

## STAFF REPORT NO. 162-09

**TO:** Mayor and City Council  
**FROM:** Pat McDonnell, City Manager

**DATE:** 11/23/09

**Subject:** Interlocal agreement between the City of Vancouver and Clark College allowing use of an electrical transformer owned by the College near the traffic signal installed in the public right-of-way.

**Purpose:** To enter into an agreement with Clark College for use of an electrical transformer located on the college's property in order to provide electrical power to an enhanced pedestrian crossing signal.

**Present Situation:** The City of Vancouver has a pedestrian crossing policy that requires monitoring of pedestrian crossings in the City. One of the major corridors of concern is Ft. Vancouver Way, which cuts through different buildings on the Clark College campus and some of their parking lots. Students crossing the street at different times of the day have caused the City of Vancouver to install in-pavement lighting at the crosswalks. The City further enhanced these cross points with overhead flashers. Now the City is ready to install a more restrictive device which commands drivers' attention more effectively. The new signal system is a hybrid pedestrian crossing (a.k.a. HAWK) signal.

Existing traffic control devices at crosswalks on Ft. Vancouver Way are powered by solar units. Unfortunately, the new HAWK signal controller uses power similar to regular traffic signals and cannot be fed by solar. The closest connection that could be found in order to directly connect to a Clark Public Utility source is located on the corner of McLoughlin. The cost for connecting the system to the transformer at McLoughlin is extremely high and would not justify the project. Clark College, however, owns a transformer located close to the project crossing that can be used for the City project. After negotiations, Clark College has agreed to allow the City to use the existing transformer and reimburse the energy cost annually based on a meter to be installed. Clark College and City of Vancouver attorneys have reviewed the language for the interlocal that would allow this collaboration that benefits both parties.

**Advantages:**

1. Provides an opportunity to proceed with the Pedestrian Hybrid Traffic Signal within the available budget. Use of the existing transformer would save the City almost \$90,000.
2. Provides a safe crossing opportunity for students at a busy crosswalk.
3. Provides a mechanism to coordinate the process of installation and charging of the traffic signal system at the intersection of 4<sup>th</sup> Plain Boulevard and Fort Vancouver Way.
4. Establishes a mechanism for calculation of the cost of electricity used by a traffic signal based on a meter to be installed.

**Disadvantages:** Dependency on the Clark College electricity flow. If there is a disruption of Clark Public Utilities service to the College, the signal would also be impacted.

**Budget Impacts:** The engineer's estimate for entire project is \$76,250 under this interlocal agreement. Without the agreement and with direct connection to the Clark Public Utilities transformer at McLoughlin is estimated to be \$167,375. The project cost is budgeted locally in the Transportation Capital Fund.

**Action Requested:** On November 23, 2009, authorize the City Manager or his designee to sign an interlocal agreement with Clark College on behalf of the City of Vancouver allowing use of an electrical transformer owned by the College for the traffic signal system to be installed in the public right-of-way.

Attachment: Interlocal Agreement with Clark College

K9101301/PM:AE:MW