

Site concept - Option 1



Site concept - Option 2

Waterfront
SEATTLE

BELL STREET

Resumen de opinión sobre el diseño del concepto

Marzo 2023





Resumen ejecutivo del diálogo comunitario

El objetivo del proyecto Bell Street es mejorar las conexiones de Belltown al Waterfront, en específico sobre Bell St, entre las avenidas 1st y Elliott. En marzo de 2023, la Oficina de Proyectos Cívicos y Costeros organizó una jornada abierta virtual y asistió al Consejo comunitario de Belltown para reunir las opiniones de la comunidad de Belltown sobre las prioridades de mejoras para este tramo de Bell St.

Asistencia

- Un total de 1,713 usuarios participaron en la jornada abierta en línea entre el 6 y el 19 de marzo de 2023
- 312 personas contestaron la encuesta de la jornada abierta en línea
- En la reunión informativa del Consejo comunitario de Belltown, que se realizó el 8 de marzo de 2023, participaron 25 personas, algunas de forma presencial y otras por Zoom
- El 10 de marzo de 2023, durante el evento Belltown Art Walk, más de 55 personas se quedaron a conversar sobre aspectos relacionados con el proyecto

Opiniones clave

- En los diseños conceptuales presentados se proponía reducir de dos a uno los carriles actuales para vehículos.
 - A algunas personas les decepcionó que se incluyera un carril para vehículos, puesto que preferirían que no hubiera vehículos en este espacio. Si bien más del 50 % de los y las participantes en línea prefirieron esta opción, no fue así con quienes asistieron a la reunión del Consejo comunitario de Belltown.
 - Lo que escuchamos de los propietarios locales y de los negocios aledaños durante el Consejo fue que preferían que se permitiera acceso vehicular hasta cierto grado para actividades de carga y descarga, circulación general y acceso con base en los criterios de la Ley para estadounidenses con discapacidades (ADA, por sus siglas en inglés); en tanto que algunos otros expresaron sus inquietudes de seguridad con el cierre de la calle al tráfico, en específico, durante la noche.
 - La decisión de limitar aún más la circulación de vehículos en esta cuadra se rige por diferentes factores, incluyendo la opinión pública, la consulta con los ingenieros de tráfico del Departamento de Transporte de Seattle (SDOT, por sus siglas en inglés), la revisión del flujo de circulación a futuro y las necesidades de la cuadra. Con todos estos factores en mente, se determinó que los tramos en doble sentido (tramo con un carril para cada sentido de circulación) en Bell St y Blanchard St funcionarían en conjunto y serían necesarios con la apertura al tráfico de Elliott Way.

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- Casi el 50 % de las personas encuestadas desea que los diseños compartidos den más prioridad a los peatones, en tanto que el 35.2 % considera que el equilibrio es bueno y el 16.9 % desea que el espacio otorgue preferencia a los ciclistas. Varias personas encuestadas recomendaron un carril de circulación más estrecho para reducir la velocidad y dar prioridad a espacios para peatones y ciclistas.
 - Poco más del 60 % de las personas encuestadas prefieren una ciclista bidireccional y muchas otras se inclinan por la opción de añadir una barrera estructural continua entre el carril de vehículos y la ciclista.
 - Más del 50 % de las personas encuestadas quieren que haya una combinación de bancas para una sola persona o para fomentar la interacción social, y a la mayoría le gustaría ver más áreas verdes y espacios de reunión.
 - Las personas quieren que la calle empinada de Bell St sea más accesible para los usuarios de todas las capacidades. Los y las participantes expresaron su interés por añadir pasamanos o escalones para ayudar a las personas que caminen por esa calle.
 - Otras sugerencias incluían iluminación adicional, espacios para perros, señalización interpretativa, contenedores de basura y mejores opciones para monopatines.
 - Los y las participantes expresaron su preocupación por cuestiones relacionadas con el mantenimiento y el vandalismo.



Introducción

Uno de los objetivos de Waterfront Seattle es crear conexiones más accesibles y amplias de este a oeste para todos los tipos de transporte sobre el corredor, incluyendo Belltown, el corazón del centro y Pioneer Square.

La nueva calle Elliot Way brindará una nueva conexión entre Belltown y el Waterfront y coincidirá con Bell St a la altura de las avenidas Elliot y Western. Esta nueva conexión incluye ciclistas protegidas, aceras y áreas verdes. Lenora St, dos cuadras al sur de Bell St, proporcionará otra conexión directa a la nueva Elliott Way, incluyendo un puente peatonal recién remodelado y elevador para facilitar el desplazamiento entre Belltown y el Waterfront ya sea a pie, con bicicleta o patinando.

El objetivo del proyecto Bell Street es mejorar las conexiones de Bell St al Waterfront, en específico de 1st Ave a Elliott Ave. Como parte de este proyecto, Waterfront Seattle tiene la oportunidad de ampliar el espacio público e incorporar nuevas áreas verdes y otras adaptaciones cuando este tramo de Bell St se vuelva un camino de un solo sentido. El presupuesto total para el proyecto, incluyendo el diseño, permisos y construcción asciende a \$3.3 millones de dólares.

El diálogo comunitario de esta segunda fase del proceso de diseño incluyó una jornada abierta en línea, que se realizó del 6 al 19 de marzo de 2023, y una reunión informativa en el Consejo comunitario de Belltown, que tuvo lugar el 8 de marzo de 2023. El objetivo era obtener opiniones sobre las dos opciones de diseño que se crearon a partir de los comentarios recibidos de la comunidad a lo largo del primer periodo de participación a principios de 2023.

Comunicación comunitaria y herramientas de notificación

Este periodo de participación se promovió mediante los siguientes métodos de notificación:

- En Bell St y First Ave y en las intersecciones de Bell St y Western Ave se colocaron **caballetes publicitarios** para informar sobre la jornada abierta en línea.
- El 10 de marzo, durante el evento Belltown Artwalk, se **colocó una mesa informativa** y se conversó con más de 55 personas.
- Se enviaron **correos electrónicos** a partes interesadas importantes y vecinos del proyecto con el objetivo de divulgar la información sobre la oportunidad de opinar.
- Se enviaron **boletines informativos electrónicos a 11,434 suscriptores** de la lista de correos del programa Waterfront Seattle.
- Se compartió una **publicación en el blog** del [Departamento de Transporte de Seattle \(SDOT\)](#) sobre el periodo de participación.
- Se compartieron **anuncios en los boletines del** Consejo comunitario de Belltown.
- Los días 7 y 14 de marzo se publicaron **anuncios en redes sociales** en las cuentas de Waterfront Seattle, entre ellas en Instagram, Twitter y Facebook. El Departamento de vecindarios de Seattle compartió el blog del SDOT en sus redes sociales el 9 de marzo.



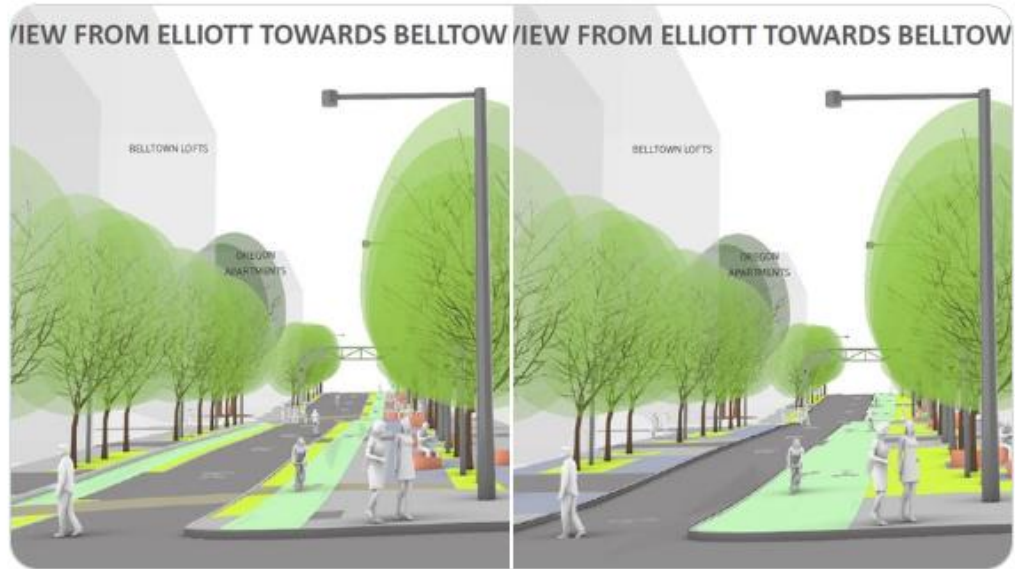
Personal de comunicación comunitaria de Waterfront Seattle explicándole a un residente sobre los dos primeros conceptos de diseño para las mejoras de Bell St.



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

Ejemplo de una publicación en redes sociales para informar a los miembros de la comunidad sobre la jornada abierta en línea.



Comentarios de la reunión informativa del Consejo comunitario de Belltown

En la [reunión informativa del Consejo comunitario de Belltown](#), que se sostuvo el 8 de marzo de 2023, participaron 25 personas, algunas de forma presencial y otras por Zoom.

A continuación, presentamos algunos puntos clave que se abordaron en la reunión:

- Se quiere mejorar la infraestructura peatonal y de ciclistas que conecta Belltown directamente con la nueva Elliott Way y el Waterfront.
- Las personas quieren que la calle empinada de Bell St sea más accesible para los usuarios de todas las capacidades. Los y las participantes expresaron su interés por añadir pasamanos o escalones para ayudar a las personas que caminen por esa calle.
- De forma similar a lo que se comentó en la reunión informativa del Consejo comunitario de Belltown de febrero, los residentes y propietarios de negocios quieren mejorar la señalización y los mapas de ubicación para guiar a los visitantes desde el Waterfront hasta la zona de negocios minoristas de Belltown.
- Los y las participantes también sugirieron añadir una señal visual al espacio que atrajera a las personas al vecindario. Se mostró un gran interés por saber dónde se ubicaría el puente de señales del viaducto.
- Las adaptaciones adicionales que propusieron los y las participantes incluyeron más iluminación y portabicicletas. A la pregunta de si darían prioridad a la iluminación de las bancas o al puente de señales, los y las participantes se mostraron divididos.
- Los y las participantes expresaron su preocupación por el mantenimiento de la vegetación, por lo que se propuso usar plantaciones de bajo mantenimiento, y por el vandalismo en el puente de señales.

Jornada abierta en línea

La jornada abierta en línea estuvo disponible del 6 al 19 de marzo de 2023 y en ella se compartieron los comentarios de alto nivel que recibimos durante la primera fase del diálogo comunitario, las respuestas a algunas preguntas habituales y dos primeros conceptos de diseño. Al final se realizó una encuesta en la que se pedían opiniones sobre los elementos de cada uno de los dos primeros conceptos de diseño.

La primera fase del diálogo comunitario sirvió de base para los diseños conceptuales:

- La mayoría de las personas encuestadas pidieron que en este tramo de Bell St se diera prioridad a los peatones y ciclistas sobre los automóviles, 68.9 % eligieron las opciones de caminar o patinar, 25.8 % eligieron el uso de bicicletas o monopatín y 5.3 % eligieron



el uso de automóviles como el medio de transporte en el que quieren que estas mejoras se concentren. En particular, se señaló que era muy importante que las bicicletas, los peatones y los vehículos tuvieran por separado sus propios carriles y senderos.

- Se buscaba crear un espacio seguro, limpio y agradable para que las personas se reúnan y se entretengan. De igual forma, se expresó preocupación por crear un espacio que atrajera actividades no deseadas y que fuera difícil de mantener.
- La comunidad quería que el lugar fuera una ruta atractiva, accesible y despejada tanto para las personas que viven en el área como para los turistas que viajan de Belltown al Waterfont, mediante el uso de letreros y elementos visuales que atraigan a las personas a esta zona.
- Se expresó cierta preocupación por el hecho de que el presupuesto asignado para este proyecto no fuera suficiente para el alcance deseado. El presupuesto total para el proyecto, incluyendo el diseño, permisos y construcción asciende a \$3.3 millones de dólares.

[Consulte el resumen completo del diálogo comunitario en nuestro sitio web.](#)

Preguntas frecuentes

En la jornada abierta en línea también respondimos a algunas de las preguntas más frecuentes que habíamos recibido durante la primera fase del proceso de diálogo comunitario.

¿Por qué razón se está direccionando el tráfico en sentido contrario en Bell St?

- Se reconfiguró la red de calles para dar cabida a la nueva Elliott Way, que será una vía de doble sentido que conectará con Western Ave, de un solo sentido, y Elliott Ave, también unidireccional. Este cambio también corresponde con la configuración existente de Battery Street (donde el tráfico unidireccional se está desviando de Western Ave) para dar cabida a la circulación alrededor de cada una de las dos cuadras. La circulación propuesta prevé la circulación hacia la izquierda alrededor de cada una de las dos cuadras.

- Una nota importante es que habrá una intersección señalizada en Western Ave y Bell St para el tráfico procedente de la nueva Elliott Way para permitir el cruce seguro de peatones. También habrá letreros de “Alto” situados en la intersección para los vehículos que circulen por Bell St.

¿Dónde se ubicará el puente de señales del viaducto preservado?

- La ubicación exacta aún se está determinando en función del cableado de servicios públicos, la visibilidad y otros factores.



¿Se planea colocar señalización que guíe a las personas que transiten entre Belltown y el Waterfront?

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- Actualmente no hay planes de colocar señalización que dirija a las personas a Belltown. Dicho esto, analizaremos la situación mientras seguimos desarrollando el diseño conceptual de este sitio.

¿Se puede evitar por completo que transiten vehículos por Bell St?

- La decisión de limitar aún más el tránsito de vehículos en la cuadra de Bell St se determina por muchos factores, incluyendo la opinión pública, la consulta con los ingenieros de tráfico del SDOT, la revisión del flujo de circulación futuro y las necesidades de la cuadra. Con todos estos factores en mente, se determinó que los tramos en doble sentido (tramo con un carril para cada sentido de circulación) en Bell St y Blanchard St funcionarían en conjunto y serían necesarios con la apertura al tráfico de Elliott Way.

¿Cuál es el plan de mantenimiento para este espacio?

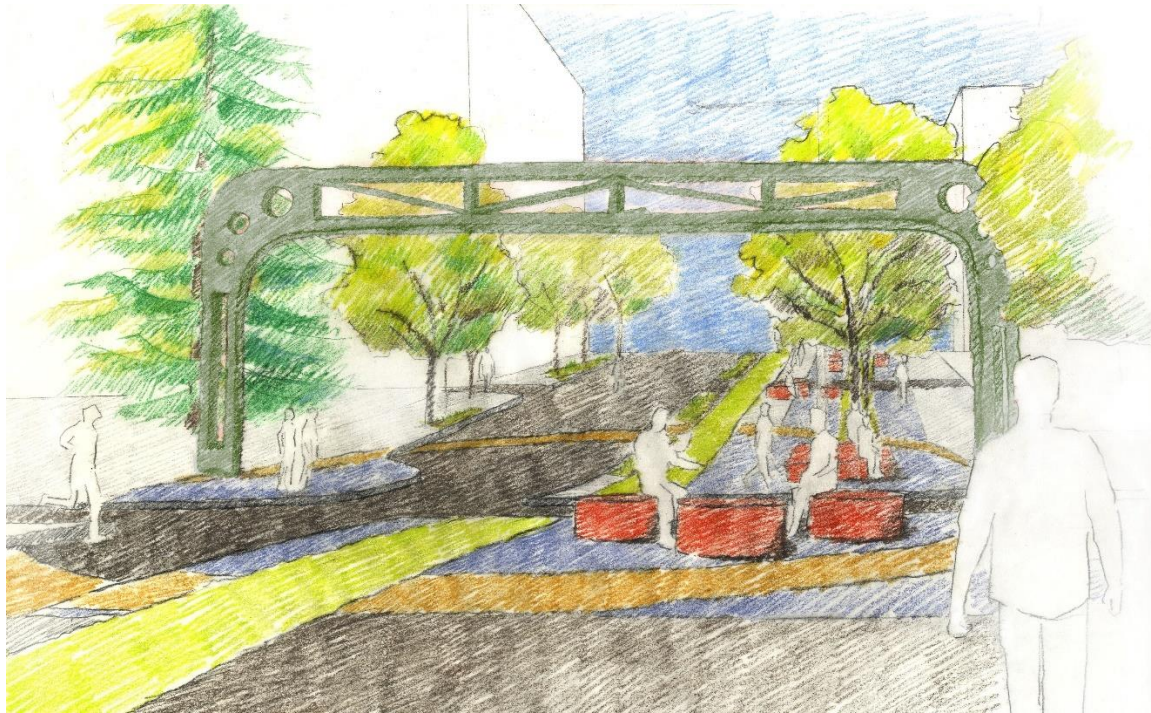


- La ciudad proporcionará las medidas de mantenimiento a estas dos cuadras de Bell St, al igual que a otras calles de la ciudad.

Primeros diseños conceptuales

Se compartieron dos primeros diseños conceptuales basados en los comentarios que recibimos a principios de año.

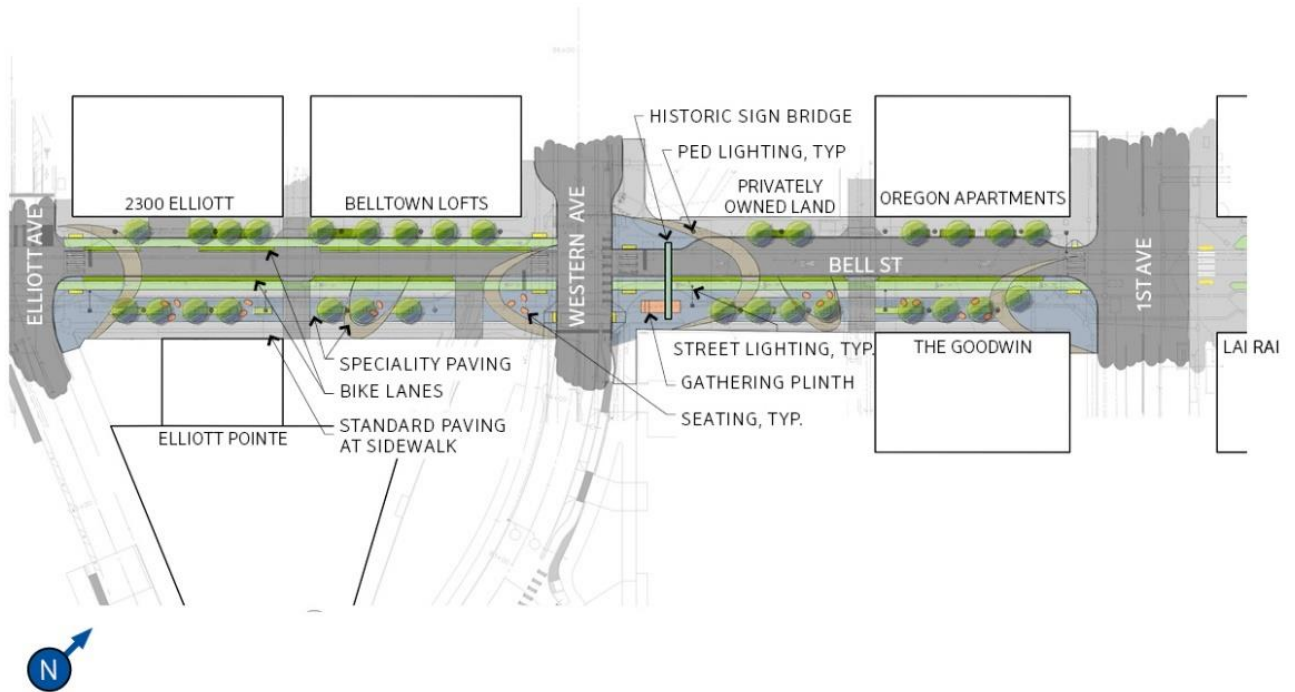
Opción de concepto 1: espacios



El primer concepto incluye ciclistas protegidas con zonas de amortiguamiento para conservación (franjas de vegetación) y aceras más amplias con más vegetación. Las bancas con diseños artísticos están acomodadas siguiendo una configuración social, con varias bancas dispuestas juntas en múltiples ubicaciones a lo largo de la acera para apoyar las necesidades de accesibilidad y ofrecer oportunidades para descansar y disfrutar de las vistas del vecindario. Este concepto también incluye una zona elevada en la intersección de Bell St y Western Ave destinada a la reunión y celebración de la comunidad bajo el histórico puente de señales. El puente de señales tiene potencial para iluminación de realce, y las bancas con diseños artísticos tienen potencial para proporcionar iluminación de realce a la calle. Se mantiene el acceso a los callejones existentes y a la zona de carga entre las avenidas First y Western.

Los ciclistas que viajen en dirección oeste compartirían la calzada con los vehículos entre 1st Ave y Western Ave y se unirían a la ciclopista protegida después de pasar Western Ave, con la posibilidad de conectar con el Waterfront utilizando el puente peatonal de Bell Harbor. La

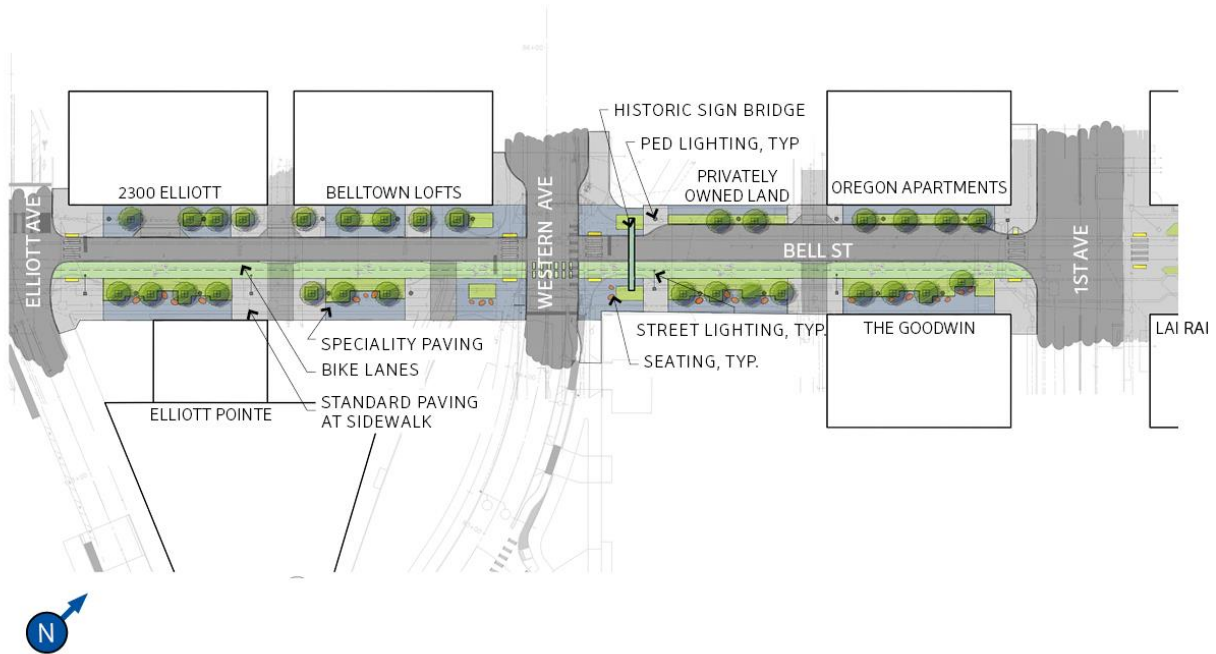
calzada entre 1st Ave y Western Ave tendría señalamiento de carriles compartidos, una marca vial pintada que avisa a ciclistas y conductores de que se trata de un espacio compartido. Los ciclistas que circulen en dirección este permanecerán en la ciclopista protegida del lado sur de la calzada.



Opción de concepto 2: jardines pequeños



El segundo concepto incluye muchos elementos del concepto 1, siendo la diferencia más notable una ciclista bidireccional con una franja elevada y aceras más anchas con mayor vegetación en el lado sur de la calle. En este concepto, la base del histórico puente de señales incluye vegetación y el diseño del espacio no se presta para realizar reuniones comunitarias en la intersección de Bell St y Western Ave. Las bancas con diseño artístico estarían acomodadas de manera más dispersa a lo largo de la acera para apoyar las necesidades de accesibilidad y habría menos bancas cercanas para disminuir la interacción social. Se mantiene el acceso a los callejones existentes y a la zona de carga entre las avenidas First y Western.

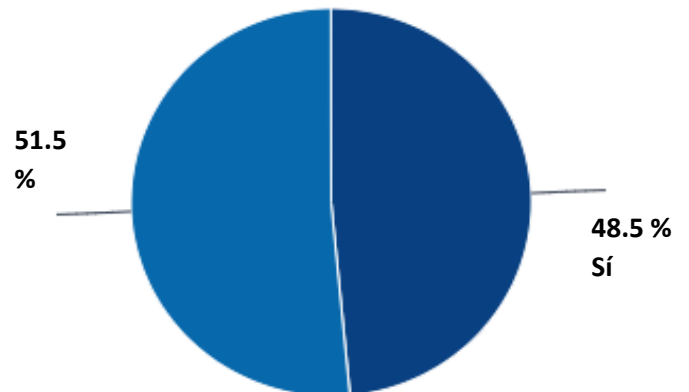


Resultados de la encuesta

En el apéndice se pueden consultar todos los comentarios.

¿Considera que estos conceptos reflejan sus prioridades?

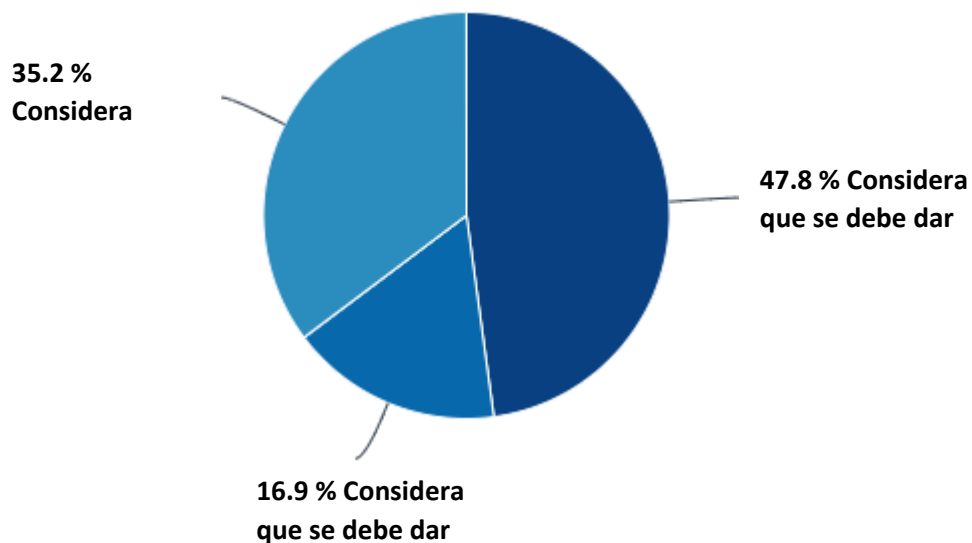
El 51.5 % de las personas encuestadas no consideraron que sus prioridades se vieran reflejadas en los primeros conceptos de diseño y el 48.5 % consideró que sí se reflejaban sus prioridades. Los primeros comentaron al respecto que fue porque seguía habiendo un carril para vehículos cuando preferirían que no hubiera circulación de vehículos en este espacio.



¿Le gustaría que el concepto diera mayor prioridad de espacio a ciclistas o peatones?

Casi el 50 % de las personas encuestadas querían que el diseño diera más prioridad a los peatones, el 35.2 % consideraba que el equilibrio era bueno y el 16.9 % quería que el espacio diera más prioridad a los ciclistas.

- “Las aceras de Alaskan Way siempre me han parecido un corredor congestionado y estresante. Creo que cuanto más amplio sea el espacio de la acera, más gente se reunirá allí y disfrutará su belleza en su justa medida”.



Ayúdenos a priorizar los elementos para seguirlos trabajando en el próximo diseño conceptual. ¿Qué elementos de cada uno de estos conceptos le parecen atractivos?

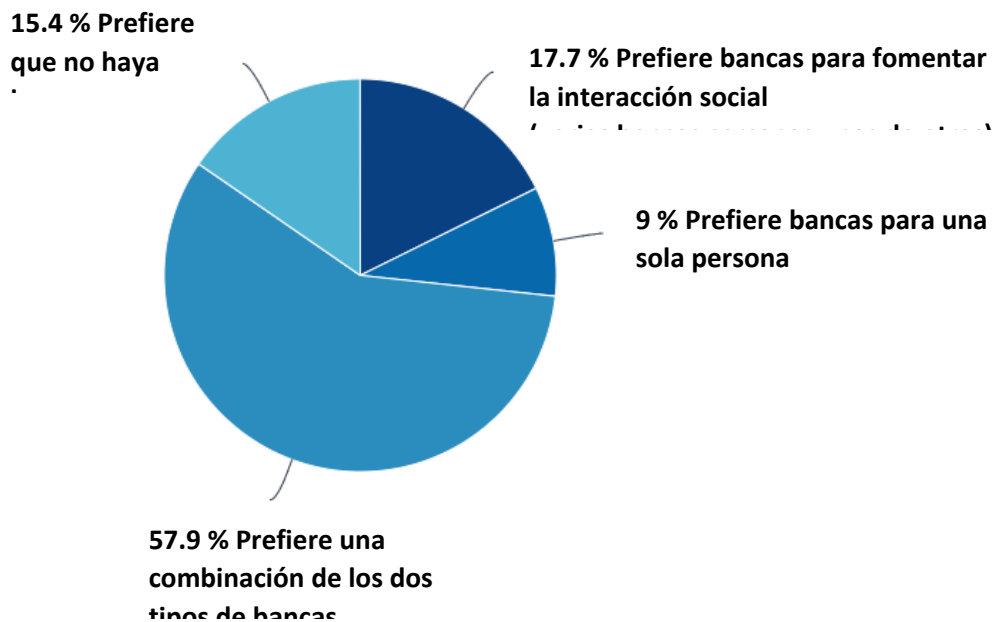
Bancas

Nuestro equipo quería mostrar dos opciones diferentes para evaluar las preferencias de la comunidad, incluyendo más bancas para fomentar la interacción social donde las bancas estén más cerca unas de otras y donde haya menos y estén más dispersas las bancas para una sola persona. Más del 50 % de las personas encuestadas prefieren una combinación de ambas bancas, con un 17.7 % que prefiere bancas para fomentar la interacción social, un 15.4 % que no prefiere ningún tipo de bancas y un 9 % que prefiere bancas para una sola persona.

A los residentes les preocupa que la presencia de las bancas atraigan actividades no deseadas a esta zona.

Algunos comentarios adicionales:

- “Las bancas al aire libre rara vez están secas, limpias o son lo suficientemente cómodas”.
- “Los pasamanos son más importantes que las bancas”.
- “No veo que muchas personas quieran quedarse en la zona de las bancas, a menos que tengan una razón para estar ahí. Sobre todo porque Western es una calle muy transitada sin mucho comercio o lugares que vendan comida o bebidas en Bell, y porque las zonas del Waterfront y Pike son mucho más atractivas”.
- “Dudo que alguna persona quiera pasar el rato aquí, así que las bancas para fomentar la interacción social parecen inútiles, tal vez sería mejor si hubiera más vegetación”.
- “Mi mayor preocupación es que, al mismo tiempo que se puede proporcionar una zona para sentarse, descansar y socializar, hay que prestar atención y encontrar la manera de desalentar comportamientos inadecuados que no permitan que las personas disfruten del espacio. La iluminación y un diseño atractivo pueden evitar actividades de vagancia”.



Vegetación

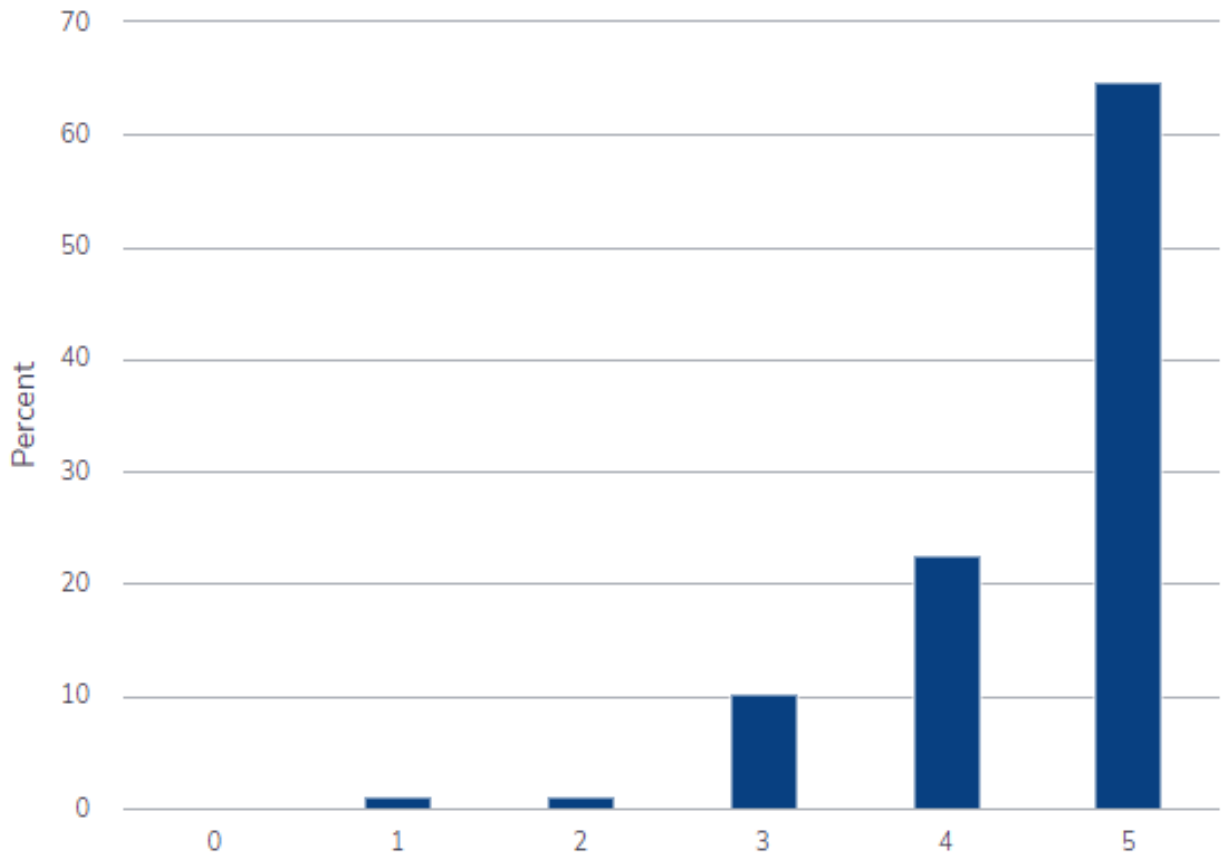
La inmensa mayoría de las personas encuestadas deseaban que se aumentara, y no que se disminuyera, la cantidad de vegetación en este espacio. Hubo quienes sugirieron que se integraran a este espacio plantas comestibles, como arbustos de arándanos o ciruelos enanos.



Otras personas recomendaron evitar las superficies impermeables y garantizar que el tratamiento de las aguas pluviales se incorporara al diseño.

Algunos comentarios adicionales:

- “El aumento de la vegetación crearía una entrada exuberante al nuevo Waterfront”.
- “En el plan del Waterfront hay que restaurar todos los espacios verdes: retención de agua; no más superficies pavimentadas, aves, peces, animales costeros”.
- “La mayor cobertura del techo arbóreo posible y el menor acceso posible de vehículos motorizados. Éstas son mis únicas prioridades”.



Los y las participantes que contestaron la encuesta podían elegir entre los números 1 y 5 para la cantidad de vegetación que les gustaría ver en este espacio, siendo 0 nada y 5 mucha.

Ciclopista

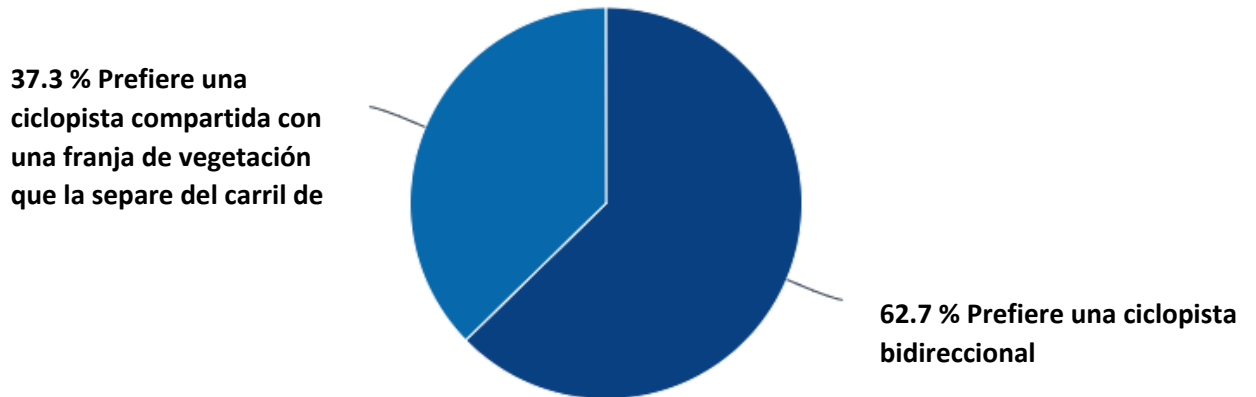


En la primera fase del proceso de diálogo comunitario, quedó claro que las personas encuestadas querían que los ciclistas tuvieran un carril exclusivo en este tramo de Bell St. Se plantearon dos versiones en los primeros diseños conceptuales, incluyendo una ciclista compartida con una franja de vegetación para separar a los ciclistas del carril de vehículos y una ciclista bidireccional. Poco más del 60 % de las personas encuestadas prefirieron la ciclista bidireccional.

Varias de las personas encuestadas recomendaron encarecidamente evitar los carriles compartidos, en tanto que muchas otras recomendaron que se colocaran franjas de vegetación continuas y estructurales entre las ciclistas y los carriles para vehículos en la opción de la ciclista bidireccional. Un comentario especificaba que las franjas de vegetación no parecían ser una separación adecuada del carril de vehículos.

Algunos comentarios adicionales:

- “Las ciclistas deben ser contiguas (sin espacios que permitan que los usuarios puedan salir a la calle) y estar amortiguadas con hormigón, jardineras y bolardos”.
- “Prefiero mucho más la ciclista bidireccional, que al menos ofrece la opción de que dos personas o un adulto y un niño puedan circular uno al lado del otro en determinadas circunstancias. Este es el aspecto social del ciclismo que está muy restringido en casi todas las carreteras de Seattle para los ciclistas”.
- “La ciclista debe ser lo suficientemente ancha para que el tráfico rápido cuesta abajo pueda adelantar cómodamente a las bicicletas que van cuesta arriba”.
- “La ciclista bidireccional debería ser del doble de tamaño. La asignación del espacio para bicicletas en comparación con los vehículos es evidentemente forzada dando importancia a los vehículos basándose solamente en la relación espacio/velocidad”.
- “Yo propondría una opción conceptual más radical: no permitir que circulen coches en Bell St entre las avenidas Western y 1st y sustituir el asfalto por una ciclista serpenteante y más fácil de subir, como el plan para Pine St entre Pike Pl y 1st Ave. Belltown merece su propia Lombard St, pero que no sea contaminada por el tráfico vehicular.
- “Queremos que salir en bicicleta sea muy divertido y seguro para que mi padre pueda llevar a sus nietos a pasear en bicicletas eléctricas”.
- “Preferiría que Bell Street fuera un verdadero "bulevar ciclista" donde las personas que usan bicicleta tengan prioridad sobre los automóviles”.
- “Me gustaría una separación entre la acera y la ciclista”.
- “Si colocan topes desaceleradores, dejen un tramo libre para que pasen las bicicletas”.



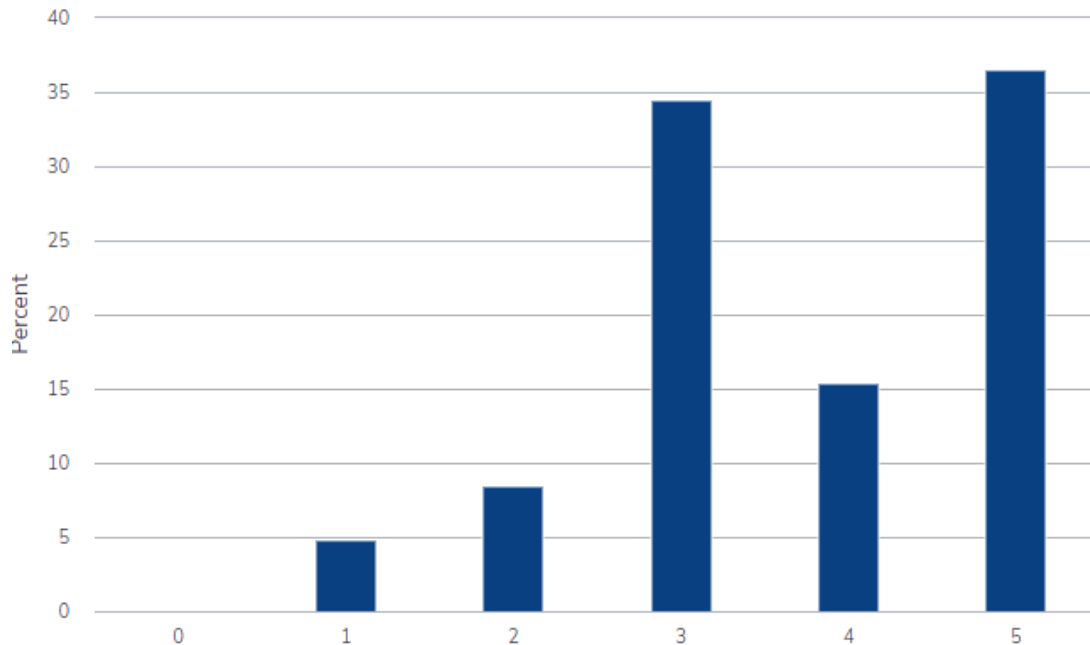
Espacios de reunión

En la fase previa del proceso de diálogo comunitario, la comunidad mencionó su deseo de contar con un espacio público vibrante en el que las personas pudieran reunirse y entretenerse. Los dos primeros conceptos de diseño abordaban las reuniones sociales de forma diferente: uno incluía un zócalo en la intersección de Bell St y Western Ave, y el otro evitaba por completo los espacios de reunión y se centraba en bancas individuales que estuvieran dispersas. En esta encuesta, los y las participantes tendían a inclinarse por el deseo de un espacio de reunión comunitario, pero no todos estaban de acuerdo.

Algunos comentarios adicionales:

- “Debería haber espacios de estacionamiento, por ejemplo, para un camión de comida o para montar un pequeño escenario para músicos callejeros u otros elementos que fomenten la activación del espacio.
- “Debería ser un lugar agradable para pasear a pie o en bicicleta y no un lugar donde las personas se entretengan”.

- “Disminuir al mínimo el espacio abierto, excepto en la intersección real de Bell y Western donde se puede contemplar la vista”.

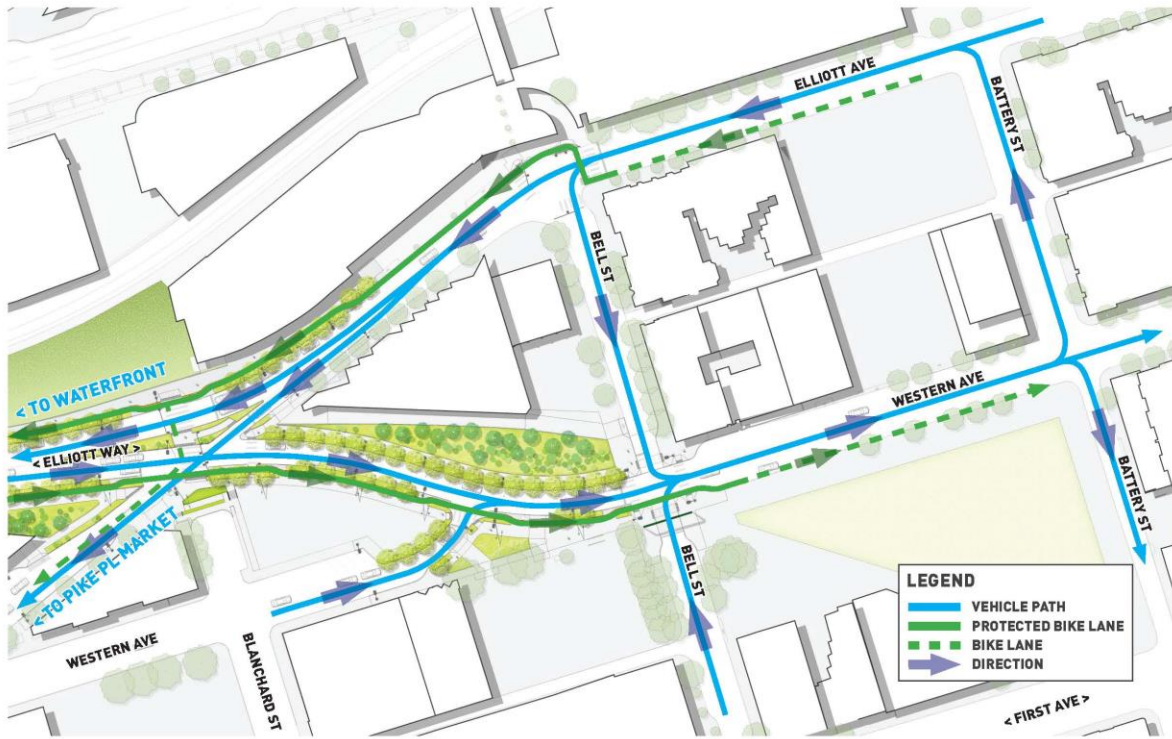


Los y las participantes que contestaron la encuesta podían elegir entre los números 1 y 5 para definir cuánto les gustaría que esta área funcionara como un espacio para reunión, siendo 0 nada y 5 mucho.

¿Considera que falta algo en estos conceptos?

Algunas de las personas encuestadas afirmaron que, si la calzada seguía abierta a la circulación de vehículos, no sentían que se hayan tomado en cuenta sus prioridades.

En los diseños conceptuales presentados se proponía reducir de dos a uno los carriles actuales para vehículos. A algunas personas les decepcionó que se incluyera un carril para vehículos, puesto que preferirían que no hubiera vehículos en este espacio. La decisión de limitar aún más la circulación de vehículos en esta cuadra se rige por diferentes factores, incluyendo la opinión pública, la consulta con los ingenieros de tráfico del Departamento de Transporte de Seattle (SDOT, por sus siglas en inglés), la revisión del flujo de circulación a futuro y las necesidades de la cuadra. Con todos estos factores en mente, se determinó que los tramos en doble sentido (tramo con un carril para cada sentido de circulación) en Bell St y Blanchard St funcionarían en conjunto y serían necesarios con la apertura al tráfico de Elliott Way.



Bell St, entre 1st Ave y Elliott Ave, se convertirá en una calzada de sentido único, en dirección este entre Elliott Ave y Western Ave, y en dirección oeste entre Western Ave y 1st Ave.

Varias personas encuestadas recomendaron un carril de circulación más estrecho para reducir la velocidad y dar prioridad a espacios para peatones y ciclistas. El ancho del carril restante para vehículos es de 12 pies (3.6 m) para cumplir con las normas mínimas de diseño requeridas.

Algunos comentarios adicionales sobre el espacio para vehículos:

- “Considerar la eliminación de la zona de carga entre 1st y Western para que haya más áreas verdes. Si se requiere de una zona de carga, se puede considerar la posibilidad de diseñarla como una plaza, de modo que pueda cerrarse durante las noches o los fines de semana para tener espacio para paseos artísticos u otros eventos”.
- “Si se desea mantener el acceso de los vehículos, el carril debe ser estrecho (10' o 3 m) para garantizar velocidades más bajas (20 mph o menos). Si se conserva a 14' (4.2 m), lo más seguro es que las personas conduzcan por encima del límite de velocidad”.
- “Debe haber una manera de mantener el acceso local para los residentes y propietarios de negocios al tiempo que se disminuye de forma importante el número de vehículos que circulan en Bell Street”.
- “Cuando viajo en el autobús, no puedo hacer parada y bajarme en la intersección que quiera. Si usan automóvil, planifiquen con tiempo y encuentren una manera”.



- “Si queremos que las personas pasen el rato y disfruten del espacio, la calle debe tener una circulación lenta, que no sea ruidosa (en lo que respecta a la cantidad y ruido de automóviles), y todos los usos de la acera deben ser activos (reparto, camión de alimentos, etcétera) y no pasivos (estacionamiento)”.

Muchas de las personas encuestadas no querían que el puente de señales del viaducto se integrara a este espacio. Otras personas, incluso en la reunión informativa del Consejo comunitario de Belltown, sí están a favor de que se recupere el puente de señales del viaducto y les gustaría que se añadiera un letrero en el puente de señales que dé la bienvenida a las personas al vecindario de Belltown.

Algunos comentarios adicionales sobre el puente de señales del viaducto:

- “No hay que conservar esta estructura histórica, es una cicatriz que quedó del pasado y no vale la pena malgastar dinero en ella. Hay que dar prioridad en el presupuesto a la seguridad antes que nada, en segundo lugar se debe crear un gran lugar y, ya por último, fomentar la movilidad de vehículos”.
- “No creo que el puente de señales sea atractivo y preferiría ver murales coloridos adornando las dos cuadras. Esto atraería mucho más a los peatones a visitar la zona de Belltown y se podría organizar un paseo para conocer los murales”.
- “Nunca en mi vida me había fijado en el "histórico puente de señales", pero tampoco entiendo por qué el puente de señales es un monumento que merezca la pena conservar. Creo que está bien, supongo”.
- “¿Podemos añadir la palabra "Belltown" al puente de señales y que se vea desde el mercado?”

Muchas personas mencionaron su deseo de que se incluyera iluminación adicional en el diseño.

- “Hay que iluminar el puente de señales, así como las mejoras peatonales”.
- “La iluminación en la representación preliminar es demasiado alta para ser útil para los peatones y, más bien, parecen luminarias para autopistas. Una petición es que se coloquen luminarias en las aceras para que sea un lugar seguro durante la noche”.
- “También me gustaría fomentar una iluminación generosa para proporcionar seguridad tanto a los residentes como a los turistas”.

Muchas personas expresaron su entusiasmo por las mejoras propuestas, y algunas aportaron sugerencias o ideas adicionales para el espacio, como añadir un parque infantil, espacios para perros, señalización interpretativa, contenedores de basura, pasamanos y opciones sin obstrucciones para monopatines. Estos detalles aún no se han evaluado a profundidad, ya que nos encontramos en la fase preliminar de diseño.

Algunos comentarios adicionales:

- “Dar prioridad a los espacios tranquilos. No necesitamos más "espacios activos" en esa parte de la ciudad. Lo que necesitamos son más lugares tranquilos y de descanso”.
- “¡Hay que evitar la arquitectura hostil!”



- “¿Las nuevas aceras tendrán algún tipo de tratamiento superficial? No sé cuál es el término correcto, pero al menos una calle con pendiente entre 1st y Western (¿Lenora?) tiene baches en la acera”.
- “Por favor, coloquen más portabicicletas. No tengo coche y uso la bicicleta para ir de compras”.
- “Un elemento artístico espectacular”
- “Parece demasiado pavimento impermeable”.

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 one! ;

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/arc'd 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 arc'd 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 pedestrians— all while obsessively tearing up infrastructure to build expensive bike lanes. Where's this same monetary investment and safety obsession for pedestrians—which include elderly and limited-mobility folks, by the way—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.