**Transportation Engineering & Traffic Engineering Departments**

The Transportation Engineering Services Department and the Right of Way Department of the City of Fort Wayne are responsible for maintaining the following features that will require PROWAG compliance:

Curb ramps

Sidewalk

The Traffic Engineering Department of the City of Fort Wayne is responsible for maintaining the following features that will require PROWAG compliance:

On street parking spaces (metered and unmetered)

Traffic signals with pedestrian indications

The Transportation Engineering Services Department and the Right of Way Department will strive to ensure that all pedestrian facilities as identified above are accessible by all users with disabilities. The Departments will also promptly investigate any formal grievance filed according to the grievance procedures established by the City of Fort Wayne.

The Transportation Engineering Services Department and the Right of Way Department have prepared a Transition Plan that outlines the necessary steps to be fully compliant with the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG) as well as Title II of the Americans with Disability Act Accessibility Guidelines (ADAAG). Evaluations of these facilities are being performed as described in the following.

**Curb Ramps**

*Description*

In developing the transition plan for curb ramps, The Transportation Engineering Services Department and the Right of Way Department have taken a number of considerations into account. First, the plan recognizes the ADA provision that any curb ramp replacement/modification schedule give “priority to walkways servicing entities covered by the Act, including Federal, State and Local government offices and facilities, public transportation facilities, places of public accommodation, and employers, followed by walkways serving other areas”. Second, the plan reflects the requirements that the City install all needed curb ramps on all streets when they are resurfaced or other roadway improvements are made. Third, the plan reflects the City’s efforts to install curb ramps in a coordinated manner as expeditiously as possible at all locations where public sidewalks cross curbs at street intersections.

The conditions of the curb ramps may be graded as follows to determine when curb ramps need updated:

A - Curb ramp meets all PROWAG standards.

B - Curb ramp exists however the detectable warning surface (DWS) is missing

and/or color contrast is not provided. All slopes meet PROWAG standards.

C - Curb ramp exists with or without (DWS) but slopes do not meet PROWAG

standards.

D - Curb ramp exists with or without DWS, slopes do not meet PROWAG standards

and other obstructions exist that create tripping hazards.

F - No curb ramp exists.

*Current Status*

The statistics noted below are based on the best information available as of March 26, 2024. However, the data on the actual condition of every City intersection is not yet complete and locations of entities covered by the Act may and do change. Accordingly, as additional information becomes available, the City will update the data to reflect the most current information.

The City of Fort Wayne contains approximately 4,471 street intersections with public sidewalks. Of these approximately 215 intersections (about 5%) are along State routes. Between calendar years 1992 and 2023, the City curb ramped all corners at approximately 3028 intersections. At the end of calendar year 2023, the City calculated that approximately 11443 intersections remained to be curb ramped.

*Time Frame*

The City plans to spend approximately $500,000 per year exclusively on curb ramp installations. Under current cost estimates, this will allow the City to curb ramp approximately 212 ramps per year for exclusive curb ramp installations. These do not include curb Ramps that will be improved as part of roadway projects. Based on the above, the time frame for full compliance would be approximately XX years.

*Specifications*

Curb ramps installed by the City will be in accordance with City of Fort Wayne Transportation Engineering standards, except where site infeasibility precludes the application of these standards defined under PROWAG or not feasible within safe engineering practice. Contracts with private contractors for the installation of public sidewalk curb ramps will specify that the work shall be done in accordance with such standards and PROWAG Section R407. The City of Fort Wayne’s Street Engineering Standards for curb ramps is in compliance with PROWAG requirements.

*Priorities*

In accordance with the provisions of the ADA Title II and the Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City has sought to install curb ramps at priority locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The City has prioritized intersection curb ramps in each of the designated six Council Districts and the Central business District by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent to public and known private schools, and then considering those known impaired mobility residences along accessible bus routes. The City has also prioritized corners at intersections where known utility work has altered the area. Further, the City has responded and continues to respond to individual requests through the Board of Public Works Petition program and Neighborhood Capital Improvement Survey. The City continues to increase funding in this area and will also continue to construct curb ramps on all street resurfacing projects, where needed, and street/sidewalk reconstruction projects. (not routine maintenance projects, i.e. pot hole filling, patching, spot repair).

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**Sidewalk**

*Description*

In developing a transition plan for sidewalk, the City will utilize data from the Pavement Management System (PASER) to identify deficient areas. The PASER system is updated on a 1-3 year rotating basis and all sidewalk segments are inspected as part of the road right-of-way and rated based on the condition on a scale of 0 – 100 %. This rating is provided on the basis of what percentage of the segment of sidewalk that is being inspected is in poor condition (i.e., cracked, heaved, or otherwise does not meet PROWAG or ADAAG requirements). This rating system will be converted to a grading system as follows:

A - Sidewalk segments with less than 25% in poor condition

B - Sidewalk segments with greater than or equal to 25% and less than 50% in poor

condition

C - Sidewalk segments with greater than or equal to 50% and less than 75% in poor

condition

F - Sidewalk segments with greater than or equal to 75% in poor condition

*Current Status*

The statistics noted below are based on the best information available as of February 11, 2022. Accordingly, as additional information becomes available, the City will update the data to reflect the most current information. The City of Fort Wayne contains approximately 1200 miles of sidewalk. The following is a summary of the ratings of this sidewalk data:

A - 930 miles

B - 190 miles

C - 60 miles

F - 20 miles

A tabulated summary of the grades of the existing sidewalk:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **SIDEWALKS** | **0-25** | **25-50** | **50-75** | **75-100** | Feet |
| Both sides | **1,595,711.30** | **450,089.01** | **136,411.10** | **53,985.71** | 2,236,197.12 |
| NE side only | **524,016.85** | **60,599.02** | **15,596.62** | **14,263.66** | 614,476.15 |
| SW side only | **497,909.38** | **64,603.83** | **15,356.84** | **12,817.40** | 590,687.46 |
| Feet | 2,617,637.53 | 575,291.86 | 167,364.56 | 81,066.76 | 3,441,360.72 |
| Miles | 495.76 | 108.96 | 31.70 | 15.35 | 651.77 |
|  | **A** | **B** | **C** | **F** |  |

*Time Frame*

The City plans to spend approximately $1,100,00 to 2,500,00 per year exclusively on sidewalk upgrades. Under current cost estimates, this will allow the City to upgrade approximately 15 miles of sidewalk per year. These do not include sidewalk that will be improved as part of roadway projects. The City also has a neighborhood sidewalk cross sharing program. Under this program, property owners can request for sidewalk upgrades along the frontage of their properties along residential streets and share in the costs of the improvements. These costs are typically broken down as 50% property owners and 50% City. The City continues to increase funding in this area. Based on the above, the time frame for full compliance would be approximately XX years.

*Specifications*

Sidewalk installed by the City will be in accordance with City of Fort Wayne Transportation Engineering standards. Minimum sidewalk width is 5-feet if not adjacent to the curb and 6-feet when adjacent to the curb. Contracts with private contractors for the installation of public sidewalk will specify that the work shall be done in accordance with such standards and PROWAG Section R204. The City of Fort Wayne’s Street Engineering Standards for sidewalk is in compliance with PROWAG requirements.

*Priorities*

In accordance with the provisions of the ADA Title II and the Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City will upgrade sidewalk facilities at priority locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The City will prioritize sidewalk improvements in each of the designated six Council Districts and the Central business District based on their conditions (i.e. sidewalk with poorest grades considered first) by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent to public and known private schools, and then considering those known impaired mobility residences along accessible bus routes. The City will also prioritize sidewalk improvements where known utility work has altered the area. Further, the City has responded and continues to respond to individual requests through the Board of Public Works Petition program and Neighborhood Capital Improvement Survey. The City will also continue to upgrade sidewalk on all street reconstruction projects.

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