



Washington State Ferries



Washington State
Department of Transportation



U.S. Department of Transportation
Federal Highway Administration



Seattle Multimodal Terminal at Colman Dock Project

Seattle Design Commission Briefing
February 6, 2014



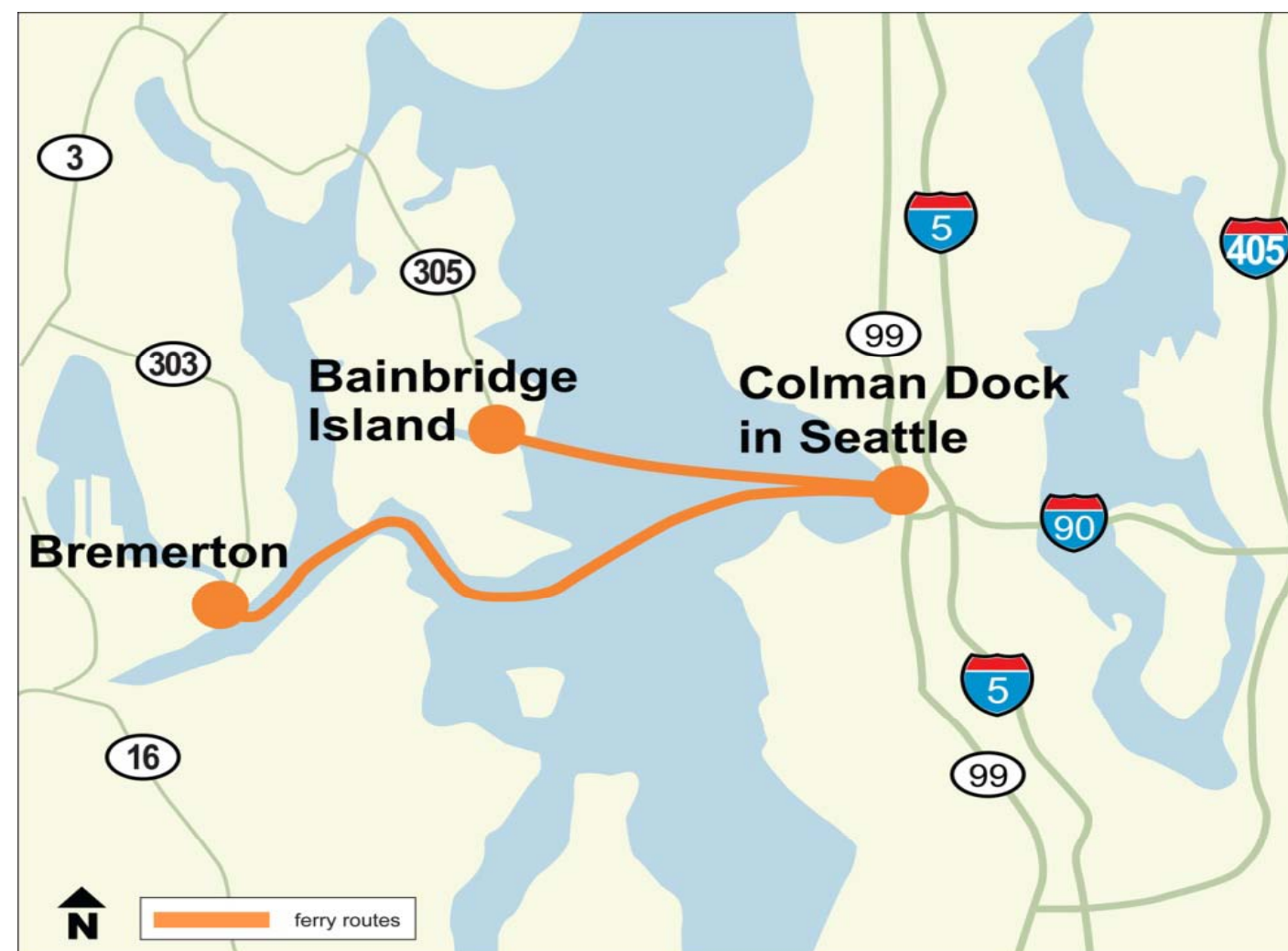
Project team

- Genevieve Rucki, WSF – Project Manager
- Mark Scott, WSDOT – Facilities Architect
- Burt Miller, WSF – Permitting Lead
- David Yuan, NBBJ – Consultant Project Manager
- Randy Benedict, NBBJ – Project Designer
- Bruce Gabert, NBBJ – Project Architect
- Justin McCaffree, EnviroIssues – Communications and outreach



Why is Colman Dock important?

- The Colman Dock facility supports transportation between downtown Seattle and communities in Kitsap County and the Olympic Peninsula.
- The terminal is the largest terminal in the Washington State Ferries (WSF) system.
- In 2013, Colman Dock served over 8.5 million riders, including 4.4 million foot passengers.





Why is the project needed?

- Key components of Colman Dock are aging and seismically deficient.
- The layout of today's facility creates safety concerns and operational inefficiencies due to conflicts between vehicles, bicycles, and pedestrian traffic.
- Preserving the role of Colman Dock as a regional multimodal transportation hub providing safe and reliable ferry service is a priority.



Timber pile from Colman Dock that has been removed and replaced due to deterioration.



The project will reduce conflicts between vehicles and pedestrians.



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What does the preservation project include?



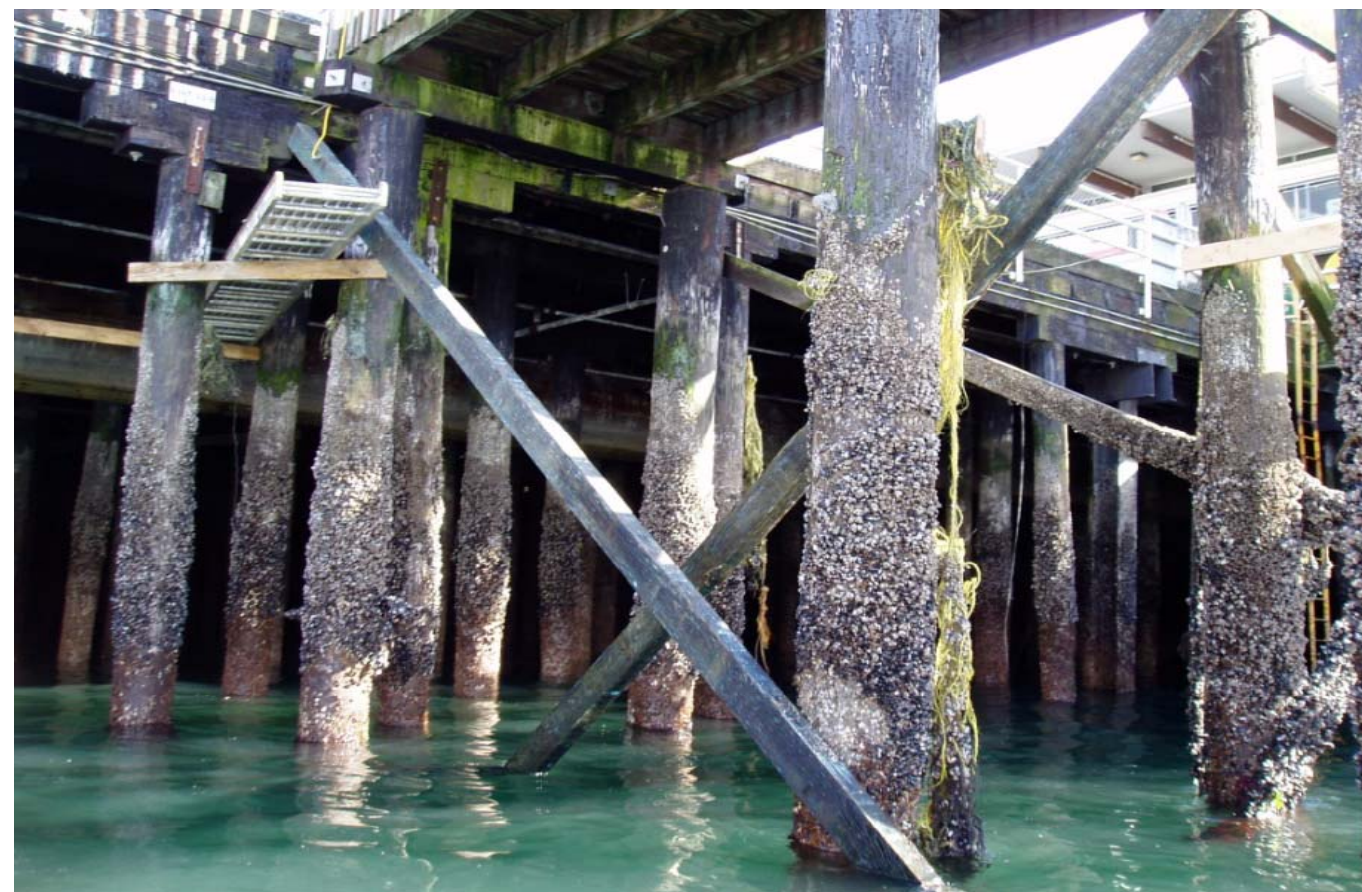
Aerial view of Colman Dock looking southeast

- Replacing the timber portion of the dock with a new and reconfigured steel and concrete dock
- Replacing the main terminal building and constructing a new entrance building along Alaskan Way
- Replacing the vehicle transfer span and overhead loading structures (Slip 3)
- Replacing the passenger-only facility with funding from King County
- Providing improved pedestrian connections to transit



What are the environmental benefits?

- Removing 7,400 tons of toxic material (i.e. today's creosote-treated timber piles) from the heart of Seattle's waterfront.
- Removing fill underneath the north trestle, opening up an area of shoreline and near-shore habitat.
- Providing water quality treatment for all new and replaced areas of the terminal, improving water quality and aquatic habitat.
- An opportunity to prevent the spread of existing contaminated sediments.
- Mitigation for additional permanent overwater coverage (approximately 5,000 ft²)



The project will remove more than 3% of the creosote-treated timber left in Puget Sound



What is the project timeline?

- 2011 - 2014 – Environmental process/preliminary design
- 2014 - 2015 – Design
- 2015 - 2016 – Procurement
- 2016 - 2021 – On-site construction

Note: Construction will occur in three phases over five years to allow for continuous operation of the facility.

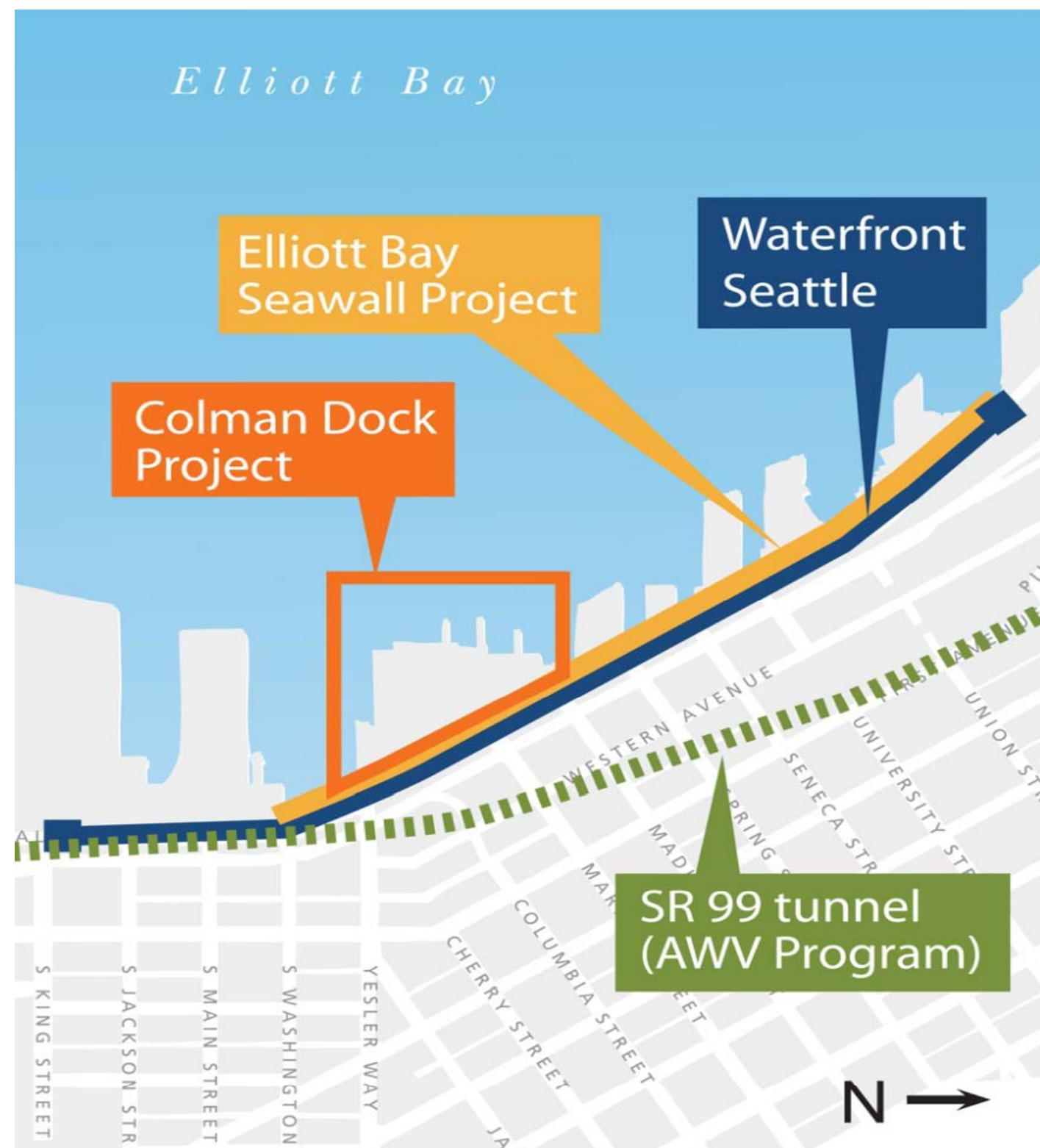
How much will the project cost?

- The total project budget is \$268 million and is divided into three main components:
 - o **Terminal Building and North Trestle Replacement:** \$207 million
 - o **Slip 3 Overhead Loading and Transfer Span Replacement:** \$48 million
 - o **Passenger-Only Ferry Facility Replacement:** \$13 million (*funding to be provided by King County*)
- The project budget includes a risk reserve and relies on a combination of federal and state funding sources, with local funding required for the replacement passenger-only ferry facility.



Seattle waterfront project coordination

- WSF is coordinating construction, traffic impacts and project design with other projects planned along Seattle's waterfront, including:
 - o Elliott Bay Seawall Replacement Project (City of Seattle)
 - Topics related to design development, construction coordination and access, including replacement
 - o Waterfront Seattle planning effort (City of Seattle)
 - Design of future Seattle waterfront and configuration of Alaskan Way, including coordination on development of public access concepts for Colman Dock and replacement of Marion Street Pedestrian Bridge
 - Colman Dock Transit Hub (in coordination with KC Metro)
 - o Alaskan Way Viaduct Replacement Program (WSDOT)
 - AWW construction-related impacts to WSF operations





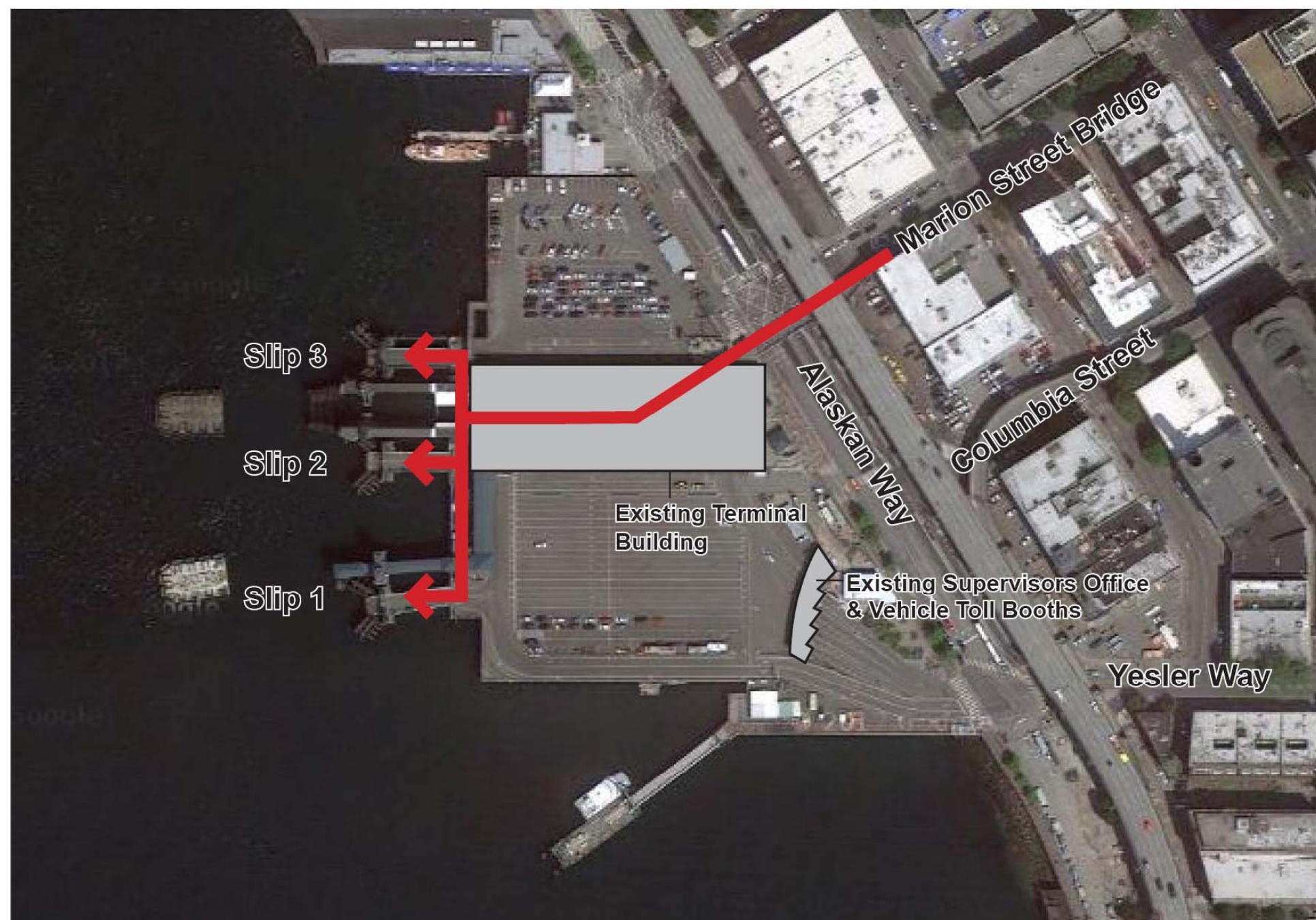
Existing facility





Operational constraints of existing facility with narrow west face

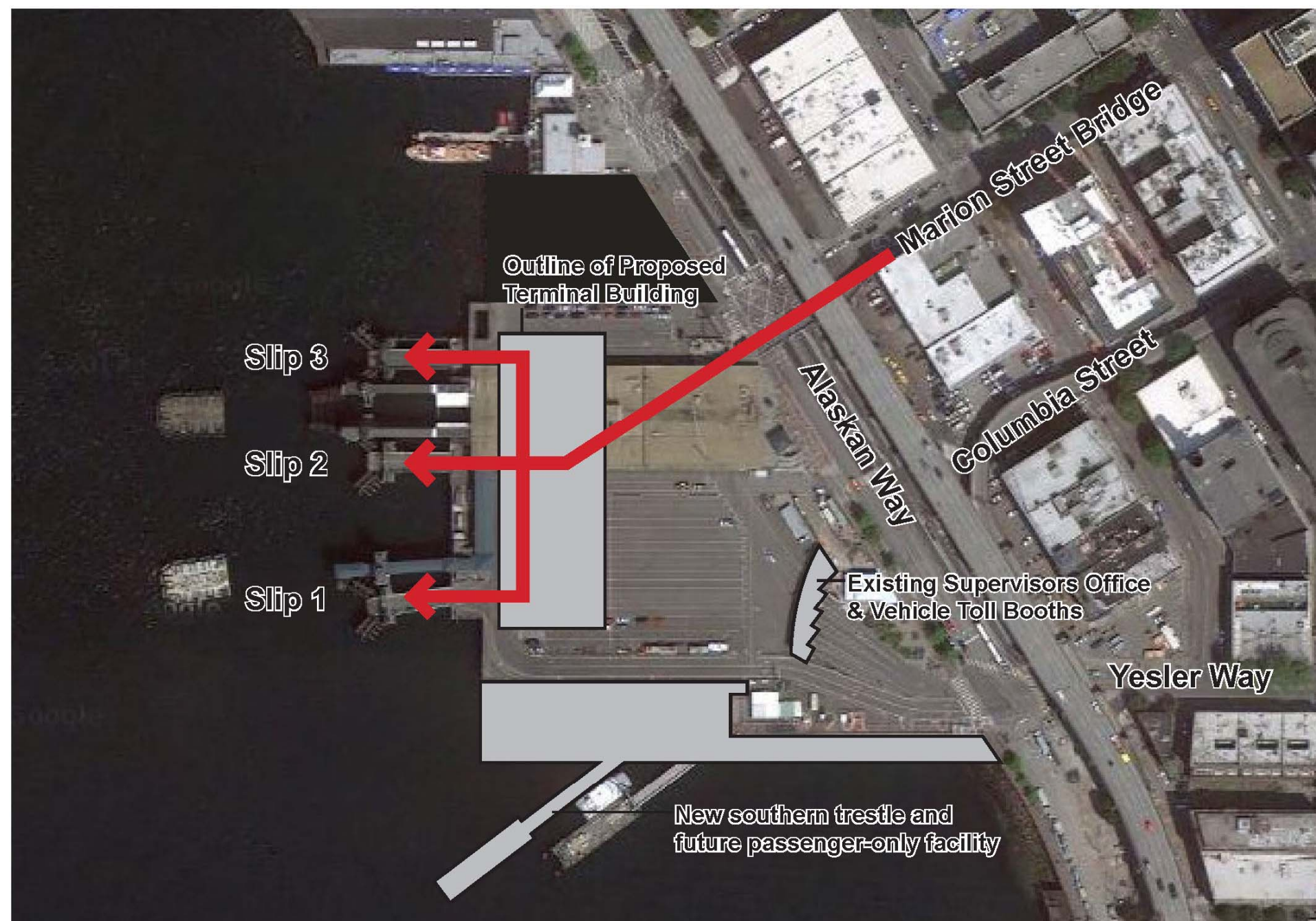
- East-west linear terminal
- Narrow face at west end of building limits efficient passenger circulation to slips, particularly Slip 1, and results in “funneling”
- Stacked area behind turnstiles prevents timely passenger loading; disembarking passengers from Slip 1 cut through the terminal building to access the Marion Street Bridge, increasing congestion
- Provides limited public views of waterfront





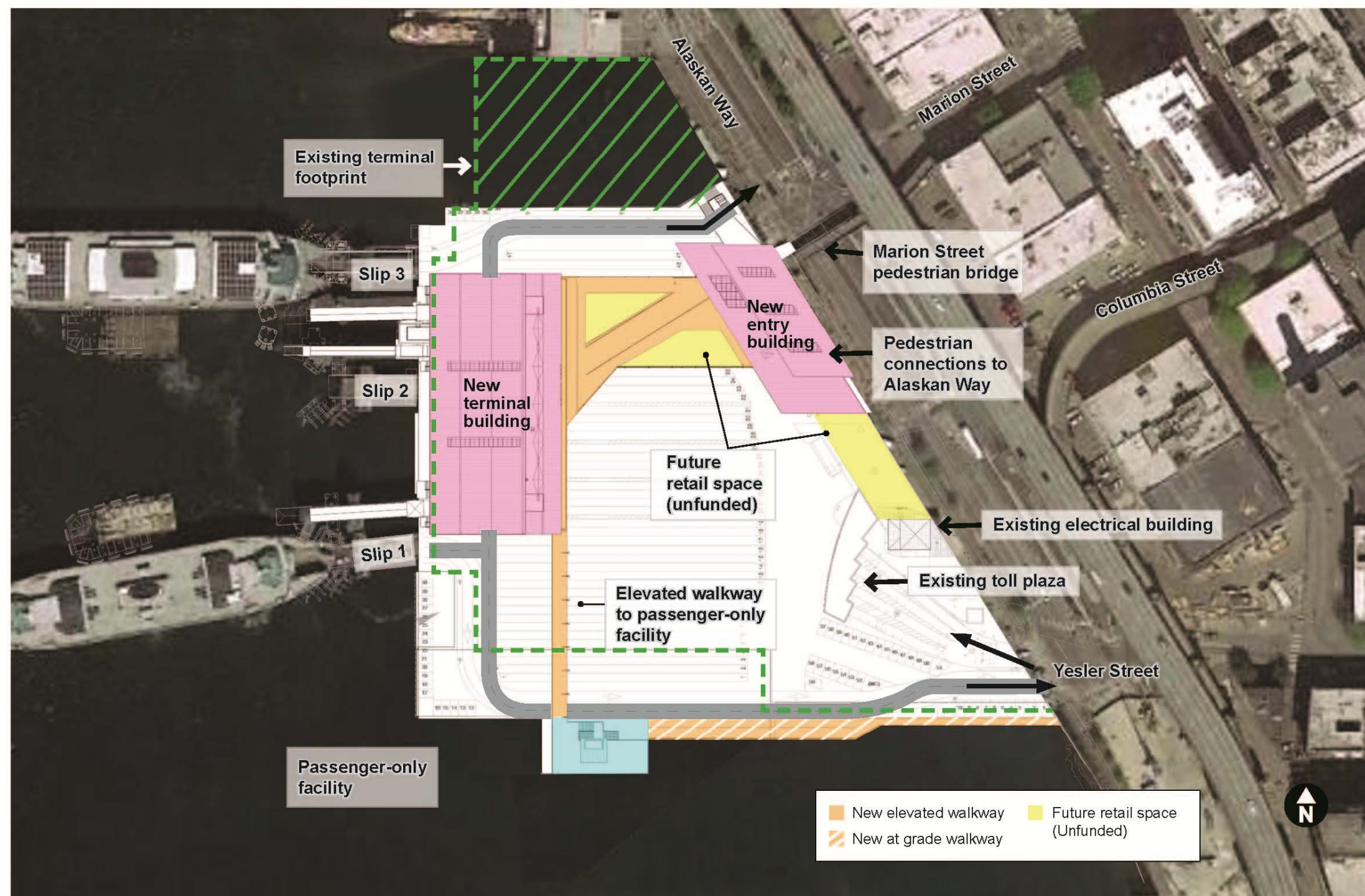
Operational benefits of North-South orientation with broad west face

- Reduces stack loading effect, resulting in faster, more efficient passenger circulation through the terminal
- Keeps pedestrians closer to vessel slips for loading
- Keeps disembarking passengers from exiting through the terminal, reducing congestion
- Provides expanded public views of the water and vessel operations
- Building configuration allows for continuous operation during phased construction of project



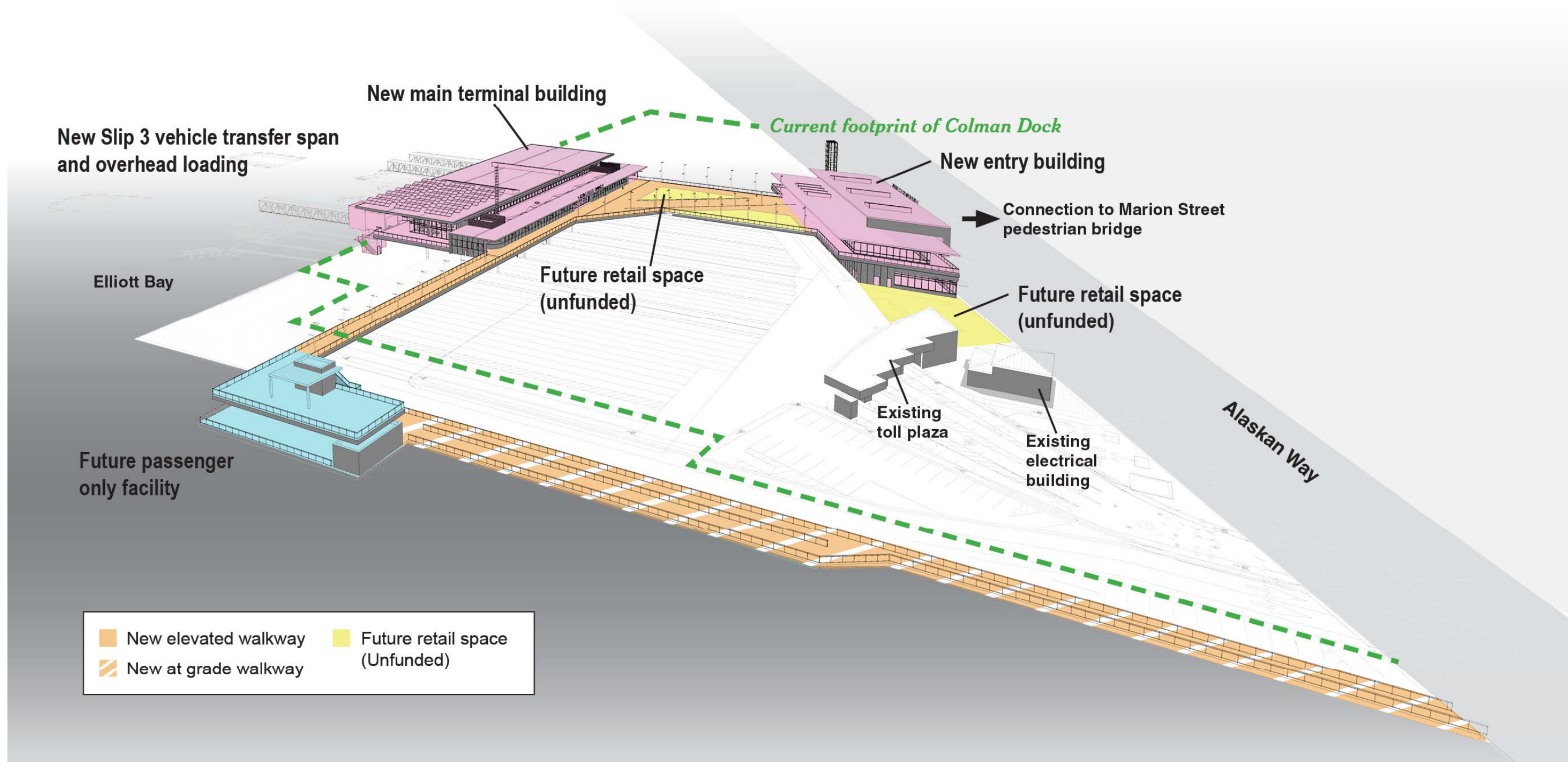


Concept plan: Bird's-eye view



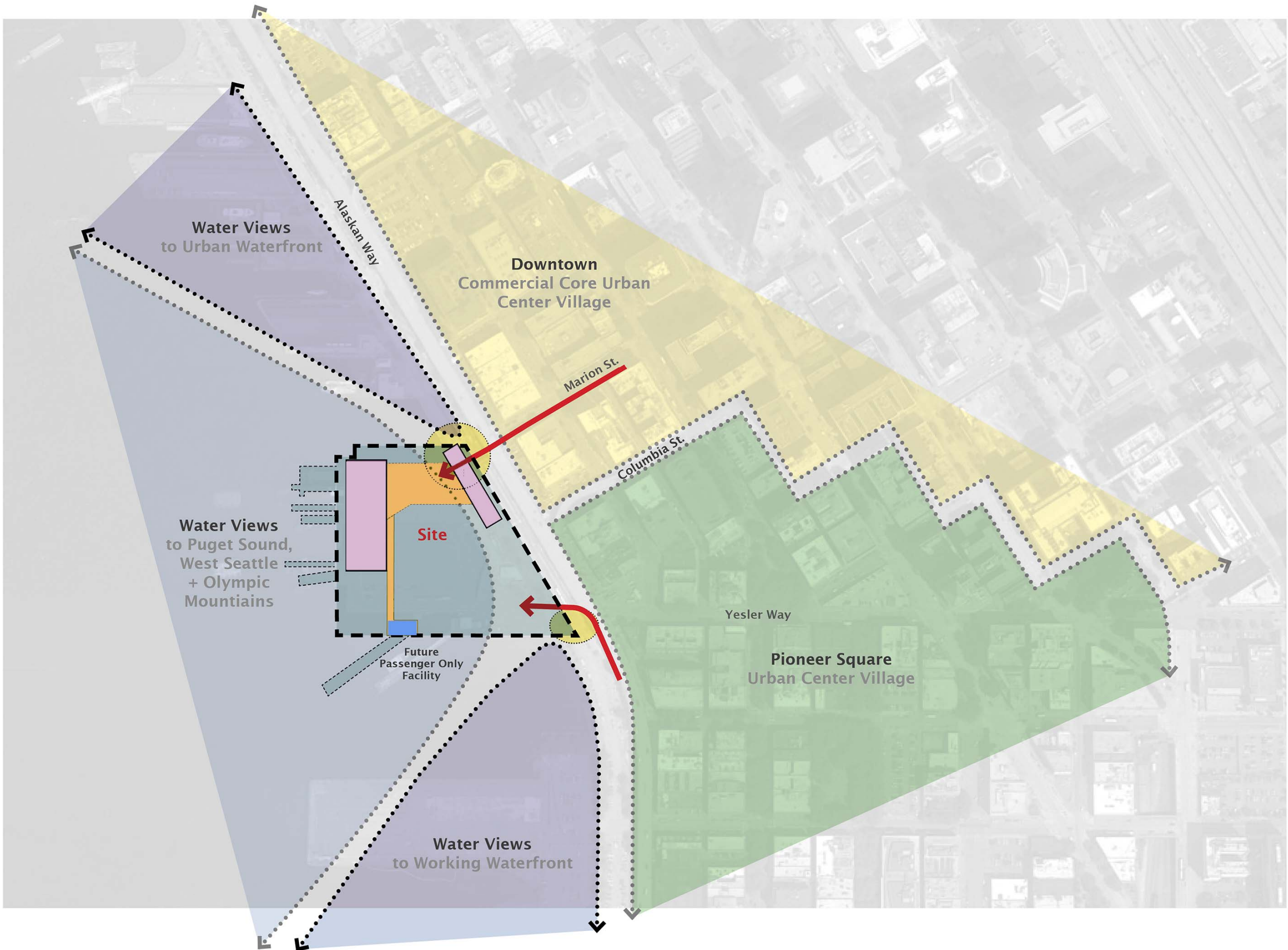


Concept plan: View looking north

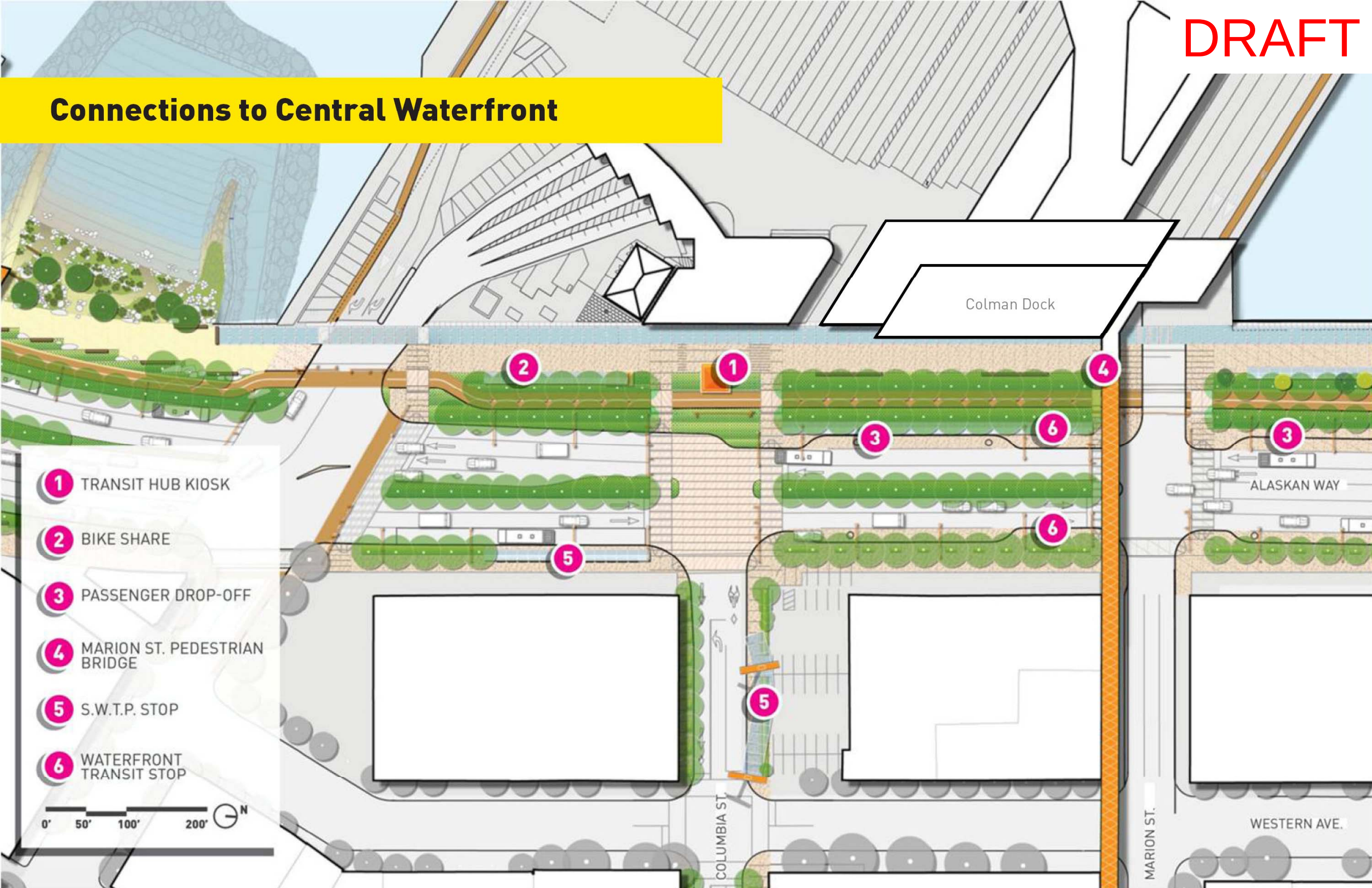


Concept plan diagram

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Connections to Central Waterfront



1 TRANSIT HUB KIOSK

2 BIKE SHARE

3 PASSENGER DROP-OFF

4 MARION ST. PEDESTRIAN BRIDGE

5 S.W.T.P. STOP

6 WATERFRONT TRANSIT STOP

0' 50' 100' 200' N



Terminal Building – Exterior views



View from Elliott Bay looking east



Terminal Building – Exterior views



View looking southeast



Terminal Building – Exterior views



View looking west



Terminal Building – Exterior views



View looking northwest



Terminal Building – Exterior views



View looking northeast



Terminal Building – Section





Terminal Building – Interior





Terminal Building – Interior





Alaskan Way entry building – Exterior views



View looking north



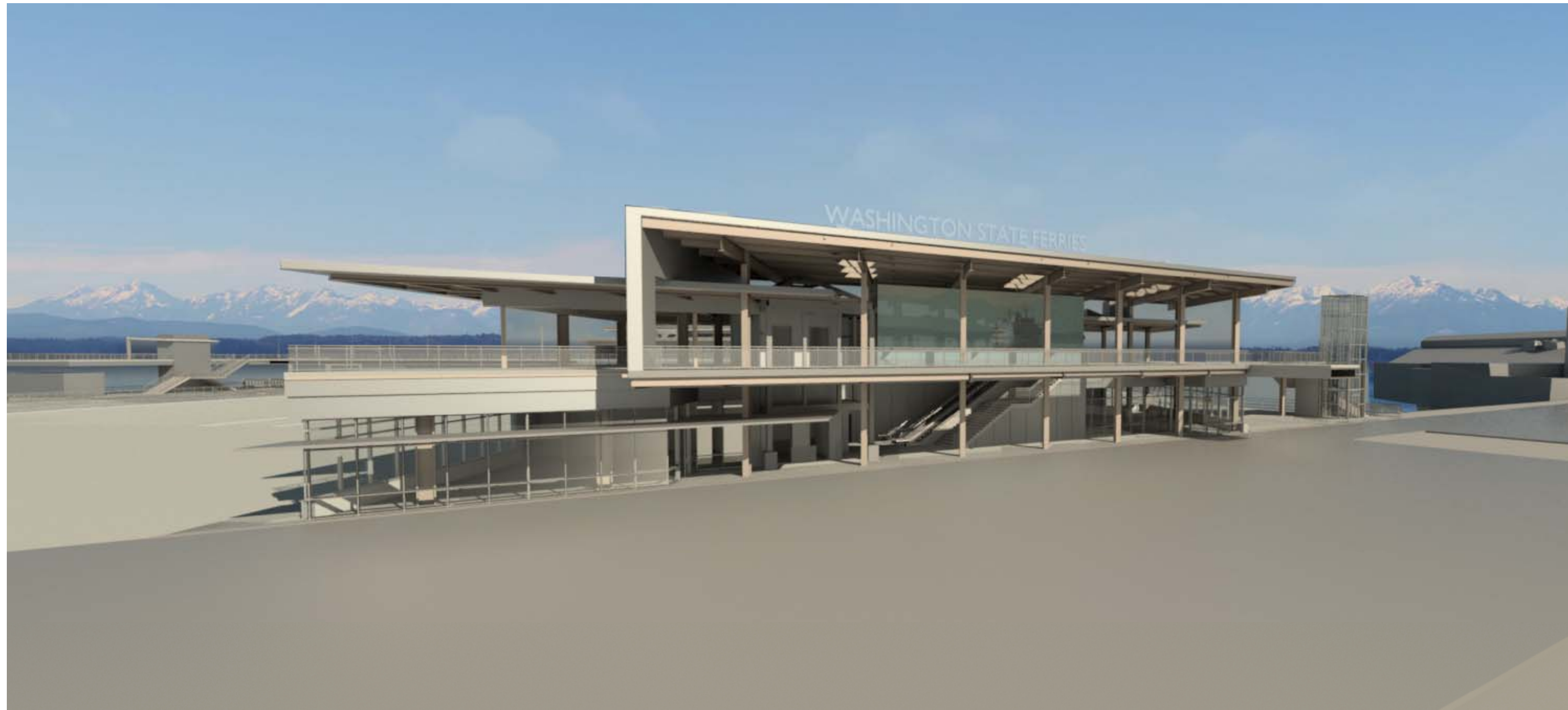
Alaskan Way entry building – Exterior views



View along Alaskan Way looking west



Alaskan Way entry building – Exterior views



View along Alaskan Way



Alaskan Way entry building – Exterior views



View from Marion Street Bridge



Alaskan Way entry building – Exterior views



View along Alaskan Way looking south



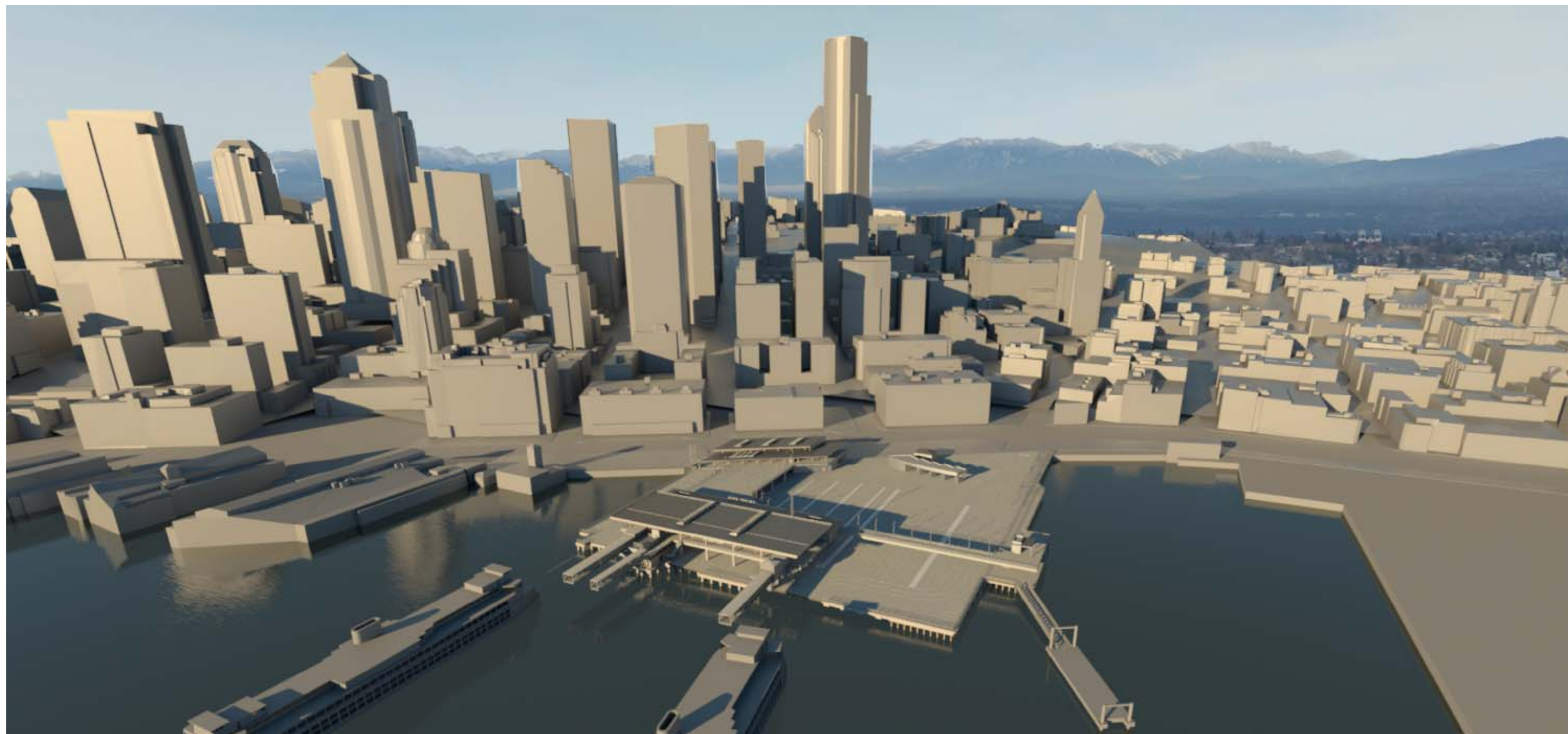
Exterior views



View looking southeast



View looking east





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Questions?