

	DRAFT BIG IDEA	BIG IDEA "INGREDIENTS"	AG INPUTS (BY MEETING)
1	<b>Overcome the Barriers Caused by Multi-lane Streets and Freeways</b>	<ul style="list-style-type: none"> <li>* Stitch gaps across major streets and highways (e.g. Mercer, Boren, Denny Way, Jackson, Yesler, I-5, BNSF)</li> <li>* Use elevated and below grade facilities that offer seamless connections</li> <li>* Create intuitive, unobstructed pathways that match desire lines</li> <li>* Improve I-5 crossings and edges improved with actions such as: a Melrose Promenade, improved pedestrian crossings at all bridges, capped freeway park segments, and/or a Chinatown-International District under-freeway park</li> <li>* Lid BNSF tracks</li> <li>* Repurpose the south portal of the Battery Street Tunnel as green park or school site</li> </ul>	OCC AG #4 OCC AG #8
2	<b>Lid I-5</b>	<ul style="list-style-type: none"> <li>* Heal Seattle's freeway scar with places for people</li> <li>* Create new public land for parks, affordable housing, complete streets, and other uses within the city's most populous neighborhoods</li> </ul>	OCC AG #4 OCC AG #8
3	<b>Land the Big One: Greater Downtown Needs a Large Green Park</b>	<ul style="list-style-type: none"> <li>* Locate and build Seattle's Central Park</li> <li>* Use a large green space to knit disconnected neighborhoods</li> </ul>	OCC AG #8
4	<b>Create a Network of Pedestrian First Streets and Pathways</b>	<ul style="list-style-type: none"> <li>* Greater Downtown is all about walking, with wide sidewalks that are made for strolling</li> <li>* Create intuitive, unobstructed pathways that match desire lines</li> <li>* Hub area and street design focuses on the experience of pedestrians arriving by transit (light rail or bus)</li> <li>* Walking is the new mobility (policies for emerging mobility consider pedestrian experience first)</li> <li>* Pedestrians, people movement, and their safety have primacy in our transportation network</li> <li>* Pedestrians feel valued through design and management</li> </ul>	OCC AG #8 IGD AG #1 (July)
5	<b>Make It for Kids</b>	<ul style="list-style-type: none"> <li>* Increase the number, quality and diversity of playgrounds, fountains and active kid-spaces</li> <li>* Parents feel confident sending their children out to play on their own</li> <li>* Youth have independence and places to freely engage in sport, nature, socialize</li> <li>* Make youth traveling independently a measure of successful streets</li> <li>* Every kid can walk to a park or place to play</li> <li>* Kids programming attracts attendance from all generations</li> <li>* Develop public schools</li> <li>* Adopt Guiding Principles from UNICEF Child Friendly Cities Initiative</li> </ul>	OCC AG #10 IGD AG #1
6	<b>Design by Culture: Diversity, Inclusion, and Participatory Democracy Guide Public Space Planning, Design, and Programming</b>	<ul style="list-style-type: none"> <li>* Respect human rights through creativity, access to cultural heritage, and diversity</li> <li>* Embrace and reflect cultural heritage in new development and design as streetscapes, parks, buildings, and civic facilities are built or restored</li> <li>* Use public spaces to allow people of different races and cultures to "own" it and propel their identity and local knowledge into the future</li> <li>* Use public facilities as opportunities for people to learn about their neighbors and their cultural backgrounds</li> <li>* Reflect culture in planning and design so citizens feel they belong to the city/their neighborhood</li> </ul>	OCC AG #3 OCC AG #4 IGD AG #2
7	<b>Retain &amp; Celebrate Authentic Seattle</b>	<ul style="list-style-type: none"> <li>* Maintain and expand neighborhood identity and character (streetscapes, parks, buildings)</li> <li>* Create many local cultural focus and facility</li> <li>* Re-energize downtown's soul and spirit</li> <li>* "True authenticity comes from people living in the city, not above it"</li> </ul>	OCC AG #3 IGD AG #1
8	<b>Enhance the Entire Transit Experience</b>	<ul style="list-style-type: none"> <li>* Transit arrival is the primary way to get to Greater Downtown</li> <li>* Transit streets are high quality pedestrian streets</li> <li>* Streetcar routes and 3rd Avenue closed to private motor vehicles</li> <li>* Provide safe, convenient, accessible connections</li> </ul>	IGD AG #1
9	<b>Make all Water Edges for Everyone</b>	<ul style="list-style-type: none"> <li>* Create navigable, direct connections to the water from each neighborhood</li> <li>* New recreation opportunities on the water (playgrounds, piers, beaches)</li> <li>* Prohibit parking on piers or near the waterfront</li> <li>* Develop linear parks along the water front for continuous access</li> <li>* Require public, people-oriented places on and along the water</li> <li>* Second phase of Union Street hillclimb assist between Western and First</li> <li>* Vine Street pedestrian bridge over BNSF tracks (addresses gap between Bell and Broad)</li> <li>* Improve University Street as a key east-west connection between neighborhoods and Waterfront</li> <li>* Give bikes a place along the water (i.e., 2-way Alaskan Way protected bike lane extension from Pine to Broad Street)</li> </ul>	IGD AG #1
10	<b>Get People on the Water: Use Lake and Bay as Open Space</b>	<ul style="list-style-type: none"> <li>* Create a recreation barge on water</li> <li>* Provide more access to Lake and Bay for swimming, kayaking, pedal boats, etc.</li> <li>* Use water transport as a way to experience the city (think False Creek Ferries, Vancouver)</li> <li>* Be creative about over-water uses: parks, urban farms, swimming pools, civic buildings...</li> <li>* Develop a Pier 48 public space – potential for one or more of the following: beach, park, finger pier, passenger ferry dock, tribal interpretive center or other activating use</li> </ul>	
11	<b>Welcome Everyone: Bring the Excluded into Greater Downtown</b>	<ul style="list-style-type: none"> <li>* Diversity of space types, uses, and amenities (barbeques, picnic areas, games, sports courts)</li> <li>* Include water features, play areas, and places for kids</li> <li>* Activate with cultural events and festivals</li> <li>* Design public spaces to reflect cultural features of those who don't feel welcome today</li> </ul>	OCC AG #3 IGD AG #1
12	<b>Create an Integrated, People-First Hub: Place of Welcome, Neighborhood Knitting (Chinatown/International District, Stadium District, Pioneer Square)</b>	<ul style="list-style-type: none"> <li>* Create an outstanding place of arrival and transfers at a major transit hub</li> <li>* Develop King Street Festival Street with a signature tie across 4th Ave</li> <li>* True intermodal convenience/transfers at CID/King Street Station to leverage investment in light rail</li> <li>* Link neighborhoods separated by tracks and streets - i.e., lid BNSF tracks</li> <li>* Pedestrian connection from C/ID to King Street/Stadiums without crossing a street at grade</li> <li>* Activate Union Station as a community hub/market</li> </ul>	OCC AG #8
13	<b>Make Westlake/McGraw Square The Heart</b>	<ul style="list-style-type: none"> <li>* Development embraces a grand public square</li> <li>* The civic and cultural heart of downtown; a place every visitor goes</li> <li>* Make McGraw the model shared mobility hub</li> <li>* Air-rights and redevelopment used to acquire needed land</li> <li>* Car-free or car-lite</li> <li>* Tied to neighborhoods via pedestrian/streetcar connections on Westlake, 5th, and Stewart</li> </ul>	

14	<b>Get the Streets Right: Focus on People and Goods</b>	<ul style="list-style-type: none"> <li>* Establish metrics for mobility based upon the movement of people and goods</li> <li>* Establish a hierarchy for modal priority street by street</li> <li>* Ensure efficient goods movement on arterials prioritized for larger vehicles (bus/trucks/emergency vehicles)</li> <li>* Use data and technology to increase efficiency of movement (in support of our values)</li> </ul>	OCC AG #4
15	<b>Give People a Break From Cars</b>	<ul style="list-style-type: none"> <li>* Identify opportunities for, design, and open car-free zones and/or streets</li> <li>* Close streets and activate for pedestrians on evenings and weekends</li> <li>* Pedestrian Superblocks where vehicles are permitted to flow around the edges of mini-neighborhoods</li> <li>* Slow vehicle traffic in/around local businesses, schools, or parks at a speed of 10MPH or less</li> <li>* Removing cars from streets can help improve everyone's well-being.</li> <li>* No personal vehicles in the Seattle core</li> </ul>	OCC AG #4
16	<b>Go from Grey to Green: Bring Nature Back to the City</b>	<ul style="list-style-type: none"> <li>* Build/plant vertical forests and gardens</li> <li>* Use green roofs and green storm water infrastructure</li> <li>* Introduce new partnership models to create and manage green spaces and open spaces</li> <li>* Create open spaces of all sizes, form, function, and activities</li> <li>* Integrate greenery, water, or other natural elements into public spaces</li> </ul>	
17	<b>Power Greater Downtown with Clean Electric</b>	<ul style="list-style-type: none"> <li>* Make EV charging locations highly visible and accessible</li> <li>* Get to zero tailpipe emissions</li> <li>* Go car-light</li> <li>* Merge benefits of battery technology for transport, wayfinding, and public space</li> </ul>	
18	<b>Create Great Public Views</b>	<ul style="list-style-type: none"> <li>* Topography makes Seattle; use it for everyone</li> <li>* Provide the public access to water and mountain views in every neighborhood</li> <li>* Encourage developers to provide public view spaces in buildings, plazas, and perches</li> </ul>	AG #4
19	<b>Public Spaces for All</b>	<ul style="list-style-type: none"> <li>* Provide public places for civic life in each unique neighborhood</li> <li>* Develop strategies to acquire and build new public spaces in neighborhood where none exists (i.e., new First Hill Park)</li> <li>* Enhance existing public spaces to truly reflect and contribute to the neighborhood's identity</li> <li>* Make Pavement to Parks projects permanent</li> <li>* Make Greater Downtown "ubiquitously sittable"</li> <li>* Prioritize quality of experience of public realm, focusing on human-centered design</li> </ul>	OCC AG #3 OCC AG #4 OCC AG #10 IGD AG #1
20	<b>Link It: Network of "Place-Based" Streets</b>	<ul style="list-style-type: none"> <li>* Develop a continuous network of open spaces &amp; high-quality pedestrian priority place-based streets</li> <li>* Make logical, legible, linear parks throughout downtown</li> <li>* Develop a "green loop"</li> </ul>	OCC AG #4
21	<b>Invite Participation and Create Places that Honor Indigenous Histories, Knowledge and Relationships with Land and Water</b>	<ul style="list-style-type: none"> <li>* Invite and express indigenous culture and presence</li> <li>* Create a visible indigenous cultural focus/facility (or more), not in just one place</li> <li>* Integrate indigenous history into public realm design</li> <li>* Use density and zoning tools to provide reparation for land theft and to redistribute wealth</li> <li>* Consider indigenous methods of land governance when setting policy</li> </ul>	OCC AG #4 IGD AG #1
22	<b>Become a True 'Emerald City'</b>	<ul style="list-style-type: none"> <li>* Use streets and the public realm to address climate, emissions, and air quality</li> <li>* Use restorative nature and opportunities to grow Seattle's green canopy and be green year-round</li> <li>* Introduce Fossil Fuel Free (FFF) zones and carbon-free streets</li> </ul>	AG #8 AG #10 IGD AG #1
23	<b>Make Private Space Work for the Public</b>	<ul style="list-style-type: none"> <li>* Create a cohesive collection of privately managed open space plans</li> <li>* Encourage through-block open spaces</li> <li>* Encourage private property courtyards that are welcoming and magnetic</li> </ul>	
24	<b>Make Walking or Rolling the Convenient First Choice</b>	<ul style="list-style-type: none"> <li>* Create 10-minute neighborhoods</li> <li>* Bring daily needs, open space and nature all within a half-mile walk for downtown residents</li> <li>* Double down on ADA accessibility, so everyone has access</li> <li>* Re-time signals to pedestrian speeds</li> </ul>	AG #4 AG #8
25	<b>Optimize the "Edges": The Places We Load and Unload Goods and People</b>	<ul style="list-style-type: none"> <li>* Plan for technology to revolutionize goods delivery and movement</li> <li>* Create flex space that can adapt as technology changes, but maintain access to buildings (where commerce happens)</li> <li>* Curb use and lane management to optimize goods delivery, drop-offs</li> <li>* Use pricing to manage lane and curb space, promote sustainable, high-occupancy travel, and generate revenue for maintain our transportation system</li> <li>* Make transportation technology work for the City, not vice versa</li> </ul>	OCC AG #8
26	<b>Reclaim the Pavement for People</b>	<ul style="list-style-type: none"> <li>* Take back the unused or underutilized pavement for people places (e.g., slip lanes, redundant streets, dead zones at grid intersections, etc.)</li> <li>* Repurpose off-street parking (structures that could become public spaces, or developed at street level activity)</li> <li>* Convert surface parking lots or top floors of parking decks for public space</li> </ul>	AG #3
27	<b>Create Joy and a Spirit of Playfulness through Biophilic Design</b>	<ul style="list-style-type: none"> <li>* People are naturally happier in nature, so bring nature to our urban neighborhoods</li> <li>* Integrate playful design in the public realm and streetscapes for every age and ability</li> <li>* Use natural features in design; replicate the beauty and bounty of the PNW in our urban spaces</li> </ul>	AG #3
28	<b>Make it Active: Places to Go, People to See</b>	<ul style="list-style-type: none"> <li>* Partner to program, manage and expand public plazas and open spaces</li> <li>* Require private developers to include public space in all developments</li> <li>* Use high quality landscaping to grow downtown's green canopy</li> <li>* Make Pavement to Parks projects permanent</li> </ul>	OCC AG #8 OCC AG #10
29	<b>Organize Street Space by Speed</b>	<ul style="list-style-type: none"> <li>* De-arterialize certain streets to have slower speeds</li> <li>* Allocate ROW according to different speed ranges and cluster different mode types into lanes</li> <li>* Slow lane (0 - 5 mph) – pedestrian, ADA device; Medium lane (5 -15 mph) – bikes, electric little vehicles, joggers; Fast lane (15 - 20 mph) - transit, vehicles</li> </ul>	OCC AG #4
30	<b>Make the Travel Experience Great</b>	<ul style="list-style-type: none"> <li>* Transit excellence, speed and reliability</li> <li>* All mobility needs are met at mobility hubs</li> <li>* Unique, enjoyable, and really great transfer experiences</li> <li>* Consistent, quality wayfinding</li> </ul>	OCC AG #8 OCC AG #10

31	<b>Make Transit and Cycling the Way (to Get to Greater Downtown) and a Great Way (to Get Around)</b>	<ul style="list-style-type: none"> <li>* Embrace our most spatially efficient modes as the primary ways to get to Greater Downtown</li> <li>* Manage street capacity to support growth, while limiting negative impacts of commuting on neighborhood life and our environment</li> <li>* Celebrate arrivals at rail stations, mobility hubs, and on transit streets</li> <li>* Create a reliable intra-downtown transit circulation system</li> <li>* Celebrate and reward the bus customer with lively, safe, and beautiful streets</li> <li>* Make the transit trip productive (Wifi, ports for charging, stable/comfortable ride, etc.)</li> <li>* Provide fare free downtown circulation (reward those that arrive by transit)</li> <li>* Develop a complete network of protected bicycle facilities</li> </ul>	OCC AG #8 OCC AG #10
32	<b>Level the Unlevel: Make it Easier for People of All Abilities to Get Around</b>	<ul style="list-style-type: none"> <li>* Use new and improved parks and public spaces to overcome access challenges posed by grades and physical barriers</li> <li>* Lead the nation in accessibility for people with disabilities (work twice as hard to overcome natural challenges)</li> <li>* Use data and technology to improve accessibility (moving sidewalks, dynamic wayfinding, trip planning, accessible for hire vehicles, etc.)</li> <li>* Ensure wayfinding and public information is universally accessible</li> <li>* Provide "Common Cabs" that move all kinds of people, including those with limited abilities</li> </ul>	OCC AG #8
33	<b>Get the Goods There: Make it Viable for Goods Delivery</b>	<ul style="list-style-type: none"> <li>* Create close proximity, easily accessible load/unload zones for businesses</li> <li>* Flex space to create load/unload zones in the morning &amp; public adopted space in the p.m.</li> <li>* Make flexible use of alleys</li> <li>* Ensure new buildings are planned to accommodate deliveries</li> <li>* Prioritize delivery during non-peak transit hours</li> <li>* Use data and technology to improve efficiency of delivery and reduce conflicts with other users</li> </ul>	OCC AG #10
33	<b>Price it "Right" (Consistent with Our Values)</b>	<ul style="list-style-type: none"> <li>* Rationalize mobility options and choices by how they support share values</li> <li>* Daylight true transportation user subsidies and organize capital and operating invest equitably</li> <li>* Ensure income is not a barrier to access or use of any public mobility service</li> <li>* Incentivize socially beneficial choices</li> <li>* Parking fee gives you access to all downtown transit</li> <li>* Provide fare free downtown circulation (reward those that arrive by transit)</li> <li>* Use mobility pricing to make access to Greater Downtown more reliable and equitable</li> </ul>	OCC AG #3 OCC AG #8