

2019 - 2020 Seattle City Council Green Sheet

Ready for Notebook

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Budget Action Title: Proviso SDOT spending on adaptive signal control

Ongoing: No

Has CIP Amendment: No Has Budget Proviso: Yes

Primary Sponsor: O'Brien, Mike

Councilmembers: Johnson; Mosqueda

Staff Analyst: Calvin Chow

Council Bill or Resolution:

Date	Total	BC	SB	TM	LG	BH	LH	RJ	DJ	MO	KS
	Yes										
	No										
	Abstain										
	Absent										

Budget Action description:

This green sheet would add the following proviso on the Seattle Department of Transportation's (SDOT's) budget:

"None of the appropriations in the 2019 budget for the Seattle Department of Transportation's Mobility-Capital BSL may be spent on the Next Generation Intelligent Transportation System (ITS) project (MC-TR-C021) for activation of additional signals in the Split, Cycle and Offset Optimization Technique (SCOOT) adaptive platform prior to submitting a report describing the advantages and disadvantages of passive detection of pedestrian, bicycle, and transit modes; the feasibility of using this detection to further prioritize these modes in the adaptive algorithm; and a plan for implementation of future pilot projects to further develop this technology and advance the goals of prioritizing people and goods over vehicles."

Accurate passive detection of pedestrian, bicycle, and transit modes is a prerequisite for integrating the number of waiting pedestrians, cyclists, and transit riders into corridor signal algorithms that prioritize the movement of people and goods over vehicles.

The Council's intent is to develop signal technology that prioritizes the safe and comfortable movement of people, not just vehicles. Pedestrians and bicyclists should have frequent and ample opportunities to cross the street, and transit mobility should be prioritized over single-occupancy vehicle traffic on key corridors. Signal policy should align with Seattle's adopted climate, public health, safety, and mobility goals.

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The Council anticipates that SDOT will establish an ongoing forum and outreach effort to engage with pedestrian, bicycle, transit and neighborhood stakeholders to solicit feedback on adaptive signal implementation in order to address ongoing citizen concerns that the current deployment of the technology is not meeting community needs.

As part of this effort, Council anticipates that SDOT will present to the Seattle Pedestrian Advisory Board (SPAB) on the department's efforts to implement adaptive signal technology and address the concerns raised by SPAB.