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CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 4606

AN ORDINANCE relating to traffic congestion in the City; repealing Ordinance No. 4017 as amended by Ordinance No. 4139, and Chapter 14.10 of the Bellevue City Code; and adding a new Chapter 14.10 to the Bellevue City Code, entitled the Traffic Standards Code.

WHEREAS the Bellevue City Council adopted Ordinance No. 4017 on June 5, 1989, adding a new Chapter 14.10 to the Bellevue City Code, known as the Traffic Standards Code, and later amended the Code pursuant to Ordinance No. 4139; and

WHEREAS, the Bellevue City Council desires City concurrency ordinances to be in compliance with the Growth Management Act which requires that concurrency ordinances provide for reliance on six years of funded transportation projects; and

WHEREAS, in 1991 the City Council charged the Planning and Transportation Commissions with reviewing the City's Transportation Element and Traffic Standards Code, to identify changes which would help improve the balance among land use, transportation investment, and transportation capacity; and

WHEREAS, pursuant to that charge the Commissions' study of the issue included three public hearings to include public involvement in the Plan and Code changes; and

WHEREAS, the Commissions subsequently recommended adoption of a new Transportation Element of the Comprehensive Plan and a new Traffic Standards Code; and

WHEREAS, the Transportation Element of the Comprehensive Plan is being revised to reflect the recommendations of the Commissions; and

WHEREAS, the City Council desires to implement the requirements of the Growth Management Act and the Planning and Transportation Commissions' recommendations through enactment of a new Traffic Standards Code; and

WHEREAS, this ordinance is adopted pursuant to RCW 35A.11.020 and 35A.63.100(1), (4) and (5) for the purpose of complying with the Growth Management Act, RCW Chapter 36A.70, including the concurrency requirement of RCW 36A.70.070; and

WHEREAS, the City of Bellevue has complied with the State Environmental Policy Act and with the City's Environmental Procedures Code; now therefore,

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THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 4017, as amended by Ordinance No. 4139, and Chapter 14.10 of the Bellevue City Code are hereby repealed.

Section 2. A new Chapter 14.10 is hereby added to the Bellevue City Code, entitled Traffic Standards Code, to read as follows:

Chapter 14.10

TRAFFIC STANDARDS CODE

Sections:

14.10.005	Purpose.
14.10.010	Definitions.
14.10.020	Application and administration.
14.10.030	Level-of-service standard.
14.10.040	Review of development proposals.
14.10.050	Methods of providing transportation improvements.
14.10.060	Mobility management area system intersections and map.

14.10.005 Purpose

The purpose of this chapter is to set forth specific standards providing for City compliance with the concurrency requirements of the state Growth Management Act (GMA) and for consistency between City and Countywide planning policies under the GMA. GMA requires that adequate street capacity is provided concurrently with development to handle the increased traffic projected to result from growth and development in the city and region. Responding to the changing framework of the future of transportation, these standards ensure compliance through the inclusion of:

- A. Standards for roadways that balance congestion management with land use objectives.
- B. Mobility Management Areas with long-range objectives and shorter term standards tailored to each area's characteristics and needs.
- C. Level of Service Standards for each Mobility Management Area, to include: reflection of availability of other mobility options; adjustment of Levels of Service where appropriate; interim standards for specific areas until completion of interlocal negotiations; consideration of trips crossing Mobility Management Area boundaries; and use of area-average method of evaluating roadway system adequacy.

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#### 14.10.010 Definitions

For purposes of this chapter, the following definitions apply:

- A. **Affected intersection.** A signalized system intersection within a mobility management area in the city; or over which the city has operational responsibility under an interlocal agreement, as authorized by RCW 39.34 or other law; or where there is such an interlocal agreement to apply this chapter to the intersection; and to which the development proposal is projected to add twenty or more total peak-hour trips.
- B. **Average level-of-service.** The sum of the critical volumes as defined in Transportation Research Circular No. 212, January, 1980, divided by the sum of the capacity of the signalized system intersections within a Mobility Management Area.
- C. **Background traffic.** The volume of traffic that is projected to occur on the street system as of the anticipated date of occupancy of a proposal. Background traffic includes regional traffic and the anticipated traffic from all proposals which have been approved under Chapter 23.10 of this code and those Process I or Process II applications that have been approved. Approved Process I or II applications shall be excluded from background traffic calculations after a one-year period, unless a building permit application has been filed.
- D. **Capacity.** The maximum traffic volume that can pass through an intersection during a given peak hour as measured by the sum of critical volumes as defined in Transportation Research Circular No. 212, January, 1980.
- E. **Concurrency.** Requirement of the 1990 Growth Management Act (RCW 36.70A,070(6)) that the City must enforce an ordinance precluding development approval if a development would cause level-of-service of a transportation facility to fall below the City's adopted standard, unless revenues are secured to complete mitigating transportation improvements or strategies within six years. When a development fails to meet the concurrency test, mitigation will require transportation improvements or strategies to accommodate the impacts of the development. Demand management and other non-roadway strategies may be used.
- F. **Congestion allowance.** The number of signalized system intersections allowed to exceed the level-of-service standard adopted for a mobility management area.

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- G. **Director.** The Director of the Transportation Department for the City of Bellevue, the Director's authorized representative or any representative authorized by the City Manager.
- H. **Degradation.** An increase in the volume/capacity ratio (V/C ratio) above the area-wide level-of-service (LOS) standard for a mobility management area as established in 14.10.030.
- I. **Fully funded project.** A project in the most recently adopted capital investment program (CIP) for the city or similar capital program of another jurisdiction which has sufficient revenues secured for construction. Unsecured revenues include those from unformed local improvement districts, insufficient developer fees or contributions, or revenues not yet committed by contract from outside agencies.
- J. **Level of Service Standard.** A qualitative measure of street system performance which includes eight levels, A-F, representing the best through the worst operating conditions. Level of Service (LOS) categories and their respective definitions under volume to capacity (V/C) ratio are as follows:

<u>Roadway LOS</u>		<u>V/C Ratios</u>
LOS A	≤	.0600
LOS B	=	0.601 - 0.700
LOS C	=	0.701 - 0.800
LOS D+	=	0.801 - 0.850
LOS D-	=	0.851 - 0.900
LOS E+	=	0.901 - 0.950
LOS E-	=	0.951 - 1.000
LOS F	≥	1.001

- K. **Mitigation.** For the purposes of this chapter, mitigation shall mean transportation demand management strategies or facility improvements constructed or financed by a developer which return a degraded area-wide level-of-service to the standard of the area. If an area is already exceeding the standard prior to the development proposal, mitigation shall mean transportation demand management strategies or facility improvements constructed or financed by a developer to return the degraded area-wide level-of-service to at least the level-of-service of the area prior to the development proposal.
- L. **Mobility Management Areas.** Distinct areas with boundaries based on factors such as ...area-specific mobility targets. Mobility Management Areas are shown mapped in Section 14.010.060. Some Mobility Management Areas include intersections outside the City's jurisdiction; see Transportation Element policies TR-30 and TR-31.

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- M. **Peak hour.** The consecutive sixty-minute period during a twenty-four-hour period which experiences the highest sum of traffic volumes as determined by the city on a roadway segment or passing through a roadway intersection.
- N. **Peak hour trips.** Total vehicular trips entering and leaving a project during the peak hour on adjacent streets, as defined in the most recent ITE Trip Generation Manual, published by the Institute of Transportation Engineers. Other trip generation sources may be used where ITE data are based on a limited survey base or where there may be special trip-generating characteristics of the proposal.
- O. **Site specific improvements.** Improvements made to the roadway system, the need for which results directly from a development permit or decision made under the Bellevue Land Use Code or Chapter 23.10 of this code. Such improvements may include, but are not limited to, site access, turning lanes, traffic signals, changes in traffic signal operation and modification of intersection geometrics. Site specific improvements include(s) right-of-way and related frontage improvements when they are required to be dedicated or constructed at the time of building permit issuance.
- P. **System intersection.** An intersection which contributes to the system function within each mobility management area. System intersections within the mobility management areas are listed and mapped in Section 14.10.060.
- Q. **Transportation Demand Management (TDM).** Public and/or private programs designed to increase the efficiency of existing capital transportation facilities, including, but not limited to, transit and ridesharing incentives, flexible working hours, parking management, and supporting pedestrian enhancements to decrease single occupancy vehicle trips.
- R. **Under construction.** When a construction contract for a project has been awarded or actual physical alteration or improvement has occurred on the site.
- S. **Volume/capacity ratio (v/c ratio).** The proportion of available intersection capacity used by vehicles passing through an intersection as defined in Transportation Research Circular No. 212, January 1980.

#### 14.10.020 Application and administration.

- A. **General Application.** This chapter applies to all applications filed after its effective date under Bellevue City Code (Land Use Code) Process I (20.35.100 et seq.); Land Use Code Process II (20.35.200 et

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seq.); and Chapter 23.10 of this code; if the proposal or use will generate more than thirty new peak hour trips, provided, this chapter shall not apply to final plan approval or to any building permit for a Planned Unit Development which received preliminary plan approval prior to June 14, 1989.

- B. **Phased Development.** A phased development is any Process I or II approval involving multiple buildings where issuance of building permits under Chapter 23.10 of this code could occur for individual buildings. The requirements of this chapter shall be applied at the time of approval of the initial phase and may be adjusted for each subsequent phase based on the cumulative impact of all the phases.
- C. **Single Project Limits.** All Process I, Process II and Chapter 23.10 applications which have been submitted for a single project limit (as defined in Bellevue City Code (Land Use Code) 20.50.040) within the three-year period immediately prior to an application will be considered along with the application as being a single application for purposes of determining under subsection A of this section whether this chapter applies to the application.
- D. **Change in Occupancy.** This chapter will apply to applications for tenant improvements if a proposed new use or an expanded existing use will result in the physical expansion of the existing parking area under applicable parking standards of the city and will generate more than thirty new peak hour trips.
- E. **Reclassifications.** The city may approve a proposed reclassification (commonly known as a rezone) only if the reclassification, assuming full development of the property under the proposed zoning classification using the highest trip generating permitted uses, will comply with this chapter and the other applicable decision criteria specified in the Land Use Code. Specific requirements for traffic improvements to mitigate the impacts of a proposed reclassification and assure compliance with this chapter may be imposed as a condition of reclassification.
- F. **Concomitant Agreements.** Unless the agreement specifically provides otherwise, this chapter applies to any development application that is subject to an existing concomitant agreement.
- G. **SEPA.** This chapter establishes minimum standards which are to be applied to all proposals in order to provide street capacity improvements to minimize traffic congestion on the streets and highways in the city, and is not intended to limit the application of the State Environmental Policy Act to specific proposals. Each

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proposal shall be reviewed and may be conditioned or denied under the authority of the State Environmental Policy Act.

- H. **Reconstruction of Destroyed Buildings.** If a building to which this chapter did not apply at time of construction is destroyed by fire, explosion or Act of God or war, and is reconstructed in accordance with city code, it will not be required to comply with this chapter unless the reconstructed building produces trips in excess of those produced by the destroyed building.
- I. **Administration.** The Director shall be responsible for the administration of this chapter. The Director may adopt rules for the implementation of this chapter, provided the Director shall first hold a public hearing. The Director shall publish notice of intent to adopt any rule and the date, time and place of the public hearing thereon in a newspaper of general circulation in the city at least twenty days prior to the hearing date. Any person may submit written comment to the Director in response to such notice, and/or may speak at the public hearing. Following the public hearing the Director shall adopt, adopt with modifications or reject the proposed rules.
- J. **Exemptions.** The portion of any project used for any of the following purposes is exempt from the requirements of this chapter, except for the requirement to do site specific improvements:
1. Day care facility for children, as defined in Land Use Code 20.50.016, if not operated for profit;
  2. Public transportation facilities;
  3. Public parks and recreational facilities, if fully or partially funded by a voter approved bond issue;
  4. Privately operated not for profit social service facilities recognized by the Internal Revenue Service under Internal Revenue Code Section 501(c)(3);
  5. Low income housing, which is defined as housing which is affordable to persons whose income is below fifty percent of the median income for the persons residing in the Seattle Metropolitan Statistical Area. Not more than ten percent of the total number of units in a project shall be exempt under this subsection;
  6. Public libraries;
  7. Publicly funded educational institutions.

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8. Hospitals, as defined in Bellevue City Code (Land Use Code) 20.50.024, if not operated for profit.

Notwithstanding the exemptions hereunder provided, the traffic resulting from an exempt use shall nonetheless be included in computing background traffic for any nonexempt project.

14.10.030 Level-of-service standard

- A. Area-average level-of-service standards. Level-of-service standards are tailored for each mobility management area, reflecting distinct conditions and multiple community objectives, with an area-average approach used to measure system adequacy. The area-average method is the average LOS of those intersections within each area as defined in 14.10.010(P). The congestion allowance specified for each mobility management area is the maximum number of system intersections allowed to exceed the area-average level-of-service standard set for a mobility management area. Area-average LOS standards, the maximum V/C ratio and congestion allowance for each mobility management area are:

<u>Mobility Management Area</u>	<u>Area-Average LOS Standard</u>	<u>Maximum V/C Ratio</u>	<u>Congestion Allowance</u>
Regional Center (Downtown/Area #3)	E+	0.950	9
Mixed Commercial/ Residential Areas (Bel-Red/Northrup/Area #4)	D-	0.900	10
(Crossroads/Area #5)			2
(Eastgate/Area #10)			4
Interlocal Areas (Overlake/Area #12)	E+	0.950	9
(Factoria/Area #13)			5
Residential Group 1 (North Bellevue/Area #1)	D+	0.850	3
(South Bellevue/Area #7)			4
(Richards Valley/Area #8)			5
(East Bellevue/Area #9)			5
Residential Group 2 (Bridle Trails/Area #2)	C	0.800	2
(NE Bellevue/Area #6)			2
(Newcastle/Area #11)			3
(Newport/Area #14)			*

\* System intersections and congestion allowance will be considered when the subarea process is completed for this newly-annexed area.

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- B. **Degradation limits of mobility management areas.** A development proposal will not be approved which causes the congestion allowance to be exceeded within a mobility management area, even if the area-average level-of-service for the area is not exceeded. If the congestion allowance of a mobility management area is already exceeded prior to the development proposal, the development proposal may not degrade the congestion allowance further. Mitigation of an intersection exceeding the congestion allowance will be required in accordance with 14.10.050.

**14.10.040 Review of development proposals.**

- A. **Application.** Any proposal which is subject to this chapter under Section 14.10.020 will be reviewed by the Director to determine its impact on each mobility management area it affects.
- B. **Development Approval.** A proposal will be approved under this chapter if the volume of traffic resulting from the proposal when added to the background traffic volumes of the affected intersections would not cause degradation of the area-wide level-of-service (LOS) in any mobility management area. The developer may rely on capacity provided by fully funded projects, including projects in the current Capital Investment Program (CIP) as defined in 14.10.010(I), and by street improvements under contract as part of other approved development proposals. The approval is subject to the requirements that the applicant must fully fund or construct any necessary site-specific improvements.
- C. **Development Denial.** The proposal will not be approved under this chapter if degradation is caused and not mitigated by (1) the existing street network, (2) fully funded projects, and (3) street improvements under contract as part of other approved development proposals which are fully funded and/or (4) developer mitigation constructed in accordance with Section 14.10.050.
- D. **Director's Decision and appeal process.**
1. The Director will determine if mitigation is required under this chapter.
  2. If mitigation is required, the Director shall determine if the mitigation proposed by the developer meets the requirements of 14.10.050. Notice of the Director's decision and the transportation improvements required shall be published once in a newspaper of general circulation in the city or consolidated with any other notice required by the Bellevue Land Use Code or Environmental Procedures Code.

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3. Anyone may appeal the Director's decision to the city council using Process V, Bellevue City Code (Land Use Code) 20.35.500 et seq.; provided, if another appeal process is available under the Bellevue City Code that process shall be used and the appeal hereunder shall be consolidated with that appeal.
  4. Any appeal of the Director's decision must be filed with the permit administration division of the Department of Community Development within ten days of the date of newspaper publication of the decision or be merged with any administrative appeal possible under the Bellevue Land Use Code or Environmental Procedure Code.
- E. Changes to Fully Funded Projects. If the list of fully funded projects is modified after the time the proposal vests under Section 23.10.032, the applicant may elect to rely on the new capacity provided by the modified list of fully funded projects provided that such election must be made prior to issuance of a building permit.

14.10.050 Methods of providing transportation improvements.

- A. Mitigation Methods. If mitigation is required to meet the area-average level-of-service standard or congestion allowance fail-safe in any mobility management area, the applicant may instead choose to (1) reduce the size of the development until the standard is met, (2) delay development schedule until City and/or others provide needed improvements, or (3) provide the mitigation per the following guidelines:
- B. Payment for and Timing of Improvements
  1. Payment for developer-funded transportation improvements affecting intersections subject to the City's direct operational control necessary to meet the requirements of subsection B of Section 14.10.040 must occur by the time of building permit issuance, final plat approval, or other approval requiring improvements under this chapter. Any improvements required to be constructed by a developer to meet the requirements of Section 14.10.040 must be under construction within six months after issuance of a certificate of occupancy, final plat approval, or such other approval for the proposal. The director shall require an assurance device to guarantee completion of such improvements in accordance with Bellevue City Code (Land Use Code) 20.40.490.6.K. All funds received by the city from applications under this chapter shall be expended within six years of receipt.

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2. Payment for or the requirement of the developer to construct any transportation improvement necessary to meet the requirement of subsection B of Section 14.10.040 affecting intersections which are partially or wholly outside the city's direct operational control must be submitted for approval by the appropriate agency(ies) which have control. Notwithstanding subsection A1 above, should the appropriate agency(ies) elect to postpone the proposed improvements, or refuse to accept the proposed mitigation, the director shall collect and hold the amount estimated for mitigation until the improvement is made or until six years have elapsed. An assurance device satisfactory to the director may substitute for the payment required in this subsection.
  3. The project proponent may provide funding in an amount equal to the cost estimate of the director for necessary traffic improvements. The director may provide for latecomer agreements as provided by state law or for other reimbursement from properties benefitted by the improvements unless the city council finds reimbursement to be inappropriate. The director may require actual construction rather than provision of funding. Funds for projects to be constructed by the city must be paid in full by the project proponent to the city prior to issuance of a building permit, final plat approval or other approval requiring improvements under this chapter; provided, the project proponent may in the alternative provide an assurance device pursuant to Land Use Code Section 20.40.490 in a form approved by the director.
- C. **Transportation Demand Management.** The project proponent may establish transportation demand management (TDM) strategies to reduce single occupancy vehicle trips generated by the project as a mitigation measure. The director will determine if a performance assurance device will be required. For purposes of determining compliance with this chapter, these programs shall not be used to reduce by more than thirty (30) percent the single occupant vehicle trips generated by the project. The Director shall have discretion to grant an exception to the thirty percent limit. A TDM program may be denied based on the criteria of subsection C below. The director shall monitor and enforce the TDM performance as directed under Bellevue City Code (Land Use Code) Section 20.20.595 and through programs developed for the downtown in accordance with Section 20.25A.055.
- D. **Decision Criteria-Acceptable Mitigation.** Acceptable mitigation requires a finding by the Director that:
1. The mitigation is consistent with the Comprehensive Plan.

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2. The mitigation contributes to system performance.
3. If the mitigation proposed involves an intersection, the intersection must be operating at a V/C ratio of 0.851 or greater, except in residential group #2, where intersections must be operating at a V/C ratio of 0.800 or greater.
4. Improvements to an intersection or roadway may not shift traffic to a residential area.
5. Improvements to an intersection or roadway may not shift traffic to other intersections for which there is no acceptable mitigation available.
6. Improvements to an intersection or roadway may not shift traffic to intersections within another jurisdiction which would violate that jurisdiction's policies and regulations.
7. Improvements to an intersection or roadway may not shift traffic to another mobility management area and violate that mobility management area's objectives and standards.
8. The effect of the improvement would not result in a reduction or the loss of another transportation objective, including but not limited to maintaining high occupancy vehicle lanes, sidewalks, or bicycle lanes.
9. The adverse environmental impacts of the facilities improvement can be reasonably alleviated.
10. The improvement will not violate accepted engineering standards and practices.

Notwithstanding the foregoing, the Director has the authority, in the Director's sole discretion, to require correction of a documented safety-related deficiency.

- E. **Mitigation denial-appeal process.** If the Director determines that the proposed mitigation does not meet the requirements of this chapter, the Director may deny the proposed improvements and determine the project is inconsistent with this chapter. The Director's decision may be appealed by the applicant to the city council using Process V, Bellevue City Code 20.35.500 et seq.

14.10.060 MOBILITY MANAGEMENT AREA SYSTEM INTERSECTIONS AND MAP

<u>Intersection</u>			<u>Intersection</u>		
<b>Area 1: North Bellevue</b>			<b>Area 5: Crossroads</b>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>	<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
69	Bellevue Way NE	NE 24th Street	58	Bel-Red Road	NE 20th Street
74	Bellevue Way NE	Northrup Way NE	62	156th Ave NE	Northrup Way
78	108th Ave NE	Northrup Way NE	63	156th Ave NE	NE 8th Street
93	Lake Wash. Blvd.	NE 1st/NE 10th			
<b>Area 2: Bridge/Traffic</b>			<b>Area 6: North East Bellevue</b>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>	<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
118	Northrup Way	NE 24th Street	75	164th Ave NE	NE 24th Street
123 (F)	140th Ave NE	NE 40th Street	76	164th Ave NE	Northrup Way
			87	164th Ave NE	NE 8th Street
			111	Northrup Way	NE 8th Street
<b>Area 3: Downtown</b>			<b>Area 7: University</b>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>	<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
3	100th Ave NE	NE 8th Street	14	112th Ave SE	Bellevue Way SE
5	Bellevue Way NE	NE 12th Street	89	112th Ave SE	SE 8th Street
7	Bellevue Way NE	NE 8th Street	102	118th Ave SE	SE 8th Street
8	Bellevue Way NE	NE 4th Street	219	I-405 NE Ramps	SE 8th Street
9	Bellevue Way	Main Street	226	I-405 SE Ramps	SE 8th Street
20	108th Ave NE	NE 12th Street			
21	108th Ave NE	NE 8th Street			
22	108th Ave NE	NE 4th Street			
24	108th Ave	Main Street			
25	112th Ave NE	NE 12th Street			
26	112th Ave NE	NE 8th Street			
36	112th Ave	Main Street			
72	112th Ave NE	NE 4th Street			
<b>Area 4: Bel-Red/Northrup</b>			<b>Area 8: Richards Road</b>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>	<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
29	116th Ave NE	NE 12th Street	43	149th Ave SE	SE 8th Street
30	116th Ave NE	NE 8th Street	44	145th Place SE	Lake Hills Blvd.
32	120th Ave NE	NE 12th Street	45	145th Place SE	SE 16th Street
34	124th Ave NE	Bel-Red Road	71	Lake Hills Conn.	SE 7th Pl./SE 8th St
35	124th Ave NE	NE 8th Street	82	Richards Road	Kamber Road
37	130th Ave NE	Bel-Red Road	85	Richards Road	SE 32nd Street
68	130th Ave NE	NE 20th Street	134	Richards Road	Lake Hills Conn.
73	116th Ave	Main Street	289 (F)	Street Connector	Kamber Road
88	124th Ave NE	Northrup Way NE			
114	116th Ave NE	Northrup Way NE			
116	115th Place NE	Northrup Way NE			
117	120th Ave NE	NE 20th Street			
131	115th Ave SE	SE 1st Street			
139	116th Ave NE	NE 4th Street			
233	120th Ave NE	NE 8th Street			
<b>Area 9: East Bellevue</b>			<b>Area 10: East Bellevue</b>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>	<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
41	149th Ave NE	NE 8th Street	41	149th Ave NE	NE 8th Street
42	140th Ave	Main Street	42	140th Ave	Main Street
49	148th Ave NE	NE 8th Street	49	148th Ave NE	NE 8th Street
50	148th Ave	Main Street	50	148th Ave	Main Street
51	148th Ave SE	Lake Hills Blvd.	51	148th Ave SE	Lake Hills Blvd.
52	148th Ave SE	SE 16th Street	52	148th Ave SE	SE 16th Street
55	148th Ave SE	SE 24th Street	55	148th Ave SE	SE 24th Street
65	148th Ave SE	SE 8th Street	65	148th Ave SE	SE 8th Street
83	155th Ave	Main Street	83	155th Ave	Main Street

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14.10.060 MOBILITY MANAGEMENT AREA SYSTEM INTERSECTIONS AND MAP

<u>Intersection</u>		
<u>Area 10 Eastgate</u>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
56	148th Ave SE	SE 27th Street
86	156th Ave SE	SE Eastgate Way
92	161st Ave SE	SE Eastgate Way
101	150th Ave SE	SE Eastgate Way
171	142nd Ave SE	SE 36th Street
174	150th Ave SE	SE 38th Street
227	150th Ave SE	I-90 EB Off-Rmp/SE36
272 (F)	Sunset Connector	SE Eastgate Way

<u>Area 11 Newcastle</u>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
98	Coal Creek Parkway	Forest Drive
133	150th Ave SE	SE Newport Way
228 (F)	SR-901/ Lkmt Blvd Ex	SE Newport Way
229 (F)	Lakemont Boulevard	Forest Drive
242 (F)	164th Ave SE	Lkmt Blvd/Lkmt Ex
257 (F)	164th Ave SE	SE Newport Way

<u>Area 12 Overlake</u>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
39	140th Ave NE	NE 20th Street
40	140th Ave NE	Bel-Red Road
47	148th Ave NE	NE 20th Street
48	148th Ave NE	Bel-Red Road
59	Bel-Red Road	NE 24th Street
60	156th Ave NE	Bel-Red Road
61	156th Ave NE	NE 24th Street
64	140th Ave NE	NE 24th Street
79	148th Ave NE	NE 40th Street
81	148th Ave NE	NE 24th Street
138	Bel-Red Road	NE 40th Street
188	148th Ave NE	NE 29th Place
189 (F)	NE 29th Place	NE 24th Street
239	156th Ave NE	NE 40th Street
249	148th Ave NE	NE 51st Street
250 (F)	SR-520 SB Ramps	NE 51st Street
251 (F)	SR-520 NB Ramp	NE 51st Street
255	156th Ave NE	NE 51st Street
264	156th Ave NE	NE 31st Street

<u>Intersection</u>		
<u>Area 13 Factoria</u>		
<u>Int. #</u>	<u>North-South Street</u>	<u>East-West Street</u>
105	Richards Road	SE Eastgate Way
202	128th Ave SE/Newpt	SE Newport Way
203	SE Newport Way	Coal Creek Parkway
204	128th Ave SE	SE 36th Street
220	I-405 NB Ramps	Coal Creek Parkway
221	I-405 SB Ramps	Coal Creek Parkway
222	128th Ave SE	SE 38th Place
284 (F)	124th Ave SE	Coal Creek Parkway

Area 14 Newport

Intersections will be considered when subarea process is completed for this mobility management area.

See Attachment A for Map.

(F) - Designates Future Signal.

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Section 3. The Transportation Commission is hereby directed to review this ordinance twenty-four months after its adoption to determine its effectiveness and to make recommendations for any amendments to the City Council.

Section 4. Adoption of this ordinance shall not invalidate or otherwise have any effect on any action or pending action taken pursuant to Ordinance No. 4017, as amended, before the effective date of this ordinance.

Section 5. This ordinance shall take effect and be in force five days after its passage and legal publication.

PASSED by the City Council this 6th day of December, 1993, and signed in authentication of its passage this 13th day of December, 1993.

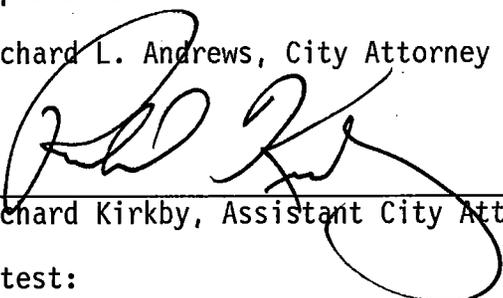
(SEAL)



Cary Bozeman, Mayor

Approved as to form:

Richard L. Andrews, City Attorney

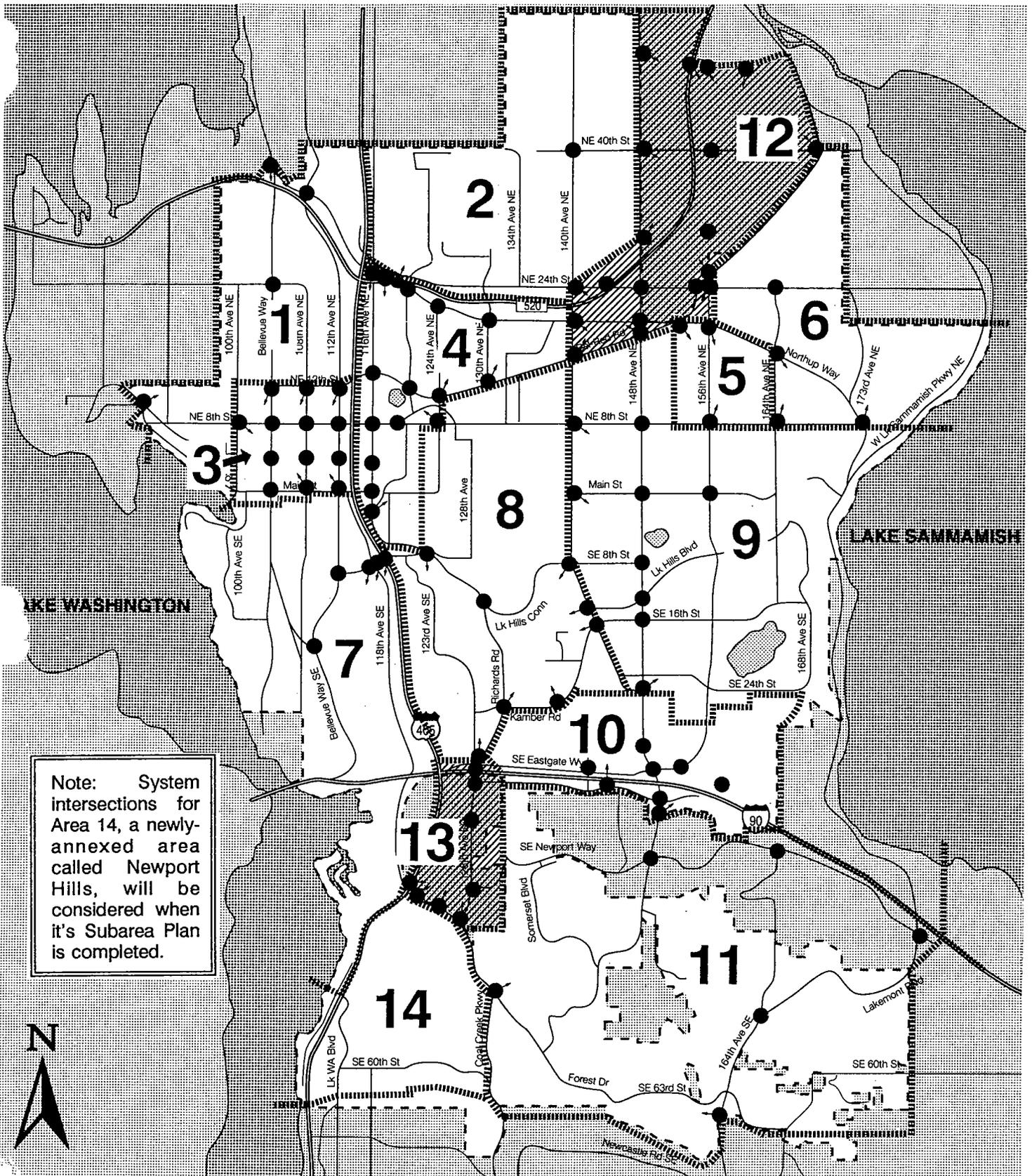
Richard Kirkby, Assistant City Attorney

Attest:

Myrna L. Basich, City Clerk

Published December 17, 1993



### Bellevue Mobility Management Areas

- Areas for Interlocal Coordination
- System Intersections