

SUMMARY OF
CURRENT CITY STREET LIGHT POLICY

- 1 Residential and arterial street lights are owned by PSO. Traffic Operations pays PSO a fee to provide this service. This fee includes electrical energy, maintenance, and investment recovery.
2. Freeway lights are owned by the City. Traffic Operation pays PSO for the cost of electrical energy. Maintenance is provided by Traffic Operations personnel.
3. When funds are available, Traffic Operations will authorize PSO to install wood pole lights at intersections, in cul-de-sacs, mid-block and at the end of “dead end” streets.
4. A new residential subdivision will be authorized for street lights, according to the policy stated above, when it is 60 percent developed. This requirement means that 60 percent of the lots must have houses which are completed to the degree that windows and doors have been installed.
- 5 If a new subdivision is to have underground electrical service for street lights, the ditching must be paid for by the developer or the homeowners. PSO will place the conductors in the trench but will not pay for the trenching. Traffic Operations does not pay the extra cost for the trenching either.
6. If a new subdivision is to have decorative poles and fixtures, the incremental cost between a standard wood pole light and the decorative installation must be paid for by the developer or the homeowners. The choices of decorative poles and fixtures are limited to certain PSO approved items.
7. In areas with overhead electrical service, if the nearest available service point for a proposed street light is greater than 150 feet or if the setting of additional poles is required to get service to the proposed light, there is an additional one-time charge. Traffic Operations will pay up to \$600 per light of that additional charge.

8. The City will also pay up to \$600 per light for trenching or boring in areas with underground electrical service.
9. Citizens, developers, or homeowner's associations may contract with PSO to provide street lighting in their subdivision. The street lighting must comply with the City's policies in regard to locations and fixture types. The sponsor must also enter a license agreement with the City for "privately maintained lights" to be installed on City right-of-way. The sponsor is told that the City will take over payment for these lights when the "60 percent developed" criteria is satisfied if funds are available.
10. Traffic Operations will not accept responsibility under any circumstances for non-standard lights that have been installed on public right-of-way. Non-standard lights are any special poles or fixtures which are not included in PSO's approved alternate fixtures and poles.
 1. It has been the practice of Traffic Operations to budget for 200 new residential street lights each year. This was sufficient to serve the requests that came in from developers and private citizens. In FY 86/87 budget reductions resulted in the elimination of all new street lighting.
12. Residential street lights have historically been installed only upon request. There has been no attempt to routinely and systematically light all residential areas of the City.
13. When Traffic Operations authorizes a street light at an intersection, the particular corner is not specified. PSO decides where to place the light based on considerations such as available service, easements, trees, and so forth. The pole is not necessarily placed in the yard of the person who requested the light.

11/19/97