

**Site concept - Option 1**



**Site concept - Option 2**

**Waterfront**  
SEATTLE

# BELL STREET

Design Feedback Summary

March 2023







## Outreach 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 March 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***

- 1,713 unique users visited the online open house between March 6 and March 19, 2023
- 312 responses to the online open house survey
- 25 people, some in-person and some via Zoom, attended the Belltown Community Council on March 8, 2023
- Over 55 people stopped by to talk about the project at the Belltown Art Walk on March 10, 2023

### ***Key feedback***

- The concept designs presented reduced the number of existing vehicle lanes from two lanes to one lane. Some were disappointed that a vehicle lane was included when they'd prefer to see no vehicles in this space at all. While over 50% of online participants stated this preference, the Belltown Community Council meeting participants did not. What we heard from local property owners and adjacent businesses during the Council meeting was a preference to include some degree of vehicle access to accommodate load/unload, general circulation, and ADA access and some expressed safety concerns with closing the street to through traffic, particularly during nighttime hours. The decision to further limit vehicles on this block is determined by many factors including public input, consultation with SDOT Traffic Engineers, review of the future circulation flow, and the needs on the block. With all these factors in mind, it was determined that the couplets on Bell St and Blanchard St would work in tandem and would be necessary with Elliott Way opening to traffic.
- Almost 50% of respondents want to see the shared designs prioritize pedestrians more, with 35.2% feeling that the balance was good and 16.9% wanting to see the space prioritize bicyclists more. Several respondents recommended a narrower travel lane for speed reduction purposes and prioritizing the space for pedestrians and bicyclists.
- A little over 60% of respondents prefer a two-way bike lane and many encouraged a continuous structural barrier to be added between the vehicle and bicycle lanes.



- Over 50% of respondents want to see a mix of both social and individual seating, and the majority of respondents would like to see more greenery and gathering spaces.
- There is a desire to make the steep incline of Bell St more accessible for users of all abilities. Some participants noted their interest in handrails or stairs to assist with the climb.
- Other suggestions included additional lighting, accommodation for dogs, interpretive signage, trash receptacles and clearer scooter options.
- Participants expressed concerns about maintenance and vandalism.



## 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 second phase in the design process included an online open house that was open March 6 through March 19, 2023, and a briefing at the Belltown Community Council on March 8, 2023. The goal was to obtain feedback on the two design options that were created based on feedback received from the community throughout the first engagement period in early 2023.

## Outreach and notifications tools

This engagement period 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 Western Ave, intersections.
- **Staffed a table** during the Belltown Artwalk on March 10 and spoke with more than 55 people.
- **Emails** were sent to key stakeholders and project neighbors to help spread awareness about this feedback opportunity.



*Waterfront Seattle outreach staff speaking to a resident about the two early design concepts for the Bell St improvements.*



- **E-newsletter was sent to 11,434 subscribers** of the Waterfront Seattle program email list.
- **Blog post** was shared on [the SDOT blog](#) about the engagement period.
- **Shared newsletter blurb** with the Belltown Community Council.
- **Social media blurbs** were posted on March 7 and 14 on the Waterfront Seattle social media accounts, including Instagram, Twitter and Facebook. Seattle's Department of Neighborhoods shared the SDOT blog on their social media platforms on March 9.



*Example of a social media post shared to inform community members of the online open house.*



## Belltown Community Council Briefing

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

Here are some key takeaways from that conversation:

- There is a desire for improved bicycling and pedestrian infrastructure that connects Belltown directly to the new Elliott Way and the waterfront promenade.
- There is a desire to make the steep incline of Bell St more accessible for users of all abilities. Some participants noted their interest in handrails or stairs to assist with the climb.
- Similar to what was mentioned in the February Belltown Community Council briefing, 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 viaduct sign bridge would be located.
- Additional amenities participants suggested included more lighting and bike racks. When asked whether they'd prioritize adding lights to the seating or to the sign bridge, the room was mostly split on which to prioritize.
- Some participants expressed concerns over the maintenance of greenery, suggesting low maintenance plantings, and vandalism on the sign bridge.

## Online Open House

The online open house was open from March 6 to March 19, 2023, and shared high-level feedback we'd received during the first phase of outreach, answers to some common questions and two early design concepts. There was a survey at the end asking for feedback on elements of each of the two early design concepts.

***The feedback the concept designs were based on from the first phase of outreach included:***

- Respondents overwhelmingly wanted this stretch of Bell St to prioritize pedestrians and bicyclists 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. In particular, providing bikes, pedestrians and vehicles their own, separate, paths was noted as being very important.

- There was a desire to create a safe, clean and enjoyable space for people to gather and linger. There were also concerns about creating a space that would welcome unwanted activities and that would be difficult to maintain.
- The community wanted there to be a welcoming, accessible 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.
- There were some concerns about the scope desired not being able to fit within the allotted budget for this project. Note that the total project budget, including design, permitting, and construction is \$3.3 million.

[See full outreach summary on the website.](#)

### **Common questions**

In the online open house, we also provided answers to some of the common questions we'd received during the first phase of outreach.

*Why is the one-way traffic being routed toward each other on Bell St?*

- There was a reconfiguration of the street grid to accommodate the new Elliott Way, which will be a two-way road that connects into the one-way Western Ave and one-way Elliott Ave. This change also corresponds to the existing configuration of Battery Street (where one-way traffic is being routed away from Western Ave) to accommodate circulation around each of the two blocks. The proposed circulation provides for counter-clockwise circulation around each of the two blocks.
- An important note is that there will be a signalized intersection at Western Ave and Bell St for traffic coming from the new Elliott Way to allow for safe pedestrian crossing. There will also be stop signs located at the intersection for vehicles traveling on Bell St.

*Where will the preserved viaduct sign bridge be located?*

- Its exact location is still being determined based on utility lines, sightlines and other conflicts.





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*Is there planned wayfinding that will guide people between Belltown and the waterfront?*

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- There are no current plans for wayfinding signage directing people to Belltown. That being said, we will look into it as we continue to develop the concept design for this site.

*Can we remove cars from Bell St altogether?*

- The decision to further limit vehicles on this block of Bell St is determined by many factors including public input, consultation with SDOT Traffic Engineers, review of the future circulation flow, and the needs on the block. With all these factors in mind, it was determined that the couplets on Bell St and Blanchard St would work in tandem and would be necessary with Elliott Way opening to traffic.

*What is the maintenance plan for this space?*

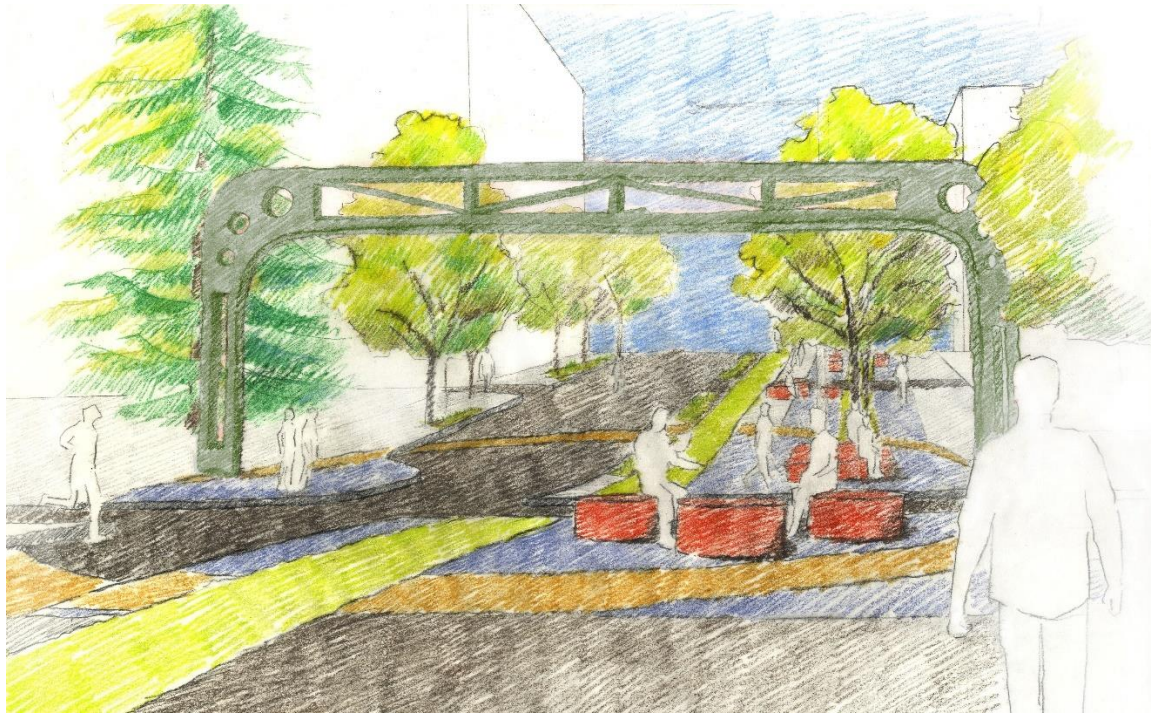
- These two blocks of Bell St will be maintained by the City, similar to other city streets.



## Early concept designs

Two early concept designs were shared based on the feedback we'd received earlier in the year.

### *Concept Option 1: Rooms*

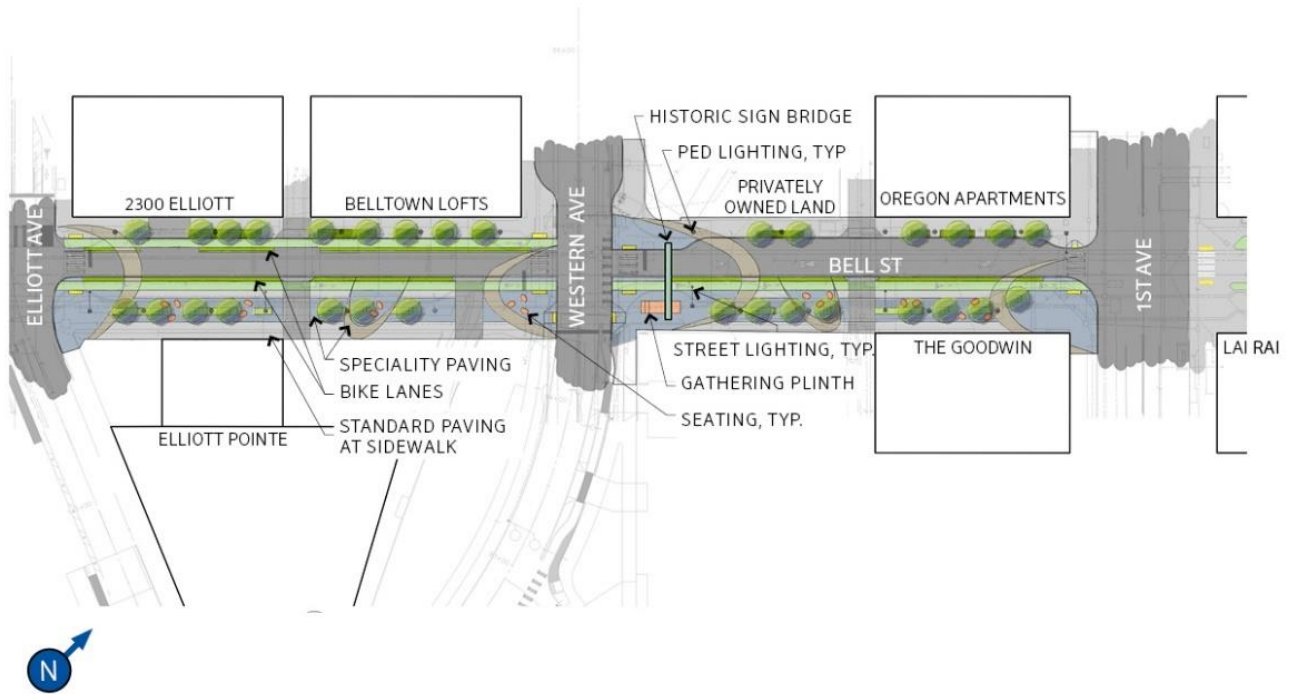


The first concept includes protected bike paths with planted buffers and wider sidewalks with more greenery. The artistic seats are arranged in a social configuration, with several seats arranged together in multiple locations along the sidewalk to support accessibility needs and to provide opportunities to rest and enjoy views of the neighborhood. This concept also includes a raised area at the intersection of Bell St and Western Ave meant for community gathering and celebration under the historic sign bridge. The sign bridge has potential for accent lighting, and the artistic seats have potential to provide accent lighting to the street. Access to existing alleys, and a loading zone between First and Western avenues, are being maintained.

Bicyclists traveling westbound would share the road with vehicles between 1st Ave and Western Ave and join the protected bike path past Western Ave, with the ability to connect to the waterfront using the Bell Harbor Pedestrian Bridge. The road between 1st Ave and Western Ave would have sharrows, a painted road marking which alerts riders and driver to this being a



shared space. Bicyclists traveling eastbound would remain on the protected bike path on the south side of the road.



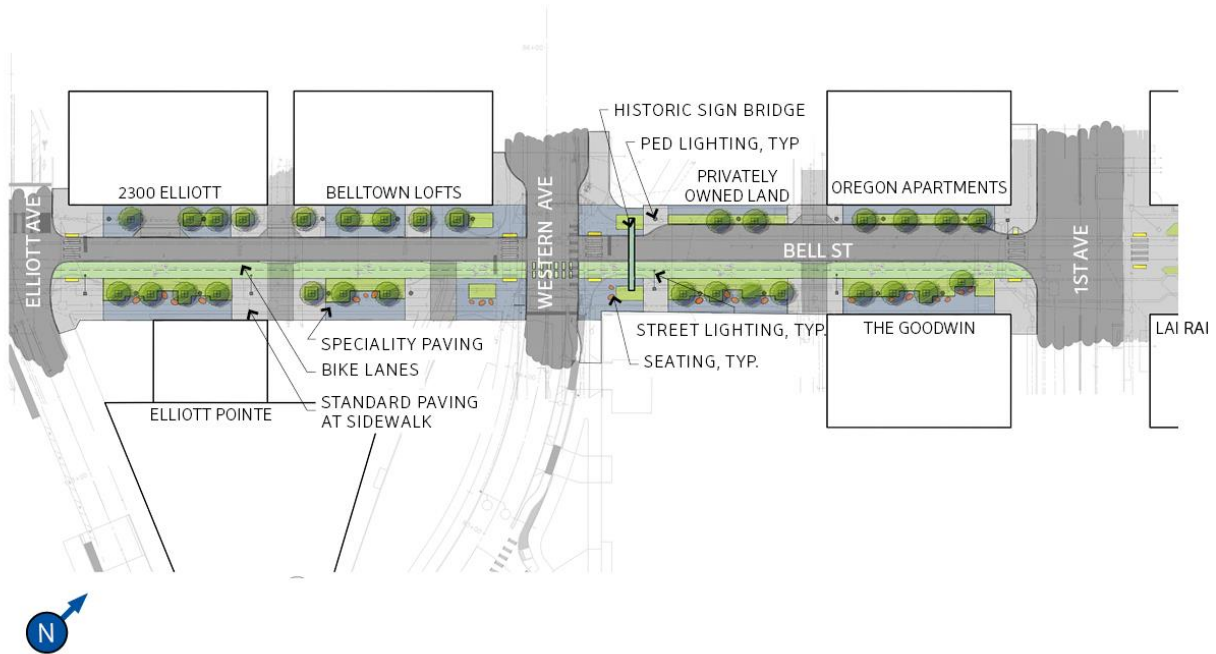


### **Concept Option 2: Garden Pockets**



The second concept includes many elements from concept 1, with the most notable distinction being a two-way bike path with a raised buffer and wider sidewalks with increased planting on the south side of the street. In this concept this base of the historic sign bridge includes planting and is less designed for community gatherings at the intersection of Bell St and Western Ave. The artistic seats would be more regularly dispersed along the sidewalk to support accessibility needs and have fewer groupings of seats for less social seating. Access to existing alleys, and a loading zone between First and Western avenues, are being maintained.



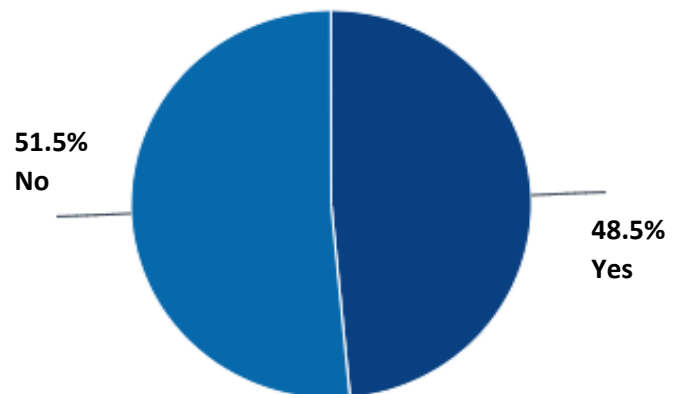


## Survey Results

See appendix for full comments.

### Do you feel like these concepts reflect your priorities?

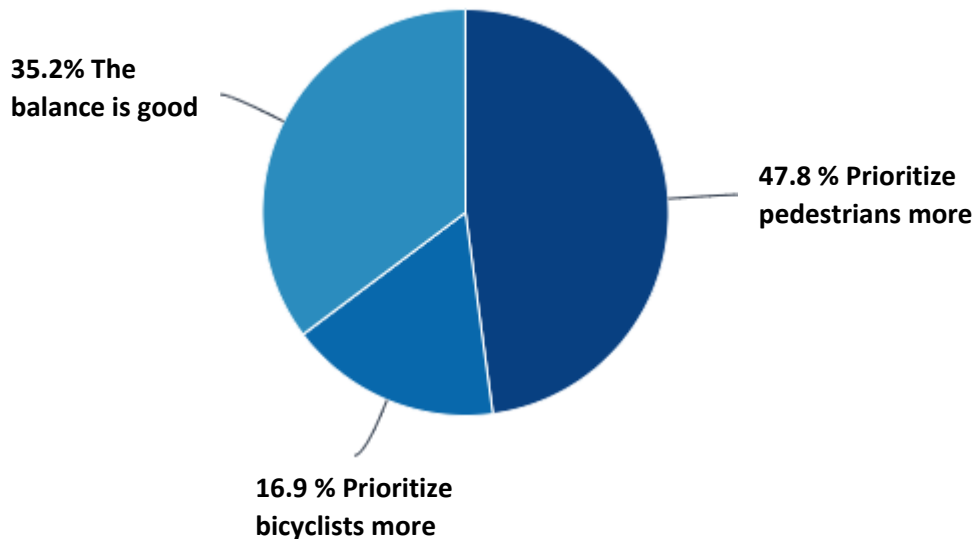
51.5% of respondents did not feel like their priorities were reflected in the early design concepts and 48.5% did. Those who did not commented later that it was because there remained a vehicle lane when they'd prefer to see no vehicles in this space at all.



### Would you like to see the concept prioritize more space for bicyclists or pedestrians?

Almost 50% of respondents wanted to see the design prioritize pedestrians more, with 35.2% feeling that the balance was good and 16.9% wanting to see the space prioritize bicyclists more.

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



**Help us prioritize which elements to move forward with in the next concept design. What elements from each of these concepts are you drawn to?**

### **Seating**

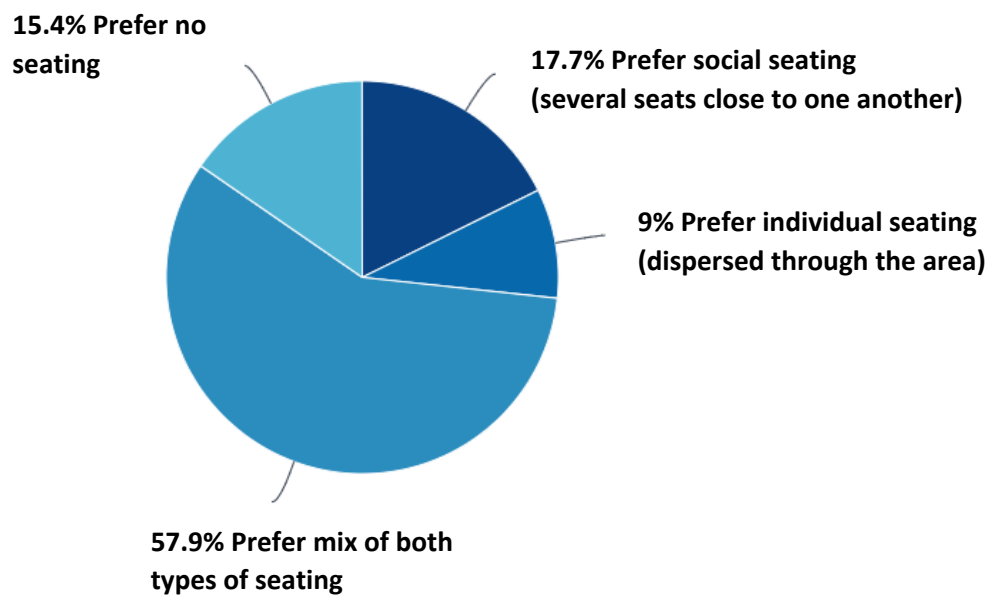
Our team wanted to show two different options to gauge preferences from the community, including more social seating where seats are clumped closer together and individual less frequent, dispersed seating. Over 50% of respondents wanted to see a mix of both, with 17.7% preferring social seating, 15.4% preferring no seating at all and 9% preferring individual seating.

There are concerns from residents that seating will attract undesired activities to this area.

Some additional comments:

- “Outdoor seating is rarely dry, clean or comfortable enough to use.”
- “Handrails are more important than seating.”
- “I don't see many people wanting to linger in this area with all the seating unless there is a reason. Especially since Western is a busy street without much retail or food/drink at Bell, and because the waterfront / Pike place areas are so much more inviting.”

- “I’m doubtful anyone is going to hang out here, so social seating seems pointless, but maybe if you up the greenery!”
- “My biggest concern is that while providing opportunity to sit, rest and socialize, we be vigilant in finding a way to discourage untoward behaviors that discourage people from enjoying the space. Lighting and design that discourages vagrancy.”



## Greenery

The vast majority of respondents wanted to see more, rather than less, greenery in this space. Someone also suggested adding edible plants, such as blueberry bushes or dwarf plums to the space. Others recommended avoiding impermeable surfaces and ensuring that stormwater treatment was incorporated into the design.

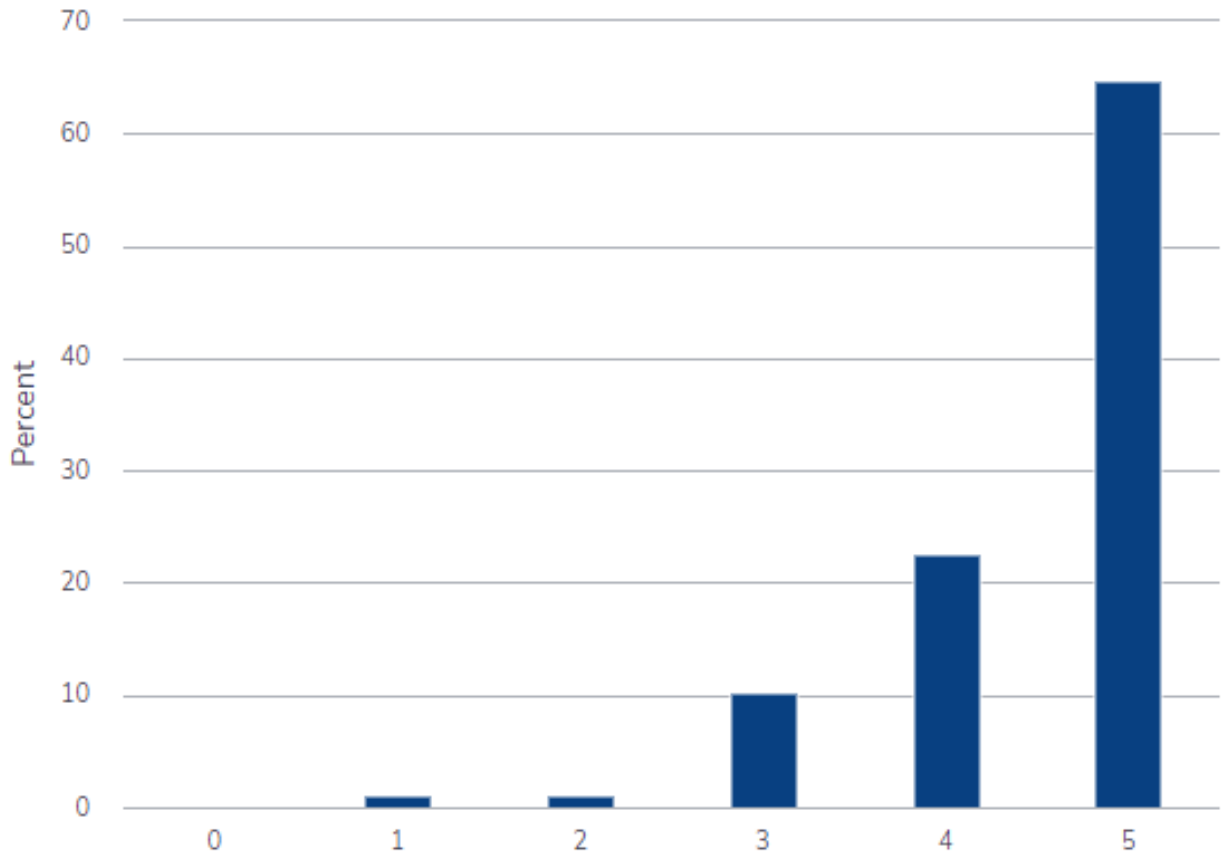
Some additional comments:

- “Increased greenery would create a lush entrance to the new waterfront promenade.”
- “Every bit of green space needs to be restored in the waterfront plan - water retention; no more paved surfaces, birds, fish, shore animals,”





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



Survey participants could pick from 1-5 regarding the amount of greenery they'd like to see in this space, with 0 being none and 5 being a lot.

### **Bike Lane**

In the first phase of outreach, it was clear that respondents wanted bicyclists to have a dedicated path on this stretch of Bell St. Two versions were suggested in the early concept designs, including a shared bike lane with a planted buffer to separate bicyclists from the vehicle lane and a two-way bike lane. A little over 60% of respondents preferred the two-way bike lane.

Several respondents strongly recommended avoiding sharrows and many encouraged continual and structural buffers between the bicycle and vehicle lanes in the two-way bike lane option.

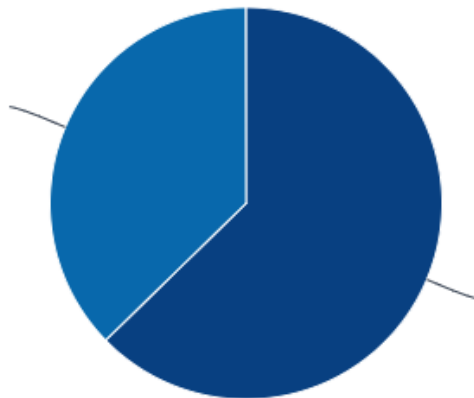


One comment specified that planted buffers did not feel like an adequate separation to the vehicle lane.

Some additional comments:

- “The bike lanes must be contiguous (no gaps that drop people into the street) and buffered with concrete / planters / bollards.”
- “I much prefer the two-way cycle track, this at least provides the option for two people or an adult and child to ride side by side under certain circumstances. This is the social aspect of biking that is heavily restricted on almost all roadways in Seattle for cyclists!”
- “Bike lane should be wide enough to allow for fast down-hill traffic to comfortable pass bikes going uphill.”
- “The two-way bicycle lane should be doubled in size. The allocation of space for bicycles compared to vehicles is egregiously contrived with an importance on cars based on space/speed alone.”
- “I would propose a more radical Concept Option: closing Bell St between Western and 1st Aves to cars and replacing the asphalt with an easier-to-climb, meandering bike path, like the plan for Pine St between Pike Pl and 1st Ave. Belltown deserves its own Lombard St, but one not sullied by cars.”
- “Make biking so fun and safe my Dad can take his grandkids around by ebikes”
- “I'd prefer to make Bell Street a true "bicycle boulevard" where people on bicycles take priority over people in cars.”
- “I would like grade separation between sidewalk and bike lane.”
- “If you add speed bumps, please leave cut-outs for bikes.”

**37.3% Prefer a shared bike lane with planted buffer to separate from vehicle lane**



**62.7% Prefer a two-way bike lane**

### Space for gathering

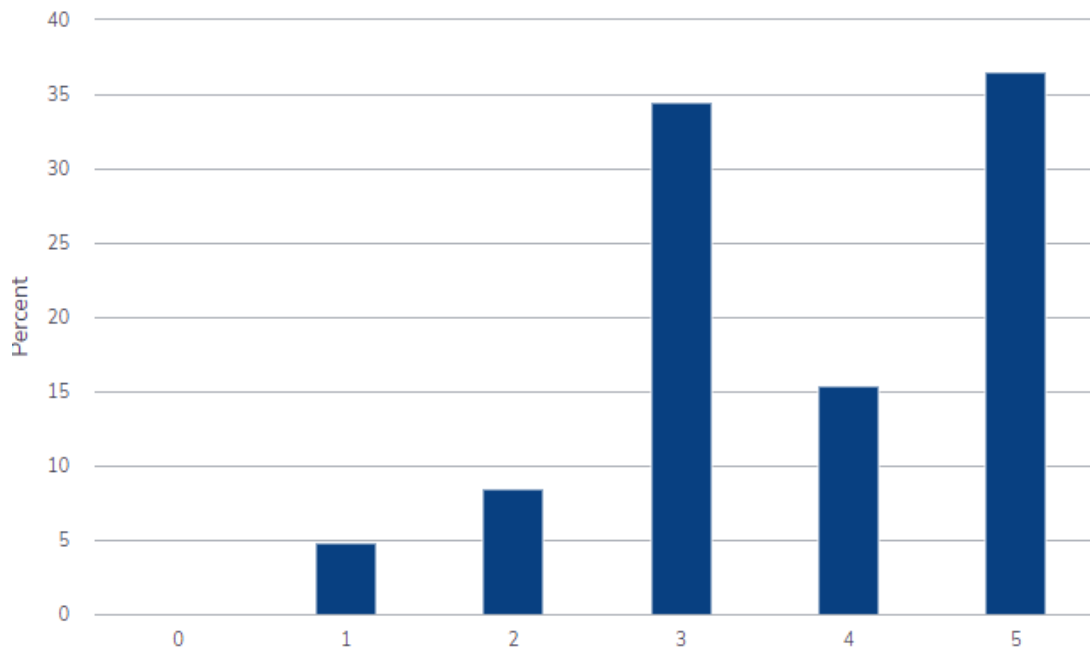
In the previous outreach phase, the community mentioned wanting a vibrant public space that had places for people to gather and linger. The two early design concepts addressed social



gathering differently, with one including a plinth at the intersection of Bell St and Western Ave, and the other avoiding gathering spaces altogether and focusing on individual and dispersed seating instead. In this survey, respondents tended to lean towards wanting a community gathering space, but not all agreed.

Some additional comments:

- “There should be space to park e.g. a food truck or to setup a small busker stage or other elements to foster activation of the space.
- “This should be a nice place to walk or bike through, not linger.”
- “Minimize open space except at the actual intersection of Bell and Western which holds the view.”



Survey participants could pick from 1-5 regarding the amount of open gathering space they'd like to see in this space, with 0 being none and 5 being a lot.

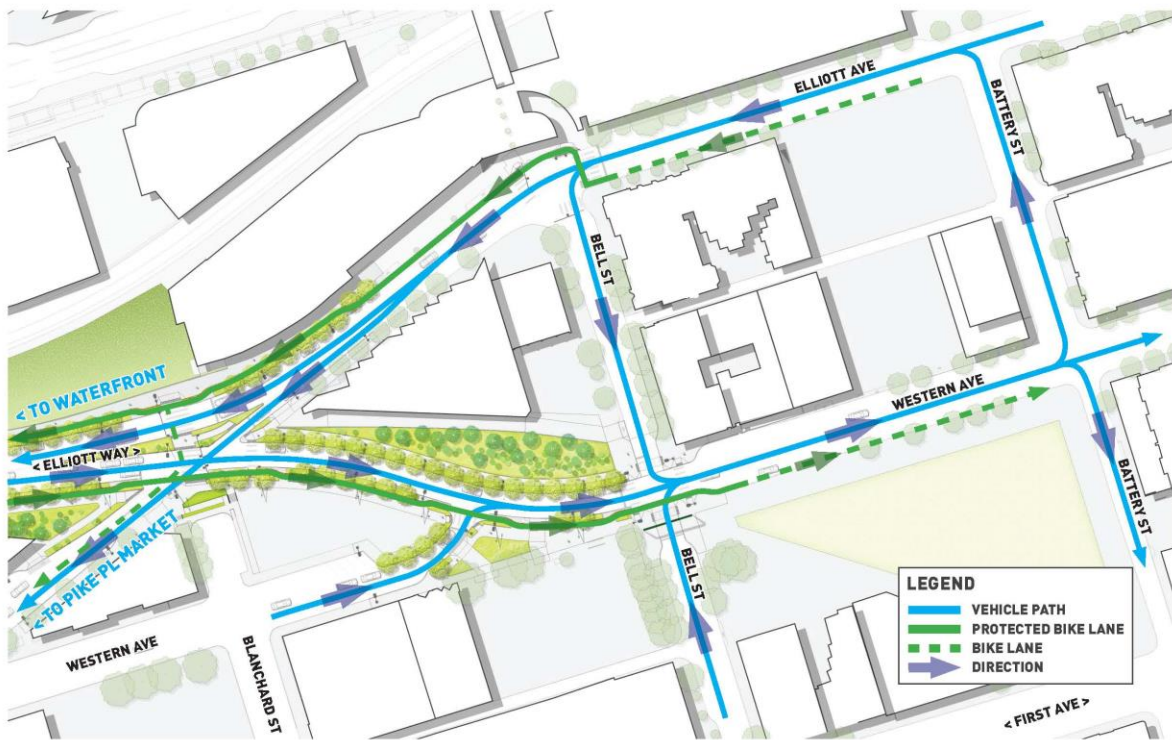
### Is there anything missing from these concepts?

***Some respondents stated that because the road was not fully closed to vehicles, they did not feel that their priorities had been incorporated.***

The concept designs presented reduced the number of existing vehicle lanes from two lanes to one lane. Some were disappointed that a vehicle lane was included when they'd prefer to see no vehicles in this space at all. The decision to further limit vehicles on this block is determined by many factors including public input, consultation with SDOT Traffic Engineers, review of the



future circulation flow, and the needs on the block. With all these factors in mind, it was determined that the couplets on Bell St and Blanchard St would work in tandem and would be necessary with Elliott Way opening to traffic.



*Bell St, between 1st Ave and Elliott Ave, will become a one-way road, eastbound between Elliott Ave and Western Ave, and westbound between Western Ave and 1st Ave.*

**Several respondents recommended a narrower travel lane for speed reduction purposes and prioritizing the space for pedestrians and bicyclists.** The width of the remaining vehicle lane is 12 feet to meet minimum required design standards.

Some additional comments regarding the space for vehicles:

- “Consider removal of loading zone between 1st and Western to allow additional landscaping. If loading zone is required, consider designing it like a plaza so that it can be closed off during nights/weekends to accommodate art walks or other events.”
- “If car access has to be maintained the lane must be narrow (10') to ensure slower speeds (design for 20mph or lower). If it stays at 14' you are going to see people constantly driving above the speed limit.”
- “There must be a way to maintain local access for residents and business owners while significantly reducing the number of vehicles that travel through Bell Street.”



- “If I get on the bus, I don't get to hop off at whatever intersection I want. If you're driving, plan your route and figure it out.”
- “If we want people to hang out and enjoy the space the street should be slow, low volume (in number of cars and vehicle noise), and all curb uses should be active (delivery, food trucks, etc) and not passive (parking).”

***Several respondents did not want to see the viaduct sign integrated into this space. Others, including at the Belltown Community Council briefing, are excited to see the viaduct sign bridge brought back and would like to see a sign be added on the sign bridge that welcomes people to the Belltown neighborhood.***

Some additional comments regarding the viaduct sign bridge:

- “Ditch the historic sign, it's a scar. Don't waste money on it. Prioritize the budget for safety first, creating a great place second, and moving vehicles third.”
- “I do not think the sign bridge is attractive and would rather see colorful murals adorn the 2 blocks. This would be much more of a lure for peds to visit Belltown area and a mural walk could be instituted.”
- “I have never, in my life, noticed the "historic sign bridge" but I also don't understand why the sign bridge is a monument worth preserving. It's fine, I guess.”
- “Can we add "Belltown" to the sign bridge, and make it visible from the market?”

**Many mentioned wanting additional lighting to be included in the design.**

- “The sign bridge needs lite as well as the entire pedestrian experience.”
- “The lighting in the rendering is wayyyyy too tall to be useful for pedestrians. These look like highway scale lights. Please add pedestrian-scale lighting so this is a safe place to be at night.”
- “I would also encourage generous lighting to provide safety to residents and tourists alike.”

***Several stated that they were excited with the proposed improvements, and some had some additional suggestions or thoughts for the space, such as adding a playground, accommodation for dogs, interpretive signage, trash receptacles, handrails and clearer scooter options.*** These details have yet to be looked into further as we are in the preliminary design phase.

Some additional comments:

- “Prioritize quiet spaces. We don't need more "active space" in that part of the city. We need more places for quiet and rest.”
- “Avoid hostile architecture!”
- “Will the new sidewalks have a surface treatment of any kind? I don't know the right term for it, but at least one sloped street between 1st and Western (Lenora?) has bumps on the sidewalk.”
- “Please add bike racks. I don't own a car, and I use my bike to go shopping.”
- “A spectacular art element”
- “Looks like too much impervious pavement.”

## Appendix: Full survey results

### Is there anything missing from these concepts?

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

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

Road for cars

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

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

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

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

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

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

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

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

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

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

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

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

You didn't close the street to cars??

Ban cars

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

No, they look great!

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

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

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

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

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

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



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

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

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

Eliminate the vehicle lane(s) and parking.

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

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

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

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

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

A playground

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

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

Get rid of the road!

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**TOO MANY CARS**

Can you take the road for cars out entirely?

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

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

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

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

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

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

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

Lighting

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

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

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

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

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

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

accommodations for dogs

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

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

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

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

Less space for cars is always good

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

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

Lots of lighting to deter criminal activities.

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

spectacular art element

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

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

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

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

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

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

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

Bollards

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

No, I am very excited about your plans!!

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

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

Restrict private vehicle access

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

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

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

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

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

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



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

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

Lots and lots of lighting

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

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

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

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

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

Remove the road

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

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

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

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

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

Make battery Street two way

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

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

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

Clearer scooter options - keep scooters separate from pedestrians.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Remove the street for cars.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Two-lane bike lane and the planted barrier??

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

Bollards blocking vehicle traffic on Bell street.

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

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

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

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

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

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

No car access would be good for bike and pedestrian safety

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

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

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

the streets are too wide. it encourages speeding

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

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

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

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

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

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

Cherry trees

I think we should go car free on this road.

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