



**FORT WAYNE**

**Public Works**

*In Your Neighborhood*

## **NEIGHBORHOOD STREET CALMING POLICY**

Residential Neighborhoods sometimes request that the city help change traffic in their neighborhood. The City of Fort Wayne Neighborhood Street Calming Policy or “Traffic Calming Program” is a program that may be used by the city at the request of neighborhood associations to help alter vehicular traffic by physical measures with the intentions that this will help improve traffic safety for street users, slow traffic, and enhance the neighborhood.

The goal of the program is to work with neighborhood associations on making positive changes in traffic after the neighborhood initiates a request. If a neighborhood request is valid, a review or traffic study will be completed in the requested area. Traffic calming measures would then be installed if appropriate and supported by the neighborhood.

This program is intended for roadways classified as residential streets with low traffic volumes, generally between 300-800 vehicles/day. Requests for collector or arterial streets will not be accepted.

The following information will help guide you through the process for Traffic Calming in residential areas and give you a better understanding of how this process works.

## I. How it Works

The first step in the process is to ask!

Requests for Traffic Calming can be made to the Traffic Engineering Department @ [Traffic@cityoffortwayne.org](mailto:Traffic@cityoffortwayne.org)

Requests should be made in writing/e-mail and must come from the Neighborhood Association or Board Representative in order to be considered.

Requests are limited to neighborhood streets, not classified as arterial or collector streets. Please reference the following link for roadway classifications.

[https://www.cityoffortwayne.org/images/stories/public\\_works/doc/Traffic\\_engineering/Streets\\_By\\_Type\\_2020.pdf](https://www.cityoffortwayne.org/images/stories/public_works/doc/Traffic_engineering/Streets_By_Type_2020.pdf)

## II. Review and Investigation

Note: Residential Speed Limits throughout the city are standardized at 30 MPH unless otherwise posted.

The city will make an initial review the area and make a recommendation based on the request.

Review of the area may consider the following:

- Existing Speed Limits
- Line of Sight or Roadway Geometry
- School Pedestrian Routes or School Bus Routes
- Typical or Excessive Cut-Through Traffic
- Roadway Network
- On-Street or Available Parking
- Accident History
- Lighting
- Pavement Markings & Signage

It may be recommended that a speed/volume study be performed to determine what a typical day of traffic is like within the neighborhood. Studies can help identify if there is a persistent problem or if there is a problem at all.

Traffic study information is provided to the Fort Wayne Police Department for enforcement if results are above normal. An 85<sup>th</sup>% speed average of five (5) miles above the posted speed limit would be considered above normal.

*85<sup>th</sup>% speeds are the statistical analysis of speeds at which 85% of the drivers would drive at or below in typical driving conditions. The 85<sup>th</sup>% speed is the speed at which speed limits are established within the city as adopted by the Indiana Manual of Uniform Traffic Control Devices (IMUTCD).*

### **III. Review and Discussion**

Not all traffic calming requests can be accommodated or are warranted. However, once results from the investigation are obtained, either by site investigation or by data collection, the results will be discussed with the association.

Traffic calming measures should consider the following:

1. Existing/Appropriate traffic control on streets
2. Emergency response times
3. Sight distance and sufficient right of way
4. Driver behavior
5. Education and Enforcement

The city must maintain the roadway network safely and efficiently. Unwarranted signage, such as unwarranted stop signs, may cause adverse effects if not installed properly. Signage is intended to warn, guide and inform. Stop signs are intended to control traffic at an intersection and are not to be placed to slow traffic. If signs are not placed properly, the signage will become ineffective.

#### **IV. Petition Process**

If the results determine that a change is warranted or supported, a petition may be required. Petitions are required for the placement of stop signs, restriction of on-street parking, changing in street direction, speed limits, or as determined by the department.

If needed, a petition will be sent to the applicant with the details and requirement for signatures. 75% of the affected residents will need to sign in favor of a change for regulatory traffic signage. Changes in speed limit will require a minimum of 51% of the entire neighborhood. Petitions will only be accepted if a review of the neighborhood has been previously discussed and performed.

If the results do not recommend a change, neighborhood involvement such as neighborhood education or notification should be considered by the neighborhood. As well, alternate ideas for traffic calming may be considered. In most instances the traffic related issues are from the residents within the neighborhood and issues may be resolved without city assistance.

#### **V. Community Involvement**

If the Neighborhood Association is wanting to go beyond a typical request or investigation and consider other physical changes to the look of the neighborhood streets or roadway network, they may consider a Community Led Traffic Calming Demonstration Project (CLTCDP). A Community Led Traffic Calming Demonstration Project is one which may have assistance from other organizations who can help with funding or materials to do traffic calming projects on a trial basis which may become permanent. Additional information can be found on the city Traffic Engineering webpage.

Other methods that may be considered are the Painted Pavement Art Program (PPAP) which draws attention to crosswalks or other sections of neighborhood streets. PPAP is another community led program which showcases neighborhood streets and identify or brand a neighborhood. Additional information can be found on the city Traffic Engineering webpage.

## **VI. Implementation**

Once a petition is completed and the change is verified, the city will either install signs or work with the neighborhood on the change.

Regulatory signs require authorization from the Board of Public Safety, which meets the first Thursday of every month. Once a new traffic regulation is approved, records will be updated and signs will be placed.

## **VII. Considerations**

Please note that not all requests for traffic calming will be accommodated. Many streets are set up with every other block being the stop street to prevent unnecessary starting/stopping or delays. Other streets do not carry the speeds or volumes necessary to warrant a change. It will be important that the location and details of the issues are discussed with the department prior to the neighborhood formalizing a petition request with the city. A minimum of 500' spacing is to be maintained between stop signs.

Other treatments such as non-standard warning signs may be considered in lieu of regulator signage.





AMENDMENT #2 RESOLUTION 83-105-11  
NEIGHBORHOOD STREET CALMING POLICY

EFFECTIVE: 10-22-19

WHEREAS, neighborhoods have increasingly indicated interest in traffic control measures; and

WHEREAS, the City of Fort Wayne encourages neighborhood input in such matters; and

WHEREAS, the City wishes to establish a consistent policy regarding neighborhood street calming requests and maintain efficient traffic flow, as well;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC WORKS OF THE CITY OF FORT WAYNE, INDIANA, THAT THE FOLLOWING PROCEDURES ARE ESTABLISHED FOR CONSIDERATION OF STREET CLOSURE (OR OTHER TRAFFIC CONTROL MEASURES) ON RESIDENTIAL STREETS:

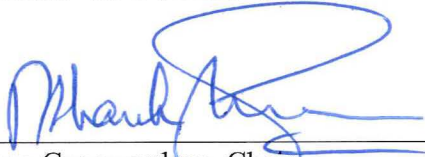
1. The Neighborhood Street Calming Policy is intended for residential streets not classified as either Arterial or Collector.
2. Traffic Calming Methods in consideration of this resolution shall consist of street closure, traffic control signs, new pavement markings, speed limit modification (Not Less Than 25MPH), roadway diversions or other roadway improvements either permanent or temporary.
3. A neighborhood association must notify the City's Traffic Engineering Department stating that a traffic safety issue exists specifying the nature and location(s) of the problem and requested solution(s).
4. The City's Traffic Engineering Department will conduct an investigation to determine if present use of the street warrants traffic calming or closure consideration. The investigation may include volume counts and/or speed checks. Other factors may also be considered.
5. The Traffic Engineering Department will summarize findings and recommend a solution to the problem. If minimum conditions are not met, alternatives from the Indiana Manual on Uniform Traffic Control Devices may be suggested. If minimum conditions are met, Traffic Engineering may recommend approved traffic calming devices, signage or diversions, requests for increased enforcement, or in rare cases, street closure.
6. Anytime during this process, a trial period consisting of barricade placement may be required by the Traffic Engineering Department to determine the acceptability of the recommendation. If required, barricade placement will be the expense of the neighborhood association or residents of the neighborhood.



7. If a closure, diversion, restriction, or stop controlled intersection is requested by the neighborhood, at least 75% of the affected residents must petition the Board of Public Works for the change.
8. If a neighborhood speed limit change is requested, at least 51% of the affected residents must petition the Board of Public Works for the change.
9. Affected residents may include the following: Those property owners/residents living on the subject street, both adjacent parallel streets and each intersecting street for one block, entire neighborhood association, or as determined by the Traffic Engineering Department.
10. In addition, all requests for traffic calming must be initiated by the Board of the Neighborhood Association.
11. Financing of capital improvements involved in traffic calming infrastructure must be secured by the neighborhood, either with private or property owner funding, except for the installation of STOP or YIELD signs. STOP or YIELD signs will be installed by the City at no expense to the property owners.
12. Long term landscaping will be the responsibility of the neighborhood.
13. If these conditions are met, the traffic calming measure will be submitted to the Board of Public Works for approval.
14. Policy will be subject to revision at the end of one year.

DATED THIS 32 DAY OF October, 2019.

BOARD OF PUBLIC WORKS

  
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Shan Gunawardena, Chair

ABSENT  
\_\_\_\_\_  
Kumar Menon, Member

  
\_\_\_\_\_  
Mike Avilla, Member

  
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Michelle Fulk-Vondran, Clerk