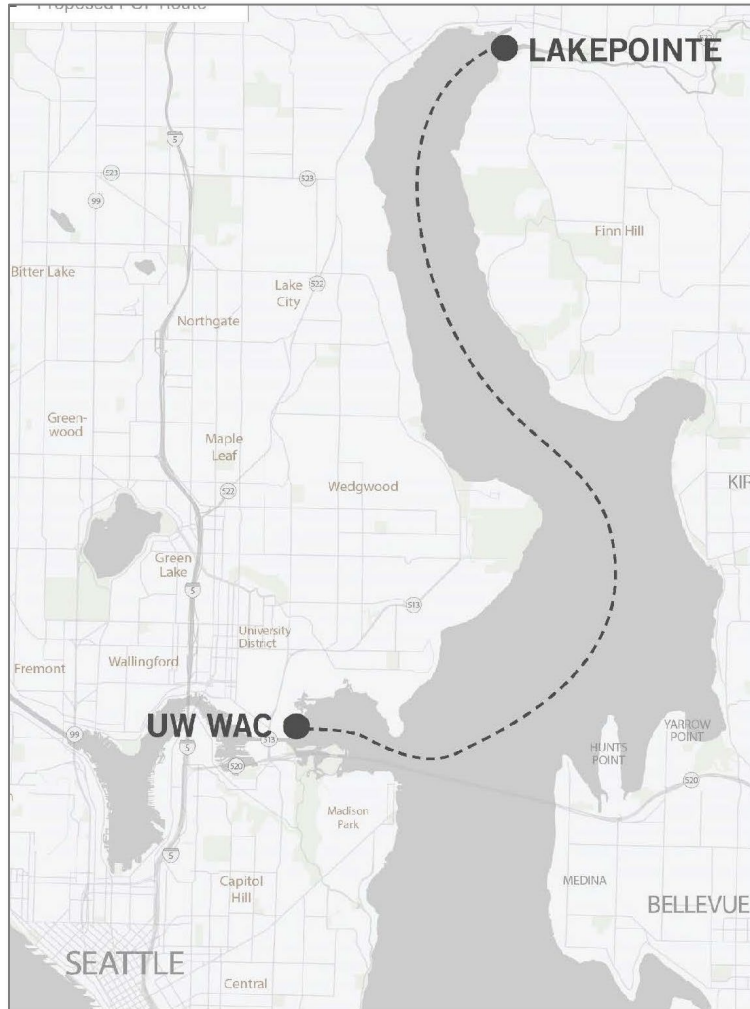


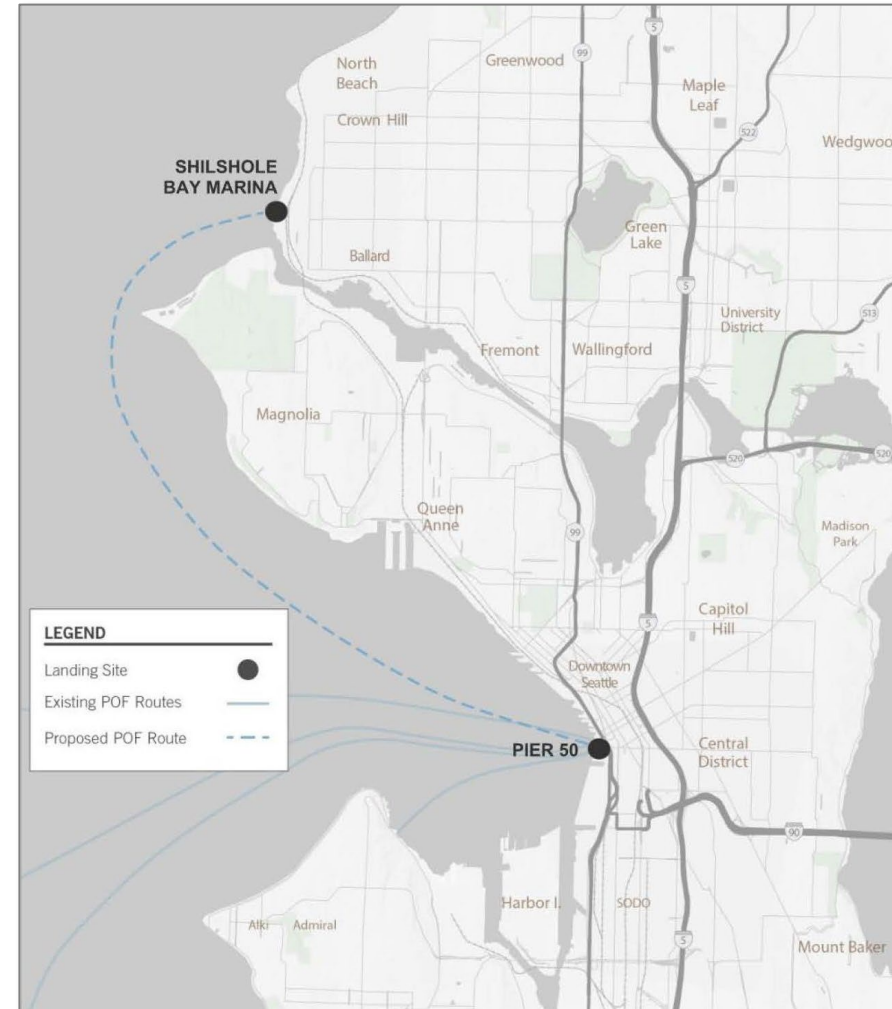
KENMORE

Lakepointe to UW WAC (10.5 mi)



SHILSHOLE (BALLARD)

Shilshole to Downtown Seattle (9 mi)



SHORESIDE PRELIMINARY DESIGN

Issue	Kenmore Route	Shilshole Route
Landing sites	Lakepointe UW Waterfront Activity Ctr	Shilshole Marina Pier 50 (Seattle)
Trip distance (1-way)	10.5 miles	9 miles
Terminal capacity, needed improvements	<ul style="list-style-type: none"> • Lakepointe: new in-water and uplands improvements • UW WAC: redevelopment of existing dock and uplands 	<ul style="list-style-type: none"> • Shilshole: Improvements to support additional capacity • Pier 50: Additional float to support new service
On-site electrical capacity	Limited	Limited
Landing site access	Improvements needed	Improvements needed

ROUTE PLANNING

Issue	Kenmore Route	Shilshole Route
Time competitive?	Yes	Yes
Est'd. annual ridership (2025)*	196,068	195,000
Frequency of sailings	40-60 minutes	At least 60 minutes
Number of vessels	2	1

*Estimates are from reports prepared for the 2019-2020 budget

ROUTE PLANNING

Issue	Kenmore Route	Shilshole Route
Winter schedule	<ul style="list-style-type: none"> • 3 round trips AM & PM peak • 1 extra early AM trip • Saturday service • 10 days UW event service 	<ul style="list-style-type: none"> • 3 round trips AM & PM peak • Saturday service
Summer schedule	<p>Winter service plus:</p> <ul style="list-style-type: none"> • Add'l mid-day & weekend • Fri/Sat late evening 	<p>Winter service plus:</p> <ul style="list-style-type: none"> • Add'l mid-day & weekend • Fri/Sat late evening
Network Analysis	<ul style="list-style-type: none"> • Lakepointe: served by 225, 320, 322, 331, 342, 372, ST522; needs 3,500 add'l service hours • UW WAC: serviced by 43, 44, 48, 65, 73, 255, 271, ST542, Link 	<ul style="list-style-type: none"> • Shilshole: no transit service within ¼ mile; needs 5,834 add'l service hours; limited access due to RR tracks • Pier 50: adjacent to robust transit network

EQUIPMENT SPECIFICATION

Issue	Kenmore Route	Shilshole Route
Vessel specifications	<ul style="list-style-type: none">• 28 knots cruising speed• 150 passengers• 3 crew members	<ul style="list-style-type: none">• 28 knots cruising speed• 150 passengers• 3 crew members
Vehicle emission profile and propulsion	<ul style="list-style-type: none">• Plug-in hybrid electric with renewable diesel• Charging infrastructure improvements would be needed at landing sites	<ul style="list-style-type: none">• Plug-in hybrid electric with renewable diesel• Charging infrastructure improvements would be needed at landing sites

CAPITAL & OPERATING BUDGETS

Issue	Kenmore Route	Shilshole Route
Costing	<ul style="list-style-type: none">• Will be developed for final report• Will differ from previous studies due to upgraded service levels; the need for two vessels for this route; shoreside charging infrastructure; and the operating costs of plug-in hybrid vessels• Assumes 2 vessels with 3 crew members each• Assumes back-up vessel• Assumes 3 full-time maintenance personnel	<ul style="list-style-type: none">• Will be developed for final report• Will differ from previous studies due to upgraded service levels; shoreside charging infrastructure; and the operating costs of plug-in hybrid vessels• Assumes 1 vessel with 3 crew members• Assumes back-up vessel• Assumes Port Captain plus 2 full-time maintenance personnel

NEXT STEPS

- Preliminary report meets proviso requirements
- Final water taxi expansion report due to Council June 30, 2022