

Traffic Signals

Description

In maintaining the transition plan for traffic signals, all signals where pedestrian facilities are provided have been identified. At these locations where pedestrian facilities exist or will be constructed, pedestrian signals will be provided along with push buttons and/or APS where appropriate. The pedestrian indications will be countdown style with audible signals. The city has been installing the countdown pedestrian indications as a standard for several years. In 2015 the City completed an upgrade project throughout the city with new LED Pedestrian indications and countdowns at 123 intersections for a total of 818 newly installed pedestrian indications. As new signals are constructed, upgraded or included with projects, pedestrian indications with push buttons and audible push buttons are being incorporated into the design. Traffic Engineering is working with Transportation Engineering on project design considerations for these upgrades, and is also working internally on making upgrades for pedestrian crosswalks.

Current Status

The City owns 299 traffic signals, and 2 pedestrian HAWK signals. The City also owns or maintains 21 intersection or crosswalk flashing warning indications which may be intended for traffic or pedestrian crossings. The City maintains 106 traffic signals or signal flashers located within Allen County for the Indiana Department of Transportation or Allen County Highway Department. The report will only address city owned signals and HAWK signals.

Since the Transition plan was in effect, the city has completed 17 intersections with new APS including push buttons, heads and ramp improvements. The city has also worked INDOT along state routes and have installed APS at 6 intersections with an additional 22 intersection crossings set to be completed in 2019. This would bring the total APS intersection crossings within the city limits to 45 since the ADA Transition Plan has been incorporated.

There are a total of 1150 street crossing locations at traffic signals where pedestrian signal indications could or should exist, for a total of 2300 pedestrian heads with counttowns/symbols or APS. Of these 2300, there is an existing total of 1412 pedestrian heads with countdowns/symbols or APS. Therefore, a total of 888 pedestrian signal heads should be added to the city's traffic signal system. Of the existing 1412 pedestrian signalized crossings, 98 include APS and 20 require countdowns and 48 require timers.

It should be noted that an inventory of sidewalk curb ramps was also noted for signalized intersections, and it was found that there are 1592 curb ramps of the 2300 required to be fully compliant. There is an existing 180 curb ramp/sidewalk locations where pedestrian signalization can be added.

(See Appendix I-A Spreadsheet for a breakdown of the inventory)

Timeframe

A self-evaluation of the signals has been performed to determine the following:

1. Signals that need pedestrian indications and push buttons
2. Signals that have pedestrian indication which require upgrades to APS
3. Signals that need sidewalk improvements for pedestrian movements

Signals needing pedestrian indications and push buttons will be upgraded by Traffic Operations. Signal upgrades including APS will be incorporated into projects under the Capital Improvement Program. It is anticipated that with an annual investment of \$50,000, all city owned signals could be brought to compliance in 25 years.

Specifications

All upgrades to traffic signals shall conform to Section 4.0 of the Manual on Uniform Traffic Control Devices (MUTCD) and PROWAG Section R209.

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 signals 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 upgrade all signals in the Central Business District by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent public and known private schools, and then considering those known impaired mobility residences along accessible bus routes. The city will continue to upgrade signals on street reconstruction projects.

Goals for 2019 and beyond

Identify signals that can handle APS upgrades

Identify Signals that will require new cabinets for APS upgrades

Work with Transportation Engineering on design and implementation of APS into sidewalk projects

Evaluate high priority corridors for APS needs

On Street Parking Spaces

Description

In developing a transition plan for On Street Parking, all marked spaces in the public right-of-way (metered and unmetered) will be considered. These on-street parking spaces are typically found in business districts and commercial areas. In residential areas on street parking is unmarked, and therefore not considered for ADA compliance. On these residential streets, the need for accessible parking is provided on an as-need basis. Residents that require accessible parking are required to contact the Traffic Engineering Department and upon submittal of proof of handicapped car tag from the Bureau of Motor Vehicles or medical evidence of a disability, a designated space will be created in front of the property owner's residence or as close to it as possible.

Current Status

There are currently 760 metered parking spaces in Fort Wayne, 745 are in the downtown area. 82 of these parking spaces are off-street. Out of the 760 metered parking spaces, 18 are designated as accessible parking spaces. The parking meter spaces in the downtown area are consistently being reviewed with Parking Control and new additions to Accessible spaces are being added annually. A map of the metered parking spaces is provided in Appendix 1-B

Time Frame

We are working with Parking control on identifying needs as requested by business owners and looking for deficient areas. New Parking Meters were purchased in 2017 which have blue posts and meter heads. Signage is also being placed for all on-street accessible parking spaces. Signs and markings are installed by city Traffic Operations, and meters are installed by Parking Control. It is anticipated that a full inventory and implementation of accessible on-street parking spaces will be completed by 2020.

Specifications

On street parking spaces shall be in accordance with Section 3B.19 of the Indiana Manual of Uniform Traffic Control Devices (MUTCD) and PROWAG Section R214.

Priorities

In accordance with the provisions of the ADA Title II and Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City will upgrade accessible parking and van accessible parking 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 such parking improvements by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent public and known private schools. The City will also continue to upgrade accessible parking on all street reconstruction projects.

Goals:

Continue to work with Parking Control on identifying highest need areas

Establish new pavement markings with stencil logo or blue paint

Work with downtown developments on including accessible parking spaces

Inventory off-street or private paid parking accessible parking spaces.

Contact for Traffic Signals and On-Street Parking Spaces

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