2019 Project Review Sheet (2020 Construction)

City Council District 2 (Ballot # 2C)

Project #	19-75
Project Title:	Improve Pedestrian Signal Timing
Location:	Neighborhood: Othello, 98118 Area: MLK Blvd and Othello St intersection, especially the north side which provides access to the light rail station.

SDOT Contact Information

SDOT Reviewer Name: Laura Wojcicki & Matthew Dunlap

Reviewer Phone Number: 206-684-8855

Review Date: August 7th, 2019

SDOT Project Summary

SDOT approves project

- ☐ Yes
- ☒ Yes, with revisions
- ☐ No

Comments: At the time of this review, SDOT is still awaiting pedestrian actuation data to determine if a change in the signal timing is warranted. Additionally, SDOT is having ongoing discussions with Sound Transit with improving overall operations for all users. However, SDOT does recommend installing additional pedestrian signal countdown heads in the median to serve east and westbound pedestrians going to and from the platform.

There is an opportunity to partner with another program:

- ☐ Yes
- ☒ No

Partnering Program: N/A

Total Project Cost: $40,700

YVYC 2019: Project 19-75, MLK Blvd and Othello St intersection, especially the north side which provides access to the light rail station.

Solution and Comments:
This review has been completed for use in the 2019 Your Voice, Your Choice: Parks & Streets process.

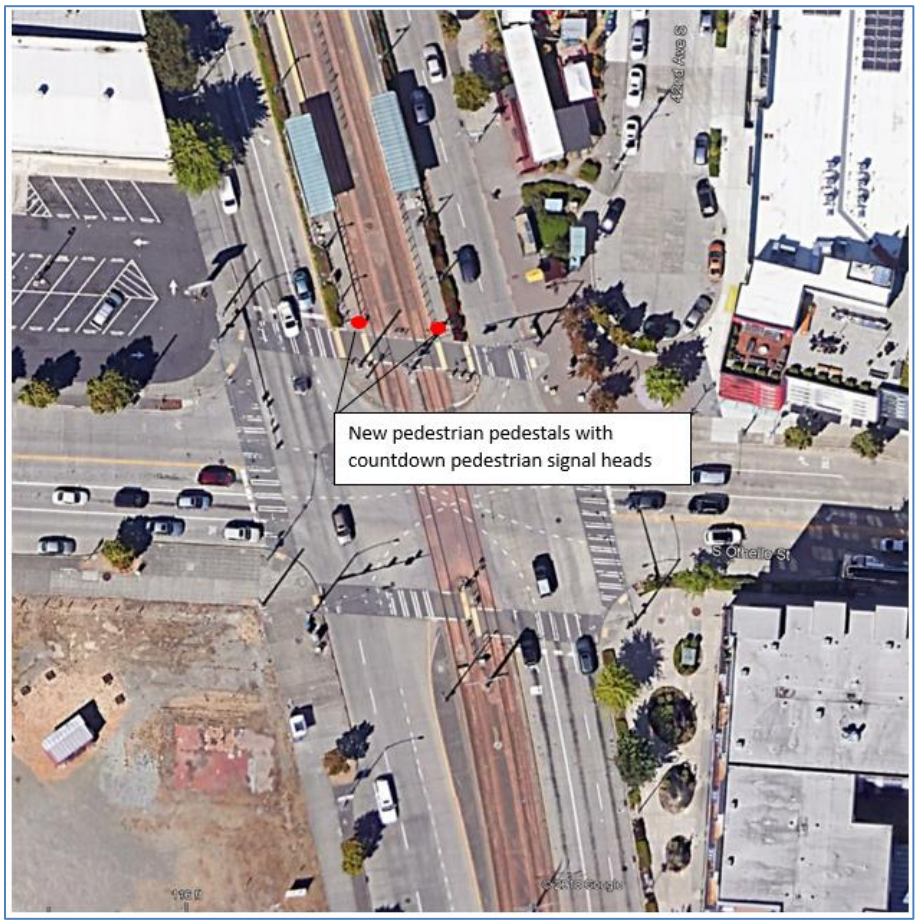
Our team has completed a review to determine if the proposed updates to this signal are feasible. For the first proposed item, our team has requested pedestrian actuation data to determine how frequently pedestrian phases are run during an average day. Unfortunately, we are still waiting for this data to get collected. Once we have this data, we will be able to determine if we would potentially be able to remove the pedestrian pushbuttons and service the pedestrians crossing MLK Wy at Alaska every signal cycle. An alternative to removing the buttons would be to initiate a pedestrian recall during the busy times of day when many pedestrians are crossing. A recall would remove the need for pedestrians to press the button in order to be served.

For the second requested item, our team recommends installing additional pedestrian countdown signal heads on the median station platform area on the northside of this intersection: one pedestrian head facing westbound to signal to pedestrians when it is time to cross from the westside, and on pedestrian head facing eastbound to signal when it is OK to cross from the eastside.

Regarding the third requested item of “reducing the interval between pedestrian phases”, we are engaged in an ongoing conversation with Sound Transit with the goal of improving overall operations for all road users along the MLK Wy light rail corridor. The problem of large wait times for pedestrians comes as a result of our signal being programmed to provide priority service to the Link Light Rail train. The signals will skip another movement in order to serve the NB and SB directions of the Light Rail Train. Signal timing changes made in August 2018 potentially reduced the amount of skipping that occurs to service the train, however, because we prioritize the train, skipping other movements is necessary to ensure that the train can maintain reliable operations.

YVYC 2019: Project 19-75, MLK Blvd and Othello St intersection, especially the north side which provides access to the light rail station.

Image:



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Information Provided by Community Members

Project Idea: Improve Pedestrian Signal Timing at MLK Blvd and Othello St: Update pedestrian signal phases at the intersection by 1) removing the requirement to press a beg button to get a signal 2) setting up a mid-point signal to show when it is safe to cross to the platform from one side of the street - a significant portion of the pedestrians at this intersection cross only half of MLK to get from or to the platform, 3) reduce the interval between pedestrian phases

Need for Project: The large pedestrian volumes, long signal times, beg buttons, and complicated intersection geometry lead to rampant "jaywalking".

Community Benefit from Project: Neighborhood residents, users of light rail.

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Risk Registry

SDOT Review	Drainage impacts	Constructability	Community process
High – awaiting pedestrian data, discussions with SoundTranist	None	Medium – active light rail operations	Low

Cost Estimate

Design Phase	
Preliminary Engineering (Survey) Costs	$2,000
Project Management Costs (City Labor)	$6,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise)	$10,000
Subtotal – Design Phase Costs	$18,000
Design Contingency (10% of Design Phase Subtotal)	$2,000
Total Design Phase Costs	$20,000
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	$20,000
Drainage Costs	$ 0
Estimating Contingency (10-20%)	$2,000
Subtotal – Construction Costs	$22,000
Construction Management (10-25% of Construction Cost)	$3,000
Construction Contingency (20%)	$5,000
Total Construction Phase Costs	$30,000
Total Project Cost = Total Design and Construction Phase Costs	$50,000

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