

**RESOLUTION REGARDING
NEIGHBORHOOD STREET CALMING POLICY**

RESOLUTION NO: 97-9-8-10-1

WHEREAS, Fort Wayne Neighborhoods have increasingly indicated interest in traffic control measures and safety; 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;

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 THE CONSIDERATION OF STREET CLOSURES, INTERSECTION CONTROLS, SPEED LIMIT REDUCTIONS, OR OTHER TRAFFIC CALMING MEASURES ON RESIDENTIAL STREETS REQUESTED BY FORT WAYNE NEIGHBORHOODS:

1. In order to request a street closure, intersection controls, speed limit reductions, or other traffic calming measures on residential streets, a neighborhood association must make an official request in writing to the City of Fort Wayne Board of Public Works. The request must describe an existing traffic safety issue and specify the nature and location of the problem and requested solution(s).
2. Based upon the neighborhood association request, the Fort Wayne Traffic Engineering Department will conduct a study to determine if the existing condition of the street warrants traffic calming consideration. The study may include field investigations, volume counts, speed checks, and/or any other factors that are necessary to accurately describe the nature of existing conditions.
3. The Traffic Engineering Department will summarize its study findings and make a recommendation to the Board of Public Works. These findings will be based upon the Indiana Manual on Uniform Traffic Control Devices and other accepted guidelines. Recommendations may include, but are not limited to, taking no action, installation of All-Way Stops, parking restrictions, reduction in speed limit (to no less than 25 MPH), requests to the Fort Wayne Police Department for increased enforcement of existing traffic control devices, or in rare cases, street closures.
4. During this process, a trial period of barrier placement may be established by the Traffic Engineering Department to determine the acceptability of a recommendation or proposed solution. If required, barricade placement will be the expense of the neighborhood association or residents of the neighborhood.

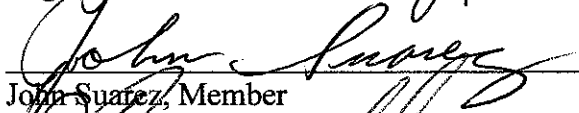
5. The Board of Public Works will not consider the Traffic Engineering Department's recommendation unless seventy-five percent (75%) or more of the affected residents support the recommendation by petition. Affected residents are defined as those property owners or residents living on the subject street, both adjacent parallel streets, and each intersecting street for one block.
6. The Board of Public Works will not consider the Traffic Engineering Department's recommendation unless the neighborhood association endorses in writing the proposed closure or traffic calming measure.
7. Financing of capital improvements involved in traffic calming infrastructure must be secured by the neighborhood with private property owner participation, except for the installation of "STOP" and "YIELD" signs. "STOP" and "YIELD" signs, as needed, will be installed by the City at no expense to the property owners.
8. Any long term landscaping associated with traffic calming measures will be the responsibility of the neighborhood.
9. If these procedures are followed, the traffic calming measure will be submitted to the Board of Public Works for its review. The Board of Public Works has the final authority to approve, deny, or modify a proposed traffic calming measure.

DATED THIS 8th DAY OF September, 2010.

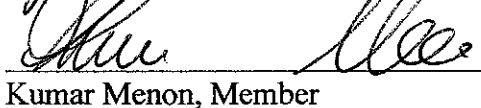
BOARD OF PUBLIC WORKS



 Regina A. Kostoff, Chair




 John Suarez, Member




 Kumar Menon, Member

ATTEST:



 Marilyn Huth, Clerk

Approved as to form and legality:  _____

