

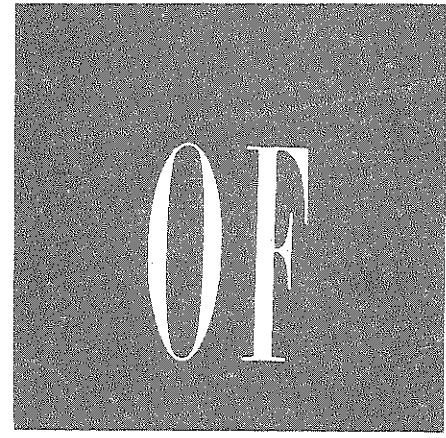
258

HE
356.5
.W49
C5
1962

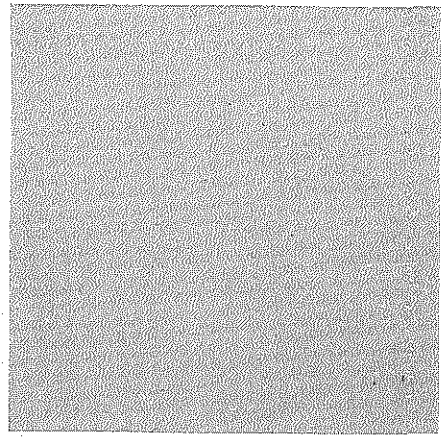
HIGHWAY
LIBRARY
MICHIGAN STATE HIGHWAY
DEPARTMENT — LANSING

MICHIGAN STATE HIGHWAY DEPARTMENT

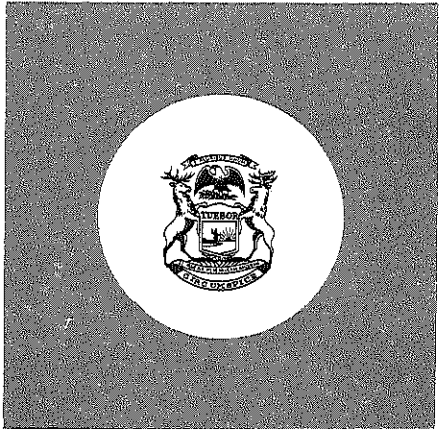
CITY



WAYNE



State Trunkline Plan



JOHN C. MACKIE, COMMISSIONER

STATE OF MICHIGAN



HIGHWAY DEPARTMENT

STEVENS T. MASON BUILDING LANSING 26

JOHN C. MACKIE • COMMISSIONER

HOWARD E. HILL
MANAGING
DIRECTOR

JOHN E. MEYER
DIRECTOR
FOR ENGINEERING

FREDERICK E. TRIPP
DIRECTOR
FOR ADMINISTRATION

December 14, 1962

E. A. Bellenbaum
Chief Planning Engineer
Office of Planning

Dear Mr. Bellenbaum:

This letter presents the City of Wayne State Trunkline Plan. The study was initiated as the result of a request by the community to relocate the Main Street portion of US-12 to Norris Street. It is the opinion of the City that such an alteration of the existing highway system will permit the establishment of a shopping center within the resulting highway loop.

After studying the feasibility of the proposed relocation, the Urban Planning Section prepared this plan. It was accomplished through the coordination of cooperative efforts by various divisions of the Michigan State Highway Department, the Bureau of Public Roads of the US Department of Commerce, the Urban Renewal Director of the City of Wayne, other local officials and private planning consultants.

Implementation of the recommendations presented in this plan will permit the commercial development which the community seeks, to stimulate its growth and economic vitality. The means suggested for implementing these proposals are acceptable to the City of Wayne.

Sincerely,

Robert S. Boatman, Director
Planning Division
Office of Planning



ADVISORY BOARD

J. CARL McMONAGLE
EAST LANSING

STACEY DeCAMP
FLINT

J. PAUL SMITH
BIRMINGHAM

GEORGE N. HIGGINS
FERNDALE

E. J. EAGEN
MENOMINEE

RECOMMENDATIONS

1. Michigan Avenue and Norris Street should become the new US-12 alignment in downtown Wayne, with the city sharing costs of the relocations with the Highway Department.
2. These two thoroughfares should constitute a one-way loop with Michigan carrying westbound vehicles and Norris handling traffic moving to the east.
3. The improvements on Norris Street should be adequate to satisfy the demands of estimated 1980 traffic.
4. The treatment of Wayne Road, Sophia-Elizabeth Street and other local arteries should be similar to that indicated in the April 10, 1962, Land Use Plan prepared by City Planning Associates, planning consultants to the City of Wayne.
5. Until Michigan-Norris are adopted as the new highway system, Michigan and Main should be operated as a one-way pair of streets.

TABLE OF CONTENTS

Letter of Introduction	i	
Recommendations	ii	
Table of Contents	iii	
Introduction	iv	
 INVENTORY – FORECAST		
Economy	1	
Water and Sewer Facilities	7	
Population	9	
Land Use	14	
Traffic	20	
 ANALYSIS		
A. Michigan-Main (both two-way)	26	
B. Michigan-Norris (both two-way)	28	
C. Michigan-Main (one-way pair)	29	
D. Michigan-Norris (one-way pair)	29	
 CONCLUSION AND RECOMMENDATIONS		32
 TRAFFIC DIVISION REVIEW		33
 CITY RESOLUTION		34
 MAPS		
1. Geographic Location	v	
2. Market Trading Area	5	
Public Utilities	8	
3. Population Growth and Projections	11	
4. Existing Land Use	13	
5. CBD Existing Land Use	15	
6. Zoning	17	
7. Land Use Plan	19	
8. Preliminary Site Plan	21	
9. Right-of-Way Widths	23	
10. Pavement Widths	23	
11. 1980 Traffic Estimate	25	
12. Existing Traffic Volume	27	
 TABLES		
1. 1958 Employment	3	
2. Population Growth and Projections	10	
3. Approximate Cost Estimates	31	
 GRAPH		
1. Population Growth and Projections	12	

INTRODUCTION

According to Michigan State Highway Department policy, established by Highway Commissioner John C. Mackie, no highway construction of significant quantity will be undertaken in any Michigan municipality until a state highway plan has been prepared. This policy encourages the active participation of local planners in the formulation of highway plans, which results in coordinated state-local highway planning. The final decision on state highway locations and improvements rests with the State Highway Commissioner and the local legislative body.

The Bureau of Public Roads, which is participating in this project, is interested in the effect the planned highway system will have as it pertains to the efficient inter-city, state-wide and regional movement of people and goods.

The Housing and Home Finance Agency is concerned with street and highway relocations or improvements adjacent to or within proposed urban renewal projects. They have required a published cooperation agreement between the municipality and the State Highway Department. Furthermore, they feel that such agreements need to be based on long-range planning studies conducted by the municipality and the State Highway Department, or their respective consultants.

Organization of the Report

The City of Wayne State Trunkline Plan consists of three major parts; Inventory-Forecast, Analysis and Conclusion and Recommendations.

The Inventory-Forecast section includes information on shopping center studies, employment trends, present and anticipated population, existing and predicted land use and traffic volumes and movements. The Analysis section contains an evaluation of plans for a shopping center and an appraisal of four highway system alternatives which might permit development of the shopping center but still satisfy state trunkline needs. The Conclusion and Recommendations section includes proposals for the future treatment of US-12 in the City of Wayne.

Description of the Study Area

The City of Wayne is located in Wayne County about sixteen miles west-southwest of Detroit on US-12 (former US-112). Map 1 on this page shows Wayne in relation to some of the larger cities in Michigan. Nearby communities are Garden City, Inkster, Belleville and Livonia. Interstate Highways 96 and 94 lie twelve miles to the north and four miles to the south respectively. The surrounding countryside is characterized by rapidly developing residential areas and existing farm and rural non-farm residences.

The area under study outside the City of Wayne includes the Townships of Canton, Nankin, Romulus and Van Buren, and the communities of Inkster, Garden City and Belleville.



GEOGRAPHIC LOCATION

INVENTORY - FORECAST

ECONOMY

The proposal for relocating the Main Street portion of US-12 is based upon community plans to revitalize the downtown area of Wayne. This project is to include a shopping center which would be located south of Michigan Avenue and would require more land than is now available between Michigan Avenue and Main Street. The two streets presently constitute the loop portion of US-12 in Wayne. The location of the trunkline will, therefore, influence the size and design of any possible shopping center.

Market Studies

A Market Study which was conducted in 1960 by Brender and Brender and Kenneth C. Welch, Associated, served as a stimulus to promote the idea of establishing a shopping center in Wayne. This study was only a cursory examination of market capabilities. The recommendations contained in the 1960 report have since been revised in a more comprehensive study of community conditions recently published.

Real Estate Research Corporation (RERC), of Chicago, prepared a report in April of 1962 for the City of Wayne entitled "Land Utilization and Marketability Study, Michigan R-48 GN, Wayne, Michigan." Several factors are listed by the RERC which tend to support the contention that the proposed shopping center in Wayne will succeed. These factors will insure the growth and continued prosperity of the western portion of the Detroit Metropolitan Area, of which Wayne is a part. The first reason is, ". . .the availability of adequate and good buildable land for residential use relatively convenient to large employment concentrations and not too far distant from downtown Detroit."

They also feel that, ". . .the location of the Detroit Metropolitan Airport in Romulus Township. . .undoubtedly will stimulate industrial growth in that area, just as the establishment of O'Hare International Airport has had a dramatic impact on the growth of the area northwest of Chicago."

A third factor which will encourage future growth in the study area is, ". . .the introduction of new high-speed expressways, the Edsel Ford Industrial Expressway (*sic*), which has hastened the decentralization of industry and has caused entire new areas formerly rural in character to be opened for residential and industrial development. Whereas formerly the most pronounced expansion of industrial development has occurred along the Detroit-Plymouth Corridor, we anticipate that future industrial development will be oriented to the expressways."

"While the construction of the Edsel Ford Industrial Expressway(*sic*) has had a definite effect of reducing traffic volumes, particularly through traffic, on Michigan Avenue. . ., the overall effect will be to stimulate development of the entire area. The convenience

provided by expressways, an air terminal and rail transportation is a factor that will undoubtedly induce the establishment of industrial parks which, in turn, will encourage residential and commercial growth and development of this western sector of the Detroit Metropolitan Area."

Another factor influencing economic activity in the central business district of Wayne is the relative positions of other nearby shopping centers. The pertinent centers in this case are those located in Inkster, Dearborn and Garden City, and future Westland at Wayne, Warren and Cowan Roads in Nankin Township.

The expansion of the territory, however, should insure the success of the proposed shopping center in Wayne. The RERC has described the trading area from which the new facility is expected to attract customers (See Map 2, page 5).

The success of the plans for the Wayne shopping center to a great extent depend upon the use of Michigan and Norris as a one-way business loop according to the RERC report. It mentions that, "Preliminary plans indicate that Michigan Avenue will be utilized as a one-way road to the west and paired with Norris Street which will be improved and slightly re-routed to carry one-way traffic to the east (See Map 8, page 21). With the creation of this one-way road system around the project area, traffic congestion will be minimized and direct accessibility to parking areas serving the project shopping facilities greatly improved. It is expected that this will substantially enhance the convenience and desirability of downtown Wayne as a shopping district."

The RERC report suggests that the dominant retail unit in the proposed shopping center be ". . . a low-margin, self-service department store. . . particularly in view of the future development of J. L. Hudson's Westland Shopping Center only four miles to the north. Our computations indicate, however, that a low-margin, self-service department store could capture adequate volumes and could compete successfully with other such stores to the east of Wayne." This study also resulted in the recommendation that other stores which would provide a variety of goods and services also be established.

Westland is to be regional in scope and, according to the Westland Shopping Center Traffic Study, which was made in 1960 for the J. L. Hudson Company, almost 100 percent of the people living within a two mile radius of Westland are considered to be potential customers. Even more significant for purposes of this study is the claim that 75 percent of Wayne area residents located between Michigan Avenue and Cherry Hill Road and 50 percent of the people living in an area extending over and beyond the northeast quarter of the Wayne Study Area will shop at Westland.

The success of any shopping facility, of course, depends upon the level of prosperity and the general rate of employment in a given area.

Employment

Employment information for the cities of Wayne, Inkster and Garden City has been provided by the Bureau of the Census of the U.S. Department of Commerce. This data is useful for the purpose of comparing employment trends of the communities in the Wayne area, and it serves as a basis for reinforcing population and land-use projections.

City of Wayne:

In 1958, the City of Wayne had a total of 4,759 persons employed in manufacturing, retail trade, selected services and wholesale trade. Manufacturing firms employed 3,204 workers, while the retail trade establishments provided jobs for 1,079. Selected services¹ and wholesale trade² concerns engaged the services of 364 and 112 workers respectively.

Table 1

1958 EMPLOYMENT

MUNICIPALITY	MANUFAC- TURING	RETAIL TRADE	SELECTED SERVICES	WHOLESALE TRADE
Wayne	3,204	1,079	364	112
Inkster	469	1,236	242	94
Garden City	662	946	260	67

Source: U.S. Department of Commerce, Bureau of the Census

Interpretation of Employment Data:

Opportunities for future employment in and around Wayne are dependent on the prospect of the Detroit region gaining additional manufacturing plants. Assuming that other factors remain constant, employment in retail trade, selected services and wholesale trade should increase as manufacturing enterprises expand their operations.

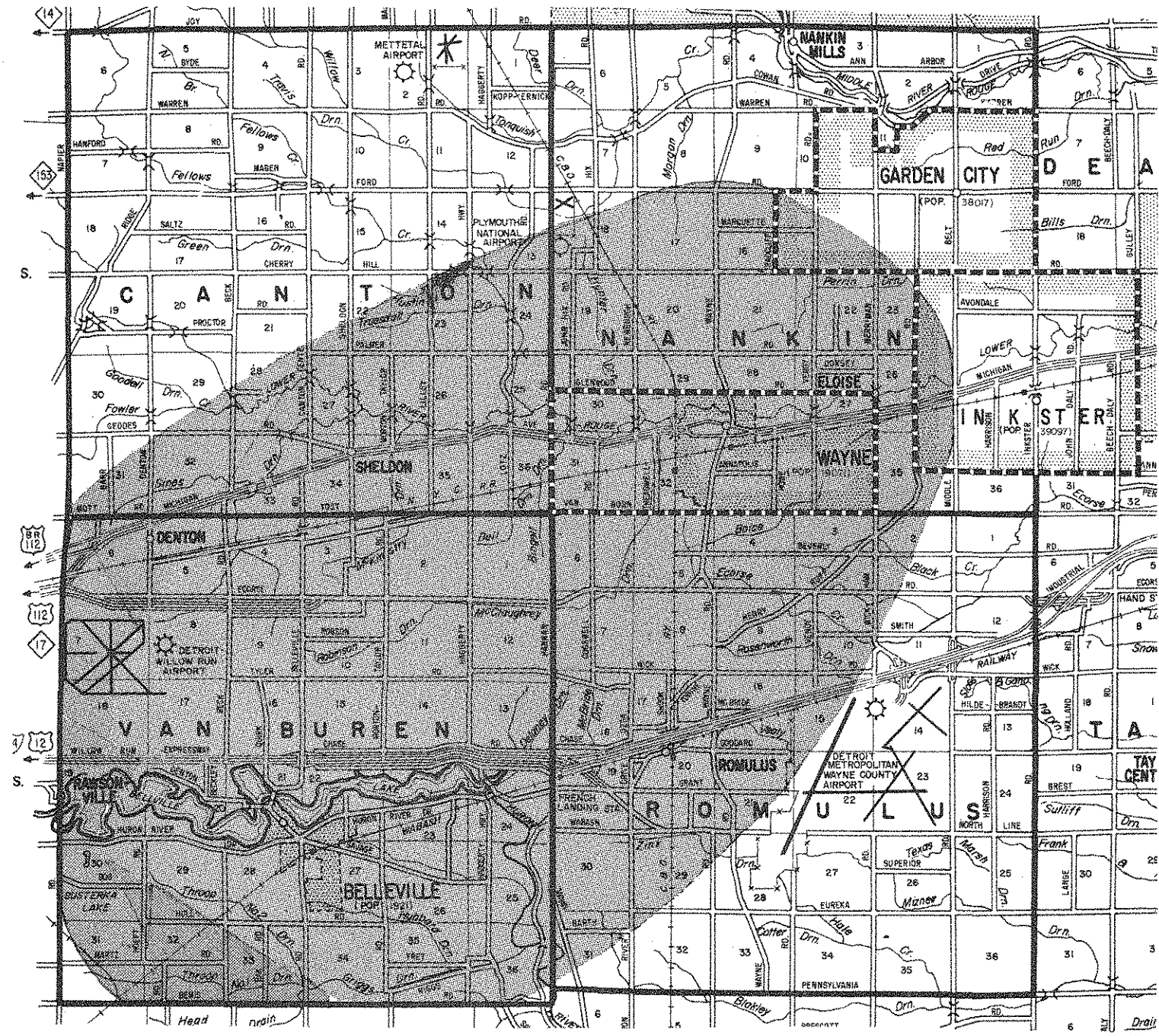
(1) Includes business services, miscellaneous repair, amusement, motion pictures, hotels, motels, and camps.

(2) Includes manufacturers' sales branches and offices, petroleum bulk plants, terminal and gas facilities; merchandise agents and brokers; and assemblers of farm products.



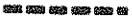
MAP 2

Wayne Study Area

MARKET TRADING AREA



Legend

-  AREA REQUIRING ADDITIONAL RETAIL FACILITIES BY 1970
-  TOWNSHIP LINE
-  CITY CORPORATE LINE

SOURCE: "LAND UTILIZATION AND MARKETABILITY STUDY,
MICHIGAN R-48 GN, WAYNE, MICHIGAN
APRIL 1962
REAL ESTATE RESEARCH CORPORATION

PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER



If past trends in manufacturing expansion are indicative of what will transpire in the near future, the Detroit region will continue in a relatively static condition as an automotive manufacturing center. For the past decade, the dispersion of manufacturing has been a common trend throughout the nation. The decline in the number of plants in the region can be mainly attributed to the losses sustained by the City of Detroit. According to *The Changing Pattern of Manufacturing Plants and Employment, 1950-1960 in the Detroit region, April 1, 1961* report, of the DMARPC, Detroit-Hamtramck-Highland Park lost 19 percent, or 840 manufacturing plants between 1950 and 1960. Employment dropped by 127,265 or 29.8 percent. The remainder of the standard metropolitan area, however, demonstrated a net increase in manufacturing plants of 407 or 19.4 percent, and employment increased by 2.7 percent. The total area, including the cities of Detroit, Hamtramck and Highland Park, lost 433 plants, or 6.6 percent of the total industrial establishments. Employment in the Detroit Standard Metropolitan Area decreased by 121,604 or 19.1 percent.

The geographical distribution of manufacturing firms has permitted many individual suburban communities surrounding the City of Detroit to expand. This trend is particularly evident in the Wayne Study Area which has added four plants to its total from 1950 to 1960. During this same period, manufacturing employment rose from 2,558 to 8,008 for an increase of 213 percent.

Wayne Study Area:

The Wayne area now has a substantial industrial base. According to a report published in 1961 by the Wayne Community Chamber of Commerce, "The leading industries include the Ford Motor Company, Gar Wood Industries, Unistrut Corporation, Minnesota Mining and Manufacturing, Detroit Industrial Spring, Purolator Incorporated, Enot Foundry and several others." The first two companies employ in excess of 1,000 workers.

Possibilities for industrial expansion in Wayne appear promising. The Chamber of Commerce stated that, "The new City of Wayne has a potential of over 400 acres that is available for industrial expansion." The report by the Chamber of Commerce indicates that, "The Wayne City Council stands ready to cooperate on any special project with any industrial developer and is able to finance any City project that is legally possible under State law by virtue of its City powers and its bonding ability."

The market study by the RERC contains the statement that, "More than adequate industrial land is still available and the rebuilding of the downtown area will provide a promotional tool of real meaning for the attraction of industry and quality residential development."

With continued industrial expansion, employment opportunities and the population of the study area will inevitably expand. The rather extensive annexation of buildable land in 1960 by the City of Wayne makes possible extension of utilities, permitting the realization of such predictions.

WATER AND SEWER FACILITIES

City of Wayne

The area which constituted the City of Wayne previous to the July 5, 1960 annexation is adequately served by water and sewer lines. The new section, between the C and O Railroad tracks and Hannan Road is to be provided with new water and sewer facilities within the next year. Also, the lower branch of Wayne County's Rouge Valley Sanitary Sewage Interceptor, which runs along the north bank of the River Rouge, is now under construction and should be finished by December of 1963.

Study Area

Water and sewer lines are located throughout Nankin Township except in the extreme northwestern portion. Facilities are to be installed in this area by the fall of this year. At that time, subdividers will be able to tie into the new lines, thus permitting further development of this section.

The existing water lines in Canton Township are concentrated in the southeastern portion. New water mains are scheduled for completion in the east-central area and the northeastern section by the summer of 1963. A minor water extension is also programmed for completion in the southeastern part of the township in the middle of 1963. There are now no sewer lines in this township; however, county facilities are to be extended to the northeastern corner and to the southeastern portion at the east line of Canton Township by the fall of this year.

The only water lines in Van Buren Township are in the City of Belleville. New Mains are scheduled which will service the northern, central and eastern parts of the township by early 1963. A portion of the Downriver Sewage Disposal System, which is to be completed by September of 1963, will enter at about the center of the eastern line of the township and will extend to Belleville.

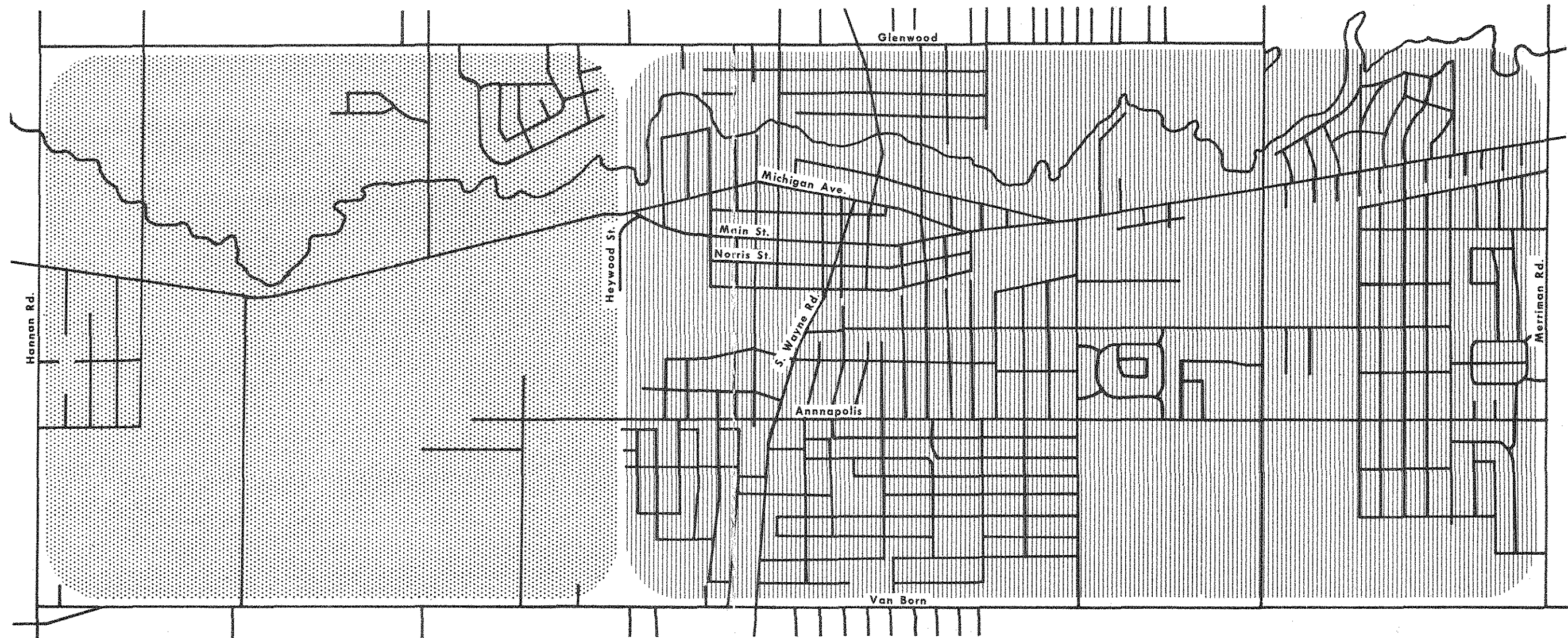
All of the present water and sewer lines in Romulus Township are located in the community of Romulus. A new east-west water line should be completed through the center of the township by the end of 1962. Other water extensions are planned throughout the area and will be installed as demand warrants. New sewer lines should be completed throughout all but the northwestern section of the township by the fall of 1963. The northwestern portion should be provided with sewer mains within the next one to two years.

The considerable extension of water and sewer facilities planned and programmed


PUBLIC UTILITIES MAP


for the City of Wayne (see map below) and the remainder of the study area should act as a stimulus to further development of this territory. Such expansion will inevitably involve an increase in the population of the entire study area. This population growth will, in turn, demand improved shopping and highway facilities.

City of Wayne PUBLIC UTILITIES



Legend

 AREA SERVICED WITH WATER AND SANITARY SEWER LINES IN 1961

 AREA TO BE SERVICED WITH WATER AND SANITARY SEWER LINES BY 1964

SOURCE: BRENDER AND BRENDER, INC. WATER AND SANITARY SYSTEM STUDY FOR THE CITY OF WAYNE, FEBRUARY 1961.

POPULATION

Population trends in a given area are used by the Michigan State Highway Department as an indicator of existing and future traffic volumes and the progress of land development. The population trends in the City of Wayne and surrounding area were compiled and analyzed to portray a reasonable picture of the effects that population change will have on street and state trunkline capacities.

Past and Present Population

Fifty-five percent of the increase in population in the Detroit Standard Metropolitan Area occurred in that part of Wayne County which is outside the Detroit City Limits. The rate of population increase in this area from 1950 to 1960 was approximately 70 percent, while the City of Detroit decreased in population by 10 percent. The average family size for the portion of Wayne County that lies outside of Detroit remained unchanged during the decade between censuses.³

The population in the City of Wayne has grown from 9,409 in 1950 to 19,071 in 1960 for a 102.7 percent increase (See Map 3 and Graph 1, pages 11 and 12). This is due, in part, to the July 5, 1960, annexation from Nankin Township which placed an additional 3,037 persons within Wayne.

Future Population

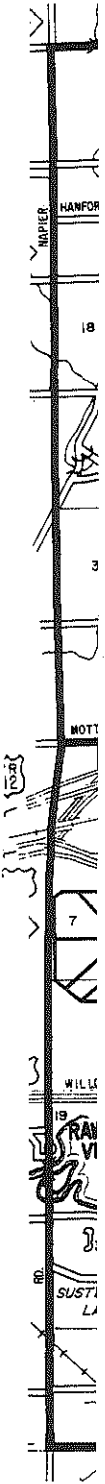
According to the study resulting in projected population for the City of Wayne, there are no evident factors which will cause a decline or static condition in population growth. A 75.7 percent increase from 1960 to 1980 is expected for the City of Wayne (See Map 3 and Graph 1, pages 11 and 12). This means an increase from 19,071 to 33,500 persons. Most of this growth is expected to occur between 1960 and 1970.

The Wayne Study Area and Wayne County are also expected to increase in population. The rate of growth, however, is somewhat different from that of the City of Wayne. It is expected that the Wayne Study Area will increase by 119.4 percent from 1960 to 1980. This is due to the tremendous rise in the population of Romulus, Canton and Van Buren Townships.

The projection for Wayne County cites only a 26.3 percent increase by 1980.

If the marked rise in population predicted for the Study Area materializes, the way in which land is used will be significantly altered.

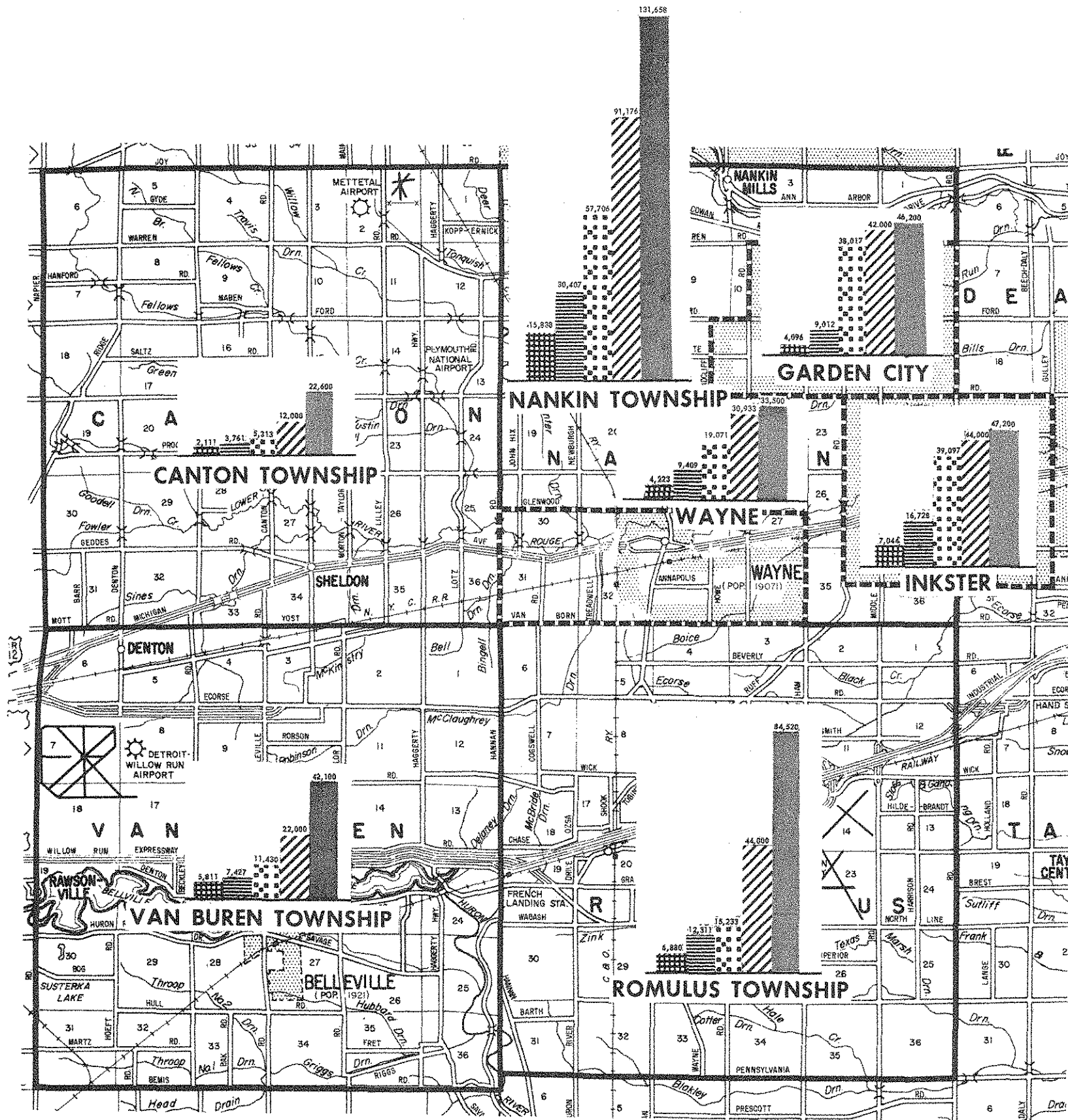
(3) *Population, Housing, and Economic Characteristics for the Detroit SMSA* prepared by the Public Relations and Research Department of the Detroit News, April, 1961.



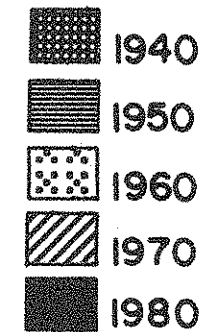
MAP 3

Wayne Study Area

POPULATION GROWTH AND PROJECTIONS



Legend



SOURCE:

- (1) DETROIT METROPOLITAN AREA REGIONAL PLANNING COMMISSION
- (2) LOCAL GOVERNMENT DIVISION, MSHD
- (3) U. S. DEPARTMENT OF COMMERCE, BUREAU OF THE CENSUS

PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER



POPULATION GROWTH AND PROJECTIONS

GRAPH 1

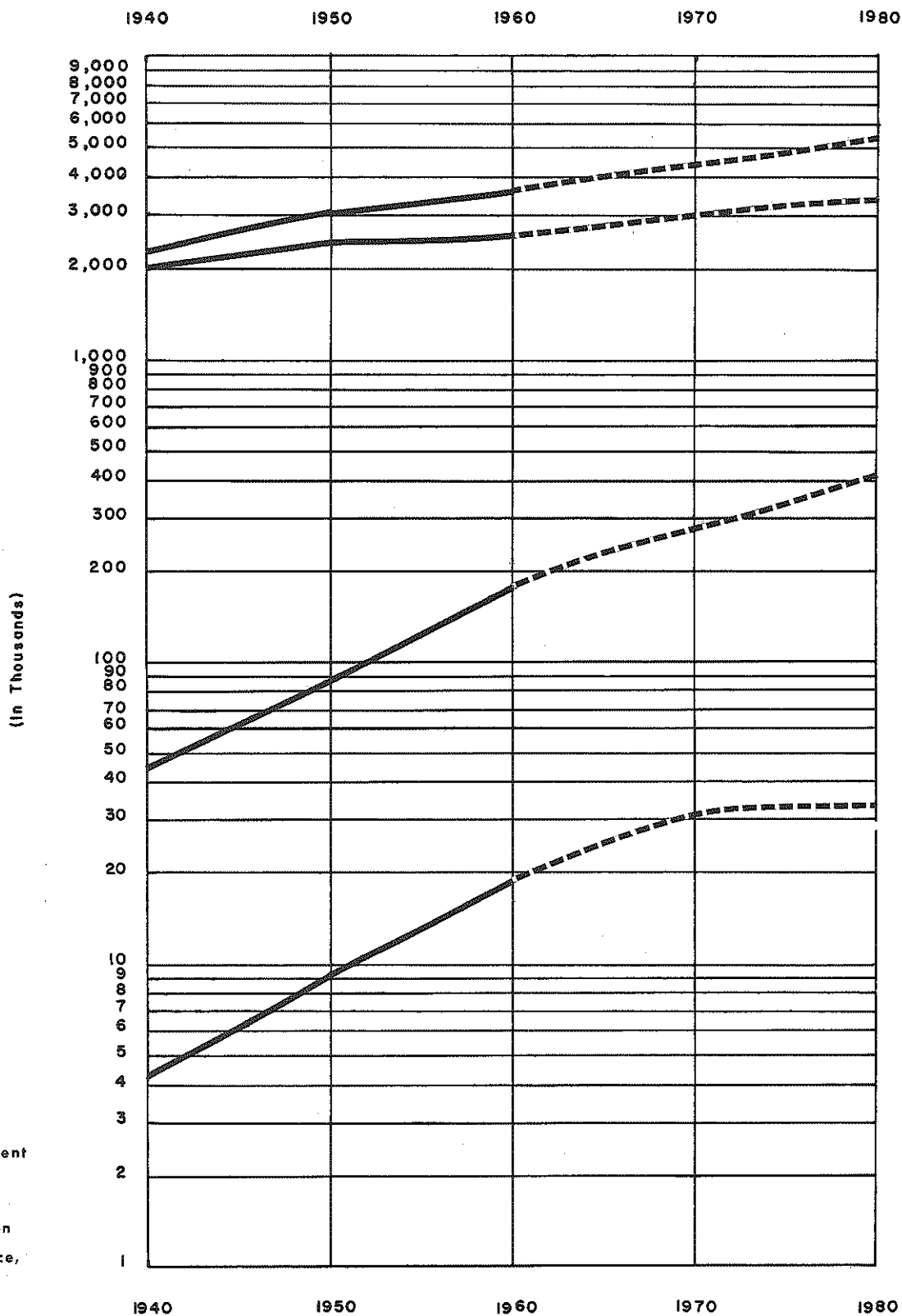
**DETROIT S. M. A.
WAYNE COUNTY**

STUDY AREA

CITY of WAYNE

SOURCES:

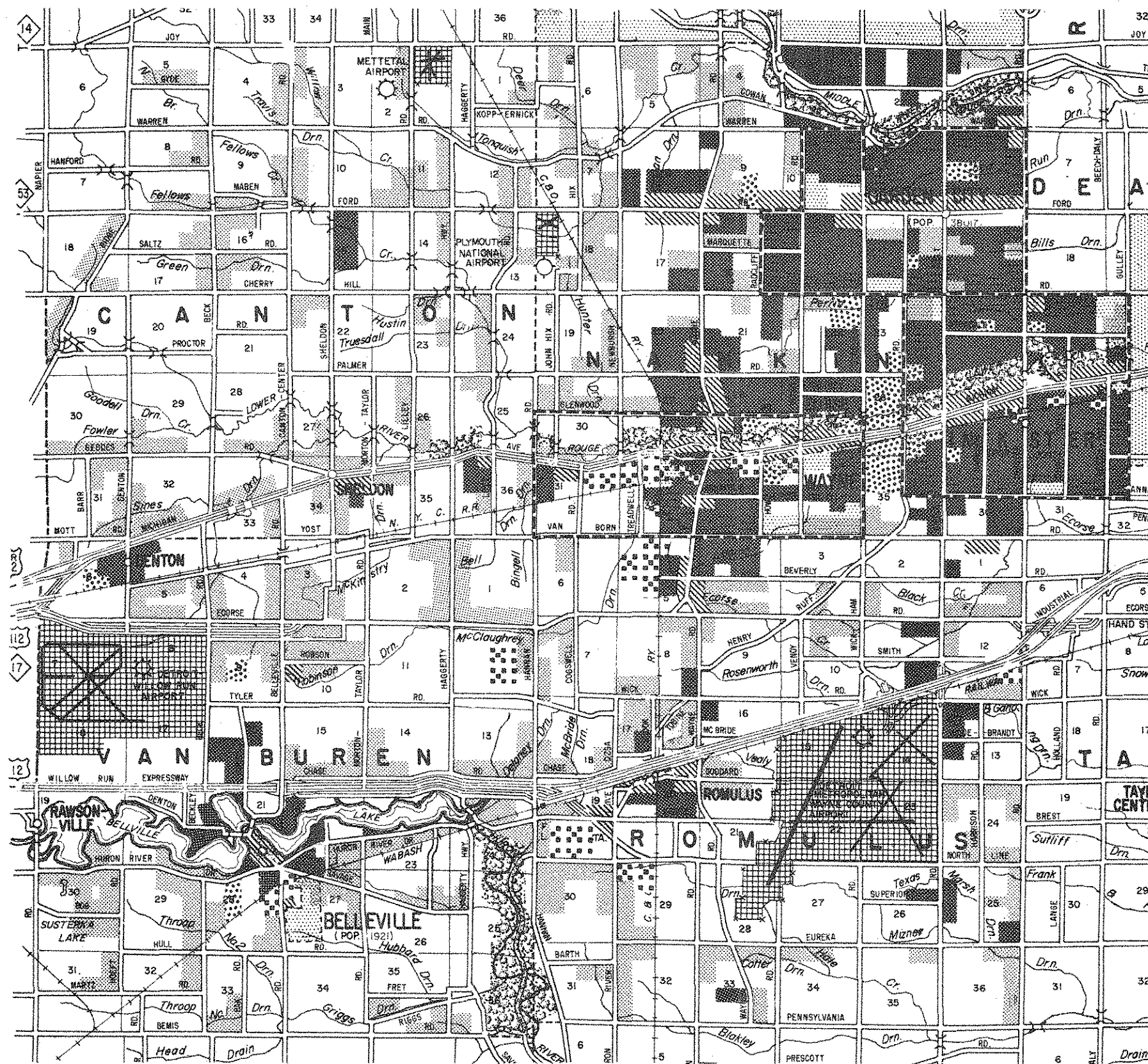
1. Michigan Economic Development Department
2. Detroit Metropolitan Area Regional Planning Commission
3. U. S. Department of Commerce, Bureau of Census-




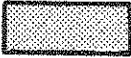



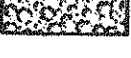

MAP 4

Wayne Study Area

EXISTING LAND USE



Legend

-  URBAN RESIDENTIAL
-  RURAL NON-FARM RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC
-  RECREATION AND PARKS
-  AIRPORT

SOURCE: DETROIT METROPOLITAN AREA REGIONAL PLANNING COMMISSION, "LAND USE IN THE DETROIT REGION", 1958.

PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER



LAND USE

Land use information, concerning the Wayne Study Area, was gathered to determine the extent and location of urban development which might affect highway requirements. Land use information regarding the central business district was collected in order to determine the location and design of a thoroughfare system which would best serve the city, central business district and the proposed shopping center.

Existing Land Use

Wayne Study Area:

The Wayne Study Area still has large portions of land which are untouched by urban development (See Map 4, page 13). How this land is developed will affect vehicle flow and traffic generation. In the northeast portion of the study area, which includes Nankin Township, Wayne, Garden City, and Inkster, much of the land is used for residential purposes. The greatest concentration of industrial urban land use is also in this part of the Wayne Study Area. The industrial corridor is situated along US-12 and the New York Central Railroad line. Willow Run and Wayne Major airports are surrounded by small parcels of urban residential land. Portions of land reserved for recreation are a section near Belleville, a strip of land along US-12 near the City of Wayne, and a parkway adjacent to the Rouge River.

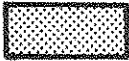





Central Business District:

Commercial strip development presently exists on both sides of Michigan Avenue along its entire length within the central business district (See Map 5, page 15). Other scattered centers of commercial activity appear throughout the central area, notably on Main Street in the west-central section. South Wayne Road, which provides access from the north and south, is presently being exposed to a rapid build-up of various commercial uses.

The Zoning Map (Map 6, page 17) indicates that much of this recent development is within the proper zoning districts. However, several land uses are not. Both the West Side Junior High School and Roosevelt High School are located in areas designated for intensive business operations. Although public uses are not zoned, the two schools force limitations on potential commercial development. A large park, which is divided into four separate parcels by Bridge and Main Streets, as well as three churches adjacent to the park are also located in an intensive commercial zone.

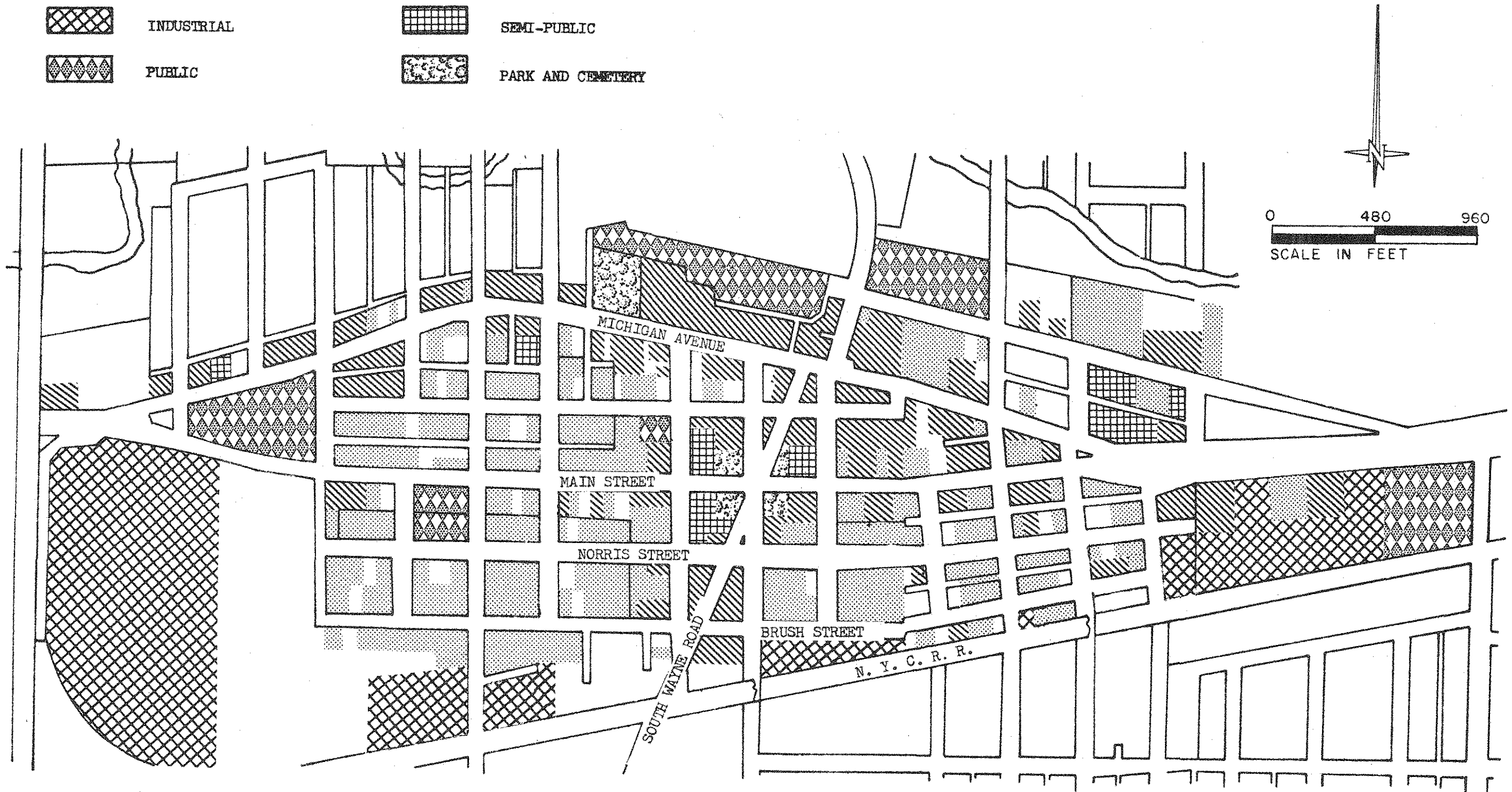
Much of the remaining land within the central business district is being used for residential purposes. Zoning measures have been taken by the City of Wayne to eliminate further haphazard lot-by-lot development by providing uniform multiple-family districts along Brush Street. A civic center project will include a public library and a new city

Legend

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC
-  SEMI-PUBLIC
-  PARK AND CEMETERY

City of Wayne

C.B.D. EXISTING LAND USE



PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER

SOURCE: CITY OF WAYNE
"WORKABLE PROGRAM FOR
WAYNE, MICHIGAN", 1957

hall. Its facilities will be located on several city-owned parcels of property just north of the central business district on Sims Street. Some residential structures which are in areas zoned for other purposes will be removed during the initial construction work for the new civic center.

Future Land Use

The pattern of future land use development must be considered in determining projected highway needs. If an intensified build-up of residential, commercial and industrial land uses occurs, improved highway facilities will inevitably be required.

Wayne Study Area:

The Wayne Study Area is included in the suggested Detroit Regional Land Use Plan which was published in 1958 by the DMARPC, since it forms a part of the metropolitan region (See Map 7, page 19). Approximately 40 percent of the land in the four townships has been set aside for urban residential use for the purpose of accommodating the adjusted DMARPC projected 1970 population of 286,109. An industrial corridor along US-12 and park-recreation areas in the river valleys have also been proposed. The land surrounding the Willow Run and Wayne Major airports cannot be considered to be ideal for urban residential development. Therefore, this land has been proposed to be either rural or rural non-farm residential.

New residential growth is expected to occur in the areas north, south and southwest of the city. This is generally evidenced by the rapid development of rural, non-farm homesites and new subdivisions. Potential expansion toward the east will be very slight because this section is almost completely developed. Existing and proposed transportation and public facilities will strongly affect the growth of the entire area.

Wayne Central Business District:











Commercial expansion of the central business district may be limited by two physical barriers. The lower Rouge Parkway, which follows the river's course, could impede expansion to the north. The New York Central Railroad tracks may limit the possibility of expansion toward the south.

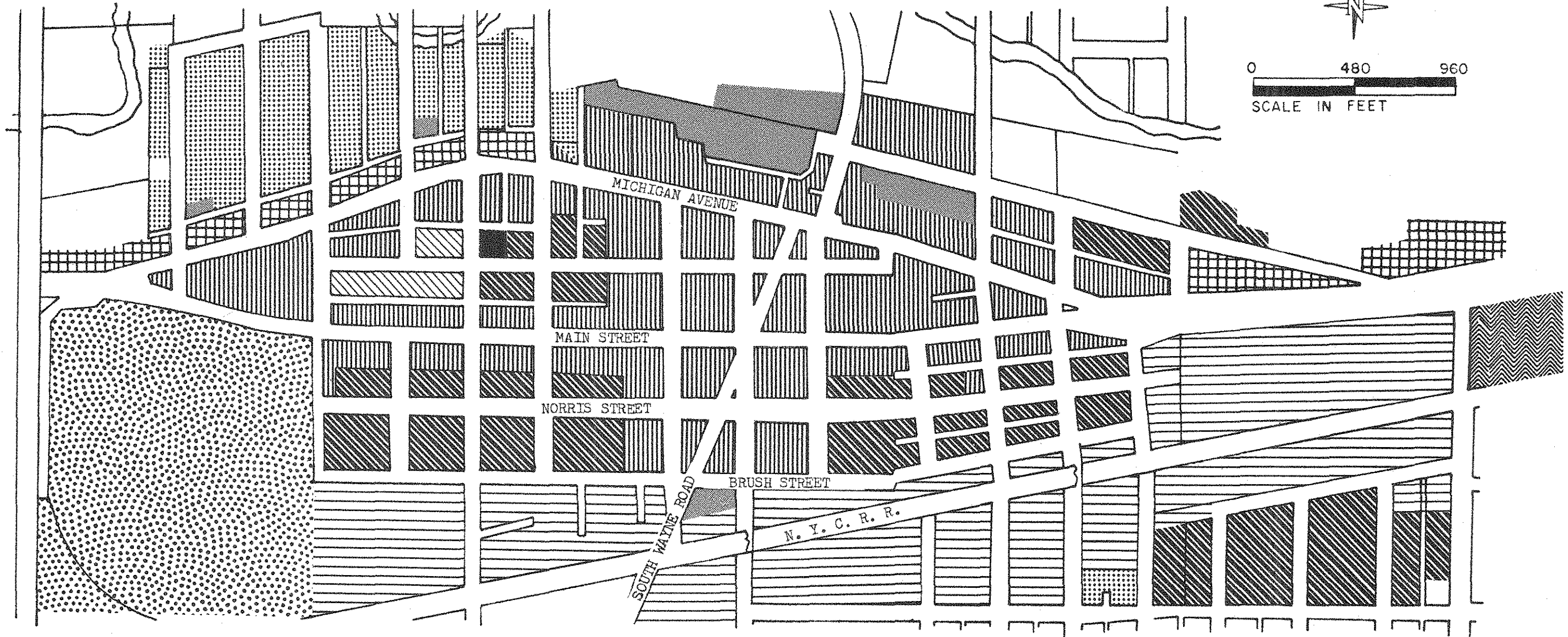
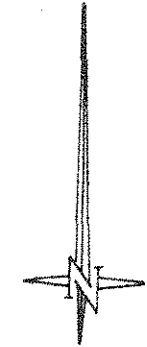
These factors indicate that further development within the central business district must be in terms of land redevelopment or limited structural conversion. Another alternative would be to allow intensive commercial strip development to continue along major thoroughfares. In the event that the latter course is followed, vehicular movement and sound community growth would be hampered. A properly designed shopping area would provide for organized and well-balanced commercial development as well as space for vehicles, pedestrians and buildings. Map 8, on page 21 shows the Preliminary Site Plan developed for Wayne by their planning consultants, City Planning Associates, Incorporated.

MAP 6

Legend

City of Wayne ZONING

	BUSINESS INTENSIVE		HEAVY INDUSTRIAL PARK
	BUSINESS EXTENSIVE		ONE-FAMILY RESIDENTIAL
	LIMITED BUSINESS		TWO-FAMILY RESIDENTIAL
	INDUSTRIAL BUSINESS		MULTIPLE-FAMILY RESIDENTIAL
	LIGHT INDUSTRIAL		PARKING



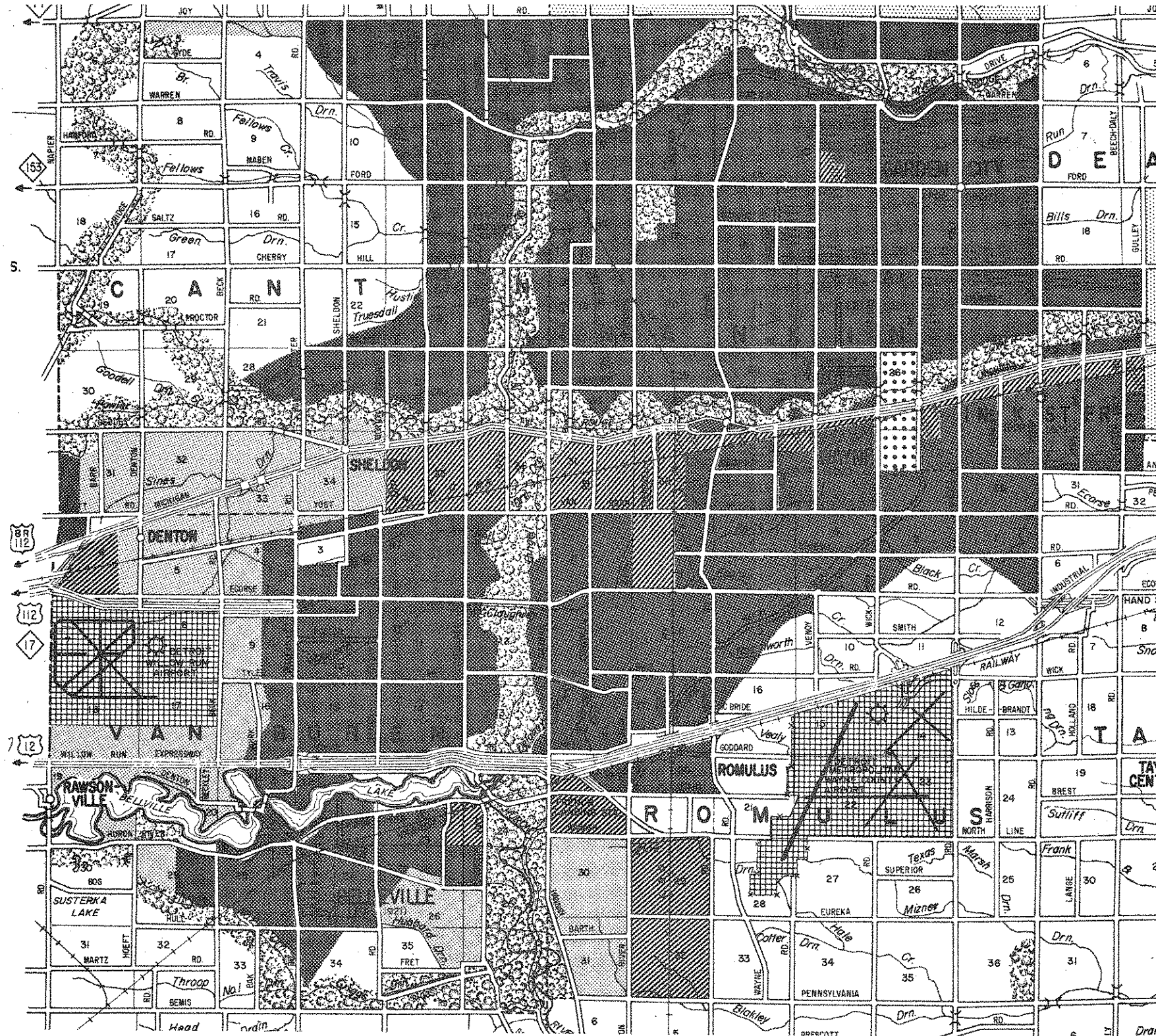
PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER

SOURCE: WAYNE CITY PLANNING COMMISSION,
"ZONING MAP", 1961


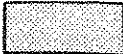




MAP 7

Wayne Study Area

LAND USE PLAN

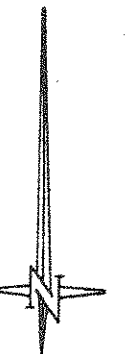
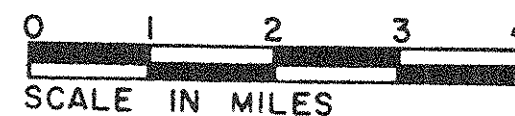


Legend

-  URBAN RESIDENTIAL
-  RURAL NON-FARM RESIDENTIAL
-  INDUSTRIAL
-  PUBLIC
-  RECREATION AND PARKS
-  AIRPORT

SOURCE: DETROIT METROPOLITAN AREA REGIONAL PLANNING COMMISSION, "LAND USE FOR THE DETROIT REGION", 1957.

PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER



TRAFFIC

Increased concentration of the use of land will result in higher traffic volumes. Therefore, consideration of anticipated traffic should be an early stage in highway planning. The type of service to be provided for handling future traffic is determined by studying existing and projected traffic loads, general desire lines and the relation of travel to future street and land use patterns.

Traffic Volume:

The interrelationship between an area's economy, population and land use results in the traffic movements in and around a city. The Traffic Division of the Michigan State Highway Department has twenty-four hour average daily traffic figures available, concerning the state trunkline system in Wayne. According to these reports, there has been an 18 percent decrease in traffic from the west, and a 19 percent decrease from the east, from 1958 to 1961. This decrease in traffic is a reversal of past trends in the area, and indicates the degree of influence of Interstate Highways 96 and 94 on traffic volumes in Wayne Study Area. It is unlikely that this decrease will continue, since additional development will increase traffic.

At present, Michigan Avenue and Main Street are both two-way, but, due to the convergence of the two streets near the east and west central business district limits, there is a tendency for through traffic to use them as one-way streets. Roughly 65 percent of the traffic on Michigan Avenue is westbound, while approximately 74 percent of the traffic on Main Street is eastbound. The total weekday traffic volume, at the western intersection of Main and Michigan, is approximately 14,000, while it is roughly 19,000 at the eastern intersection.

Capacity Study:

A capacity study of US-12 (then US-112) in Wayne was completed by the Traffic Division of the Michigan State Highway Department in 1959. This report points out that the practical capacities used for this study were taken from capacity graphs issued in 1958 by the Bureau of Public Roads.





The study of the loop portion of Michigan Avenue, which continues to be two-way, showed that eastbound traffic was no higher than 77 percent of capacity. For westbound traffic, however, there was a range of from 87 to 120 percent of capacity during the hours of 6:00 to 7:00 A.M. and 3:00 to 6:00 P.M.

MAP 8



Legend

City of Wayne PRELIMINARY SITE PLAN




PROPOSED BUILDINGS

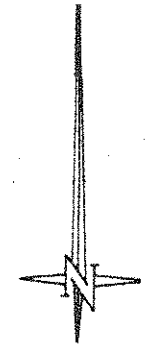
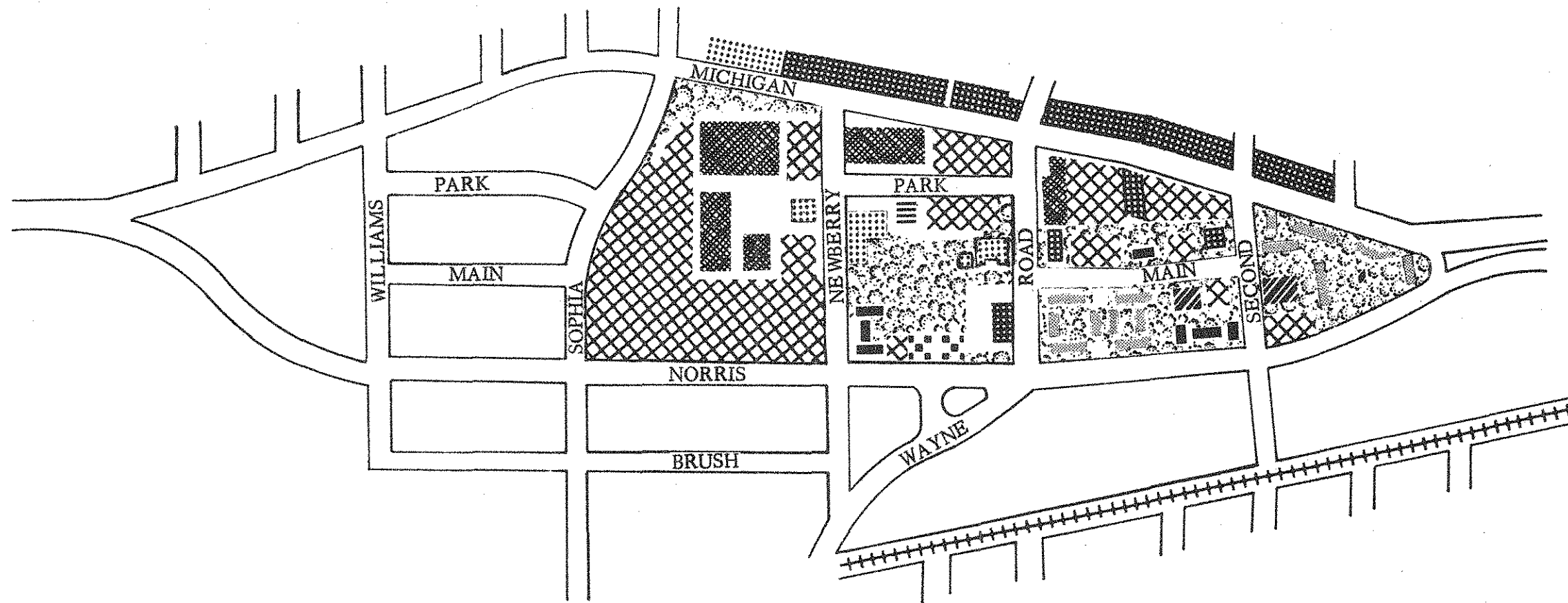
-  RESIDENTIAL (Medium Density)
-  COMMERCIAL
-  OFFICES
-  PUBLIC & SEMI-PUBLIC

OTHER PROPOSED DEVELOPMENTS

-  PARKING
-  PARK & OTHER OPEN SPACE

EXISTING BUILDINGS

-  COMMERCIAL
-  OFFICES
-  PUBLIC & SEMI-PUBLIC



PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER

SOURCE: CITY PLANNING ASSOCIATES, INC.
CONSULTANTS TO CITY OF WAYNE
"PRELIMINARY SITE PLAN"

An examination of Main Street revealed that, with parking on both sides of the roadway, westbound traffic would not exceed 60 percent of capacity but percentages of capacity for eastbound movement would vary from 120 to 144 during the critical hours from 3:00 to 5:00 P.M.

The study pointed out that any type of two-way operation of the Michigan-Main loop would be inefficient. It was suggested that the only way to relieve congestion during critical hours is to institute rather extensive parking prohibitions.

Consideration was also given to how Michigan and Main would operate as a one-way loop. This section is particularly noteworthy since conditions on a Michigan and Norris one-way system would be very similar to those envisioned for Michigan - Main.

With parking on both sides of Michigan Avenue the highest expected volume would be 93 percent of capacity. This could be lowered by prohibiting parking on one or both sides of the street between Elizabeth and a point slightly west of Pershing Street.

Even as a one-way street Main, with its present width (39.5 feet), would still be congested with parking on both sides of the pavement. The Capacity Study recommends that parking should be completely removed from the north side of the street and prohibited on both sides from 3:00 to 6:00 P.M.




Estimates of traffic volumes indicate that, by 1964, the traffic on both Michigan Avenue and Main Street in Wayne will have increased 22 percent over 1959 volumes. Therefore, the recommendations made in the Capacity Study for US-12 in Wayne are based on a need for reducing the 1959 maximum volume to capacity ratio to 81 percent, which would correspond to a ratio of 99 percent in 1964.

Although, as was previously stated, there has been a slight decrease in traffic from 1958 to 1961 as a result of the influence of Interstate Highways 94 and 96, representatives of the Traffic Division feel that this trend will be more than counteracted by continued development in the study area.

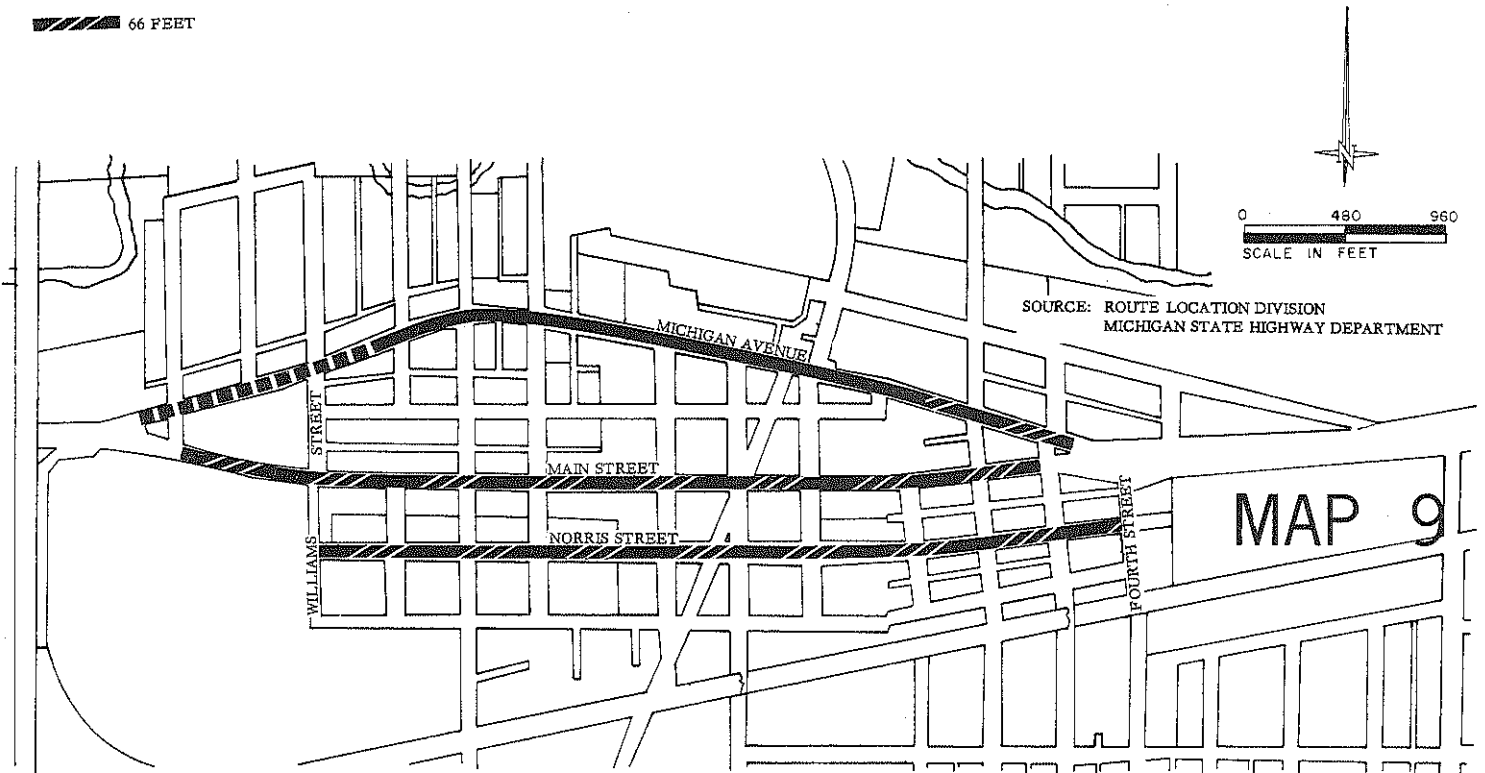
Right-of-Way Widths for Principal East-West Arteries in the CBD:

Several major city streets channel traffic to the central business district and many serve to circulate traffic within this area. Main and Norris Streets, which are of primary interest for the purposes of this report, both have sixty-six foot right-of-way widths. Norris Street terminates at Fourth Street on the east and Williams Street on the west. The other downtown east-west distributor being considered is Michigan Avenue. Right-of-way widths along this route vary from a minimum of sixty-six feet, at the east and west intersections with Main Street, to a maximum of eighty-seven feet at points located between Second and Elizabeth Streets (See Map 9, page 22).





Legend

-  66 TO 87 FEET
-  APPROXIMATELY 66 FEET
-  66 FEET

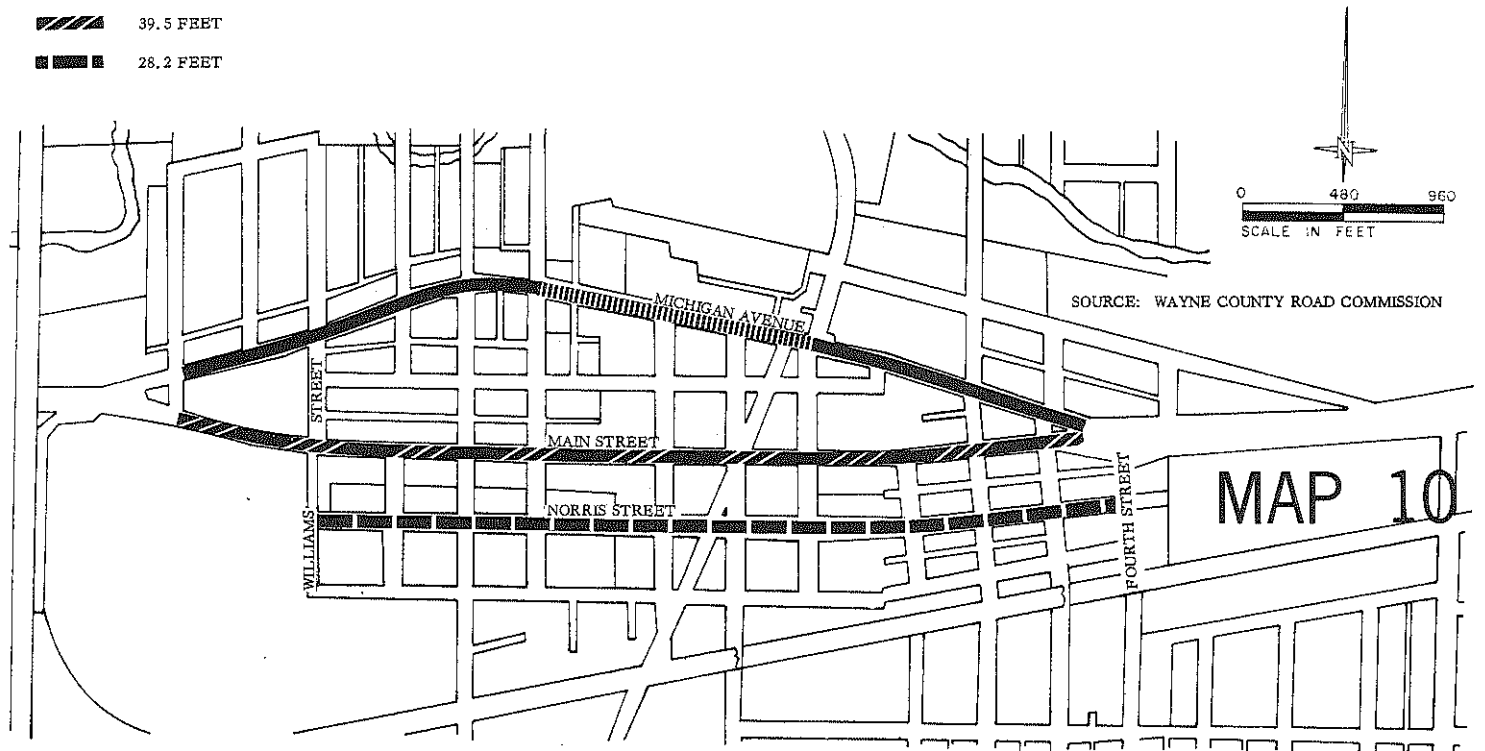
City of Wayne RIGHT-OF-WAY WIDTHS



Legend

-  62 FEET
-  52 FEET
-  39.5 FEET
-  28.2 FEET

City of Wayne PAVEMENT WIDTHS



The State Highway Department requires, in accordance with Act 172, Public Acts of 1929 as amended, regarding all new plats in cities and villages, lying adjacent to state trunklines, that provision will be made for a minimum right-of-way for such trunklines of fifty feet on each side of the centerline for two-way trunklines and forty-three feet on both sides of the centerline for trunklines which are established and operated as increments of a one-way pair. Although desirable, this is not required in areas previously platted with narrower right-of-way since the cost of acquiring land in highly built-up areas is frequently prohibitive.

Pavement Widths for Principal East-West Arteries in the CBD:

Present pavement widths are shown on Map 10, page 23.

The eventual minimum pavement width for all portions of US-12 in Wayne should be forty-eight feet. Sufficient right-of-way on both Michigan and Main is available to allow the desired widening without requiring the acquisition of additional land. A relocation of the Main Street portion of US-12 to Norris would, however, require the purchase of fairly extensive right-of-way for the sections of roadway which would tie this street into a loop arrangement with Michigan Avenue.

Future Traffic Volumes:

The Traffic Division of the Michigan State Highway Department has estimated future traffic for the highway system which is recommended in the final section of this report (See Map 11, page 25). It is expected that 1980 volumes will be considerably higher than existing ones (See Map 12, page 27). The projections are based on the assumption that a shopping center will be developed in downtown Wayne and that the alterations contemplated for Sophia-Elizabeth Street and Wayne Road will be accomplished.

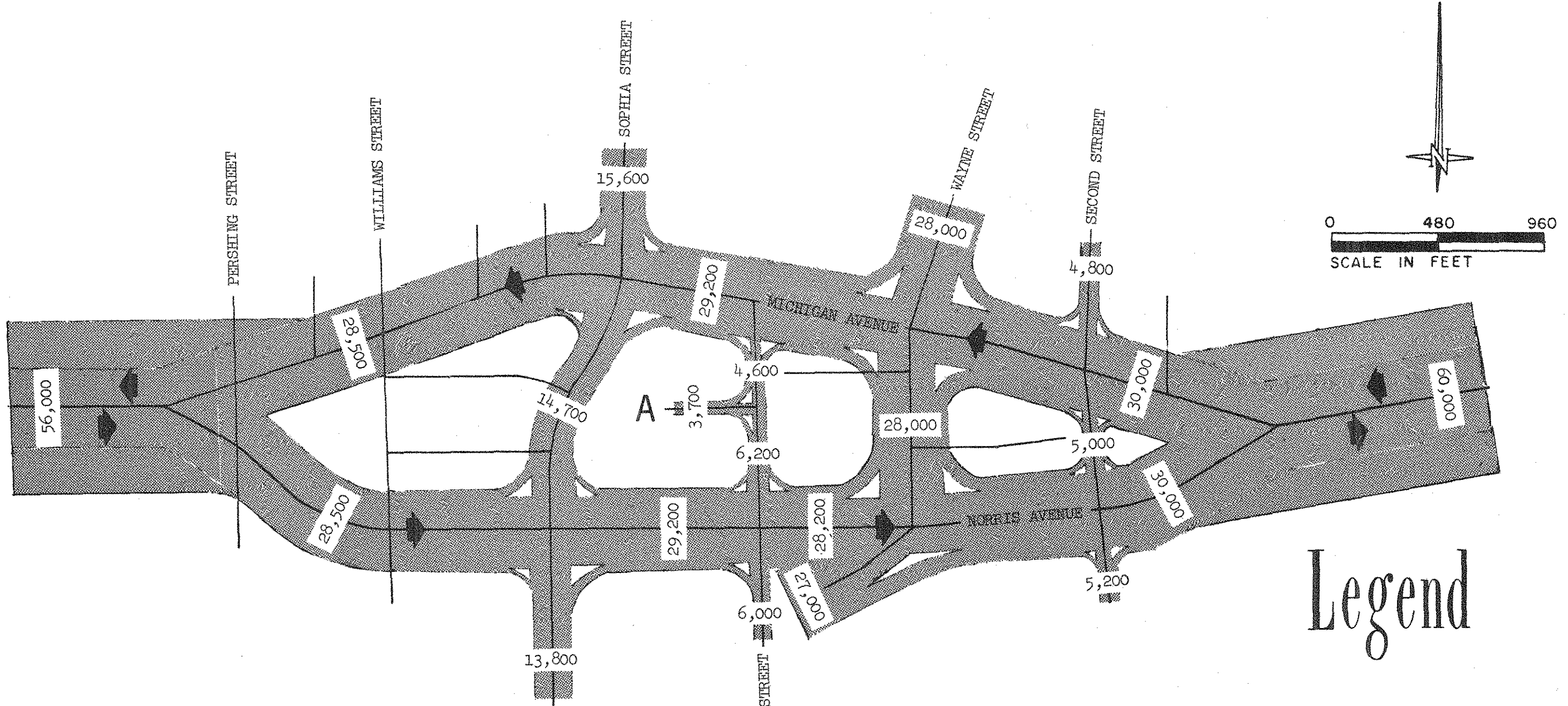
When the projections were made it was assumed that Michigan and Norris would be used as a one-way operation. Capacity on the downtown portion of US-12 would undoubtedly be significantly less if this system or the Michigan-Main combination were two-way. Also, if the attraction of the shopping center is less than expected, actual volumes will probably be considerably smaller for either Michigan-Norris or Michigan-Main than the estimates indicate.

SC

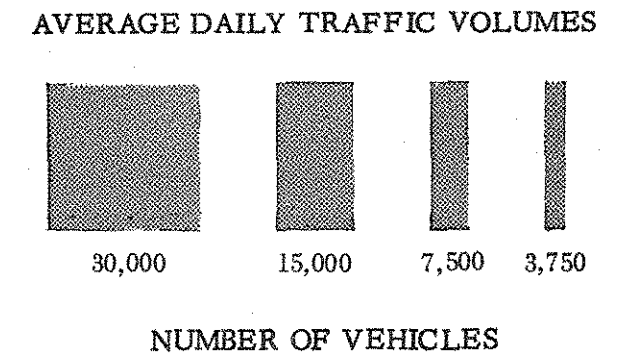
PF
M
JO

MAP 11

City of Wayne 1980 TRAFFIC ESTIMATE



Legend



SOURCE: MSHD TRAFFIC DIVISION
 PREPARED BY THE PLANNING DIVISION,
 MICHIGAN STATE HIGHWAY DEPARTMENT
 JOHN C. MACKIE, COMMISSIONER

NOTE:
 TRAFFIC ENTERING & LEAVING CBD
 USING NEWBERRY STREET IS SHOWN
 ON LEG "A" OFF NEWBERRY STREET

ANALYSIS

Various private and public groups and individuals in Wayne have sought to promote the development of a shopping center in the downtown area of Wayne. The implementation of a plan which was proposed in 1960 would have required that the Main Street portion of US-12 be relocated to Brush Street. In April of 1962, a new shopping center proposal was completed for Wayne by the Real Estate Research Corporation. Plans for augmenting this scheme have been prepared by City Planning Associates.

These plans suggest the use of Norris Street, rather than Brush, as the southern portion of the US-12 loop in downtown Wayne. Norris was found to be preferable to Brush since the extension of Brush to Michigan would have required an excessive amount of Gar Wood Industries' property. Also, the Highway Department had objected to the adverse distance traffic would be required to travel.

The *Land Utilization and Marketability Study*, which was conducted by the RERC, is a thorough and comprehensive examination of retail trade potential for the Wayne area. The recommendations contained in the resulting publication support the contention that the establishment of a shopping center in downtown Wayne can be a successful venture.

Although the highway system desired by the community would involve the use of Michigan and Norris as a one-way pair, the Highway Department is obliged to consider other alternatives as well.

Projections concerning future economic, population, and traffic growth indicate that an improvement to the state highway will eventually be required in downtown Wayne. Since US-12 will eventually be widened on either side of the Michigan-Main loop, the capacity of the loop must be increased to avoid congestion at this point.

The following four alternatives have been considered as possible solutions to the problem of improving traffic circulation in downtown Wayne:

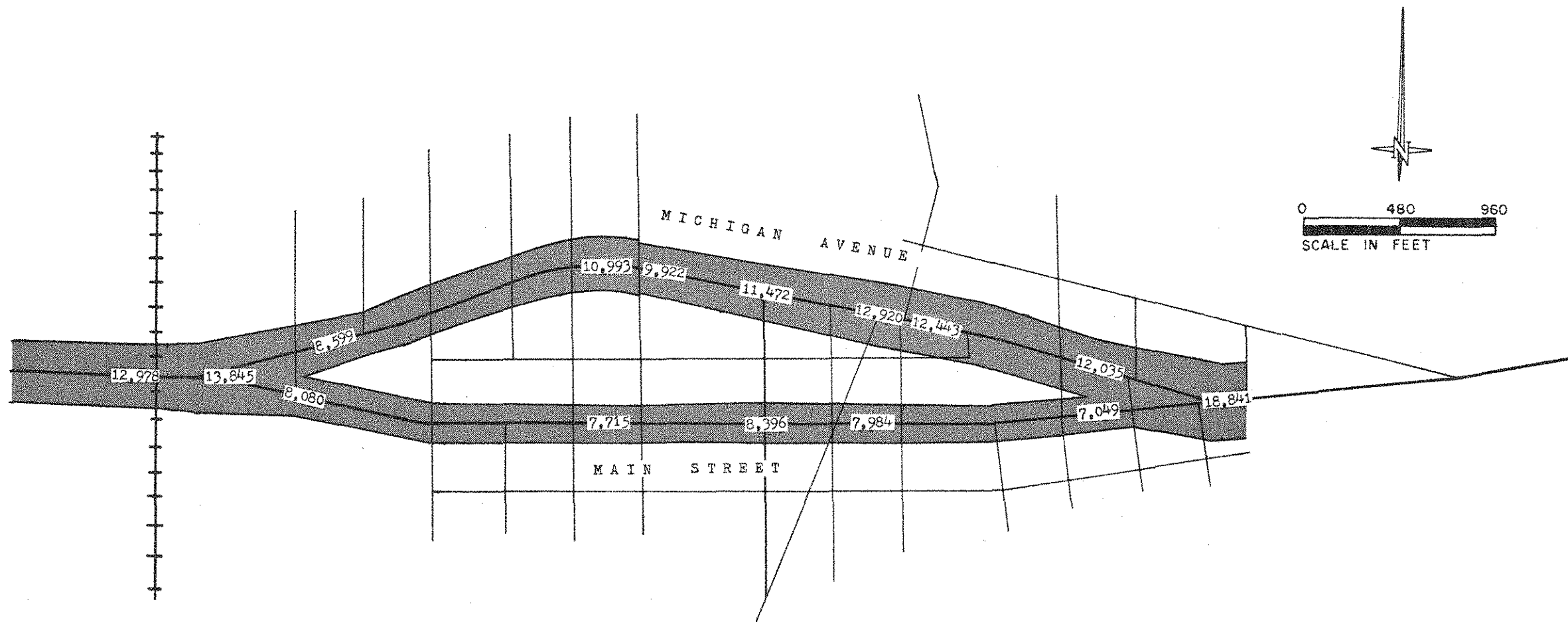
A. Michigan-Main (both two-way)

Advantages:

1. It would allow greater directional freedom of vehicular movement than would a one-way system until congestion requires elimination of left turns.
2. It would conform to the desires of some local merchants by encouraging the retention of current travel habits of shoppers.

MAP 12

City of Wayne EXISTING TRAFFIC VOLUME



PREPARED BY THE PLANNING DIVISION,
MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER

SOURCE: MSHD TRAFFIC DIVISION

3. It would not require the acquisition of additional right-of-way, as would alternates B and D (Michigan-Norris alternatives).

Disadvantages:

1. Main cuts through the middle of the proposed shopping center area and, if it remains in use, will prevent the implementation of present downtown redevelopment plans.
2. It would continue the existence of turning and weaving conflicts. The weaving movement friction would continue at both ends of the loop.
3. It would have a smaller capacity than would a comparable one-way operation.
4. Main would require fairly extensive reconstruction and widening to bring it up to highway standards which would satisfy 1980 traffic demands.
5. Additional parking and turning prohibitions would be necessary.

B. Michigan-Norris (both two-way)

Advantages:

1. It would permit the redevelopment of the downtown area as currently envisioned.
2. It would allow greater directional freedom of vehicular movement than would a one-way system.
3. Community facilities should not be adversely affected by the use of Norris (See Map 5, page 15).

Disadvantages:

1. It would continue the existence of turning and weaving conflicts.
2. It would have a smaller capacity than would a comparable one-way operation.
3. Additional right-of-way would be required to connect Norris, in a loop arrangement, with Michigan (cost estimates follow).
4. Norris would require extensive reconstruction and widening to bring it up to highway standards which would satisfy 1980 traffic demands.
5. Increasingly stringent parking and turning movement prohibitions would be required.

C. Michigan-Main (one-way pair)

Advantages:

1. It would have greater traffic capacity than does the two-way system.
2. It would eliminate most conflicts arising from turning and weaving movements.
3. It would handle traffic better than alternates A and B (two-way alternatives) and equally as well as alternate D (Michigan-Norris, one-way pair).
4. It would cost less than alternates B and D (Michigan-Norris) and no more than alternate A (Michigan-Main, two-way).

Disadvantages:

1. It would cut through the middle of the downtown redevelopment area, thus preventing the implementation of current shopping center plans.
2. Main Street would require fairly extensive reconstruction and widening to bring it up to highway standards which would satisfy 1980 traffic demands.
3. It would disrupt current travel habits of shoppers and cause objections by some local merchants.
4. The distance between Michigan and Main would not be as advantageous as that separating Michigan and Norris. The lesser distance between one-way pairs would not allow as good signal progression on the trunkline and on intersecting arterial streets.

D. Michigan-Norris (one-way pair)

Advantages:

1. It would conform to present downtown redevelopment plans.
2. It would have greater traffic capacity than does the two-way system.
3. It would eliminate most conflicts arising from turning and weaving movements.
4. It would handle traffic better than alternates A and B (two-way alternatives) and as well as alternate C (Michigan-Main, one-way pair).
5. Community facilities should not be adversely affected by the use of Norris (See Map 5, page 15).

6. The distance between Michigan and Norris would be better than that separating Michigan and Main. The greater distance between one-way pairs allows for better signal progression on both the trunkline and on intersecting arterial streets.

Disadvantages:

1. It would cost more than alternates A and C (Michigan-Main) and as much as alternate B (Michigan-Norris, two-way).
2. Norris would require extensive reconstruction and widening to bring it up to highway standards which would satisfy 1980 traffic demands.
3. It would disrupt current travel habits of shoppers and cause objections by some local merchants.

The following cost estimates have been prepared by the Route Location Division of the Michigan State Highway Department. They are approximations of the expense which would be involved with various treatments of US-12 in downtown Wayne.

Table 3

APPROXIMATE COST ESTIMATES

Alternative	Right-of-way Cost	Construction Cost	Total
1. A and C – use existing R.O.W. along Main		\$364,000	\$ 364,000
2. B and D – on existing 66' R.O.W. along Norris with proposed 86' R.O.W. across Gar Wood property and on east end from Second Street east to Michigan	\$191,000	364,000	555,000
3. B and D – on existing 66' R.O.W. along Norris with proposed 100' R.O.W. across Gar Wood property and on east end from Second Street east to Michigan	237,000	364,000	601,000
4. Alternate desired by Wayne –pro- posed 100' R.O.W. along Norris	1,012,000	364,000	1,376,000

The above estimates are approximate and subject to modification depending upon the factors involved in the final acquisition of right-of-way.

CONCLUSION AND RECOMMENDATIONS

It is recommended that the Michigan Avenue and Norris Street one-way alternative be adopted as the new US-12 alignment in downtown Wayne with Michigan carrying west-bound vehicles and Norris handling traffic moving to the east. For Highway Department purposes, Main Street, which is now serving as the southern leg of the US-12 loop in Wayne, would satisfy trunkline traffic requirements; however, the continued use of this artery would prohibit the development of the planned shopping center.

Since the proposal to relocate the Main Street portion of US-12 to Norris Street is being made solely to satisfy local development plans, it is further recommended that the Highway Department spend approximately the same amount of money on Norris as would have been required to improve Main. This expenditure will cover the construction expenses on Norris Street. The cost of the right-of-way required for the improvements on and relocation to Norris should be borne by the City of Wayne.

The relocation of US-12 to Norris can be accomplished through the use of either Treatment 2 or 3 as described in the Approximate Cost Estimates table. Treatment 4, however, would be more suitable since it would permit adequate right-of-way to ensure a more pleasing appearance. Also, should additional moving or turning lanes be required in the future, they could be constructed without undue delay and expense.

It is also recommended that the improvements on Norris Street be adequate to satisfy the demands of estimated 1980 traffic. The engineering details of this work will be contained in the forthcoming engineering report for US-12 in the City of Wayne. This report is being prepared by the Route Location Division of the Michigan State Highway Department. The exact line of improved Norris will be determined by Route Location Engineers and will, at least partially, depend upon the location and width of the right-of-way provided by the community.

It is assumed that if Michigan and Norris are used as a one-way loop, the treatment of Wayne Road, Sophia-Elizabeth Street and other local arteries will be similar to proposals made in the April 10, 1962, Preliminary Site Plan prepared by the CPA (See Map 8, page 21). This arrangement would serve to minimize vehicle turning and crossing conflicts and yet allow adequate access to the proposed shopping center.

It is recommended that, until the Michigan-Norris system is put into effect, Main Street be retained as the southern leg of US-12 and Michigan-Main be operated as a one-way pair.

This recommended highway system should satisfy the requirements of both the State Highway Department and the City of Wayne. Improved service will be provided to state traffic, and community development will be encouraged.

OFFICE MEMORANDUM



MICHIGAN
STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER

September 27, 1962

TO: Robert S. Boatman, Director
Planning Division

File: 82000 C-140 (1)
82000 C-140 (2)

FROM: H. H. Cooper, Director
Traffic Division

SUBJECT: Wayne Trunkline Plan; Traffic Division Review

We have reviewed the subject plan and concur in its recommendations. The operation of Michigan and Norris as a one-way pair will facilitate turning movements into and out of the expanded commercial activity in Wayne, will reduce the number of vehicle conflicts and accident hazards, and will provide greater flexibility in determining proper locations for pedestrian crossings. In addition, the benefits of high-capacity divided roadways to the west and the east of the central area of Wayne will be extended through the heart of the City, thus eliminating an existing capacity bottleneck.

If the proposed commercial development in downtown Wayne is to be a success, an increase in traffic volumes on Wayne Road and US-12 (Michigan Avenue) must be expected. However, there would be no additional capacity available to accommodate the increase unless one-way operation is provided in the east-west direction.

In addition, we concur in and strongly urge adoption of the recommendation that until such time as the Michigan-Norris system is put into effect, Michigan-Main be operated as a one-way pair.

H. H. Cooper, Director
Traffic Division

HHC:EAD:ml

cc: J. S. Marlow

CITY OF WAYNE

WHITNEY W. BALLANTINE
DALE A. BUTLER
NORMAN R. MARTIN
KENNETH A. MCKAY
CLARENCE G. WOODF
COUNCILMEN

34808 SIMS AVENUE
WAYNE, MICHIGAN
PARKWAY 2-2000

WALLACE G. ARROWSMITH
CITY MANAGER
RICHARD V. ROOT
CITY CLERK
IDA P. DOLETZKY
CITY TREASURER

JAMES W. ATTWOOD
MAYOR

CHARLES H. CURTIS
MAYOR PRO-TEM

RESOLUTION

WHEREAS, the City of Wayne has a recognized Planning Commission duly constituted according to existing planning enabling legislation, which Planning Commission has been given the responsibility for the preparation of a Master Plan for the City, and

WHEREAS, the Planning Commission, in pursuance of this delegated responsibility, has caused to be made detailed and comprehensive studies of existing conditions and development trends, and on the basis of these studies, made projections of the future development of the community, part or parts of which have been adopted as elements of a Master Plan of community development; and

WHEREAS, the Planning Division of the Office of Planning of the Michigan State Highway Department has been delegated the responsibility of preparing, in cooperation with local city planners, a highway plan, which plan represents the level of agreement which has been reached on longrange planning objectives, and

WHEREAS, the City of Wayne Planning Commission and representatives of the Planning Division have cooperatively studied this problem and have prepared such a highway plan.

NOW THEREFORE BE IT RESOLVED, that the plan entitled "City of Wayne State Highway Plan", as presented, is consistent with and compatible with the planning and development objectives of the City of Wayne, and

BE IT FURTHER RESOLVED, that the said highway plan as cooperatively developed and presented herewith be approved for presentation to the Michigan State Highway Department for programming.

I certify that the above is a true copy of the Resolution passed by the City of Wayne Planning Commission Meeting of September 24, 1962.


Richard P. Gillespie
Secretary Planning Commission