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TO: Budget Committee of the Honolulu City Council

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MEETING: Friday, March 11, 2016

SUBJECT: Budget Briefings, DTS - Comment RE Traffic Signals

Aloha Chair Kobayashi and Committee Members,

Thank you for allowing this opportunity to testify on the budget briefing related to the Department of Transportation Services (DTS). As you know, DTS follows the Manual on Uniform Traffic Controls for roadway signage, signals and pavement markings. The manual was updated in 2012 and includes new standards for traffic signals.

One concern I have regarding the new standards is that the poles are very big. (For an example, see the one installed at Coyne and University.) The diameter of the pole is significantly larger than our current poles, and many of our sidewalks are narrow.

- Will we have to spend more when these poles are installed in order to remain compliant with the Americans with Disabilities Act?
- Has the city contacted the Federal Highway Administration about these new standards to discuss the impact the larger poles will have in Hawaii?

The manual also includes recommendations on how many signal faces are required. For roadways that have three or more through lanes, a minimum number of signal faces is required with the option to install more. Obviously, the more signal faces, the higher the installation, operating and maintenance costs. Is the city going to control costs by installing only the minimum required number of lights?

Following is the pertinent section from the manual. Before approving funding for upgraded signal lights, please understand the city's policy regarding the upgrades.

Table 4D-1. Recommended Minimum Number of Primary Signal Faces for Through Traffic on Approaches with Posted, Statutory, or 85th-Percentile Speed of 45 mph or Higher

Number of Through Lanes on Approach	Total Number of Primary Through Signal Faces for Approach*	Minimum Number of Overhead-Mounted Primary Through Signal Faces for Approach
1	2	1
2	2	1
3	3	2**
4 or more	4 or more	3**

* A minimum of 2 through signal faces is always required (see Section 4D.11). These recommended numbers of through signal faces may be exceeded. Also, see cone of vision requirements otherwise indicated in Section 4D.13.

** If practical, all of the recommended number of primary through signal faces should be located overhead.