



Washington State Ferries

Seattle Multimodal Terminal at Colman Dock Project



Environmental Assessment Overview
April 2014

The purpose of this document is to provide a brief overview of both the Seattle Multimodal Terminal at Colman Dock Project and the recently prepared environmental analysis.

Introduction

The Seattle Ferry Terminal at Colman Dock (Colman Dock), located along the central waterfront of downtown Seattle, provides a critical transportation link between downtown Seattle and communities in Kitsap County and the Olympic Peninsula. In 2013, Colman Dock served more than 8.5 million riders, including 4.4 million foot passengers, making it the busiest terminal in the Washington State Ferries system.

Key components of Colman Dock are aging and seismically deficient and need to be replaced. In addition, the layout of today's facility creates safety concerns and operational inefficiencies due to conflicts between vehicles, bicycles and pedestrian traffic.

Washington State Ferries (WSF) is proposing a project to replace the aging and seismically vulnerable components of the Seattle Ferry Terminal at Colman Dock in order to provide safe and reliable ferry service into the future.

What's happening now?

WSF, alongside the Federal Transit Agency (FTA) and the Federal Highway Administration (FHWA) have prepared an Environmental Assessment (EA) to analyze the potential effects of this project. FTA and FHWA are responsible for reviewing the proposal to ensure compliance with the National Environmental Policy Act (NEPA). The EA was issued for public review and comment on April 14, 2014 with a comment period extending between April 14, 2014 and May 12, 2014.

FTA, FHWA and WSF will consider all comments received on the EA prior to making a formal decision on the project.



Did you know?

The northern portion of Colman Dock is a timber structure that was initially constructed in 1938. While a portion of the timber dock was rebuilt in 1964 and expanded in the northwest corner in 1971, it is still supported in large part by many of the original 1938 timber piles and structural components.



Colman Dock - Existing Facility

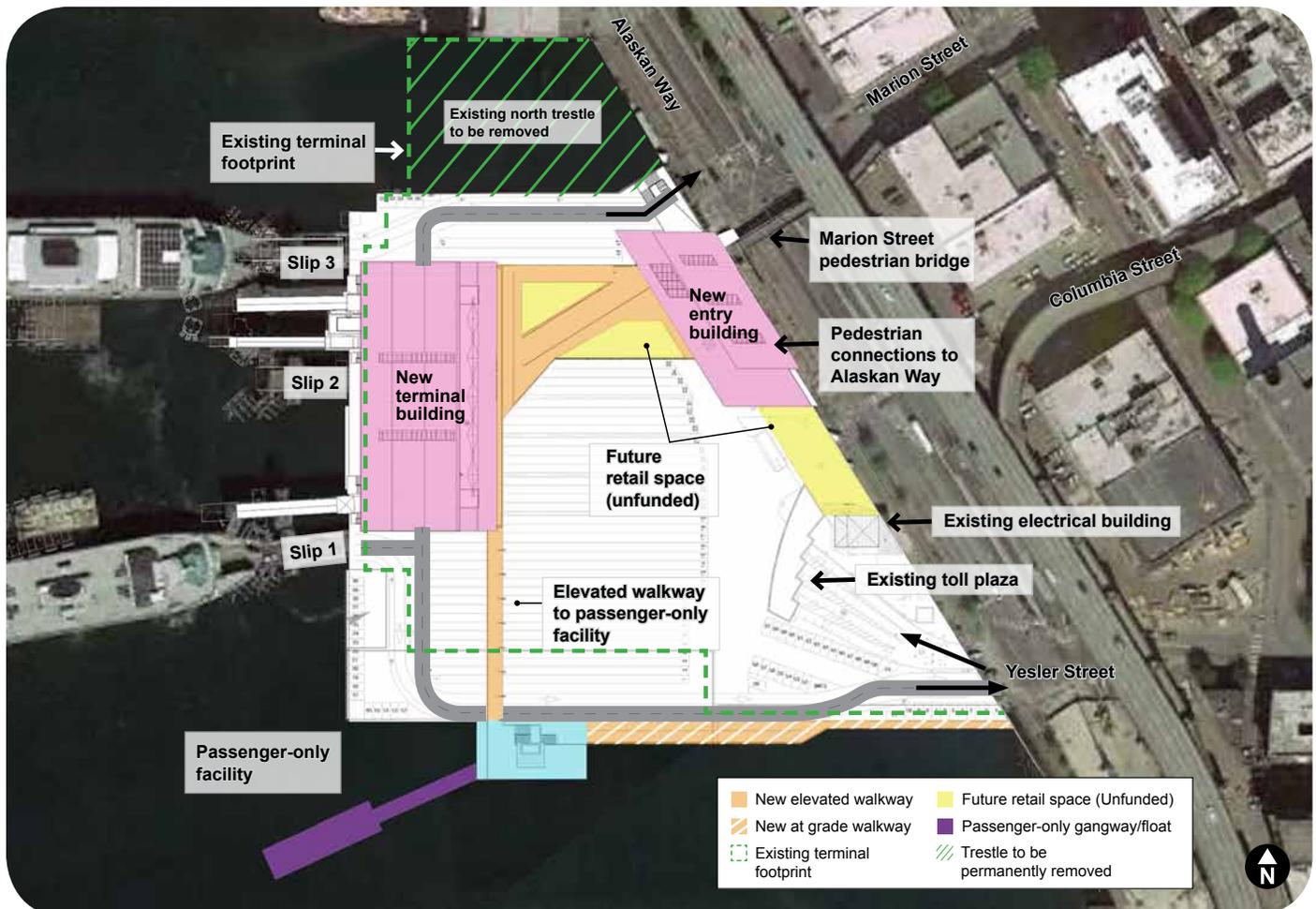


A timber pile from Colman Dock that has been removed and replaced due to deterioration

Preserving Colman Dock as a multimodal hub

Key elements of the Seattle Ferry Terminal Project include:

- Replacing the timber portion of the dock with a new and reconfigured steel and concrete dock
- Replacing the main terminal building
- Reconfiguring the dock layout to provide safer and more efficient operations
- Replacing the vehicle transfer span and the overhead loading structures of Slip 3
- Replacing the King County-operated passenger-only ferry (POF) facility on the southern edge of Colman Dock with funding provided by King County
- Maintaining a connection to the Marion Street pedestrian overpass and providing improved pedestrian connections to transit along Alaskan Way



Colman Dock - Concept Plan View

The project will remove more than three percent of all creosote-treated timber left in Puget Sound



Benefits to the environment

The project will provide numerous environmental benefits, including:

- Removal of 7,400 tons of creosote-treated timber piles from the heart of Seattle's waterfront
- Removal of fill from underneath the existing north trestle, opening up an area of shoreline and nearshore habitat
- Stormwater treatment for all new and replaced sections of the trestle
- Removal of overwater coverage from approximately 150 feet of nearshore habitat
- Opportunities for remediation of contaminated sediment

As part of the project, the existing north trestle would be removed and left as open water following construction. The vehicle holding capacity provided by the existing north trestle would be replaced on the south side of the terminal. The total overwater coverage for the reconfigured terminal, including the new passenger-only ferry facility, would increase by approximately 5,200 square feet. Mitigation for this increase in overwater coverage would include restoration of equivalent ecological functions in Elliott Bay or elsewhere in Puget Sound.

Costs and funding

The project has a budget of \$268 million, divided into three main components:

- Terminal Building and North Trestle Replacement: \$207 million
- Slip 3 Overhead Loading and Transfer Span Replacement: \$48 million
- 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 of the passenger-only ferry facility.

In 2007, the Washington State Legislature directed WSF to focus on preserving existing assets and service levels. Based upon this guidance, WSF identified replacement of the existing timber trestle and terminal building at Colman Dock as an appropriate preservation project.

Seattle waterfront project coordination

WSF is coordinating construction, traffic impacts and project design with other projects planned along Seattle's waterfront, including:

Alaskan Way Viaduct Replacement Program (WSDOT)

- Maintenance of traffic during construction

Elliott Bay Seawall Project (City of Seattle)

- Design development, construction coordination and access

Waterfront Seattle planning effort (City of Seattle)

- Design of future Seattle waterfront and configuration of Alaskan Way, development of public access concepts for Colman Dock and replacement of the Marion Street Pedestrian Bridge

Transit planning (King County Metro, City of Seattle)

- Design and construction coordination to support facility as Colman Dock Transit Hub



King County



Waterfront Project Schedules

Projects	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Seattle Multimodal Terminal at Colman Dock Project										
Elliott Bay Seawall Project										
Waterfront Seattle										
Alaskan Way Viaduct Replacement Program										

■ Environmental review/ preliminary engineering/ Design
 ■ Construction

Over 196 comments were received during the scoping comment period in early 2012



Based upon comments received during scoping, WSF revised the Colman Dock project to include a replacement passenger-only ferry facility

EA Scoping

A formal scoping comment period was held from February 8 to March 15, 2012. During the comment period, the project team conducted several outreach events to share project information and solicit feedback. These included:

- An agency and tribal scoping meeting
- Onboard outreach on Seattle-Bainbridge and Seattle-Bremerton sailings during the evening peak period
- Public scoping meeting
- An online narrated presentation, posted on the project website

A total of 196 comments were received during the scoping comment period, including 176 comments from members of the public, and 20 letters from various jurisdictions, agencies and organizations.

Key comment themes

- Support for retaining passenger-only ferry service at Colman Dock
- Concerns related to traffic along Alaskan Way
- Comments related to bicycle and pedestrian access
- Comments related to vessel operations
- Concerns regarding potential impacts to the environment

How scoping comments were addressed

The most frequent comment received about the project during the scoping comment period was related to the proposed removal of the passenger-only ferry operation, currently located on the south side of Colman Dock. Following extensive coordination with passenger-only ferry operators, including the King County Ferry District, in fall 2012 WSF revised the project's Purpose and Need Statement to clarify that passenger-only ferry service will be preserved at Colman Dock and also revised the Project Description to include preservation of passenger-only ferry operations.

In response to scoping comments, WSF is coordinating with the City of Seattle to better integrate the project design with plans for redeveloping Alaskan Way. In addition, the project Purpose and Need Statement was revised to not preclude future public space opportunities at Colman Dock.

Environmental Effects

WSF analyzed the potential effects of the project on the built and natural environments both during construction, and after construction (long-term).

Overall, the project's long-term effects would be minimal. Beneficial effects would include safety improvements, Americans with Disabilities Act (ADA) compliance, and elimination of pedestrian-vehicle conflict points. The project would also provide numerous environmental improvements, including removal of creosote-treated timber piles and decking, removal of contaminated sediment and fill, placement of a cap over remaining contamination, and inclusion of water-quality treatment facilities.

The project's adverse effects would primarily be due to construction, which, in order to maintain ferry service and comply with environmental regulations, would be phased over a six-year period (2015 – 2021). In-water work would include pile demolition, removal and replacement of piles, and construction of new overwater decking. Much of this work would be performed from barges.

The project would also add approximately 5,200 square feet of new overwater coverage. Mitigation for this increase in overwater coverage would include restoration of equivalent ecological functions in Elliott Bay or elsewhere in Puget Sound.

As part of the Environmental Assessment, WSF analyzed thirteen topic areas:

- Ecosystems
- Noise and Vibration
- Water Resources
- Hazardous Materials
- Transportation
- Geology and Soils
- Historic, Cultural and Archaeological Resources
- Land Use
- Visual Quality
- Air Quality
- Navigable Waterways
- Socioeconomic and Environmental Justice

To provide a baseline for comparison, a No Build Alternative is included in the EA's discussion of the project's affected environment and impacts. The No Build Alternative includes continuation of WSF's rigorous program of inspection and maintenance activities and would continue the current practice of replacing timber portions of the north trestle as needed. This approach does not address the seismic risk.

The following table summarizes the anticipated effects of project construction to each of these topic areas.



Colman Dock served over 4.4 million foot passengers in 2013



Existing creosote-treated timber piles

Summary of Effects

Discipline	No Build Alternative	Build Alternative
Ecosystems	<p>Construction: Ongoing repair and maintenance of the Seattle Ferry Terminal would continue. Replacement of piles or other portions of the deteriorating facility would generate noise, turbidity, and other impacts similar to that described for the Build Alternative. The ongoing repair and maintenance program would have shorter periods of active construction, but would continue throughout the lifetime of the facility.</p> <p>Long-Term: Pollutants from the trestle would continue to discharge untreated to Elliott Bay. The north trestle, including creosote-treated timber piles and associated contaminated fill, would continue to harm seafloor species and to slowly release hazardous materials into the water column. The sediment cap would not be expanded.</p> <p>Beneficial: None.</p>	<p>Construction: In-water work (especially pile removal and installation) would mobilize sediments, temporarily degrading water quality. Disturbing sediments beneath and near the trestle could spread known contamination. Pile installation would also generate noise levels that could disturb or harm aquatic species. Constructing the south trestle would increase overwater cover until the north trestle is removed in Phase 4. Mitigation would include limiting in-water work to agency-approved periods to avoid fish impacts, monitoring for the presence of marine mammals, use of bubble curtains to minimize pile driving noise impacts on fish, and sediment containment best management practices (BMPs).</p> <p>Long-Term: The project would result in approximately 5,200 square feet of new over-water coverage. Mitigation would include replacement of equivalent ecological functions, either in Elliott Bay or elsewhere in Puget Sound.</p> <p>Beneficial: The Build Alternative would remove about 7,400 tons of creosote-treated pilings and about 3,500 cubic yards of contaminated sediment, and install a new cap, increasing benthic and nearshore habitat. Stormwater treatment for the new trestle sections would be provided, improving water quality. The project would result in a net increase of approximately 150 feet of open shoreline along the Alaskan Way frontage.</p>
Noise and Vibration	<p>Construction: Construction activities would cause noise during maintenance activities similar to that described for the Build Alternative but at a much smaller scale and more localized to the area of work. The No Build Alternative could require replacement pile driving close to Fire Station No. 5. Because the north trestle would remain closer to the fire station under the No Build Alternative, the vibration and noise impacts may be greater than when removing the piles in the Build Alternative; however, the No Build impacts would be much shorter in duration per occurrence, but could be required multiple times throughout the lifetime of the facility.</p>	<p>Construction: Construction would cause noise and vibration for a 6-year period. Pile driving and removal would cause the greatest noise and vibration impacts. The northeast corner of the construction site is located about 260 feet from the nearest residential units. Pile driving would not be conducted at night, and the project would comply with the Seattle noise ordinance or with the terms of a noise variance. Potential adverse vibration effects to Fire Station No. 5 would be mitigated by cutting piles within 35 feet of the fire station rather than vibrating them out, and monitoring vibration levels during demolition and construction. If monitoring data show vibration levels approaching the damage threshold, WSDOT will halt vibratory extraction of piles and cut them at the mudline until the vibration levels do not approach the damage threshold of 0.5 PPV. Monitoring would also be conducted for vibration levels near sensitive cast iron and brick utility lines, and measures taken to avoid impacts if vibration levels approach damage thresholds. A public information and outreach program and a noise complaint procedure will be developed and implemented during construction.</p>

Discipline	No Build Alternative	Build Alternative
Noise and Vibration, cont.	<p>Long-Term: None.</p> <p>Beneficial: None.</p>	<p>Long-Term: None.</p> <p>Beneficial: Removal of the timber trestle would shift terminal operations approximately 165 feet to the south, further away from Fire Station No. 5.</p>
Water Resources	<p>Construction: Replacement of piles or other portions of the deteriorating facility as part of the maintenance program would generate turbidity and other impacts similar to that described for the Build Alternative. The ongoing repair and maintenance program would have shorter periods of active construction, but would continue throughout the lifetime of the facility.</p> <p>Long-Term: Currently, stormwater from the site's impervious surfaces discharges directly into Elliott Bay with only oil-water separators on the southern portion of the dock. The No Build Alternative would result in no changes to water quality compared to current conditions. The sediment cap would not be expanded.</p> <p>Beneficial: None.</p>	<p>Construction: The removal and installation of piles would cause turbidity plumes and stir up contaminants and sediment. Dust from exposed surfaces and construction materials and debris containing contaminants may blow into the water, reducing water quality. Construction equipment used in the water could leak small amounts of fuel and engine fluids into Elliott Bay. Mitigation would include implementing a Construction Stormwater Pollution Prevention Plan comprised of a Temporary Erosion and Sediment Control Plan; Spill Prevention, Control, and Countermeasures Plan; Concrete Containment and Disposal Plan; and Fugitive Dust Plan.</p> <p>Long-Term: None.</p> <p>Beneficial: Pollutant loadings to Elliott Bay would be substantially reduced by stormwater treatment facilities for the new and replaced impervious surfaces. Approximately 3,500 cubic yards of contaminated sediment would be displaced and removed during pile installation, and a new sediment cap would be placed beneath Colman Dock to prevent leaching of materials into the marine environment. The Build Alternative also includes removal of approximately 7,400 tons of creosote treated timber piles from the marine environment as part of the demolition of the timber trestle.</p>
Hazardous Materials	<p>Construction: Contaminants present in sediments and fill material behind the retaining wall would remain in place. Similarly, hazardous building materials would remain onsite. These materials would only be removed if required as part of ongoing maintenance.</p> <p>Long-Term: Contaminated materials under the northern (timber) trestle would remain uncapped.</p>	<p>Construction: The removal of creosote piles would disturb contaminated sediment, suspending it into the water column. Chemically-treated wood adjacent to piles also may be brought to the surface during pile removal. Portions of piles may remain buried in sediment if broken during the removal process. Contaminated sediment, soil, wood, and building materials would be disturbed during construction, resulting in potential short-term negative impacts. These would be localized to the work zone water column and possibly a small area adjacent to Alaskan Way used for contaminated soil stockpiling and truck loading. Mitigation would include BMPs, WSDOT standard specifications, or other requirements specified in regulatory approvals.</p> <p>Long-Term: None.</p>

Discipline	No Build Alternative	Build Alternative
Hazardous Materials, cont.	<p>Beneficial: None.</p>	<p>Beneficial: New stormwater treatment facilities would reduce pollutant loadings to the bay. The Build Alternative would remove about 7,400 tons of creosote-treated pilings and about 3,500 cubic yards of contaminated sediment, and install a new cap to prevent leaching of remaining contaminants into the water column. Terminal building demolition would remove hazardous materials, primarily asbestos.</p>
Geology and Soils	<p>Construction: None.</p> <p>Long-Term: There is a potential for slope instability in the area of the bulkhead structure supporting the northeast corner of the terminal parking lot. Existing structures do not meet current seismic requirements for new construction, and are at a substantial risk of damage or catastrophic failure from seismic hazards.</p> <p>Beneficial: Structures replaced as part of the maintenance program would be built to meet seismic building code requirements applicable at the time of construction.</p>	<p>Construction: None.</p> <p>Long-Term: Risk of inundation of the vehicle holding areas and ground level portion of the terminal building from a tsunami is not reduced because these areas would be constructed at the same elevation as existing facilities.</p> <p>Beneficial: Removal of the bulkhead and fill material supporting the northeast corner of the parking lot would resolve the slope instability risk in that area. Since new construction would meet current seismic code standards, overall risk of damage or catastrophic failure due to an earthquake is substantially reduced relative to the No Build Alternative.</p>
Historic, Cultural and Archaeological Resources	<p>Construction: Fire Station No. 5 could be adversely impacted by vibration associated with demolition and construction that is part of the ongoing maintenance program. When these activities are close to the fire station, WSDOT would monitor vibration levels and implement additional protection measures if needed.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>	<p>Construction: Potential adverse effects to Fire Station No. 5 would be mitigated by implementing BMPs and monitoring vibration levels during demolition and construction. If monitoring shows that vibration levels are approaching the damage threshold, additional measures would be used to protect the structure.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>
Transportation	<p>Construction: Construction would consist of maintenance activities, which would include limited replacement of piles and other deteriorated portions of the facility. Although maintenance repairs occasionally reduce vehicle holding space or close holding lanes, these repairs would be over a shorter time frame than the Build Alternative, and construction-related impacts are assumed to be minimal; however, they could happen throughout the life of the facility.</p>	<p>Construction: The reduced vehicle holding capacity in Phase 4 would cause the most disruption to transportation. Vehicles would likely spill back onto Alaskan Way causing delays and increased queues at nearby intersections. Mitigation would include active management of the holding lanes and would result in a vehicle holding capacity similar to existing conditions. A Construction Traffic Management Plan would be implemented to help minimize potential traffic effects during special events and other days with high demand.</p>

Discipline	No Build Alternative	Build Alternative
Transportation, cont.	<p>Long-Term: Potential load restrictions or permanent closures of sections of the dock due to degrading conditions could reduce vehicle holding capacity substantially and cause queue impacts on Alaskan Way. Reduced holding capacity could also interfere with on-time sailing schedules over time. Projected increases in pedestrian ridership could cause the existing design inadequacies for pedestrians to become even more apparent, and potentially unsafe.</p> <p>Beneficial: None.</p>	<p>Long-Term: None.</p> <p>Beneficial: Beneficial effects include improvements to both safety and operations. Safety improvements:</p> <ul style="list-style-type: none"> • Reconfiguration of trestles to locate exit lanes at north and south edges of facility eliminates the existing bicycle-pedestrian-vehicle conflict point near the north exit. • New elevators and stairways on Alaskan Way improve pedestrian safety and reduce conflicts with vehicles. • New OHL at Slip 3 is ADA compliant and widened to accommodate increased pedestrian volumes. • New King County POF facility connection to terminal building and Marion Street pedestrian bridge by an overhead walkway, reducing pedestrian-vehicle conflicts. • Reconfiguration eliminates conflict between traffic exiting at Marion and incoming traffic crossing to enter holding lanes north of Marion. <p>Operations improvements:</p> <ul style="list-style-type: none"> • Reconfiguration of the trestles allows exit lanes to be located at the north and south edges of the deck, minimizing conflicts with incoming traffic and reducing the time it takes to offload vessels.
Land Use	<p>Construction: None.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>	<p>Construction: Temporary construction effects on adjacent land uses and the local street system include noise, dust, vibration, glare, traffic detours, traffic delays, and visual disturbance. The existing terminal building houses several traveler/convenience retail uses. Retail uses would be removed during demolition of the old terminal building in Phase 3. Some vendors may continue service during construction by kiosk/cart. Mitigation would include the Traffic Management Plan, described above, and advance coordination with property owners and businesses within the study area to provide advance notice of construction activities.</p> <p>Long-Term: None.</p> <p>Beneficial: Although currently unfunded, future street level retail structures (approximately 14,000 square feet) would improve the streetscape and urban design of the terminal facility, which could attract a greater number of pedestrians to the area. Other waterfront businesses and land uses would benefit from the increased activity.</p>

Discipline	No Build Alternative	Build Alternative
Visual Quality	<p>Construction: Depending on the repair work being completed, there would be temporary impacts to visual quality during each construction event, possibly including the presence of barge-mounted construction equipment, which would likely be minor and for a relatively short duration.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>	<p>Construction: Construction activities typically detract from visual quality. Barge-mounted cranes and drill rigs would extend into views of Puget Sound and the Olympic Mountains from each of the key viewpoints. Construction barriers would screen views to some of the less visually attractive aspects of the construction process; however, they could also block desirable views from the sidewalk.</p> <p>Long-Term: A change in the terminal building's orientation to run parallel to the waterfront could increase the appearance of bulk as seen from the east. The new building configuration would reduce some views compared to the No Build Alternative.</p> <p>Beneficial: The new buildings would be of a design and quality that complement and fit in with the surrounding environment better than the existing structures.</p>
Air Quality	<p>Construction: There would be minor air quality effects associated with maintenance and repair projects; however, air quality effects from construction for the No Build Alternative would be less than the effects from the Build Alternative because the scale of construction would be much smaller.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>	<p>Construction: Construction would generate fugitive dust, pollutants, and exhaust. If uncontrolled, particulate matter would also be generated by construction trucks entering roadways, depositing dust and mud on paved streets. If construction traffic were to reduce the speed of other vehicles in the area, emissions from traffic would increase slightly while those vehicles are delayed. Temporary odors may be detected by people near asphalt paving operations, but would decrease with increased distance from the source. Construction emissions and other air quality impacts would be mitigated by implementing BMPs, as described in the sections above.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>
Navigable Waterways	<p>Construction: None.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>	<p>Construction: None.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>
Socioeconomics and Environmental Justice	<p>Construction: None.</p> <p>Long-Term: Decreased ferry service caused by deteriorating facility conditions could degrade transit connections for low-income or minority populations.</p> <p>Beneficial: None.</p>	<p>Construction: During construction Phase 1, King County's POF would be moved slightly west of the current location, and eventually to the southwestern edge of new concrete trestle. The temporary construction closure would require the POF facility to close for approximately 5 days.</p> <p>Long-Term: None.</p> <p>Beneficial: None.</p>

How to get a copy of the EA

Hard copies of the Environmental Assessment can be reviewed at several locations, including libraries in Seattle, White Center, Bremerton, and Winslow. Library locations are:

Seattle Central Library

1000 Fourth Avenue
Seattle, WA 98104
206-386-4636

Kitsap Regional Library

612 Fourth Street
Bremerton WA 98337
360-377-3955

Kitsap Regional Library

1270 Madison Avenue North
Bainbridge Island, WA 98110
206-842-4162

White Center Library

King County Library System
11220 16th Avenue SW
Seattle WA 98146
206-243-0233

Hard copies may also be viewed at the Washington State Ferries offices (2901 Third Avenue, Suite 500, Seattle WA 98121).

Personal copies of this document are available either in hard copy or on compact disc (CD). Copies may be purchased for \$15, which does not exceed the cost of production. CDs will be provided free of charge.

This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov, or by calling toll free, **855-362-4232**. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.



Want more information?

For additional information about this project, please contact:

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Additional information can also be found online at:

www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal



How to provide comments

The comment period for the EA runs from April 14 – May 12, 2014. There are several ways to provide comments on the EA:

Attend the EA public hearing

WSF will hold a public hearing on the EA. It will include information on the project, team members will be available to answer questions, and attendees will have the opportunity to comment in writing, on a computer, or by talking to a court reporter.

- **Colman Dock EA Public Hearing**
Monday, April 28, 4:00 – 6:30 p.m.
Puget Sound Regional Council Board Room
1011 Western Avenue, Suite 500, Seattle

Talk to project staff on the ferry

- **Seattle to Bainbridge**
Wednesday, April 23, 5:30 p.m. sailing from Seattle
- **Seattle to Bremerton**
Thursday, April 24, 5:35 p.m. sailing from Seattle

Stop by an info session

- **Colman Dock – Main Terminal Building,**
April 29, 3:30 – 6:00 p.m.
- **King County Water Taxi Waiting Area at Pier 50**
May 1, 3:30 – 6:00 p.m.
- **Bainbridge Terminal Building**
May 5, 4:00 – 7:00 p.m.
- **Bremerton Terminal Building**
May 6, 4:00 – 6:00 p.m.

Comment online

WSDOT has provided an online comment feature on the project website:
www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal/

E-mail

Email comments to ColmanDockEA@wsdot.wa.gov. The comment period ends at midnight on May 12, 2014

Mail

Mail comments to:
Marsha Tolon, Environmental Lead
Seattle Ferry Terminal Project
2901 3rd Avenue, Suite 500
Seattle, WA 98121

Comments must be postmarked by May 12, 2014.

FTA, FHWA, and WSDOT will consider all comments received prior to making a decision on this project. After the comment period has closed, WSF will continue to keep the public informed about the project and opportunities for input. If you provide your name and address when you comment, you will be added to the project mailing list.