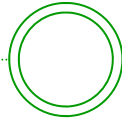


Non-Motorized Transportation Plan: Complete Streets for Lathrup Village



AMENDMENT TO THE CITY OF LATHRUP VILLAGE MASTER PLAN:

**IMPROVING TRANSPORTATION SYSTEMS TO
HELP MAKE OUR COMMUNITY HEALTHIER AND SAFER**



**Adopted by Planning Commission:
November 8, 2011**

Adopted by City Council:

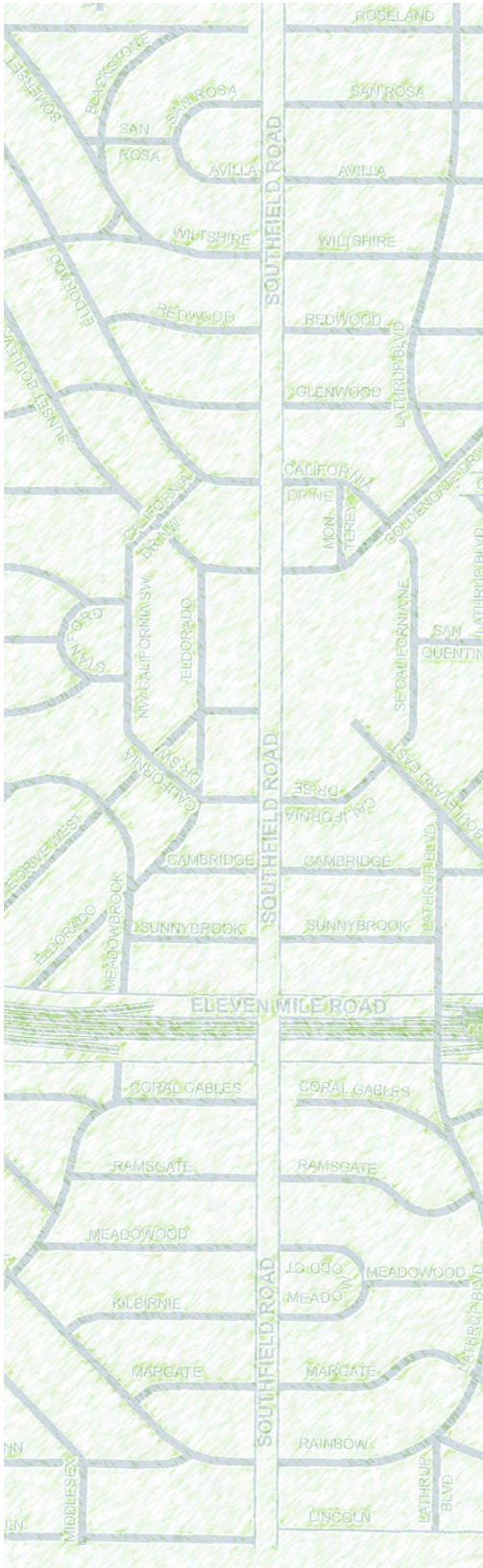
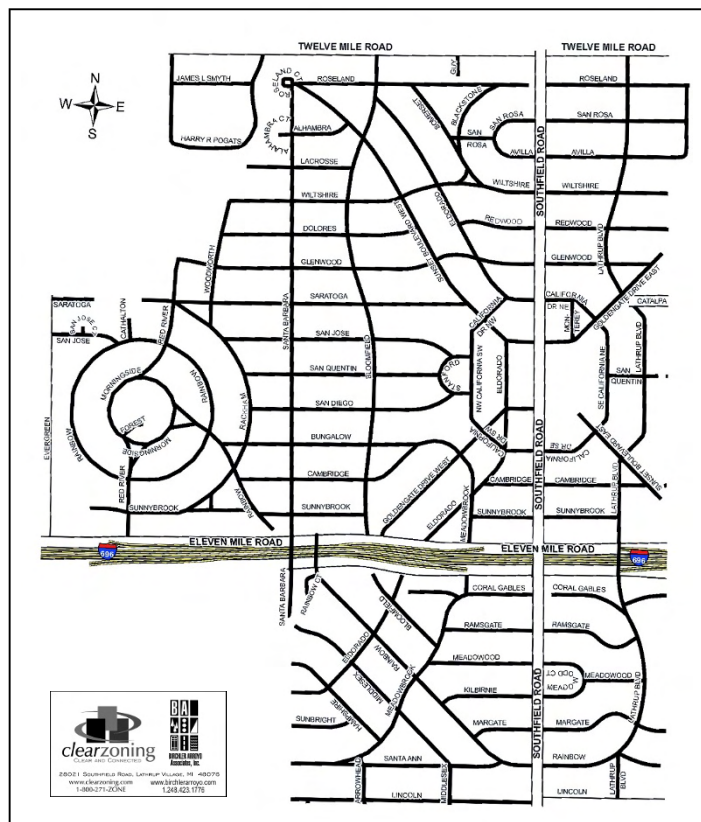


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1. OVERVIEW

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.

Driving—Our Only Option?

In most communities, including the City of Lathrup Village, most people drive everywhere. Why is this? There are a number of reasons, but many believe the Interstate Highway Act of 1953 is one of the biggest factors, as it dramatically changed modes of transportation as well as the American landscape. Between 1953 and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), most federal transportation funding was directed to building roads and highways for efficient movement of vehicles, and to a limited extent, transit. After 1991, however, federal transportation funding has increased funding allocated for non-motorized transportation.

Another key factor for increased vehicular use in southeast Michigan has been the influence of the automotive industry on the region's culture. In addition, Detroit's extensive electric streetcar system was dismantled over time, further enhancing the use of gas-powered vehicles and an expansive road network to meet the ever increasing demand.

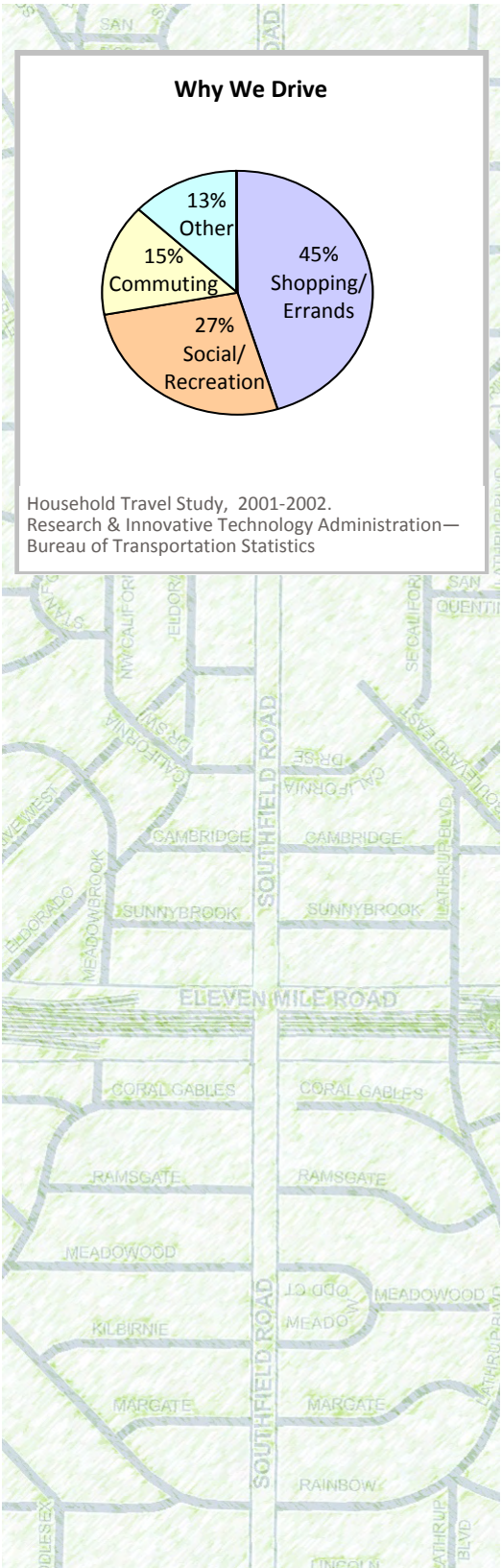
Moving beyond the roadways, it is difficult for many to walk or ride a bicycle throughout much of the country, and southeast Michigan is no exception. With an incomplete sidewalk network, lack of safe pedestrian crossings on major roads, and lack of safe bicycle routes and parking, many find walking or cycling difficult at best, unsafe at worst. Furthermore, due to the pattern of development over time, many of our destinations are spread out, making commuting and shopping impractical on foot or by bike for most people.

OVERVIEW OF COMPLETE STREETS

- a. Driving—our only option?
- b. Public health concerns
 1. Safety
 2. Inactive lifestyles
 3. Disabilities
 4. Aging population
- c. Environmental concerns
- d. Complete Streets in Michigan
 1. Key Components of Michigan Law
 2. Ingredients
 3. Benefits

“More than any single action by the government since the end of the war, this one would change the face of America....Its impact on the American economy—the jobs it would produce in manufacturing and construction, the rural areas it would open up—was beyond calculation.”

- *President Dwight D. Eisenhower, on the 1953 Interstate Highway Act*



Statistics bear this out: the 2000 US Census reported that only 1.12% of Lathrup Village residents (about 47 people) did not drive to work. Of those, about 14 people walked and 33 people used public transit. Of Michigan communities in the population range of 2,500-5,000, the City of Lathrup Village ranked 80th out of 95. The top three cities in Michigan where residents use alternative modes of transit for commuting are Munising City (15.8%), Newberry Village (10.2%), and St. Ignace (9.9%).

People often feel resigned to the automobile as their only method of transportation, even with high gasoline prices and overall cost of car ownership. For many, it truly is the only option. What difference does it make to us individually or as a community if most people have to drive everywhere? As Americans, we tend to prefer having options and choices, and yet, we are just starting to realize that choices in transportation make sense.

PUBLIC HEALTH CONCERNS

Safety

Safety plays a major role in non-motorized travel. Even the perception of non-motorized travel safety may impact decisions about alternative modes of travel for many. Vehicle speeds contribute to unsafe roadways for pedestrians, and there is higher chance of a fatal accident with higher vehicle speeds. According to the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety:

- Pedestrian fatalities account for 11 percent of motor vehicle fatalities.
- Pedestrians comprise the second largest category of motor vehicle accident deaths following occupant deaths.
- On average, a pedestrian is injured in a traffic accident every 8 minutes.
- On average, a pedestrian is killed in a traffic accident every 111 minutes.
- In 2005 a total of 4,881 pedestrian were killed in motor vehicle accidents.



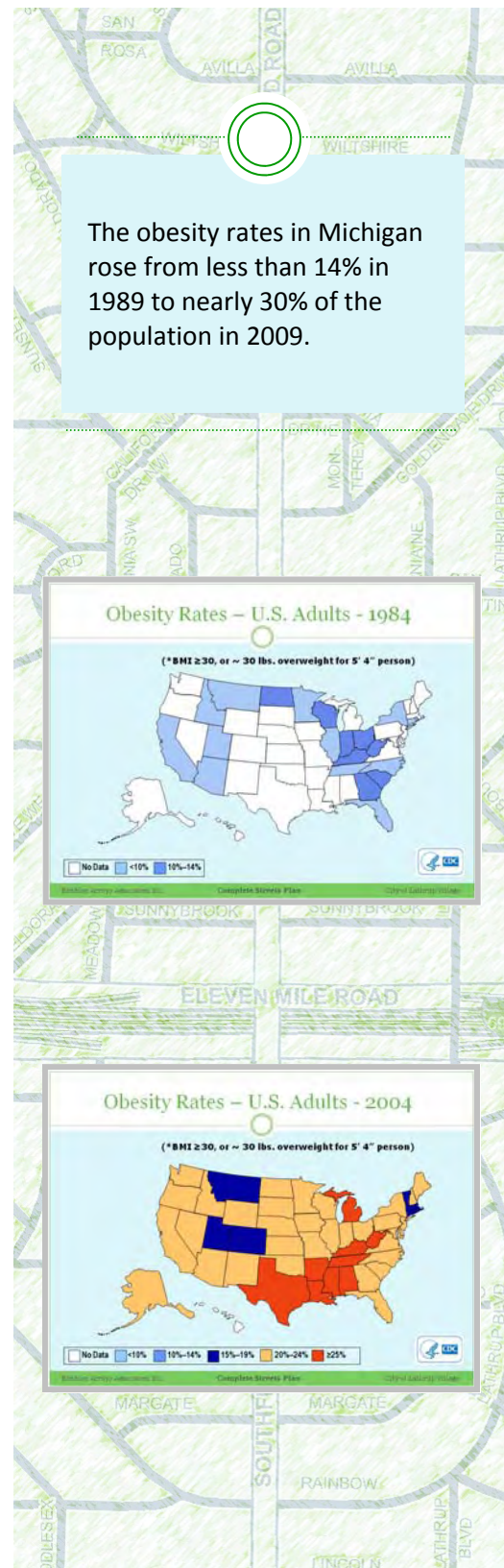
Inactive Lifestyles

Beyond choice and safety, however, there are other reasons why communities should consider how complete their streets really are. As many people struggle with their weight, as a community we battle rising public health costs for chronic conditions associated with obesity. Over the past 25 years, obesity rates have skyrocketed across the country. According to the Center for Disease Control (CDC), “obese” people have a body mass index (BMI) of more than 30. The CDC reports that between 1989-2009, the obesity rates in Michigan rose from less than 14% to nearly 30% of the population. A wide range of chronic diseases and conditions are attributed to obesity, including diabetes and heart disease.

Disabilities

In 2000, the City of Lathrup Village had about 600 residents, or 15% of the City’s population, with some type of long lasting condition or disability. 2010 Census figures are not yet available for this segment, but given the longer living population and other health-related trends, the City will likely not see the number of those with disabilities decline. Conditions and/or disabilities include:

- Sensory disabilities involving sight or hearing
- Conditions limiting basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.
- Physical, mental, or emotional conditions causing difficulty in learning, remembering, or concentrating, or those causing difficulty in dressing, bathing, or getting around inside the home.
- Conditions that make it difficult to go outside the home to shop or visit a doctor





Safe roadways are needed to allow mobility by those with disabilities.



As seniors stop driving, it is important to find alternative means of mobility.

(above image credit: www.pedbikeimages.com/danburden)



Aging Population and Limited Mobility

The aging of our population is another important trend to consider. In Oakland County, by 2015 there will be more residents over the age of 65 than school aged children, and by 2035, it is predicted that the people over 65 could increase to make up 25% of the county's population. Lathrup Village is expected to see the number of residents over 65 increase over the next 25 years, according to the Southeast Michigan Council of Governments (SEMCOG). The US Census reports 623 people aged 65 and older in 2010; SEMCOG projects 897 seniors by 2035, a 44% increase in this segment. These projections suggest that 21% of the total City population will be over 65 by 2035, compared to 15% in 2010.

As the City's residents age, issues of health, mobility, and socialization are critical. As seniors age, their abilities to drive may become limited. Studies have shown that forfeiting the driving privilege "results in an emotional trauma much like experiencing a death for the senior. The loss of independence is a source of loss, grieving and even depression" (AARP). It is very likely that this trauma results from the fact that there are limited mobility options for seniors once driving is no longer possible.

According to the AARP, over 50% of older adults who do not drive stay home on a given day because they lack transportation options. Non-driving seniors are significantly less social, making 65% fewer trips to visit family, friends, or go to church.

Environmental Concerns

Our dependence on the automobile increases air and water pollution resulting from motor vehicles and the impervious surfaces of roads. With no other transportation options, many people drive alone and create traffic congestion for several hours each day. In addition to wasting time and productivity, the emissions from idling vehicles contributes to increased air pollution and greenhouse gasses. Oil, gas, and chemicals from motorized vehicles collect on roads and are washed into lakes and streams by rainfall.



COMPLETE STREETS IN MICHIGAN

In 2010, Michigan became the 14th state to pass legislation that requires the state and local governments to plan for the safety and convenience of bike and foot traffic when building roads. According to the legislation, Complete Streets means “roadways planned, designed and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle” (PA 135 of 2010).

Key Components of Michigan’s Complete Street Law

- Requires community master plans to address all transportation needs, including public transit, bicycle facilities, pedestrian ways and other legal users in addition to motor vehicles;
- Requires that streets accommodate a variety of users, such as bicycles and pedestrians, in addition to motor vehicles;
- Requires coordination with neighboring communities and road agencies; and
- Requires interjurisdictional cooperation in preparing 5-year transportation improvement programs.

Ingredients for Complete Streets

In the past, streets were thought of as roadways where trucks and cars traveled. Along with the roadway, the road rights-of-way usually included space for public utilities. Places that developed prior to the rise of the automobile as the only realistic form of transit also included sidewalks and room for other modes of transit within the road rights-of-way.

Complete streets include the following:

- Sidewalks for pedestrians to link neighborhoods, schools, civic uses, and other destinations together.
- Bicycle lanes, a special dedicated travel lane that is on-street with traffic, for experienced bicycle riders, often commuters.

“Even with the expected improvements in vehicle and fuel economy, carbon emissions from transportation would be 41% above today’s levels by 2030 if driving is not curbed.”

- Complete Streets Coalition

“Complete streets” means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

Michigan PA 135 of 2010



Overview

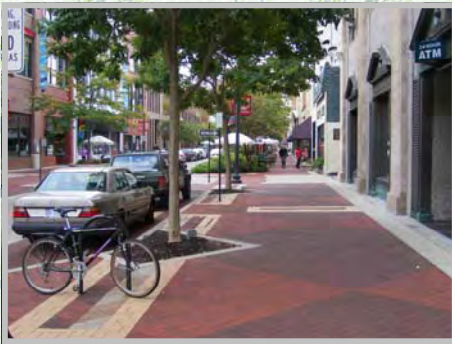
Street Function

Existing Conditions

Goals & Objectives

Redefine/ Redesign

Down the Road



- Off-street Shared use paths for pedestrians, cyclists and others, for those who may be less comfortable with riding in the street with vehicular traffic, or where bike lanes are impractical.
- Protective streetscape to provide shade from sun as well as minor protection from rain. Street lights contribute to a sense of safety and security.
- Traffic signals with pedestrian signal heads as well as audible crossing signals for visually impaired pedestrians to safely cross major roadways. Pedestrian-only signals work well when vehicular traffic conditions are such that such traffic only need stop when pedestrians are present.
- Bump-outs and other traffic calming devices to reduce pedestrian crossing distances, slow vehicular traffic, and alert drivers to the presence of pedestrians.
- Crosswalks, pedestrian pavement markings, and crosswalk signals to make it safer for children to walk to school, along with other strategies to help slow motorized traffic.
- Wayfinding signage to make it easier for people on foot or on bicycles to understand where they are and where they are going. Wayfinding signs help identify a place and important destinations and civic spaces.
- Traffic signals to extend walk time for pedestrians, allowing pedestrians, the opportunity to walk across major roadways, particularly younger and older pedestrians, as well as those with mobility issues
- Transit shelters to provide places to rest that protect users from rain and snow, making transit more comfortable and appealing.

It should be noted that not all complete streets elements are needed on all streets. While it is important to optimize the street network throughout the City, it is also important to do so within the context of the street types and the adjacent land uses.

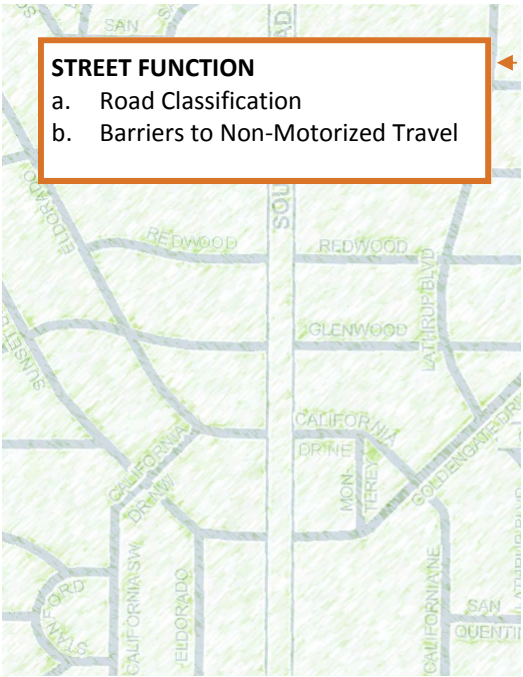


Complete Streets Benefits

Communities that adopt Complete Streets policies acknowledge the problems with current transportation facilities and recognize that implementing complete streets strategies will make their communities better places to live and work. Complete Streets benefit communities by:

- Making roadways and transportation facilities safer for all users
- Allowing people more freedom and gives them more choices for transportation
- Improving public health by enabling more active transportation options, including walking and bicycling
- Reducing traffic congestion when more drivers opt to walk, bike, or take other transit
- Improving mobility for seniors and the disabled
- Supporting local economic development by encouraging new businesses that serve the local population of residents and workers.

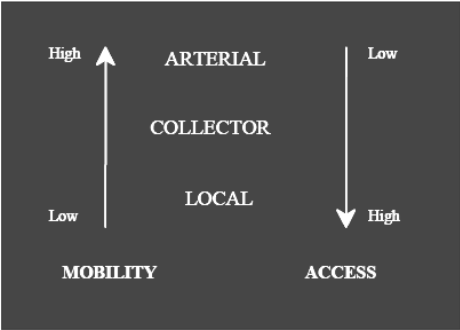




2. STREET FUNCTION

Over the years during which the majority of roads and freeways were constructed, the concept of functional classification involved two main elements: mobility and access. Mobility relates to how vehicular traffic is able to flow easily and efficiently through or around an area. Access relates to how travelers of the streets access adjacent land uses. The diagram at left illustrates the concept of the functional classification of roads. The higher the road class, the higher level of mobility, typically translating to faster speeds and higher volumes. The easiest way to encourage mobility is to limit vehicles from accessing adjacent land uses, therefore, higher road classification means low access. Conversely, lower classification roads often are slower and provide more access points to adjacent land uses.

Mobility v Access



Federal Highway Administration



While this system of classification worked in the past, it is clear that the functionality of roads only takes one type of user into consideration: motorized travelers. Assessing the function of roads in conjunction with non-motorized users is not as clear and is not as neatly illustrated. Motorists learn to drive understanding the tradeoffs of roadways: freeways run faster than surface streets, but they can't be used to get directly to their destination. However, with non-motorized uses, the function of roads isn't as black and white. For example, if a pedestrian or cyclist wants to go somewhere, generally speaking their travel time may not be impacted by the type of road on which they travel. The decision of what road to use depends largely on what the destination is, how safe it is to get there, and the availability of transportation facilities (like sidewalks). The idea of mobility for non-motorized users goes beyond simply the efficiency of travel to a wider range of barriers to mobility that partly correspond with functional road classifications, but also correspond to land uses, overall community safety, and condition of transportation facilities.



Existing Road Classifications for Lathrup Village

Traditional transportation planning identifies several major categories of road classifications. These classifications were created by the US Department of Transportation Federal Highway Administration and are based on mobility and access provided by certain roads. As roads are modified over time, they may not fall neatly into one classification or another, but their functions for motorized travel can generally be understood. The City of Lathrup Village currently has roads that fall generally into the following categories:

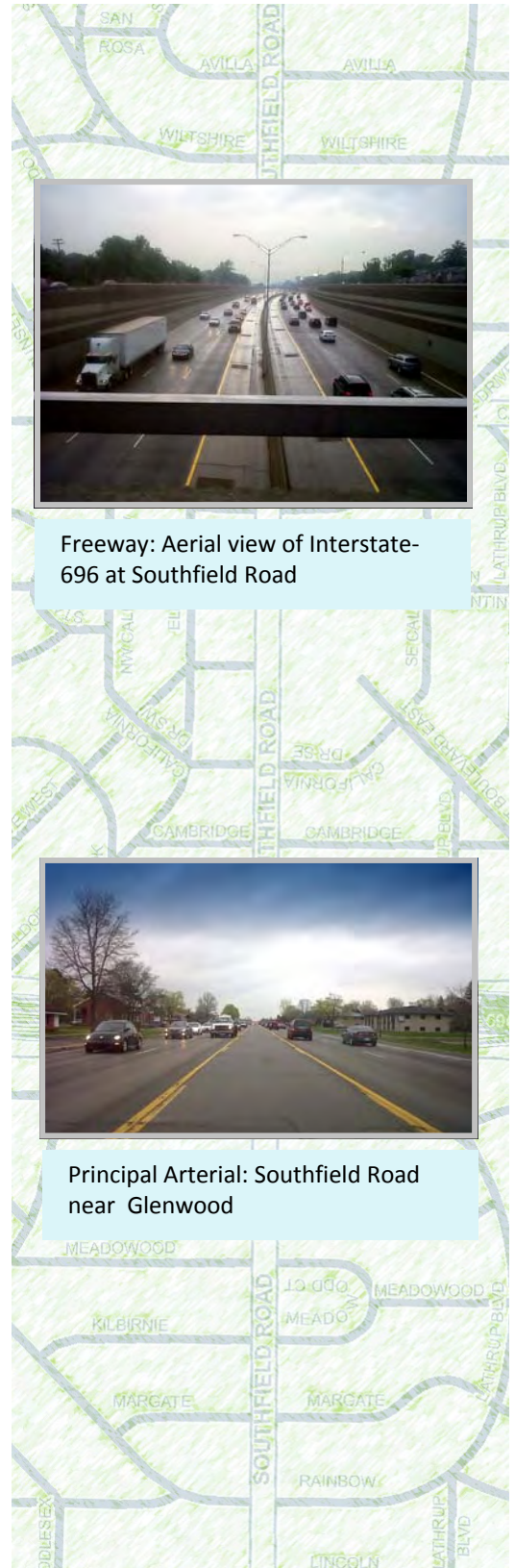
Freeway

Freeways consist primarily of interstate highways and other freeways or expressways. The emphasis of freeways is strictly on mobility, rather than land access. Among other functions, they connect regions with other areas in the state and other states. Freeways also connect the metro centers to major commercial concentrations. Freeways connect with other roads, principal arterials, and freeway service roads.

Principal Arterial

Principal (or Major) Arterials are the “highest order” of surface streets, and they typically carry high volumes of traffic. Principal arterials provide travel routes from one community to another, often serving urban, suburban, and outlying residential areas. Inter-community bus routes utilize principal arterials. When an arterial passes through a more populated area, the number of intersections increases and speeds decrease.

The main function of Arterial roads is to serve as routes for through traffic, yet communities in southeast Michigan often find these roads also providing access to abutting properties and minor intersecting streets. This can lead to congestion and traffic crashes because of turning vehicles conflicting with through traffic. Examples of Lathrup Village roads currently functioning as principal arterials include Southfield Road and 12 Mile Road.



Freeway: Aerial view of Interstate-696 at Southfield Road

Principal Arterial: Southfield Road near Glenwood



Freeway Service Street: 11 Mile Rd.



Collector Street: Sunset



Local Streets: Glenwood; Rainbow Cir.



Freeway Service

These roads connect freeways to the principal arterials, providing surface access to land uses adjacent to the freeway. Freeway service roads are used for trips of shorter distances than freeways or principal arterials. Local bus routes may use freeway service roads. Ideally, they should not penetrate identifiable neighborhoods. 11 Mile Road is an example of this type of road.

Collector Streets

Collector streets primarily permit direct access to abutting properties and provide connections from local streets and neighborhoods to higher order roadways including principal arterials. Through traffic movement from one part of the City to another is deliberately discouraged on these streets. Collectors provide the opportunity to connect to arterials, allowing for the reduction in the number of curb cuts onto arterials and ensuring fewer interruptions for arterial traffic. Examples of existing collector roads include Lincoln, east of Southfield and 11 Mile, west of Southfield. Bloomfield Drive, Rainbow Drive and Lathrup Boulevard are collector streets, but also collect traffic from local streets and distribute it to arterial roads.

Local Streets

Local streets provide access to abutting land. These streets make up a large percentage of total street mileage, but they almost always carry a small portion of vehicle miles traveled. They offer the lowest level of mobility and may carry no through traffic. Examples of this class of roadway are residential subdivision streets and cul-de-sacs.

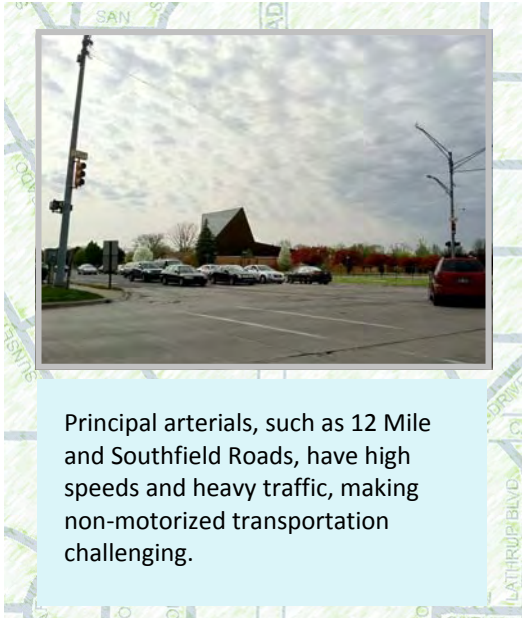
Road Classification and Barriers to Non-Motorized Travel

It is important to understand how the function and general form of roads impact non-motorized travelers. There are many barriers to non-motorized travel in the current transportation system that may be directly compared to road function. Such barriers to non-motorized travel include traffic speed, the volume of traffic, crossing major intersections, and aesthetics/environmental conditions. Expanding on the “Mobility v. Access” chart of the Federal



Highway Administration, barriers to non-motorized travel can be related to road classification.

As the chart below shows, roads with the highest mobility function for motorized travel tend to be the most hostile to pedestrians and users of bicycles and wheelchairs. In contrast, many local streets, which have a limited mobility function for motor vehicles, tend to have the most pleasant setting for non-motorized travel.



Road Classification and Barriers to Non-Motorized Travel						
Mobility v Access for Motorized Travel		Barriers to Non-Motorized Mobility Affected by Roadway Type				
Access	Mobility	Barriers Roadway	Speed	Volume of Traffic	Crossing major intersections	Aesthetics/ environment
Few/no access points	High		High	Heavy	Very difficult	Hostile
		Freeway				
		Principal Arterials				
		Principal Arterial - Village				
		Freeway Service				
		Minor Arterial				
		Collector				
		Village Collector				
		Village Local				
Local						
Many access points	Low		Low	Light	Easy	Pleasant



Overview

Street Function

Existing Conditions

Goals & Objectives

Redefine/Redesign

Down the Road

3. EXISTING CONDITIONS

EXISTING CONDITIONS

- a. Sidewalks
- b. Shared use paths
- c. Bicycle Routes
- d. Bicycle Lanes

Existing non-motorized transportation facilities within Lathrup Village include a fairly extensive network of sidewalks east of Santa Barbara, a few non-motorized pathways, very limited amounts of bicycle route signing, and no formal on-street bicycle lanes. These transportation facilities will be described below, by quadrant of the City.

Sidewalks

Most local streets east of Santa Barbara have 5-ft-wide sidewalks along both sides, with the following notable exceptions (see Map on page 18):



There are examples throughout the City of incomplete sidewalks, including Roseland and Sunset (left) and Rainbow Court and Rainbow Drive (below).





Northwest (north of I-696, west of Southfield)

- Both sides of Roseland and north side of Sunset, for about ½ block east of their intersection.
- East side of Santa Barbara, most of the block between Roseland and Alhambra.
- Interior perimeter of triangle formed by Goldengate, California, and Eldorado.

Southwest (south of I-696, west of Southfield)

- Along most of Rainbow Court, and the west side of Rainbow Drive, just south of 11 Mile Road.
- Both sides of Middlesex, from one block west of El Dorado to one block east of Eldorado.
- Most of Eldorado south of 11 Mile Road / I-696 (total stretch of about four blocks).
- Most of the block of Bloomfield between Eldorado and Meadowbrook.
- Most of the block of Coral Gables between Eldorado and Meadowbrook.

Southeast (south of I-696, east of Southfield)

- Along most of Ramsgate between Southfield Road and Rainbow Drive (one block).

Northeast (north of I-696, east of Southfield)

- East side of Eldorado between Goldengate and Sunset.
- North side of San Quentin, from east City limit to a short distance west of Lathrup Boulevard.
- Interior perimeter of triangle formed by Goldengate, California, and Monterey.
- Along north side of Lathrup Boulevard in vicinity of Catalpa.
- South side of San Rosa, for first half block west of Southfield Road.





Overview

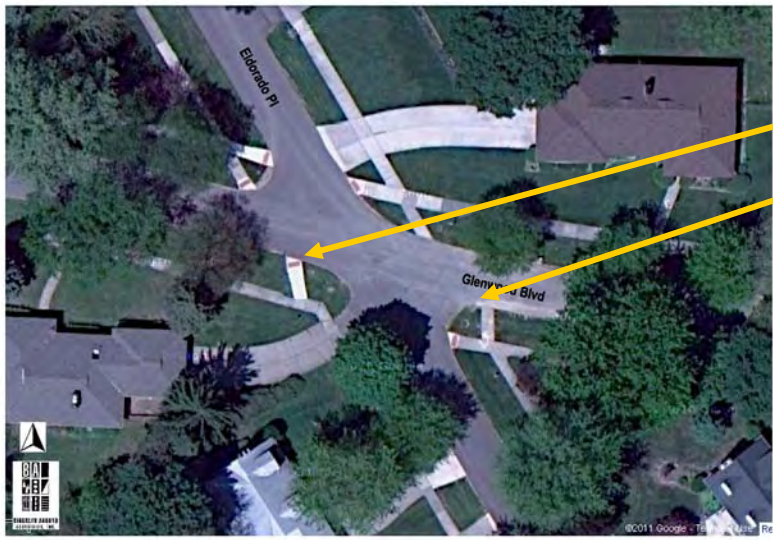
Street Function

Existing Conditions

Goals & Objectives

Redefine/Redesign

Down the Road



Example of Complete But Awkwardly Aligned Sidewalk Network

Discontinuous local sidewalks, such as seen at Glenwood and Lathrup Boulevards (below), or peculiar alignment of sidewalk stubs in some locations, such as Eldorado and Glenwood (left) may confuse and discourage pedestrians.



Example of Incomplete Sidewalk Network



The pedestrian crosswalk on Southfield at Lincoln (below) leads to a drainage culvert.

With a few exceptions, the west side of Santa Barbara – and local streets to the west – lack sidewalks. This condition reflects the previously expressed desires of residents and the historical development pattern of this area.

In addition to the above sidewalk gaps, the continuity of improved walking routes within the City suffers from incomplete and poorly aligned sidewalk treatments at numerous intersections (see highlighted map). An example of incomplete or discontinuous local sidewalks exists at



Glenwood and Lathrup. Although less of a problem for block-to-block walking, the peculiar alignment of sidewalk stubs in other locations may discourage such walking for some people; such poorly aligned sidewalk treatments are exemplified by conditions at Glenwood and Eldorado.

Sidewalks along significant roads within the City have reasonable continuity, but typically have some less desirable features reducing their frequency of use and safety, such as:

- Limited width – generally no wider than 6 ft.
- Occasionally poor surface condition – such as portions along the south side of 12 Mile Road.
- Frequent interruption by driveways and side streets.
- Insufficient lateral offset from the road where users encounter driveways too frequently and go up and down as they traverse the sloped driveway aprons.
- Few options for signalized pedestrian crossings of major roadways.
- Insufficient sidewalks and pedestrian crossing

The neighborhood west of Santa Barbara (photo at left and below) with its radial street network, has a unique character. Residents in this area are in favor of retaining the existing street form, without sidewalks.



Some City sidewalks, such as this one on the south side of 11 Mile Road, between Lathrup Boulevard and Southfield Road, are limited in width.



Shared use paths serve bicyclists primarily, but also serve pedestrians and inline skaters. In the City, these paths tend to lead from a neighborhood to a destination, such as the ones to the Southfield Nature Center (above), McIntyre Elementary School (below), and Southfield-Lathrup High School (bottom).



Shared Use Paths

The primary purpose of shared use paths is to provide a off-road facility for bicyclists. These paths are also often used by others, including pedestrians and inline skaters. There are few improved paths within the City, and those that do exist are relatively narrow and/or not of the best surface quality. Noted shared use paths connect:

- Rainbow Drive and the wood-chip path within the Southfield Civic Center Nature Center.
- McIntyre Elementary School and Saratoga Boulevard.
- Southfield-Lathrup High School and both Lacrosse Avenue and Wiltshire Boulevard.

Bicycle Routes

There is a limited amount of bicycle route signage along Lincoln both east and west of Southfield Road, Lathrup Blvd., and along Sunset. The signage is not sufficiently frequent to lead bicyclists to any identifiable destinations.

A major continuity problem involving bicycle routes – and all non-motorized transportation routes within the City more generally – is posed by the barriers created by I-696 and the nearby 11 Mile Road service drives, Southfield Road, and to a somewhat lesser extent – 12 Mile and Evergreen Roads as well:

- The freeway bridges equipped with sidewalks are at Santa Barbara, Rainbow Drive, Southfield Road, the crossovers east and west of Southfield, and Lathrup Boulevard. Only Southfield Road provides signalized crossings for both sides of the crossing. Given the number of lanes and speed of traffic on the 11 Mile Road service drives, the only reasonably safe non-motorized crossing location is at signalized Southfield Road. From the standpoint of non-motorized transportation, this effectively isolates the southern portion of the City from the central and northern portions.



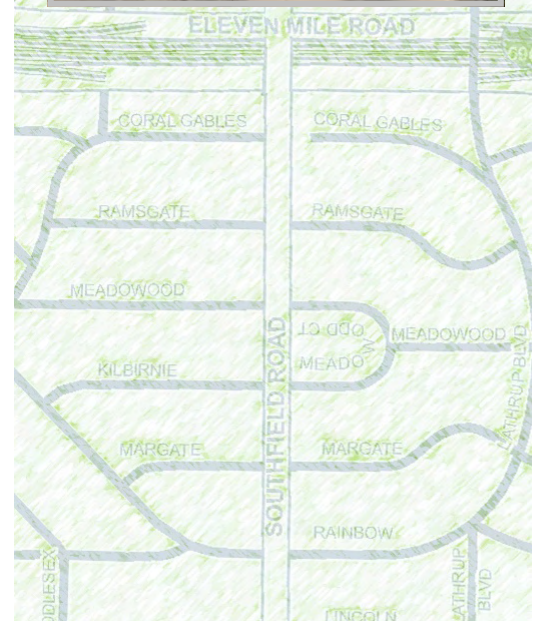
- The only signalized crossings of Southfield Road are at approximate 1/2-mile intervals: 12 Mile, Sunset, 11 Mile, and Lincoln. As a result, jaywalking across high-volume, moderate-speed Southfield Road can be frequently observed. The difficulty in safely crossing Southfield Road on foot or by bicycle limits the amount of viable interaction between portions of the City center.
- The only signalized crossings of 12 Mile Road within the City are at Southfield Road and the High School driveway, and the only mid-section crossing of Evergreen Road is at Winchester (a short distance south of McIntyre Elementary). These limited non-motorized crossings of 12 Mile and Evergreen tends to limit interactions between the two neighboring cities.

Bicycle Lanes

There are no designated bicycle lanes within the City. Bicycle lanes serve not only to separate bicycle and vehicular traffic for safety reasons, they tend to provide a more visible and therefore effective reminder that bicycle travel is encouraged.



Existing bike route sign on Lincoln directs cyclists east on Lincoln, north or south on Lathrup Boulevard. The photo below shows Lathrup Boulevard, north of Lincoln.





Overview

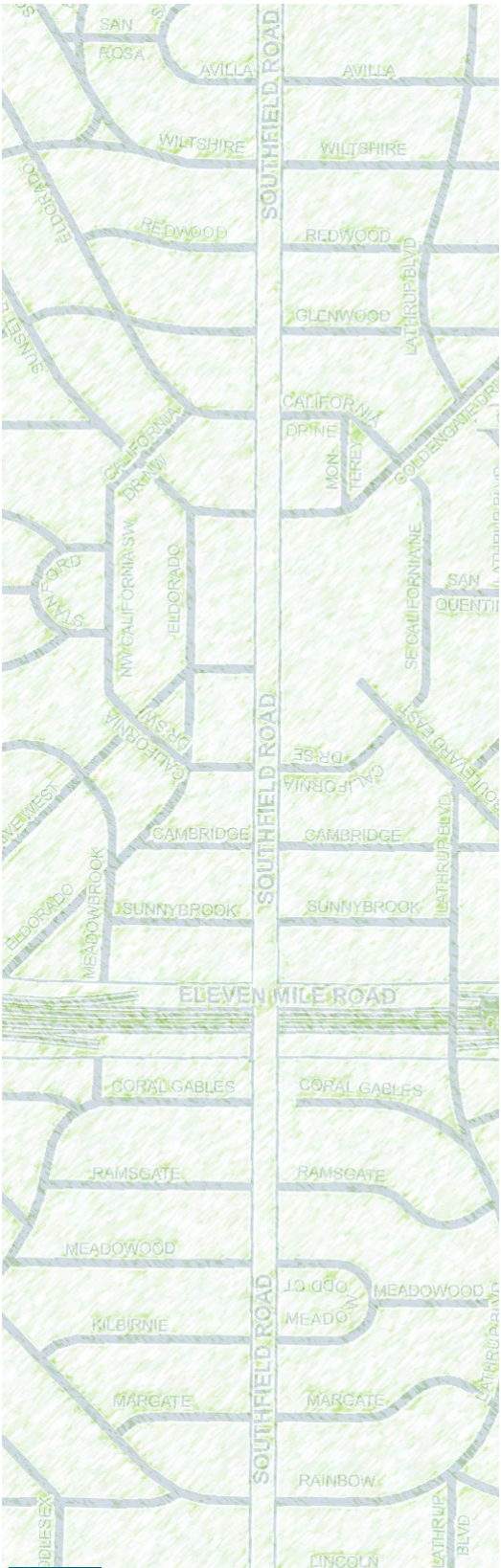
Street Function

Existing Conditions

Goals & Objectives

Redefine/Redesign

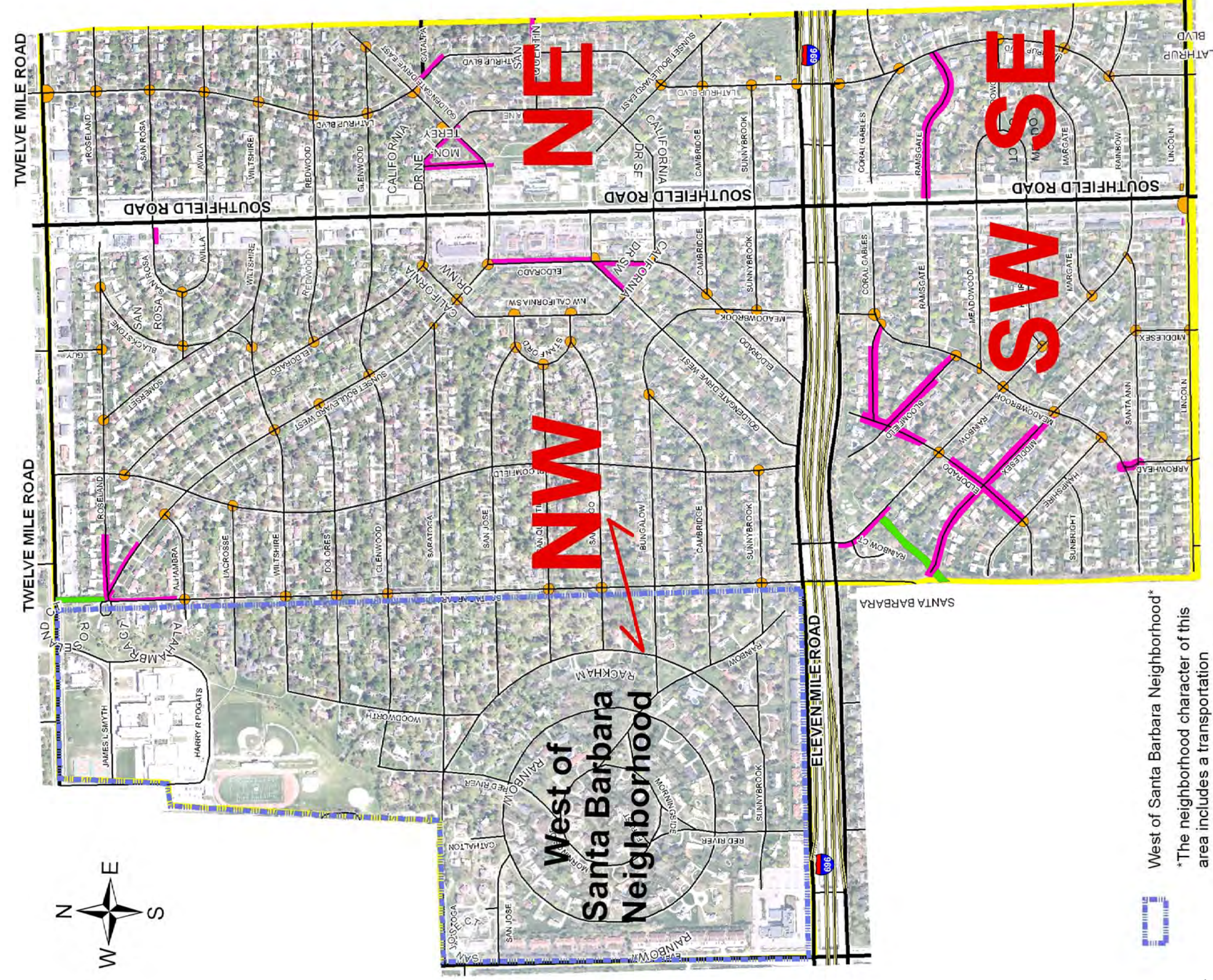
Down the Road









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Lathrup Village Sidewalk Gaps

Oakland County, Michigan



-  West of Santa Barbara Neighborhood*
-  *The neighborhood character of this area includes a transportation network that generally does not include sidewalks. Many roadways in this area are unpaved.
-  Intersection Sidewalk Gaps
-  Sidewalk Gaps
-  Shared-use Path
-  Municipal Boundary



July 22, 2011

Base Map Source: Oakland County Planning

Lathrup Village Sidewalk Gaps Map

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4. GOALS & OBJECTIVES

The City of Lathrup Village initiated this Complete Streets plan as a result of new State legislation that allows the City to have increased input into improvements to City roads owned and maintained by the Road Commission for Oakland County and Michigan Department of Transportation. The City has discussed mobility issues within its Master Plan, and recently completed a Southfield Road access management plan, a conceptual model for a Village Center, and updated zoning regulations. With this Master Plan Amendment, the City considers how non-motorized connections work in the rest of the City and how a transportation network can unite the City, despite the physical barriers of I-696 and Southfield Road.

With recent planning and zoning efforts, there have been opportunities for public involvement, giving the City a good idea of the community's ideas on walkability and connectivity. This foundation of public input was further enhanced by opportunities to offer comments and ideas: a community-wide online survey and a public open house. Comments from the community support concepts of walkability, connectivity and community revitalization. From this input, a vision statement, goals, and objectives will guide the City's improvements to its non-motorized transportation network.

Vision Statement

The City of Lathrup Village will be a place where people of all ages and abilities are able to walk, bike, drive, or otherwise travel in a complete transportation network. Streets, sidewalks, and paths will be planned, designed, and built considering the needs of residents and businesses, street function, and context with land uses. The city will support alternatives to motorized vehicle travel and promote improvements to transportation facilities at appropriate locations in order to provide reasonable and safe travel options, and to improve the health and mobility of all residents.

GOALS & OBJECTIVES

- a. Vision
- b. Goals/Objectives



A public input meeting included a presentation about Complete Streets and an opportunity for residents to discuss and provide input on the street & sidewalk network in the City.



Lathrup Village residents offered observations and suggestions about the non-motorized transportation network in the City through an online survey and public input open house.

The online survey asked respondents about the transportation network in the City. Few respondents commute to work by bike or on foot. When they do walk or ride, most do so for recreation, fitness, or to visit with neighbors. Weather is a key limiting factor, as is the distance to desired destinations.

When asked about crossing specific major roads, most noted the following issues relating primarily to Southfield Road, but also to 11 Mile, 12 Mile, and Evergreen. These items were also discussed by participants at the open house:

- Roads are too wide to cross safely
- Traffic signals make pedestrians/cyclists wait too long before crossing.
- Pedestrian crossing signals/audible signals are needed at crossings on major roads.
- Marked pedestrian crosswalks are needed at significant neighborhood streets.
- Marked pedestrian crosswalks are needed at major street crossings.

Survey respondents identified the following as top priorities, and these items were echoed at the public input open house:

- More destinations within walking distance
- Add/improve crosswalks
- Add/improve street lighting
- Reduce amount of traffic/reduce speeds
- Add/improve traffic signals



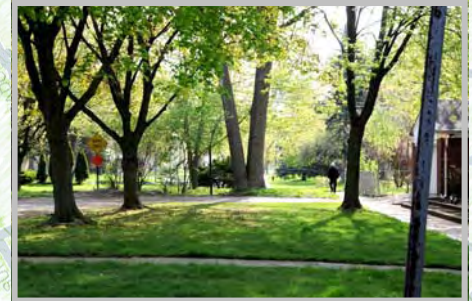
Comments from the public open house identified problem areas (pink notes) and suggestions (green notes). Many problems related to crossing major roads, and suggestions included lengthening crossing time, completing the sidewalk network, and adding shared use paths.

Goals & Objectives

1. Integrate Complete Streets infrastructure and design features into street planning, design, construction, and reconstruction to improve the safety and accessibility of the City's transportation network.
 - A. Include infrastructure that makes City streets safer for non-motorized travel, including sidewalks, shared use paths, bike lanes, and marked pedestrian crossings.
 - B. Ensure that all transportation facilities are compliant with the Americans with Disabilities Act, and meet the needs of people with different types of disabilities, including mobility, vision, and hearing impairments.
 - C. Prioritize implementation of complete streets infrastructure that facilitates safe efficient travel for non-motorized users.



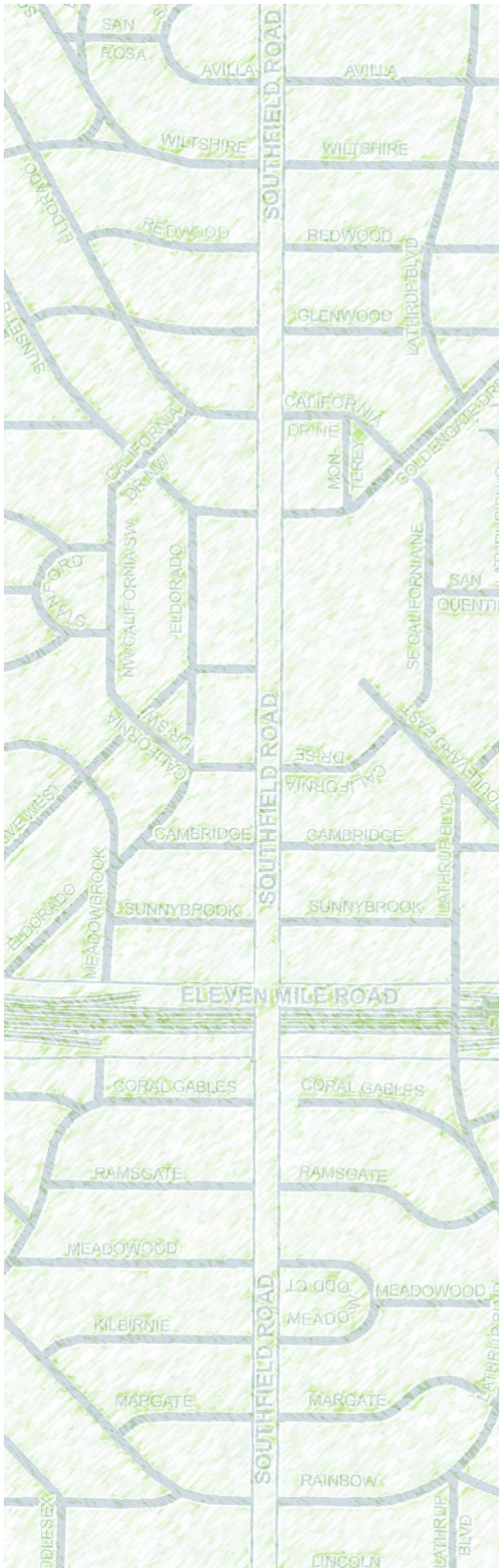
- D. Create a policy to allow exclusion of such infrastructure from street projects only upon approval by City Council, and only where non-motorized uses are prohibited by law, or supporting data indicates the cost would be excessively disproportionate to the need or probable future use of the long term.
2. Enhance the experience of non-motorized users by integrating street lighting, furniture, and other amenities as appropriate, given street function and land use context.
 - A. Develop a program for street lighting, furniture, and other amenities by street type.
 - B. Create an implementation program for pedestrian amenities.
 3. Advocate for Complete Streets when other jurisdictions plan, design, and construct street projects that impact the City's transportation network.
 - A. Follow progress of other jurisdictions, including the City of Southfield, the Road Commission for Oakland County, and Michigan Department of Transportation relating to Lathrup Village and roads that impact Lathrup Village.
 - B. When appropriate, provide feedback and input when other jurisdictions plan, design, and construct transportation facilities that impact the City of Lathrup Village.
 - C. Collaborate with other jurisdictions to enhance non-motorized transportation facilities in the region.



Complete Streets includes elements to improve connectivity, or link destinations in the community. In this example, pedestrians are able to continue walking on San Quentin, even though the road has been closed to vehicular traffic east of Lathrup Boulevard.



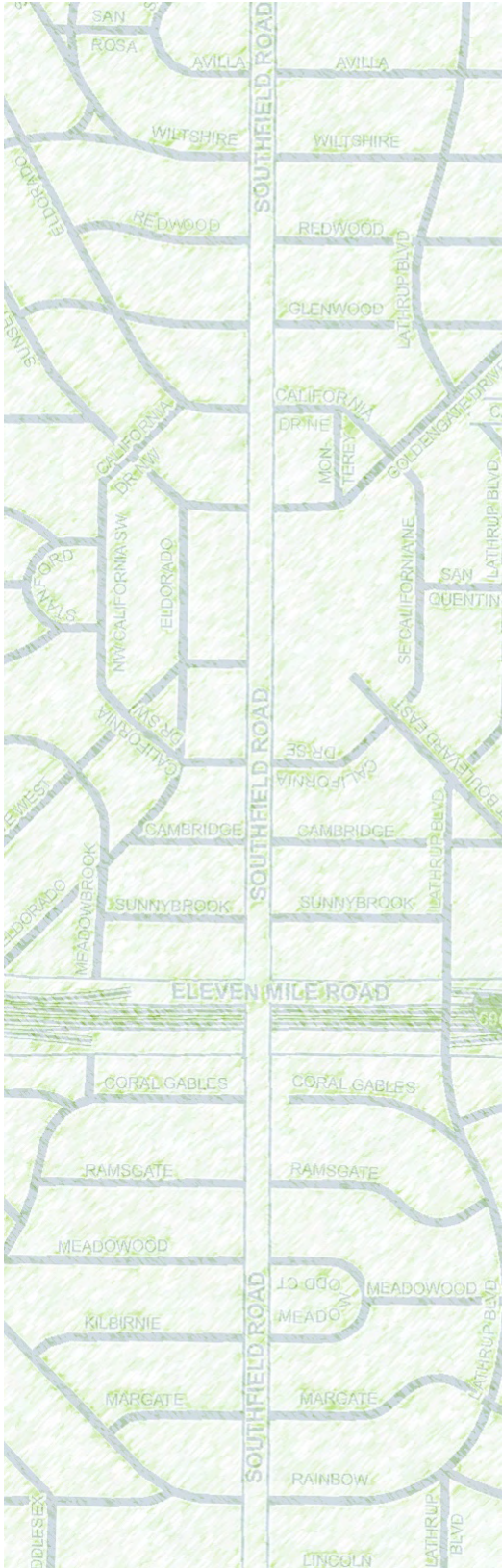
The intersection of Lincoln and Southfield offers an opportunity to work with the City of Southfield and the Road Commission for Oakland County on improving the sidewalk connections and the pedestrian crossing.



4. Promote and encourage City residents to take advantage of non-motorized travel options through education and awareness.
 - A. Establish community standards with measurable outcomes to assess safety, functionality, and actual use by category of users.
 - B. Develop a wayfinding signage program to advise the public of transportation facilities and destinations.
 - C. Create promotional literature to advise the public of non-motorized transportation options within the City.
5. Review all future capital expenditures that could impact mobility and include the recommendations in the City's Complete Streets Non-Motorized Transportation Plan whenever possible.
 - A. Provide copies of this Non-Motorized Transportation Plan (NMTP) to all City departments to raise awareness and encourage City staff and officials to consider how their activities might impact plan implementation.
 - B. Identify and pursue sources of funding that may be utilized to implement the NMTP.



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REDEFINE/REDESIGN

- a. Principal Arterial
- b. Principal Arterial—Village
- c. Freeway Service
- d. Major Collector
- e. Major Collector—Village
- f. Minor Collector
- g. Minor Collector—Village
- h. Local Street—Village
- i. Local Street
- j. Backstreet
- k. Pedestrian Crossings

5. REDEFINE/REDESIGN

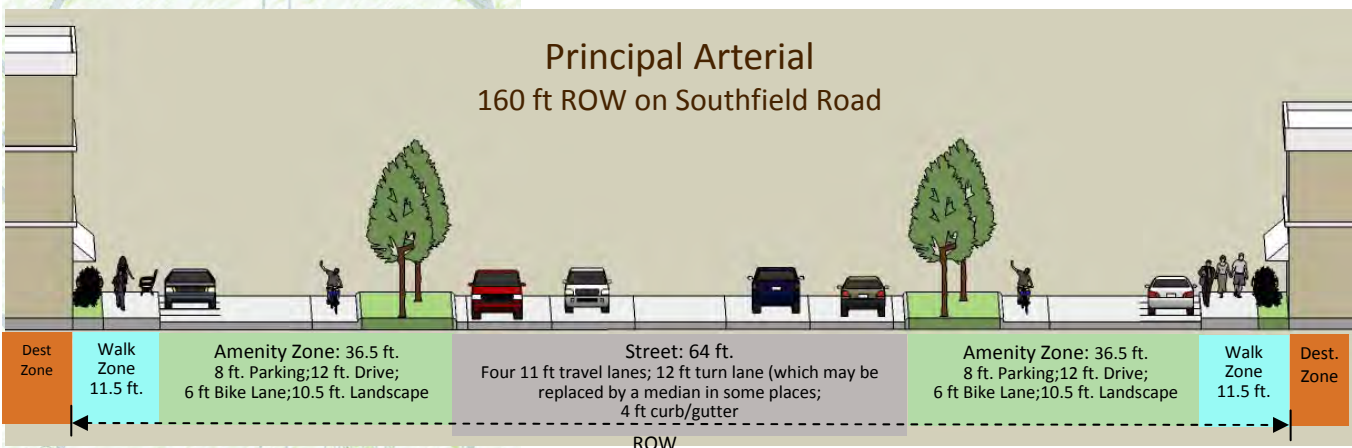
Developing a complete transportation network within the City provides the opportunity to redefine the existing road classification system specifically to better accommodate non-motorized users. The new road classifications are not intended to replace the National Functional Classification System, which is used for road funding purposes. The following new road classifications includes the concept of “zones” for certain types of activity.

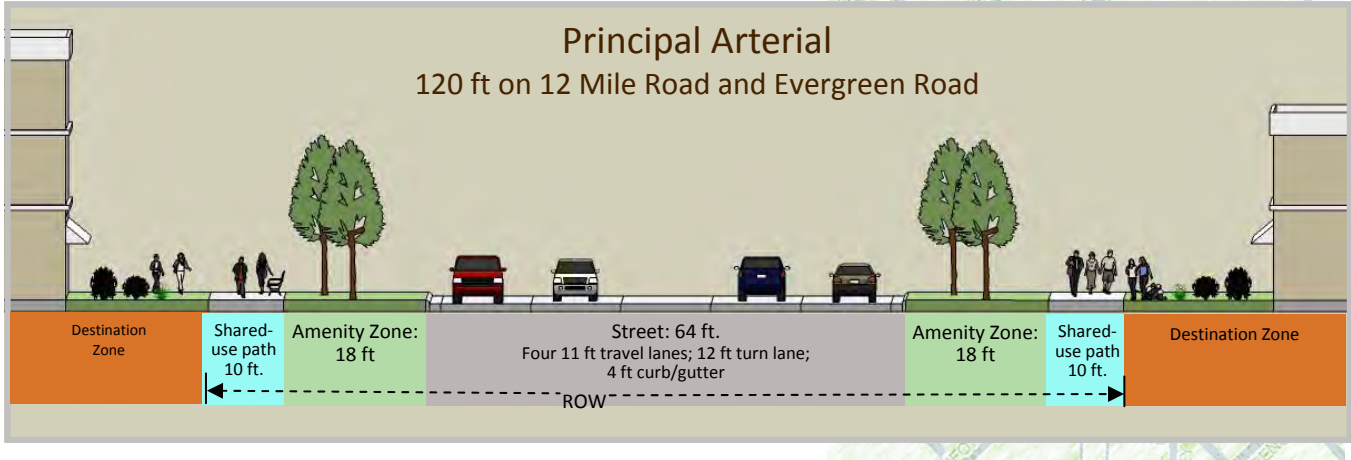
Principal Arterial

The Principal (or Major) Arterials continues to serve as the “highest order” of surface streets, typically carrying high volumes of traffic. Due to the difference in road rights-of-way, the cross sections and accommodations in Southfield will differ from those on 12 Mile and Evergreen, where 10-foot shared use paths are planned on both sides of the right-of-way.

Redesigned roads will include four 11 ft travel lanes for vehicular traffic, and a 12 ft center turn lane, or median where appropriate. The amenity zone includes a 12 ft landscape area, a 6 ft bike lane, 12 ft service aisle, and 8 ft parallel parking lane. The walk zone is 11.5 feet, which includes 4.5 ft of landscaping and 7 ft wide sidewalks. The placement of the sidewalk, setbacks and parking will vary in the ROW along the corridor. Where there is no parking in the right-of-way, the proposed bike lane will be replaced by a bike path to provide continuity.

- Destination Zone: the place where people go, including houses, offices, stores, civic uses, parks, schools.
- Walking Zone: an area free of obstacles designated for pedestrians.
- Shared-use path: an area free of obstacles that is shared by pedestrians, bicycles, and other non-motorized users
- Amenity Zone: an area for landscaping and street furniture
- Street: generally used for vehicular travel, automobile parking, and sometimes bicycling as appropriate.



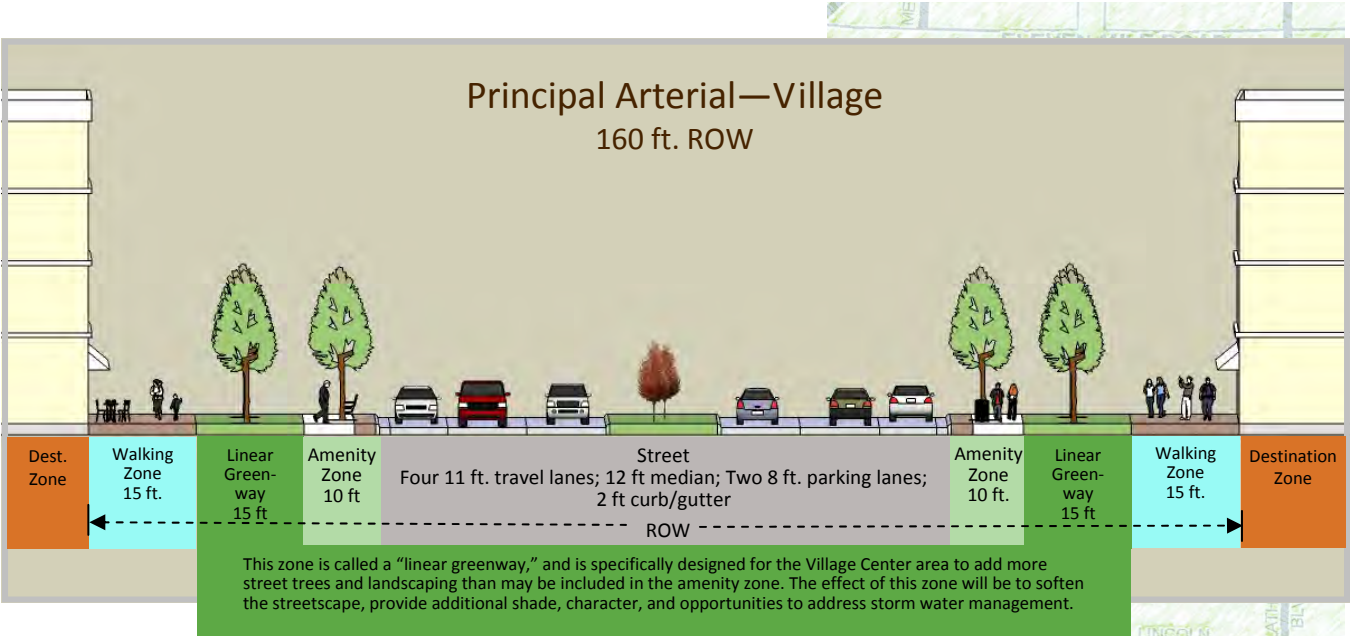


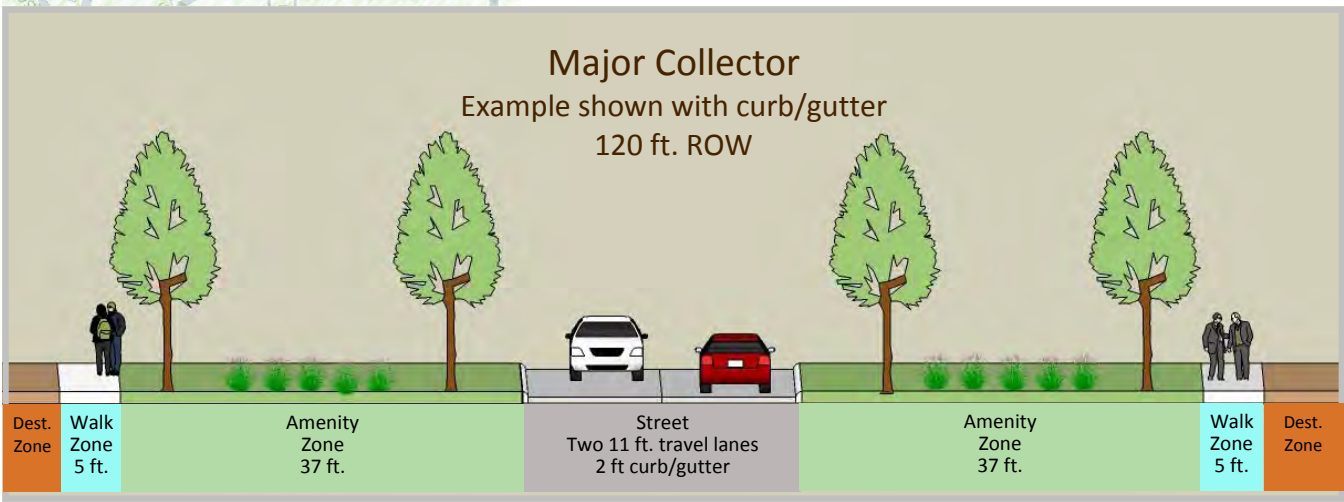
Principal Arterial - Village

In the Village Center, the principal arterials provide routes for through traffic while providing access to abutting properties and minor intersecting streets. However, in the Village Center, the context of the surrounding area influences the function of the roadway. For example, the following features are envisioned: parallel on-street parking, travel speeds of 35 mph or less, buildings directly abutting the road right-of-way, and wider pedestrian sidewalks with some outdoor dining activities. This road type will feature elements that are more suitable for a denser, walkable urban setting. Bike lanes will be routed into the Village Center, on the Minor Collector streets.

Freeway Service

11 Mile Road will continue to connect I-696 to the principal arterials, providing surface access to land uses adjacent to the freeway. No changes are proposed, except as needed to create road crossings.





Major Collector

The major collector streets continue to primarily permit direct access to abutting properties and provide connections from local streets and neighborhoods to higher order roadways including minor and principal arterials. Some Major Collectors have curbs, others do not.

Major Collector—Village

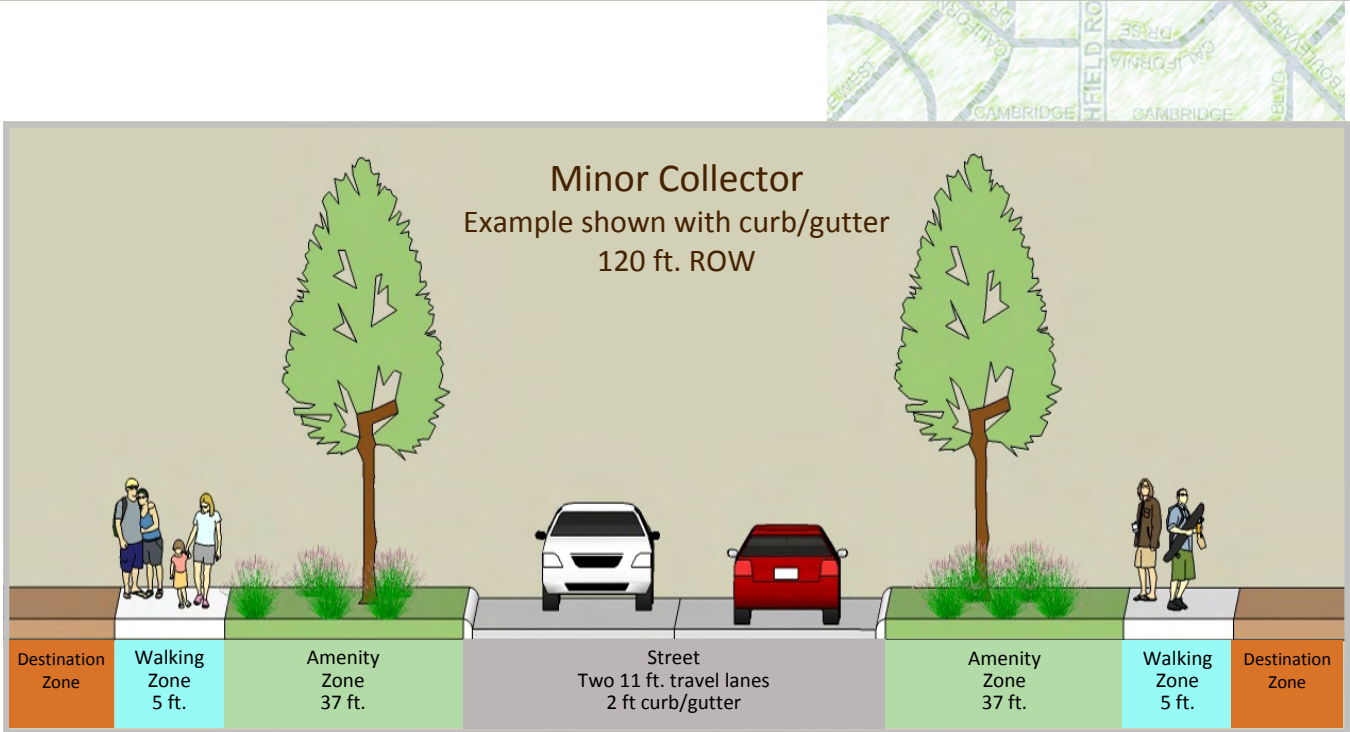
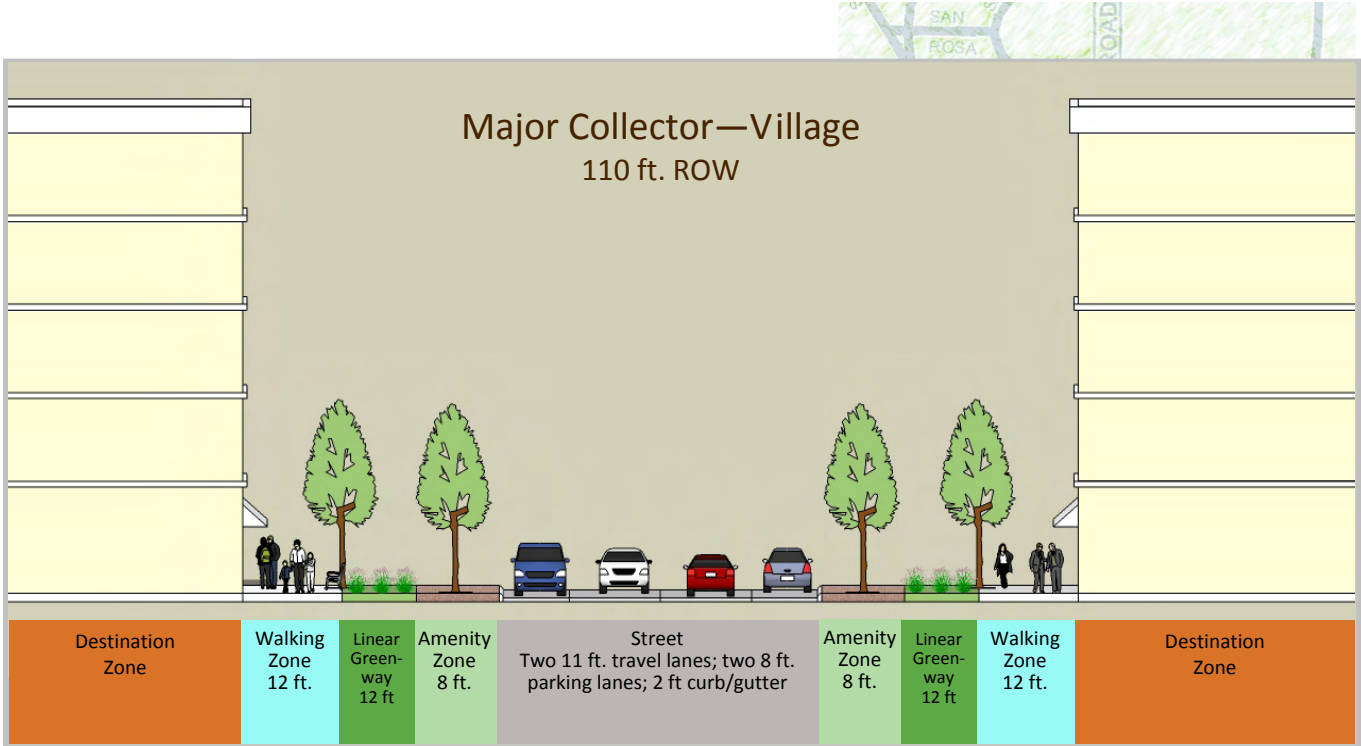
It is anticipated that at least one Major Collector—Village will be constructed perpendicular to Southfield Road in the new Village Center. This street will function like collector streets, in this case connecting local streets to the central business district and to minor and principal arterials. This classification will feature on-street parallel parking on both sides of the street. In addition a walking zone, linear greenway, and amenity zone, will be added to improve aesthetics and create a unique downtown character.

Minor Collectors

Minor collectors will continue to primarily serve to link the Village Center with the adjacent neighborhoods. These roads, Sunset Boulevard and Goldengate Drive, already have large rights-of-way, and were originally planned to serve the center of the City. While the street portion of the road will remain two lanes of traffic, the space between the street and the walking zone, approximately 37 ft., will serve as an amenity zone and be planted (or maintained) with street trees and landscaping. Some minor collector streets have curbs, while others do not.

Minor Collectors—Village

Minor collectors—Village will serve to link the Minor Collectors and Local Streets with the Village Center. These roads will include Eldorado, California (about one block east and west of Southfield Road), and Monterey. The street portion of the road will contain two lanes of traffic as well as two designated bike lanes, and two lanes of parallel on-street parking. These streets will also contain a walking zone and an amenity zone, which will contain landscaping, street lighting, and street furniture.





Local Streets—Village

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.

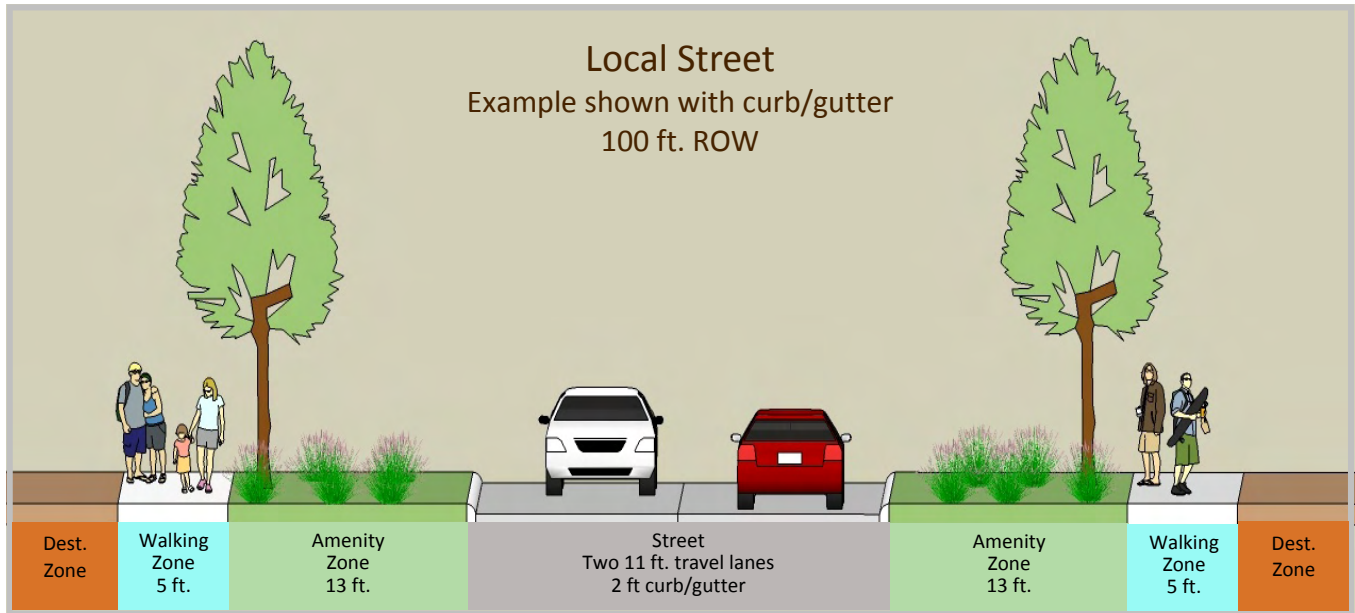
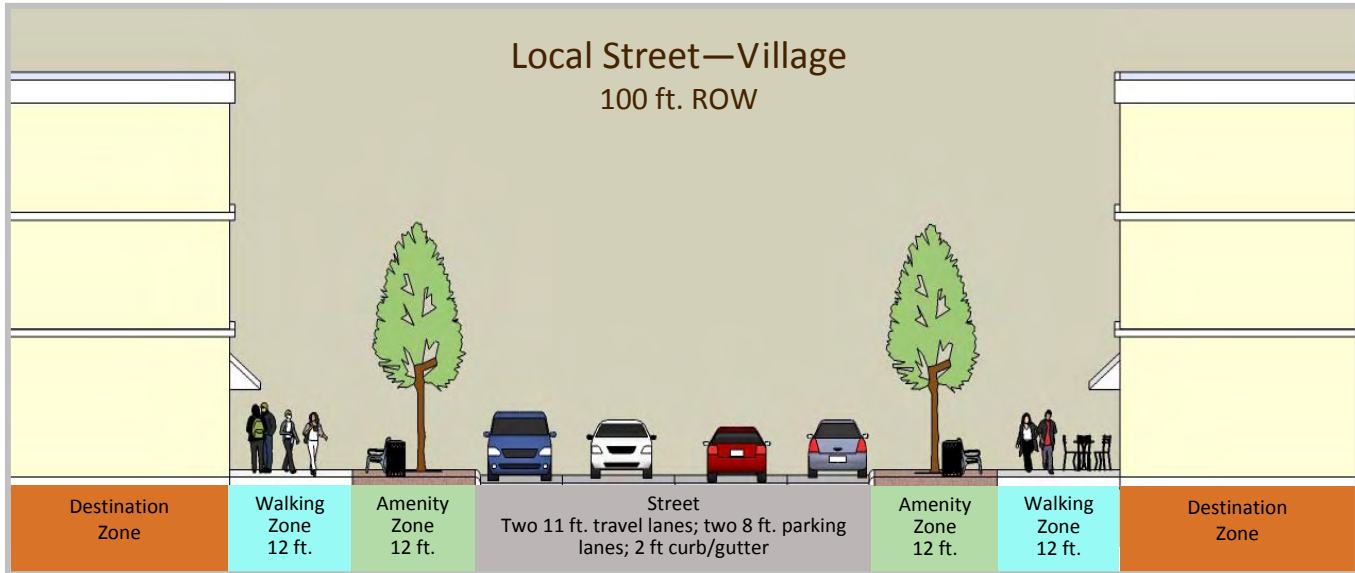
Local Streets

Local streets will continue to provide access to abutting land and consist of all facilities that do not belong to one of the higher systems. Local streets run through neighborhoods and residential areas and may serve as designated bike routes, connecting destinations, bike lanes, and paths. Some local streets may have curb and gutter, others may not.

Backstreets

Backstreets are another type of local street. In Lathrup Village, backstreets are designated behind buildings along both sides of the Southfield Road Corridor. These backstreets will be 24 ft wide where feasible (a minimum of 20 ft wide), and will serve freight delivery and provide short block-to-block access for motorists, minimizing travel movements on adjacent roadways. Generally, backstreets do not include planting areas or sidewalks, but may include parking or provide access to parking.





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.



Overview

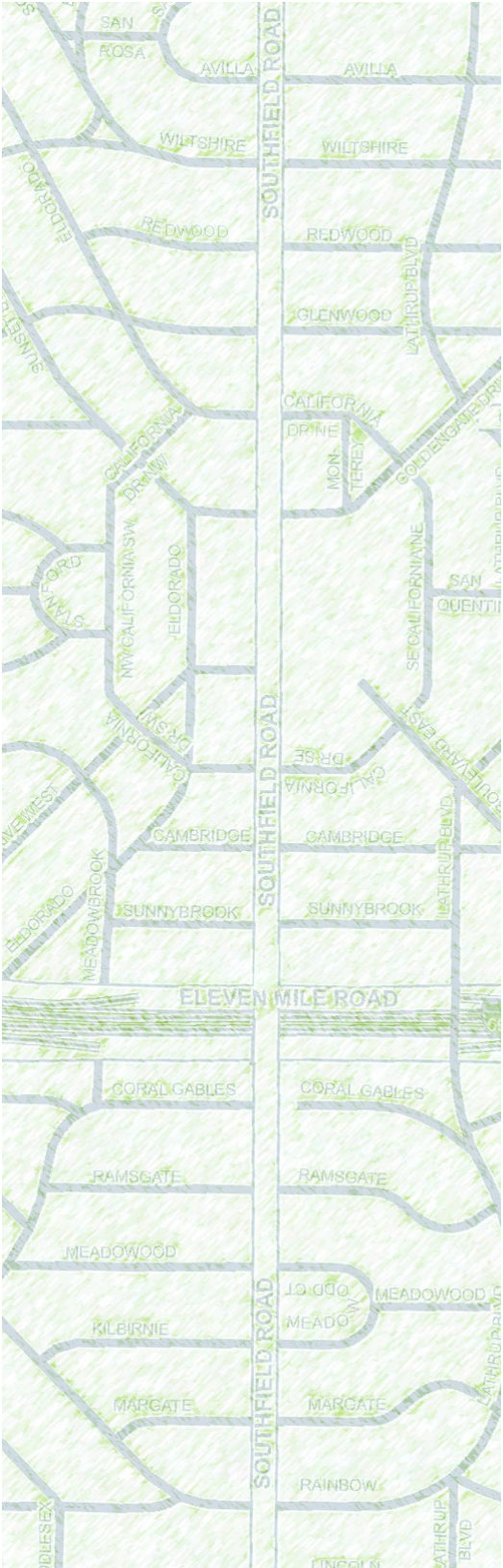
Street Function

Existing Conditions

Goals & Objectives

Redefine/Redesign

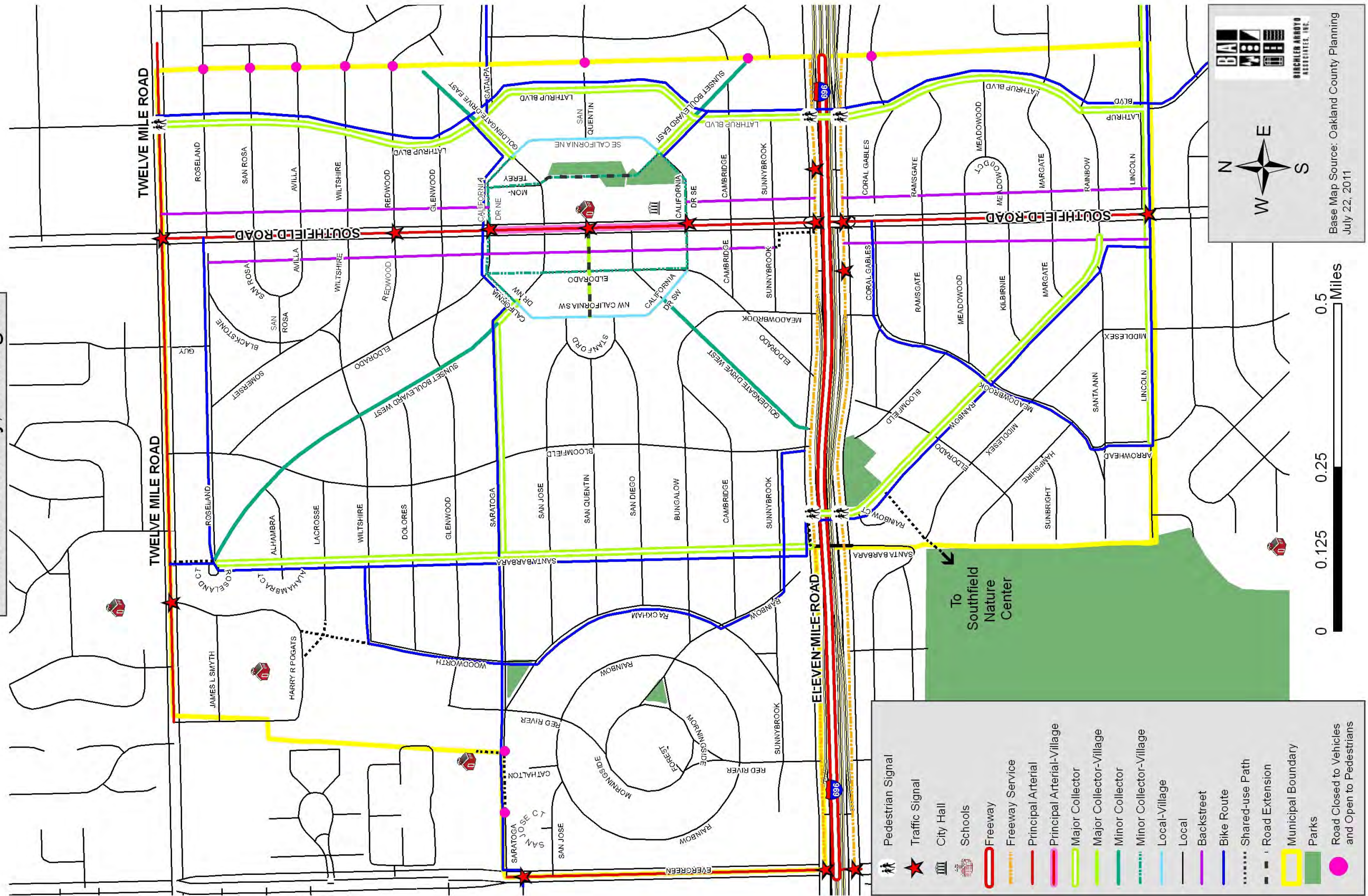
Down the Road



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Lathrup Village Complete Streets Plan

Oakland County, Michigan



Base Map Source: Oakland County Planning

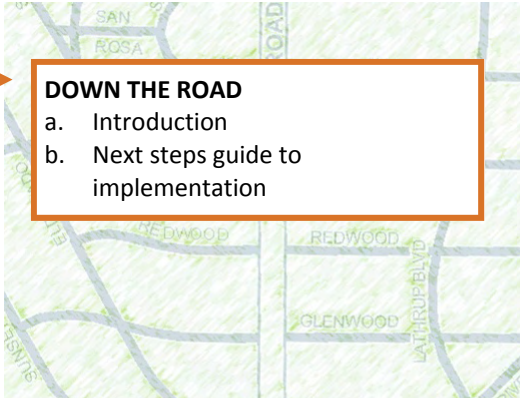
 July 22, 2011

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6. DOWN THE ROAD

Implementation is a key part of this plan. This chapter is a guide for moving the goals and objectives forward by encouraging the City to identify which goals and objectives are short- and long-term priorities (next steps) and who (staff, City Council, Planning Commission, official) should lead implementation strategies.



NEXTSTEPS	Short-Term	Long-Term	Implementation Leader
1. Integrate Complete Streets infrastructure and design features into street planning, design, construction, and reconstruction to improve the safety and accessibility of the City’s transportation network.			
A. Include infrastructure that makes City streets safer for non-motorized travel, including sidewalks, shared use paths, bike lanes, and marked pedestrian crossings.			
B. Strive to make all transportation facilities compliant with the Americans with Disabilities Act, and meet the needs of people with different types of disabilities, including mobility, vision, and hearing impairments.			
C. Prioritize implementation of Complete Streets infrastructure that facilitates safe efficient travel for non-motorized users.			
D. Create a guiding policy to allow exclusion of such infrastructure from street projects only upon approval by City Council, and only where non-motorized uses are prohibited by law, or supporting data indicates the cost would be excessively disproportionate to the need or probable future use of the long term.			
2. Enhance the experience of pedestrians and bicyclists by integrating amenities including street lighting, furniture, and other pedestrian amenities as appropriate, given street function and land use context.			
A. Develop a program for street lighting, furniture, and other amenities by street type.			
B. Create an implementation program for pedestrian amenities.			



Overview

Street Function

Existing Conditions

Goals & Objectives

Redefine/ Redesign

Down the Road

NEXTSTEPS	Short-Term	Long-Term	Implementation Leader
3. Advocate for Complete Streets when other jurisdictions plan, design, and construct street projects that impact the City's transportation network.			
A. Follow progress of other jurisdictions, including the City of Southfield, the Road Commission for Oakland County, and Michigan Department of Natural Resources relating to Lathrup Village and roads that impact Lathrup Village.			
B. When appropriate, provide feedback and input when other jurisdictions plan, design, and construct transportation facilities that impact the City of Lathrup Village.			
C. In collaboration with other jurisdictions, enhance non-motorized transportation facilities in the region.			
4. Promote and encourage City residents to take advantage of non-motorized travel options through education and awareness.			
A. Establish community standards with measurable outcomes to assess safety, functionality, and actual use by category of users.			
B. Develop a wayfinding program to advise the public of transportation facilities and destinations.			
C. Create promotional literature to advise the public of non-motorized transportation options within the City.			
5. Review all future capital expenditures that could impact mobility and consider the recommendations in the City's Complete Streets Non-Motorized Transportation Plan.			
A. Provide copies of Non-Motorized Transportation Plan (NMTP) to all City departments to raise awareness and encourage City staff and officials to consider how their activities might impact plan implementation.			
B. Identify and pursue sources of funding that may be utilized to implement the NMTP.			





APPENDIX

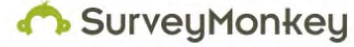


Appendix

- a. Online Survey Summary
- b. Summary of Public Input Comments

Summary of Online Survey—March 11-April 3, 2011

Lathrup Village Complete Streets Survey



1. In which part of the City do you live?			
		Response Percent	Response Count
Northeast (North of 11 Mile/East of Southfield)		25.0%	9
Northwest (North of 11 Mile/West of Southfield)		63.9%	23
Southeast (South of 11 Mile/East of Southfield)		5.6%	2
Southwest (South of 11 Mile/West of Southfield)		5.6%	2
answered question			36
skipped question			0

2. In what ways do you use City streets? (check all that apply)			
		Response Percent	Response Count
Driving a car/truck		94.3%	33
Driving a motorcycle		5.7%	2
Riding a bicycle		74.3%	26
Walking		91.4%	32
Inline skating		5.7%	2
Running		22.9%	8
Using wheelchair/assistive device		0.0%	0
Other (please specify in 50 characters or less)			0
answered question			35
skipped question			1



3. Think about walking or bicycling around your neighborhood ...						
	Always/usually	About half the time	Seldom/never	No Comment	Rating Average	Response Count
I feel safe walking or bicycling during the day.	82.9% (29)	17.1% (6)	0.0% (0)	0.0% (0)	2.83	35
I feel safe walking or bicycling at night.	35.3% (12)	35.3% (12)	26.5% (9)	2.9% (1)	2.09	34
It is easy to walk.	74.3% (26)	25.7% (9)	0.0% (0)	0.0% (0)	2.74	35
It is easy to bicycle.	54.3% (19)	28.6% (10)	5.7% (2)	11.4% (4)	2.55	35
Someone with a stroller or wheelchair would feel safe during the day.	63.6% (21)	24.2% (8)	0.0% (0)	12.1% (4)	2.72	33
Someone with a stroller or wheelchair would feel safe at night.	12.1% (4)	42.4% (14)	30.3% (10)	15.2% (5)	1.79	33
I can get to major streets on foot.	85.7% (30)	11.4% (4)	0.0% (0)	2.9% (1)	2.88	35
I can get to other neighborhoods on foot.	58.8% (20)	26.5% (9)	8.8% (3)	5.9% (2)	2.53	34
I can get to major streets by bicycle.	79.4% (27)	2.9% (1)	5.9% (2)	11.8% (4)	2.83	34
I can get to other neighborhoods by bicycle.	67.6% (23)	8.8% (3)	8.8% (3)	14.7% (5)	2.69	34
				answered question		35
				skipped question		1

4. Think about sidewalks along major roads (i.e., 12 Mile, Southfield, etc.) in Lathrup Village....mark all that apply.							
	Applies to all	Applies to most	Applies to some	Applies to None	No opinion	Rating Average	Response Count
There are sidewalks, but they are not continuous.	5.9% (2)	26.5% (9)	58.8% (20)	2.9% (1)	5.9% (2)	2.38	34
Sidewalks are broken or cracked, making them unsafe or difficult to use.	5.9% (2)	20.6% (7)	55.9% (19)	14.7% (5)	2.9% (1)	2.18	34
Sidewalks are blocked with poles, signs, shrubbery, dumpsters, etc.	2.9% (1)	5.9% (2)	64.7% (22)	23.5% (8)	2.9% (1)	1.88	34
Sidewalks are too close to fast-moving traffic.	14.7% (5)	8.8% (3)	41.2% (14)	29.4% (10)	5.9% (2)	2.09	34
There is not enough room for two people to walk side-by-side.	5.9% (2)	14.7% (5)	38.2% (13)	38.2% (13)	2.9% (1)	1.88	34
Sidewalks do not have ramps (curb cuts) for wheelchairs, strollers, and wagons.	2.9% (1)	20.6% (7)	41.2% (14)	26.5% (9)	8.8% (3)	2.00	34
answered question							34
skipped question							2

5. On average, how often do you cross the following roads on foot or bicycle:						
	Almost every day	3-4 times/week	3-4 times/month	Less than once/month	Never	Response Count
11 Mile Rd./I696	0.0% (0)	5.7% (2)	11.4% (4)	40.0% (14)	42.9% (15)	35
12 Mile Rd.	3.0% (1)	3.0% (1)	12.1% (4)	48.5% (16)	33.3% (11)	33
Southfield Rd.	2.9% (1)	11.4% (4)	22.9% (8)	45.7% (16)	17.1% (6)	35
Evergreen	0.0% (0)	2.9% (1)	8.8% (3)	32.4% (11)	55.9% (19)	34
answered question						35
skipped question						1




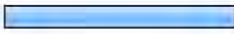



6. Think about major street crossings (i.e., Southfield Rd., 12 Mile, etc.) in Lathrup Village...mark all that apply.

	12 Mile	11 Mile	Southfield	Evergreen	Response Count
Roads are too wide to cross safely.	50.0% (12)	50.0% (12)	83.3% (20)	12.5% (3)	24
Traffic signals make pedestrians/cyclists wait too long before crossing.	50.0% (11)	36.4% (8)	90.9% (20)	18.2% (4)	22
Pedestrian crossing signals/audible signals are needed at crossings on major roads.	72.7% (16)	63.6% (14)	90.9% (20)	45.5% (10)	22
Marked pedestrian crosswalks are needed at significant neighborhood streets.	75.0% (18)	79.2% (19)	91.7% (22)	62.5% (15)	24
Marked pedestrian crosswalks are needed at major street crossings.	80.0% (20)	84.0% (21)	88.0% (22)	60.0% (15)	25
answered question					31
skipped question					5

7. How often do you currently walk...

	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	3.0% (1)	3.0% (1)	0.0% (0)	15.2% (5)	78.8% (26)	1.71	33
To shops, local services, etc.	0.0% (0)	18.2% (6)	30.3% (10)	36.4% (12)	15.2% (5)	1.79	33
For recreation or fitness	14.7% (5)	38.2% (13)	29.4% (10)	14.7% (5)	2.9% (1)	2.55	34
To socialize with children or neighbors	5.7% (2)	22.9% (8)	42.9% (15)	22.9% (8)	5.7% (2)	2.12	35
answered question							35
skipped question							1

8. How often would you like to walk....							
	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	6.5% (2)	9.7% (3)	6.5% (2)	9.7% (3)	67.7% (21)	2.40	31
To shops, local services, etc.	25.7% (9)	22.9% (8)	42.9% (15)	2.9% (1)	5.7% (2)	2.76	35
For recreation or sport	26.5% (9)	47.1% (16)	14.7% (5)	11.8% (4)	0.0% (0)	2.88	34
To socialize with children or neighbors	17.1% (6)	34.3% (12)	37.1% (13)	8.6% (3)	2.9% (1)	2.62	35
answered question							35
skipped question							1

9. What prevents you from walking as much as you would like? (check all that apply)			
		Response Percent	Response Count
Availability of safe roads or sidewalks		25.8%	8
Condition of safe roads or sidewalks		45.2%	14
Too far to destinations		51.6%	16
Weather		58.1%	18
Prefer to drive		9.7%	3
Physical impairment (health-related)		0.0%	0
Other (please specify in 50 characters or less)			6
answered question			31
skipped question			5











Page 2, Q9. What prevents you from walking as much as you would like? (check all that apply)

1	My biggest complaints are unshoveled walks and bushes overhanging sidewalk	Mar 16, 2011 5:50 AM
2	Too hard to cross Sfld Road. Only 1 crossing	Mar 15, 2011 7:04 PM
3	drivers running stop signs	Mar 15, 2011 3:58 PM
4	People who cut through the neighborhood and drive high rates of speed, deter me from walking. People rarely adhere to the stop signs. Southfield road is too busy to cross. Often people run the light at Goldengate. Southfield road is too wide.	Mar 15, 2011 3:31 PM
5	Reasonable crossing times for Southfield Rd. Lack of crosswalks @ major intersections.	Mar 15, 2011 3:25 PM
6	Hifg speed traffic and distracted drivers. Also many drivers fail to stop for lathrup blvd when coming east off southfield	Mar 15, 2011 2:16 PM

10. What types of improvements would encourage you to walk more often?

	Top Priority	Medium Priority	Low Priority	N/A	Rating Average	Response Count
Reduce amount of traffic/reduce speeds	40.6% (13)	18.8% (6)	18.8% (6)	21.9% (7)	3.28	32
Widen streets	3.3% (1)	10.0% (3)	60.0% (18)	26.7% (8)	2.23	30
Add sidewalks	35.5% (11)	38.7% (12)	22.6% (7)	3.2% (1)	3.13	31
Improve sidewalks	29.0% (9)	41.9% (13)	25.8% (8)	3.2% (1)	3.03	31
Improve road shoulders	19.4% (6)	45.2% (14)	25.8% (8)	9.7% (3)	2.93	31
Clean up trash	6.7% (2)	36.7% (11)	36.7% (11)	20.0% (6)	2.63	30
Add/improve traffic signals	40.0% (12)	30.0% (9)	20.0% (6)	10.0% (3)	3.22	30
Add/improve crosswalks	50.0% (15)	33.3% (10)	10.0% (3)	6.7% (2)	3.43	30
Add/improve street lighting	43.3% (13)	20.0% (6)	20.0% (6)	16.7% (5)	3.28	30
More destinations within walking distance	57.6% (19)	21.2% (7)	21.2% (7)	0.0% (0)	3.36	33
Increased police presence	32.3% (10)	38.7% (12)	25.8% (8)	3.2% (1)	3.07	31
Nothing	8.3% (1)	16.7% (2)	8.3% (1)	66.7% (8)	3.00	12
answered question						35
skipped question						1


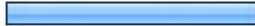



11. What type of cyclist best describes you?			
		Response Percent	Response Count
Advanced: highly skilled rider, comfortable "taking the lane."		14.3%	5
Intermediate: relatively skilled rider, not comfortable on busy roads		60.0%	21
Beginner: new rider or child		11.4%	4
Do not ride		14.3%	5
answered question			35
skipped question			1

12. Where are you comfortable riding a bike? (check all that apply)			
		Response Percent	Response Count
On busy roads, with cars		13.3%	4
On quiet roads, with cars		83.3%	25
In marked bike lanes (within the paved roadway, separate from vehicle lanes)		63.3%	19
On paths separate from the road (paths/sidewalks)		80.0%	24
answered question			30
skipped question			6



13. How often do you currently ride a bike...							
	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	0.0% (0)	0.0% (0)	7.1% (2)	10.7% (3)	82.1% (23)	1.40	28
To shops, local services, etc.	0.0% (0)	3.4% (1)	27.6% (8)	48.3% (14)	20.7% (6)	1.43	29
For recreation or sport	0.0% (0)	21.2% (7)	33.3% (11)	36.4% (12)	9.1% (3)	1.83	33
answered question							33
skipped question							3

14. How often would you like to ride a bike....							
	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	7.4% (2)	7.4% (2)	11.1% (3)	11.1% (3)	63.0% (17)	2.30	27
To shops, local services, etc.	14.3% (4)	42.9% (12)	25.0% (7)	3.6% (1)	14.3% (4)	2.79	28
For recreation or sport	17.6% (6)	50.0% (17)	20.6% (7)	5.9% (2)	5.9% (2)	2.84	34
answered question							34
skipped question							2

15. What prevents you from riding as much as you would like? (check all that apply)			
		Response Percent	Response Count
Availability of bike facilities (whether roads, sidewalks, or bike lanes)		62.1%	18
Condition of bike facilities (whether roads, sidewalks, or bike lanes)		48.3%	14
Too far to destinations		34.5%	10
Weather		65.5%	19
Fear of crime/safety issues		13.8%	4
Other (please specify in 50 characters or less)			6
answered question			29
skipped question			7



Page 3, Q15. What prevents you from riding as much as you would like? (check all that apply)		
1	Hurts body; need more stamina; roads in Estates	Mar 27, 2011 7:31 AM
2	traffic	Mar 21, 2011 6:45 PM
3	I prefer walking to riding a bike.	Mar 16, 2011 6:57 PM
4	drivers running stop signs	Mar 15, 2011 4:00 PM
5	Drivers do not pay attention to their driving	Mar 15, 2011 2:18 PM
6	need a new bike!	Mar 15, 2011 2:01 PM



16. What types of improvements would encourage you to ride a bike more often?

	Top Priority	Medium Priority	Low Priority	N/A	Rating Average	Response Count
More bike paths (off street)	45.2% (14)	38.7% (12)	3.2% (1)	12.9% (4)	3.48	31
More bike lanes (on street)	30.0% (9)	40.0% (12)	16.7% (5)	13.3% (4)	3.15	30
More "share the road" signage	25.8% (8)	41.9% (13)	12.9% (4)	19.4% (6)	3.16	31
More local streets signed as bike routes	22.6% (7)	35.5% (11)	25.8% (8)	16.1% (5)	2.96	31
Driver and cyclist education	11.1% (3)	40.7% (11)	29.6% (8)	18.5% (5)	2.77	27
Maintenance of existing facilities (roads, paths, lanes)	41.4% (12)	37.9% (11)	6.9% (2)	13.8% (4)	3.40	29
Signals for bicyclists at intersections	22.2% (6)	37.0% (10)	22.2% (6)	18.5% (5)	3.00	27
Directional signs to destinations	18.5% (5)	14.8% (4)	37.0% (10)	29.6% (8)	2.74	27
Bike racks/parking	32.3% (10)	32.3% (10)	25.8% (8)	9.7% (3)	3.07	31
Increase police presence	29.6% (8)	29.6% (8)	25.9% (7)	14.8% (4)	3.04	27
answered question						32
skipped question						4

17. What is your gender?

	Response Percent	Response Count
Male 	41.2%	14
Female 	58.8%	20
answered question		34
skipped question		2

18. What age group best describes you?			
		Response Percent	Response Count
0-18		2.9%	1
19-34		5.7%	2
35-49		17.1%	6
50-65		57.1%	20
65+		17.1%	6
answered question			35
skipped question			1

19. Check all that describe children living with you:			
		Response Percent	Response Count
None		64.5%	20
Infant		3.2%	1
Pre-school age		9.7%	3
Elementary age		12.9%	4
Teen		6.5%	2
College		12.9%	4
answered question			31
skipped question			5



Page 4, Q20. Please provide any other comments/observations about walking and bicycling in Lathrup Village (100 characters or less). If you have additional comments that do not fit in the space provided, email them to customerservice@lathrupvillage.org

1	No lighting for night walking/riding, but can't afford more taxes. Not expecting much to be done during these hard times except the essential services.	Mar 27, 2011 7:33 AM
2	Lathrup Blvd is an a good route. Bloomfield is a good route. Both are north/south routes. The biggest issue is crossing 11 Mile/I-696. The best pedestrian crossing is at 11 Mile and Southfield, however the southeast and northwest intersections are particularly dangerous. Drivers do observe signage, signals or the fact that someone is crossing the intersection. Traffic signal at Sunset and Southfield should trigger within 30 seconds to allow crossing of Southfield. You need to use the parking lots to walk on the east side of Southfield Road south of California and north of Santa Rosa (no sidewalk). Snow removal in many places not taken care of to use the sidewalks. Service drives are littered with glass, debris, and grass encroachment on or alongside the sidewalks.	Mar 21, 2011 12:40 PM
3	Shopping area that is bicycle or pedestrian friendly is important to increase purchasing in Lathrup. Slow down Southfield Rd to improve access to all neighborhoods.	Mar 17, 2011 6:11 AM
4	Would bike or walk throughout entire Lathrup and even neighboring communities if traffic was slower on Southfield Rd. and crosswalks at Sfld. & 12 and Sfld. & 11 were safer for the pedestrians.	Mar 17, 2011 5:24 AM
5	Filling potholes should be top priority now.	Mar 16, 2011 6:58 PM
6	If there is a sidewalk, then walkers should walk on the sidewalk, not in the street. It would be nice to have sidewalks all over Lathrup for walking.	Mar 16, 2011 5:19 PM
7	Sidewalks do not always connect (follow them on Lathrup Blvd). Sidewalks are underwater/ice for most of the winter.	Mar 16, 2011 6:47 AM
8	Sfld & 12 are significant barriers to access N & E. Need better access to stores & parks outside LV	Mar 16, 2011 6:47 AM
9	I would walk more but the safety issue .maybe because it's so isolated?	Mar 16, 2011 5:35 AM
10	Walking within the city is easy. It is only on the busy streets that it is a problem.	Mar 15, 2011 5:55 PM
11	Complete Streets sounds like something that will improve the unpleasant walking /biking conditions along Southfield Road. Timing of traffic lights to allow LV citizens to cross more easily would also help. Do NOT make it a Blvd !!	Mar 15, 2011 5:41 PM
12	my main comment comes more from driving but people seem to address stop signs as 'yield' I've also witnessed people throwing trash out of their car window in the neighborhood (hopefully not residents). I have recognized some people I know who live in other neighborhoods using LPV as a cut through to avoid congestion on Southfield Road.	Mar 15, 2011 4:03 PM
13	Sidewalks are in bad shape in some areas. Riding on the sidewalks with a young child is difficult & frustrating for them. They are just learning to ride a bike & can be thrown off at bumps	Mar 15, 2011 3:29 PM
14	a couple of streets are not passible even walking. Gravel roads are hard and San Jose which leads to the park is horrible-pits, unpaved repairs from sewer work and busted water mains	Mar 15, 2011 2:48 PM
15	Idiot drivers coming down Lathrup Blvd at high rates of speed do not move over for oncoming traffic. Very often they appear to be distracted. Many times I have pulled over to avoid being hit by some of these idiots. Many of them do not seem to know where the center of the road is located.	Mar 15, 2011 2:21 PM
16	I hope this is a sign that Southfield Rd. will become pedestrian friendly. Must reduce traffic volume and speed	Mar 15, 2011 2:13 PM

Summary of Public Input Comments—Meeting of April 27, 2011

12 Mile to 11 Mile West City Limit to Santa Barbara	
Issues (Pink)	Suggestions (Green)
Bike lane for Santa Barbara or Bloomfield (these are thru streets in LV)	11 Mile Road from Santa Barbara to Evergreen needs to have sidewalks all the way.
Intersection of Rainbow Drive & Rainbow Circle – people speeding thru intersection without even looking (many are LV residents)	East – West bike lane/path across city of Lathrup Village (11 or 12 Mile ok if safe)
Street need to be repaired on Sunnybrook between Rainbow Drive and Red River – We do not want sidewalks same area and no bike paths.	Definite & Safe bike route crossing over 11 Mile Road to Southfield library

11 Mile to Lincoln	
Issues (Pink)	Suggestions (Green)
Improve flood control at Rainbow Park and repair bike path surfaces to improve usability	Goldengate south of 11 Mile would make a great bike path, connecting Southfield Civic Center with Lathrup City Center. This would require coordination with Southfield.
Rainbow South of 11 is a short cut between 11 and Southfield Rd needs “calming” measures. Commuters drive too fast and rarely obey stop signs.	Do not connect cul de sacs on next to Southfield Civic Center wildlife preserve. Complete sidewalks for the elderly to walk-on without walking in the streets.
Rainbow is a short-cut is in need of speed control etc. measures	On-road bike facilities on 11 Mile road would be a very welcomed improvement, and would increase cyclist safety.
Rainbow drive between 11 Mile & Southfield is used as a cutoff by thru traffic. They run stop signs and speed through the neighborhood.	Possible pedestrian dedicated bridges near the I-696 / Southfield Road and areas.
Repair / Rebuild Meadowbrook, Bungalow, and Eldorado North of 696 Service Drive	Complete sidewalks on Coral Gables.
I-696 / 11 Mile Road bridge West of Southfield Road very dangerous for all kinds of pedestrian traffic. Vehicles do not, or expect to see, pedestrians crossing there.	On-road bike facilities on Southfield Road would be an incredibly welcomed improvement and would make the center much more accessible. Off-street would create danger for cyclist’s from turning cars.



Enforcement of pedestrian right-of-way at 11 Mile and Southfield versus Right-Turn Traffic.	Roundabouts at 11 Mile and Southfield could improve traffic flow and increase pedestrian safety.
Improve Pedestrian crossing signal S.E. 11 Mile and Southfield	Sidewalks below grade ponding on the walk. Enforcement of snow removal
Eliminate far right lane over I-696 at Southfield – create green space to buffer sidewalk on bridge.	Complete sidewalk at Margate & Lathrup Blvd.
11 Mile Road is exceedingly dangerous for cyclists – between Lathrup Blvd. And Southfield Road.	Even up sidewalks and finish to street on Lathrup Blvd. Trim low hanging branches.

12 Mile to 11 Mile – Santa Barbara to East City Limits	
Issues (Pink)	Suggestions (Green)
12 & Southfield – seems like pedestrians are always scrambling to get all the way across either 12 Mile or Southfield and trying to dodge right turning cars (who may be turning inappropriately but it happens). Is it possible to lengthen the amount of time allotted for walkers?	I would like more bike racks at destinations and bus stops on 12 Mile.
El Dorado between Bloomfield & California NW – I see cars moving at what seems to be a high rate of speed North to South (and vice versa) on El Dorado (suspect some are El Dorado residents) Would a stop sign on El Dorado @ Glenwood help to calm traffic?	Need sidewalks and 3-way stop at intersections of Sunset, Santa Barbara & Roseland Also need street lights there and on Bloomfield.
Existing sidewalks are now waterlogged from excessive rain and melting snow. How will they be improved (sloped) away from properties to make them walkable.	Pave the streets west of Santa Barbara between 11 & 12 Mile Roads
Light at Goldengate and Southfield is too short for anyone, not on a bike or running, to cross before it turns green for oncoming traffic.	I'm very much in favor of the initiative for non-motorized forms of transportation both for walking & biking. Yes, we have problems with car traffic on residential roads but that's not a reason to do nothing.
Streets around Charter school, esp. California Drive. People dropping off and picking up students are speeding,	Reduce traffic on Southfield by closing lanes, reducing speed limit to 25 or 30 miles per hour, (as Birmingham has

ignoring stop signs, and running the traffic light.	between 14 Mile and Maple), add bike paths parallel to Southfield Road.
The situation at Lathrup Village Academy on Goldengate is out of hand with regard to traffic at drop-off & dismissal. I consistently see cars all over, kids running into the street without regard to traffic, cars running stop signs, going way too fast, cutting off other cars, pulling out in front of other cars. It needs to be reigned in as it is incredibly dangerous.	It would be nice to have a location where a person with a handicap could safely cross, we are very much in favor of improving walk-ways & bike paths.
Incomplete sidewalks at Catalpa & Lathrup Blvd. No to street lights added to Lathrup Blvd. We like our country road feeling.	Low sidewalks fill with water at 18191 Redwood between drives and east of drive.
UPS Trucks and other business vehicles going 40+ mph down California Drive NE. I'm scared to have my 7-year old cross our residential street to play without me because of this problem.	Possible bridges for pedestrians over 696 & Southfield Roads – 696 or Santa Barbara, Southfield at Sunset
	Consistent sidewalks all along Southfield (so you don't end up walking in parking lots)
	More pedestrian crossings along Southfield Road
	Complete sidewalk at Goldengate and Lathrup Blvd.
	Traffic light at Goldengate & Southfield road needs to have more stopping intervals for Southfield so we can easily get out of the neighborhood onto Southfield.
	Ask for a funding source for curbing / diverting additional traffic exiting from 696 traveling north. I can see potential problems with more drivers choosing to avoid Southfield Road by using Lathrup Blvd.
	"Thru" traffic being diverted onto Lathrup Blvd. It's already a problem, so how can it be fixed when the current measures to do so don't work?



	When will Lathrup Blvd between Goldengate and Sunset Blvd be resurfaced?
	Yes to bike paths – to wider sidewalks along Southfield Road. Safer ways to cross at lights long Southfield Road No to traffic diverted to Lathrup Blvd., we already have enough traffic diverted & disobeying posted signage.

Additional Comments and Suggestions about walking, driving, and bike riding in Lathrup Village	
Issues (Pink)	Suggestions (Green)
I heard someone was ticketed for walking on the street! Sidewalks are flooded pedestrians have to walk in the street to avoid wading. Who is responsible? If the homeowner, are we just on our own to solve this problem? How do we go about it? California Drive NE & SE has many flooded sidewalks.	More trees and other landscaping on each side of Southfield Road. Maybe more street lights. But please don't put seating on Southfield – no one wants to inhale fumes. One or 2 pedestrians only crossing on Southfield Road. Reduce speed and # of lanes on Southfield Road. Use bumpouts and pedestrian crossing. Unique design – landscaping, colored curbs, whatever to create a noticeable physical difference to say "this is Lathrup Village, a separate, unique city. Build an indoor span across Southfield that runs from 2 nd floor of a building on East side to 2 nd floor of building on West side. With an elevator, bikes could use too.
	We live on Rainbow Drive – part of the "charm" of living in Lathrup on many streets is "no sidewalks" I do not ride my bike and walk – not too much problem on walking or biking in neighborhoods – except on Bloomfield & Santa Barbara which can be a problem. I would not like to see sidewalks added.
	1. Wayfinding signage very important in Lathrup Village because of winding street layout. 2. Pedestrian signals – will they be the

	<p>kind with both visual & audio cues – counting down from X number of seconds?</p> <ol style="list-style-type: none">3. Traffic calming – very important so that we don't lose quiet / safe character of neighborhoods.4. If it could be done, I would much prefer a pedestrian/bike elevated crossover, (Southfield @ City Center) though the visual impact might turn out to be an unintended and undesirable consequence.
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Overview

**Street
Function**

**Existing
Conditions**

**Goals &
Objectives**

**Redefine/
Redesign**

**Down the
Road**

