CID Further Studies

Workshop 4: Summary

Meeting Materials

1/5/2023
**CID Engagement Process**

**WHAT COULD THIS PROCESS LOOK LIKE?**

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Open House</td>
<td>Workshop 1: Options</td>
<td>Workshop 2: Tradeoffs</td>
<td>Workshop 3: Key Issues</td>
<td>Workshop 4: Summary</td>
<td>Sound Transit Board: Status Report</td>
</tr>
<tr>
<td>- Contest and Value</td>
<td>- Bring forward and evaluate</td>
<td>- Discuss tradeoffs and refine options</td>
<td>- Problem solving around key issues for each option</td>
<td>- Bring it all together and get feedback on direction for Sound Transit Board</td>
<td></td>
</tr>
<tr>
<td>- How we got here</td>
<td>- Breakout groups</td>
<td>- Discussion of mitigation measures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Community informs engagement process and scope of study</td>
<td>- Explore challenges and opportunities and identify refinements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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.*

---

**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?
CID Engagement Process

**What Could This Process Look Like?**

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Open House</td>
<td>Workshop 1: Options</td>
<td>Workshop 2: Tradeoffs</td>
<td>Workshop 3: Key Issues</td>
<td>Workshop 4: Summary</td>
<td>Sound Transit Board: Status Report</td>
</tr>
<tr>
<td>* Contest and Value*</td>
<td>* Bring forward and evaluate*</td>
<td>* Discuss tradeoffs and refine options*</td>
<td>* Problem solving around key issues for each option*</td>
<td>* Bring it all together and get feedback on direction for Sound Transit Board*</td>
<td></td>
</tr>
<tr>
<td>* How we got here*</td>
<td>* Breakout groups*</td>
<td>* Explore challenges and opportunites and identify refinements*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Community informs engagement process and scope of studies*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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.*

**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?
Agenda for today’s workshop

5:00-5:45 PM
Welcome and summary snapshot presentation

5:45-6:30 PM
Small group discussion

6:30-7:00 PM
Report-out & next steps
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和繼續參與？

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?
Union Station and plaza activation
Union Station and plaza activation

Open House
Neighborhood goals and values

Workshop #1
Activities you would like to see

Workshop #2 & #3
Locating activities

Workshop #4
Summarizing the work
Union Station and plaza activation

Open House

Neighborhood goals and values

Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.
Union Station and plaza activation

Workshop #1
Activities you would like to see

Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.
Union Station potential uses

Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.

- Indoor market
- Exhibition spaces
- Community events
- Sitting areas
- Café/tea shop
- Vending/food carts
- Performances
- Other small businesses
- Better acoustics, more functional, other spaces to support commercial affordability for BIPOC businesses
Plaza potential uses

Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.
Plaza potential amenities

Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.
Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.
Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.
Jackson Hub 過去的工作
Jackson Hub past work
A potential vision for activation

連結 Connect
吃和喝 Eat and Drink
聚 Gather
定位 Orientate
購物 Shop
休息 Rest
Existing Station Plaza
Station plaza concept

1. Replace station entry canopies
   更換車站出入口篷

2. Open up plaza and connect into Union Station east facade
   打通廣場並連接到聯合車站建築東面表面

3. Install new unified paving and lighting scheme
   安裝新的統一路面和照明格式
Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.

Union Station activation

联合車站激活

由過去的規劃研究和最近的社區意見提供的初步概念，需要進一步的工程設計。

Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.
Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.
Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.
Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.

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

- Community events
- Music/performance
- Vending/food carts
- Public bike storage
- Classes
- Gallery
- Pop-ups
- Kiosk

Station plaza
- Wayfinding
- Open plaza/landscape/art
- Kiosk (with staff)

Inside Union Station
- Dining
- Cafe
- Vending/food carts
- Classes
- Gallery
- Pop-ups
- Kiosk
Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.

Union Station and plaza concept – night scheme
Historic station hub and neighborhood connections

Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.
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
**Refined 4th Ave Shallow + Midtown**

**Ridership and passenger experience**
- Total 1 Line daily boardings at 3 stations: 55,000 passengers
- Transfer time at 4th Ave Shallow: 3 minutes 10 seconds
- Station Depth:
  - Midtown: 195-205 feet
  - 4th Ave Shallow: 80 feet

**Community and regional access**
- SeaTac/Hing Hay Park to SeaTac/Airport Station: 39 minutes
- SeaTac/Occidental Square to SeaTac/Airport Station: 46 minutes
- Downtown Bellevue to Columbia City: 41 minutes

**Total Cost**
- $3,100M*

*Preliminary findings. Analysis is ongoing and is subject to change.*
### 4th Avenue Shallow - construction key findings and supporting strategies

**Key Finding 1**
- **Supporting Strategies:**
  - **1a.** Install temporary decking on 4th Avenue to allow construction below grade to continue.

**Key Finding 2**
- **Supporting Strategies:**
  - **2a.** Measures to minimize air quality impact (over truck loads, truck idling restrictions, wheel washing, etc.)

**Key Finding 3**
- **Supporting Strategies:**
  - **3a.** Stage construction without temporary decking, build permanent structure for 4th Ave viaduct.

**Key Finding 4**
- **Supporting Strategies:**
  - **4a.** Use different construction method for support or excavation walls (such as secant pile walls instead of slurry walls).

---

**Note:**
- Preliminary findings. Analysis is ongoing and is subject to change.
- Shared at 12.14.22 workshop.
Preliminary findings. Analysis is ongoing and is subject to change.

4th Avenue Shallow - traffic key findings and potential strategies

1. Large traffic would need to divert elsewhere
   Potential Strategies:
   1a. Divert traffic to other roads, such as SR 99, 1-5, Alaskan Way Viaduct.

2. Bus service would be impacted
   Potential Strategies:
   2a. Designate a dedicated transit corridor (e.g., 5th Ave) for transit speed and access to CID.

3. Detours could add 5-10 minutes to walk time
   Potential Strategies:
   3a. Provide pedestrian detour routes.

4. If no mitigation measures, traffic volumes could include 160-180 vehicles per hour
   Potential Strategies:
   4a. Implement methods to prevent event parking within CID.

5. Multi-way roads and sidewalks would be at over capacity during large events
   Potential Strategies:
   5a. Enhance use of other modes (transit, carpools, etc.).

Shared at 12.14.22 workshop

In summary, preliminary findings highlight the need for potential strategies to mitigate the impact of increased traffic volumes on the 4th Avenue Shallow area. Further analysis and adjustments are expected as more data becomes available.
4th Avenue Shallow - full closure and detour routes

Full Closure (4 years)

Preliminary findings. Analysis is ongoing and is subject to change.

Shared at 12.14.22 workshop

In 12.14.22 研討會上分享
Preliminary findings. Analysis is ongoing and is subject to change.
第四大道浅层方案 - 车站建筑工地和运输路线

4th Avenue Shallow - station construction area and haul routes

Preliminary findings. Analysis is ongoing and is subject to change.

Shared at 12.14.22 workshop
隧道通風的設計和運作
Design and operation of tunnel ventilation

- Ventilation needed at both ends of station
- Light rail vehicles operate using electric power
- Vent fans would be activated only in emergencies to exhaust smoke from tunnel
- Vents are run once a month for a brief period to validate functionality
- Structure height determined by proximity to occupied buildings

案例 Examples

- Vertical ventilation at UW Station in Seattle
- This example in Boston illustrates an example of integrating ventilation with historic building

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

Stat narrow north side of the street
Both north of South Jackson Street

分布於南面的兩端
Split on either side of South Jackson Street

聯合車站的東側和南面的南端
East side of Union Station and south of South Jackson Street

南面和靠近街的兩端
Both north of South Jackson Street

聯合車站的東側和南面的南端
East side of Union Station and south of South Jackson Street

Sound Transit

在 11.16.22 研討會上分享
Shared at 11.16.22 workshop
Preliminary findings. Analysis is ongoing and is subject to change.

Shared at 11.16.22 workshop

Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

1. **具有公園空間, Sounder 車站入口出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

---

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

4th Ave Shallow: opportunities and issues

4 Visible and well-lit pedestrian connection to and across 4th Ave S at S King St

5 通過綠色連結/節日街改善社區連結
   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)

Ridership and passenger experience

- 一号线在两个车站上的每日登车人次统计
- 总1线每日板车量于2站

CID 唐人街/國際區以北站换乘时间

- 车站换乘站
- 车站换乘时间
- 站台深度

Community and regional access

- 海滩公园换乘SeaTac/机场站
- 西方广场换乘SeaTac/机场站
- 44分钟

Total Cost

- 总成本
- 2050M

Cost in 2019

- 成本在2019
- 1187M

Preliminary findings. Analysis is ongoing and is subject to change.
CID 唐人街/國際建筑物以北车站: 施工时的影响
North of CID: construction effects

1. 拆迁金县行政大楼和其他提供社会服务的建筑，包括 Hotel Reynolds（工作释放设施）和团体护理之家/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. 未发展物業的潜在車站入口機遇, 需要與發展計劃協調
Opportunity for a potential station entrance at undeveloped property, requires coordination with development plans

3. 可以暂时将无轨电车从 James St 转移到附近的走廊（取决于车站格局设计）
Could temporarily relocate trolley wire buses from James St to nearby corridor (depending on configuration)

圖中預計車站施工期間
Approximate station construction duration 6至7年
6-7 years

Preliminary findings. Analysis is ongoing and is subject to change.
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

Preliminary findings. Analysis is ongoing and is subject to change.

40

在 12.14.22 研討會上分享
Shared at 12.14.22 workshop

Preliminary findings. Analysis is ongoing and is subject to change.
CID 唐人街/國際區以北車站：機會與問題
North of CID: opportunities and issues

1. 與金郡合作進行政府設施規劃，重點打造充滿活力社區
   Collaborate with King County on campus planning, focus on creating a vibrant neighborhood

2. 橫跨 I-5 到 Harborview 的額外連接有助於解決高速公路作為障礙的問題
   Additional connections across I-5 to Harborview to help address the freeway as a barrier

3. 提升與 CID 唐人街/國際區，以及沿第四大道的歷史悠久車站樞紐的連接
   Improve connection to CID and the historic station hub along 4th Ave

4. 車站場地的 eTOD，包括零售、辦公室和住房
   eTOD at station site, incorporating retail, offices, and housing

由過去的規劃研究和最近的社區和機政府意見提供的初步概念，需要進一步的工程設計。
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
CID 唐人街/國際區以北車站：機遇與問題
North of CID: opportunities and issues

42

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

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

於 Yesler Way 和第四大道路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

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

Total Cost
$2,500M*

2019
Cost in 2019
(Pike Street to S Holgate Street)
* May require additional funding

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 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 站台深度
Midtown 站 Midtown
CID 唐人街/國際區以南站 South of CID
140-145 英尺 feet
95-115 英尺 feet

Community and regional access

海事公園往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

總成本
Total Cost
$2,500M*

為 2019 年 $ (Pike 街至南 Holgate 街)
Cost in 2019 $ (Pike Street to S Holgate Street)
* 可能需要額外的資金
* May require additional funding

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.
South of CID: construction effects

Station entrances and staging areas would need to be coordinated with any future development plans.

Potential conflict with 16" high pressure gas line and planned SCL high voltage power line on 6th Ave S.

Preliminary findings. Analysis is ongoing and is subject to change.

Shared at 12.14.22 workshop.

Preliminary findings. Analysis is ongoing and is subject to change.
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

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
South of CID: opportunities and issues

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

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

6. Improve stadium connection with ample sidewalks and lighting

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
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)

- **Total Cost**: $2,550M*
- **2019 Cost**: $ (Pike Street to S Holgate Street)
- **Community and regional access**
  - SeaTac/Hing Hay Park to SeaTac/Airport Station: 41 minutes
  - Bellevue 市中心站往Columbia City站: 45 分鐘
  - SeaTac/Occidental Square to SeaTac/Airport Station: 46 分鐘

- **Ridership and passenger experience**
  - Total 1 Line daily boardings at 3 stations: 51,500 passengers
  - Transfer time at North of CID: 3 分 15 秒
  - Station Depth:
    - CID 唐人街/國際區以北站: 80-105 英尺
    - CID 唐人街/國際區以南站: 95-115 英尺

*May require additional funding

---

**Note:** Preliminary findings. Analysis is ongoing and is subject to change.
CID 唐人街/國際區以北車站 + 以南車站：主要特點概述
North + South of CID: key features overview

CID 唐人街/國際區以北車站
North of CID Station

鑽孔隧道走線
Bored tunnel alignment

CID 唐人街/國際區以南車站
South of CID Station

用於隧道的隧道入口和鑽掘機工地
Tunnel portal and staging area for tunnel boring machine

初步設計概念。設計仍在進行中，可能會作出變更。
Preliminary concept. Design is ongoing and is subject to change.
<table>
<thead>
<tr>
<th>行程時間總結</th>
<th>第四大道淺層站+Midtown站</th>
<th>CID 唐人街/國際區以北站 (沒有Midtown站)</th>
<th>CID 唐人街/國際區以南站 +Midtown站</th>
<th>CID唐人街/國際區以北+以南站 (沒有Midtown站)</th>
</tr>
</thead>
<tbody>
<tr>
<td>慶賓公園往Sea/Tac機場站</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hing Hay Park to SeaTac/Airport Station</td>
<td>39 min</td>
<td>44 min</td>
<td>41 min</td>
<td>41 min</td>
</tr>
<tr>
<td></td>
<td>(經國際區/唐人街站)</td>
<td>(經國際區/唐人街站到SODO站)</td>
<td>(經CID 唐人街/國際區以南站)</td>
<td>(經CID 唐人街/國際區以南站)</td>
</tr>
<tr>
<td></td>
<td>(via ID/C)</td>
<td>(via ID/C to SODO)</td>
<td>(via CID south)</td>
<td>(via CID south)</td>
</tr>
<tr>
<td>西方廣場往Sea/Tac機場站</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occidental Square to SeaTac/Airport Station</td>
<td>46 min</td>
<td>45 min</td>
<td>47 min</td>
<td>46 min</td>
</tr>
<tr>
<td></td>
<td>(經國際區/唐人街站)</td>
<td>(經CID 唐人街/國際區以北站)</td>
<td>(經先鋒廣場站和在SODO站轉乘)</td>
<td>(經CID 唐人街/國際區以北站)</td>
</tr>
<tr>
<td></td>
<td>(via ID/C)</td>
<td>(via CID North)</td>
<td>(via Pioneer Square and transfer at SODO)</td>
<td>(via CID North)</td>
</tr>
<tr>
<td>Bellevue 市中心站往</td>
<td></td>
<td>44 – 50 min</td>
<td>45 min</td>
<td></td>
</tr>
<tr>
<td>Columbia City站</td>
<td></td>
<td>(經國際區/唐人街站步行至CID 唐人街/國際區以南站)</td>
<td>(經CID 唐人街/國際區以北站)</td>
<td></td>
</tr>
<tr>
<td>Downtown Bellevue to Columbia City Station</td>
<td>41 min</td>
<td>44 min</td>
<td>49 min</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(經國際區/唐人街站轉乘)</td>
<td>(經CID 唐人街/國際區以北站轉乘)</td>
<td>(經Westlake轉乘)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(via ID/C transfer)</td>
<td>(via CID North transfer)</td>
<td>(via Westlake transfer)</td>
<td></td>
</tr>
<tr>
<td>Kent Sounder 站往SLU站</td>
<td>53 min</td>
<td>56 min</td>
<td>57 min</td>
<td>57 min</td>
</tr>
<tr>
<td>Kent Sounder to SLU Station</td>
<td>(經步行至CID 唐人街/國際區以北站)</td>
<td>(經步行至CID 唐人街/國際區南站)</td>
<td>(經CID 唐人街/國際區以南站)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(via walk to CID North)</td>
<td>(via walk to CID South)</td>
<td>(via walk to CID South)</td>
<td></td>
</tr>
</tbody>
</table>

初步研究結果，分析仍在進行中，可能會做出變更。Preliminary findings. Analysis is ongoing and is subject to change.
Transition to small group discussions
Goals for today’s workshop

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?

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

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？
報告
Report out
Next steps
CID Engagement Process

**WHAT COULD THIS PROCESS LOOK LIKE?**

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Open House</strong></td>
<td><strong>Workshop 1: Options</strong></td>
<td><strong>Workshop 2: Tradeoffs</strong></td>
<td><strong>Workshop 3: Key Issues</strong></td>
<td><strong>Workshop 4: Summary</strong></td>
</tr>
<tr>
<td>• Contest and Value</td>
<td>• Bring forward and evaluate</td>
<td>• Discuss tradeoffs and refine options</td>
<td>• Problem solving around key issues for each option</td>
<td>• Bring it all together and get feedback on direction for Sound Transit Board</td>
</tr>
<tr>
<td>• How we got here</td>
<td>• Breakout groups</td>
<td>• Explore challenges and opportunities and identify refinements</td>
<td>• Discussion of mitigation measures</td>
<td></td>
</tr>
<tr>
<td>• Community informs engagement process and scope of studies</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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.*

---

**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?
感謝。
Thank you.

Sound Transit
soundtransit.org