

Overview

INTENT

The intent is to identify for owners and developers the standard street light placement requirements and type of streetlights for new developments located within the incorporated City of Garden City Limits or within the City's area of impact. This policy will be utilized for new subdivisions, conditional uses, design reviews, and other developments including City Projects.

PURPOSE

Promote uniformity within the City's street lighting system. Properly designed street lighting systems will: • Increase visibility and safety in locations where vehicular traffic, bicycle traffic, and pedestrian traffic share the right-of-way, • Increase visibility and safety in locations where traffic at intersections and other areas of potential hazard exist, • Act as a deterrent for certain types of crime, thereby increasing general public safety.

LIGHTING LEVELS

To minimize long term operation and maintenance costs as well as reduce excessive lighting concerns, residential urban collector streets will be provided with lower lighting levels than urban collector streets in commercial/industrial areas. Requirements for lights along residential urban collector streets will be in accordance with the requirements listed for local residential streets. The most current and approved revision of the functional street classification map, prepared by the Community Planning Association (COMPASS) will be utilized in the classification of streets as residential, residential collector, major collector, and arterial.

Street Light Installations Specific Requirements

GENERAL CRITERIA

The city has adopted the goal of providing streetlights in local residential areas at a maximum spacing of 600 feet, a minimum spacing of 300 feet, and at locations where street lighting will improve public safety. For the purposes of this policy, the 600-foot maximum criteria apply in areas of relatively straight and level streets that have no obvious traffic conflicts with little to no bicycle and pedestrian use. These spacing standards are guidelines, not definitive requirements.

LOCAL RESIDENTIAL AND URBAN COLLECTOR STREETS

Streetlights will be required at:

- Intersections
- Pedestrian crossings
- Bike path crossings
- Sharp curves

- Steep inclines
- Bridges
- Steep embankments
- Dead-end streets
- Cul-de-sacs
- Round-a-bouts

Individual streetlights may not be required at each location identified above if these locations are in close proximity and it is determined that adequate illumination can be achieved with a lesser number of lights. Locations not specifically noted above but determined by the Public Works Department as a special safety and/or security locations, may require increased levels of street lighting (e.g., schools, hospitals, churches, retail area, and other facilities with high potential of vehicle/bicycle/pedestrian accidents). It may be necessary to locate fewer lights where possible and use specific fixtures and/or use shielding to minimize light pollution. During the review process staff may want to consult with Development Services staff as well to help determine lighting requirements. Under no circumstance will any adjustments to lighting supersede the public welfare, the interests of the City, or the intent of this Policy.

ARTERIAL AND COMMERCIAL/INDUSTRIAL COLLECTOR STREETS

When possible, streets will be illuminated in accordance with national standards established by IES and AASHTO. If the existing streets are not fully developed and upgrading of the streets is not a condition of development approval, the following criteria will apply:

Streetlights will be required at:

- Intersections
- Business entrances
- Pedestrian crossings
- Bike path crossings
- Sharp curves
- Steep Inclines
- Bridges
- Dead-end streets
- Steep embankments
- Round-a-bouts

Individual streetlights may not be required at each location identified above if these locations are in close proximity and it is determined by the Public Works Department that adequate illumination can be achieved with a lesser number of lights.

Developer Responsibilities

The owner or developer of all new developments located within the incorporated City limits and of all new subdivisions located within the City impact area will provide for streetlights in accordance with this manual. The owner or developer will be responsible for all costs incurred in designing and installing streetlights (to include the side of the street that the development fronts) including the payment of all street light fees. Contractors employed by the owner or developer to install streetlights must possess a current Idaho Electrical Contractor's License. All street light plans prepared by the owner or developer's engineer, or electrical contractor will be in accordance with this manual.

Ownership & Maintenance of Lights

Within The Incorporated Garden City Limits

Following installation, final inspection, acceptance, and activation of streetlights in new developments, the owner or developer has the following option regarding ownership and maintenance of said lights: The owner or developer may allow the city to assume ownership and maintenance responsibility. The operation and maintenance of said streetlights will then become the sole responsibility of the City, notwithstanding the owner or developer's responsibility to warranty said lights against all defects for a period of one (1) year from the effective date of transfer.

Non-Standard Street Lighting

For purposes of minimizing system maintenance costs and providing for system longevity, Garden City Street Light Installation Standards (page 16) have been developed to identify acceptable materials, equipment, poles, and fixtures that can be incorporated into the city maintained street light system. In all cases, street light installations that will ultimately be operated and maintained by the city must meet these minimum standards. Should an owner or developer choose specialty lighting or lighting equipment that does not meet the style, fixture, or pole type specified in the current version of the Garden City Standard, installation may only proceed if the system is operated and maintained by a homeowner or property owner association and the lighting system proposed will provide an equivalent or better level of light than would be provided by standard fixtures at specified intervals.

New Light Requests

Requests shall be reviewed quarterly and prioritized based on public safety. The number of lights installed depends upon priority and budget limitations.

INSPECTION OF INSTALLATIONS

Overview

Public Works ensures that street light installations meet the standards and requirements of the Public Works Department. Any metered service within the city limits will require an inspection by the State Electrical Inspector. All inspections require a representative from the contractor to be present during the inspection.

Fees

Fees include the plan review fee and any fees associated with the connection of the streetlights to Idaho Power. Public Works fees will be based on cost recovery. Fees shall be periodically reviewed to determine that cost recovery is being achieved.

OPERATION OF STREET LIGHTS

Digline

Public Works receives notification services from Digline Inc. for those areas of the city that contain City-owned, underground, and metered street lighting systems that could be significantly impacted by underground construction activity. Staff will screen all Digline tickets clearing those that do not require any locating and dispatching the city's street light maintenance contractor or others for those tickets that require locating. Occasionally Digline transmits a "Priority Locate" which must be completed within the prescribed time on the ticket, usually within 2 to 24 hours of notification.

Mapping

The Street Lighting Division will maintain a Geographic Information System (GIS) database for street lights.

Outage Response

Public Works will rely on input/notification from the public, other government agencies, and its employees to detect and report malfunctioning streetlights. Once a malfunctioning light is reported, the staff will determine if the light is located within the city limits, then determine ownership Idaho Power Company, or a private party is responsible for the maintenance of that street light based on the ownership and tariff rate the light falls under. Once the responsible party is determined a work order is issued.

Budgeting

The City's General Fund (property tax) supports street lighting; therefore, it is subject to an annual budget approval by the City Council. Administration of the street lighting system shall be through the Public Works Department.

GENERAL

Annually the City Council adopts a budget of which a portion of that budget addresses street lighting and provides for equipment, and maintenance & operation. Unless unforeseen situations occur that create a significant system operation or life safety hazard, system expenditures shall be limited to the approved budget.

BUDGET PROJECTIONS

Anticipated system expansion and the previous year's actual expenditures for each of the budgetary categories shall be used as guidance to address budget requests.

INSTALLATION STANDARDS

Overview

The City of Garden City has adopted the Idaho Standards for Public Works Construction (ISPWC) for all Public Works construction projects. All street lighting shall be installed in accordance with this document and the Garden City Standard Revisions to the ISPWC.

Street light installation is primarily covered in the Idaho Standards for Public Works Construction (ISPWC). Additional divisions are referenced for trenching, concrete, traffic control, etc. It is required that all contractors installing streetlights within the city have this document.