

BELLEVUE GRAND CONNECTION

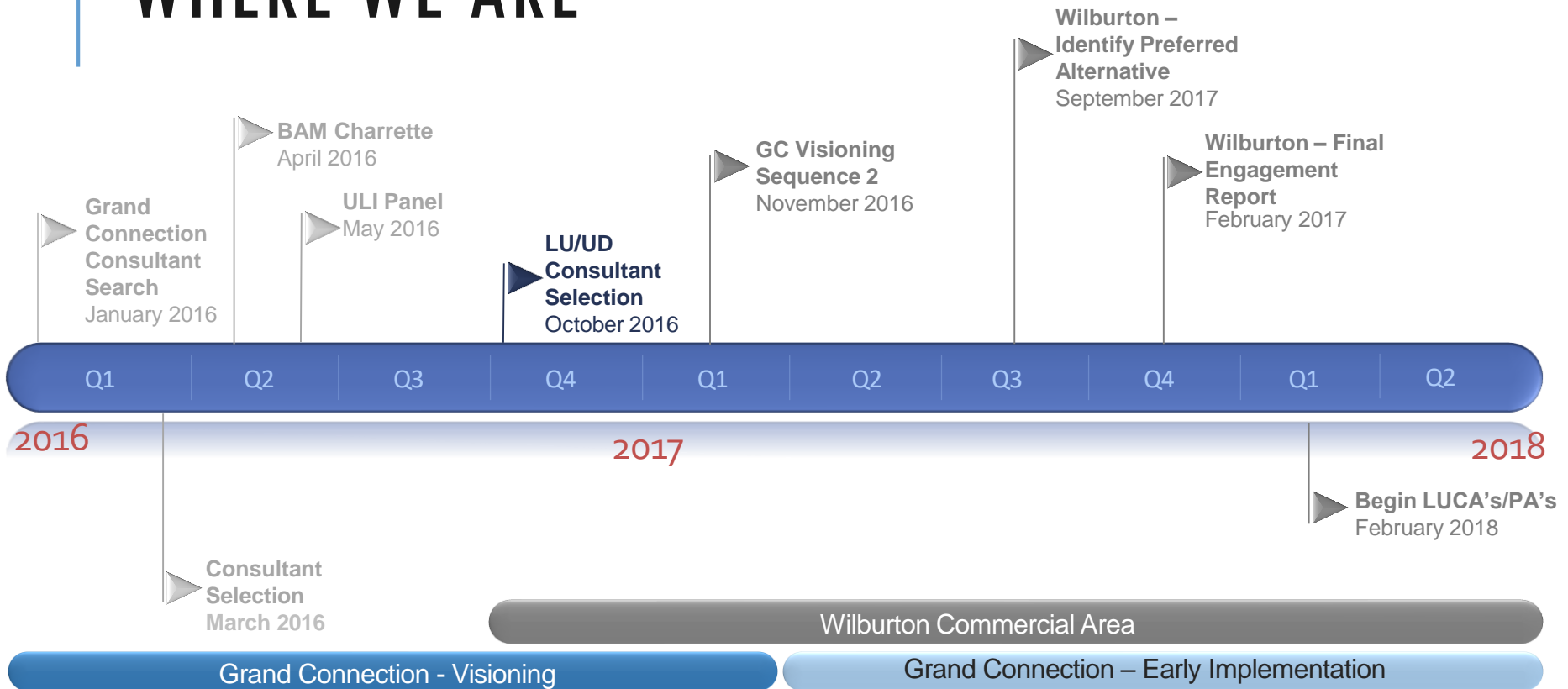
BELLEVUE CITY COUNCIL UPDATE

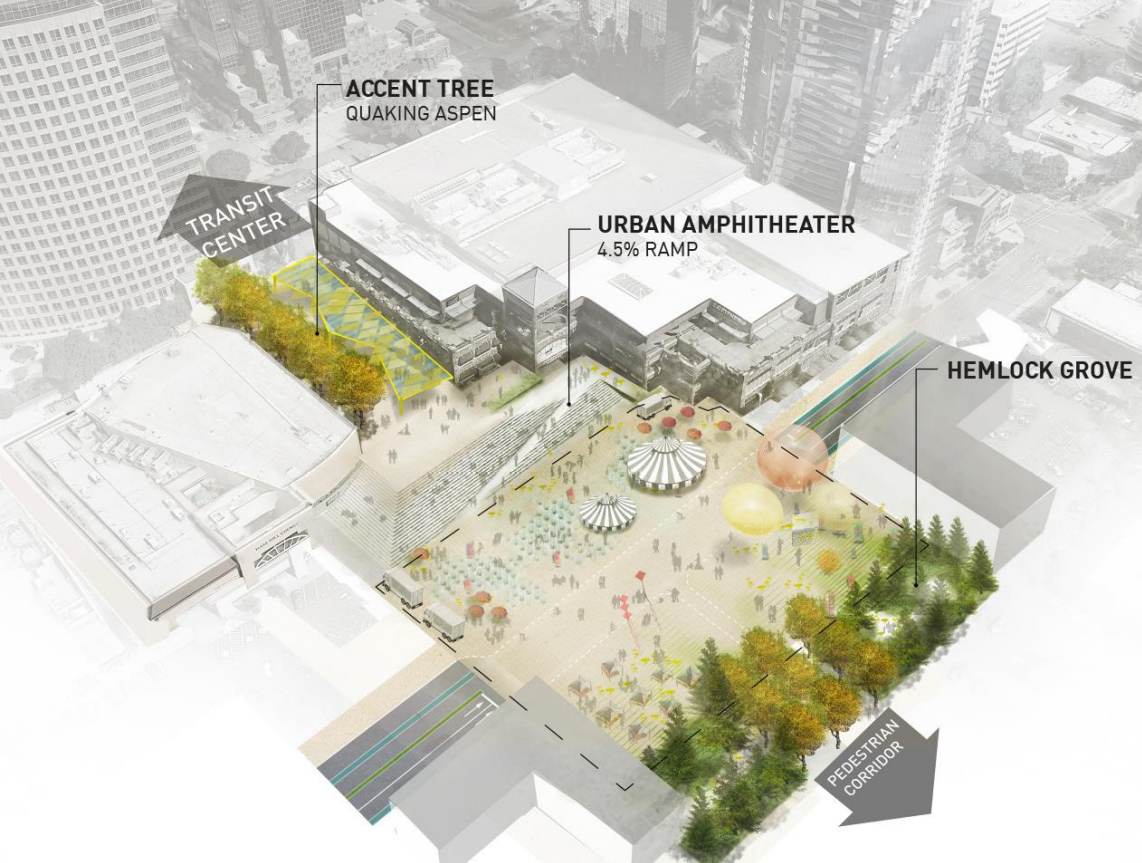
October 24th, 2016

OVERVIEW

- Tonight's discussion will focus on:
 - Additional design concepts for Sequence One
 - Downtown Park
 - NE 6th and Bellevue Way
 - Transit Center
 - Improved pedestrian connectivity and range
 - I-405 Crossing Alternatives
 - Preliminary Feedback and Input – No Action

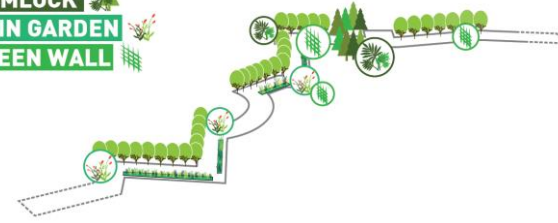
WHERE WE ARE





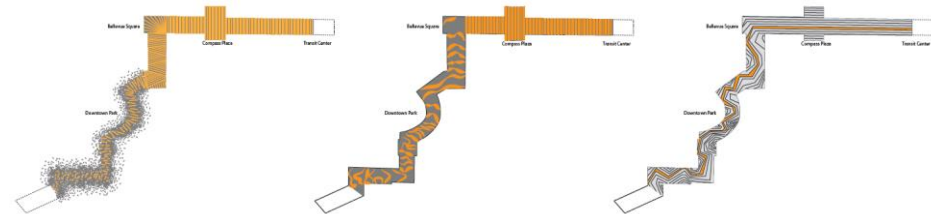
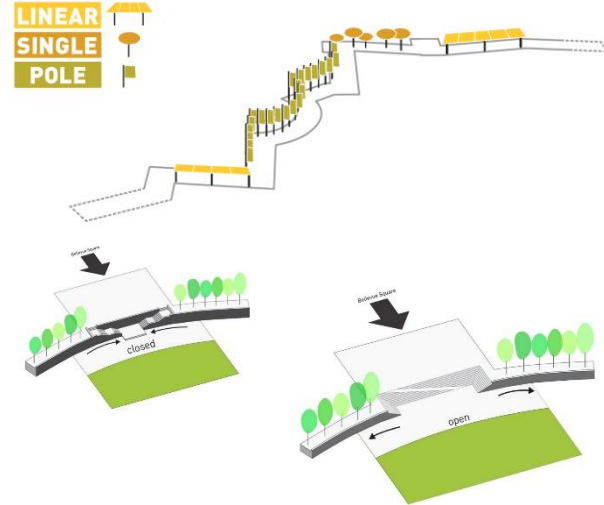
PLANTING LAYERS

ACCENT
HEMLOCK
RAIN GARDEN
GREEN WALL



CANOPY LAYER

LINEAR
SINGLE
POLE

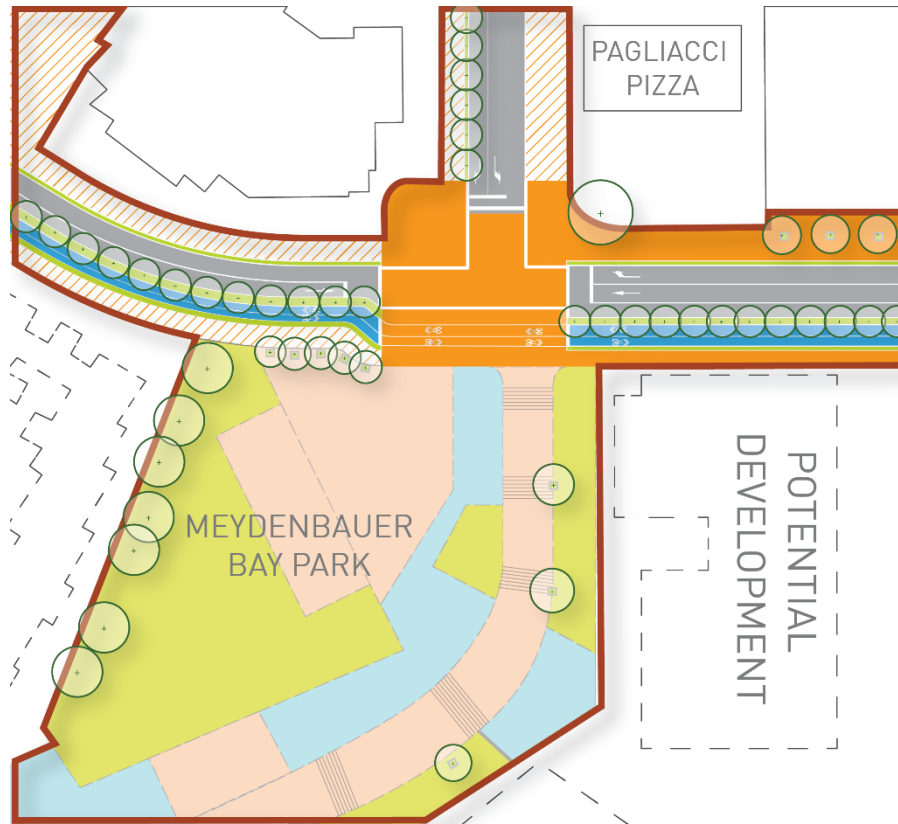


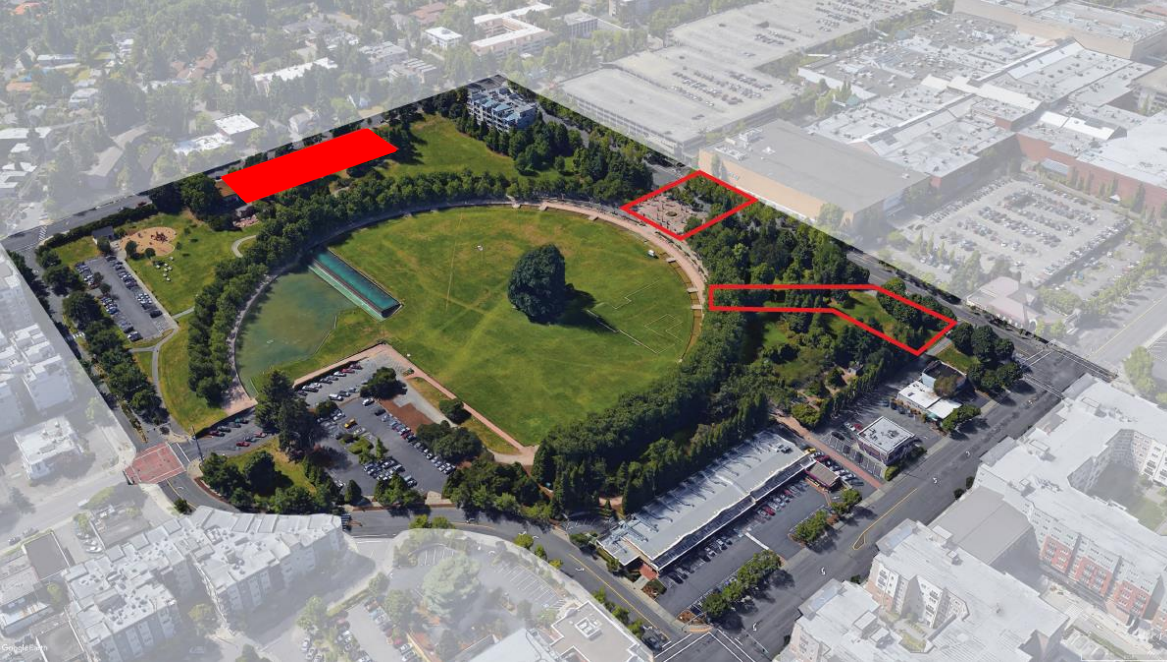
MEYDENBAUER BAY TO DOWNTOWN PARK



MAIN ST. & 100TH AVENUE NE

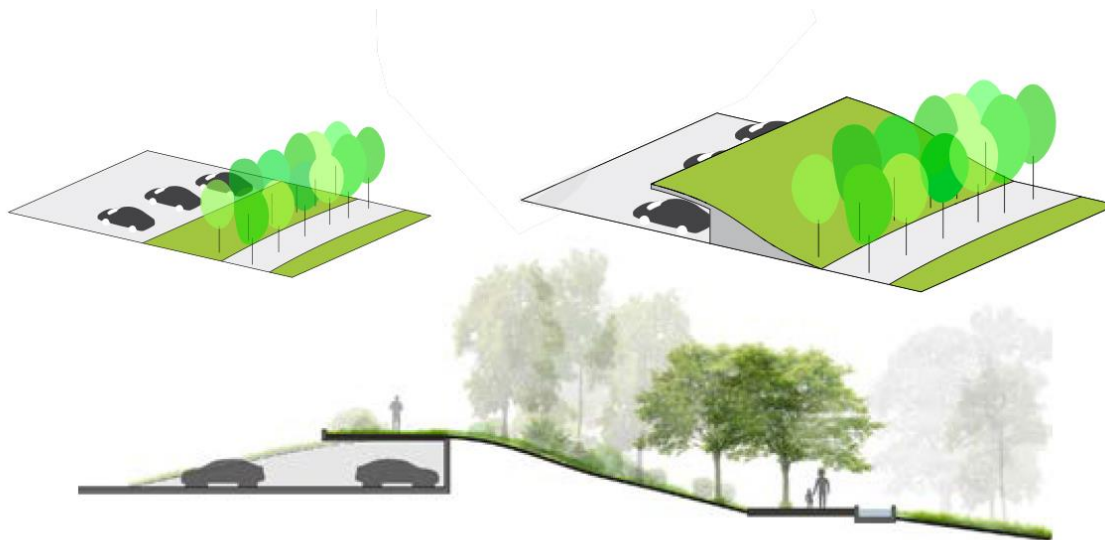
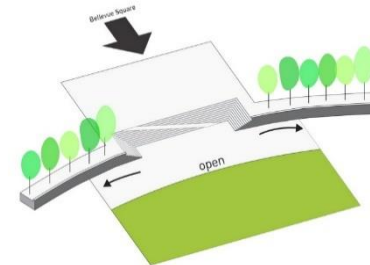
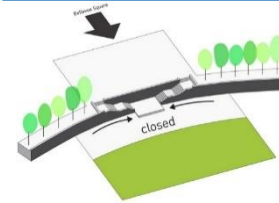
- Raised intersection
 - Consistent design feature along the route
- Fluid movement into future park
- Connection with bike lanes and transportation alternatives
- Corner plaza





DOWNTOWN PARK

- Conceal parking
- Create additional park land without removing parking
- Reinforce the green and natural element





PEDESTRIAN CORRIDOR TO BELLEVUE TRANSIT CENTER

PEDESTRIAN CORRIDOR



PLAY



EAT



SHARE & EXCHANGE



EXERCISE

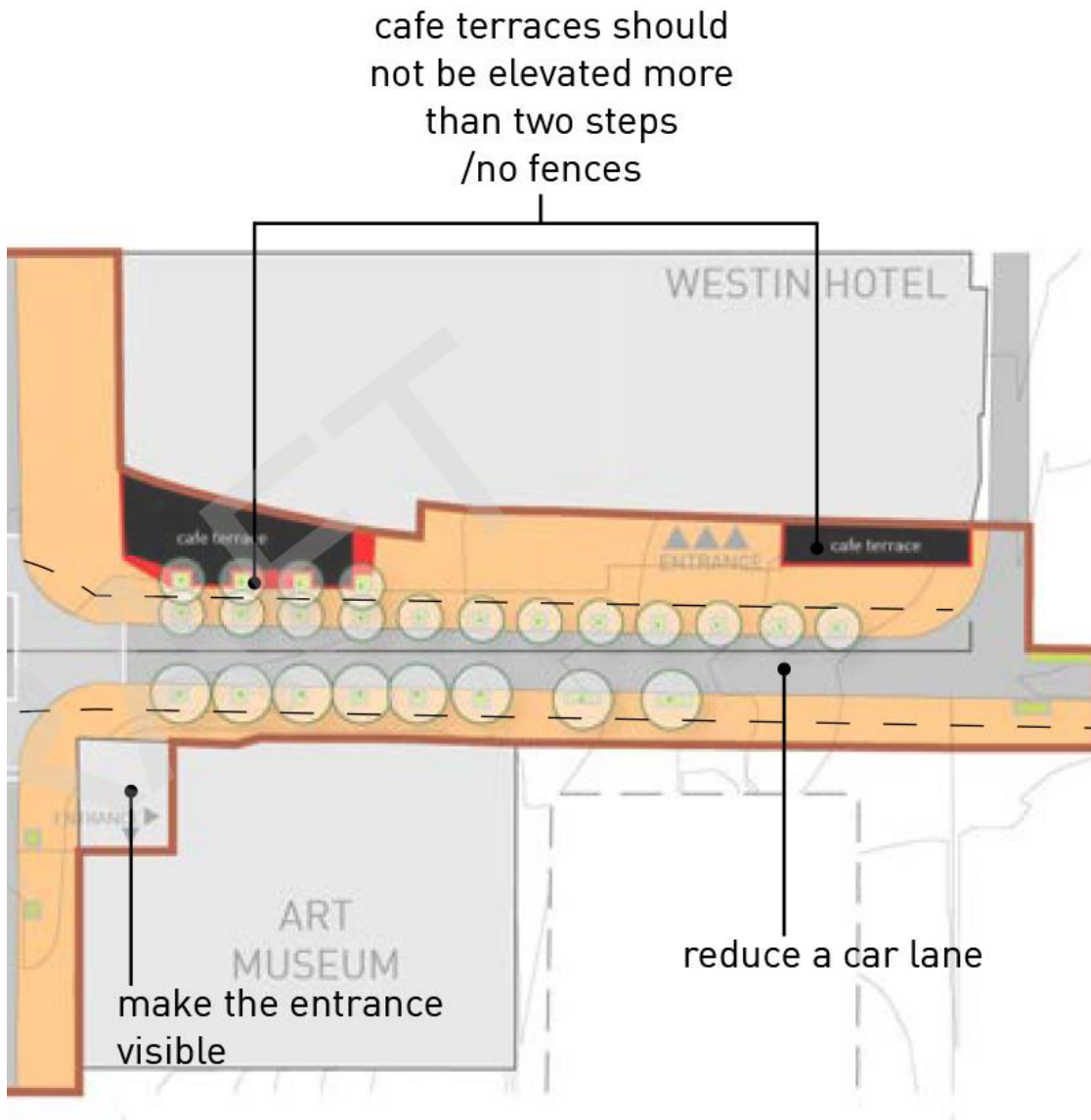


ENJOY

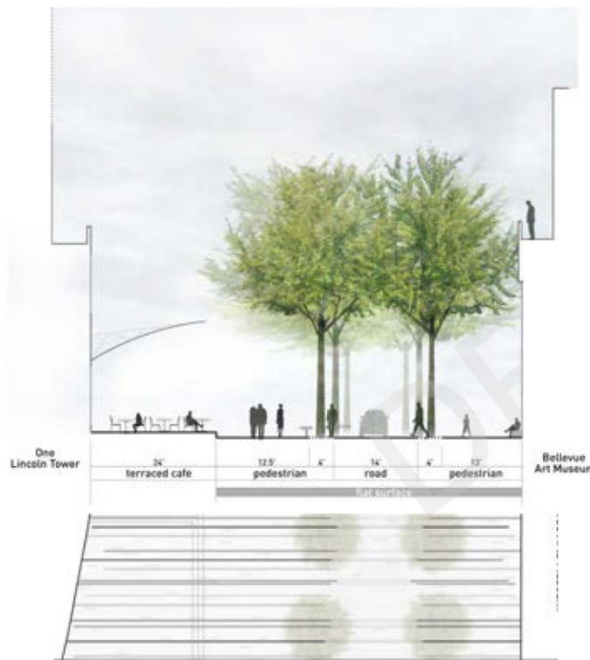
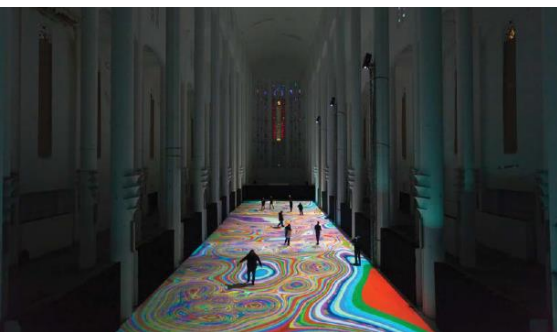
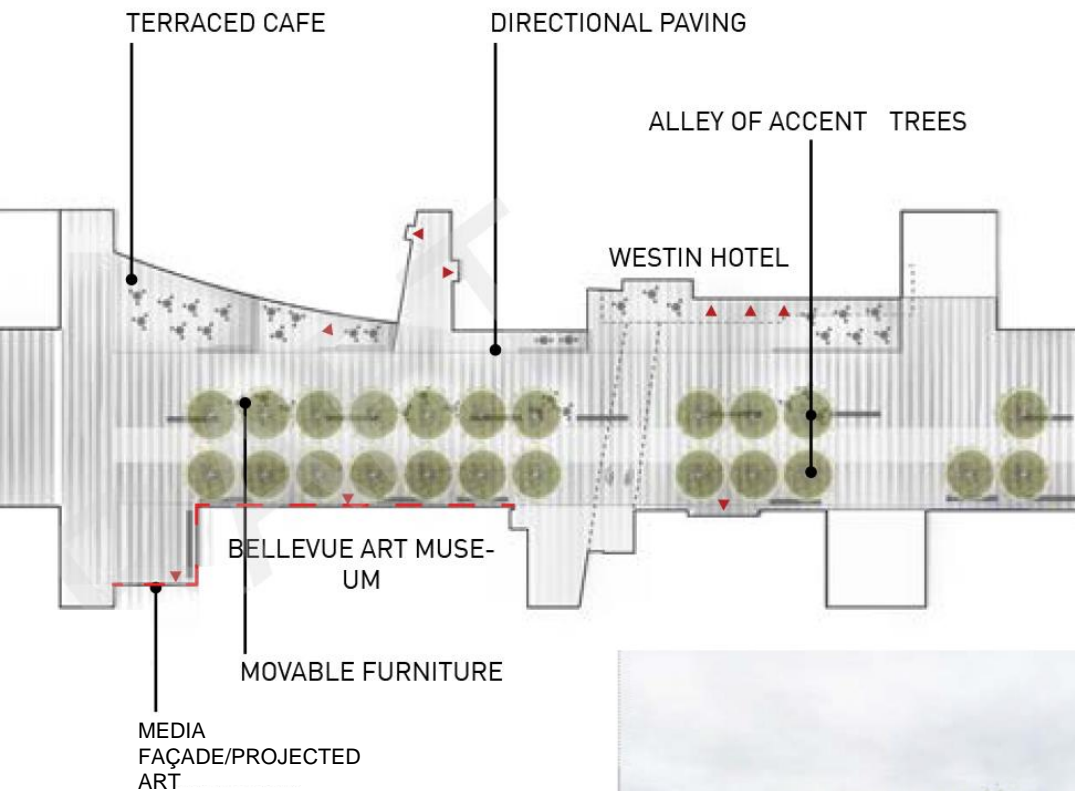
The seamless surface along the pedestrian corridor will accommodate a wide range of activities.



BELLEVUE WAY AND NE 6TH STREET

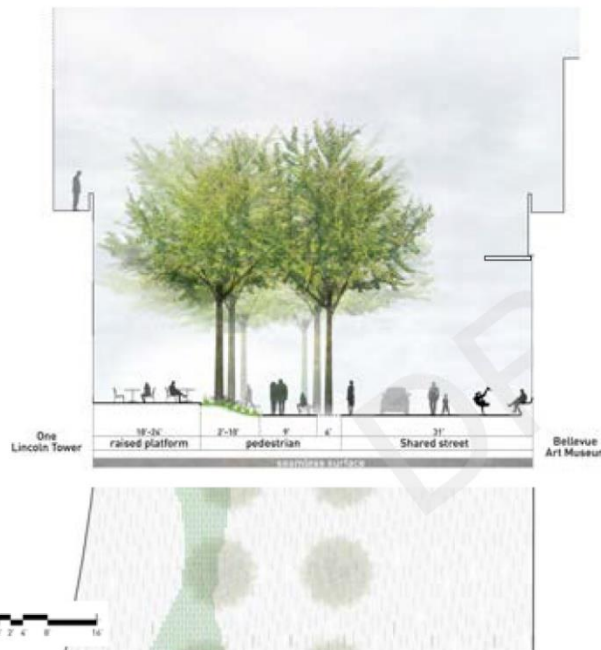
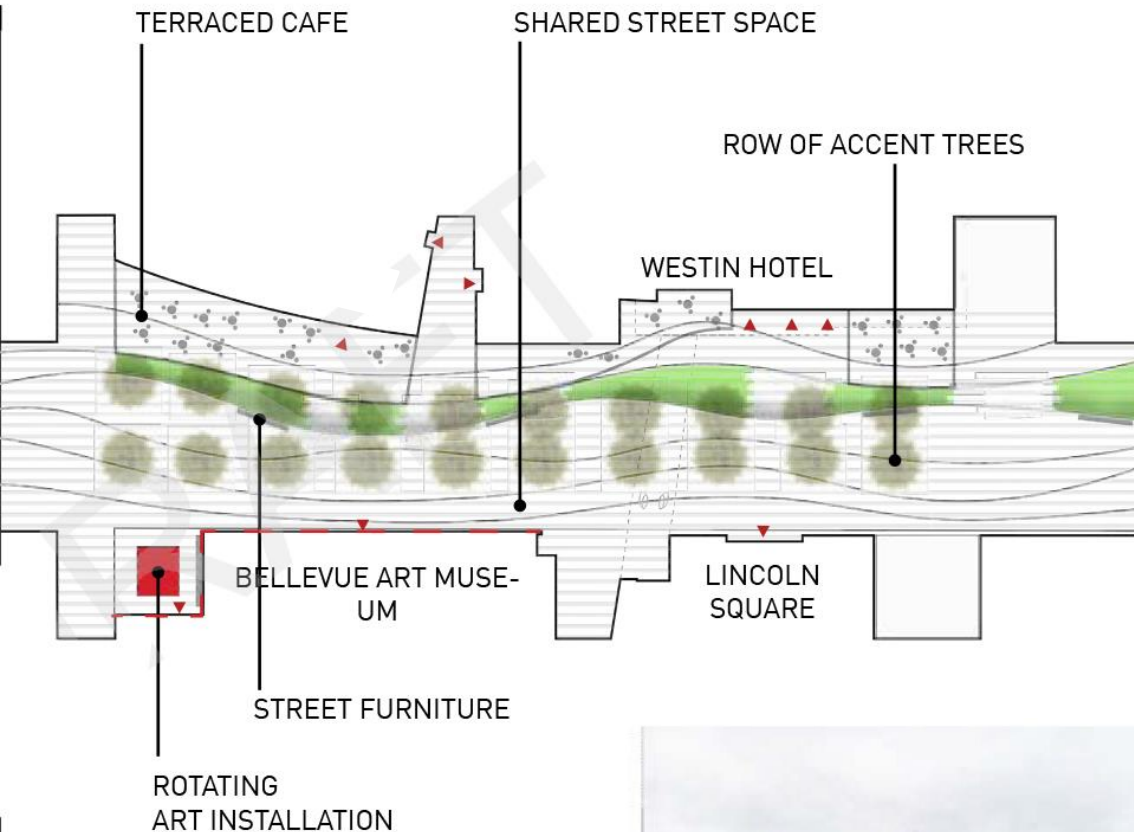


- Street as Plaza
- Less automobile oriented
- BAM plaza more prominent/programmed
- Less separation between terraces and sidewalk/plaza
- Smoother transitions between grade changes



BELLEVUE WAY AND NE 6TH STREET

- Potential one lane of traffic
- Stepped terraces
- Raised street
- Continuous paving
 - Create direction
- Activate BAM corner plaza and blank walls



BELLEVUE WAY AND NE 6TH STREET

- Potential one lane of traffic
- Fluid movement
- Soft transition between terraces and plaza
- Raised street
- Activate BAM corner plaza and blank walls



BELLEVUE TRANSIT CENTER

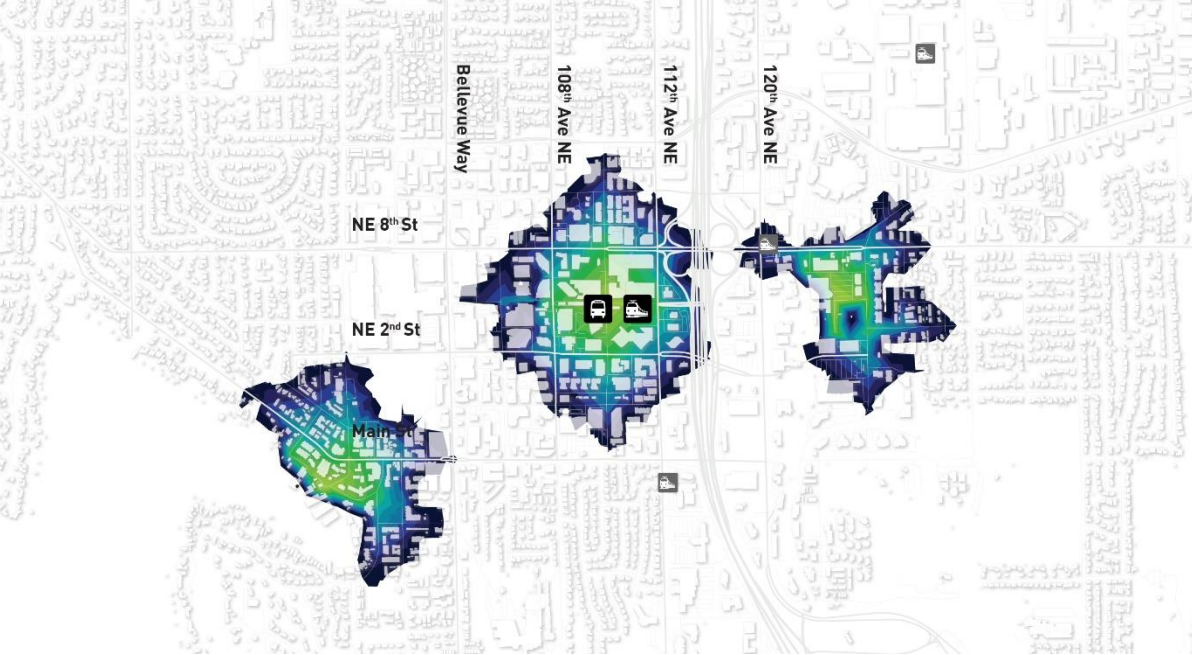
- Remove south lane (could be revised to north if needed)
- Simplify bus movements
- Create additional open space
- Separation from bus activity and public space
- Integrate busway into the public realm – not an island



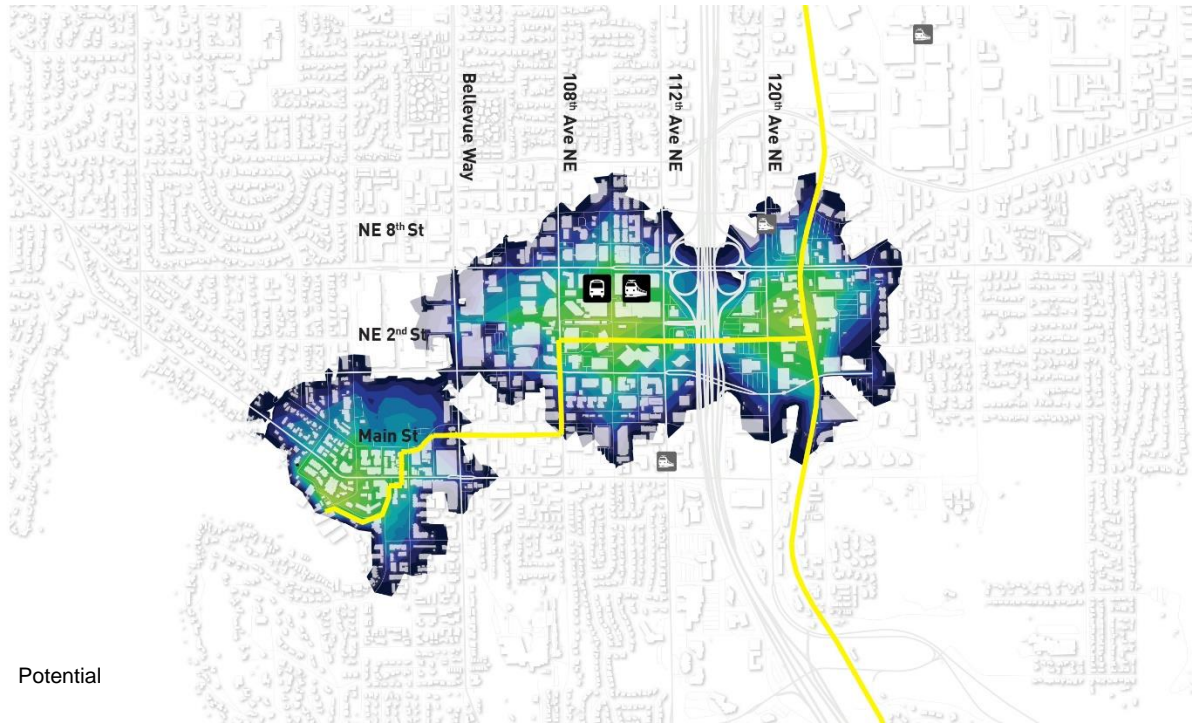
CONNECTIVITY AND RANGE

IMPROVED PEDESTRIAN RANGE AND CONNECTIVITY

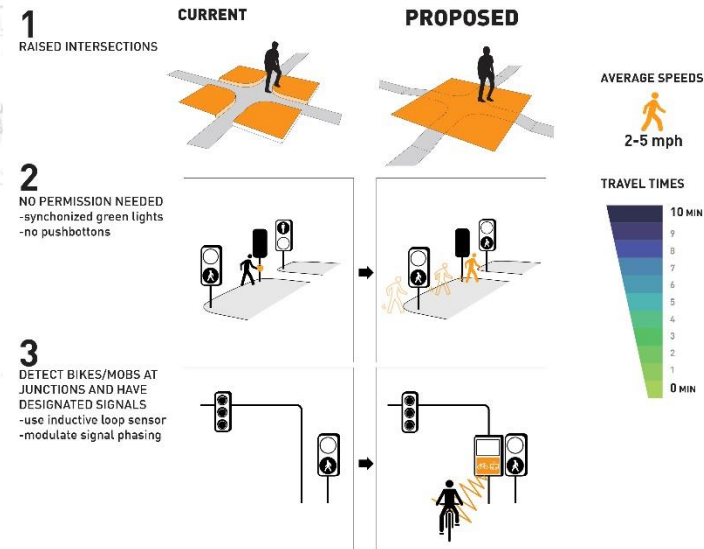
- Route specific
- Signal timing
- No pushbuttons
- Raised Intersections



Existing

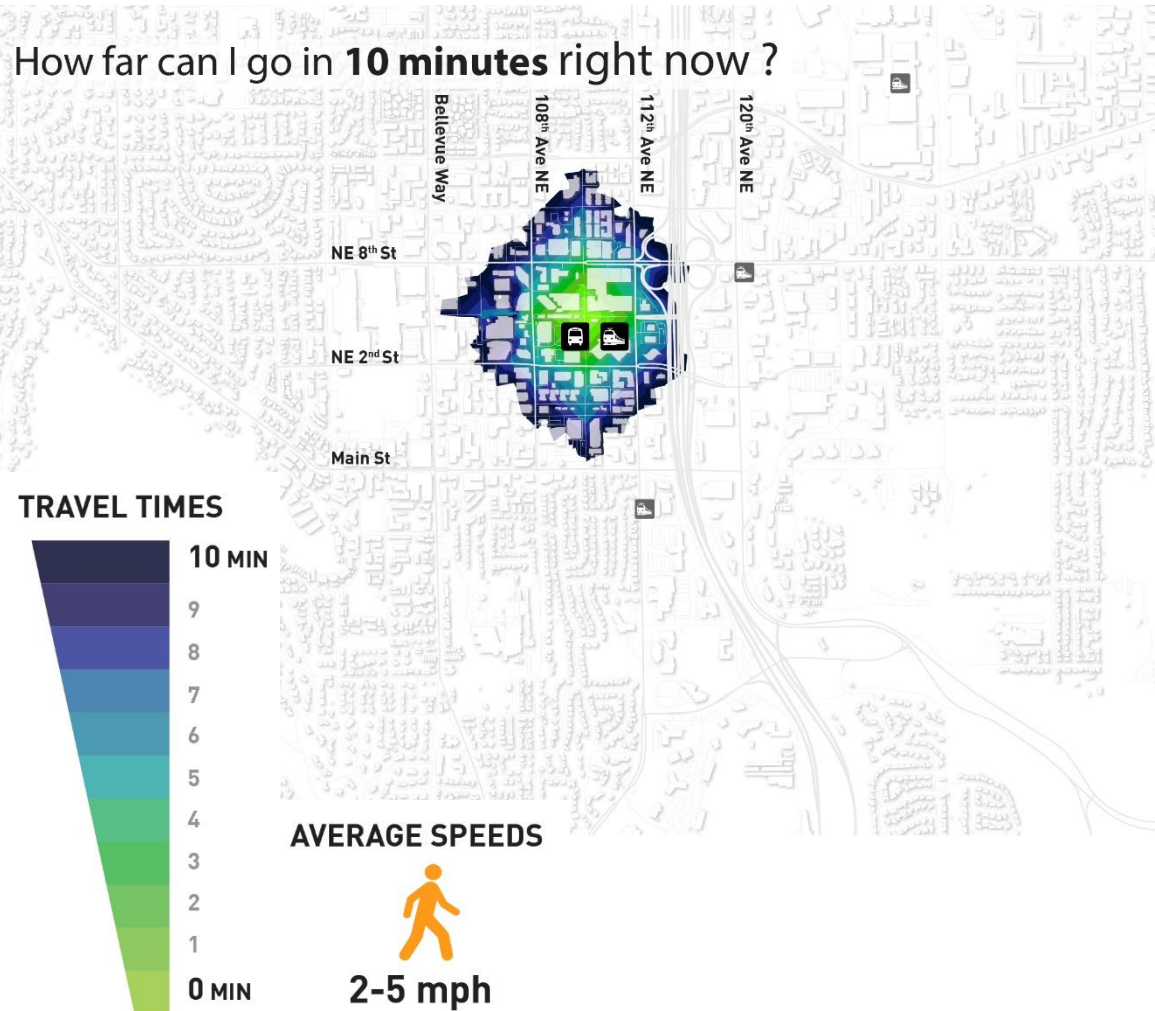


Potential



IMPROVED PEDESTRIAN RANGE AND CONNECTIVITY

How far can I go in **10 minutes** right now ?



- Increase the range of all pedestrians
- Navigate challenging topography
- 8-80 City
 - A city that can be navigated comfortably and safely for an 8 or an 80 year old



IMPROVED PEDESTRIAN RANGE AND CONNECTIVITY

- Embrace technology as part of the route
- 'Last Mile'
- Regional Connectivity?
- Autonomous
- Application Controlled
- Self-regulating
 - Decreases speeds when passing another vehicle or cyclist
- Run in streets or share bike lanes
- Phased implementation
 - Limited early investment
 - Pursue partners
 - Increase as popularity and support grows



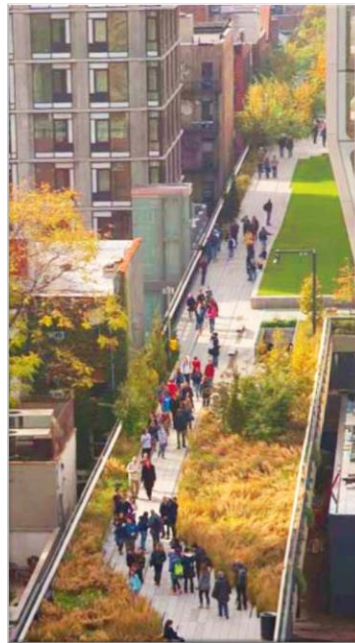
I-405 CROSSING



I-405 CROSSING

OBJECTIVES & GOALS

- A place
 - Safe
 - Comfortable
 - Attractive
- Signature
- Consideration of Precedents



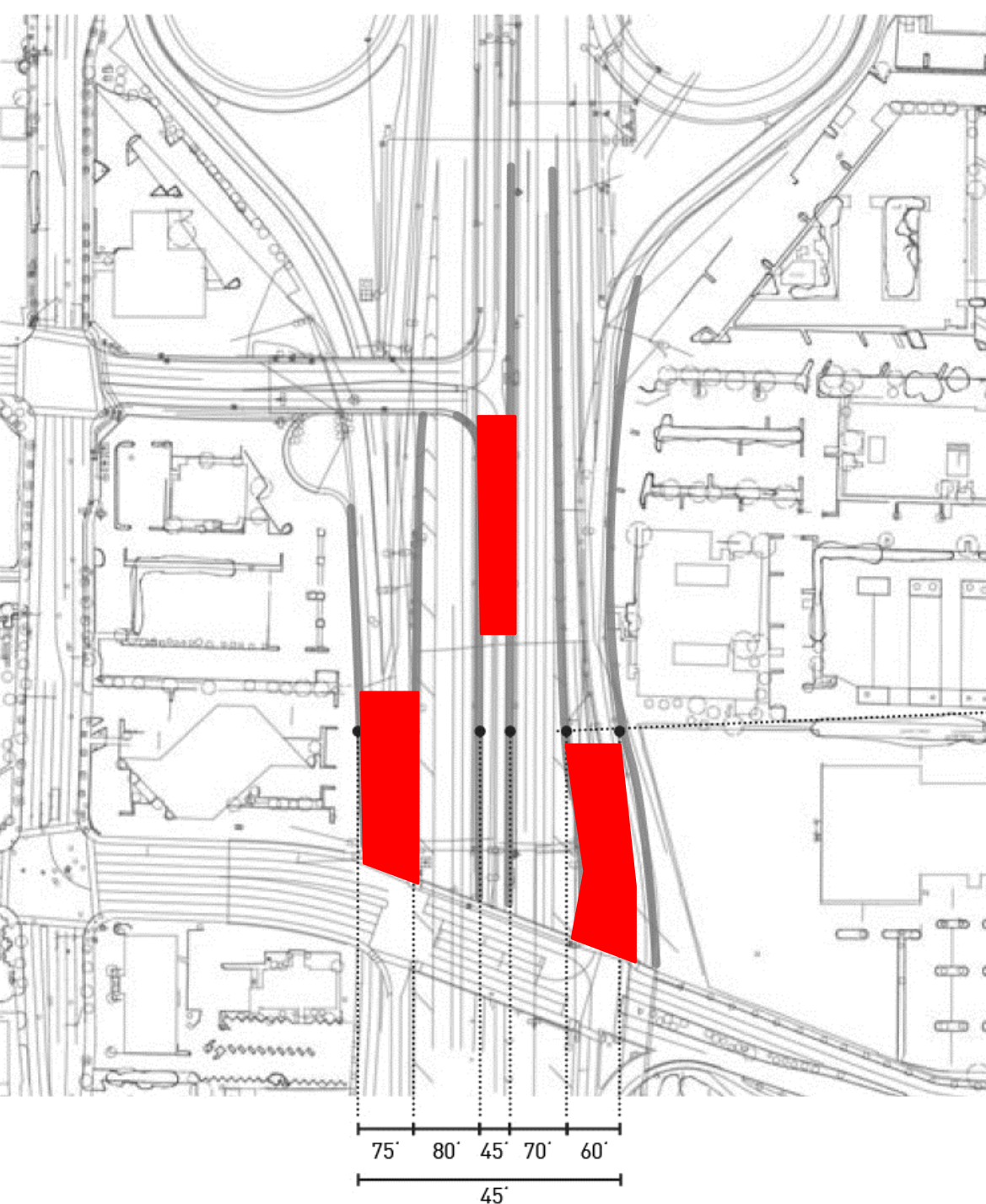
I-405 CROSSING ANALYSIS

•Structural Span

- Potential for span no greater than 80' in length
- Results in minimized structural depth
 - 6' or potentially less
 - Less costly
 - Lower profile

•Ramps

- Build over or around?



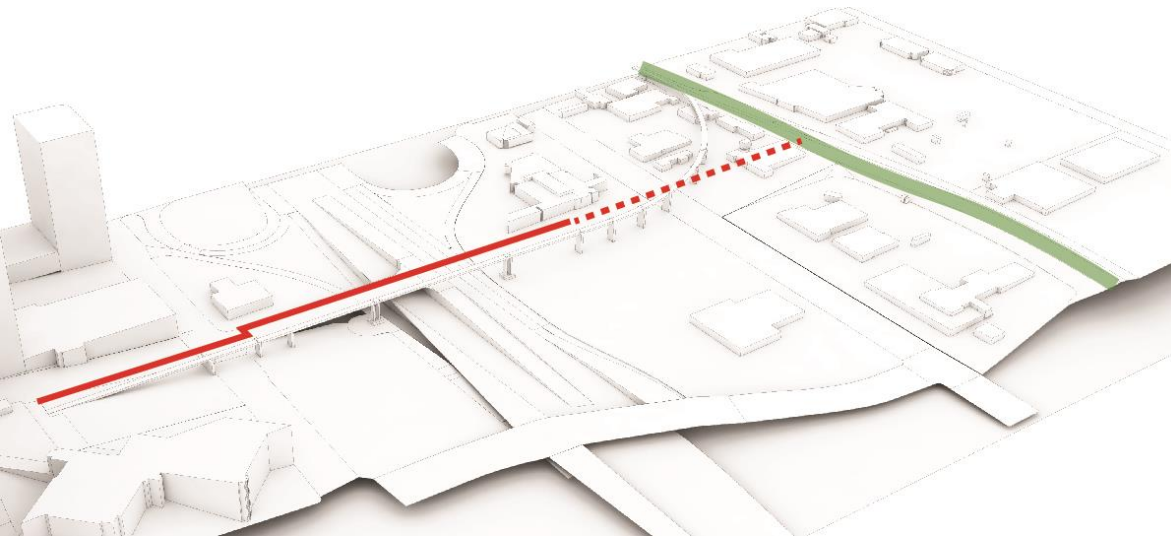
I-405 CROSSING OPTION 1

•Advantages

- Continued linear route
- Clear visual connection between Downtown and Wilburton
- Easy implementation

•Disadvantages

- Exposure to interstate
- Underwhelming
- Land acquisition for public space
- Design and experience could be diminished with 6th Street extension
- 2023 is earliest timing
- Cluttered intersection
 - Future NE 6th Expansion?
 - Light rail line
 - Route infrastructure



I-405 CROSSING OPTION 1



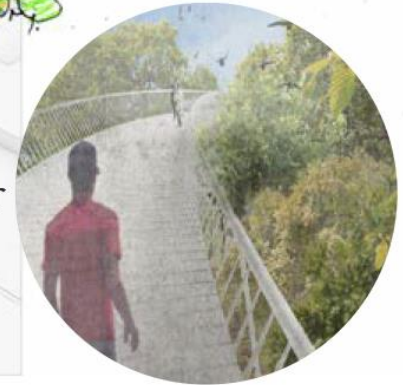
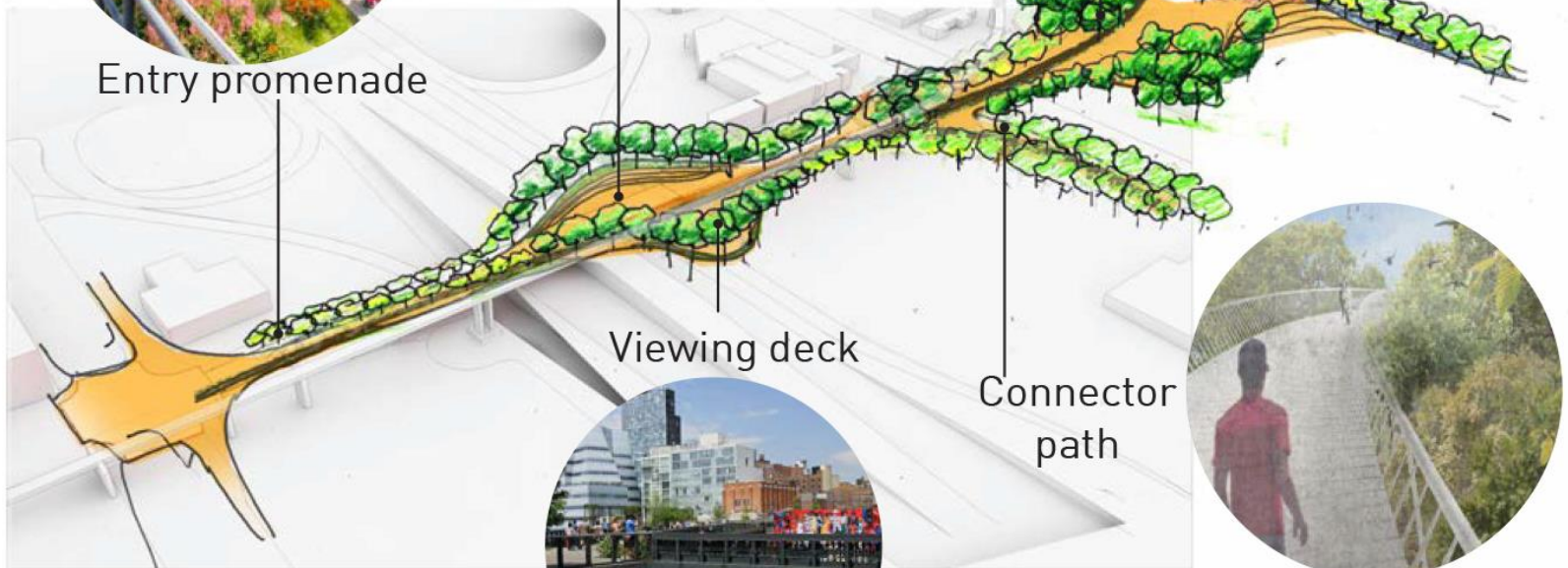
Entry promenade



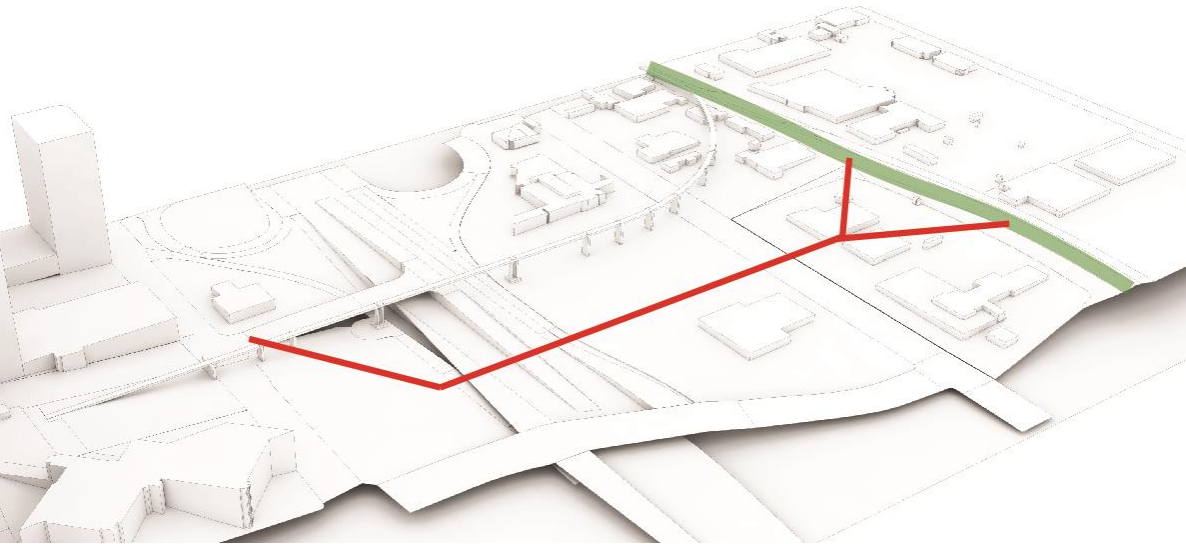
Grand public space



Playscape for all ages



Connector path



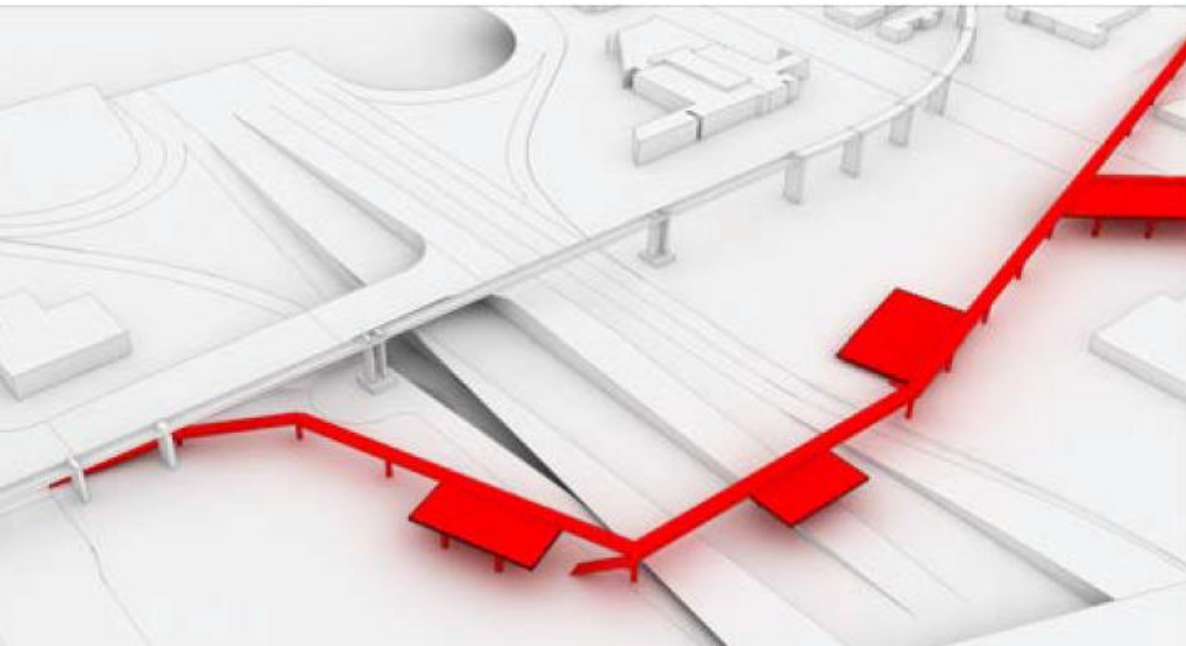
I-405 CROSSING OPTION 2

•Advantages

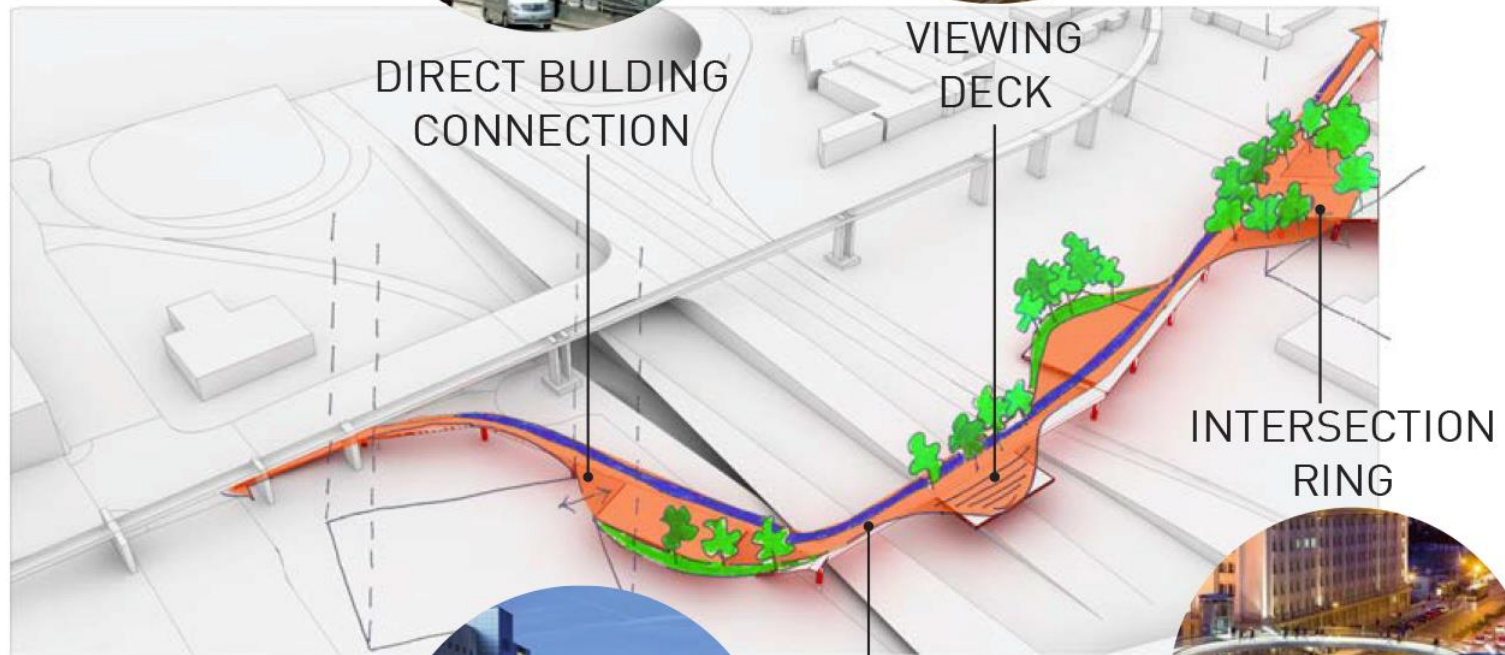
- Level crossing
- Integration with surrounding land uses
- Opportunity for signature structure

•Disadvantages

- Exposure to interstate
- Limited access
 - Only through private development
 - Less public?
- Where would the signature structure be visible from?
- Limited visibility from Downtown
- Dependent on private development
 - Timing
 - Access



I-405 CROSSING OPTION 2



EXPRESS
PASSAGE



I-405 CROSSING OPTION 3

• Advantages

- New park without using existing land
- Less dependent on land use and transportation projects
- Fully Public
- Multiple access points
 - NE 4th and 6th
 - Private Development

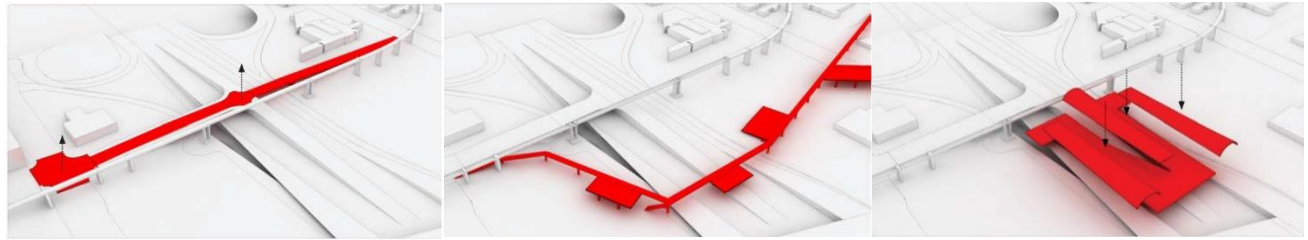
• Disadvantages

- Expensive
- Policies and requirements for DOT
- Significant infrastructure undertaking
- Limited visibility from Downtown





COMPARATIVE ANALYSIS



Criteria	Option 1 NE 6 th Extension	Option 2 Bridge	Option 3 Lid
Signature Design			
Signature Place			
Cost <small>(independent of park space needs)</small>			
Constructability			
Timing			
Land Use Interdependence			
Transportation Interdependence			
User Experience			

NEXT STEPS

- Develop connections to the Eastside Rail Corridor
- Online Open House
- City Hall Open House
 - Introduction of VR
- Continued Stakeholder Engagement
- Discussions with WSDOT, FDOT
- Refine alternatives based on feedback/input
- Return with information regarding the art and cultural element

FEEDBACK AND INPUT

WWW.BELLEVUEGRANDCONNECTION.COM