

**Site concept - Option 1**



**Site concept - Option 2**

**waterfront**  
SEATTLE

# BELL STREET

Jawaab-celinta Fikradda Guud ee Nakh-shadda oo Kooban

Maarso 2023





## **Nuxurka Warbixinta Wacyigelinta oo Kooban**

Yoolka mashruuca Bell Street waa in la sii wanaajiyo isku-xirka laga soo bilaabo Belltown ilaa biyo xigeenka, gaar ahaan jidka Bell St, inta u dhaxeysa jidadka 1st iyo Elliott. Bisha Maarso ee 2023, Xafiiska Mashruucyada Biyo-xigeenka iyo Kuwa Madaniga ah ayaa wuxuu qabtey aqal furan oo ka dhacaya barta internet-ka wuxuuna u soo bandhigey Golaha Bulshada Belltown si ay aaraa/fikrado uga soo ururiyaan bulshada Belltown oo ku saabsan mudnaanaha horumarineed ee jidkan fidsan ee Bell St.

### ***Imaanshaha***

- Waxaa jiray 1,713 adeegsadayaal gaar ah oo soo booqday gurigeenna furan ee internet-ka intii u dhaxeysay 6-da Maarso iyo 19-ka Maarso, 2023
- 312 jawaabo ayaa laga bixiyey sahanka aqalka furan ee internet-ka ka dhacey
- 25 qof, oo qaarkood qof ahaan uga qaybgalaya qaarna aaladda Zoom kaga soo qaybgalaya, ayaa ka qaybgaley xog-waranka Golaha Bulshada Belltown markii ay taariikhdu ahayd 8-da Maarso, 2023.
- In ka badan 55 qof ayaa na soo booqday si ay uga hadlaan mashruuca Belltown Art Walk markii ay taariikhdu ahayd 10ka Maarso, 2023

### ***Jawaab-celin muhiim ah***

- Nakhshadaha fikradda ah ee la soo bandhigay waxay yareeyeen tirada haadadka gaawirada jira laga bilaabo laba haadad ilaa hal haad.
  - Qaar baa ka xumaadey in haad ay gawaaridu maraan lagu darey iyadoo doorbidaya in aysan gebi ahaan wax baabuur ah ku arkin goobtan. Iyadoo in ka badan 50% ka-qaybgalayaasha barta internet-ka kaga soo qaybgaley ay sheegeen dookhan, ka-qaybgalayaasha shirkii Golaha Bulshada Belltown sidaa ma sheegin.
  - Waxa aynu ka maqalney milkiilayaasha guryaha degaanka iyo ganacsiyada ku xeeran intii lagu guda jiray shirkii Golaha waxay ahayd in ay doorbidayeen in lagu daro ilaa xad meel ay baabuur soo geli karto si loo daboolo baahida dejinta/qaadista rarka, wareeg guud, iyo gaarista ADA qaarna waxay muujiyeen walaacyo bedqab iyadoo soo jeediyay in waddada laga xiro ama laga joojiyo baabuurta ka gudbaysa, gaar ahaan saacadaha habeenkii.
  - Go'aanka lagu sii xaddidayo gawaarida bolooggan waxaa go'aamiya arrimo badan oo ay ka mid yihiin ra'yiga dadweynaha, wada-tashiga lala yeelanayo Injineerada Waddooyinka ee SDOT, dib-u-eegista socodka ama qulqulka wareegga ee mustaqbalka, iyo baahiyada baloogga. Iyadoo arrimahan oo dhan maskaxda lagu hayo, waxaa la go'aamiyay Waddada Bell iyo Waddada BLANCHARD ee jihooyinka



iska soo horjeeda u socda in ay wada-shaqeeyaan oo ayna lagama maarmaan u yihiin in jidka Elliott Way ay gaadiidka u furnaado.

- Ku dhowaad 50% ee ka-jawaabayaasha waxay doonayaan in ay arkaan nakhshadaha la wadaagay oo mudnaan badan siinaya dadka lugeynaya, iyadoo 35.2% ay dareemayaan in isku dheellitirnaantu ay wanaagsaneyd iyadoo 16.9% ay doonayaan in ay arkaan goobta oo mudnaan badan siineysa baaskiileyda. Ka-jawaabayaal dhowr ah ayaa ku taliyay haad socdaal dhuuban oo loogu talagalay ujeeddooyin xawaaraha lagu yareynayo iyo mudnaansiinta meesha ay maraan dadka lugeynaya iyo kuwa baaskiillada wata.
- Wax ka yar 60% ee ka-jawaabayaasha waxay doorbidayaan haad baaskiil oo laba dhinacle ah iyadoo kuwo badanna ay dhiirrigeliyeen dhisme kala-xira oo joogto ah in lagu darro inta u dhaxeysa haadadka ay gaadiidka iyo baaskiillada maraan.
- In ka badan 50% ee ka-jawaabayaasha waxay doonayaan in ay arkaan isku-jirka kuraas bulsho iyo kuwo fardi, ka-jawaabayaasha intooda badanna waxay jeclaan lahaayeen in ay arkaan meel ay ka baxaan dhir badan oo cagaar ah iyo meel la isugu yimaado.
- Waxaa jira rabitaan ah in meelaha kacsan ee kor u yuuqan ee waddada Bell St laga dhigo meel ay aad u adeegsan karaan adeegsadaayaasha awoodaha kala duwan leh. Ka-qaybgalayaasha qaarkood waxay muujiyeen sida ay u daneynayaan gacan-cuskadyo ama jaranjarooyin ka caawinaya fuulista.
- Soo-jeedimada kale waxaa ka mid ahaa nalal dheeraad ah, meelo loogu talagalay eeyaha, calaamado ama khariidad degaanka sharxaya, weelal qashinka lagu shubo iyo ikhtiyaarada mooto laba-lugoodleyda oo cad.
- Ka-qaybgalayaashu waxay walaacyo ka muujiyeen dayactirka iyo burburinta hantida.



## Hordhac

Mid ka mid ah yoolasha Waterfront Seattle waa in la abuurto isku-xirro badan oo bari-galbeed isku xiraya raaxo leh oo la mari karo looguna talagalay dhammaan hababka socdaalka ee waddada, oo ay ku jiraan kuwa taga Belltown, faras magaalaha iyo fagaaraha Pioneer Square.

Jidka cusub, Elliott Way, ayaa wuxuu bixin doonaa isku-xir cusub oo u dhaxeeya Belltown iyo biyo-xigeenka wuxuunna jidka Bell St ku xiri doonaa waddooyinka Elliot iyo Western. Isku-xirkan cusub ayaa waxaa ku jira seedad baaskiilladu ay maraan oo ilaalsan, socod-hareereedyo, iyo qurxinta muuqaal dhuleedka. Jidka Lenora St, oo laba bolog koonfurta ka xiga jidka Bell St, ayaa wuxuu bixin doonaa isku-xir toos ah oo u dhaxeeya waddada Elliott Way ee cusub, oo ay ku jiraan buundo dadka lugeynaya maraan oo dhowaan la cusbooneysiisay iyo wiish dadka ka caawinaya in uu u fududeeyo in ay ku lugeeyaan, baaskiil ku wataan, iyo/ama kabo taraatax ku wataan inta u dhaxeysa Belltown iyo biyo-xigeenka.

Yoolka mashruuca Bell Street waa in uu sii wanaajiyo isku-xirka laga soo bilaabo Bell St ilaa biyo-xigeenka, gaar ahaan laga soo bilaabo jidka 1st ilaa iyo jidka Elliott. Sida qayb mashruucan ka mid ah ahaan, Waterfront Seattle wuxuu hayaa fursad uu ku ballaarinayo goobaha dadweynaha uguna darayo muuqaal qurxoon oo cusub iyo adeegyo kale iyada oo qaybta jidka Bell St uu noqonayo jid hal-dhinac aada. Wadarta guud ee miisaaniyadda mashruuca, oo ay ku jiraan nakh-shadda, ruqsadda, iyo dhismahaba waa \$3.3 milyan.

Habka wacyigelintawejiga labaad ee hannaanka nakh-shadda waxaa ku jirey aqal furan oo ka dhacaya barta internet-ka oo furnaa 6-da Maarso ilaa 19-ka Maarso, 2023, iyo xog-waran laga sameeyay Golaha Bulshada Belltown markii ay taariikhdu ahayd 8-da Febraayo, 2023. Yoolku wuxuu ahaa in la helo jawaab-celin ku saabsan labada ikhtiyaar ee nakhshadda ee la abuuray iyadoo lagu saleynayo jawaabcelinta laga helay bulshada guud ahaan muddadii ka-qaybgalka koowaad ee horaantii 2023.

## Qalabka ogeysiinta iyo gaariista

Muddada ka-qaybqaadashada ayaa kor loo qaaday iyada oo loo marayo hababkan ogeysiinta ee soo socda:

- **Saabab u qaabeysan qaabka A** oo lagu xayaysiinayo aqalka furan ee barta internet-ka ayaa waxaa la dhigey jidadka Bell St iyo First Ave, iyo isgoysyada, jidadka Bell St iyo Elliott Ave.
- **Waxay sameeyeen miis shaqaale fadhiya** intii lagu guda jiray Farshaxan Soobandhigidii Belltown Artwalk markay ahayd 10-ka Maarso waxayna la hadleen in ka badan 55 qof.
- **Email-lo** ayaa loo direy daneeyeyaasha muhiimka ah iyo dadka deriska la ah mashruuca si gacan looga geysto faafinta wacyigelin ku saabsan fursaddan jawaab-celinta.
- **Warside elektaroonig ah (E-newsletter)** ayaa loo diray **11,434** macaamiil oo rukun u ah liiska iimayl-ka barnaamijka Waterfront Seattle.
- **Daabacaadda bogga internet-ka** ayaa lagu wadaagey [bogga internet-ka SDOT](#) oo ku saabsan fursadda ka-qaybgalka.
- **Waxay xayaysiin kooban oo wargeys ku qoran la wadaageen** Golaha Bulshada ee Belltown.
- **Hadal kooban oo ammaan iyo xayaysiin ah oo lagu qoro baraha bulshada** ayaa lagu daabacay markay taariikhdu ahayd 7-da iyo 14-ka Maarso koontooyinka baraha bulshada ee Waterfront Seattle, oo ay ka mid yihiin baraha Instagram, Twitter iyo Facebook. Waaxda Xaafadaha Seattle ayaa waxay bogga internet-ka ee SDOT ku wadaagtey madalladooda baraha bulshada markay taariikhdu ahayd 9-ka Maarso.



*Shaqaale ka tirsan qaybta wacyigelinta ee Waterfront Seattle oo qof degaanka deggan kala hadlaya fikradaha labada nakhshadood ee hore ee loogu talagalay*



**Waterfront Seattle**  
@WaterfrontSEA



1/2 We have 2 early design concepts for the Bell Street project. The goals are to improve pedestrian & bike experiences, connect Belltown & the waterfront & to create a safe & enjoyable public space. Let us know what you think by March 19!



5:00 PM · Mar 14, 2023 · 50.6K Views

*Tusaalaha war ku daabacan baraha bulshada ayaa la wadaagey si xubnaha bulshada loogu wargeliyo aqalka furan ee barta internet-ka.*



## Xog-waranka Golaha Bulshada Belltown

25 qof, oo qaarkood qof ahaan uga qaybgalaya qaarna aaladda Zoom kaga soo qaybgalaya, ayaa ka qaybgaley [xog-waranka Golaha Bulshada Belltown markii ay taariikhdu ahayd](#) 8-da Maarso, 2023.

Waa kuwan qaar ka mid ah waxyaabihii ugu muhiimsanaa ee laga soo qaatey wada-sheekaysigaasi:

- Waxaa jira rabitaanka kaabayaasha dadka lugeynaya iyo kuwa baaskiileyda oo hagaagsan kuwaas oo Belltown si toos ah ugu xiraya waddada Elliott Way iyo jidka dhinac mara biyo-xigeenka.
- Waxaa jira rabitaan ah in meelaha kacsan ee kor u yuuqan ee waddada Bell St laga dhigo meel ay aad u adeegsan karaan adeegsadyaasha awoodaha kala duwan leh. Ka-qaybgalayaasha qaarkood waxay muujiyeen sida ay u daneynayaan gacan-cuskadyo ama jaranjarooyin ka caawinaya fuulista.
- Si la mid ah waxa lagu sheegay warbixintii koobnayd ee Golaha Bulshada Belltown, dadka degaanka iyo milkiilayaasha ganacsiga in ay doonayaan sii wanaajinta hannaanka wado helidda iyo boodhadhka ama calaamadaha hagaya dadka soo booqanaya dukaamaha tafaariiqda iibiya ee ku yaalla bartamaha Belltown.
- Ka-qaybgalayaasha ayaa sidoo kale soo jeediyay in goobta lagu daro baaq muuqaal ah oo dadka u soo jiidaya xaafadda waxaanna jiray xiiso badan oo loo qabey halka buundada calaamadaha ee la hoos maro laga dhigi doonno.
- Adeegyada dheeraadka ah ee ay ka-qaybgalayaasha soo-jeediyeen waxaa ka mid ahaa rakooyin baaskiilada la saarto iyo nalal dheeraad ah. Markii la weyddiiyay haddii ay mudnaan siinayaan kuddarrida nalal goobaha la fadhiisto ama buundada calaamadaha, qolka ayaa inta badan ku kala-qaybsamey midda mudnaanta koowaad la siinayo.
- Ka-qaybgalayaasha qaarkood waxay walaacyo ka muujiyeen dayactirka dhirta, iyagoo soo-jeediyay in dayactirka dhirta ay hooseyso, iyo burburinta buundada calaamadaha.

## Aqalka Furan ee Internet-ka

Aqalka furan ee barta internet-ka wuxuu furnaa laga bilaabo 6-da Maarso ilaa 19-ka Maarso, 2023, waxayna wadaageen jawaab-celin heersare ah ee aan helnay intii lagu guda jiray wejigii koowaad ee wacyigelinta, jawaabaha su'aalaha qaarkood ee caamka ah iyo labada fikradood oo nakhshadda hore ah. Waxaa jiray xog ururin la sameeyay dhammaadkii oo dad weyddiinaysa jawaabcelinta cunsurrada mid kastoo ka mid ah labada fikradood ee nakhshadda hore.

***Jawaabcelinta nakhshadaha fikradda lagu saleeyay ee laga helay wejigii koowaad ee wacyigelinta waxaa ka mid ahaa:***



- Ka-jawaabayaasha waxay intooda badani doonayeen in jidkan fidsan ee Bell St uu mudnaanta koowaad siiyo dadka lugeynaya iyo baaskiileyda marka loo eego baabuurta, iyada oo 68.9% ay doorteen socod/kabo taraatax ku wadasho, 25.8% ay doorteen baaskiil/mooto laba lugoodley ah ku socosho iyada oo 5.3% ay doorteen baabuur wadasho in ay tahay habka socdaalka ay doonayaan horumarinaddan in ay diiradda saaraan. Gaar ahaan, in baaskiillada, dadka lugeynaya iyo gawaarida loo sameeyo waddooyin, kala-gooni ah, ayaa la xusay in ay aad muhiim u tahay.
- Waxaa jira rabitaan ah in la abuurto meel ammaan ah, nadiif ah oo lagu raaxeysan karo looguna talagalay dadku in ay isugu yimaadaan oo ayna sii joogaan. Waxaa kaloo jira walaacyo ku saabsan abuurista fursad soo dhaweynaysa waxqabadyada aan loo baahnayn taasina way adkaaneysaa in la sii wado.
- Bulshadu waxay jeclaan lahayd in halkaasi loo helo waddo soo dhaweyn leh oo bannaan ah oo loogu talagalay dadka deggan degaanka iyo kuwa ku dalxiisayaba in ay isugu kala gooshaan Belltown iyo biyo-xigeenka iyada oo la adeegsanayo calaamado iyo waxyaabo muuqda oo dadka u soo jiida degaankan.
- Waxaa jira xoogaa walaacyo ah oo ku saabsan baaxadda la rabo in aysan ku habbooneyn miisaaniyadda loo qoondeeyay mashruucan. Waxaa xusid mudan in wadarta guud ee miisaaniyadda mashruuca, oo ay ku jiraan nakh-shadda, ruqsadda, iyo dhismahaba ay tahay \$3.3 milyan.

[Ka eeg warbixinta kooban ee wacyigelinta oo dhammeystiran mareegtada.](#)

### ***Su'aalaha caamka ah***

Aqalka furan ee barta internet-ka, waxaan sidoo kale kaga jawaabney qaar ka mid ah su'aalaha caamka ah ee aan helnay intii lagu guda jiray wejiga koowaad ee wacyigelinta.

*Maxay tahay sababta gaadiidka jidka hal-dhinaclaha ah midba midka kale loogu soo weecanayo ee waddada Bell St?*

- Waxaa jiray dib-u-habeyn lagu sameynayay waddooyinka isdhaafaya si loo waafajiyo jidka cusub ee Elliott Way, kaas oo noqon doonna jid laba-dhinacle ah oo isku xiraya waddada Western Ave ee hal-dhinaclaha ah iyo waddada Elliott Ave ee hal-dhinaclaha ah. Isbeddelkan ayaa sidoo kale waafaqsan habeynta jirta ee Waddada Battery (halkaas oo gaadiidka jidka hal-dhinaclaha ah laga weecinayo jidka Western Ave) si loo waafajiyo ku soo wareegidda mid kastoo ka mid ah labada baloog. Wareegga la soo-jeediyay waxay suuragelinaysaa wareegga iska-soo-horjeeda ee hareeraha mid kastoo ka mid ah labada baloog.



- Waxaa muhiim ah in la ogaado in uu jiro doonno isgoys calaamadeysan oo laga sameynayo jidka Western Ave iyo Waddada Bell oo loogu talagalay gaadiidka ka imaanaya waddada cusub ee Elliott Way si loo suurageliyo isgoys ay ka gudbaan dadka lugeynaya oo ammaan ah. Waxaa sidoo kale jiri doonna calaamad jooksi oo ku taalla isgoyska oo loogu talagalay gaadiidka ku socdaalaya waddada Bell St.



*Halkee laga hirgelin doonnaa buundada calaamadaha ee hoosteeda la maro?*

- Halka laga hirgelin doonno weli lama go'aamin laakiinse waxaa lagu saleyn doonnaa khadadka ay adeegyada sida biyaha, korontada ay maraan, xariiqa aragga iyo waxyaabaha kale ee ka hor-imaan kara.

*Ma jirtaa khariidad jidka dad tusisa oo dadka hagta oo ku yaalli doonta inta u dhaxeysa Belltown iyo biyo-xigeenka (waterfront)?*

- Ma jirtaa khariidad jidka dad tusisa oo dadka hagta oo ku yaalli doonta inta u dhaxeysa Belltown iyo biyo-xigeenka (waterfront)?

*Ma jirtaa khariidad jidka dad tusisa oo dadka hagta oo ku yaalli doonta inta u dhaxeysa Belltown iyo biyo-xigeenka (waterfront)?*

- Ma jiraan qorshayaal hadda ah oo loogu talagalay calaamadaha waddo-helidda oo dadka ku jiheynaya Belltown. Si kastaba ha ahaatee, waxaan eegi doonnaa intaan sii wadno horumarinta nakhshadda fikradda ah ee goobtan.

*Miyaan gebi ahaanba baabuurta ka saari karnaa Jidka Bell?*

- Go'aanka lagu sii xaddidayo gawaarida bolooggan Waddada Bell St waxaa go'aamiya arrimo badan oo ay ka mid yihiin ra'yiga dadweynaha, wada-tashiga lala yeelanayo Injineerada Waddooyinka ee SDOT, dib-u-eegista socodka ama qulqulka wareegga ee mustaqbalka, iyo baahiyada baloogga. Iyadoo arrimahan oo dhan maskaxda lagu hayo, waxaa la go'aamiyay Waddada Bell iyo Waddada BLANCHARD ee jihooyinka iska soo horjeeda u socda in ay wada-shaqeeyaan oo ayna lagama maarmaan u yihiin in jidka Elliott Way ay gaadiidka u furnaado.



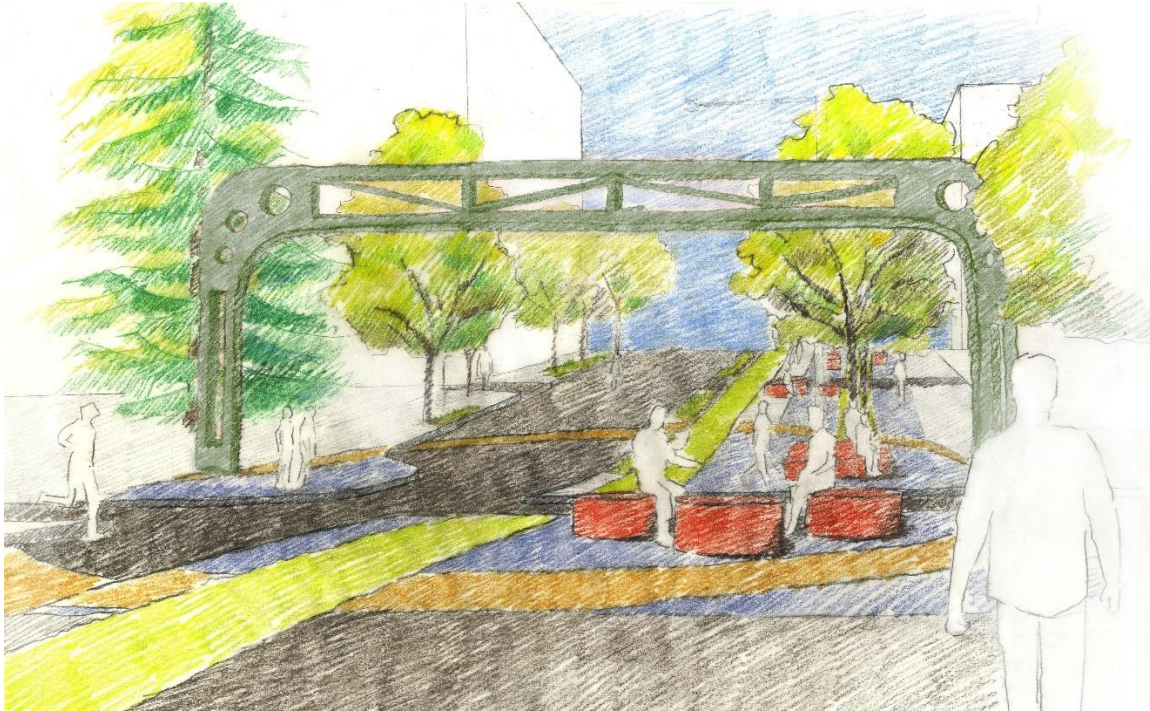
*Waa maxay qorshaha dayactirka goobtan?*

- Labadan baloog ee waddada Bell St waxaa dayactiri doonna Magaalada, si la mid ah waddooyinka kale ee magaalada.

## Nakhshadaha fikradda hore ah

Labada nakhshadood oo fikrad hore ah ayaa la wadaagey iyadoo lagu saleynayo jawaab-celinta aan helnay horaantii sannadka.

### ***Ikhtiyaarka Fikradda 1aad: Qolalka***

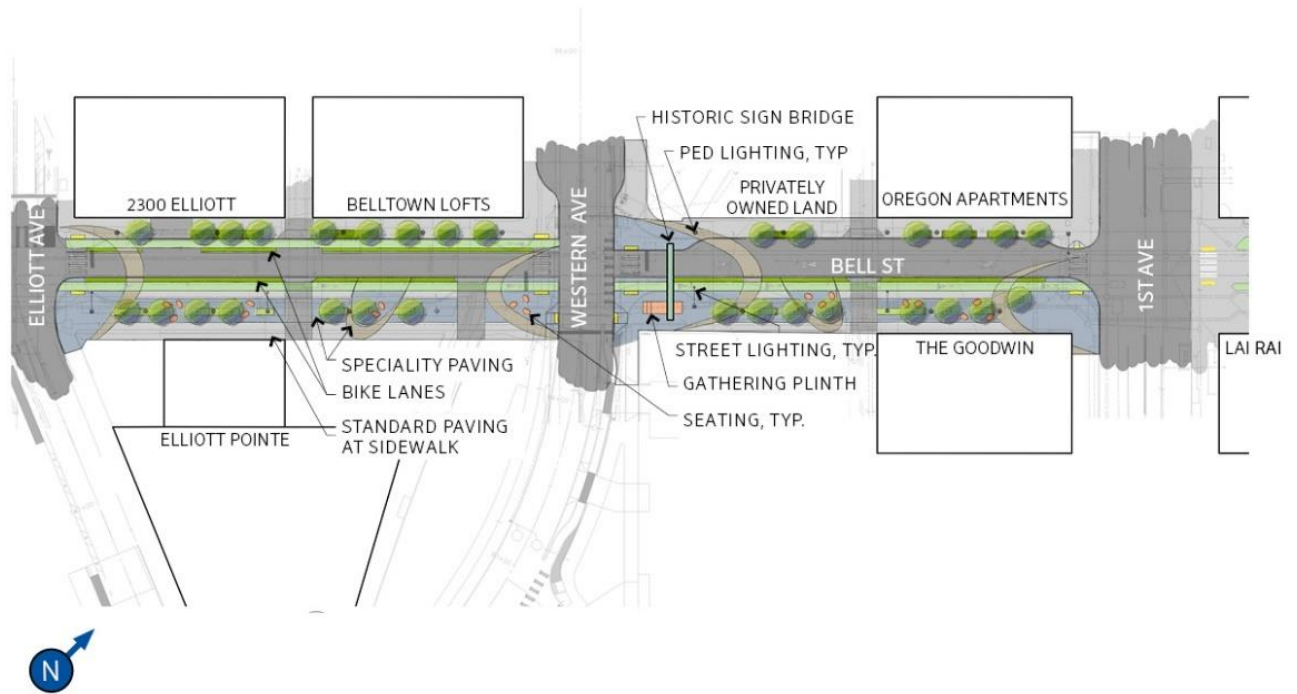


Fikradda koowaad waxaa ka mid ah jidad baaskiilladu maraan oo ilaalsan oo leh kala-dhexgale dhir ku beeran iyo jidad dadka lugeeya ay maraan oo dhir cagaar ah ku beeran. Kuraasta farshaxaneedka waxaa loo habeeyay qaab bulsho, iyadoo dhowr kursi la dhigay goobo badan oo dhaca waddada dadka lugeeya ay maraan si loo taageero baahiyada gaarista iyo bixinta fursado nasasho iyo ku raaxaysiga muuqaallada xaafadda. Fikraddan waxaa sidoo kale ku jira goob kor u qaatan oo ku taalla isgoyska waddada Bell St iyo Western Ave oo loogu talagalay kulannada bulshada iyo dabbaaldegyo lagu qabanayo buunadada calaamadaha ee taariikhiga ah hoosteeda. Buundada calaamadaha waxaa suuragal ah in loo sameeyo nalal iftiiminaya, kuraas farshaxaneedkana waxaa suuragal ah in loo sameeyo nalal iftiin kara waddada. Gaarista luuqyada jira, iyo soonaha rarka lagu dejiyo ama laga qaado ee u dhaxeeya jidadka First iyo Western, waa la joogteynayaa.

Baaskiileyda u socdaalaya dhanka galbeed waxay waddada la wadaagi doonnaan baabuurta inta u dhaxeysa jidka 1st Ave iyo jidka Western Ave waxayna ku darsami doonaan dhabbana



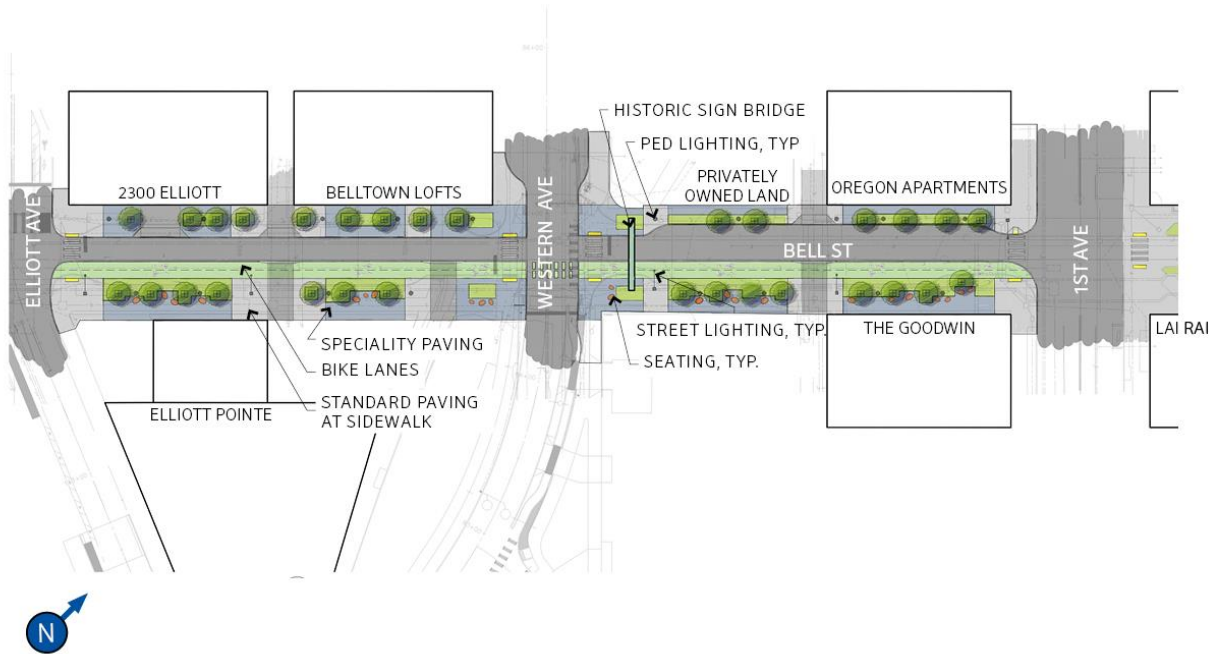
baaskiilka ilaalsan ee marka la dhaafdo jidka Western Ave, waxayna awood u yeellanayaan in ay tagaan biyo-xigeenka iyagoo adeegsanaya Buunddada Dadka Lugeeya Maraan ee Bell Harbor. Waddada u dhaxeysa jidka 1st Ave iyo jidka Western Ave waxay yeellan doontaa calaamado muujinaya qaybta jidka ee ay baaskiiladu adeegsadaan, calaamado jidka lagu rinjiyeeyay oo uga digaya baaskiileysda iyo darawalada in waddadan ay tahay mid la wadaago. Baaskiileysda u socdaalaya dhanka bari waxay ku negaan doonnaan dhabbaha baaskiilka ee ilaalsan ee ku yaalla dhanka koonfureed ee waddada.



### ***Ikhtiyaarka Fikradda 2aad: Qaybo Jardiimo ah***



Fikradda labaad waxaa ka mid ah waxyaabo badan oo laga soo qaadanaayo fikradda 1aad, iyadoo kala duwanaanshaha mudan in la xuso uu yahay dhabbe baaskilada maraan oo laba-dhinacle ah oo leh kala-dhexgale kor-u-qaatan iyo jidadka ay dadka lugeeya maraan oo ballaaran oo leh dhir badan oo ku taalla dhinaca koonfureed ee jidka. Fikraddan salkan buundadan calaamadaha ee taariikhiga ah waxaa ka mid ah dhir waxaanna in yar loo nakhshadeeyay kulannada bulshada ee isgoysyada jidka Bell St iyo jidka Western Ave. Kuraas farshaxaneedda waxaa si aad joogto u ah loogu kala firdhin doonnaa waddada dadka lugeeya ay maraan si loo taageero baahiyada gaarista loona yeesho kooxeynta kuraasta oo yar ee loogu talagalay kuraasta bulshada ee yar. Gaarista luuqyada jira, iyo soonaha rarka lagu dejiyo ama laga qaado ee u dhaxeeya jidadka First iyo Western, waa la joogteynayaa.

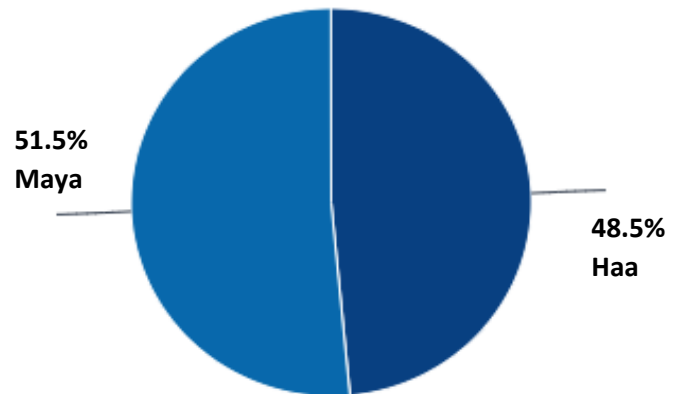


## Natijoooyinka Xog-ururinta

Lifaaqa ka eeg faallooyinka oo dhan.

### Miyaad dareentaa in fikradahan ay muujinayaan mudnaanahaaga?

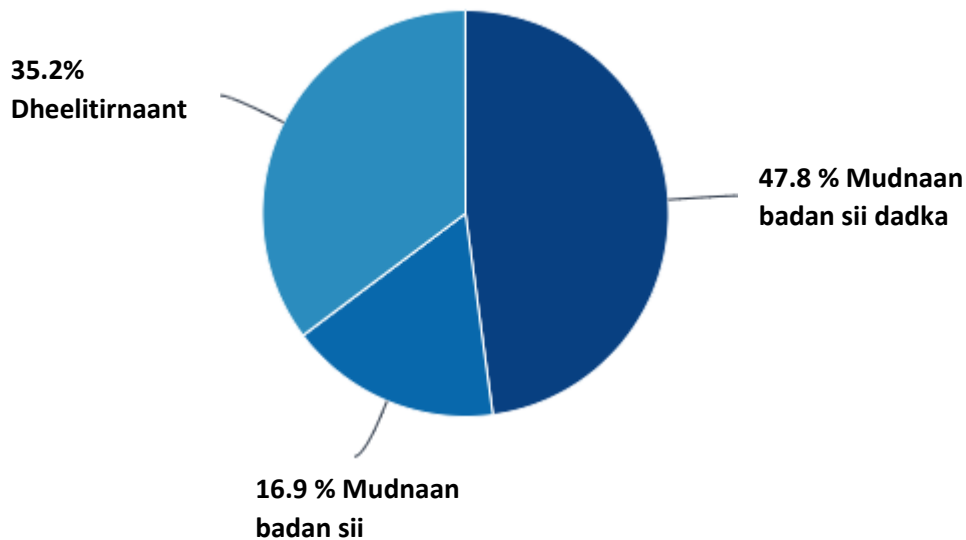
51.5% ee ka-jawaabayaasha ma dareemin in mudnaanahooda lagu muujiyey fikradaha nakhshadda hore iyadoo 48.5% ay sidaa dareemeen. Kuwa aanan sidaa dareemin waxay goor dambe sheegeen in ay sabab u tahay in uu ka harsan yahay haad ay baabuurta maraan marka ay doorbidayaan in ay arkaan wax baabuur ah oo gebi ahaanba goobtan soo marin.



Miyaad jeclaan lahayd in aad aragto fikradda oo mudnaan siinaysa goob dheeraad ah oo loogu talagalay baaskiileysda ama dadka lugeynaya?

Ku dhowaad 50% ee ka-jawaabayaasha waxay doonayeen in ay arkaan nakhshadda oo mudnaan badan siinaysa dadka lugeynaya, iyadoo 35.2% ay dareemayaan in isku dheellitirnaan ay wanaagsaneyd iyadoo 16.9% ay doonayaan in ay arkaan in goobta ay mudnaan badan siiso baaskiileyda.

- “Jidadka ay dadka lugeeya maraan ee waddada Alaskan way waxaa had iyo jeer la dareemayay in ay yihiin jidad cariiri ah iyo marin lagu degdegay. Waxaan aaminsanahay sida ay aad ugu furan tahay goobta jidka dadka lugeeya ay maraan, waa sida ay u badan yihiin dadka goobta isugu imaanaya oo dareemaya quruxda goobta.”



**Nagu caawi mudnaansiinta walxaha aan horey ugu gudbinayno nakhshadda fikradda ee xigta. Waa maxay canaasiirta mid kasta oo ka mid ah fikradahan ee ku soo jiidanaya?**

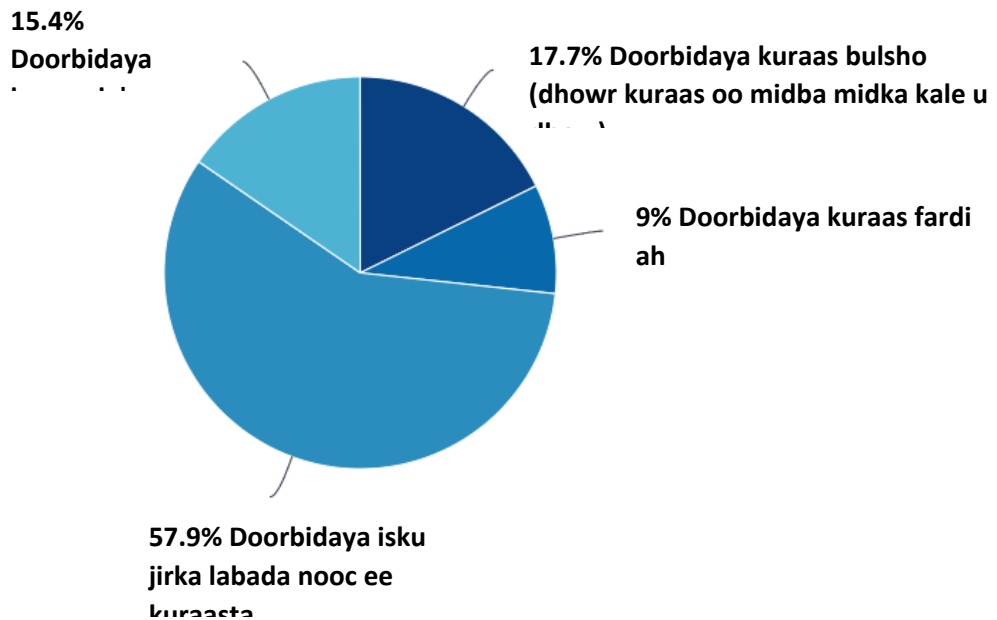
### Kuraasta

Kooxdeennu waxay dooneysay in ay muujiso laba ikhtiyaar oo kala duwan si loo daraaseeyo dookhyada bulshada, oo ay ku jiraan kuraas bulsho oo dheeraad ah halkaasi oo kuraasta kuwana aad la isugu soo dhoweynayo kuwa fardiga ahna la kala fogeynayo. In ka badan 50% ee ka-jawaabayaasha waxay doonayeen in ay arkaan isku-jirka labadooda, iyadoo 17.7% ay doorbidayeen kuraas bulsho, 15.4% aysan gebi ahaanba doorbidaynin wax kuraas ah iyadoo 9% ay doorbidayeen kuraas fardi ama kali ah.

Waxaa jira walaacyo ay dadka degaanka muujiyeen oo ah in kuraastu hawlo aan loo baahneyn u soo-jiidaya degaankan.

Faallooyin dheeraad ah:

- “Kuraasta bannaanka yaalla waa dhif in ay yihiin kuwo qallalan, nadiif ah oo raaxo leh in la isticmaalo.”
- “Gacan-cuskadyo ama biraha la qabsado ayaa aad uga muhiimsan kuraasta.”
- “Ma arki dad badan oo doonaya in ay goobtan sii joogaan marka kuraas kasta loo yeello haddii ay sabab jirto mooyaane. Gaar ahaan maadaama jidka Western uu yahay jid aad u mashquul badan oo aan ganacsi badan ka jirin ama lahayn cunto/cabbitaan laga helayo Bell, iyo sabab ah in goobaha biyo-xigeenka / Pike ay aad dad u soo jiidanayaan.”
- “Waxaan ka shakisanahay in uu jiro qof halkan u soo daah-daah tagaya, sidaa daraadeed kuraasta bulshada waxay u egtahay mid aan wax aan macno lahayn, laakiinse waa laga yaabaa haddii la horumariyo dhirta cagaarka ah!”
- “Walaaca ugu weyn ee aan qabo waa in inta aan bixinayno fursad fadhi, nasasho iyo bulsho la dhaqan, in aan ka feejignaano in aan helno hab aan kaga hor-tageyno hab-dhaqannada aan wanaagsaneyn ee ka niyadjabin kara dadka in ay goobta ku raaxaystaan. Nalal iyo nakhshad dadka ka niyadjabiya guri la'aanta.”





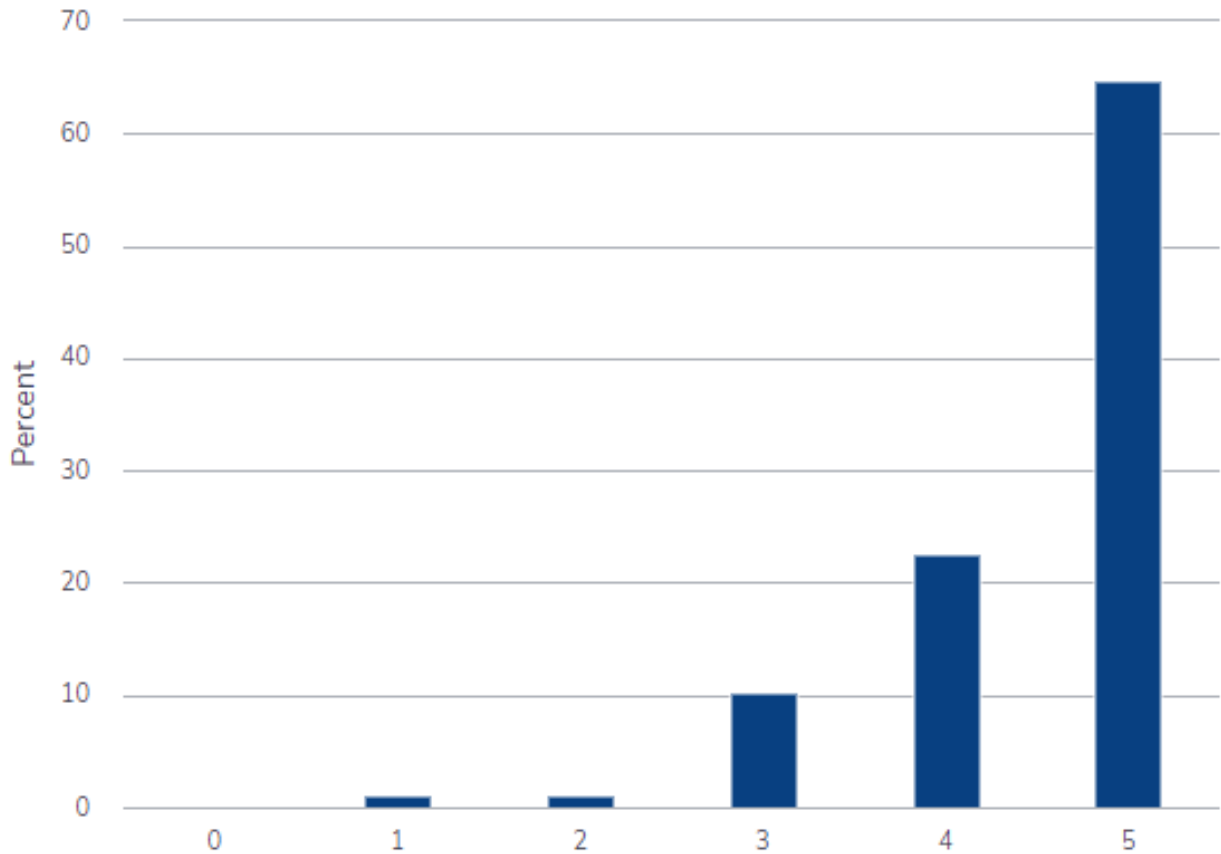


## **Dhirka cagaaran**

Inta badan ka-jawaabayaasha waxay doonayeen in ay goobtan ku arkaan dhir cagaaran oo badan. Qaar ayaa sidoo kale soo-jeediyay in goobta lagu beero dhirta mirahooda la cuni karo, sida geedaha miraha blueberry ama geedaha dhala miraha khuukha(dwarf pulms). Qaar kale waxay soo-jeediyeen ka fogaanshaha sagxado aan dareeri ka dusi karin iyo xaqiijinta in daaweynta biyaha duufaanta lagu daro nakhshadda.

Faallooyin dheeraad ah:

- “Dhirta cagaaran ee badan waxay keeni kartaa gelidda qurxoon ee jidka cusub ee dhinac mara biyo-xigeenka.”
- “Qayb kastoo goobta cagaaran ah waxay u baahan tahay in dib loogu soo celiyo qorshaha biyo-xigeenka - biyo haynta; sagxado laami ah la'aan, shimbirro, kalluun, xayawaannada xeebta,”
- “Waa in dhulka geedaha ka baxaya la badiyaa intii suuragal ah lana yareeyaa intii suuragal ah gaadiidka soo galaya. Kuwani waa mudnaanaha keliya ee aan leeyahay.”



Ka-qaybgalayaasha xog-ururinta waxay dooran karaan 1-5 ee ku saabsan qaddarka dhirta cagaaran ee ay jeclaan lahaayeen in ay goobtan ku arkaan, iyadoo 0 ay tahay midkoodna iyo 5 ay tahay wax badan.

### **Haadka Baaskiilka**

Wejiga koowaad ee wacyigelinta, waxaa cadaa in ka-jawaabayaasha ay doonayeen baaskiilayda in ay waddo u go'an ku yeeshaan jidkan Bell St. Laba nuqul ayaa lagu soojeediyay nakhshadaha fikradda hore ah, oo ay ku jiraan haad baaskiiladu maraan oo la wadaago oo leh geedo u dhaxeeya baaskiilayda iyo haadka ay gawaarida iyo haadka baaskiilka ee laba-dhinaclaha ah. In waxyar ka badan 60% ee ka-jawaabayaasha ayaa doorbidayay haadka baaskiil oo laba-dhinaclaha ah.

Dhowr ka-jawaabayaal ayaa si xooggan ugu taliyay ka fogaanshaha calaamadaha muujiya qaybta jidka ee ay baaskiiladu adeegsadaan kuwo badanna waxay dhiirrigeliyeen dhisme kala-dhexgaleyaal ah oo joogto ah oo u dhaxeeya haadadka baaskiilka iyo gawarada ee ikhtiyaarka haadka baaskiilka ee laba-dhinaclaha ah. Mid ka mid ah faallooyinka ayaa lagu qeexay in dhirta

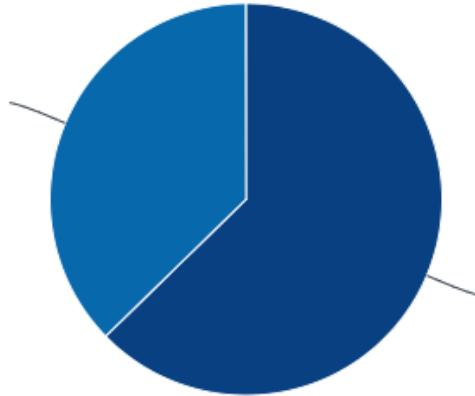


loo dhaxeysiyo jidadka in aysan ahayn wax ku filan in lagu kala saaro haadka baaskiilka iyo kan baabuurta.

Faallooyin dheeraad ah:

- “Haadadka baaskiilka waa in ay ahaadaan kuwo joogto ah (waa in uusan jirin daldalool dadka ku rida waddada) oo loo dhaxeysiyo shub / sanduuqyada dhirta / tiirar.”
- “Waxaan aad u doorbidayaa jidka baaskiilka ee laba-dhinaclaha ah, kani wuxuu ugu yaraan suuragelinayaa ikhtiyaarka in laba qof ama qof weyn iyo cunug in ay baaskiillo isku dhinac wataan xaaladaha qaarkood. Tani waa dhinaca bulshada ee baaskiil wadashada si weyn loogu xaddiday ku dhowaad dhammaan waddooyinka magaalada Seattle ee loogu talagalay baaskiileyda!”
- “Haadka baaskiilka waa in uu noqdaa mid ballaaran oo ku filan kuwa sida xawaaraha leh uga soo daadagaya buurta in ay si raaxo leh ku gudbaan baaskiillada buurta fuulaya.”
- “Haadka baaskiillada ee laba-dhinaclaha ah waa in cabbirkiisa la labba-jibbaaraa. Booska loo qoondeeyay baaskiillada marka loo barbardhigo gawaarada waa mid si la yaab leh loo sameeyay iyadoo muhiimad la siiyay baabuurta oo ku saleysan booska/xawaaraha oo keliya.”
- “Waxaan soo-jeedin lahaa Ikhtiyaarka Fikrad asal raac ah: in laga xiro baabuurta Waddada Bell inta u dhaxeysa jidadka Western iyo 1st Aves iyo in laamiga lagu beddelo dhabbe baaskiilku maro oo laalaabta, fudud in la fuulo, sida qorshaha jidka Pine St inta u dhaxeysa Pike PI iyo 1st Ave. Belltown wuxuu istaahilaa Jidka Lombard oo u gaar ah, laakiinse ma istaahilo mid ay halleeyeen baabuurta.”
- “Ka dhig baaskiil wadashu mid xiiso leh oo ammaan ah Aabbaheyga wuxuu carruurta uu awoowaha u yahay ku soo warwareejin karaa baaskiillada korontada ku shaqeeya (ebikes)”
- “Waxaan doorbidayaa in Waddada Bell laga dhigo "jid ballaaran geedo leh oo ay baaskiilladu maraan" oo run ah halkaasi oo dadka baaskiilada wata ay ka mudnaan badan yihiin dadka baabuurta saaran.”
- “Waxaan jeclaan lahaa kala-saarid darajeysan oo u dhaxeysa jidka ay dadka lugeynaya marayaan iyo haadka baaskiilka.”
- “Haddii aad jidka u yeeshaan askariga-jiifa ee lagu yareeyo xawaaraha, fadlan meel ha loo jeexo baaskiillada.”

**37.3% waxay doorbidayaan haad baaskiil oo la wadaago oo leh meel haadka**



**62.7% Waxay doorbidayaan haad baaskiil**

### **Meel bannaan oo la isugu yimaado**

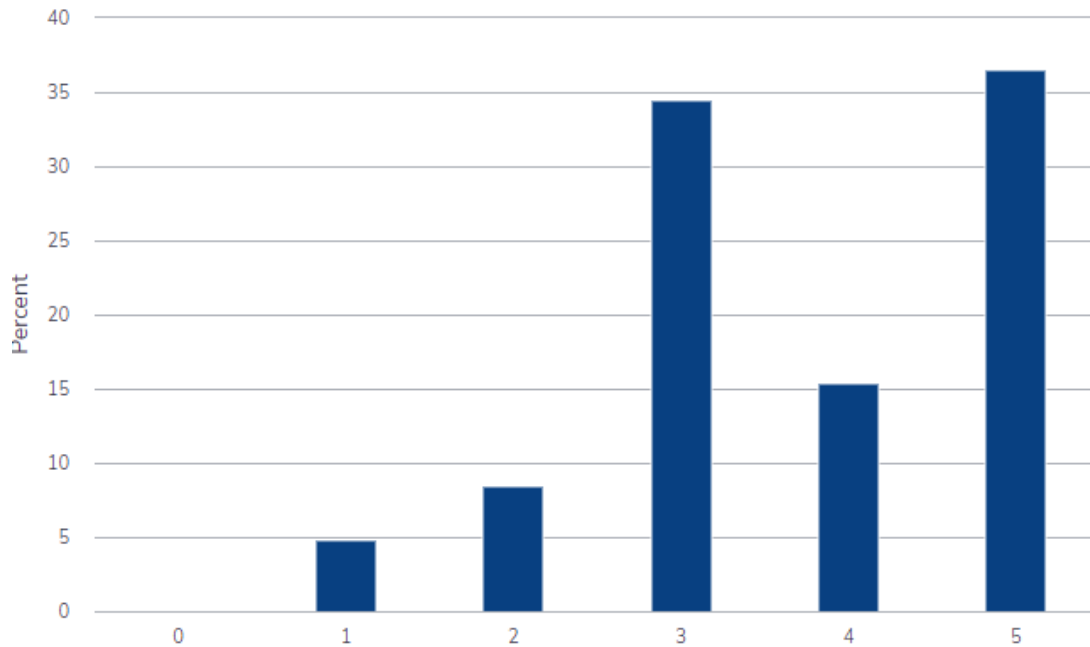
Wejigii hore ee wacyigelinta, bulshada waxay xustay in ay dooneyso meel dadweyne oo firfircooni ka jirta oo leh meel loogu talagalay in ay dadku isugu yimaadaan oo ku negaadaan. Labadii fikradood ee nakhshadda hore ayaa isu imaatinka bulshada siyaabo kala duwan uga hadley, iyadoo mid ay ku jiraan aasaas ama sal adag oo laga sameynayo isgoyska jidka Bell St iyo Western Ave, iyadoo midda kale ay gebi ahaanba ka fogaaneyso meelo lagu kulmo ayna taa beddelkeeda diiradda saareyso kuraas fardi ah oo kala firdhisan. Xog ururintan, ka-jawaabayaasha waxay u janjeereen dhanka in ay doonayaan meel ay bulshadu ku kullanto, laakiinse dhammaan iskuma raacin.

Faallooyin dheeraad ah:

- “Waa in uu leeyahay meel bannaan oo baabuurta la dhigto t.a. gaari cunto ama laga sameyn karo masrax muusiq ama fan kale ama waxyaabo kale oo kobcinaya ka faa'iideysiga meesha bannaan.
- “Meeshan waa in ay noqotaa meel wanaagsan in lagu socdo ama baaskiil lagu wato, oo ma ahan in ay noqoto meel lagu raago ama lagu negaado.”



- “Yaree meelaha bannaan marka laga reebo isgoyska Bell iyo Western laftiisa taasi oo la aaminsan yahay in ay tahay wax wanaagsan.”

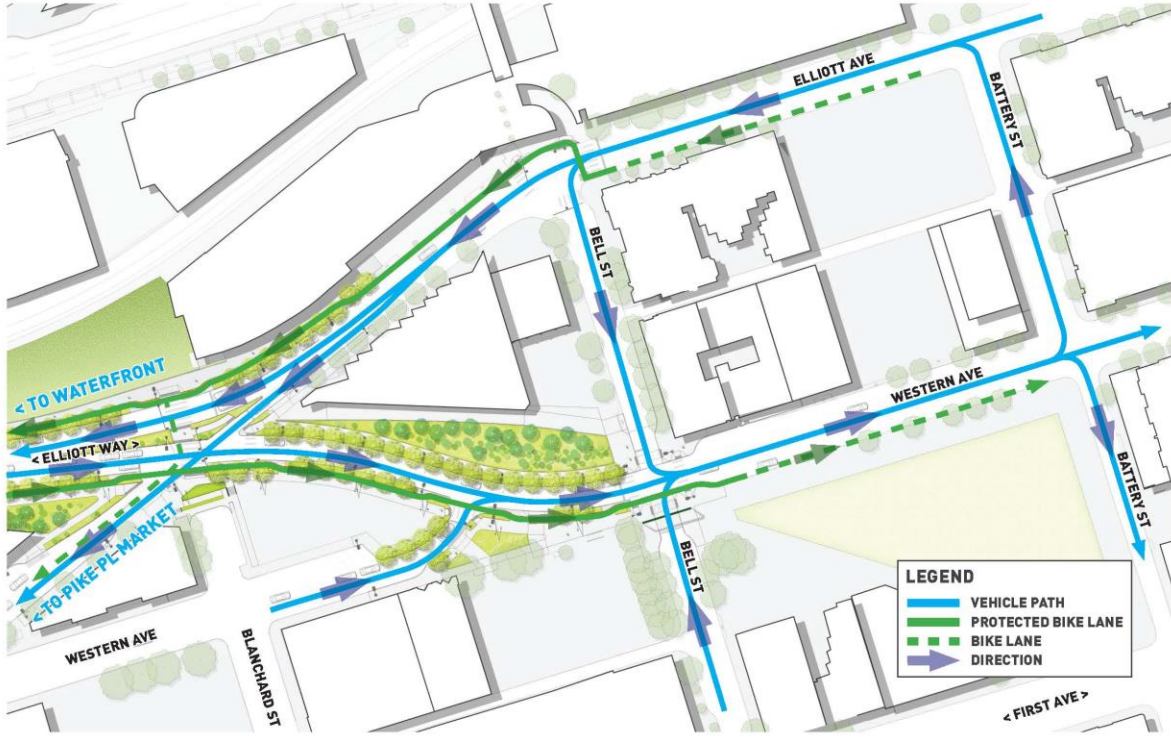


Ka-qaybgalayaasha xog-ururinta waxay dooran karaan 1-5 ee ku saabsan qaddarka meesha bannaan ee la isugu yimaado ee ay jeclaan lahaayeen in ay goobtan ku arkaan, iyadoo 0 ay tahay midkoodna iyo 5 ay tahay wax badan.

### Ma jiraa wax ka maqan fikradahan?

***Ka-qaybgalayaasha qaarkood waxay sheegeen in iyadoo sababtu tahay in jidka aanan si buuxda looga joojin gawaarida, in aysan dareemin in mudnaanahooda lagu darey.***

Nakhshadaha fikradda ah ee la soo bandhigay waxay yareeyeen tirada haadadka gaawirada jira laga bilaabo laba haadad ilaa hal haad. Qaar baa ka xumaadey in haad ay gawaaridu maraan lagu darey iyadoo doorbidaya in aysan gebi ahaan wax baabuur ah ku arkin goobtan. Go'aanka lagu sii xaddidayo gawaarida bolooggan waxaa go'aamiya arrimo badan oo ay ka mid yihiin ra'yiga dadweynaha, wada-tashiga lala yeelanayo Injineerada Waddooyinka ee SDOT, dib-u-eegista socodka ama qulqulka wareegga ee mustaqbalka, iyo baahiyada baloogga. Iyadoo arrimahan oo dhan maskaxda lagu hayo, waxaa la go'aamiyay Waddada Bell iyo Waddada BLANCHARD ee jihooyinka iska soo horjeeda u socda in ay wada-shaqeeyaan oo ayna lagama maarmaan u yihiin in jidka Elliott Way ay gaadiidka u furnaado.



Waddada Bell St, inta u dhaxeysa jidadka 1st Ave iyo Elliott Ave, waxay noqon doontaa wado hal-dhinacle ah, dhanka bari u socota inta u dhaxeysa jidadka Elliott Ave iyo Western Ave, iyo dhanka galbeed u socota inta u dhaxeysa jidadka Western Ave iyo 1st Ave.

**Ka-jawaabayaal dhowr ah ayaa ku taliyay haad socdaal dhuuban oo loogu talagalay ujeeddooyin xawaaraha lagu yareynayo iyo mudnaansiinta meesha ay maraan dadka lugeynaya iyo kuwa baaskiillada wata.** Ballaca haadka gawaarida ee soo harey waa 12 cagood si looga soo baxo heerarka nakhshadda loo baahan yahay ee ugu yar.

Faallooyin dheeraad ah oo ku saabsan meesha bannaan ee loogu talagalay gawaarida:

- “Tixgeli in meesha laga saaro goobta rarka laga qaado ee u dhaxeysa jidadka 1st iyo Western si ay suuragal u noqoto dhul qurxin dheeraad ah. Haddii goob rarka laga qaado loo baahan yahay, tixgeli in aad u nakhshadeyso sida suuq oo kale oo la xiri karo habeennada/maalmaha fasaxa ee toddobaadka si looga dhigo meelo lagu soo bandhigo farshaxanka ama munaasabadaha kale.”
- “Haddii laga maarmi waayo in uu baabuur soo maro haadka waa in la yareeyaa (10') si loo xaqiijiyo xawaare hooseeya (nakhshad loogu talagalay 20mph ama ka yarba). Haddii ay waddadu sii ahaato 14' waxaad arki doontaa dad si joogto ah ugu socda xawaare ka sarreeya xadka xawaaraha ee waddada.”
- “Waa in uu jiraa hab lagu joogteynayo in dadka deggan iyo milkiilayaasha ganacsiga soo galaan iyadoo si weyn loo yareynayo tirada gawaarida marta ee ka gudubta Waddada Bell Street.”



- “Haddii aan baska raaco, ma ahan in aan kaga dego isgoys kasta ee aan doonayo. Haddii aad gaari wado, qorsheyso oo jidkaaga faham.”
- “Haddii aan dooneyno in dadku ay waqti ku qaataan ama ku raaxaystaan meesha jidku waa in uu noqdaa mid tartiib loogu socdo, heerka codkiisana uu hooseeyo (tirada baabuurta iyo qaylada gawaarida), oo dhammaan isticmaallada kaabiyadanna waa in ay ahaadaan kuwo firfircoon (alaab-geynta, baabuurta cuntada, iwm) oo aan ahayn kuwo aan firfircoonayn (baabuur dhigasho).”

***Dhowr ka-jawaabayaal ayaan doonayn in ay arkaan buundada calaamadaha ee la hoos maro in lagu daro meeshan. Qaar kale, oo ay ka mid yihiin xogwarankii uu bixiyay Golaha Bulshada Belltown, waxaa ay ku faraxsan yihiin in ay arkaan buundada calaamadaha ee la hoos maro in dib loo soo celiyo waxayna jeclaan lahaayaan in ay arkaan calaamad lagu darey buundada calaamadaha oo dadka ku soo dhoweynaysa xaafadda Belltown.***

Faallooyin dheeraad ah oo ku saabsan buundada calaamadaha ee la hoosmaro:

- “Iska tuur calaamadda taariikhiga ah, waa nabar dhaawac ah. Lacag haku bixinin. Mudnaanta miisaaniyadda marka hore sii bedqabka, marka labaadna sameynta meel wanaagsan, marka saddexaadna gawaarida socota.”
- “Ma u maleynaayo buundada calaamadaha in ay soo-jiidasho leedahay waxaan ka doorbidaa in aan arko sawirro midabyo qurux badan leh in lagu sharo 2 boloog. Tani waxay noqon doontaa mid soo-jiidasho aad ah leh oo keenaysa in la soo booqdo degaanka Belltown waxaanna la sameyn karaa socod lagu soo daawanaya sawirrada.”
- “Nolosheyda, waligeysa, ma dareemin "buundada calaamadaha ee taariikhiga ah" laakiisne sidoo ma fahamsani sababta buundada calaamadaha ay u tahay taallo mudan in la dhowro. Way fiican tahay, saan qiyaasayo.”
- “Miyaan kuddari karnaa "Belltown" buundada calaamadaha, mana ka dhigi karnaa mid laga soo arki karo suuqa?”

***Dad badan waxay sheegeen in ay doonayaan nalal dheeraad ah in nakhshadda lagu daro.***

- “Buundada calaamadaha waxay u baahan tahay nal iyo sidoo kale guud ahaan meelaha dadka lugeeya ay maraan.”
- “Nalka muuqaalka ka muuqda waa mid dheer oo aan waxtar u lahayn dadka lugeynaya. Kuwani waxay u egyihiin nalalka jidadka waaweyn. Fadlan kuddar nalalka loogu talagalay jidadka ay maraan dadka lugeynaya si ay goobtan u noqoto meel habeenkii ammaan ah.”
- “Waxaan sidoo kale dhiirrigelinayaa nalal si ammaan loogu fidiyo dalxiiska iyo dadka xaafadda deggan.”

***Dhowr qof ayaa waxay sheegeen in ay ku faraxsan yihiin horumarinnada la soo-jeediyay, qaarkoodna waxay lahaayeen soo-jeedimo dheeraad ah ama fikrado loogu talagalay goobta bannaan, sida kuddaridda goob lagu ciyaaro, hoy loogu talagalay eeyda, boodh ama khariidad degaanka sharxaysa, weelasha qashinka, gacan-cuskad iyo ikhtiyaaro mooto laba-lugoodley cad.*** Faahfaahinadan waa in si dheeraad ah loo eegaa maadaama aan ku guda jirno wejiga nakhshadda ee bilowga ah.



Faallooyin dheeraad ah:

- “Mudnaan sii goobo deggan. Uguma baahnid "meelo firfircooni ka jirto" oo dheeraad ah qaybtaasi magaalada. Waxaan u baahanahay meelo badan oo deggan oo lagu nasan karo.”
- “Ka fadow cilmiga nakhshadda ee cadaawaha ah!”
- “Jidadka ay dadka lugeeya maraan ee cusub miyay leeyihiin daaweyn dhuleed oo nooc kasta ah? Ma garanayo ereyga saxda ah ee loogu talagalay, laakiinse ugu yaraan hal jid oo dagaandag ah oo u dhaxeeya jidadka 1st iyo Western (Lenora?) ayaa ku leh askari-jiifa halka ay dadka lugeeya maraan.”
- “Fadlan kuddar rakooyin baaskiilada la saarto. Aniga gaari ma lihi, oo waxaan baaskiilkeyga u adeegsadaa in aan dukaameysi ku aado.”
- “Cunsur faneed cajiib ah”
- “Waxay u egtahay marsha-biyoodyo aad u badan oo aan biyaha ka gudbin.”



## Appendix: Full survey results

### Is there anything missing from these concepts?

Did the seasonal sun studies inform the decision to situate the right of way expansion on the south side of the street verses the north, and/or where social seating is located? What would these sketches look like at night?

Why allow cars at all? Wasn't the Bell Street Park concept supposed to be a new type of "park" in an urban setting? So Why is 75% of the so called park consumed by paved roads? The need in Belltown is for our city to do new thinking about the public realm. These two blocks are tertiary roadways, it would be refreshing to see SDOT put some genuine thought into experimenting with new ideas which show a commitment to deliver a genuine benefit to community instead of regurgitating the same hardscape Seattle has done for a century. If you want us to see these concepts as revolutionary, you're fooling yourselves. This is same old same old. I'm also curious about permit fees? How does that work? Is it a way to reallocate restricted WSDOT money from this project to a SDOT general fund? Why the sleight of hand?

Road for cars

Yes, there should be a 0 car parking option and also a 0 cars at all option.

Consider removal of loading zone between 1st and Western to allow additional landscaping. If loading zone is required, consider designing it like a plaza so that it can be closed off during nights/weekends to accommodate art walks or other events. Consider flipping the landscape/bike paths/larger sidewalks to the North side of Bell in lieu of the South side; This would allow more access to daylight and less shade from buildings.

You should make one where the street is closed to cars except for access to driveways.

A concept that does not feature vehicular traffic. This is an opportunity for a clean sheet approach to reimagining bell street, commit to something bold! Build for the future, not just more cars and traffic!

You are still including space for cars. Don't do that.

Seriously, just close it to cars. Every street downtown is an "important connection" for cars until we explicitly make it not one.

No cars should be allowed on this street if there isn't a protected bike lane. Plus, the traffic lane shouldn't be wider than 10 feet. Nacto: "Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations." Nacto: "Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes." If bicyclists are expected to share a 14-foot lane with cars, drivers will kill cyclists by trying to overtake them in the same lane. Plus, pedestrians and cyclists will not feel safe with speeding drivers flying down the "shared space." Cars don't need to dominate every street in the city - and if they are allowed on Bell, they will dominate it.

You should make one where the street is closed to cars except for access to driveways.

The street should not be welcoming to the drug addicted nor should it encourage overnight camping. To that end, I encourage the prioritizing of green space, limited seating, and protected bike/pedestrian rights of way. I would also encourage generous lighting to provide safety to residents and tourists alike.

Would like to see curbless street and a less direct/comfortable/fast drive for cars, similar to Bell St east of 1st

Remove all the car space. There is no need for cars to be traveling on this street at all, as shown by the only 5% of respondents who mentioned cars. 30% of the street in the mockups appear to be designated for car travel.

why have public comment if you're not going to listen? 95% of respondents don't want cars and yet that's where most of the space goes. you should be ashamed of how poorly you have planned this

You didn't close the street to cars??

Ban cars

Yes- you seem to have run a road right through many of these lovely designs, which is in contrast to the vast, overwhelming amount of feedback you received. Luckily for motorists, they have a bevy of alternatives such as Battery and Blanchard street. Belltown is one of the densest places in the state, and the people who live there deserve more REAL park space, free from cars. There are so many other roads to drive! Please just close this one to cars to make it a public plaza for people that has some clear bike facility, but please. It hurts so bad to go to other cities around the world who have learned that it isn't the end of the world to throw some bollards up and return a street to people moving, and away from cars and parking. And if you absolutely, \*have\* to keep something open to cars, you should put giant diverters on all the avenues that intersect it such that it can NOT, in ANY WAY be used for "through" traffic- it must be physically protected, with bollards spaced to prevent any car from entering. It's downtown Seattle! Thousands upon thousands of people are within walking distance of this park; are you really going to prioritize the people who want to \*DRIVE\* through it over the people who live there?

No, they look great!

Yeah, a sign that says no cars. When you originally surveyed people for this basically no one said they wanted to drive through this meanwhile and overwhelming majority said biking/walking through. DO NOT LET CARS DRIVE THROUGH HERE.

What's missing is what the citizens of Seattle asked for. A car free street. It would be much appreciated if the elected finally listened to what their constituents ask. Please make a concept that does NOT include space for cars on this street.

There should be no cars if we expect people to gather here

The actual public input about not wanting cars. Based on recent "pedestrian-focused" projects like Barbara Bailey Way and the Melrose promenade, I have zero faith that SDOT knows how to make spaces for pedestrians. Those recent projects have just created more space for cars to speed through, park and generally create unsafe conditions for anyone not in a car. Listen to what people want and get rid of cars in pedestrian spaces.

I prefer to prioritize people over cars and to see a car free street, where only local / emergency access is available, and access is controlled with bollards. If car access has to be maintained the lane must be narrow (10') to ensure slower speeds (design for 20mph or lower). If it stays at 14' you are going to see people constantly driving about the speed limit. If we want people to hang out and enjoy the space the street should be slow, low volume (in number of cars and vehicle noise), and all curb uses should be active (delivery, food trucks, etc) and not passive (parking). The bike lanes must be contiguous (no gaps that drop people into the street) and buffered with concrete / planters / bollards. Do you want a 12 year old cycling to share the street with a large SUV with blind multiple large spots? Did I see a school might be built near here someday? Shouldn't it be a safe route for kids to walk and bike to school? If there are going to be any curbside sections they must have bollards to keep vehicles out of spaces intended for people. There are many examples of Seattle doing this extremely poorly (Melrose & Minor) and it leading to cars taking over space intended for people. I don't see design details on how Bell will connect with 1st and Elliot. I'd love to see future designs include how people walking and rolling will interface with and cross those streets as well. Lastly ditch the historic sign, it's a scar. Don't waste money on it. Prioritize the budget for safety first, creating a great place second, and moving vehicles third.

Nothing is missing but you seemed to add a road where there shouldn't be oneâ€¦!

Yes, updated thinking. This is designed reflects the city of the past. It's not innovative, or creative or a reflection of the type of downtown that actually serves the needs of the people who will live here over the next few generations. It's expensive and car centric with only shallow nods to pedestrians. I can't wait to be through this last crop of downtown projects guided by the momentum of those that have been hanging tightly to the power. Time for the next generation to take the reins. Unfortunately, it's too late for this project. Here's to the future!

First of all, do NOT put a sharrow here!!! That is NOT listening to the 94.7% of respondents included myself who said to prioritize pedestrians and cyclists on this street. Also, considering how the large majority of people voted for prioritizing people over cars, why are you building a wide road here. Either make the street narrow to traffic calm it or better yet, you can pedestrianize this section of bell. That's an even BETTER community gathering space.

Still too focused on cars. I live a block away from the disastrous redesign attempt at pike and Melrose and this looks like it will encourage the same clueless and violent car behavior that makes that street extremely more dangerous for peds and cyclists than it was before. I have a temporary disability that makes walking tough and i walk extra to not use that street anymore. It's so hostile and unsafe. The bell street project has never lived up to its stated goals of ped/bike friendliness and this design gives me no hope it ever will. I am begging SDOT to shift your paradigm to make streets safer for people vs serving the interest of drivers when the entire community is speaking with a united, full throated voice on this. If your leaders are stopping you from doing this please blow the whistle.

Eliminate the vehicle lane(s) and parking.

Make the vehicle lanes as narrow as possible. This is too wide for vehicles. Prioritize quiet spaces. We don't need more "active space" in that part of the city. We need more places for quiet and rest

Remove cars. Stop being at mercy of sdot which has tons of roads already. It's a red herring.

Extend the Bell Street Park Shared Street. What's missing is true response to survey respondents' massive support for true pedestrian and bicyclist priority. Don't give in to the 5%!

get rid of the cars (and stop pitting cyclists/pedestrians against each other like in question 2)

Nobody cares about making space for cars. Please make a bicycle / pedestrian safe street and take cars out of the equation. There are plenty more routes for cars to travel.

A playground

Just take out the car lane please. There are enough spaces for cars in the city, including through the waterfront. I love the changes happening at the waterfront, but lets strive for at least one 100% carfree area!

Get rid of cars for the entire length of Bell west of 5th, including these two blocks. There are plenty of other streets available for people to drive around the area.

Get rid of the road!

Bollards to keep out through traffic. The design needs modal filtering to discourage driving.

Clearly, most of the responses want you to get CARS OUT OF THE STREET. This design is incredibly disappointing.

Too much car-centrist road. 5% of people wanted cars prioritized, so why did you take the space from Bikes and Pedestrians?

Take away the cars entirely. We don't need them.

I'm confused why vehicle access is maintained at all. If there's no parking, why is it necessary that residents of the building can drive on these blocks? If the loading zone absolutely MUST be included, why not close the block between Western & Elliott? Allowing cars to cut through this area will make the planned pedestrian/community areas much less attractive to spend time in because of the noise and danger of cars being present.

Get rid of the cars! A waterfront without cars would instantly become the most amazing place in the city. A waterfront with cars would be such a waste of potential.

Is someone there allergic to bollards? Did a bollard hurt one of you? I know you've travelled to other cities and seen them properly installed to protect and delineate pedestrian areas, so it can't be ignorance, it has to be an active choice not to use one of the simplest safety methods imaginable, right? If you're going to ignore the overwhelming community feedback to give us the ped/bike streets we need, at least give us some actual protection from the cars that you'll be allowing to drive a couple of feet away while we sit on your artistic seats.

You forgot to draw in all the pick up trucks which will ruin this space

It's missing the main element of public feedback, which is that people don't care about having cars on this stretch of street. You should remove the car lane altogether.

There is no protection for bikes and pedestrians from cars. You either need bollards or to outright make this a car-free zone.

why are you not closing this street for cars? it's very clear you won't give up vehicle travel times to increase pedestrian and bicycle safety. there is no vision to this street and it's disappointing to see dot not provide a better and safer space with no cars. No community member will use this as a community gathering space if cars allowed to use it to cut to the waterfront. It seems you are being too hopeful that drivers will exhibit good driving behavior instead of designing the street to make sure it's absolutely safe.

**WE DO NOT WANT TO SHARE THIS SPACE W CARS! REMOVE THE CAR LANES!**

What is the road width vs width of the two-way bike lane?

Yeah less cars. No one wants cars, busy roads, and parking. Get rid of the goddamn cars.

Close Bell street to all vehicular traffic between 1st and Western and again between Western and Elliot, and connect the large green space by the old tunnel entrance (the potential future school site) to the waterfront with a public park for pedestrians and bikes only. Get rid of car paving at the extension down to Alaskan Way. There is no need to build a road for cars where one never existed before!

95% of respondents said they want the space for biking and for car. What is the point in gathering all of this feedback if you aren't going to listen to it at all. This space should be nearly 100% for people walking and people on biking.

**TOO MANY CARS**

Can you take the road for cars out entirely?

Disappointing to see car lanes included here. Community members will have to construct their own barricades to prevent cars from entering the street.

Please provide a physical barrier between cars and a two-way bike lane. For a very-slow-moving street I think 12' width would be sufficient and traffic-calming.

Extremely disappointing. Listen to your own god damn survey and remove vehicle traffic you cowards.

Your own survey data show people want to prioritize pedestrians and bicyclists -- not cars. Yet these questions are about balancing between peds and bikes. How about remove the car lane altogether? Cars should be totally deemphasized from this street to provide a safe human (pedestrian and bike) connection to the waterfront.

There is still a lot of space dedicated to cars. Could you make it a one-lane one-way, restrict private vehicles (so only public transit), or just get rid of the car lanes entirely? We've got plenty of other streets nearby for cars to enjoy.

Yeah, space for (expletive) humans. Get rid of the shitty car space like everyone has been asking. This isn't hard.

why are the car lanes so wide??? 14 feet? that's truly insane. And why is there parking? You basically took input from the community and ignored it.

Lighting

Please consider option 2. A two way protected bike lane would be a great addition to the neighborhood. Increased greenery would create a lush entrance to the new waterfront promenade.

The Alaskan way sidewalks have always felt like a congested and rushed corridor. I believe the more open the space on Dzidzilich sidewalk, the more people will gather there and experience its beauty at their own pace.

Please add bike racks. I don't own a car, and I use my bike to go shopping.

95% of people in your survey wanted to deprioritize cars. This space should be closed to car traffic and make it a public space for bikes and people with parks to enjoy outside. This city does not need more space for cars. The way to create the safest space for cyclists and pedestrians is to keep cars out.

Maintain wide paths dedicated to pedestrians on both the north and south sides of Bell Street.

Bike lane should be wide enough to allow for fast down-hill traffic to comfortably pass bikes going uphill. There should be space to park e.g. a food truck or to setup a small busker stage or other elements to foster activation of the space. I don't see many people wanting to linger in this area with all the seating unless there is a reason. Especially since Western is a busy street without much retail or food/drink at Bell, and because the waterfront / Pike place areas are so much more inviting. Car traffic lane width should be kept to a minimum to slow speeds.

accommodations for dogs

Seating had to be removed in other parts of Bell street park because of excessive vagrants and drug dealing. This should be a nice place to walk or bike through, not linger.

keep pedestrians safe from bicycles - I think cars are aware of people with bicycles dis-regards rules a lot more and its dangerous to cross areas

At least one concept should show a "no cars" option. How can you not present even ONE option without cars, which is clearly what people told you they wanted?

I appreciate the committee's efforts to give the area the honorary name Dzidzilich, a historic Duwamish village. I would hope that you would provide citizens with more history and context to explain why that name was chosen. Seattle passed at least two ordinances in the late 1800s banning Indigenous people from City limits, shortly after Chief Seattle signed the Treaty of Point Elliott in 1855 on behalf of the Duwamish and Suquamish Tribes. Both the local and federal governments played a role in the dispersal of the Duwamish people, who were forced or even "burned" out of their historic villages in Seattle and along the Duwamish River. Now the Department of Interior refuses to recognize the Duwamish Tribe, based in large part because the Duwamish people are too "dispersed" around Western Washington to be considered a "tribe," despite the Tribe's best efforts, over the past 40 years, to restore its status as a federally recognized tribe. I hope Seattle will acknowledge this painful history, and not perpetuate these past injustices.

Less space for cars is always good

Thank you for your attention to detail. My biggest concern is that while providing opportunity to sit, rest and socialize, we be vigilant in finding a way to discourage untoward behaviors that discourage people from enjoying the space. Lighting and design that discourages vagrancy. Everyone should feel welcome but it should not become an excuse for encampments and drug dealing. Thank you so much.

Where do the bicyclists go if headed for the waterfront - elevators ? or stairs? - not really functional. their pathways should be where continuous riding is possible. Every bit of green space needs to be restored in the waterfront plan - water retention; no more paved surfaces, birds, fish, shore animals,

Lots of lighting to deter criminal activities.

Need to avoid any opportunity for what is happening on Bell St. today between 1st and 3rd Avenues: loitering, smoking and drug deals... oh and shootings... just sayin'!

spectacular art element

I like Concept Option 2 very much, and if it's possible to add any more plantings to it that would be even better.

Why are there cars? Everyone wants space for bikes and pedestrians. Make this count! Listen to the people

What's missing is any considering of the overwhelming feedback asking to prioritize all modes of travel over cars. 95% of respondents want to prioritize walking and rolling over cars, and yet these designs put cars front and center. The social seating ideas will not work if there is loud and obnoxious car traffic drowning out conversation. Be bold and just pedestrianize the space, I'm sure the 5% of drivers will survive being deprioritized just this once. These designs smack of rigged results.

Really consider what you "overwhelmingly" heard from previous surveys and then look at the plans you've put forward. Do they really reflect what the community desires? People are begging you for a pedestrianized space that prioritizes non-automobile means of transportation. That's not what you've presented here. Don't be afraid to go bold. Give the people what they're asking you for and you'll see this street blossom into one of the best areas of Seattle.

The high density of subsidized housing in this area makes the concept of "seating" or other similar open space completely unrealistic - just look further East on Bell Street which has been taken over by people with no interest in supporting local businesses and, by and large, are there to obstruct traffic and cause trouble.

Love greenery and minimizing cars. Always concerned with seating where people can lie down and camp. For example the beautiful Pergola in Pioneer Square is constantly filled with homeless.

I would like to see an option with no parking. Cars ruin the street and endanger both pedestrians and bicyclists.

Bollards

Wider sidewalks. Make the street one lane (or car free) to maximize the pedestrian experience.

No, I am very excited about your plans!!

Eliminate thru traffic with modal filtering. Bell street should be fully pedestrianized.

Lighting is key to keeping this a safer environment and possibly CCTV for investigative evidence.

Restrict private vehicle access

I am concerned about seating in this area. I live in Belltown lofts and I walk up Bell everyday and I feel like the only people who will sit in those seats, will be the homeless and drug dealers. There seems to be no effort in place to fix the problem between 1st and 2nd, so how can we stop that.

Not sure if this is the place to comment. I like the idea of seating but in our current world, social seating often encourages gathering of people that are dealing drugs or otherwise making walking through feel unsafe.

Handrails are more important than seating. The signbridge needs lite as well as the entire pedestrian experience. Belltown Lofts needs a drop off spot in front of their lobby entrance on Bell. Minimize open space except at the actual intersection of Bell and Western which holds the view.

It is best not to cluster seats to discourage people from sleeping on clustered seats.

Bollard blocking motor vehicle access at each intersection - close bell st to cars or at the BARE MINIMUM remove parking and make it a one way street with 1 lane.

I love the emphasis on walking and biking and slowing cars down. The crossing with Western is dangerous as people drive very fast down Western. Also, there is a lot of drug activity in the area. Please do not create hiding places that make it an attractive place to deal or take drugs.

Bollards to prevent vehicles from coming near the open spaces and "community gathering" areas as noted.

Sketch looks like there is too much impervious pavement. Also the space for cars is disproportionate given the public input. 14ft wide seems egregious.

Lots and lots of lighting

Even if we add gathering spaces, if there are no events or things to do I doubt lots of people will come. With the recent changes to food truck permitting, would it be possible to plan some space to allow for food trucks to come to this space? I'm not sure if the incline of the street would allow it, but maybe if there's one part that's more leveled out it could be something that can be added to the project

Just be mindful of visibility to mitigate bike/ped interactions at intersections. Also: avoid hostile architecture!  
Good luck with the project!

Why does is the vehicle lane so wide? Given that only 5% of respondents asked for prioritizing cars it's surprising to see two options that have a wide car land and car parking as a given. These proposals both weight space allocation much more heavily toward cars than is in line with the community feedback.

This poll is poorly structured and will provide biased results. The community has repeatedly told you that we want a bike AND pedestrian-focused plan, but you've given us two car-centric plans and told us we have to choose between the bikes and pedestrians. WE DON'T WANT THE CAR LANES.

not sure such a generous two-way bike lane is needed for this stretch of road. work in some of the curved/arced elements of option 1 into option 2, which i believe provides a more generous and intuitive pedestrian experience than option 1 albeit being a bit blocky. hopefully surrendering some of the 2 way bike path width from option 2 to additional pedestrian or planted space will give opportunity to bring in some of the curved or arced touches from option 1 into option 2.

Remove the road

The two way bicycle lane should be doubled in size. The allocation of space for bicycles compared to vehicles is egregiously contrived with an importance on cars based on space/speed alone. If you want people to populate the area and spend money, and residents to commute through safely, the prioritize that and not vehicles. We need to get tourists riding reliable, efficient transit down to this space or walking, and not inviting to the personal vehicle which is such a detriment to the area for countless reasons. Please do better than just make a space for cars to drive up, be parked in or mow over cyclists and walking pedestrians.

Pretty much all the feedback you got from the first survey is missing from these concepts. Both concepts here accommodate cars way too much. It's revealing that your description of the concepts hides how much you still provide for cars. Also, revealing since you don't actually ask questions about whether or not cars should be more or less accommodated in these concepts. Super disappointing, Waterfront project team. Remember, Mercer East was a bad project - don't repeat your past work here.

Response to public feedback that very clearly did not want cars on this block. I'm sure traffic engineers at SDOT have some car-brained reason that the street MUST have car lanes so someone can make a U-turn from Elliott to Western or something, but that's total BS. If I get on the bus, I don't get to hop off at whatever intersection I want. If you're driving, plan your route and figure it out. It's time SDOT actually started caring about people not in cars.

A safe bike lane is much needed on Bell as the only other way to easily get to the Waterfront by bike is on Broad St. or Marion. Note also that bikes are highly unlikely to use the Bell Harbor Ped bridge as it is difficult for bikes to use an elevator or descend/ascend the 97 steps to Alaska Way. Cannot tell from drawing if street parking is maintained but I hope it will not be. There are parking lots on both sections of Bell and a huge indoor lot between Alaska and Elliot. Social seating is not necessary so long as the seating is the round type you picture--several people can already gather around that. Finally, I do not think the sign bridge is attractive and would rather see colorful murals adorn the 2 blocks. This would be much more of a lure for peds to visit Belltown area and a mural walk could be instituted.

Is the asphalt a car lane? Please remove that. We don't need another road full of cars there. You know it's better without car on that road. That's why you didn't even dare to draw it in the concept.

Make battery Street two way

Smaller car lanes/streets, if there's still lots of traffic running through the area it won't be an attractive place to gather in terms of noise, pollution

the quality of space that occurs when cars are not present. also, as has been well documented, sparrows are worse than useless

It is important to me that Bell St be prioritized as an attractive pedestrian through way, with restaurants and shops serving as gathering spots, NOT City-provided seating.

Clearer scooter options - keep scooters separate from pedestrians.

I do not want scooters on the sidewalk. Thank you!

Food street trucks during hieght of cruise season, maybe? Maybe a small dog park in front of el Gaucho? Pickle ball court and skate park to the north side of bell street!

If this is a park it would benefit by having someone patrol it to ensure safety so that it can be accommodating for a broad range of people like the Sculpture Park. Im concerned that if there is not a patrol we could be investing \$3M to create space primarily for drug use. Lets be realistic about this issue.

Security. How will these areas be kept safe without involving Seattle PD?

As a cyclist, I strongly oppose any more sharrows and strongly support Concept Option 2: Garden Pockets. If I had my druthers, though, I would propose a more radical Concept Option: closing Bell St between Western and 1st Aves to cars and replacing the asphalt with an easier-to-climb, meandering bike path, like the plan for Pine St between Pike Pl and 1st Ave. Belltown deserves its own Lombard St, but one not sullied by cars.

This sucks, from your own feedback 95% want pedestrian and biking over cars yet that's what you allocate most space towards. Give us our space back

Security for these spaces will be imperative to them being functional. Cleaning of seating would be a necessity if you choose to put it in place. I can see it being a gathering place for drug use and homeless as it is in Westlake, with trash every morning and drug users, etc.

Please ensure that these areas do not become a gathering point for homeless people like bell and 3rd. I just have safety concerns since I hear a lot of gun shots recently.

There is too much space for cars in the concepts shown.

Block all car access to Bell. There's no reason this space needs to accommodate vehicles.

The lighting in the rendering is wayyyyy too tall to be useful for pedestrians. These look like highway scale lights. Please add pedestrian-scale lighting so this is a safe place to be at night. Also, some physical barriers between the two-way bike lanes and the road is needed. Bollards would be effective. In the current design, I expect cars will frequently use the bike lane to park or idle even if it means mounting the curb. (Thank you for not proposing one of those silly curbless designs like at Pike or Melrose.)



From reading the concepts it sounded to me like you aren't simply providing a protected bike lane through the entire waterfront, which is a bizarre choice. Protected bike lanes are really important to promoting cyclist safety. When the city chooses to make cyclists jump through hoops to placate car drivers, typically what happens is that the cyclists will ignore things done for the benefit of cars. I have never, in my life, noticed the "historic sign bridge" but I also don't understand why the sign bridge is a monument worth preserving. It's fine, I guess.

There is just too much space for cars. Just open the entire street to people, and close it to cars! You already ruined the waterfront, why ruin this too?

Need physical speed reduction for drivers entering the street - aggressively raise all crosswalks along these blocks?

The concepts do not show the cars that will inevitably invade the space. The renderings are not reflective of what the space will actually be like for pedestrians and those on wheels moving through the space. Take out the cars and the space would be perfect.

Concrete barriers to block speeding / out of control cars from entering pedestrian areas

Bollards at each intersection closing this road from everyday car and truck traffic. A commitment to Vision Zero.

Yes, by delineating bike lanes, these plans still place too much priority on motor vehicle traffic. I'd prefer to make Bell Street a true "bicycle boulevard" where people on bicycles take priority over people in cars.

These concepts give me the impression there will be no car traffic, but the survey says "a shared bike lane [...] to separate from vehicle lane." So make sure that using this street while wearing a car or SUV isn't really feasible or desirable. Who wants to hang out near car traffic? These renderings are frankly hard to understand and the "sketchy" illustration doesn't include any vehicles.

What's missing is proper pedestrianization of this street. It should be closed to cars.

There's nothing to protect cyclists and pedestrians from cars. You should add bollards or other hard protection a car-free waterfront would be nice

Remove car access, add bollards, prioritize for pedestrians and bicycles

Maintenance, both budget and ease of keeping clean, in good repair and long useful life

I prefer wide sidewalks for pedestrians and organic rather than scripted uses. Plant lots of trees and see what happens. Outdoor seating is rarely dry, clean or comfortable enough to use. The traffic lanes should be available to all modes of wheeled transport. Overbuilt bike lanes only make difficulties for those in the neighborhood.

It is not clear why cars need to be on this street. Also, it seems the bike lane isn't really being considered in context, in terms of how it connects to other bike facilities. It looks like decoration. I don't believe the Office of the Waterfront understands how people use bike lanes or how to build a useful facility.

Yes. More pedestrian and bike space. Less space for cars!!!

Just ban cars from this one block. There is no way this will be anything other than a mess of motorists illegally parking and stopping in the bike lane "for just a minute" if you allow cars here. If you want a space for people to gather and linger, ban cars. Put up some big metal bollards on both entrances, get the cars out, and give the space to people.

I'm an avid driver, but not all streets are appropriate for cars. People driving should use other parallel streets that are already designed for driving. Regarding the sharrows option: are you familiar with the research showing that sharrows markings make roads more dangerous for people on bikes compared to no markings at all? Please look into this before putting more dangerous and useless sharrows markings on Seattle streets.

Why is there no question about space for cars? Why is keeping 2 lanes for cars a default when 3% of your survey respondents said they wanted that. If there are any spaces for cars at all, it should be impossible to drive more than one block. The current implementation has that signage but people ignore it. Enforce it (bollards or concrete dividers perpendicular in intersections) and this might be a pleasant place to be. In summary: catering to the 3% will hugely decrease the quality of the experience for the remaining 97%

As much tree canopy coverage as possible and as little motorized vehicle access as possible. These are my only priorities.

This "choice" is astoundingly misleading - why are you asking us to choose between "pedestrians" and "bicyclists", but are completely ignoring that the majority of the space, by far, is devoted to private vehicles? The post-viaduct waterfront is a shameful failure for our city. If it wasn't, you wouldn't be putting together these fake "choices" that ignore the dangerous reality of this new highway that you've built. Anyway, "sharrows" are a sick joke that kills anyone stupid enough to believe them. What you're "missing here" is a full, safe bike connection that connects South Seattle to Interbay.

Bollards or concrete dividers to keep cars/SUVs out and protect people

We should 100% prioritize pedestrians and bikes which means there should be no cars, parking or driving on this street

What would stop vehicles from parking in / blocking the 2-way bike lane? Please add structural protection to ensure the 2-way bike lane is kept clear.

Stop pretending like you care about spaces for people and bikes, you already proved that with the highway on the waterfront and then doing the exact opposite of what people asked for in regards to waterfront access. Stop lying to us at the very least and just go all in on cars, at least then we can all stop caring about a vibrant waterfront. Just wasting our time with the stupid surveys.

Sadly, that's still a street for vehicles. It's incredibly disingenuous to present the concept without the inevitable cars and trucks in the view. Either depict the vehicles or "better" truly turn this into a pedestrian/bicycle only street.

Bollards. For once have the guts to keep cars out of a waterfront project. And by cars of course I mean huge pickups and SUVs that will be constantly rolling through here.

The two-way bike lane option is safer for cyclists but needs to include structural barriers to ensure cars don't park (or drive) in the bike lane. Please update the two-way bike lane design to include structural barriers. Thank you for your work!

Commitment to vision zero. Bollards at each end to block vehicles from entering. Also wondering how you'll keep SPD vehicles from parking on the sidewalks and in the bike lanes like they do all over the rest of downtown (including the PBL on 2nd).

You did not include a car-free option, which is extremely disappointing. 95%+ are asking for car free and you are not listening. What is the point of this then?

Less space for cars, more space for people walking and people biking. More trees

We absolutely 100% need a protected bike lane here. We shouldn't be placing pedestrians vs people on bikes, but both should have protected space from vehicles.

Please stop prioritizing cars and parking. We need more space for pedestrians and bicyclists. We need more trees and greenery. I will utilize this space if I feel safe from the roar and aggression of vehicles on the road. Cars do not need more publicly subsidized space. Please prioritize non-car traffic and build a beautiful and safe space that can be used by everyone. It will make downtown so much more attractive and bring droves of people in. No more car infrastructure!

Bollards. It's a dangerous and cruel joke for you all to insist that "planted buffers" provide adequate physical separation between cars and everybody else.

The lack of vehicle access is missing. People clearly want this to be a bike/PED space, and the concepts still maintain a road for cars.

It's pretty clear from your data that greater than 75% of people surveyed want you to prioritize pedestrians and cyclists. But both of these designs are clearly prioritizing cars. Why are you ignoring community feedback? You should remove all parking on this street and you should try your hardest to minimize car activity here. There are plenty of alternative roads for cars to drive on. Please don't make the mistake of trying to have the best of both worlds. Cars and people cannot coexist on the same street, and sadly cars always win in spaces where you try to make that happen. If you want people to use this space, get rid of the cars. You don't want people drive through your parks, so why have people driving through other spaces designed for community and gathering??

It would be nice to see both blocks completely reserved for people walking and biking and have motor vehicles excluded.

Remove the street for cars.

Nothing is missing, concept two looks pretty good. But both concepts include cars. Why are there cars at all? These streets don't need parking, they are rarely used by vehicles at all. It's fine to maintain vehicle access for locals but the street should be designed so that through-traffic is not possible by adding bollards blocking transit through the center of each block. Please make space for pedestrians, locals, and cyclists to enjoy these spaces NOT cars.

There doesn't need to be car access on Bell street. Removing the car lane will make much more room for plantings, spacious 2-way bike lanes, and seating. Alaskan Way has already been downgraded from a landmark destination to an 8-lane highway. Removing car lanes from Bell street will reduce oil consumption, pollution, and rapidly escalating violence against pedestrians and cyclists. A "recommended" 14-foot-wide car lane will only encourage speeding.

Why is there so much space for cars when only 5% of people polled asked for that? Maybe have the space given be proportional to what people asked for

Please consider closing this street to through traffic. There must be a way to maintain local access for residents and business owners while significantly reducing the number of vehicles that travel through Bell Street. Think BIG!

While 95% of respondents wanted to prioritize pedestrians and cyclists it seems that both plans here are still allocating almost half the public right of way to private vehicle traffic. While I believe either proposed designed (the garden pocket one in particular) would make this stretch of Bell Street one of the best roads for pedestrians and cyclists in Seattle that is a very low bar. I believe we should really be trying to reimagine our city to align with our climate goals, VMT reduction goals, and our Vision Zero goals. Allocating a 2 block stretch of roadway for people outside of cars would be only a fraction of a fraction of the space and money we dedicate exclusively for private vehicle traffic. Please reconsider allowing vehicles thru this space and create a place for people in our Waterfront. To provide comment on the designs provided, I much prefer the two way cycle track, this at least provides the option for two people or an adult and child to ride side by side under certain circumstances. This is the social aspect of biking that is heavily restricted on almost all roadways in Seattle for cyclists! Additionally, if private vehicle access is maintained (please reference above) than bollards or speed humps are a necessity to guarantee the safety of those outside of said vehicles.

Less lanes on the road to prevent as much people from using their vehicles along the stretch

The concepts are missing bollards to keep the street for pedestrians and cyclers. Also would be good to include places for local businesses to have street tabling. Overall the project should be extended to cover a longer corridor.

I assume the initial cut is trying to lock down the larger items on the budget, but it's not really possible to evaluate alternatives without some idea of details re railings, lighting and shelter. I appreciate that accessibility is being strongly considered in the design; please add details so alternatives can be properly compared. For example, the design of the railings can make a big difference in the accessibility (and presumably the cost). Will the new sidewalks have a surface treatment of any kind? I don't know the right term for it, but at least one sloped street between 1st and Western (Lenora?) has bumps on the sidewalk. For question 3 above: I feel this question doesn't offer real choices. For the level area near 1st Avenue, better-lit, with more traffic, and closer to coffee shops etc, social seating would be great (hopefully nicely buffered from 1st Ave traffic). For the rest of the area, individual seating sounds better, and if spaced out the seatbacks could double as helper railings. For the Greenery question: will trees on the South side of Bell St, block sunlight to the North?

Would love it if there were sufficient garbage/recycle bins throughout the stretch!

Big tour buses park on western ave north of bell blocking the bike lane and I have doubts about them being able to navigate the new curves on western south of bell. will they be prohibited north of Blanchard?

I like the protect bike lane but worry about drivers taking turns into lots and the view of the riders being further obstructed or feeling more protected. The only time I have been hit on bike was in a bike lane downtown when a minivan suddenly turned into a parking lot presenting me with an immediate wall to smash into. How can we raise driver awareness too?

Rubber running/walking material. Convert the street to one way.

We need to prioritize as much green space filled with shade trees as possible. I worry about spaces that are too open, getting filled with tent camps. Why not intersperse edibles in the green space- columnar apples, drawf plums, blueberries etc. How will you keep pedestrians and bicyclists safe? For me, downtown is hot, crowded, has little to no parking, is unsafe, unattractive and has little to no trees and seating. I'd really like to see far more trees, seating, green, flowers, art, and safety.

No seating, no visually sheltered gathering areas. This only attracts drug users and drug dealers. A dog relief area would be nice. Otherwise they'll just use the trees and that might not be healthy for the trees.

Two-lane bike lane and the planted barrier??

People of Waterfront Seattle- if you include any element of car design into your final plans you will be doing a great disservice to generations of future people both living and visiting Seattle. Use the overwhelming survey responses favoring bikes and pedestrians- and make the decision to remove cars. Look at case studies from Ljubljana and Paris. When you remove car lanes you get rid of induced demand. This decision is so easy that I can't believe you are even using a survey to decide next steps. Seattle needs a comprehensive leadership overhaul- not necessarily from you folks as staff members of Waterfront Seattle, but anyone who purposefully shoves a car lane into this once-in-a-generation project. If any car centric designs are approved, it will be your children and children's children who will truly experience the glory of getting to tear your design to the ground and prioritize pedestrians once and for all. Take a look at Times Square now - full of pedestrians and it's never been better! Do we want tourists marveling at our beautiful new waterfront or allow more cars to jam themselves into every square block of this entire city? I am ashamed and worried that this Waterfront dedication ceremony will be one of the most embarrassing moments in City history, if urgent action is not taken. Please contact me for further information on what to do for this project. I demand it!!

Bollards blocking vehicle traffic on Bell street.

I like the idea of the spaces however, I feel like they will be taken over very quickly by the homeless situation. Is there a plan to prohibit this from happening. I like the idea of bike lane, however, the drivers here are very bad. I would prefer dividers (preferably plants or native flowers) to separate the bikes from the vehicles. Also if the plant that are planted are NOT all male plants the pollen around this city is already pretty bad come spring. Add some females, I know fruit can become a problem, however, it would be a nice snack an also feel the homeless.

I don't think cars should be allowed at all. And if they must be allowed, use bollards to protect pedestrians and cyclists but in my opinion, if cars are allowed, it will be a huge missed opportunity to show the city what a car-less space could look like.

I would want to prioritize space to gather, within view of the market / pier / Mt. Rainier. Can we add "Belltown" to the sign bridge, and make it visible from the market?

Only 5% of people asked to prioritize motor vehicles, but you're devoting close to half the total space to cars. This is a mistake. You should use retractable bollards to restrict access to only residents with driveways and emergency vehicles. Then make the full roadway a shared pedestrian space. Please stop handing all of our valuable outdoor space to the least efficient, most socially isolating and polluting mode available.

I'd love to see more trash cans in the neighborhood.

If you add speed bumps, please leave cut-outs for bikes.

No car access would be good for bike and pedestrian safety

Prioritize making Seattle a walkable, bikeable city, which means a protected bike lane for the entire length of bell street in both directions! (I definitely do not support "concept 1: rooms"!!) Ideally, the entire street is closed to cars to have more space for community gathering, greenery, sidewalks, bikeways, with ground-level restaurants and shopping. But the priorities here should be safe throughways for people walking, biking, and rolling, so that should include fully protected bike lanes in both directions, wide sidewalks, and replacing any parking with greenery.

A car-free space, or at least more traffic calming, is missing from these concepts.

Make biking so fun and safe my Dad can take his grandkids around by ebikes. Thanks!

the streets are too wide. it encourages speeding

Considering the name is Bell Street, I really think you should leave it open to car is being able to be driven on it. You keep taking away our parking spots. You keep taking away our ability to drive and park downtown. And all you're doing is making a way for crackheads to sit around smoking crack and heroin addicts to get high on heroin. Now I know that this is your real agenda and you want to destroy this city, so I'm not surprised. I live near all these bike lanes and I see you about three people a day use them. It's utterly pathetic. If you want some bike lanes, drill, some holes underground and make the bike lanes there. Quit messing with our streets. You're only making matters worse. The people in charge of planning these things have no idea what it's like to live in this area. And there's no way on earth that only 5% of people want it to be for cars. Sure would be nice to have a little more greenery, and the sidewalk that is new, but you people are out of freaking control. Everything you do downtown, especially in belltown, is obviously an assault on drivers and vehicles. It's getting to the point where you're all going to lose your jobs because you're terrible at them.

The car lane honestly feels unnecessary, maybe just remove it entirely?

How the proposed bike lane/s would connect to existing bike lanes on the cross streets. Is there a standard definition of how bike lanes are designed in Seattle? For people new to the area, it might be good to indicate what that is.

1. Add clear and plentiful signage for scooter riders that make clear scooters are only allowed in the bike lanes, NOT on sidewalks. The City really needs to do a better job of consistently educating ALL scooter users on this! The City's been talking out of both sides of its mouth for years on Vision Zero safety yet consistently fails to keep sidewalks safe for pedestriansâ€”all while obsessively tearing up infrastructure to build expensive bike lanes. Where's this same monetary investment and safety obsession for pedestriansâ€”which include elderly and limited-mobility folks, by the wayâ€”that the City claims to care so much about? 2. No public seating! I've lived in Belltown for 20 years. Public seating here provides meeting/infrastructure support for drug traffickers, people engaged in other crimes, open-air drug use, public drinking, litter and human waste, and vagrancy/camping. Be honest: public seating in urban and high-crime/vagrancy areas is rarely if ever used by elderly and limited-mobility people, who tend to stick to no- or low-grade sidewalks and generally avoid steep hills like the one between Western/Elliott and First avenues. As for other strolling folks, public seating can't be used for resting and "taking in the environment" when it's overtaken by street dwellers and drug use. The proliferation of cheap street drugs makes obsolete the urban policy ideal of resting spots, which in today's urban reality become havens for unsafe, illicit, and unsanitary activity. It's long time for designers to stop with all the rosy rhetoric, get from behind their drafting desks, and get real about what happens on the streets and sidewalks downtown where some 40,000 people live. Take the funding for public seating and invest it in signage to better protect pedestrians.

These questions above are too contrived and do not allow for open discussions. Are pedestrian and bike flow, benches, trees, and open space the only thing that matter in revitalizing a street? What would two blocks of bike and pedestrian friendly blocks actually accomplish? Is this another ploy to increase the property value of particular buildings using tax money? If the sketch rendering is supposed to portray the feeling and experience of being on that street after the project completion, this will make one grim street. What's missing? It's the fundamental understanding of Seattle that's missing. This will be yet another urban and architectural design project in Seattle that has continuously been killing Seattle Vibe for the last 40 years.

I would normally suggest the shared bike lane with separation from cars, but given the bike connection from Elliot, the two way lane seems to make more sense. I would like grade separation between sidewalk and bike lane. I'm doubtful anyone is going to hang out here, so social seating seems pointless, but maybe if you up the greenery!

Cherry trees

I think we should go car free on this road.

**PRIORITIZE PEOPLE (PEDS AND BIKES!!!) 94.7% OF RESPONDENTS (including myself) TOLD YOU TOO!!** I am sick and tired of this street (western) where I live being used as a race track for cars to speed 50mph (not exaggerating). It is being used as yet another way for cars to rat run traffic even AFTER they were given BOTH an underground tunnel and a widened Alaskan way. They want to avoid Alaskan so they speed down this road that has thousands of residents.