

City of Roseville
Street Light Policy

I. Purpose and Need for Policy

The installation of streetlights provides a safer environment for the community in regard to traffic and pedestrian safety. Due to limited funds and varying viewpoints of individual property owners, as to the desirability of such installations, the City has established this policy to define its street lighting program.

II. Policy Statement

The City shall adopt and utilize the following standard policy for the installation, maintenance, and funding of street lighting. It is important to establish a consistent, equitable approach, relating to the method of selecting the locations for streetlights, to insure fair and reasonable treatment for property owners. Street lighting in all areas of the City shall follow the requirements detailed below.

III. Conditions

- Standard residential and commercial streetlight types will be adopted by the City Council. All new street lighting must be consistent with the adopted City standards.
- Pedestrian level lighting may be considered in areas where there is a sidewalk or pathway.
- Variations to the City standard street light types will be allowed only by City Council action. Extra costs associated with variations to the City standard, both installation and O& M, will be the responsibility of the benefiting properties.
- All street lighting designs shall consider industry standards, safety, uniformity, lighting intensity and cost.
- Installation of any telecommunications devices on streetlights shall be subject to the review and approval of the City Council.
- Qualifying requests for streetlights may be scheduled for installation in a subsequent year if the City Council determines sufficient funds are not available in the current City budget.
- On projects where pedestrian level lighting is desired, a continuous level of light should be maintained for the design. Spacing should be in the range of 90 to 120 feet.

IV. Standard Street Lights

In order to develop a rational approach to streetlight installation, the City Council in 1957, established a policy to install streetlights at no assessment to ensure that the lights would be installed where most needed and wanted. The "Standard Street Light" installation is a continuation of this policy.

A. Streetlight design

Street light type: Cobrahead Cutoff

Pole type: Wooden

B. Procedure

The City will install streetlights at locations that conform to the following qualifying conditions:

- Overhead electrical service is available, unobstructed, and no more than one new wooden pole needs to be set, AND
- The location is at the intersection of two streets, OR
- The location is at the end of a cul-de-sac, OR
- The distance between existing streetlights is greater than 600 feet, OR
- The location is on a severe curve, either vertically or horizontally, OR
- The location is it at a dedicated pedestrian crosswalk.

Mid-block lights are desirable, and should be considered for placement if the spacing between existing lights is greater than 600 feet. If the above conditions are met, an individual property owner may circulate a petition in the neighborhood to determine if the light is desired (particularly by those property owners directly adjacent to the proposed light). If 100% consensus is built with property owners within 150 feet of the proposed light, the City staff will work with the electric utility company to install the light.

C. Funding

This is accomplished administratively, at no charge to the individual property owners. The City annually budgets for these costs, including installation, operation and maintenance.

V. **Enhanced Street Lighting**

When the location, design, or number of requested lights does not meet the “Standard Street Light” qualifying conditions, property owners may request that the City undertake an “Enhanced Street Lighting” project.

A. Streetlight design

Street light type: Cobrahead Cutoff, Shoebox

Pedestrian level light: Lumec L80, Acorn, or Larpenteur (substitutions may be made upon City review and approval of design and manufacturer)

Pole type: wooden, aluminum, fiberglass

B. Procedure

When a request for an “Enhanced Street Lighting” project is received, City staff, working with property owners, will determine the boundaries of the project. Requests for street lighting can be initiated through a *petition process* that includes signatures representing at least 60% of the property in the project area.

Petition Process

- Upon receipt of a petition signed by the owners of sixty percent (60%) of the property area within the proposed project limits, City staff will prepare a preliminary report detailing the streetlight types, location, costs, and proposed assessments.
- The City Council will be asked to call and hold a public hearing pursuant to Minnesota Statutes, Section 429.031.
- If the project goes to the public hearing, but is not ordered forward, subsequent petitions will not be undertaken for the same project area or any part of the project area for a two (2) year period beginning on the hearing date. The exception to this requirement would be if the City initiates a street reconstruction project in the area.

C. Funding

The additional costs of an “Enhanced street lighting” project shall be assessed to the benefiting property owners according to City Assessment Policy. All properties within 150 feet (Street frontage) of each light shall be considered for assessment. City staff shall determine the number and locations of lights that could have been installed under the “Standard Street Light” section of this policy. The maintenance cost for these lights will be deducted from the overall project cost.

A summary of the assessable cost shall be as follows:

Cost of installation of enhanced streetlights
plus Cost of Operation, Maintenance (pro-rated for 25 years)
plus Administrative costs
minus “Standard Street Light” maintenance cost (if applicable)
= total assessable cost.

Xcel energy provides a 25 year warranty for lights that they install. This is included in the City’s monthly charge. At the end of this period the City will evaluate the maintenance needs for the “enhanced” areas. A reconstruction project will be considered where the new operation and maintenance costs for the next 25 years will be proposed to be assessed to the benefiting properties.

VI. Development/ Redevelopment Street Lights

The Developer of any proposed subdivision or redevelopment area, whether residential, commercial or other may elect to install street lights as a part of their overall development plans. Approval and implementation shall conform to this policy.

A. Streetlight design

Street light type: Cobrahead Cutoff, Shoebox.

Pole type: wooden, aluminum, fiberglass

B. Procedure

- The developer shall submit a street lighting plan for review and approval by the City Engineer.
- For new residential subdivisions and commercial areas, the developer shall pay the O & M costs to the electric utility company until the City accepts the street lighting system.
- Acceptance of the new streetlights must be requested in writing by the developer, along with a certification from the electric utility company that it was installed according to their specifications.

C. Funding

- The costs for installation, operation, and maintenance of streetlights in developments will be paid for by the developer according to the provisions set forth in this Policy.
- The operation and maintenance costs for an “enhanced street light” project in new developments shall be paid for by the new development in perpetuity. These costs shall be determined and included in the Development Contract. The costs shall either be paid for up front by the developer or assessed to the property owners. The total cost shall be the “enhanced” operation and maintenance cost minus the City’s basic contribution. The City’s basic contribution shall be determined based on the procedure outlined in section IV. B. of this policy.

VII. Authority

It is implemented through the provision in each year’s budget to pay for the cost of power and maintenance of the existing system and funds for additional new lights. The engineering division shall be responsible for the implementation of this policy.