

Transportation & Complete Streets

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Lathrup Village has developed around a framework of existing roads and streets in a grid and radial pattern reflecting principles of the Garden City movement. Bounded on the north by 12 Mile Road, to the west by Evergreen, to the south by Lincoln Drive and to the east by Lathrup Boulevard, Lathrup Village is a traditional pre-WW II community embedded within a metropolitan area.

As the city awaits long-anticipated road reconstruction on its main commercial and through artery, Southfield Road, this Comprehensive Plan will identify additional opportunities to improve the entire transportation network.

Complete Streets

Complete Streets is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users. Complete streets provide transportation choices, allowing people to move about their communities safely and easily. In 2011, the City prepared a Complete Streets Plan, which was included as a supplement to the Master Plan. In addition to the plan, the City adopted a complete streets ordinance that facilitates the implementation of plan elements in conjunction with other public infrastructure improvements. This map has been updated as improvements were made and include the neighborhoods as identified earlier. The map on the following page should be viewed as a work in progress, particularly with respect to crossings over I-696 that are currently unsafe for pedestrians. The City of Lathrup Village will continue to work with the Michigan Department of Transportation to improve connectivity in these areas.

Key components in the Plan include elements to guide the transformation of Southfield Road from a 5-lane automobile-oriented thoroughfare into a safe and efficient roadway that accommodates a variety of users, including pedestrians. Examples of these elements include:

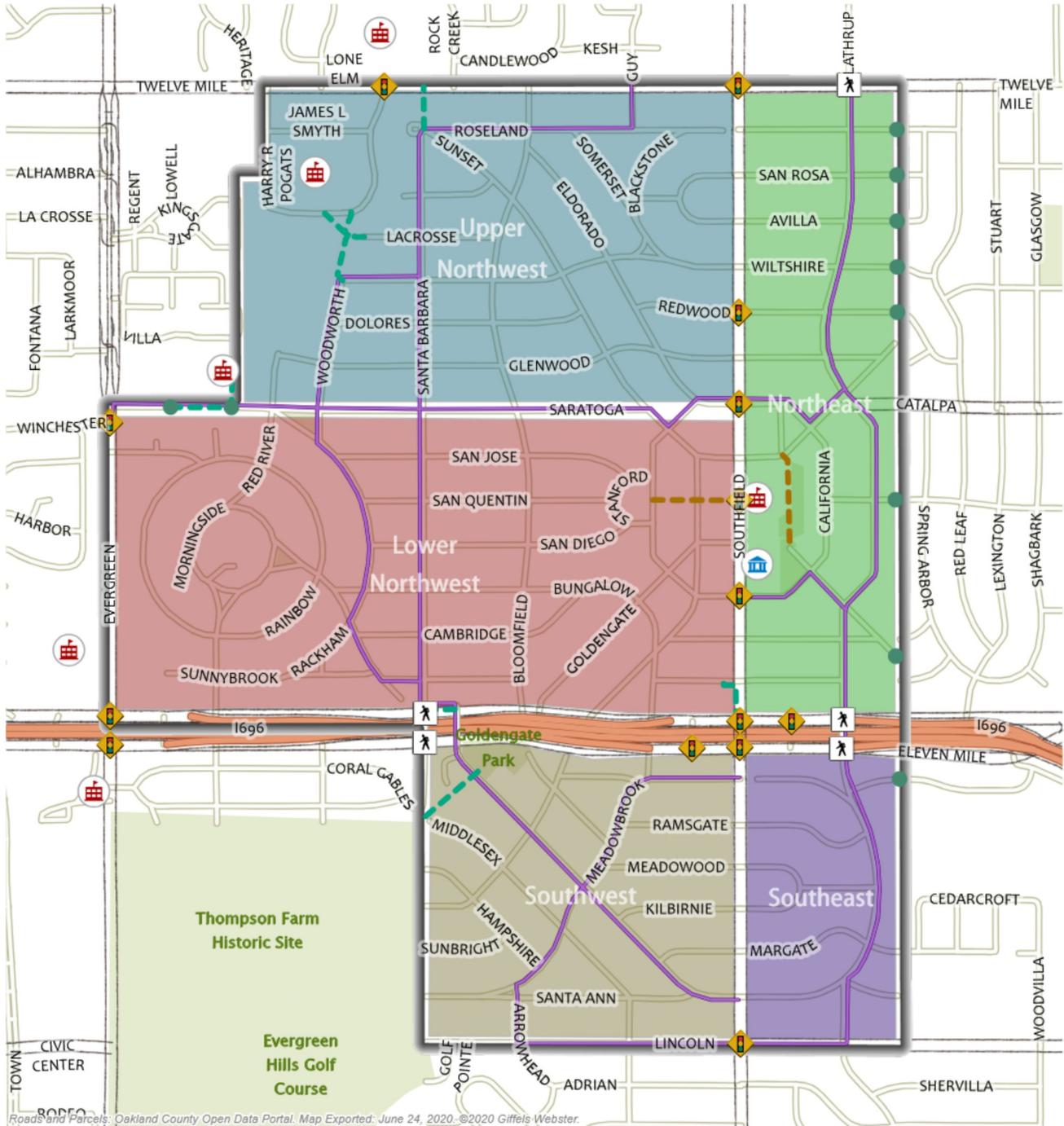
- Village Center: the context of the surrounding area influences the function of the roadway. Roads in this area will feature elements that are more suitable for a denser, walkable urban setting, such as the following:
 - Parallel on-street parking
 - Bike lanes routed into the Village Center



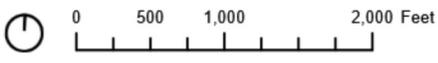
The updated Village Center concept includes the median is currently shown in the RCOC preferred alternative (2020) and the pedestrian crossings that will be critical in joining the east and west sides of Southfield Road.

- Travel speeds of 35 mph or less
- Buildings directly abutting the road right-of-way
- Wider sidewalks serving pedestrian activities, including outdoor dining
- Streetscape elements including lighting and landscaping
- It is anticipated that at least one new street will be constructed in the Village Center, perpendicular to Southfield Road. This street will function as a “collector street,” in this case connecting local streets to the central business district and to minor and principal arterials.
- Roads including Eldorado, California (about one block east and west of Southfield Road), and Monterey will link the Village Center with local streets. The street portions of these roads will contain two lanes of traffic as well as two designated bike lanes, and two lanes of parallel on-street parking in the Village Center. These streets will also include space for sidewalks, landscaping, street lighting, and street furniture.
- In the Village Center, local streets will provide access to abutting land and consist of all streets that do not belong to one of the higher systems. These streets will typically have formally striped, on-street parallel parking on both sides of the street. The form of the village local streets will be impacted by adjacent land uses, which will be typically more dense than the rest of the City.

MAP 14: COMPLETE STREETS PLAN



Roads and Parcels: Oakland County Open Data Portal. Map Exported: June 24, 2020. ©2020 Giffels Webster.



- Road Open to Pedestrians Only
- Pedestrian Signal
- Traffic Signal
- City Hall
- School
- Road Extension
- Shared-Use Path
- Bike Route
- Parks
- Upper Northwest
- Lower Northwest
- Northeast
- Southeast
- Southwest

- **Backstreets/Alleys.** In Lathrup Village, alleys are designated behind buildings along both sides of the Southfield Road Corridor; the framework for these alleys exist and in some cases are currently utilized as a way to move between properties without using Southfield Road. A built-out alley network can accommodate service delivery and provide short block-to-block access for motorists, minimizing travel movements on adjacent roadways.
- **Pedestrian crossings.** Street intersections are typically considered the best locations for pedestrians to cross the street. The best crossings minimize crossing distance, maintain visibility, and allow sidewalk ramps to be placed within the sidewalk. In Lathrup Village, all of the major signalized pedestrian crossings take place where two streets meet or cross. Most crossings are existing, except for those proposed in the Village center area. A pedestrian-only crossing is proposed along 12 Mile Road and the 11 Mile Road service drives. The existing crossing at Sunset Boulevard will be relocated to where the new road will meet Southfield, and three additional crossings will be added, making it easier for non-motorized travelers to cross this major roadway.

Access Management

Access management is a strategy used to coordinate road design and land use to improve the flow of traffic, capacity and safety. An Access Management Plan was developed for the Southfield Road Corridor in 2010 to address safety and efficiency of the roadway. This plan considered the Village Center concept and contained concepts and recommendations aimed at improving safety in the corridor. These included the reduction and elimination of driveways, improvement of the alleys to facilitate access to properties along the roadway and uniform spacing of traffic signals. With the completion of the RCOC's final preferred alternative design in late 2020, the Access Management plan has been updated (see appendix). The city should consider this plan with respect to the alley network, which is also a potential parking area to facilitate redevelopment of Southfield Road properties.

Transportation Network

As discussed in the earlier community facilities section, the city has a somewhat complete transportation network; however, the non-motorized connections within this network are weak and should be strengthened. Issues of note have deep roots in the development of regional transportation facilities and include:

- **I-696:** This freeway is a major commuter route linking second and third tier Detroit suburbs between I-275/I-96, I-75 and I-94. Before its construction, however, the I-696 project was controversial. Lathrup Village, Pleasant Ridge, and the Detroit Zoo filed lawsuits in an attempt to stop construction of the freeway, which eventually did what these opponents knew it would: divide neighborhoods and communities. While the interstate provides great access to the region, it poses a significant physical barrier between the north and south ends of this small city.
- **Southfield Road:** Southfield Road became an important north-south roadway in the mid-20th century, with demand for suburban living and access afforded by new federal highways leading from Detroit. The expansion of Southfield Road to a five lane "super-highway" was heralded by the local leaders of the time, who could not have envisioned that mass transit systems would falter and personal automobile traffic would dominate the landscape. The City is engaged with the Road Commission for



I-696 through Lathrup Village

Oakland County (RCOC) as that agency develops a road reconstruction project that improves traffic flow and safety. The city continues to advocate for resident and business owner demands for a more walkable community.

- Other major roads such as 11 and 12 Mile Roads also provide cross-town access between communities. These roadways generally have a sidewalk system in place, linking neighboring communities of Southfield and Berkley to Lathrup Village.
- Local streets provide access into neighborhoods and provide the safest and most comfortable facilities for non-motorized transportation. Most of the city's streets have sidewalks.
- The City opted into the SMART bus system in 2015 and enjoys six bus signed bus stops in each direction through the community. While one bus stop, at City Hall, offers riders a safe place to wait out of the elements, few of the other stops do.

Pedestrian Improvements

Bus stops - Most of the city's signed bus stops are considered deficient, as they are at the edge of paved/unpaved shoulders; have narrow unpaved paths over a culvert to the nearest sidewalk; are located in the grass; are far-removed from a driveway or sidewalk. To provide safer bus stops for riders, the following improvements should allow bus riders to walk no more than 500 ft to reach the nearest bus stop. In addition:

- Bus stops should generally be located on the far side of stop-controlled side streets, so that stopping buses do not impair the sight lines to the left available to drivers waiting to pull out.
- Where feasible, bus stops should be located in lanes (or tapers) not used by through traffic.
- Each bus stop should be equipped with a shelter, loading platform, and appropriate sidewalks.



This bus stop at City Hall (above) is accessible via a concrete sidewalk from the public sidewalk, concrete pad, covered shelter, bench and waste receptacle. Unfortunately, most of the city's other bus stops look like the one below, with no direct sidewalk access or safe place to wait for the bus.
Source: Google Earth



Crosswalks – The only crosswalks on Southfield Road in the city are at the existing traffic signals at WB Lincoln, EB 11 Mile, WB 11 Mile, Sunset/E. Goldengate, and EB 12 Mile. The crosswalks at Sunset/E. Goldengate are roughly 2,100 ft north of 11 Mile and 3,000 ft south of 12 Mile. Such long distances between designated pedestrian crossings are especially undesirable in the Village Center location, and they have been observed to result in relatively frequent random pedestrian crossings. Improvements should allow pedestrians to walk no more than about 500 ft to reach the nearest crosswalk.

MAP 15: CROSSWALK IMPROVEMENTS: LINCOLN TO 11 MILE ROAD

Legend

Wide white stripe = Enhanced pedestrian crossing

H = HAWK signal; if not so marked (such as at same location but on other side of boulevard), crossing will be controlled by conventional traffic signal

B = Bus stop (with shelter, loading platform, and connecting sidewalks)



City of Lathrup Village

Average crosswalk spacing = 850 ft
Average bus stop spacing = 940 ft

¹ Crosswalk, related HAWK signals, & bus stop south of city limit would require Southfield buy-in.

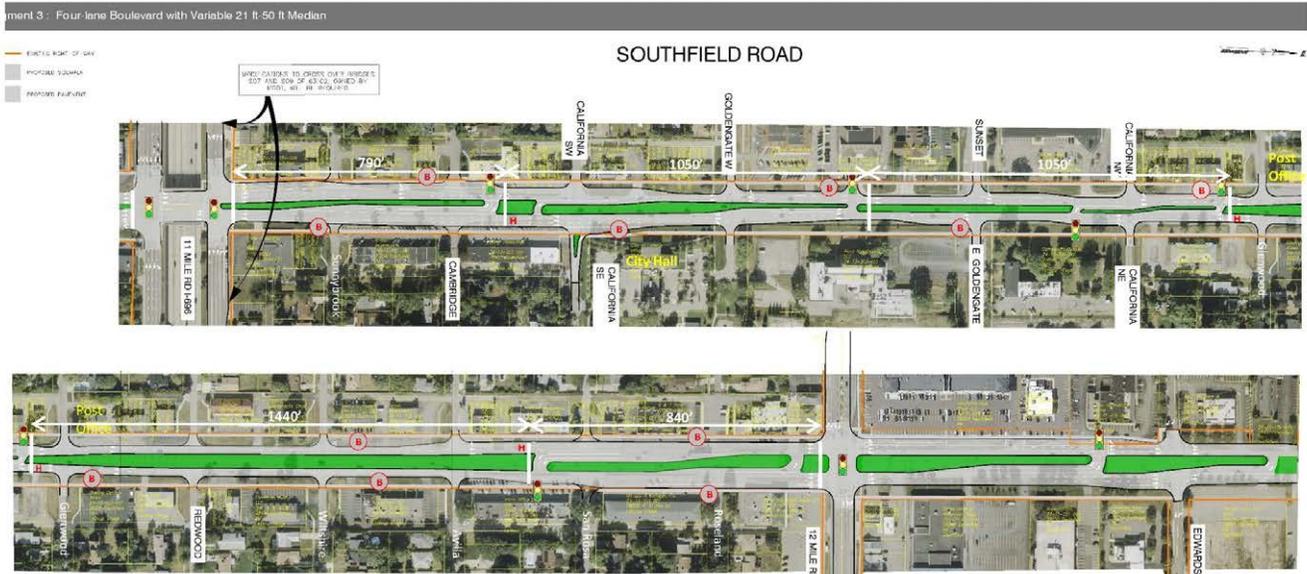
MAP 16: CROSSWALK IMPROVEMENTS: 11 MILE TO 12 MILE ROADS

Legend

Wide white stripe = Enhanced pedestrian crossing

H = HAWK signal; if not so marked (such as at same location but on other side of boulevard), crossing will be controlled by conventional traffic signal

B = Bus stop (with shelter, loading platform, and connecting sidewalks)



City of Southfield

Average crosswalk spacing = 1,035 ft (or 895 ft w/1440 ft excluded)
Average bus stop spacing = 925 ft NB & 1,065 ft SB (985 ft overall)



HAWK signal in Tucson, AZ. Source: Federal Highway Administration (FHWA)

At a HAWK crossing, drivers receive multiple cues to emphasize the potential presence of a pedestrian. These cues include a unique configuration of the HAWK beacon (two red lenses over a single yellow lens), high-visibility crosswalk markings (ladder-style markings as opposed to only two transverse white lines), a stop bar approximately 50 ft from the crosswalk, 8-inch solid lane lines between through travel lanes, signs that can be illuminated and read “CROSSWALK.” When activated, the HAWK uses a red indication to inform drivers to stop, thereby creating a time period for pedestrians to cross the major roadway.

The maps on the previous page illustrate potential crosswalk locations on Southfield Road. Because the crosswalks are illustrated over the RCOC’s preferred alternative for Southfield Road improvements, it is anticipated that they could be installed prior to reconstruction.

- The locations of conventional traffic signals in the Southfield Road reconstruction project should be equipped with crosswalks, to take advantage of the fact that traffic in at least one direction on Southfield Road will be stopping for crossing vehicular traffic. The plan assumes that HAWK signals (aka Pedestrian Hybrid Beacons) can be installed on the opposing side of the boulevard at such locations, to serve pedestrians desiring to safely complete their crossing of the highway.
- HAWK signals are also proposed – on both sides of the boulevard – near Lincoln, Ramsgate, and San Rosa. The signal near Lincoln would have to be south of the intersection to provide the best spacing relative to other signals, but its installation would require City of Southfield approval.
- Crosswalks on Southfield Road should be highlighted with special pavement treatments and equipped with state-of-the-art signalization (such as count-down signals).