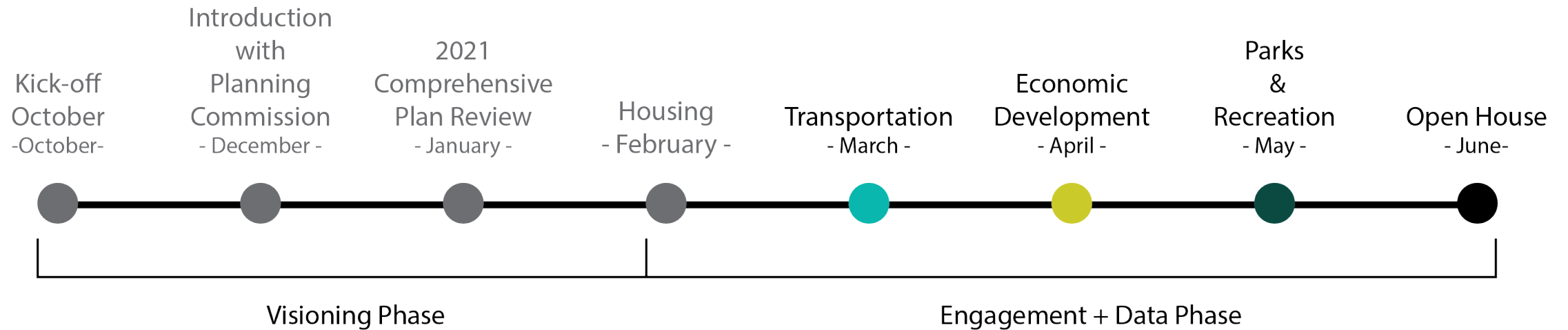


Lathrup Village 2026 Comprehensive Plan Update | Transportation

March 17, 2026



Comprehensive Plan Spring Timeline

Survey Updates

- Housing survey: 171 responses
- Transportation survey: 49 responses
- Economic development survey: 26 responses

How are we engaging?

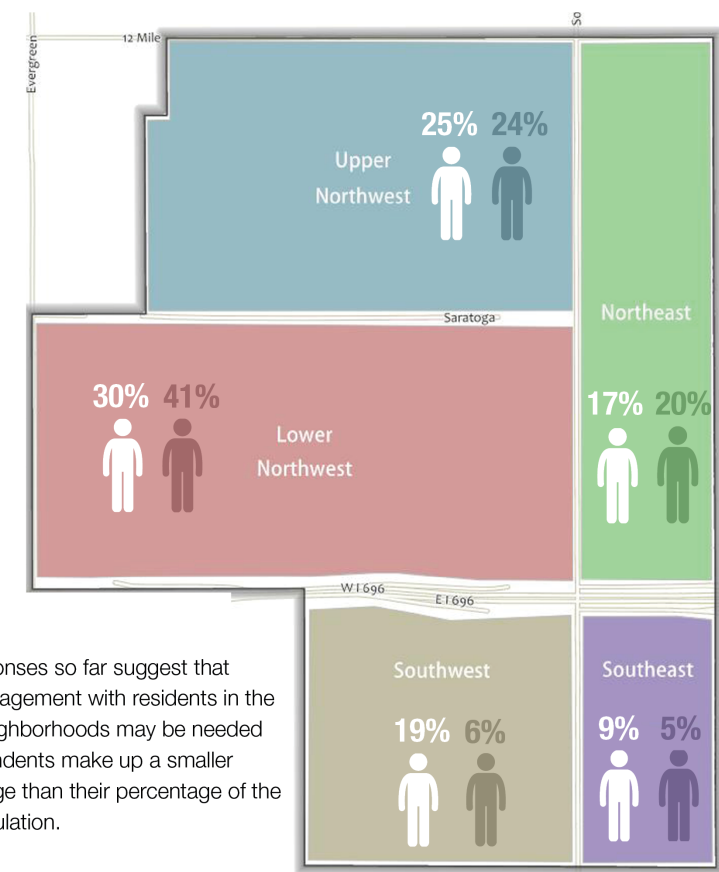
- In-person meetings & activities
- Online surveys & activities (paper surveys available by request)
- Open house event in June

How are we tracking engagement?

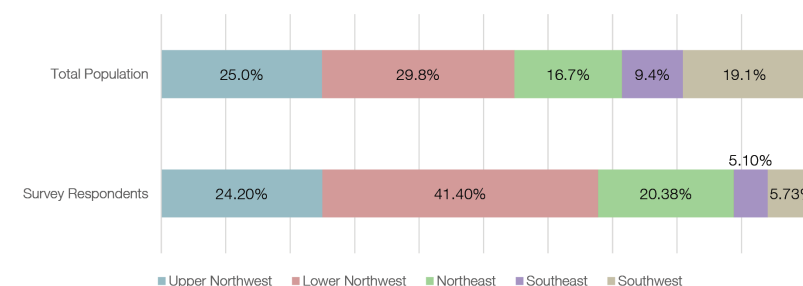
- We ask demographic questions on each survey to determine if we are reaching a representative portion of the community.

Lathrup Village 2026 Housing Survey: Neighborhood Participation

The map below shows the total percentage of the **population that lives in each neighborhood** (on the left) and compares it to the percentage of **survey respondents who live in each neighborhood** (on the right).



💡 The responses so far suggest that more engagement with residents in the south neighborhoods may be needed as respondents make up a smaller percentage than their percentage of the total population.



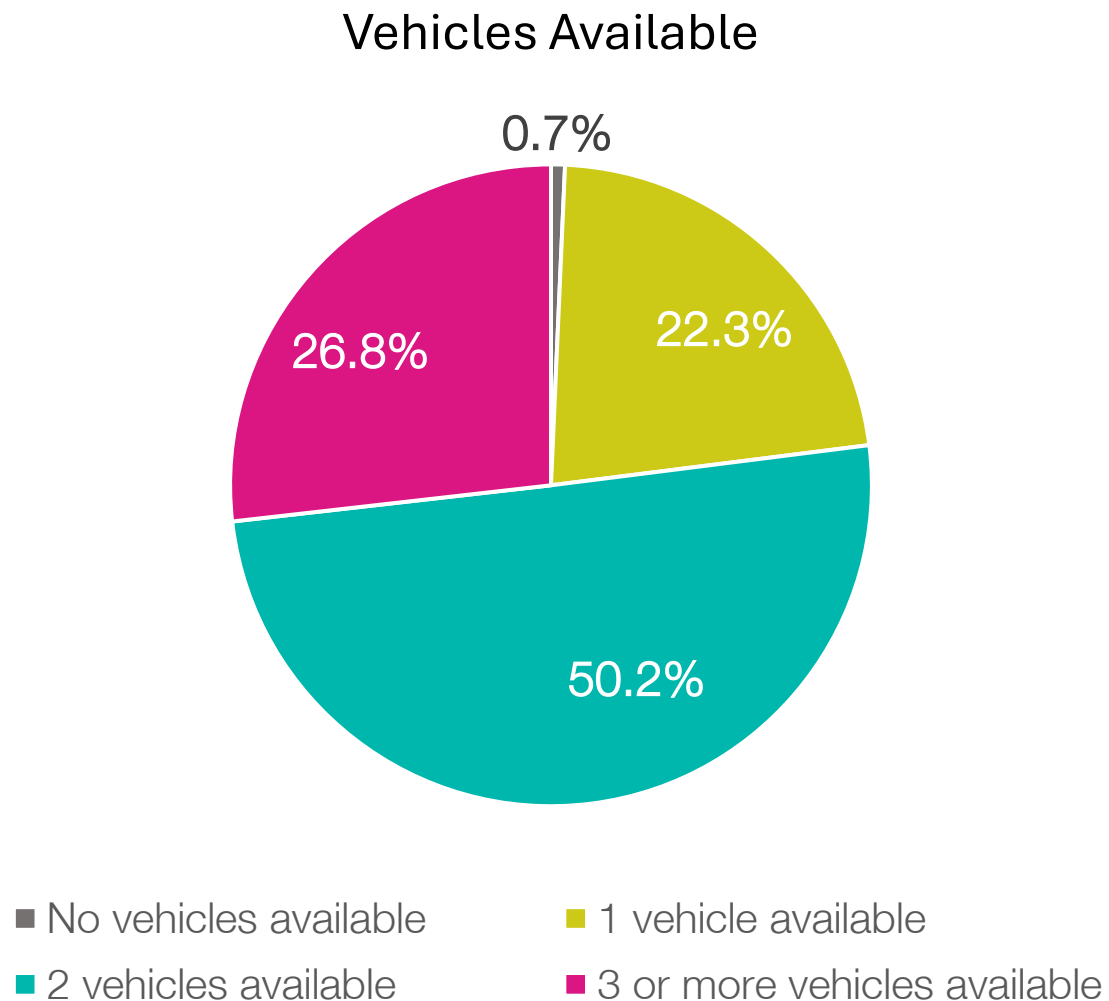
*Note: Some survey respondents live outside of Lathrup Village

Overview

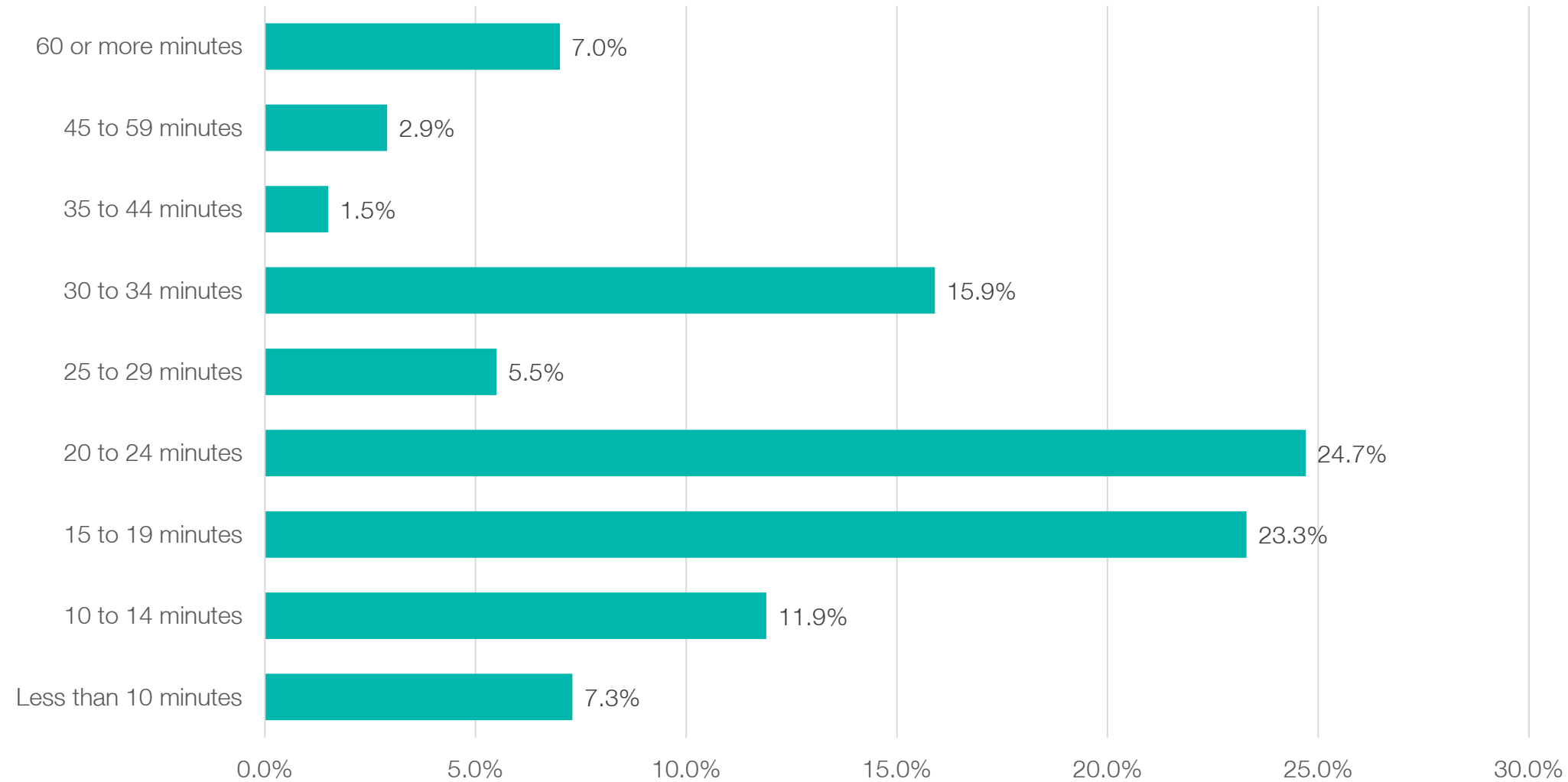
- Existing Conditions
- Transportation and Planning
- Discussion & Questions



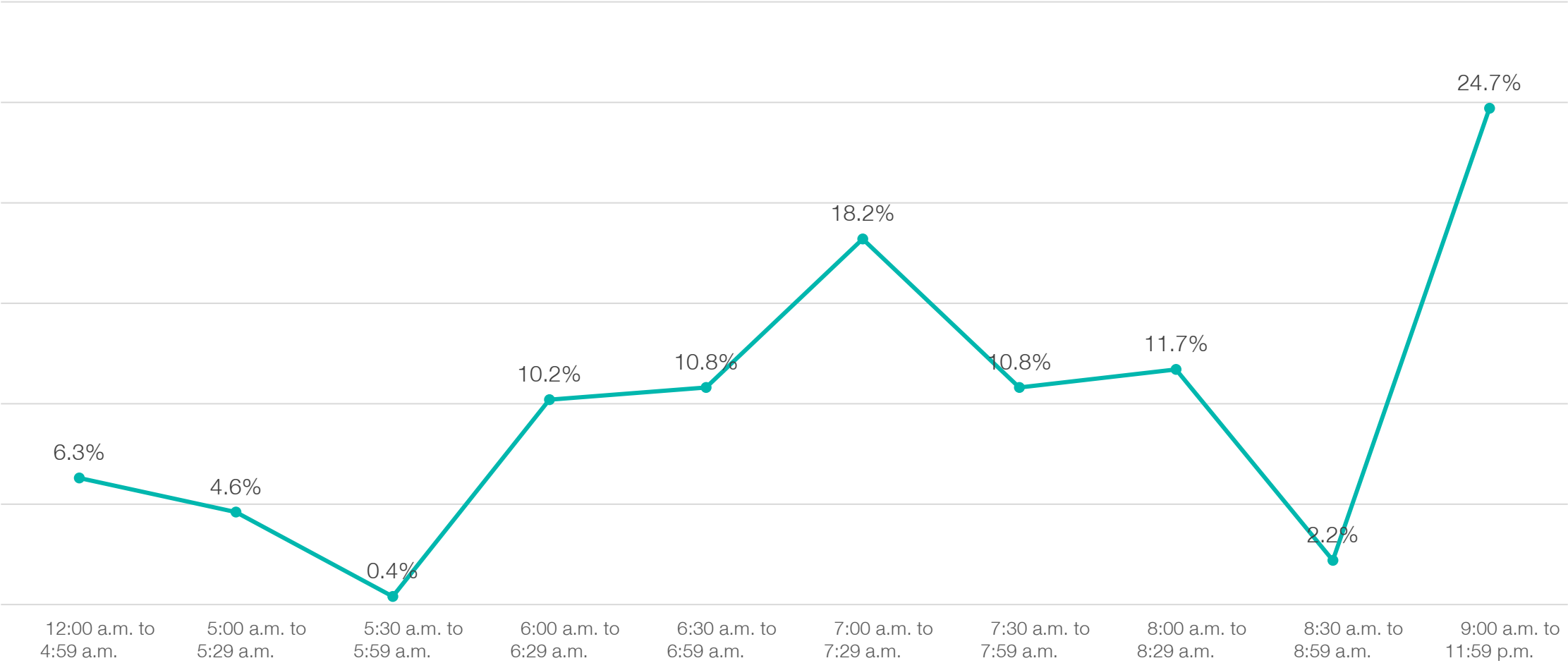
Existing Conditions



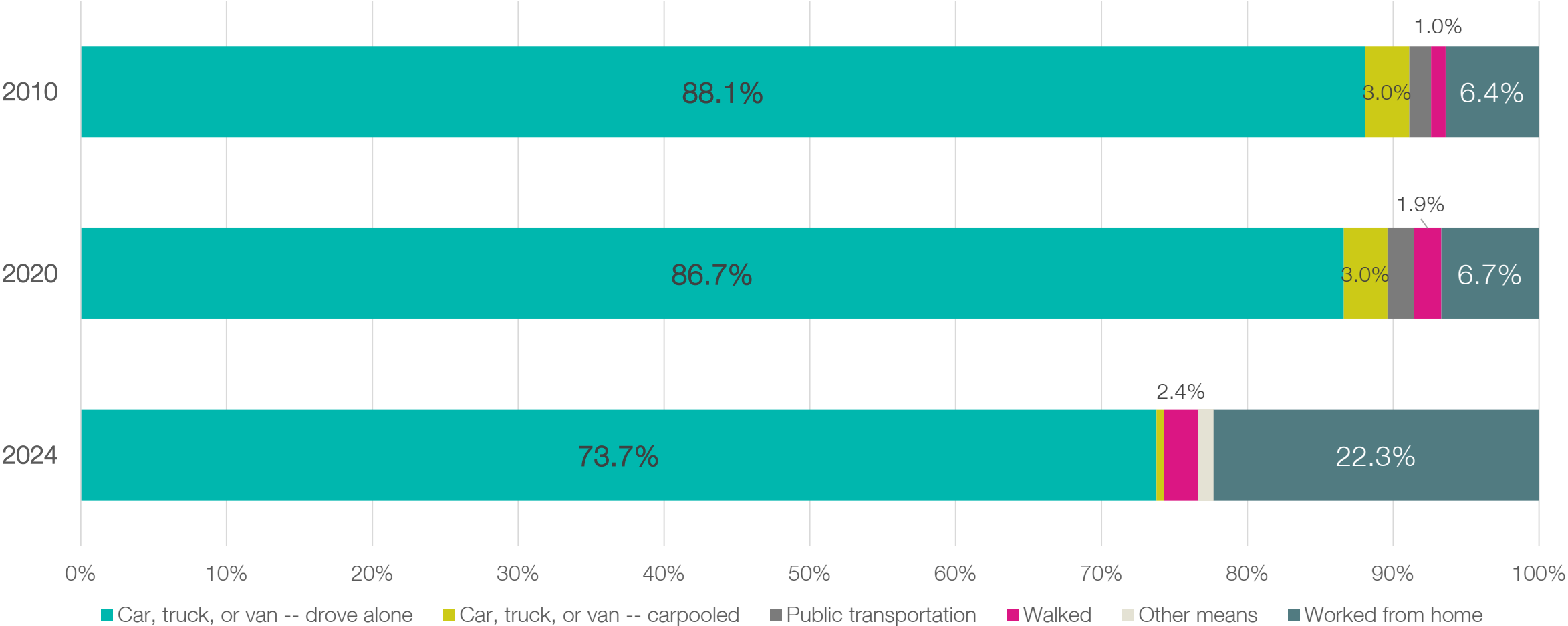
Commute Time to Work



Time Departing for Work

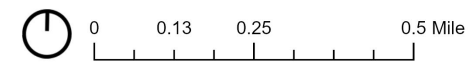
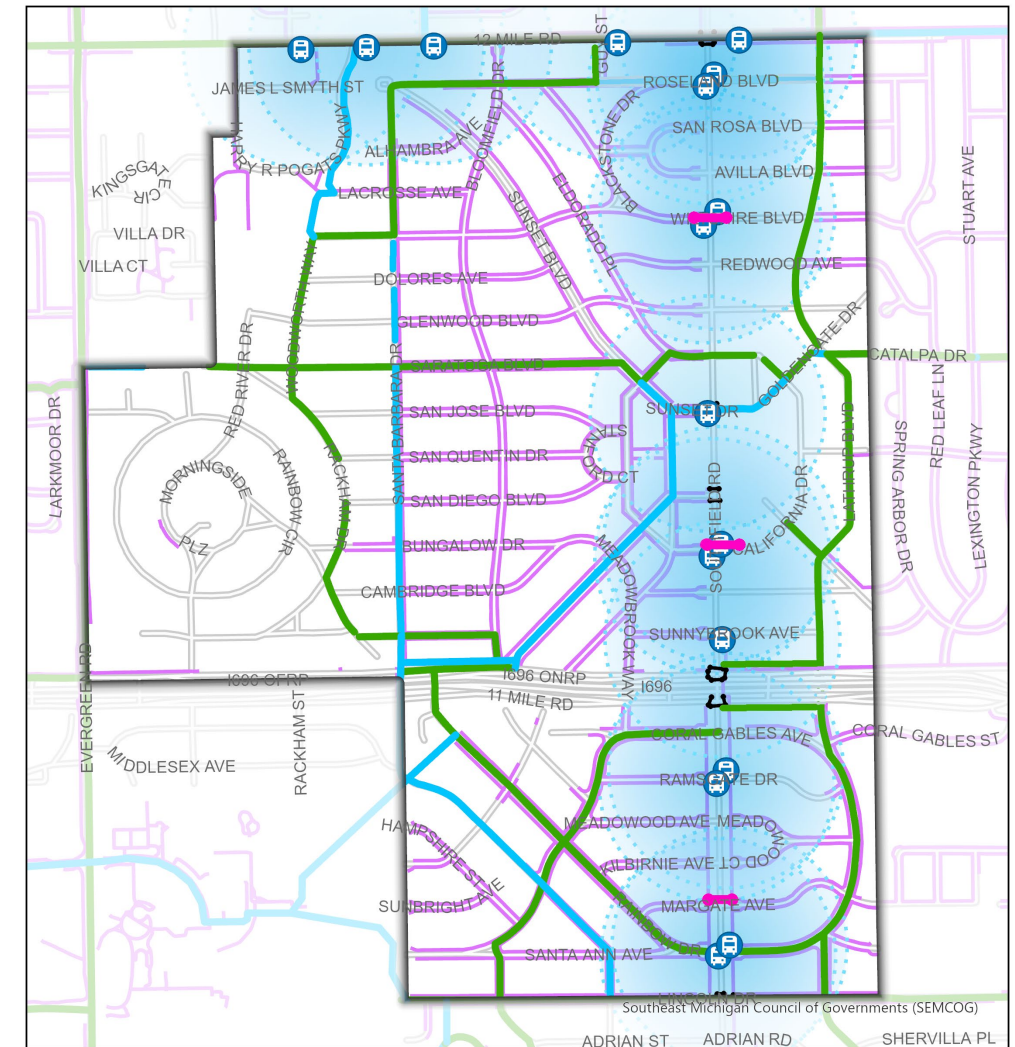


How Residents Travel to Work



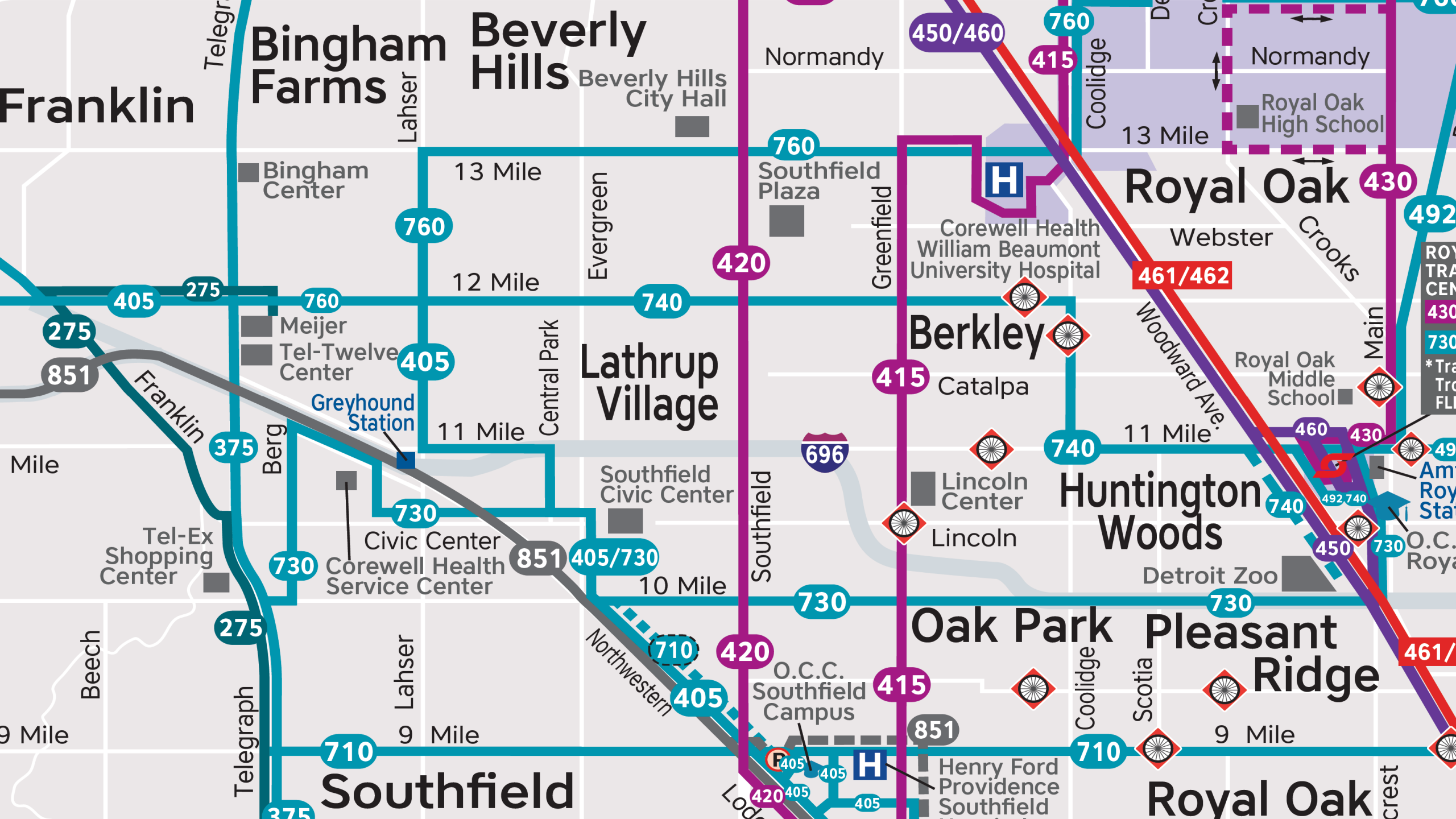
The Active Transit Network Includes:

- Sidewalks
- Bike Routes
- HAWK Signal Crossings
- Crosswalks
- SMART Bus Route (Routes 420 and 740)

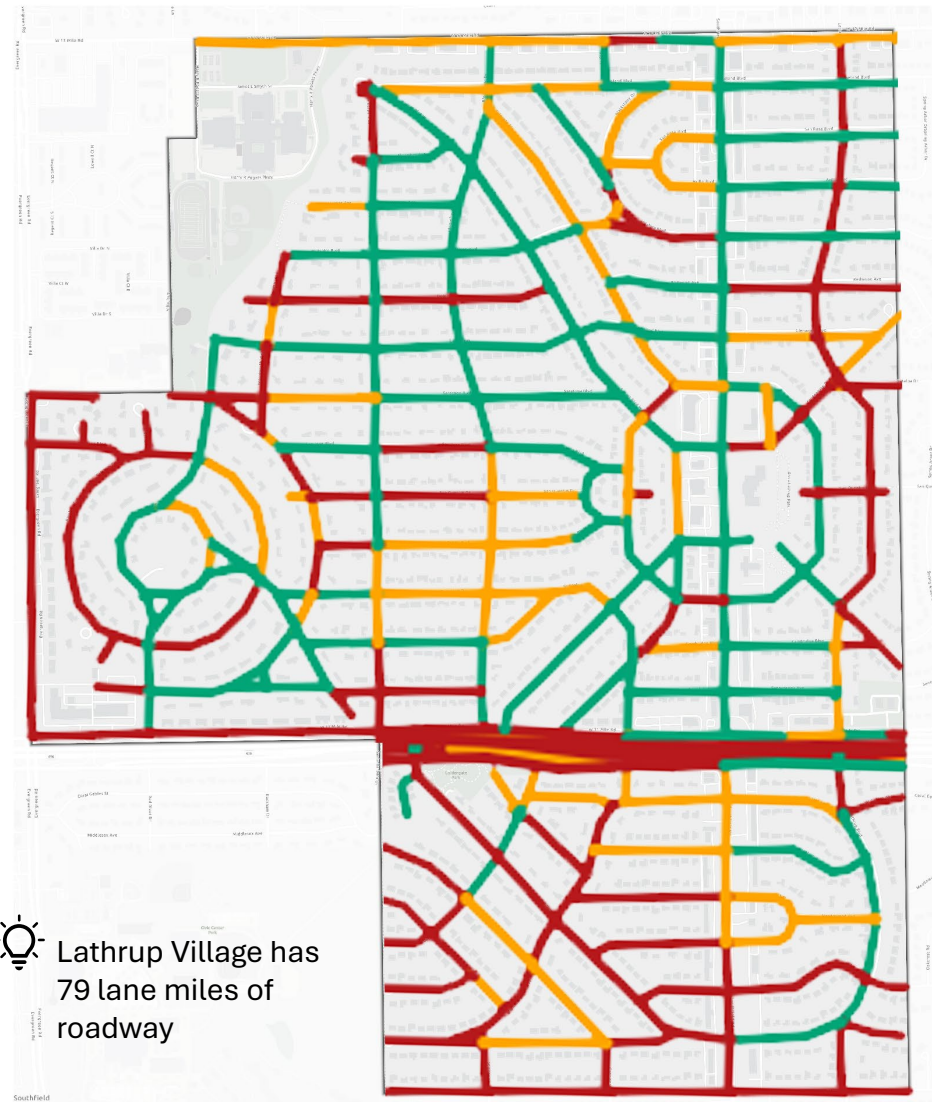


Active Transit Network CITY OF LATHRUP VILLAGE

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



	Asphalt 10	Asphalt 9	Asphalt 8
Good	New construction No defects Less than 1 year old Only a "10" for 1 year <u>Recent base improvement</u> <i>No action required</i>	Like new condition No defects More than 1 year old <u>Recent overlay with or without a crush and shape</u> <i>No action required</i>	◆ Occasional transverse crack >40' apart ◆ Crack width tight (hairline) or sealed Few if any longitudinal cracks on joints <u>Recent seal coat or slurry seal (*see below)</u> <i>Little or no maintenance required</i>
Fair	◆ Trans. cracks 10'-40' apart ◆ Cracks open < ¼" Little or no crack erosion Little or no raveling Few if any patches in good condition <u>First signs of wear</u> <i>Suggested Action</i> <i>Maintain with crack seal</i>	◆ Trans. cracks less than 10' apart ◆ Initial block cracking (6'-10' Blocks) ◆ Cracks open ¼" – ½" Blocks are large and stable Slight to moderate polishing or flushing No patches or few in good condition Slight raveling <u>Sound structural condition</u> <i>Suggested Action</i> <i>Maintain with sealcoat</i>	◆ Secondary cracks (crack raveling) ◆ Moderate block cracking (1' – 5' blocks) ◆ First sign of longitudinal cracks at edge ◆ Cracks open >½" Patching/wedging in good condition Moderate raveling Extensive to severe flushing & polishing <u>Sound structural condition</u> <i>Suggested Action</i> <i>Maintain with sealcoat or thin overlay</i>
Poor	◆ Longitudinal cracking in the wheel paths ◆ Rutting ½" - 1" deep ◆ Severe block cracking: <1' blocks Severe surface raveling Multiple longitudinal & transverse cracks with slight crack erosion Patching in fair condition <u>First signs of structural weakening</u> <i>Suggested Action</i> <i>Structural overlay >2"</i>	◆ < 25% alligator cracking (first signs) ◆ Moderate rutting 1" - 2" deep ◆ Severe block cracking (Alligator) Longitudinal & transverse cracks showing extensive crack erosion Occasional potholes Patches in fair/poor condition <i>Suggested Action</i> <i>Structural overlay >2"</i> <i>Patching & repair prior to a major overlay</i> <i>Milling would extend overlay life</i>	◆ > 25% alligator cracking ◆ Severe rutting or distortion >2" Closely spaced cracks with erosion Frequent potholes Extensive patches in poor condition <i>Suggested Action</i> <i>Reconstruction with base repair</i> <i>Crush and shape possible</i>
			Asphalt 2
			◆ > 25% alligator cracking ◆ Severe rutting or distortion >2" Closely spaced cracks with erosion Frequent potholes Extensive patches in poor condition <i>Suggested Action</i> <i>Reconstruction with base repair</i> <i>Crush and shape possible</i>
			Asphalt 1
			Loss of surface integrity Extensive surface distress <i>Suggested Action</i> <i>Reconstruction with base repair</i>



 Lathrup Village has
79 lane miles of
roadway

— Poor
— Fair
— Good

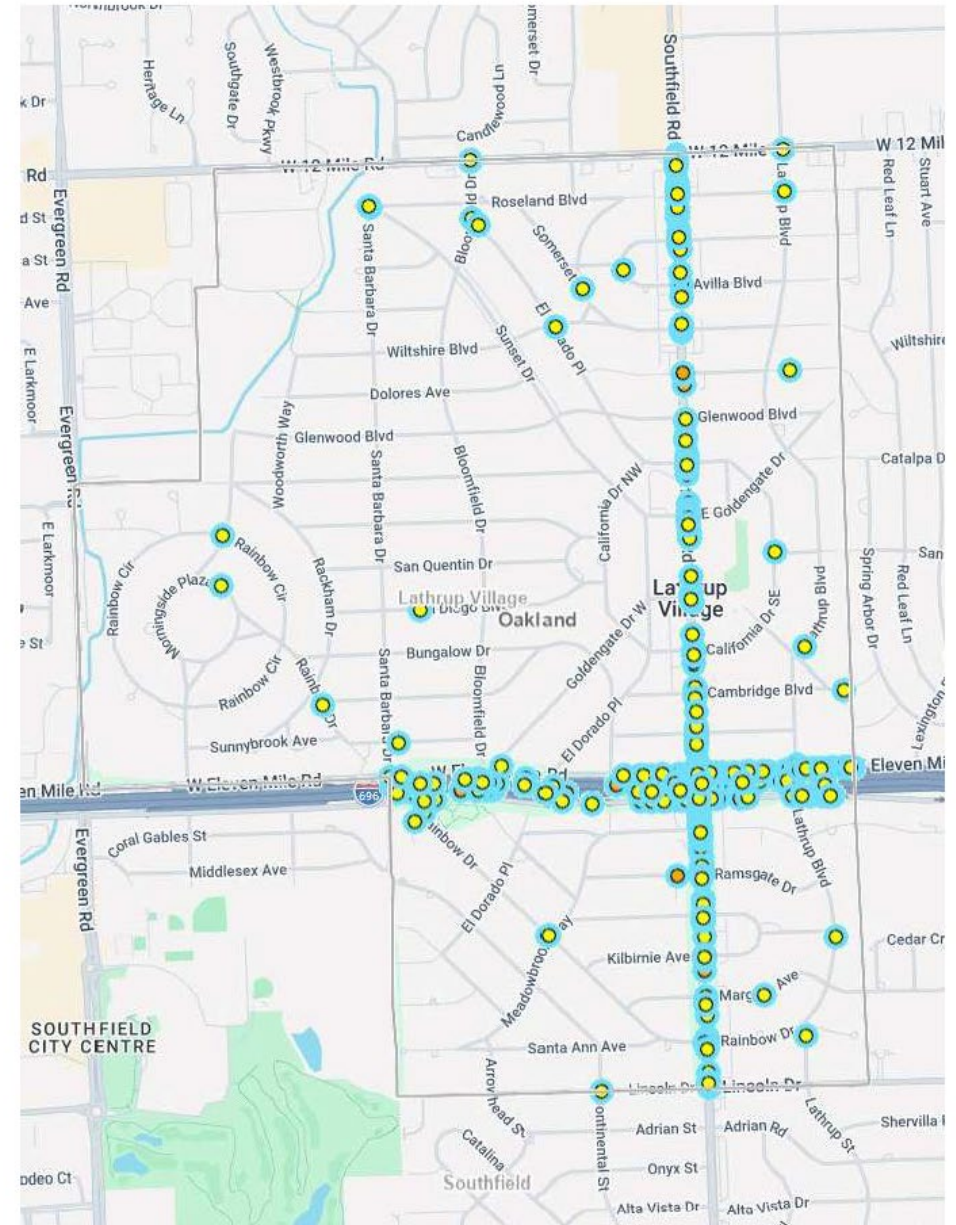
Pavement Conditions
CITY OF LATHRUP VILLAGE

- 734 Total Crashes over the last 3 years
- Most crashes happen along Southfield Rd., I-696, and 11-Mile Rd.

Unit Type	
Type	# Units
Bicyclist	1 (0%)
Engineer	0 (0%)
Vehicle	1,484 (100%)
Pedestrian	1 (0%)
Total	1,486

Source: National Transportation Safety Organization (NTSO)

Lathrup Village, 734 Total Crashes Heat Map, 3-Years 2023-2025





2021 Goals & Objectives

2021 Goal on Transportation

- “An efficient and safe multi-modal transportation network that offers mobility options to residents of all ages and abilities.”
- Objectives:
 - Promote the use of accepted traffic calming and access management techniques.
 - Provide a safe, efficient non-motorized pathway system.
 - Promote public education about roadway planning and decision making to help residents and property owners understand the short- and long-term goals of transportation projects.
 - Require transportation infrastructure decisions that support the land use recommendations of the Master Land Use Plan.
 - Explore innovative traffic designs and flexible engineering standards to improve safety and efficiency of travel for motorized and non-motorized travel.
 - Explore opportunities for alternative transportation (without a car).
 - Monitor the plan for future trends in transportation in terms of autonomous/connected vehicles.

Rating the objectives by relevance or importance? (menti) or maybe rank them low, med, high priority



Transportation & Planning

Complete Streets

- Complete streets are designed to accommodate all modes of transportation (pedestrians, bikes, motorized vehicles, and transit) safely.
- There is no one size fits all, solutions require careful planning, design, and coordination between different levels of government, regulatory actors, and the public.

Complete Streets - Examples



Quick Build Pedestrian
Crossing, Seattle



Bike Lane,
Philadelphia



Sidewalk buffer,
Romeo MI

Since the last master plan, the City has installed three pedestrian crossing signals along Southfield Road:

- Margate Ave. & Southfield Rd.
- Wiltshire Blvd. & Southfield Rd.
- California Dr. & Southfield Rd.



Traffic Calming and Placemaking

- Traffic calming and placemaking can go hand in hand.
- Trees and other vertical elements tend to make drivers slow down.
- Trees provide aesthetic and environmental value and make drivers calmer and pedestrians feel safer.

Source: Effect of urban street trees on pedestrian safety: A micro-level pedestrian casualty model using multivariate Bayesian spatial approach (Zhu et al., 2022); The impact of urban tree cover on perceived safety (Mouratidis, 2019); NACTO Urban Street Design Guide



S Main St



What are your top concerns about transportation in Lathrup Village? (word cloud or multiple choice check all that apply)

Where/what do you feel are the some of the opportunities to improve transportation in Lathrup Village?

What are some of the challenges or considerations with improving transportation? (open response)

Discussion / Any other considerations on transportation + survey link on this page too?