

CID唐人街国际区进一步研究 *CID Further Studies*

研讨会四 *Workshop 4:*
总结 *Summary*

会议资料 *Meeting Materials*
1/5/2023

CID唐人街/国际区互动参与过程

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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今天研讨会的议程

Agenda for today's workshop

5:00-5:45 PM

欢迎和摘要概述简报

Welcome and summary snapshot presentation

5:45-6:30 PM

小组讨论

Small group discussion

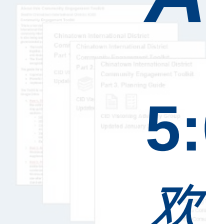
6:30-7:00 PM

报告和后续步骤

Report-out & next steps

WHAT COULD THIS PROCESS LOOK LIKE?

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



Process in CID Engagement Toolkit and discussion with community

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今天研讨会的目标

Goals for today's workshop

分享进一步研究总结:

- 交通和社区连接
- 建筑和交通影响
- 车站概念机遇与问题

收集您的反馈:

您对进一步的研究结果有何看法, 以及研究结果如何与社区目标保持一致?

您希望我们与Sound Transit委员会分享什么?
我们如何为您提供后续步骤并继续参与?

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?*

联合车站和广场激活

Union Station and plaza activation

联合车站和广场激活

Union Station and plaza activation

咨询会
社区目标和价值观

Open House
Neighborhood
goals and values



研讨会一
你想看的活动

Workshop #1
Activities you
would like to see



研讨会二和三
定位活动

Workshop #2 & #3
Locating activities



研讨会四
工作总结

Workshop #4
Summarizing
the work

联合车站和广场激活

Union Station and plaza activation

咨询会
社区目标和价值观

Open House
Neighborhood goals and values

CID参与工具包的核心价值

- 这些价值观对本项目有何影响？
- 在本项目中按照这些价值观来采取行动有多容易或具有挑战性？
- 为确保在本项目中贯彻这些价值观和原则，我们应该注意什么？



CID参与工具包的核心价值

本流程如何体现社区核心价值？

CID社区流程的核心价值

透明与信任

- 对流程和决策保持清晰和开放。
- 汇报意见和反馈如何用于工作或影响工作。

协作和共同目标

- 回顾过去，展望未来，连接社区的历史，从而向前发展。
- 专注于一起为共同利益而努力。
- 以尊重和建设性的方式解决意见分歧。
- 对错误，学习持开放态度，并寻求改进。

礼貌相待

- 创造民众可以自由分享意见的空间。
- 倾听并理解他人的想法和观点。

包容与公平

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包容与公平

- 认识并努力减轻历史不平等的影响。
- 建立对不平等和权力体系之根源的共同理解。
- 为社区恢复创造机会。
- 将公平融入工作的各个方面。
- 包括不同的人，声音，想法和意见，并平等地认可不同的社区。
- 优先考虑代表性不足的群体和社区以及受影响最大的人士。
- 提供多种参与机会，包括确定特定群体和/或文化的需求。
- 避免出现“替罪羊”。
- 不要将人标签化或边缘化人员参与。
- 营造公平竞争环境，确保人们可以有意义地参与：
- 解决参与障碍，例如语言、知识差距、物流和交通运输以及家庭支持。
- 投资于建立社区知识和能力，以便人们切实参与其中。
- 确保高质量的语音支持。
- 为参与的社区成员提供补助，重视其付出的时间。



联合车站和广场激活 Union Station and plaza activation

研讨会一
你想看的活动

Workshop #1
Activities you would like to see

您会想看到联合车站被如何被使用?
What uses would you like to see in Union Station?

锻炼课程 Exercise classes ○○○	展览 Exhibitions ○○○	社区活动 Community events ○○○	其他想法? Other ideas?
咖啡店/茶店 Cafe/tea shop ○○○	室内集市 Indoor market ○○○	座位 ○○○	
晚宴 Formal Dining ○○○	"即拿即走"的快餐 "Grab and go" dining ○○○	零售/餐 ○○○	
演出 Performances ○○○	音乐 Music ○○○	交通讯 ○○○	



您会想如何利用这个广场?
How would you like the plaza to be used?

室外餐饮/食物 Outdoor dining/food ○○○	自动售货机 Vending carts ○○○	其他想法? Other ideas?
零售空间/售货亭 Retail spaces/kiosks ○○○	艺术或文化展览 Art or cultural exhibitions ○○○	
社区节庆 Community celebrations ○○○	锻炼课程 Exercise classes ○○○	
表演 Performances ○○○	室外夜市 Outdoor night market ○○○	



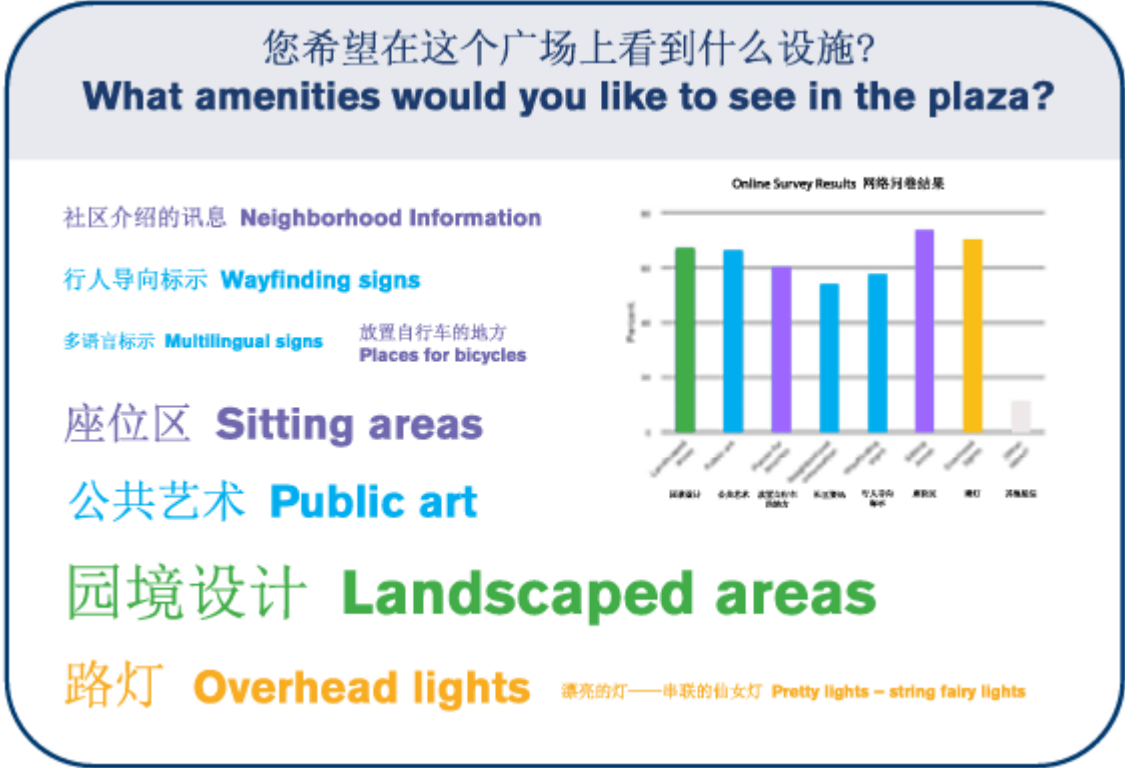
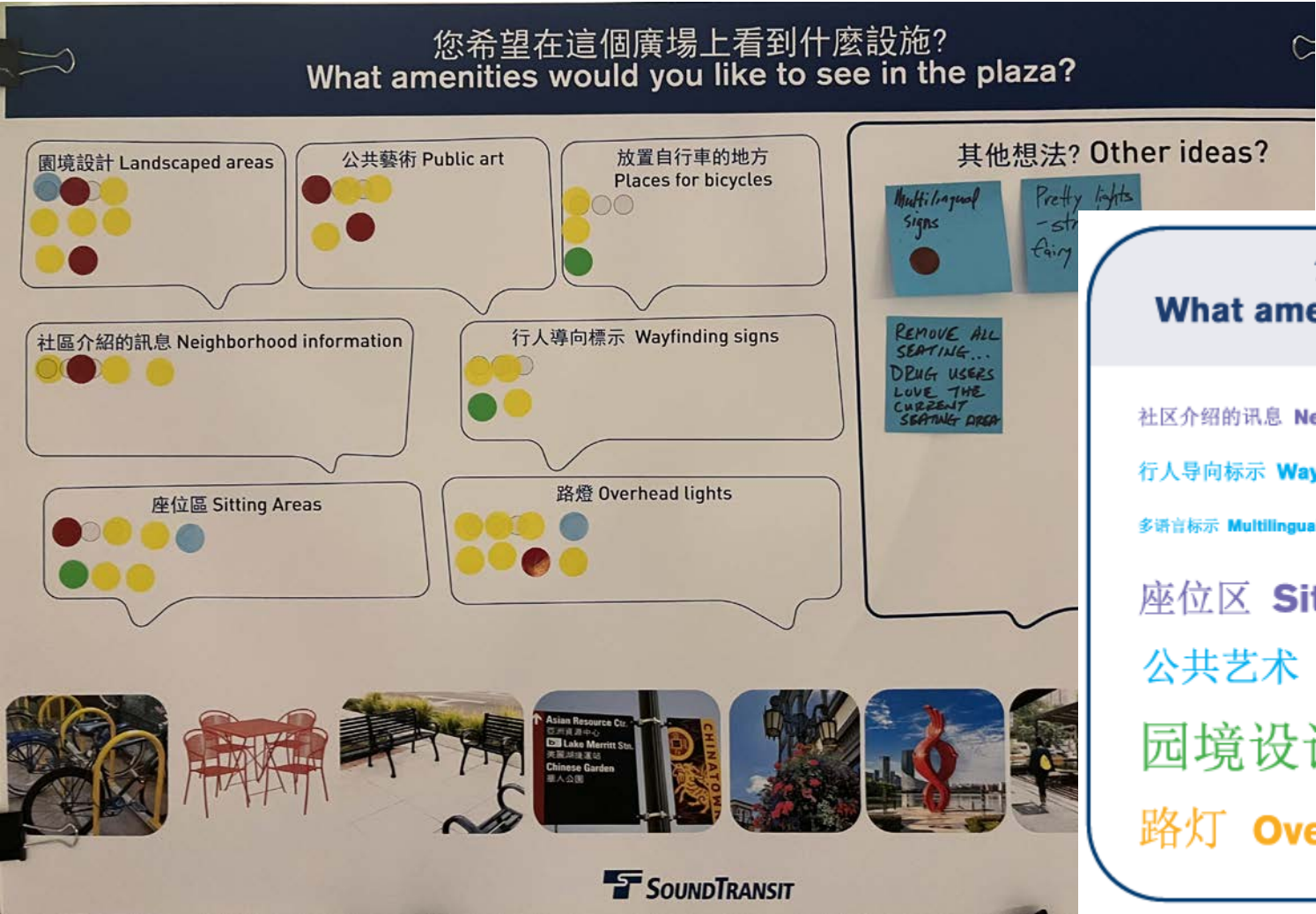
广场潜在用途

Plaza potential uses



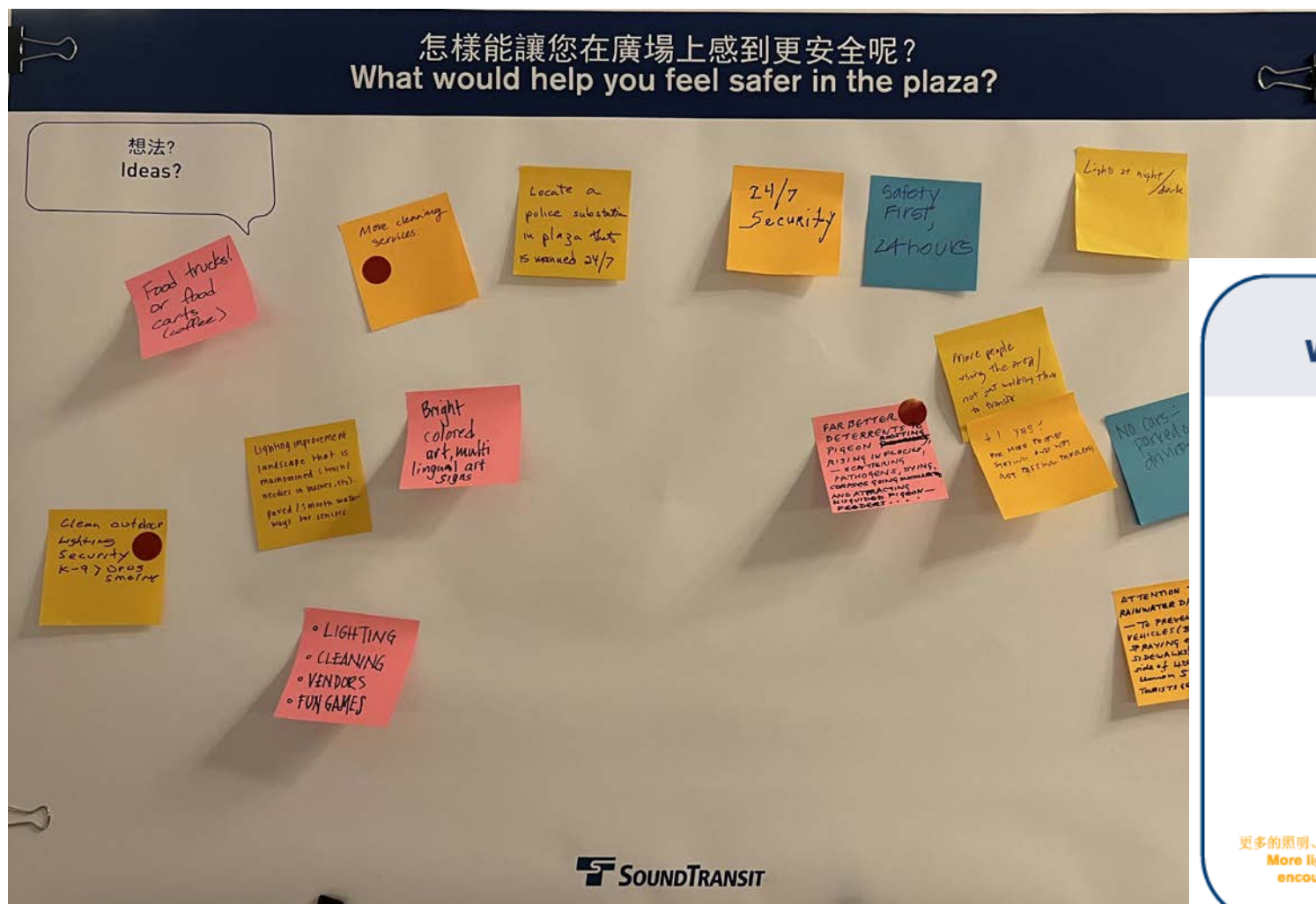
广场潜在便利设施

Plaza potential amenities



广场公共安全

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

Locating activities

Workshop #2 & #3

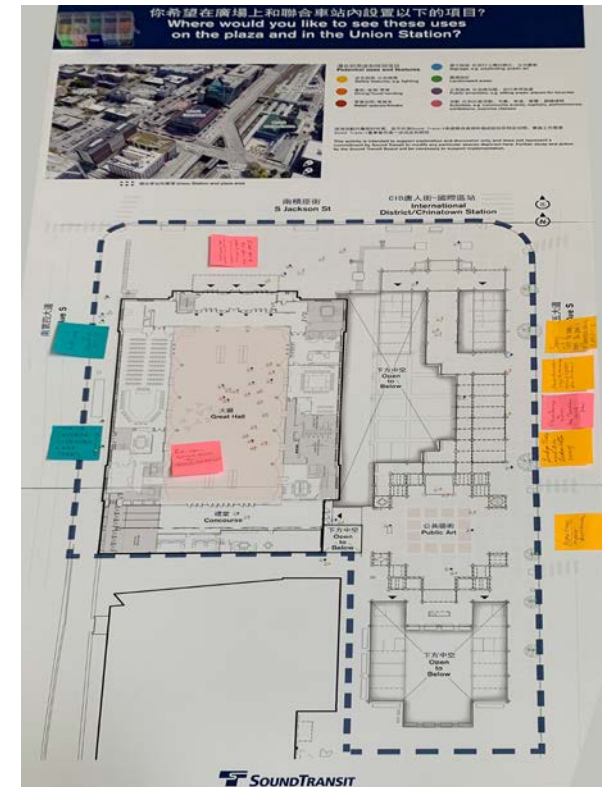
Locating activities

This aerial map of the Union Station area in Vancouver illustrates various urban design interventions. Yellow callout boxes with arrows point to specific locations, each accompanied by an inset image showing the proposed design. The interventions include:

- 活动 Events / “快闪” 活动 Pop-ups:** Located near the Chinatown Gate and 6th Ave S, featuring a dragon dance performance.
- 座位区 Seating:** Located near the Chinatown Gate and 6th Ave S, featuring a row of red lanterns.
- 公共艺术 Public art:** Located near the Chinatown Gate and 6th Ave S, featuring a green and yellow sculpture.
- 园林景观 Landscaping:** Located near the Chinatown Gate and 6th Ave S, featuring a green and yellow sculpture.
- 行人导向标识 Wayfinding:** Located near the Chinatown Gate and 6th Ave S, featuring a yellow and black sign.
- 自行车停放区 Bicycle parking:** Located near the Chinatown Gate and 6th Ave S, featuring a yellow and black sign.
- 室内“快闪”活动 Indoor pop-ups / 室内活动 Events:** Located near the Chinatown Gate and 6th Ave S, featuring a red and white sculpture.
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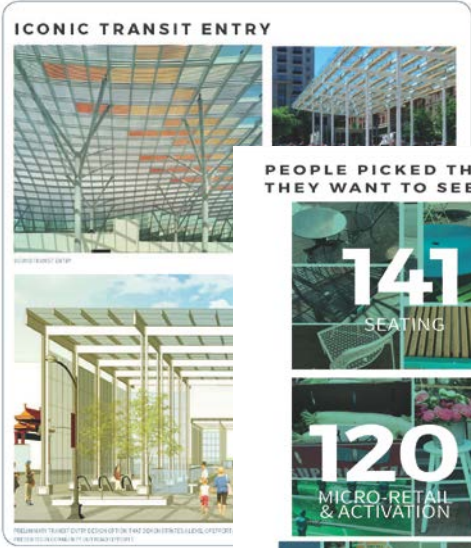
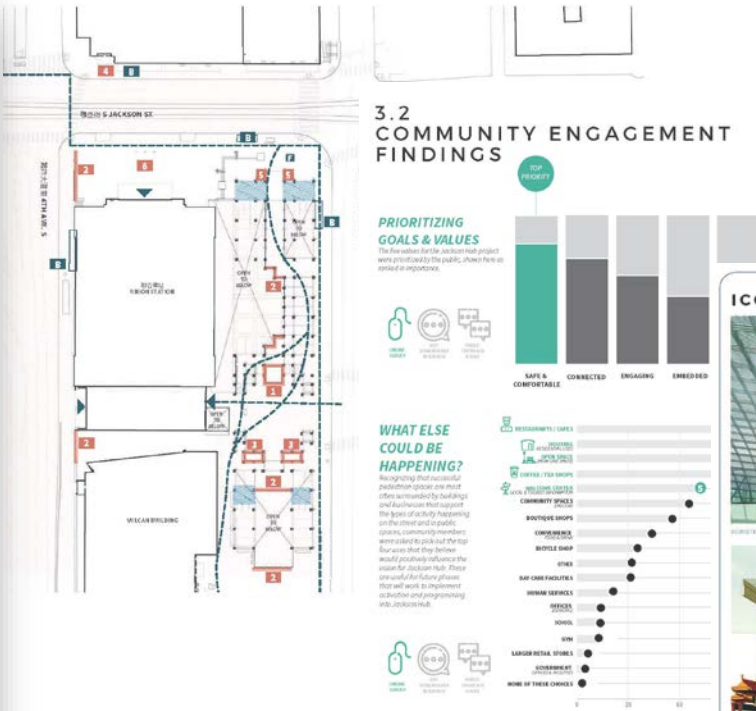
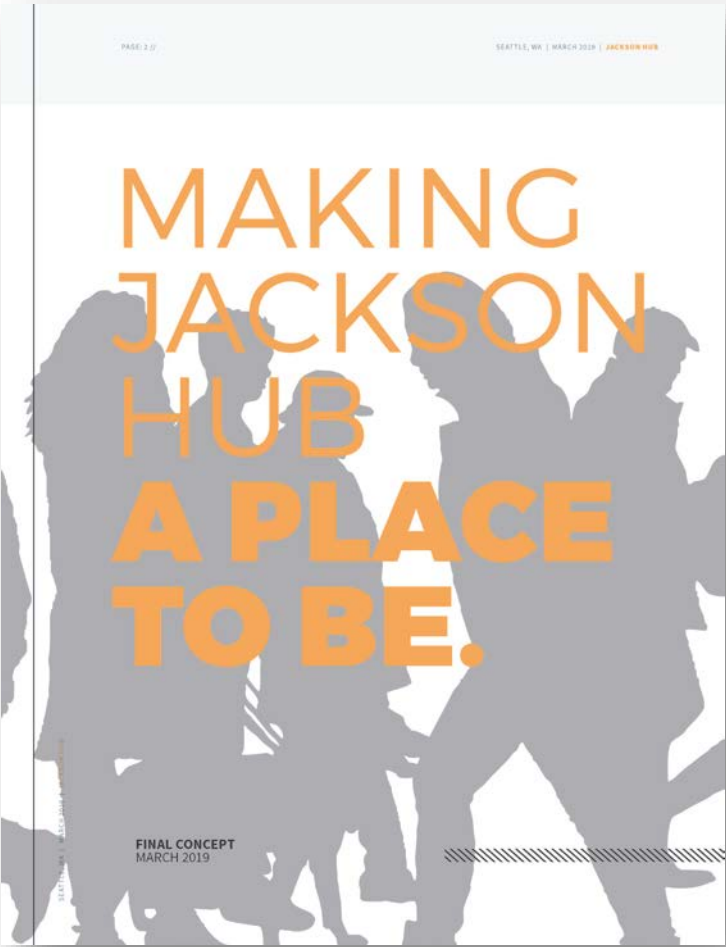
Other labels on the map include: 京和島州總匯市場 Uwajimaya, 中華門 Chinatown Gate, 6th Ave S, 國際區國際車站 International District Chinatown Station, 聯合車站 Union Station, 4th Ave S, 南朗街 S Jackson St, 國王街 King Street Station, 索納車站出入口 Sounder Station Entrance, and 索納車站 Sounder Station.

联合车站和广场 Union Station and plaza area



Jackson Hub 过去的工作

Jackson Hub past work



PEOPLE PICKED THESE IMAGES SHOWING WHAT THEY WANT TO SEE MORE OF IN JACKSON HUB

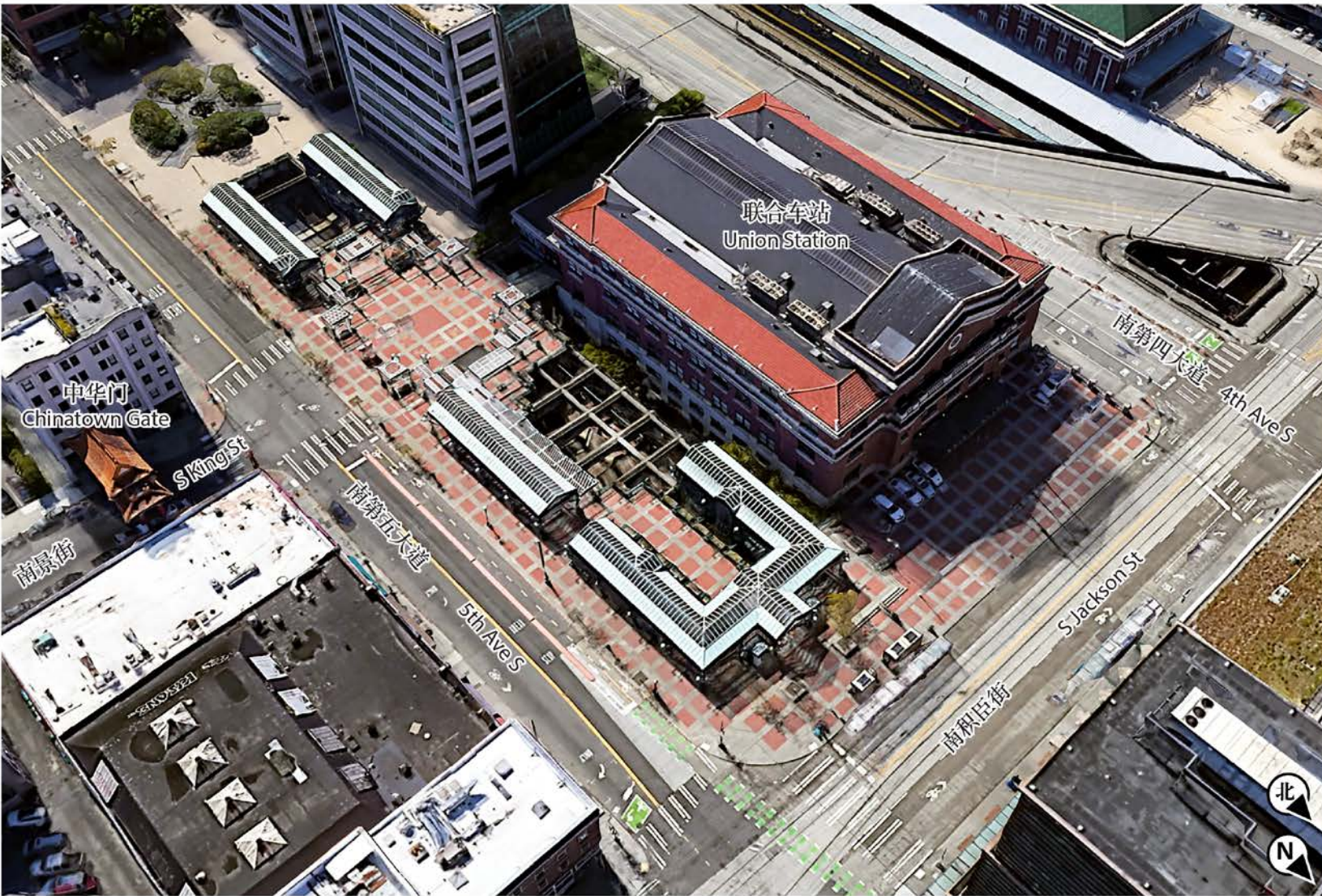


激活潜在的愿景

A potential vision for activation

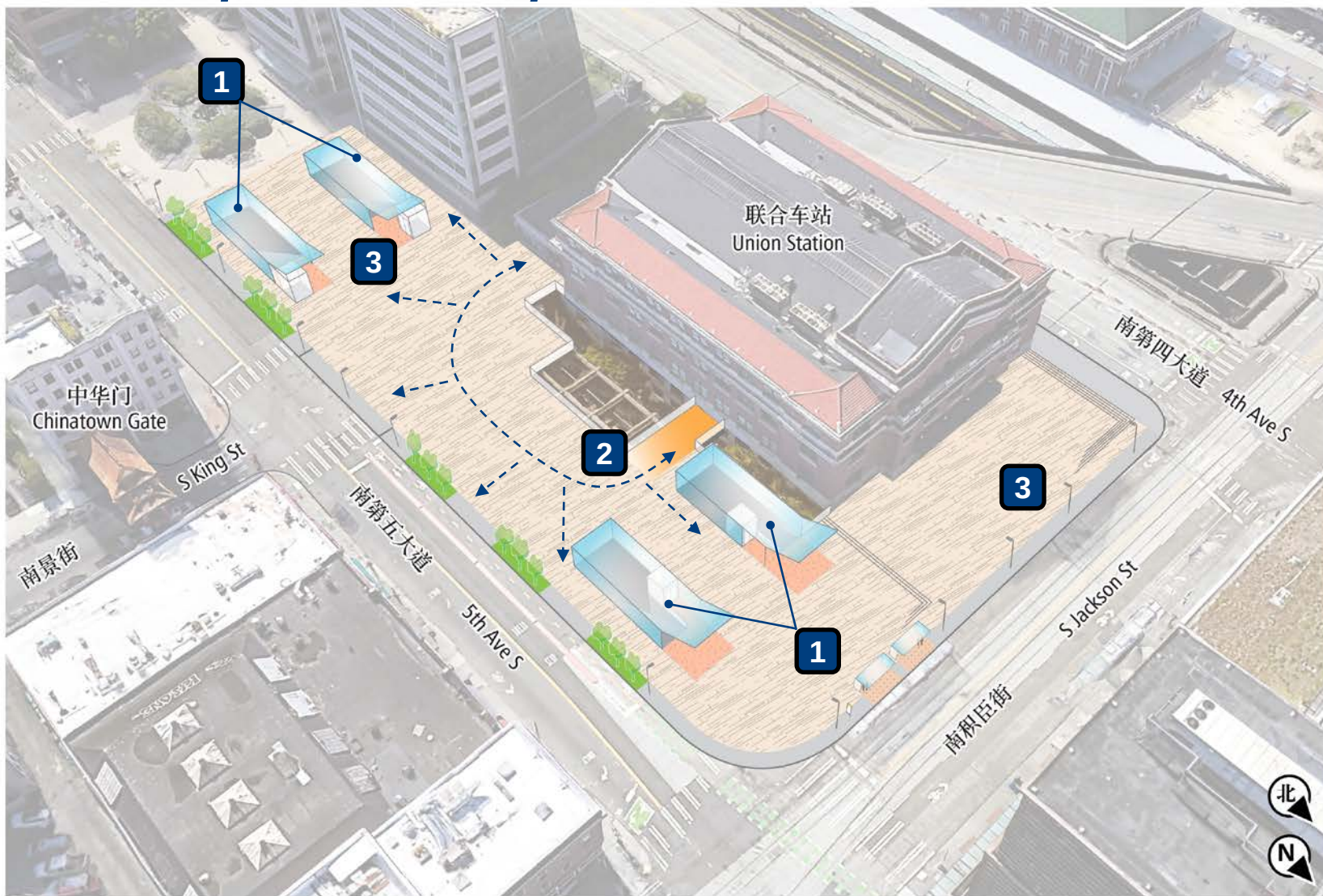


现有车站广场 Existing Station Plaza



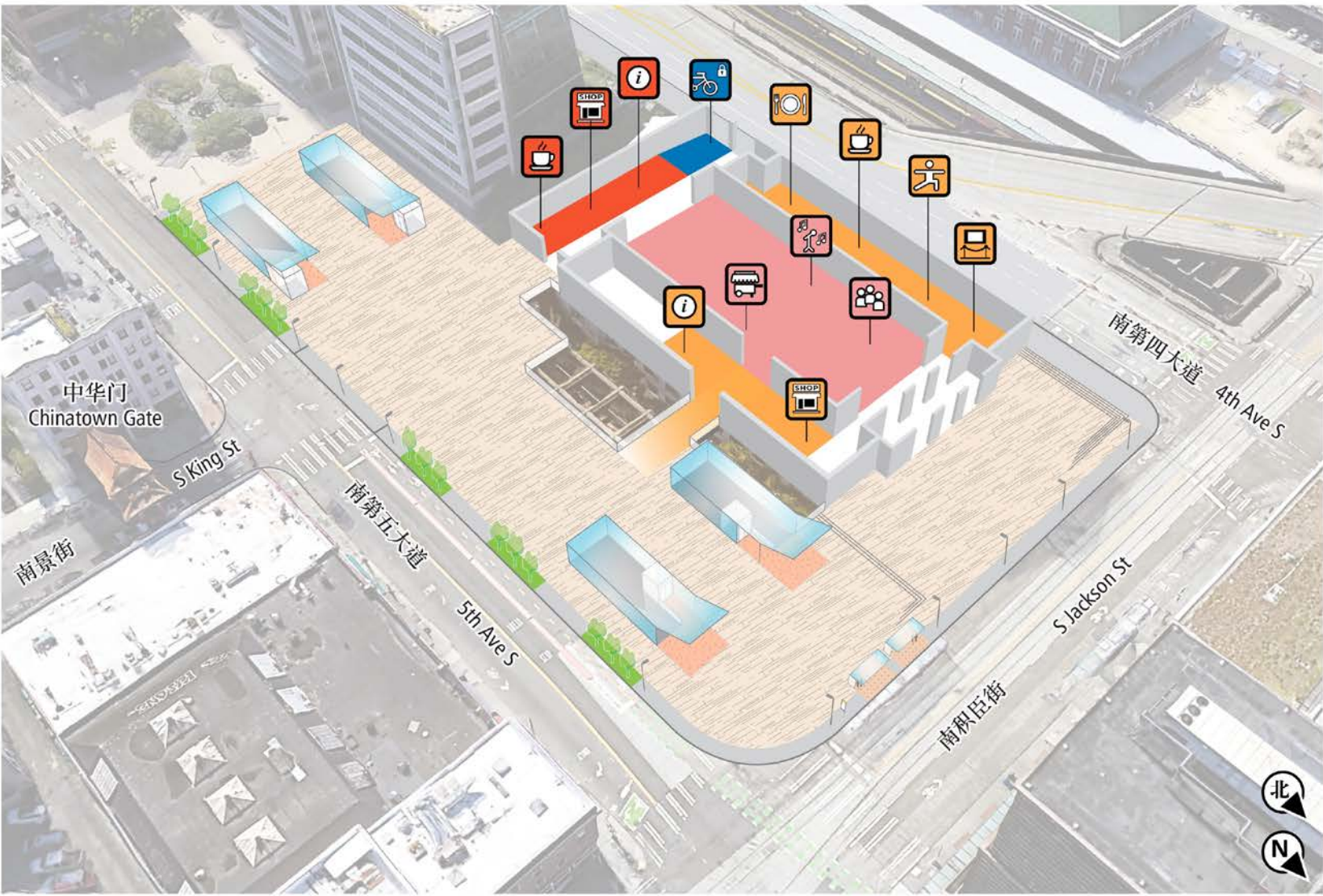
新车站广场构思

Station plaza concept



- 1** 更换车站出入口檐篷
Replace station entry canopies
- 2** 打通广场并连接到联合车站建筑物东面表面
Open up plaza and connect into Union Station east facade
- 3** 安装新的统一路面和照明格式
Install new unified paving and lighting scheme

联合车站激活 Union Station activation



联合车站内 Inside Union Station

社区活动 Community events	餐 Dining
音乐/表演 Music/performance	小食/咖啡店 Cafe
零售/餐车 Vending/food carts	活动兴趣班 Classes
公共单车存放处 Public bike storage	展览厅 Gallery
交通询问处 Transit info	快闪活动 Pop-ups
零售处 Retail	询问处 Kiosk
小食/咖啡店 Cafe	

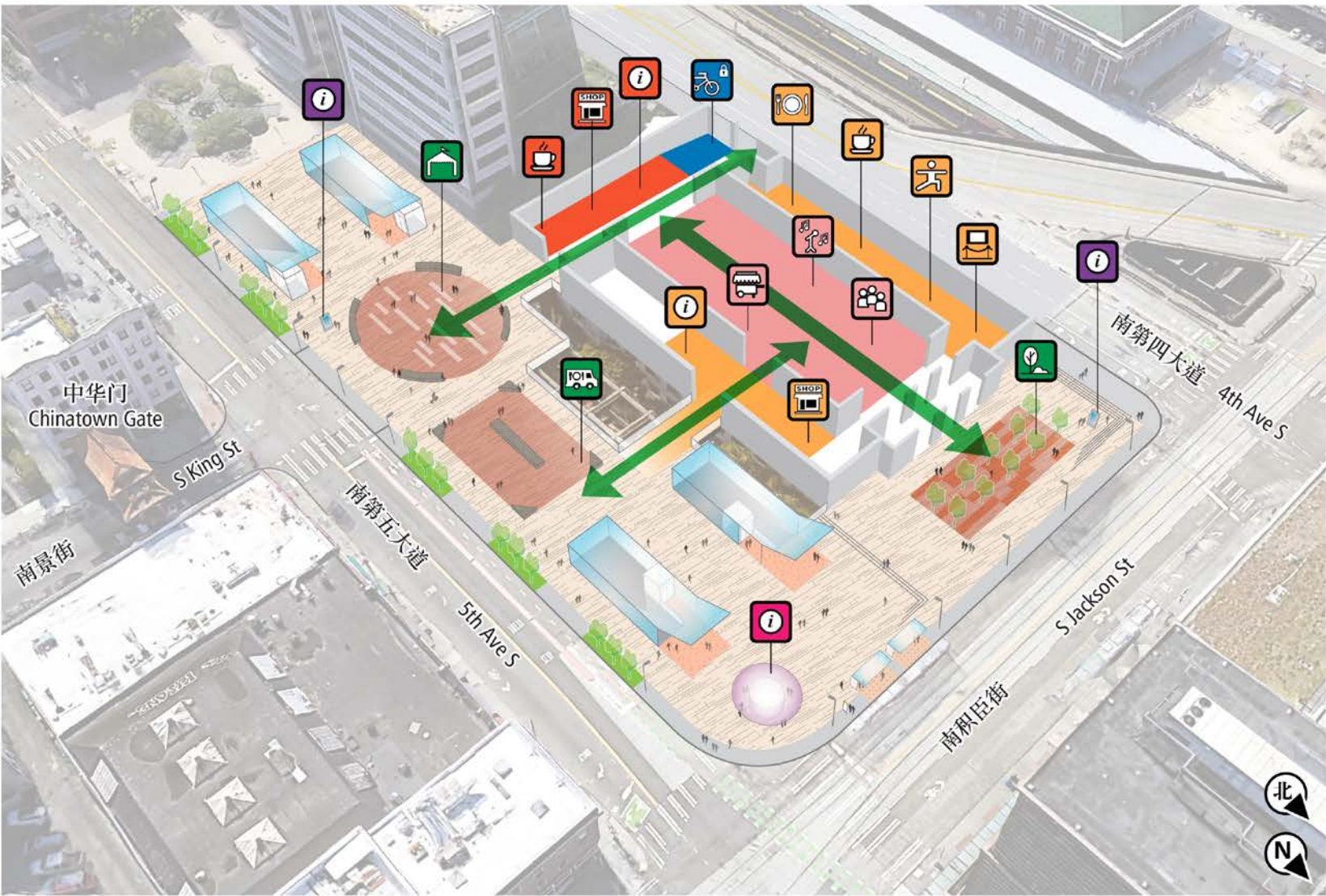
Union Station activation – with 4th Ave station entrance



- | | | | |
|---|---------------------------------------|---|------------------|
|  | 社区活动
Community events |  | 餐厅
Dining |
|  | 音乐/表演
Music/performance |  | 小食/咖啡店
Cafe |
|  | 零售/餐车
Vending/food carts |  | 活动兴趣班
Classes |
|  | 公共单车存放处
Public bike storage |  | 展览厅
Gallery |
|  | 第四大道车站出入口
4th Ave station entrance |  | 快闪活动
Pop-ups |
| | |  | 询问处
Kiosk |

联合车站和广场的概念和用途

Union Station. plaza concept and uses



联合车站内 Inside Union Station

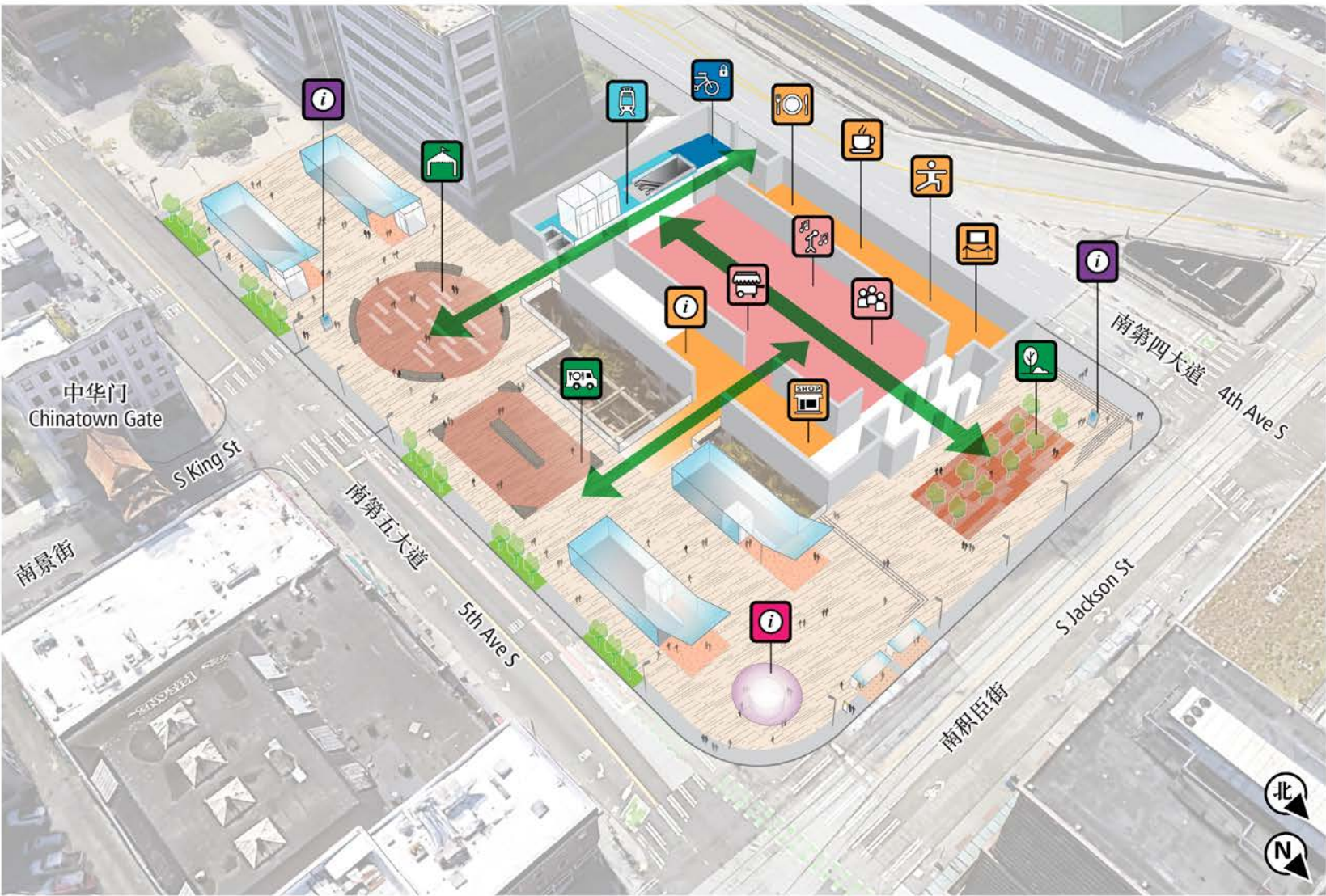
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小食/咖啡店 Cafe	

车站广场 Station plaza

行人导向标示 Wayfinding	季节性市场/饮食/ 座位区 Seasonal market/ food/seating
公用广场/ 园林景观/艺术 Open plaza/ landscape/art	室外活动/表演/ 弹性空间 Events/performance/ flexible space
询问亭(有当席人员) 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



联合车站内 Inside Union Station

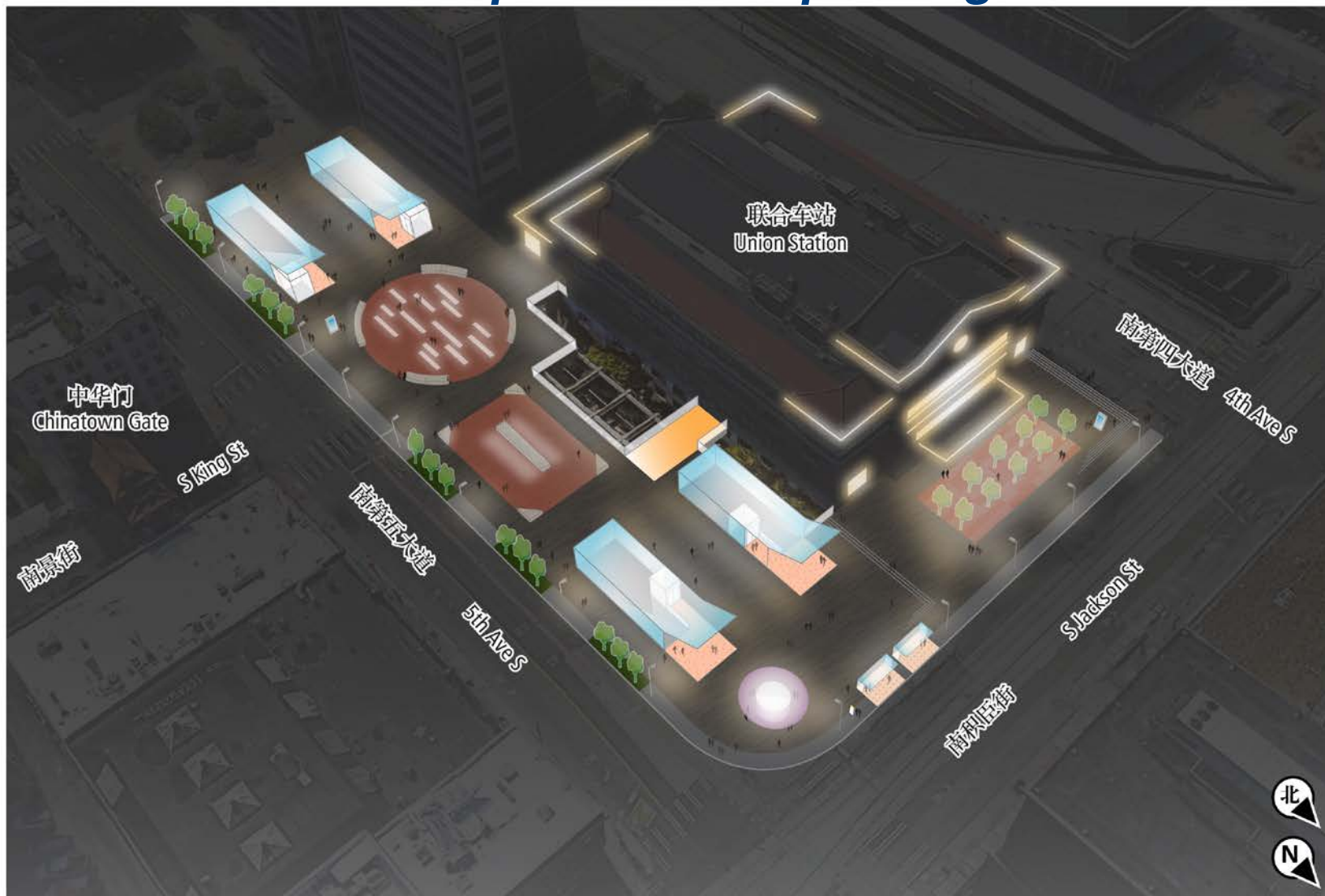
社区活动 Community events	餐厅 Dining
音乐/表演 Music/performance	小食/咖啡店 Cafe
零售/餐车 Vending/food carts	活动兴趣班 Classes
公共单车存放处 Public bike storage	展览厅 Gallery
第四大道车站出入口 4th Ave station entrance	快闪活动 Pop-ups
	询问处 Kiosk

车站广场 Station plaza

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公用广场/ 园林景观/艺术 Open plaza/ landscape/art	室外活动/表演/ 弹性空间 Events/performance/ flexible space
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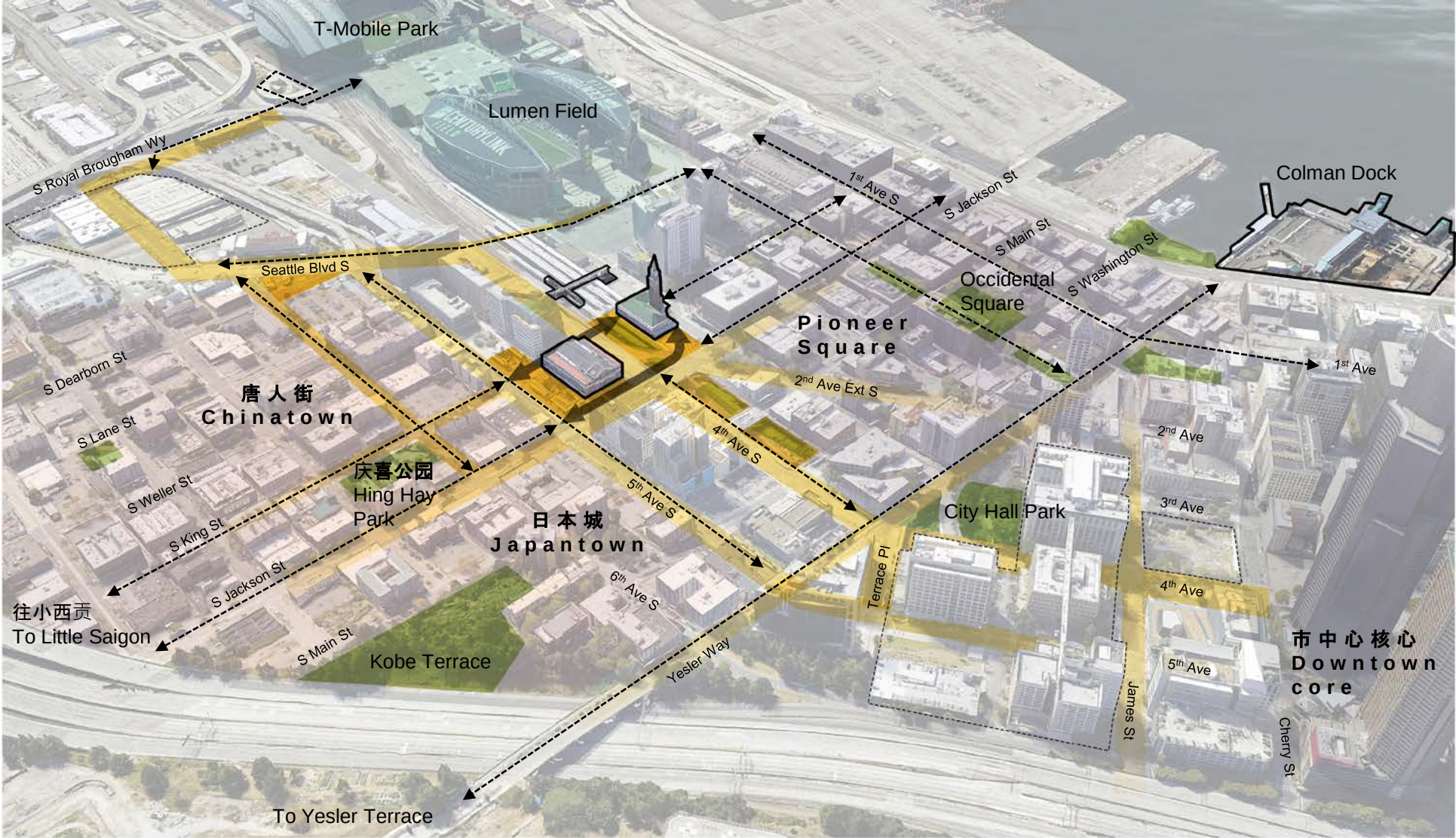
联合车站和广场的概念—夜间方案

Union Station and plaza concept – night scheme



历史悠久的车站枢纽和连接社区

Historic station hub and neighborhood connections



- 公共广场 (现有的和潜在的)
Public plaza (existing and potential)
- 步行街 (现有的和潜在的)
Pedestrian-focused street (existing and potential)
- 公共公园
Public park
- 计划的未来发展
Planned future development
- 重点步行路线
Key walking route

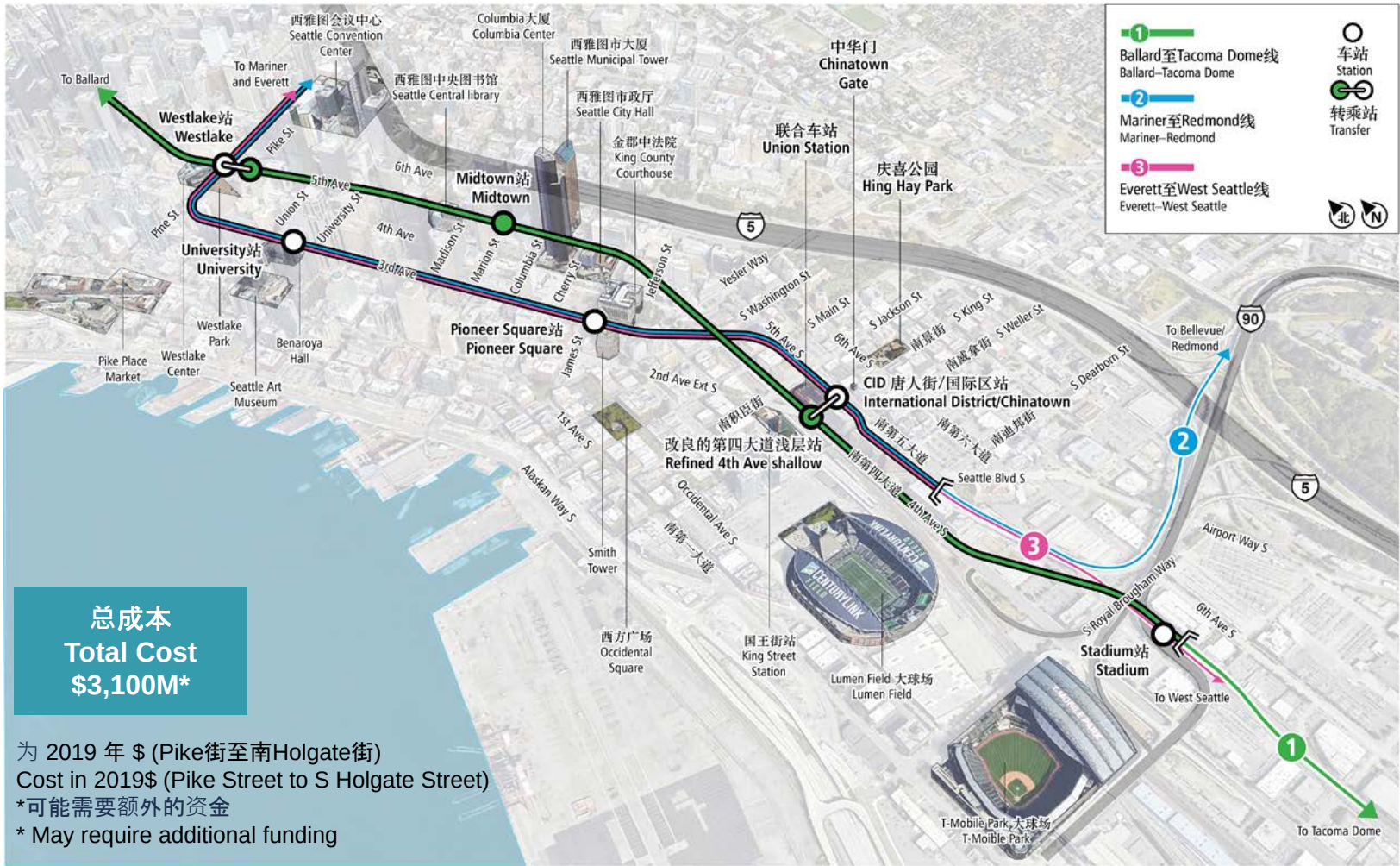
*进一步研究总结：改良的第四大道
浅层站 + Midtown站*

Further study summary:

Refined 4th Shallow + Midtown

改良的第四大道浅层站 + Midtown站

Refined 4th Ave Shallow + Midtown



载客量和乘客体验 Ridership and passenger experience	
一号线在三个车站上的每日登车人次总和 Total 1 Line daily boardings at 3 stations	55,000 乘客 passengers
第四大道浅层站换乘时间 Transfer time at 4th Ave Shallow	3分 10 秒 3m 10s
车站深度 Station Depth	
Midtown 站 Midtown	195-205 英尺 feet
第四大道浅层站 4th Ave Shallow	80 英尺 feet
社区和区域交通连接 Community and regional access	
庆喜公园往SeaTac/机场站 Hing Hay Park to SeaTac/Airport Station	39 分钟 minutes
西方广场往SeaTac/机场站 Occidental Square to SeaTac/Airport Station	46 分钟 minutes
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City	41 分钟 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

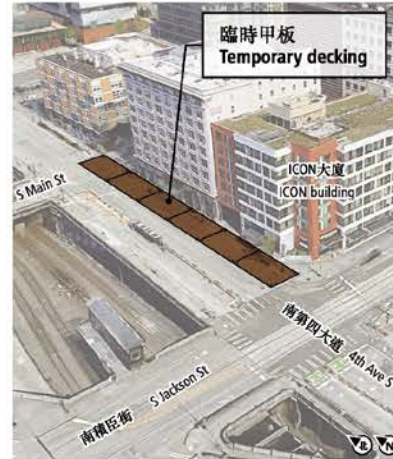
1

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

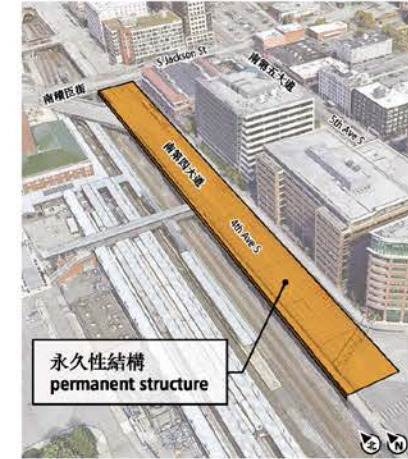
3

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（例如改用刺線樁牆而不採用泥漿牆）
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，高峰時段可能會有 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

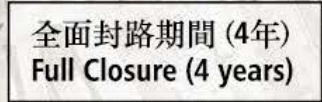
5c

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

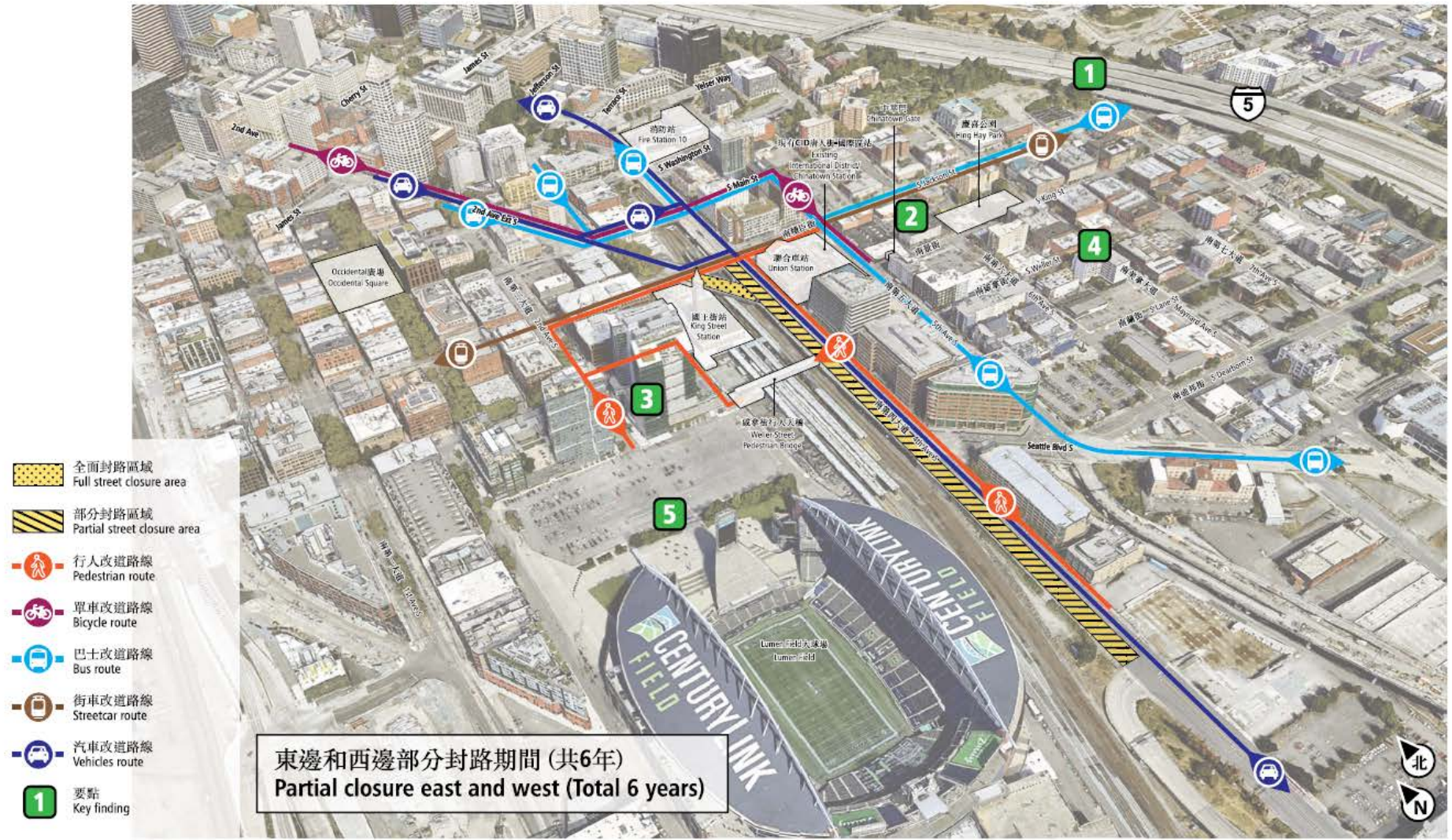
實施比賽日繞行路線和需求管理策略
Implement game day detour routes and transportation demand management strategies

4th Avenue Shallow - full closure and detour routes



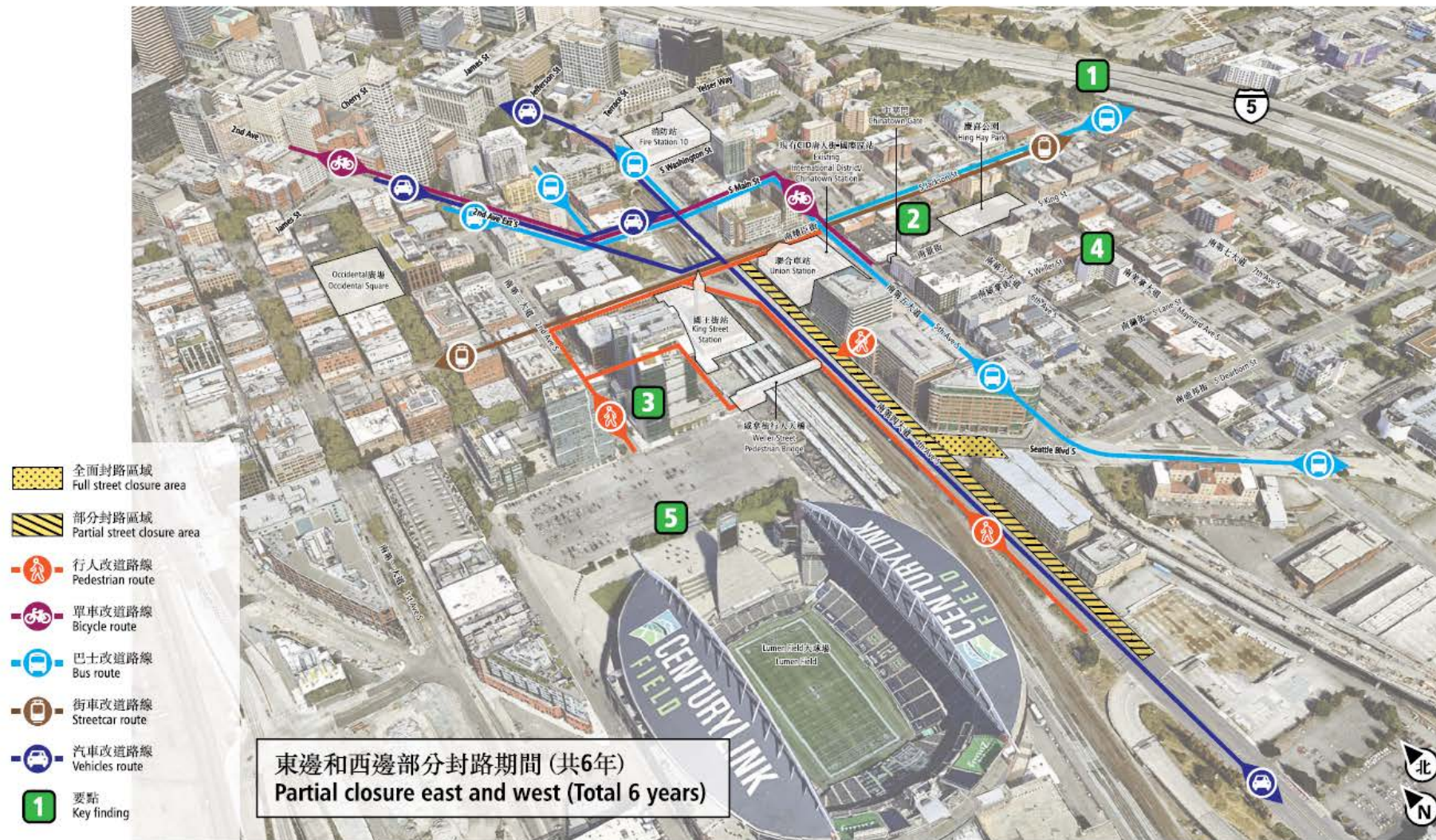
第四大道淺層方案 - 部分封路區域(西邊)和改道路線

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



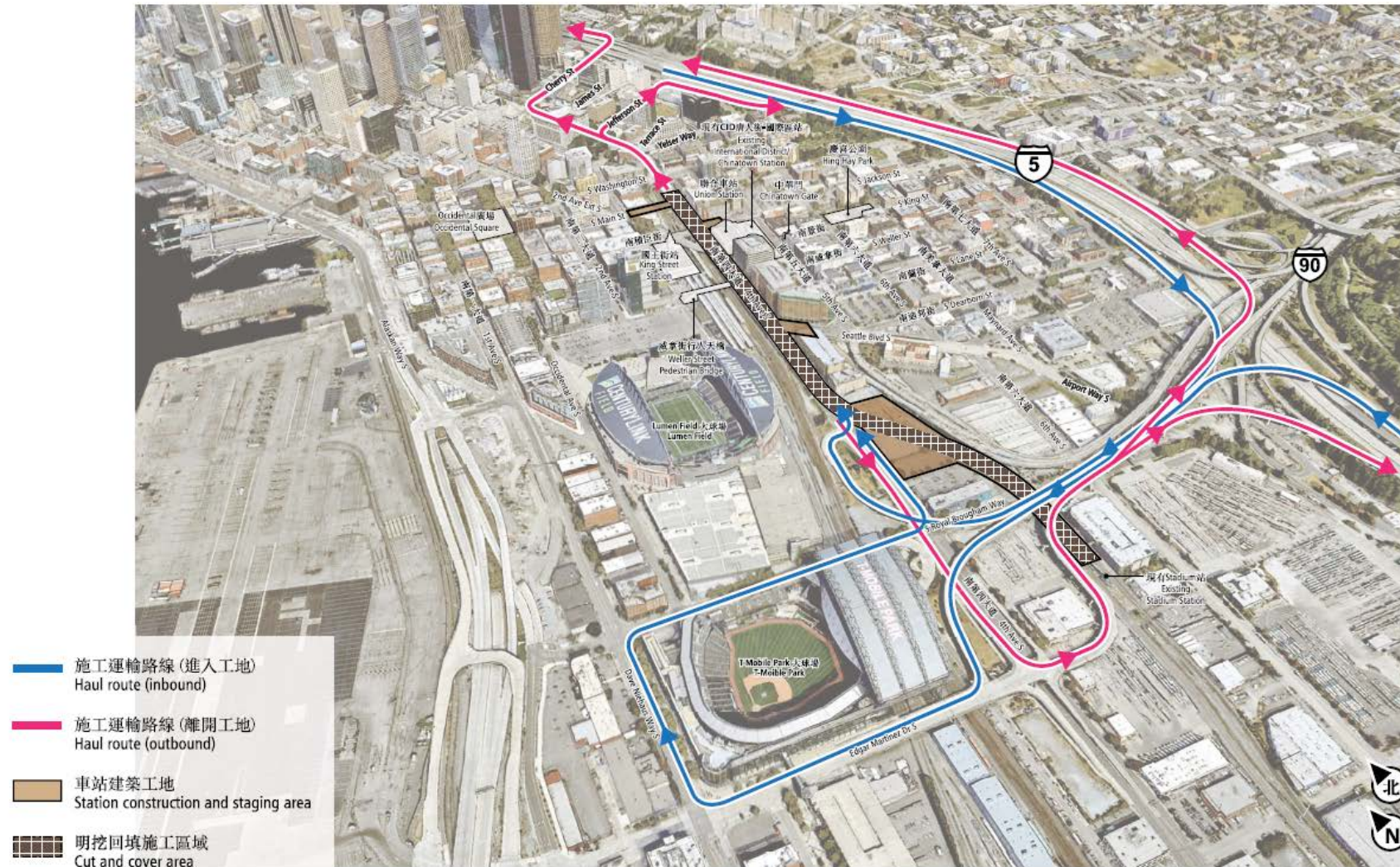
第四大道淺層方案 - 部分封路區域(東邊)和改道路線

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



通风和紧急出口选项 - 第四大道浅层车站方案

Ventilation and emergency egress options - 4th Ave Shallow station

隧道通风的设计和运作

Design and operation of tunnel ventilation

车站两端都需要通风
Ventilation needed at both ends of station
轻轨车辆使用电力运作
Light rail vehicles operate using electric power
通风扇仅在紧急情况下启动，以排出隧道内的烟雾
Vent fans would be activated only in emergencies to exhaust smoke from tunnel
通风扇每月短暂运行一次，目的是测试其有效性
Vents are run once a month for a brief period to validate functionality
结构的高度决定在与运作的建筑距离
Structure height determined by proximity to occupied buildings

案例 Examples



这个紧急出口位于波士顿的车站
结合了凳子和遮阳棚

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



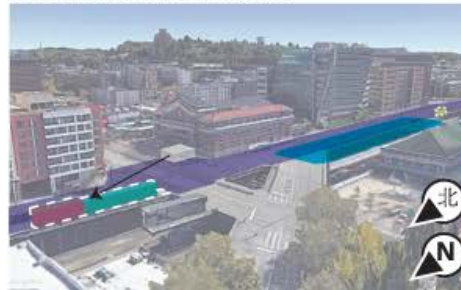
位于西雅图UW车站的垂直通风口
Vertical ventilation at UW Station in Seattle



这个波士顿的例子将通风设施与历史建筑结合
This example in Boston illustrates an example of integrating ventilation with historic building

以上图表展示车站的地点和构造并非按比例绘制，目的只供参考和说明。

南积臣街北边的两端
Both north of South Jackson Street



联合车站的东侧和南积臣街的南端
East side of Union Station and south of South Jackson Street



有可能需要在这个位置加一个上盖
Potential need to add a lid in this location

分布于南积臣街的两端
Split on either side of South Jackson Street



有可能需要在这个位置加一个上盖
Potential need to add a lid in this location

图例 Legend

- 《环境影响报告草案》北部隧道通风和紧急出口位置
DES location for North Tunnel Ventilation and Emergency Egress
- 北部隧道通风
Ventilation Building - North Tunnel
- 南部隧道通风
Ventilation Building - South Tunnel
- 北部紧急出口
Emergency Egress North
- 高架桥更换工程
Viaduct replacement work
- 车站位置
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

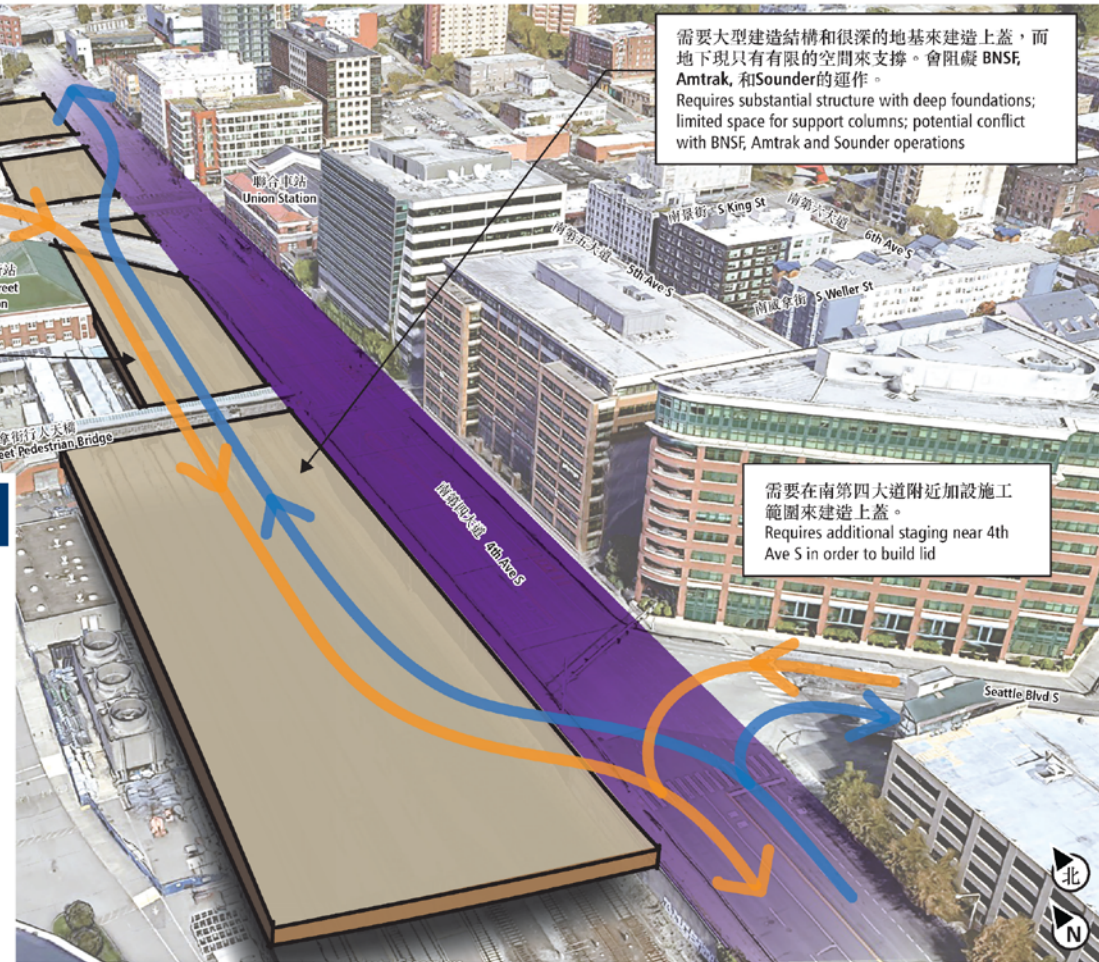
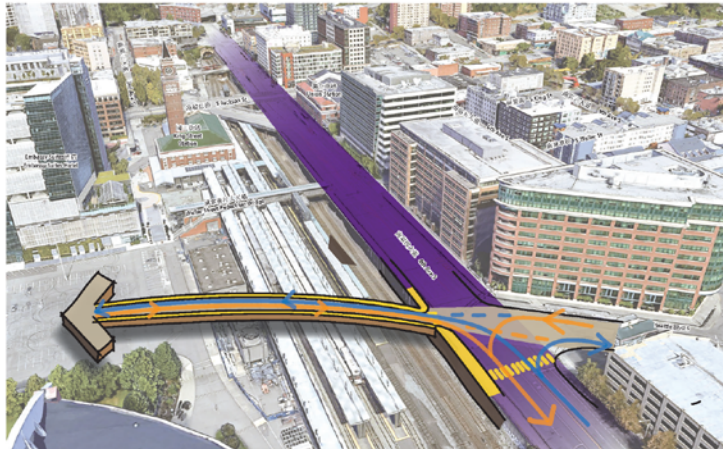
-  道路工程的界限
Limits of roadway construction
-  上蓋
Lid
-  往北行繞道
Northbound detour
-  往南行繞道
Southbound detour

如需要在上蓋行駛交通的話，上蓋路面會高於現有第四大道，以便為下面的火車提供足夠的行駛空間。
A lid that could support traffic would need to be higher than existing adjacent roadways to provide clearance to trains below

需要大型建造結構和很深的地基來建造上蓋，而地下現只有有限的空間來支撐。會阻礙 BNSF, Amtrak, 和 Sounder 的運作。
Requires substantial structure with deep foundations; limited space for support columns; potential conflict with BNSF, Amtrak and Sounder operations

需要在南第四大道附近加設施工範圍來建造上蓋。
Requires additional staging near 4th Ave S in order to build lid

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



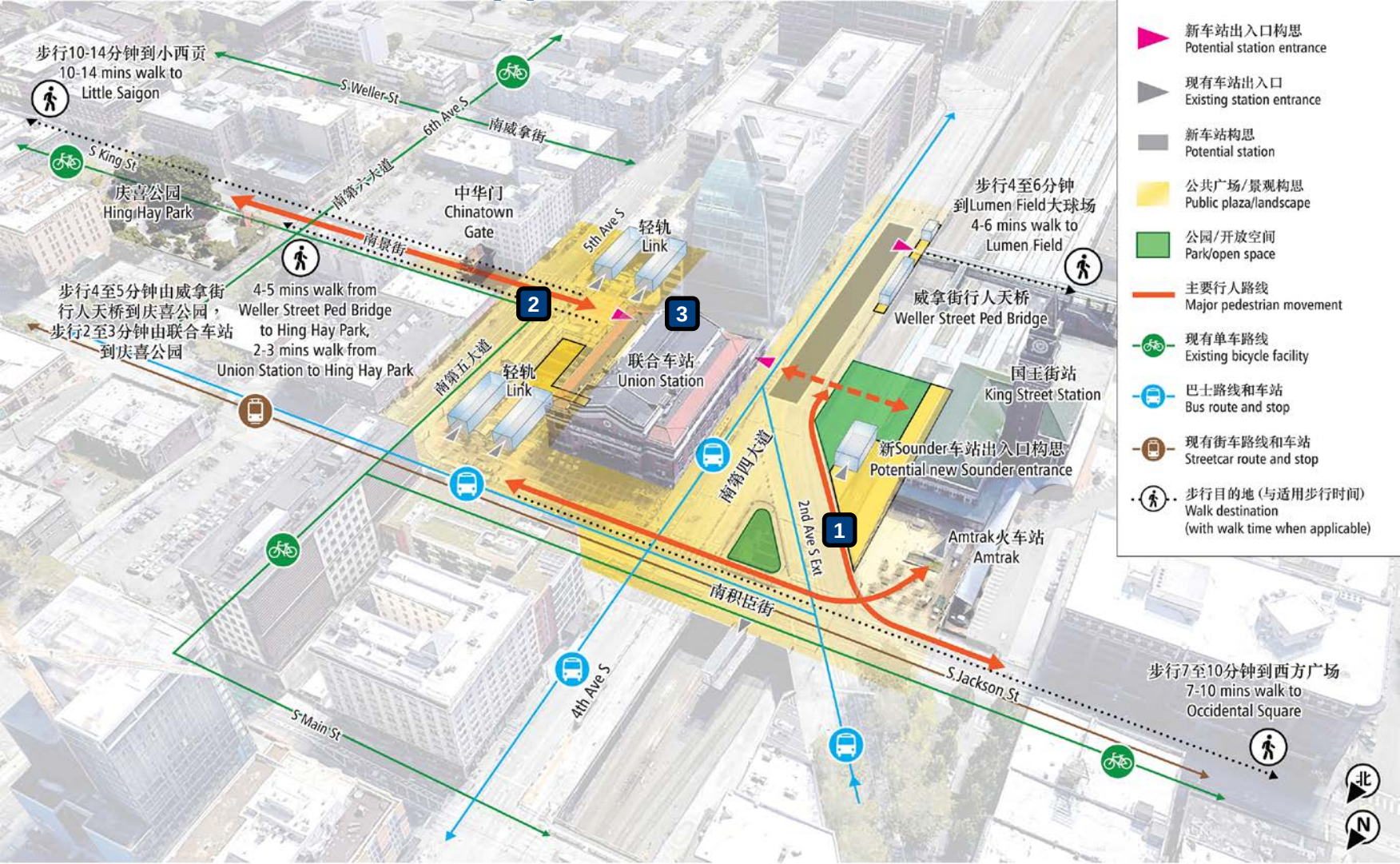
以上圖表僅展示社區要求的構想，目的只供討論。此構想尚未有作進一步設計。
Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.

 SOUNDTRANSIT

11/16/2022

南第四大道浅层: 机遇与问题

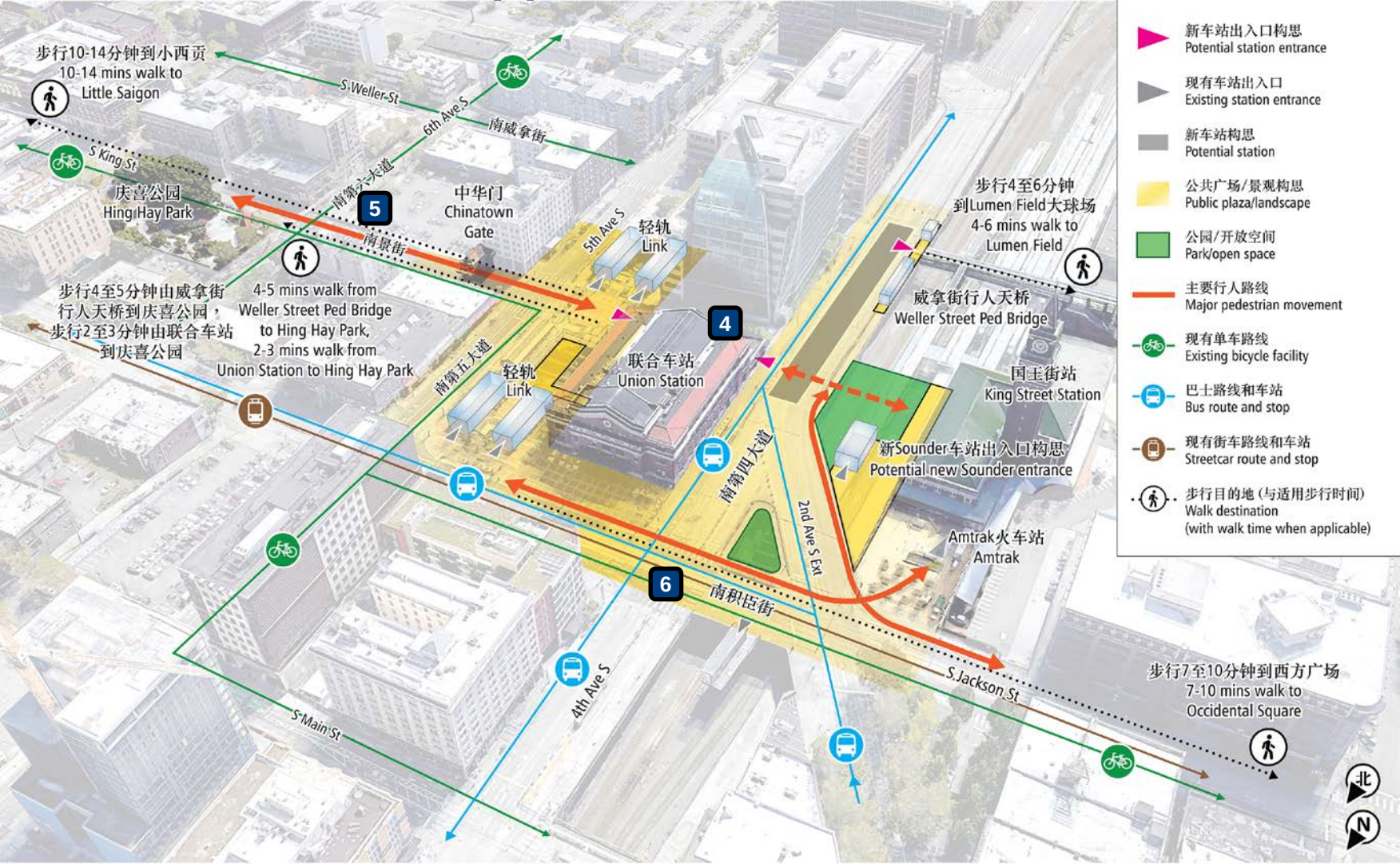
4th Ave Shallow: opportunities and issues



- 1** 具有公园空间, Sounder车站出入口和活动空间的潜在上盖
Potential lid with park space, Sounder access, and space for activities
- 2** 改善和激活广场空间, 创造充满活力的空间, 将社区成员聚集在一起
Improve and activate plaza space, to create lively space with uses to bring community members together
- 3** 车站大堂出入口将有助于激活联合车站
Station entrance in the concourse would help to activate Union Station

南第四大道浅层: 机遇与问题

4th Ave Shallow: opportunities and issues



4 有良好的视线和光线充足的通道和南景街横过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 通过绿色连接/节日街改善社区连接

Improve neighborhood linkage with green connection/festival street

6 改善十字路口，以方便行人过马路和连接先锋广场

Improve intersection to facilitate pedestrian crossings and connection to Pioneer Square

进一步研究总结:

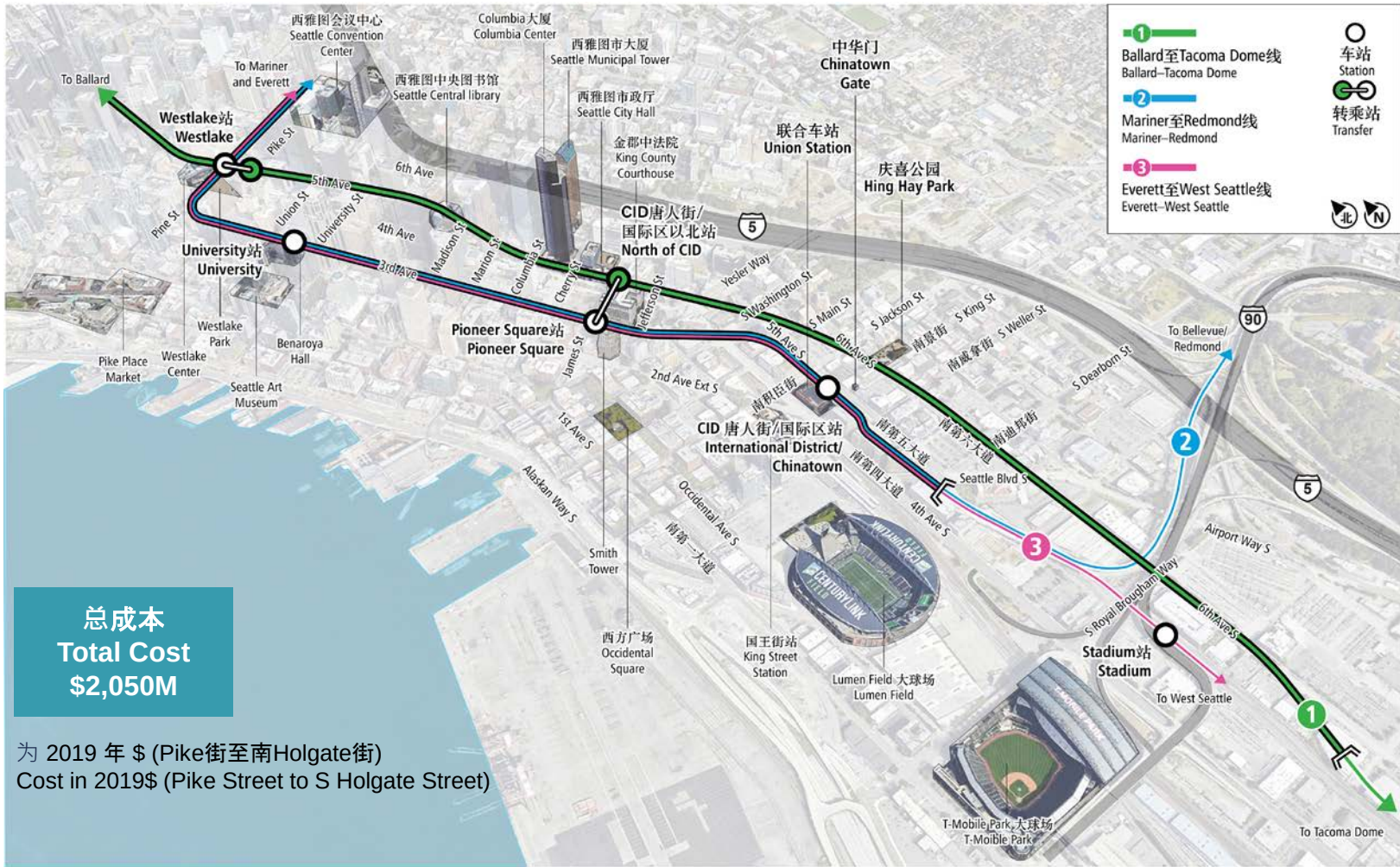
CID唐人街/国际区以北(没有Midtown站)

Further study summary:

North of CID (No Midtown)

CID唐人街/国际区以北(没有Midtown站)

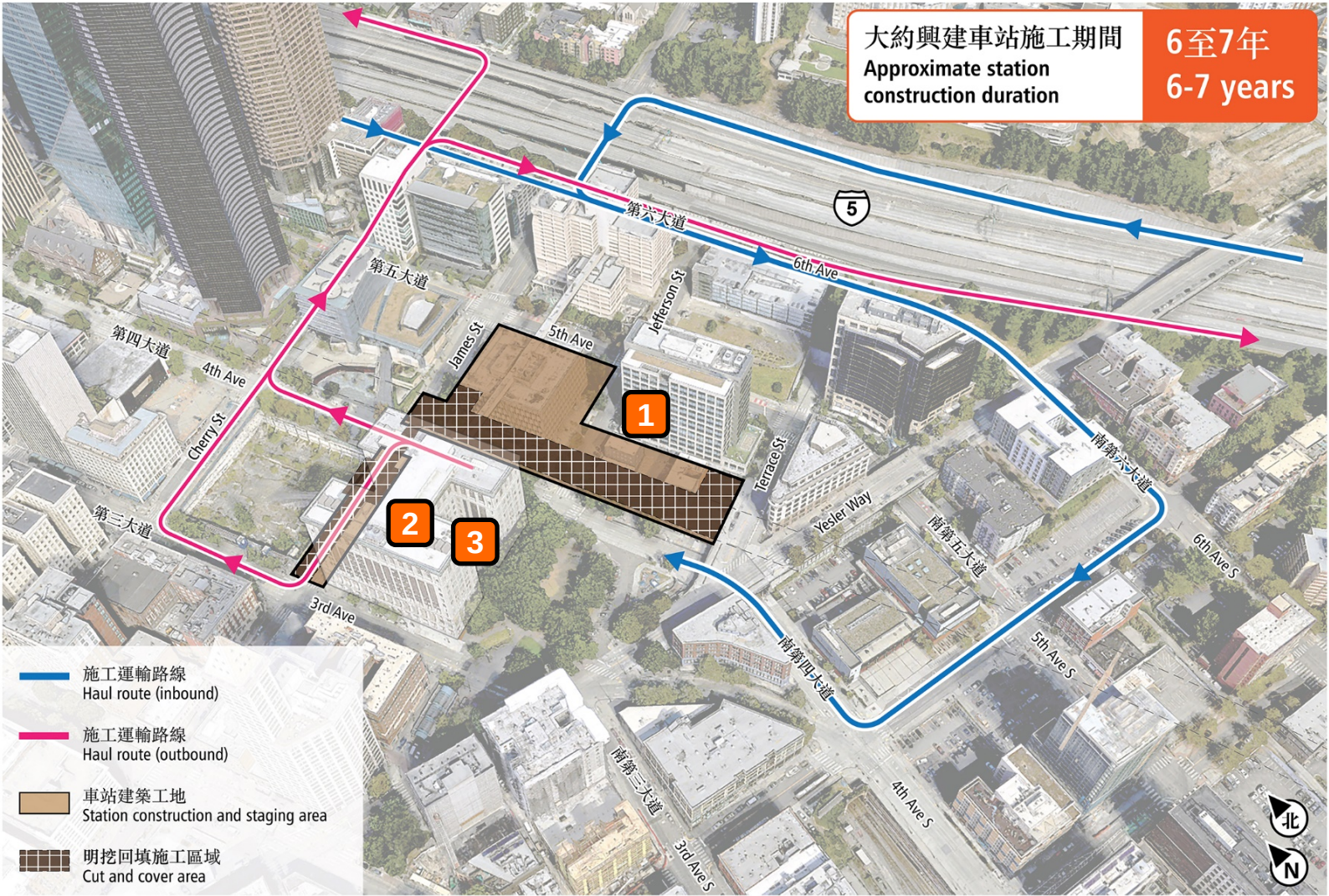
North of CID (No Midtown)



载客量和乘客体验 Ridership and passenger experience		
一号线在两个车站上的每日登车人次总和 Total 1 Line daily boardings at 2 stations		51,200 乘客 passengers
CID唐人街/国际区以北站换乘时间 Transfer time at North of CID		3分 15 秒 3m 15s
车站深度 CID唐人街/国际区以北站 North of CID	Station Depth	80-105 英尺 feet
社区和区域交通连接 Community and regional access		
庆喜公园往SeaTac/机场站 Hing Hay Park to SeaTac/Airport Station		44 分钟 minutes
西方广场往SeaTac/机场站 Occidental Square to SeaTac/Airport Station		45 分钟 minutes
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City		44 分钟 minutes

CID唐人街/国际区以北车站: 施工时的影响

North of CID: construction effects



1

搬迁金县行政大楼和其他提供社会服务的建筑物, 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

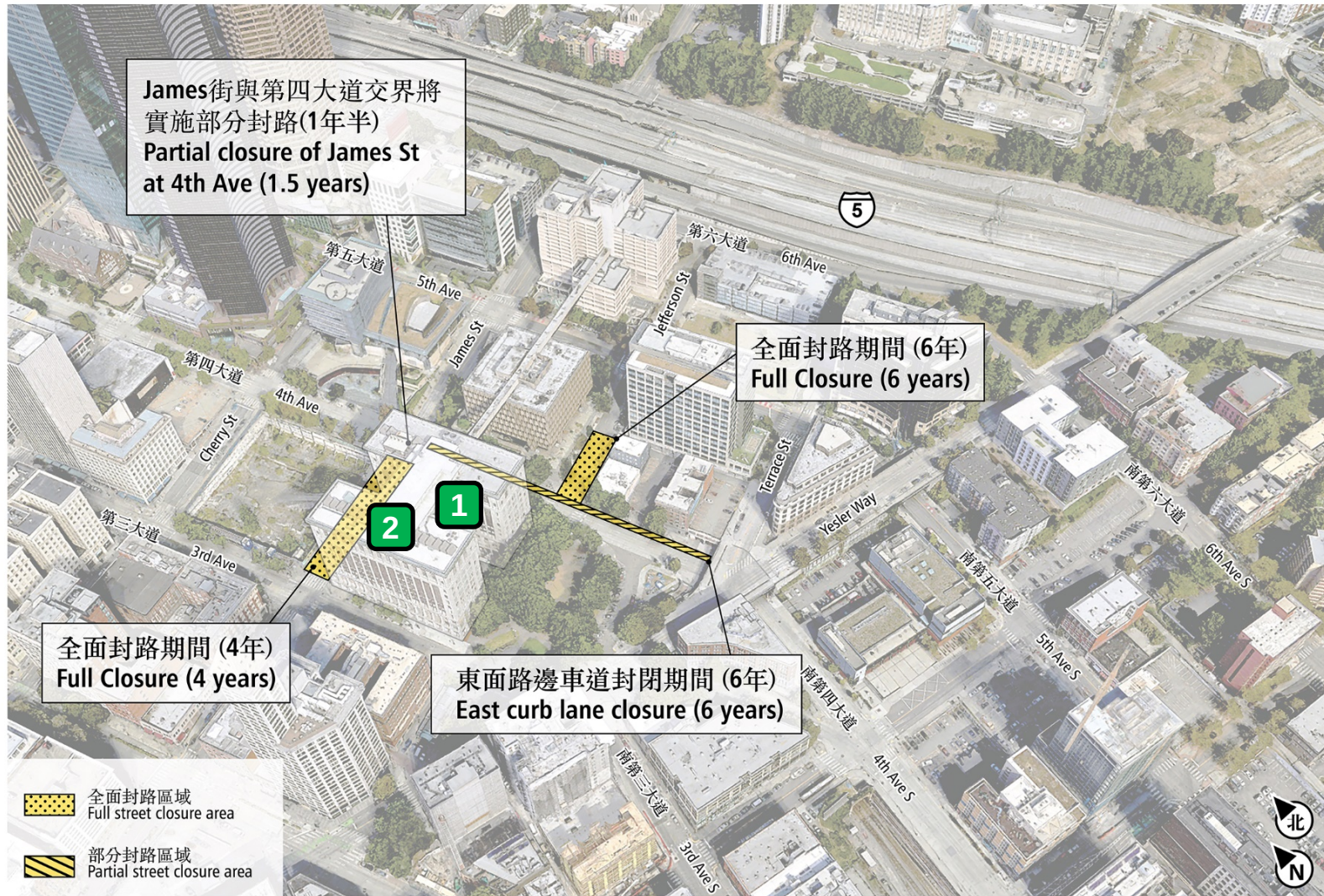
未发展物业的潜在车站入口机遇, 需要与发展计划协调
Opportunity for a potential station entrance at undeveloped property, requires coordination with development plans

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)

CID唐人街/国际区以北车站: 交通影响

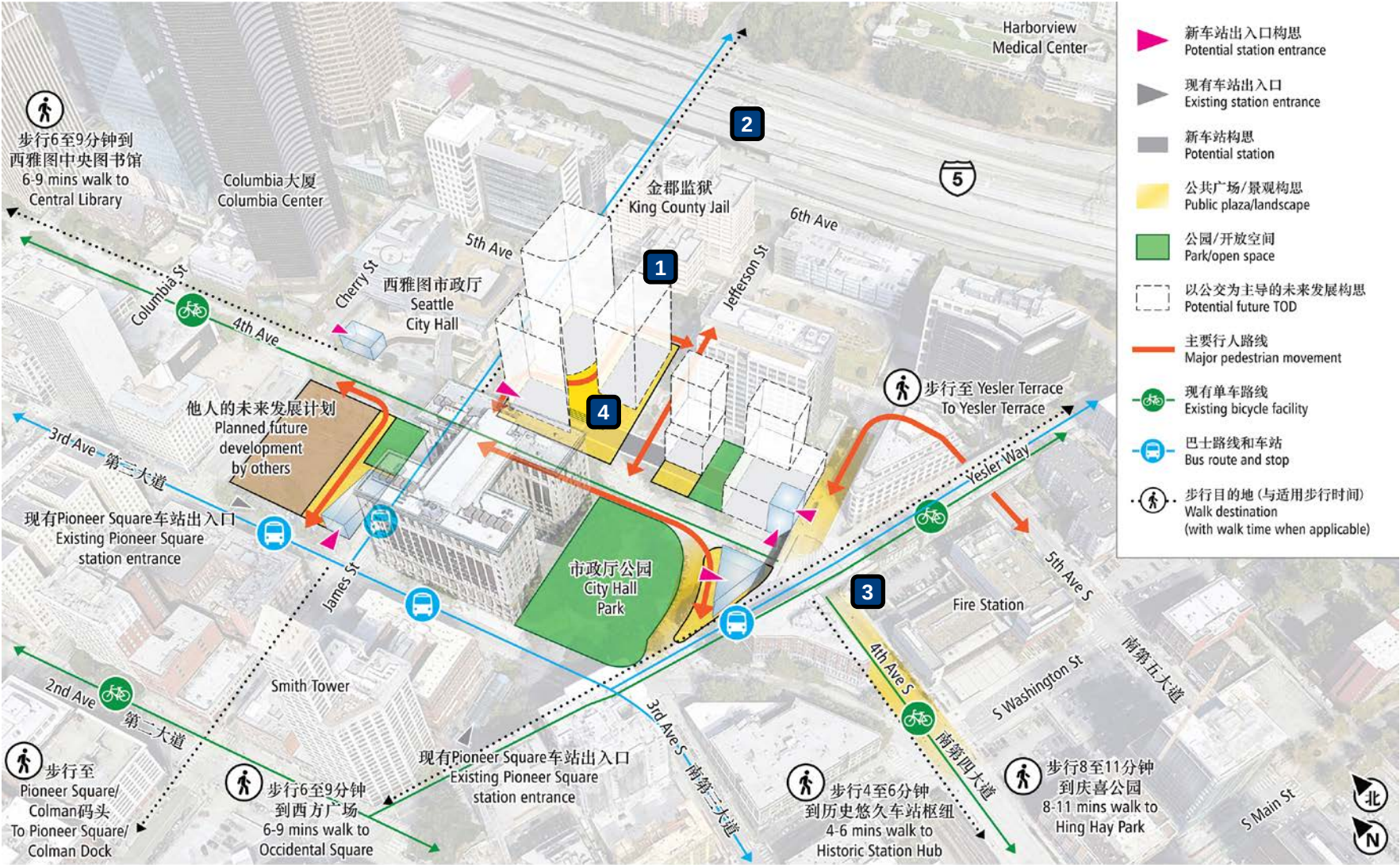
North of CID: traffic effects



- 1 与现有Pioneer Square站的地下连接走廊建设可能需要关闭第三和第四大道之间的James街, 具体取决于车站格局设计
Construction of underground connection to existing Pioneer Square station could require closure of James St between 3rd and 4th Aves depending on configuration
- 2 通过将地下连接走廊移动到私人物业来减少James街关闭的机会
Opportunity to reduce James Street closure by moving underground connection onto private property

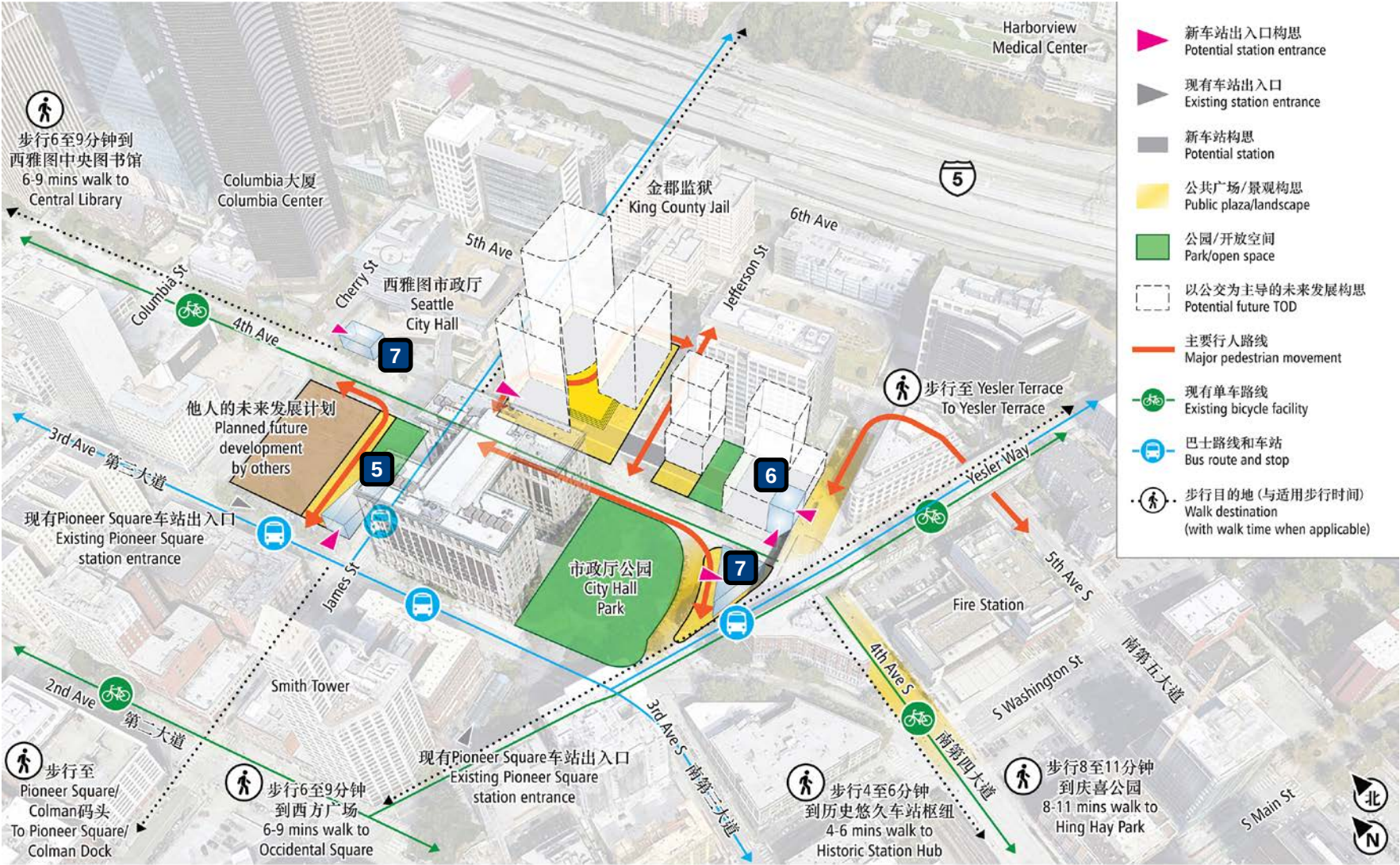
CID唐人街/国际区以北车站: 机遇与问题

North of CID: opportunities and issues



CID唐人街/国际区以北车站: 机遇与问题

North of CID: opportunities and issues



进一步研究总结:

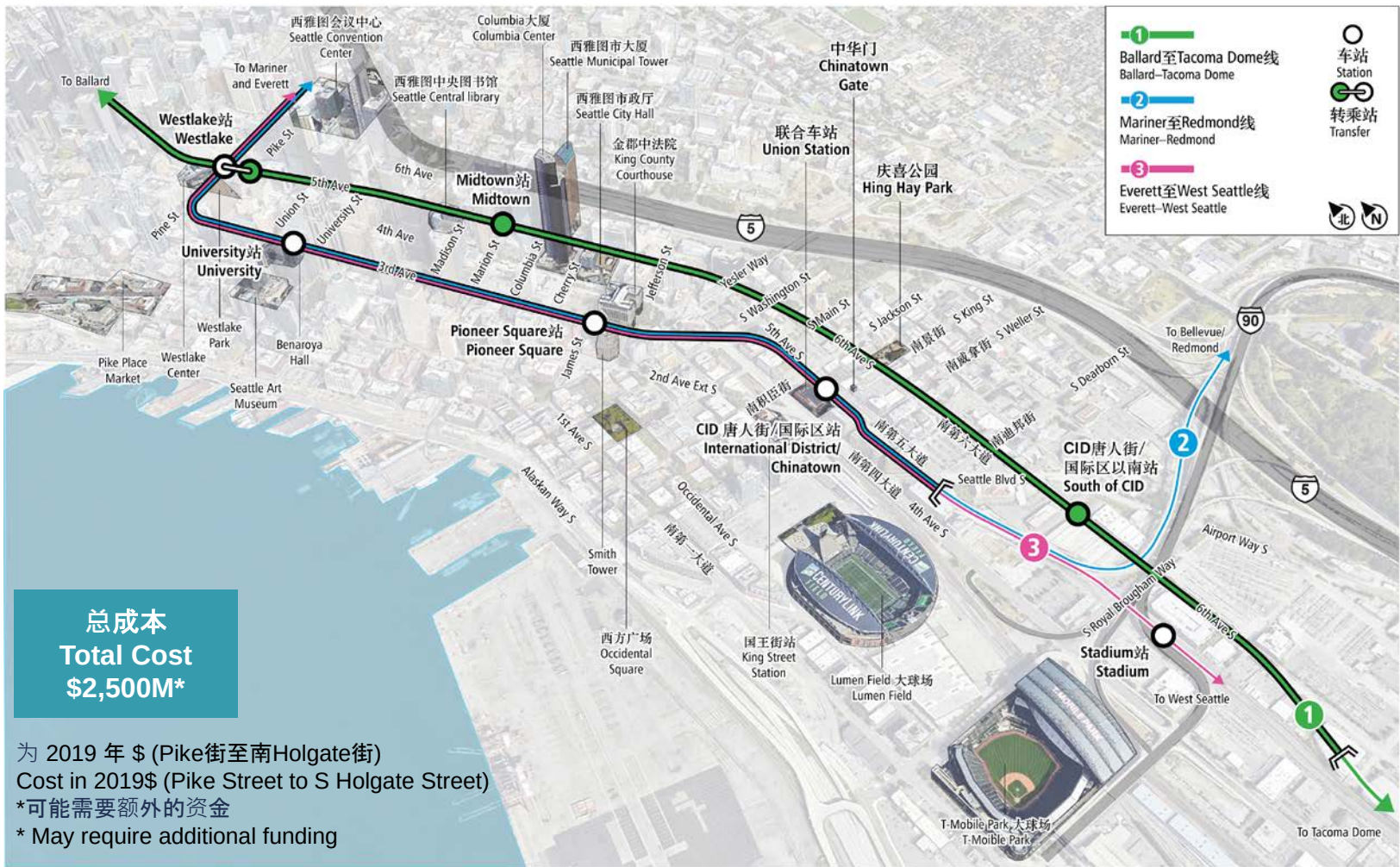
CID唐人街/国际区以南站 + Midtown站

Further study summary:

South of CID + Midtown

CID唐人街/国际区以南站 + Midtown站

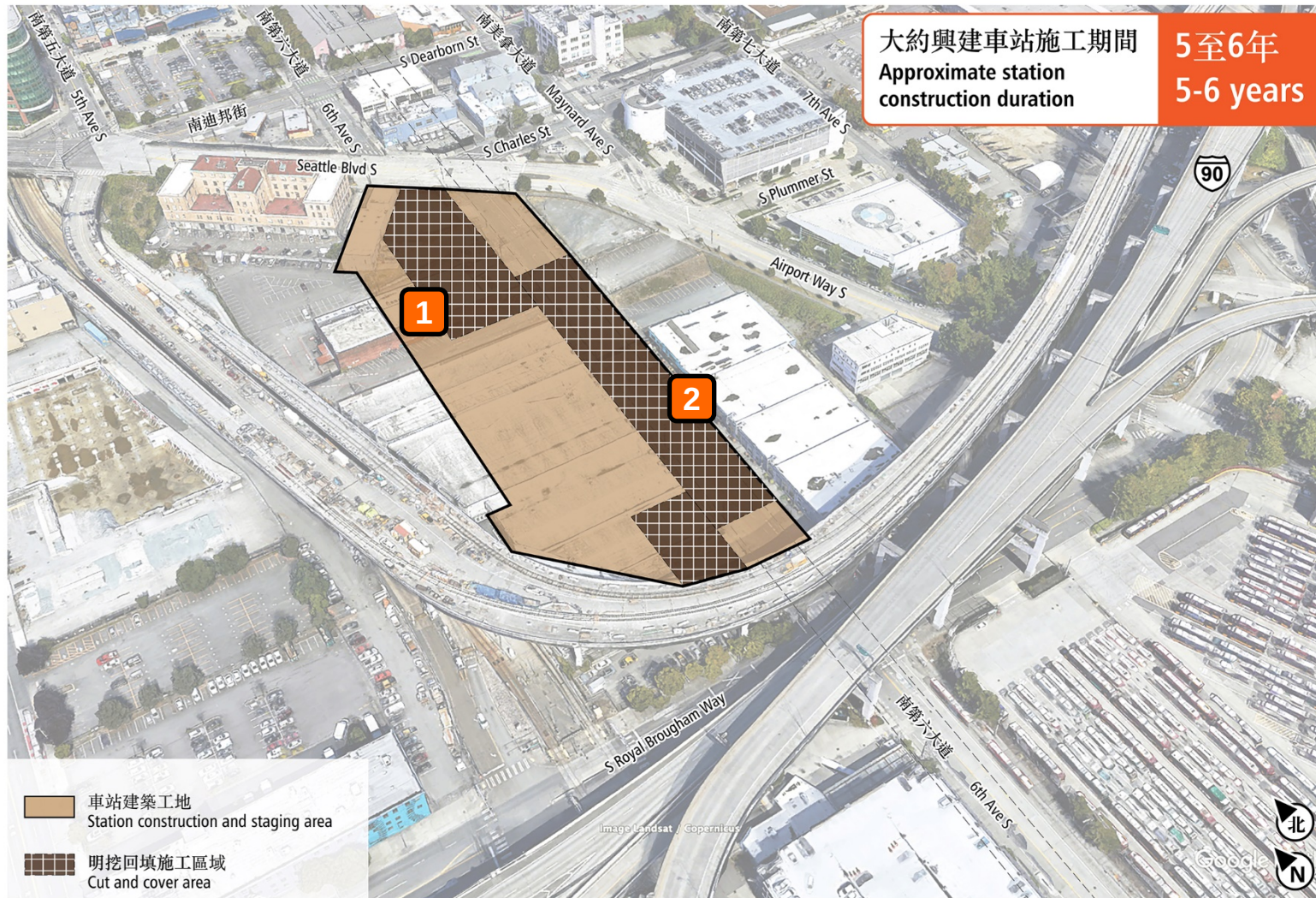
South of CID + Midtown



载客量和乘客体验 Ridership and passenger experience	
一号线在三个车站上的每日登车人次总和 Total 1 Line daily boardings at 3 stations	51,200 乘客 passengers
从CID唐人街/国际区以南站到现有CID唐人街/国际区换乘时间 Transfer/access to existing station in CID from South of CID	5-6 分 5-6 minutes
车站深度 Station Depth	
Midtown 站 Midtown	140-145 英尺 feet
CID唐人街/国际区以南站 South of CID	95-115 英尺 feet
社区和区域交通连接 Community and regional access	
庆喜公园往SeaTac/机场站 Hing Hay Park to SeaTac/Airport Station	41 分钟 minutes
西方广场往SeaTac/机场站 Occidental Square to SeaTac/Airport Station	47 分钟 minutes
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City	44-50 分钟 minutes

CID唐人街/国际区以南站: 施工时的影响

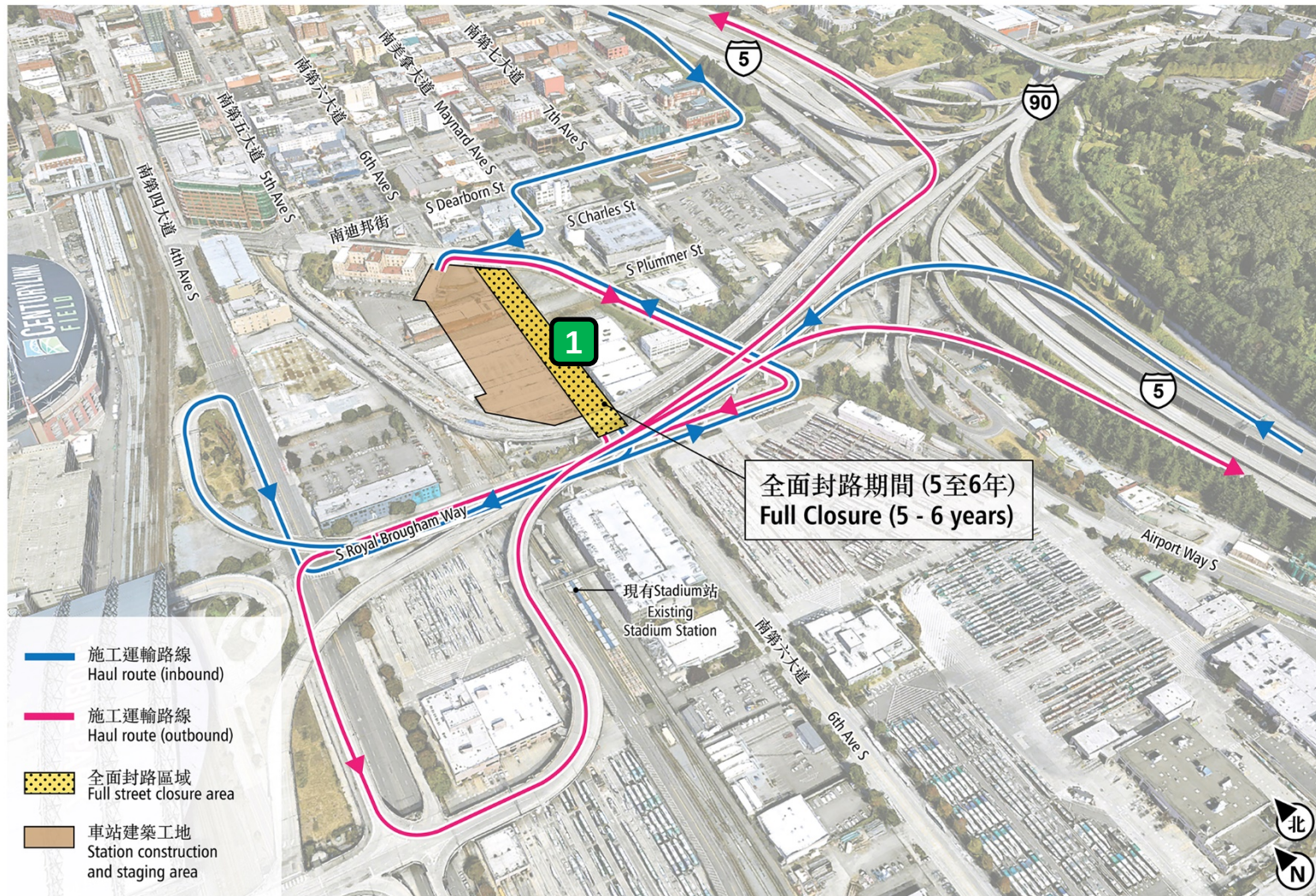
South of CID: construction effects



- 1 车站出入口和建筑工地需要与任何未来的发展计划互相协调
Station entrances and staging areas would need to be coordinated with any future development plans
- 2 与南第六大道的16英寸高压输气管线和计划中的SCL高压电力线存在潜在冲突
Potential conflict with 16" high pressure gas line and planned SCL high voltage power line on 6th Ave S

CID唐人街/国际区以南站: 交通影响

South of CID: traffic effects



1 施工需要完全关闭Seattle Boulevard S 和 S Royal Brougham之间的南第六大道, 这对整体交通和道路封闭影响较小

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

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/国际区以南站: 机遇与问题

South of CID: opportunities and issues



4 将车站出入口纳入潜在的未
来eTOD, 提供经济适用住房
和零售

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

5 激活连接公共空间、车站出
入口和其他人的开发项目以
激活的步行路线(合作伙伴
关系和潜在的eTOD机会)

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

6 通过充足的行人道和照明以
改善体育场的连接

Improve stadium connection
with ample sidewalks and
lighting

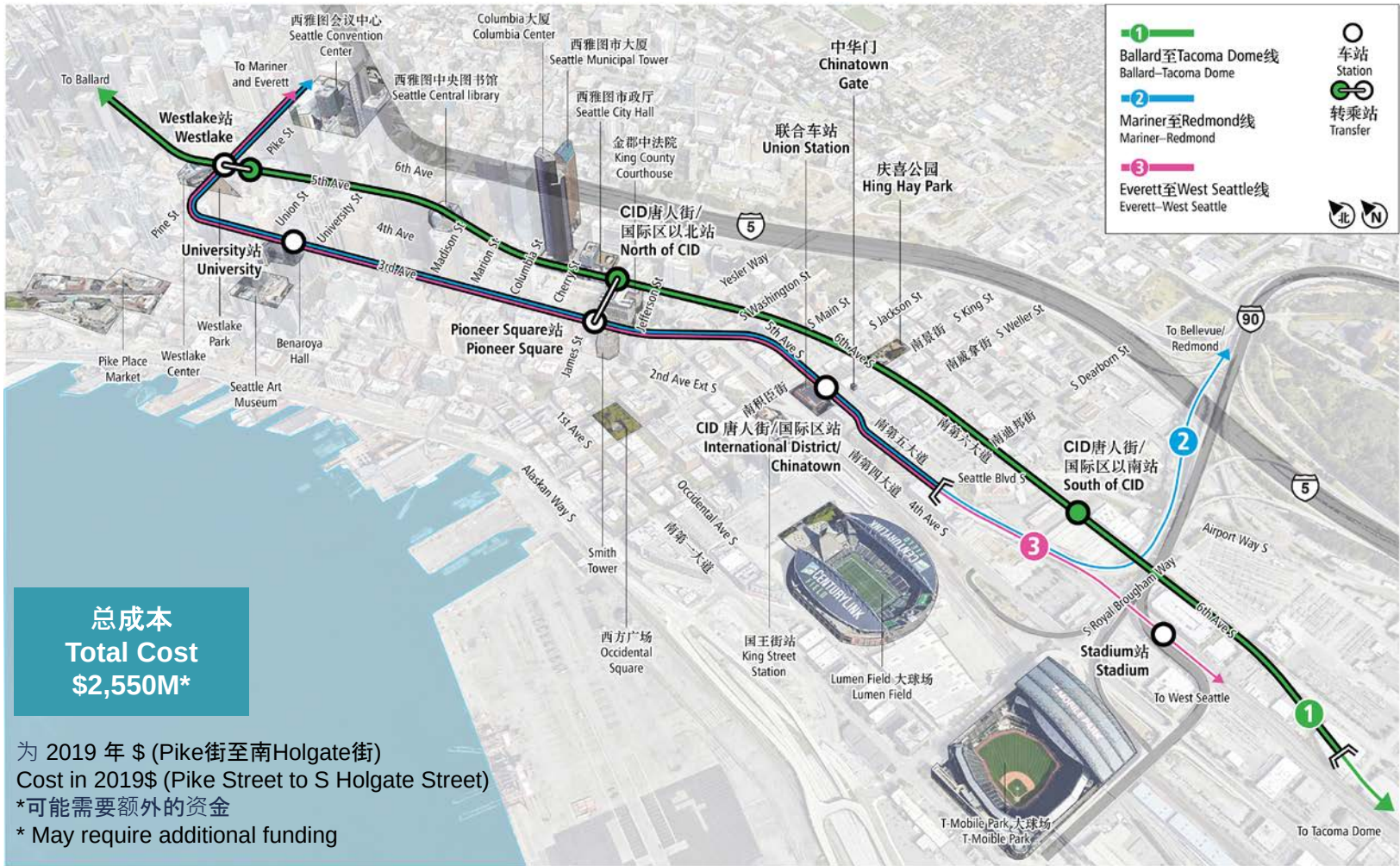
进一步研究总结:

*CID唐人街/国际区以北站 + 以南站
(沒有Midtown站)*

Further study summary:

North + South of CID (No Midtown)

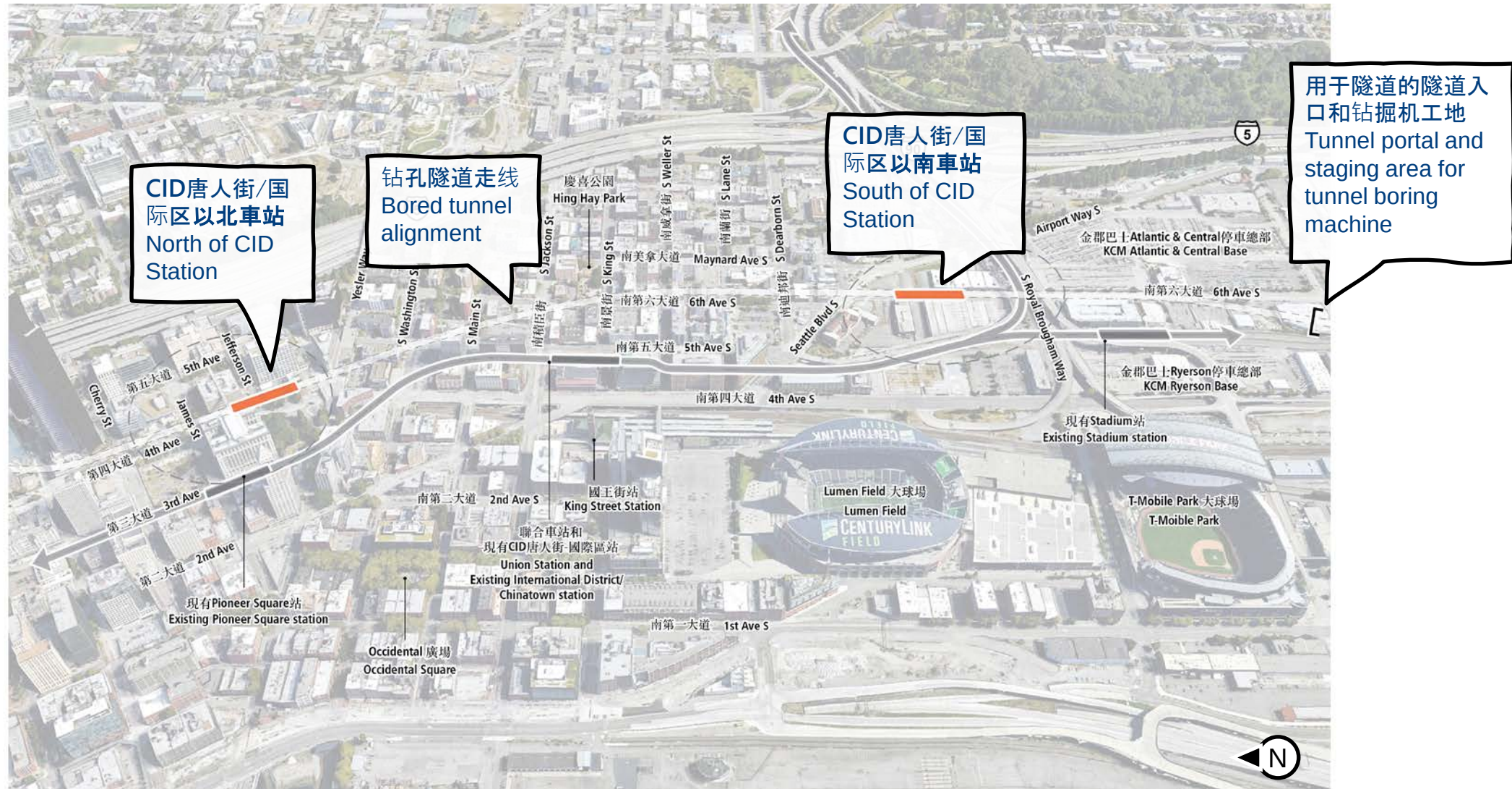
CID唐人街/国际区以北站 + 以南站(沒有Midtown站) North + South of CID (No Midtown)



载客量和乘客体验 Ridership and passenger experience	
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CID唐人街/国际区以北站换乘时间 Transfer time at North of CID	3分 15 秒 3m 15s
车站深度 Station Depth	
CID唐人街/国际区以北站 North of CID	80-105 英尺 feet
CID唐人街/国际区以南站 South of CID	95-115 英尺 feet
社区和区域交通连接 Community and regional access	
庆喜公园往SeaTac/机场站 Hing Hay Park to SeaTac/Airport Station	41 分鐘 minutes
西方广场往SeaTac/机场站 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/国际区以北站 + 以南站: 主要特点概述

North + South of CID: key features overview



行程时间总结 Travel time summary	第四大道浅层站+ Midtown站 4th Avenue Shallow + Midtown	CID唐人街/国际区以北站 (沒有Midtown站) North of CID (No Midtown)	CID唐人街/国际区以南站 +Midtown站 South of CID + Midtown	CID唐人街/国际区 以北+以南站 (沒有Midtown站) North + South of CID (No Midtown)
庆喜公园往Sea/Tac机场站 Hing Hay Park to SeaTac/Airport Station	39 min (经现有CID唐人街/国际区 站) (via existing station in CID)	44 min (经现有CID唐人街/国际区站到SODO站) (via existing station in CID to SODO)	41 min (經CID唐人街/国际区以南站) (via CID south)	41 min (經CID唐人街/国际区以南站) (via CID south)
西方广场往Sea/Tac机场站 Occidental Square to SeaTac/Airport Station	46 min (经现有CID唐人街/国际区 站) (via existing station in CID)	45 min (經CID 唐人街/国际区以北站) (via CID North)	47 min (经先锋广场站和在SODO站转乘) (via Pioneer Square and transfer at SODO)	46 min (經CID唐人街/国际区以北站) (via CID North)
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City Station	41 min (经现有CID唐人街/国际区 站转乘) (via existing station in CID transfer)	44 min (經CID唐人街/国际区以北站转乘) (via CID North transfer)	44 – 50 min (經现有CID唐人街/国际区站步行至 CID唐人街/国际区以南站) (via existing station in CID to CID south walk) 49 min (經Westlake站转乘) (via Westlake transfer)	45 min (經CID唐人街/国际区以北站转乘) (via CID North transfer)
Kent Sounder 站往SLU站 Kent Sounder to SLU Station	53 min (经步行至现有CID唐人街/ 国际区站) (via walk to existing station in CID)	58 min (經步行至CID唐人街/国际区以北站) (via walk to CID North) 56 min (經步行至现有CID唐人街/国际区站和 在CID唐人街/国际区以北站转乘) (via existing station in CID and transfer at CID North)	57 min (經步行至CID唐人街/国际区以南站) (via walk to CID South)	57 min (經CID唐人街/国际区以南站) (via walk to CID South)

转入小组讨论

*Transition to small group
discussions*

今天研讨会的目标

Goals for today's workshop

分享进一步研究总结:

- 交通和社区连接
- 建筑和交通影响
- 车站概念机遇与问题

收集您的反馈:

- 您对进一步的研究结果有何看法, 以及研究结果如何与社区目标保持一致?
- 您希望我们与 Sound Transit 委员会分享什么?
- 我们如何为您提供后续步骤并继续参与?

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

后续步骤

Next steps

CID唐人街/国际区互动参与过程 CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

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



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.

**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?

谢谢.
Thank you.



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