

Town of Brunswick, Maine

STREET LIGHTING COMMITTEE

AGENDA

Thursday, February 18, 2021
5:00 PM – 6:00 PM

MEETING VIA ELECTRONIC DEVICES

*THIS MEETING IS BEING CONDUCTED VIA ELECTRONIC DEVICES
WITH COMMITTEE MEMBERS PARTICIPATING FROM REMOTE LOCATIONS*

*THERE IS NO OPPORTUNITY FOR THE PUBLIC
TO ATTEND THIS MEETING IN PERSON*

THE PUBLIC CAN VIEW OR LISTEN TO THE MEETING BY JOINING THE ZOOM MEETING

Join from a PC, Mac, iPad, iPhone, or Android device: Please click this URL to join.

<https://us02web.zoom.us/j/87993800186?pwd=UDhPbDFBZkRkZitUVVVKUjJ2V0hYQT09>

Passcode: W9d6uS

Public Comments must be submitted through the Zoom Platform by “Raising your hand” and being acknowledged by the host or by entering questions in the Q&A chat.

Alternatively, members of the public who do not have the ability to connect via an electronic device can participate by dialing **+1 929 205 6099** and entering the Meeting ID number **879 9380 0186** and the passcode **252726** when prompted.

Please be advised message and data rates may apply. The Meeting Host will make an announcement when it is time for public comment. Press *6 to unmute your phone when called upon.

All Votes to be Taken Via Roll Call

1. Review and Discuss Preliminary Draft Street Light Policy
2. Review and Discuss Zone Map
3. Other Business

Town of Brunswick
Street Lighting Policy

Purpose

The purpose of this policy is to establish standards for the placement, operation, and maintenance of adequate and aesthetic street lighting on the public right-of-way, Town property, and private subdivision roads appropriate to provide public safety for pedestrians, bicyclists, and motorists

This policy shall account for factors such as traffic volume, nighttime pedestrian activity, pedestrian security, crime prevention, light pollution, and energy conservation. By providing an adequate level of illumination appropriate to the level-of-use desired throughout the Town of Brunswick, vehicle and pedestrian nighttime use can be enhanced and potential conflict with the two can be minimized. The proper selection of lighting equipment and the location of street lighting will provide sufficient visibility, increased safety, and improved security for pedestrians and vehicles while maximizing energy efficiency and minimizing expenditure.

General

The installation and maintenance of street lights within the limits of the Town of Brunswick shall conform to the standards set forth in this Policy.

The Engineering Department (Department) in consultation with the Public Works Department and Police Department, shall be responsible for coordinating the installation, replacement, removal, and maintenance of all Town street lights in conformance with the standards set forth in this Policy.

Definitions

Arterial Roadway – A public roadway shown on the most recent functional classification map generated by the Maine Department of Transportation, further classified as a major or minor arterial, providing longer through travel between major trip generators (large cities, recreational areas, etc.)

Collector Roadway – A public roadway shown on the most recent functional classification map generated by the Maine Department of Transportation as a collector street which collects traffic from local roads and also connects smaller cities and town with each other and to the arterials.

Local Roadway – A public roadway shown on the most recent functional classification map generated by the Maine Department of Transportation as a local street providing direct access within identifiable neighborhoods and lands, where through traffic is usually discouraged, and carrying a low volume of traffic.

Light pole – A pole owned by the Town, located in the public right-of-way used to mount ornamental lighting or an overhead streetlight.

Luminaire – A complete lighting unit consisting of a lamp or lamps together with the parts designed to distribute the light, position, and protect the lamp and connect the lamp to the power supply.

Streetscape Lighting – Lighting mounted on stand-alone light poles, within the public right-of-way,

typically no more than ten to 15 feet in height, used to illuminate sidewalks, building facades, and in some instances the roadway.

Public Right-of-Way – A strip of land acquired by deed, reservation, dedication, forced dedication, prescription, or condemnation and intended to be occupied or occupied by a roadway, crosswalk, railroad, electric transmission line, oil or gas pipeline, water line, sanitary or storm sewer or other similar use.

Roadway – For the purposes of this policy, any portion of a public right-of-way that is paved or graveled and used for vehicle and pedestrian travel.

Streetlight – Any light operated and maintained by the Town that is used for the purpose of lighting a roadway within a public right-of-way mounted on a utility pole or light pole that directs light to the roadway.

Spacing – The distance between successive luminaires measured along the centerline of the roadway.

Street Segment – a section of roadway typically broken by a roadway intersection, sharp corner, or vertical curve.

Utility pole – A pole owned and maintained by a utility company used to support power lines, telephone lines, cable lines, etc.

Spacing Standards

Streetlight placement within public right-of-way shall conform to the following standards as feasible given utility pole spacing and light pole spacing:

Zone One

For any roadway in this zone as indicated on the Street Light Zone Map in Appendix A:

One streetlight shall be located at all roadway intersections, crosswalks, and mid-block locations at a spacing interval of approximately 150-220 feet as feasible given existing utility pole and light pole spacing.

Street segments less than 300 feet in length shall be lit at roadway intersections, dead ends, and at least once at midblock locations.

Streetscape lighting shall be installed by the Town to illuminate pedestrian walkways, public building facades, and roadways at the discretion of the Department.

Within Zone 1, streetscape lighting shall be the preferred method of illumination. Within this zone, the Town shall seek to expand the use of streetscape lighting in place of overhead lighting as fiscally prudent and in conjunction with other infrastructure projects.

Zone Two

For any roadway in this zone as indicated on the Street Light Zone Map in Appendix A:

For **principal and minor arterials** as defined on the most recent functional classification map generated by the Maine Department of Transportation, street lighting will be provided at a spacing interval of approximately 220 feet and at intersections and at mid-block locations as feasible given existing utility pole and light poles spacing or as required by the lighting technology that is used.

For all **other roadways** within this zone, street lighting will be provided at intersections, crosswalks, cul-de-sacs, dead ends, and at mid-block locations as listed below:

Street segments less than 1,000 feet in length shall be located at all roadway intersections and mid-block locations at a spacing interval of approximately 220 feet as feasible given existing utility pole and light pole spacing.

Street segments less than 300 feet in length shall only be lit at roadway intersections and dead ends.

Street segments greater than 1,000 feet in length shall be lit at a spacing interval of approximately 440 feet as feasible given existing utility pole and light pole spacing.

Street segments greater than 2,000 feet in length shall be lit at a spacing interval of approximately 660 feet as feasible given existing utility pole and light pole spacing.

Zone Three

For any roadway in this zone as indicated on the Street Light Zone Map in Appendix A:

For **principal and minor arterials** as defined on the most recent functional classification map generated by the Maine Department of Transportation, street lighting will be provided at a spacing interval of approximately 440 feet and at intersections and at mid-block locations as feasible given existing utility pole and light poles spacing.

For all **other roadways** within this zone, street lighting will only be provided at public roadway intersections, crosswalks, cul-de-sac, and dead ends.

Predominantly residential areas (one dwelling unit per 2.5 acres or less) located in this service area illuminated with Town streetlights as of the effective date of this standard shall continue to be illuminated at the pre-existing spacing interval or existing spot location. Removal of additional streetlights shall be at the discretion of the Town Council through a process that is determined by the Council.

Situational Applications

Additional street lighting shall be provided in any service area up to the Roadway Standard suggested by the IES in RP-8-00 Roadway Lighting at the discretion of the Department in the following situations:

At the bottom of steep hills, corners with an angle less than 120 degrees, highway entrances and exits, at-grade railroad crossings, bridges, schools, mid-block and T-intersection crosswalk locations, and transit stops as determined by the Department. Streetscape lighting shall be the preferred method of illumination at transit stops as feasible.

At locations and areas of high vehicle-to-vehicle and vehicle-to-pedestrian accidents. Such lighting shall be identified and installed by the Department in consultation with the Public Works Department and Police Department.

At targeted locations where high crime is a documented problem as determined by the Police Department. Streetscape lighting shall be the preferred method of illumination as feasible.

Lighting Standards

Streetlight installation within public right-of-way shall conform to the following standards as feasible given the existing spacing of utility poles and light poles:

Town streetlights shall be mounted on existing or future utility poles or light poles.

Street lights shall be installed at a height based on guidelines provided by the IES Roadway Standard as necessary based on the roadway type: highway to alley.

To reduce glare and sky illumination, streetlights purchased and/or installed by the Town or its contractor shall be of the full-cutoff type. Existing streetlights as of the effective date of this policy shall not be required to conform to this requirement.

The Town shall seek to minimize energy usage by streetlights by choosing optimal lighting configurations (i.e. maximizing efficiency for intersections lighting) and using the most cost-effective and innovative technology available including Light Emitting Diode (LED) lighting, networked lighting systems, timed and light sensing lighting, or other future technologies as financially prudent.

In Zone 1: For all roadway, streetscape lighting, LED shall be the preferred method of illumination.

In Zone 2: For major arterials, LED or HPS shall be the preferred method of illumination; for all other roadway, LED or 70 watt HPS shall be the preferred method of illumination.

In Zone 3: For all roadways, LED or 70 watt HPS shall be the preferred method of illumination for midblock locations.

Streetlights installed at any intersections or crosswalk shall not exceed the electricity usage of a 250 watt High-Pressure Sodium (HPS) fixture equivalent.

Streetlights installed at midblock locations shall not exceed the electricity usage of a 150 watt HPS fixture equivalent unless deemed necessary by the Department to meet minimum lighting requirements. Fixture wattage may be reduced to an equivalent electrical usage of

less than a 70 watt HPS fixture equivalent by the Department on notification to the Town Council.

The Town shall seek to match uniformity, lumen output, and color of other streetlights along roadway segments and long major arterials.

Installation Standards

The Town shall install streetlights in conformance with this standard.

All installation of Town streetlights shall be carried out by a licensed electrician employed or contracted by the Town. New street lighting proposed for new subdivisions and roadways shall be installed and designed in conformance with this policy by private contractors to the specifications determined by the Town and in accordance with the standards found in this policy.

Street lighting installed or removed in error may be requested by Town residents and property owners for installation or removal in conformance with this policy.

Maintenance Standards

All maintenance of Town streetlights shall be carried out by a licensed electrician employed or contracted by the Town.

The Town shall maintain an official map of the location of the Town's streetlights and a corresponding list of the fixtures and wattage of those streetlights. This official map shall be updated and published on an annual basis.

The Town shall develop a streetlight service plan including a schedule for the periodic maintenance and replacement of fixtures, a schedule for bulk re-lamping by area, and a schedule for bulk replacement of photo-sensors. The Town shall update and maintain that plan on an annual basis.

The Town shall log citizen reports of streetlight outages, register those outages on the official streetlight map, taking note of critical locations where traffic and pedestrian safety is at risk, evaluate if those streetlights need to be replaced ahead of normally scheduled replacement, and then replace the failed streetlight if justified according to the evaluation process.

Additional Streetlighting

Residents, property owners, the Town Council, or the Department may seek to modify the zone boundaries set forth in this Policy for the purpose of installing or removing streetlights as the Town changes. It shall be the responsibility of the Town Council to hear and make modifications to the zone boundaries as necessary.

Property owners may request the installation or removal of street lighting from the Department. The Department in consultation with the Department of Public Works and Police Department shall evaluate the request and act upon that request for the installation or removal of street according to the standards found in this Policy. The Department shall use the following criteria in evaluating requests from property owners for the installation or removal of street lighting:

Conformance with the provisions of the Streetlight Standard.

Conformance with uniformity, lumen output, and color of other streetlights along the roadway in question.

Limited adverse impacts to the public including vehicle and pedestrian traffic and associated impacts from glare and disruption of streetlight uniformity.

Any property owner denied a request to install or remove a streetlight by the Department may request an administrative hearing before the Town Council by filing a written petition for such hearing at the office of the Town Manager within ten days of the date of notice of the denial by the Department. Such appeal shall be heard within 30 days after the date of filing. The Town Council may sustain, modify or withdraw such request.

