



West Seattle and Ballard Link Extensions

CID研討會 #2

Chinatown-International
District Workshop #2

11/16/2022

Union Station和廣場引流
*Union Station and
Plaza Activation*

我們從研討會#1聽到的內容

What we heard from Workshop #1

字體大小是基於研討會#1中投票活動的結果。
Responses are sized based on the dot polling activity result in Workshop #1.

- 安全設施, 比如路燈
Safety features, e.g. lighting
- 餐飲/食物/零售
Dining/food/vending
- 零售空間/售貨亭
Retail spaces/kiosks

- 標示設施, 比如行人導向標示、公共藝術
Signage, e.g. wayfinding, public art
- 園境設計
Landscaped areas
- 公眾設施, 比如座位區、自行車停放處
Public amenities, e.g. sitting areas, places for bicycles
- 活動, 比如社區活動、市集、表演、展覽、鍛鍊課程
Activities, e.g. community events, markets, performances, exhibitions, exercise classes

您會想如何利用這個廣場?

How would you like the plaza to be used?

具有亞洲特色的多元文化農貿市場
Multicultural farmers market (Asian specialty)

室外餐飲/食物 **Outdoor dining/food**

鍛鍊課程 **Exercise classes** 社區節慶 **Community celebrations**
藝術或文化展覽 **Art or cultural exhibitions**

零售空間/售貨亭 **Retail spaces/kiosks**

室外夜市 **Outdoor night market**

自動售貨機 **Vending carts** 根據 International Special Review District (ISRD) 的指導, 增設具有亞洲特色的設計
適合各年齡段使用的設施
Intergenerational use of plaza space/facilities

表演 **Performances**

您希望在這個廣場上看到什麼設施?

What amenities would you like to see in the plaza?

社區介紹的訊息
Neighborhood Information

行人導向標示 **Wayfinding signs** 公共藝術 **Public art**
放置自行車的地方 **Places for bicycles**

座位區 **Sitting areas** 多語言標示 **Multilingual signs**

園境設計 **Landscaped areas**

路燈 **Overhead lights** 漂亮的燈——串聯的仙女燈
Pretty lights – string fairy lights

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

鍛鍊課程 **Exercise classes** 像波士頓Faneuil Hall或聖地亞哥的Liberty Station一樣
“即拿即走”的快餐 **“Grab and go” dining** Like Boston Faneuil Hall or San Diego's Liberty Station

交通訊息 **Transit information** 表演 **Performances**

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, 功能更通用, 支持BIPOC商店可支付的空間
Better acoustics, more functional. Other spaces to support commercial affordability for BIPOC businesses

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)

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

有24小時的安全感
Safety first, 24 hours

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

晚上入黑要多街燈
Lights at night/dark

注意雨水的排放—防止車輛(公共汽車!) 灑濕整個人行道
(例如, 第四大道的西側, 聯合車站外)。遊客們會被淋濕!
Attention to rainwater drainage – to prevent vehicles (buses!) spraying entire sidewalks!
(E.g. west side of 4th, outside Union Station). Tourists get showered!



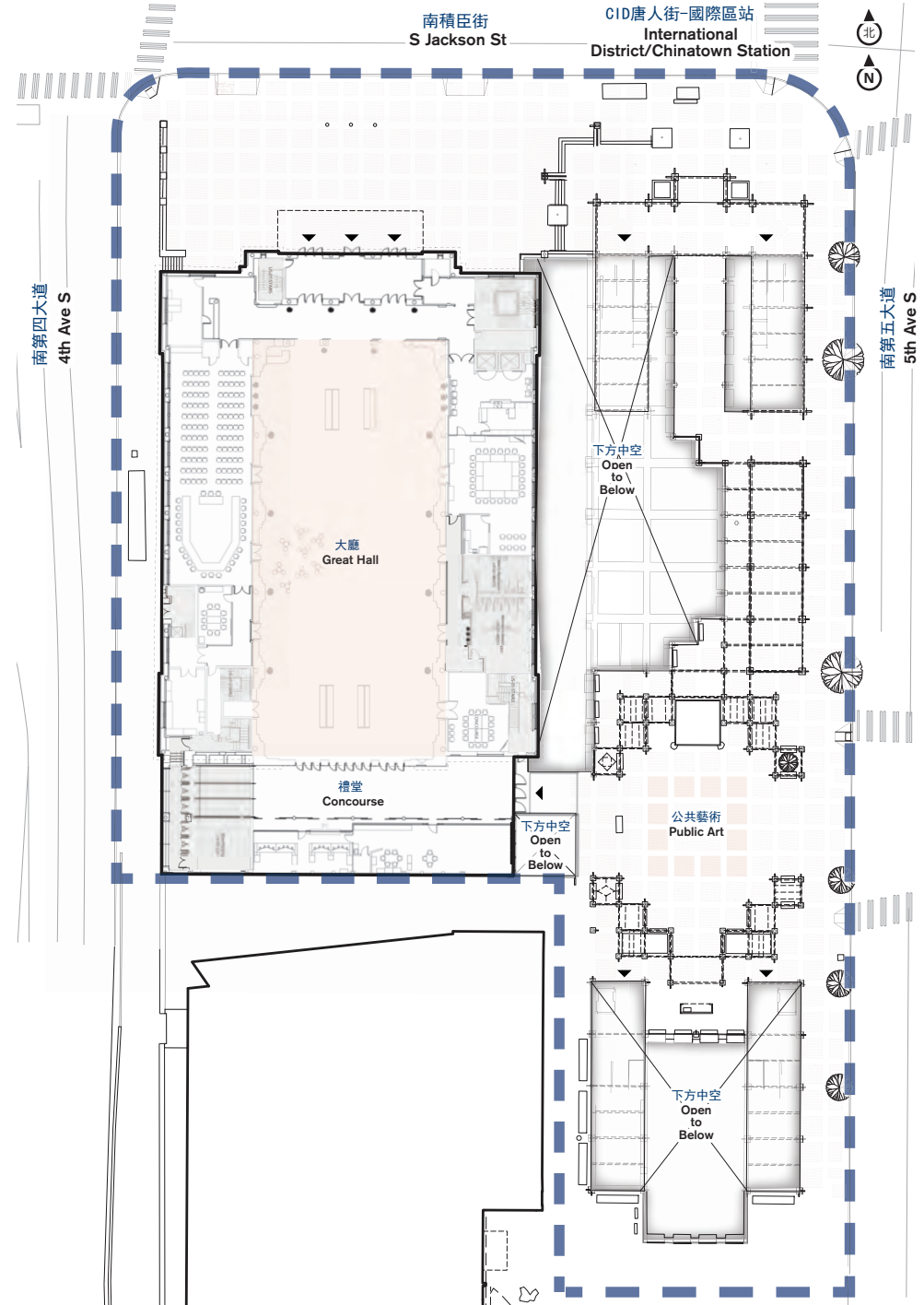
你希望在廣場上和聯合車站內設置以下的項目?
Where would you like to see these uses on the plaza and in the Union Station?



- 潛在的用途和特別項目**
Potential uses and features
- 安全設施, 比如路燈
Safety features, e.g. lighting
 - 餐飲/食物/零售
Dining/food/vending
 - 零售空間/售貨亭
Retail spaces/kiosks
 - 標示設施, 比如行人導向標示、公共藝術
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這項活動只屬探討性質, 並不代表Sound Transit承諾修改這裡的任何特定空間。實施工作需要Sound Transit董事會作進一步決定和研究。
This activity is intended to support exploration and discussion only, and does not represent a commitment by Sound Transit to modify any particular spaces depicted here. Further study and action by the Sound Transit Board will be necessary to support implementation.

聯合車站和廣場 Union Station and plaza area



4th Shallow – 改良構
思和施工注意事項

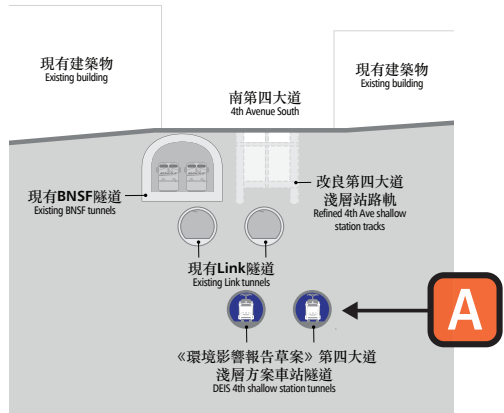
***4th Shallow – Refined
concept and construction
considerations***

施工注意事項 - 《環境影響報告草案》 第四大道淺層方案車站

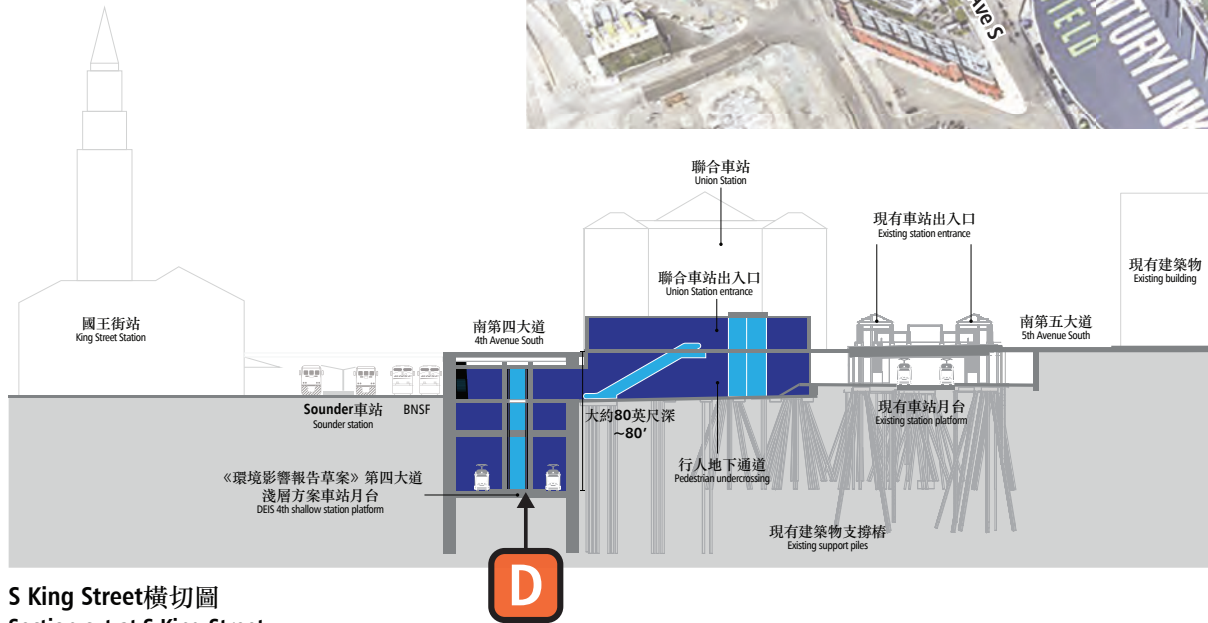
Construction considerations – Draft EIS 4th Ave Shallow station



- A** 新隧道在現有西雅圖市中心隧道下行駛
New tunnel travels under Downtown Seattle Transit Tunnel
- B** 需要重建第三街和第四街之間的 S Main Street 橋
Requires reconstruction of S Main Street Bridge between 3rd and 4th
- C** 隧道鑽挖機出入口會設在 S Main Street 附近
Tunnel boring machine portal near S Main St
- D** 新站月台大約八十英尺深
Station depth ~80 feet
- E** 需要由 S Royal Brougham Way 到 S Main St 中進行明挖回填施工方法
Requires cut and cover construction between south of S. Royal Brougham Way and S Main St
- 2** Mariner至Redmond綫
Mariner-Redmond
- 3** Everett至West Seattle綫
Everett-West Seattle



S Washington Street 橫切圖
Section cut at S Washington Street

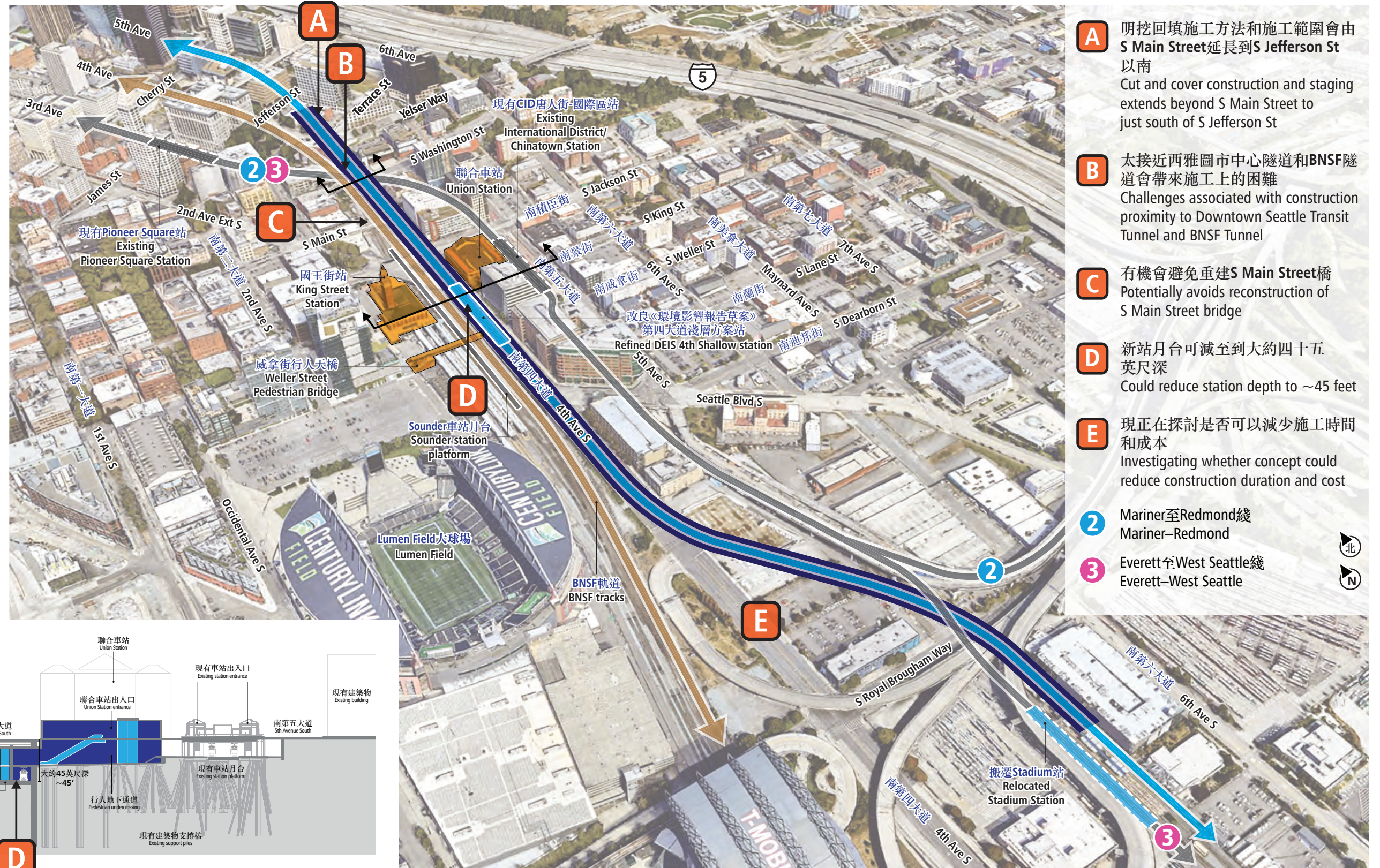


S King Street 橫切圖
Section cut at S King Street

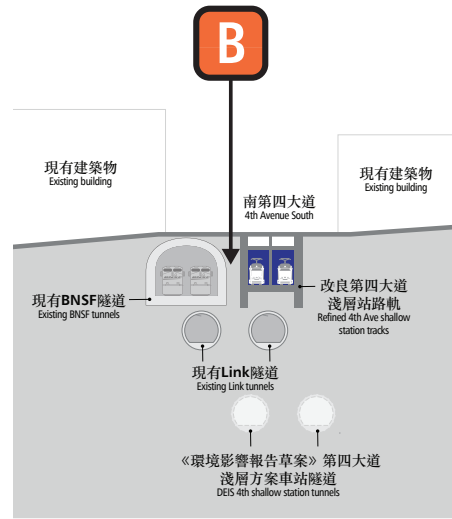
以上圖表只供參考和說明。施工方法構想現正在進一步研究。
Diagrams for illustrative purposes only. Construction concepts under active review.

施工注意事項 - 改良《環境影響報告草案》第四大道淺層方案車站構想

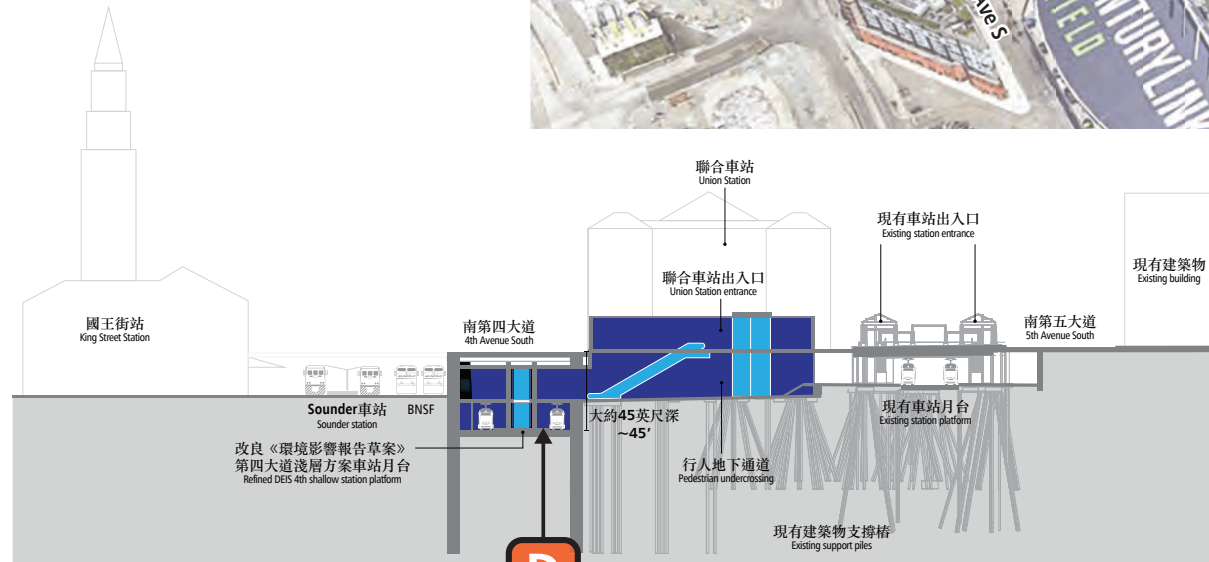
Construction considerations – refined Draft EIS 4th Ave Shallow station concept



- A** 明挖回填施工方法和施工範圍會由 S Main Street 延長到 S Jefferson St 以南
Cut and cover construction and staging extends beyond S Main Street to just south of S Jefferson St
- B** 太接近西雅圖市中心隧道和BNSF隧道會帶來施工上的困難
Challenges associated with construction proximity to Downtown Seattle Transit Tunnel and BNSF Tunnel
- C** 有機會避免重建S Main Street橋
Potentially avoids reconstruction of S Main Street bridge
- D** 新站月台可減至到大約四十五英尺深
Could reduce station depth to ~45 feet
- E** 現正在探討是否可以減少施工時間和成本
Investigating whether concept could reduce construction duration and cost
- 2** Mariner至Redmond綫
Mariner-Redmond
- 3** Everett至West Seattle綫
Everett-West Seattle



S Washington Street橫切圖
Section cut at S Washington Street



S King Street橫切圖
Section cut at S King Street

以上圖表只供參考和說明。施工方法構想現正在進一步研究。
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探討減少施工對社區影響的方法

Exploring methods to reduce construction impacts to neighborhood

擋土牆/橋樑結構
施工技術
Retaining wall/
bridge structure
construction
technique

隔音牆/屏障
Sound walls/barriers

低噪音施工設備
Low-noise
equipment

施工階段分期關閉
Phased construction
closures

臨時性道路鋪面
Temporary roadway
decking

用暫時性藝術/創意
建築阻隔牆
Temporary art/creative
construction screening

限制施工時間在
白天運作
Limiting construction
work hours to daytime

交通運作管理
Access management

4th Shallow – 通風、城
市設計和鄰里連接路線

*4th Shallow – Ventilation,
urban design, and
neighborhood connections*

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

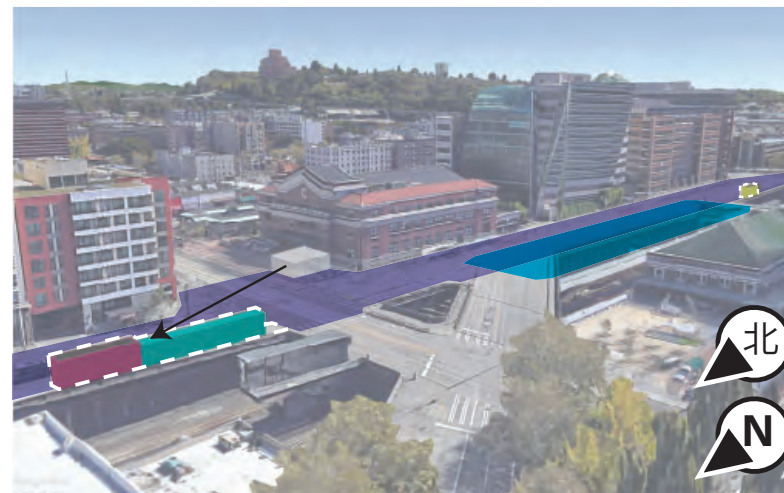


位於西雅圖UW車站的垂直通風口
Vertical ventilation at UW Station in Seattle

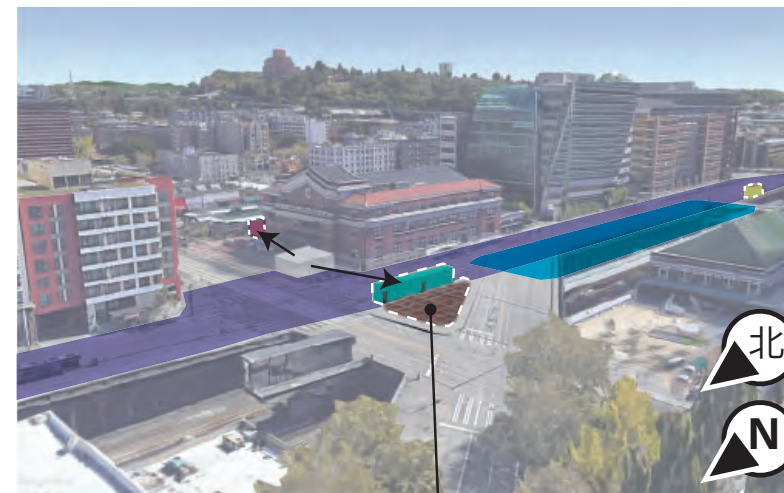


這個波士頓的例子將通風設施與歷史建築結合
This example in Boston illustrates an example of integrating ventilation with historic building

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

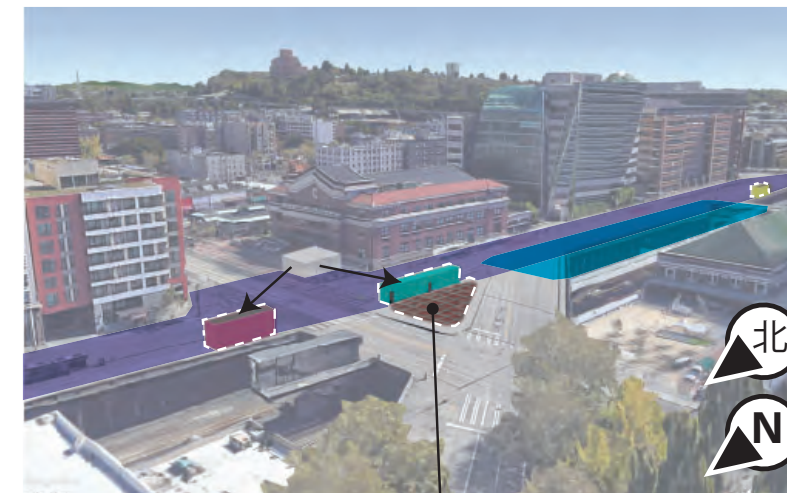


聯合車站的東側和南積臣街的南端
East side of Union Station and south of South Jackson Street

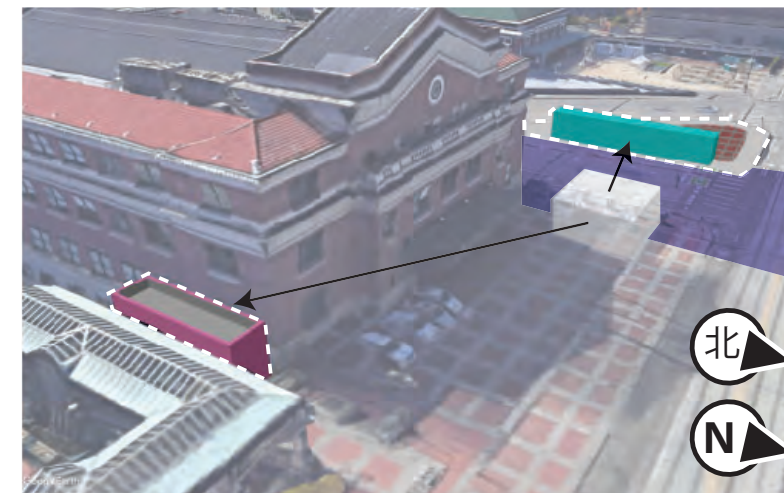


有可能需要在這個位置加一個上蓋
Potential need to add a lid in this location

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



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



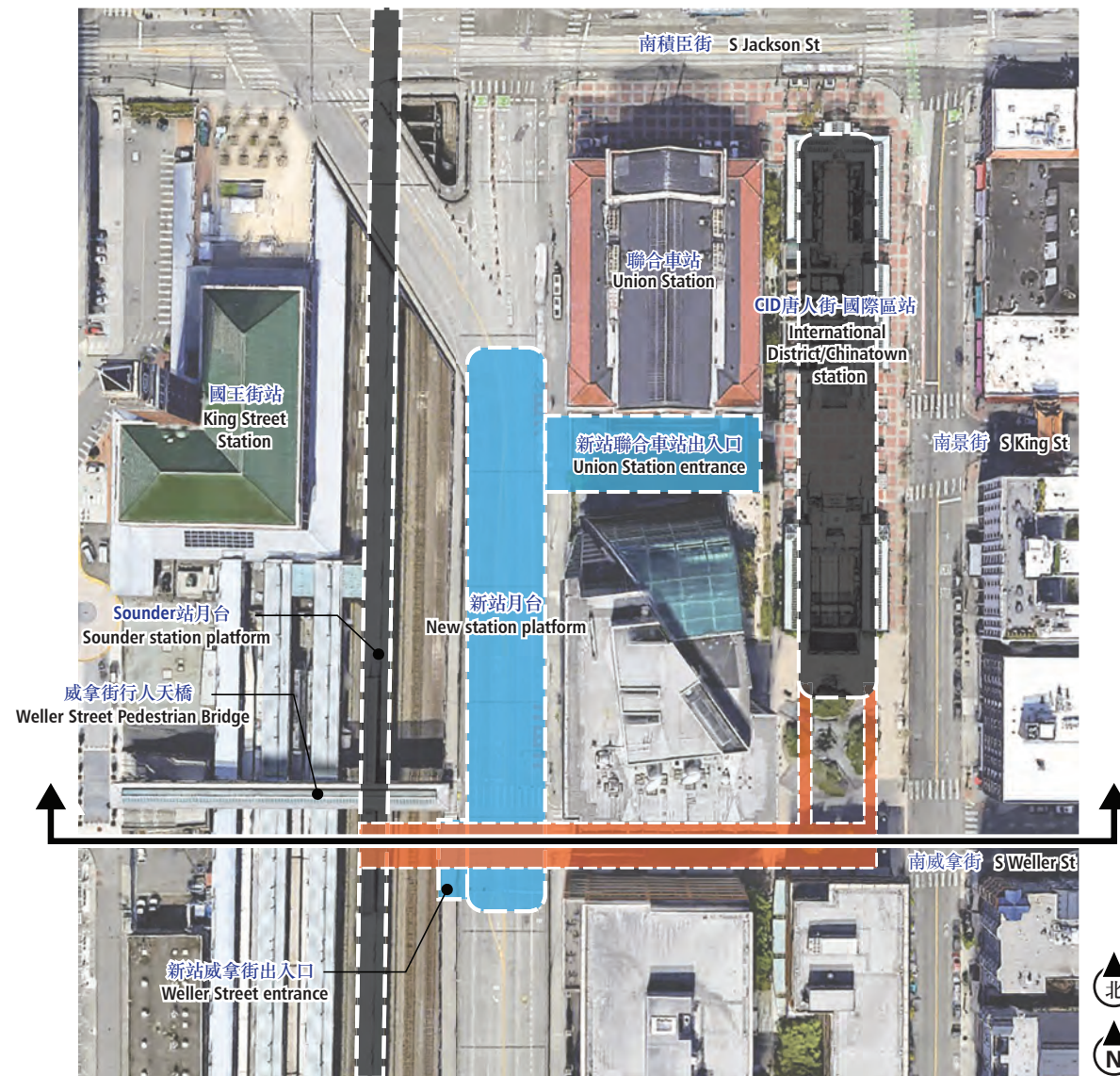
圖例

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

第四大道淺層站-CID唐人街-國際區站連接Sounder車站隧道構想

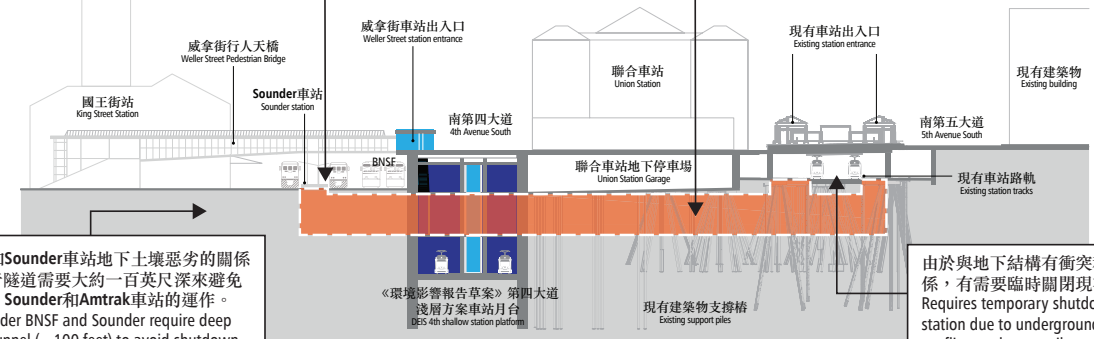
4th Ave Shallow station – Link to Sounder transfer tunnel concept



橫切平面圖 Section plan

現有Sounder車站的平台沒有足夠的寬度來安全地容納樓梯和電梯。如擴寬月台會需要關閉或重新安置國王街站的軌道。Current Sounder platform does not have sufficient width to safely accommodate vertical circulation. Widened platform would require closure and/or relocation of tracks at King St Station

影響現有建築物支撐樁 Affects existing building support piles



由於BNSF和Sounder車站地下土壤惡劣的關係，地下人行隧道需要大約一百英尺深來避免關閉BNSF、Sounder和Amtrak車站的運作。Poor soils under BNSF and Sounder require deep pedestrian tunnel (~100 feet) to avoid shutdown to BNSF, Sounder, and Amtrak operations

由於與地下結構有衝突和土壤惡劣的關係，有需要臨時關閉現有車站。Requires temporary shutdown of existing station due to underground structure conflicts and poor soil conditions

橫切圖 Section

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.

《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

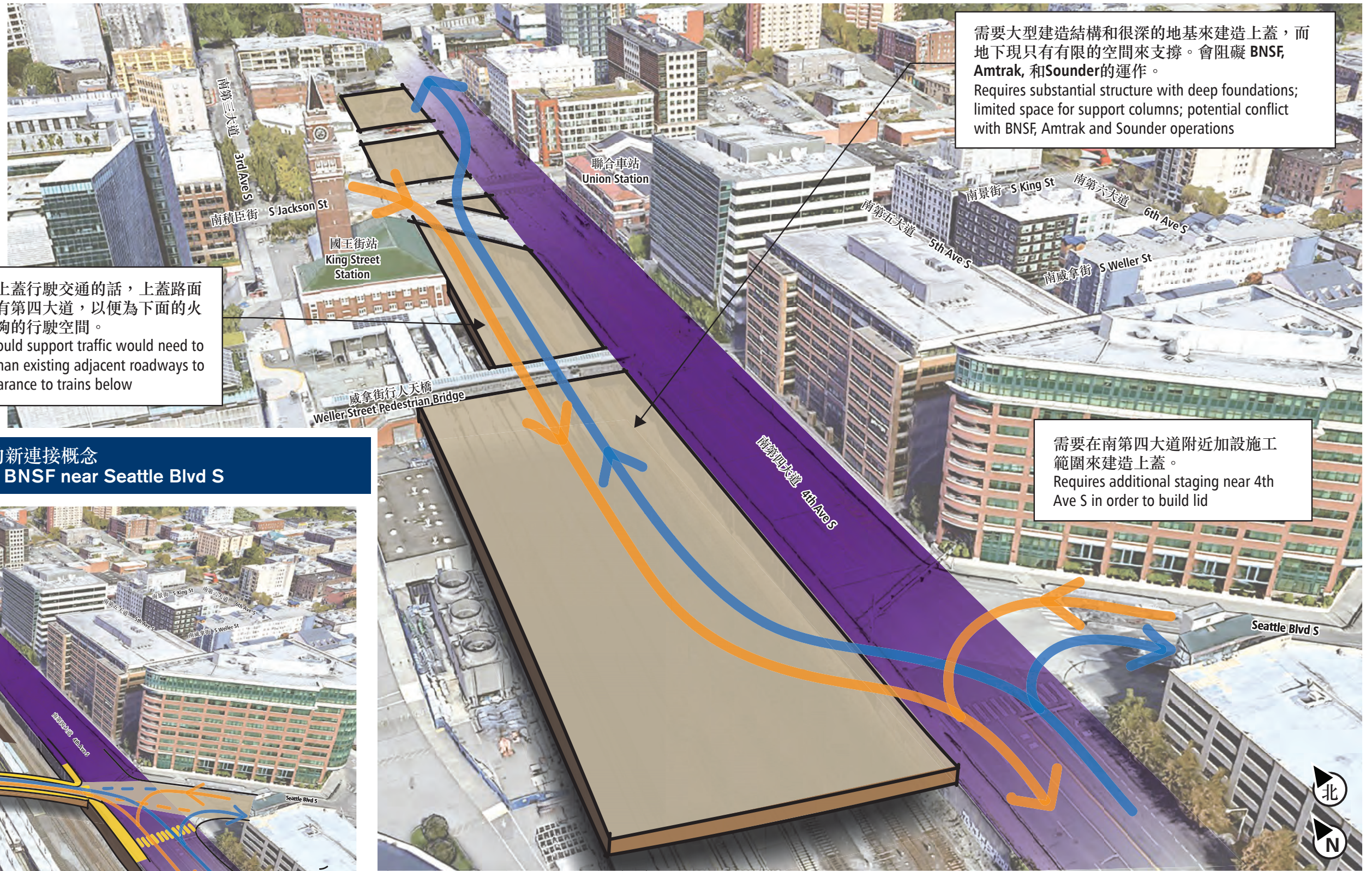
Lid concept for Draft EIS 4th Shallow station – community proposed 4th Ave traffic detour idea

道路工程的界限
Limits of roadway construction

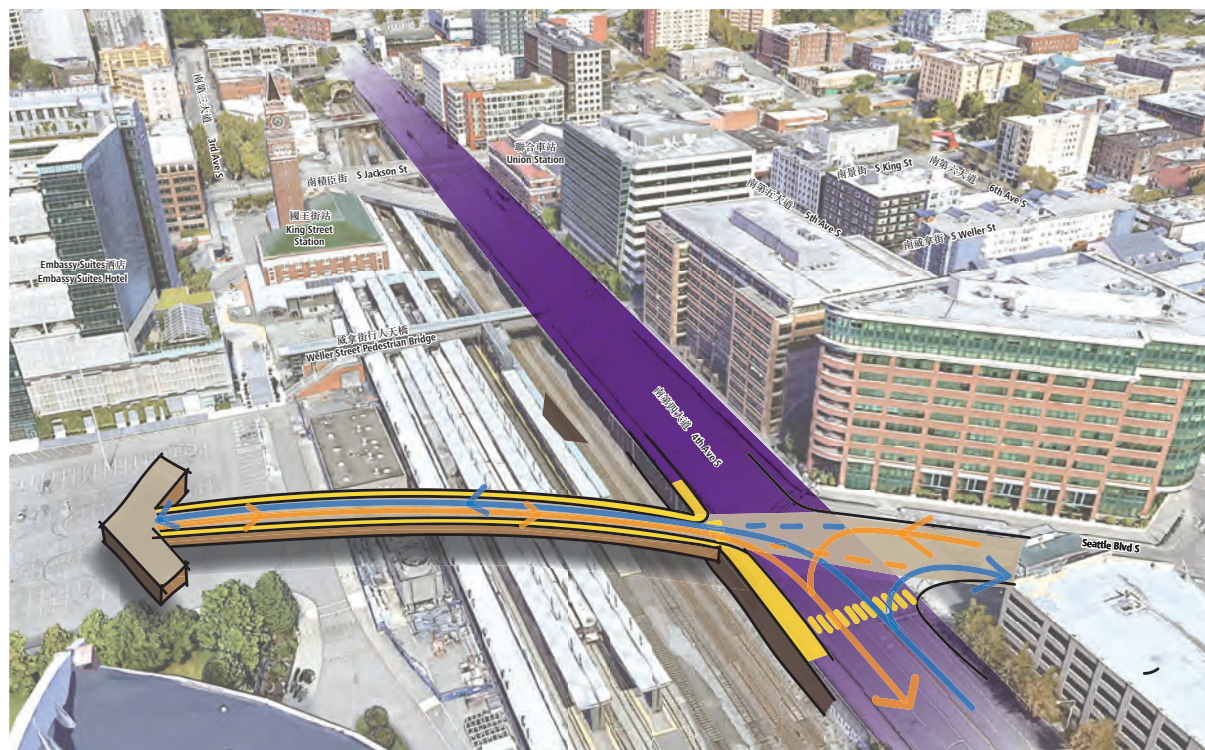
上蓋
Lid

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



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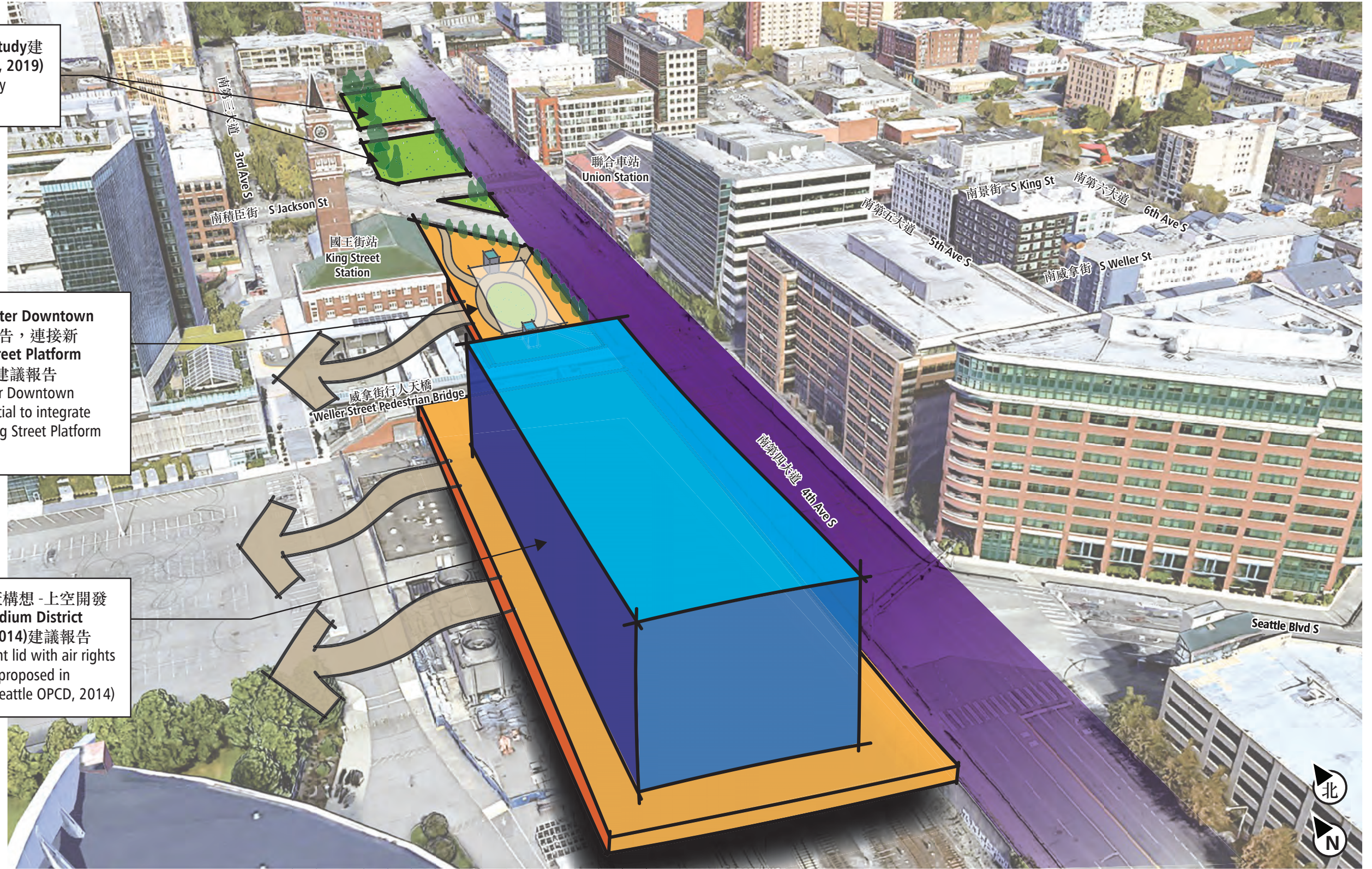
其他加建上蓋概念: 社區開放空間與發展機會構想

Other lid concepts – Community open space and development

公園上蓋構想 - 取自Jackson Hub study建議報告 (Alliance for Pioneer Square, 2019)
Park lid, proposed in Jackson Hub study (Alliance for Pioneer Square, 2019)

廣場上蓋構想 - 取自Imagine Greater Downtown (2019)和Jackson Hub Study建議報告, 連接新Sounder出入口構想 - 取自King Street Platform Area Improvements Project (2022)建議報告
Plaza lid, proposed in Imagine Greater Downtown (2019) and Jackson Hub Study; potential to integrate new Sounder access, proposed by King Street Platform Area Improvements Project (2022)

公共空間/新發展上蓋構想 - 上空開發由他人發展, 取自Stadium District Study (Seattle OPCD, 2014)建議報告
Public space/development lid with air rights development by others, proposed in Stadium District Study (Seattle OPCD, 2014)



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其他想法 – 初步評估
*Other ideas –
Initial assessment*

初步評估--CID唐人街-國際區以北/Pioneer Square區域

Initial assessment - North of CID/Pioneer Square

兩者的共同點 Common to both



為CID唐人街-國際區、Pioneer Square，和市中心以南區域/Midtown提供服務，步行距離約10分鐘。

Serves CID, Pioneer Square, and south end of downtown/midtown within a 10-minute walk



步行至Sounder車站入口處的時間超過5分鐘
可在未來的1號線（Ballard/Tacoma）、2號線（Mariner/Redmond）和3號線（Everett/West Seattle）之間轉線。

Greater than 5-minute walk to Sounder station entrance

Allows transfers between future 1 Line (Ballard/Tacoma), 2 Line (Mariner/Redmond), and 3 Line (Everett/West Seattle)



避免車站施工直接影響到CID唐人街-國際區；
卡車交通和繞行路線可能影響CID唐人街-國際區

施工可能會影響到Pioneer Square/市中心南部

Avoids direct station construction disruption in CID; truck traffic and detour routes may affect CID

Construction disruptions may affect Pioneer Square/South Downtown area



可服務到的社區
Communities Served



對接接駁搭客的
使用性
Utility for regional riders



施工作出的影響
和可行性
Construction disruptions and feasibility

考慮的車站位置
Potential station location



車站可能使用切割和覆蓋方法在道路以外建造，這可能會對地面造成更多影響

Station likely constructed off-street using cut and cover method, potentially requiring more disruption at surface



車站有可能在私人和公共土地下進行挖掘的工程。有可能影響到City Hall Park未來的發展規劃

Station likely mined under private and public property, potentially affecting planned future development at City Hall Park

圖示為車站的大概的位置，僅供參考和說明目的。

Diagrams are an approximate representation of station location for illustrative purposes only



初步評估--CID唐人街-國際區以南區域/Stadium

Initial assessment - South of CID/Stadium

兩者的共同點 Common to both

為CID唐人街-國際區、Lumen Field大球場 /T-Mobile Park大球場和SODO北部提供服務，步行距離約10分鐘。

Serves CID, Lumen Field/T-Mobile Park, and northern SODO within a 10-minute walk

可在未來的1號線 (Ballard/Tacoma) 和3號線 (Everett/West Seattle) 之間在Stadium轉線，但有可能轉換不到2號線 (Mariner/Redmond)。

May allow transfers between future 1 Line (Ballard/Tacoma) and 3 Line (Everett/West Seattle) at Stadium, but likely not 2 Line (Mariner/Redmond)

避免了車站施工直接影響CID唐人街-國際區；繞道和道路關閉可能會影響到CID唐人街-國際區明挖回填施工方法可能影響道路，以及CID唐人街-國際區南部的現有及計劃中的開發項目

Avoids direct station construction disruption in CID; some detours and roadway closures may affect CID

Cut and cover construction may affect roadways and access to existing and planned developments south of CID

可服務到的社區
Communities Served

對接接駁搭客的
使用性
Utility for regional riders

施工作出的影響
和可行性
Construction disruptions and feasibility

考慮的車站位置
Potential station location



約五分鐘內可步行到現有的Stadium站，約十分鐘內可步行到規劃中的Sounder車站入口；有機會可往3號線轉線 (Everett/West Seattle)。

Less than 5-minute walk to existing Stadium station and less than 10-minute walk to planned Sounder Station entrance; may allow access to 3 Line (Everett/West Seattle)



需要多於十分鐘步行至規劃中的Sounder車站入口，約五分鐘內可步行到現有的Stadium站

Greater than 10-minute walk to planned Sounder station entrance

Less than 5-minute walk to existing Stadium station



避免了車站施工直可能會影響金郡停車總部/車庫和Greyhound巴士站的運作。

Cut and cover construction may affect operations of KCM base/garage and Greyhound bus station



圖示為車站的大概的位置，僅供參考和說明目的。
Diagrams are an approximate representation of station location for illustrative purposes only

初步評估--CID唐人街-國際區以西/Lumen Field

Initial assessment - West of CID/Lumen Field

兩者的共同點 Common to both



為CID唐人街-國際區、Lumen Field大球場/T-Mobile Park大球場和SODO北部提供服務，步行距離約10分鐘。

Serves CID, Lumen Field, and Pioneer Square within a 10-minute walk



步行約5分鐘可到達Sounder車站 出入口和國王街車站內 Amtrak服務台

可通過威拿街行人天橋，在現有CID唐人街-國際區站來轉換未來的1號線（Ballard/Tacoma），2號線（Mariner/Redmond），以及3號線（Everett/West Seattle）

Less than 5-minute walk to Sounder station entrance and Amtrak service at King Street Station

May allow transfers between future 1 Line (Ballard/Tacoma) to 2 Line (Mariner/Redmond) and 3 Line (Everett/West Seattle) at IDS via Weller Street Pedestrian Bridge



避免了車站施工直接影響CID唐人街-國際區；避免了CID唐人街-國際區關閉主要道路

施工干擾和大型工程車可能會影響Pioneer Square

Avoids direct station construction disruption in CID; avoids major roadway closures in CID

Construction disruptions and truck traffic may affect Pioneer Square



可服務到的社區
Communities Served

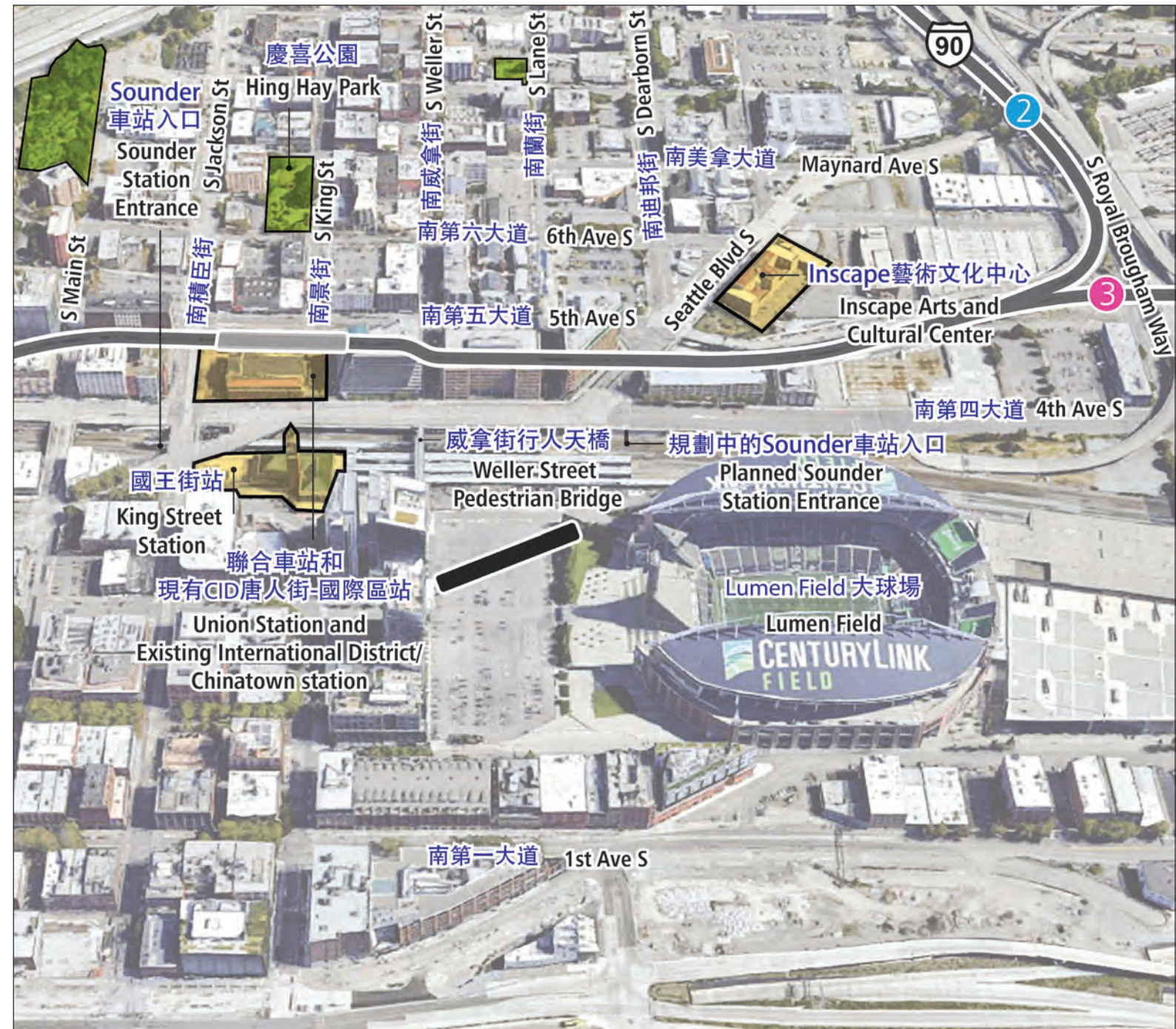


對接接駁搭客的
使用性
Utility for regional riders



施工作出的影響
和可行性
Construction disruptions and feasibility

考慮的車站位置
Potential station location



圖示為車站的大概的位置，僅供參考和說明目的。
Diagrams are an approximate representation of station location for illustrative purposes only



初步評估 - 無CID站

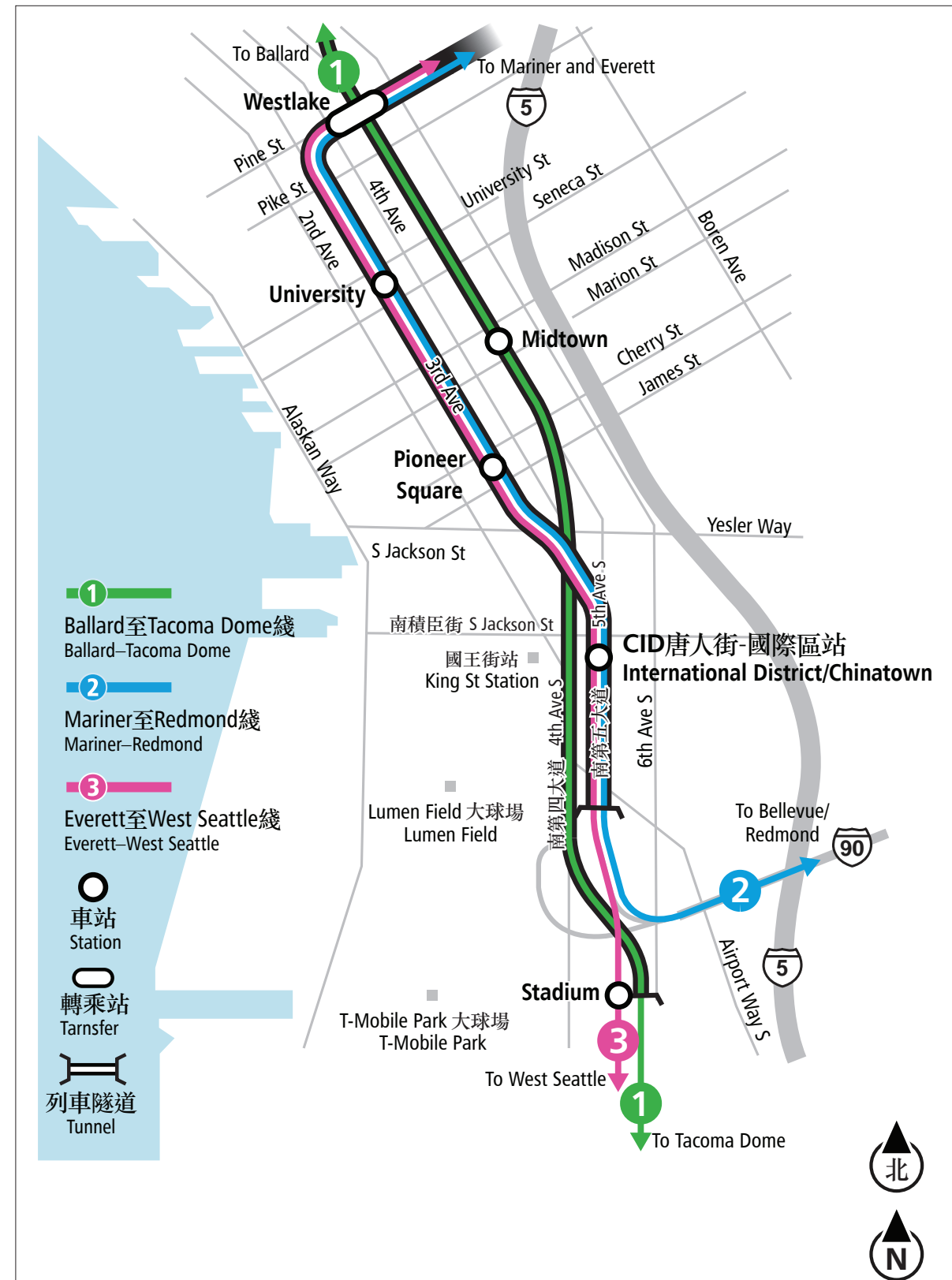
Initial assessment - No CID Station

- 1號線 (Ballard/Tacoma) 不會為CID唐人街-國際區帶來服務
CID neighborhood not served by 1 Line (Ballard/Tacoma)
- 不能轉乘2號線 (Mariner/Redmond) 或者3號線 (Everett/West Seattle)
Does not allow transfer to 2 Line (Mariner/Redmond) at 3 Line (Everett/West Seattle)
- 避免車站施工直接影響CID唐人街-國際區
Avoids direct station construction disruption in CID

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圖示為Link輕軌線路的大概的位置。

Diagrams are an approximate representation of Link Light rail alignments.

初步評估--建議不再推進行

Initial assessment - Proposed to not move forward

第五大道積臣街以北 5th Avenue north of S Jackson Street

車站構造不符合在路權範圍內，並有可能影響到現有和未來規劃的發展。

Station would not fit within street right-of-way and would potentially affect existing and planned developments.

利用現有的downtown隧道 Use existing downtown tunnel

不符合ST3計劃，該計劃提出了第二條隧道，以適應整個地區未來的服務水平和系統擴展。

Not consistent with ST3 plan, which proposed a second tunnel in order to accommodate future service levels and system expansions across the region.

聯合車站下方 Below Union Station

會對現有和歷史建築的帶來很大的影響，或導致車站設置到非常深。

Results in substantial effects to existing and historic structures, or very deep station.

聯合車站停車場/救世軍 Union Station Garage/Salvation Army

對現有建築和第四大道高架橋帶來很大的影響，或導致車站設置到非常深。

Results in substantial impacts to existing buildings and 4th Ave viaduct, or very deep station.

在CID唐人街國際區以南增設東線轉換站 Infill East Link transfer station south of CID

由於從I-90線進入CID唐人街-國際區站的坡度和彎曲度，需要一個難以實現的車站設計。

Requires an impractical station design due to grade and curvature of approach to IDS station from I-90 alignment.

Judkins公園到First Hill Judkins Park to First Hill

對現有建築和第四大道高架橋帶來很大的影響，或導致車站設置到非常深。

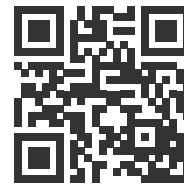
Idea envisions a different corridor and serves different station areas than those identified in voter-approved ST3 plan.

聯繫我們

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