan goals by contributing to the creation and completion of an active transportation network that connects within and between regional centers and improves access to transit and is accessible by everyone. (TR-G4)
- TR-P29 Existing bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards is completed. (TR-G4)
- TR-P30 Bicycle access to activity centers such as Canyon Park and Downtown Bothell should be encouraged. (TR-G3, TR-G4, TR-G6)
- TR-P32 Where designated, the City should strive to include bicycle lanes in each direction of roadways, if practical. Priority should be given to bicycle facilities that provide access to schools and that fill in gaps in the bicycle system. (TR-G4)
- TR-P33 Develop bicycle facilities along key north-south and east-west corridors in conjunction with roadway improvements. (TR-G4, TR-G7)

- TR-P38 Encourage Active Transportation Plan goals by improving safety and comfort for active transportation users with an emphasis on elderly, youth, and low-income populations that may rely more on alternative transportation modes other than a motorized vehicle. (TR-G3, TR-G4)
- TR-P40 Except in limited circumstances, all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs and should be separated from the street by landscaping whenever possible. (TR-G1, TR-G4, TR-G5, TR-G7)
- TR-P41 Pedestrian access between residential neighborhoods, educational institutions, and employment and commercial areas should be encouraged. Pedestrian access should be provided to activity centers such as Canyon Park and Downtown Bothell. (TR-G3, TR-G4)
- TR-P43 The City should strive to complete pedestrian facilities (sidewalks or walkways), using the most cost-effective materials, on at least one side of all arterials. High priority should be given to sidewalks or walkways that provide access to schools. Sidewalk/walkway construction priorities around schools shall be to construct pedestrian facilities around elementary schools first, junior high schools second, high schools third, and the UW Bothell/Cascadia Community College Campus fourth. In addition, priority should be given to sidewalks or walkways that fill in gaps in the pedestrian system. (TR-G4)
- TR-P44 A comprehensive network of sidewalks/walkways connecting with shared use paths should be developed to provide alternative routes to employment centers, shopping areas, transit stops, schools, and recreation facilities. (TR-G4)
- TR-P47 Pedestrian crossings should be considered on each arterial and, where warranted, crosswalks should be provided on all roadways with sidewalks or walkways on only one side of the roadway. (TR-G4)
- TR-P48 Encourage Active Transportation Plan goals by supporting actions to increase the number and frequency of people choosing active transportation in the region and improve safety and comfort for active transportation users. (TR-G3, TR-G4)
- TR-P50 Emphasize the prioritization and development of future pedestrian facilities to enhance mobility for people with special needs including persons with disabilities, the elderly, youth, and low-income populations. (TR-G3, TR-G4)

- UD-P8 Provide convenient pedestrian pathways connecting residences with parks and recreation facilities, transit, shopping and services, other residential areas or subdivisions, and places of employment. Landscaping, lighting, and pedestrian furniture such as benches and trash cans should be incorporated into the design of such pathways. See also Transportation Element.
- UD-P9 Provide convenient bicycle pathways or routes connecting residential areas with parks and recreation facilities, transit, shopping and services, and places of employment, and connecting City streets with the regional road network to facilitate commuting. See also Transportation Element.
- UD-P11 It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

Performance Measures

The Public Works Director and/or designees will report to City Council on the transportation projects undertaken by the City and private developments in public rights-of-way within the biennial budget period to the extent of which each of these projects has met the objectives of this policy.

Implementation

The goals and policies adopted in the City of Bothell Comprehensive Plan related to the development of complete streets in Bothell will be reaffirmed and reinforced through the implementation of this Complete Streets Policy. This Policy will primarily dedicate a focus to the enhancement plans of developing pedestrian, bike and, transit network plans on a citywide and regional basis.