

CID唐人街/國際區進一步研究

CID Further Studies

研討會四 Workshop 4:
總結 Summary

會議資料 Meeting Materials

1/5/2023

CID 唐人街/國際區互動參與過程

CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies



Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options



Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2022

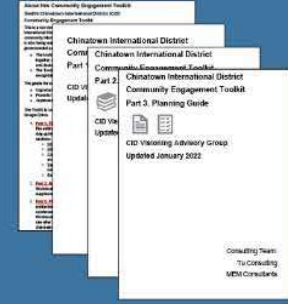
Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board



February

Sound Transit Board: Status Report



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

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今天研討會的議程

Agenda for today's workshop

5:00-5:45 PM

歡迎和摘要概述簡報

Welcome and summary snapshot presentation

5:45-6:30 PM

小組討論

Small group discussion

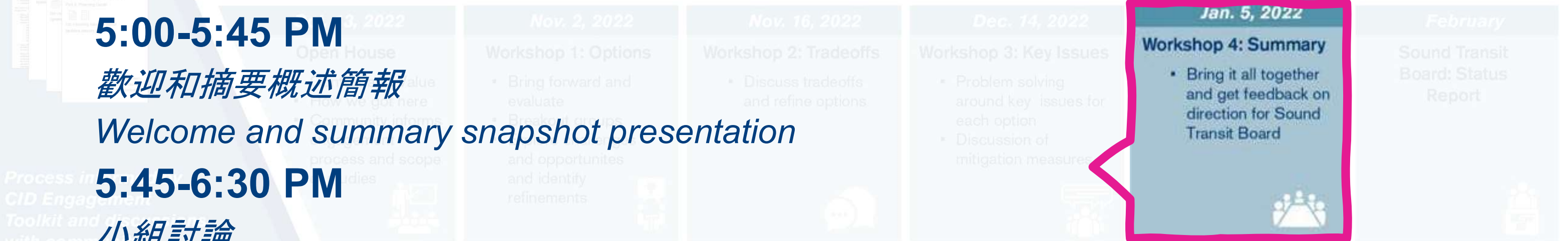
6:30-7:00 PM

報告和後續步驟

Report-out & next steps

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今天研討會的目標

Goals for today's workshop

分享進一步研究總結：

- 交通和社區連接
- 建築和交通影響
- 車站概念機遇與問題

收集您的反饋：

您對進一步的研究結果有何看法，以及研究結果如何與社區目標保持一致？

您希望我們與 Sound Transit 委員會分享什麼？

我們如何為您提供後續步驟並繼續參與？

Share summary of further studies:

- Access and connections
- Construction and traffic effects
- Station concept opportunities and issues

Gather your feedback:

- *What are your thoughts on the further study findings and how do they align with neighborhood goals?*
- *What would you like us to share with the Sound Transit Board?*
- *How can we support you with next steps and continuing to engage?*

聯合車站和廣場激活

*Union Station and plaza
activation*

聯合車站和廣場激活 *Union Station and plaza activation*

諮詢會
社區目標和價值觀

Open House
Neighborhood
goals and values



研討會一
你想看的活動

Workshop #1
Activities you
would like to see



研討會二和三
定位活動

Workshop #2 & #3
Locating activities



研討會四
工作總結

Workshop #4
Summarizing
the work

Union Station and plaza activation

社區目標和價值觀

Neighborhood goals and values

Core Values from the CID Engagement Toolkit

- What are the implications of these values for this project?
- How will it be easy or challenging to act on these values for this project?
- What should we pay attention to in order to ensure that these values and principles are activated in this project?



in the CID Engagement Toolkit

process reflect the neighborhood core values?

Community Process

Transparency and Trust

- Be clear and open about the process and decision-making.
 - Report back how input and feedback was used or informed the work.
- ## Collaboration and Shared Purpose
- Reach back to reach forward, embracing history between neighborhoods, move forward.
 - Focus on working together for the common good.
- ## Civility
- Create spaces where people are comfortable sharing opinions.
 - Listen and understand others' ideas and perspectives.
- ## Inclusion and Equity
- **Recognize and work to mitigate the impact of historic inequities**
 - Build shared understanding of the roots of inequities and systems of power.
 - Create opportunities for community healing.
 - **Infuse equity into every aspect of the work**
 - Include diverse people, voices, ideas and information and recognize different communities' equity.
 - Prioritize underrepresented people and communities, and those most impacted.
 - Offer multiple and varied opportunities for participation, including respect the needs of specific groups and/or culture.
 - Avoid overlapping "the usual suspects."
 - Do not tokenize or co-opt people.
 - **Level the playing field. Ensure people can participate meaningfully**
 - Address barriers to participation such as language, knowledge gaps, log and transportation, and timely support.
 - Invest in building community knowledge and capacity to engage meaningfully.
 - Ensure high-quality language support.
 - Value community members' time by offering compensation for participation.



聯合車站和廣場激活 Union Station and plaza activation

研討會一
你想看的活動

Workshop #1
Activities you would like to see

您會想看到聯合車站被如何被使用?
What uses would you like to see in Union Station?

鍛煉課程 Exercise classes ●●●	展覽 Exhibitions ●●●	社區活動 Community events ●●●
咖啡店/茶店 Cafe/tea shop ●●●	室內集市 Indoor market ●●●	座位區 Sitting Area ●●●
晚宴 Formal Dining ●●●	“即拿即走”的快餐 “Grab and go” dining ●●●	零售/餐車 Vending/ ●●●
演出 Performances ●●●	音樂 Music ●●●	交通訊息 Transit in ●●●



SOUNDTRANSIT

您會想如何利用這個廣場?
How would you like the plaza to be used?

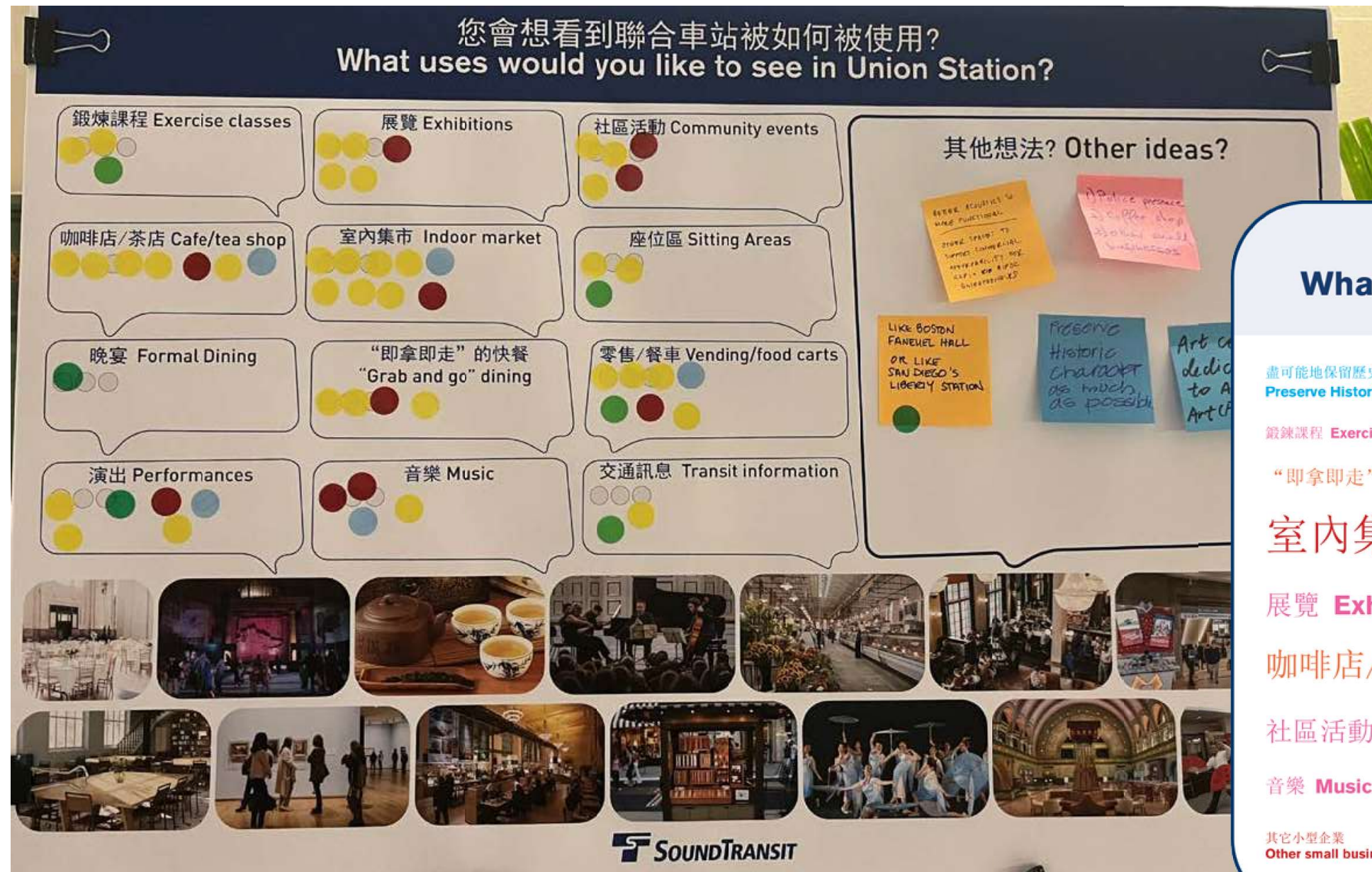
室外餐飲/食物 Outdoor dining/food ●●●	自動售貨機 Vending carts ●●●	其他想法? Other ideas?
零售空間/售貨亭 Retail spaces/kiosks ●●●	藝術或文化展覽 Art or cultural exhibitions ●●●	
社區節慶 Community celebrations ●●●	鍛煉課程 Exercise classes ●●●	
表演 Performances ●●●	室外夜市 Outdoor night market ●●●	



SOUNDTRANSIT



聯合車站的潛在用途 Union Station potential uses



您會想看到聯合車站被如何使用?
What uses would you like to see in Union Station?

盡可能地保留歷史特徵
Preserve Historic character as much as possible

鍛煉課程 Exercise classes 交通訊息 Transit information

“即拿即走”的快餐 **“Grab and go” dining**

室內集市 Indoor market

展覽 Exhibitions 座位區 Sitting areas
警務人員 Police presence

咖啡店/茶店 **Café/tea shop**

社區活動 Community events 零售/餐車 **Vending/food carts**

音樂 Music 聲學效果更好，功能更適用。支持BIPOC商店可支付的空間
Better acoustics, more functional. Other spaces to support commercial affordability for BIPOC businesses

表演 Performances

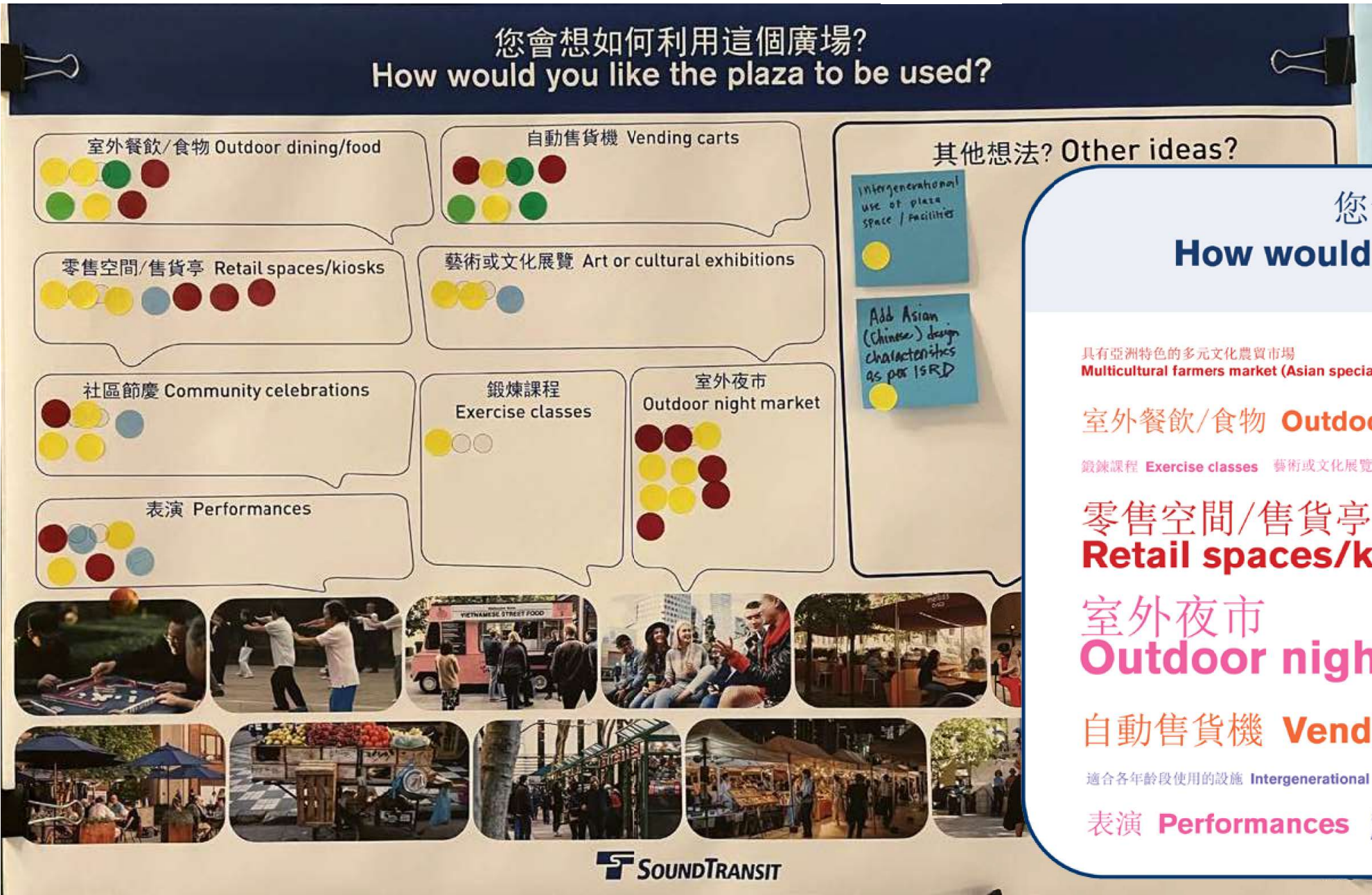
其它小型企業 Other small businesses 致力於亞洲藝術的藝術中心（電影、戲劇）
Art center dedicated to Asian arts (films, theater)

像波士頓Faneuil Hall或聖地亞哥的Liberty Station一樣
Like Boston Faneuil Hall or San Diego's Liberty Station

Online Survey Results 網絡問卷結果

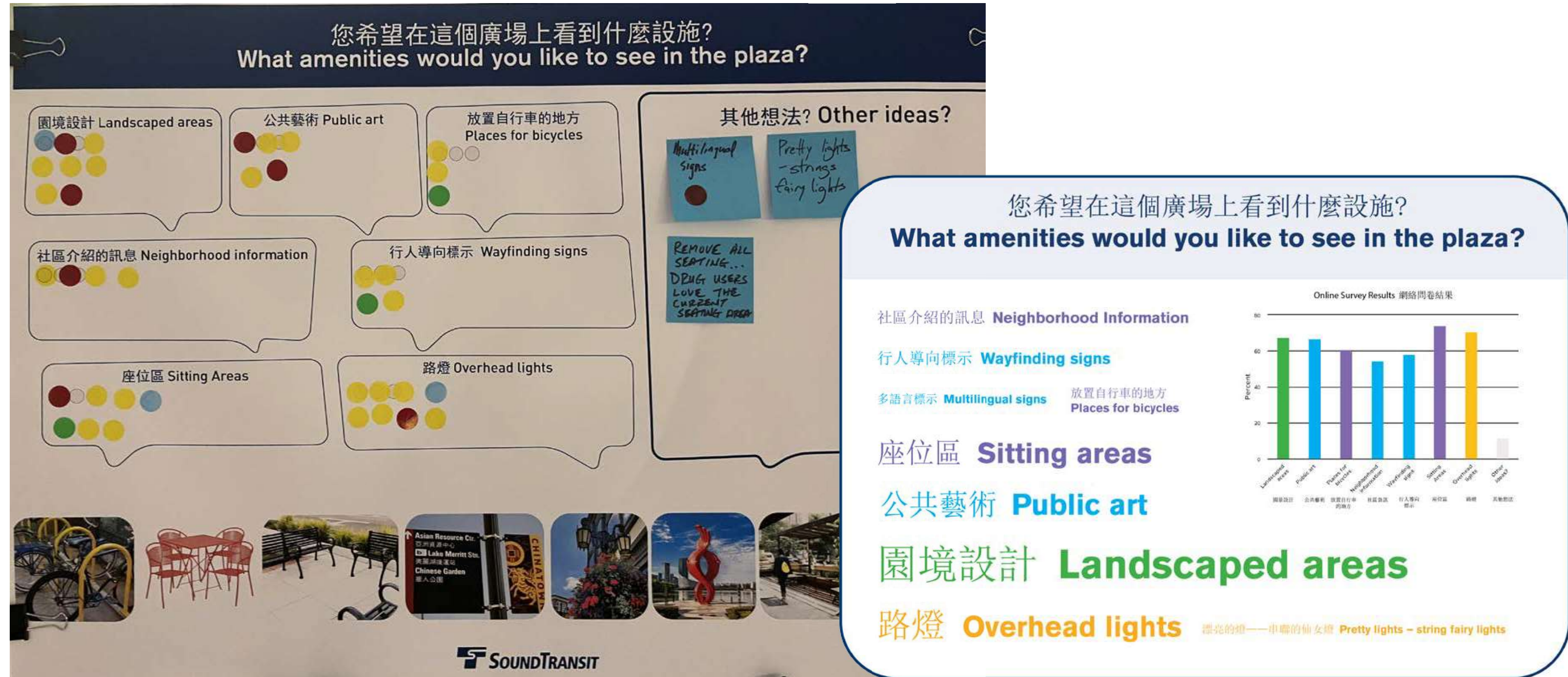
Use Category	Percent
鍛煉課程	~15%
展覽	~55%
社區活動	~55%
咖啡店/茶店	~75%
室內集市	~75%
座位區	~75%
晚宴	~25%
“即拿即走”的快餐	~60%
零售/餐車	~60%
演出	~45%
音樂	~45%
交通訊息	~65%
其他想法	~10%

廣場潛在用途 Plaza potential uses



廣場潛在便利設施

Plaza potential amenities



廣場公共安全

Plaza public safety



怎樣能讓您在廣場上感到更安全呢?
What would help you feel safer in the plaza?

在廣場上設置一個24小時有人當值的警務站
Locate a police substation in plaza that is manned 24/7

晚上入黑要多街燈
Lights at night/dark

希望有更多人來光臨這區/不只是走過的遊客
**More people visiting the area/
not just walking through to tourist**

有24小時的安全感
Safety first, 24 hours

一個熙熙攘攘的社區：人們在吃飯、社交和放鬆
A bustling community; people eating, socializing and relaxing

更多的照明、食品車和現場表演，鼓勵更多有組織的入夜後活動
**More lighting, food carts and live performances to
encourage more organized after dark activities**

安全攝像機
Security cameras

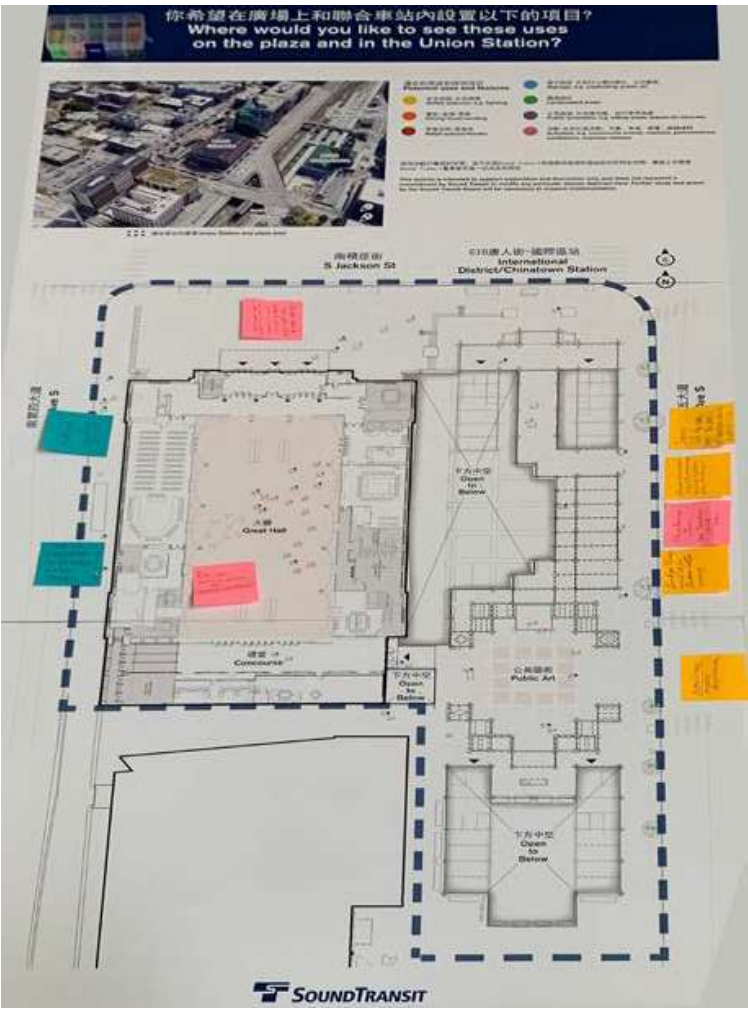
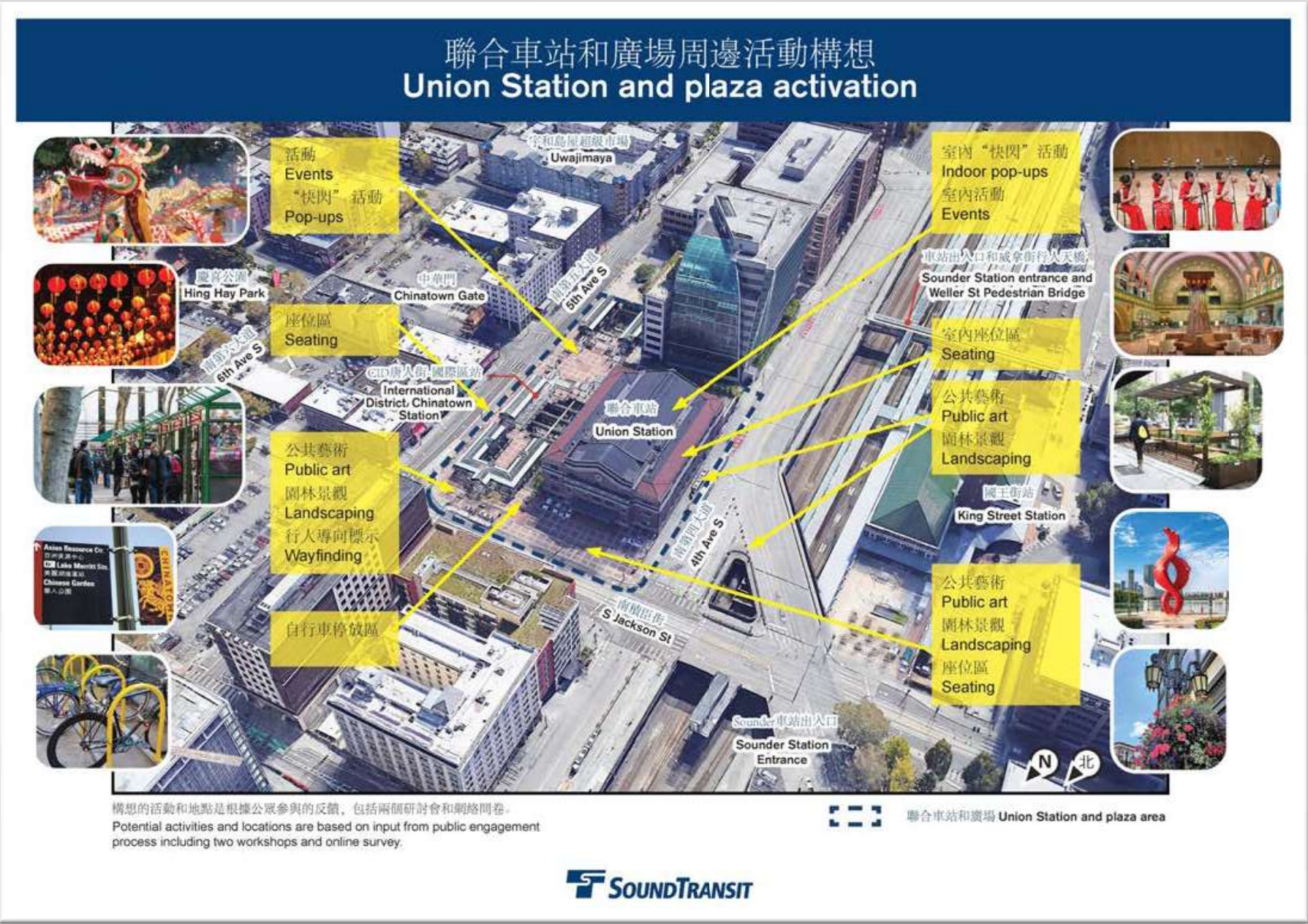
緊急電話
Emergency phones

定位活動

Locating activities

研討會二和三
定位活動

Workshop #2 & #3
Locating activities



Jackson Hub 過去的工作

Jackson Hub past work

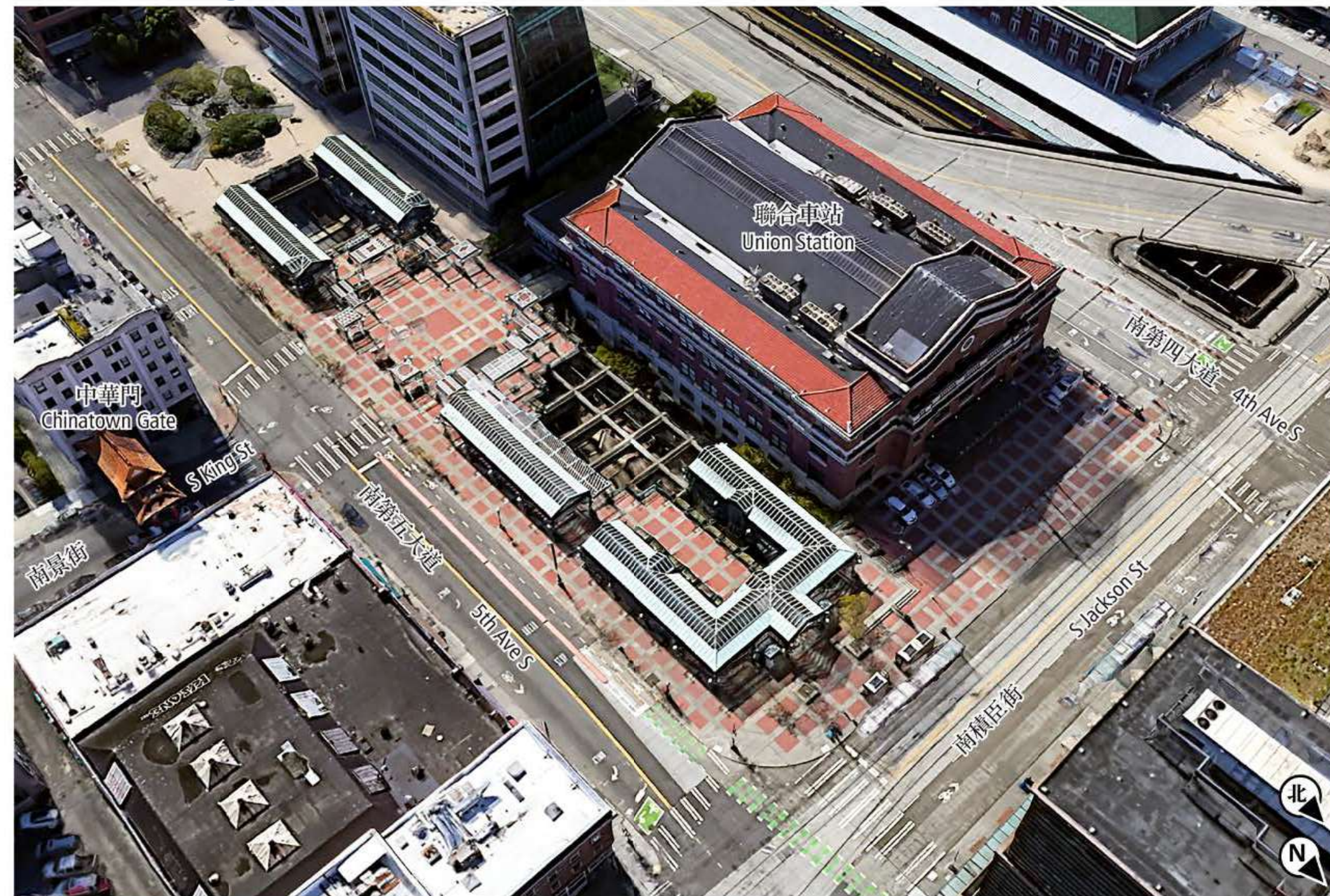


激活潛在的願景

A potential vision for activation

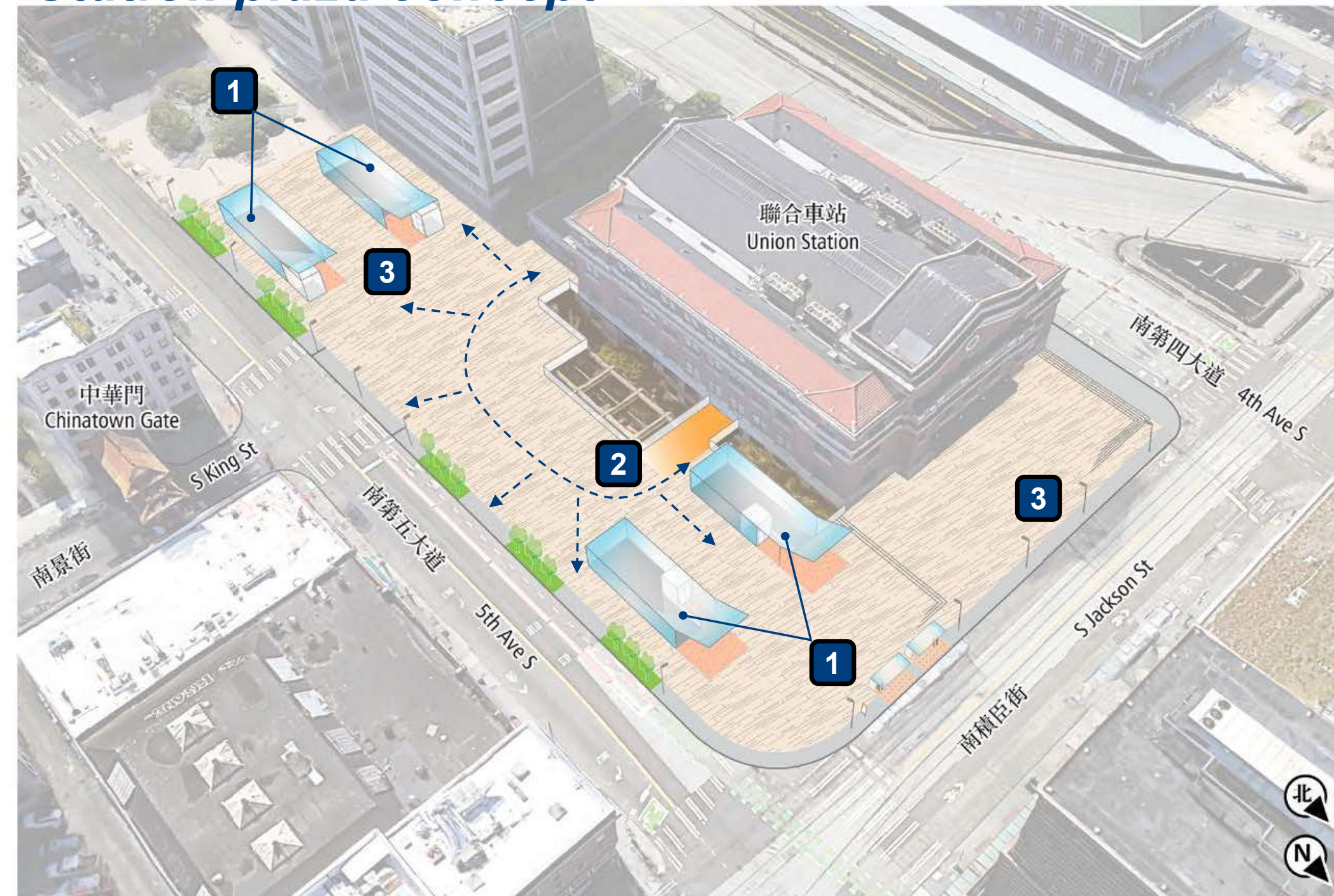


現有車站廣場 Existing Station Plaza



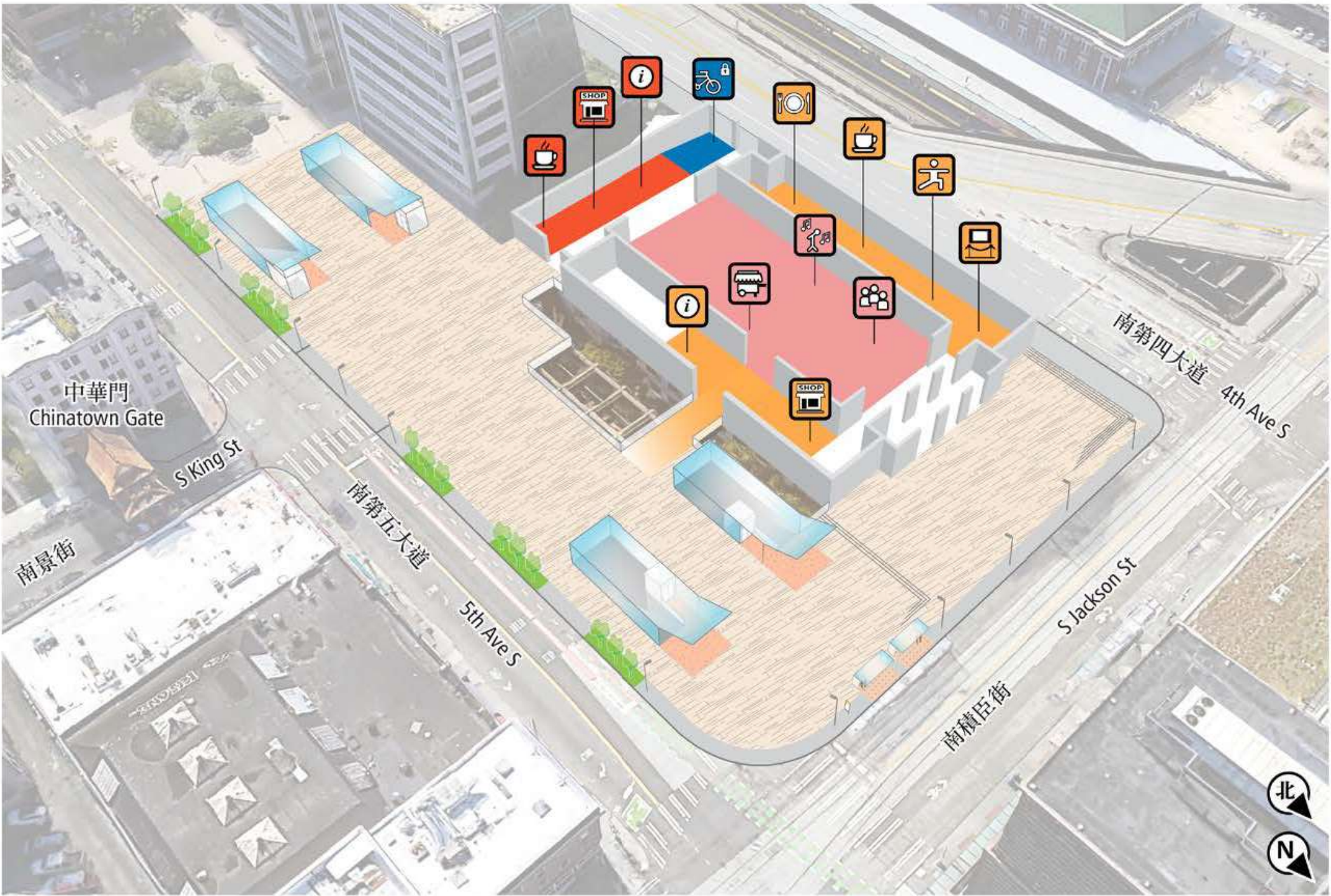
新車站廣場構思

Station plaza concept



- 1** 更換車站出入口簷篷
Replace station entry canopies
- 2** 打通廣場並連接到聯合車站建築物東面表面
Open up plaza and connect into Union Station east facade
- 3** 安裝新的統一路面和照明格式
Install new unified paving and lighting scheme

聯合車站激活 Union Station activation

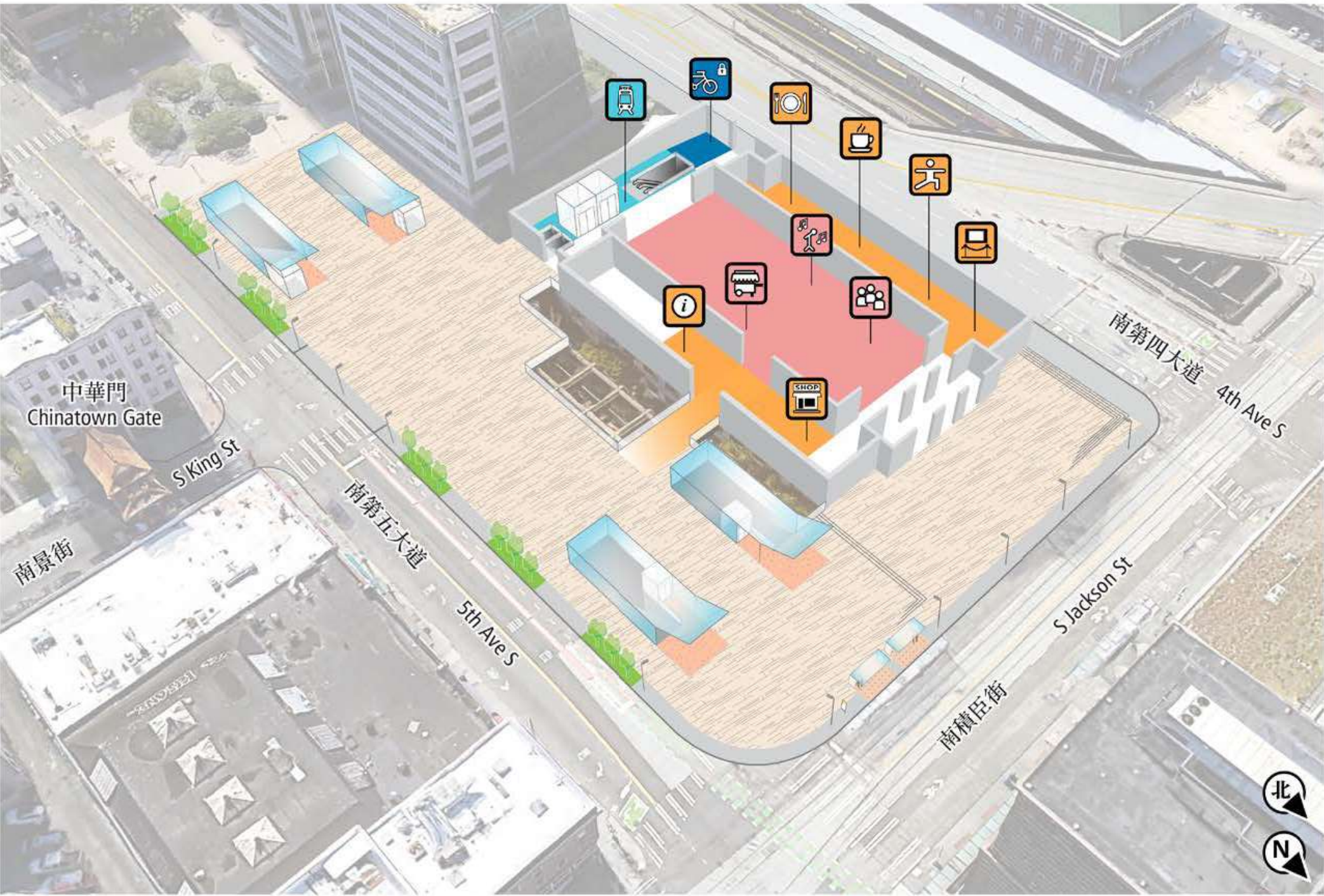


聯合車站內 Inside Union Station

社區活動 Community events	餐廳 Dining
音樂/表演 Music/performance	小食/咖啡店 Cafe
零售/餐車 Vending/food carts	活動興趣班 Classes
公共單車存放處 Public bike storage	展覽廳 Gallery
交通詢問處 Transit info	快閃活動 Pop-ups
零售處 Retail	詢問處 Kiosk
小食/咖啡店 Cafe	

聯合車站激活 – 第四大道站出入口

Union Station activation – with 4th Ave station entrance

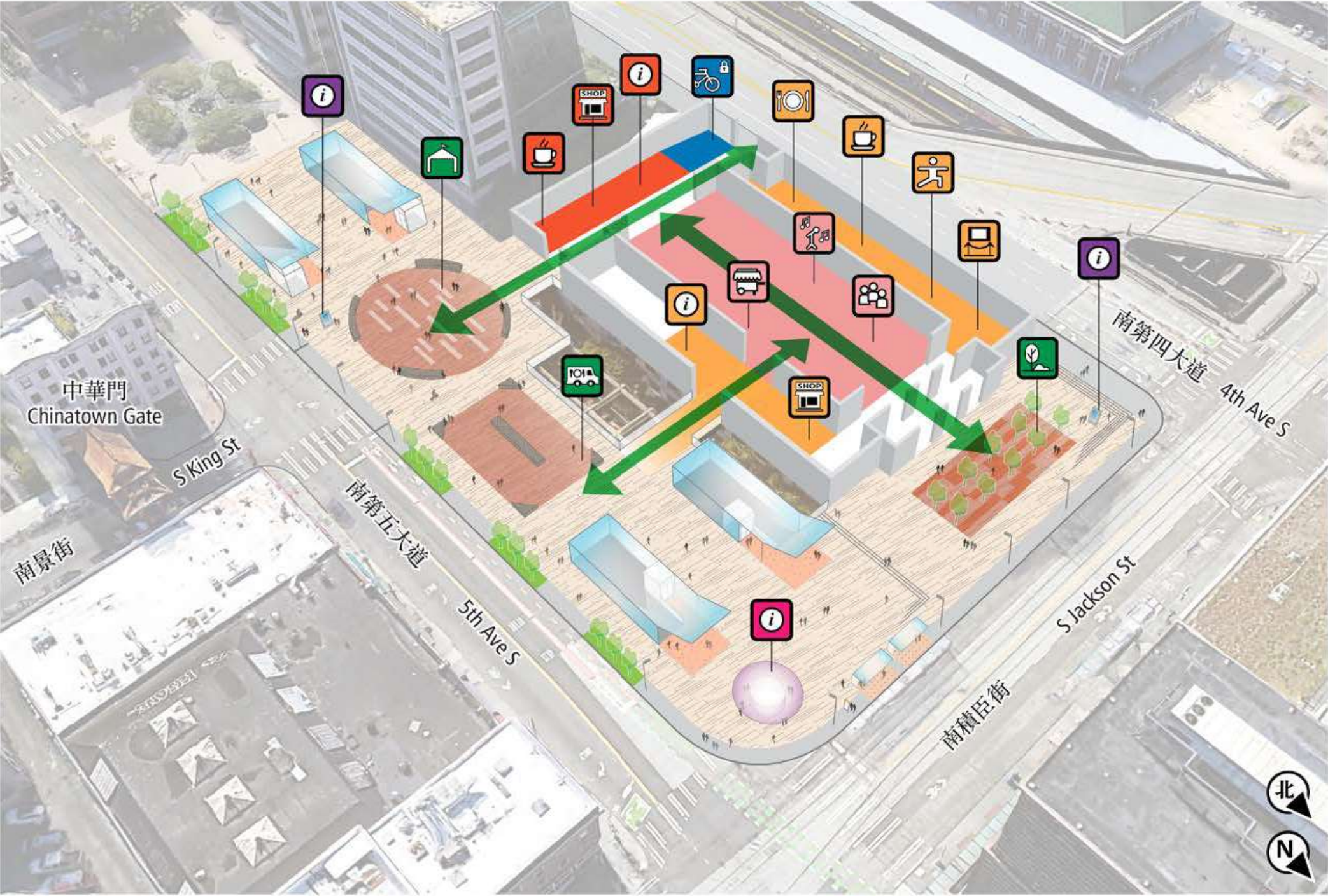


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第四大道車站出入口 4th Ave station entrance	快閃活動 Pop-ups
	詢問處 Kiosk

聯合車站和廣場的概念和用途

Union Station, plaza concept and uses



聯合車站內 Inside Union Station

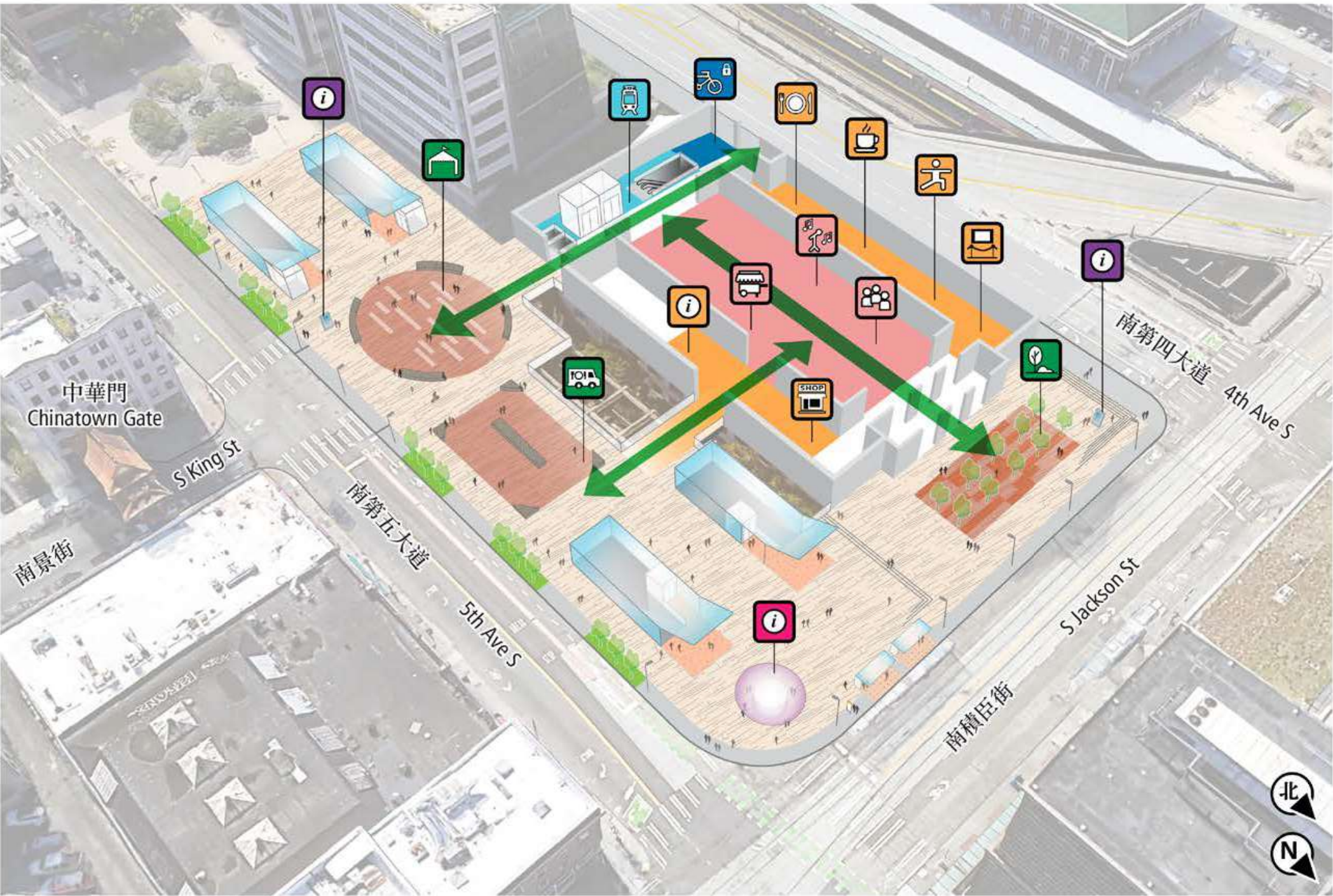
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車站廣場 Station plaza

行人導向標示 Wayfinding	季節性市場/飲食/ 座位區 Seasonal market/ food/seating
公用廣場/ 園林景觀/藝術 Open plaza/ landscape/art	室外活動/表演/ 彈性空間 Events/performance/ flexible space
詢問亭 (有當席人員) Kiosk (with staff)	

聯合車站和廣場的概念和用途 – 第四大道站出入口

Union Station, plaza concept and uses – with 4th Ave station entrance



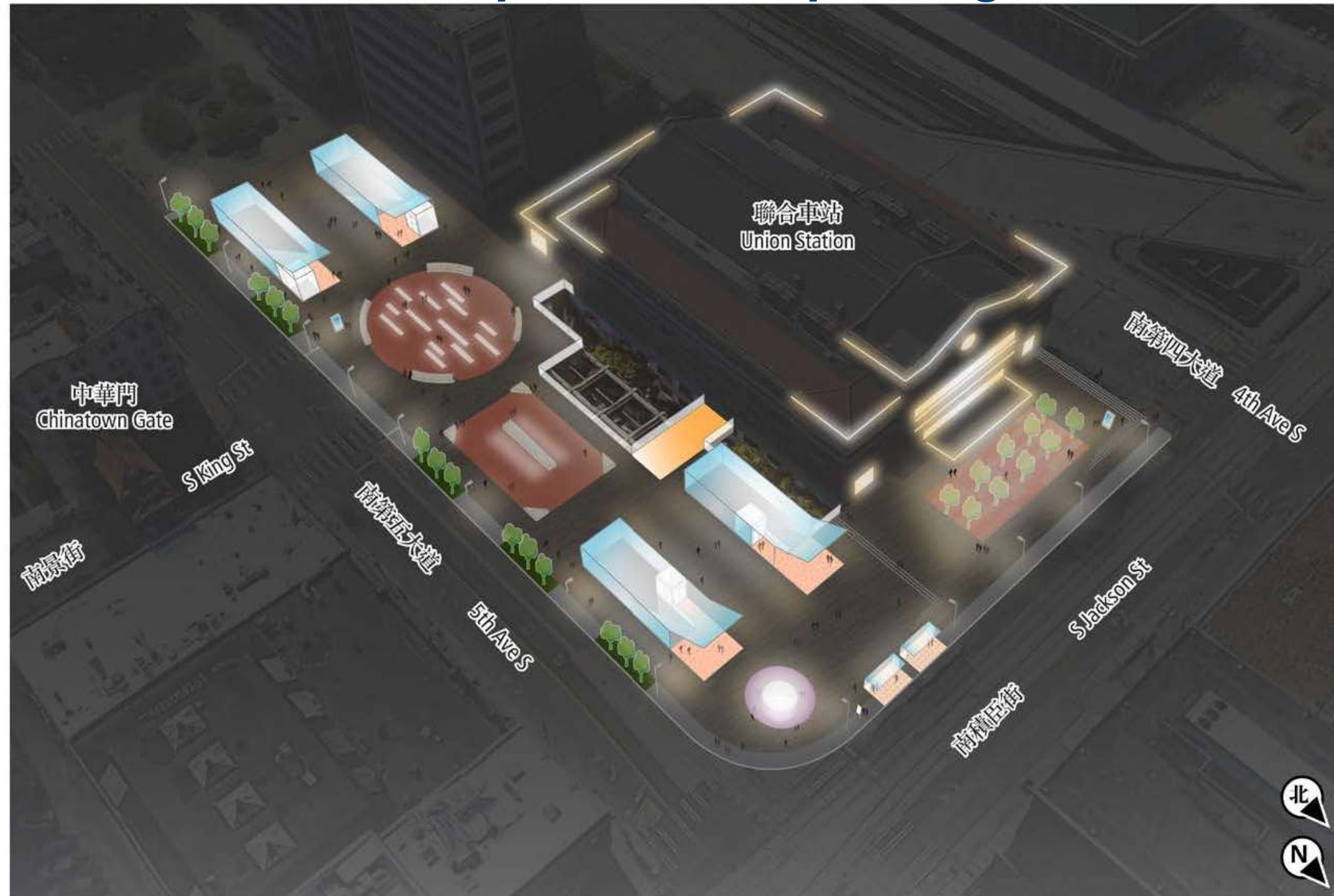
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聯合車站和廣場概念——夜間方案 *Union Station and plaza concept – night scheme*



Historic station hub and neighborhood connections



進一步研究總結：

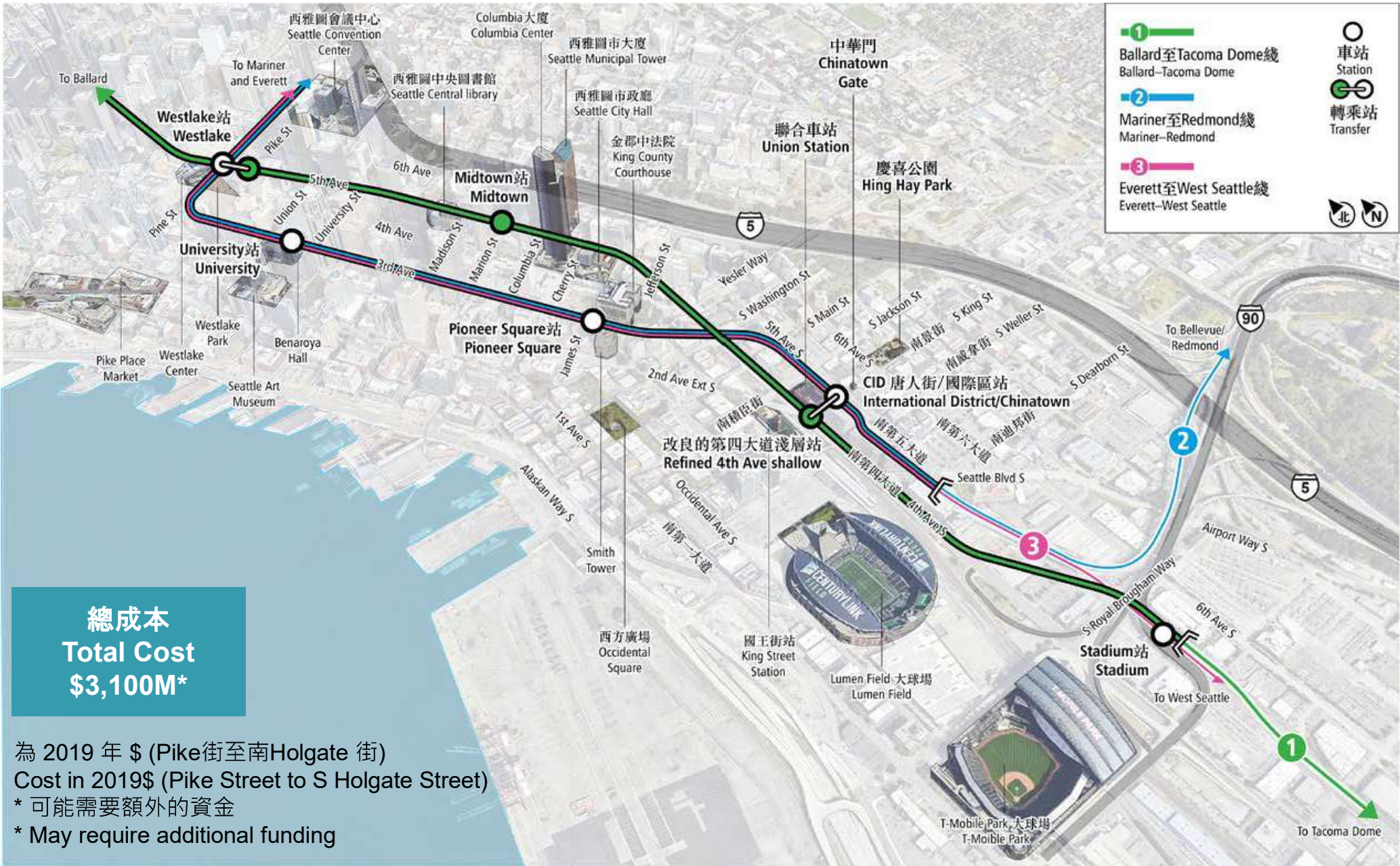
改良的第四大道淺層站 + Midtown站

Further study summary:

Refined 4th Shallow + Midtown

改良的第四大道淺層站 + Midtown站

Refined 4th Ave Shallow + Midtown



載客量和乘客體驗 Ridership and passenger experience	
一號線在三個車站上的每日登車人次總和 Total 1 Line daily boardings at 3 stations	55,000 乘客 passengers
第四大道淺層站換乘時間 Transfer time at 4th Ave Shallow	3分 10 秒 3m 10s
車站深度 Station Depth	
Midtown 站 Midtown	195-205 英尺 feet
第四大道淺層站 4th Ave Shallow	80 英尺 feet
社區和區域交通連接 Community and regional access	
慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	39 分鐘 minutes
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	46 分鐘 minutes
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City	41 分鐘 minutes

第四大道淺層方案 - 施工要點與支援策略

4th Avenue Shallow - construction key findings and supporting strategies

要點 Key finding

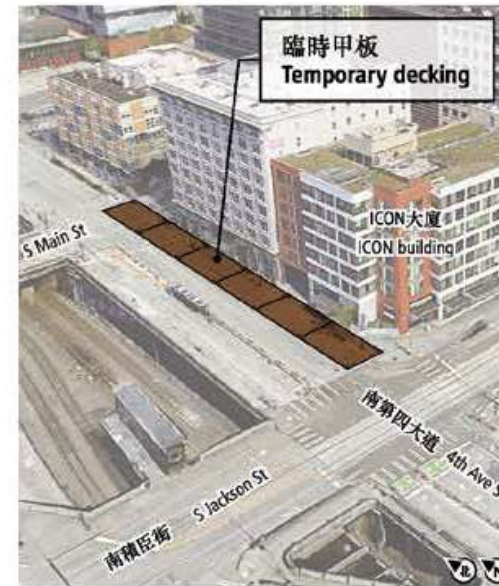
1

可將ICON居民遷移期間從4年減少到兩次，每次為期2個月
ICON displacements can be reduced from 4 years to two 2 months periods

支援策略 Supporting Strategies

1a

在第四大道安裝臨時甲板，允許地下施工繼續進行
Install temporary decking on 4th Avenue to allow construction below grade to continue



要點 Key finding

3

第四大道部分車道關閉時間可縮短近1年
Reduction in duration of partial closure on 4th Avenue by 1 year

支援策略 Supporting Strategies

3a

分段施工放棄採用臨時甲板，為第四大道高架橋建造永久結構
Stage construction without temporary decking. Build permanent structure for 4th Ave viaduct



要點 Key finding

2

通過一系列策略可減少施工時的噪音和空氣質量影響
Reduction in noise and air quality construction effects through a range of strategies

支援策略 Supporting Strategies

2a

盡量減少空氣質量影響的措施（包括覆蓋卡車裝載、卡車引擎空轉限制、車輪清洗等）
Measures to minimize air quality impact (cover truck loads, truck idling restrictions, wheel washing, etc.)

2b

盡量減少噪音影響的措施（隔音屏障，盡可能讓嘈雜的設備和活動遠離噪音敏感地點等）
Measures to minimize noise impact (noise barriers, keep noisy equipment and activities away from noise-sensitive locations as much as possible. etc.)



要點 Key finding

4

可減少對BNSF鐵路的潛在影響，但將建設工期延長1年
Reduction in potential impacts to BNSF, but lengthens construction duration by 1 year

支援策略 Supporting Strategies

4a

使用不同的施工方法來支撐開挖牆（例如改用割線格牆而不採用泥漿牆）
Use different construction method for support of excavation walls (such as secant pile walls instead of slurry walls)



第四大道淺層方案 - 交通要點與潛在策略

4th Avenue Shallow - traffic key findings and potential strategies

要點 Key finding

1

大量行駛交通需要繞道到其他地方
Substantial traffic would need to divert elsewhere

潛在策略 Potential Strategies

- 1a 將行駛交通轉移到其他道路，例如 SR 99、I-5、Alaskan Way和第一大道
Divert traffic to other roadways such as SR 99, I-5, Alaskan Way, and 1st Ave
- 1b 探索增加繞行路線交通流量的潛力
Explore potential to add capacity to detour routes
- 1c 探索建造臨時 I-5 逆流車道想法以舒緩繞行路線上增加的行駛交通
Explore ideas such as creating a temporary I-5 contraflow lane to accommodate increased traffic on detour routes
- 1d 提供交通信息，乘搭其他交通工具改動的資訊，和增強使用其他交通工具服務
Provide information, access, and enhancement to other modes

要點 Key finding

2

巴士路線和街車服務將受到影響
Transit routes and streetcar service would be impacted

潛在策略 Potential Strategies

- 2a 指定一條巴士專用的走廊（即第五大道）以保持巴士服務速度並提供CID唐人街-國際區巴士服務
Designate a dedicated transit corridor (i.e., 5th Ave) to maintain transit speeds and provide access to CID

要點 Key finding

3

行人繞路會增加步行時間5-10分鐘
Detours could add 5-10 minutes to walk time

潛在策略 Potential Strategies

- 3a 辨認行人繞行路線
Identify pedestrian detour routes
- 3b 興建臨時行人道和行人過馬路橫道，方便行人出行
Construct temporary pathways and crosswalks to facilitate pedestrian travel
- 3c 在威拿街人行天橋關閉期間探索替代行人通道
Explore alternative pedestrian pathway while Weller St Bridge is closed

要點 Key finding

4

如果不採取緩解措施，高峰時段可能有 160-180 輛車分流到CID唐人街-國際區裡
Without mitigating measures, an additional 160-180 vehicles may divert into CID neighborhood during peak hour

潛在策略 Potential Strategies

- 4a 將CID唐人街-國際區內部分區域指定為商業和當地人出入的專用區
Designate portion of CID as business and local access only zone
- 4b 探索限制行駛穿過交通的方法，例如轉彎限制和/或交通分流
Explore ways to limit through traffic, such as turn restrictions and/or traffic diverters

要點 Key finding

5

在大型活動期間，多條道路和人行道流量將達至/超出能力負荷
Multiple roadways and sidewalks would be at/over capacity during large events

潛在策略 Potential Strategies

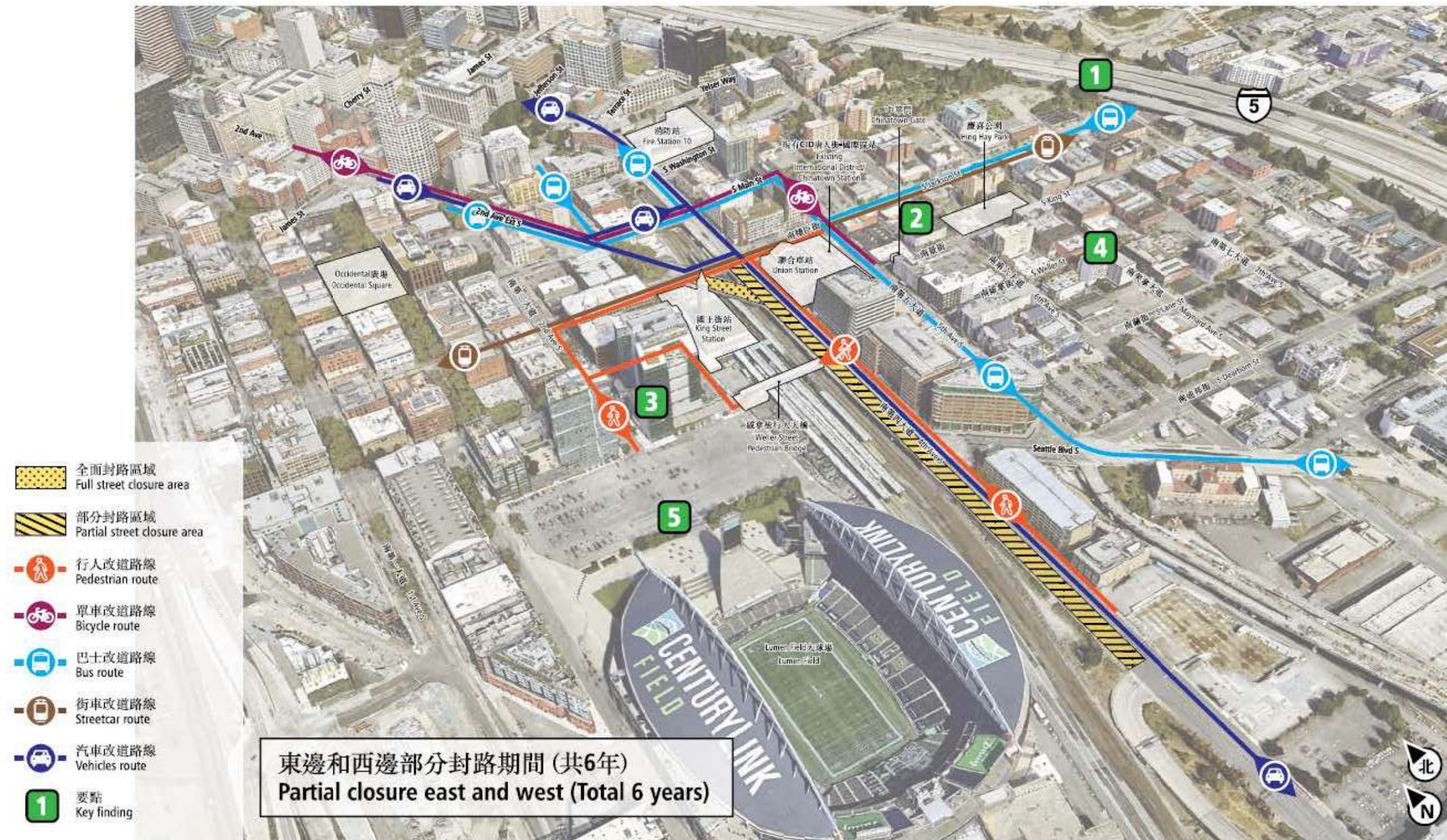
- 5a 鼓勵使用其他交通模式（其他公共交通工具，多人乘坐私家車，等等）
Encourage use of other modes (transit, carpool, etc.)
- 5b 在Lumen Field大球場以西和以北提供停車選擇，以防止交通進入CID唐人街-國際區/施工區域
Provide parking options west and north of Lumen Field to keep traffic out of CID/construction area
- 5c 實施方法以防止私人汽車停泊在CID唐人街-國際區內
Implement methods to prevent event parking within CID
- 5d 實施比賽日繞行路線和需求管理策略
Implement game day detour routes and transportation demand management strategies

第四大道淺層方案 - 全面封路區域和改道路線
4th Avenue Shallow - full closure and detour routes

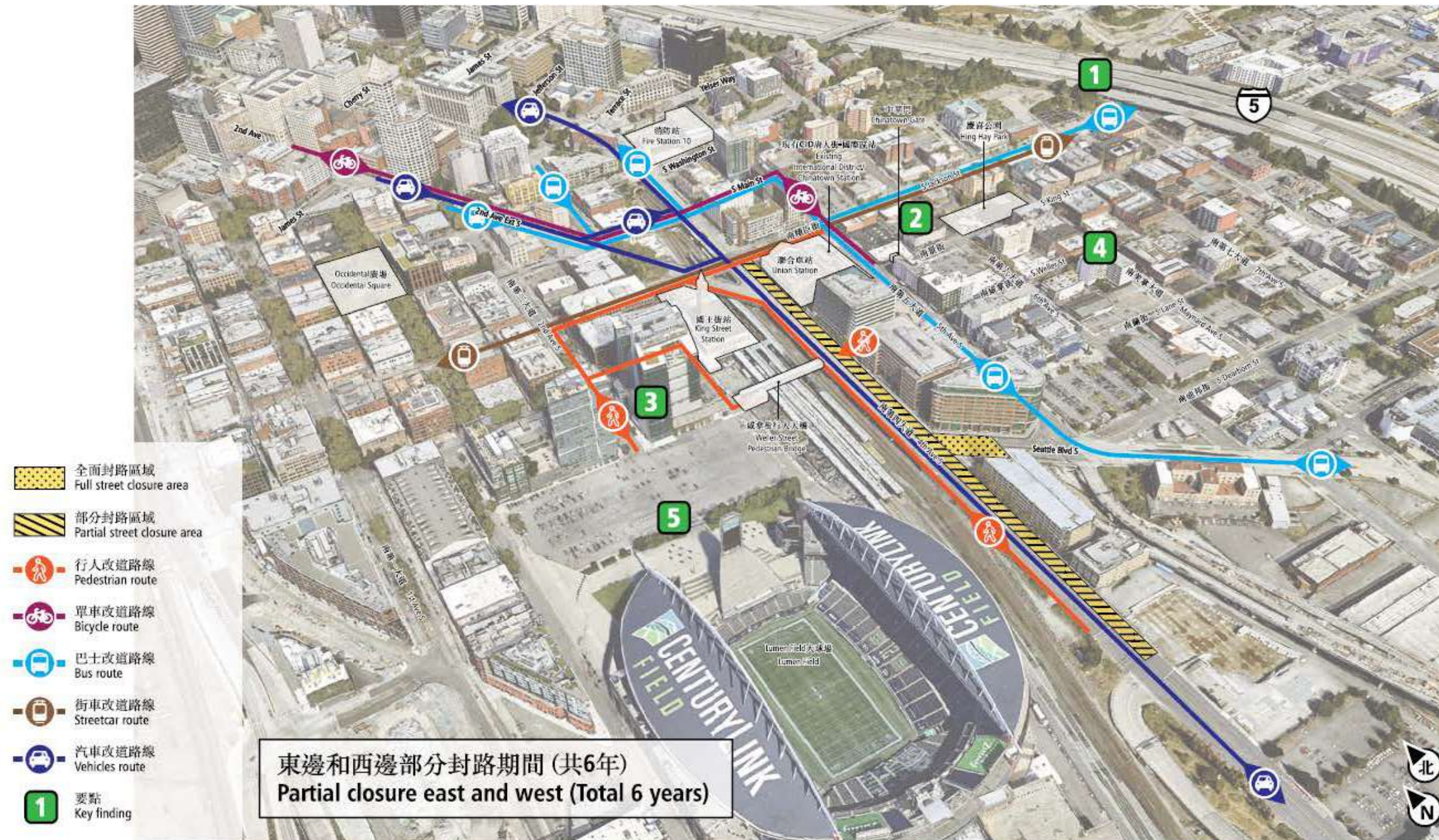


第四大道淺層方案 - 部分封路區域(西邊)和改道路線

4th Avenue Shallow - partial closure (west) and detour routes



第四大道淺層方案 - 部分封路區域(東邊)和改道路線 4th Avenue Shallow - partial closure (east) and detour routes



第四大道淺層方案 - 車站建築工地和運輸路線
4th Avenue Shallow - station construction area and haul routes



通風和緊急出口選項 - 第四大道淺層車站方案

Ventilation and emergency egress options - 4th Ave Shallow station

隧道通風的設計和運作

Design and operation of tunnel ventilation

車站兩端都需要通風
Ventilation needed at both ends of station
輕軌車輛使用電力運作
Light rail vehicles operate using electric power
通風扇僅在緊急情況下啟動，以排出隧道內的煙霧
Vent fans would be activated only in emergencies to exhaust smoke from tunnel
通風扇每月短暫運行一次，目的是測試其有效性
Vents are run once a month for a brief period to validate functionality
結構的高度決定在與運作的建築距離
Structure height determined by proximity to occupied buildings

案例 Examples



這個緊急出口位於波士頓的車站
結合了凳子和遮陽棚
Incorporating benches and weather protection at a station emergency egress stair in Boston

Incorporating benches and weather protection at a station emergency egress stair in Boston



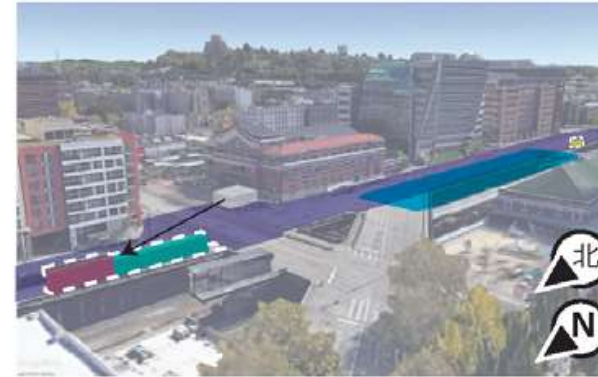
這個波士頓的例子將通風設施與歷史建築結合
This example in Boston illustrates an example of integrating ventilation with historic building

以上圖表展示車站的地點和構造並非按比例繪製，目的只供參考和說明。

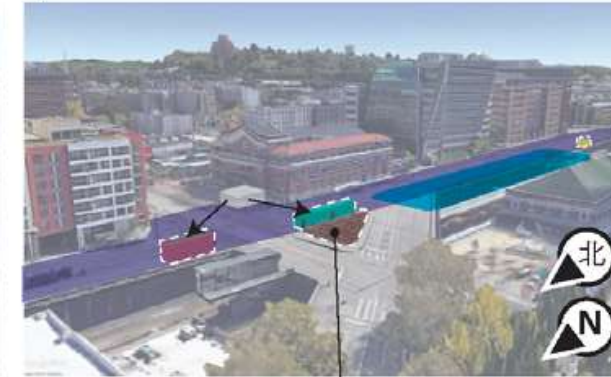


位於西雅圖UW車站的垂直通風口
Vertical ventilation at UW Station in Seattle

南積臣街北邊的兩端
Both north of South Jackson Street

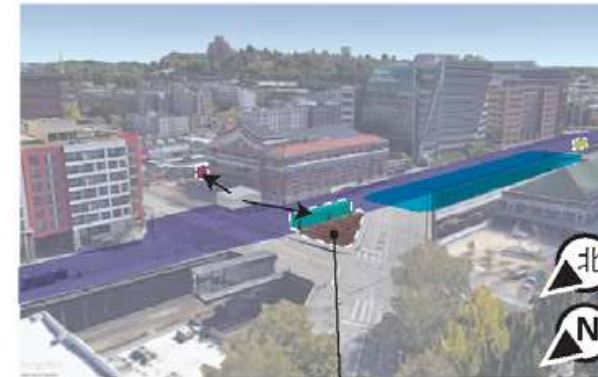


分布於南積臣街的兩端
Split on either side of South Jackson Street

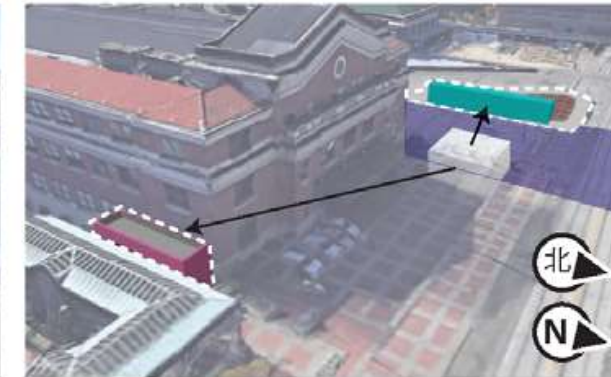


有可能需要在此位置加一個上蓋
Potential need to add a lid in this location

聯合車站的東側和南積臣街的南端
East side of Union Station and south of South Jackson Street



有可能需要在此位置加一個上蓋
Potential need to add a lid in this location



圖例 Legend

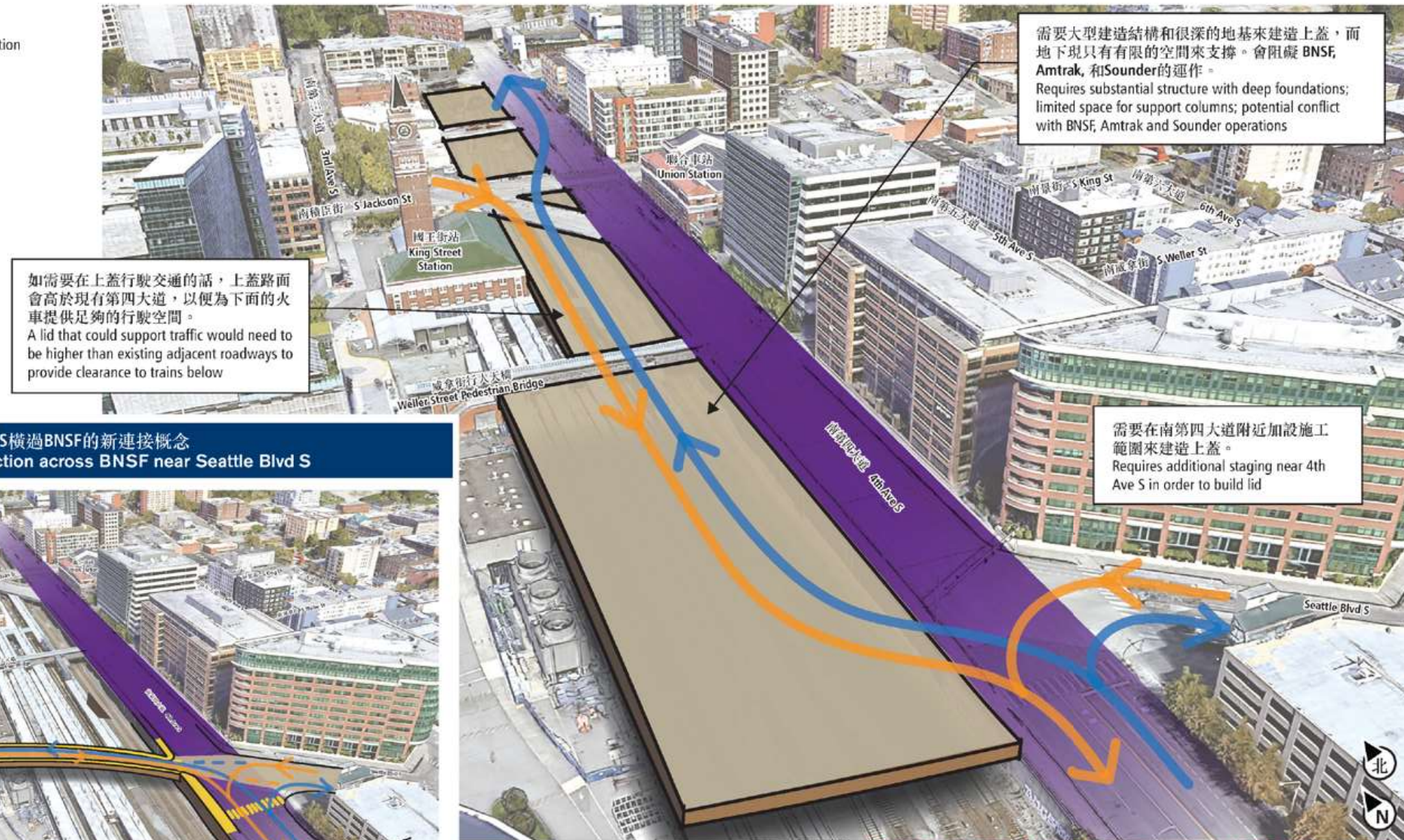
- 《環境影響報告草案》北部隧道通風和緊急出口位置
DEIS location for North Tunnel Ventilation and Emergency Egress
- 北部隧道通風
Ventilation Building - North Tunnel
- 南部隧道通風
Ventilation Building - South Tunnel
- 北部緊急出口
Emergency Egress North
- 高架橋更換工程
Viaduct replacement work
- 車站位置
Station Location



Diagrams are an approximate representation of station location for illustrative purposes only. 11/16/2022

《環境影響報告草案》第四大道淺層方案車站加建上蓋概念:社區提出第四大道交通繞道構想 Lid concept for Draft EIS 4th Shallow station – community proposed 4th Ave traffic detour idea

- 道路工程的界限
Limits of roadway construction
- 上蓋
Lid
- 往北行繞道
Northbound detour
- 往南行繞道
Southbound detour



其他構想: 近Seattle Blvd S橫過BNSF的新連接概念
Other idea: new connection across BNSF near Seattle Blvd S



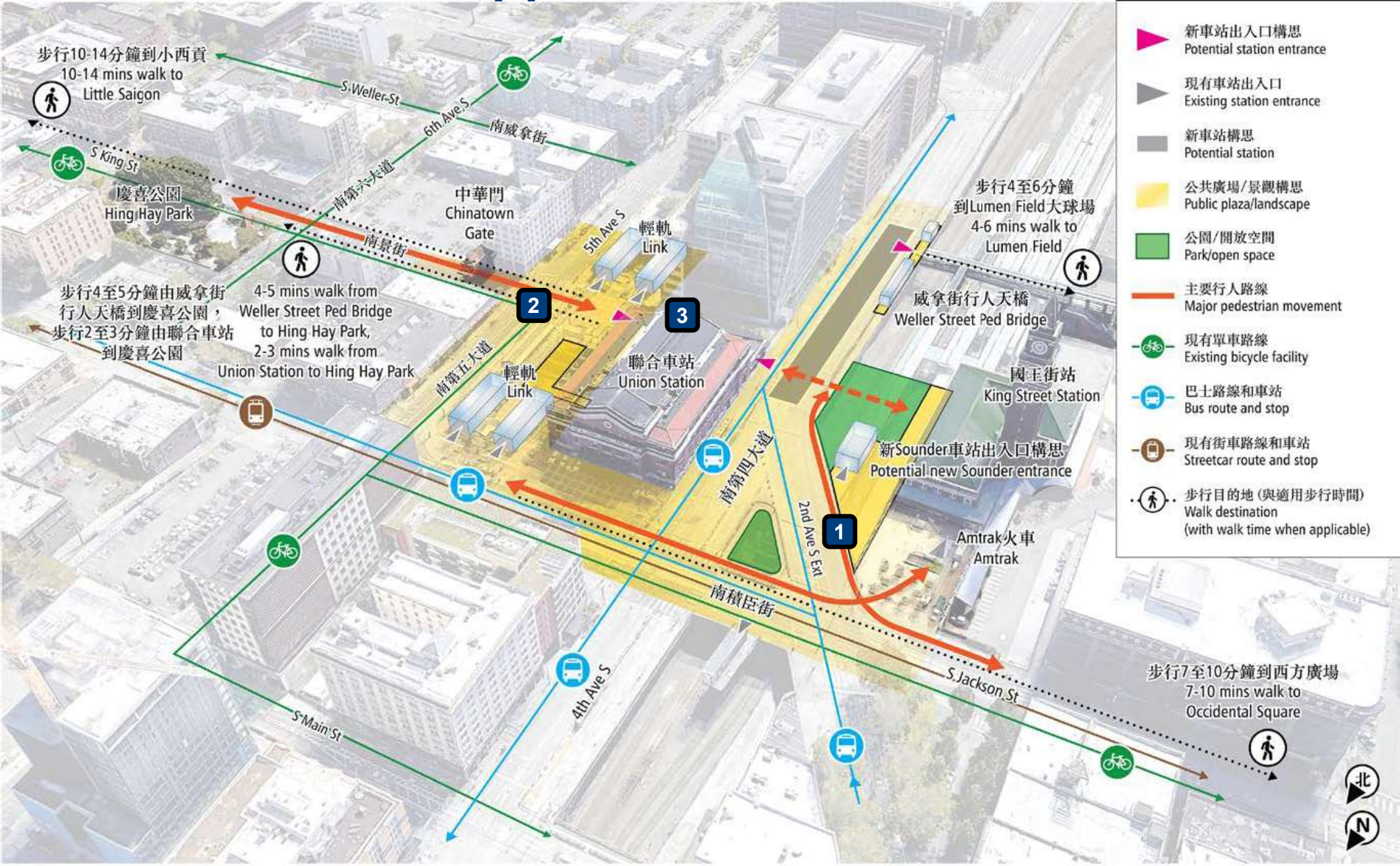
以上圖表僅展示社區要求的構想，目的只供討論。此構想尚未有作進一步設計。
Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.

SOUNDTRANSIT

11/16/2022

南第四大道淺層: 機遇與問題

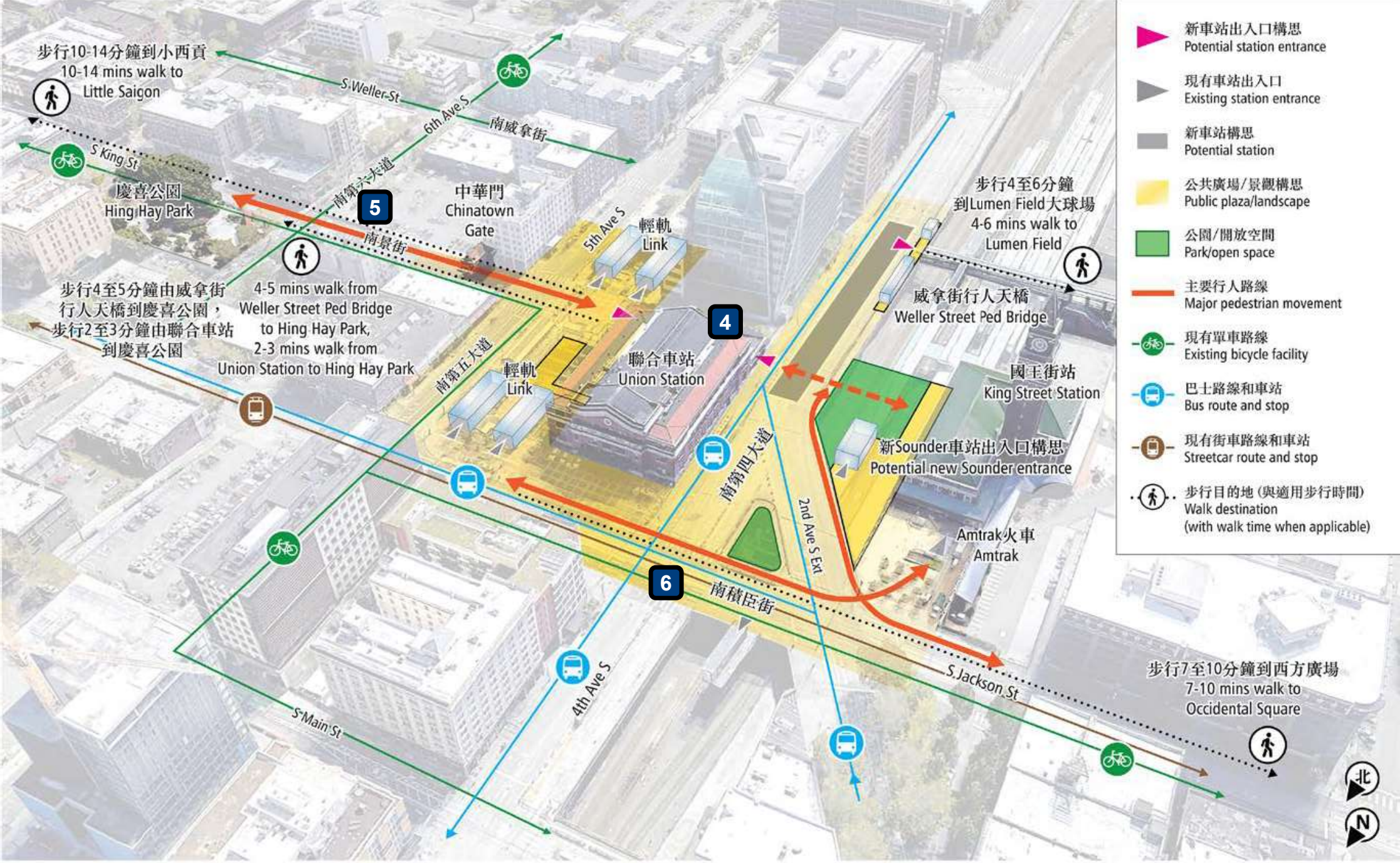
4th Ave Shallow: opportunities and issues



- 1 具有公園空間, Sounder 車站入口和活動空間的潛在上蓋
Potential lid with park space, Sounder access, and space for activities
- 2 改善和激活廣場空間, 創造充滿活力的空間, 將社區成員聚集在一起
Improve and activate plaza space, to create lively space with uses to bring community members together
- 3 車站大堂出入口將有助於激活聯合車站
Station entrance in the concourse would help to activate Union Station

南第四大道淺層: 機遇與問題

4th Ave Shallow: opportunities and issues



- 4 有良好的視線和光線充足的通道和南景街橫過南第四大道行人通道
Visible and well-lit pedestrian connection to and across 4th Ave S at S King St
- 5 通過綠色連接/節日街改善社區連接
Improve neighborhood linkage with green connection/festival street
- 6 改善十字路口, 以方便行人過馬路和連接先鋒廣場
Improve intersection to facilitate pedestrian crossings and connection to Pioneer Square

進一步研究總結:

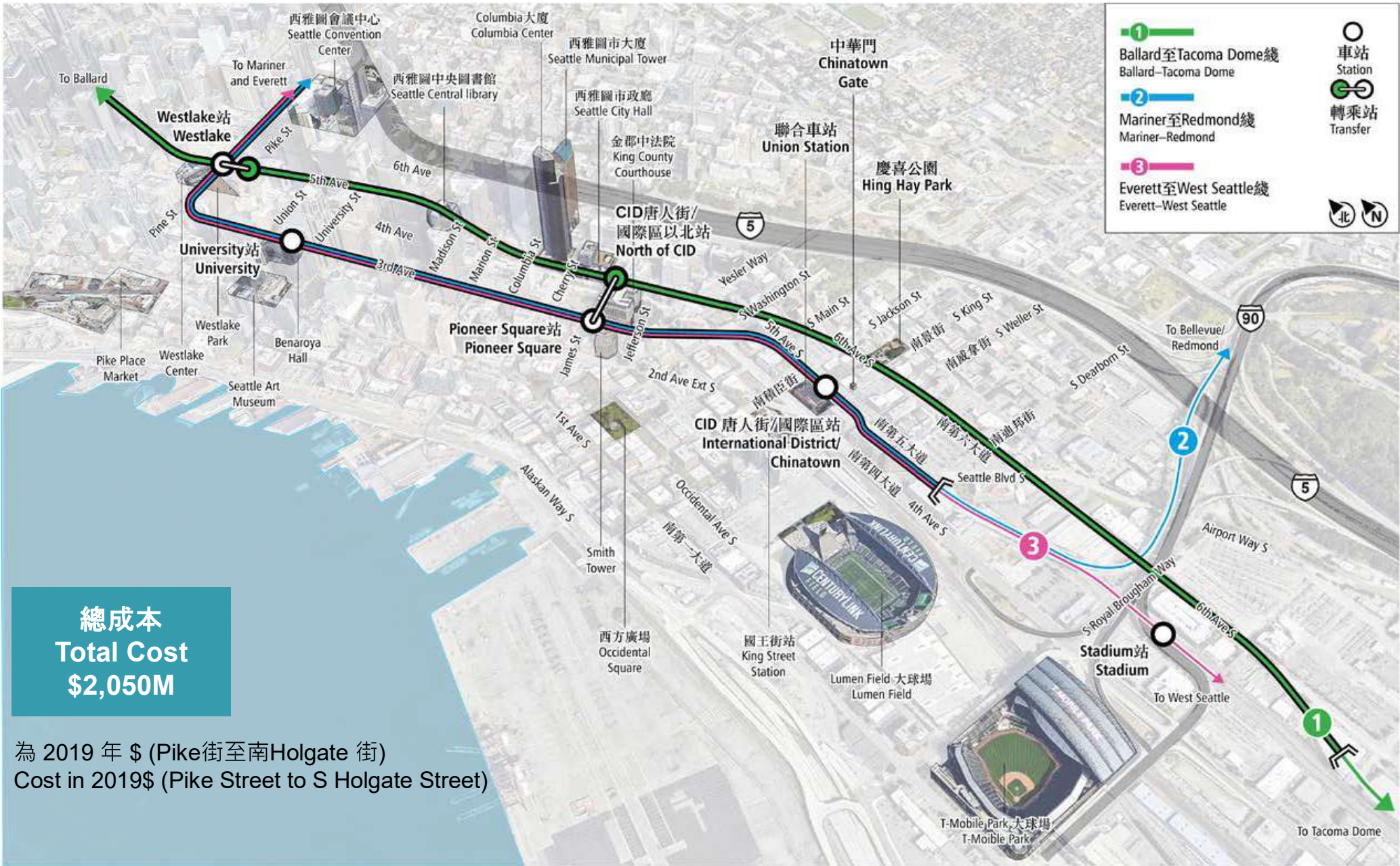
CID 唐人街/國際區以北 (沒有Midtown站)

Further study summary:

North of CID (No Midtown)

CID 唐人街/國際區以北 (沒有Midtown站)

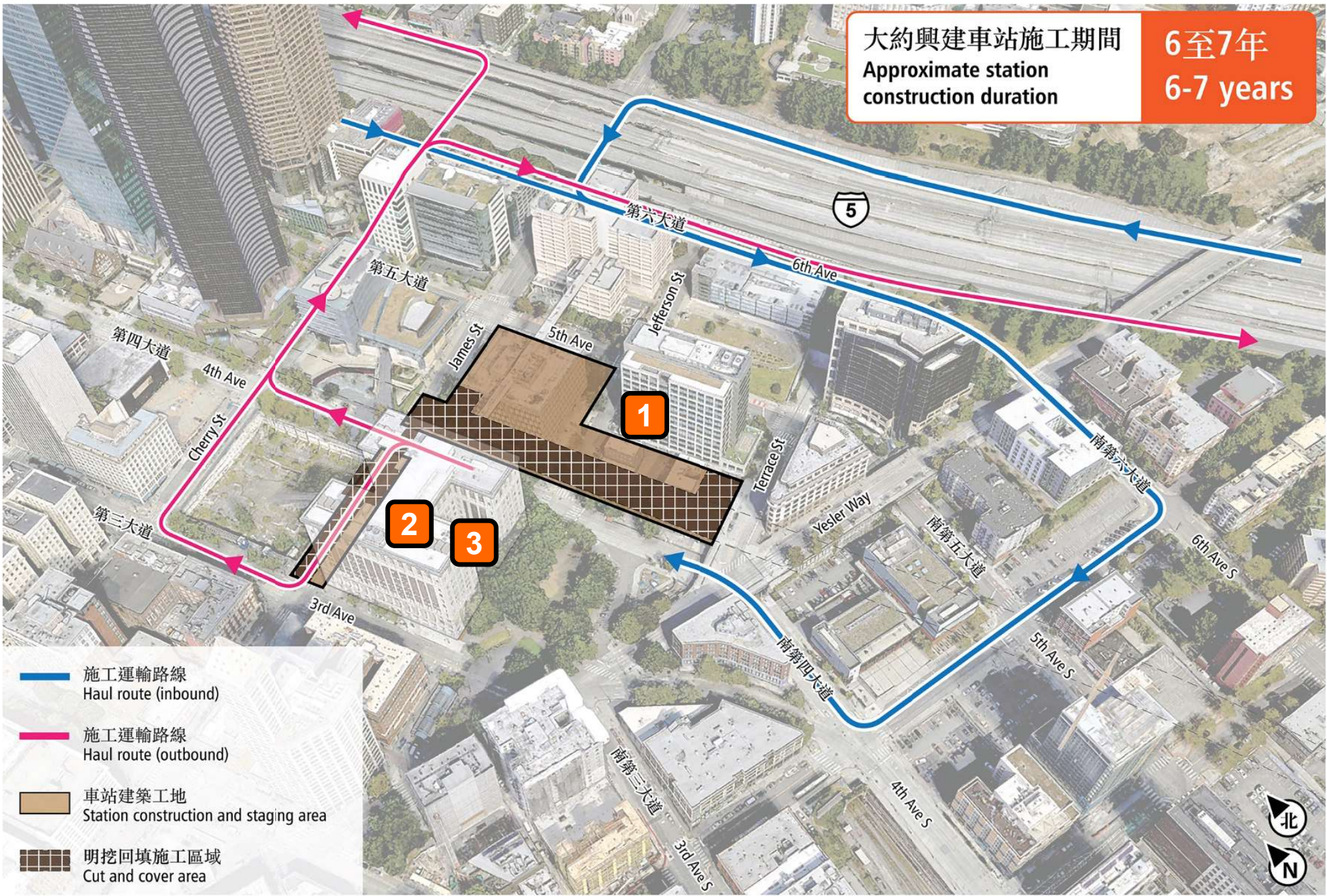
North of CID (No Midtown)



載客量和乘客體驗 Ridership and passenger experience		
一號線在兩個車站上的每日登車人次總和 Total 1 Line daily boardings at 2 stations		51,200 乘客 passengers
CID 唐人街/國際區以北站換乘時間 Transfer time at North of CID		3分 15 秒 3m 15s
車站深度 CID 唐人街/國際區以北站 North of CID	Station Depth	80-105 英尺 feet
社區和區域交通連接 Community and regional access		
慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station		44 分鐘 minutes
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station		45 分鐘 minutes
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City		44 分鐘 minutes

CID唐人街/國際區以北車站: 施工時的影響

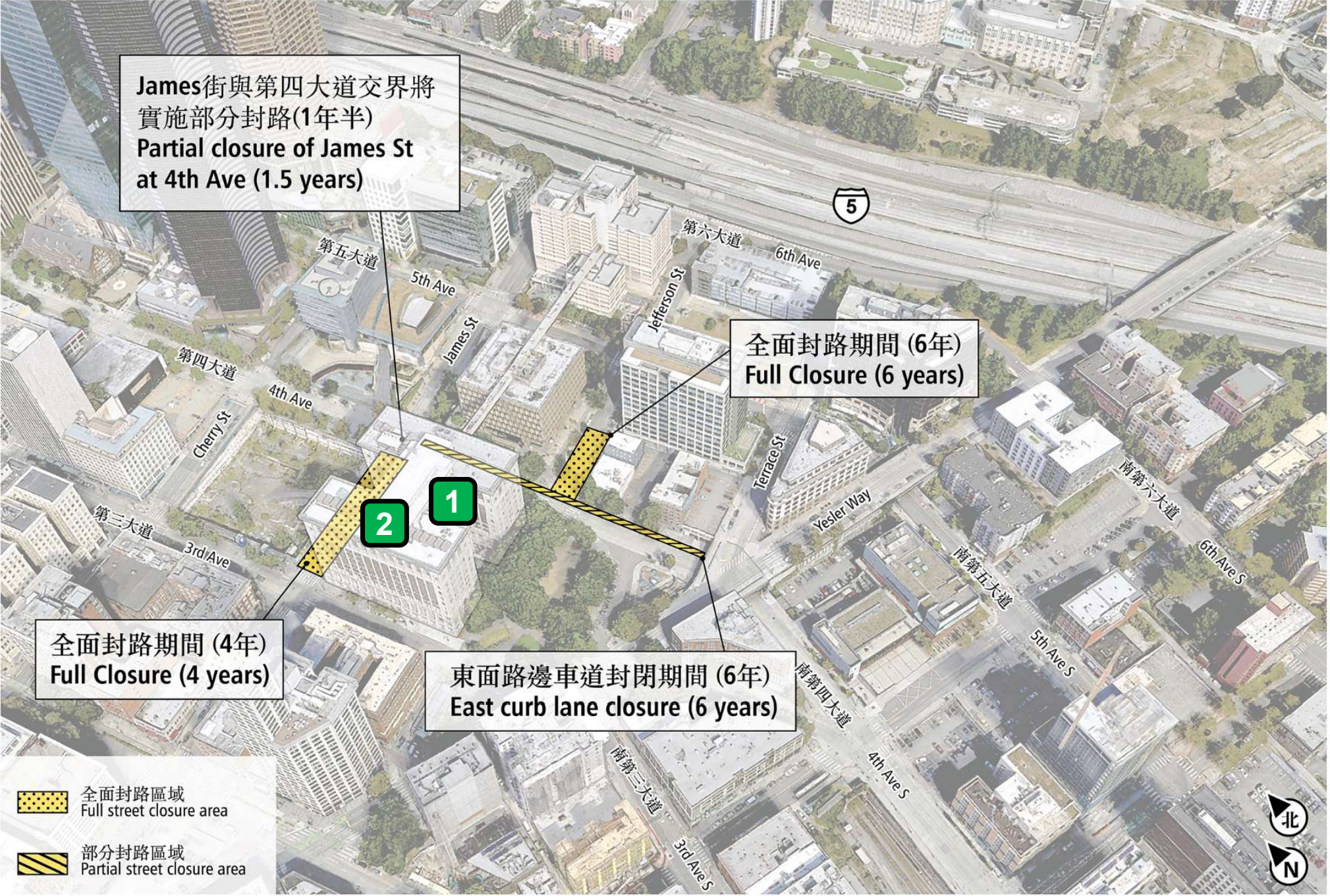
North of CID: construction effects



- 1** 搬遷金縣行政大樓和其他提供社會服務的建築物, 包括Hotel Reynolds (工作釋放設施) 和團體護理之家/公寓
Displaces King County Administration Building and other buildings that house social services, including Hotel Reynolds (Work Release Facility) & Group Care Home/Apartments
- 2** 未發展物業的潛在車站入口機遇, 需要與發展計劃協調
Opportunity for a potential station entrance at undeveloped property, requires coordination with development plans
- 3** 可以暫時將無軌電車從 James St 轉移到附近的走廊 (取決於車站格局設計)
Could temporarily relocate trolley wire buses from James St to nearby corridor (depending on configuration)

CID唐人街/國際區以北車站: 交通影響

North of CID: traffic effects

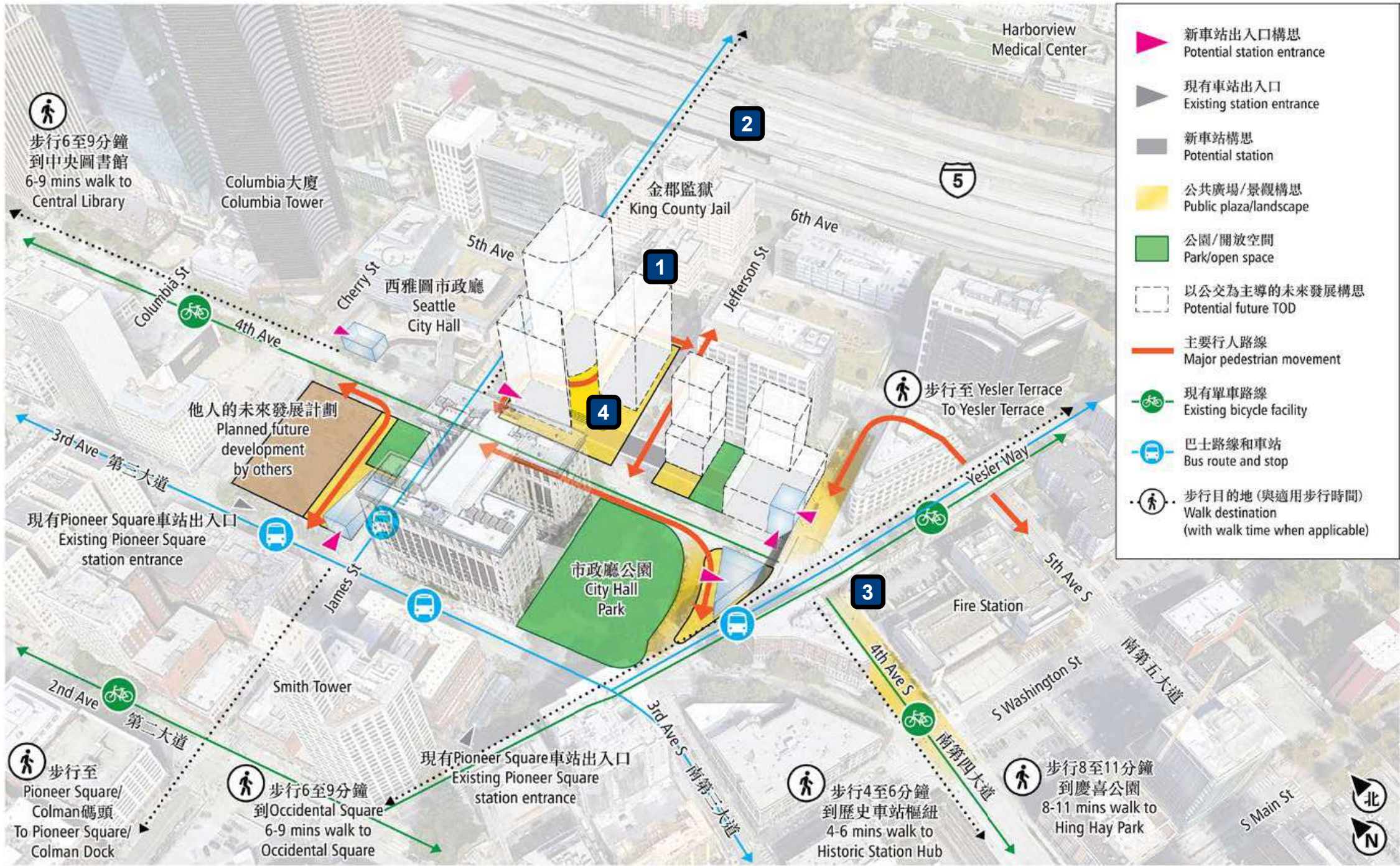


- 1 與現有Pioneer Square站的地下連接走廊建設可能需要關閉第三和第四大道之間的James街, 具體取決於車站格局設計
Construction of underground connection to existing Pioneer Square station could require closure of James St between 3rd and 4th Aves depending on configuration
- 2 通過將地下連接走廊移動到私人物業來減少James街關閉的機會
Opportunity to reduce James Street closure by moving underground connection onto private property

初步研究結果。分析仍在進行中，可能會作出變更。
Preliminary findings. Analysis is ongoing and is subject to change.

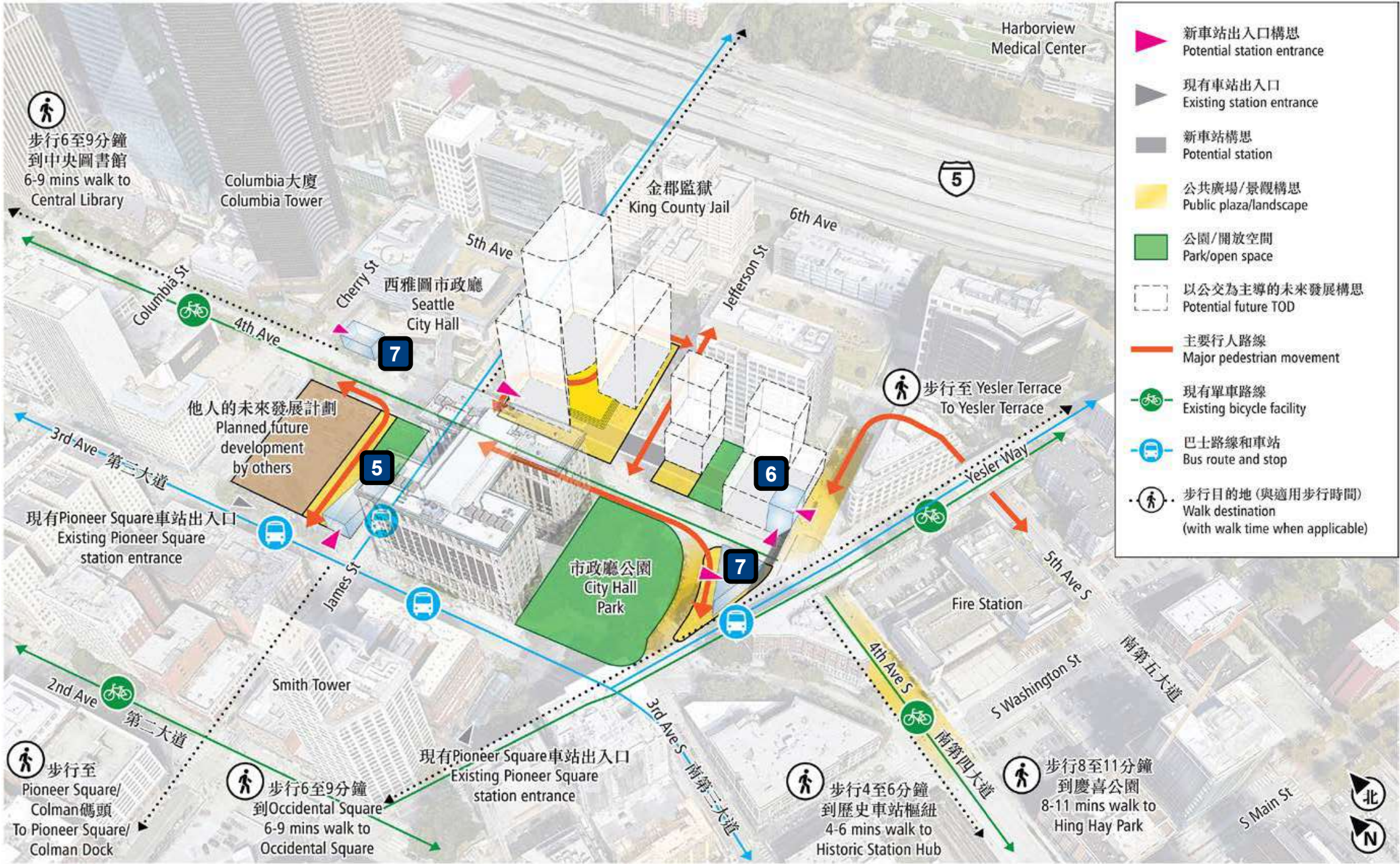
CID唐人街/國際區以北車站: 機遇與問題

North of CID: opportunities and issues



CID唐人街/國際區以北車站: 機遇與問題

North of CID: opportunities and issues



5 改善Pioneer Square車站出入口和車站之間連接的合作夥伴機遇，可支持改善該地區公共安全

Partnership opportunity to improve Pioneer Square station entrance and connection between stations, potentially supporting efforts to improve public safety in the area

6 於 Yesler Way 和第四大道交界的多層車站出入口有助於解決車站以東的陡坡地形

Multi-level station entrance serving Yesler Way and 4th Ave to help address steep terrain to the east of the station

7 市政廳和市政廳公園額外車站出入口的合作夥伴機遇

Partnership opportunity for additional entrances at City Hall and City Hall Park

進一步研究總結:

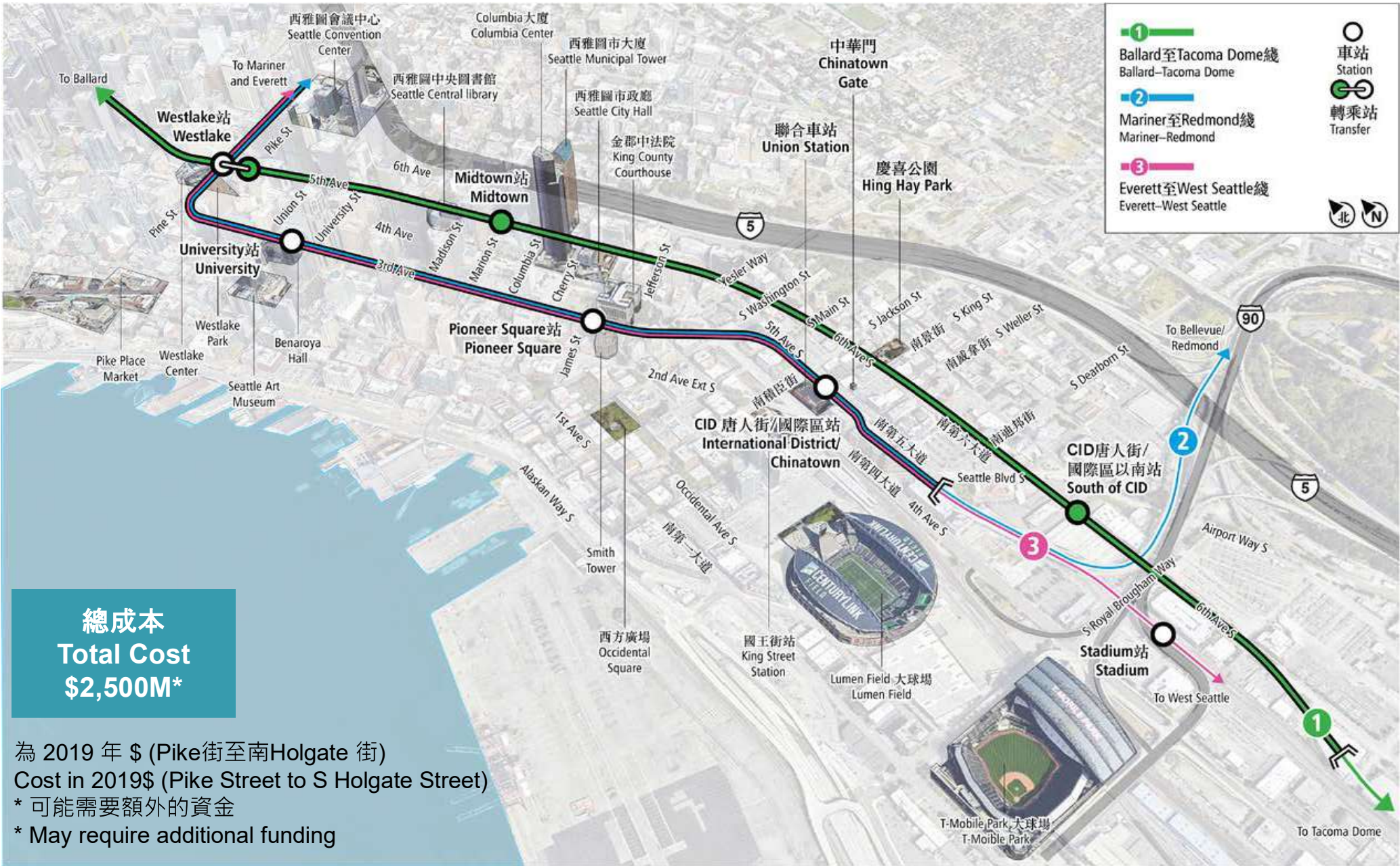
CID 唐人街/國際區以南站+Midtown站

Further study summary:

South of CID + Midtown

CID 唐人街/國際區以南站+Midtown站

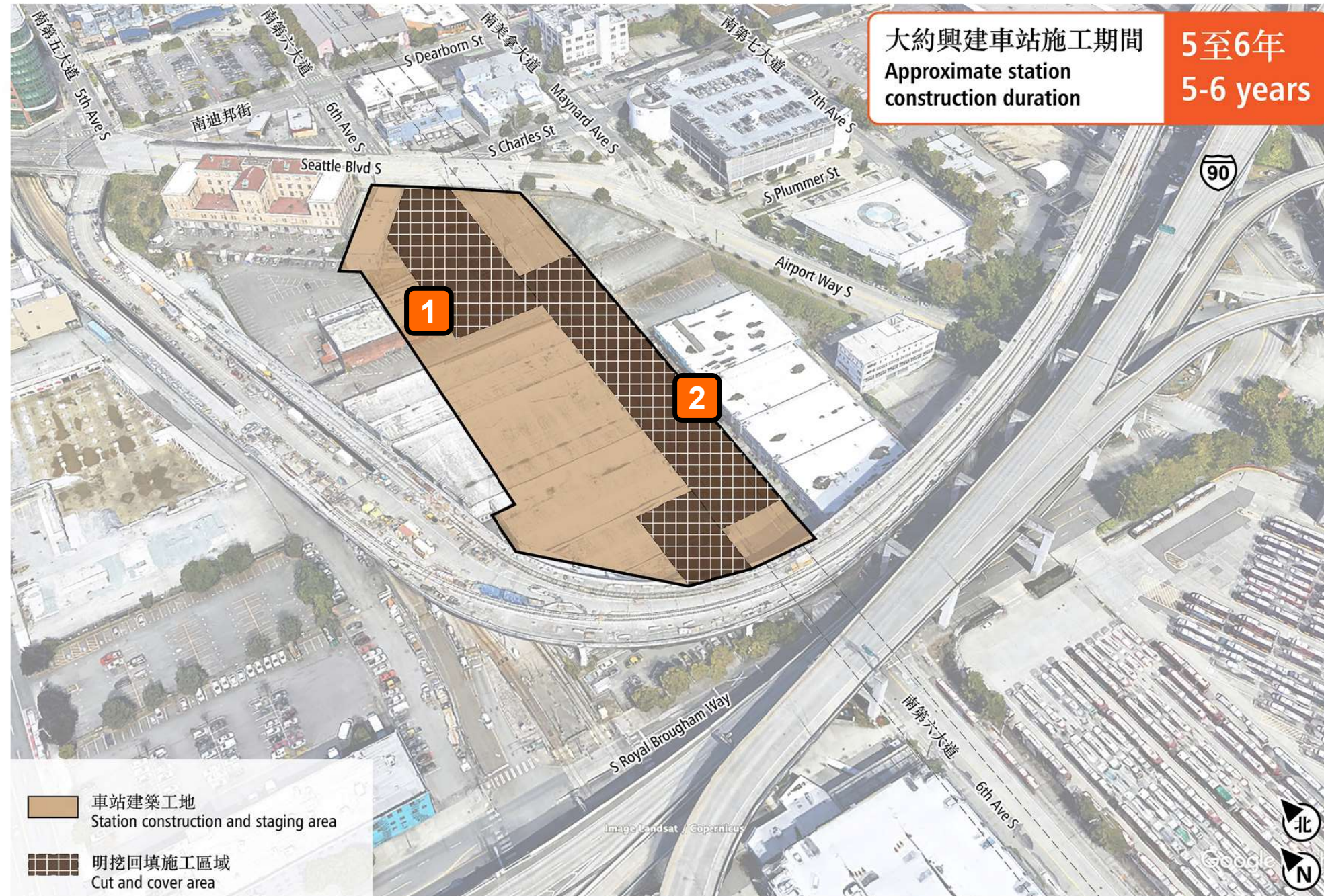
South of CID + Midtown



載客量和乘客體驗 Ridership and passenger experience	
一號線在三個車站上的每日登車人次總和 Total 1 Line daily boardings at 3 stations	51,200 乘客 passengers
從CID 唐人街/國際區以南站到國際區/唐人街站換乘時間 Transfer/access to ID/C from South of CID	5-6 分 5-6 minutes
車站深度 Station Depth	
Midtown 站 Midtown	140-145 英尺 feet
CID 唐人街/國際區以南站 South of CID	95-115 英尺 feet
社區和區域交通連接 Community and regional access	
慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	41 分鐘 minutes
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	47 分鐘 minutes
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City	44-50 分鐘 minutes

CID唐人街/國際區以南車站: 施工時的影響

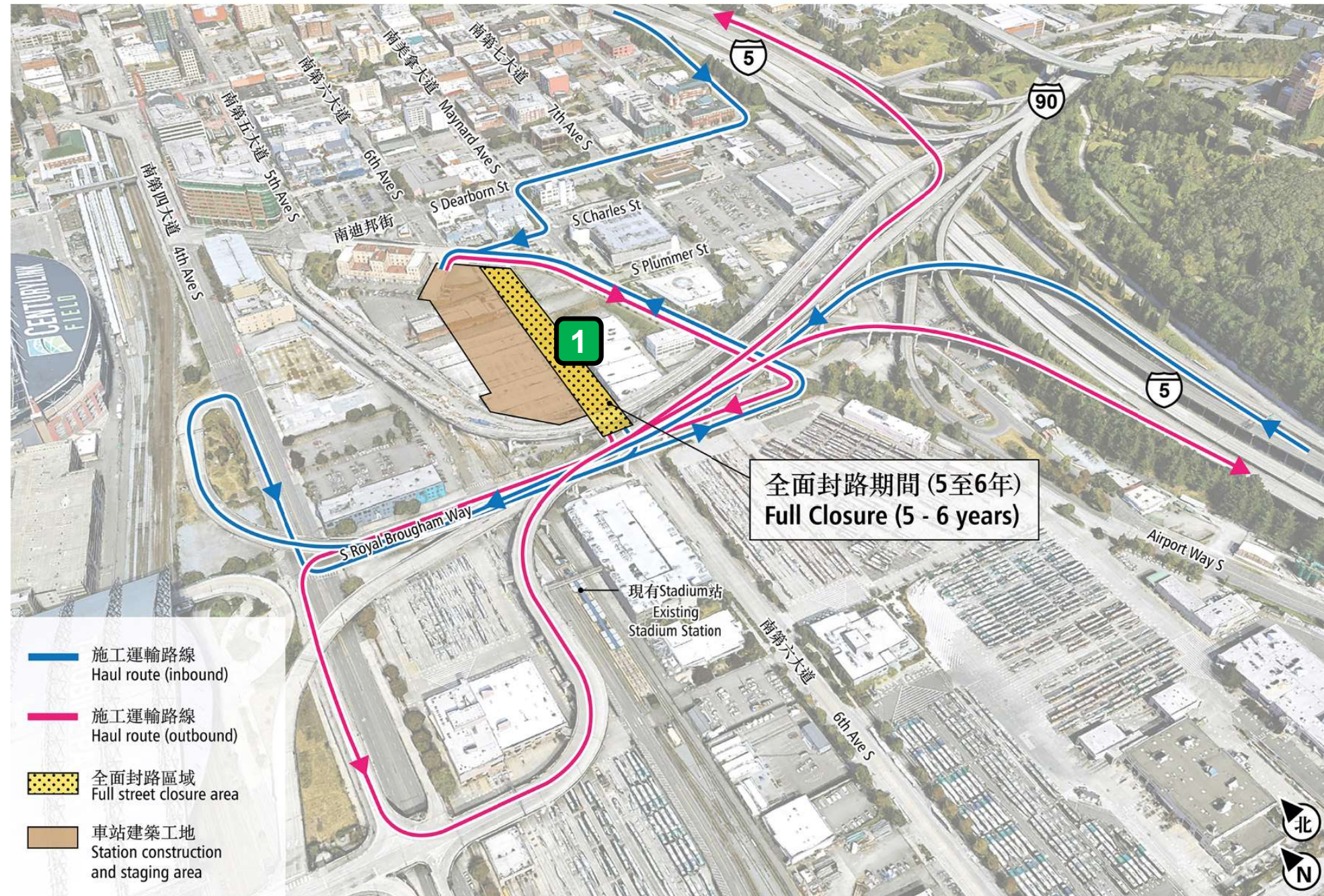
South of CID: construction effects



- 1 車站出入口和建築工地需要與任何未來的發展計劃互相協調
Station entrances and staging areas would need to be coordinated with any future development plans
- 2 與南第六大道的 16英寸高壓輸氣管線和計劃中的 SCL 高壓電力線存在潛在衝突
Potential conflict with 16" high pressure gas line and planned SCL high voltage power line on 6th Ave S

CID唐人街/國際區以南車站: 交通影響

South of CID: traffic effects



1 施工需要完全關閉 Seattle Boulevard S 和 S Royal Brougham 之間的南第六大道, 這對整體交通和道路封閉影響較小

Construction requires full closure of 6th Ave S between Seattle Boulevard S and S Royal Brougham, which has fewer overall traffic and road closure implications

CID唐人街/國際區以南車站: 機遇與問題

South of CID: opportunities and issues



- 1** 連接到潛在的 *Sounder* 車站出入口和 *BNSF* 上的潛在行人天橋(合作夥伴關係)
Connection to potential *Sounder* Station entrance and potential ped bridge over *BNSF* (partnership)
- 2** 靠近 *CID* 唐人街/國際區的車站出入口和新的公共空間
Station entrance closer to *CID* with new public space
- 3** 重新配置街道/十字路口以改善流通和行人通道
Reconfigure street/intersection to improve circulation and pedestrian access

CID唐人街/國際區以南車站: 機遇與問題

South of CID: opportunities and issues



4 將車站出入口納入潛在的未來 eTOD, 提供經濟適用住房和零售

Incorporate station entrance into potential future eTOD with affordable housing and retail

5 激活連接公共空間、車站出入口和其他人的開發項目以激活的步行路線 (合作夥伴關係和潛在的 eTOD 機會)

Activate pedestrian route connecting public spaces, station entrance, and potential future development (partnership and potential eTOD opportunity)

6 通過充足的行人道和照明以改善體育場的連接

Improve stadium connection with ample sidewalks and lighting

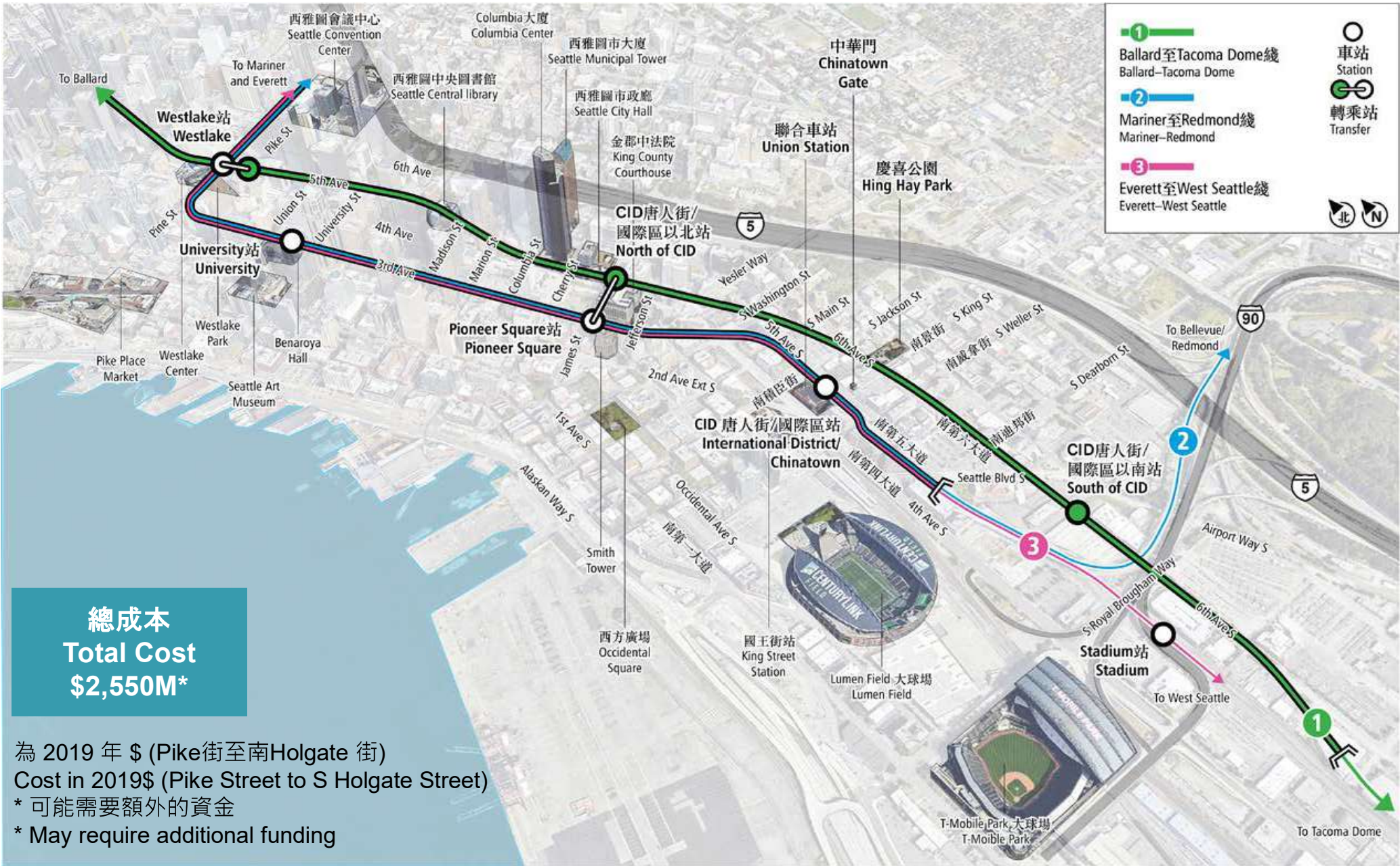
進一步研究總結:

*CID 唐人街/國際區以北站 + 以南站
(沒有Midtown站)*

Further study summary:

North + South of CID (No Midtown)

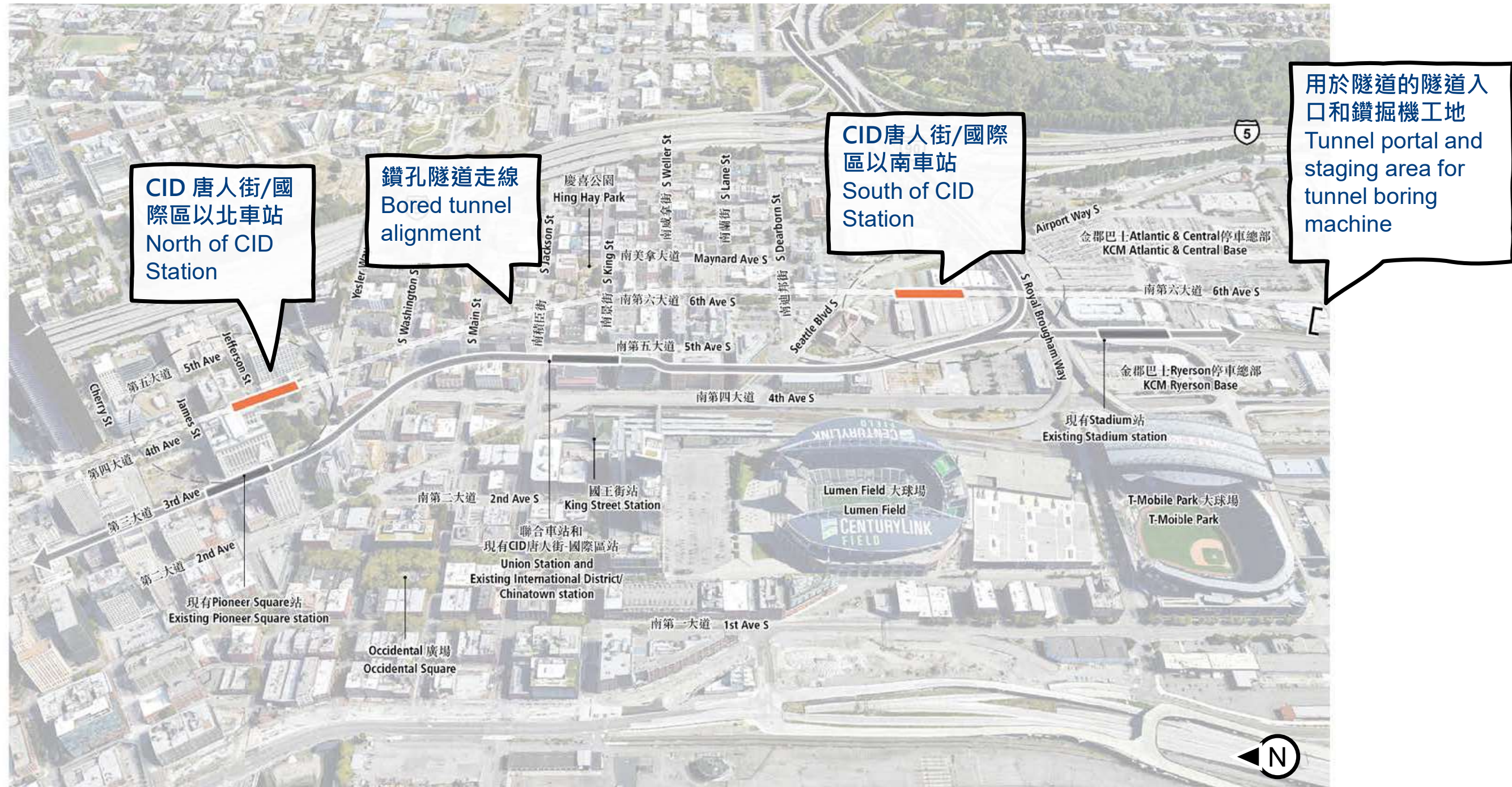
CID 唐人街/國際區以北站 + 以南站 (沒有Midtown站) North + South of CID (No Midtown)



載客量和乘客體驗 Ridership and passenger experience	
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CID 唐人街/國際區以北站換乘時間 Transfer time at North of CID	3分 15 秒 3m 15s
車站深度 Station Depth	
CID 唐人街/國際區以北站 North of CID	80-105 英尺 feet
CID 唐人街/國際區以南站 South of CID	95-115 英尺 feet
社區和區域交通連接 Community and regional access	
慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	41 分鐘 minutes
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	46 分鐘 minutes
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City	45 分鐘 minutes

CID 唐人街/國際區以北站 + 以南站) : 主要特點概述

North + South of CID: key features overview



行程時間總結 Travel time summary	第四大道淺層站+ Midtown站 4th Avenue Shallow + Midtown	CID 唐人街/國際區以北站 (沒有Midtown站) North of CID (No Midtown)	CID 唐人街/國際區以南站 +Midtown站 South of CID + Midtown	CID唐人街/國際區 以北+以南站 (沒有Midtown站) North + South of CID (No Midtown)
慶喜公園往Sea/Tac機場站 Hing Hay Park to SeaTac/Airport Station	39 min (經國際區/唐人街站) (via ID/C)	44 min (經國際區/唐人街站到SODO站) (via ID/C to SODO)	41 min (經CID 唐人街/國際區以南站) (via CID south)	41 min (經CID 唐人街/國際區以南站) (via CID south)
西方廣場往Sea/Tac機場站 Occidental Square to SeaTac/Airport Station	46 min (經國際區/唐人街站) (via ID/C)	45 min (經CID 唐人街/國際區以北站) (via CID North)	47 min (經先鋒廣場站和在SODO站轉乘) (via Pioneer Square and transfer at SODO)	46 min (經CID 唐人街/國際區以北站) (via CID North)
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City Station	41 min (經國際區/唐人街站轉乘) (via ID/C transfer)	44 min (經CID 唐人街/國際區以北站乘轉) (via CID North transfer)	44 – 50 min (經國際區/唐人街站步行至 CID 唐人街/國際區以南站) (via ID/C to CID south walk) 49 min (經 Westlake站轉乘) (via Westlake transfer)	45 min (經CID 唐人街/國際區以北站乘轉) (via CID North transfer)
Kent Sounder 站往SLU站 Kent Sounder to SLU Station	53 min (經步行至國際區/唐人街站) (via walk to ID/C)	58 min (經步行至CID 唐人街/國際區以北站) (via walk to CID North) 56 min (經步行至國際區/唐人街站和 在CID 唐人街/國際區以北站轉乘) (via ID/C and transfer at CID North)	57 min (經步行至CID 唐人街/國際區以南站) (via walk to CID South)	57 min (經CID 唐人街/國際區以南站) (via walk to CID South)

轉入小組討論

***Transition to small group
discussions***

今天研討會的目標

Goals for today's workshop

分享進一步研究總結：

- 交通和社區連接
- 建築和交通影響
- 車站概念機遇與問題

收集您的反饋：

您對進一步的研究結果有何看法，以及研究結果如何與社區目標保持一致？

您希望我們與 Sound Transit委員會分享什麼？

我們如何為您提供後續步驟並繼續參與？

Share summary of further studies:

- Access and connections
- Construction and traffic effects
- Station concept opportunities and issues

Gather your feedback:

- *What are your thoughts on the further study findings and how do they align with neighborhood goals?*
- *What would you like us to share with the Sound Transit Board?*
- *How can we support you with next steps and continuing to engage?*

報告

Report out

後續步驟

Next steps

CID 唐人街/國際區互動參與過程

CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies



Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options



Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2022

Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board



February

Sound Transit Board: Status Report



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

謝謝.
Thank you.



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