

**Appendix B
Community Transit Information**



B. Community Transit Information

EXISTING TRANSIT SERVICE

The primary transit service provider to Mountlake Terrace is Community Transit (CT). Future transit service is under consideration by King County Metro which would extend Metro route 377 through Mountlake Terrace.

As shown in Figure B-1, between 236th St. SW and 228th St. SW Community Transit provides a total of 170 busses per day with 85 of these being northbound, and 85 southbound. Between 230th St. SW and 236th St. SW, bus service is concentrated on 56th Ave. W north of 230th St. SW, bus service is split between 56th Ave. W and 58th Ave. W to "share" the impact on residential areas.

CT bus routes that serve the study area are as follows:

No.	Route	North bound	South bound	Total
140	Lynnwood Park & Ride to Edmonds Community College	22	23	45
157	Mountlake Terrace to Boeing	3	4	7
408	Mountlake Terrace to Downtown Seattle	8	10	18
418	Mariner Park & Ride to Downtown Seattle	10	7	17
477	Bier, Mountlake Terrace, Downtown Seattle	9	8	17
630	Lynnwood Park & Ride to Edmonds Community College	16	16	32
810	Lynnwood to University District	9	10	19
840	Lynnwood to Wallingford	1	1	2
850	Lynnwood to University District	7	6	13
TOTAL		85	85	170

On 56th Ave. W between 236th St. SW and 228th St. SW, there are a total of five northbound and five southbound transit stop locations. One shelter is provided at a northbound transit stop (234th St. SW) and two shelters are provided at southbound transit stops (234th St. SW and 232nd St. SW). An additional shelter will soon be constructed for southbound transit at 228th St. SW.

EXISTING AREA PARK & RIDE LOTS

The Mountlake Terrace Park & Ride lot is located on 236th St. SW on the east side of I-5. This facility currently has 388 parking spaces but could possibly be increased to add up to 24 additional spaces though restriping compact spaces. This lot is usually full.

The nearby Edmonds Park & Ride lot has 255 spaces and is generally not full.

Two new "upstream" Park & Ride lots are planned in the near future. A new lot is under construction at 128th and a 1,000 space lot is planned to be constructed by 1997 on 164th.

Other existing "Park & Pool" areas available for transit users within the study area include the following:

- 224th St. SW at Evergreen Park (both sides of street)
- 57th Ave. W (behind Mountlake Terrace Market) - East side only, 15 spaces
- Diamond Commuter Parking Lot - 232nd St. SW - 80 spaces, \$8/mo., \$0.30/day
- Bethesda Church parking lot - 234th St. SW - Informal
- First Baptist Church Park & Ride - 228th St. SW - 20 spaces

56TH AVENUE W TRANSIT OPERATIONAL CONSIDERATIONS

Currently transit stops on 56th Ave. W require busses to stop in the through traffic lane while loading or unloading passengers. This causes backups in traffic flows leading to rear-end type accident potential. Additionally, vehicular traffic regularly uses the center two-way left turn lane to (illegally) pass busses that are stopped for loading. This can contribute to potential right angle collisions with vehicles entering the roadway beyond the stopped bus.

It is recommended that improvements to 56th Ave. W consider options to eliminate the disruption and vehicular conflicts which currently result from the existing roadway and bus stop design.

Wherever possible, transit stops should be located on the "far" side of major intersections. It is desirable for north- and southbound transit stops to be located in proximity to each other to minimize the distance pedestrians will need to walk to access transit.

In addition, certain design criteria should be observed in the design of transit stops and intersections. The largest busses need bus stop spaces as follows: Bus length 60'. If a gap in the parking lane is provided to make bus stop, there needs to be an extra 20' of space at the back of the bus and 10' at the front of the bus to allow the bus to negotiate into the space for a total length of 90'.

The width of a bus body is 8.5' but mirrors extend out beyond that width. CT prefers a 10' wide bus pullout, but can make do with 9' wide if space is limited.

Shelter pads need to be 11' wide (including width of sidewalk, measured perpendicular to the road) x 20' long. Although the shelter is physically 9' long, there needs to be space for a wheelchair lift landing (5' wide x 8' long) and trash receptacle. If a bicycle rack is included, an additional 8' length is required.

The new style bus shelters will be the bright blue color from the CT logo (somewhat close to the blue in the Mountlake Terrace logo). If the City wishes a different color as part of a new street theme, shelters can be provided in a special color and will simply cost the City the difference in price for the special color. If shelters of a different design than the new CT shelters were desired, the City would have to pay for them.

Additional design criteria provided by CT are attached.

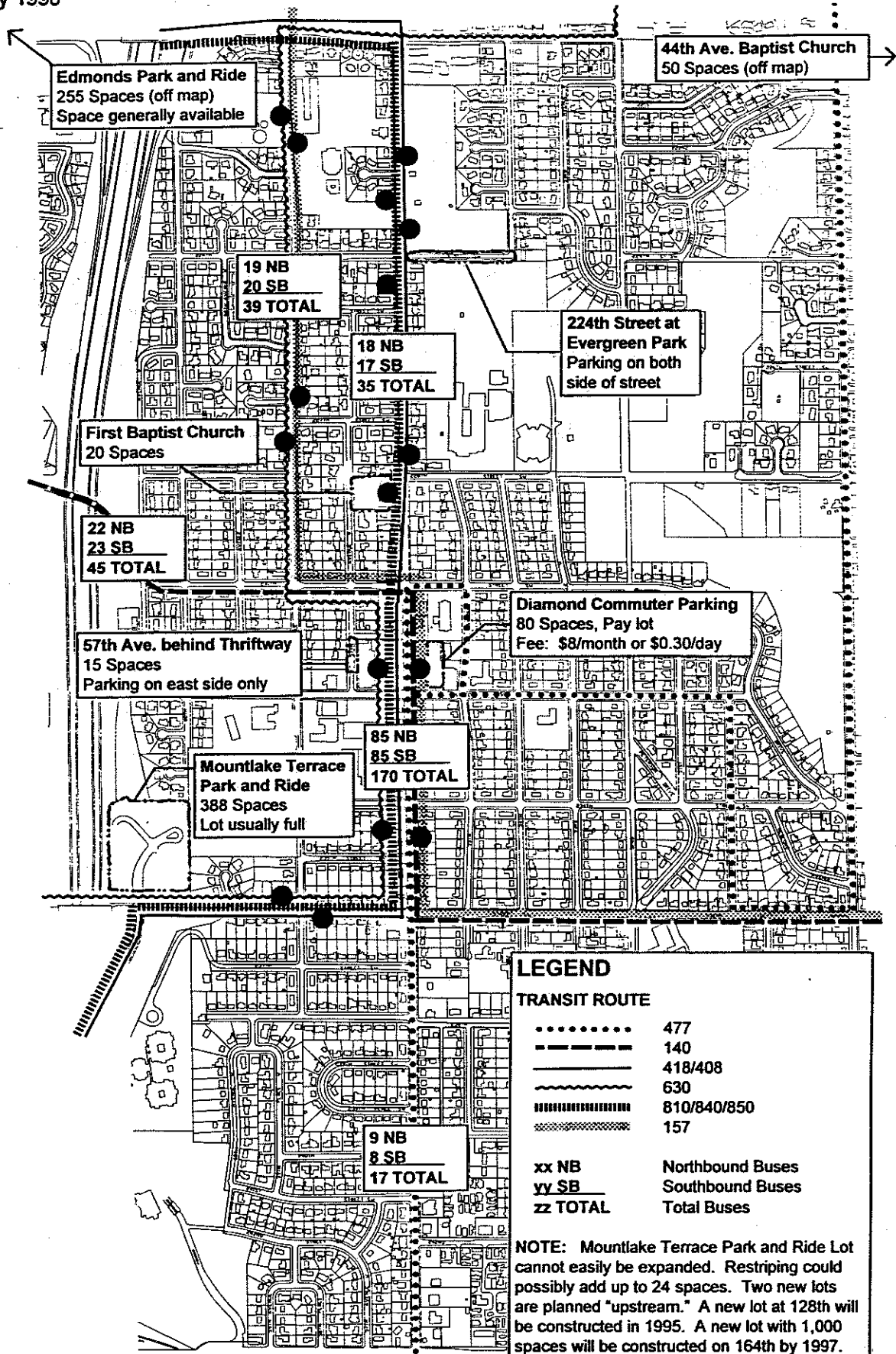
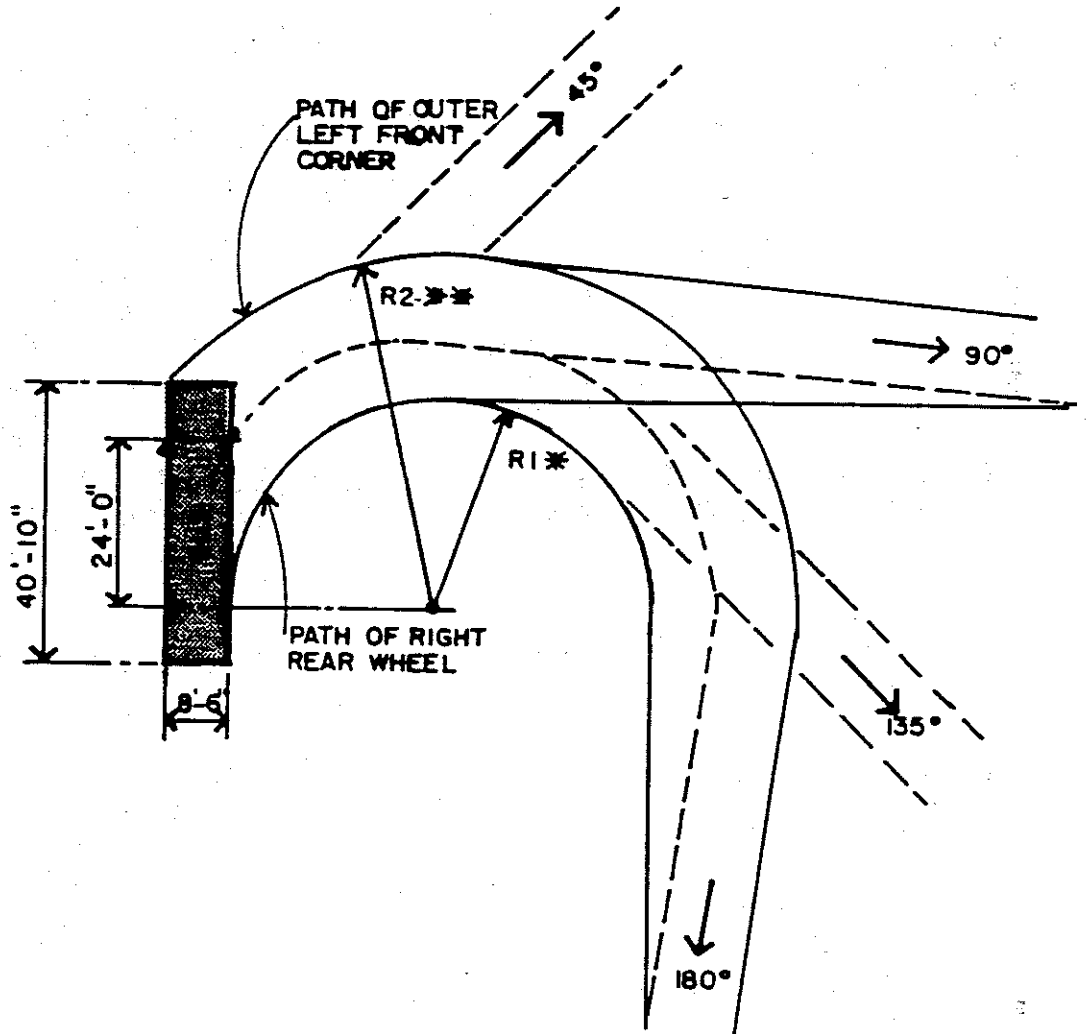


Figure B-1: CT Bus Routes



NOTES:

TEMPLATES FOR RIGHT-TURN ONLY. REVERSE FOR LEFT-TURN.

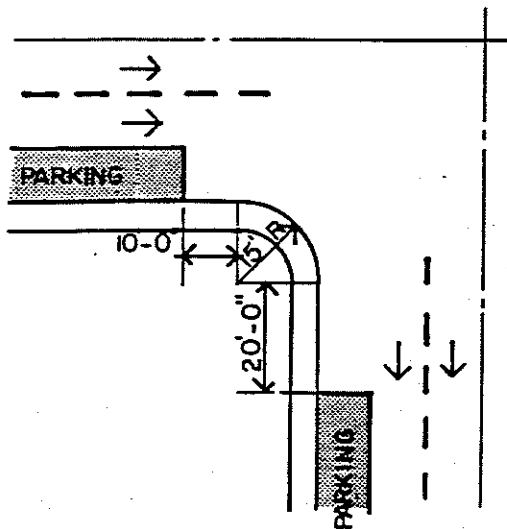
	MINIMUM	RECOMMENDED
* RADIUS (R1) OF INNER REAR WHEEL	28'-0"	30'-0"
** RADIUS (R2) OF OUTER FRONT CORNER	50'-0"	55'-0"



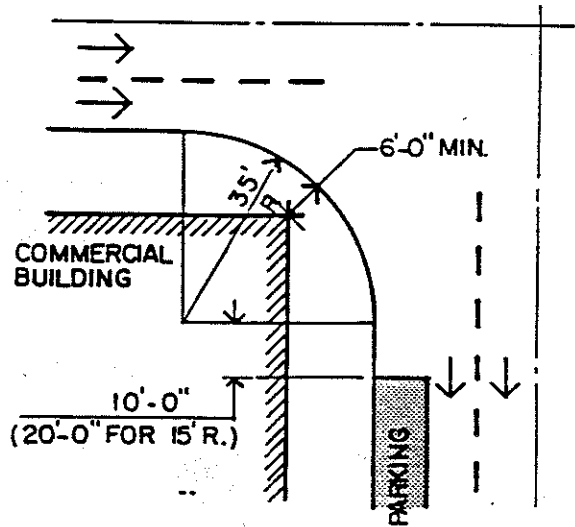
BUS TURNING RADII

FIGURE 10-1

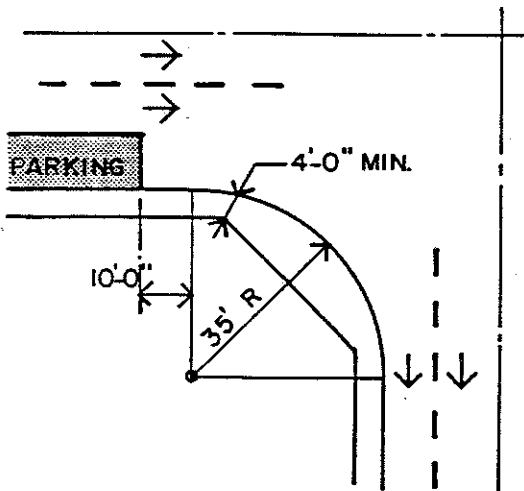
Figure B-2: Bus Turning Radii



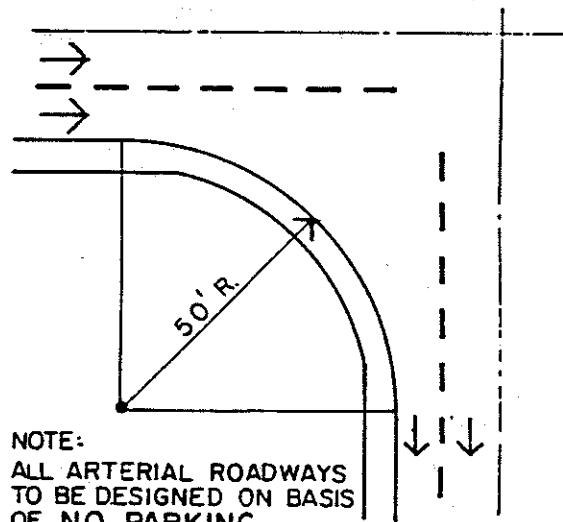
PARKING - APPROACH & AWAY
15'-0" RADIUS WITH NO ENCROACHMENT



PARKING - AWAY ONLY
35'-0" RADIUS WITH NO ENCROACHMENT



PARKING - APPROACH ONLY
35'-0" RADIUS WITH NO ENCROACHMENT



NOTE:
ALL ARTERIAL ROADWAYS
TO BE DESIGNED ON BASIS
OF NO PARKING

NO PARKING
50'-0" RADIUS WITH NO ENCROACHMENT

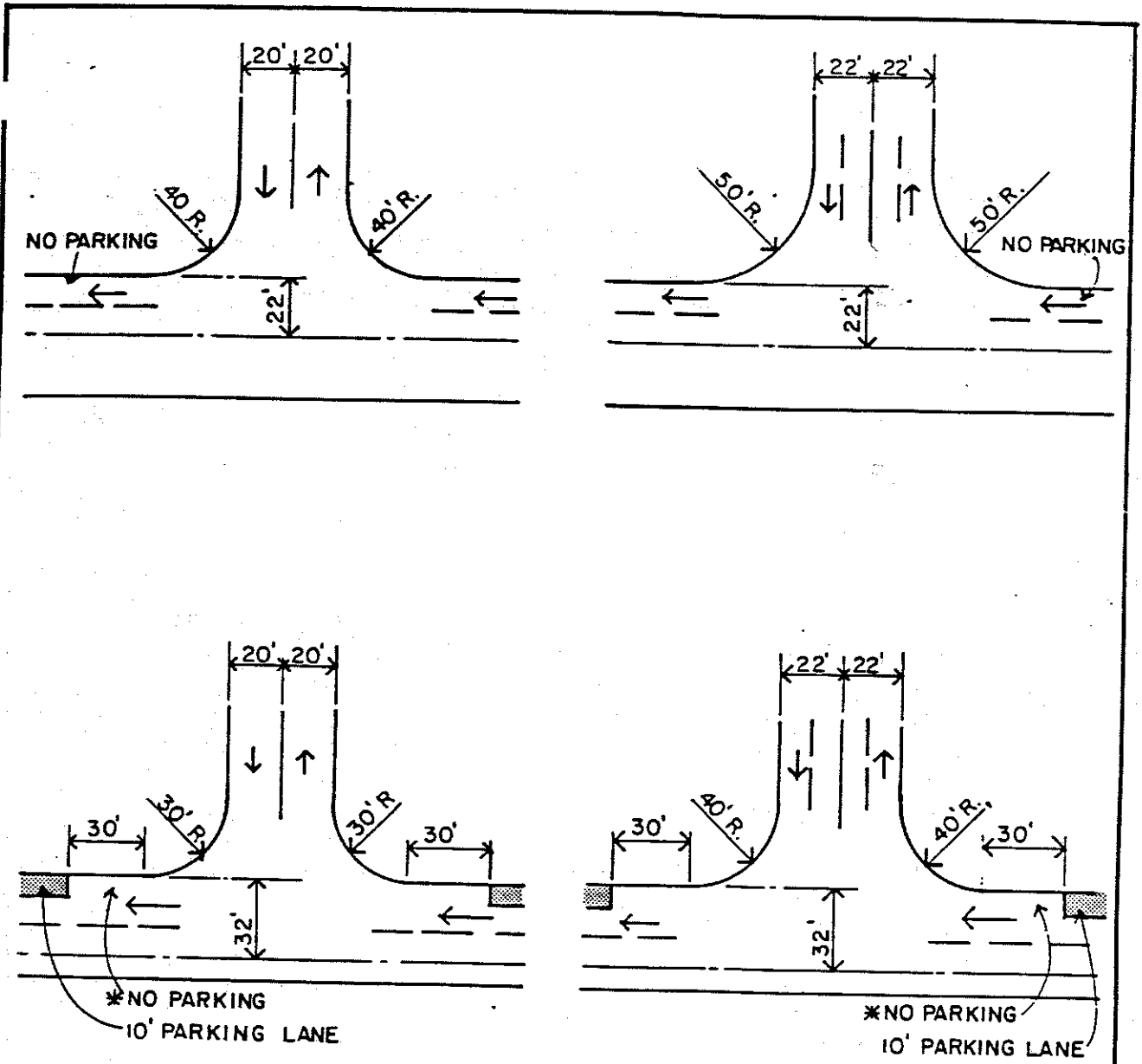


**REGIONAL
TRANSIT**

ONE CENTER CURB DESIGN

FIGURE 10-2

Figure B-3: One-Center Curb Design



NOTE:

* PARKING SHOULD BE PROHIBITED FOR 30' WHERE BUSES MAKE A RIGHT-TURN AND HEAVY VEHICLE MOVEMENT OCCURS OR IS ANTICIPATED.

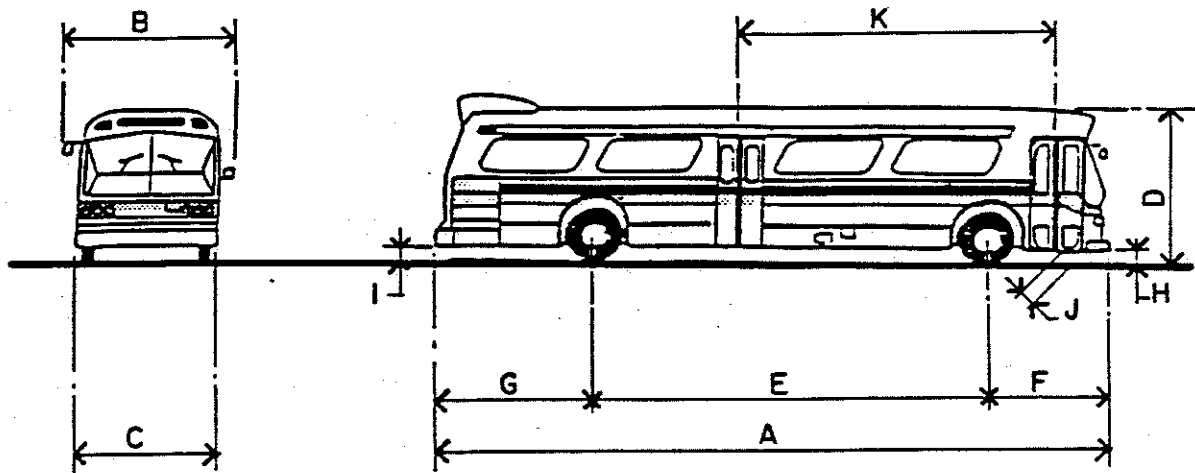


REGIONAL
TRANSIT

DRIVEWAY RADIUS

FIGURE 10-4

Figure B-4: Driveway Radius



NOTES:

	MINIMUM	MAXIMUM
A- OVERALL LENGTH	35'-0"	40'-0"
B- OVERALL WIDTH (WITH MIRRORS)	9'-6"	10'-0"
C- OVERALL WIDTH (WITHOUT MIRRORS)	8'-0"	8'-6"
D- OVERALL HEIGHT	10'-0"	10'-4 1/4"
E- WHEELBASE LENGTH	19'-0"	24'-0"
F- FRONT OVERHANG	7'-0"	8'-0"
G- REAR OVERHANG	7'-6"	9'-6"
H- FRONT BUMPER DISTANCE TO GROUND	1'-0"	1'-6"
I- REAR BUMPER DISTANCE TO GROUND	1'-6"	1'-10"
J- FIRST STEP DISTANCE TO GROUND	1'-0"	1'-0"
K- CENTERLINE FRONT DOOR TO REAR DOOR	16'-6"	22'-6"
L OUTSIDE TURNING RADIUS	32'-2"	37'-3"
GROSS VEHICLE WEIGHT (POUNDS)	35,000	39,600
FRONT AXLE CAPACITY	12,300	14,300
REAR AXLE CAPACITY	22,700	25,300
PASSENGER CAPACITY		
• SEATING	41	51
• STANDING	20	26
TOTAL	61	77

SOURCE: REGIONAL TRANSIT FLEET ROSTER, REVISED JULY 25, 1986.



**REGIONAL
TRANSIT**

BUS SPECIFICATIONS

FIGURE A-1

Figure B-5: Bus Specifications