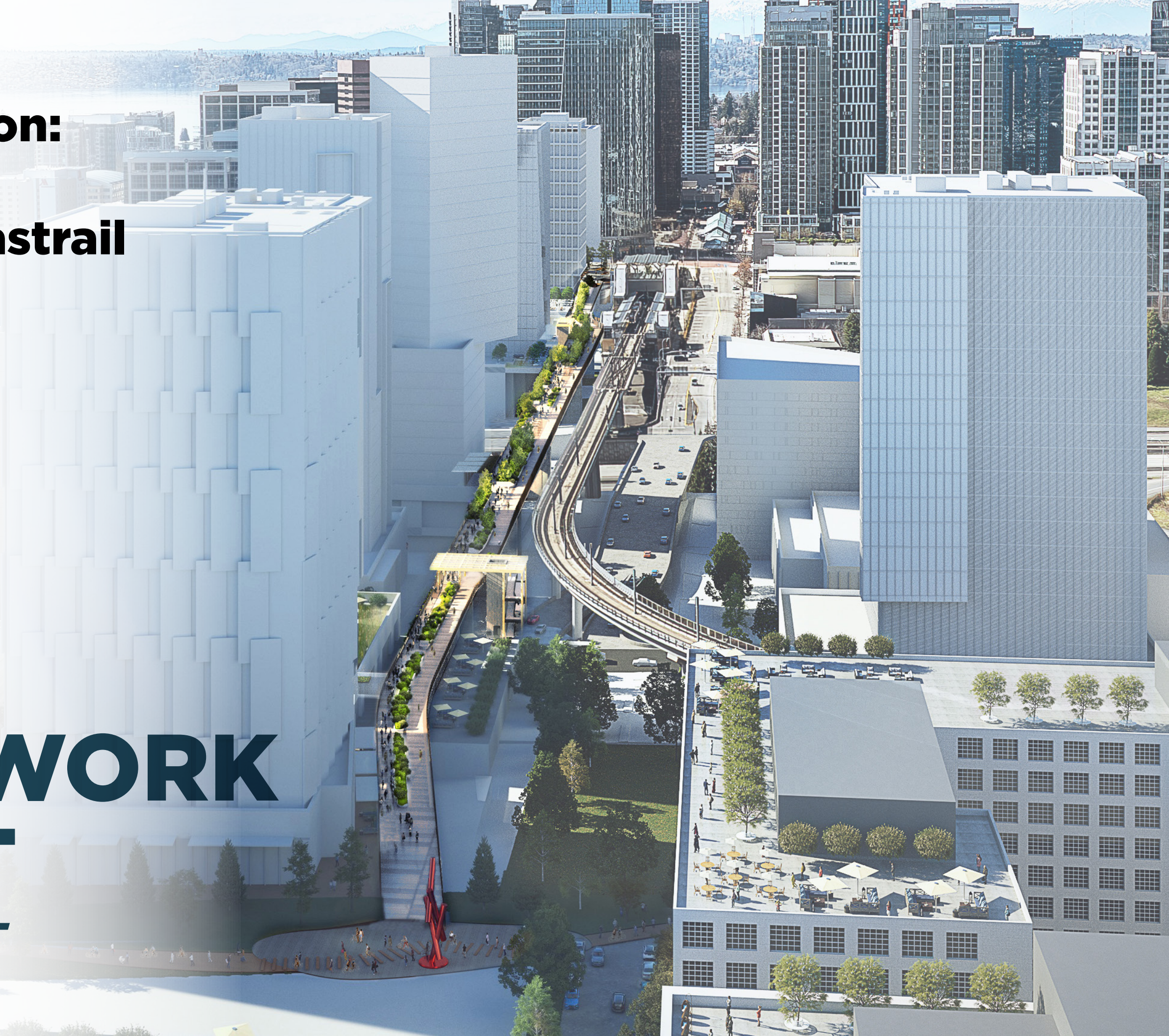


**Bellevue
Grand Connection:
I-405 Crossing -
Downtown to Eastrail**

**URBAN
DESIGN
FRAMEWORK
REPORT
*UPDATE***



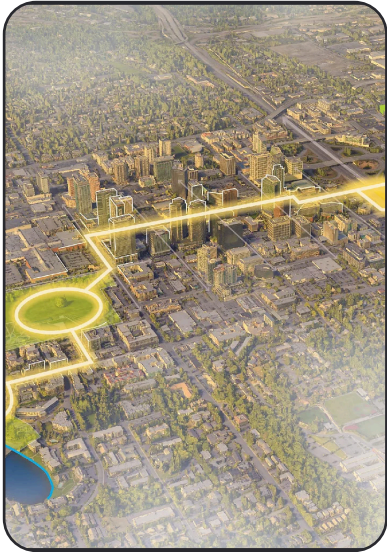
Past Planning



There is a decade of planning that has contributed to the progress of the Grand Connection and the Crossing. The Urban Design Framework Report, completed in 2024, is the most recent document in the series.

This current document, Urban Design Framework Report **Update** is a refinement of the Grand Connection Crossing vision and a continuation of the design to achieve affordability.

2015



Grand Connection Planning Begins

2017



Grand Connection Framework Plan

2023



Bellevue Connector Feasibility Study

2024



30% Design Urban Design Framework Report

2025



30% Design Update Urban Design Framework Report

Table of Contents



Executive Summary

- 5** Grand Connection Crossing
- 6** Doing More with Less
- 7** Rooms on the Grand Connection
- 8** Rooms on the Crossing
- 9** Experiencing a Long Bridge

Crossing Experience

- 11** Experience Plan
- 12** Elements of a Room
- 13** Rooms on the Crossing
- 19** Crossing Connections

Landscape Elements

- 21** Planting Palette
- 24** Seating Elements
- 25** Hardscape Experience

Architecture Elements

- 27** Guardrails & Fall Protection
- 29** Future Connections
- 30** Lighting Design
- 31** Vertical Circulation & Canopies
- 32** Art Integration
- 33** Signage and Wayfinding
- 36** WSDOT Criteria

EXECUTIVE SUMMARY



Grand Connection Crossing



The Grand Connection Crossing (GCC) is an opportunity. It is a key link in the plan the City has enacted to grow a new downtown, creating a multi-polar mixed-use neighborhood that spans the I-405 ROW. It is an opportunity to attract and catalyze new high quality development along the length of the corridor. The GCC is an opportunity to create an iconic experience, unique to the City of Bellevue that is a magnet for residents and visitors, that meets the vision laid out by past work, the Friends of the Crossing, and many others. And finally, it is an opportunity to solidify the multi-modal, sustainable future the City envisions for itself.

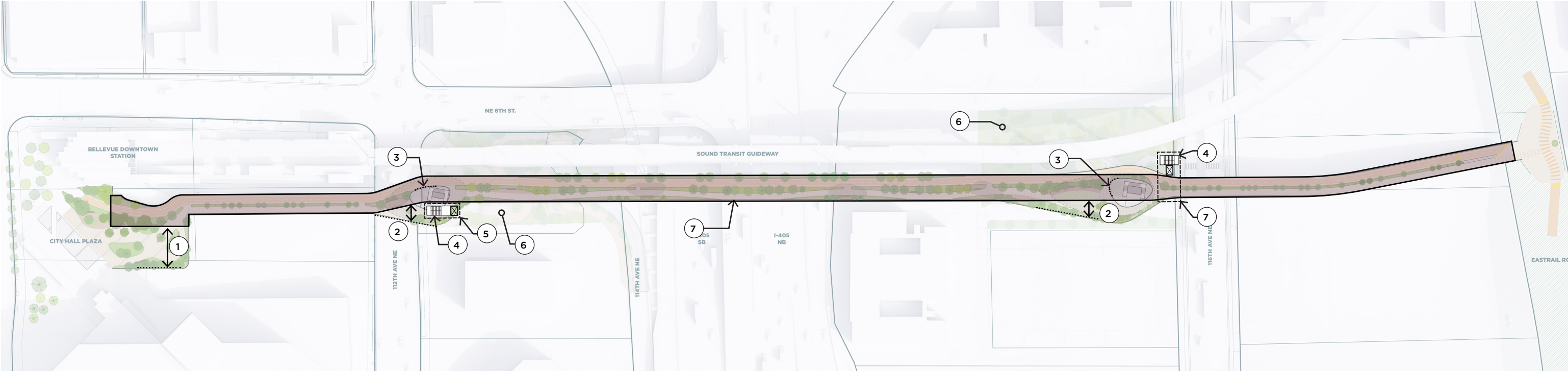
The GCC is also a bridge. As such, it is essential that it makes intuitive connections at it's ends which welcome people onto the crossing. It will include a separation of modes across it's length, a consideration that adds width to the overall structure. The GCC will need to be a safe and enjoyable experience for users - a challenge given the length and exposed character of much of the crossing. This is no simple bridge, it spans 4 development sites and 4 rights of ways - most significant and challenging of which is the WSDOT I-405 corridor - adding great complexity and cost to the structure.

Nothing about this opportunity or structure is simple, cheap, or easy; but this vision is one of a bright future, befitting of the bold work and change the City and people of Bellevue are already in the midst of. The work on the following pages is intended to show the types of opportunities and experiences this bridge may enable. It is a refinement of past work and designs, and it is not the final word on the subject, so this framework is designed to adapt and enable that future work.



Conceptual rendering of the bridge looking West

Doing More with Less



Plan depicting Changes between 30% Design and 30% Update

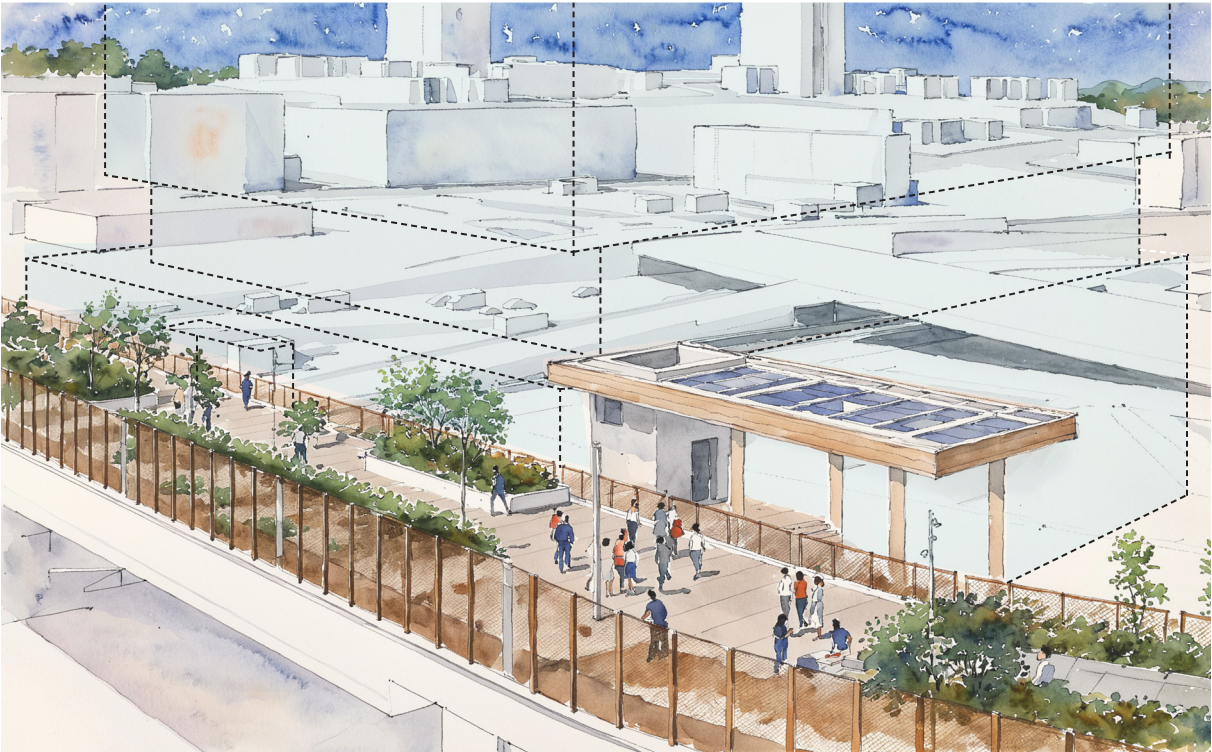
Anyone could do more with more, the real trick is to do more with less. Challenge accepted. This refinement on the baseline is exactly that - it's an improvement on the baseline design that preserves crucial elements for user experience and safety while trimming the structure and architectural and landscape elements to a minimum viable product. This design is more compatible with future development, conserving developable land on private and public sites alike. Though the footprint has shrunk, and certain elements have been reduced or may be phased, key design elements have been preserved, including vertical circulation at 112th Avenue NE and 116th Avenue NE, provisions for future integration with adjacent developments, a verdant and beautiful crossing experience, and a clear separation between pedestrian and bicycle traffic.

This redesign has also been an opportunity to more closely align

the future connection with those things that have made the rest of the Grand Connection great. The inclusion of rooms on the crossing both sets a rhythm and a relatable pattern established with the rest of the Grand Connection, as well as provides a framework that focuses future investment into those areas that will be most effective at activating the structure and creating a memorable and safe experience.

Whats Changed Architecturally?

- 1. Size of the City Hall Plaza Extension
- 2. No Radiused Shaping of the 112th and 116th Nodes
- 3. Removal of Oculus and Central Circulation Core
- 4. Single Elevator and Stair on Exterior of Bridge
- 5. Reduction in size and complexity of Overhead Weather Protection
- 6. Reduction of Ground improvements below bridge nodes
- 7. Exterior Shaping of Bridge structure



Conceptual rendering of Northwest Terrace room

Rooms on the Grand Connection



The Grand Connection, stretching from Meydenbauer Bay to City Hall Plaza, is envisioned as a sequence of distinct “rooms,” each defined by its own character and material palette. This concept is further supported by a downtown zoning overlay that establishes “Room” design guidelines.

While each room offers a unique sense of place, they share a set of common urban design elements, including seating, public art, distinctive paving treatments, weather-protective canopies, landscaping, and integrated lighting.

The design team carefully documented these elements within each room to analyze the existing user experience. This analysis informed the design approach for the Grand Connection Crossing, ensuring it complements and enhances the character of the overall corridor.

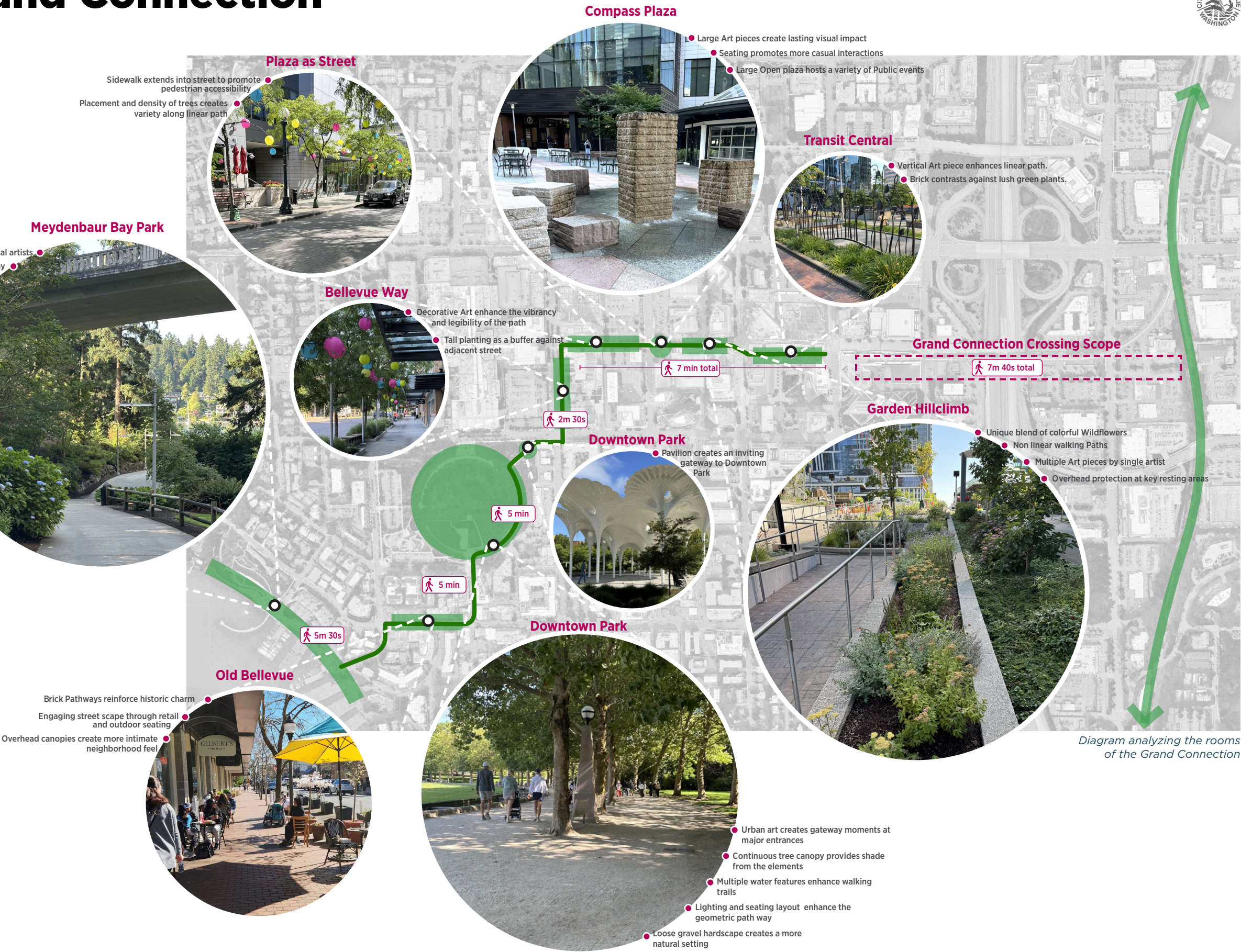
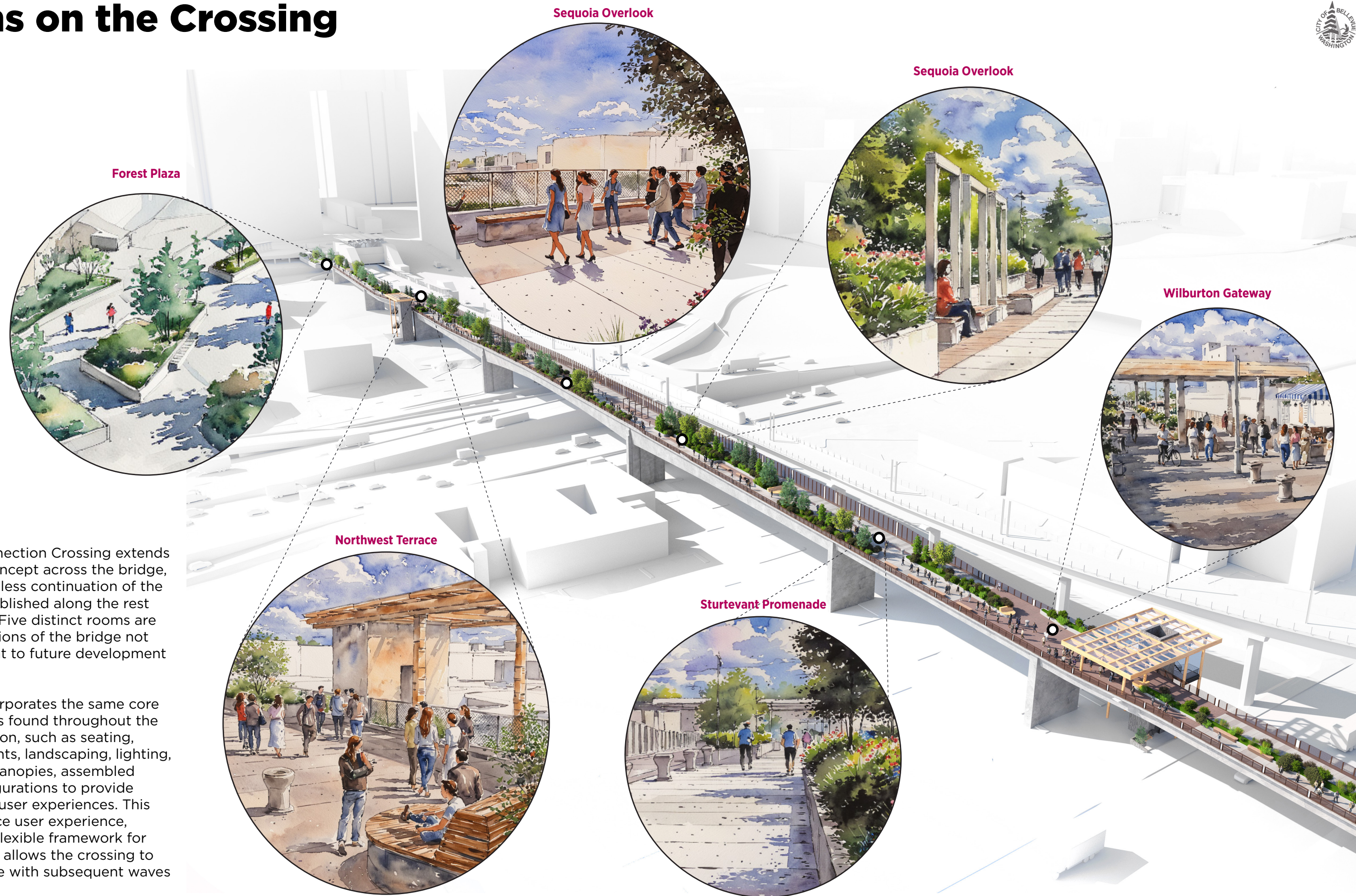


Diagram analyzing the rooms of the Grand Connection

Rooms on the Crossing



The Grand Connection Crossing extends the “Rooms” concept across the bridge, creating a seamless continuation of the experience established along the rest of the corridor. Five distinct rooms are located on portions of the bridge not directly adjacent to future development sites.

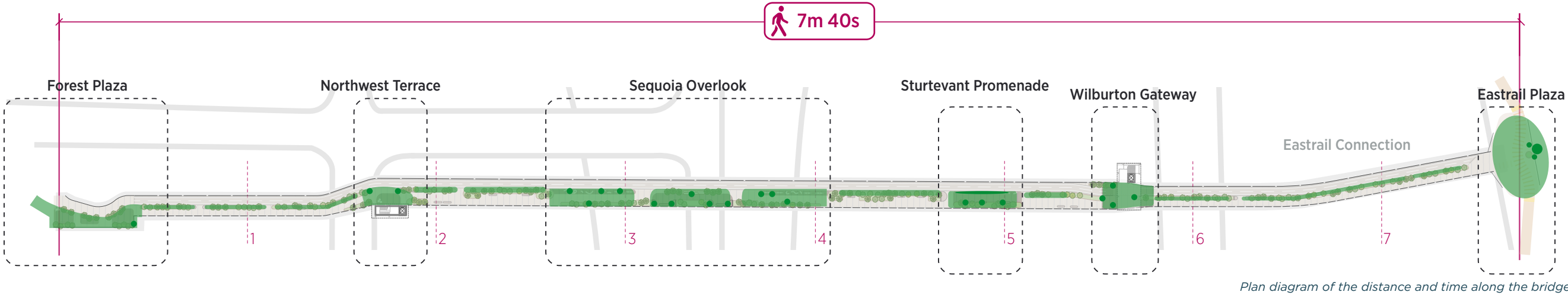
Each room incorporates the same core design elements found throughout the Grand Connection, such as seating, paving treatments, landscaping, lighting, public art and canopies, assembled in unique configurations to provide rich and varied user experiences. This not only enhance user experience, but provides a flexible framework for investment that allows the crossing to evolve over time with subsequent waves of investment.

Experiencing a Long Bridge

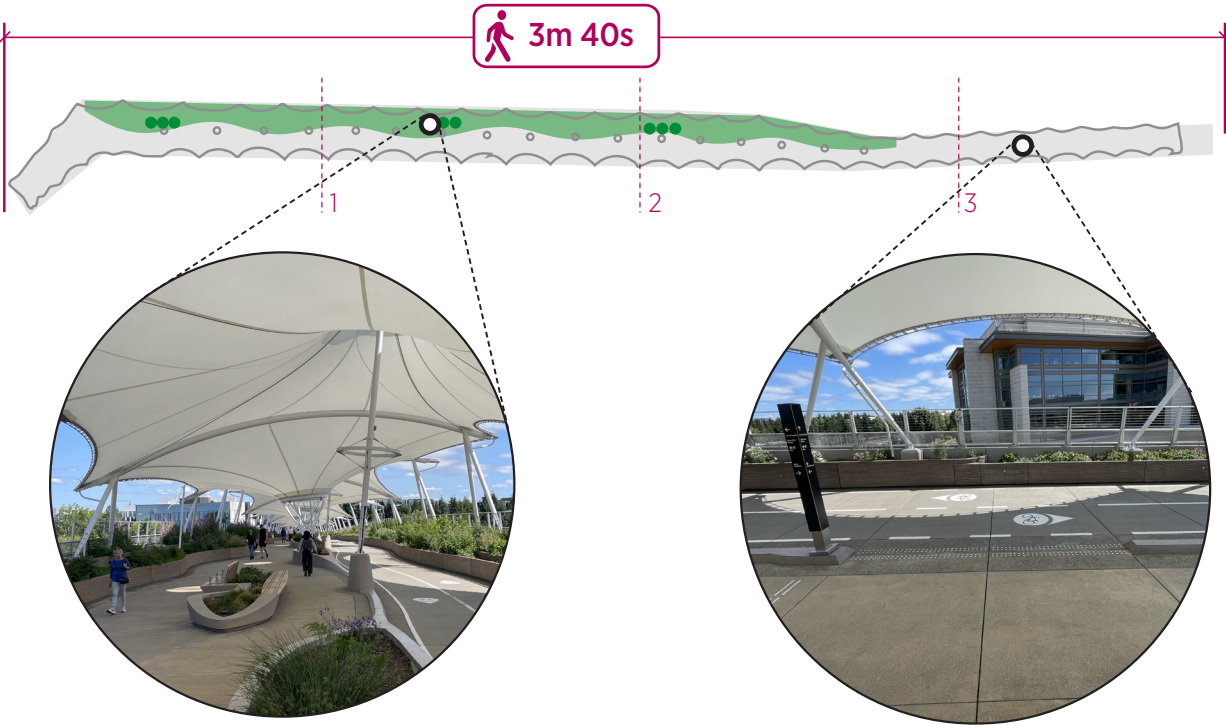


The GCC is nearly a half mile in length, easily dwarfing the scale of most any crossing in the region that are not floating on Lake Washington. The context along the crossing is also TBD, currently largely vacant or underutilized parcels waiting for development that may occur long in the future. To convey the large scale of the Grand Connection Crossing, its length is expressed in terms of the time required to walk from end to end. To better understand the implications of this scale, the design team analyzed recently completed pedestrian bridges in the region. Based on this analysis, as well as firsthand observations of these bridges, the team was able to further refine the spacing and location of the rooms.

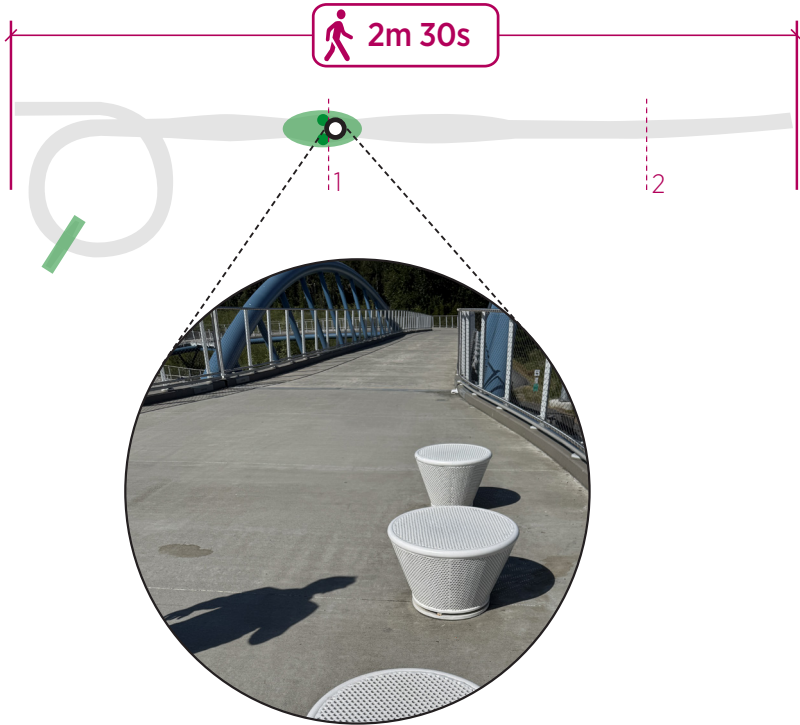
Grand Connection Crossing



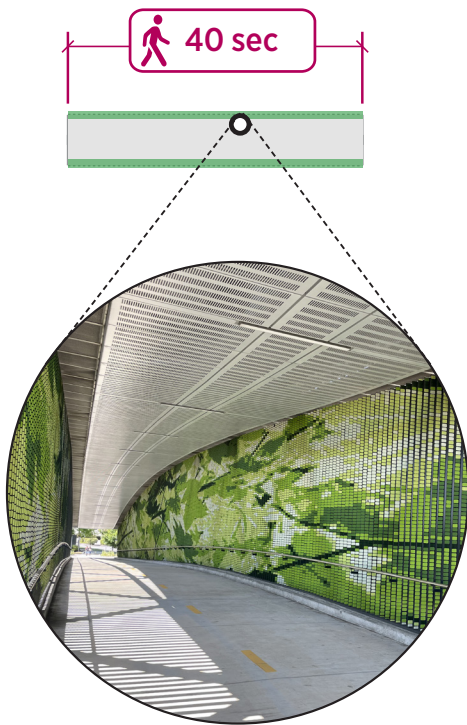
Redmond Tech Center



Overlake Pedestrian Bridge



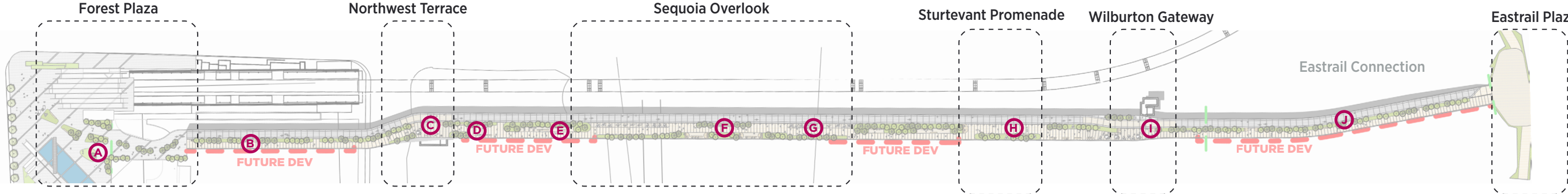
Cross Kirkland Connector



CROSSING EXPERIENCE



Experience Plan



Plan diagram of rooms and render views along the bridge



Elements of a Room

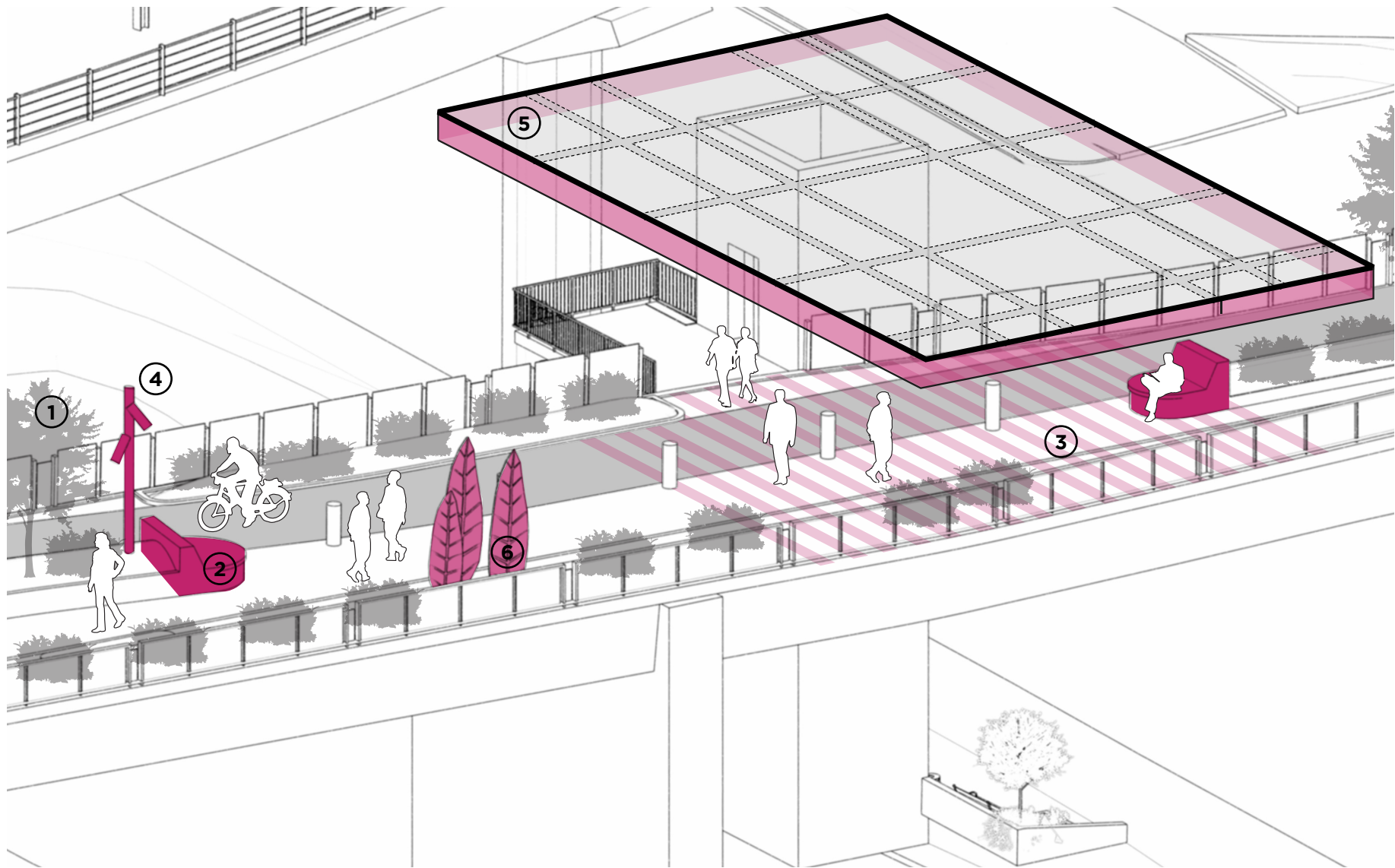
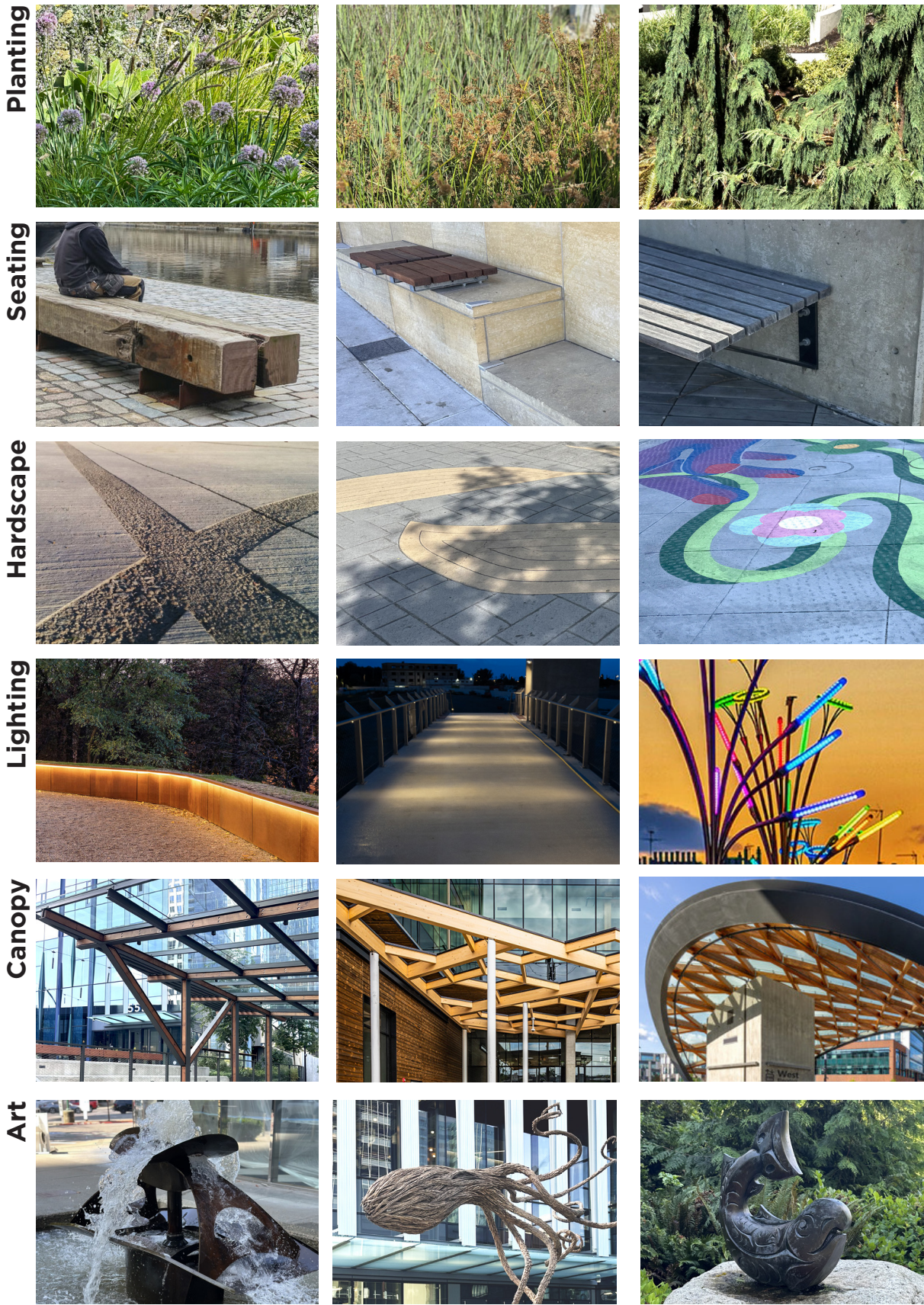
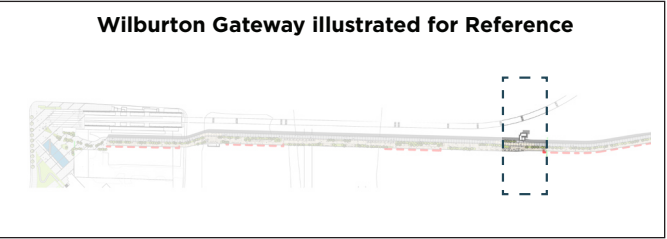


Diagram of the common elements in a room

The rooms along the GCC are designed to be a flexible framework that will allow the crossing to develop and evolve over time as the context changes and additional funding or opportunities may become available. Each room is envisioned to be a distinct place, providing a sequence of experiences along the crossing. They are envisioned to contain a consistent set of elements, unique to the specific room, including art, overhead weather protection, distinct character lighting, feature hardscape, seating or interactive elements, and enhanced planting.

This kit of parts approach will allow others to participate in enhancing the crossing experience, providing places for future development to enhance and spill into and places for the ongoing art program to locate static pieces or performances.

- CALLOUTS**
- 1. Native Trees and Shrubs
 - 2. Timber Seating Platforms
 - 3. Etched Concrete Patterning
 - 4. Pole Light
 - 5. Elevator and Walkway Canopy
 - 6. Art Opportunity



Rooms on the Crossing Forest Plaza



Forest Plaza serves as a vital threshold between civic life and urban mobility. Designed as both a gateway and a pause point, the plaza reflects the ecological identity of the Pacific Northwest while supporting movement between the city center and eastern neighborhoods. Custom signage and wayfinding element, crafted from metal and etched concrete, are integrated into the landscape, offering clear orientation at key decision points while blending with the natural materials and plantings.

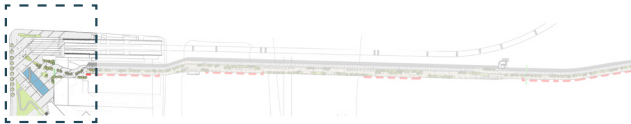
Interpretive signage highlights the ecological and cultural significance of native species, reinforcing the plaza’s role as an educational and experiential space. The paving design, defines movement zones and gathering areas. Subtle shifts in pattern and tone guide users intuitively while creating opportunities for pause and reflection. The paving is durable and suited to the regional climate.

A canopy of Douglas fir, western red cedar, and hemlock evokes the native forest character of the coastal range. Beneath it, raised planters with integrated seating define the plaza’s spatial rhythm. These planters are filled with layered understory plantings, sword ferns, salal, Oregon grape, and vine maple, that soften the urban hardscape.

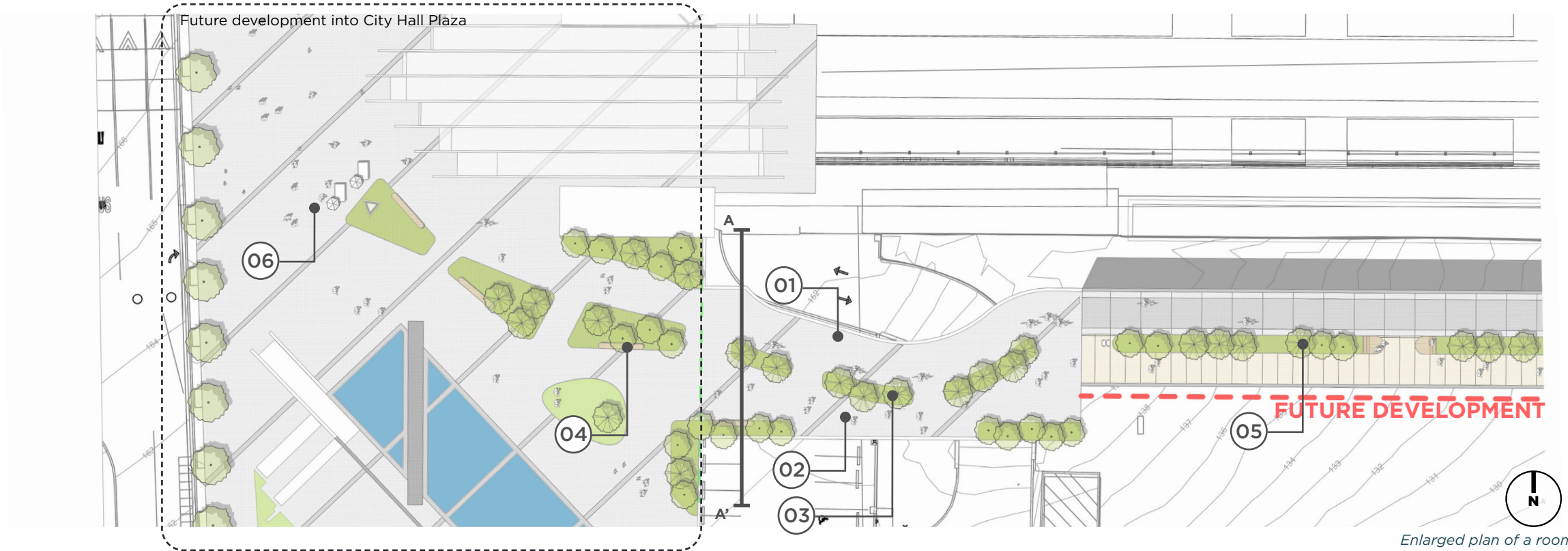
Forest Plaza is more than a passage, it’s a community gathering space. Reclaimed timber benches, low walls, and planter edges invite informal interaction. Subtle, warm lighting enhances safety and wayfinding while preserving the nighttime ambiance. The design encourages lingering, connection, and a seamless link to the Grand Connection.

CALLOUTS

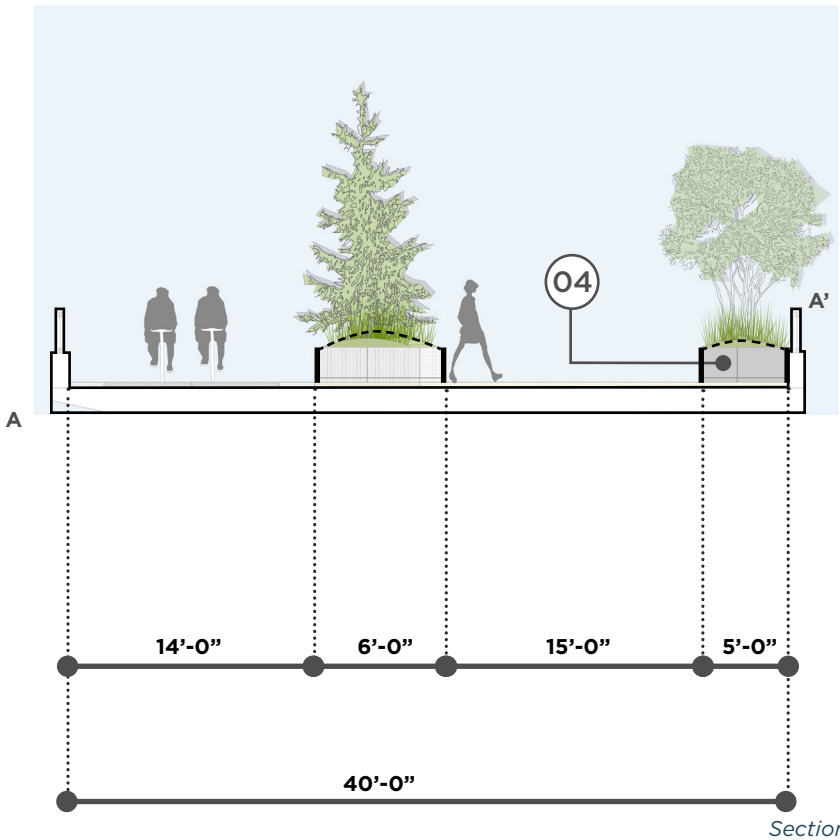
- 1. Bike Trail
- 2. Pedestrian Pathway
- 3. Raised Planter
- 4. Fixed Seating Element
- 5. Ornamental Tree
- 6. Public Entry Plaza



Forest Plaza



Enlarged plan of a room



Conceptual rendering

Rooms on the Crossing Northwest Terrace



Northwest Terrace is envisioned as a dynamic vertical and horizontal node along the Grand Connector. An architectural stair and elevator tower shuttles people from Bellevue’s street level to the elevated plaza, serving as both a beacon and a vital link across the I-405 corridor. This connector promotes wayfinding, walkability, and cycling while offering views to the Northwest neighborhood.

A shade canopy of wood and steel extends from the tower, providing shelter and scale. The plaza itself is composed of interconnected surfaces defined by special paving that guides circulation and frames moments of pause, with subtle shifts in tone distinguishing pedestrian and bicycle zones.

Bollards, separate movement paths and reference the region’s maritime legacy and adding sculptural rhythm to the space. Creating ideal opportunities to integrate Art. Low planters frame the terrace edges, filled with resilient native plantings that offer seasonal texture and soften the urban edge.

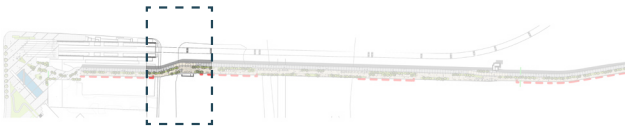
Northwest Terrace is a plaza of movement and connection, where infrastructure meets landscape, and the city meets the forest. It invites users to ascend, pause, and engage with Bellevue’s public realm both physically and experientially.



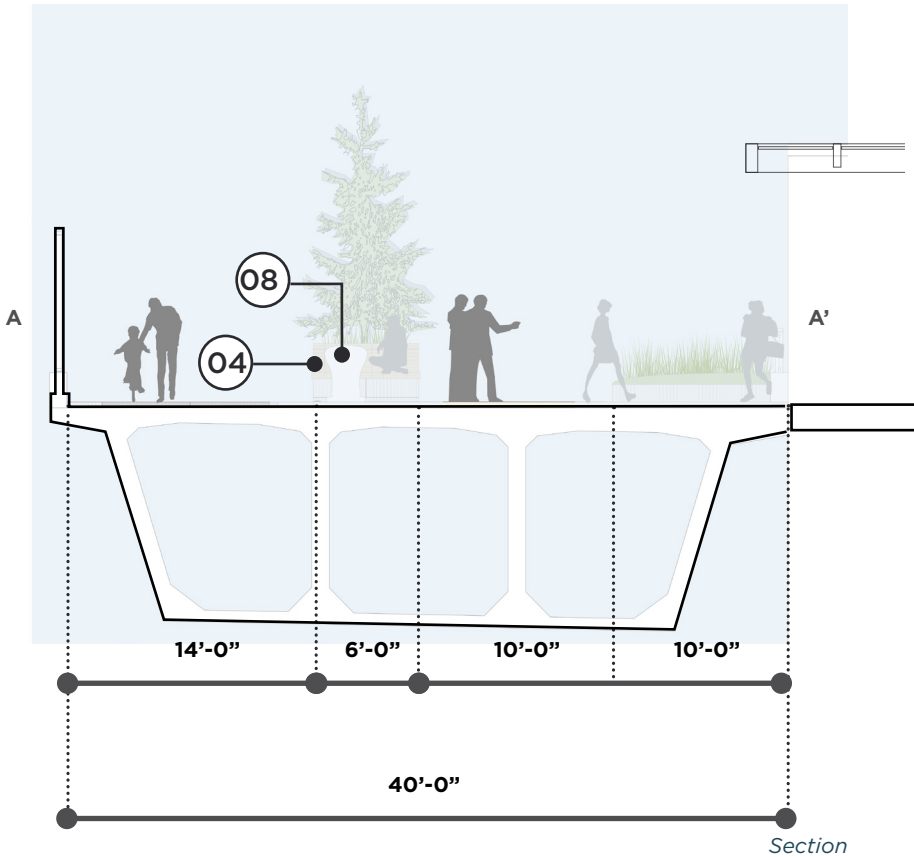
Enlarged plan of a room

CALLOUTS

1. Bike Pathway - Scored Colored Concrete 01
2. Pedestrian Pathway - Scored Colored Concrete 02
3. Fixed Seating Element
4. Ornamental Tree
5. Public Elevator Access with Weather Protection
6. Special Paving at Elevator Access
7. Bollard Element
8. Concrete Decorative Element
9. Bike Rack
10. Movable Kiosk



Northwest Overlook



Section



Conceptual rendering

Rooms on the Crossing

Sequoia Overlook



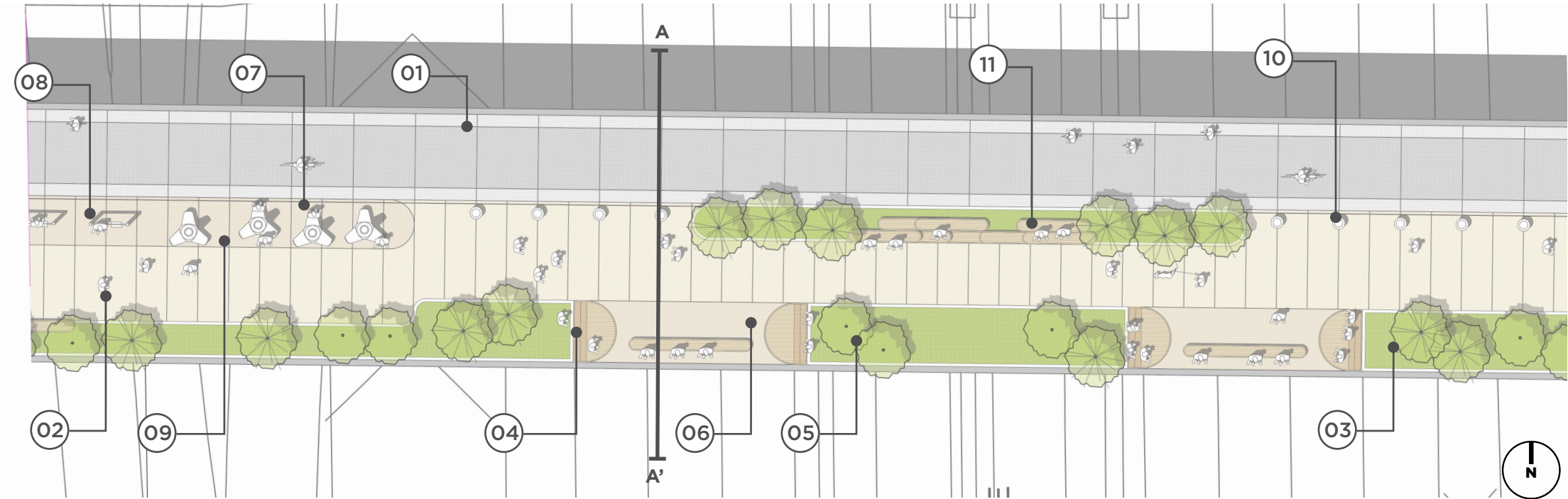
Sequoia Overlook marks a dramatic moment along the Grand Connector, bridging over I-405 with a bold gesture of landscape and infrastructure. Elevated above the freeway, this linear park segment offers a sensory shift—where movement meets pause, and urban velocity gives way to regional vistas. The design draws inspiration from the Pacific Northwest’s native ecology, with raised planters hosting a tapestry of birch, maples, and low-growing understory reminiscent of the Cascades. Wood seating elements anchor the ends of each planter, inviting rest and reflection.

Special paving delineates the pedestrian realm, while ship mooring-inspired bollards and a pedestrian swing create a subtle but effective separation from the adjacent bicycle path. These waterfront cues nod to the region’s maritime heritage while reinforcing the overlook’s identity.

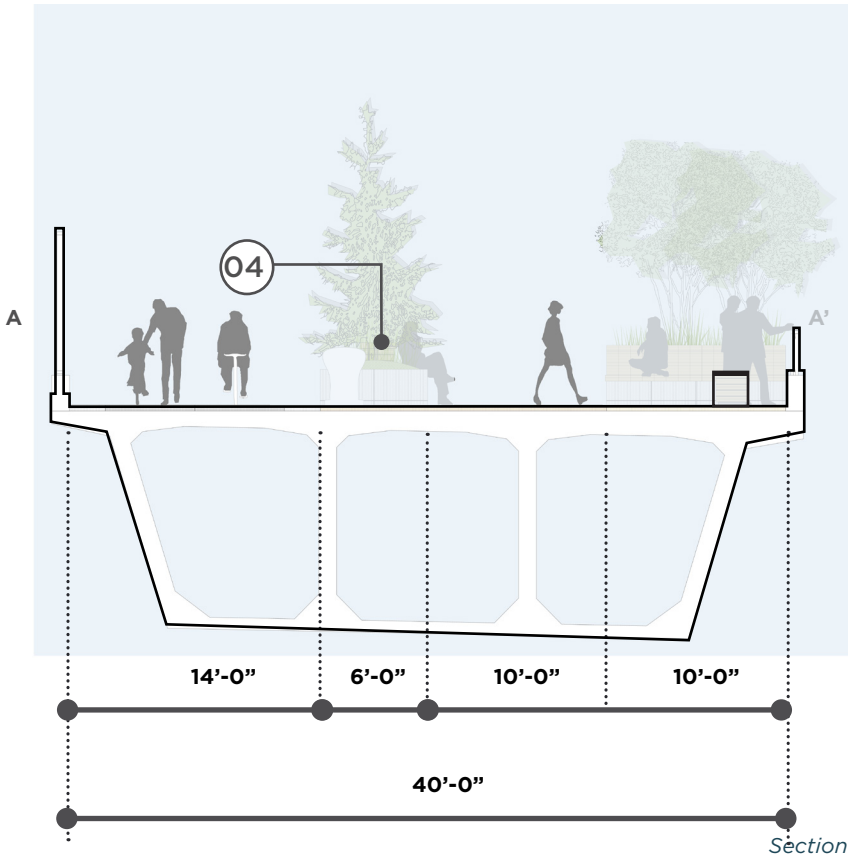
Carved-out viewing zones punctuate the path, offering expansive views of the freeway below and the surrounding landscape beyond. Visitors can approach the edge for a direct experience or settle into terraced seating integrated into the pedestrian corridor, designed to frame the horizon and encourage lingering.

CALLOUTS

- 1. Bike Pathway - Scored Colored Concrete 01
- 2. Pedestrian Pathway - Scored Colored Concrete 02
- 3. Raised Ornamental Planter
- 4. Fixed Seating Element
- 5. Ornamental Tree
- 6. Special Paving at Outdoor Garden Room
- 7. Special Paving- Scored Colored Concrete 03
- 8. Seating Element - Swing
- 9. Concrete Decorative Element
- 10. Bollard Element
- 11. Stacked Seating



Enlarged plan of a room



Section



Conceptual rendering



Conceptual rendering

Rooms on the Crossing Sturtevant Promenade



Sturtevant Promenade serves as a connective corridor within the Grand Connector. It offers an intentional zone of movement that links larger landscape rooms while offering moments of quiet reflection. Designed to support both flow and pause, the promenade is framed by raised planters filled with native plantings inspired by the Puget Lowlands.

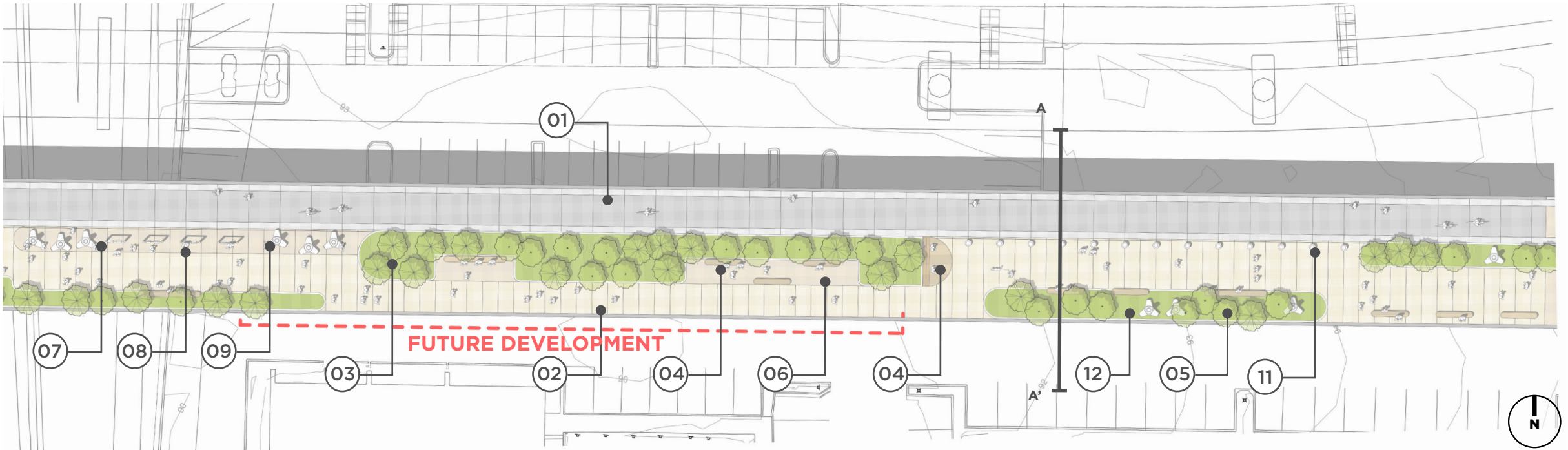
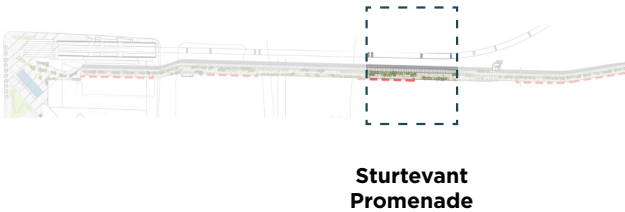
The promenade explores alternative ways to separate the cyclists and pedestrians along the bridge. Shown here are Bollards that subtly separate it from the adjacent bicycle lane, reinforcing clarity and safety without visual clutter. However, here where the landscape experience is more streamlined Art could have the biggest influence. Imagine not just bollards but a vertical sculptural narrative told in multiple parts. That could be the vision for this unique room.

Sturtevant Promenade is also a place to dwell. Its linear form is punctuated by personal zones made for quiet pockets designed for solitude, sketching, or conversation. These spaces are scaled for intimacy, offering a counterpoint to the broader regional gestures of the Grand Connector.

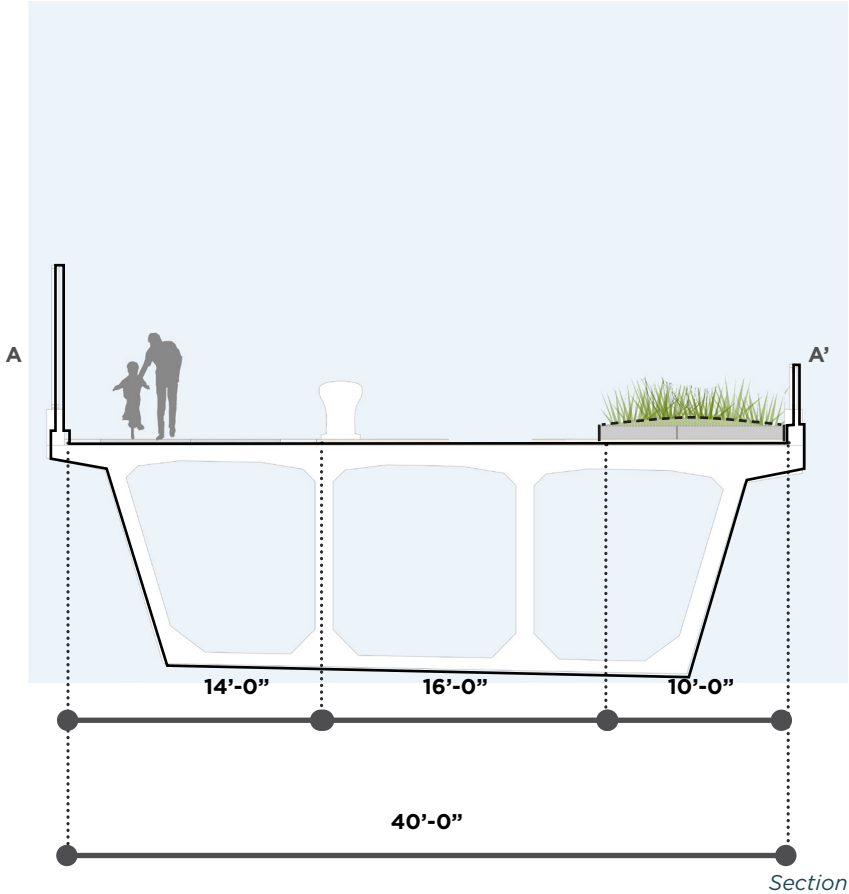
Sturtevant Promenade is a landscape of transition, where movement is choreographed and moments of stillness are embedded in the flow. It invites users to pass through with purpose, or to pause and reflect.

CALLOUTS

- 1. Bike Pathway - Scored Colored Concrete 01
- 2. Pedestrian Pathway - Scored Colored Concrete 02
- 3. Raised Ornamental Planter
- 4. Fixed Seating Element
- 5. Ornamental Tree
- 6. Special Paving at Outdoor Garden Room
- 7. Special Paving- Scored Colored Concrete 03
- 8. Seating Element - Swing
- 9. Concrete Decorative Element
- 10. Bollard Element
- 11. Stacked Seating
- 12. Low Planter



Enlarged plan of a room



Section



Conceptual rendering

Rooms on the Crossing Wilburton Gateway



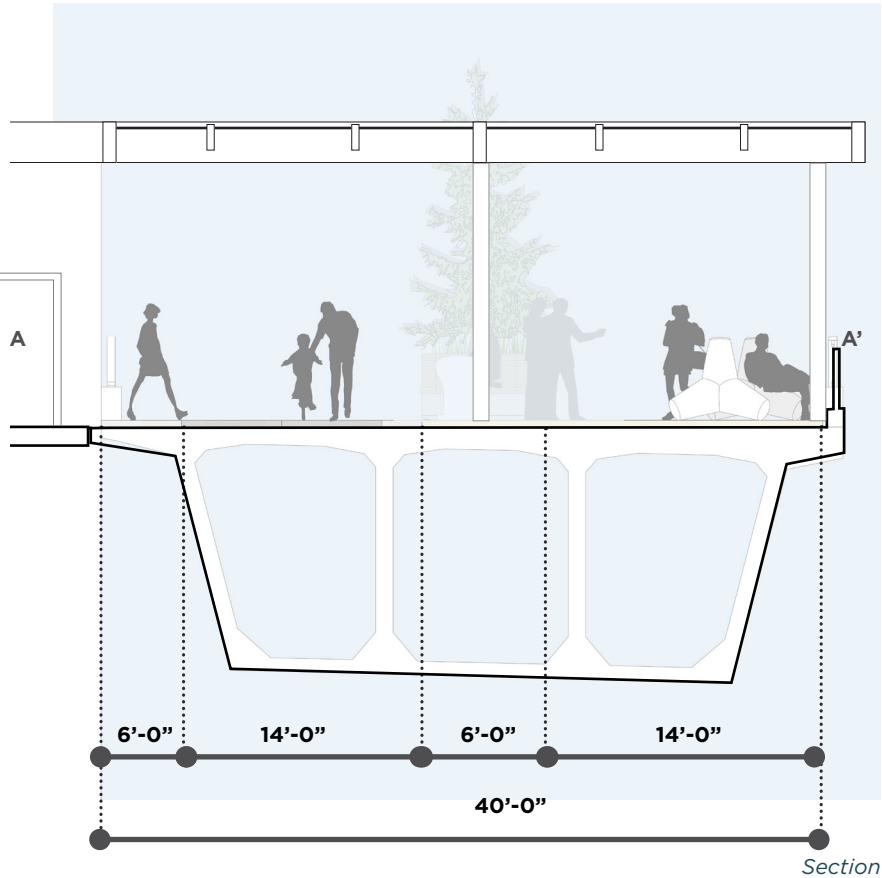
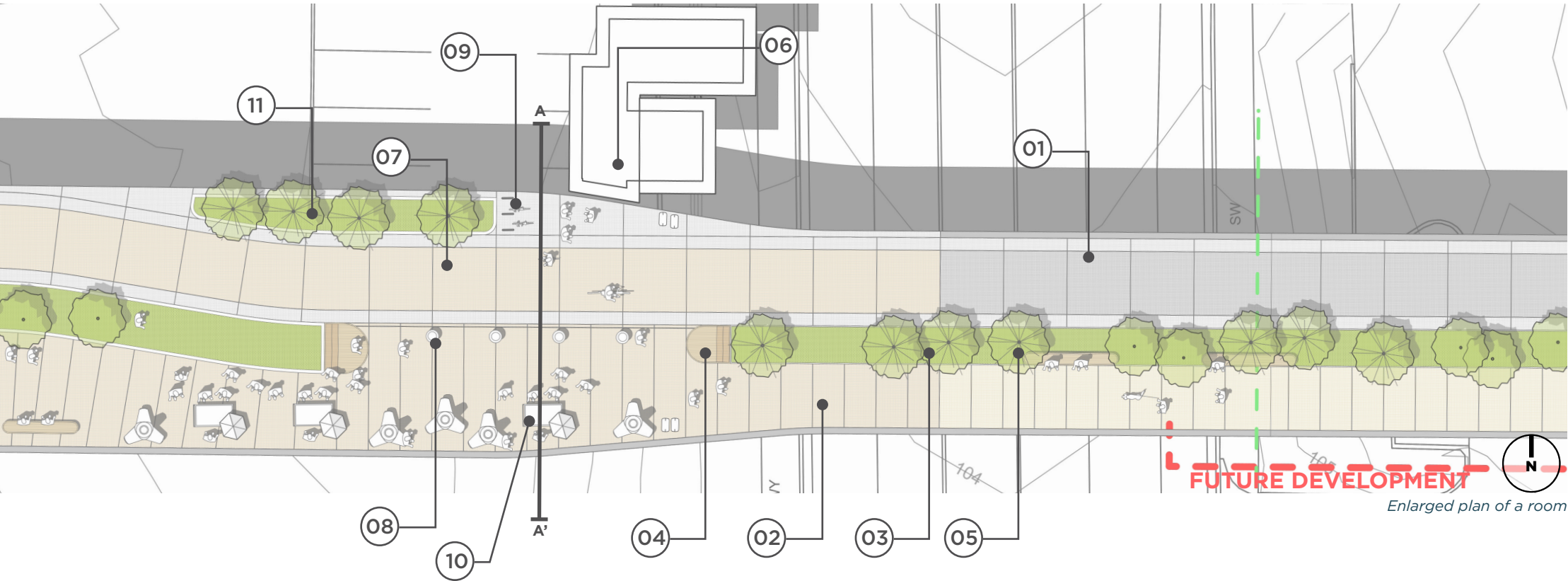
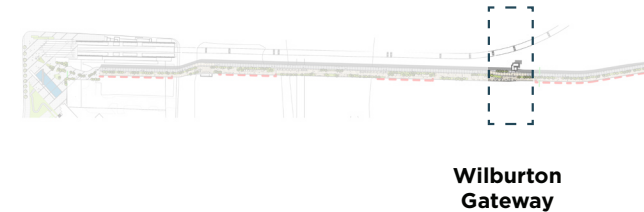
Wilburton Gateway serves as a vital vertical connector between Bellevue’s street level and the Grand Connector. The design anchors the transition with a stair and elevator tower, framed by a shade canopy that offers comfort and visibility. A plaza at the base invites pause and passage, defined by special paving that signals arrival and movement.

To ensure safe coexistence of cyclists and pedestrians, ship mooring-inspired bollards subtly separate travel paths while evoking the region’s waterfront heritage. Raised planters, edged with warm wood seating, provide moments of rest and gathering. Planting draws from the Puget Lowlands, with a palette of evergreens and seasonal maples that reflect the Pacific Northwest’s ecological identity.

The gateway is intentionally designed to slow bicycle speeds, creating a safer, more intuitive pedestrian experience. Its spatial rhythm and materiality support informal programming like markets, pop-ups, and small community events transforming the connector into a civic threshold. Wilburton Gateway is not just infrastructure it is a place of convergence, reflection, and movement.

CALLOUTS

- 1. Bike Rail - Scored Colored Concrete 01
- 2. Pedestrian Pathway - Scored Colored Concrete 02
- 3. Raised Ornamental Planter
- 4. Fixed Seating Element
- 5. Ornamental Tree
- 6. Public Access Elevator with Weather Canopy
- 7. Special Paving at Elevator Plaza
- 8. Bollard Element
- 9. Bike Rack
- 10. Moveable Kiosk
- 11. Low Planter



Rooms on the Crossing Eastrail Connection



Eastrail Connection marks a key threshold along the Grand Connector, offering the first impression for those arriving from the Eastrail Plaza and surrounding regional trails. As a gateway into the larger network, this segment is designed to balance movement, orientation, and experience.

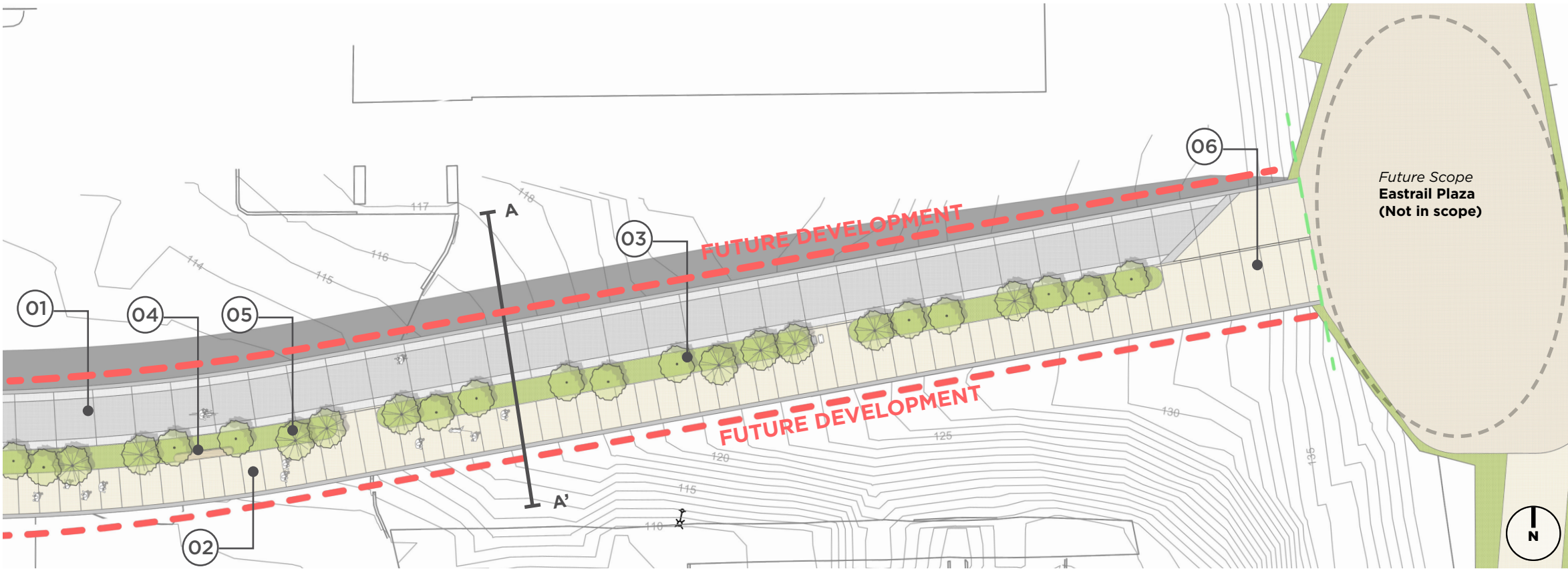
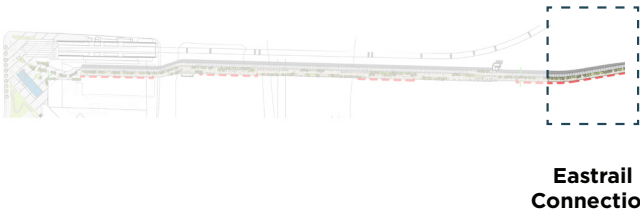
Special paving patterns define the corridor, subtly guiding users while signaling a shift in pace and place. Low-profile metal planters delineate pedestrian and bicycle zones, ensuring clarity and safety without compromising openness. Raised planters at key nodes are framed with integrated wood seating, inviting rest and social interaction. The planting palette draws from the Coastal Range, featuring resilient species such as spruce and fir that evoke the Pacific Northwest's forested character.

The Eastrail Connection is not only a conduit but a place of transition where the energy of movement meets the calm of landscape. It supports the Grand Connector's broader vision while anchoring future development within KGIP's evolving district. Designed for flexibility, the space can accommodate, wayfinding moments, exercise, and regional connection.

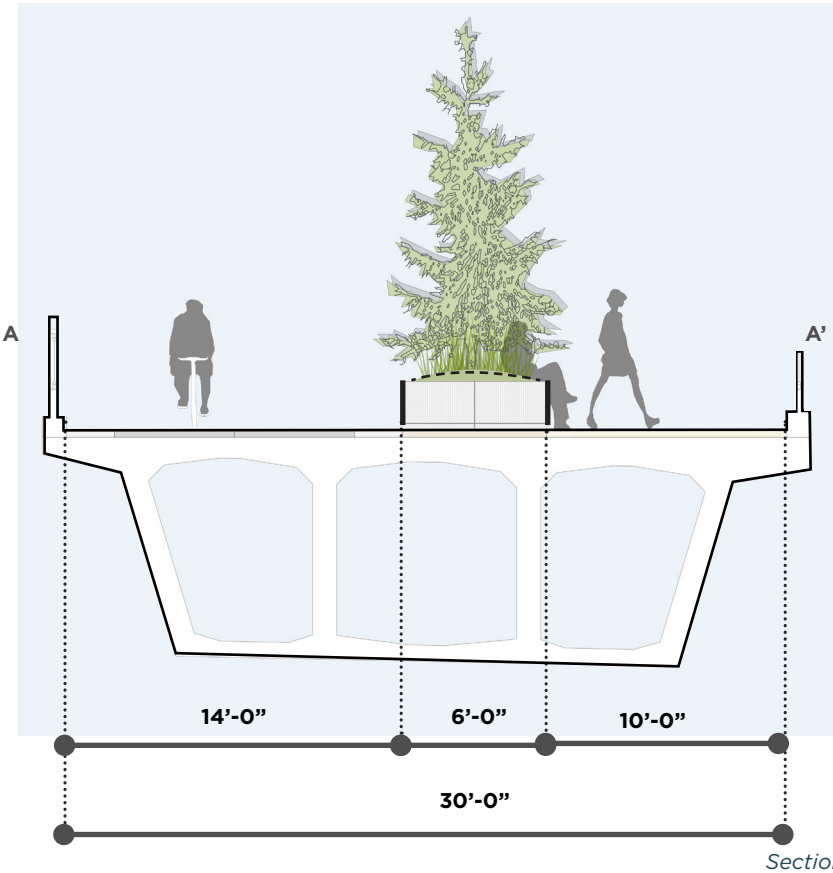
Through careful material selection, planting, and spatial rhythm, the Eastrail Connection becomes a memorable and legible entry into Bellevue's growing active multimodal network. An experience rooted in place and designed for people.

CALLOUTS

- 1. Bike Trail
- 2. Pedestrian Pathway
- 3. Raised Ornamental Planter
- 4. Fixed Seating Element
- 5. Ornamental Tree
- 6. Public Entry Plaza



Enlarged plan of a room

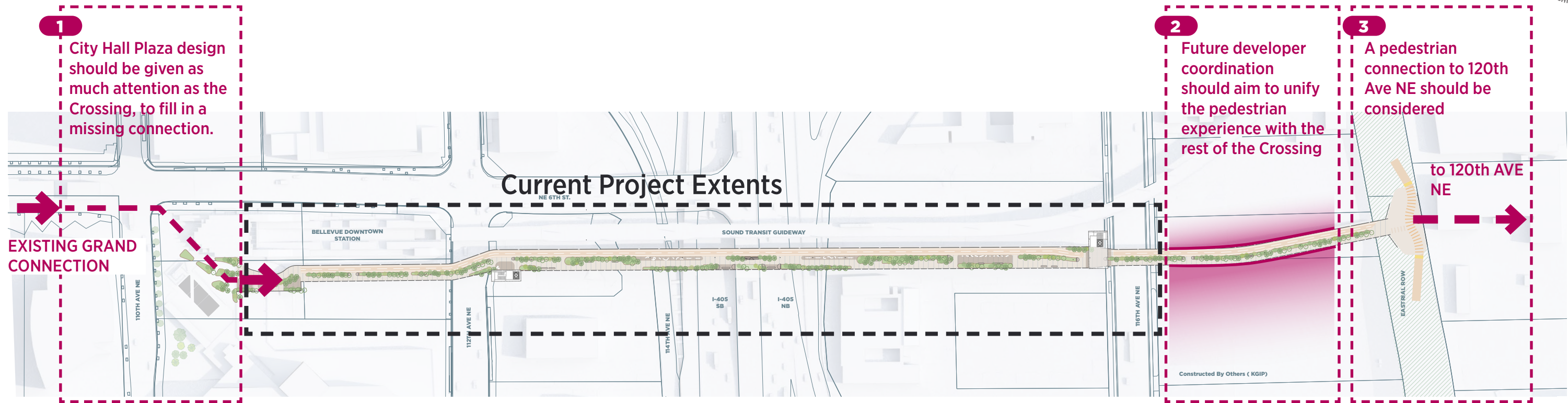


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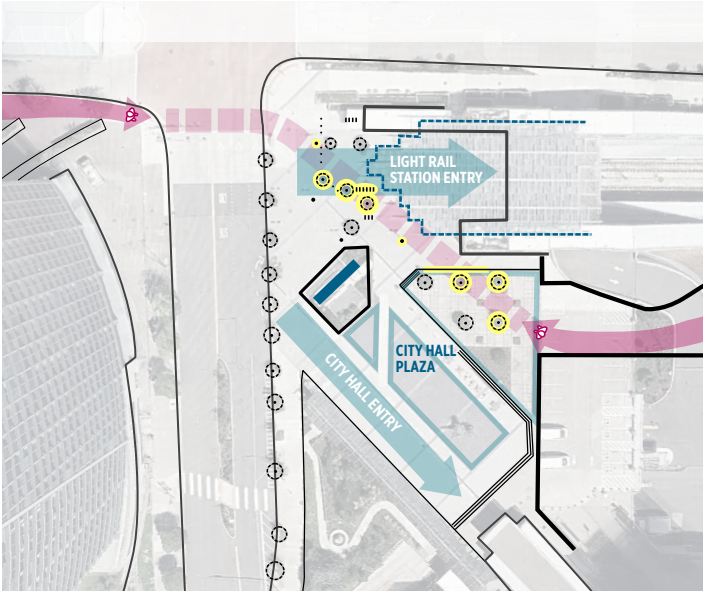
Conceptual rendering

Crossing Connections

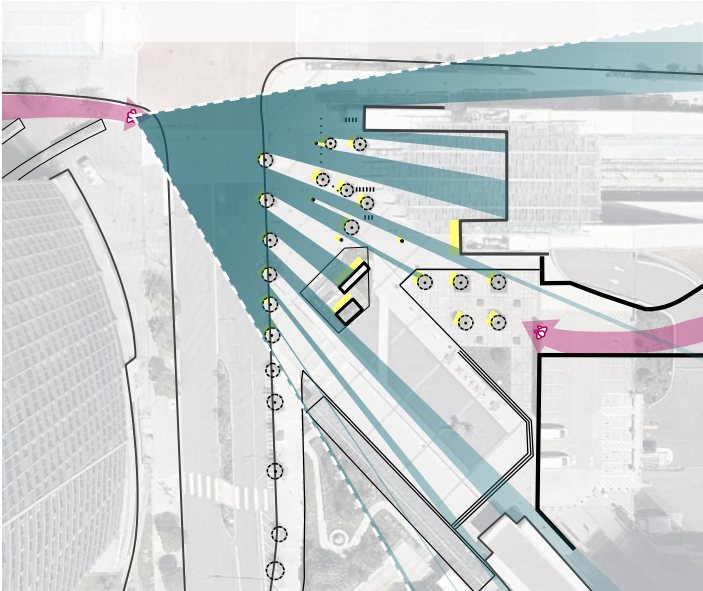


The existing design of City Hall Plaza creates a physical and visual barrier for users wanting to enter the Crossing. Some amount of modification is required to successfully connect back to the Grand Connection.

Removing select trees and light poles is the minimum level of intervention that is required. Introducing new planters and leveling out raised portions of the plaza will create a safe connection for bikers and emphasize the crossing entry.



Analyzing current circulation impediments



Site lines are very limited with Existing Layout



Removing the most direct barriers will aid in users navigating to the new GCC Entry point



Proposed Design modification that enhances the connection back to the grand connection

LANDSCAPE ELEMENTS



Planting Palette Trees



Coast Range –

A dynamic and diverse landscape shaped by its geological history and maritime climate. Its natural heritage is a vital part of the region’s identity and ecological health.



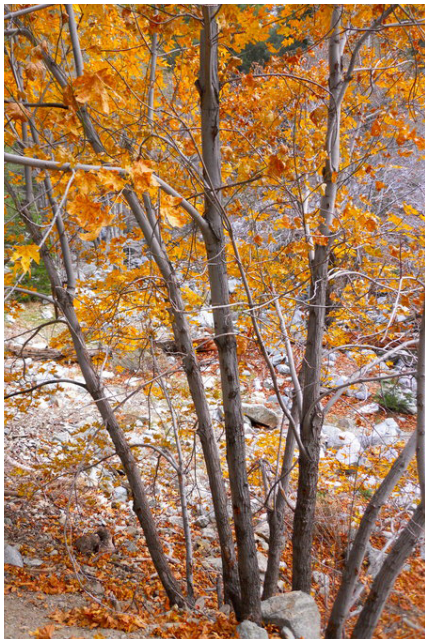
Red Alder
Alnus rubra



Big Leaf Maple
Acer macrophyllum



Douglas Fir
Pseudotsuga menziesii



Big Leaf Maple
Acer macrophyllum

Puget Lowlands –

Home to a diverse array of native plants, reflecting the region’s mild maritime climate and ecological conditions.



Sitka Spruce
Picea sitchensis



Red Maple
Acer Rubrum



Western Hemlock
Tsuga heterophylla



Prairie Gold Aspen
Populus tremuloides 'Prairie Gold'

Cascades –

A landscape shaped by its volcanic origins. Hosting a rich tapestry of native trees, shrubs, ferns, grasses, and wildflowers.



Western Red Cedar
Thuja plicata



Vine Maple
Acer Circinatum



River Birch
Betula nigra



Grand Fir
Abies Grandis

Planting Palette

Shrubs and Sedges



Shrubs



Red-Osier Dogwood
Cornus sericea



Evergreen Huckleberry
Vaccinium ovatum
***City of Bellevue Recommended Plant**



Western Serviceberry
Amelanchier alnifolia
***City of Bellevue Recommended Plant**



Laurustinus Viburnum
Viburnum tinus
***City of Bellevue Recommended Plant**

Grasses, Rushes, and Sedges



Nodding Semaphore Grass
Pleuropogon refractusilium



Western Rush
Juncus occidentalis



California Fescue
Festuca californica



Fox Sedge
Carex vulpinoidea

Planting Palette Groundcover And Wildflower



Ferns and Groundcovers



Deer Fern
Blechnum spicant



Western Sword Fern
Polystichum munitum



Kinnikinnick
Arctostaphylos uva-ursi



Oregon Grape
Mahonia nervosa

***City of Bellevue Recommended Plant**

Wildflowers



Common Yarrow
Achillea millefolium



Western Red Columbine
Aquilegia formosa



Common Camas
Camassia quamash



Bluehead Gilia
Gilia capitata

Seating Elements



The Grand Connector seating and site features are designed as a cohesive system of public furnishings that respond to the Connector’s varied urban and ecological contexts. These elements support movement, rest, and gathering, while reinforcing the identity of the corridor through material richness and sculptural form.

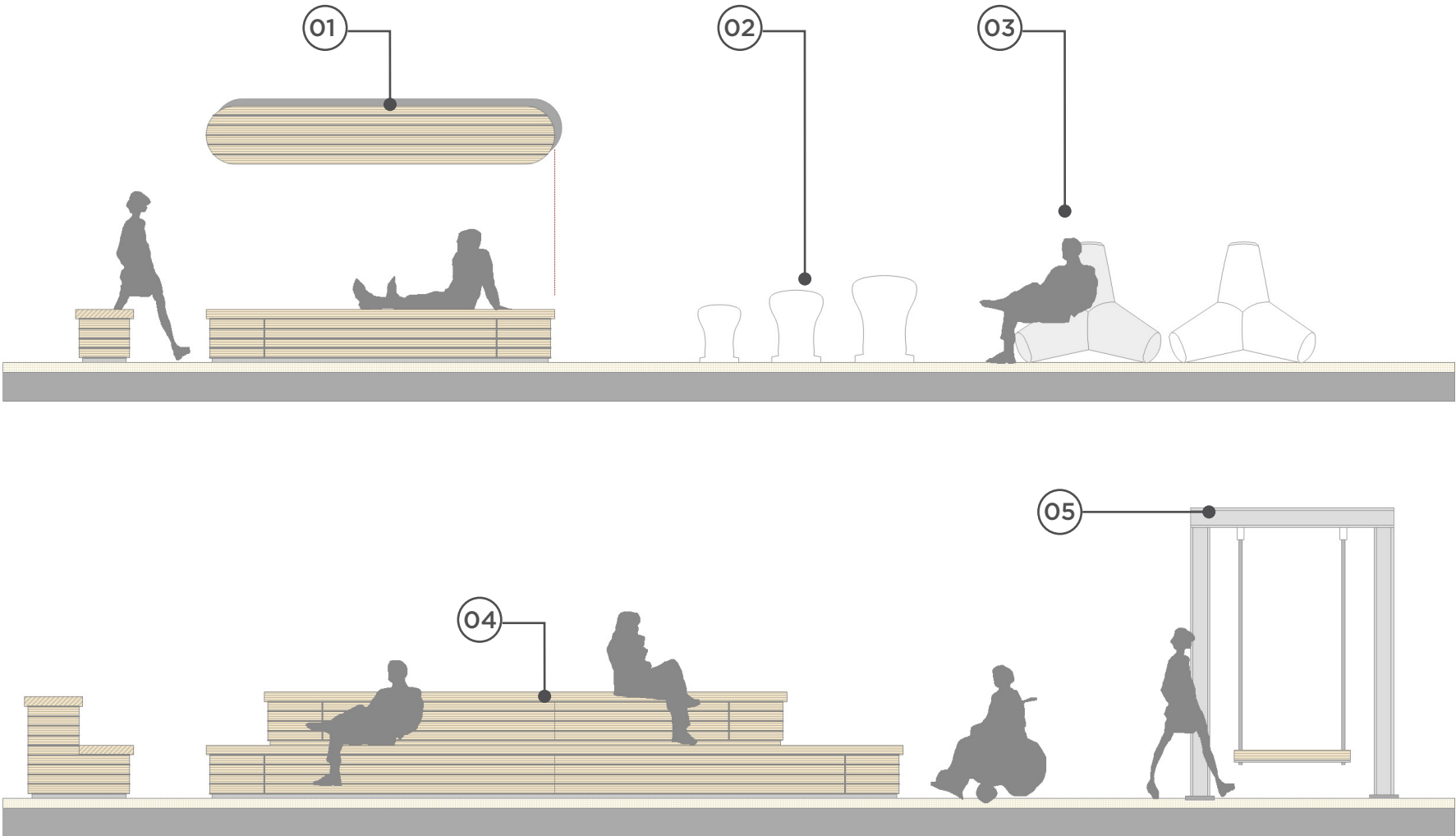
Linear wood platforms are integrated into raised concrete planters and placed at end caps, offering moments of respite and orientation. Their warm, tactile surfaces contrast with the robust concrete, creating a dialogue between natural and urban materials. Sculptural concrete seating elements, inspired by the waterfront architecture of the Pacific Northwest, anchor key nodes with bold forms that invite informal gathering and visual interest. Terraced wooden benches are strategically placed at overlooks, offering elevated views and flexible seating for larger groups. These terraces create opportunities for programmed and spontaneous use, from casual rest to community events. Interactive swing seating, framed by steel I-beams, introduces playful movement and sensory engagement, encouraging users to linger and connect. Cast metal bollards, referencing the form of ship moorings, provide subtle wayfinding and edge protection while nodding to Bellevue’s waterfront heritage.

These elements are both functional and symbolic, reinforcing the Connector’s role as a civic spine. Together, the seating and site features transform the Grand Connector into a dynamic public realm. One that supports a layered experience of movement, interaction, and reflection across its length.



CALLOUTS

- 1. Linear Wooden Bench
- 2. Ornamental Posts
- 3. Sculptural Seating
- 4. Stacked Wooden Bench
- 5. Interactive Seating



Hardscape Experience



MATERIAL INSPIRATION

To call back to the natural character of the local natural environment, materials were chosen that have a quality of warmth, using earth tones, textures, and organic forms to create a harmonious connection with the environment. The design is deeply rooted in the local landscape, drawing inspiration from the colors, shapes, and textures found in nature.

Earth tones dominate the palette and reflect the surrounding natural environment. Natural textures and hues bring a sense of authenticity and grounding throughout the crossing.

Along with the bridge shape, the hardscape layout embraces organic forms, mirroring the fluid lines and gentle curves found in the natural world. The curving forms of the paving and planter walls create a sense of movement and flow along the paths of the bridge.

A rich variety of textures is employed to create visual and tactile interest. Raw cast iron drainage grates contrast with the exposed aggregate of the colored concrete paving, while natural wood seat tops and pre-weathered steel planter walls combine to bring warmth and softness to the vertical plane.

Strategically placed courts along the bridge serve as communal gathering spaces. These courts are designed with flexible seating and open areas that can accommodate a variety of activities, from casual social interactions to organized community events. The design encourages social engagement and fosters a sense of community.

Comfortable seating areas are thoughtfully integrated throughout

the bridge, providing spots for rest and relaxation. These seating areas are positioned to offer scenic views of the surrounding landscape, allowing users to pause and appreciate the natural beauty of the Pacific Northwest.

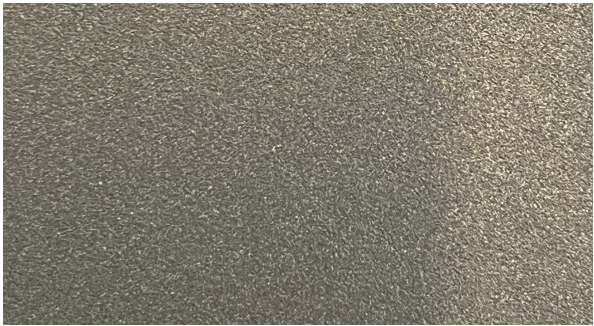
Raised planters along the bridge are designed to reference the distinct eco-regions of the Pacific Northwest. These planters feature native plants and trees, creating a living tapestry that evolves with the seasons. The plantings not only enhance the visual appeal of the bridge but also promote biodiversity and environmental sustainability.



Integral Colored Concrete



Sandblasted Natural Concrete



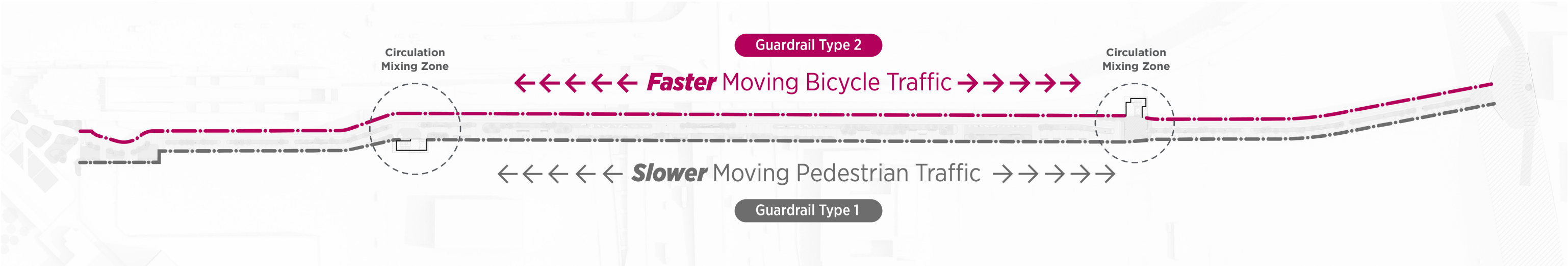
Raised Metal Planter



ARCHITECTURAL ELEMENTS



Guardrails & Fall Protection



Plan diagram of guardrail system

There are two guardrail systems on the bridge. **Guardrail Type 1** is along the south edge of the bridge for pedestrian safety. **Guardrail Type 2** is along the north side of the bridge for the safety of cyclists and fast moving rollers. Each guardrail system is designed to emphasize the functional differences of these two modes of transportation.

Guardrail Type 1

- The system is designed to appeal to the slower moving pedestrian traffic
- The system is divided into modules
- Each module is 20 feet and sub-divided into 4 panels and stanchions between
- Custom perforated panels
- The module is 48 inches tall A steel frame the wraps around the module that doubles as a lean rail along the top

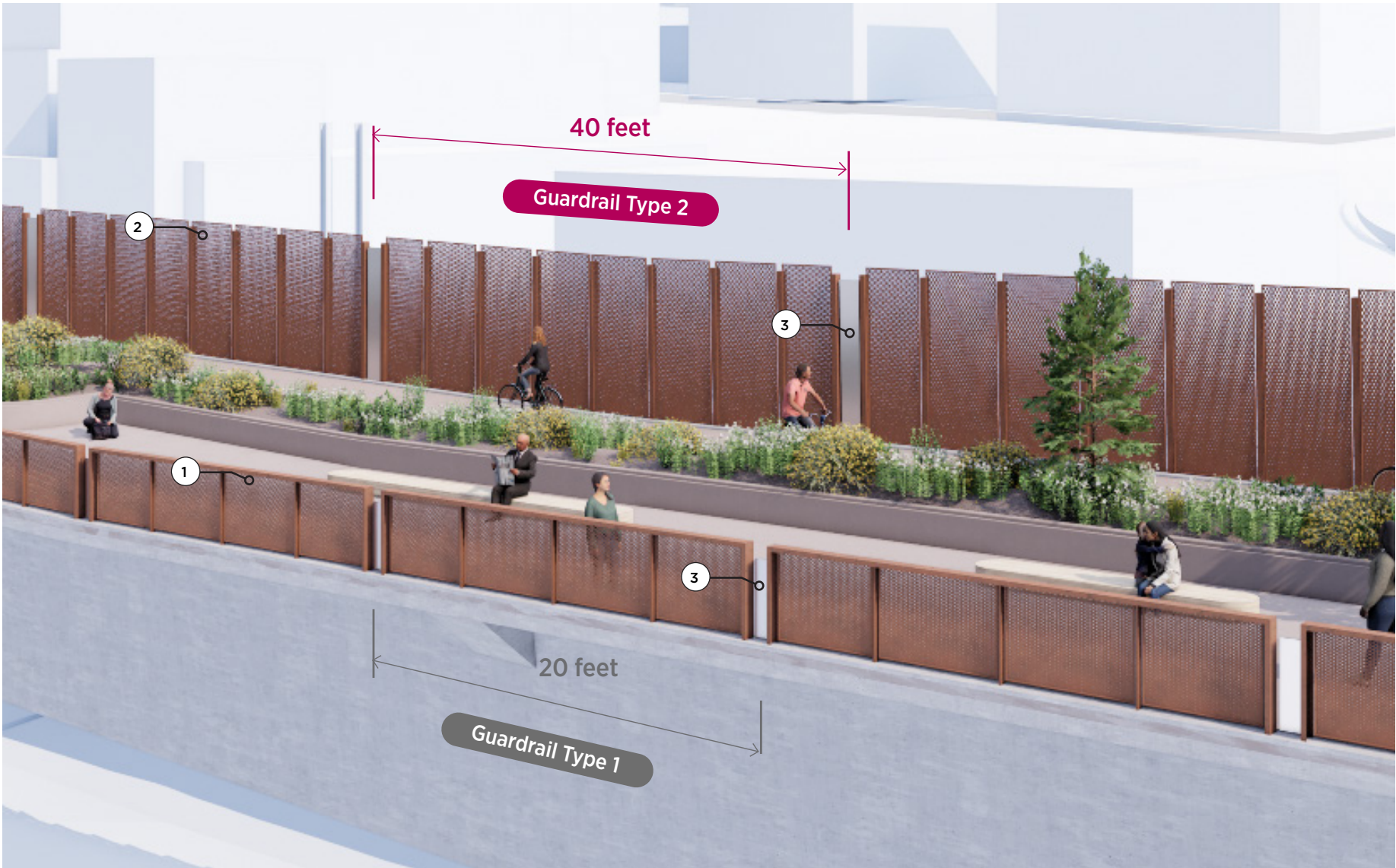
Guardrail Type 2

- The system is designed to appeal to the faster moving bicycle and rolling traffic
- The system is divided into modules
- Each module is 40 feet and sub-divided into 8 panels and stanchions

- between
- Custom perforated panels
- The module is 54 inches tall on the East and West sides, and rises to 120 inches tall along the throw barrier where the bridge is adjacent to the Sound Transit guideway

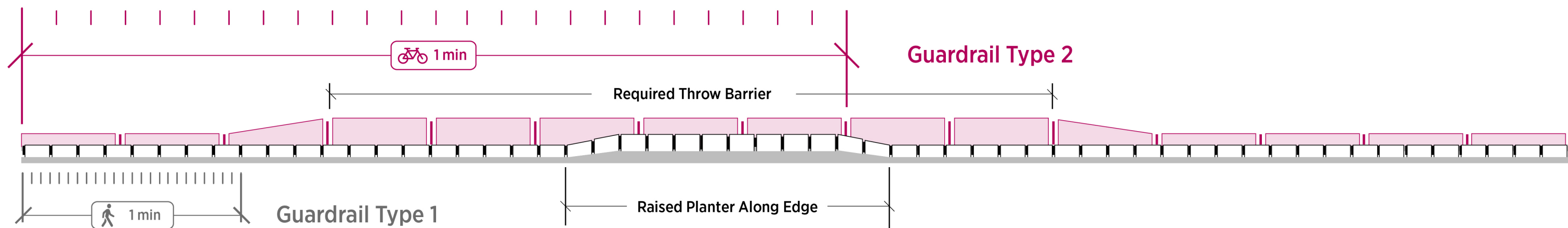
CALLOUTS

1. Pedestrian guardrail system - 48 inch tall
2. Bicycle lane guardrail system - 54/120 inch tall
3. Module dividing element



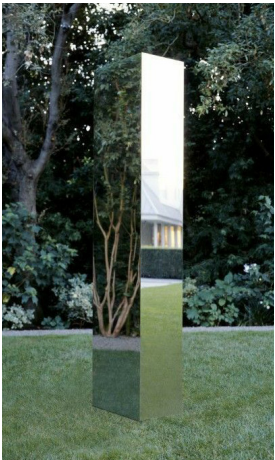
Conceptual rendering of guardrail system

Guardrails & Fall Protection



Elevation diagram of guardrail system

The bridge is a very long experience that puts pressure on the guardrail systems to enhance the user experience without cluttering the users with too many parts and pieces. The modular design aids in improving the pedestrian experience by grouping elements of the system together, and more importantly, emphasizing the gaps between the modules thus forming an organizational motif. This motif translates between the human scale of the guardrail system and the infrastructural scale of the bridge, by introducing moments of contrast.



Bridge Accents



Env. Graphics



Custom Art



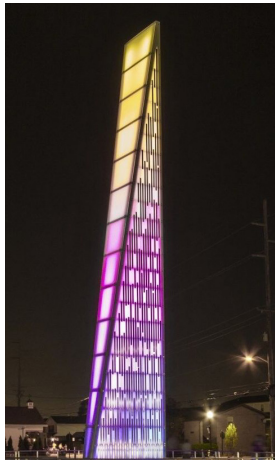
Lighting



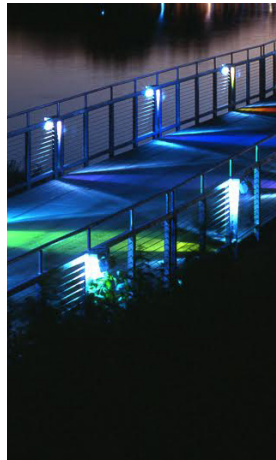
Bridge Accents



Env. Graphics



Custom Art



Lighting

To articulate the motif, and contrast, this element it is designed with a distinct materials and proportions from the rest of the guardrail system.

Additionally, there is an opportunity to insert architectural accents, art moments, lighting elements, and environmental graphics. These opportunities further the contrast can correlate with the rooms along the bridge or bring an artistic overlay to the user experience.

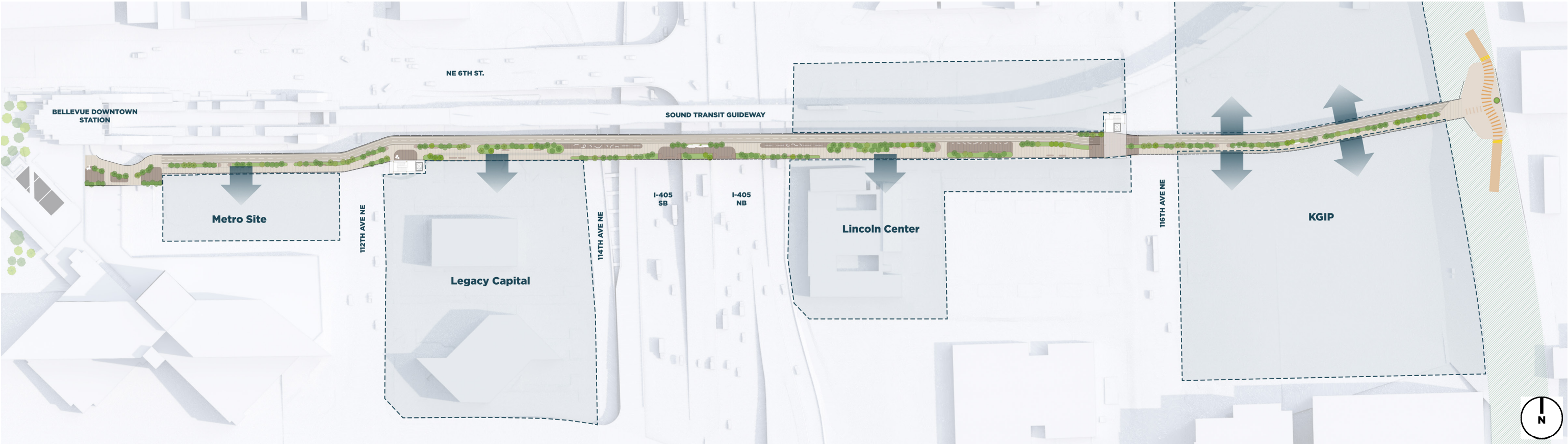


Conceptual rendering diagram of guardrail system



Conceptual rendering diagram of guardrail system

Future Connections



Plan of Future Development Parcels

The GCC is designed to interface with the developments along its length. Four potential development sites are located adjacent to the GCC: the **Metro Site** near City Hall Plaza, **Legacy Capital** on the west side of I-405, **Lincoln Center** on the east side of I-405, and **KGIP** between 116th Avenue NE and Eastrail.

The design incorporates a “link slab” or gangway system to seamlessly integrate with nearby developments provided the structures are sufficiently close. The link slab would tie into the bridge in areas where the planters are absent from the edge of the bridge. The railing and concrete curb are designed to be dismantled to allow access from the bridge to the link slab. This approach is the preferred method for addressing the slope difference between the bridge’s 1.5% gradient and the flat surface of a podium structure.

CALLOUTS

- 1. Publicly accessible open space on adjacent development podium
- 2. Link slab connecting development to bridge
- 3. Railing designed to retrofit and integrate with link slab railing.
- 4. Active frontage
- 5. Possible larger connection to development podium
- 6. Publicly accessible vertical circulation

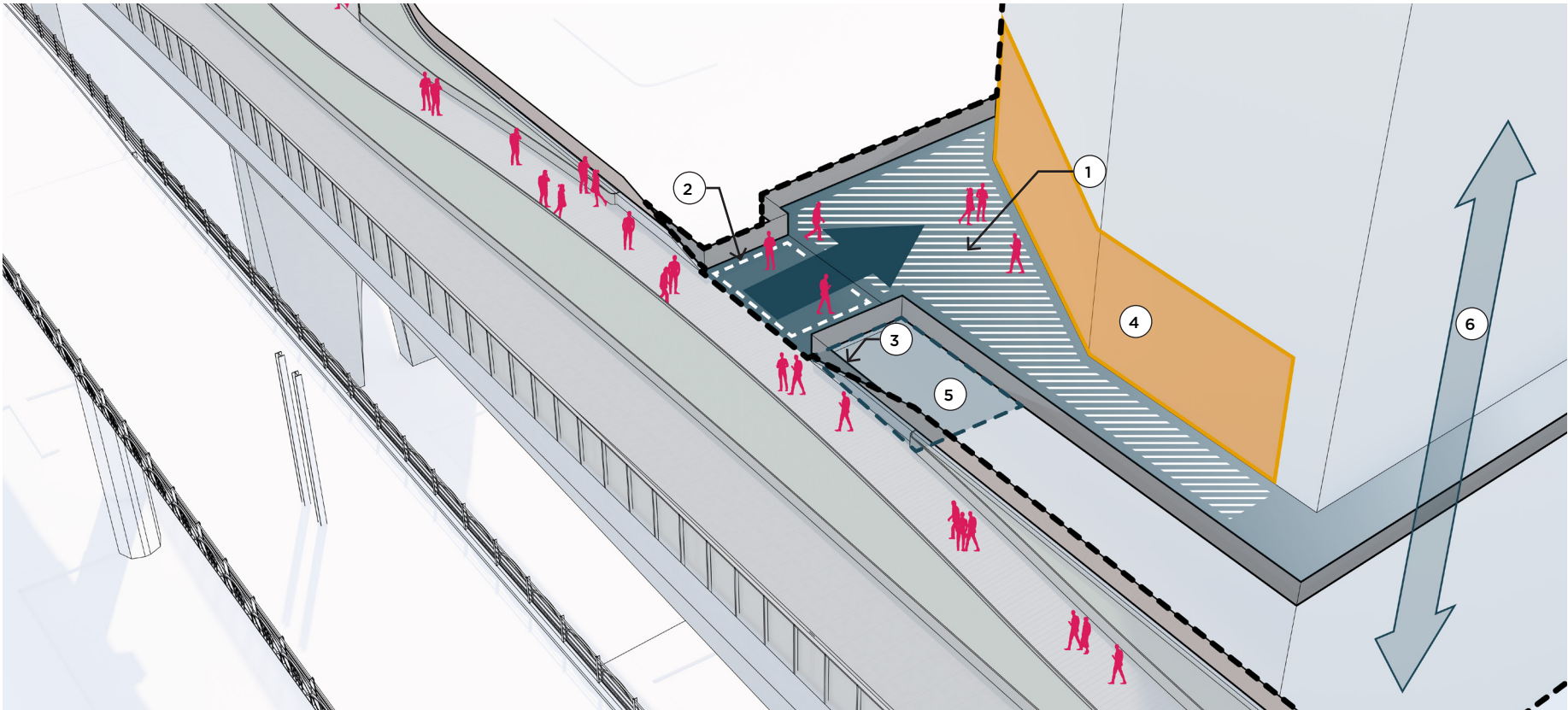
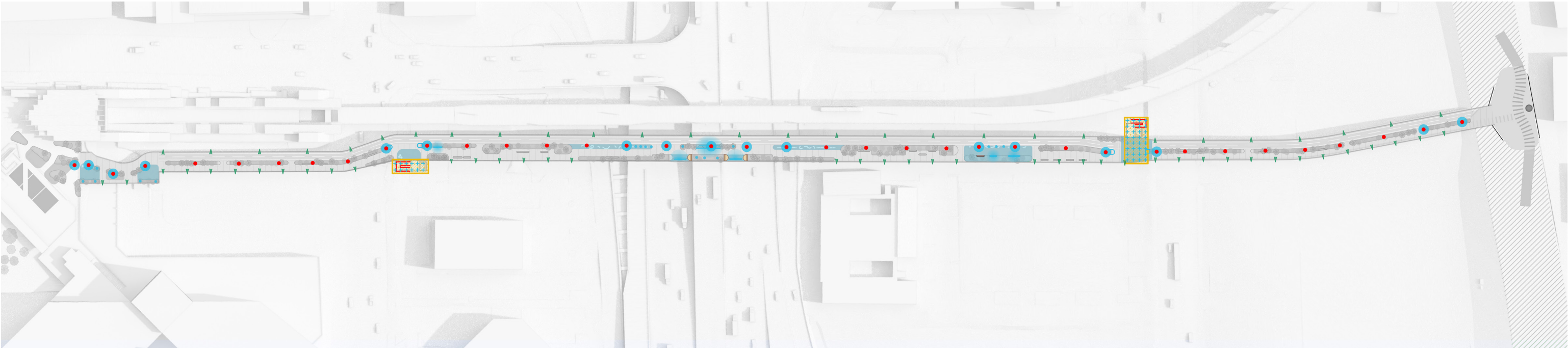


Diagram of Future integration with adjacent development

Lighting Design



Lighting Plan

The bridge lighting strategy is designed around flexible implementation, beginning with a required baseline level of lighting and allowing for a range of additional optional features to further enhance the user experience

At the base level, code-compliant illumination is provided through pole-mounted fixtures along the centerline of the bridge and focused lighting for all vertical circulation elements.

Vertical circulation canopies could be further illuminated, improving user safety while reinforcing the moments of arrival and transition.

Guardrail accent lighting would introduce a subtle, rhythmic element that visually traces the bridge's length and enhances the user experience.

Finally, to enhance the experience of the Crossing's new rooms, adding distinctive lighting elements that complement integrated art installations and enrich the overall user experience.

MAP LEGEND	
	Base Level Lighting
	Canopy Lighting
	Guardrail Accent Lighting
	Room Accent Lighting



Precedent Image - 01



Precedent Image - 02

Precedent Image 01:
Room Accent Lighting
North Eastern University - Boston, MA

Precedent Image 02:
Architectural Canopy Lighting
Vasaplan Bus Terminal - Umea, Sweden

Precedent Image 03:
Architectural bridge lighting
Lesner Bridge - Virginia beach, Virginia

Precedent Image 04:
Under Node Lighting
Raiffeisen Bridge, Neuweid, Germany



Precedent Image - 03

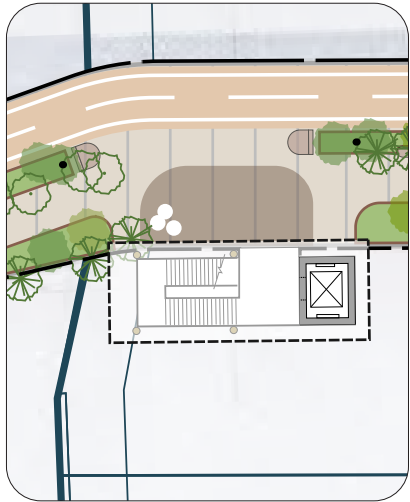


Precedent Image - 04

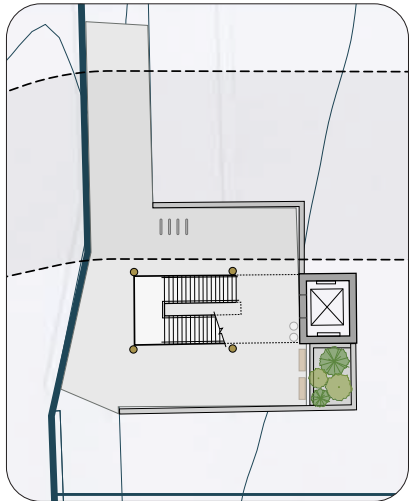
Vertical Circulation & Canopies



Circulation Core from 112th Ave NE



Bridge Level



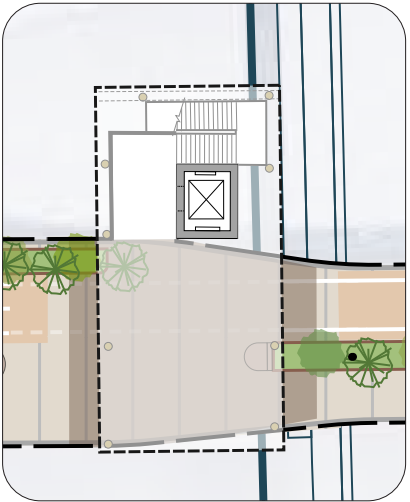
Street Level

The vertical circulation on the west side of the bridge at 112th Ave NE is one elevator enclosed in concrete with a custom form-liner. Timber clad columns hold up the 6-foot wide switch back stair.

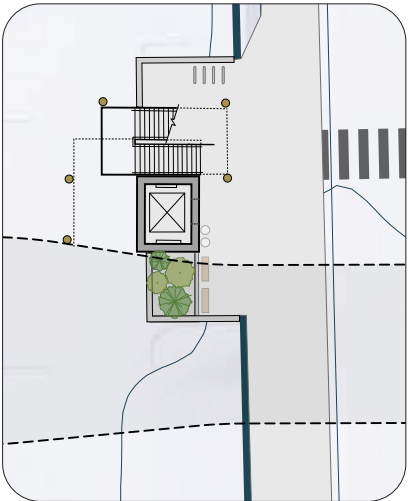
The timber canopy floats over the vertical circulation protecting the users from inclement weather while on the stairs or waiting for the elevator. On top of the bridge, the canopy is a wayfinding element that forms a distinguishing backdrop to the Northwest Terrace room.



Circulation Core from 116th Ave NE



Bridge Level



Street Level

The vertical circulation at 116th Avenue NE is located on the north side of the bridge to maintain vehicle access to the Lincoln Center parcel. This placement requires pedestrians to cross the bike path, introducing potential safety and wayfinding challenges.

These challenges are addressed through enhancing the canopy's prominence and modifying the surface materials at this location.

Hardscape, planting, and canopy elements work together to improve

pedestrian visibility and create a safer crossing environment.

The timber canopy is intentionally designed as a low overhead element, signaling to all users that this is a distinct zone where caution is required. In addition to improving safety, the canopy functions as a wayfinding and organizing feature within the Wilburton Gateway Room.

Art Integration



Art is an integral element of the current Grand Connection and it should also play a prominent roll in the new Bridge Crossing. The rooms are to be places that the communities will want to visit and Art can play an important role in that effort. Whether its through cultural connections, sculptural wayfinding, or even environmental storytelling, Art is a diverse medium that if shaped appropriately can transform Bellevues newest connector.

Flexibility is embedded in the placemaking strategy to respond to the conditions of each room. In some locations, a single, prominent element, such as an enhanced canopy design, may serve as the focal point. In others, a collection of smaller interventions, such as custom concrete formliners on landscape planters paired with expressive lighting, may work together to create a memorable and engaging user experience.

The design team will collaborate closely with artist to determine the most effective combination of interventions, ensuring that the public art enriches both the character and function of each room.

Multitude of Art Opprotunites



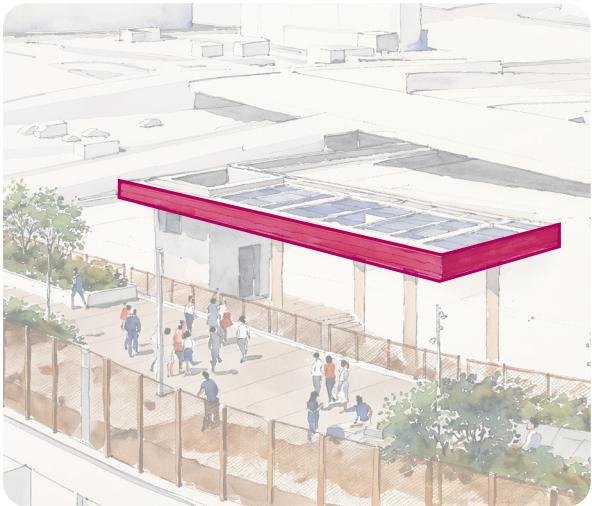
Expressive Light Fixtures



Sculptural Seating Forms



Colored/Etched Paving Mural



Canopy Banner Graphic

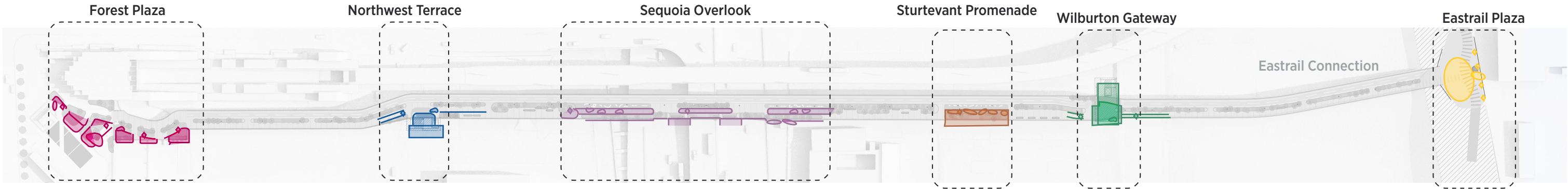


Vertical Barrier Sculpture



Custom Concrete Formliner

Art as Unique Placemaking



Signage and Wayfinding



Introduction

Bellevue’s [Transportation Design Manual and Complete Streets Guide](#) and [Downtown Transportation Plan](#) indicate wayfinding signs and pavement markings as important supportive infrastructure to promote mobility and access for active modes.

As such, wayfinding signage should be provided at each gateway and node location along the Grand Connection Crossing to help people walking and biking orient themselves and understand how to reach important destinations.

The city’s standard for bicycle wayfinding is white on green retro-reflective bicycle guide signs, per the Manual on Uniform Traffic Devices (MUTCD), as shown in the following images. These signs provide destinations and distances and are scaled to and installed at heights for bicyclists. They are typically placed on streets.

Pavement markings, such as bicycle wayfinding “dots” shown in the image below, are a helpful tool for indicating the path of travel or direction when bicycles and pedestrians share or cross the same space.



Bicycle Guide Signs, as shown in the Bellevue Complete Streets Guide (Image: Toole Design)



Bicycle Guide Signs (Image: Bellevue Complete Streets Guide)



Pavement markings, Tilikum Bridge, Portland (Image: Bloomberg News)

Custom Wayfinding Signs

Pedestrian-oriented signs typically provide walking times in addition to or instead of distances. They may be smaller and placed lower than bicycle wayfinding signs.

Because the Grand Connection Crossing will serve a variety of active modes including people walking, biking, and scooting, custom wayfinding signage that addresses all modes and that coordinates the materiality, planting, and lighting schemes of the bridge are recommended. Wayfinding signs could be integrated with lighting or other vertical features, which would provide an elegant solution and minimize sign clutter.

The following images, from the Redmond Technology Center Bridge, provide an example of custom wayfinding that serves both pedestrians and bicyclists. The pillars create an opportunity to create accessible signs, with both raised letters and Braille lettering for people with vision disabilities.



Custom wayfinding on the Redmond Technology Center Bridge (Image: Toole Design)



Detail of both Braille and raised letters (Image: Toole Design)

Signage and Wayfinding



Wayfinding Sign Locations

Wayfinding Signage Location and Destinations

The call outs above indicate conceptual locations for wayfinding signage along the crossing with proposed destinations to be listed by direction of travel.

These locations reflect the typical approach for placing bicycle and pedestrian wayfinding. Locations could be streamlined and signs could be combined on posts to reduce the overall number of signs.

The destinations include landmarks to help people orient themselves (e.g. Eastrail for eastbound, Downtown Bellevue for westbound, streets and light rail stations) as well as key destinations that are accessible within walking and biking distance of the crossing.

CALL OUTS

1. FOREST PLAZA SIGNAGE

Westbound Destinations

- Bellevue Transit Center
- Bellevue Square
- Bellevue Downtown Park
- Rapid Ride K Line

Eastbound Destinations

- City Hall
- Grand Connection Crossing

2. WEST GATEWAY SIGNAGE

Westbound Destinations

- City Hall
- Downtown Bellevue Station
- Bellevue Transit Center
- Rapid Ride K Line
- Grand Connection

Eastbound

- Grand Connection Crossing

3. NORTHWEST TERRACE SIGNAGE

Eastbound Destinations

- 112th Ave NE
- 116th Ave NE
- Eastrail

4. NORTHWEST TERRACE SIGNAGE

Westbound Destinations

- 112th Ave NE
- Downtown Bellevue

5. WILBURTON GATEWAY SIGNAGE

East to Northbound Destinations

- Wilburton Station
- Spring District
- SR 520 Trail
- + Eastrail branding

East to Southbound Destinations

- Bellevue Botanical Garden
- SR 90 Trail
- + Eastrail branding

6. EASTRAIL CONNECTION SIGNAGE

Westbound Destinations

- 116th Ave NE
- Grand Connection Crossing
- Downtown Bellevue

Signage and Wayfinding



Detectable warning surface indicators
(Image: Toole Design)



Guidance surface indicators
(Image: Toole Design)



Centerline striping on a curve
(Image: Toole Design)



Rainbow Bridge, Long Beach, CA, SPF: architects
(Image: [Long Beach Convention & Entertainment Center](#))

Safety Features

- Tactile Walking Surface Indicators (TWSIs) should be used in two ways along the path.
1. *Detectable warning surface indicators* (aka DWS or truncated domes) should be used at the entries to the bikeway, to let pedestrians know they are entering a dedicated bikeway.
 2. *Guidance surface indicators* (longitudinal bars) should be used where the pedestrian path of travel is adjacent (typically parallel) to the bikeway. This surfacing allows pedestrians with vision disabilities to follow the tactile surface longitudinally for navigation and to convey the location of the safe path of travel.

TWSIs can be made of a range of materials to coordinate with aesthetics of the crossing. The key is for the surface to be detectable by foot and long white cane.

Centerline Striping

Best practices for centerline striping indicate that striping on shared use paths, and hence the bike path, be applied sparingly, at curves or junctions, or other conditions where path of travel needs delineation. If sight distances are adequate, path users should be able to organize themselves to avoid colliding with other users and will appreciate the flexibility to use the full width of the path as needed.

Lighting

Lighting on bicycling and walking paths is critical for both actual and perceived safety. As with streets, special attention must be paid to lighting junctions between the walking and biking paths to reduce the possibility of conflicts between users.

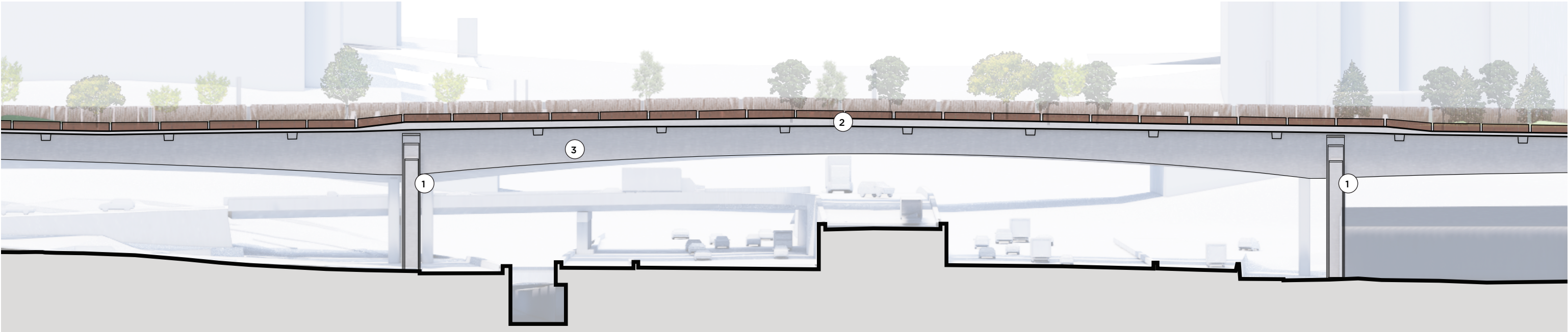
Interpretive and Art Opportunities

As the city’s most iconic walking and biking corridor, there are many possibilities for adding interpretive and art elements to the Grand Connection Crossing.

Using elemental features of the crossing like lighting, piers, wayfinding signs, vertical panels, or entry kiosks are obvious opportunities for multi-benefit interpretive treatments. These can be carried from one end of the crossing to another to enhance the user experience.

[The Draft Grand Connection Arts and Culture Plan](#) (2017) identifies a vision, goals, and strategies for incorporating art into the bridge.

The city’s [call for artists](#) (October 2024) identifies both the eastern and western gateways and nodes, as well as the crossing itself, as potential locations for public art.

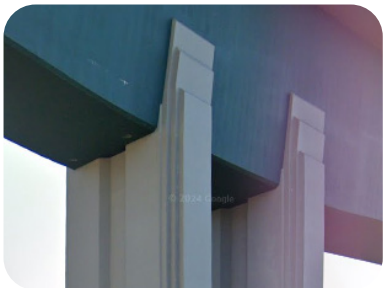
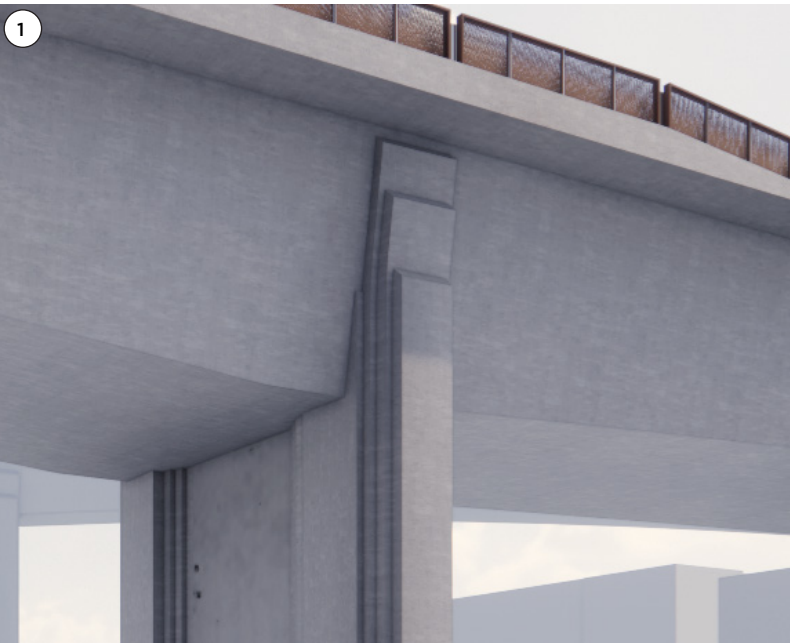


Grand Connection Crossing Elevation: Excerpt of I-405 span

Although the architectural elements were designed as distinctive features of the Grand Connection Crossing, they align with the categories defined in WSDOT’s I-405 Design Criteria.

The ornamental pier walls conform to the established guidelines, while the enhanced pedestrian guardrails intentionally deviate from the criteria but preserve the underlying design intent. The bridge structure also accommodates utilities routed through the interior of the structure.

Ornamental Pier Walls



Enhanced Pedestrian Guardrails



No Visible Utilities

