Planning Commission Study Session Agenda

Tuesday, April 21, 2026 at 6:00 PM
27400 Southfield Road, Lathrup Village, Michigan 48076

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Public Comment**
5. **New Business**
   A. Master Plan Update – Transportation Discussion
6. **Public Comment**
7. **Adjourn**

Transportation & Complete Streets

Transportation & Complete Streets

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 it's main commercial and through artery, Southfield Road, this Comprehensive Plan will identify additional opportunities to improve the entire transportation network.

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.

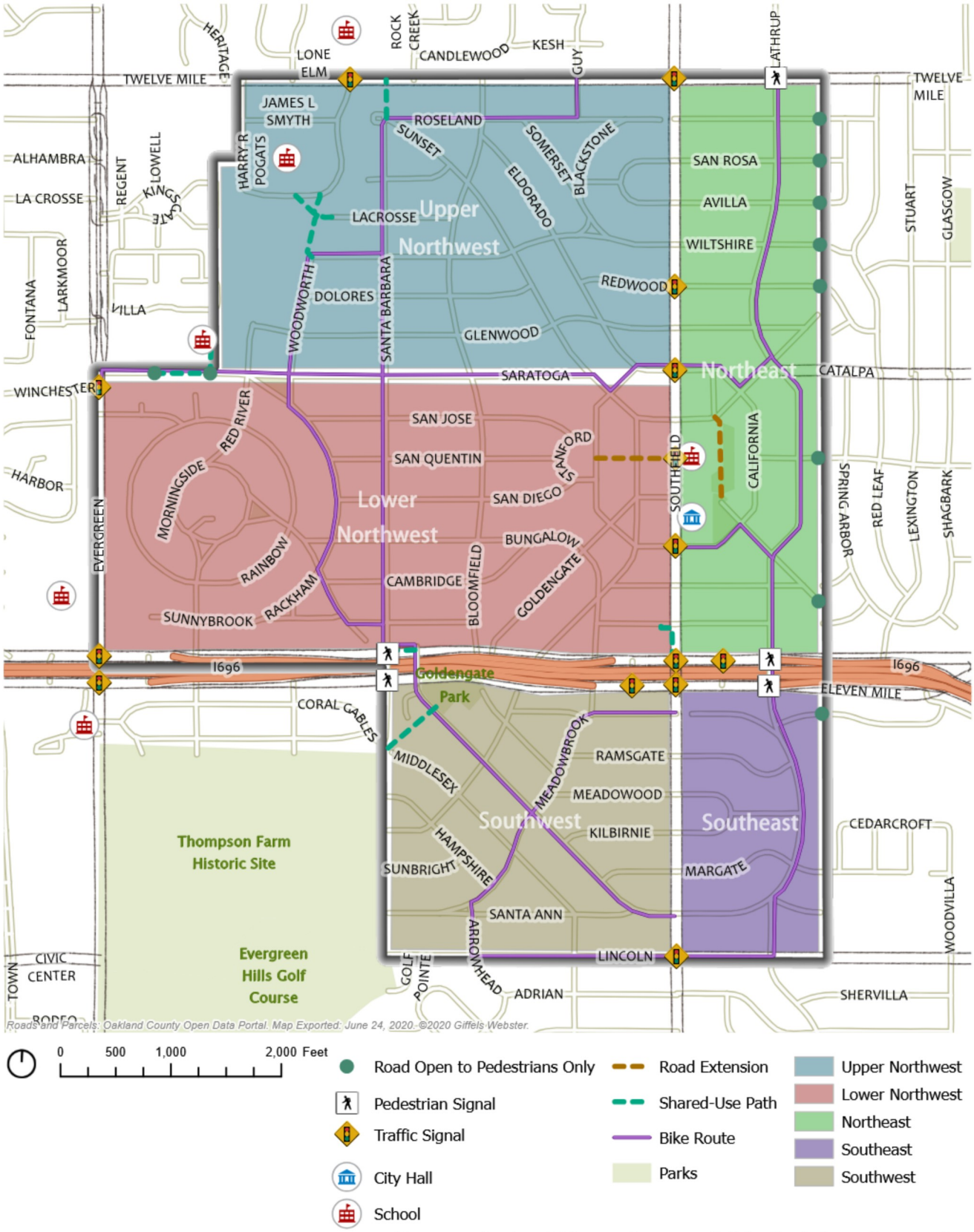
Complete Streets

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
  - 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



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Complete Streets and Neighborhoods

CITY OF LATHRUP VILLAGE

- 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.

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

Pedestrian Improvements

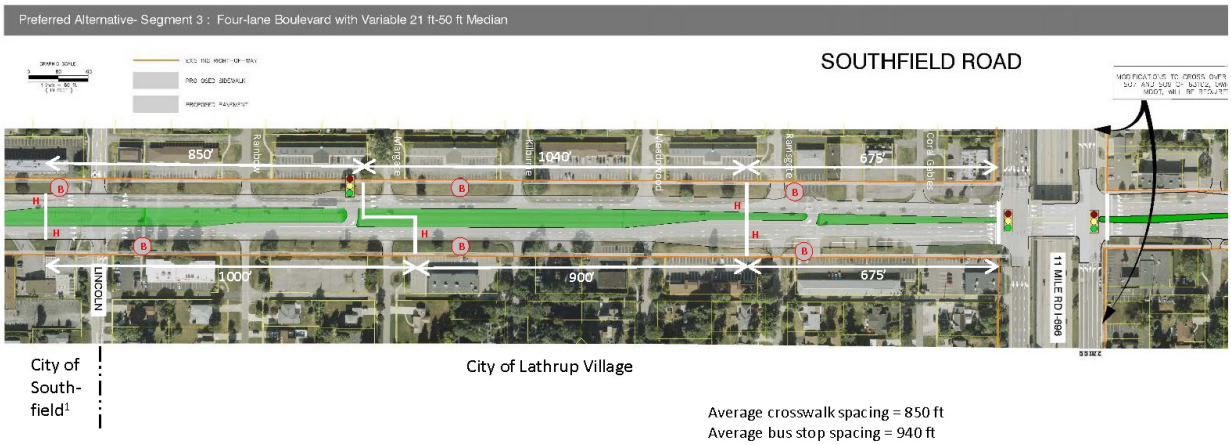
Bus stops - Most of the city's signed bus stops are considered deficient, as they are at the edge of paved/ unpaved shoulders; have narrow unpaved paths over a culvert to the nearest sidewalk; are located in the grass; are far-removed from a driveway or sidewalk. To provide safer bus stops for riders, 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.

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 Southfield[1]

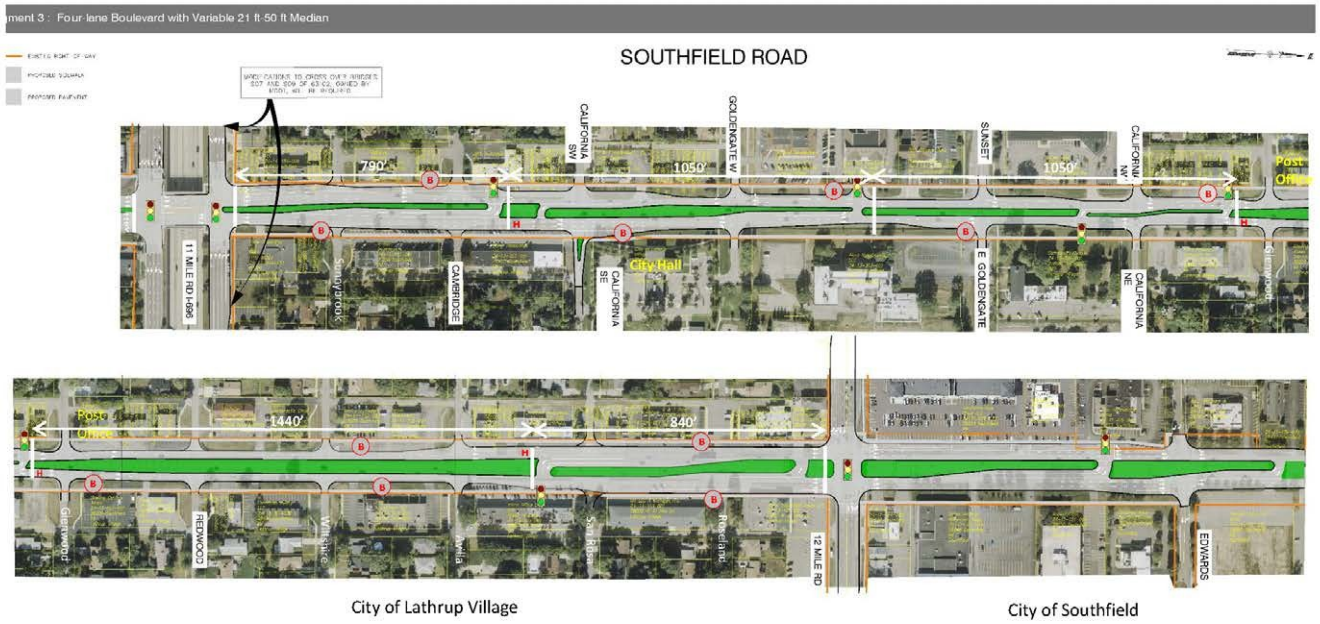
City of Lathrup Village

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 Lathrup Village

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).

memorandum

DATE: March 13, 2026

TO: Lathrup Village Planning Commission

FROM: Eric Pietsch, Jill Bahm, and Hannah Prins, Giffels Webster

SUBJECT: Comprehensive Plan Update – Housing Study Session & Transportation Kickoff

We will use our meeting on March 17 to further discuss the topic of housing at the 6PM study session with the Planning Commission. The study session will be followed by kicking off the month of discussion on transportation at 7PM.

Please note our progress for the 2026 Comprehensive Plan **Visioning phase:**

- ✓ **Surveys**. We have continued to add to the established hub website for the project so that the public may view planning & zoning documents, see the progress of the plan and how they can participate, and submit input and feedback. Three surveys are now live: housing, transportation and economic development. All three surveys are available on the hub website with a fourth survey coming shortly for parks and recreation. We encourage city staff and commissioners to continue to leverage community communication channels and collaborate on spreading the word about the surveys, activities, and events for the comprehensive plan update.

  The surveys are open until May 31, 2026, but so far, each survey has:

  - Housing – 163 responses
  - Transportation – 46 responses
  - Economic development – 24 responses

Preparation for the study session on housing:

- ➢ **Review the 2021 Comprehensive Plan**. Particularly the Demographics and Land Use chapters from pages 15-26, the Housing & Neighborhoods chapter from pages 55-62, and page 93 for the Housing & Neighborhoods action strategy.

- ➢ **Review the presentation and previously provided data on housing in Lathrup Village**.

  - About the datasets: In most cases, we have gathered U.S. Census Data from the American Community Survey 5-year estimates. If you would like to learn more about this dataset you may visit:
    - https://www.census.gov/programs-surveys/acs/about.html
    - https://www.census.gov/programs-surveys/acs/guidance/estimates.html

- **Review the previously provided housing resources packet**. (Note these resources are also now available on the 2026 Comprehensive plan website under the housing tab)

- **Prepare questions you may have or resources or data you would like to have**.

Preparation for the regular meeting on transportation:

- **Review the 2021 Comprehensive Plan chapter on transportation (pages 82-87).**

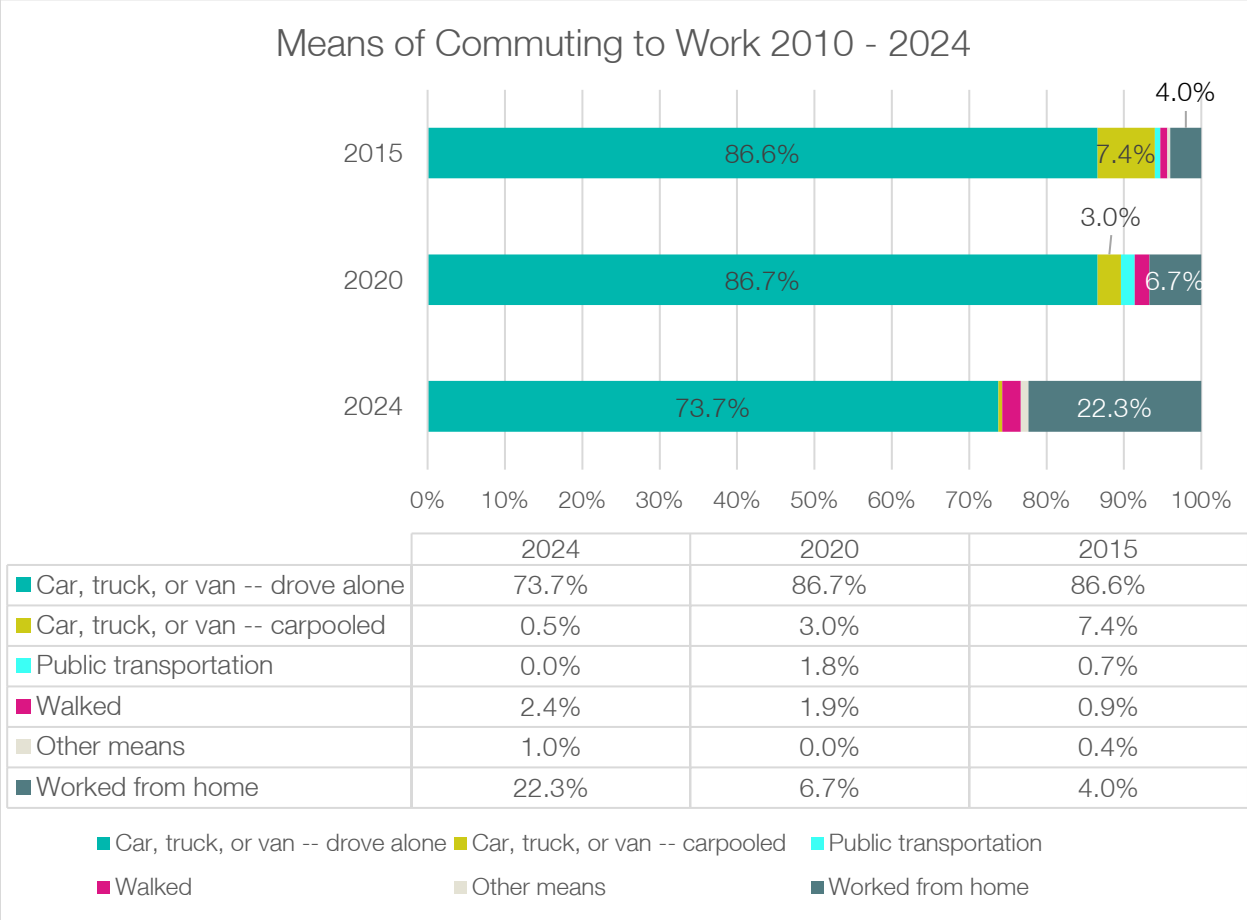
- **Review the following data and information on transportation in Lathrup Village.**

- **Over the next month, review the provided resource packet on transportation topics.** (Note these resources are also now available on the 2026 Comprehensive plan website under the transportation tab).

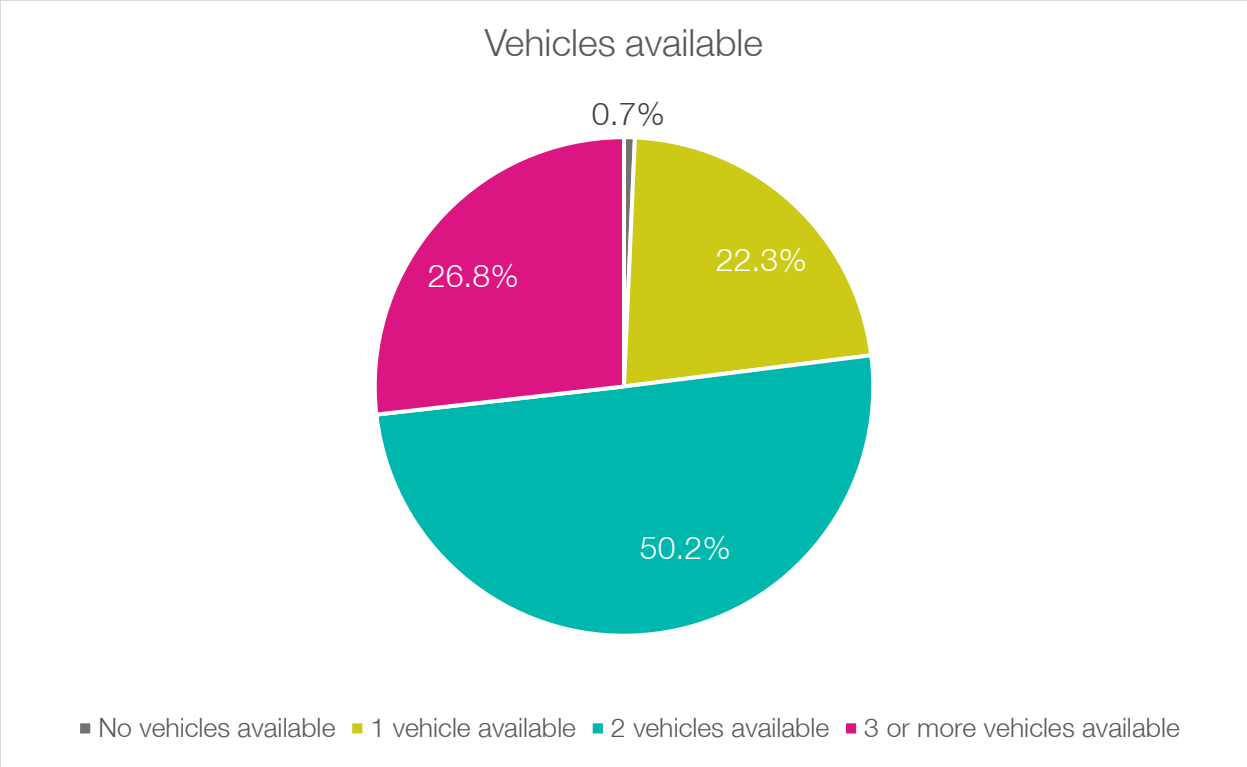
    - The selected resources are meant to spark conversation, illustrate actionable strategies, and point to successful models that communities can consider for local adaptation. The packet is not a complete collection—further materials addressing other topics or deeper dives may be introduced as community needs evolve.

Transportation in Lathrup Village

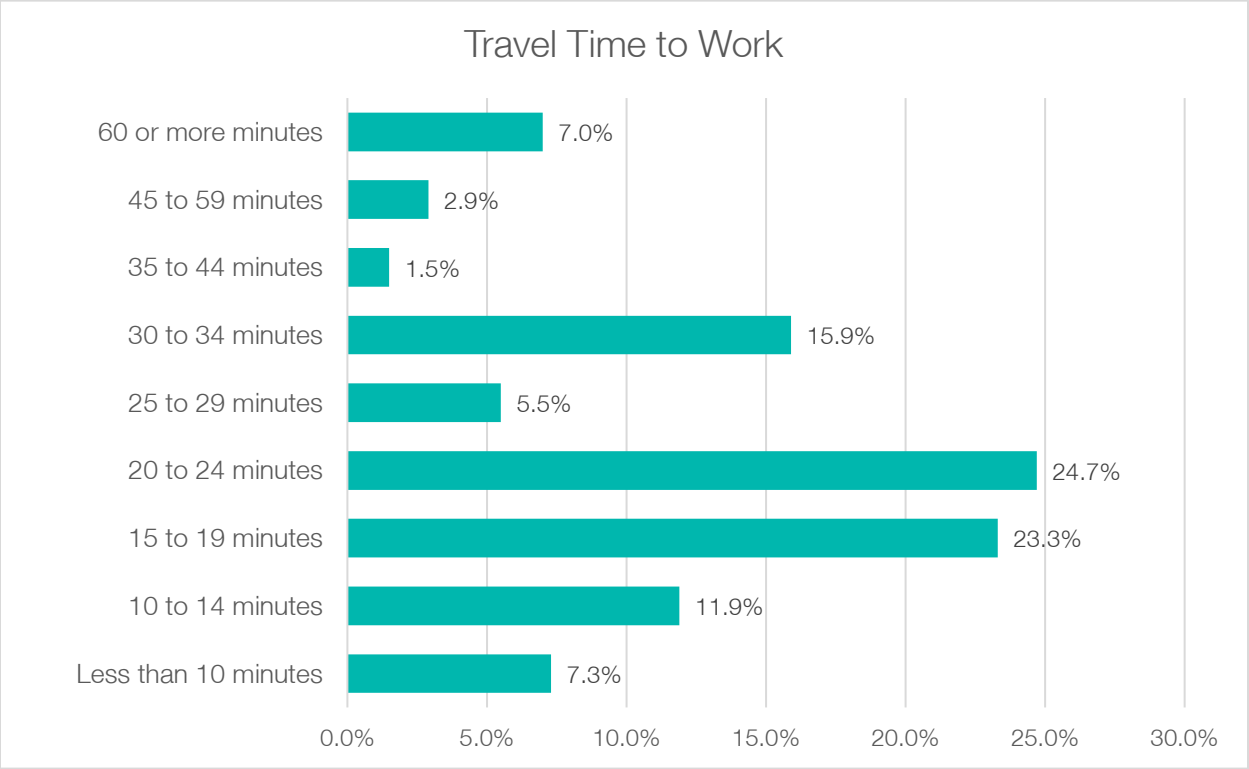
Commuter characteristics. Like most communities in Michigan, the primary means of getting to work for residents is by car with most households having two vehicles available. In part due to the COVID-19 pandemic, commuter trends have experienced a shift away from working in person every day to working remotely and this is reflected in commuter data. Over the last decade, Lathrup Village has experienced an 18.3 point increase in residents who work from home or remotely and a 12.9 point decrease in those commuting by car. Notably, while still a marginal proportion of the community, the percentage of people who report walking to work has increased slowly over the last decade as well, up from less than a percent to 2.4%.

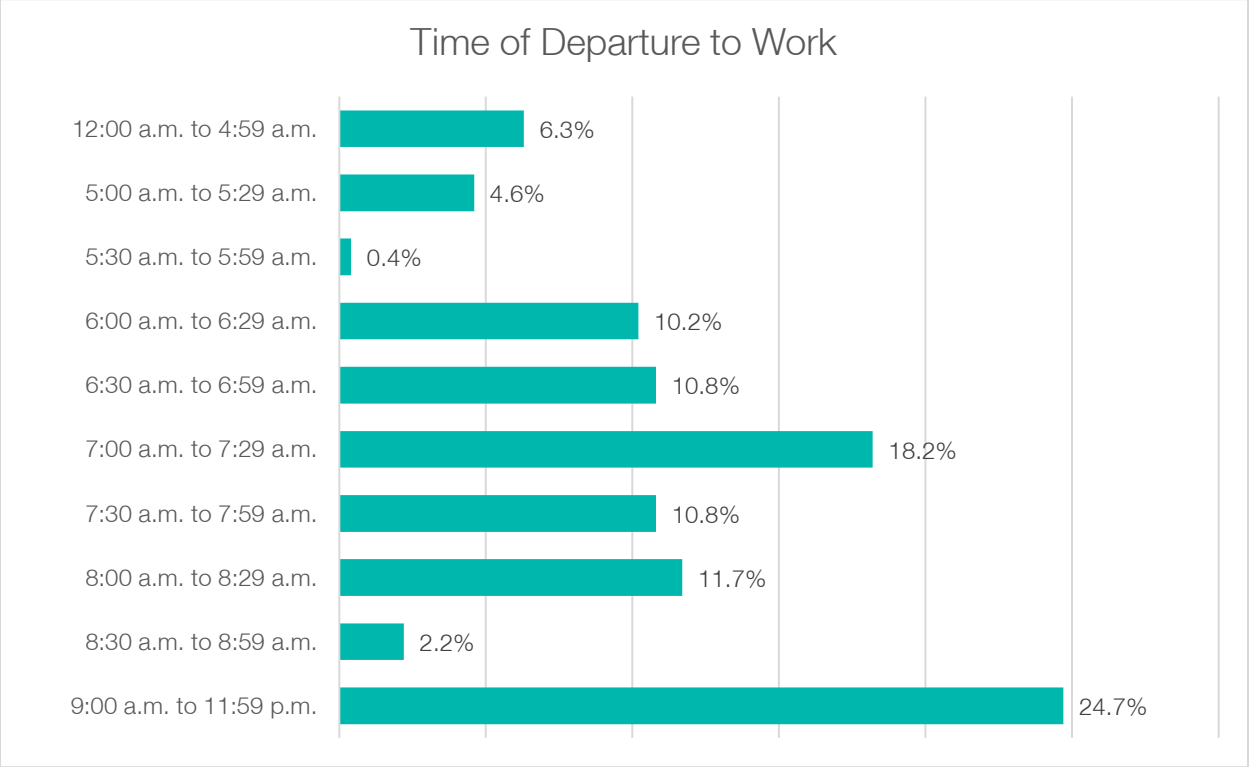


	2024	2020	2015
Car, truck, or van -- drove alone	73.7%	86.7%	86.6%
Car, truck, or van -- carpooled	0.5%	3.0%	7.4%
Public transportation	0.0%	1.8%	0.7%
Walked	2.4%	1.9%	0.9%
Other means	1.0%	0.0%	0.4%
Worked from home	22.3%	6.7%	4.0%

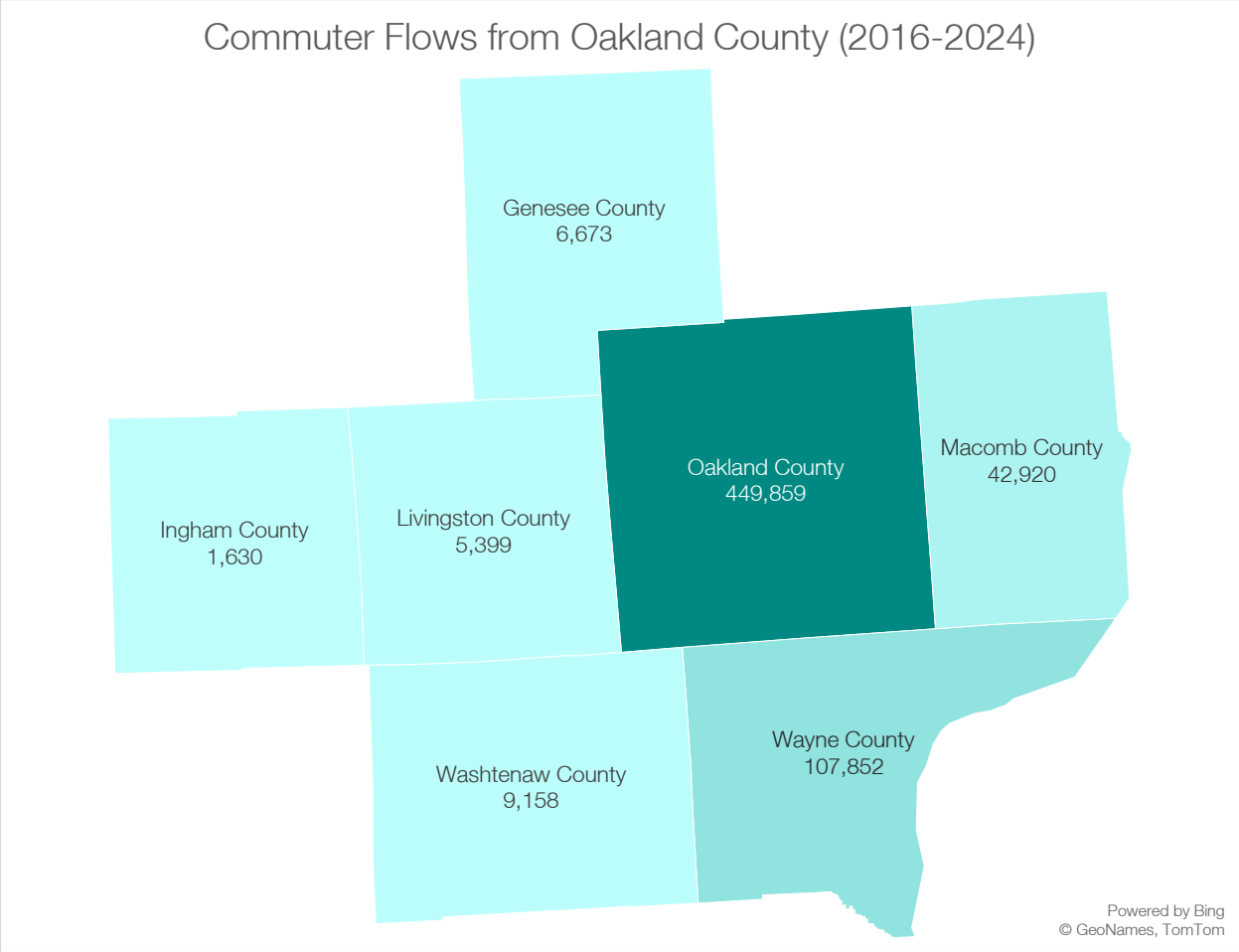

Vehicles available
0.7%
22.3%
26.8%
50.2%
No vehicles available
1 vehicle available
2 vehicles available
3 or more vehicles available

The mean travel time to work in Lathrup Village is 22.8 minutes with the typical commute being under 30 minutes. Most residents leave work before 9:00 a.m. however nearly a fourth leave after 9:00 a.m. in the morning.



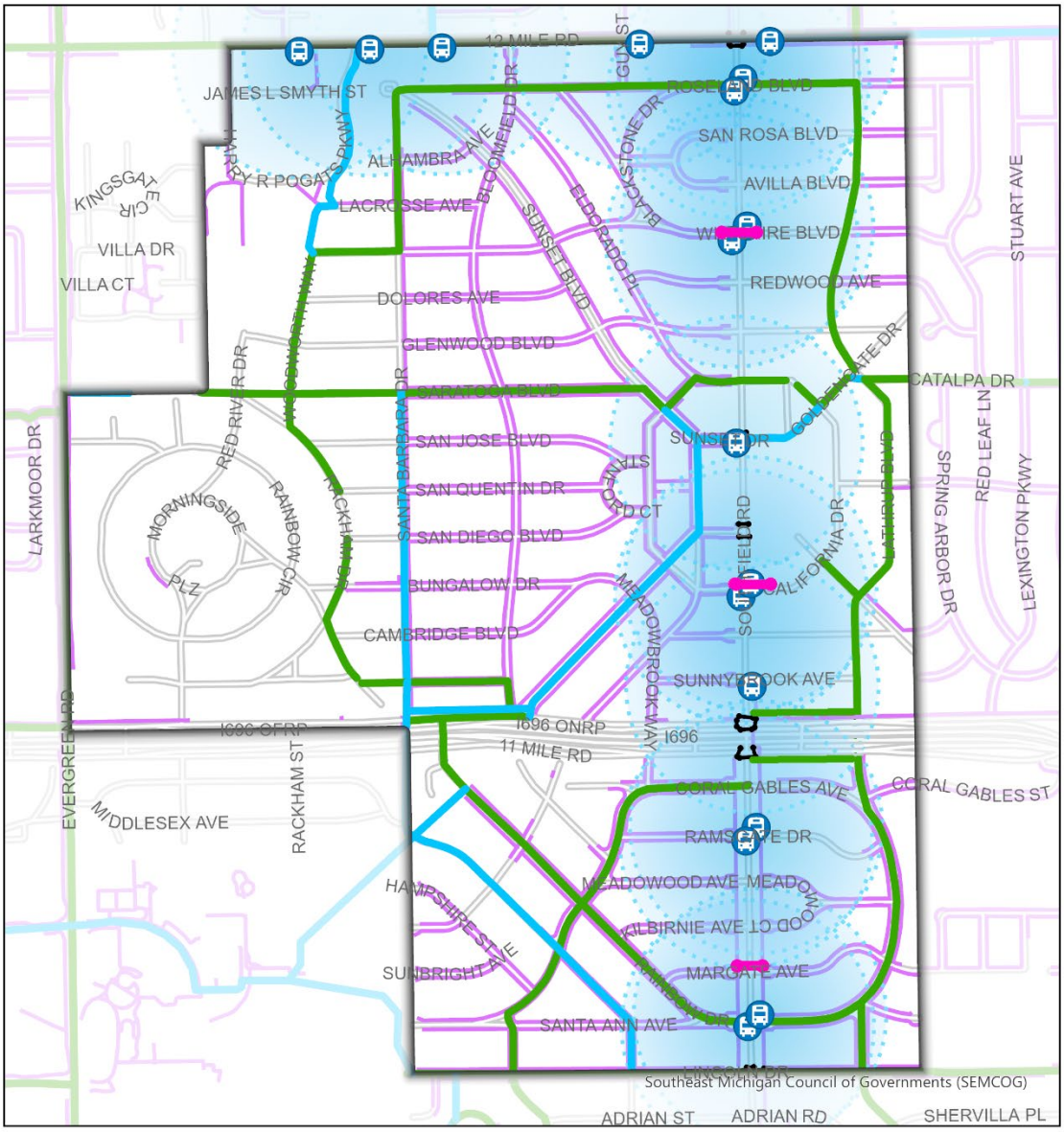


In addition to regular annual data, the U.S. Census Bureau also tracks other metrics such as commuter flows over certain time periods and releases this data as a special set. The commuter flow is calculated at the county level using a person's home and their work location to determine an overall pattern of where people are commuting to and from. The most current analysis from 2016-2024 shows that most people who live in Oakland County also work in Oakland County, followed by Wayne and Macomb Counties. More granular analysis at the city level has been done by SEMCOG and a more detailed analysis suggests that for the City of Lathrup Village specifically, most connections happen between Lathrup Village and Detroit and Southfield (SEMCOG Commuting Patterns).



Public Transportation. Lathrup Village is primarily serviced by two SMART routes, route 420 and 740 that primarily run along the main corridors. The SMART transit map can be found at 2025_75 Web System Map.pdf.

Active Transportation Network. Lathrup Village's active transportation network plays an important role in understanding how people move throughout the community and includes sidewalks, bike paths, public transit, crosswalks, and newly installed pedestrian HAWK signals. Evaluating how these facilities are distributed and connected across neighborhoods and along major corridors helps the City identify gaps that limit safe and convenient travel for pedestrians, cyclists, and transit riders. This network-level perspective can guide targeted transportation investments, support strategies to manage parking demand by providing viable alternatives to driving, and respond to resident concerns about speeding and traffic safety. By identifying locations where traffic calming, safer crossings, or improved pedestrian infrastructure are needed, the City can better protect neighborhood streets while enhancing access to businesses, transit, and community destinations along the city's primary corridors (see network map on the following page).



0 0.13 0.25 0.5 Mile

Existing Sidewalk
Bike Route
Planned Bike Route
HAWK Signal Crossings
Crosswalks
SMART Bus Stop 1/4 Mile Radius (5-10 minute walk)

Active Transit Network

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