

# SOUTH 樞南 DOWN 紐市 TOWN 規中 HUB 劃心

規劃唐人街/國際區和  
PIONEER SQUARE  
綜合交通的未來

PLANNING FOR AN INTEGRATED  
TRANSPORTATION FUTURE FOR  
CHINATOWN INTERNATIONAL  
DISTRICT AND PIONEER SQUARE

**歡迎**來到正在進行中的南市中心樞紐計畫展覽！  
這是Sound Transit、西雅圖市、金縣和社區之間的一項合作項目，旨在製定概念和計劃，以改善西雅圖市中心南部現有和未來潛在的輕軌車站與社區之間的聯繫。

我們的策劃是以唐人街/國際區和Pioneer Square過去的社區規劃工作為基礎，並利用同步規劃的項目為社區帶來利益。

**Welcome** to the exhibition of the in-progress South Downtown Hub Plan! This is a collaborative effort among Sound Transit, City of Seattle, King County and the community to develop concepts and plans for improved connections between neighborhoods and existing and potential future transit stations in South Downtown Seattle.

We are grounding our work in past planning efforts in Chinatown-International District and Pioneer Square, and leveraging concurrent and planned projects to deliver benefits to communities.

In partnership with:

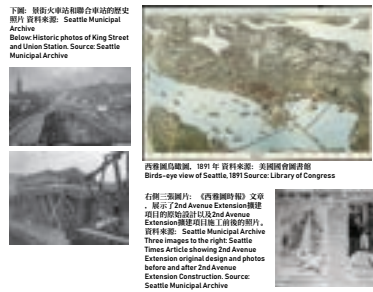


# 樞紐的定義

## DEFINING THE HUB

### 流動性 MOBILITY

#### 1 景街火車站 和 聯合車站 King Street Station and Union Station



下圖：景街火車站和聯合車站的歷史照片。資料來源：Seattle Municipal Archive。  
Below: Historic photos of King Street and Union Station. Source: Seattle Municipal Archive.

右側三張圖片：(西雅圖時報) 文章，展示了 2nd Avenue Extension 興建前和興建中的街景。資料來源：Seattle Municipal Archive。  
Three images to the right: Seattle Times article showing 2nd Avenue Extension original design and photos before and after 2nd Avenue Extension construction. Source: Seattle Municipal Archive.

#### 2 市中心隧道 Downtown Tunnel

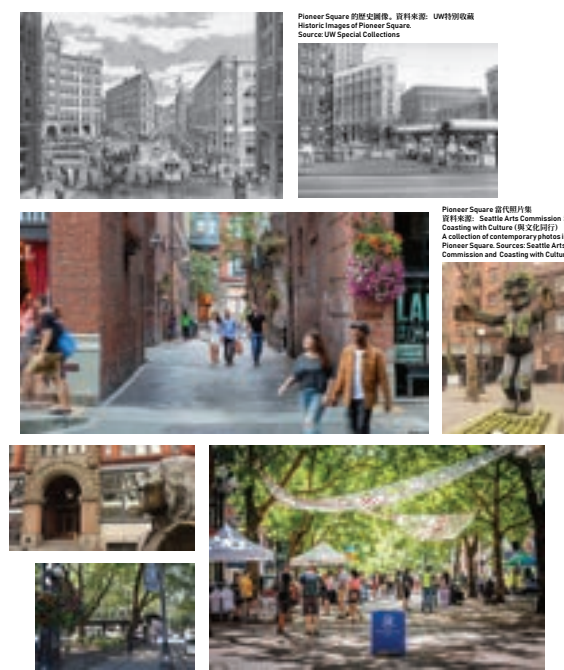


#### 3 Colman碼頭 Colman Dock



### 地方 PLACE

#### 4 Pioneer Square



#### 5 唐人街-國際區 Chinatown-International District



#### 6 公民校園 Civic Campus



#### 7 體育場區 Stadium District



樞紐是活動和景點的中心 - 而西雅圖最初的樞紐就是南市中心。擁有通往Salish Sea的便利通道，多年來南市中心一直都是這區的聚會場所和出入口地點，這也形成了西雅圖一些最具歷史文化的社區。在十九世紀和二十世紀期間，連續不斷的交通和基礎設施投資浪潮改變了這地區，同時亦將其與擴展的新興大都市連接起來。這些投資以往與居住在南市中心的社區產生了不安的共存，有時又產生了有害的影響。隨著新世紀變革的進展，我們必須從過去的經驗學習，並支持南市中心成為一個更有特色的地方。

A hub is a center of activity and attraction - and Seattle's original hub is South Downtown. With its ready access to the Salish Sea, South Downtown has served as a meeting ground and entry point to the region for many generations, resulting in some of Seattle's most historic and culturally significant neighborhoods. Successive waves of transportation and infrastructure investment in the 19th and 20th centuries transformed the area while connecting it to the broader burgeoning metropolis. This investment has had at times an uneasy coexistence with, and at others a harmful impact on, communities residing in South Downtown. As a new century of change progresses, we seek to learn from the past and support the communities that make South Downtown a special place.



# 現有的挑戰

## EXISTING CHALLENGES



南市中心樞紐區域  
South Downtown Hub area

南市中心有潛力成為一個有多種流動方式選擇的出入口，來連接以步行為主的城市，但這個需要同現時交通系統使用同功能互動，並願意修改這個系統的運作方式。這個必須以謹慎的規劃，和社區的指導下進行。透過專注於以社區為中心和驅動的解決方案，我們可以改善南市中心社區和周邊的交通，並尋求避免取代那些使它們成為城市重要和獨特的東西。在此我們會檢視一些對這社區現有的基礎設施挑戰，以便提供過去的教訓和找出改善的機會。

South Downtown has the potential to serve as the entry to a walkable city with access to a multitude of mobility options, but this requires engaging with the current use and function of the transportation system, and being open to modifying how that system operates. This must be one with the utmost of care, and with the guidance of community. By focusing on community centered and driven solutions, we can improve access to and around South Downtown neighborhoods and seek to avoid displacing what makes them important and unique places in the city and the region. Some of the existing infrastructural challenges to the neighborhood are examined here to provide past lessons and identify opportunities for improvements.



規劃決定、基礎設施項目同投資塑造了城市環境—公園、住屋、交通同便利設施的使用—也影響社區蓬勃發展。在西雅圖，私人鐵路建造了景街站同聯合站這兩個建築寶石，成為城市的出入口，但隨住在周圍的街道同建築物發展，火車軌道在社區中形成了裂縫。汽車開始改變社區的移動方式，而道路亦都穿裂鄰近的社區網格來令車輛更快地移動，這些移動令社區流移，並且為行路同滾動創造持久的障礙。我們可以從這些過去的項目中學習，認識到有意圖的投資會導致貴族化和喪失社區。



俄勒岡與華盛頓鐵路從西雅圖車庫 (現在聯合車站) 1919年  
照片: 西雅圖市檔案館  
Construction of Seattle Depot for the Oregon & Washington Railroad (Great Union Station), 1919  
Photo: Seattle Municipal Archives



Second Avenue South Extension, 從 Smith Tower 向南看, 1929年  
照片: 西雅圖市檔案館  
Second Avenue South Extension, Looking Southeast from Smith Tower, 1929  
Photo: Seattle Municipal Archives



Second Avenue South Extension, 從 Smith Tower 向南看, 1929年  
照片: 西雅圖市檔案館  
Second Avenue South Extension, Looking Southeast from Smith Tower, 1929  
Photo: Seattle Municipal Archives

Planning decisions, infrastructure projects, and investment shape the environment of the city—parks, housing, transportation, and access to amenities—and affect how people thrive. In Seattle, private railroads built the two architectural gems of King Street Station and Union Station as entries to the City, but the tracks formed seams in the fabric of the neighborhoods as streets and buildings grew up around them. Cars began to change the way that people moved and arterials cut through neighborhood grids for faster vehicular movement, displacing communities and creating lasting barriers to walking and rolling. We can learn from these past projects by recognizing that investment without intention can result in gentrification and loss of community.



### 1 2nd Avenue Extension South和南第四大道 2nd Avenue Extension South and 4th Avenue South

2nd Avenue Extension South和南第四大道主要是進出市中心的交通主路，這些快速交通流動令唐人街/國際區和Pioneer Square之間造成障礙。這個模式令安全行人通道和社區之間的連接造成衝突，以及影響南橫街地區鐵路服務。



2nd Avenue Extension South和Westler Way向南看  
2nd Avenue Extension South and Westler Way looking south



4th Avenue South和Washington Street向北看  
4th Avenue South and Washington Street looking north

Primarily carrying traffic in and out of Downtown, 2nd Avenue Extension South and 4th Avenue South form a barrier of fast-moving traffic flows between Chinatown-International District and Pioneer Square. This pattern creates conflicts for safe pedestrian access and connection between the neighborhoods as well as to regional rail services at King Street Station.



### 2 5號州際公路和99號公路 Interstate 5 highway and SR99/Alaskan Way

州政府在1960年代初在唐人街/國際區中心建造了5號州際公路。這個龐大的建設令到居民同商家流離失所，並令到社區分裂。這亦都導致好幾年累積同持續地接觸噪音同空氣污染，和促進公路結構下的不良活動。



南迪邦街向南看  
South Dearborn Street looking southwest

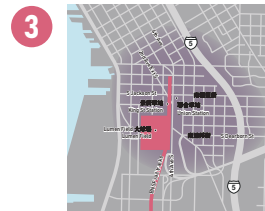


I-5在東街和內奧街  
I-5 looking East from Jackson Street

99號公路先前是一個多層高架橋結構，用於沿往海濱運送車輛經過西雅圖市中心。隨住高架橋拆除後，海濱地帶都開放出新的風景和行人連接。

The State constructed Interstate 5 through the heart of the Chinatown-International District in the early 1960s. The immense structure displaced residents and businesses, and physically divided neighborhoods. It also led to decades of accumulated and continued exposure to noise and air pollution, as well as undesirable activities under the highway structure.

State Route 99 included a multi-level viaduct structure to move vehicles through downtown Seattle along the waterfront. With the removal of the viaduct, new views and pedestrian connections have opened up to the waterfront.



### 3 BNSF鐵路和球場 BNSF Railway and Stadiums

南第四大道以西的主要鐵路線提供出入西雅圖北部的貨客運連接，但這亦令到唐人街/國際區和Pioneer Square社區之間形成通道障礙，亦都是噪音同空氣污染的來源。在鐵路主線的南面和西面，早期的鐵路場已透過一系列的項目重新發展成為大球場區，為周邊社區同時帶來機會和挑戰。

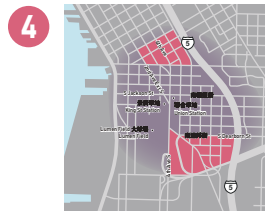


BNSF鐵路軌道上向南看  
BNSF railway tracks looking south



南第四大道行人道上向南看  
4th Avenue South sidewalk looking south

The main rail line west of 4th Avenue South provides critical freight and passenger rail connections through Seattle to the north and south, but also serves as a barrier to access between Chinatown-International District and Pioneer Square neighborhoods as well as a source of noise and air pollution. Just south and west of the main line, former rail yards were redeveloped into the Stadium district through a series of projects that present both opportunities and challenges to surrounding neighborhoods.



### 4 金縣Civic Campus和南迪邦街 Land use at King County Civic Campus and south of Dearborn

位於唐人街/國際區、Pioneer Square、北面的西雅圖市中心、和南面的SODO工業區之間，坐落著大型的單一用途區。隨住COVID-19疫情後，辦公室式生活節奏持續受到打擊，辦公室式生活節奏的維修和保養導致財政上難以持續。目前CID唐人街/國際區以南的工業分區 (Industry & Innovation 85-240) 只提供辦公室和輕工業用途機會。我們可透過這項計劃，有機會探討解決住屋、就業同其他服務的土地利用策略。



City Hall Park向南看  
City Hall Park looking southeast



南迪邦大道和南迪邦街向南看  
Maynard Avenue South and South Dearborn Street looking southeast

Large single-purpose districts sit between Chinatown-International District, Pioneer Square, and downtown Seattle to the north, and the SODO industrial district to the south. With continued disruption of the daily rhythm of office life following the COVID-19 pandemic, and given new approaches to delivering services, many of the buildings that make up the King County Civic Campus are underutilized, functionally obsolete, or are facing costly maintenance and repairs that may be financially unsustainable. Current industrial zoning (Industry & Innovation 85-240) south of C-ID only provides opportunities for office and light industrial uses. Through this work there is an opportunity to explore land use strategies that address housing, employment, and other services.

# 過去的計劃和社區主題

## PAST PLANS AND COMMUNITY THEMES

社區之前以一系列規模同主題為重點的自主計劃，應對了交通和發展所帶來的挑戰。認識到這項工作結果，西雅圖市規劃及社區發展辦公室（OPCD）和交通部（SDOT）在2021年檢討了過去所有二十五年所製作的社區計劃，以便對南市中心的投資共同優先事項有一個理解。以下是一些分析過的計劃和從中得到的知識。如果有興趣查詢計劃全文，你可以拍下每個計劃旁邊的二維碼，或者去 <https://southdowntownhub.participate.online/#resources> 查詢。

Community has responded to the challenges posed by transportation and development with self-directed plans focused on a range of scales and themes. Recognizing this work, in 2021 the City of Seattle Office of Planning and Community Development (OPCD) and Department of Transportation (SDOT) reviewed all neighborhood plans produced in the previous 25 years in order to develop an understanding of shared priorities for investments in South Downtown. Below is a selection of plans analyzed and what was learned from them. Scan the QR codes next to each plan or visit <https://southdowntownhub.participate.online/#resources> to access the full text of these and other planning documents.



**南市中心社區優先事項檢討與總結**  
SOUTH DOWNTOWN NEIGHBORHOOD PRIORITIES REVIEW & SUMMARY

由 / By: Historic South Downtown

計劃年度  
Project Year: 2019

計劃合作夥伴  
Project Partners: City of Seattle OPCD, Sound Transit, King County, and other organizations in PSU and C-ID

歷史南市中心與社區成員、組織和團體在Pioneer Square和C-ID的社區發展辦公室(CID)中，共同探討了南市中心的投資共同優先事項。他們通過了過去二十五年來所製作的社區計劃，以便對南市中心的投資共同優先事項有一個理解。以下是一些分析過的計劃和從中得到的知識。如果有興趣查詢計劃全文，你可以拍下每個計劃旁邊的二維碼，或者去 <https://southdowntownhub.participate.online/#resources> 查詢。

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我們更新了西雅圖市2021年的社區計劃調查，確認了最近完成的CID唐人街/國際區社區計劃，以便了解共同和獨特的優先事項、策略和潛在的推進項目。右圖是市政府審查社區計劃的結果：我們在2023年11月南市中心樞紐計劃開放日上徵詢過的八個社區綜合主題。我們聽到大家對社區主題的廣泛確認其準確性和持續相關性，同時如何運用有意義的投和項目主題表達的想法。

We updated City of Seattle's 2021 survey of community plans, acknowledging the recent completion of the C-ID Neighborhood Strategic Plan, in order to understand common and unique priorities, strategies, and possible projects to move forward. The color graphic depicts the result of the community plan review by the City: a synthesis of eight community themes that we asked you about at the South Downtown Hub Plan Kickoff open house in November 2023. We heard broad confirmation of the accuracy and continued relevance of these community themes, along with ideas for how these can be expressed in meaningful investments and projects.



## 社區主題/共同策略

### Community Themes/Common Strategies

<p><b>公共場所</b> PUBLIC SPACE</p> <p>加強公共空間、街道、小巷和開放空間，改善安全，社交聯繫和體育活動 Enhance public space, streets, alleys, and open spaces, to increase safety, social connections, and physical activity</p>	<p><b>公平發展</b> EQUITABLE DEVELOPMENT</p> <p>最大限度地減少累積傷害和/或逼遷(小型企業、居民和非營利組織)並鼓勵公平發展 Minimize cumulative harm and/or displacement (small businesses, residents and nonprofits) and encourage equitable development</p>
<p><b>公共安全</b> PUBLIC SAFETY</p> <p>提升公共安全體驗與認知 Improve public safety experience and perceptions</p>	<p><b>社區效益</b> COMMUNITY BENEFIT</p> <p>令社區利益和土地所有權最大化 Maximize community benefit and ownership of land</p>
<p><b>歷史文化</b> HISTORY &amp; CULTURE</p> <p>保留歷史文化特色 Retain historic and cultural character</p>	<p><b>解決歷史上的種族歧視問題</b> ADDRESS HISTORIC RACISM</p> <p>應知和應對由來已久、和持續影響社區的種族主義問題 Acknowledge and address historic racism that has and continues to impact neighborhoods</p>
<p><b>連接性</b> CONNECTIVITY</p> <p>改善流動性和連接性，特別是社區與景街火車站和聯合車站之間 Improve mobility and connectivity, particularly between neighborhoods and King Street and Union Stations</p>	<p><b>社區經濟</b> ECONOMICS</p> <p>鼓勵經濟發展 Encourage economic development</p>

**CID 唐人街/國際區 NEIGHBORHOOD 策略計劃**  
CID NEIGHBORHOOD STRATEGIC PLAN

由 / By: CID Visioning Advisory Group

計劃年度  
Project Year: 2022

計劃合作夥伴  
Project Partners: City of Seattle, Tu Consulting and Mary Murray, H2MacConsultants and more, see Page 2 of plan

本計劃建立了一個願景、目標、對向和公平的參與結構，以引導和支持個人和團體的公共和私人投資。這將有助於在社區發展決策中公平參與和賦予社區權力，同時保留社區亞洲身份直到未來。

**社區街道照明研究**  
NEIGHBORHOOD LIGHTING STUDY

由 / By: SCIDpda

計劃年度  
Project Year: 2018

計劃合作夥伴  
Project Partners: SparkLab, City of Seattle Office of Economic Development

本研究旨在解決照明問題，包括在缺乏行人和騎車者的區域全面部署照明，以及提高現有照明系統的效率。該研究將在制定一項改善社區照明的行動計劃，該計劃應提高安全性，鼓勵夜間活動，並有助於提高社區成為一個更安全和安全的環境。

**積臣街樞紐概念規劃**  
JACKSON HUB CONCEPT PLAN

由 / By: Historic South Downtown

計劃年度  
Project Year: 2019

計劃合作夥伴  
Project Partners: Downtown Seattle Association, Historic South Downtown, and more, see page 4 of plan

Union Station and King Street Station in Seattle together define the active transportation hub for the area and early Jacke pedestrian amenities and wayfinding, creating a discussion between stakeholders and destinations. Early planning for light rail expansion prompted community efforts to prioritize pedestrian improvements and envision a more welcoming Jackson Hub, incorporating feedback from the community and various stakeholders to guide future planning and design.

**開拓者廣場區域市場研究**  
PIONEER SQUARE DISTRICT MARKET STUDY

由 / By: Alliance for Pioneer Square

計劃年度  
Project Year: 2023

計劃合作夥伴  
Project Partner: ECONorthwest

這項市場研究旨在評估Pioneer Square的商業房地產市場、就業和遊客模式。目標是提供數據和策略來支持區內經濟發展和復甦。

**東北PIONEER SQUARE總體規劃**  
NORTHEAST PIONEER SQUARE FRAMEWORK PLAN

由 / By: Alliance for Pioneer Square

計劃年度  
Project Year: 2022

計劃合作夥伴  
Project Partners: City of Seattle, Historic South Downtown, MIG, Broadview Planning

這項框架計劃概述了1年期的願景，包括預算、優先事項和公共參與過程。該計劃專注於東北Pioneer Square的獨特方面，包括公共空間、政府服務、住宅、小型企業和發展潛力，並強調該地區作為西雅圖市的主要樞紐。

**YESLER CRESCENT 公共生活行動計劃**  
YESLER CRESCENT PUBLIC LIFE ACTION PLAN

由 / By: Seattle Dept. of Transportation

計劃年度  
Project Year: 2019

計劃合作夥伴  
Project Partners: Seattle Parks & Recreation, Berk Consulting

這項計劃主要是透過收集有關公眾的體驗與意見的資料，來改善Pioneer Square的Yesler Crescent的公共空間。這包括收集資料和參與的訪談，以及公共空間內正面的轉角機會，並將在管理員決策。

# 同步項目計劃和新機會

## CONCURRENT PLANS AND NEW OPPORTUNITIES

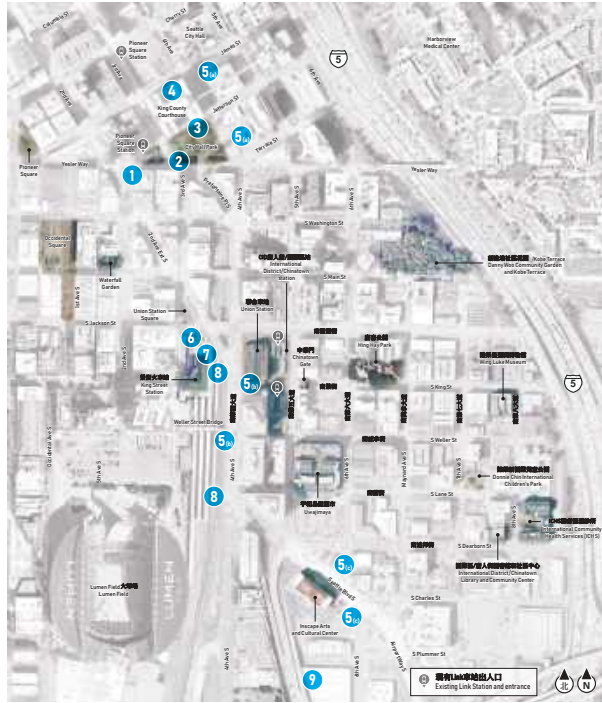
### 同步項目和計劃 CONCURRENT PROJECTS AND PLANS

南市中心樞紐是Sound Transit、西雅圖市和金縣的合作夥伴計劃，旨在確保計劃投資與南市中心社區的目標和需求保持一致。這個是認同過去大型公共項目所造成的傷害，相對未來做得更好的承諾。

右圖列出了一系列公共和私人合作夥伴計劃，和設計在各個階段的資本改善項目。有些已獲得資助，而有些則等待資助承諾。但項目互相合作可以推動過去社區計劃和主題，特別是在主動協調的情況下。

The South Downtown Hub Plan is a partnership among Sound Transit, the City of Seattle, and King County to ensure alignment of planned investments with the vision and needs of South Downtown neighborhoods. This comes from a recognition of the harm caused by large scale public projects in the past, and a commitment to do better.

The map at right presents an inventory of capital improvement projects in varied stages of planning and design by a range of public and private partners. Some are funded, while others await funding commitments – but collaboration across these projects can play a role in advancing the themes and ideas from past community plans, particularly with proactive coordination.



- |  |   |
|--|---|
| 1 Fortson Square 重建計劃 (西雅圖市)<br>Fortson Square redevelopment (City of Seattle)                         | 5 潛在新的CID唐人街/樺樹區 (德邦街) Link車站出入口<br>(Sound Transit)   |
| 2 Yesler Way 第三大道街景改善計劃 (西雅圖市)<br>Yesler Way and 3rd Avenue streetscape improvements (City of Seattle) | 6 2nd Avenue Extension South 和 South Jackson Street Bridge 重新設計計劃 (西雅圖市)<br>2nd Avenue Extension South and South Jackson Street Bridge Planning Study (City of Seattle) |
| 3 City Hall Park 重新設計計劃 (西雅圖市)<br>City Hall Park redesign (City of Seattle)                            | 7 2nd Avenue Extension South 和 South Jackson Street Bridge 重新設計計劃 (西雅圖市)<br>2nd Avenue Extension South and South Jackson Street Bridge Planning Study (City of Seattle) |
| 4 金縣 Civic Campus 計劃 (金縣)<br>King County Civic Campus Plan (King County)                               | 8 駁船街車站月台連接項目 (Sound Transit)<br>King Street Station Platform Access Project (Sound Transit)  |
| 5 潛在新的Midtown (James Street) Link車站出入口<br>(Sound Transit)  | 9 Georgetown to Downtown 安全連接項目 (西雅圖市)<br>Georgetown to Downtown Safety Project (City of Seattle)   |
| 6 潛在新的CID唐人街/樺樹區 (第四大道淺層) Link車站出入口<br>(Sound Transit)   |   |

### 新機會 NEW OPPORTUNITIES

過去的社區計劃確定了許多地理主題區域需要的改善。作為準備研究的一部分，我們圖解了關鍵想法和社區發覺機會地方。分析這些想法如何可以更有系統地與目前同時進行的項目計劃一致。右邊的圖表顯示了南市中心樞紐的整體規模和關鍵想法，還顯示了在現有和建議車站週圍的焦點地區。

Past plans identified numerous geographic and thematic areas for improvement in the neighborhoods. As part of our preparatory research, we mapped key ideas and places where the community sees opportunity, to see how these ideas might work together more systematically and in concert with concurrent projects and plans. The map at right shows such key ideas at the overall scale of the South Downtown Hub, as well as in focused areas around existing and proposed transit stations in the area.



場所保持和場所營造的潛在想法 (來自進一步研究和過去的規劃工作)  
Potential place-keeping and placemaking ideas (derived from Further Studies and past planning efforts)

- |   |  |
|---|--|
| 1 改善2nd Avenue Extension South街景，建造更安全的十字路口，並加強東西連接<br>Improve 2nd Avenue Extension South streetscape, create safer crossings, and strengthen east-west connections | 8 改善十字路口的行人設施，如植物景觀、更寬闊的人行道、長凳、照明和藝術等<br>Improve intersection with pedestrian amenities such as plantings, wider sidewalks, benches, lighting, and art                                 |
| 2 在南鎮街的南第四大道建造新的行人通道<br>Create a new pedestrian connection across 4th Ave S at 5 King St  | 9 沿著South Washington Street東連Pioneer Square和King Street<br>Connect Pioneer Square and King Street along South Washington Street  |
| 3 探索在火車軌道上加蓋或增建結構來改善連接行人通道和公共空間<br>Explore addition or enhancement of structures over the train tracks that improve pedestrian connections and public space         | 10 提高橋樑街角廣場和市政廳十字路口的效率和連接性<br>Improve intersection efficiency and crossing to connect corner plazas and City Hall Park   |
| 4 加強與鄰近社區的聯繫來改善行人、騎單車和乘公共交通的需要<br>Strengthen connections to adjacent neighborhoods for people walking, biking, and taking transit                                   | 11 新增在陸地上舒適通行的元素 (例如扶手、長凳等)，供給各種能力狀況使用者的需要<br>Add elements that accommodate comfortable access on steep slopes for a diversity of users & abilities (such as handrails, benches, etc.) |
| 5 在主要社區街道上實施行人改善措施<br>Implement pedestrian improvements along main neighborhood streets   | 12 改善歷史悠久的小巷為公共空間<br>Improve historic alleys as public spaces  |
| 6 建立從樺樹街車站到CID唐人街/樺樹區和體育場的行人通道<br>Establish pedestrian connections to CID and Stadiums from Dearborn Street Station   | 13 保護及促進適宜步行、無障礙、和以行人優先的環境<br>Protect and promote a walkable, accessible, pedestrian-first environment   |
| 7 延續CID唐人街/樺樹區核心的街景特色 (紅燈籠與藝術)<br>Extend streetscape character of the CID core (red lanterns and art)   |  |

### 北焦點地區 NORTH FOCUS AREA



- 融入社區特色與地方感  
Incorporate neighborhood identity and sense of place
- 改善現有Pioneer Square車站出入口處的噴泉和廣場  
Improve fountain and plaza at existing Pioneer Square Station entrance
- 改進公園設計，為不同用途提供機會，確保光線、空氣流通且可以開闊看到車站出入口  
Improve park design to provide opportunities for different uses, ensure light, air, and easy visibility to station entries
- 激活市政公園周圍建築物的地鋪  
Activate buildings at street level around City Hall Park
- 提供清楚且便捷的道路，以便前往現有Pioneer Square車站和潛在的新車站  
Provide clear and easy access to existing Pioneer Square Station and potential new station
- 與金縣和其他機構合作，尋求新的開發機會來服務社區，包括經濟适用房和商業空間  
Partner with King County and others to seek opportunities for new development to serve community, including affordable housing and commercial space
- 保留河道景觀  
Preserve views to the waterfront

### 中央焦點地區 CENTRAL FOCUS AREA



- 設計和遷移新街景元素來體現社區及社區的連續性  
Design and site new streetscape elements that reflect the community and continuity
- 激活聯合車站以供社區使用  
Activate Union Station for community use
- 更新廣場以簡化架空結構，提供更多的聚集空間，為團體和社區活動提供空間，並融入公共藝術  
Update plaza to simplify overhead structures, provide more gathering space, allow space for vendors and community events, and incorporate public art
- 改善行人街道的照明  
Improve neighborhood pedestrian scale lighting
- 鼓勵重新利用歷史建築，提供符合歷史街景特色的街道設施  
Encourage adaptive reuse of historic buildings with street-level amenities that match the character of the historic district
- 改善前往聯合車站南側的道路  
Improve access to Union Station at the south end
- 在火車軌道上建造一層蓋子，用作公共空間、行人設施和景觀美化  
Construct a lid over train tracks for public space, pedestrian amenities, and landscaping
- 與金縣合作進行工作，以更好地連接車站  
Coordinate with King Street improvements for better connections to King Street Station

### 南焦點地區 SOUTH FOCUS AREA



- 鼓勵有深思的色調往開發和激活建築物的地層發展，同時連接歷史街區  
Encourage thoughtful development that incorporates much-needed housing and ground floor activation while connecting to historic neighborhood form
- 創造友善親切的公共空間，來表揚社區的特色  
Create welcoming public spaces that signify and celebrate the community
- 探索一些可社區參與機會的新開發地點，來自經濟适用房各種選擇  
Explore opportunities for community participation at new development sites, incorporating affordable housing and a variety of housing options
- 改善十字路口以提高安全與可移動性  
Improve intersection for safety and mobility
- 鼓勵新建建築對行人有利的屋簷發展  
Encourage pedestrian-friendly street frontages on new buildings
- 儘可能減少遷移居民和有歷史性的企業  
Minimize displacement of residents and legacy businesses
- 改善照明以加強安全與社區特色；整合有CID唐人街/樺樹區文化特徵的燈飾  
Enhance lighting for safety and character; incorporate streetlights that reflect cultural identity of CID

# 現有條件 EXISTING CONDITIONS

鑑於COVID-19疫情及隨後的復甦過程中所帶來的干擾和模式轉變，我們也致力於更新我們對市中心社區和區域基礎設施系統現狀的理解。這裡的圖據顯示地區流動性、開放空間和土地利用狀況，並與公共安全及設施的觀察數據相關聯。我們發現，許多先前展覽中討論的挑戰仍然存在，又或者因少人流的街道和經濟活動放緩的情況下出現了新的形式。這些數據顯示了主要街道和基礎設施特徵如何形成對安全、訪問和活力持久的界限和障礙。

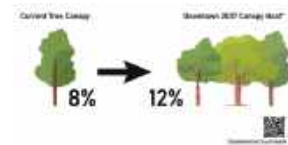
Acknowledging the disruptions and shifts in patterns imposed by the COVID-19 pandemic and the subsequent recovery, we also sought to update our understanding of existing conditions in neighborhood and regional infrastructural systems in South Downtown. This panel maps data reflecting mobility, open space, and land use conditions, correlated with observed data on public safety and access to amenities. We found that many of the challenges discussed earlier in the exhibition persisted or took on new forms as streets emptied and economic activity slowed. These data indicate how major streets and infrastructural features can form lasting boundaries and barriers to safety, access, and vibrancy.

## 開放空間 / OPEN SPACE

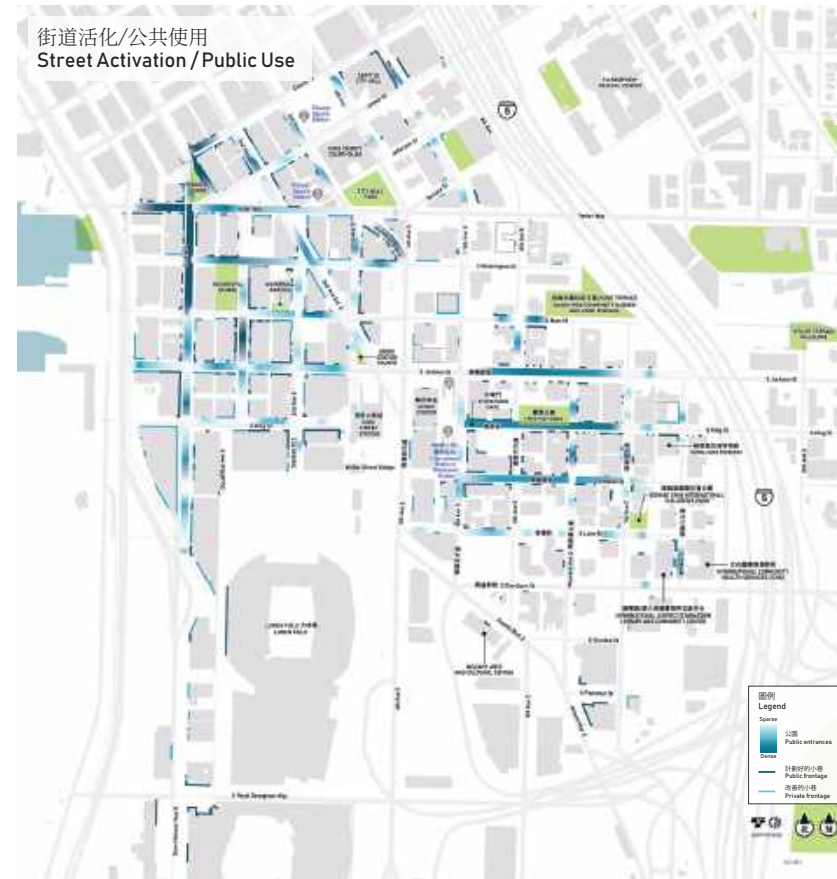


大地圖顯示了該地區現有的樹冠覆蓋和公園空間。西雅圖市於2007年設定了樹冠覆蓋目標，市中心的指標為12%。西雅圖市還設定了一個目標，即所有住宅都應在步行5分鐘內可到達公園空間。2024年的公園與開放空間計劃將這個社區識別為開放空間平等和訪問的最高優先級地區之一。右側的地圖顯示了該地區的現有樹冠覆蓋率，以及現有的公園和綠地。同時顯示了五分鐘步行範圍服務區域，揭示了對綠地訪問存在的空白，並建議了可能的綠地公園的位置。

The large map shows existing tree canopy and park space in the area. The City of Seattle established tree canopy coverage goals in 2007: for downtown that metric is 12%. The City of Seattle also has a goal of all residences being within a 5-minute walk of a park space. The 2024 Parks and Open Space Plan identifies this neighborhood as one of the highest priority areas for open space for equity and access. The map at right depicts current canopy coverage in the area along with existing parks and green spaces. Five minute walkshed service areas are also shown, revealing where gaps in access to green space persist, and suggesting potential locations for new green spaces and parks.



## 土地使用/開發 / LAND USE/DEVELOPMENT



Pioneer Square 和CID唐人街/國際區擁有豐富的文化景點，以及熱鬧的零售和餐飲街道。大地圖顯示地面激活度最高的地方，以街道面向窗戶和公共進入門的密度來衡量；激活度越高，顏色深度越深。右側的地圖展示了該地區建築物地面層不同類型的使用情況。這些地圖展示了社區的活力，以及加強它們之間激活連接的需求。

The Pioneer Square and Chinatown-International District neighborhoods are rich with cultural attractions and active retail and dining streets. The large map shows where ground floor activation is most prevalent, as measured by the density of street-facing windows and publicly-accessible entry doors; the greater the activation, the darker the gradient. The map at right shows different types of uses at the ground floor of buildings in the area. These maps show the vibrancy of the neighborhoods and the need for strengthening activated connections between them.

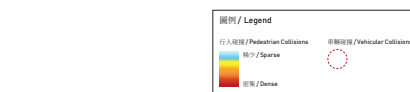


## 流動性 / MOBILITY



大地圖顯示了現有的交通量，突出了2nd Avenue Extension South和南第四大道作為繁忙的汽車專用街道。這可能會增加CID唐人街/國際區和Pioneer Square之間步行和滾動的困難。右側的地圖顯示了過去五年中自行車和行人事故的相對頻率；顏色深度較深表示事故密度較高，虛線圓圈表示車輛碰撞的熱點。專注於這些關鍵路口在公共交通系統上改進自行車和行人設施，可以改善整體連通性。隨著輕軌系統的擴展，公共交通線和支持性改進可能會發生變化。這些變化將保持流動性的同時，還會減少2nd Avenue Extension South和南第四大道的總體交通量，這可能會提供更多改善步行、滾動和騎行條件的機會。

The large map shows existing traffic volumes, highlighting 2nd Avenue Extension South and 4th Avenue South as busy auto-oriented streets that can make walking and rolling between Chinatown-International District and Pioneer Square more challenging. The map at right shows relative frequency of collisions with bikes and pedestrians over the last five years; darker gradients indicate a higher density of collisions, while dashed circles indicate hot spots for vehicular collisions. Focusing improvements for bikes and pedestrians at these key intersections on higher traffic roadways could improve overall connectivity. Bus routing and supportive improvements may change as the light rail system expands. These changes will maintain mobility while also reducing overall bus traffic on 2nd Avenue Extension South and 4th Avenue South, which could provide more opportunities for improvements to walking, rolling, and biking conditions.



# 初步構想：調整與轉型

## INITIAL SCENARIOS: ADJUSTMENT AND TRANSFORMATION

### 目標與分析方法 GOALS & METHODOLOGY

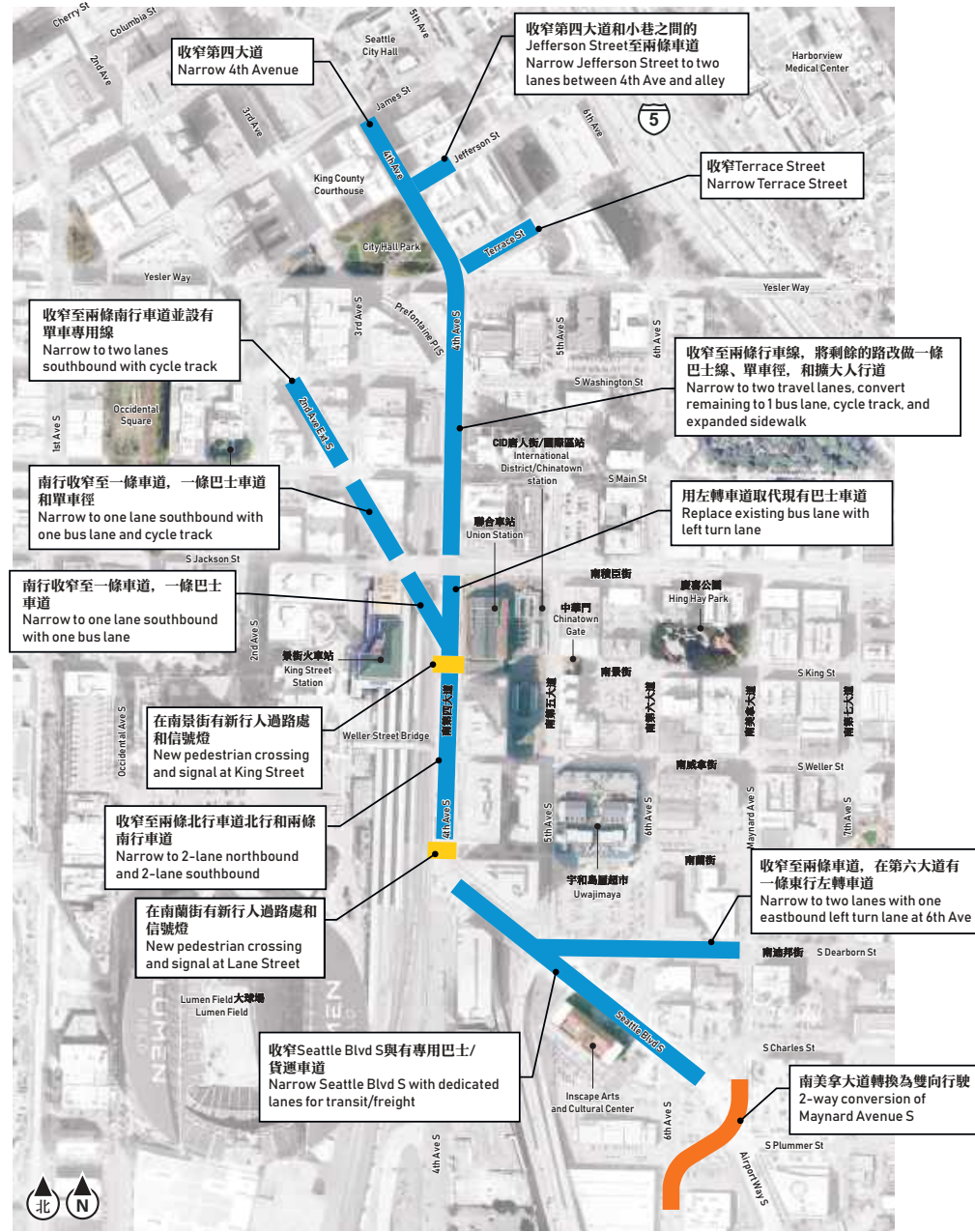
這項工作的目標是將細細過去的社區規劃工作結合起來，以解決現有的挑戰和加強聯繫。透過對現有狀況的差距分析，和對並行項目與將會進行的計劃作出評估，將過去計劃的項目概念和Sound Transit 2022-2023年的Ballard Link Extension進一步研究階段所提供的反饋整合起來，塑造出兩個初步參與同分析的構想。

The goal of this work is to tie together past planning efforts for the neighborhoods in this hub to address existing challenges and strengthen connections. Through gap analysis of existing conditions and assessment of concurrent projects and upcoming plans, project concepts from past plans were stitched together with feedback given during Sound Transit's 2022-2023 Further Studies phase of the Ballard Link Extension project to create two scenarios for initial engagement and analysis.

### 調整構想 ADJUSTMENT SCENARIO

這個構想包括了對街道和公共空間的改變，這些調整將在不改變現有交通模式的情況下提高安全性和連貫性。這構想是根據Pioneer Square街景概念規劃和Yesler Crescent規劃的概念設計，以顯示對2nd Avenue Extension South的調整。這概念還包括Livable South Downtown計劃的想法，以南禧街、南迪邦街和南第五大道為目標來進行行人改善，並考慮未來南部潛在的車站位置來構思需要的街道調整。

This scenario included changes to streets and public spaces that would improve safety and connectivity without altering existing traffic patterns. This scenario was informed by concepts from the Pioneer Square Streetscape Concept Plan and Yesler Crescent Plan that show adjustments to 2nd Avenue Extension South. The concept also includes ideas from the Livable South Downtown Plan to target South Jackson Street, South Dearborn Street and 5th Avenue South for pedestrian improvements and considers street adjustments needed to make a possible station location in the south feasible.

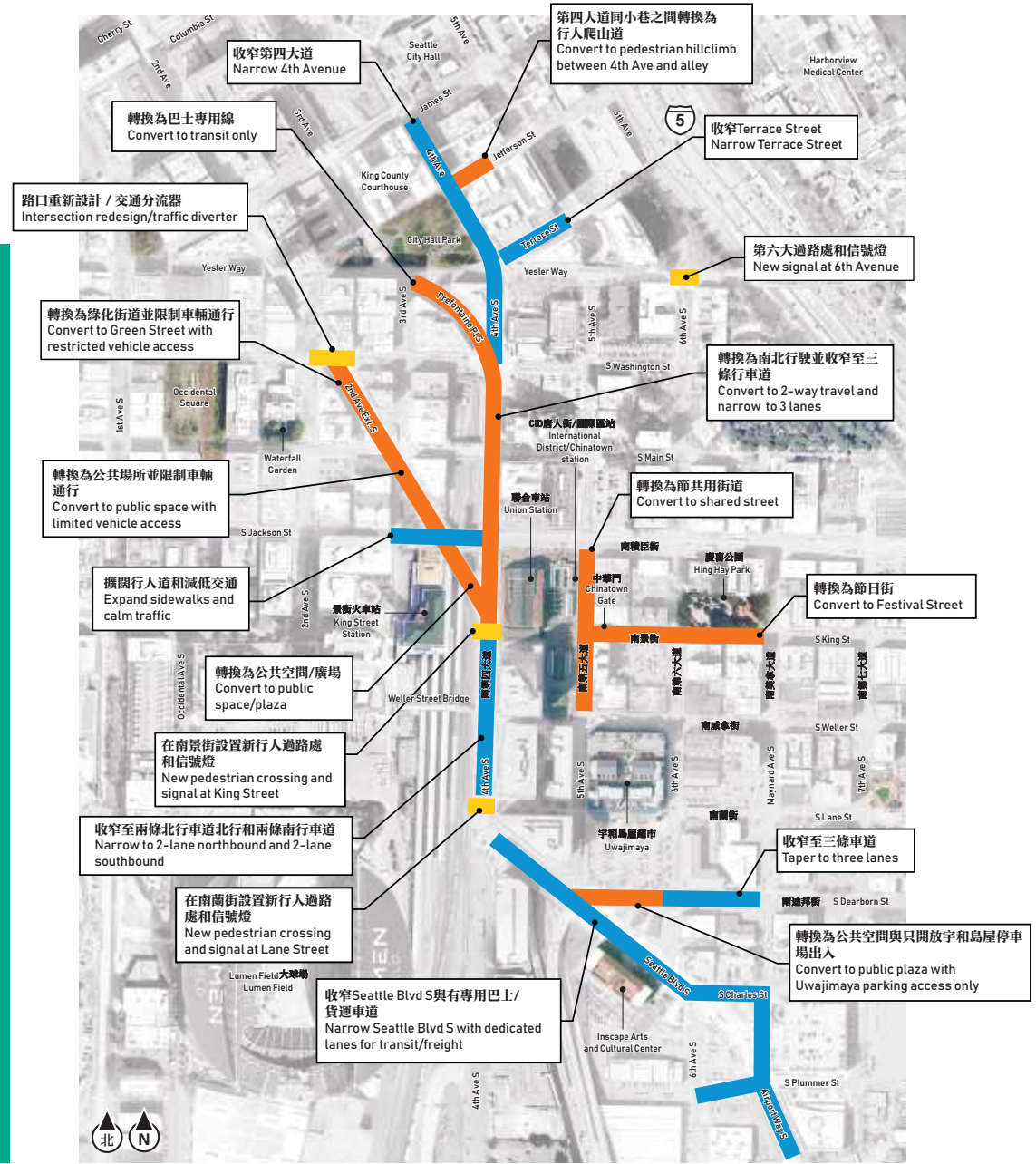


- 緩舒交通 Traffic calming
- 轉換為公共空間或共用街道 Conversion to public space or shared street
- 改善十字路口和過馬路安全 Intersection and crossing improvement

### 轉型構想 TRANSFORMATION SCENARIO

這構想包括了街道和公共空間的變革，這些構想會改變現有的交通模式，並為步行、滾動和公眾聚會創造新的空間。這構想擴展了調整構想中的一些功能和舉動，但也基於積臣街樞紐概念規劃的想法，將2nd Avenue Extension South部分的街道改變成公共空間。這概念包括可能關閉南迪邦街，以及根據Ballard Link Extension進一步研究和南中心樞紐外展的意見，以建立從潛在車站區域北部到CID唐人街/國際區的穩固連接。基於相同的回饋會議，這構想也探討了南部街道網絡的重新配置。這種重新配置為開發場所營造和綠色空間提供了更多機會，並補充了CID唐人街/國際區地區架構和實施計劃進度報告中的工作和研究。

This scenario included transformative changes to streets and public spaces that would shift existing traffic patterns and create new spaces for walking, rolling, and gathering. This scenario expanded some of the features and moves in the Adjustment Scenario, but also built upon ideas from the Jackson Hub Concept Plan to convert portions of 2nd Avenue Extension South to public space. The concept included a possible closure of South Dearborn Street based on comments from the Ballard Link Extension Further Studies and South Downtown Hub outreach to create a strong connection from the potential station area north to the C-ID. Based on the same feedback sessions, a reconfiguration of the street grid to the south was also explored. This reconfiguration allows for more opportunities for development, placemaking, and green space and compliments work and study in the Chinatown-International District Framework and Implementation Plan Progress Report.



- 緩舒交通 Traffic calming
- 轉換為公共空間或共用街道 Conversion to public space or shared street
- 改善十字路口和過馬路安全 Intersection and crossing improvement

# 聯合車站：過去、現在與未來

## UNION STATION: PAST, PRESENT, AND FUTURE

### 車站的過去

聯合車站是由 Union Pacific 和 the Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) 在 1910-1911 年的聯盟下建造。聯合車站原本叫做 Oregon and Washington Station，在大堂層內包括有一間的小型醫院、一間餐廳、一間理髮店同吸烟室，還有一個獨立女士等候區。原本設計強調空間的功能和社會身分的隔離，反映了那發展年代的規範。好遺憾地包括可以控制同隔離的空間。

隨着 20 世紀初幾十年的進展，進出聯合車站的客運鐵路服務有蓬勃的發展。其中一個特別服務是 Milwaukee Road Ski Bowl，這是直接往 1937 年開幕的 Hyak 滑雪場。但在第二次世界大戰到來時打亂了客運服務的全盛時期，永久的改變了這個車站的成長軌跡。隨着 1950 年汽車時代，乘客人數急劇下降，到 1971 年，Milwaukee Road 和 Union Pacific 停止了聯合車站的所有客運鐵路服務。在 20 世紀剩餘的幾十年，這個車站有一連串臨時用途和租戶，例如大型古董市場和活動租賃。在 1980 年代後期，金縣開始開發西雅圖市中心地下公共交通隧道，當中關閉同蓋上相鄰的聯合車站軌道，以建立唐人街/國際區車站。隨着這個里程碑之後，Sound Transit 在 1996 年成立，通過區域鐵路服務重建的第一階段 Sound Move。

### PAST

Union Station was constructed 1910-1911 by a consortium of Union Pacific and the Chicago, Milwaukee, St Paul and Pacific Railroad (Milwaukee Road). Originally named Oregon and Washington Station, it included a small hospital at concourse level, a restaurant, a barbershop and smoking room, and a separate ladies' waiting area. The original design emphasized clear functional and social separation of spaces, reflecting the norms of the era in which it was developed. This regrettably included spaces to control and isolate.

Passenger rail services into and out of Union Station flourished as the early decades of the 20th century progressed. One such special service was the Milwaukee Road Ski Bowl, a direct service to the Hyak ski resort that opened in 1937. The arrival of World War II disrupted this heyday of passenger services, though, permanently altering the growth trajectory of the station. Ridership plummeted as the era of the automobile took hold in the 1950s, and by 1971 both Milwaukee Road and Union Pacific discontinued all passenger rail service at Union Station. For the remaining decades of the 20th century, the station hosted a succession of temporary uses and tenants, such as a large antique market, and event rentals. In the late 1980s, King County began development of the Downtown Seattle Transit Tunnel, which saw the closure and tidying of adjacent terminal tracks to create the International District/Chinatown Station. This milestone was closely followed by the formation of Sound Transit in 1996 with the passing of Sound Move, the first phase in the redevelopment of regional rail transit services.



Great Hall 內部的  
資料來源: MOHAI  
Great Hall interior  
Source: MOHAI



女士候診室, 1911 年  
資料來源: MOHAI  
Ladies' waiting room, 1911  
Source: MOHAI



明天的火車, 1950 年  
資料來源: MOHAI  
Train of Tomorrow, 1950  
Source: MOHAI



華盛頓和俄勒岡網站  
資料來源: MOHAI  
The Washington and Oregon Station  
Source: MOHAI



景街火車站聯合車站島鳴圖  
資料來源: MOHAI  
Aerial view of King Street Station and Union Station  
Source: MOHAI



Hyak 滑雪學校, 背景為 Milwaukee 滑雪小屋  
資料來源: Jim Brown  
Ski school at Hyak, Milwaukee ski lodge in background. Source: Jim Brown



大廳內部, 1911 年  
資料來源: MOHAI  
Great Hall interior, 1911  
Source: MOHAI



聯合車站下層景觀  
View of lower levels of Union Station



Milwaukee Ski Bowl 海報  
Milwaukee Ski Bowl poster



燈細節  
Lamp Detail



恢復了 Great Hall  
Restored Great Hall



Great Hall 堂的非正式座位  
Informal seating in Great Hall



南大廳門視圖  
View of south concourse doors



藝術家正在修復工作  
Artist doing restoration work



北走廊門視圖  
View of north concourse doors



拱廊視圖  
View of arcade

### 車站的未來

在疫情發生前幾年，社區有發言呼籲啟動聯合車站，這個是受到全國各地其他重用歷史火車站模式啟，這些模式運用更高水平和性質來對運作。Sound Transit 已確認了這個公眾的興趣和機會，並指示職員探討這個機會，作為南市中心樞紐規劃過程的一部分。我們已詢問過社區想見到的用途；以下是一些回應社群意見的初步想法。請在此留下你的意見！

### FUTURE

For several years prior to the pandemic, community voices have called for activation of Union Station, inspired by other models of adaptive reuse of historic train stations around the country that feature higher levels of public-facing programming. The Sound Transit Board acknowledges this interest and opportunity, and directed staff to explore this as part of the South Downtown Hub planning process. We asked community about the kinds of uses you would like to see in Union Station, below are some initial ideas that respond to community feedback. Leave a note here telling us what you think!

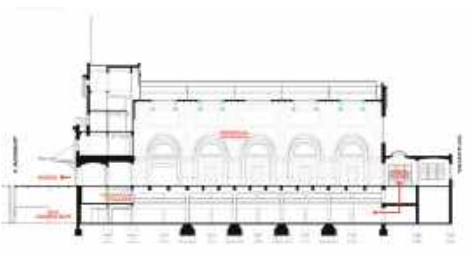
### 建築限制



開放的社區空間  
Great Hall Floor Plan



花園層平面圖  
Garden Level Floor Plan



縱切面  
Longitudinal Section

### 你的想法

YOUR THOUGHTS

### 先例影像 - 新程式使用

#### PRECEDENT IMAGES - NEW PROGRAM USES

#### 靈活的社區空間



資料來源: Morgan 圖書館和博物館  
Source: Morgan Library and Museum



資料來源: Seattle Armory  
Source: Seattle Armory

#### 青年運動中心



資料來源: 國際的舞獅  
Source: International Lion Dance Team

#### 表演空間



資料來源: 市中心全球市場, Minneapolis  
Source: Midtown Global Market, Minneapolis



資料來源: 這 DUMBO Archway  
Source: The DUMBO Archway

#### 夜市



資料來源: Asean Street 食堂  
Source: Asean Street Food Hall

#### 夜市



資料來源: 陸榮昌亞洲博物館  
Source: Wing Luke Museum



# 參與反饋摘要

## ENGAGEMENT FEEDBACK SUMMARY

作為發展街道和連接概念初步構想的一部分，我們專注於以更易於理解的圖表來描繪一些關鍵的想法和措施，以幫助社區理解這些提案以便考慮其利益和挑戰。這些圖表在二月份的第一次研討會活動中以展示，並在後續的直接社區外展中分享，在這個板上總結了第一次研討會和外展活動的結果。這裡報告的資料集是來自超過200名社區參與者作出的28張完成的「願景板」。

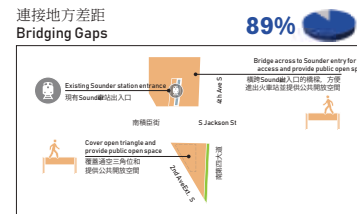
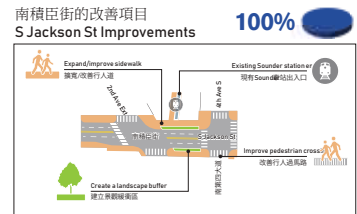
As part of developing initial scenarios for overall street and connection concepts, we focused on depicting some of the key ideas and moves in more accessible diagrams to help community visualize the proposals and consider potential benefits and challenges. These diagrams were featured in the participatory visioning exercise in Workshop 1 in February and subsequent direct community outreach, and the results of that exercise are summarized on this board. Percentages reported here reflect an underlying dataset of 28 completed "vision boards" contributed to by over 200 participants from community.

### 從活動中選出的概念

#### Selected Concepts from Activity

##### 南積臣街和南第四大道 4th Avenue South & South Jackson Street

所有參與者都支持探討改善這地區的十字路口和過街設施；好多人都希望能在改善的定義上加入有利於行人的訊號調整。  
All participants favored exploring improvements to intersection crossings and street cross section in this area; many shared a desire to see signal adjustments favoring pedestrians added to the definition of these improvements.

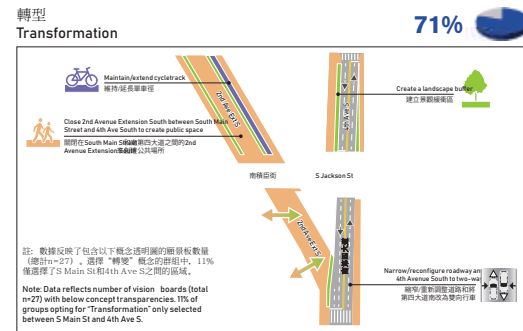
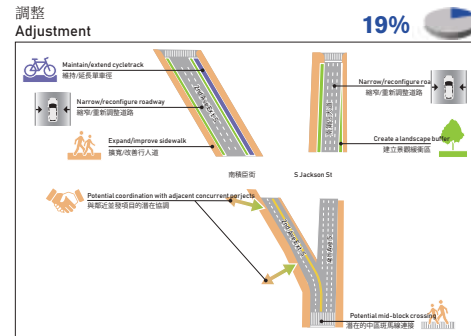


##### 最受歡迎的特點卡 Top Feature Cards

##### 南第二大道延伸段 2nd Avenue Extension South

大多數參與者支持將這些街道改造為行人安全空間，但以下提出的問題需要更多的考慮和研究：  
Most participants supported exploring transformation of these streets into pedestrian-friendly spaces, though the following concerns were voiced as requiring more thought and study:

- 現有開放空間的保養與安全  
Maintenance & safety of existing open spaces
- 進入該地區的整体便利性  
Overall ease of access to the area
- 施工期間對社區的干擾  
Disruptions to the neighborhood during construction
- 對社區內溢出交通增加的擔憂  
Concern about increased spill-over traffic in the neighborhoods

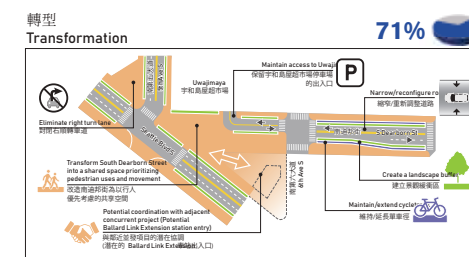
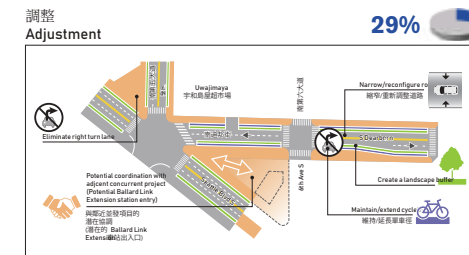


##### 最受歡迎的特點卡 Top Feature Cards

##### 南迪邦街 South Dearborn Street

大多數參與者支持探討將南迪邦街改造為更安全的步行街道，但以下提出的問題需要更多的考慮和研究：  
Most participants supported exploring the transformation of South Dearborn Street into a more pedestrian-friendly street, though the following concerns were voiced as requiring more thought and study:

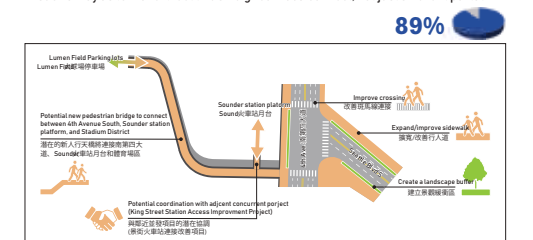
- 南市中心少數加油站之一的搬遷  
Displacement of one of the few gas stations in South Downtown
- 移遷南市中心僅有的車站-對於在南迪邦街完全步行化的情況下，社區街道會增加車輛交通，特別是穿過社區的擔憂  
Concern about increased spill-over traffic, particularly through traffic, on neighborhood streets under a Dearborn full scenario that includes full closure for public spaces



##### 普遍最受歡迎的特點卡 (與樞紐區域不關連) In General, Top Feature Cards (not associated with the hub areas)

##### 橫跨 BNSF 火車軌道 的新行人天橋 New Bridge Across BNSF

雖然大多數參與者支持建設一座橫跨BNSF的新橋，但許多人認為這座橋的位置和設計應該使其感覺像是一個社區連接點，而不僅僅是一個活動通道。  
While most participants supported the idea of partnering to develop a new bridge connection across BNSF, many felt it was important that this be located and designed in such a way as to make it feel like a neighborhood connect, not just an event portal.



##### 最受歡迎的特點卡 Top Feature Cards

### 改善的連接改善

#### Improved Connections

這張圖表展示了所有28個願景板中標識出來的用於步行、滾動和街道景觀改善的街區段的頻率，線條粗細和橙色標記表示選擇更高的頻率更高。  
This diagram depicts the frequency of street segments identified for walking, rolling, and streetscape improvements across all 28 vision boards, with line thickness and orange coloration indicating a higher frequency of selection.



# 參與流程

## ENGAGEMENT FEEDBACK DETAIL AND PROCESS

我們為第一次研討會活動中，推出小組式參與和願景練習，探索同討論 2nd Avenue Extension South、南第四大道、南橫街和南迪邦街的可互換設計概念選項，和識別在南市中心其他街道同需要改善的區域。我們提供了特點卡，用來描繪不同特徵與地方的先例形象，可讓參與者進一步表達他們的願景。這個活動塑造了一個「願景板」，這是一個獨特的記錄，收集了每一個小組審議和偏好的概念，以供進一步研究。

The participatory visioning exercise we developed for Workshop 1 involved facilitated group exploration and discussion of interchangeable design concept options for 2nd Avenue Extension South, 4th Avenue South, South Jackson Street, and South Dearborn Street, along with identification of other streets and areas for improvement in South Downtown. Cards depicting precedent imagery of different features and kinds of places were made available for participants to further articulate their vision. The exercise resulted in a "vision board," a unique record of a group's deliberation and preferred concept for further study.



### 研討會一 WORKSHOP 1

2024年2月28日  
February 28, 2024

在第一次研討會活動之後，我們將同樣活動帶去唐人街/國際區和 Pioneer Square 社區，與組織同居民團體開了八次會議，其中幾次會議都是用中文進行。我們記錄了願景板，合成所有筆記，和編輯了一個板所描繪的圖形摘要。右邊圖表是第一次研討會（在2024年2月28日舉行）和八次社區會議（在2024年4月和5月舉行）的照片，和由28個小組完成的願景板記錄。

Following Workshop 1, we took the exercise to eight meetings with organizations and residents' groups in the Chinatown-International District and Pioneer Square communities. Two of these meetings were conducted in-language. We documented the vision boards, synthesized any written notes, and compiled the graphic summary depicted on the previous board. At right are photos from Workshop 1 (held on February 28, 2024) and the eight community meetings (held in April and May 2024), along with scans of the original vision board documents completed by 28 groups.

110  
參與者  
Participants



#### 活動項目 Activity Pieces



### 重點社區外展活動 FOCUSED COMMUNITY OUTREACH

2024年4月至5月  
April-May 2024

8 路演會議，額外達到  
"roadshow" meetings,  
reaching an additional  
100+ 社區成員  
community members



28 完成的願景板被掃描，結果匯總到資料庫中進行分析和總結。  
completed vision boards were scanned,  
and the results were tabulated in a  
database for analysis and summary



# 分析和進一步研究的建議方向

## ANALYSIS AND PROPOSED DIRECTION FOR FURTHER STUDY

### 分析 ANALYSIS

我們以社區構成的願景板作出的分析顯示出，大眾對轉型構想有廣泛興趣。雖然好多人表達了對交通模式的潛在變化、建設造成的影響，和是否可以成功規劃管理更多公共空間的擔憂。我們確定了第一個關注點是確認一個整體願景方案，以便進一步研究和設計門檻。而後兩個關注點能引導設計開發的下一步。我們利用一個已校正的數據和交通分析模型，測試了調整與轉型情況的表現。來確定兩者元素是否會導致增加車輛阻滯和阻礙社區通達。右邊是交通分析圖表和重點發現。

Our analysis and synthesis of the community-generated vision boards revealed broad interest in transformational moves, although many articulated concerns about potential changes in traffic patterns, effects of construction, and whether more public space could be successfully programmed and managed. We identified the first concern as a threshold for confirming an overall vision scenario for further study and design, while the latter two would best guide the next step of design development. Using a traffic analysis model with calibrated inputs and parameters for traffic operations in the future, we tested the performance of both the adjustment and transformation scenario to determine whether elements of either led to increased congestion and decreased access to neighborhoods. Diagrams and key findings of the traffic analysis are depicted to the right.

### 調整構想 ADJUSTMENT SCENARIO



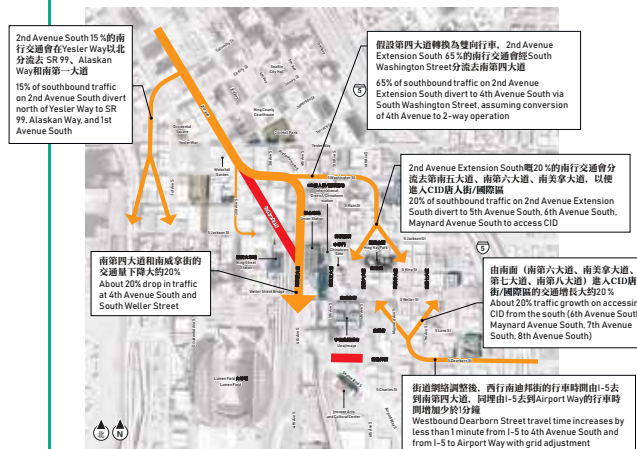
#### 交通分析的重要發現 Key Findings from Traffic Analysis

- 初步交通分析顯示，收窄2nd Avenue Extension South會導致整體網絡變差 Initial model runs indicate that narrowing 2nd Avenue Extension South results in worse network conditions overall
- 南迪邦街減少車線，不會令到經過CID唐人街/國際區北行的交通有所增加 South Dearborn Street lane reduction does not result in increase in northbound traffic cutting through CID

#### 假設 Assumptions

- 收窄2nd Avenue Extension South、南第四大道和南迪邦街的重點路段 Narrowing of key segments of 2nd Avenue Extension South, 4th Avenue South, and South Dearborn Street
- 將南美拿大道轉換為雙向行車，並在Airport Way連接南第六大道 Conversion of Maynard Avenue South to two-way operation and connection to 6th Avenue South at Airport Way
- 在南第四大道、南景街、南蘭街設置新行人過路處和信號燈 New crosswalk and pedestrian signal at 4th Avenue South at South King Street, South Lane Street

### 轉型構想 TRANSFORMATION SCENARIO



#### 交通分析的重要發現 Key Findings from Traffic Analysis

- 交通改造會導致塞車情況有輕微的增加，平均行車速度會下降 (10%) Traffic diversions result in slight increase in congestion and decrease in average speed (10%)
- 大部分的交通改造都是用來出入CID唐人街/國際區的行程 Most traffic diversions are for trips accessing CID
- 南行穿過CID唐人街/國際區的交通不會起變化，不過如關閉南迪邦街，會導致北行穿過CID唐人街/國際區的交通增加 (20%) No change in southbound traffic cutting through CID, though Dearborn closure would result in an increase (20%) in northbound traffic cutting through CID

#### 假設 Assumptions

- 將2nd Avenue Extension South、南迪邦街、Jefferson Street轉換為廣場或優先步行和滾動的街道 Conversion of 2nd Avenue Extension South, South Dearborn Street, Jefferson Street to plazas or streets prioritizing walking and rolling
- 將Seattle Blvd South、South Charles Street和南美拿大道的街道網絡作出調整 Adjustment of street grid at Seattle Blvd South, South Charles Street, and Maynard Avenue South
- 在South Washington Street的南第四大道轉換成雙向行車 Conversion of 4th Avenue South to 2-way operations at South Washington Street

### 結論 CONCLUSION

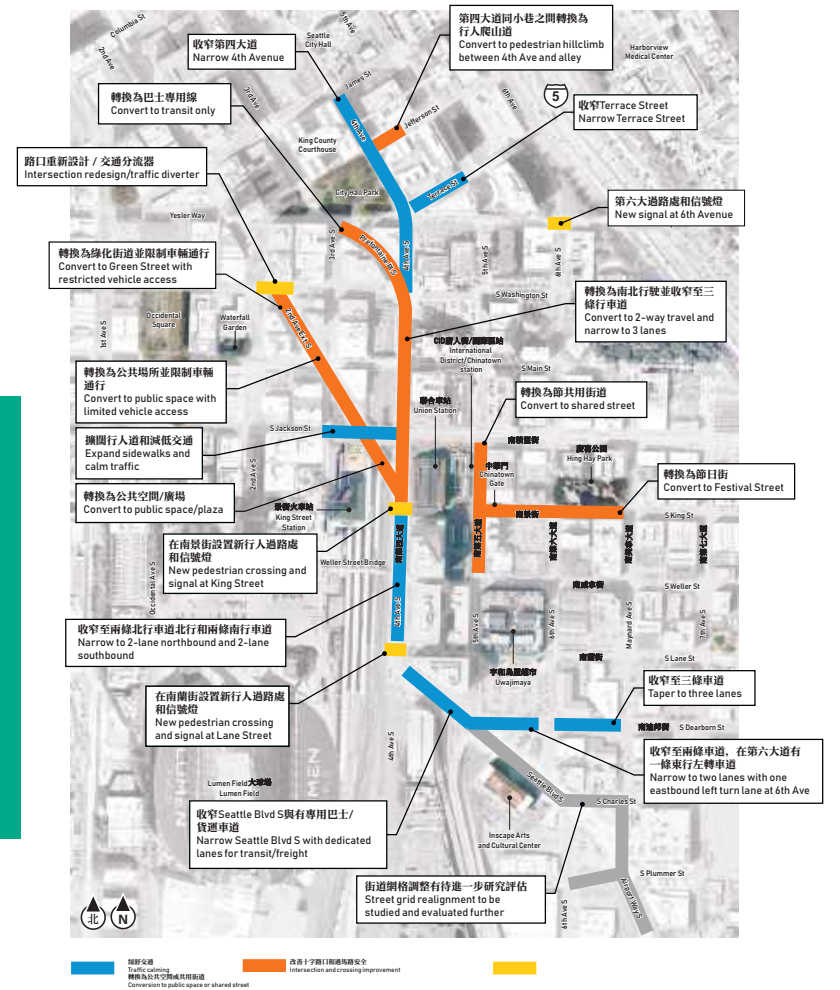
交通研究結果顯示，一般來說，轉型構想不會令街道網絡出現阻塞，亦不會減少車輛進入社區的方便。但是，南迪邦街關閉概念可能會導致繞過CID唐人街/國際區的交通略有增加。

我們得出結論，專注於減輕和舒緩南迪邦街的交通、改善燈光和街景，是最符合結果分析數據和社區指引。同時探索2nd Avenue Extension South更具轉性的選擇。右邊的圖表顯示了一個綜合結果分析數據和社區反饋的構想，並提出進一步的設計發展與研究。

The findings from the traffic study indicated that, in general, transformational moves do not cause gridlock in the street network or reduce vehicular access to neighborhoods; however, the Dearborn closure concept could lead to a slight increase in traffic detouring through the CID.

We concluded that focusing on traffic calming techniques, improved lighting, and streetscape on South Dearborn Street seems to best fit the data and community guidance, along with exploring the more transformative option on 2nd Avenue Extension South. A scenario that synthesizes the data and community feedback is presented to the right and proposed for further design development and study.

### 進一步研究的建議方向 PROPOSED DIRECTION FOR FURTHER STUDY



圖例說明  
Traffic calming  
轉換為公共廣場或步行街道  
Conversion to public space or shared street

改善十字路口過路處安全  
Intersection and crossing improvement

# 你有什麼意見和想法? WHAT DO YOU THINK?

請在下面的鏈接中關注我們的進展。  
Follow our progress at <https://southdowntownhub.participate.online/>



你覺得展覽的哪些方面最有趣?  
What aspects of the exhibition did you find most interesting?

你對覺得有什麼不足,  
或可以改進或澄清的地方嗎?  
Is there anything missing, or that could be improved or clarified?

你對進一步研究方案的建議有何看法?  
What did you think of the proposed scenario for further study?