

Chapter 17.XX Traffic Signals and Beacons - DRAFT

[TOC to be inserted later.]

17.XX.010 Definitions.

A. “Applicant” means an owner-of-record of real property or a person working on behalf of the property owner.

B. “Maintenance” shall mean the function of protecting existing facilities within the public right-of-way so as to keep those facilities in safe and convenient operating condition.

C. “Pole” means the vertical long, slender, rounded piece of wood or metal, typically used with one end placed in the ground as a support for something, in this section mainly traffic signals or beacons.

17.XX.020 Damaging or Destroying.

It is unlawful for any person to cut, break, damage, destroy or deface any pole, post, standard, tower, lamp, wire, cable, conduit, fixture, appliance or appurtenance erected, constructed or used for controlling traffic, whether owned by the City or by the state of Oregon. Any person damaging or destroying traffic signal facilities must compensate the City for repair and/or replace the facilities in accordance with current design standards and with the written approval of the Bureau of Transportation. All costs must be paid by the person who damaged or destroyed the facilities when so invoiced by the City.

17.XX.030 Design Requirements for Traffic Signals and Beacons.

A. All traffic signals and flashing beacons within the City must conform to the standards and specifications established by the Bureau of Transportation or state of Oregon. A traffic signal must be a standard mast arm installation, be ADA compliant, and meet the guidance provided in Section 4D.02 of the MUTCD. Design exceptions for existing span wire locations may be allowed by the City Traffic Engineer if it is determined that span wire installations would substantially reduce maintenance costs or otherwise enhance a unique characteristic of the neighborhood or design district or provide other benefits as documented.

B. The design, location, plans and specifications of a traffic signal or beacon to be installed or altered as a local improvement must be approved in writing by the Bureau of Transportation.

C. A person intending to install or alter a traffic signal or beacon must fully fund the improvement to the written satisfaction of the City Traffic Engineer.

~~D. When a development abuts an existing traffic signal or beacon that requires major refurbishing or replacement as determined by the City Traffic Engineer outside of conditions identified in 17.XX.030 Section A, to provide safe operations of the intersection for all users, the City may provide materials and the development applicant must contribute the remaining~~

amount. The anticipated maximum contribution amount from the applicant per intersection is based on the assessed value of the building improvement as described in Table 1 below.

Table 1. Cost-Sharing of Traffic Signal Investments*

Assessed Value of Development	Percentage of Anticipated Contribution	Maximum Amount per Intersection
<\$1 million	0%	\$0
≥\$1 million	1.5%	\$75,000
≥\$5 million	1.5%	\$500,000

* Costs identified are (if necessary) outside of requirements of Section A.

If a signal modification is approved in conjunction with a development, the following requirements apply:

- a. The applicant must enter into written agreements with the City to fulfill the obligations of this section.
- b. The applicant must provide funds for the staff review of all proposed traffic signal design and construction inspection and coordination, in addition to the customary Development Permit review fees.
- c. The applicant must synchronize the existing or replacement signal with nearby traffic signal systems either by having a licensed transportation engineer perform the work or by reimbursing the City for the work.
- d. If the signal is or will be located at the intersection of a private driveway and a public roadway, the applicant must provide a cash advance equal to 30 years of the maintenance and power of the traffic signal, as invoiced by the City.
- e. The applicant must demonstrate to the City's written satisfaction that the applicant has the necessary rights of way and/or easements to allow the applicant and the applicant's successors-in-interest to maintain all traffic signal appurtenances that are or will be constructed at the development's private driveway and along the development's frontage.

Anticipated contributions required from applicants will be discussed at the Early Assistance Meeting and/or the applicant's Pre Application Conference.

Estimated costs for signal items are provided in Table 2.

Table 2. "Turnkey" estimated costs (includes materials, labor, construction, etc.)

Item	Cost
Junction box relocation	\$3k-\$5K
Detection replacement	\$15k per approach
Pedestrian Pole installation/relocation	\$25K at one corner
Controller Cabinet Installation/relocation	\$40K

Single Mast Arm Traffic Signal Pole	\$100K
Dual Mast Arm/Combination Traffic Signal Pole	\$125K
Full signal Rebuild	\$400K

17.XX.040 Traffic Signal Detection During Construction.

A. It is anticipated that traffic signal detection may be disrupted during construction. As part of the traffic signal design plans, the Bureau of Transportation may require the developer or property owner to provide temporary traffic signal detection during construction.

B. All costs associated with the temporary installation of traffic signal detection to maintain adequate traffic flow during the construction authorized by a public improvement permit must be paid by the permittee.

17.XX.050 Traffic Signal Removal and Relocation.

A. All costs associated with the removal of traffic signals on streets being vacated must be paid by the person petitioning for the vacation.

B. All costs associated with the removal or relocation of traffic signal facilities to accommodate work in accordance with a public improvement permit must be paid by the permittee.

17.XX.060 Traffic Signal Operation During Construction.

A. Permittee must reimburse City for turn on/off services as needed. Permittee will provide licensed flaggers as determined by the City Traffic Engineer while traffic signal is non-operational. Permittee will provide two days' notice prior to traffic signal turn ons.

B. Permittee must have striping completed and appropriate signing installed to support traffic signal operation.

17.XX.070 Exemptions.

A. Applicants that are developing properties with assessed values of improvements less than \$1 million are exempt from paying for traffic signals and beacons.

B. Applicants that are building affordable residential housing and exempt from paying System Development Charges (SDCs) levied by the City of Portland are exempt from paying for traffic signals and beacons outside of conditions identified in 17.XX.030 Section A.