



CHINATOWN ID

ONE OF AMERICA'S 11 MOST
ENDANGERED HISTORIC PLACES

Regional and Chinatown ID voters approved building a new Chinatown ID Station — one united transit hub where all three Link light rail lines connect for faster, efficient travel.

But now Sound Transit plans to cancel Chinatown ID and Midtown Stations to build North & South of CID Stations!

- Disproportionate impacts to communities of color and the South and Eastside.
- Direct 1 seat ride connections between Chinatown ID and Rainier Valley communities will be gone.

The supermajority of our communities REJECT North & South of CID options.

MOVE FORWARD ON 4TH!

OFFICIALLY SUPPORTED BY THE
11TH, 36TH, 37TH, 43RD, AND
46TH LEGISLATIVE DISTRICTS!

SAVE THE CID

MOVE FORWARD ON 4TH:

Another project is **HARMING**
the Seattle Chinatown International District



TAKE ACTION!

Go to the "Move Forward on 4th" Petition link
by scanning the QR code



Sign the letter!

"FOR EASTSIDE RESIDENTS, THE
ELIMINATION OF THE DIRECT CONNECTION
TO THE BALLARD-SEATAC AIRPORT LINE
WILL ADD A SEVERE TIME PENALTY FOR
CONNECTIONS TO SEATAC AIRPORT..."

- 41ST LEGISLATIVE DISTRICT

TACOMA

SEATAC

AIRPORT

RAINIER VALLEY

STADIUMS

ISSAQUAH

REDMOND

BELLEVUE

JUDKINS

PARK



JAPAN TOWN
CHINA TOWN
LITTLE SAIGON

**STOP TEARING OUR
COMMUNITIES FARTHER APART**

MOVE FORWARD ON 4TH



TRANSIT EQUITY FOR ALL (TEA)
WWW.TRANSITEQUITYFORALL.ORG

Metrics	4th Avenue CID Station & Midtown Station	North/South of CID Stations (No Midtown)
Connections	<ul style="list-style-type: none"> • Direct access to Amtrak, Sounder, Streetcar, Rapid Ride G Line, major bus corridors, ferries, light rail. • One unified Chinatown ID Transit Hub. • Direct access to First Hill hospitals, clinics, homes. 	<ul style="list-style-type: none"> • No direct or centralized connection to all transportation modes and medical care. • Forced out-of-direction walks and rides. • Eliminates direct Chinatown ID connection between Eastside, Tacoma, and the airport.
Access	<ul style="list-style-type: none"> • Flat or gentle inclines.  • Shallow 45 foot deep Chinatown ID station with very few escalators, easy and fast to traverse. • ADA friendly for 1,200+ Chinatown ID seniors, residents, and businesses, as well as First Hill communities. 	<ul style="list-style-type: none"> • Steepest streets in Seattle.  • 105 foot deep (10 stories) North of CID Station, many tunnels and escalators. • ADA unfriendly. Too steep and longer walks for seniors, people with mobility challenges.
Safety	<ul style="list-style-type: none"> • No need to cross freeway on/off ramps. • Stations placed in areas with active retail street life and 'eyes on the street' for rider and pedestrian safety. 	<ul style="list-style-type: none"> • Many dangerous freeway on/off ramps from I-5 and I-90 must be crossed. • Riders exit stations in deserted, unsafe places.
Efficiency	<ul style="list-style-type: none"> • One and done! All 4th/Jackson bridge repairs finished at once when bundled with light rail construction. 	<ul style="list-style-type: none"> • Consecutive, multiple bridge replacements extend disruption time and add costs.
Equity	<ul style="list-style-type: none"> • 120 Icon residents in one building temporarily rehoused nearby for two periods of 60 days. • "Asian American and African American workers commute by public transit at nearly 4 times the rate as White workers." — <i>Bipartisan Infras. Bill Fact Sheet, 2023.</i> • South and East communities get equally good transfers as North and West communities. 	<ul style="list-style-type: none"> • Displaces 800+ clients in supportive housing and social services. • Heavy losses to CID economic, community, institutional, and tourism assets. • Disproportionate travel burden on BIPOC communities in the Eastside and South Seattle to Seatac Airport to Tacoma.