Welcome

This online open house is for people who use the Seattle ferry terminal, people that live, work or play near the Seattle waterfront, and members of the general public who want to learn about Washington State Ferries project to replace much of Colman Dock.

Click through the arrows at the top or bottom directly to the section that interests you most.

Please share your thoughts with us. Marks pages with opportunities to provide feedback.

Only have five minutes? Here's what you need to know:

Over 9 million people move through Colman Dock every year, and it's aging and vulnerable to earthquakes. Learn more about why we need to replace the facility.

This is a safety and preservation project to ensure that we can continue to provide safe and reliable ferry service. We are also taking this opportunity to make the facility more efficient. See what will change and view design images.

Major construction activities are scheduled to begin later this summer and continue through early 2023. Ferry operations at Colman Dock will be maintained throughout construction.

Nearly half the facility will be demolished and rebuilt, including the terminal pier and the terminal building. Learn what to expect during construction and how we plan to minimize impacts.

There will be no reduction in service but Bremerton and Bainbridge Island ferry schedules will change starting in January 2018 so that only one vessel arrives and departs Colman Dock at a time. Learn more and provide feedback on the proposed RDF sailing schedule.

The King County Water Taxi and future Kittitas Transit Fast Ferry facility will temporarily move to the north side of Colman Dock in August 2017.

We know you will have questions and comments. Share your feedback with us. You can also talk to project staff in person at these events:

Open houses

- **Monday, June 26 - Bremerton**
  - 5:30 – 7:30 p.m.
  - Kitsap Conference Center, 100 Washington Ave.

- **Tuesday, June 27 - Bainbridge Island**
  - 5:30 – 7:30 p.m.
  - Bainbridge Island Senior Center, 370 Brem Dr SE

- **Thursday, June 29 - Downtown Seattle**
  - 4:30 – 6:30 p.m.
  - Center for Architecture and Design, 1010 Western Ave.

Drop-in sessions

- **Wednesday, June 21 - at both the Seattle terminal and King County Water Taxi waiting area**
  - 3:30 – 6:30 p.m.
  - Pier 50 and 52, 801 Alaskan Way

- **Thursday, June 22 - at the Bremerton terminal**
  - 10:00 a.m. – 4:00 p.m.
  - During the Chamaquitx Community Celebration event, 311 First Ave.

WSDOT is committed to providing equal access to its facilities, programs and services for persons with disabilities. To request disability accommodations for these events, email the ADA Office at least 10 days in advance at wsdotada@wsdot.wa.gov or call toll-free 2-1-1 or 1-800-432-ADAD (2323). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Stay in touch

Website: [www.wsdot.wa.gov/projects/seattle/colmanmultimodalterminal](http://www.wsdot.wa.gov/projects/seattle/colmanmultimodalterminal)
Email: [projectteam@wsdot.wa.gov](mailto:projectteam@wsdot.wa.gov)
Phone: 206-922-6267

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What is the project and why is it needed?

Colman Dock in Seattle is WSDOT's largest ferry terminal and supports transportation across Puget Sound between downtown Seattle and communities in Kitsap County and the Olympic Peninsula. It serves general and commercial purpose traffic, high occupancy vehicles, transit, bicyclists and pedestrians. In 2016 over 9 million people traveled through Colman Dock, including over 5.5 million foot passengers.

Safety first

Key components of the facility are aging and vulnerable to seismic events and need to be replaced. Some parts of the dock are still supported by timber piles that date to 1918. These timber piles are deteriorating and were not originally designed to withstand seismic forces.

Making Colman Dock more efficient

Colman Dock's current layout causes conflicts between vehicles and people walking and biking in and out of the facility. We will take this opportunity to reconfigure exits and holding lanes to improve vehicle efficiency, separate bicycle and vehicle traffic, and improve pedestrian circulation and ADA accessibility.

Project schedule

<table>
<thead>
<tr>
<th>Year Range</th>
<th>Status</th>
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<tbody>
<tr>
<td>2011 to 2014</td>
<td>Environmental process and preliminary design</td>
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<tr>
<td>Late 2015 to mid-2017</td>
<td>Design development, pre-construction and permitting</td>
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<tr>
<td>Mid-2017 to early 2023</td>
<td>Construction</td>
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Project funding

$350 million dollars in federal, state and local funding has been appropriated for this project. King County provided funding for replacement of the passenger-only ferry facility. With secured funding, WSDOT can move forward with replacing the seismically-vulnerable elements of the facility to preserve Colman Dock's core functions. In addition, the legislature directed WSDOT's Office of Innovative Partnerships to complete a study of public-private financing opportunities for the proposed entry building by November 2017.

Stay in touch

Website: [www.wsdot.wa.gov/projects/ferries/collmanmultimodalterminal](http://www.wsdot.wa.gov/projects/ferries/collmanmultimodalterminal)

Email: [colmanDockProjects@wsdot.wa.gov](mailto:colmanDockProjects@wsdot.wa.gov)

Phone: 206.592.6287

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Project design

For more than a decade, we have been working with our federal partners to develop a plan for replacing Colman Dock. Stakeholder groups and ferry riders have provided input at key milestones during the environmental phase and development of the project design.

Key project elements

- Replacing the existing timber trestle with a new concrete and steel trestle
  - Meets current seismic standards and improves safety and operations
  - Removes creosote-treated timber piles from Elliott Bay

- Replacing the main terminal building
  - Meets current seismic standards
  - Provides more efficient passenger circulation, multiple passenger seating areas and three retail kiosks
  - Increases public views of the water

- Replacing the passenger-only ferry facility (with funding from King County)
  - Provides weather-protected queuing area

- Constructing a new elevated walkway between the terminal building and the passenger-only ferry facility
  - Improves pedestrian connections between the two facilities and includes stairs and elevators

- Replacing the overhead loading facility on the northernmost slip

- Adding a bicycle entry and holding area north of Marion Street

- Maintaining an elevated connection between the terminal building and the Marion Street Bridge

- Providing stairs and elevators to connect the facility to Alaskan Way

- Providing environmental benefits, such as removal of 7,400 tons of creosote-treated timber piles from Elliott Bay, improved stormwater runoff treatment, and creating a new area of shoreline where the north holding area is located today

VEHICLE ACCESS AND EGRESS IN NEW FACILITY
Universal design elements

The project design incorporates industry best practices and feedback from stakeholders and ferry customers with disabilities.

- Terminal building designed with wider pedestrian pathways and detectable cane route
- Exterior pedestrian walkways will incorporate tactile surfaces for customers with limited vision
- The overhead loading facility on the northernmost slip will be wider and the slope will meet current ADA standards
- Signage and wayfinding will incorporate symbols, tactile maps, audible announcements and electronic signs

Stay in touch

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Email: ColmanDockProject@wsdot.wa.gov
Phone: 206-422-6267

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What to expect during construction - out with the old, in with the new

Crews are already doing work at the dock to prepare for major construction activities that will start as soon as August 2017. Construction will continue through early 2023.

WSF will maintain ferry operations throughout construction. To do this, we will phase construction activities, working in different areas of Colman Dock and operating out of different slips throughout the project.

Here is a snapshot of what you can expect throughout construction.

### Ferry operations will be maintained

- WSF will continue to provide ferry service with the same number of daily sailings as the current schedule.
- The Bremerton and Bainbridge Island sailing schedules will change starting in January 2018 because of limited space in the terminal building as a result of construction.

### Changes to vehicle holding on the dock and traffic movements on Alaskan Way

- While the contractor will complete most of the work from barges on the water, construction work zones on the dock will limit the number of vehicle holding lanes.
- WSF staff will actively manage ferry holding on the dock, including implementing bumper-to-bumper parking. However, ferry holding space off the dock is needed, especially on busy weekends and during the summer.
- Pick-up and drop-off spaces will be available near the dock.
- Please visit our website for the Best Travel Times Tool to help you avoid the busiest sailings and skip long lines. Customers also can bypass vehicle lines by traveling as a walk-on passenger.

### Changes for walk-on passengers

- Throughout construction, we will maintain a terminal building for customers and elevated pedestrian connections between the terminal building, the Marion Street Bridge and the street.
- All facilities will be ADA-accessible. An elevator will be available but the location will change.
- During later stages of construction, the terminal building will be much smaller as crews rebuild the dock below and the new building itself.
- During construction, we encourage you to arrive early and allow plenty of extra time to get to the terminal. If you are traveling for a special event or game, you can always save time and buy return-trip tickets online in advance.

### Changes for King County Water Taxi and Kitsap Transit Ferry passengers

- As part of the project, King County will build a new passenger-only terminal at Pier 50 on the south side of Colman Dock.
- Beginning in August 2017, the passenger-only ferry facility will be temporarily relocated to the north side of Colman Dock during construction of the new facility.
  - During this time, passengers will enter from Alaskan Way between Madison and Marion streets.

Provide your feedback

We know that construction is never convenient and we are committed to sharing information with you throughout the project. We want to hear your comments and questions.

1. What's the best way for us to share information with you during construction? (please choose one)
   - I'll go to the project website for information
   - Send me regular email updates
   - I prefer to talk to staff at outreach opportunities
   - I'll check the monitors/posters on vessels and at terminals
   - Other (list)

2. Do you have questions or comments about construction?

Submit

Contractor crews install a test pile at Colman Dock – January 2016
A fence and barriers will separate walk-on passengers from the WSF vehicle holding area.

- There will be a closure of the passenger-only ferry in August 2017 for up to 10 days while the facility is moved to its temporary location on the north side of Colman Dock.
  - During this closure, there will be no passenger-only ferry service.
  - The Water Taxi is working with Metro to add capacity to the family of bus routes that connect West Seattle to downtown.
  - Carpool, vanpool, other ride-sharing options as well as telecommuting are highly encouraged during this time.
- The new facility is scheduled to open on the south side of Colman Dock in fall 2018.
- More information about fares, schedules and routes for King County Water Taxi or Kitsap Transit Fast Ferry service:
  - King County Water Taxi
  - Kitsap Transit Fast Ferry

**Construction noise, vibration and odor**

- The noisiest construction activity will be pile driving necessary to build the new dock. This work will be limited to daylight hours, between 8 a.m. and 5 p.m., August through mid-February.
  - Throughout construction, crews will use industry best practices to minimize noise.
- Some nighttime work to complete other construction activities may be needed in order to shorten the overall construction schedule and provide more space for crews to work when there are fewer ferry customers.
  - WSF and the contractor will follow the City of Seattle Noise Code and inform project neighbors in advance of nighttime work.
- Some construction activities may cause vibration. The project team will monitor vibration levels and adjust construction techniques to minimize impacts to adjacent properties.
- Removing creosote-coated timber piles from the water can cause odors. The contractor will use best management practices applied on other WSF projects to minimize odors.

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Construction timeline (summer 2017 - early 2023)

**Access during the first year of construction**

**Washington State Ferries customers:**

**Drivers**

- Most vehicles enter new ferry access lanes from the intersection of Alaskan Way and Madison Street.
- Northbound left turn at Yesler Way allowed for trucks over 40 feet, vanpools and motorcycles.
- Vehicle exits remain at Yesler Way or Marion Street.

**Bicyclists**

- Continue to use bicycle entry just north of Yesler Way.

**Walk-on passengers**

- Marion Street Bridge from First Avenue is open.
- Terminal building, elevator and stairs are open.
- Pick-up and drop-off spaces are available near the dock.

**King County Water Taxi and Kitsap Transit Fast Ferry customers:**

Existing timber trestle will be replaced with new concrete and steel trestle. More than 3,000 piles will be removed - 2,000 of these are creosote-treated timber piles. Over 500 new steel piles will be installed to support the new dock.
There will be no changes to the passenger-only ferry facility through July 2017.

Beginning in August 2017, the passenger-only ferry will temporarily move to the north side of Colman Dock through fall 2018.
Sailing schedule changes start January 2018 due to construction

As construction progresses in 2018, the terminal building will be much smaller and will not have enough space to accommodate passengers for Bainbridge Island and Bremerton at the same time. To reduce the number of passengers loading at one time, WSDOT needs to change the sailing schedule so that only one vessel arrives and departs Colman Dock at a time.

Proposed sailing schedule changes

The proposed schedule would change some but not all sailings for both Bremerton and Bainbridge Island.

- Departure times to Bremerton typically shift 1 to 1½ minutes earlier
- Departure times to Bainbridge Island typically shift 5 to 15 minutes later

The proposed schedule provides the most time between sailings, the main driver for these changes during construction. Most other options did not meet operational criteria or resulted in fewer sailings over the service day. While we made every effort to minimize the impacts to current sailing schedules, changes to a single sailing create ripple effects through the schedule because our vessels are in continuous operation throughout the service day.

Proposed sailing schedules (starting winter 2018)

- Bainbridge northbound
- Bainbridge southbound
- Seattle transit ferry

How did WSDOT develop the proposed sailing schedule for winter 2018 - winter 2019?

WSDOT reviewed multiple options that included a combination of different sailing schedule changes. WSDOT identified those options based on the following criteria:

- Make sure only one vessel arrives and departs Colman Dock at a time.
- Provide more time between departures, especially during the busy afternoon commute.
- Maintain the number of sailings in the current schedule, resulting in zero cuts to service.
- Provide enough travel time for vessels to cross Puget Sound and ensure only one vessel in the narrow sections of Rich Passage (Bremerton route) and in Eagle Harbor (Bainbridge Island route) at a time.
- Maintain reliability and current on time performance (currently defined as sailings departing within 10 minutes of the scheduled time).
- Maintain current maintenance periods at night to keep vessel safe and reliable.
- Comply with existing labor contracts and schedules for deck and engine crew.
- Balance the number of schedule changes for each route.

Proposed sailing schedule would start in January 2018

The new temporary Bainbridge Island and Bremerton sailing schedules would take effect in January 2018 (winter schedule) and continue through the end of construction in early 2018. Throughout construction, WSDOT will regularly evaluate how the schedule is operating and work with customers if we need to make any changes.

For schedule information for King County Water Taxi and Kitsap Transit Fast Ferry:

- King County Water Taxi
- Kitsap Transit Fast Ferry

Stay in touch

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Email: ColmanDockProject@wsdot.wa.gov
Phone: 206-925-3171

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Other waterfront projects

During Colman Dock construction, a number of other projects are planned to be underway along the Seattle waterfront. WSDOT will continue to work with the City of Seattle and staff from these projects to coordinate construction activities, ensure access to Colman Dock for ferry customers and explore options to keep traffic moving through the area.

Marion Street Bridge

The City of Seattle’s Waterfront Seattle Program will reconnect downtown to the waterfront and will include new parks, paths and viewpoints following the removal of the Alaskan Way Viaduct. As part of the Waterfront Seattle Program, the City of Seattle and the Washington State Department of Transportation are working together to design and rebuild the portion of the Marion Street Bridge that crosses 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 City and the State considered three different bridge design concepts to meet technical criteria and with the following goals: to be cost effective, durable and fit with the context of the Colman Dock and the waterfront. In April 2016, the Office of the Waterfront and Washington State Ferries conducted a series of outreach events sharing information on the Marion Street Bridge and collecting feedback on the concept designs. Based on this feedback and the technical criteria and goals, the City plans to advance Concept 1. Portions of the Marion Street Bridge east of Alaskan Way will remain in place.

- A wider bridge - 16 feet clear width as opposed to 11 feet today
- Cantilevered approaches (to Colman Dock and toward 1st Avenue)
- Wide pedestrian railings
- Efficient and functional concrete design
- Lighting
- Shallow bridge depth to maintain a 20' vertical clearance above Alaskan Way

The City expects to reach final design in 2018. Construction will begin after the Alaskan Way Viaduct is removed, currently anticipated for 2019. Exact timing of Marion Street Bridge construction is still being determined – the City is coordinating with WSDOT and WSF to streamline bridge construction with Colman Dock construction. Please stay tuned and check back on the Waterfront Seattle website for updates.

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 a rebuilt Elliott Bay Seawall, a new surface street providing access to and from downtown, and new parks, paths, and access to Elliott Bay. 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. According to the latest contractor schedule, the SR 99 tunnel will open to drivers in early 2019. The remaining portion of the viaduct along the Seattle waterfront will be demolished after the new tunnel is open.

### 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. Currently, construction is occurring between Virginia and Pine streets, with equipment staging extending slightly north and south of this area. Major seawall construction will be complete in fall 2017.

### Center City Connector Streetcar

The City of Seattle is building a modern streetcar system that will provide new urban mobility options, support economic growth, and strengthen connections among the places where people live, work, and socialize. The Center City Connector is a segment of Seattle's streetcar system that will link the South Lake Union and First Hill Streetcar lines, creating a system that will connect over a dozen Seattle neighborhoods in Seattle's Center City.

### Transit changes

#### Columbia Street

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.

#### Madison Street Bus Rapid Transit

Madison Street Bus Rapid Transit (BRT) will provide fast, frequent, reliable, and safe public transportation between First Ave in downtown Seattle and Martin Luther King Jr Way. The route will serve densely developed neighborhoods in downtown Seattle, First Hill, Capitol Hill, the Central Area, and Madison Valley. Construction is scheduled to begin in early 2018, with Madison Street BRT service expected to begin in late 2019 as the RapidRide G Line.

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