



FORT WAYNE

Public Works

In Your Neighborhood

TRAFFIC CALMING POLICY

Traffic Calming is a program that may be used by the city or at the request of neighborhood associations to help reduce negative effects of vehicular traffic by physical measures with the intentions that this will help improve traffic safety for non-motorized street users, slow traffic, and enhance the neighborhood.

Residential Neighborhoods sometimes request that the city help stop bad drivers in their neighborhood. Though results can't be guaranteed since it is driver behavior that needs to be changed, an investigation or recommendation may be made to help deter the issue.

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
- II. Investigation
- III. Review and discussion
- IV. Petition Process
- V. Implementation

I. How it Works

The first step in the process is to ask!

Requests for Traffic Calming can be made to the City of Fort Wayne Traffic Engineering Department.

Kyle Winling – Traffic Engineer

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Bruce Rasor – Project Coordinator

Bruce.Rasor@cityoffortwayne.org

Requests should be made in writing/e-mail and come from the neighborhood association Board

II. Investigation

Note: Residential Speed Limits are standardized at 30 MPH

The city will review the area and make a recommendation. It may be recommended that a speed/volume study be performed first to see what a typical day of traffic is like in the neighborhood.

Traffic Calming investigations are limited to residential streets with typically less than 1000 vehicles per day.

III. Review and Discussion

Once Results from the investigation are obtained, either by site investigation or by data collection, the results will be discussed with the requesting party. Not all requests can be accommodated. The city still has to maintain the roadway network and some changes could create adverse effects if not done properly.

IV. Petition Process

If the results determine that a significant change is warranted, 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.

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 the change. Change in speed limit will require a minimum of 51% of the entire neighborhood.

V. Implementation

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

Regulatory signs require authorization from the Board of Public Safety, which meets the first of every month. Once the new traffic regulation is established, signs will be placed per the new change.

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;

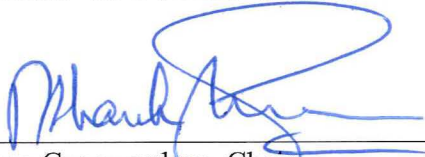
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC WORKS OF THE CITY OF FORT WAYNE, INDIANA, THAT THE FOLLOWING PROCEDURES ARE ESTABLISHED FOR CONSIDERATION OF STREET CLOSURE (OR OTHER TRAFFIC CONTROL MEASURES) ON RESIDENTIAL STREETS:

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



Shan Gunawardena, Chair

ABSENT

Kumar Menon, Member



Mike Avilla, Member



Michelle Fulk-Vondran, Clerk