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BELL STREET

Design Feedback Summary





Executive Summary

The goal of the Bell Street project is to improve connections from Belltown to the waterfront, specifically on Bell St, between 1st and Elliott avenues. In January and February 2023, the Office of the Waterfront and Civic Projects hosted a virtual open house and presented at the Belltown Community Council to collect input from the Belltown community on improvement priorities for this stretch of Bell St.

Attendance

- 1, 097 unique users visited the online open house between January 31 and February 12, 2023
- 511 responses to the online open house survey
- 51 people attended the Belltown Community Council (18 in-person, 33 via Zoom)

Key feedback

- Respondents overwhelmingly want this stretch of Bell St to prioritize pedestrians and cyclists over cars, with 68.9% choosing walking/rolling, 25.8% choosing biking/scooters and 5.3% choosing driving as the mode of travel they want these improvements to focus on.
- There is a desire to create a safe, clean and enjoyable space for people to gather and linger.
- The community would like there to be a welcoming and clear pathway for residents and tourists to travel between Belltown and the waterfront through signage and visual elements that draw people to this area.



Introduction

One of Waterfront Seattle’s goals is to create more accessible and comfortable east-west connections for all modes along the corridor, including to Belltown, the downtown core and Pioneer Square.

A new street, Elliott Way, will provide a brand-new connection between Belltown and the waterfront and will tie into Bell St at Elliott and Western avenues. This new connection includes protected bike lanes, sidewalks, and landscaping. Lenora St, two blocks south of Bell St, will provide another direct connection to the new Elliott Way, including a newly updated pedestrian bridge and elevator to help make walking, biking, and/or rolling between Belltown and the waterfront easier.

The goal of the Bell Street project is to improve connections from Bell St to the waterfront, specifically from 1st Ave to Elliott Ave. As part of this project, Waterfront Seattle has an opportunity to expand public space and add new landscaping and other amenities with this section of Bell St becoming a one-way road. The total project budget, including design, permitting, and construction is \$3.3 million.

Outreach for this first phase in the design process included an online open house that was open January 31 through February 12, 2023, and a briefing at the Belltown Community Council on February 8, 2023. The goal was to hear about community priorities prior to developing design concepts.

Outreach and notifications tools

This engagement opportunity was promoted via the following notification methods:

- **A-frames** promoting the online open house were placed at the Bell St and First Ave, and the Bell St and Elliott Ave, intersections.
- **E-newsletter was sent to 11,124 subscribers** of the Waterfront Seattle program email list.
- **Emails** were sent to key stakeholders and project neighbors to help spread

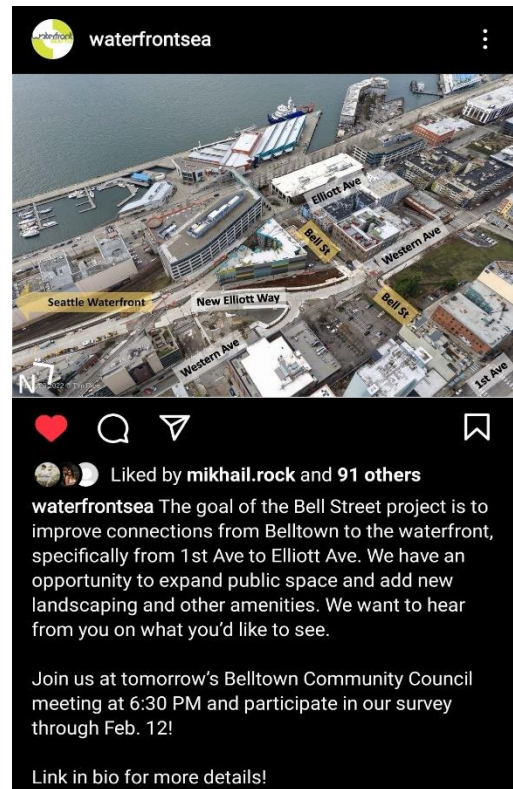
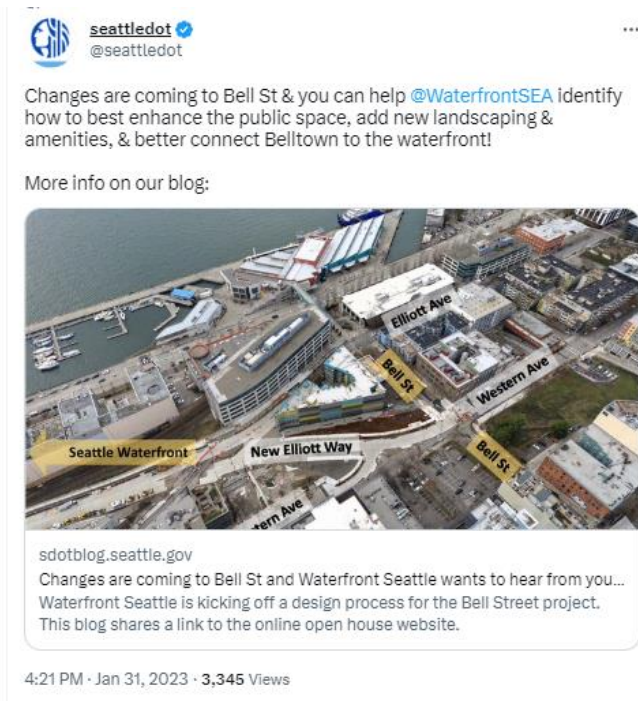


A-frames with QR codes leading to the online survey were placed at key intersections on Bell St.



awareness about this feedback opportunity.

- **Blog post** was shared on [the SDOT blog](#) about the engagement opportunity.
- **Shared newsletter blurbs** with the Belltown Community Council, Belltown United, and the Downtown Seattle Association.
- **Social media blurbs** were posted on the Waterfront Seattle social media accounts, including Instagram, Twitter and Facebook.



The feedback opportunity was shared on social media platforms.



Belltown Community Council briefing comments

51 people, some in-person and some via Zoom, participated in the [Belltown Community Council briefing](#) on February 8, 2023.

Here are some key takeaways from that conversation:

- There is a desire for improved cycling and pedestrian infrastructure that connects Belltown directly to the new Elliott Way and the waterfront promenade.
- The commercial properties in this area rely on cruise traffic in the summer so making Belltown a walkable neighborhood could be more advantageous to them.
- Residents and business owners want to improve wayfinding and signage to guide visitors from the waterfront to the retail core of Belltown. Participants also suggested adding a visual cue to the space that would draw people into the neighborhood and there was a lot of interest about where the historic viaduct sign bridge would be located.
- There are alleyways along Bell St that need to be accommodated.
- Community members want the project to leverage existing elements such as tree coverage, natural light and texture of historic buildings that embody Belltown's identity.
- There were some concerns about the scope desired not being able to fit within the allotted budget for this project.
- There were also concerns about creating a space that would welcome unwanted activities and that would be difficult to maintain.
- Safety is a top priority.

Online survey results

511 people responded to the online open house survey between January 31 and February 12, 2023. Below are the key takeaways from the survey; please see full survey results in the appendix.

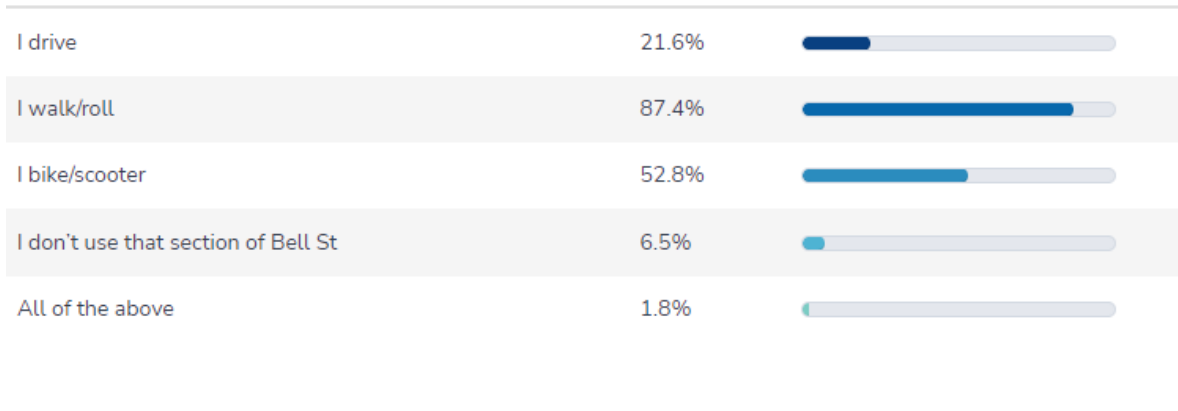
Which mode of travel do you use currently along Bell St between Elliott Ave and 1st Ave? Choose all that apply.

Online participants primarily walk/roll and bike/scooter along Bell St.

- 21.6% of respondents drive
- 87.6% of respondents walk/roll
- 52.8% of respondents bike/scooter



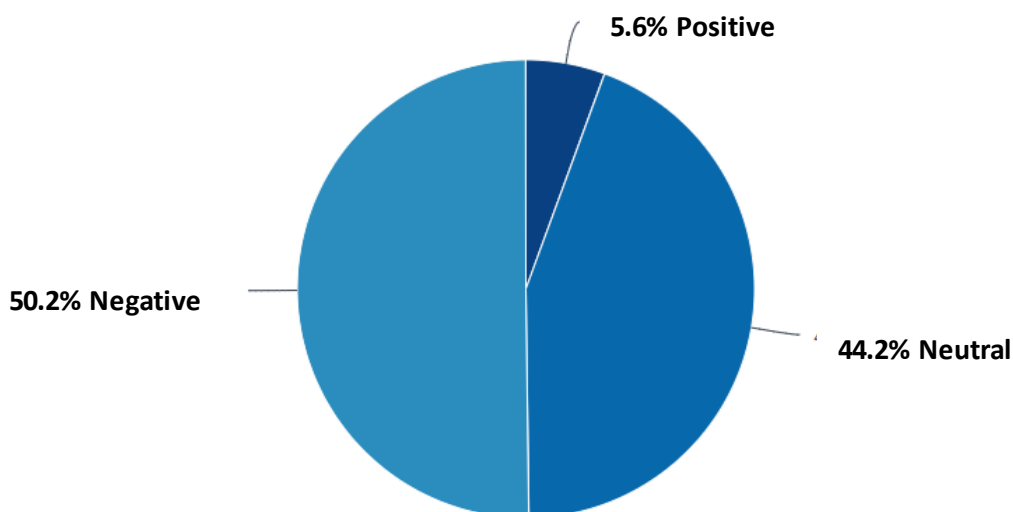
- 6.5% of respondents do not use Bell St between 1st and Elliott avenues
- 1.8% of respondents said they use all of the above modes of transportation



What is your current impression of Bell Street between Elliott Ave and 1st Ave?

Almost 96% of participants stated they have a negative or neutral view of the current Bell St.

- 50.2% Negative
- 44.2% Neutral
- 5.6% Positive



Participants had an opportunity to elaborate on their choice of Positive, Negative or Neutral. Below are some of the key takeaways from those responses.



The current street design is too car centric and feels unsafe to cyclists.

- “The bicycle facilities are non-existent and Bell has relatively narrow sidewalks. Curb bulbs on 1st Ave are needed.”
- “As a cyclist it's dangerous heading up the street, since so many oncoming cars use Bell St. between 2nd and 1st (which is "closed"). On the downhill, it's steep but bumpy which feels unsafe at times approaching Western Ave.”
- “Complete lack of protected/segregated bicycle infrastructure, on-street parking, general prioritization of cars (incompatible with vision zero)”
- “I ride my bike everyday to work and use the Bell St healthy street. I have to turn on 2nd Ave even though I live on Western because Bell St and Western offer no protection after 1st Ave.”

Pedestrians also feel unsafe due to limited visibility at crosswalks, uneven pavement and cars speeding by. Some residents along the Bell St corridor worry increased car traffic from the new Elliott Way will make Bell St less safe for pedestrians and cyclists.

- “It has reasonable sidewalks, is ok for walking, but could be a lot better if the sidewalks were wider and didn't have as many bumps/disruptions in the pavement. With 2-way traffic and parking on both sides there isn't good visibility for crossing streets as a pedestrian, and this is an unsafe place to bike in the lane. The trees make a pleasant space out of what otherwise would be pretty grim.”
- “Cars drive too fast down the hill. There have been numerous accidents on the corner of Bell & Western. As a pedestrian and resident, I do not feel safe crossing any of the intersections between Bell & Western. Cars rarely heed the current Stop sign in the area and have nearly been hit several times trying to cross the street.”
- “I live on this street (Western Ave) and with the new Elliott Way that is just going to dump even more cars on this dense residential street, we absolutely NEED to accommodate people walking and biking in this area.”

Which of the following improvements would you like to see along Bell Street, between Elliott Ave and 1st Ave? Please rank these choices from 1 (least important) to 5 (most important)

Participants could rank a variety of elements from one to five, with five being most important to prioritize. The score was then calculated so that a one means a higher number on the back end which places it in order of priority.



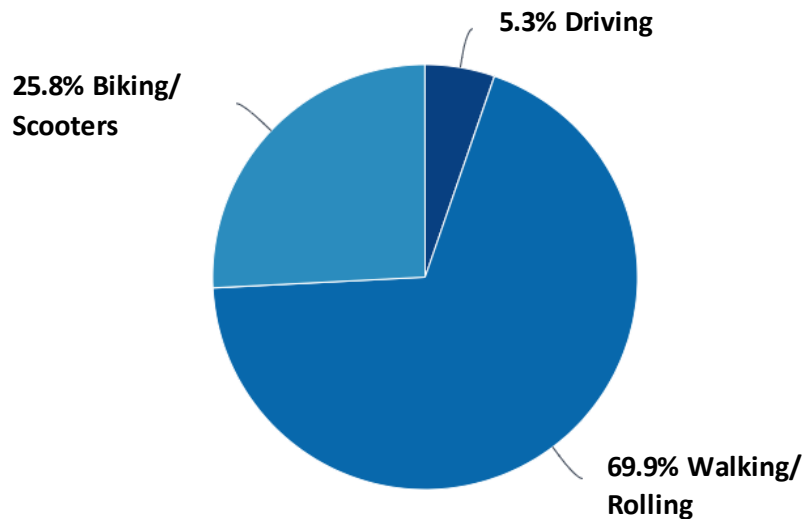
Respondents chose, in order of importance, artwork, representation of cultural and natural history, accessibility, greenery and safety. In other words, artwork was noted as most important and safety as least important.



With street improvements, which mode of travel would you like to see prioritized?

Participants wanted to see the following modes of travel prioritized:

- 68.9% walking/rolling
- 25.8% biking/scooters
- 5.3% driving



Are there any specific improvements you would like us to consider?

Respondents are excited to see improvements on this stretch of Bell St. The feedback exceedingly focused on prioritizing pedestrian and cyclist pathways, creating a pleasant public space for people to gather and linger, ensuring a safe and clean space, and making this a welcoming, accessible and clear pathway for residents and tourists between Belltown and the waterfront.

Prioritize pedestrians and cyclists over cars

The majority of respondents are in favor of pedestrian and bike prioritization, and of banning cars altogether. In particular, a protected two-way bike lane and wider sidewalks were frequently cited as the preferred use of this space.

Some comments about pedestrian prioritization:

- “Make everything east of the 2300 Elliot Apartment garage entrance pedestrian only. Car centered projects downtown are stale, let’s build for the future.”
- “This is the gateway to the waterfront. Please make pedestrians the clear priority.”
- A participant specifically wanted improvements to create a safer pedestrian route to and from cruise ships.
- “It's the walking tourists that need this street to be more accommodating - it's steep with no place to rest till they struggle up to 1st (maybe breakouts with benches).”



Some comments about bike prioritization:

- Several respondents suggested making a larger uphill bike lane to provide space for those going slower.
- “2 way protected bike lanes. Please make EB extra wide to allow e-bikes to pass analogs on the uphill.”
- “It would be awesome to have a bike escalator to get bikes up and connected to downtown and a way to make it more accessible to folks in wheelchairs.”
- There is some excitement about having a smoother surface for cyclist than the current sidewalk.

Most respondents preferred removing on-street parking, some cited the surface parking lots nearby as providing parking to those who need it. Some disagreed, particularly folks who stated that they lived nearby and need accessible parking or loading zones.

- “Please remove all parking. With no businesses fronting there, it's completely unnecessary and will just cause congestion for the vehicles that actually are traveling through.”
- “Remove parking in favor of bike lanes and wider sidewalks. This makes urban travel more efficient, safer, quieter, cleaner, and more pleasant for everyone.”
- “Leave at least one side of Bell Street for guest and visitor parking.”
- “Would also like to see no parking with the exception of unload areas in front of our building.”
- “Don't take away any more parking. I'm tired of Seattle's war on cars. You can't expect to eliminate all parking from streets and have people excited to come downtown. It doesn't work that way.”

Create a welcoming and vibrant public space

Many respondents would like this stretch of Bell Street to be a safe and vibrant public space where people can gather and linger, including more greenery, seating, lighting and artwork. Several suggested adding in parklets to allow for seasonal community activities, and someone suggested adding in workout equipment or other installments for public use.

- “Focus on living beauty with trees, shrubs and greenery that attracts wildlife, including insects like butterflies and bees.”
- “Adding more colorful or decorative elements to liven up the street.”
- “Can you put a bench somewhere near the intersection of Bell and Western? I'd love there to be a little pocket park that's not fenced in where you can sit and enjoy the



view. I spend a lot of time hanging out on the sidewalk to look at the view -- it's one of the least appreciated spots in the neighborhood to see the mountain.”

- “Add stepped bioswale for storm water management and benches for pedestrians to observe the bioswale and rest while climbing the hill.”
- “A community garden would be amazing!”

There are some concerns about keeping the area clean and safe, particularly if the design includes seating.

- There is a desire for regular maintenance, including trash pickup and graffiti removal.
- “Low planting areas on Bell to the East have not worked well.” A couple of respondents stated that low planting invites littering and that there is not frequent enough maintenance.
- There are concerns about seating and non-activated public spaces inviting vandalism and other undesired activities to the space.

Ensure a safe and accessible experience

If a vehicle lane is kept, several respondents want to ensure that pedestrians and cyclists are kept apart from vehicles and that traffic calming measures are implemented. There are concerns about vehicles going too quickly with the steepness of the hill grade. Several suggestions were provided including stop light sensors to detect crossing cyclists, flashing pedestrian crossing lights, speed bumps and minimizing the turn radii at Bell St entry points.

- “Please consider speed bumps in front of the alleys. Cars sometime pop out quickly into the pedestrian and bike zones.”

There were several questions about why the one-way directions on Bell St, between First and Elliott avenues, are facing each other. There are concerns that this will lead to confusion and dangerous interactions on Western Avenue.

Many respondents would like to see this area be more accessible to pedestrians, such as implementing measures to reduce the steep grade, and for there to be additional lighting.

- “I would also like to see specific treatment of sidewalks to have a less-slippery surface on the somewhat-steep segment between Western and 1st Ave, in order to have a safer and more pleasant walking experience.”
- “Consider adding steps & handrails (similar to Vine St). Maybe zigzag each flight? Also, please prioritize bringing back the Lenora St elevator. In general, the steep slope between 1st Ave and the waterfront, Sculpture Park etc is an accessibility problem.”



- “Consider dedicating additional roadway width to the sidewalk so that the sidewalk can meander, increasing the traveled length so that it is less steep.”
- “Families with strollers and young children need more space and more even terrain.”

Connect Belltown to the waterfront

Several respondents stated that this section of Bell St was the connection between Belltown and the waterfront and as such should draw people in, be accessible to all, and support wayfinding.

- “Including signage, wayfinding, visual cues, etc. that clearly indicate connections, opportunities, by using the enhanced pedestrian connection, especially for visitors that may not have familiarity with City neighborhoods.”

Appendix: Full survey results

What is your current impression of Bell St, between Elliott Ave and First Ave?

Please elaborate on your choice in the text box below

No space dedicated for folks who aren't driving.

It's decent but for being on the waterfront, it should be MAGNIFICENT!

It's not a pleasant street

It should be an extension of the low car street to the east.

Has a very shady vibe. Also it's supposed to be prioritized for pedestrians but cars just roll over yo.

It isn't as nice as the stretch further north.

Biking is my main mode of transportation and I love using Bell St. These two blocks need to match the other

Not pleasant to spend time

Too many cars

It isn't a pleasant place to be.

Would be great to make it even more pedestrian friendly. This street should be closed to cars to give pedestrians and cyclists full and safe access to the outlet stages of the waterfront.

The bicycle facilities are non-existent and Bell has relatively narrow sidewalks. Curb bulbs on first ave are needed.

The safe street portion of bell street is much better than this section, and it would be even better for biking if it was closed to cars

I LOVE the view of Mt. Rainier you get from Bell and Western. I like the murals nearby and the stretch of grass across the street from the parking lot on Western. (Not super thrilled about the open drug market on Bell and 2nd. But you didn't ask about that ;) so I won't elaborate.)

It is improved but could be better!

The current layout does not feel very safe to use as a cyclist.

It's not bad in and of itself, but compared with the pedestrianized portions of Bell St to the East, it is significantly worse. It's especially unfortunate to not have the continuation all the way to the waterfront.

It's really bad. Cars should not be allowed at all. Also no retail at all and so many useless parking lots. Please convert to parking or housing with lower level retail or activations

Too car-centric

I would love to bike straight down here from the bike lane on 2nd.

It's a little scary, between all of the construction and going uphill. I wish there was more protection afforded to bicyclists especially when it's such a vulnerable moment.

Too many people are driving on bell

As a cyclist it's dangerous heading up the street, since so many oncoming cars use Bell St. between 2nd and 1st (which is "closed"). On the downhill, it's steep but bumpy which feels unsafe at times approaching Western Ave.

It's a bit scary. Feel nervous walking through it.

Lacks energy and feels unsafe around the parking lot.

Street is too wide, steep, and has surface parking along it. Looks bleak.

Dangerous area.

Love the new connections.

This is not an enjoyable street to be on with car traffic. I think the Bell Street Park should be expanded to include Bell Street currently operates as a well-functioning street meant to funnel all traffic between the Western-Elliott couplet and 1st Ave, which is how I have personally used Bell St in the past 3 years.

I realize it's not part of the scope of the project, but the street-level improvements are small beans compared to the fenced-off area over the tunnel that won't be developed in my lifetime.

I really enjoy the full, mature plantings in the area, and I feel like it is a little quiet reprieve while walking around the waterfront and Pike Place Market areas.

The area is heavily under construction and has many vehicles traveling through it, making it feel unsafe.
An unremarkable street, nothing especially good or bad about it in terms of sidewalks, trees, or art.
Nedd a bike lane. Safety is important.
Too much car traffic
It has been really nice during construction--no cars dangerously racing up or down
It quieted down quite a bit after the viaduct removal. It's mostly non-descript now, though I (as a 1st and Bell resident) do enjoy having less traffic without the viaduct.
Removing the viaduct has been the street better. It's not brightly lit and I don't feel safe walking alone at night. There are always homeless men hanging out in the public parking lot or the alleyways.
Construction everywhere, nowhere to park, too many lights, hobos, pedestrians crossing wherever they feel like
Needs less cars
People drive way to fast and don't pay attention to pedestrians
Remove the cars.
Too many cars. Please close off to vehicle traffic and open to foot/pedestrian traffic.
I really like the market to MOHAI stuffâ€¦!
It's already okay, but I don't use it that much.
Dangerous for cyclists and pedestrians
There are cars and there shouldn't be any.
It's not as busy as some east/west streets but it has potential to be much more pleasant and safer
It's such an important link in the bike network. Many people bike across the ped bridge and take the elevator at pier 66. Beats biking up the hill! Plus there is the planned Alaskan way PBL by SDOT going in there
Great natural setting
Vehicle access ruins this street and should not be allowed.
Prior to the construction, I used that route relatively often to get to/from the waterfront and the Elliott Bay Trail. Having a bike lane here would be helpful for people going north toward the Elliott Bay Trail. The upcoming protected bike lane on Elliott Way is helpful for people continuing south along the waterfront, but not for people
I would love for it to be easier to walk or ride through this street when come to or from the waterfront.
It's easy to drive but hard to walk or bike, due to how easy it is to drive.
Feels dangerous on a bike. I'm constantly worried about cars.
The section of Bell St East of 1st is much more pleasant then it just ends and turns back into a car-dominated space. This could be a really great continuous, direct bike connection from Westlake to the waterfront.
Bell should be closed to cars in this section.
Noisy, lots of cars rushing around. Doesn't seem like a great fit for all the amazing improvements to connect the market to the waterfront.
Currently there is a lot of space that presents as a pseudo-pedestrian mall. Because of that, it appears visible very attractive and makes me feel comfortable and safe when I bike from the monorail down to the waterfront. But I'm not sure why cars are allowed on this street. The biggest improvement that could be made is to close it off to cars and replace the street with tables and spaces for people to hangout. In Boston there is a square near Chinatown full of benches and stone chess tables. I could see something like that going in here.
I don't routinely use this section of Bell st., so therefore have a neutral impression of it. I am interested in creating more walkable and bike-friendly pathways in Seattle and getting cars out of downtown.
In general, it's just kind of ugly! As a pedestrian it feels very industrial after the Stay Healthy portion, which is weird because it connects to the waterfront! As a biker, it's scary because of the steep up/downs without a bike
Its frustrating as a biker to come from a nice, low vehicle road onto a vehicle clogged road right before the waterfront. I would support removing vehicles from that area to support a protected bike pathways into the
I just don't go there currently.
This should be an extension of Bell that focuses on pedestrians, cyclists and transit instead of personal vehicles.

Needs more bike safety
The street feels unsafe to walk on.
It's a small street, which is nice. The trees are nice. It'd be cool to have a nice pedestrianized connector between Bell Town and the Waterfront.
It's very weird that the intended "car light" treatment just ends, but that "car light" treatment needed bollards so it's never really worked like it was supposed to.
Way too much space for cars. It's not pedestrian friendly, so I avoid it as much as I can. Drivers go too fast in the Bell St provides few accommodations to pedestrian traffic and is actually dangerous by design for cyclists providing no safe route on an incline down to the waterfront. It is no wonder there are few to no front-facing businesses on this otherwise gorgeous street in a prime location. Despite having residences nearby and non-replicable amenities such as the waterfront adjacent, this street suffers from not being designed for people. When we design our streets simply as a space to move through, we should not be surprised when there are no businesses on it. Please consider supporting local businesses by providing safe and accessible pedestrian and
Dirty, without much use. Parking is nice.
I haven't paid much attention to it.
Not a place I would walk through or choose to stroll around - no amenities, shops, or other street-level
Not a safe connection for cyclists to the rest of Bell Street.
This street should be closed and become a pedestrian/bicycle thoroughfare only.
I don't go very often here. I do know that it's pretty steep but it feels alright here.
Better than before - in the 80s. But still issues: Not pedestrian friendly - too many vehicles, markings, train tracks, and not enough navigation, way finding, orientation (where is Pike Place, waterfront, park, aquarium), can't tell what is public and what is private, condos, hotels to the east.
It is erratically open and then closed to traffic, either vehicular or pedestrian.
Overall OK. Existing neighborhood construction muddle the overall feeling of the smooth flow. Quite steep street in that section so better lighting and signage will make navigation safer for everyone.
I live on 1st and Bell and it feels unsafe. We tell visitors not to park there.
It seems dangerous and dirty, but I like the new crosswalk.
I LOVE the parking spots available!
The steepness toward the west end is off-putting and the sidewalks too narrow. Lighting in the evening is
Grim car sewer
It's a backwater with nothing but parking lots and the sides of buildings. I only walk there during business hours. I use it to trawl for parking/turn around when leaving the market. The road is in bad repair which is the one good thing as people don't drive too fast.
The grade is too steep for bikes, and there isn't enough room to meander (to reduce the grade) when I have to share the road with cars.
It provides parking for people living in the apartments w/ the two parking lanes. I believe it needs some form of steps that will help those who have trouble navigating steep streets. If the waterfront was easier to get to, I
I live a block away and would love to see the grass section become a park
Without connecting easily to Alaskan Way, it's not a common route for driving, yet it still feels like a vehicle corridor that is unsafe and unpleasant for people walking and biking.
I feel like it's been covered in construction for so long, I don't have much reason to be over there.
Nothing is really there, dark at night
It feels neglected. Trees have ivy, sidewalk is cracked and the metal fencing around the meadow gives it a not great feel. I'd love to have that meadow turned into a permanent park.
Has pros and cons. I like all the trees and the sidewalks are decent. Used to feel a little sketchy around Western, but seems to be getting better now that the space is opening up. Have only experienced this path during the day, so not sure if it's lit well enough at night but that would make a difference to me.

I thought this street was fine. I use it more for walking than driving since the market area is not driver friendly. I only drive this road if I were forced onto it.

No comments come to mind either positive or negative.

It is not as bad as Bell and 3rd but because of that, I do not often walk on this section of Bell st. Instead, I opt for walking along Western Ave instead and going along other streets. If any changes are to be made, personal safety needs to be paramount. The amount of sketch around this area needs to be addressed. The nearby dog park is often full of sketchy people hanging out and aggressive dogs fighting in the park, making it unlikely for visits or even passing by. That is not to say that different types of people should not share the space, however, to draw the type of foot traffic and tourists to the area, there needs to be more segregation or 'pods' for folks to find their niches in. Also, much need for storefronts and businesses that make the streets interesting for

The street currently lacks vibrancy, has almost no retail or other opportunities that draw people here. It's more utilitarian in nature.

Not an area I seek out.

Install a protected bike lane

there are visual and functional elements that are good, but need expansion/enhancements

Lifeless "under the viaduct" street. It's understandable how Elliott Pointe Apartments were designed to shield residents from the viaduct noise, but it presents two huge blank facades to Bell Street users. It would be a great canvas for an artist, but is currently painted in an unimaginative manner.

Industrial, abandoned feel since nothing facing the street.

The street becomes less friendly to pedestrians and people looking to access the waterfront.

It's steep and stuffy with parked cars between western and 1st. Western to Elliot is steep and surface is uneven. Not preferable for biking but walking is alright.

Wide street oriented towards cars. Trees are nice. Steep for biking.

The old growth trees between 1st and Western contribute to the pedestrian experience.

Not as enjoyable to walk as I would hope

Quiet and trees are nice

Under construction

It is quite steep and feels like a car sewer.

I sometimes use Bell to access the waterfront as it is a pleasant street and i like going over the pedestrian bridge. However not everyone would be comfortable with the 90 steps down (or up) to Alaska way.

It seems like a street with potential that is not being used. It becomes a quiet parking lot and informal connection the pedestrian bridge at the west end. Could be a lot better with activation for people/community.

Feels dangerous to cross at crosswalks given how dangerously cars operate on this street

I live at 2125 1st. St and I generally don't use Bell to steep for walking or biking. I use the other alternative streets for car, walking & biking. I notice out of shape tourist travel to/from ships huffing & puffing to get up it (thru shop be considered in your design - it's a major connecting road - maybe a staired sidewalk with benches)

This is a steep street but I love walking along it as a quick way to access the waterfront. I also bike here and enjoy

Streetscape is not very "likeable" currently. I appreciate the trees. We can never have enough cared for trees to soften the hard cityscape.

The street is currently an unremarkable street in the neighborhood.

i like the width and the easy travel

I find the area safe and quiet to drive and walk.

I like the trees. primarily have used it because Lenora access to waterfront was closed

Seems to be a disconnect between the waterfront bridge and Second and Bell's streetscape. The parking lots will disappear eventually. What would really help is planning some corner retail and wider sidewalks for this stretch.

<p>I'm excited for this space to be pedestrian focused. Commitment to building an ACTUAL PARK in this area is needed. Perhaps sharing this survey with *Belltown residents*, instead of Madrona, would lead to valuable</p>
<p>Basically: it's steep. If you're on the waterfront and trying to get to 3rd, there's no option on either side that isn't a climb. The only saving grace is that it's short.</p>
<p>Neither pleasant nor unpleasant to walk</p>
<p>Very steep, poor pavement condition, unclear marking</p>
<p>Feels unsafe.</p>
<p>Ugly, difficult as a pedestrian, cramped as a driver</p>
<p>It's fine - I choose to walk there sometimes if I'm walking home south from Belltown and want to avoid the market (so I bypass it by walking East to 1st ave)</p>
<p>It's another typical US city street: primarily and nearly exclusively designed for cars, cars and more cars. I'm originally from Europe and the one thing that really stands out to me in terms of difference between European and US cities is that US cities are designed to house cars while European cities are designed to house humans. Eg you got extensive networks of pedestrians only streets in European cities. The city I grew up in (population of 150,000) has ALL of downtown exclusively reserved to pedestrian and bicycle traffic. Show me one, just one US</p>
<p>It unpleasant to walk. Narrow sidewalks with nothing there. The street is just vacant lots.</p>
<p>Lots of garbage and homeless activity from time time</p>
<p>I walk Western and Bell daily. My "current impression" cannot be expressed as a single value. First, "This section of Bell St, between 1st Ave and Elliott Ave, is steep and does not see as much pedestrian activity" Which roads north of Pike Place & Virginia have a less steep incline than Bell? For passage between 1st and Elliott, what are the alternatives? Second, Bell St between 1st and 5th is not the protected pedestrian path this doc seems to think. Every time I walk down it, several cars pass thru. And living on Western, I've had Uber and deliveries routed down Bell. Third, the Bell and Western intersection was dangerous with the Viaduct (at least one pedestrian death I know of), and will continue to be dangerous with the new high-capacity freight-over-people-and-environment design. Fourth, none of the work being finished resembles any of the plans at the many community events I attended over the past decade. How many of those old designs do you have available? I would love to seem them, compared to the final results. Or have you destroyed all the evidence? Fifth, which "protected bike lanes to the west (north/south on Elliott and Western avenues)" are you referring to? The bicycles icons painted on asphalt in the parking lane? Please provide photographs and diagrams of these protected bike lanes. Sixth, "no front-facing retail businesses" is disingenuous given that intersection used to feed into a protected viaduct, two corners are parking lots and most of it is controlled by the city (slated for a school, last I heard). There *is* front-facing every block around that one. Seventh, being hamstrung by uncommitted future plans of a property that had previously been promised as a community space is the height of willful government incompetence. But I'm glad that freight throughput is the highest priority when considering placement of schools and parks. Eighth, this document doesn't represent any of the feedback that has been solicited from the community for the past decade. It's almost as if these surveys are created to distract from the freight priorities that are being forced on the community, in the wake of the DOTs inability to listen to the community feedback about an over-priced under-</p>
<p>Connection to the Portal Site is non-existent</p>
<p>Not cleaned Constantly blocked by construction Adjacent alleys (which do contain businesses) ignored in</p>
<p>It's fine, less steep than more southern streets to get from western to first.</p>
<p>There's nothing on the street, it's just a way to get from point A to B.</p>
<p>In contrast to the rest of Bell, it's two way and has street parking. A better use of space would be something like a cycle track (more in-line with the other part of Bell) and more greenery, while cutting down on a traffic lane and</p>
<p>New road and green space/walkway exciting</p>

We live on the ground floor between Bell and Elliott and would like to see the existing trees remain...but see improvement to the sidewalks and pedestrian travel. Low planting areas on Bell to the East have not worked well. They are not maintained and get trashed in the long run. Also do not want seating like they have on Bell to the east. That seating attracts drug users and homeless people rather than neighbors to use. Would rather see wider sidewalks and the bike lanes instead. Would also like to see no parking with the exception of unload areas in

The street feels like a glorified alley. I like the trees (except when they make pedestrians duck!).

I don't really have strong feelings. Wish the connection was friendlier to pedestrians/bicycling since the bridge is right there and Bell st park is as well.

Bell street park is infested with drug dealers and junkies partially due to a lack of foot or vehicle traffic.

There is mediocre infrastructure here for those not in cars, but at least the traffic isn't heavy so it's ok to navigate (but far from great!)

Cars should be banned. There are enough other streets for cars. Walking feels unsafe

it's pretty empty.. not a lot of car traffic and a lot of pavement. could use more greenery

Limited walking space and no protected bike lane.

It remains to be seen how the Elliott connection will work

It is pedestrian and bike-hostile, especially when compared to the blocks of Bell further East.

The pedestrian bridge is nice, but there are no bike lanes leading to it. I think it could be better.

Not much going on - it is a pretty quiet block

It's too heavily focused on cars.

This should be a good route and one of the more gentle gradients to climb from the waterfront to the upper city and South Lake Union by bicycle. I use this route to get from West Seattle (via Western Ave) to SLU for medical

Too much space for cars in current configuration.

Cars move very fast along 1st Ave and Elliott since it's one way traffic. Cars turning from Elliott onto Bell cut the corner and crowd space at the light. It's a dangerous pedestrian crossing to get to the bridge at World Trade

I just haven't thought about it much.

Too much space for cars.

Crossings don't feel terribly visible and I've had to jump out of the way of cars on here before. Additionally, it's a pretty filthy stretch of road.

Neutral as I have utilized this area as a pedestrian, though currently it's hindered by construction.

This entire project is a joke. Look at what Paris did to improve cycling.

There is no bike infrastructure.

When I look down this street all I see is a sea of cars. It's unsafe for pedestrians and bikers, aka humans. The space could be utilized so much more efficiently.

Not enough activation for pedestrians and bikes. Limited protection for bikes or pedestrians

This connection needs to be more accommodating to walking and rolling.

Too many cars

This is a street for cars. Parking lots dominate, which is strange after crossing the bridge from the waterfront

There's very little there.

It's a nice quiet street, but it could be so much better. It's a total waste still allowing cars here. I love the idea of this being a fully pedestrian corridor but all we have is half measures. Cars should be totally banned from this street. It would have no effect on traffic.

Walking is pretty difficult and unpleasant. I wouldn't even try biking this stretch, though I would love to be able to

too many cars

This street could be a much safer and more convenient connection to the waterfront for pedestrians and people on bikes. Ideally without cars having access to it at all.

A vast majority of the Bell St ROW is dedicated to vehicle movement and storage, with little space and no considerations made for people walking and rolling. It would be great to see the City use this opportunity to rebalance the street use along Bell St, especially with a new connection to the waterfront coming online soon.

I don't go that way very often because it's steep.

Doesn't feel very inviting at the moment. despite the pedestrian bridge and elevator to the pier.

I bike frequently around Belltown, especially in the summer. This street does not have any striking safety features for cyclists and pedestrians, but the car traffic on the street is not busy. Therefore, my opinion is neutral. I'd like to see safety features implemented for pedestrians.

too much car traffic

It needs green space improvements

It's not pedestrianized enough. Less space for cars please.

Not pedestrian friendly enough

It's dangerous to bike through here due to the presence of cars. That added to congestion means I have to do a lot of weaving around pissed of drivers

Belltown is an urban neighborhood and should have more people-oriented streets and less arterial scale. The rest of Bell St was a nice try but has clearly underdelivered on its design goals as cars still always have the functional priority and it seems like SDOT and Parks are unwilling or incapable of figuring out how to manage the space.

It's a frustrating break between the waterfront pedestrian bridge and the nice pedestrian-friendly design of Bell

Uncomfortable pedestrian experience

It does not feel safe outside of a car. This should be a safe connection between the rest of Bell St (which is moderately useful as a bike/ped corridor) and the waterfront.

not enough pedestrian space

It seems desolate. I don't like traveling it!

right now you really can't walk both ways - feels dead

I find the area to be rather hostile to bikers and pedestrians. There are no good bike connections, and vehicles seem to be the clear (and only) priority.

I want that section of Bell Street to be fully pedestrianized. It would make the waterfront feel more lively and accessible. As it is, I feel neutral about it because I see its potential. I wish it wasn't burdened by car traffic.

Parking lanes should be removed

I don't think I've used it.

Dark and scary and you have to cross streets due to construction.

The vehicle travel makes this corridor extremely unpleasant. Noise pollution, car emissions, and the huge safety issue that's present makes this road very difficult to walk, bike, or roll down. Please remove parking here and make it more accessible for pedestrians and cyclists, and add more traffic calming techniques for vehicles passing

No bike lane and the lights seem to be timed such that you stop very often

I cannot tell if it will become a concrete waste for cars or something nicer.

Remove cars and make Bell St a park like the original plan was.

Not strong enough pedestrian / bike infrastructure.

Nearby that section of roadway are great examples of street design (bell street greenway), and terrible failures that should not be repeated (new Alaskan way, and the 99 tunnel with no transit). That section of bell st is

It's always under construction or heavy traffic, avoided if possible

Road is hardly every used. Pedestrian sidewalks are small. Feels like a barren concrete/asphalt space that could be a great pedestrian/green corridor. People already eat their lunches outside on the concrete benches on the

Feels like a regular city section

I do not use this section of the street because frankly it feels unsafe to walk along. I would use it more if the connection was better established and physically separated from cars. Currently when I am on the waterfront I walk North to the Olympic Sculpture park. Both because it is a nice walk and it feels physically safer.

We do not need an additional car lane in Bell street. Converting it to 100 pedestrian & cycling and removing all parking spaces will create an attractive infrastructure and benefit local businesses.
I don't use that space because it is not friendly to pedestrians
I like that it bell street has active stormwater elements and is pleasant to walk on.
It is neither a block I avoid nor a block I go out of my way to use.
It's mostly quiet and clean, with the occasional pile of rubbish or tent popping up here and there. I've walked on this stretch almost every day for over 2 years and I've never experienced a safety issue, nor have I thought this stretch was particularly engaging or a draw to walk down.
The pedestrian experience is terrible, cars can't see pedestrians or bikes, especially crossing, and the sidewalks are not wide enough.
Nothing to note; it's mostly used for vehicles. Good way to get to the waterfront by foot.
Currently it's an unused area that doesn't really provide any benefits to the surrounding community, it's just kind
Cars don't need to use these streets at all
Too much car traffic not pleasant enough to spend time
The current design of Bell Street, defined by street parking, feels overly centered around cars. Most of the people I know who live in Belltown don't have a car; they would most likely be getting to the waterfront on foot.
shaded canopy, traditional bellworn street configuration entry to historic Post Alley.
It is fine while traveling by car but it is difficult to feel safe from other cars whenever I am walking along the
Like many of the cross streets in Belltown, it does not have a ton of car traffic, but is also not nice enough to be appealing to pedestrians. This could make a really outstanding pedestrian/bike path to the waterfront at minimal
too much space for cars, too little space for walking or enjoying the outside air
Confusing
It's a missed opportunity to connect waterfront to bell green street section
just regular sidewalks so nothing special
This section of Bell Street is boring. Prior to the removal of the viaduct, it required crossing under the viaduct which was very questionable. Now it's overly exposed with no particular point of interest. This contributes to the first point: "This section of Bell St, between 1st Ave and Elliott Ave, is steep and does not see as much pedestrian activity." But there is no reason for this to continue to be the case in the future. The Bell Street bridge is an accessible pathway that connects the main stretch of Belltown to the waterfront (this in turn connects the cruise ships to the main eateries of Belltown), the next reasonable path past the steep hill and over the train tracks is
Bell St is actually pretty great from 2nd to Denny but I always have to make a big detour out of the way because there's no good way to get from Alaskan Way to the aforementioned pretty great section.
Dangerous for anyone other than drivers. Automobiles are allowed to drive on it.
It's kind of a sad stretch of nothingness and closed businesses (RIP Herband Legends), but I still regularly traverse it since it's a gateway between a cool neighborhood and the gorgeous waterfront.
underutilized
No bike lane
The street is underutilized and prioritizes cars. Not enough density, development, pedestrian space, green space.
Very steep and the vehicle traffic makes this stretch hostile to cyclists and pedestrians, a stark contrast to the rest
dominated by cars and parking lots for cars
Too much car space.
It's a nice way to go to the waterfront or just to the rooftop at Bell Convention Center.
It is not a good use of space so close to the waterfront. Does not create the ability for residents to enjoy the
Too many cars and parking lots
Bell street does not currently cater to pedestrians and cyclists as well as it should.
It seems the whole area is always under construction or filled with homeless people. I often avoid Bell Street when walking since it is full of people smoking crack or asking for money.

I sometimes use the elevator / ped bridge to bring my bike up rather than biking a hill. Then I hit Bell for the remainder of the hill and it isn't friendly at all for biking
i like that it feels safe and slow with really wide areas. i love the no-curb streets with lots of protection for pedestrians. And the views are amazing!
It's very cramped, intimidating and confusing for vehicle/pedestrians trying to navigate the constrained thruway
When biking west on bell street there is no good transition to go south on western.
No protected bike lanes. I always have to watch for car doors opening into me.
Complete lack of protected/segregated bicycle infrastructure, on-street parking, general prioritization of cars (incompatible with vision zero)
I live on this street (western ave) and with the new Elliot way that is just going to dump even more cars on this dense residential street, we absolutely NEED to accommodate people walking and biking in this area. PLEASE for once, consider people who live in these downtown neighborhoods instead of just people driving through at 50+ mph. Bell St should act as a traffic calming street by slowing down fast cars driving up from Elliot way otherwise more pedestrian fatalities will happen. I ride my bike everyday to work and use the Bell street healthy street. I have to turn on 2nd ave even though I live on Western because Bell St and Western offer no protection after 1st
Too much space for cars and not enough for pedestrians and bicyclists
There's too many cars and parking lots. We need a street for people and cyclists. This is a huge residential area and we have to accommodate people who live here instead of those just driving by.
The sidewalk is too small.
The sidewalk is too small.
Not enough green space
Filled with garbage
It's dreary, not very welcoming. Not visually interesting. Too steep to walk.
Current design over-prioritizes vehicle traffic at the expense of all other street users
The street is fine, it does not stand out among all the other streets in this city to me.
Too many cars, ie parking and driving
Too much space wasted on parking. Not good for pedestrians or cars.
Hoping it will be well integrated with the emerging waterfront project, with an emphasis on pedestrians and
Lots of litter & neglect. Poor connection to the Bell St Bridge.
There are cars there. We should get rid of the cars. They are a danger to everyone.
Its a significant downgrade from further up Bell
Prime walk route to Bell St Pier and walk north along the waterfront. (I don't feel the hill is overly steep compared to many others I walk downtown, and I am 77 and not all that fit)
It is uninviting and seems to be a gathering area for drug users. I do not walk on Bell street if I can avoid it when coming up from the waterfront . I actually live on Bell street also.
Sick of cars being prioritized over people and being lied to by the Waterfront project that shows people walking and rolling but then builds another highway. Climate arson and dangerous to people who are just trying to get around and CANNOT drive. Sick of being last and told we must "balance " uses.
Lighting is not great, it's hostile to pedestrians with a less than level sidewalk and frankly the few cars that use bell are moving very fast for what the street is. I'd prefer a treatment like the rest of bell to restrict traffic and parking and not provide any vehicle traffic or parking at all. The park/school that was SUPPOSED to happen nearby on viaduct land that is now to be a parking lot is another example of broken promises of this whole project. Don't do that again and go beyond to give back the space to the people of the neighborhood and visitors
Cars drive too fast down the hill. There have been numerous accidents on the corner of Bell & Western. As a pedestrian and resident, I do not feel safe crossing any of the intersections between Bell & Western. Cars rarely heed the current Stop sign in the area and have nearly been hit several times trying to cross the street.

Bell street is so nice North of 1st, that when you get to the section between 1st and Elliot it seems suddenly less nice. Less pedestrian/bike friendly, less safe.
Feels like a space for people who are in cars.
Currently it's not very active, somewhat quiet and sometimes sketchy with homeless people camping out. I love the trees and would love to see them remain. I use Bell to get down to Alaskan Way.
It's negative in terms of crime; I don't feel safe at all walking that area. I will avoid it at all costs
The street sidewalk landscaping is poorly maintained by SDOT and the adjacent property owners. It is not an appropriate gateway to the Bell Street Pier.
It's been a disaster zone! We need to improve this area
It is dirty and not taken care of. It is also not cohesive with the part of Bell Street from 1st to 5th. Also, the homelessness and garbage from the portion east of 1st makes its way to west of first.
I live at 1st and Bell. Although I would like to be able to easily walk down to the waterfront, I don't feel comfortable going down Bell.
The current Bell Street extension area has about as much charm and enjoyability as the relatively unmaintained
Walking and biking through the area feels a bit dangerous, since vehicle drivers seem to be paying attention to parking, where to turn.
Overrun with drug addicts
It's not at all comfortable to mix with cars heading down. And then you get dumped onto the pedestrian bridge with no good way to get to the waterfront. I usually end up in the elevator at Bell Harbor to get down.
Not an inviting place unless you're in a car.
It's so close to have a path safe for Pedestrians and people while rolls and bike to go to the waferfront. Please finish connecting the bike network. Please make this zone prioritized for people who don't drive.
Buildings obstructing views of the water, extremely fast drivers and not enough crosswalks that prioritize
It's confusing for pedestrians to navigate the roads and try to get to the waterfront unless you're local and map out your route ahead of time. Homeless/panhandlers have taken over parts of Bell Street - I don't feel safe walking there and definitely not after dark. There are people sleeping on the sidewalks, setting fires, and yelling at you. It seems like a nice pedestrian-only concept, but unfortunately a lot of other elements on that street
Bell St looking east as one crosses Elliot from the bridge: cramped, unwelcoming, neglected, steep (for biking). Great spot for relatively easy improvement.
Nothing significant
It could be an inviting and friendlier place, but it is not. Too car oriented.
Please consider closing Bell Street entirely between Western and 1st. It's quite steep and the ROW could be incorporated into the design of the new school, creating a larger contiguous green space. This also connects to
Too much homelessness
Feels isolated due to empty lots nearby. Steep with no room for cyclists.
I rode past it on my way to and from work everyday. Don't really use it at this time very often.
It's unsafe and drab. The bus stop should be moved away from that area. The dog park also needs greenery. Another example of not maintaining features we already have.
Dangerous; chaotic; confusing to navigate; not accessible at all.
Very baren, doesn't match the rest of Bell Street closer to SLU that is very pedestrianized and walkable where more businesses are centered.
Very plain and steep
Seems like a fairly typical street in Belltown but a great opportunity to improve the connection to the waterfront and pedestrian bridge and enhance the pedestrian experience.
There's currently not much of a reason to go down that part of the street, as it mostly is lined with parking lots. I think it would be great to give people a place to enjoy along that part of the street, away from the busyness of 1st

It's currently an unimproved street with no markings, similar to any small residential street throughout Seattle's single-family zones. The parking on both sides of the street can make the area stressful for biking.
This area should prioritize the safety and mobility of non-drivers. Cars already have many connections to and along the waterfront. Pedestrians and other users need a safe and enjoyable route between the waterfront and
It has reasonable sidewalks, is ok for walking, but could be a lot better if the sidewalks were wider and didn't have as many bumps/disruptions in the pavement. There are no bike facilities at all. With 2-way traffic and parking on both sides there isn't good visibility for crossing streets as a pedestrian, and this is an unsafe place to bike in the lane. The trees make a pleasant space out of what otherwise would be pretty grim.
All of bell street from the water to 5th feels unsafe
Unsafe as it has too many cars
the road isn't welcoming for bikers, walkers, or people driving!
Cars should be eliminated.
Remove cars from bell street.
I've used Bell as a bike street before but usually avoid this section
Bleak unexciting
Cars speed down that hill; it's dangerous.
Why is vehicle use a must have? Do you even care about the people that live here? I live on western just a few blocks away and the new Elliot way you're building is going to make this super dense residential street a car sewer and turn it into a busy arterial street for no reason other than car brain. I regularly see people driving 50+ mph here and it's only going to get worse. This should be turned into a woonerf where pedestrian and cyclist have top priority and car traffic is heavily discouraged. We should have at least ONE street that is for pedestrians to get to the new waterfront and pike place market. Cars can use Vine, Blanchard, Wall, Cesar, and Broad street
I have a negative view of Bell Street east of First because it's full of drug users. From First to Elliott it's generally fine and a pleasant street to walk on.
Street crossings are unpleasant and it's generally easier to go to Wall or Lenora.
It's a regular street (this section)
It feels unplanned and random and is not attractive.
It seems like pretty much every other segment of road downtown right now.
Bell street west of 5th avenue seems to be a mess regardless of what block it is. Anytime I walk down that street I feel like I need to be on the lookout. I've see so many drug-addled lunatics since moving into Belltown...it just
The area is very creepy, it leads to the waterfront over the bridge and the gateway to the Cruise Ship visitors. The sidewalk in front of the parking lot on Bell and the corner where the abandoned marijuana store is not good. Crossing Western Ave is terrifying, cars dont stop at the STOP sign and ignore the pedestrian crossing - they speed - they dont care this is a - its 25!! I have an old dog and getting across Western and Bell is very stressful - ive lost count of how many times - of nearly been hit. Once the waterfront road is open cars/trucks are going to fly up to Western at 50-60 mph like they did when we had the viaduct exit on Western.
Great tree canopy, street lighting, beautiful existing buildings (Oregon Apts, Belltown Lofts), decently wide sidewalks are all positives. Way too much parking and street space, steep grade, multiple empty lots (parking), car priority street crossings, too many vehicle sidewalk crossings
These two blocks are inactive and dead, forming a barrier between Belltown and the waterfront.
it's super wide and not a friendly place to be.
I would like it to be more focused on walking. I am one of few who like to walk and travel around the city by walking and public transit. Having bike lanes and big open walk spaces will incentivize more people to use
Mature trees are nice but not much of interest to draw a person down that street at the moment. It could become important if Battery park becomes a reality
Not enough space for people walking and biking, too much space for cars.

I walk it every day, twice a day, but it is a horrific pedestrian environment, worse now that your project paved almost the entire block between Bell and Blanchard for a nonsensical diagonal between Elliot and Western. This is the point where tourists from the Market look nervously at their phones as the Market area gives way to the City's barbed-wire, vacant lots, and massive surface parking lots. Urban design here is in more of a "get your

There's a lot of loitering and I'd like bell street to be inviting and lead you somewhere. There's a fenced off area on western and bell that I thought was supposed to be a park but isn't. That seems like a nice place to end up and could connect to other things like a heart.

I live in the low income housing on 1st and Bell and am fortunate enough to have a vehicle to get myself to the Arboretum where I work.(Not so easily accessible via transit). The parking available on Bell is my safest way inside my door with minimal interaction from nearby drug dealers. We only have 7 spots for the apartment and most are taken up by the nearby business owners. The below rating system doesn't allow me to vote on all in my

There seems to be a lot of potential and good will put towards this street but would love to see it become even more pedestrian friendly through further limiting car traffic, more park like areas and space for people to relax

It's a pretty tree lined street, I walk it often to get to the stairs to go down the waterfront at pier 66. It could be utilized more, it would be nice if it resembled the format of the rest of bell street with benches and activities. It would be cool to have food trucks and more events up and down Bell street.

Belltown is an open air asylum.

It's a bummer that the park features of the rest of bell don't extend all the way down to the bridge. It has always felt like a wasted opportunity. In general, there are very few east-west connections between the waterfront and Belltown so enhancing this one will be great.

The new streetlight has made it safer to use as a pedestrian, but it isn't too attractive.

The parking lot is a little unappealing, but it's clean and safe

sketchy, dark, dead, no reason to be there

I don't feel unsafe but it's not inviting.

I don't have a strong opinion one way or the other, only that I will be happy when construction is completed :) .

Nice trees and quiet

Right now it's a bit chaotic with the construction. I walk this daily as part of my exercise. I feel mostly safe on these blocks. Mostly i really want to feel safe (from Cars and from crime)

I don't use it that often

I both walk and drive here. My office is next to construction, and the current re-routes have been confusing. If this much complexity (blocks on bell where travel is the opposite direction), please please please make it clear and safe for cars and pedestrians in this area. There have been lots of honking near misses!

All vehicle travel lanes should and this should be fully pedestrianized.

Drug dealers homeless

Lot of people loitering in that area that make it not my favorite streets to walk though.

no green space

It feels like a decent street right now. Sidewalks are not as accessible as they could be, but the street trees are nice. But it could be so much better with more pedestrian space, PBLs, art, and less cars.

safety concerns

There are no clear crosswalks and drivers are very aggressive speeding down between streets

Large open space is fenced off, which is ridiculous considering the lack of public open space in the neighborhood (Sculpture Park is private, and the planned deck thing off 1st is silly and frankly a bit insulting to Belltown residents who want a park). The street feels unsafe at night as a woman usually walking alone. I observe drug dealing and using at all hours of the day on Bell Street which also feels unsafe and so I usually take alternate

The sidewalks are pretty horrible between Western and 1st and it's a pretty unremarkable section of road.

Please DO NOT REMOVE street parking! There are businesses and organizations down here that rely on these spots. Current impression: it's a confusing section of roads to try to drive through due to one ways and

Dirty, unsafe

Are there any specific improvements you would like us to consider?

Why is there not a car free option being proposed? The rest of Bell St. is currently closed to vehicles (though not

Please make this a beautiful place

Consider closing the street to car traffic

Closing the street to through car traffic like the rest of Bell. This should be the primary east west route for non-drivers from SLU to the waterfront. It should essentially be a continuous low-car space. Please give special consideration to the crossing of the new Elliot way viaduct. There should be a stop light here that doesn't make

Just get cars out off this street, it totally ruins it.

Make this street car free (with at most loading zones). Bell street should be a space for pedestrians, biking, and others rolling to not have to worry about getting hit by a car.

Bike lanes

I feel like this area should have full pedestrianization. I don't see why Bell St couldn't be completely closed to cars. Why do cars need a cuthrough street here, they can just do so on the next block?

This is the gateway to the waterfront. Please make pedestrian the clear priority

I think the street should be pedestrianized and only open to bikes and pedestrians.

Just take cars off of Bell Street altogether.

Please close this street to cars! All the way to 5th Ave. Pedestrians are forced to the "sidewalks" because there's always cars, and biking isn't always safe, as cars don't care and drive through the street (i believe even google maps takes drivers through this street). There's barely any cars on this street, and there are many alternatives for cars to go from east to west, so this is a great opportunity to have a pedestrian street in Seattle!

Can you put a bench somewhere near the intersection of Bell and Western? I'd love there to be a little pocket park that's not fenced in where you can sit and enjoy the view. I spend a lot of time hanging out on the sidewalk to look at the view -- it's one of the least appreciated spots in the neighborhood to see the mountain.

We should close off this street to all thru-traffic completely. The rest of this street where it was closed off is very nice! I enjoy walking along the closed-off portion of the street.

This section of Bell St should, at a minimum, match completely the pedestrianized sections of Bell St between 5th & 1st; prioritizing pedestrians and bicycles and only allowing local vehicle access. At best, this and the other pedestrianized sections of Bell St would be non-vehicular access with removable bollards placed to deter car

Focus on outdoor space that brings people together and allows for a more vibrant use than just cars

Remove cars. Already plenty of streets to serve cars

Pedestrianize the whole street. Cars have enough space in the city. Give some back to people.

I would love to know how this could better connect all the way to the protected bike lane on 2nd Ave

The Bell Street more easterly, with limited car traffic, is really nice. I wish it was more like that.

Extend bell st improvements/parking removal to connect to 9th ave.

Need to actually close Bell St to cars as the signs claim it is. Thanks!

This segment should be made completely car-free

I would like this area to be non motorized traffic only.

Cars really don't need to be there

Anything to increase safety

car free bell street

It's scary to walk that corridor. Especially for people getting of the cruise ships.

I would like to see this portion of Bell Street completely pedestrianized. Belltown lacks significant park space, and these streets could be a nice lead-in to the waterfront for people walking or biking. There are already many streets on which cars can get to adjacent streets, and zero fully pedestrianized ways. The Bell Street Park is already not terribly popular because traffic is still allowed on it. I would like to see the car lane for this project

I would like Waterfront Seattle to reconsider restricting eastbound vehicular traffic to only between Elliott and Western, and perhaps in turn eliminate more on-street parking to make this accommodation while preserving the pedestrian, cycling and other multimodal features that would be part of the base design. I would also like to see specific treatment of sidewalks to have a less-slippery surface on the somewhat-steep segment between Western and 1st Ave, in order to have a safer and more pleasant walking experience.

Bell is a very important biking connection that takes bikers to 9th Ave N after crossing W Denny Way and then connecting with the Lake Union Loop, this is a very excellent route by many bikers, a main artery, SO any way you can connect Bell with the new Waterfront bike paths would be SUPERB! Even providing extra space when riding up hill, for those of us that struggle, I usually use the wide sidewalk on Bell to climb, and is smoother surface for a struggling biker. Thank you! This is a very important corridor for bikes, Bell Street to 9th to Lake

I think the best thing to do for everyone would be to close this section to all vehicles. This would allowed for safety of bikers and pedestrians. As well as decrease traffic stress at intersections with this street and other

While I want to see the area be used to its full potential, I also hope it will still feel relatively calm and relaxing once all is said and done.

Connect bike greenway on Bell St from the Denny St area to the waterfront. Maximize trees and greenery.

Bike lane safety is important

Reduce access to area by cars in order to protect pedestrians and residents alike.

Bell is a chill street from 1st to 6th. Don't kill the vibe. Drivers have lots of other choices for getting to their

Eliminate cars from Bell Street

It would be nice to extend the woonerf design similar to the other stretch of Bell St. Though this block is a bit different it will still visually connect Belltown to the Market and waterfront for pedestrians and bicyclists. Also, the traffic on Elliot and Western is too fast; infrastructure to slow it down would be great.

I'm excited for the waterfront! It'll be nice to have more greenery and walkable spaces to spend time outside. As a female resident, my biggest concern is safety. I have lived in Belltown for over 6 years and have had my fair share of scary physical and verbal encounters with homeless men. I'm nervous that the waterfront project will end up becoming unsafe and unusable if our homeless neighbors occupy the area with tents and drug use. Please consider adequate lighting and appropriate seating during the planning process.

Close the street to cars! Cars can drive elsewhere, I need space to bike and walk without worrying about being run over and killed.

MORE [expletive] PARKING

It would be awesome to have a bike escalator to get bikes up and connected to downtown and a way to make it more accessible to folks in wheelchairs

Close it to cars.

NO CARS .

Close the street to cars.

Car free

Again, please close off to vehicle traffic and open to foot traffic. Build a greenway for pedestrians, bicycles, and other non-automobile forms of transportation.

Help bend the market to MOHAI corridor corridor better

I'm slightly concerned that the proposed changes to bike lanes along Blanchard would cause a more abrupt merge into vehicle traffic? It's unclear to me how protected those lanes will be, and where car traffic will still be permitted in the diagrams provided. In general anything where bikes merge with or interact with car traffic on more of a slope is a huge negative in my mind. As long as that's not happening here, I like the proposal.

Please just have one street connecting to the waterfront not have cars. One street. One plaza street.

Try to keep the scope of work focused. You don't need to reinvent the whole street.

2 way protected bike lanes. Please make EB extra wide to allow e-bikes to pass analogs on the uphill

More room for sidewalks and bike lanes

Ban cars. All of them. Zero cars.
Make it a pedestrian only street
Closing the street to traffic similar to other streets in Belltown and the city.
Continue the almost-complete pedestrianization of Bell that currently exists from 5th to 2nd and bring all the way to the waterfront. Explore ways to ensure riders do not lose control of their speed when riding downhill. Add stepped bioswale for storm water management and benches for pedestrians to observe the bioswale and rest
Closing that section of bell St to all motorized traffic
No need to allow vehicle traffic on this segment of Bell when the bit to the east is working well without.
Please close it completely to cars. There are so many car only streets. How many people only streets so we have?
Closing all of Bell St to cars would create an amazing pedestrian space that bikes could also benefit from. I highly support, at minimum, removing the car parking along Bell from Elliott to 1st
Bell St should be closed to cars in this segment.
Car free bell St. Make this a jewel of the city for people. Cars already have priority everywhere else in the city. Make this a jewel for locals and cruise ship tourists alike. Bring the city to the people, not honking cars trying to
Yeah I think making this place safer for pedestrians and cyclists by removing access to cars would be great. Food trucks and delivery vehicles (so long as they don't prevent things like tables and benches being put in) are fine. But this is the only decent street to bike on in downtown and I think we should lean into that. I don't really care about representing historic culture or art because that doesn't change the lived experience of anyone there. Greenery has an extremely positive impact on the beauty of spaces while also providing shade, cover from rain, and traffic calming. Safety is also paramount because if people don't feel safe, they won't use it.
Add the protected bike lanes!! Fill in the missing connection between the waterfront and the stay healthy street!! I would LOVE if you removed cars completely here, but one-way traffic is acceptable. Please do remove the
I would like you to consider removing auto vehicles from this road entirely and dedicating it as a bike lane. This reduces bike and car contact in an already car-heavy and very busy area.
Close the street entirely to cars.
Please remove all vehicle parking along this corridor to keep it open for delivery and maintenance trucks that need access. Please improve stop light sensors to detect crossing cyclists. Thank you
Just better bike ways
Just close the street to cars from the waterfront through Denny. Do we even need a survey for this? Stop the Seattle Process and just do it.
Pedestrianize this street. Remove parking. Close it to cars. It doesn't have much traffic capacity anyway.
Just ban cars from this segment and the other "improved" blocks of Bell St. JUST DO IT. No more surveys, no more half-hearted improvements. Put up some bollards and keep cars out.
Please do reduce the amount of space on the street for car traffic and parking, and increase the amount of green space and sidewalks.
I am reaching out to suggest that Bell St. be closed to vehicular traffic and made a pedestrianized and cyclist friendly promenade connecting to the new waterfront trails on Elliott Ave. This would provide a much needed safe connection to these new facilities connecting not just SLU to the Waterfront, but all of North Seattle through the existing bike facilities on 1st Ave! A pedestrianized promenade would provide safe and car free access to the new waterfront in line with the cities Vision Zero and Climate goals. Additionally, a pedestrianized and cycle friendly connection down Bell St would provide safe, calm, and pleasant local access, which would be even more vital if city decides to eventually place a local elementary school in this area (Safe Streets to School anyone?). Additionally, the city would be providing opportunities for the creation of new local businesses along this route which could utilize the new space for cafe seating, public art and music, and other amenities that would make this a "place" and not just a "street". Imagine being able to walk down the middle of this beautiful, shaded, tree-lined street and being able to grab a coffee or an ice cream with live music in the background before you walk down to the Waterfront! What an opportunity we have in front of us! I sincerely hope you consider this

Provide a two-way bike connection even with motor vehicles restricted to one-way
Regular maintenance/cleaning
addition of spaces that are neighborhood-centric like gathering spots, resting spots.
Upgrading this segment to be consistent with the rest of Bell Street that is northeast of 1st Ave would be great. Closing it to motor vehicle traffic makes sense.
Close Bell St to vehicle traffic.
Including signage, wayfinding, visual cues, etc. that clearly indicate connections, opportunities, by using the enhanced pedestrian connection, especially for visitors that may not have familiarity with City neighborhoods
All these areas need to be inviting. Lots of walking space. Good lighting. Benches. Trees. Clear spots for bikes and cars (if needed).
This area is so wonderful and should be enjoyable for tourists and locals alike.
You are doing a magnificent job upgrading the area. Thank you.
Alleviate the choke point that currently exists at Bell and Western, where traffic is throttled down to one lane.
make Battery street 2 way between Elliot and Western to divert some traffic from Bell and provide additional options for residents to access their garages - I live on Bell and western
Would love to see more green space as long as that does not bring in more drug selling, crime, and vagrants.
On-going clean-up of garbage and graffiti.
Do NOT include places to sit or 'open' space as it just recruits drug deal hangouts.
Leave at least one side of Bell Street for guest and visitor parking.
Ensure safe and predictable bidirectional access for people on bikes and scooters. If no specific accommodation is made, people on bikes and scooters will simply use the pedestrian facilities.
Curb bulbs out into western to make the crossing not so wide would be great, good pedestrian/people scaled lighting to make the place welcoming, maybe even some LED features or accent lighting to make the space friendly as there is no street presence. Anything that makes cars go slower so it is a pleasant bike/walk
Please consider speed bumps in front of the alleys. Cars sometime pop out quickly into the pedestrian and bike
After you identify potential users when changes are made, adapt the plan to increase benefits to that group. Decreasing car traffic would be a priority for me.
a park like area - the hill off bell and western could be a great replica of the string lit denny park
Park-like spaces that allow for food trucks, street vendors, and community activities
Take back parking and make it a place for people to be. Ideally new business can be attracted to take back some of the empty lots and serve waling/rolling traffic.
More trees, native plants and good sidewalks. This is a walking neighborhood. We don't need street side
Families with strollers and young children need more space and more even terrain. We are literally a family with a toddler in hand, a stroller with a younger toddler, and a baby in a carrier. Anything to make our walks easier and safer would help us enjoy this area more often.
No further comments
Safety, greenery, amenities
Make it better! While there are many mature trees, the street still feels bland. Buildings mostly face north / south streets and do not engage Bell Street well here. How can this be improved with Street Improvements?
Protected bike lanes
Avoid hardscape clutter of too much signage, artwork, seating. There is plenty of that in nearby areas. The seating in the Bell Street east of First is unusable because it's occupied by drug users (I see them smoke fentanyl and dope there all the time). We don't need more of that. Focus on living beauty with trees, shrubs and greenery that attracts wildlife, including insects like butterflies and bees.
If no or little street facing retail, please consider removing parking from the curb side.
Viewpoints along the way.

The pedestrian/cycling connection from Denny Triangle to the Bell street pier is important. This area has always existed as a gap between two walkable zones. The priority given to greenery and alternate modes of transportation on Bell between 5th and 1st should continue all the way to the Pier.
SAFETY
Protected bike lanes. Minimize car use - remove parking. Lots of new trees. Activate where possible.
Will the city PLEASE engage with the local design community for support in generating innovative ideas for the Battery Street Tunnel / Portal Park site? The site has been a question mark since the Waterfront project was awarded 13 years ago. This is a unique opportunity and we have ideas! Thank you.
Less space for vehicles and more for people on foot
Improve the greenery and walkability to extend existing conditions to east all the way to Elliott Ave. Wider sidewalks, more trees, less ROW width for cars and trucks.
Please install a PBL going both directions and remove both parking lanes. Cars have been prioritized enough in the waterfront project. A PBL on this street could help make up for what will be a broken bike connection on Alaskan Way will bikes having to cross the street and back. If the sidewalks cannot be expanded without removing the tree canopy, consider using some of the space created by removing parking for a pocket park to
Adding ramps N and S to the Pedestrian bridge so that people can easily get from the bridge to Alaska way. Elevator is clumsy. It would be so lovely!
So many people could be using this site since it is bounded by the waterfront connection to the west, the potential school to the northeast, and 1st avenue with its many businesses to the east. This along with the residential towers all around there should be improvements that make people walk and gather here. There's already not a lot of green/open space in Belltown so this is a great opportunity to create parklets along these blocks with cool seating, lighting, and greenery options. Make it like a park. I don't really understand the need for the one ways for each block. Seems redundant to the vehicle circulation and it's not explained why it is needed
The 'park' already implicitly prioritizes cars, who honk and drive quickly behind/next to bikes and pedestrians. It would be great to extend the park, but please actually make it a park that Belltown deserves - not another way
Not for me! It's the walking tourists that need this street to be more accommodating - it's steep with no place to rest till they struggle up to 1st (maybe breakouts with benches).
Perhaps some texture added to the sidewalks to prevent slipping. Thank you.
More trees, less art. Removing at least one parking lane would be good. Removing both would be even better if it is deemed that parking is not essential on this "route to the waterfront".
Prioritizing transit and walkability is important to me.
I would recommend the use of speed bumps on Elliott Way to limit speeds as vehicles approach Western Ave., a more pedestrianized part of the city than Elliott Ave.
I think two one-way streets meeting from opposite directions is crazy. We see so many people driving down the wrong way on our one ways already. I just think it will be very confusing for too many people
Totally close Bell St to cars and improve the pedestrian experience and biking. Slow the cars down the
Just hire Buster Simpson to blend the art with cultural and natural history. In fact, just hand him the project. This has been his part of town for 50 years.
Consider reaching out to Belltown residents for input. Maintaining green open spaces with seating and perhaps installments for public use, like the ID's implementation of workout equipment
Consider adding steps & handrails (similar to Vine St). Maybe zigzag each flight? Also, please prioritize bringing back the Lenora St elevator. In general, the steep slope between 1st Ave and the waterfront, Sculpture Park etc is an accessibility problem; it would be great to see some creative solutions applied to all the steep connector
Trash cans and benches
The proposed new flow of traffic shows bikes using the steep Bell St to connect East/West while cars use the new road with the gentler incline to travel between 1st & Elliott. Seems like bikes should be prioritized on the new
Get cars out of the city. Lid I-5. Close Pike Place Market to traffic.

NA
If you have the option to reclaim some of the street space from vehicles, please do it. There's a garage not that far from this site (at the market - maybe there are others nearby), so it's not like there's no place for people to
Make it park like. Get rid of all that concrete and replace it with grass, trees and a walk and bicycle path. Drivers will still have dozens of other east-west streets to choose from to waste their time sitting in traffic jams.
Close that portion of bell st to cars and complete the bike connection. We need to prioritize pedestrians/rollers/cyclists before cars for long term sustainability vision that matches the Seattle Transportation
Wider sidewalks and benches to sit. Encourage people to stay there (placemaking).
Safety with bikes as it a hill can go fast and unsafe for people walking
I'm glad y'all are calling out accessibility with the improvements, but you've also mentioned that the area doesn't see much pedestrian use because of how steep it is. Is there some data that indicates non-car folk will use this street if it's more accessible? Also, having Bell Street be one way eastbound part of the way and westbound another and converging at Western Ave sounds like a recipe for disaster.
Turn Western into a pedestrian-focused corridor between Pike Place and Broad. Turn the parking lots into food-focused retail and housing. Develop the waterfront into a place for art and culture, not freight passage.
Design a deliberate connection between Bell Street and the Portal Site -- at Western. This is a natural point of connection for the street, the neighborhood -- and would be an ideal (north) terminus for the Waterfront Plan.
I would like to name the alley between Elliot and western and keep it clean and patrolled
Get rid of car traffic on Bell between Western & First: Take over the parking lot on the southeast corner of Bell & Western so that can be ripped out and connected to the northeast corner which will create a large green space for trees, playscape, basketball court etc.
No.
Switch direction of the one way in the middle to discourage through traffic. Weave the street like the 8th Ave woonerf near the Arbor Blocks development to slow drivers down. Zap drivers with harmless, but annoying, shocks of electricity when they exceed 2 mph.
Ban cars
Please do not install seating areas/benches along Bell Street, they invariably lead to illicit activities and crime hotspots like Bell between First and Third Avenues has done. Emphasize trees, plantings, accessibility, allow parking on both side of Bell, and keep traffic flowing both ways on Bell. Thank you.
We live on the ground floor between Bell and Elliott and would like to see the exiting trees remain...but see improvement to the sidewalks and pedestrian travel. Low planting areas on Bell to the East have not worked well. They are not maintained and get trashed in the long run. Also do not want seating like they have on Bell to the east. That seating attrcts drug users and homeless people rather that neighbors to use. Would rather see wider sidewalks and the bike lanes instead. Would also like to see no parking with the exception of unload areas in
Take out the parking and add bollards. Put benches under trees. Belltown is mostly devoid of parks and this could help. And the City should ENFORCE parking rules, unlike elsewhere on Bell where cars (and Park Dept.
Closing the street to car traffic.
The alley is an important access point for residents and attracts quite a bit of illegal activity at night (we have cameras). This needs to continue to be accessible to vehicle traffic and safety concerns addressed.
Close to cars, fully pedestrian use and allow bikes too. Maybe a park?? Lots of steep blocks around here but people still need to gather and get places.
I would like you to consider full pedestrianization of Bell St. The pedestrian blocks of Bell St westward are AMAZING! Would love to see it continued to the waterfront, especially since no garages or drive aisles currently
Less space for cars! Cars have the run of the city already, please prioritize the needs of pedestrians, cyclist, and all those who don't drive
Make a park get rid of cars. We have enough places for cars to drive– need more green/walking areas
less parking and car travel

Extended walking path with better pedestrian crossings at the intersection and protected bike lane.
It makes a lot of sense to continue Bell's bikeways to connect to both Elliot and Western's bike infrastructure; ideally these would be protected intersections. There are already plenty of spaces for cars to go East/West in this area, but very little dedicated, protected space for pedestrians and bikes, and extending what's been done
I would really like to see it be car free, but I would include Pike Place Market in that. It could be a great pedestrian/biking area from Pike Place over to the ferry terminal. The cars really make it feel unsafe.
Get rid of car infrastructure to create a safe place for pedestrians!
Please prioritize safe walking spaces for pedestrians.
I am scared about crossing the new Elliott stroad.
Eliminate cars.
This should be pedestrianized as much as possible. Under no circumstances should there be street parking here. Street parking is an utter waste of space in an urban environment.
Elliott is essentially a highway that funnels into downtown and Pike Place, so cars are moving way too fast. It's dangerous and cuts off the waterfront from everything else.
Please prioritize walkers and bicyclists instead of cars. Consider eliminating car access and parking and preserving these blocks as a green street.
Utterly eliminate car access.
Bell is probably the least steep way up from the waterfront by bike, so having a safe way to do so would be nice.
Hill grade should not be the primary driver to make this more pedestrian/bike friendly.
Let this one street be fully pedestrianized. Cars monopolize so much real estate in our city.
Providing safe bicycle infrastructure such as a protected bike path or bike lanes would help complete an east-west connection in this part of the city, linking the waterfront to Bell Street Park and to the excellent bike path further east on Bell Street. These kind of direct, uninterrupted bike connections are vital to making a bike network people will want to use. One other specific improvement I would suggest would be signage at 1st and Bell to indicate that two-way bike traffic is allowed in Bell Street Park east of here - the Do Not Enter and One
Design the street for humans. Not for cars. Turn the street parking into a bike lane. Consider raised crosswalks and lights that let pedestrians cross safely.
Protected bikelanes, expanded sidewalk. These improvements will help activate the street, and downpayment on safety especially if school is built
I would like to see the curb parking spaces removed. If we must make this stretch accessible to cars, I would like to see the road capped at one lane.
Why is car access automatically assumed?? This should all be a pedestrian park. Enough with the car-centric design of our entire waterfront. Can't we have a few blocks without cars? You promised us a park if we voted for the stupid tunnel, and you gave us a ten lane highway that is entirely for vehicle traffic.
No cars!
Remove autos entirely, from all of Bell Street to Denny Way
Ban cars altogether.
Fully pedestrianize this street. No parking, no traffic whatsoever. We are devoting so much space and resources to vehicle traffic, such as the giant Alaskan Way and the new Elliot Way. Give this neighborhood a true park space, and make the walk up from the waterfront actually special and not just a dressed up street that cars don't actually need. More greenery, benches, etc. No cars. We can't escape from them anywhere else.
Close to cars. Prioritize bike/ped safety and mobility. Plant lots of trees.
Walk street with bike options, all closed to cars, which have already received priority on the rest of the
Please priorititze walking and biking. Let's modernize Seattle and make it a delightful, productive, energizing and vibrant place. You know this is the future; please don't get stuck in 20th century thinking. Take other cities that have deprioritized cars as your example. Add commerce and people on foot and on bikes to the equation. You
Remove parking, remove cars - ban cars. You always place cars first: place them last (or not at all) here.

The removal of car access to this street whatsoever.
Remove street parking, widen sidewalks, and add bike lanes to rebalance the current allocation of ROW and create safer access for everyone, especially people walking and rolling.
Close this street to cars and make it a public open space.
If there are vehicles, then a greatly reduced speed limit.
Prioritize pedestrian and people-oriented modes of transportation. Vehicular through traffic hurts this spot the most. Both parking lanes should be taken out. Implement some sort of traffic calming devices with the space available from the parking spots and set up wide sidewalks and bike lanes. Also greenery like trees in the sidewalks and bushes (preferably native) should be added along the street.
Why does there need to be a road at all? It seems a great fit for more of a plaza/park space. There's already options to drive on either end, just remove the cars altogether. It could be a really cool pop-up gathering space, art space, community gathering space etc.
I believe this street should be fully pedestrianized and closed to cars. Cars have plenty of other streets to use to access the waterfront from Belltown. Start prioritizing space for people instead of cars.
anything more than two lanes of car traffic is too much. prioritize pedestrian and cycling safety
The more pedestrian friendly the better, including traffic restrictions/reductions and street planning that discourages speed. There are plenty of driving routes between Belltown and the waterfront but fewer pleasant and safe pedestrian focused options.
Concentrate on modes that actually need attention. Cars do -not- need special treatment, especially in this area of town. Deemphasize automobiles, prioritize walking/cycling.
Take space away from cars. Wether that is bigger bike lanes or bigger sidewalks or more trees I don't care. Just
Make it as pedestrian friendly as possible! Cities are made for people, not cars
I just don't see the point of "redesigning" this street or any part of the waterfront if we're just going to land right back where we started. I thought the point was to redirect traffic through the tunnel, so why are we making this area a thoroughfare again? If we pedestrianize this area and make it a destination instead of another highway we
Please give us an actual pedestrian and bike street, not a car street that kind of feels like you can maybe walk or bike in it but actually don't because it's unsafe and unpleasant. Like it's nice that you're considering art and cultural representation, but what good is it if no one want to spend time on the street, just using it to pass through as quickly as possible? PS Why is everyone in this city so afraid of bollards?
Remove parking to give PROTECTED space to cyclists.
Make everything east of the 2300 Elliot Apartment garage entrance pedestrian only. Car centered projects downtown are stale, lets build for the future.
Make this an easy connection for pedestrians to the bridge to the west, and for cyclists to the new bike lanes. I think cars are less important here, this isn't a very high-use car connection, but it does have a lot of potential as a
It would be great to see food truck/parklet options instead of street parking at this section, and the older already "pedestrianized" section of Bell. More activation for pedestrian uses.
Please close this section of Bell St to motor vehicles. We need more streets that are safe for walking/biking. And mixing with cars does not work. If you can't muster the good sense to close it entirely to motor vehicles, you should at the very least severely restrict use so that motor vehicles can only use this street in a way that is
Please remove all parking. With no businesses fronting there, it's completely unnecessary and will just cause congestion for the vehicles that actually are traveling through.
reduce or be strategic about vehicles - maybe load/unload only. Trees - hopefully some conifers that would eventually be visible from waterfront would be great
Remove parking, reduce vehicle speeds, maximize space for people biking and on foot.
Pedestrianize the street and make it a linear park with restricted vehicular access as needed for the alley only.
I don't think there should be any parking lanes.

Two way protected bike lanes. This is an absolute must to enable true mobility of people in Seattle. Remove the parking lanes on both sides of the street and make this a people oriented street, not a parked car oriented street.

Comfortable benches and seating along the street

Remove both parking lanes

Please add a protected bike lanes to this section of the road, or at the very least add more traffic calming features such as thinning the roadway. There are limited ways to safely get to/from the waterfront for bike traffic besides the more circuitous routes or biking on sidewalks. Ideally, widening the smaller of the two sidewalks from 6ft to 8ft or greater would also be ideal. It'd be even better if both of these changes were afforded in space by

Lighting

Bike lanes separated from traffic (no flimsy posts or paint please...)

Yes: please remove the unnecessary parking on this street. As we move to modernize our cities and infrastructure, we should be following examples of other cities around Europe and remove parking in favor of bike lanes and wider sidewalks. This makes urban travel more efficient, safer, quieter, cleaner, and more pleasant

Protected bike lane that connects the finished, very pedestrian friendly part of Bell St. to the Waterfront. This is a main channel for bikes and pedestrians from Lake Union (so potentially even further north to the Waterfront. Often I bike from Roosevelt past lake Union to the waterfront and must choose between taking 9th through downtown, or Bell, and while Bell is safer it is a slower, incomplete route.

Please do not use all the space for cars.

Cities are for humans. Cars don't belong here

Remove cars.

Pedestrianize the whole street. Why not?

The most loved cities in the world have great walkability, open space, and transit access. Seattle should aspire to be like Barcelona and Amsterdam, not Houston or Phoenix. As long as cars are not prioritized, good design will

Protected Bike Lanes

No parking lots plz

not just a problem for this section, but more retail places.

The approach being used is problematic because of its negative framing. For example, "This section of Bell St, between 1st Ave and Elliott Ave, is steep and does not see as much pedestrian activity" excludes the reality that this street is less steep than similar streets nearby (i.e Blanchard) and pedestrians do not use this section because it is difficult to access as a pedestrian not because they do not want to use it (it would be a great shortcut!). Similarly, it neglects the reality that in all reality few vehicles use this route and the planned circulation would explicitly prevent vehicles traveling to/from Belltown and the waterfront. After all, with the proposed planned circulation design it will no longer be possible to use this section of Bell St to travel with a vehicle from Belltown to the waterfront and vice versa because doing so should require traveling the wrong way down a one way road. It also strikes me as shortsighted given the possibility of a future school nearby to not build out strong pedestrian and bike infrastructure now. In all reality if the school gets built kids will be walking to school or taking the bus - no sane parent is going to drive their kid to school in rush hour. This means lots of small humans who will need to be kept safe close to busy streets. Preferably this would involve some sort of physical separation i.e with concrete barriers, trees, etc. Rather than do this in the future, it seems to me like it makes the most sense to just do this project once. I believe that takes the form of (at minimum): removal of the one way vehicular lane between Western and 1st Ave. There are alternatives (i.e. Blanchard St) and keeping this lane encourages cars whipping through the street at high speeds on their way to somewhere else which is dangerous for anyone not in a car. Addition of a protected (physically separated) bike lane across the entire section of the street and

Close it for cars.

I would like you to consider keeping that section for pedestrian and cyclist access only (no cars)

Less cars is always more ideal, as a Seattle driver I do not drive downtown and this area especially around the waterfront should see dramatically reduced car traffic and that starts with street design.

Stairs/steps
Make it a fully pedestrianized thoroughfare. I think the city made a huge mistake with the quasi-pedestrianized portion of Bell farther up the hill, since cars don't read the signs and treat it just like a normal street, ruining the whole intention. I bike/walk down this stretch of Bell everyday and it would be great to not worry about cars at
Trees trees trees trees trees trees Flowers flowers flowers flowers Safe pedestrian crossings Safe pedestrian crossings Safe pedestrian crossings Safe pedestrian crossings Wide sidewalks Wide sidewalks Wide sidewalks
Bicycle lanes; wider sidewalks for walking to and from the waterfront.
Not a single car should be allowed in this area of Bell Street. They've already been over-prioritized in the broken promise that has become of the Alaskan Way redesign, and this area should remain immune from the destruction
Pedestrianize the street for walking/biking, remove all vehicle traffic except local deliveries and local residents. This is an important access corridor to the future bridge accessing the waterfront, it MUST be prioritized for pedestrians and cyclists who will be using that bridge. There is already tons of ways for vehicles to navigate the surrounding area, but there are zero quiet safe protected streets for pedestrians and cyclists.
Make this a street focused on people instead of cars. Think woonerf, bikestreet or one of the like concepts.
Remove the street parking, add discrete bike lanes, widen the sidewalks. Honestly, I think this path would make for a good pedestrian-only street once the waterfront work is complete, but I don't see that option mentioned here. For how often the city touts its climate goals, I'm disappointed to see neighborhoods as dense as Belltown continue to get street redesigns that encourage vehicle use over walking or biking. The least that could be done here is to get rid of the street parking, narrow the car lanes and improve the pedestrian/biking experience.
the existing tree canopy is adequate for "greenway" needs. respect Post Alley and its continuation north to Denny Way. Keep First Avenue as the dominant streetscape at the intersection.
Adding more colorful or decorative elements to liven up the street.
Please make this a pedestrian/bike only arterial. Belltown desperately needs one, and the existing stretch of Bell St "Park" illustrates the limits of trying to compromise with car access. It has too little green space and too many cars to be an appealing place for pedestrians/bikers. Imagine how nice an actual green park stretching from the waterfront up to Denny Park would be for residents and cruise ship visitors.
Close the street to cars. Bikes, scooters, walking only. Put in tables and benches.
just make it easier and safer to bike
Close access to through vehicle traffic
Please prioritize foot and bike traffic! This is an important corridor for locals and visitors alike and prioritizing cars will leave too many people out
Just please make it cohesive with the the design of the street between 1st and 5th, so it looks like one continuous corridor and not piece-meal.
Consider dedicating additional roadway width to the sidewalk so that the sidewalk can meander, increasing the traveled length so that it is less steep.
All I want is clear and easy access from the waterfront to Bell St proper for bikes.
Pedestrianize the entire street yesterday.
Shorter wait for crosswalk across Elliott.
speed bumps
Protected bike lanes, and think about how pedestrians would access busses
Please remove parking to maximize sidewalk, bike lanes and greenery!
Please consider completely pedestrianizing this stretch. If that is not possible, reverse the traffic direction so drivers no longer use Bell as a cut-through. It's no secret that despite the signs saying local traffic only, motorists please plant some grass and take better care of it. think about pads of greenery (like lilly pads) from battery street to belltown opportunity site to blanchard outlook to victor steinbrueck park - that would be nice.
We already have way too much car space along the waterfront. Anything but car space is probably an
Work on 2nd-3rd and Bell, too. That's a scary and dangerous place that's really gotten worse in recent months

We should prioritize people over cars. Removal of street parking increases safety, improves the environment, and ends the public subsidy for vehicle owners.

I think it would be best to not prioritize car/vehicular transportation and rather focus on walking and rolling users accessing this area.

Is this supposed to be a park or just another street? All the suggestions make it seem like this is just a street that might get a sculpture - I'm not sure that is a good use of waterfront space.

There is no reason cars need to be on this road. Bell Street is already blocked to through traffic further east.

Remove street parking in order to safely separate vehicles and pedestrians or cyclists

Police.

Plenty of room to accommodate a great pedestrian experience, a great public space, and bikes if you don't plan for cars. Please have this project recognize the climate emergency - not every street needs to put cars first.

While I prefer pedestrian streets, I'm worried that cars coming up / out of the new Elliot Way need a route to downtown. The City needs to figure out that arterial. If it's Bell, I hope you find a way to keep it really slow and

Walking/rolling and biking/scooters are at the same level of priority for me. Driving should not be possible at all

There is plenty of on street and surface lot parking along 1st & 2nd avenues. I'd like to see the city prioritize pedestrian/bike friendly corridors between the urban core & waterfront. Encouraging active modes is safer and

bike lanes and wide sidewalks

Protected bike lane or curb less environment - no cars.

A bike path/lane so when riding west on bell you can turn left on western instead of being diverted to Elliot.

Please remove street parking and one car lane, and replace with bike lanes and benches and tiny parks.

Removing car parking/car traffic. The city must implement designs aimed at reducing car use to meet its goal to eliminate road deaths in the city by 2030.

For number 5, I chose Biking/scooters because there is absolutely no bike infrastructure on this section of bell street. But, walking and rolling should also be prioritized. The sidewalks are destroyed and narrow. In fact driving should be absolutely the LAST priority on this street. Again as a reminder, this is a HIGHLY DENSE RESIDENTIAL STREET on Western Ave. It is lined up with mid rise apartments (one of them I live in). People on who live on this street and general area should be able to walk safely, bike safely, and go on a stroll with a stroller without fearing getting run over by cars. Most of us will walk to the waterfront and need to be given adequate space to do so. Also, there are MULTIPLE surface parking lots on this street. There is NO NEED to allow street parking here.

The car-centric waterfront is so depressing. Why did you build a highway on the waterfront to replace the highway the city spent billions tearing down?? It should be a park as wide as possible! Downtown seattle badly needs a park and a true green space. A tiny strip park full of touristy piers blocking the water views next to a six lane avenue with cars going 40+mph is a terrible use of the limited waterfront space that we have.

There's too many parking lots already in this area. Please do not add anymore street parking. As a matter of fact, don't give anything more to cars.

Make this part of bell a green street like the section east of 1st ave.

Make this part of bell a green street like the section east of 1st ave .

Since it's probably a primary runoff location, I'd like to see rain gardens to mitigate the amount of toxins going into the sound. I'd rather give up a parking lane to that use than to bikes or rolling.

Protected bike lanes and sidewalks

I would like to see less driving overall in the city, and the redesign of this street is a good opportunity to reduce vehicle use and promote walking and biking. We would not have to worry about safety so much if we reduced the number of vehicles on the road, particularly when this area is already walkable and pedestrians are being hit by

Removing driving and parking

Remove the on-street parking lanes. Keep one car lane with curbs. Make the other existing car lane protected space for bikes and pedestrians. This is a chance to make the waterfront and adjacent blocks inviting for people!

There is no need for car traffic on this stretch. Should be used for people.

If you don't improve the walking experience, the Bell St pedestrian bridge will be under-utilized.
Get rid of the cars. Add bollards everywhere there are not bollards. Try not to act shocked when your inherently dangerous design priorities cause problems.
Close it to cars like the rest of Bell
Eliminate parking lanes in favor of safe and comfortable pedestrian and bike access. Particular given the possibility of an elementary school nearby!
Make it a bike/ped priority space like the rest of Bell is supposed to be.
Obviously, rebuilding a better and wider sidewalk would be ideal. Add plantings and a bench or two either side.
The current 'Bell st park' is awful! There are large wooden signs saying no cars but everyone still drives down the street. The current 'gardens' are very sad and there are PLASTIC plants hanging from street lamps -ugh.
Your survey pits biking against walking. I do both because I cannot drive. So this is a poorly desired survey. Stop prioritizing cars. Stop catering to baby drivers who literally believe their convenience trumps my safety and
Again, enough with the cars in these rethought spaces. There are PLENTY of roads but a dearth of public walk, roll, loiter space, especially in belltown. Make this a public space for bikes and walk/roll and not space for cars to
I would like to see Bell street turned into only one lane, and the sidewalk expanded. Additionally, a protected bike lane would be beneficial. Stop kowtowing to cars!
I don't understand why I have to choose between walking/rolling and biking/scooters for prioritization. I can't drive. We have next to no actual "people spaces" in Seattle where cars are the guests and slower, more human
Maintaining and expanding greenery. Inviting offices/businesses to set up shop to give that section more activity.
The intersections at First, Western, and Elliott should be celebrated with special paving or at least the pedestrian crossing painted crosswalks. Maintain the landscaping better than Parks is doing on the Bell Street Park.
Safety!!!
The rest of the Bell St should be cleaned up, including the dog park which is an embarrassment to the city.
Right now I feel like I have to go in circles a lot if I'm trying to drive to my home (1st & Bell) or to my parking garage (Battery/Lenora alley). I pretty much just avoid Elliott, despite the hypothetical convenience. It would be nice if there was parking that felt safe and was affordable.
Downtown and Belltown need an actual park space where pedestrians can enjoy themselves without worrying about traffic, not another paved area that's a park in name only. Please don't copy and paste the existing Bell St. Park format to this extension. Whatever improvements are made need to be consistently maintained and should be geared to the ~30,000 people that reside within a 15-minute walk of this extension.
Protected bike lanes are always welcome in the area, especially in tourist-heavy areas where cars make last-minute turn decisions putting pedestrians and bicyclists at risk of injury.
Sidewalks that are wide enough for people to pass each other without having to walk single file or move into the street. Separated bike lanes or keep the cars off of it altogether. Make this space for people as much as possible. Accessibility safety and greenery go together and are mutually reinforcing.
Make Bell a continuous pedestrian space all the way to our new waterfront!
Would like to have protected bike lane here.
Reduce traffic jams
Widen the sidewalks, divided bike lanes with barriers, a bus only street like 3rd ave downtown, require cars to rely on all of the currently functioning alternate routes to drive through this part of Belltown.
More bike lanes/wide sidewalks, ramps for more accessibility
Close the street to cars, just bikes and pedestrians
More trees
Ban cars. Make the street for people. Don't compromise, please!
Why did you asphalt the dead end area of Blanchard? That whole area should be a triangular park space. The rest of Elliot Way to the waterfront should be less car centered. Take it down to 22' with speed bumps at minimum. Ideally it would be pedestrian only. Cars can get from Alaskan to Belltown by way of Wall just two blocks away.

Parks and bikes
Pedestrian and biking corridor with no cars. Walkable community center with shops, restaurants etc
After improvements are made please maintain them vigorously. Increase safety patrolling.
Focus on pedestrian infra
Bell Street is already a bike access route, and should be continued down to the waterfront.
More car free zones or even days of the week where car traffic is discouraged. Prioritize green spaces for walkers bikers bladers etc.
multi direction bike lanes and fully pedestrianized street connecting to the waterfront
Car Free lit and green wwalking space
It would be great to see a connection to the bike lane on Elliot. A community garden would be amazing!
Removing both parking lanes is a prudent way to gain back street space for people walking or rolling through. This street does not have many amenities requiring dozens of parking spaces, and there are ample opportunities to park nearby. I would prefer to see private vehicle traffic restricted entirely along this stretch.
Remove all car access & parking. Install bollards to ensure unwanted drivers cannot access the road.
Bike lanes should be EVERYWHERE. They are part of a complete street. Please add them. I hope and expect that this project will include fixing the sidewalks to make them continuously smooth and wide so that they are
Make it one way or eliminate parking on the street
Homeless folks and folks doing drugs are all over this area. Would be nice to see those folks get the resources they need, they deter others and myself from being anywhere in this area.
Remove car access.
Need to access our parking garage in alley on Bell Street
Remove cars from bell street
Protected bike lanes and wider sidewalks! Cars currently speed down the hill and are impatient at intersections when heading east. Safety of people rolling, walking, and biking must be prioritized.
We ABSOLUTELY DO NOT NEED STREET PARKING. There are THREE surface parking lots immediately surrounding Bell st. Give this street back to the people for ONCE.
I just attended an open house hosted by Belltown United. Although I appreciated the project leaders saying they are starting with community listening, I really questioned this approach. With fairly limited budget, few business facing the street (due to the history of the viaduct) and the steep grade) and a limited set of options (greenery, seating, art, lighting) it's best to start with a recommendation from an experienced landscape architects with 15 years of experience (as one project leader had) rather than a blank slate. Personally, I'd like to see all the money spent on greenery and landscaping. Skip seating, art projects (it's a terrible idea to bring back ugly highway signage to show heritage), and any other frills. Just make it a well light street with beautiful foliage. There isn't really much else you can do with the budget. Don't waste time and money on pointless "community listening."
Build this segment of Bell to the same standards as the rest of Bell St.
Obscene amount of greenery, even a pond! I want more parks. I want more areas for animals other than humans.
This is a potentially beautiful spot that needs more greenery, better lighting and an inviting walk/bike path to the
I would like to see an emphasis on pedestrian and bike access to continue building out our downtown for sustainable transportation methods.
Improve the presence of Police patrols in the area. Would be nice to see Police Officers walking a beat to disuade the criminal activity I frequently see on Bell street and in Bell Town.
Road speed signs - 25 MPH A pedestrian crossing with flashing lights

Street closure to cars would be preferable, but if not available, one lane through access with no parking is preferred. Currently, Belltown lofts is the only building to front Bell on these two blocks, but there is plenty of pick up/drop off area on Western. If vehicle stopping provided on Bell, it should be 3 min or commercial loading only. Minimized turning radii on Bell St park entries are necessity - greatly slows cars. Prioritized space for anything but cars. Dedicated bike lanes would connect current Bell St park bike access with the new Elliott Way bike lanes as well as the future Alaskan Way bike lanes at the base of the Bell St Pedestrian bridge. Seating would provide accessibility for the uphill climb. Additional trees where missing. Shortened crossing distance across

Pedestrianization

this is quite residential - please make it a safe side street with plenty of pedestrian space and greenery.

Bike lanes. Not shared

You should make a design that discourages cars; allow drop off/pickup on the street (as in Bell, 1st-5th) and access to parking lots but make walking, rolling and cycling comfortable and a priority.

STOP [expletive] PRIORITIZING CARS FOR [expletive]'S SAKE! AT THIS POINT, I REFUSE TO BE POLITE ABOUT IT. STOP! POOR STREET DESIGN HERE THREATENS LIVES - INCLUDING MY TODDLER'S ON THE DAILY. And take down the fences at Portal Park. Durkan dishonestly told us all the MOU didn't mean site control, and now all you public agencies are acting like it does. That land swap was un-democratic, corrupt, ignorant bullshit.

We need to make this space more inviting and create opportunities for business that will move high volume foot traffic through it and have it culminate on either end with some sort of space you can enjoy. Right now it sort of dead ends (west) or goes to Amazon (east) :(Missed opportunity if we don't create open space.

Please talk with nearby low incoming housing. We are excluded from a lot of these conversations as a marginalized group. Not once have we seen these changes advertised in the apartments. I only found out about this group from a random summer volunteer cleaning up near the fenced in lot for a potential future park. My vehicle is ticketed quite often for being over the time limit by a few minutes when I live right there, but some days I am resting from a labourous job. Some days I would like to be able to walk outside of the place I live and go on an adventure. The road is pretty wide in comparison to other streets in cap hill for example. Please keep

Remove all parking! And please ensure safe and logical bike connections from Bell further east to the new lanes being built on Western and Elliot. Further, please design all car spaces as if the elementary school were already at the Battery site. Please do not waste taxpayer money by building express u turn lanes for drivers only to have to tear them out for the school in five years. SDOT has already shown parking and cars are priority down on Alaskan with the goofy double bike crossing proposed on that route. Please do not make the same mistakes in this section

Make protected bike lanes and give ample pedestrian space. Car parking should be prioritized last.

ban cars

Bike lane

add in density for a wide variety of small shops, restraints, bars, cafes, and retail that activate the space during the day and at night

Parking is precious in downtown/belltown, please don't take it all away.

No

Lots of good street lighting

Integrated/functional public art (that can double as safety/accessibility improvements), more greenery, opportunity for pop-up retail and other activations fronting the street

The trees there are so nice and it's awesome to see more going into the new landscape design. Excited to be able to easily walk down to the waterfront when this is complete. Looking forward to the improvements! It might help me walk, drive, AND bike in the area. :)

Clean up the drug dealing activities

Please work with BNSF to deal with the train noise on the curves near Bell Street and Blanchard. Huge noise pollution issue. The technology exist to correct this defect but BNSF needs to prioritize. This would be game

Would love to see the new bike lanes happen and see them protected with physical barriers like a curb or jersey barrier/planters, especially since it seems like the vehicle routes and changes in direction will be confusing to drivers. I think there really needs to be a robust safety plan for where the road switches traffic directions to ensure that pedestrians are safe crossing the street and cars don't try to use the bike lanes to continue along bell

A natural grass dog park

Please bring back an option for traveling along the waterfront by transit, whether trolley alternative or shuttle. Even as an able bodied person it is very difficult to access transit since it is all the way up a huge hill on 3rd Ave. Please also provide some transit options going uphill. Even though I live in Belltown transit is not really an option since it is so inaccessible to get to stops. Furthermore, when you are on the bus it feels unsafe with drinking, drug use, and gendered harassment the norm rather than the exception. I want to use transit but don't feel it is an option due to accessibility and safety (even though my work provides an Orca pass and so cost not a factor) and

It's a steep hill, but it's a useful pathway to get down onto western or the new Elliot (?). The road is rough, and needs to be repaved. Don't take away anymore parking. I'm tired of Seattle's war on cars. You can't expect to eliminate all parking from streets and have people excited to come downtown. It doesn't work that way.

DO NOT REMOVE THE STREET PARKING PLEASE! Also, it's super confusing to have 2 opposing one ways; I think that is a really bad idea. This is an area where a lot of tourists drive, and I see so many cars driving the wrong direction, which is so unsafe, but I don't blame them because there are SO many one way streets. Suggesting that we add a one way street that suddenly changes to the opposing direction is so confusing! Why not just keep the lower section a 2 way? The sidewalks are big enough already for that street as it doesn't get a lot of foot traffic, but it does get a lot of car traffic from people trying to turn around and get back to the Market (because there are