



Seattle Multimodal Terminal at Colman Dock Project

Why is Colman Dock important?

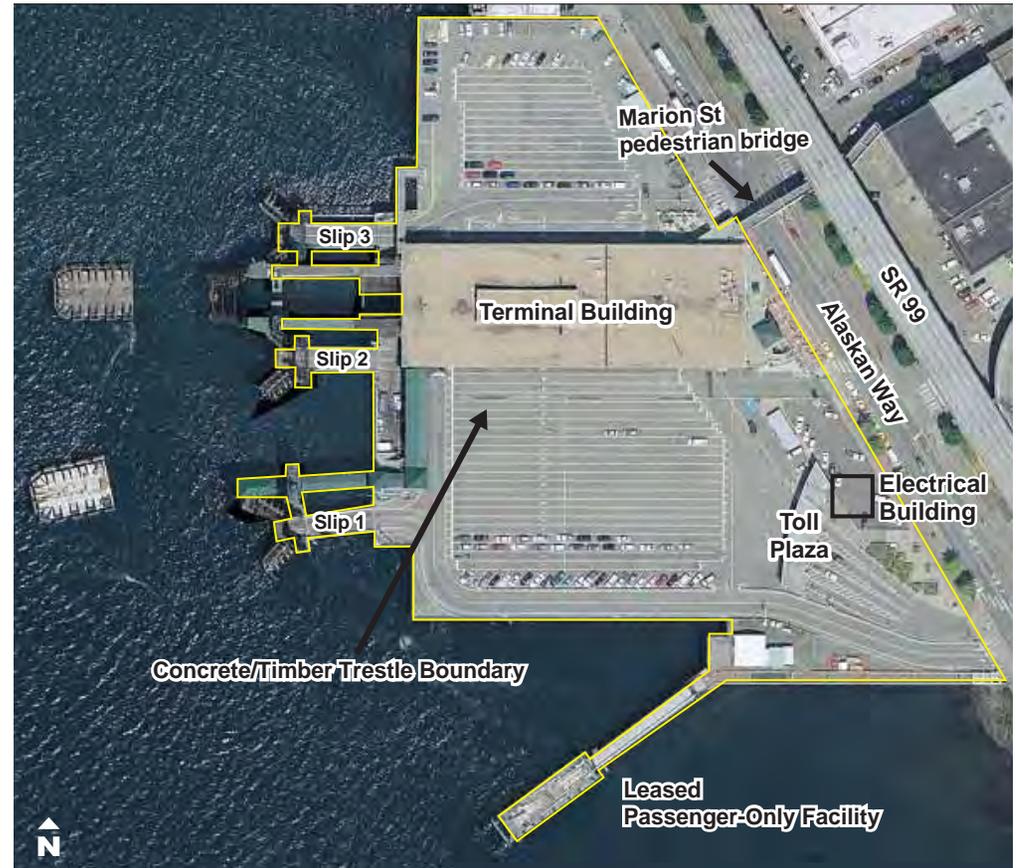
- The Colman Dock facility supports transportation between downtown Seattle and communities in Kitsap County and the Olympic Peninsula.
- The Seattle Ferry Terminal at Colman Dock is the largest terminal in the Washington State Ferries (WSF) system.
- In 2011, Colman Dock served 8.5 million riders, including 4.2 million foot passengers.





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Colman Dock – Existing facility





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Why is this project needed?

- Key components of Colman Dock are aging and seismically deficient.
- The layout of today's facility creates safety concerns due to conflicts between vehicles, bicycles, and pedestrian traffic.
- Ensuring continued safe and reliable ferry service between Seattle, Kitsap County, and the Olympic Peninsula is a priority.



Shipworm damage shown in this recently removed pile.



The project will reduce conflicts between vehicles and pedestrians.



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How is this project different from the earlier Colman Dock project?

Previous plans to expand and potentially redevelop Colman Dock are no longer under consideration. WSF's primary focus is on preserving and maintaining existing facilities.

Project comparison – Key differences

	Previous Planning Efforts (2005-2007)	Seattle Multimodal Terminal and Colman Dock Project (2012)
Project purpose	<ul style="list-style-type: none"> • Replace aging and deteriorated facilities. • Enhance operational capacity and multimodal function. • Accommodate growth through potential redevelopment. 	<ul style="list-style-type: none"> • Replace aging and deteriorated facilities. • Maintain safe multimodal function of Colman Dock. • Integrate with other local planning efforts.
Project area	Pier 46, 48, 50 and 52	Pier 50 and 52
Key features	<ul style="list-style-type: none"> • Enhanced holding capacity. • Expanded potential for commercial and retail development. • Removal of Pier 48 to create opportunities for development and open space. 	<ul style="list-style-type: none"> • Improve performance of current holding capacity without increasing overwater structure. • The project will be designed to not preclude the City of Seattle's future plans for open space above Colman Dock (<i>City of Seattle to fund any additional costs associated with this work</i>). • Pier 48 is not included in project. • The project will not expand the facility. Vehicle holding capacity and overwater coverage will remain the same as today.



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What is the Colman Dock Project?

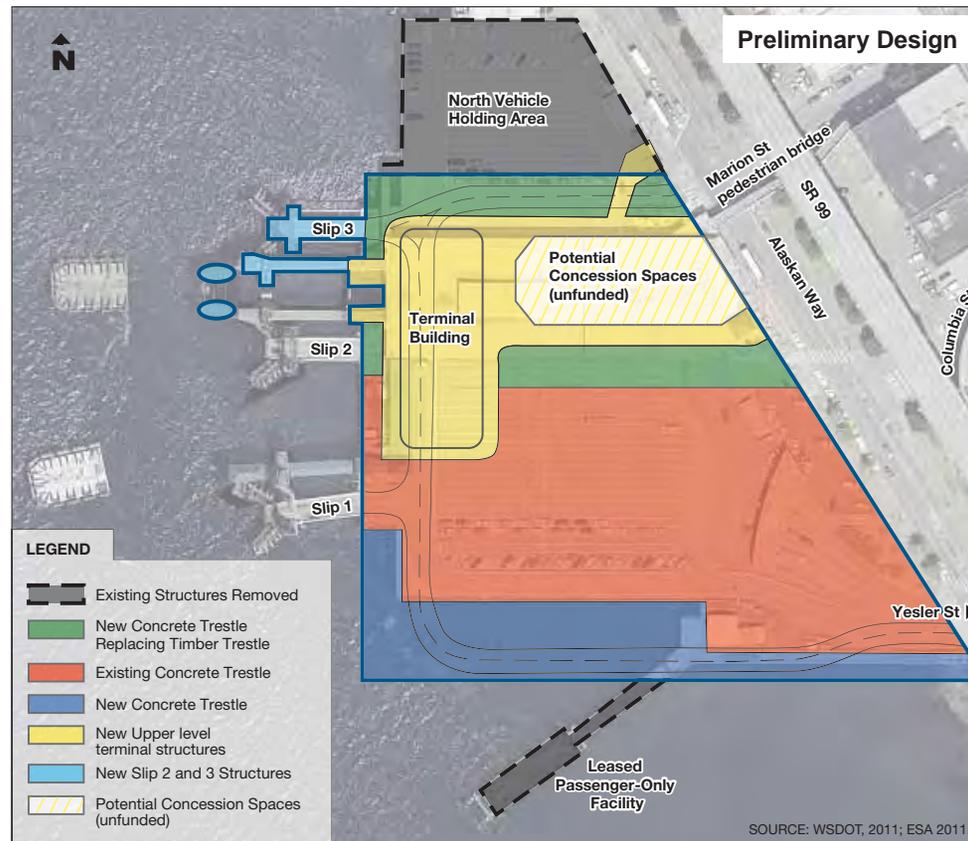
Key project elements:

- Replace the timber trestle portion of the dock, and relocate the north vehicle holding area to the south.
- Replace the main terminal building.
- The project will not expand the facility. Vehicle holding capacity and overwater coverage will remain the same as today.
- Replace the vehicle transfer span and the overhead loading structures of Slip 3.
- Replace vessel landing aids for Slips 2 and 3.
- Reconfigure the dock layout to provide safer and more efficient operations.
- Maintain the connection to the Marion Street pedestrian bridge.
- Improve pedestrian connections from the terminal to Alaskan Way (e.g. escalator, elevator, stairs).
- Maintain facility operations during project construction.



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What is the Colman Dock Project?





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How will the project address safety concerns?

- WSF performs rigorous inspection and maintenance to ensure the safety of the facility.
- Replacing the deteriorating components of Colman Dock will address safety in several ways:
 - The new facility will be built to current seismic codes.
 - Conflicts between vehicles, bicyclists, and pedestrians will be reduced.
 - The aging north slip (Slip 3) and transfer span will be replaced.



Timber pilings under the north section of the Seattle ferry terminal, viewed from the water.



Typical wood pile that has been removed and replaced.



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What are the project benefits?

The project will:

- Ensure the Colman Dock facility can continue to provide safe reliable and efficient ferry service between Seattle, Kitsap County, and the Olympic Peninsula.
- Improve safety by addressing seismic vulnerability concerns and reducing pedestrian/vehicular conflicts.
- Improve existing pedestrian connections to local transit service.
- Improve accessibility by designing the facility to meet current standards for serving people with disabilities.

Other benefits:

- Removing large quantities of creosote-treated timber piles from Elliott Bay.
- Opening up an area of shoreline and near-shore habitat.
- Providing improved treatment for stormwater runoff.

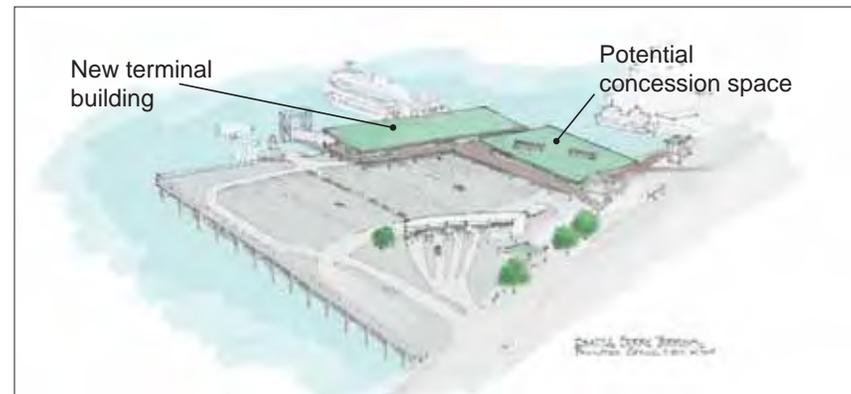




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What will the new Colman Dock terminal look like?

- The new terminal building will be aligned in a north-south direction, near the west end of the vehicle holding area.
- Limited concession space will be available in the new terminal building.
- Space for future vendor structures would be located perpendicular to the new terminal building. *No funding is currently available for additional vendor space.*
- The project will be designed to not preclude the City of Seattle's future plans for open space above Colman Dock.





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What is the project timeline?

Task	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Environmental analysis and preliminary engineering	█									
Final design			█							
Construction					█					

How much will the project cost?

The total project budget is \$210 million, divided into two main components:

1 Terminal Building and North Trestle Replacement

- State funding: \$164.4 million
- Federal funding: \$4.4 million

2 Slip 3 Overhead Loading and Transfer Span Replacement

- State funding: \$41.2 million

Notes:

- The City of Seattle will pay for any additional costs associated with the Waterfront Seattle project.



Seattle Multimodal Terminal at Colman Dock Project

Why is this project considered multimodal?

- The Colman Dock facility serves general purpose and commercial traffic, high occupancy vehicles, transit, bicyclists and pedestrians. The project will be designed to continue serving these modes into the future.
- In 2011 alone, 8.5 million riders used the Seattle Ferry Terminal, including 4.2 million foot passengers.



Did you know?

Washington State Ferries is the largest ferry system in the U.S. and the second largest transit system in Washington, behind King County Metro.





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Why does this project require relocating the passenger-only ferry service at Pier 50?

- King County and the Port of Kingston currently operate passenger-only ferry service from Pier 50, through a lease with WSF.
- To improve the safety and operational efficiency of Colman Dock, current designs call for relocating the north holding area to the south.
- This would require King County and the Port of Kingston to relocate their operations when construction begins in 2015.





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How will this project affect transit service?

During construction

- Access and connections between ferry service and transit service will be maintained.
- WSF will coordinate with regional transit providers on temporary changes to bus stops or routes.

After completion

- Access and connections between the ferry terminal and buses will be improved.

Ongoing coordination

- WSF will continue to work with regional transit providers on transit planning efforts that affect Colman Dock customers.





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What about the other projects along the waterfront?

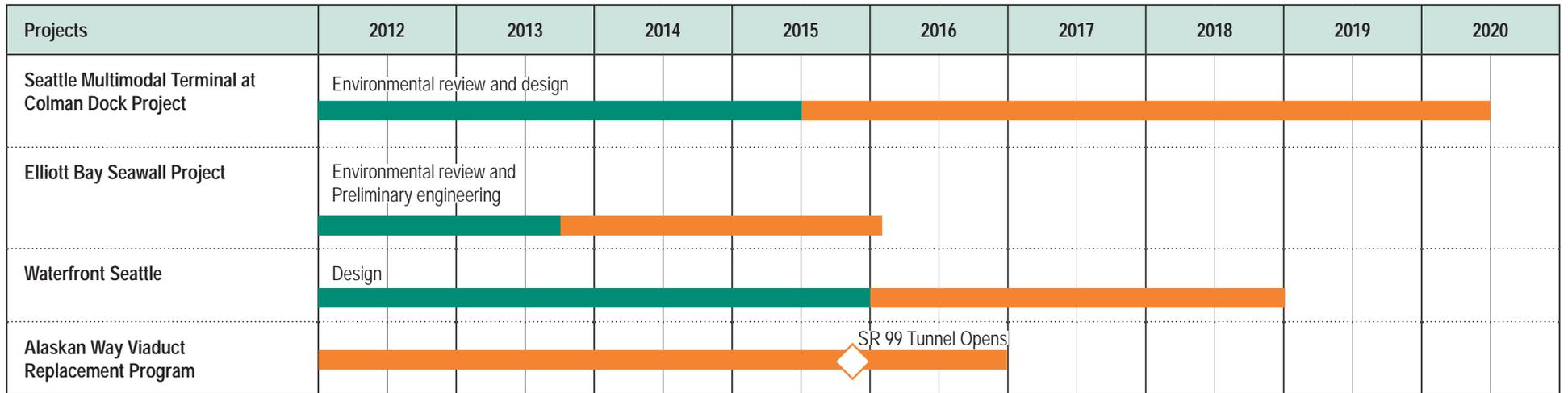
- WSF is working closely to coordinate construction, traffic impacts and project design with other projects planned along Seattle's waterfront, including:
 - Elliott Bay Seawall Replacement Project (City of Seattle)
 - Waterfront Seattle Project (City of Seattle)
 - Alaskan Way Viaduct Replacement Program (WSDOT)
 - Bus service changes and route planning (King County Metro)
- The project will be designed to not preclude the City of Seattle's future plans for open space above Colman Dock.





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Seattle waterfront project timelines



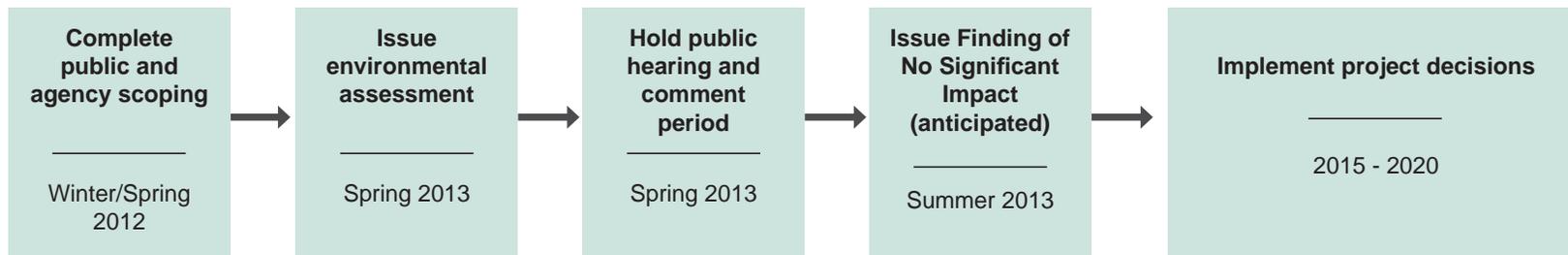
Environmental review/
 preliminary engineering/
 Design
 Construction



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What are the key steps in the environmental review process?

- There are five key milestones in the environmental review process:



- Scoping is the first step in the environmental process, in accordance with the National Environmental Policy Act (NEPA).
- During scoping the public and agencies are invited to comment on:
 - The purpose and need of the project.
 - Issues that should be studied, and ways to avoid, minimize, or mitigate impacts.
 - The proposed action.



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What environmental issues will be studied?

WSF will study both natural and built elements of the environment that may be affected by the proposed project, including:

- Transportation
- Land Use
- Social Elements and Environmental Justice
- Water Resources
- Ecosystems
- Hazardous Materials
- Geology and Soils
- Navigation
- Noise
- Air Quality
- Energy and Greenhouse Gas
- Cultural Resources
- Visual Quality





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How can I provide comments?

Comments can be provided:

- **In-person** at the public meeting or onboard outreach.
- **Online:** www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal
- **By email:** FaulknE@wsdot.wa.gov
(Elizabeth Faulkner, Project Communications)
- **By phone:** 206-931-0815
- **By mail:**
Washington State Ferries
Attn: Marsha Tolon,
WSF Project Environmental Manager
2901 3rd Avenue, Suite 500
Seattle, WA 98121

Comments will be accepted between
February 8 – March 15, 2012.