Seattle Multimodal Terminal at Colman Dock

Washington State Ferries | Washington State Department of Transportation | King County Water Taxi | U.S. Department of Transportation Federal Highway Administration | FTA U.S Department of Transportation Federal Transit Administration

Welcome

Welcome to the Seattle Multimodal Terminal at Colman Dock Project online open house.

Seattle's Colman Dock today

How to use this open house

Click through the arrows to learn about Washington State Ferries' project to replace much of Colman Dock. You can view the design of the new terminal and Water Taxi facility, learn what to expect during construction and take a peek at the City of Seattle's initial plans for the Marion Street Bridge.

Share your feedback

Key questions and space for your comments are provided at the end. Your feedback will be shared with the team as they finalize the design and prepare for construction.

Talk with us in person

Tuesday, April 19

- Onboard the 4:40 p.m. ferry sailing from Seattle to Bainbridge Island
- Inside the Bainbridge terminal from ~5:30 – 7:50 p.m.

Wednesday, April 20

- Inside the main terminal building at Colman Dock from 3:30 – 6:30 p.m.
- Under the tent at King County's Water Taxi facility from 3:30 – 6:30 p.m.

Tuesday, April 26

- Onboard the 4:20 p.m. ferry sailing from Seattle to Bremerton
- Inside the Bremerton terminal from ~5:30 – 7:30 p.m.

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Website: www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal
Email: ColmanDockProject@wsdot.wa.gov
Phone: 206-922-6234

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Project overview

What is the project and why is it needed?

Washington State Ferries (WSF), the Federal Highway Administration and the Federal Transit Administration will replace the old and seismically vulnerable parts of today's Colman Dock Seattle Ferry Terminal in order to maintain its critical role as a regional multimodal transportation hub. Providing safe and reliable ferry service into the future is a top priority for WSF.

Colman Dock in Seattle is WSF's largest ferry terminal and supports transportation across Puget Sound between downtown Seattle and communities in Kitsap County and the Olympic Peninsula. It serves commuters, tourists, commercial vehicles, walk-on passengers and bicyclists. **In 2015, more than 9 million total riders traveled through Colman Dock with an additional 500,000 riders using the King County Water Taxi. This total includes over 5 million foot passengers.**

Key components of Colman Dock are aging and vulnerable to seismic events, and the layout of today's facility creates safety concerns and operational inefficiencies due to conflicts between vehicles, bicycles and pedestrian traffic.

A timber pile that has been removed and replaced due to deterioration and damage caused by shipworms.

Click to enlarge

Colman Dock and King County Water Taxi route map

Schedule

WSF is currently in the final design phase of the project. Construction is scheduled to begin in summer 2017 and last until early 2023. Don't worry: the facility will remain open and operational to customers throughout construction.

Project schedule

Task	2011-2014	2015	2016	2017	2018 - early 2023
Environmental process and preliminary design					
Design, pre-construction, and permitting					
On-site construction*					

Construction of the Water Taxi facility scheduled to be complete in late 2018

**WSF and Water Taxi operations will be maintained throughout construction*

Click to enlarge

The new facility will address safety conflicts between pedestrains and vehicles.

Project Funding

$320 million dollars in federal, state and local funding has been appropriated for the project.

Environmental process overview

In late 2015 the Federal Transit Administration and Federal Highway Administration determined that the project would not result in significant adverse impacts to the environment and published a Finding of No Significant Impact.

This important milestone followed the completion of an Environmental Assessment (EA) in 2014 and allows the project team to complete final design work and plan for construction. The EA was informed by feedback received from the public, regulatory agencies and tribes.

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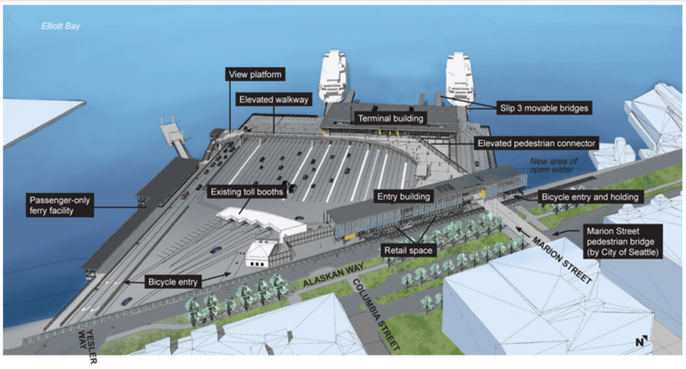
Project design

What will change at Colman Dock?

Layout of the existing facility



Layout of the future facility

Reconfiguring the layout of the dock

- Reconfigured exit and holding lanes improve safety and efficiency

Replacing the existing timber trestle with a new concrete and steel trestle

- Meets current seismic standards and removes creosote-treated timber piles from Elliott Bay

Replacing the main terminal building

- Meets current seismic standards
- Designed with wider pedestrian pathways for more efficient passenger circulation and improved ADA accessibility
- Increases public views of the water

Constructing a new entry building, elevated plaza and view platform

- Improves pedestrian connections to Alaskan Way and integrates with the Waterfront Seattle design
- Increases public open space at Colman Dock and provides a continuous pedestrian loop, connecting the terminal building, the King County Water Taxi facility and the Marion Street Bridge

Replacing the Slip 3 overhead loading and vehicle transfer span

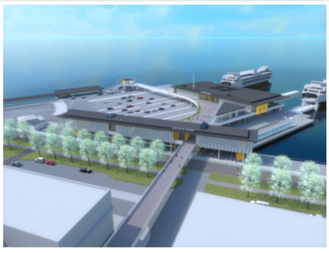
- Meets current seismic standards
- Wider walkway to handle larger pedestrian volumes and provide better ADA accessibility

Replacing the King County Water Taxi facility

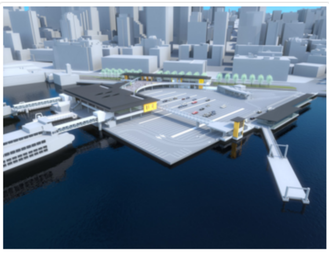
Maintaining the connection to First Avenue via the Marion Street Bridge

Adding a bicycle entry and holding area north of Marion Street

Constructing a new staff building



Rendering of the new facility looking southwest



Rendering of the new facility looking northeast from the water

Rendering of the new facility along Alaskan Way

Rendering of the new facility looking west

Environmental benefits

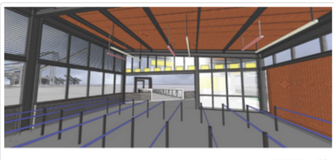
The project will benefit the environment by:

- Removing 7,400 tons of creosote-treated timber piles from Elliott Bay
- Removing the existing north trestle and fill material and creating an area of new open water and shoreline
- Providing stormwater treatment for all new and replaced areas of the trestle, which will improve water quality and aquatic habitat
- Providing opportunities for management of contaminated sediments

King County Water Taxi facility

As a part of the project, King County will fund the replacement of the Water Taxi facility. In 2015, the Water Taxi served 515,000 riders on routes to West Seattle and Vashon Island. The new Water Taxi facility will be built during the first phase of construction and is scheduled to be completed in late 2018.

Rendering of the Water Taxi facility looking east



Rendering of the interior of the future Water Taxi facility

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Project construction (2017-2023)

How long will construction last?

Construction is expected to begin in summer 2017 and continue until early 2023. Construction of the facility is complex because WSF will maintain ferry operations at Colman Dock throughout the work. In addition, major in-water work is limited to half the year due to environmental regulations to protect marine species.

We know construction is never convenient

Our contractor (Hoffman-Pacific, a Joint Venture) is already on the team, helping WSF finalize the design and develop plans for construction that ensure safety, reduce impacts to ferry operations and complete the project as efficiently as possible.

Hoffman-Pacific crews install a test pile at Colman Dock, January 2016

What you can expect during construction

Crews will begin construction on the south side of Colman Dock and build the new south trestle and new Water Taxi facility. During this time, the Water Taxi facility will need to be temporarily relocated, likely to another location at Colman Dock (stay tuned for more details in fall 2016). The next phases will include demolition of the timber trestle and terminal building and construction of new facilities and structures on the dock.

While ferry operations will be maintained throughout construction, customers can expect changes to how vehicles, passengers and bicycles load and unload. Terminal staff and signage will help direct traffic flow. Customers and terminal neighbors can expect construction noise, especially when construction crews install the pilings that will serve as the foundation for the new dock.

WSF will need to adjust the sailing schedule to help manage peak traffic on the dock and to allow work to proceed efficiently. Sailing schedule changes will happen ahead of and in coordination with construction. As we continue planning for construction, we will share more information with you about what to expect during the work and get your input about planned schedule adjustments.

WSF plans to share another round of construction details in fall 2016 and early 2017, well ahead of construction starting in summer 2017.

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Coordinating with other Waterfront projects

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Marion Street Bridge

Introduction

As part of the Waterfront Seattle Program, the City of Seattle, in cooperation with the Washington State Department of Transportation, will rebuild a portion of the Marion Street Bridge. The rebuild will happen as part of the removal of the Alaskan Way Viaduct and reconstruction of Alaskan Way. The bridge provides an essential pedestrian connection between the multimodal ferry terminal at Colman Dock and major destinations in downtown Seattle including employment and retail, a new transit hub on Columbia Street, and Seattle's waterfront. The bridge is utilized by the majority of the more than 5 million foot passengers who use Colman Dock. The replacement of the Marion Street Bridge is funded by WSDOT as part of the Alaskan Way Viaduct Replacement Program.

Replacing the Marion Street Bridge

The Marion Street Bridge is comprised of three segments built between 1950 and 1970, starting with the western segment over Alaskan Way moving east towards Western Avenue. This project will replace the span across Alaskan Way, from Colman Dock to the east side of Alaskan Way. During Seawall construction, this span was replaced with a temporary structure, which must be removed as part of the removal of the viaduct. The segments east of Alaskan Way to Western Avenue will be replaced in a future phase by the City of Seattle. The segment from Western Avenue to 1st Avenue is in good condition and will be retained.

Goals

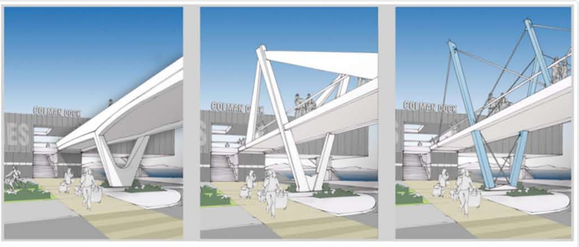
- Provide grade separated connection for patrons of the Colman Dock facility that improves dock and street operations as well as pedestrian circulation.
- Provide cost-effective, durable and context sensitive design that enhances the waterfront as a place for people.
- Provide for effective pedestrian circulation within the Colman Dock hub between various modes including ferries, regional and local bus transit, Center City streetcar, private bus service, taxis and ride services and private vehicle pick up and drop off.

Technical Criteria

- **Minimum width between railings:** 16 feet
- **Minimum Alaskan Way Roadway clearance:** 20 feet (to accommodate over-height truck loads)
- **Promenade clearance:** 14 to 16 feet
- **Railing height:** 36 to 42 inches

Design Process

Based on the goals and criteria, three design concepts have been developed and are being evaluated. One of these concepts will be further developed, with design complete by 2018. The City will work closely with WSDOT to ensure the Marion Street Bridge is cost effective, durable and fits with the context of the Colman Dock and the Waterfront. Construction will begin after the Alaskan Way Viaduct is removed, currently anticipated for 2019.



Illustrations of the three design concepts from Alaskan Way looking toward Colman Dock

Learn More

For more information about the Marion Street Bridge project, including design concepts, timeline and upcoming public outreach, visit waterfrontseattle.org. For questions, contact info@waterfrontseattle.org.

Other project timelines

Vicinity map

Elliott Bay Seawall Project

The Seawall Project is constructing a replacement seawall along Seattle's waterfront to protect critical infrastructure and utilities while enhancing the habitat through this area. The new seawall meets current seismic standards and will last more than 75 years, serving as the foundation for projects transforming Seattle's future waterfront.

Waterfront Seattle

Waterfront Seattle is a multi-year program to rebuild Seattle's waterfront following the removal of the Alaskan Way Viaduct. The Program spans the waterfront from Pioneer Square to Belltown and includes twenty acres of new and improved public space, improved connections between center city neighborhoods and Elliott Bay, and new Alaskan Way and Elliott Way surface streets to serve all modes of travel. Waterfront Seattle is led by the City of Seattle's Office of the Waterfront, working closely with civic leaders, stakeholders and the broader Seattle public to create a "Waterfront for All."

Alaskan Way Viaduct Replacement Program

The Washington State Department of Transportation is replacing the seismically vulnerable Alaskan Way Viaduct with a tunnel and other projects that will reshape the SR 99 corridor. Construction of the tunnel is currently underway. The remaining portion of the viaduct along the Seattle waterfront will be demolished after the new SR 99 tunnel opens to traffic.

King County Metro bus service

Following completion of the Alaskan Way Viaduct Replacement Program, Alaskan Way will be reconstructed and become the primary access for transit service operating between SR 99 and downtown Seattle. At the same time, Columbia Street will also be reconstructed to function as a two-way transit corridor connecting Alaskan Way with Third Avenue. As part of the project, new bus zones will be added at Columbia Street and Alaskan Way to serve Colman Dock and the waterfront. The routes that are currently operating on the Alaskan Way Viaduct will eventually operate to/from downtown Seattle via this new southern pathway along Alaskan Way and Columbia Street, providing a high level of transit service for Colman Dock and ferry riders.

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Provide your comments

First name

Last name

Email address

☐ Check here if you'd like to be added to our mailing list

How do you use Colman Dock today? Do you walk, bike or drive?

Comment

Do you have questions or comments about the functionality of the new facility? Do the new buildings, open space and bike/pedestrian/vehicle movements work for you?

Comment

What are you most concerned about during construction?

Comment

How can we best engage you before and during construction?
How do you want to receive information?

- ☐ Email
- ☐ Kiosk at terminal
- ☐ Video messages on vessels
- ☐ Onboard outreach at key project milestones
- ☐ Other

Other questions or comments

Comment

Submit

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