

ACCESS FOR THE COMMUNITY

Wayne should create a transportation system that moves people effectively through and beyond the community, while preserving the city's distinctive environment and accommodating future growth.

Analysis

This section examines important elements of the transportation system that will assist in developing specific projects and policies. It discusses the structure of the city's street system and the role that its individual parts play.

Wayne's street pattern grew from the survey's grid and has remained fairly true to this pattern. This approach means that Wayne's neighborhoods are well connected to each other and community destinations. The pattern has also created a tight development pattern that uses land and infrastructure in an efficient manner. These features are important to the overall character of the city and should be taken into consideration as portions of the city grow.

Street Classification

The Street Classification Map, Map 4.1, displays the city's existing Federal Functional Classifications. A street segment must be designated part of the Federal Aid system to be eligible for Federal funding when implementing major improvements. Streets in Wayne are placed in the following functional categories:

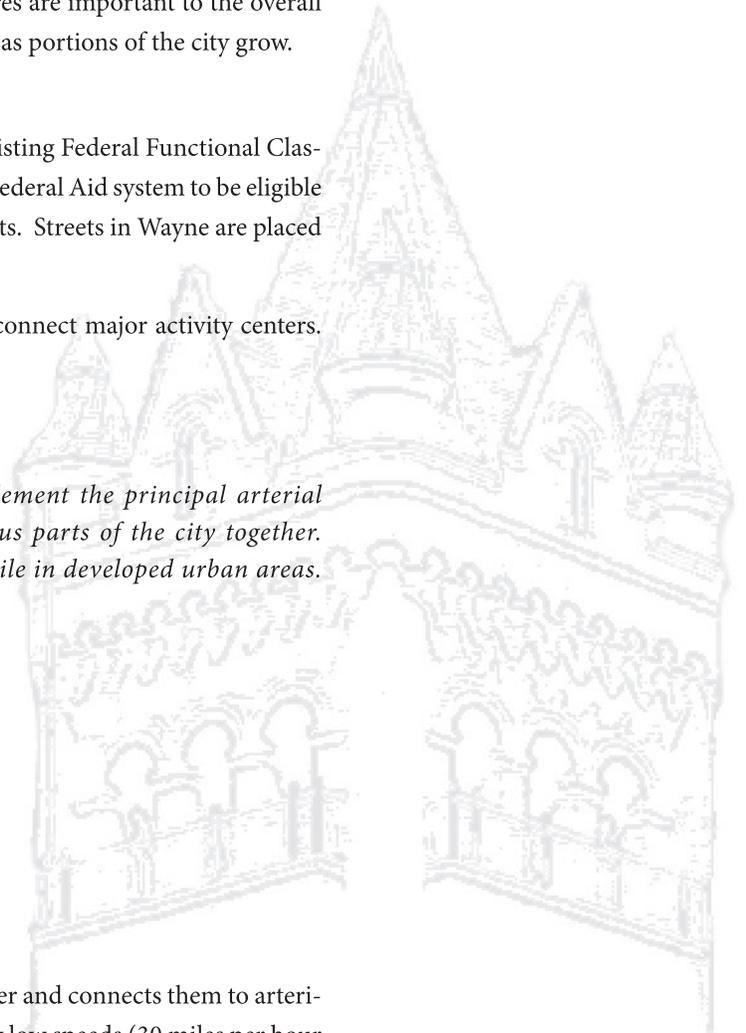
Principal Arterials. These roads serve regional needs and connect major activity centers. They include:

- 7th Street (Highway 35)
- Main Street (Highway 15)

Minor Arterials. *These streets connect with and complement the principal arterial system by linking activity centers and connecting various parts of the city together. As a general rule, these streets are spaced at 0.5 to 1.0 mile in developed urban areas. Streets currently in this classification include:*

- Country Club Road: Main Street to Claycomb Road
- 10th Street: Main Street to Providence Road
- 3rd Street: Oak Drive to Main Street
- Fairground Avenue: Main Street to Windom Street
- Claycomb Road: Country Club Road to 14th Street
- Providence Road: 14th Street to 7th Street
- Windom Street: 7th Street to Fairground Avenue
- Sherman Street: 7th Street to 3rd Street
- Oak Drive: 7th Street to 3rd Street

Collectors. The collector system links neighborhoods together and connects them to arterials and activity centers. Collectors are designed for relatively low speeds (30 miles per hour



Chapter Four

and below), are typically 32 feet wide with parking on one side, and provide unlimited local access. Examples of collectors in Wayne's current system include:

- 4th Street: Pearl Street to Dearborn
- 1st Street: Wilcliff Drive to Main Street
- Grainland Road: Pheasant Run to Sherman Street
- Dearborn Street: 7th Street to 4th Street
- Logan Street: 7th Street to Fairground Avenue
- Pearl Street: 7th Street to 1st Street
- Sherman Street: 1st Street to Grainland Road
- Willcliff Drive: 3rd Street to 1st Street
- Pheasant Run: 7th Street to Grainland Road



Local Streets. Local streets serve individual properties within residential or commercial areas. They provide direct, low-speed access for relatively short trips.

Civic Streets. These are streets that provide special civic spaces for the community by connecting major features together. Additionally, these streets should accommodate pedestrians.

Traffic Capacity Analysis

A capacity analysis compares the traffic volumes on a street segment with the design traffic capacity of that segment. The ratio of volume over capacity (V/C) corresponds to a “level of service” (LOS), which describes the quality of traffic flow.

Measures of Level of Service (LOS)

System performance of a street is evaluated using a criterion called the “level of service” (LOS). LOS is a qualitative measure that generally focuses on speed and smoothness of traffic flow under specific volume conditions. A ratio of volume to capacity (how much traffic the street carries divided by how much traffic the street was designed to carry) provides a short method for determining LOS. LOS categories are described as follows:

LOS A: Free-flowing operation. Vehicles face few impediments to maneuvering. The driver has a high level of physical and psychological comfort. Minor accidents or breakdowns cause little interruption in the traffic stream. LOS A corresponds to a volume-capacity (V/C) score of 0 to 0.60.

LOS B: A reasonably free-flowing operation. Maneuvering ability is slightly restricted, but ease of movement remains high. LOS B corresponds to a V/C score of 0.60 to 0.70.

LOS C: Stable operation. Traffic flows approach the range in which traffic increases will degrade service. Minor incidents can be absorbed, but a local slowdown will result. LOS C corresponds to a V/C score of 0.70 to 0.80.

LOS D: Borders on unstable traffic flow. Small traffic increases produce substantial service deterioration. Maneuverability is limited and comfort reduced. LOS D represents a V/C score of 0.80 to 0.90.

LOS E: Typical operation at full design capacity of a street. Operations are extremely unstable because there is little margin of error in the traffic stream. LOS E corresponds to a V/C score of 0.90 to 1.00

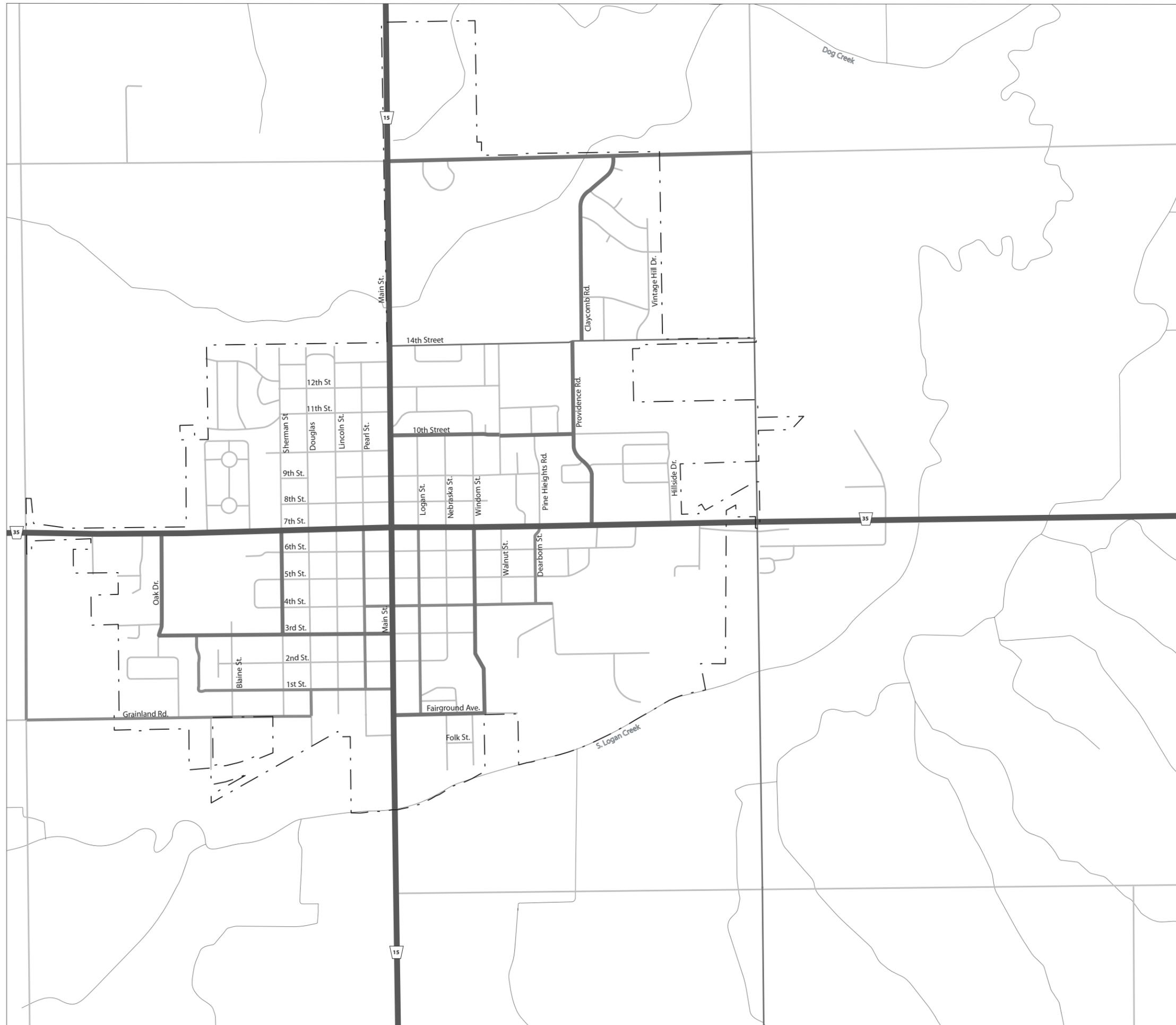


MAP 4.1

Wayne Comprehensive Plan
**EXISTING STREET
CLASSIFICATION**
Wayne, Nebraska

National Functional Classification

-  Local
-  Collector
-  Minor Arterial
-  Principal Arterial



NOVEMBER 2006

LOS F: A breakdown in the system. Such conditions exist when queues form behind a breakdown or congestion point. This condition occurs when traffic exceeds the design capacity of the street.

Table 4.1 presents the capacity of various street sections at LOS D, the point at which congestion problems begin to occur.

TABLE 4.1: Typical Traffic Capacity by Facility Type

	Capacity at LOS D (VPD)		
	2-Lane	3-Lane	4-Lane
Minimal Access	12,500	16,550	25,400
Residential	12,300	16,250	25,300
Mixed Zoning	11,200	14,850	23,600
Central Business District	9,400	12,650	20,500

Cautions about the LOS System

The Level of Service measure is ultimately a measure of traffic speed. Clearly, LOS is an important measure because the fundamental purpose of streets is to move traffic. However, LOS does not measure other important values, including:

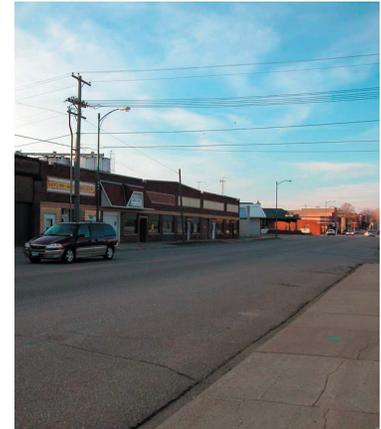
- Neighborhood preservation
- Environmental quality
- Economic vitality and access
- Energy conservation
- Efficient development patterns
- Pedestrian environment

A development pattern that improves LOS, can involve driving longer distances. This ultimately increases the amount of traffic and the total number and length of vehicle trips. Thus, while LOS is a useful tool, it should not be used to the exclusion of other values. The transportation system should serve, rather than dominate, the overall environment.

Although measures to improve LOS, such as widening roadways and adding lanes, can improve the flow of traffic, they can also diminish the quality of the pedestrian environment. These measures can also increase traffic speeds, which can in turn decrease pedestrian safety.

Operational Analysis

Table 4.2 compares traffic counts in 2001 and 2003 by the Nebraska Department of Roads. Sections of 7th Street experienced the largest overall increase in traffic. In 2001 the Highway 35 construction project had recently been completed and increased traffic flows were likely a reflection of both local and regional traffic utilizing the improved road. The intersection of 10th and Main also experienced a significant increase in traffic volume during this period. However, the exact date of these counts was not reported and therefore could be skewed by whether or not the college was in session.



Chapter Four



Table 4.2: Change in Average Daily Traffic Counts, 2001-2003

Street	2001 Count	2003 Count	Change	% Change
14th & Main	1,725	1,725	0	0%
12th & Main	385	385	0	0%
10th & Main	1,100	1,960	860	78%
10th & Walnut	1,950	1,945	-5	0%
7th Street:				
West of Sherman	5,065	6,720	1,655	33%
East of Sherman	5,615	7,195	1,580	28%
West of Main	6,625	8,440	1,815	27%
East of Main	8,305	9,220	915	11%
East of Windom	8,735	9,610	875	10%
West of Centennial	6,450	6,535	85	1%
4th & Windom	905	860	-45	-5%
3rd & Sherman	885	795	-90	-10%
3rd & Main	1,445	1,610	165	11%
1st & Main	2,235	2,150	-85	-4%
Fairground Main	1,225	1,115	-110	-9%
Grainland & Sherman	565	365	-200	-35%
Oak & 7th	1,000	1,005	5	1%
Sherman North of 7th	1,025	1,025	0	0%
Sherman South of 7th	545	900	355	65%
Pearl South of 7th	1,850	2,415	565	31%
Main Street:				
South of 14th	4,045	5,360	1,315	33%
North of 7th	5,470	7,350	1,880	34%
South of 7th	6,430	7,325	895	14%
South of Fairground	3,260	3,035	-225	-7%
Logan South of 7th	1,785	1,840	55	3%
Windom South of 7th	685	730	45	7%
Windom South of 3rd	485	485	0	0%
Dearborn & 7th	1,955	2,065	110	6%
Providence & 7th	1,725	2,200	475	28%
Providence North of 10th	1,625	1,960	335	21%

Table 4.3 Performance of Key Street Segments, 2003

Street Section	Capacity (VPD)	Actual Volume (2003)	V/C Ratio	Estimated LOS
14th & Main	11200	1725	0.15	A
12th & Main	11200	385	0.03	A
10th & Main	11200	1960	0.18	A
10th & Walnut	12,300	1945	0.16	A
7th Street:				
West of Sherman	14850	6720	0.45	A
East of Sherman	14850	7195	0.48	A
West of Main	14850	8440	0.57	A
East of Main	14850	9220	0.62	B
East of Windom	11200	9610	0.86	D
West of Centennial	11200	6535	0.58	A
4th & Windom	12300	860	0.07	A
3rd & Sherman	12300	795	0.06	A
3rd & Main	9400	1610	0.17	A
1st & Main	9400	2150	0.23	A
Fairground & Main	11200	1115	0.1	A
Grainland & Sherman	11200	365	0.03	A
Oak & 7th	12300	1005	0.08	A
Sherman North of 7th	12300	1025	0.08	A
Sherman South of 7th	12300	900	0.07	A
Pearl South of 7th	12300	2415	0.2	A
Main Street:				
South of 14th	11200	5360	0.48	A
North of 7th	11200	7350	0.66	B
South of 7th	11200	7325	0.65	B
South of Fairground	11200	3035	0.27	A
Logan South of 7th	11200	1840	0.16	A
Windom South of 7th	12300	730	0.06	A
Windom South of 3rd	11200	485	0.04	A
Dearborn & 7th	11200	2065	0.18	A
Providence & 7th	11200	2200	0.2	A
Providence North of 10th	11200	1960	0.18	A



Table 4.3 illustrates the performance of key segments of Wayne’s street network based on the 2003 traffic counts. Presently, drivers in Wayne experience LOS “A” conditions on nearly all major street segments. The area east of Windom Street along 7th Street does drop to a level of service “D”. However, it is unlikely that traffic flow is significantly hampered except during peak times when left turns onto and off of 7th Street could be slowed.

Street Improvement Program

Every year the city clearly defines what street projects will need to be completed in the next five to six years. For the 2006 to 2011 period these projects include:

- Highway 15 downtown
- Highway 15 from 13th Street to 1.04 miles north
- Sherman Street from 7th to 11th streets: mill and overlay
- Sherman Street from 4th to 5th streets: overlay
- Oak Drive north of 7th Street: extension
- Providence Road from 7th to Poplar streets: enlarge storm sewer
- Pedestrian underpass on 7th Street between Community Activity Center and Oak Drive
- East 10th Street from Main to Windom streets: reconstruct concrete paving, curb and gutter, storm sewer
- West 1st Street from Main to Pearl street:, reconstruct paving, curb and gutter, storm sewer, sidewalks
- Windom Street from 7th Street to Fairground Avenue: reconstruct paving, curb and gutter, storm sewer, sidewalks

During this period the city will continue to do routine maintenance.



Sidewalk Improvement Program

In an effort to create a balanced transportation system that meets the needs of both the automobile and the pedestrian Wayne should establish a Sidewalk Improvement Program. The program should provide safe pedestrian access for all residents and assist the city in meeting requirements of the Americans with Disabilities Act. A Sidewalk Improvement Program (SIP) should provide a closed loop network of sidewalks throughout Wayne that can be easily accessed from any residence in the city.

Priorities for the program should include:

- Accessible routes to schools.
- Linkages along arterial streets that provide a safe area for pedestrians.
- Linkages to the city's trail system. Specific routes have been identified within this plan to link the city's off-road trail system. These links may include widened sidewalks that are improved as a part of the city's Trail Master Plan.
- Missing ramps.
- Ramps that have excessive grades. Although ramps have been installed at a number of intersections around the city, many of these have excessive grades that are difficult for persons in wheelchairs or even some strollers to maneuver.

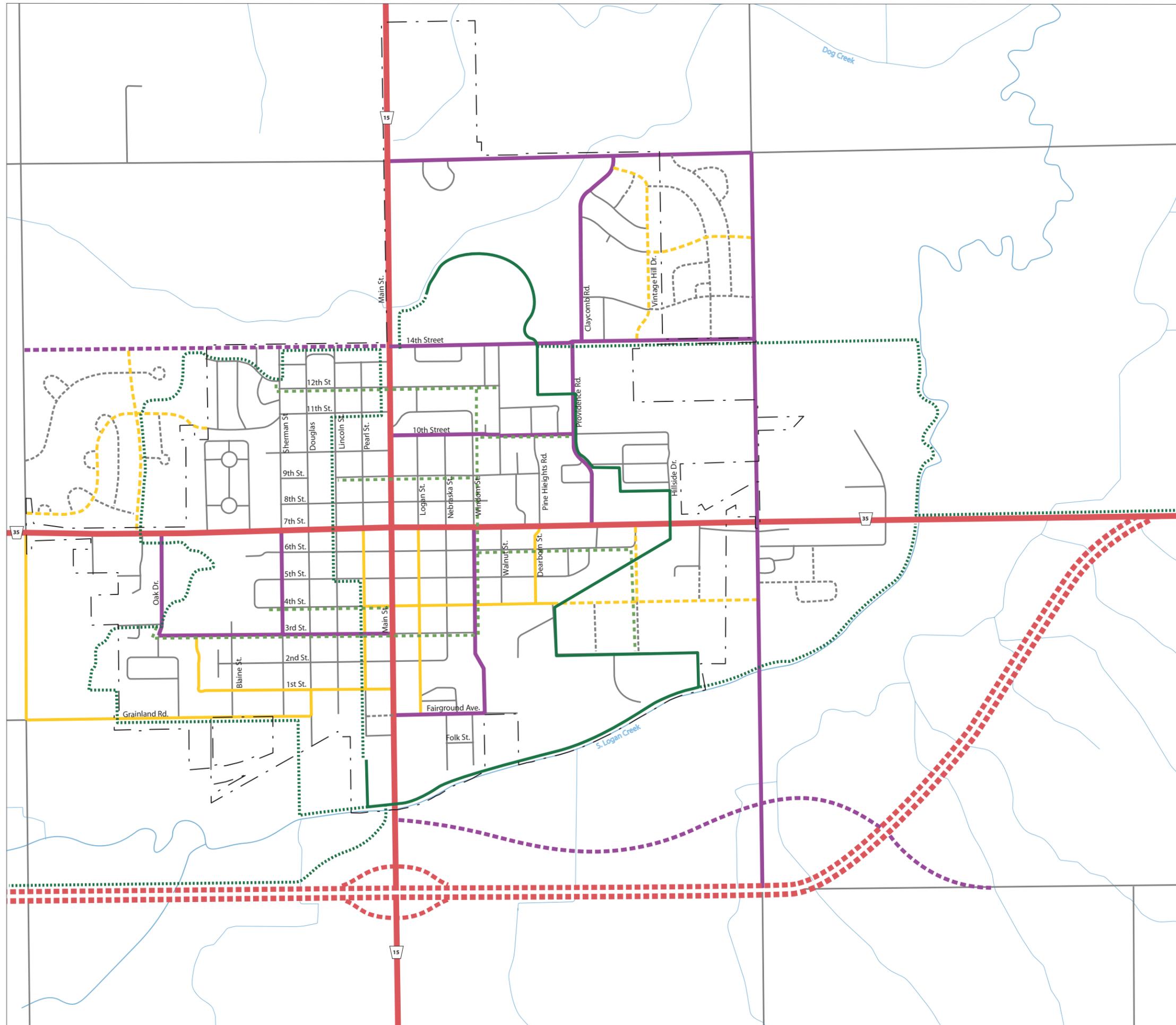
The development of the Sidewalk Improvement Program began with a review of the city's current sidewalk system in May of 2006. Based on this inventory Map 4.3 was created to identify areas of needed improvement and missing links. General assessments from the inventory are as follows:

- Wayne has a fairly complete sidewalk system.
- In general the sidewalks are in good condition with few areas experiencing excessive heaving, cracking, or spalling.
- There are a number of intersections with missing ramps or ramps that have excessive grade, making them difficult to maneuver for those in wheelchairs and using stroll-



Wayne Comprehensive Plan TRANSPORTATION PLAN

Wayne, Nebraska



Streets

- | Existing | Proposed | |
|----------|----------|--------------------|
| | | Local |
| | | Collector |
| | | Minor Arterial |
| | | Principal Arterial |

Trails

- | | | |
|--|--|-----------------------|
| | | Separated or Off-Road |
| | | Roadside Pathways |



ers.

- Most of the disconnections in the trail system and missing ramps are located in the western portion of the city.

Project Priorities

Each year the city should budget for the SIP, in the past the city has done this at approximately \$60,000 annually. A significant amount of work can be completed at this level and the city should once again plan for this level of funding. Funding of the SIP is discussed further under Implementation. The program is broken down into phases and within each of the phases yearly projects are identified based on quarter-mile radii around key destinations in the community. Many of these areas are overlapping and meet the priorities laid out above. Yearly projects may overlap as needs within service radii might not be as great or have been covered in previous years. Project phases and descriptions are as follows.

Phase 1 - Safe Routes to Schools

A. Middle School – The condition of existing sidewalks within a quarter-mile of the Wayne Middle School are generally good. However, there are a number of missing ramps and sidewalk sections. The priority in this area should be installation of ramps, replacement of ramps that do not meet ADA requirements, and installation of missing sidewalk section. Priority areas will include those intersections surrounding the Middle School and Elementary School and the Douglas Street corridor.

B. Wayne State College – A quarter-mile radius from the intersection of 10th and Main Streets covers an area of significant student housing. Sidewalk improvements in this area should cover improvements along Pearl, Lincoln and 10th Streets and replacement or installation of ramps as identified in Map 4.3.

C. Wayne Elementary and Wayne State College – Most of the area covered in a quarter-mile radius around the Wayne Elementary school should have been covered within the Middle School radius. Improvements to Sherman Street in this area will be important to accessing the Elementary and High School area. The city should consider extending improvements along Sherman Street north to 12th Street. Although this falls outside of the quarter-mile radius the Sherman Street corridor is an important collector street in the city and has some of the poorest sidewalk conditions. The small number of needed improvements within this radius should make this feasible in the same funding year.

An important component within this area will be completion of a pedestrian crossing of 7th Street. This crossing has been identified in the city's Street Improvement Program and will provide important access to the Elementary and High School and to the Community Activity Center. The crossing should be viewed as a special transportation project and not funded solely through the SIP.

During this same year improvements and construction of sidewalk links within a quarter-mile radius of 10th and Windom Streets should be completed. Much of this area will be covered in the previous WSC project and should cover student housing further to the west and connections to the trail system. The city should work closely with the college on completion of sidewalks along streets surrounding the campus in an effort to share some of the costs. These would include 14th, 10th, Main and Walnut streets.



Phase 2 – Community Destinations

A. *Downtown* – Sidewalk improvements into the downtown along Main Street should be coordinated with the Highway 15 project. Additional improvements into the downtown will focus on the area east of Main Street as much of the western area will be covered in Phase I. Sidewalks east of Downtown are fairly complete and in good condition with only three intersections needing ramp improvements.

The biggest challenge will be to better define some sidewalk areas within the downtown. Within commercial districts sidewalks can get lost in parking areas. This is true for sections of Pearl and south Main Street. These areas are generally in good condition but should be defined more to limit parking in the sidewalk and improve pedestrian safety. This can be done with both visual and texture cues, including colored or stamped concrete.

B. *Dearborn Mall Commercial Area* – The Dearborn Mall commercial area, including Pamida and Quality Foods is an important commercial center in the city but the large parking lots often make the area feel dominated by the automobile. Sidewalks should be better defined and installed along Dearborn Street, Pine Heights Road, and Walnut Circle.

Phase 3 – Park and Recreation Destinations

Improved access to the city's parks is an important project for all ages. Priority parks include:

- A. Swimming Pool Park
- B. Baseball Park
- C. Sunnyview Park
- D. Ashley Park

The remainder of the city's parks should be covered in previous phases except for Vintage Hills Park, which as a developing area should have sidewalks installed as development occurs.

Phase 4 – Remaining Developments

A. *Carhart Addition* – This area in northwestern Wayne has a number of missing links and some sections in poor condition. The area is fairly isolated but will eventually have access to the city's trail system. Completion of the northwest trail link might increase the priority of this area or at least important sections including Sherman Street, Fairacres Road and Sunset Road. These corridors have discontinuous sidewalk systems, which will have to be completed to provide residents safe access to the trail system.

B. *South Wayne* – Residential development in south Wayne south of Fairgrounds Road will need a completed sidewalk system and connections to the regional trail system.

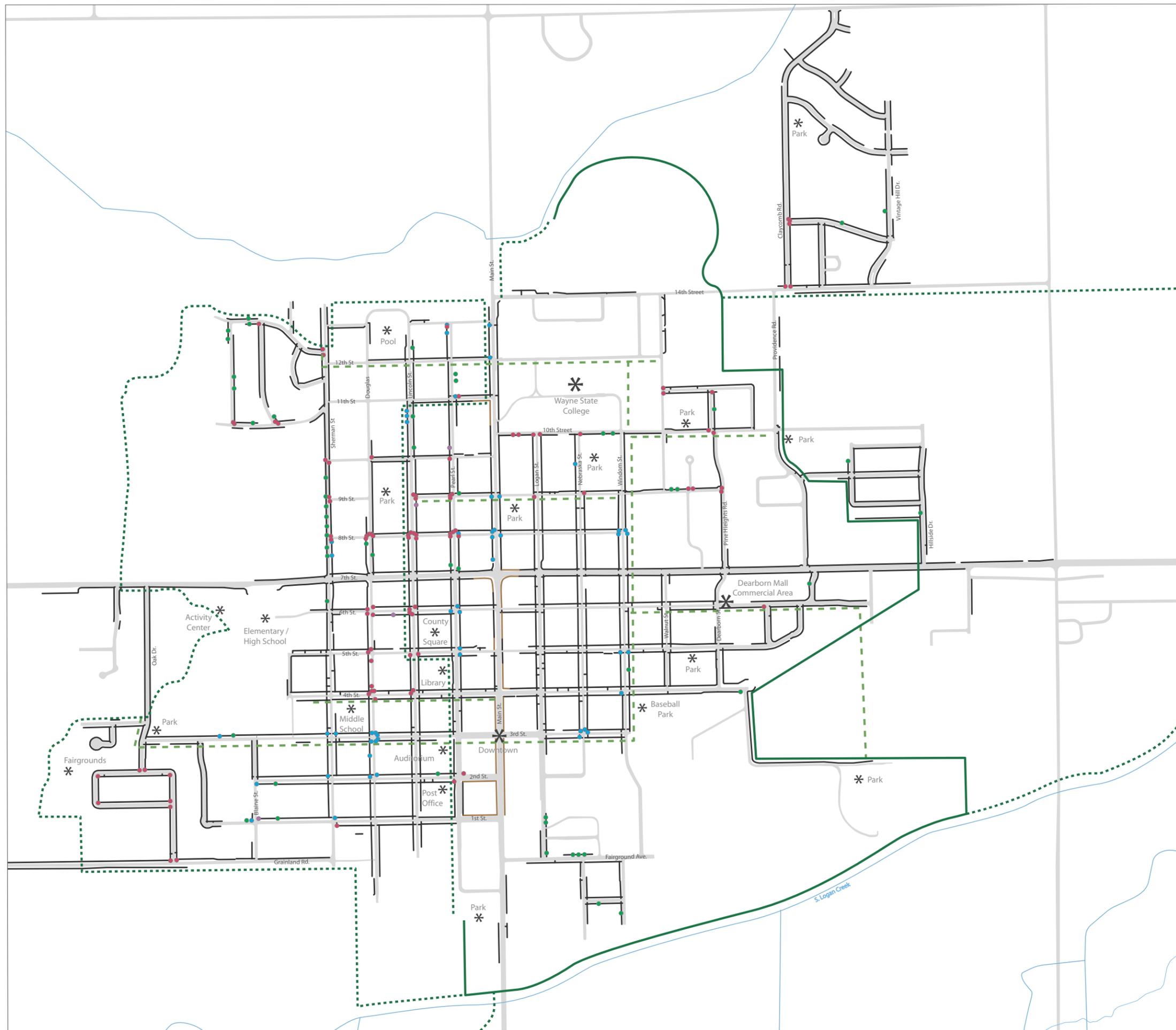
Phase 5 – Accessible Ramps

Much of the city's sidewalk system has ramps that are in good condition and meet grade requirements, however, they do not meet other design requirements. Within previous phases missing ramps or ramps that are in poor condition should be a first priority, and all ramps at an intersection should be replaced to make them uniform. Those intersections that have not previously been addressed because they are currently in good condition should be addressed in this final stage.



Wayne Comprehensive Plan SIDEWALK CONDITIONS

Wayne, Nebraska



Problem Areas

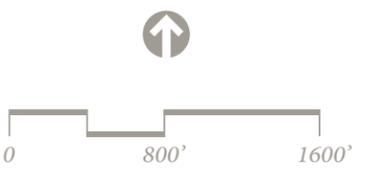
- Poor Conditions
- Missing Ramp
- Excessive Grade
- Steps

Trails

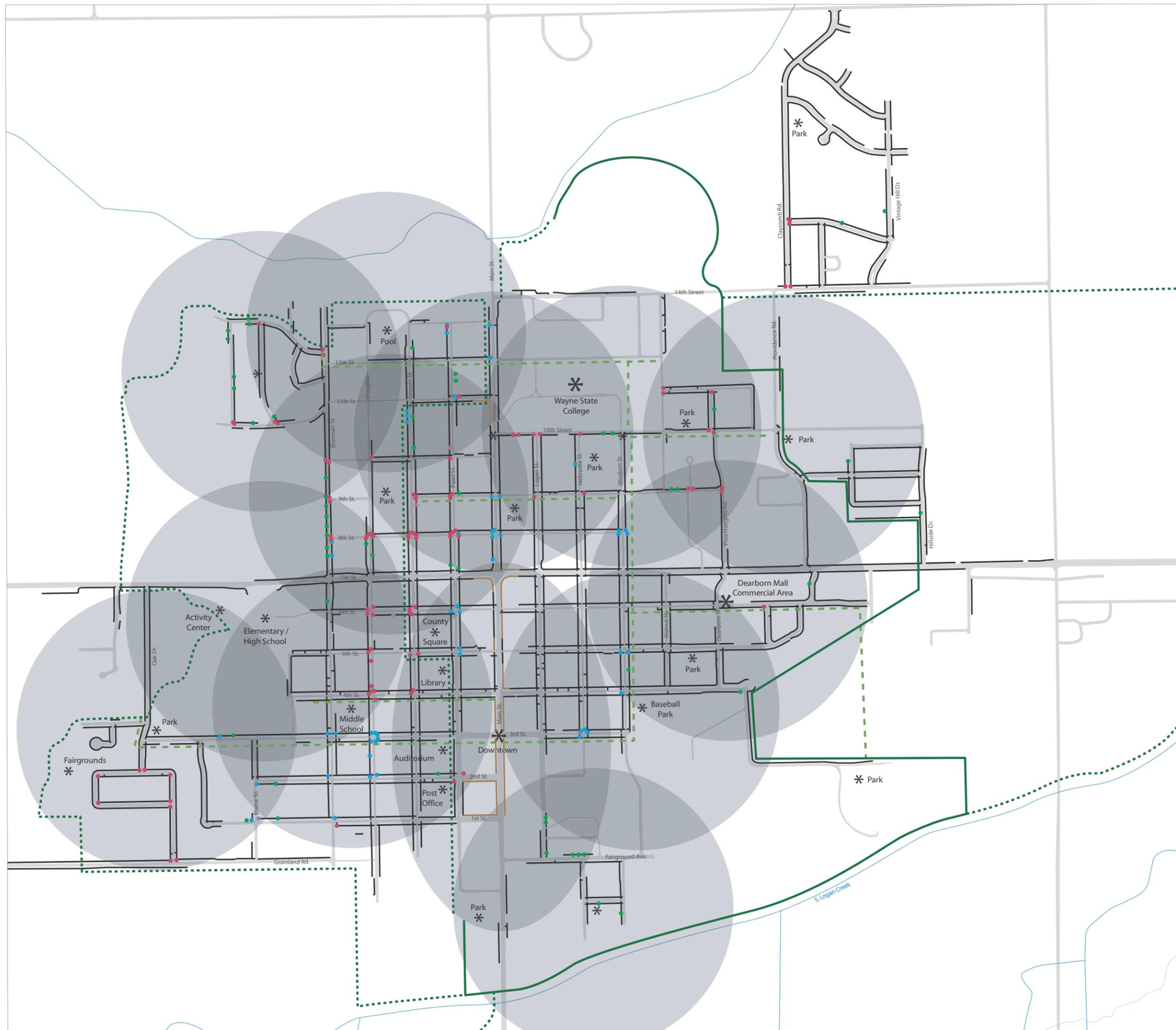
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| Existing | Proposed | |
| | | Separated or Off-Road |
| | | Roadside Pathways |

Other Features

- Sidewalk
- Other Paved Areas
- Road
- Destination



Wayne Comprehensive Plan
SIDEWALK IMPROVEMENT PROGRAM
 Wayne, Nebraska



Improvement Areas

- 1/4 Mile Radius

Problem Areas

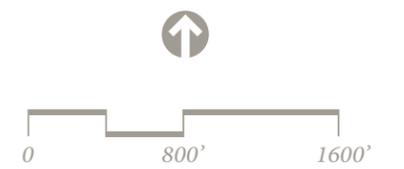
- Poor Conditions
- Missing Ramp
- Excessive Grade
- Steps

Trails

- Existing
- Proposed
- Separated or Off-Road
- Roadside Pathways

Other Features

- Sidewalk
- Other Paved Areas
- Road
- Destination



The city should re-evaluate the priorities and phases for the Street Improvement Program on an annual basis and re-assess sidewalk conditions every five years. The city should also consider a signage system that directs sidewalk users to key destinations within the city and to the city's trail system.

Implementation

Funding for the Sidewalk Improvement Program can be done through several approaches or a combination of approaches. These include:

- Construction of sidewalks in all new subdivisions on both sides of the street as part of the city's Subdivision regulations. The city may consider requiring them on only one side in projects where at least 50-percent of the units are affordable units or providing city assistance for sidewalks in those projects.
- Construction of sidewalks with all new arterial and collector streets.
- As major infrastructure projects are completed in city right-of-way or curb-replacement projects are completed intersections should be brought to current ADA standards.
- In the past the city has funded sidewalk improvement programs through the general fund and then assessed half of the cost to the landowner. This has been a successful approach in the past as the assessment to the landowner has been done over a 10-year period. At current construction costs, approximately \$20 a linear foot, the owner of a 50 foot wide lot will be assessed \$500 or \$50 a year.
- Outside funding sources including grant funding for designated routes and beautification projects. A good example of these includes any sections that have been identified as part of the trail system. Sidewalks that are wider than four-foot as part of the trail system can receive funding through a number of sources including the Department of Roads and the Game and Parks Commission. The city should seek out these sources and avoid assessing the additional cost for these links to the landowners.



PROGRAM COMPONENTS: TRANSPORTATION

Highway 35 Expressway and Environmental Enhancements

A Web of Collector Streets

Local Streets

Pedestrian and Bicycle Facilities

Community Gateways and
Corridors

Directional Graphics

Historic Brick Streets

Street Trees



TRANSPORTATION POLICIES AND ACTIONS

The transportation program for Wayne should meet current and future mobility needs while enhancing the character of the city’s small-town environment. Wayne’s existing street system functions very well but increased demand associated with growth will require further transportation improvements. Map 4.2 illustrates various transportation improvements needed in Wayne through the 20-year planning period. The following actions are part of this transportation improvement plan:

- HIGHWAY 35 EXPRESSWAY AND ENVIRONMENTAL ENHANCEMENTS**
- A WEB OF COLLECTOR STREETS**
- LOCAL STREETS**
- PEDESTRIAN AND BICYCLE FACILITIES**
- COMMUNITY GATEWAYS AND CORRIDORS**
- DIRECTIONAL GRAPHICS**
- HISTORIC BRICK STREETS**
- STREET TREES**

HIGHWAY 35 EXPRESSWAY AND ENVIRONMENTAL ENHANCEMENTS

A new Highway 35 Expressway should be linked closely to the community, supporting both the downtown and 7th Street corridor while creating new economic development opportunities for the community.

The proposed Highway 35 expressway could create an important economic development tool for the community. However, for this to occur, it will be essential for the expressway to be an enhancement to the community. To do this the expressway should:

- Be placed within close proximity to the community. Map 4.2 illustrates a possible route for the expressway that follows the valley of Logan Creek. This alignment would actually move traffic closer to downtown. Alignments that move the highway any further away from the community would figuratively “bypass” Wayne, offering few if any economic benefits to the community.
- Provide access to new development areas with connections back into the community. A major interchange should be constructed at Highway 15 and a second smaller one at the Centennial Road interchange. The area outside the floodplain, between Highway 15 and Centennial Road, could then develop as a high quality business park with easy access to Sioux City and Interstate 29, and an educated workforce. Projects within this area should offer a positive image of community, including higher quality landscaping and building standards.
- Direct travelers to the community, advertising both the downtown and the 7th Street corridor. Directional graphics and entrance features at the Highway 35 and Highway 15 interchange should welcome travelers to the community and direct them to key community destinations, including shopping, schools and entertainment. Enhancements to south Main Street should be done to improve the travelers experience entering the community and to link new development at the expressway with the city.

An expressway project could be seen as a detriment to the 7th Street corridor. Therefore, when the bypass is built it is essential that compensating improvement to the 7th Street corridor upgrade the physical and business environment of the corridor. These could include modifications to 7th Street as a mixed use boulevard, with design features that improve

environmental quality and help treat the street as a unifying rather than dividing element.

A WEB OF COLLECTOR STREETS

A collector street and parkway system in developing areas should be designated ahead of development and dedicated as growth takes place.

In a town like Wayne, residential and commercial development tends to occur on an incremental, project-by-project basis. As a result, developments can provide for their own internal circulation needs, and ignore cross connections and linkages necessary to create an integrated transportation network. This creates a “pod” type of development pattern, by which most traffic exits a development onto key streets, where it comes into conflict with through and regional traffic. Wayne has successfully avoided this pattern in many of its newer developments and has tried to provide connections to adjacent neighborhoods.

Continuing this pattern of development will be especially important as development opens new areas such as the Northwest Growth Area. The circulation network that connects different neighborhoods together will not develop by chance. Instead, these important links should be pre-designated through this comprehensive plan. As projects develop, their design should incorporate a framework of connecting streets, thereby reserving the required collector routes and dedicating their rights-of-way. The actual alignments of the collector network may differ somewhat from those proposed in the plan. However, the general web of collector streets should be maintained. In some cases, the city may pre-develop a street segment to create necessary linkages. Planned links in the collector system could include:

- Continuation of 14th Street between Main Street and Pheasant Run Road
- A north/south collector between 14th Street and 7th Street in the Northwest
- An east/west collector connecting Fairacres and Pheasant Run Road.
- A north/south collector in the Northeast between Country Club Road and 14th Street.
- A minor arterial paralleling the expressway south of Logan Creek. This street should function as a “rearage” road rather than a “frontage” road. “Frontage” roads only provide opportunity for development on one side, while a “rearage” road should allow for development on both sides, better utilizing the road and the development opportunities the area offers.

LOCAL STREETS

The local street network in developing areas should be designed with multiple connections and relatively direct routes.

Local street systems will develop to serve individual developments and neighborhoods. These systems should be designed with clear circulation patterns that preserve quiet qualities of local streets while providing residents, visitors, and public safety and service vehicles access which is comprehensible and direct. This can be done by incorporating the following standards into local street design:

- *Hierarchy and Order.* Local street networks should have a natural order to them and provide cues, leading residents and visitors naturally to their destinations in a manner that is not confusing. Hybrid street networks combine the ease of use of a grid with privacy in

PROGRAM COMPONENTS: TRANSPORTATION

Highway 35 Expressway and
Environmental Enhancements

A Web of Collector Streets

Local Streets

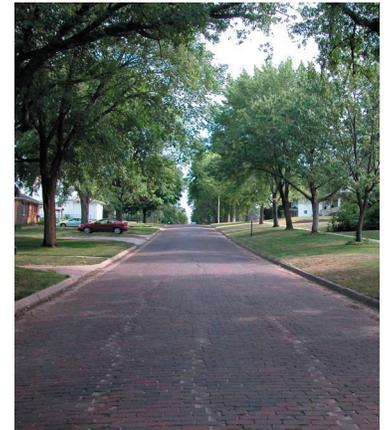
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Chapter Four

PROGRAM COMPONENTS: TRANSPORTATION

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Street Trees



residential areas.

- *Connectivity.* The street network should have segments which connect to one another internally and to collector streets. Map 4.2, Wayne Transportation Plan, presents possible local street connections in each of the city's growth areas.
- *Alternatives to Cul-de-Sacs.* Cul-de-sacs are often valued by developers and homebuyers for their privacy, but are difficult and expensive to serve with public safety and maintenance. Alternatives are available which maintain the positive characteristics of cul-de-sacs while limiting some of the liabilities. These include:
 - Access loops, which provide two points of access
 - Circles or bulbs at the corners of streets or access loops. These provide many of the features of cul-de-sacs, including safe environments observed by the cluster of houses.
 - T-Intersections, which reduce the number of traffic/pedestrian conflicts.
 - Short cul-de-sacs, shorter than 300 feet in length.

PEDESTRIAN AND BICYCLE FACILITIES

Wayne should maintain a continuous network of sidewalks and trails to complement the street system.

Providing a good environment for non-motorized transportation can complement automobile trips. The incorporation of sidewalks into new development and the provision of sidewalks in areas of existing development are essential to maintaining a safe, convenient pedestrian environment. At present, Wayne maintains a relatively complete sidewalk network within its traditional grid and has begun to develop a trail system. Ensuring that new development continues to provide these links and gradual adaptation of major pedestrian facilities to full accessibility will be an important priority for Wayne's pedestrian system. In addition, the city's multi-use trail network should be linked to activity centers, enhancing the city's walkability and allowing residents to safely walk to work and school, as well as being used for recreation.

Specific recommendations include:

- As described earlier in this chapter, the Sidewalk Improvement Program should be implemented, in a phased process providing safe routes to school and linkages to key community destinations.
- Complete the city wide trail system and implement the interconnected network discussed in Chapter 5 of the plan. Map 5.2 illustrates a system of on- and off-street trails that link the city's looped system to community destinations and the region.
- Ensure that new development areas include sidewalks on both sides of all streets and connect to the remainder of the city's sidewalk network and on-street parking to slow traffic in residential areas.



COMMUNITY GATEWAYS AND CORRIDORS

Wayne should maintain the design quality of its major community corridors, allowing them to serve as attractive gateways into the town and positive business and community environments.

Principal corridors that link the center of Wayne to the larger region provide major gateways into the community, as well as providing critical functional links in the city's transportation system. These key auto-oriented corridors include Highways 35 and 15. A program to maintain the attractive character and good functioning of these key corridors should include:

- Directional signage and community graphics as described below.
- Improvements to the south Main Street corridor should be done in conjunction with the development of the Highway 35 expressway. These improvements should connect the downtown to the intersection of Highways 35 and 15 and provide an attractive first impression to visitors.
- Pedestrian improvements to the 7th Street corridor with the completion of the expressway. These improvements should slow traffic, making the corridor less of a dividing line within the community.
- Improved sidewalks and glare-free lighting along both corridors.
- Definition of community entrances with distinctive community signs and features at the entrance to the community. These types of features should be a priority at any intersection along the Highway 35 expressway.

DIRECTIONAL GRAPHICS

Wayne should implement a comprehensive community-wide directional graphics system.

Many communities are adopting directional graphic systems that guide residents and visitors around the community. Directing visitors from the proposed Highway 35 expressway was identified as an important community issue. The system should operate on several levels, including:

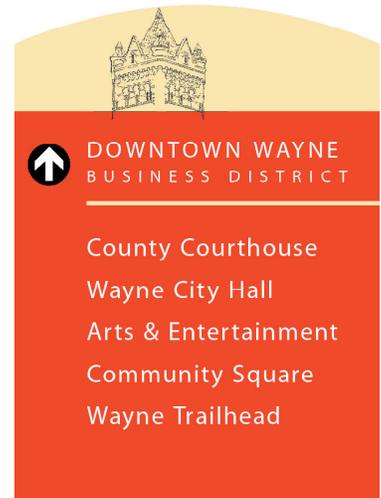
- **Motorist information.** A system along the major gateway routes. The system should orient travelers to a limited number of important destinations in Wayne including:
 - Wayne State College
 - Downtown
 - Hank Overland Field
 - The softball complex
 - The High School
 - The Hospital
 - Wayne Community Library

The city could also consider a seasonal system directing visitors to Chicken Days events. The system may also direct travelers to important secondary destinations.

- **Trail information.** A trail directional graphic system should reinforce links from the trails to other important community features.

PROGRAM COMPONENTS: TRANSPORTATION

- Highway 35 Expressway and Environmental Enhancements
- A Web of Collector Streets
- Local Streets
- Pedestrian and Bicycle Facilities
- Community Gateways and Corridors**
- Directional Graphics
- Historic Brick Streets
- Street Trees



Chapter Four

PROGRAM COMPONENTS: TRANSPORTATION

Highway 35 Expressway and
Environmental Enhancements

A Web of Collector Streets

Local Streets

Pedestrian and Bicycle Facilities

Community Gateways and
Corridors

Directional Graphics

Historic Brick Streets

Street Trees

- *Bike route information.* The system of on-street bicycle routes should include directional information to reinforce links between the trail network and major community features.

HISTORIC BRICK STREETS

Wayne's historic brick streets should be preserved as a key asset to the community's character.

Wayne has a number of brick streets adjacent to the downtown and in the community's historic neighborhoods. These streets are an important part of the city's history and add distinct character. While these streets require non-conventional maintenance procedures, they also deliver unusual rewards in terms of community character and marketing. They also provide a traffic calming effect to some of the city's wider streets. A wide stretch of concrete often precipitates the feeling of free flowing traffic and thus higher speeds. The visual and textural pattern of the brick streets often slows traffic creating a more neighborhood friendly transportation system. Wayne should maintain these streets to the maximum degree possible and market them as a special feature. A Brick Street Festival could be used as a special community event.

STREET TREES

The city should require street trees in residential areas for traffic-calming and aesthetic purposes.

In addition to requiring sidewalks on both sides of all streets, the city should require street trees, at the rate of one per residential lot, between the sidewalk and the curb. Trees greatly enhance the pedestrian environment, slow vehicular traffic, and improve the perceived quality of the neighborhood.

