

CID(唐人街-国际区, Chinatown- International District) 进一步研究

研讨会二

11月16日 (周三)

轻轨系统延伸为您带来的价值

***What light rail system
expansion means to you***

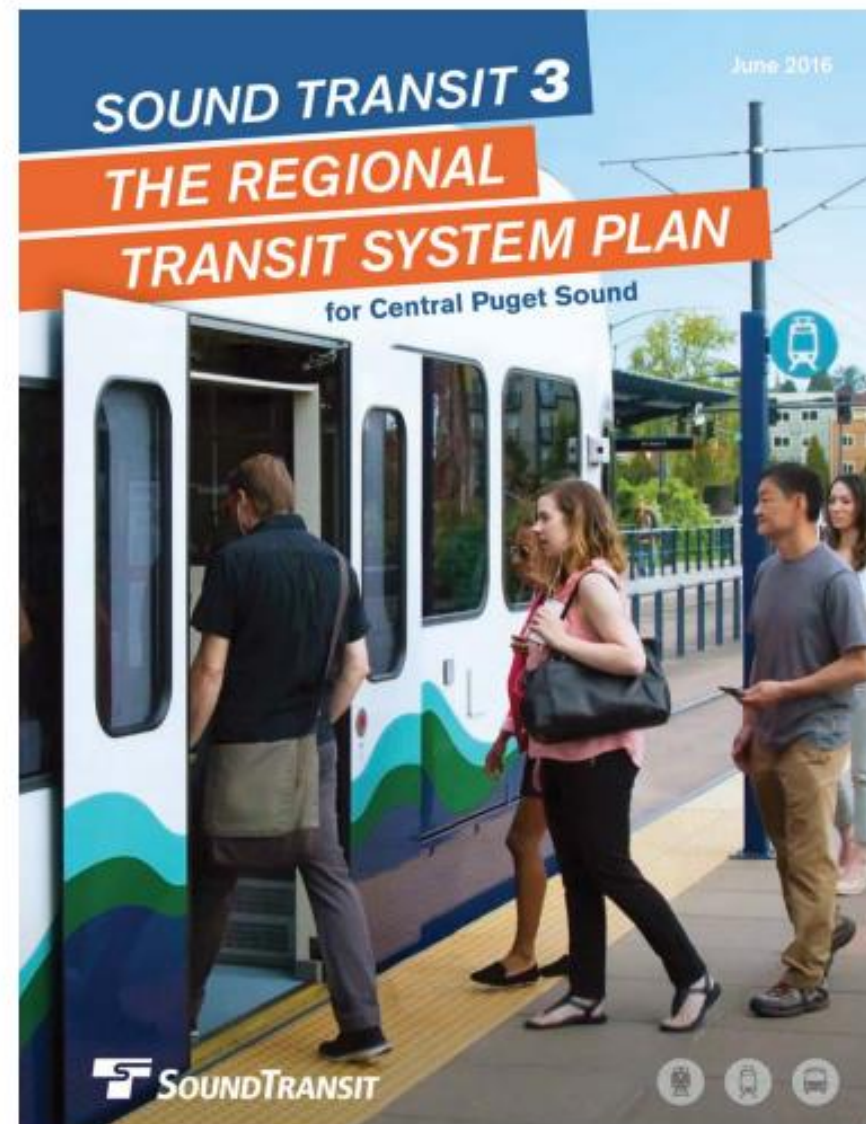
系统延伸：为更多人提供四通八达的交通

West Seattle和Ballard Link扩展项目 (West Seattle and Ballard Link Extensions, WSBLE) 是海湾捷运3号议案 (Sound Transit 3, 简称ST3号议案) 的一部分, 是2016年经选民批准建设的区域运输系统规划 (Regional Transit System Plan)。针对WSBLE, ST3号议案规划确定了运输方式、地理通道和车站区域作为“代表项目”。

WSBLE的代表项目包括：

- **West Seattle Link扩展项目**：西雅图市区到West Seattle的轻轨，自SODO至Alaska Junction设有4个新车站。
- **Ballard Link扩展项目**：西雅图市区到Ballard的轻轨，包括一条新的西雅图市区铁路专用隧道。包括9个服务唐人街-国际区到Ballard Market Street的新车站。

代表项目是于2017年启动的项目开发和规划工作的起点。



①
现有列车服务
Existing service
列车隧道
Tunnel



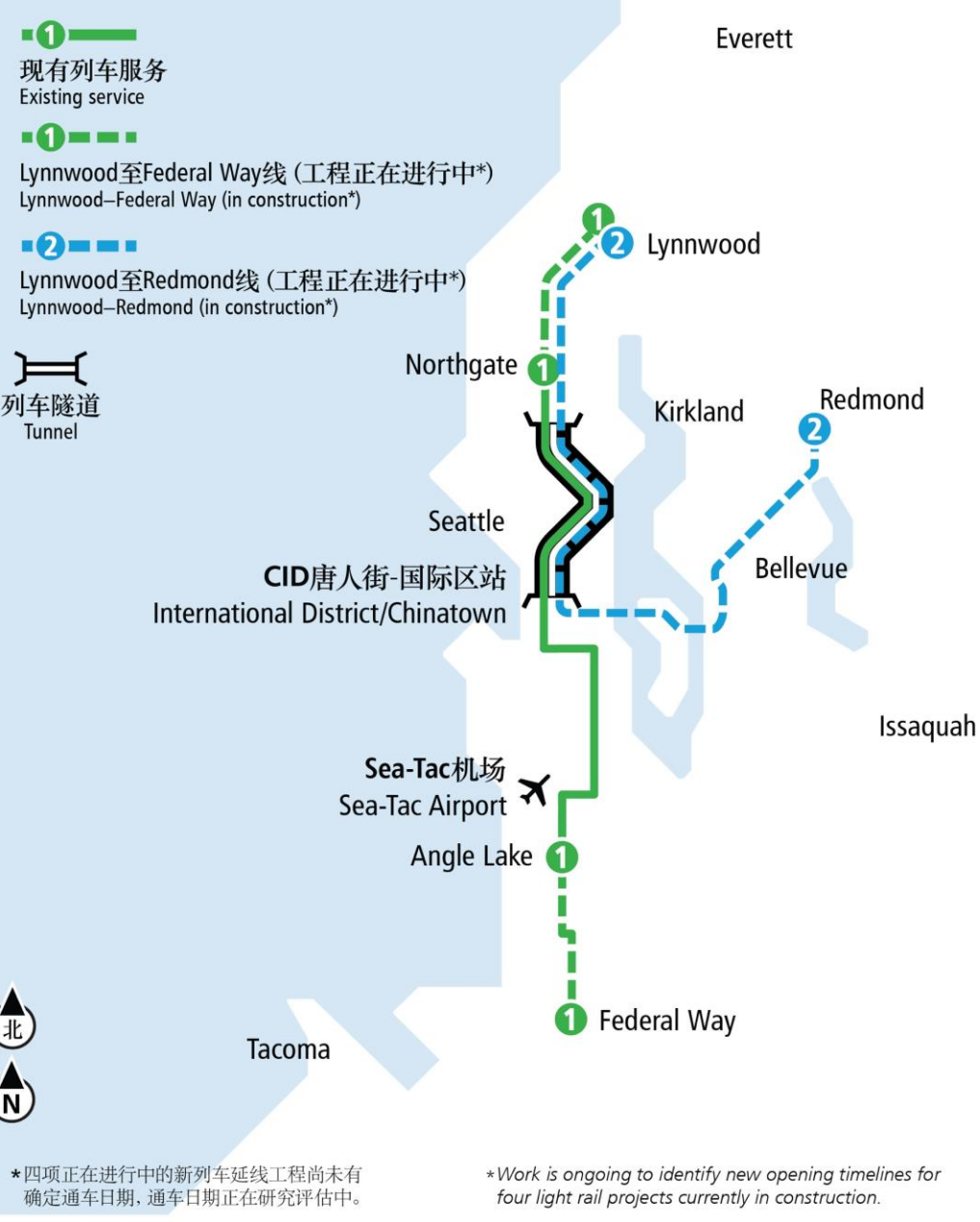
如今的Link轻轨系统

如今，乘客在CID现有车站登上Link轻轨后，即可抵达Link轻轨所服务的所有车站，涵盖Northgate到Angle Lake。

Today's Link Light Rail system

Today, passengers can reach all stations served by Link Light Rail, from Northgate to Angle Lake, by boarding Link light rail at the existing station in CID.





2025年的Link轻轨

到2025年，East Link、Lynnwood Link和Federal Way Link开通后，乘客即可从CID的现有车站，乘坐1号线到达Lynnwood和Federal Way，或乘坐2号线向东到达Bellevue和Redmond。

Link Light Rail in 2025

With the opening of East Link, Lynnwood Link, and Federal Way Link by 2025, from the existing station in CID, passengers can ride 1 Line to Lynnwood and Federal Way, or ride 2 Line east to Bellevue and Redmond.



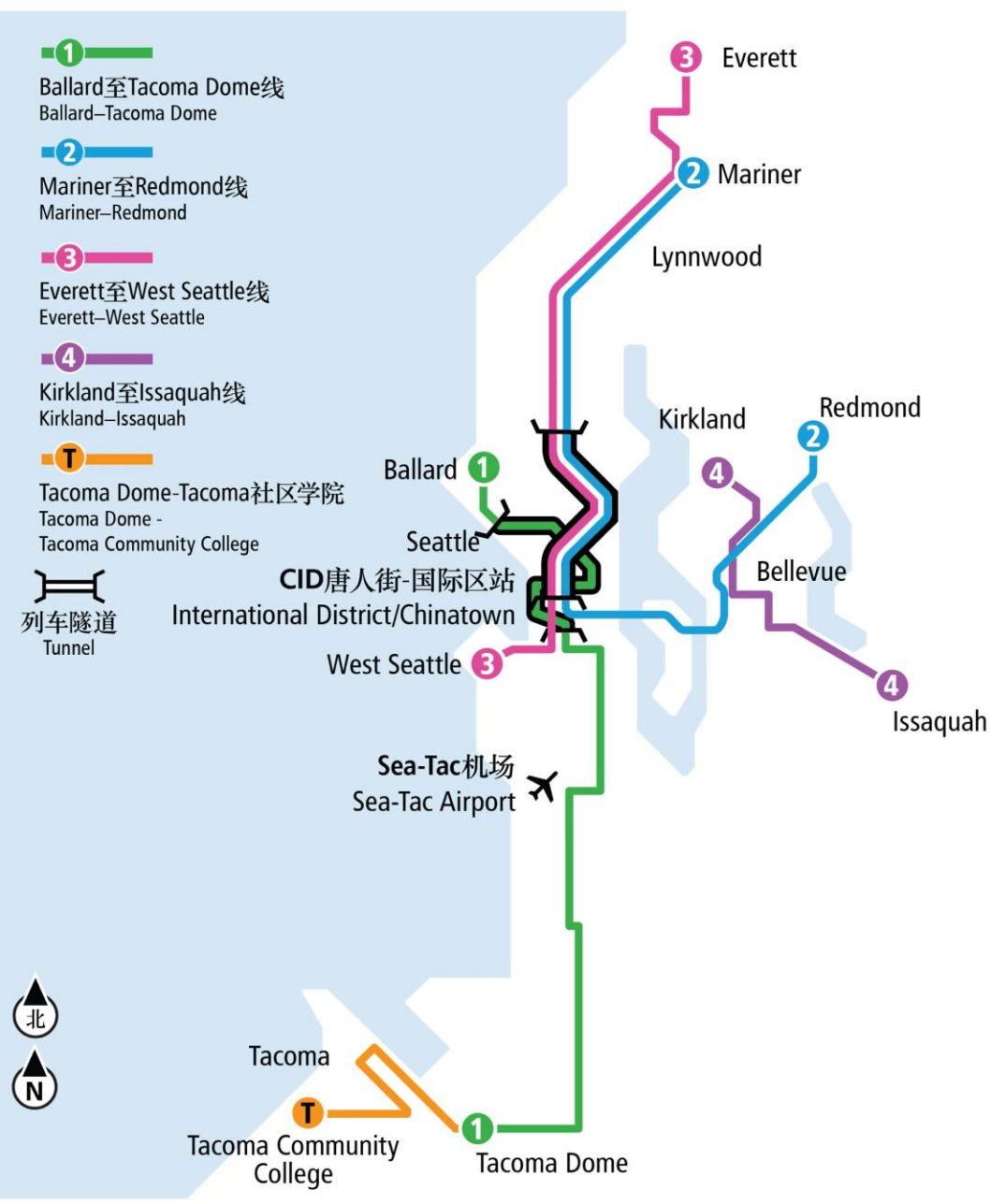


ST3号议案规划包含哪些车站

ST3号议案规划包括将轻轨系统向北延伸至Everett, 向南延伸至Tacoma, 向东延伸至Issaquah, 以及延伸至West Seattle和Ballard。

Where you can go with ST3

The ST3 plan included projects to extend the light rail system north to Everett, south to Tacoma, and east to Issaquah, as well as to West Seattle and Ballard.



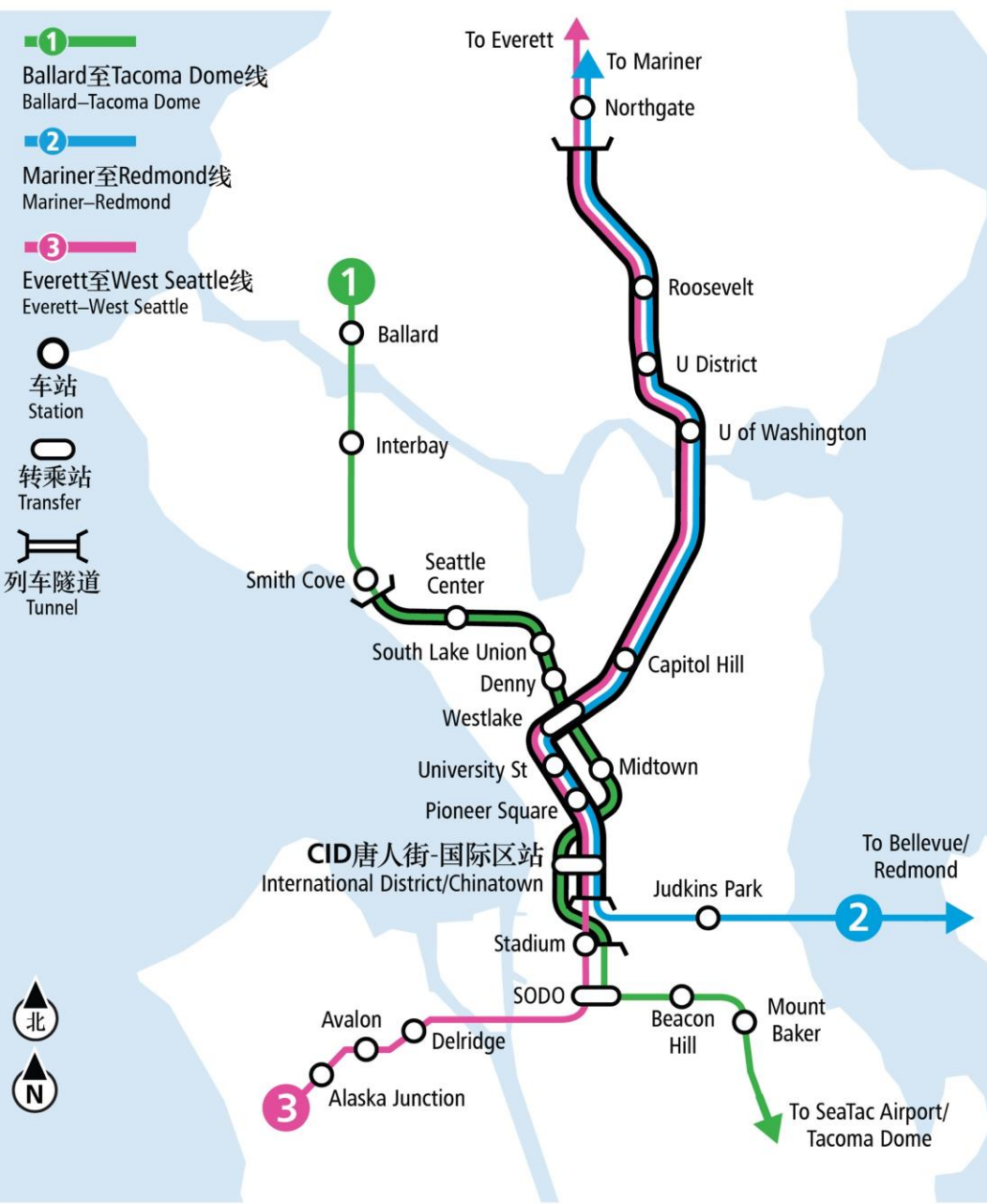
支持不断扩建的系统

为了发挥充分的运能，提升可靠性，为所规划的未来服务及潜在的未来延伸项目提供支持，需要在西雅图市区 (Downtown Seattle) 修建一条新隧道。Link轻轨线将重新配置，以平衡系统的运行。

Supporting a growing system

To provide enough capacity and improve reliability to support planned future service and potential future expansion, a new tunnel in Downtown Seattle is needed. Link Light Rail lines would be reconfigured to balance the system's operations.



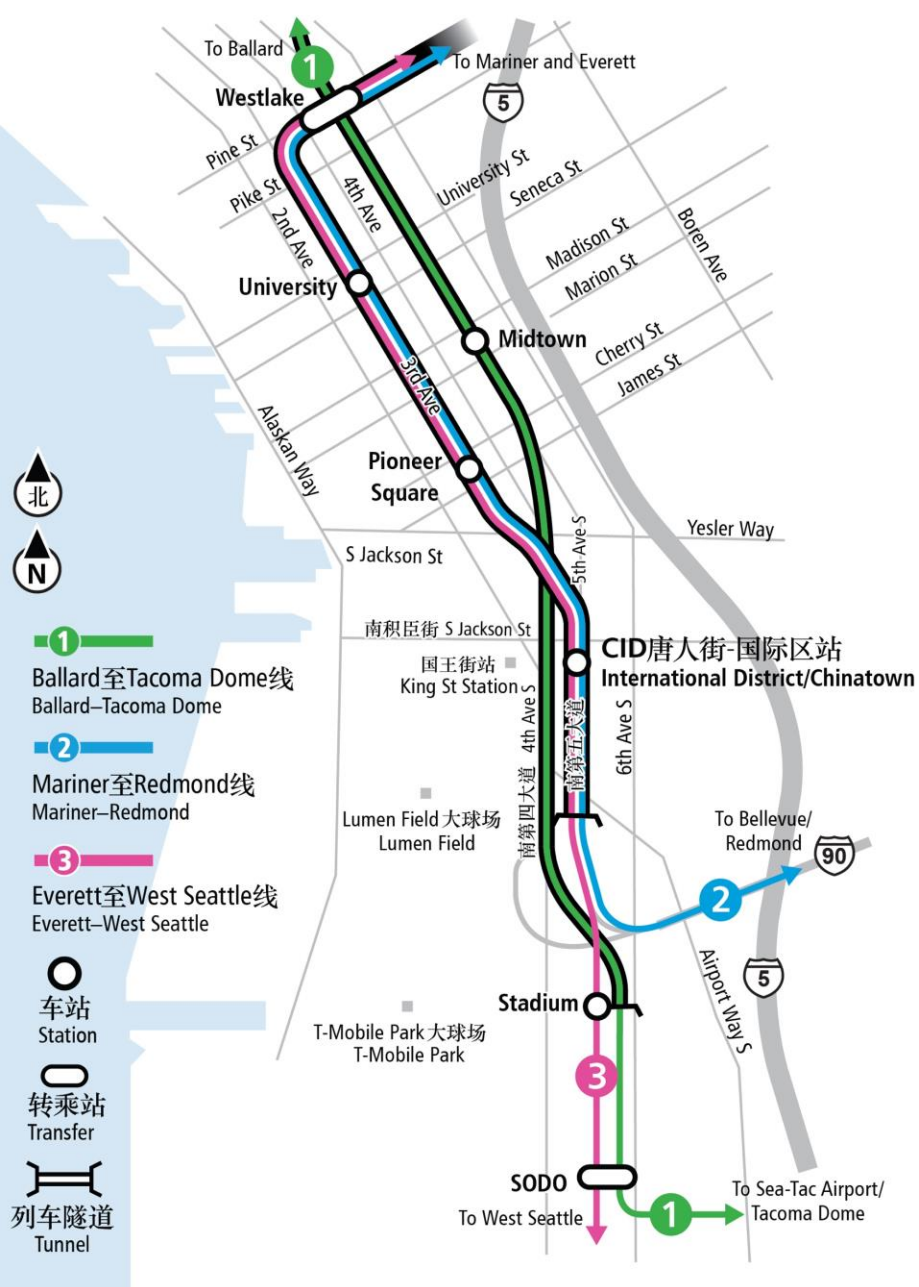


Seattle的Link集成

ST3号议案规划拟定2号线 (Mariner/Redmond) 和3 Line (Everett/West Seattle) 将使用CID现有的区间隧道和车站，而“新的”1号线 (Ballard/Tacoma) 将使用CID中新建的隧道和车站。1号线将往回连接SODO Station以北的现有轻轨线。

Link integration in Seattle

The ST3 plan proposed that 2 Line (Mariner/Redmond) and 3 Line (Everett/West Seattle) use the existing transit tunnel and station in CID, while the “new” 1 Line (Ballard/Tacoma) use the new tunnel and new station in CID. 1 Line will connect back to the existing light rail line north of SODO Station.



这对CID的意义为何？

ST3号议案规划（包括CID中新建的和现有的车站）落成后，乘客可以乘坐三条Link轻轨线（1 Line、2 Line和3 Line），前往这三条线所服务的车站所在目的地。

What does this mean for CID?

With the completion of the ST3 plan, which includes the new and the existing station in CID, passengers can access three Link light rail lines (1, 2 and 3 Lines) and travel to destinations with stations that are served by these three lines.





这对CID的意义为何?

举例而言，乘客可以从CID出发，乘坐1 号线从新车站去往机场。或乘坐2 号线或3 号线往北抵达UW。或乘坐2 号线向东抵达Bellevue。

What does this mean for CID?

For instance, a passenger from CID can ride 1 Line from the new station to the airport. Or ride 2 or 3 Line north to UW. Or ride 2 Line east to Bellevue.



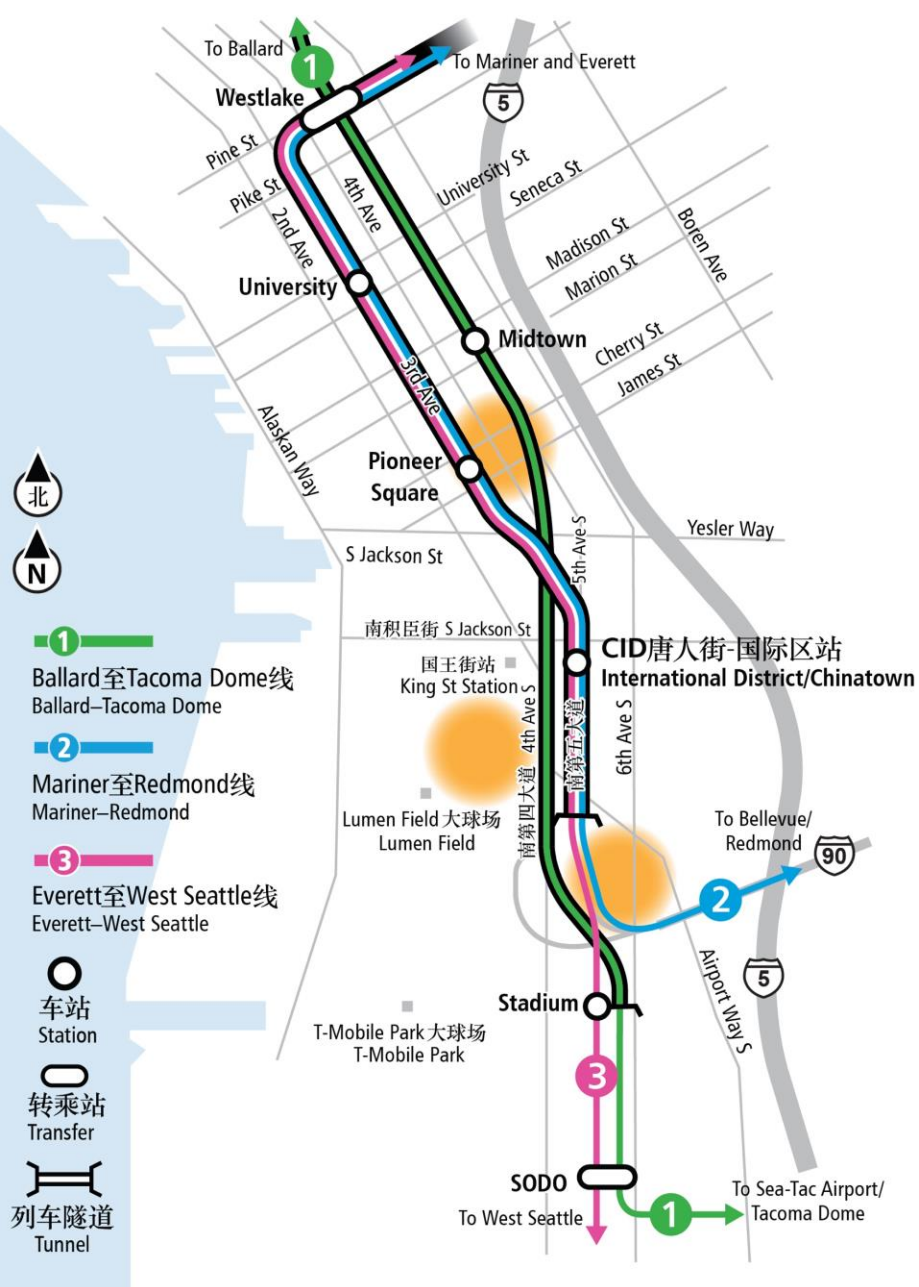
如果CID没有新建车站，将如何规划路线？

乘客可以在CID的现有车站，乘坐Link轻轨2号线或3号线往北，前往UW和Lynnwood。或乘坐2号线向东去往Bellevue/Redmond。或乘坐3号线去往West Seattle。如果CID没有新车站，乘客将无法在CID乘坐1号线列车前往1号线服务的目的地，如Beacon Hill和西雅图-塔科马机场。乘客仍可以在其中一个转乘车站（如Westlake和SODO）换线。

What if there were no new station at CID?

With the existing station in CID, passengers can ride Link light rail 2 or 3 Lines north towards UW and Lynnwood. Or ride 2 Line east towards Bellevue/Redmond. Or ride 3 Line to West Seattle. Without a new station at CID, passengers will not be able to board Line 1 trains in CID to destinations served by 1 Line, such as Beacon Hill and Sea-Tac Airport. Passengers will still be able to change lines by using one of the transfer stations (such as Westlake and SODO).





在CID之外有什么新的方案？

接下来，我们来了解一下在CID之外有哪些其他车站方案。包括CID北部、西部或南部的新建1 号线车站。

What about the new options outside of CID?

Now, let's look at other options for stations outside of CID. This includes a new 1 Line station either north, or west, or south of CID.





CID以北的车站有何作用？

乘客仍然可以通过CID的现有车站，乘坐2号线或3号线向北到达UW，以及乘坐2号线到达Bellevue。若要前往机场，乘客可以步行到Pioneer Square Station附近的新车站乘坐1号线，或者从现有的CID车站乘坐3号线，向南乘坐两站，然后在SODO Station转乘1号线前往机场。

What would a station north of CID mean?

Passengers could still access the existing station in CID to ride 2 or 3 Line north to UW and 2 Line to Bellevue. To get to the airport, passengers could walk to the new station near Pioneer Square Station to ride 1 Line or ride two stations south from the existing CID station on 3 Line and transfer to ride 1 Line at SODO Station towards airport.



CID以南的车站有何作用？

乘客仍然可以通过CID的现有车站，乘坐2 号线或3 号线向南到达UW，以及乘坐2 号线向东到达Bellevue。若要前往机场，乘客可以步行到Seattle Blvd南边的新车站乘坐1 号线，或者从现有的车站乘坐3 号线，向南乘坐两站，然后在SODO Station转乘1 号线前往机场。

What would a station south of CID mean?

Passengers could still access the existing station in CID and ride 2 or 3 Line north to UW and 2 Line east to Bellevue. To get to the airport, passengers could walk to the new station south of Seattle Blvd to ride 1 Line or ride two stations south on 3 Line from the existing station and transfer to ride 1 Line at SODO Station towards airport.

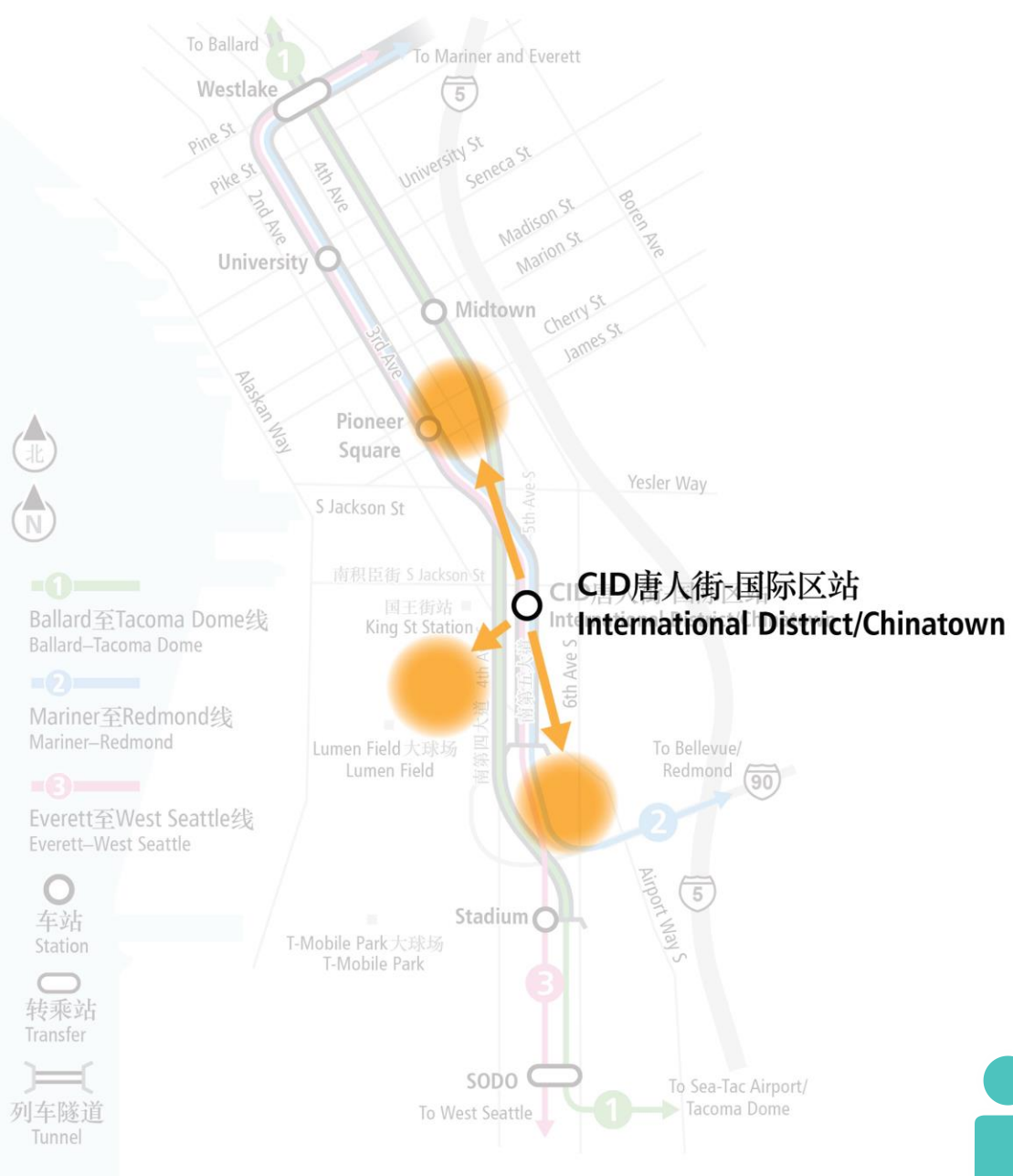


CID以西的车站有何作用？

乘客仍然可以通过CID的现有车站，乘坐2 号线或3 号线向南到达UW，以及乘坐2 号线向东到达Bellevue。但若要前往机场，乘客可以通过Weller St 桥，这座桥横跨列车轨道，可通往新车站并乘坐1 号线，或者从现有的车站乘坐3 号线，向南乘坐两站，然后在SODO Station转乘1 号线前往机场。

What would a station west of CID mean?

Passengers could still access the existing station in CID and ride 2 or 3 Line north to UW and 2 Line east to Bellevue. But to get to the airport, passengers would walk on the Weller St bridge that crosses the train tracks to access the new station to ride 1 Line, or ride two stations south on 3 Line from the existing station and transfer to ride 1 Line at SODO station towards airport.



在CID之外的新方案对换乘有何益处？

如果换乘枢纽迁离CID的拟定位置，乘客在各条线路之间换乘，将会体验到系统变得更便捷、更清晰明确，且交通更便利。

What would the new options outside of CID mean for transfers?

If the transfer hub moved away from the proposed location in CID, passengers transferring between lines would have a different experience of the system in terms of convenience, legibility, and ease of access.





CID以北的车站对转乘有何益处？

从Rainier Valley前往Bellevue的乘客在1号线上多乘坐一站，即可在Pioneer Square Station转乘2号线。从Rainier Valley前往UW的乘客可乘坐1号线，然后在Pioneer Square Station或Westlake Station转乘2号线或3号线，或者在SODO Station转乘3号线前往UW。

What would a station north of CID mean for transfers?

Passengers traveling from the Rainier Valley to Bellevue would ride one additional station on 1 Line and transfer to ride 2 Line at Pioneer Square Station. Passengers traveling from Rainier Valley to UW would ride 1 Line and transfer to ride 2 or 3 Line at Pioneer Square Station or Westlake Station, or transfer to ride 3 Line at SODO station towards UW.



CID以南的车站对换乘有何益处？

从Rainier Valley前往Bellevue的乘客可先乘坐1 号线，在SODO Station转乘3 号线，然后在CID现有车站转乘2 号线。从Rainier Valley前往UW的乘客可乘坐1 号线，然后在Westlake Station转乘2 号线或3 号线，或者在SODO Station转乘3 号线。

What would a station south of CID mean for transfers?

Passengers traveling from the Rainier Valley to Bellevue would first ride 1 Line, transfer at SODO station to 3 Line, and then transfer at the existing station in CID to 2 Line. Passengers traveling from Rainier Valley to UW would ride 1 Line and transfer to ride 2 or 3 Line at Westlake Station, or transfer to ride 3 Line at SODO station.



CID以西的车站对转乘有何益处？

从Rainier Valley前往Bellevue的乘客可乘坐1 号线抵达Westlake，然后转乘2 号线，或乘坐1 号线，从CID西部的新车站出来，然后步行至CID现有车站乘坐2 号线。

What would a station west of CID mean for transfers?

Passengers traveling from the Rainier Valley to Bellevue would ride 1 Line to Westlake and transfer to 2 Line, or ride 1 Line and exit the new station west of CID and walk to the existing station in CID to ride 2 Line.