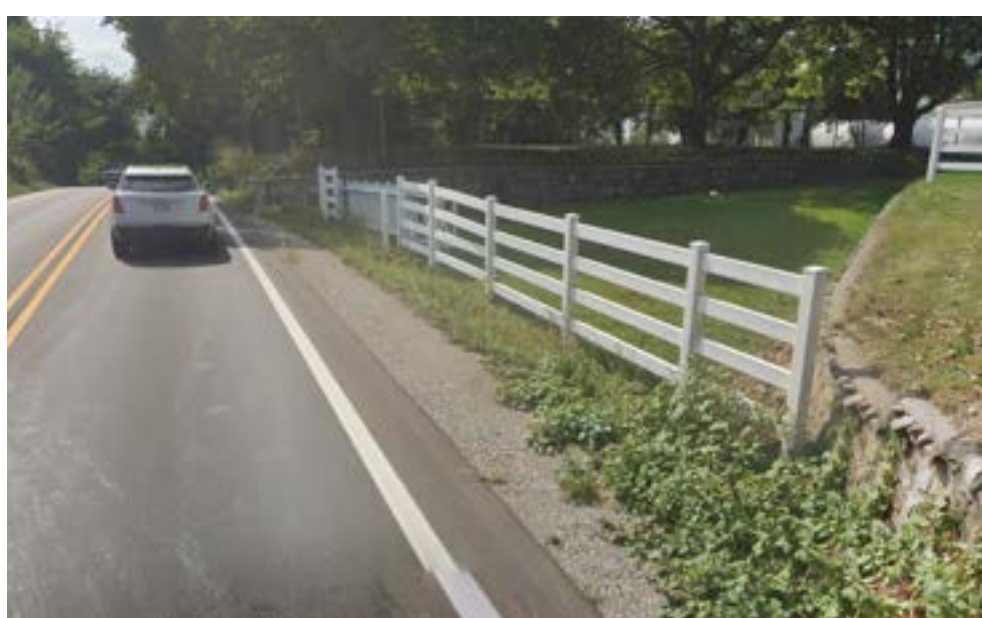


PROJECT OVERVIEW

WHY STUDY ADAMS ROAD?

The Road Commission for Oakland County (RCOC), City of Rochester Hills and Oakland University have identified Adams Road as an area with traffic delays during the peak hours, a history of crashes and potential safety concerns.

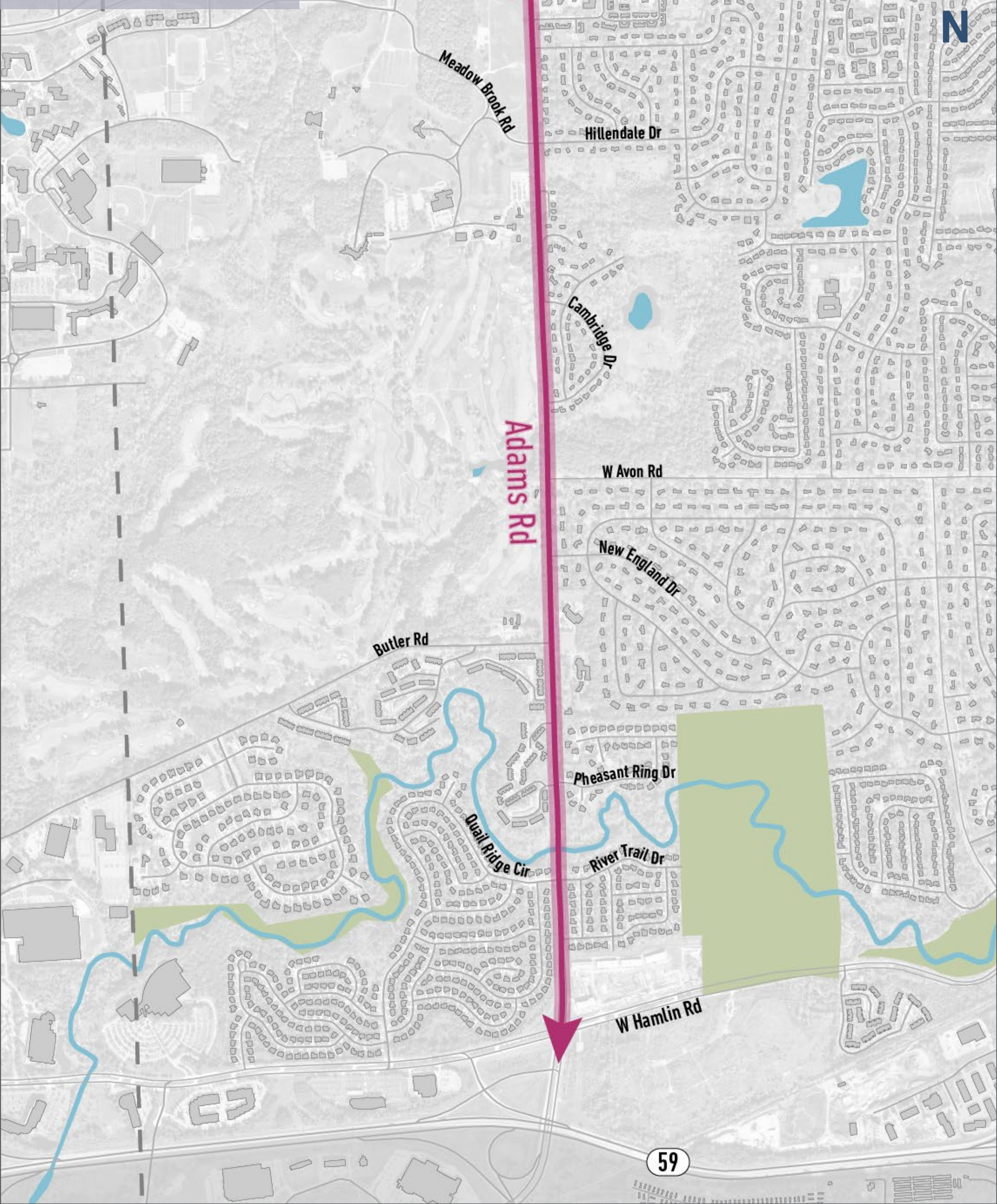
After careful consideration, it was decided that an extensive effort should be made to study the corridor, potential improvements and their impacts to the area.



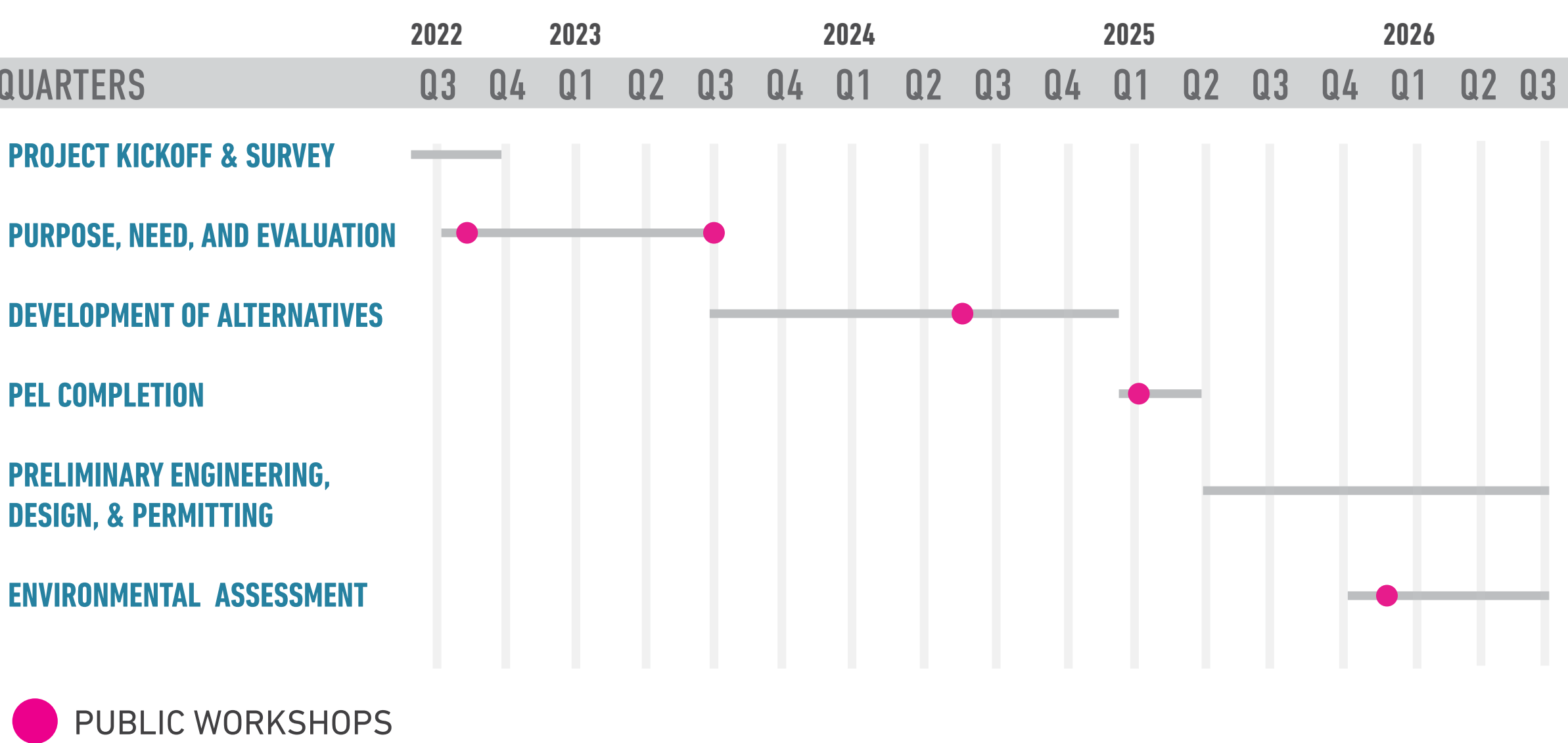
WHAT IS THE PEL PROCESS?

This project involves the preparation of a Planning and Environmental Linkages (PEL) Study and an Environmental Assessment of Adams Road from Hamlin Road to Walton Boulevard (approximately 2.22 miles). The process will take a few years and incorporate environmental and community values early in the planning process. The outcome of the project will be shaped by public input that will be used to craft goals and evaluate alternative improvements to the corridor. Alternatives could include a variety of improvements or could include no changes.

STUDY AREA



PROJECT SCHEDULE



WORKSHOP SCHEDULE

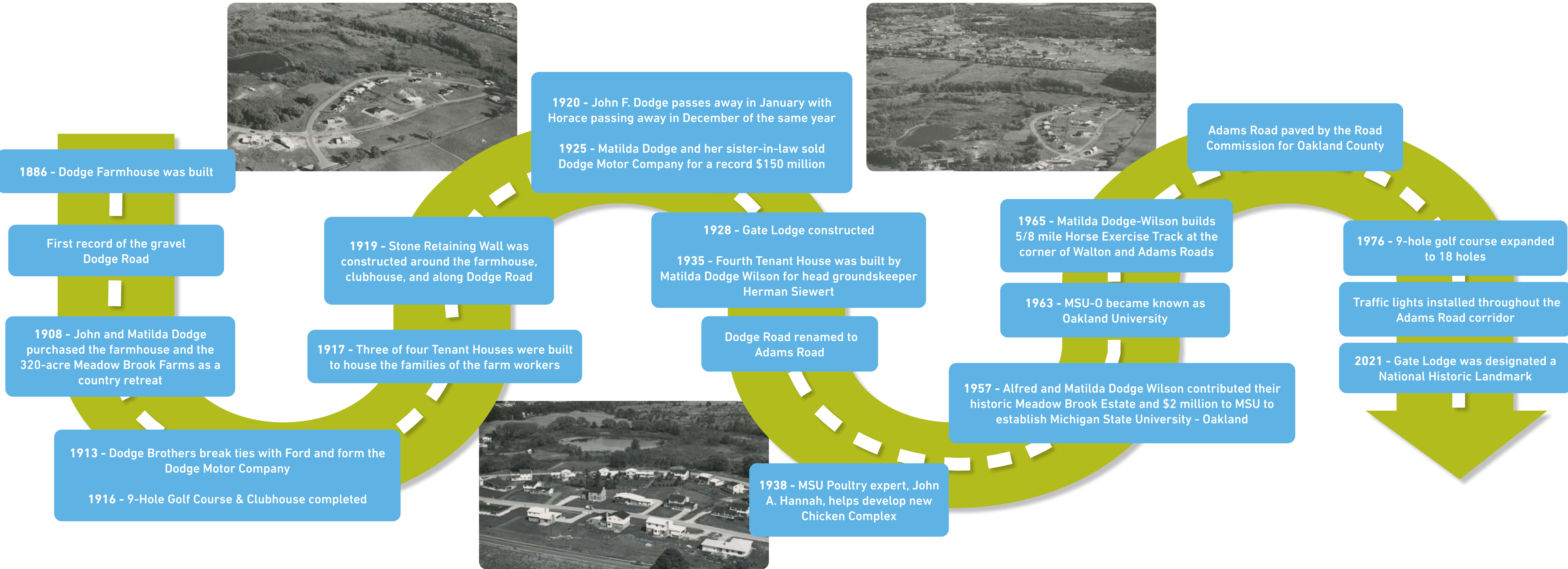
WORKSHOP	TIMING IN PROCESS	ANTICIPATED AGENDA
# 1	SEPTEMBER 20TH, 2022	KICK OFF THE PROJECT WITH AN OVERVIEW OF THE PROJECT AND PROCESS, BRIEF DATA EVALUATION, AND COLLECT PRIORITIES ON ISSUES TO INFORM THE DRAFT PURPOSE AND NEED
# 2	MAY 9TH, 2023	REVIEW PURPOSE AND NEED OF PROJECT
# 3	JUNE 2024	REVIEW OF THE ALTERNATIVES
# 4	EARLY 2025	PRESENTATION OF THE PEL PLAN
# 5	LATE 2025	FORMAL PUBLIC HEARING FOR THE ENVIRONMENTAL ASSESSMENT

A UNIQUE PARTNERSHIP

The corridor study involves a unique partnership between the Road Commission for Oakland County, the City of Rochester Hills, and Oakland University with all three parties wanting to study the corridor in depth.

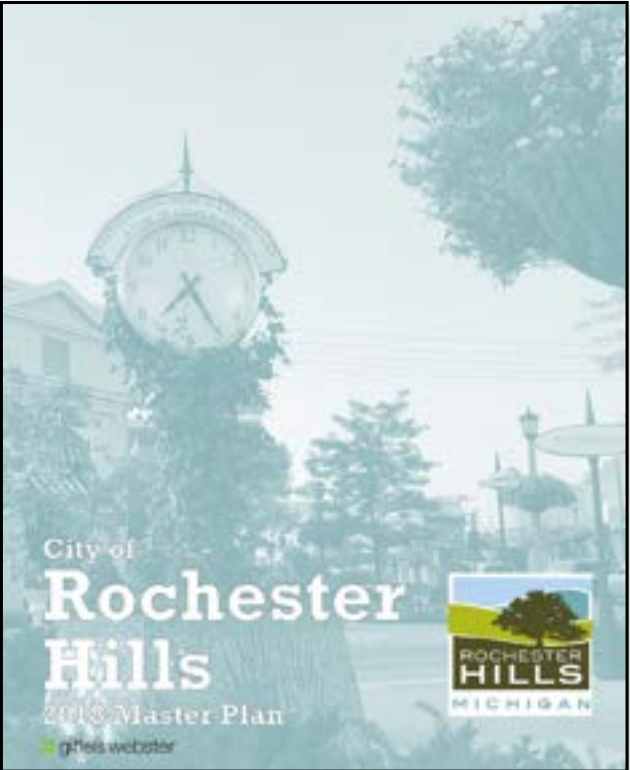
PROJECT OVERVIEW

HISTORY OF THE ADAMS ROAD CORRIDOR



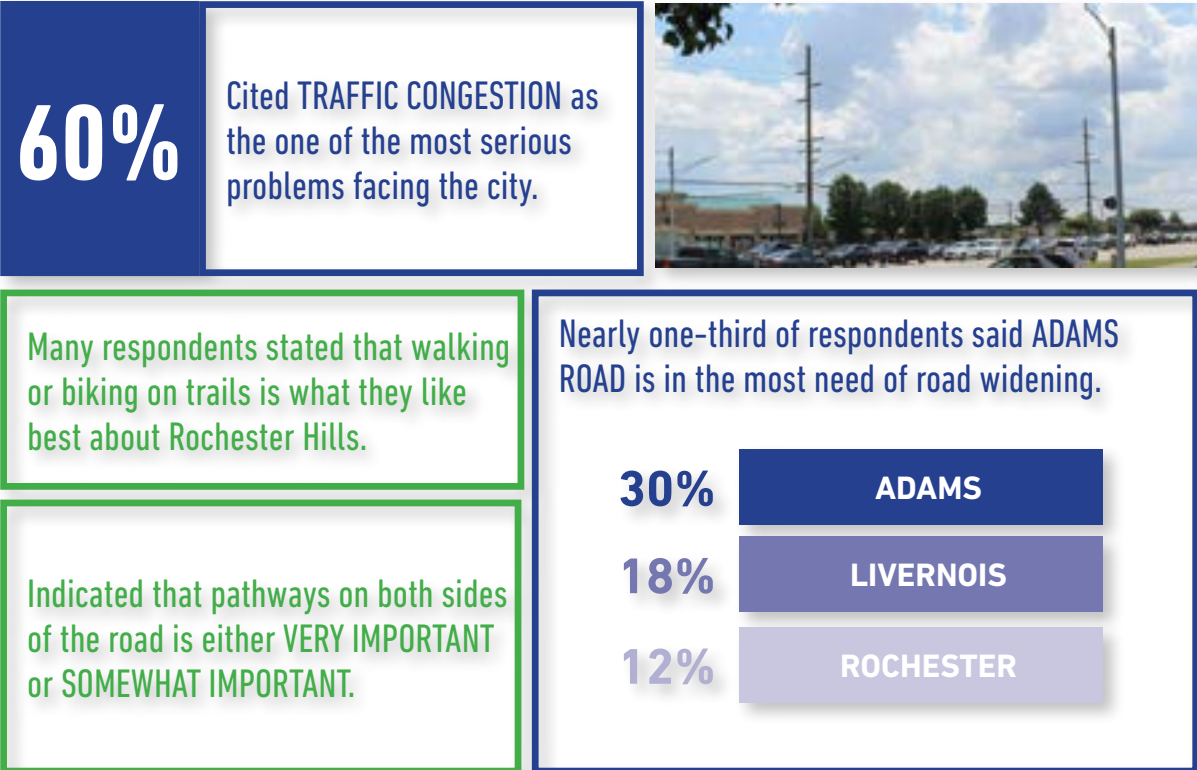
RELEVANT PLANS AND SURVEY RESULTS

2019 ROCHESTER HILLS PUBLIC OPINION SURVEY



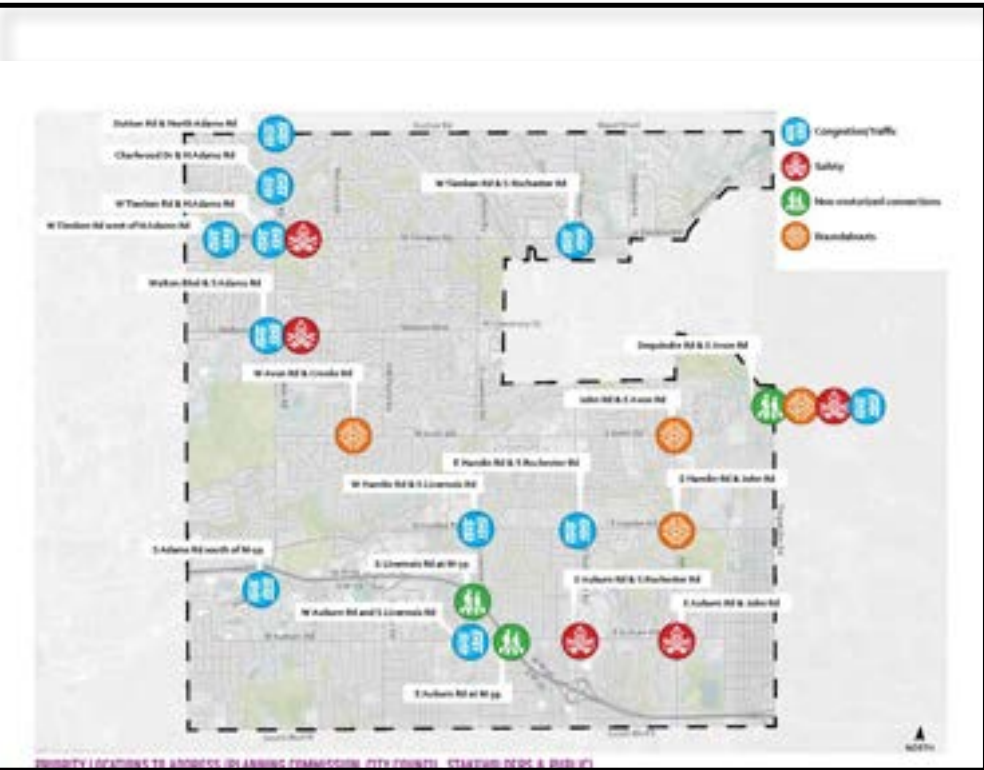
- Master Plan helps provide guidance on key priorities to keep in mind as we study the Adams Road corridor
- Multiple guiding transportation themes to create walkable places to enhance the city and support community health
- Expand non-motorized pathway system that links to various land uses and provides choice of mode
- Encourage innovative traffic design and flexible engineering standards for safety and efficiency

2018 ROCHESTER HILLS MASTER PLAN



- Survey completed in 2019 to assess residents' perception of existing services and find priorities and concerns
- Traffic congestion was noted as one of the most serious problems that the city faces
- Adams Road was the most voted road that needed road widening
- Non-motorized pathways on both sides of the road was cited as being important to most residents

2021 ROCHESTER HILLS TRANSPORTATION MASTER PLAN



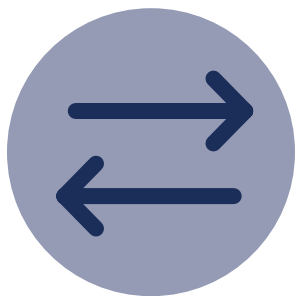
- Review of entire transportation system in Rochester Hills regarding vehicles, pedestrians, safety, and congestion
- Improvements to priority corridors to address capacity issues, overall systems management (i.e. traffic improvements), and planning for other modes beyond vehicles
- Engagement process revealed congestion and safety as top priorities around the intersection of Adams Road and Walton Boulevard

PURPOSE

The purpose of this study is to consider the needs, understand the value of each element, and create a corridor that will maximize the benefits and improvements to the public while maintaining the character for future generations. The study will develop and evaluate alternatives to achieve the following objectives:



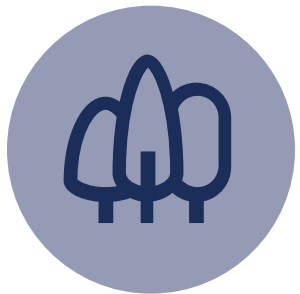
SAFETY. Improve safety along the corridor and at intersections by mitigating crash patterns and implementing safety countermeasures.



CAPACITY. Improve capacity by reducing congestion and improving traffic operations to provide a reliable north-south arterial connection while accommodating existing and future traffic volumes.



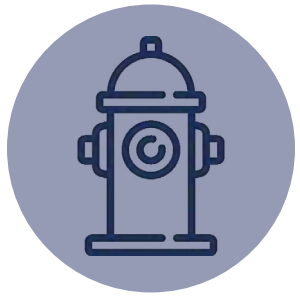
MULTI-MODAL. Promote safe and efficient multi-modal movement including walking and biking.



ENVIRONMENT. Complement the natural beauty and views along the corridor.



HISTORY & CULTURE. Respect the historical character and cultural significance.



INFRASTRUCTURE. Improve the condition of aging infrastructure on the corridor.

NEED

The project will address the following needs:

- Address correctable crash patterns to reduce vehicle crashes and minimize the potential for serious injuries and fatalities.
- Address vehicular traffic that exceeds the capacity of the existing roadway configuration which may cause delays and results in diversion of traffic to alternative routes.
- Provide safe access to accommodate active traffic modes including pedestrians and bicyclists.
- Improve access for emergency response.
- Improve stormwater best management practices.

ALTERNATIVE SCORING MATRIX

ALTERNATIVES	SAFETY	CAPACITY	MULTI-MODAL	ENVIRONMENT	HISTORY & CULTURE	INFRASTRUCTURE	TOTAL SCORE
NO BUILD	F	F	F	C	A	F	E
3 LANE WITH ROUNDABOUTS	A	A	A	B	B	A	A
3 LANE	C	D	A	B	B	A	B
5 LANE	D	B	C	E	C	A	C
4 LANE BOULEVARD	A	A	B	E	F	A	C

PURPOSE AND NEED SURVEY FEEDBACK

The Purpose and Need Survey was conducted in 2023. The survey results show that 85% of respondents believe the Purpose and Need statement explain the project and its intent.

The survey confirms that respondents have high regard for the natural and historic features along the corridor. Consideration of these natural and historic features should be taken when making any improvements to infrastructure, adding non-motorized elements, enhancing safety and decreasing traffic delays.

Respondents indicated that public infrastructure was very important to them. This question received the lowest number of responses opposing improvements which indicate that clean and safe drinking water, sanitary sewers, storm water drainage and natural watercourses, natural gas, power and fiber optics are highly valued.



PHASE - 1

The first phase of the engagement process relied on bringing together a diverse group of experts, specialists, stakeholders, and the community to help determine the priority issues along the corridor that informed the Purpose and Need for the project.

PHASE 1 ENGAGEMENT INCLUDED

- Interactive website allowing for mapped and general comments
- Online survey aimed at gaining insight from public
- Visioning workshop #1
- Stakeholder meeting with the Project Team; 11 meetings and 36 stakeholder participants



SCAN ME!

PHASE - 2

The second phase of the engagement process relied on bringing together a diverse group of experts, specialists, stakeholders, and the community to determine the priority issues along the corridor in finalizing the Purpose and Need for the project.

PHASE 2 ENGAGEMENT INCLUDED

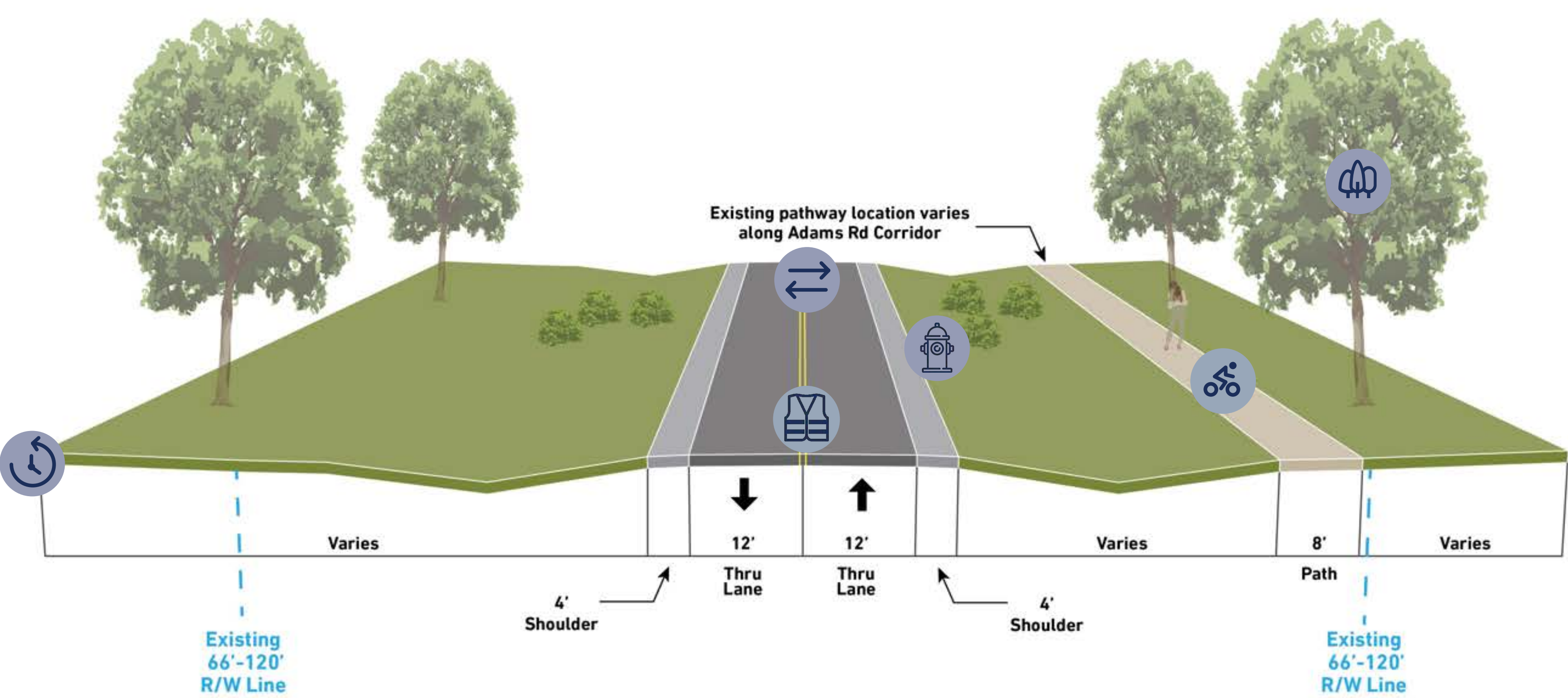
- Visioning workshop #2
- Interactive website and map where locational feedback can be posted along the corridor, and an idea wall for general comments
- Second online survey aimed at gaining feedback regarding the Purpose and Need



SCAN ME!

228	98	11	36	747	165	743	164
INTERACTIVE MAP COMMENTS	IDEAS WALL COMMENTS	STAKEHOLDER MEETINGS	STAKEHOLDER PARTICIPANTS	1ST ONLINE SURVEY RESPONSES	1ST PUBLIC WORKSHOP ATTENDEES	2ND ONLINE SURVEY RESPONSES	2ND PUBLIC WORKSHOP ATTENDEES

ALTERNATIVE FOR EVALUATION - NO BUILD

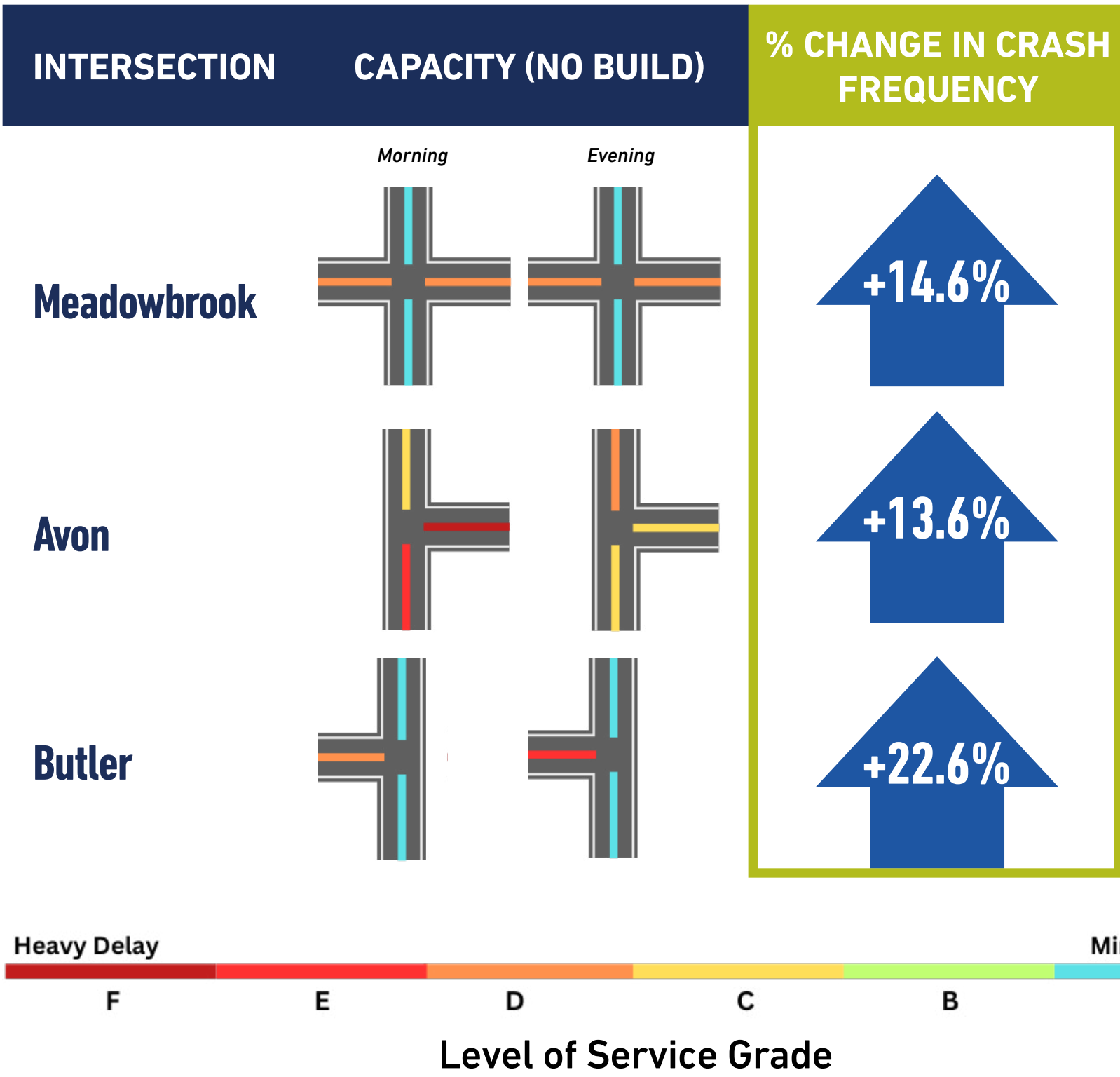


EXISTING CONDITIONS



SAFETY + CAPACITY

This alternative does not include any design elements that improve safety or capacity along the corridor or at intersections.



INFRASTRUCTURE

This alternative does not improve aging infrastructure and pavement condition that will continue to decline over time, resulting in future reconstruction. Any reconstruction of the road utilities or stormwater will include impacts, but none can be identified at this time.

MULTI-MODAL

This alternative does not include any new non-motorized facilities. No improvements to safety and connectivity for pedestrians, bicyclists or other vulnerable road users will be implemented.

ENVIRONMENT

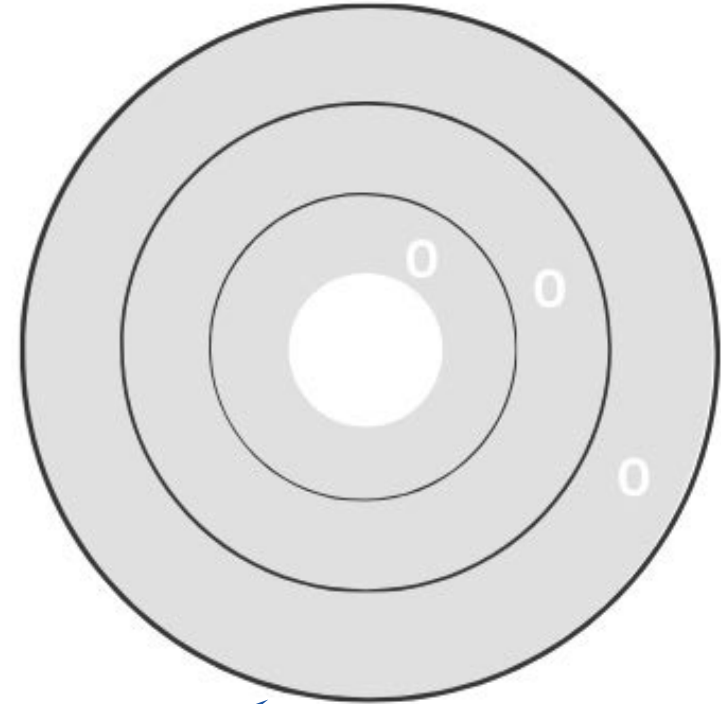
This alternative has little to no impact to existing trees along Adams Road. Of the trees surveyed on the project corridor, approximately 5% have a condition rating of poor or very poor indicating they need to be removed due to their hazardous condition. There is no opportunity to improve landscaping.



Estimated % of Trees to Remain

HISTORY & CULTURE

This alternative has little to no impact on existing conditions reducing the need to include any measures of historic preservation.

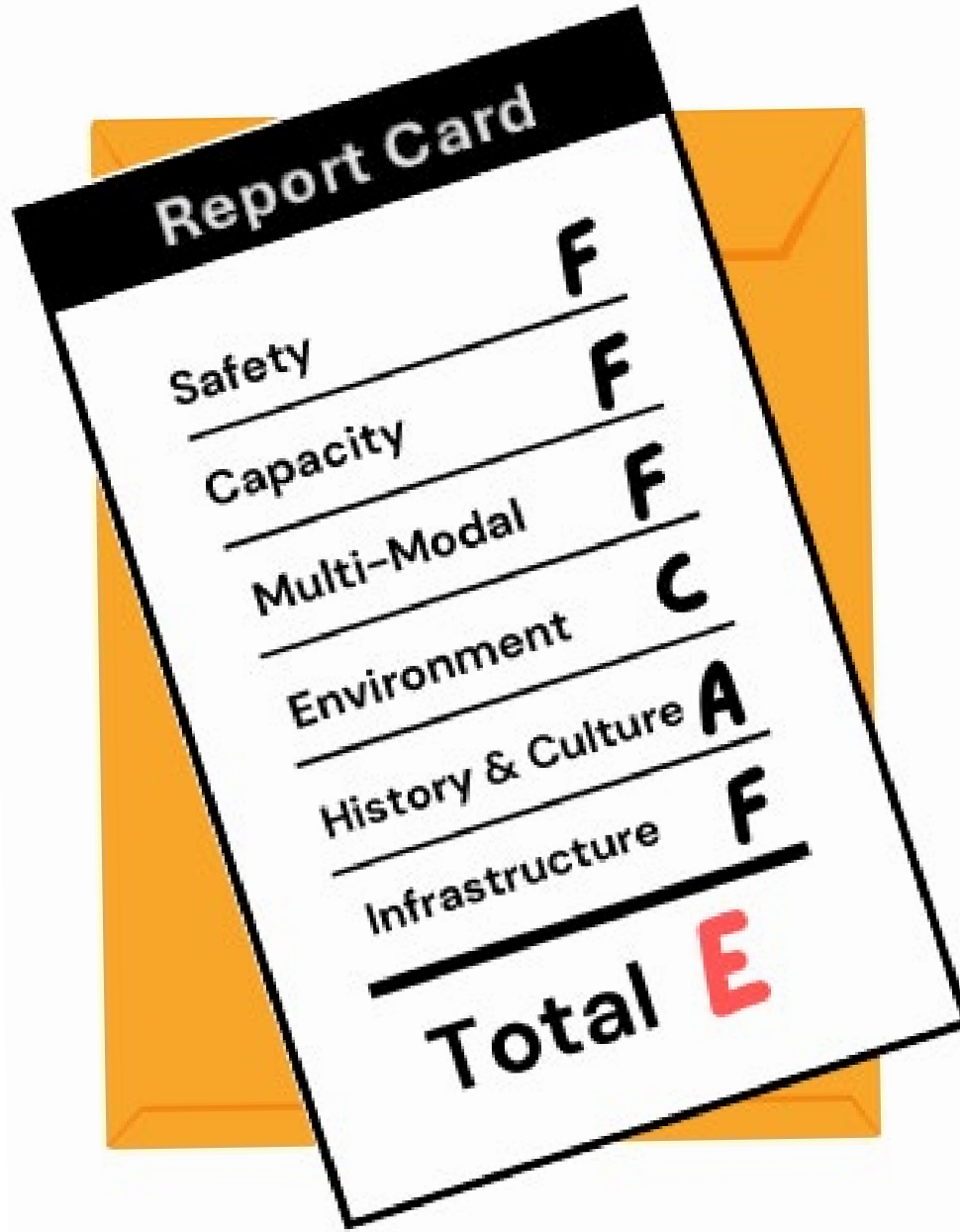


Estimated # of Properties Affected

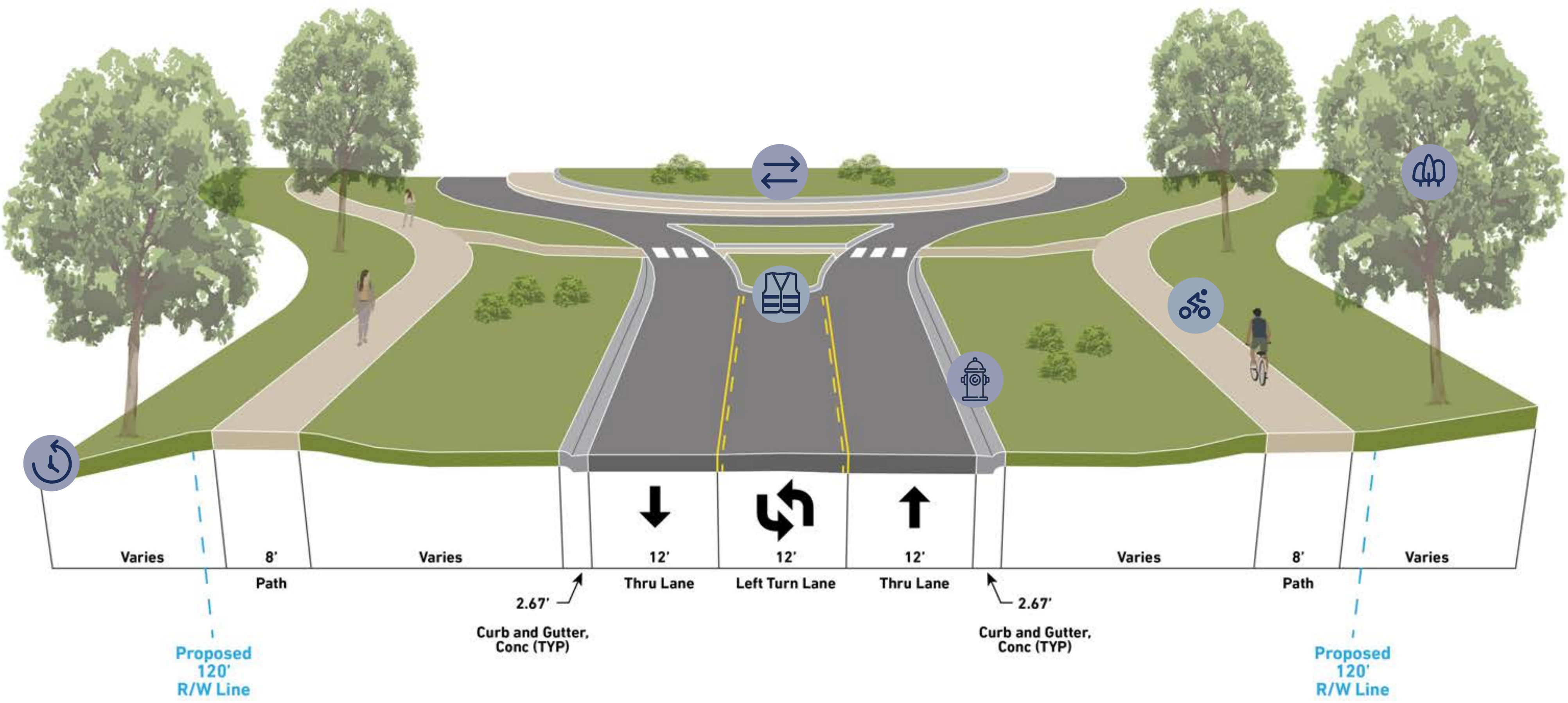
71 total properties in project area



Type of Impact



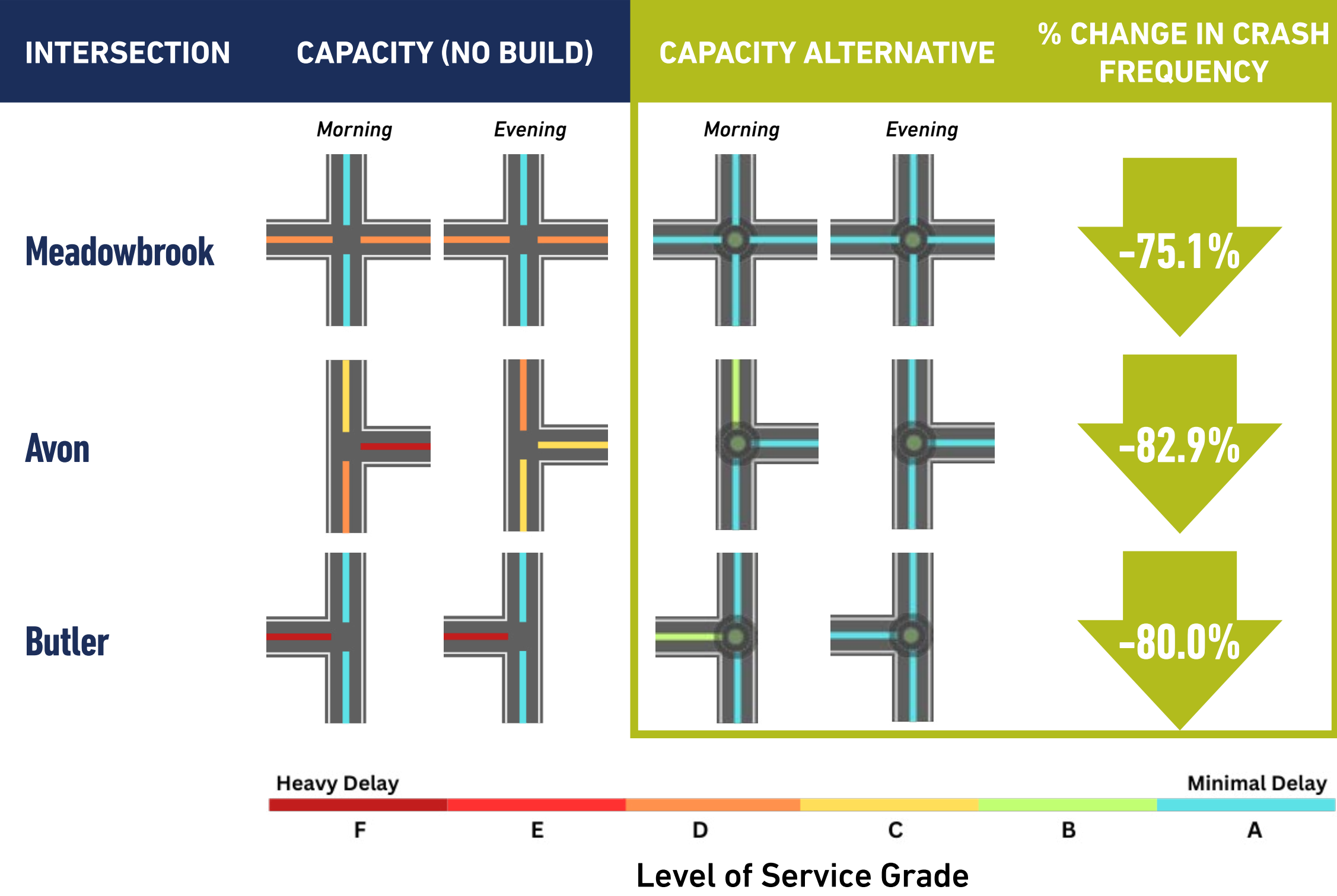
ALTERNATIVE FOR EVALUATION - 3 LANE WITH ROUNDABOUTS



SAFETY + CAPACITY

Many elements of the design for this alternative, including the addition of roundabouts at intersections, reduce the potential of crashes for all modes along the corridor. This alternative provides a continuous center left turn lane between intersections. Traffic analysis shows a reduction of crash frequency and improves level-of-service during the morning and evenings at every intersection.

TYPE	DESIGN ELEMENT	CRASH TYPE	% REDUCTION
Road Segment	Center Left-Turn Lane	Rear-End Left-Turn	80%
		Head-On Left-Turn	50%
		Head-On, Angle, Sideswipe	20%
		Rear-End	15%
Intersection	Roundabout	All Vertical Curve Related	20%
		Fatal and Serious Injuries	78%
		Minor Injuries	57%
Non-Motorized	Pathways	Bicycle	33%
		Pedestrian	85%
	HAWK Signals	Pedestrian	55%
	Pedestrian Refuge Island	Pedestrian	50%



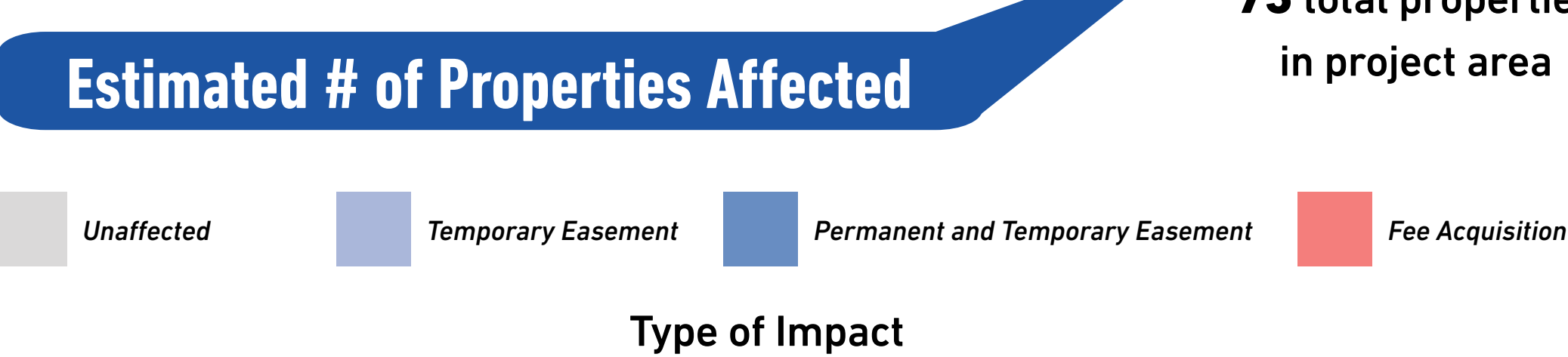
INFRASTRUCTURE
This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.

MULTI-MODAL
This alternative promotes non-motorized activity by providing safe and accessible facilities. This alternative includes 4.1 miles of multi-use pathways. The addition of roundabouts and HAWK signals increases safety for non-motorized users at major intersections.

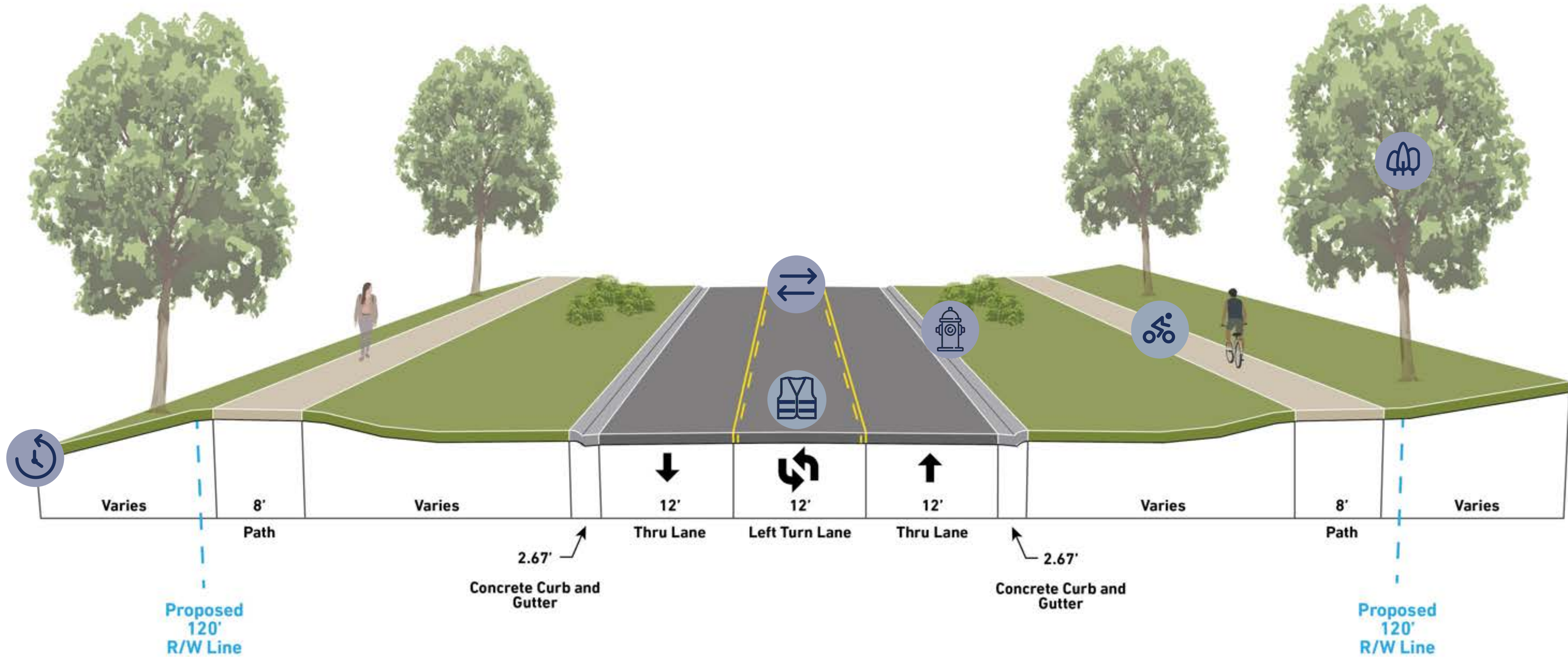
ENVIRONMENT
This alternative provides an opportunity to save a significant number of trees, replant new trees, and add additional landscaping at the roundabouts and along the corridor. This alternative also includes updates to stormwater infrastructure.



HISTORY & CULTURE
This alternative will impact and require mitigation of the boundary wall and workers stairway. Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.



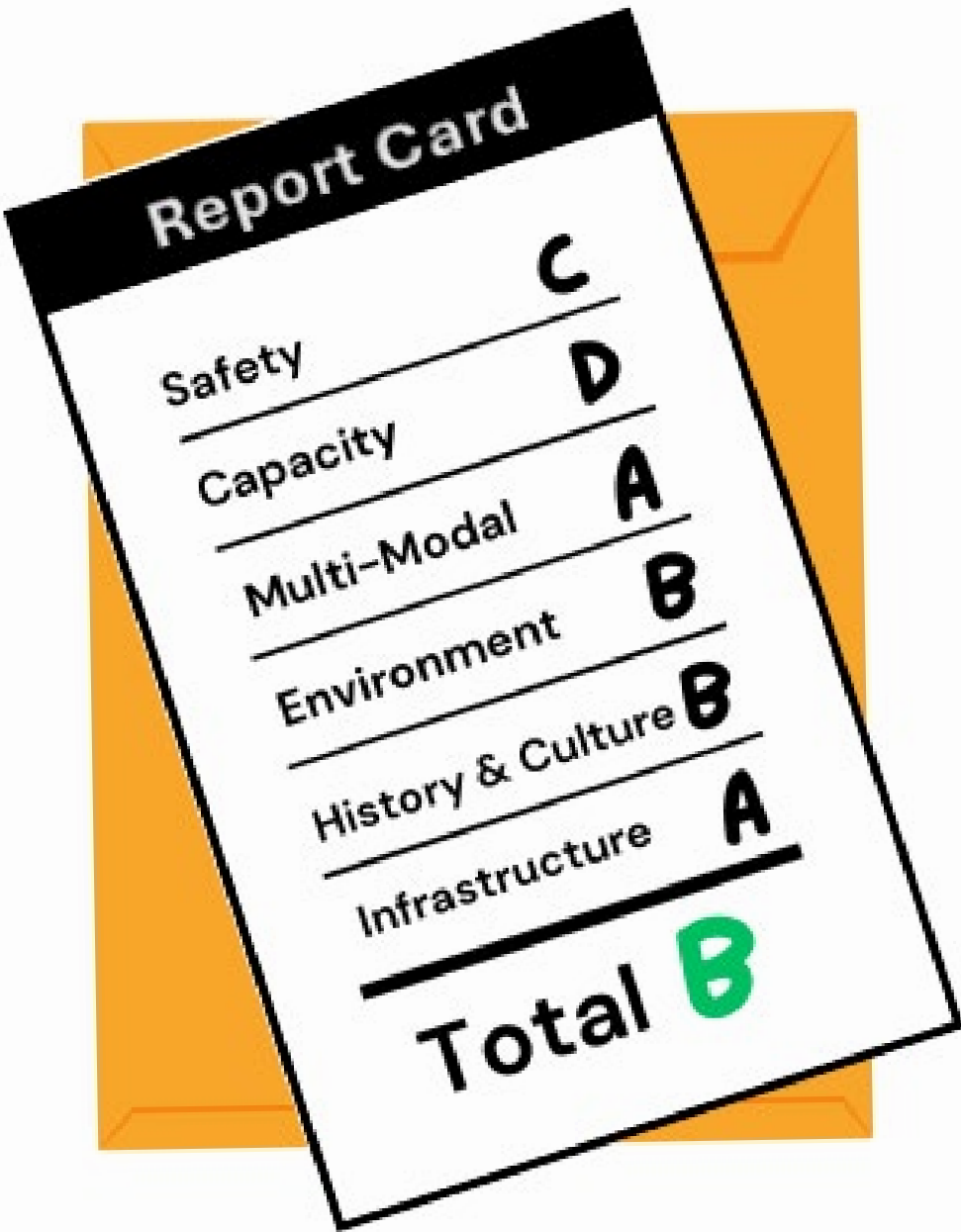
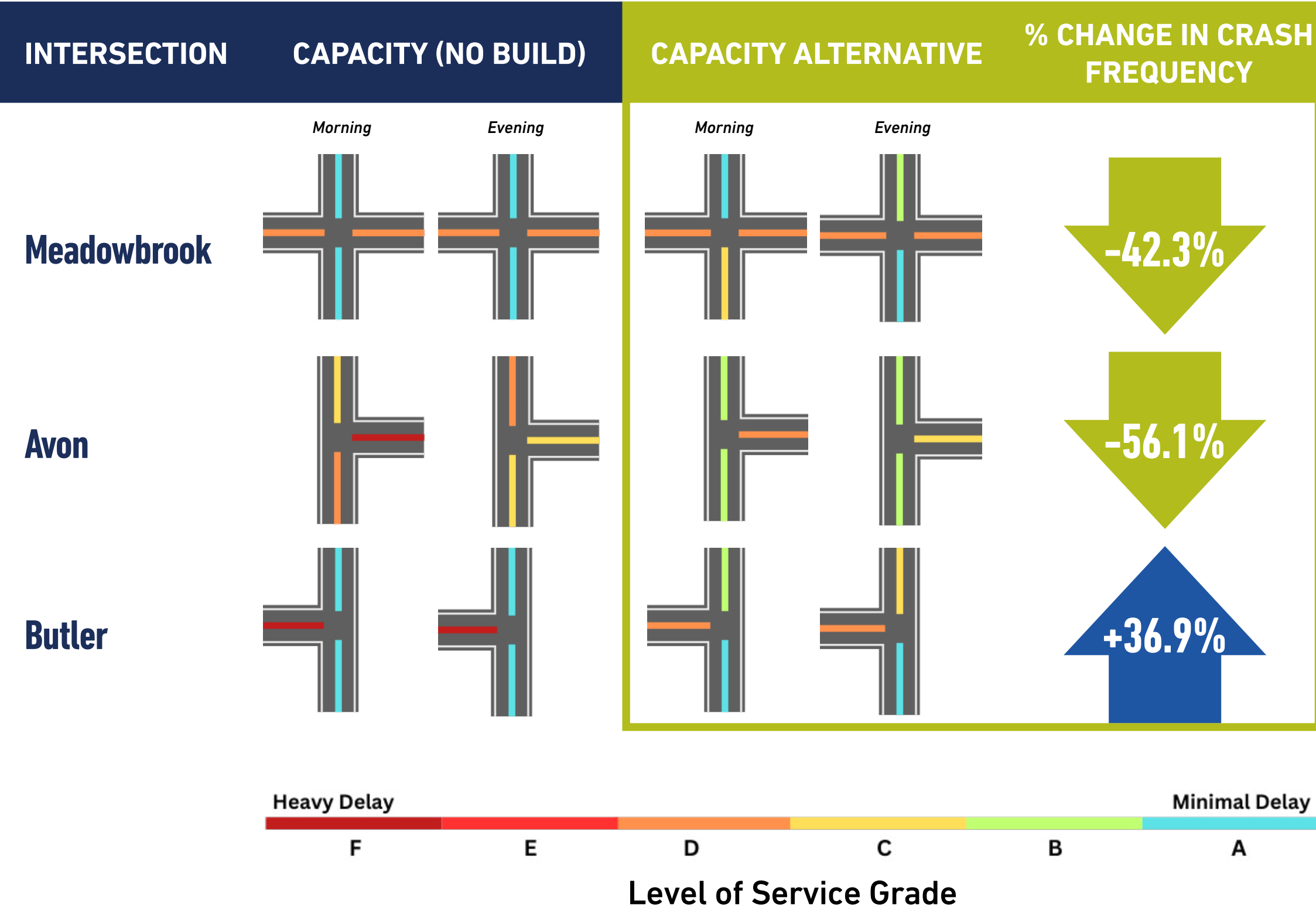
ALTERNATIVE FOR EVALUATION - 3 LANE



SAFETY + CAPACITY

Many elements of the design for this alternative, reduce the potential of crashes for all modes along the corridor. This alternative provides a continuous center left turn lane and traffic analysis shows a level-of-service improvement at every intersection.

TYPE	DESIGN ELEMENT	CRASH TYPE	% REDUCTION
Road Segment	Center Left-Turn Lane	Rear-End Left-Turn	80%
		Head-On Left-Turn	50%
		Head-On, Angle, Sideswipe	20%
		Rear-End	15%
	Vertical Curve Modification	All Vertical Curve Related	20%
Intersection	Signal Equipment & Timing Upgrades	All Intersection Related	15%
		Angle	30%
	Geometric Improvements	Rear-End	15%
		Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related	10%
Non-Motorized	Pathways	Bicycle	33%
		Pedestrian	85%
	Pedestrian Countdown Signals	Pedestrian	30%



INFRASTRUCTURE

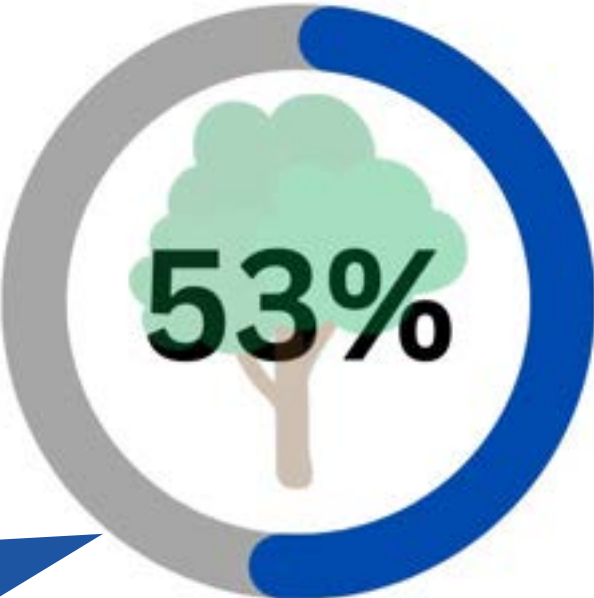
This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.

MULTI-MODAL

This alternative promotes non-motorized activity by providing safe and accessible facilities throughout the entire corridor. This alternative includes 4.1 miles of multi-use pathways and signalized crosswalks at intersections.

ENVIRONMENT

This alternative provides an opportunity to save a significant number of trees, replant new trees, and add landscaping along the corridor. This alternative also includes updates to stormwater infrastructure.

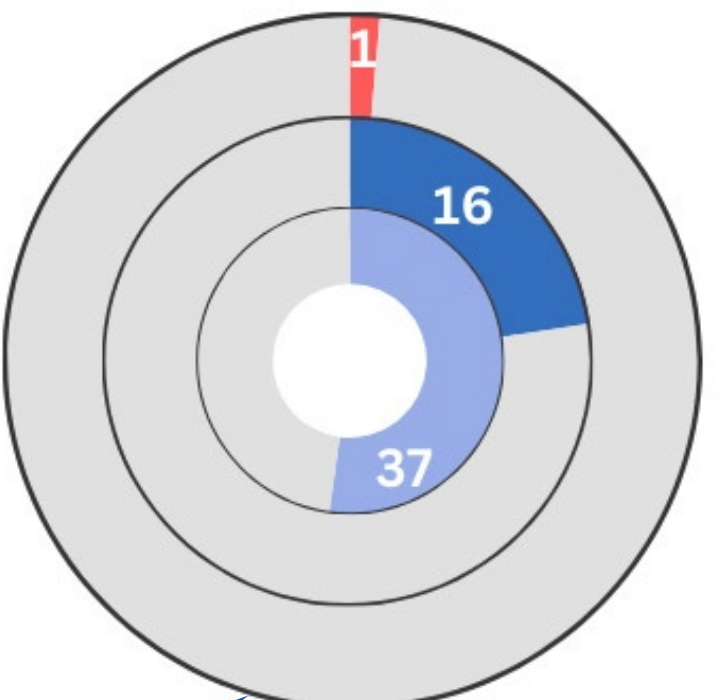


Estimated % of Trees to Remain

HISTORY & CULTURE

This alternative will impact and require mitigation of the boundary wall and workers stairway.

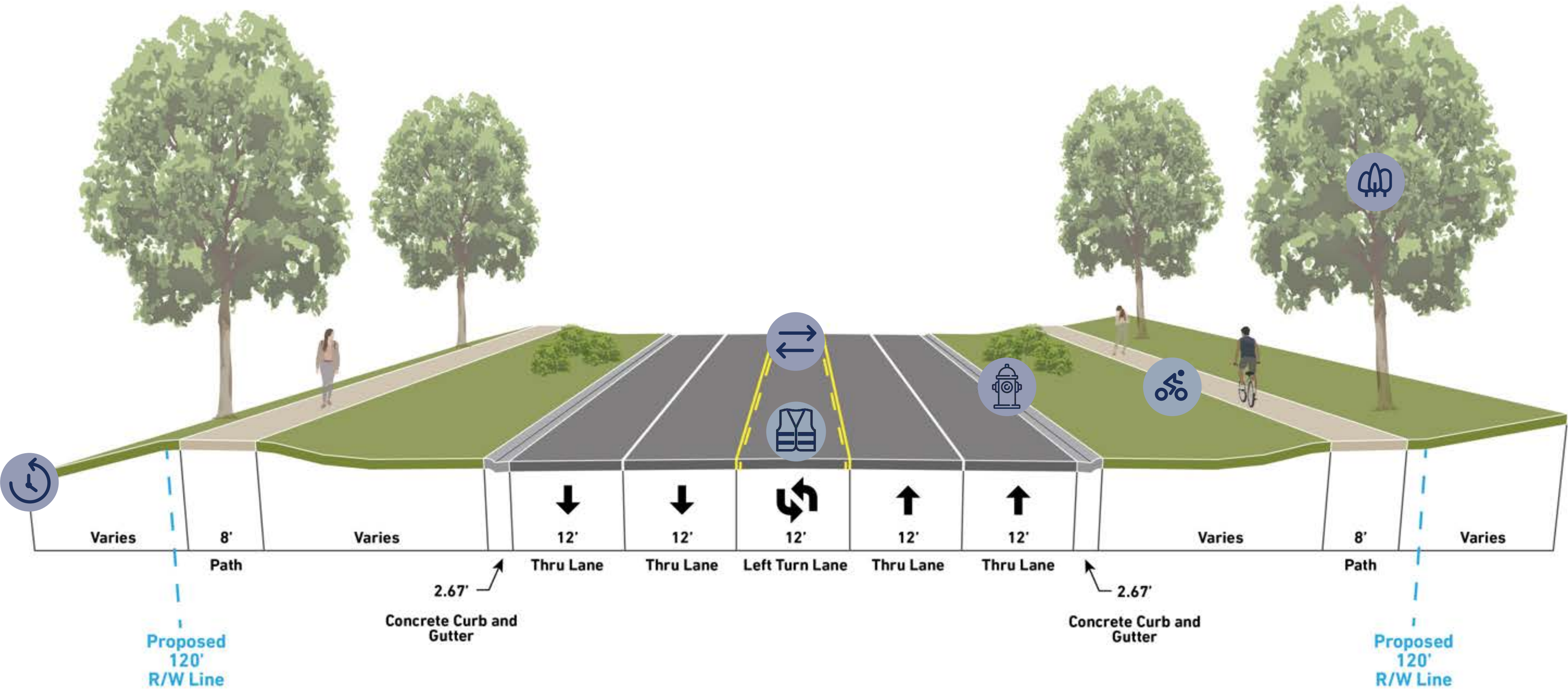
Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.



Estimated # of Properties Affected



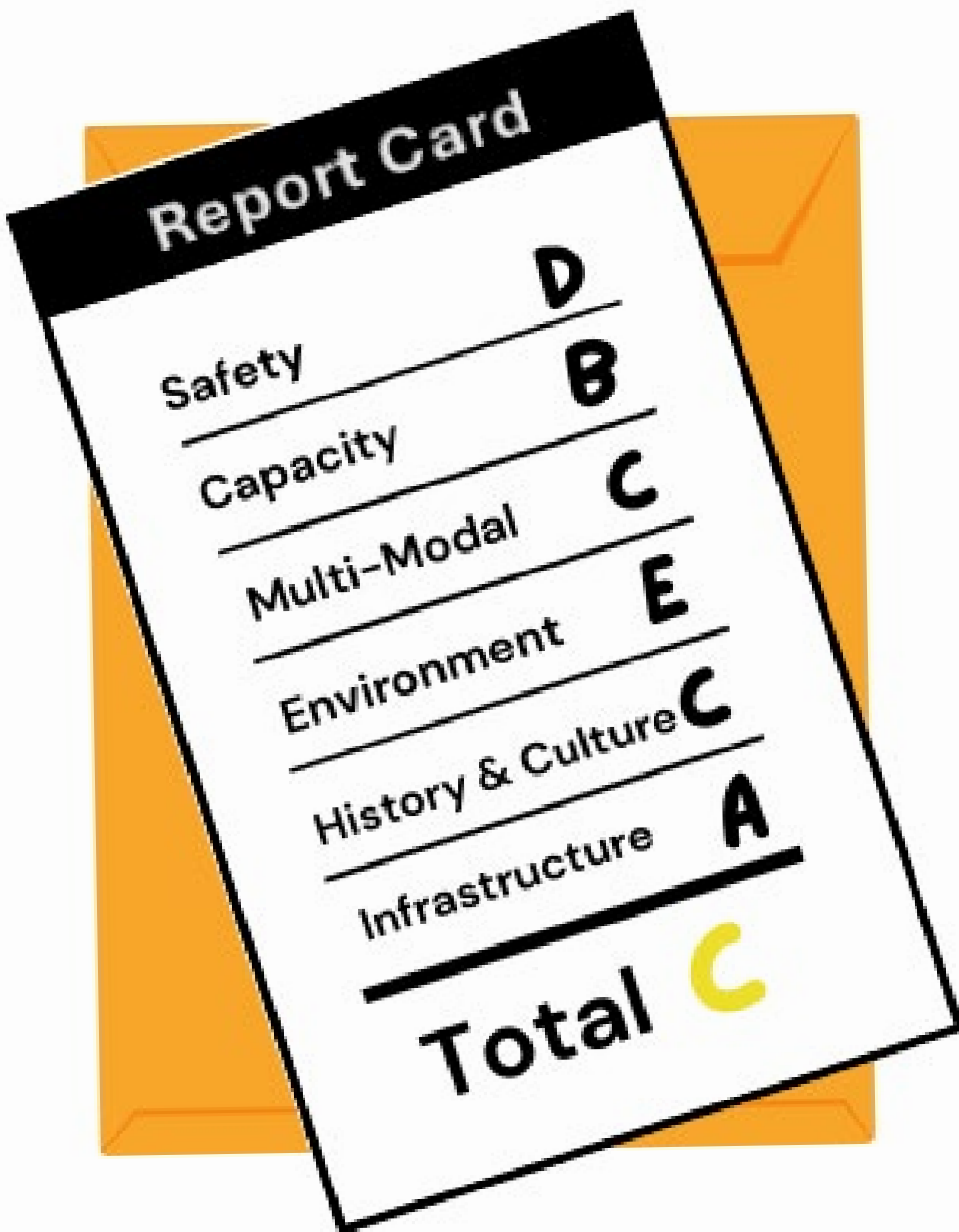
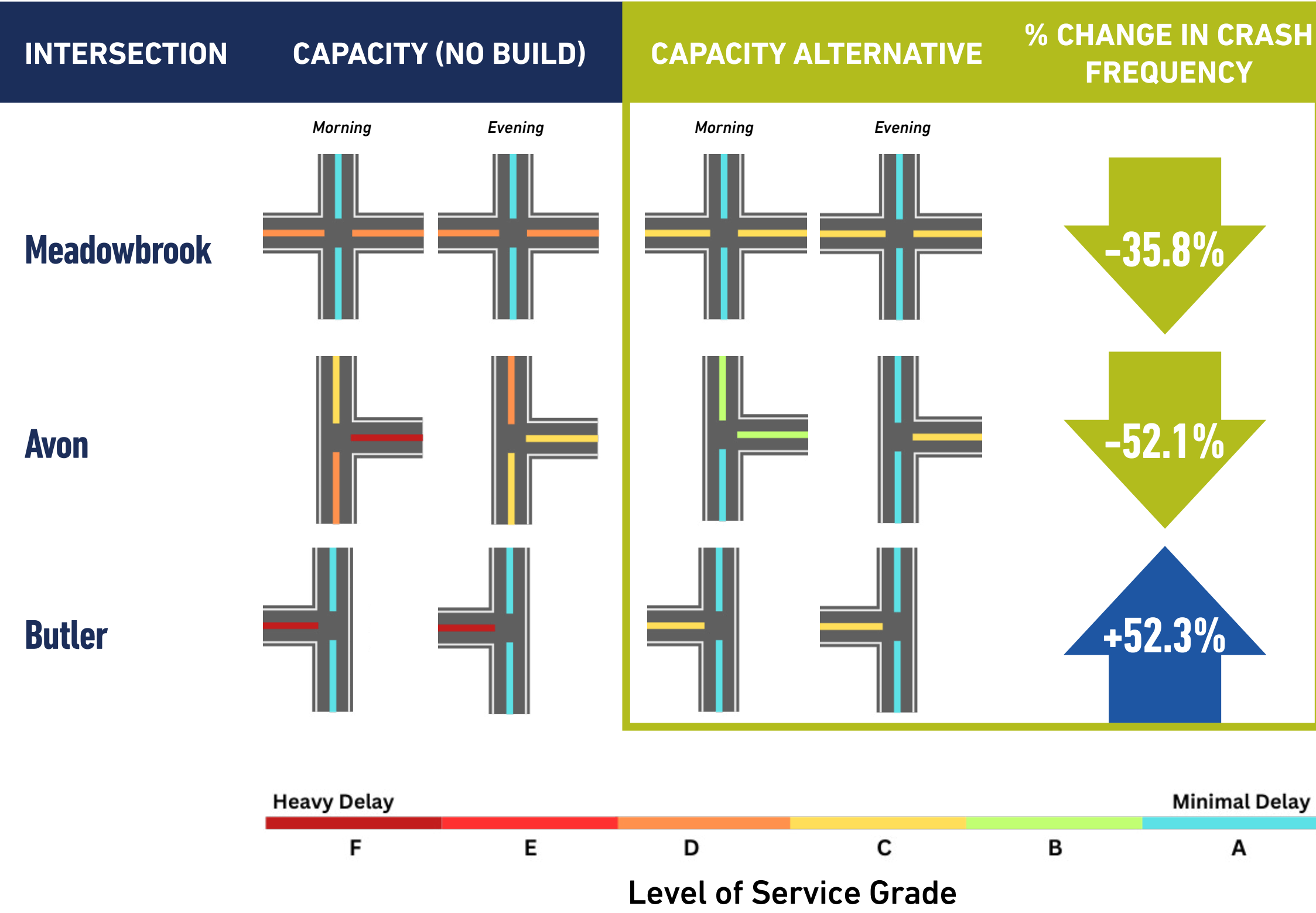
ALTERNATIVE FOR EVALUATION - 5 LANE



SAFETY + CAPACITY

Many elements of the design for this alternative, reduce the potential of crashes for all modes along the corridor. This alternative provides a continuous center left turn lane and traffic analysis shows a level-of-service improvement at every intersection.

TYPE	DESIGN ELEMENT	CRASH TYPE	% REDUCTION
Road Segment	Center Left-Turn Lane	Rear-End Left-Turn	80%
		Head-On Left-Turn	50%
		Head-On, Angle, Sideswipe	20%
		Rear-End	15%
	Vertical Curve Modification	All Vertical Curve Related	20%
Intersection	Signal Equipment & Timing Upgrades	All Intersection Related	15%
		Angle	30%
	Geometric Improvements	Rear-End	15%
		Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related	10%
Non-Motorized	Pathways	Bicycle	33%
		Pedestrian	85%
	Pedestrian Countdown Signals	Pedestrian	30%



INFRASTRUCTURE
This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.

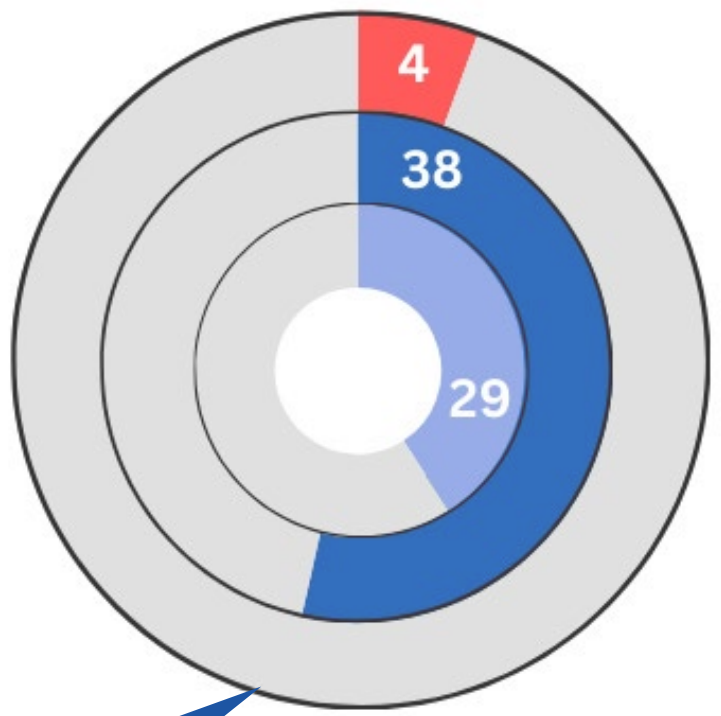
MULTI-MODAL
This alternative promotes non-motorized activity by providing safe and accessible facilities throughout the entire corridor. This alternative includes 4.1 miles of multi-use pathways and crossings at signalized intersections. This alternative presents longer crossing distances for non-motorized travelers.

ENVIRONMENT
This alternative impacts a significant number of existing trees, but there is an opportunity to replant new trees and add landscaping along the corridor. This alternative also includes updates to stormwater infrastructure.



Estimated % of Trees to Remain

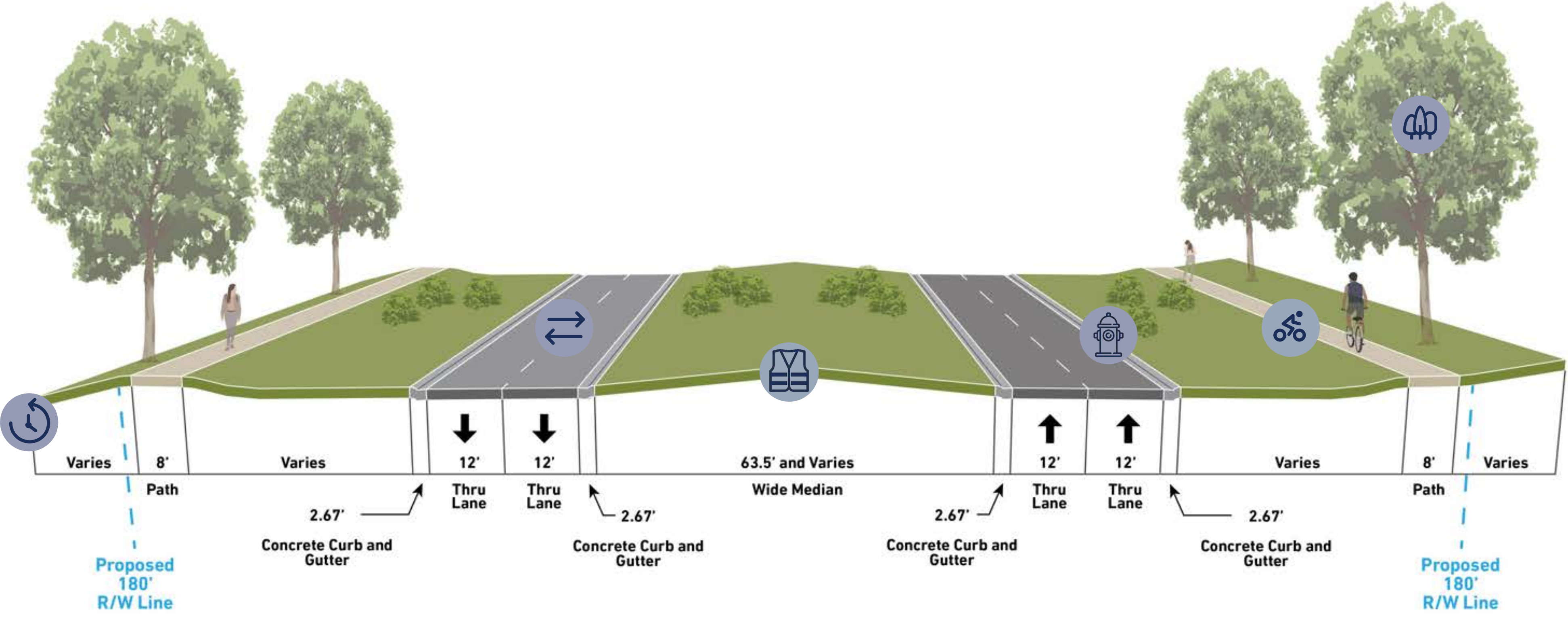
HISTORY & CULTURE
This alternative will impact and require mitigation of the boundary wall and workers stairway. Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.



Estimated # of Properties Affected



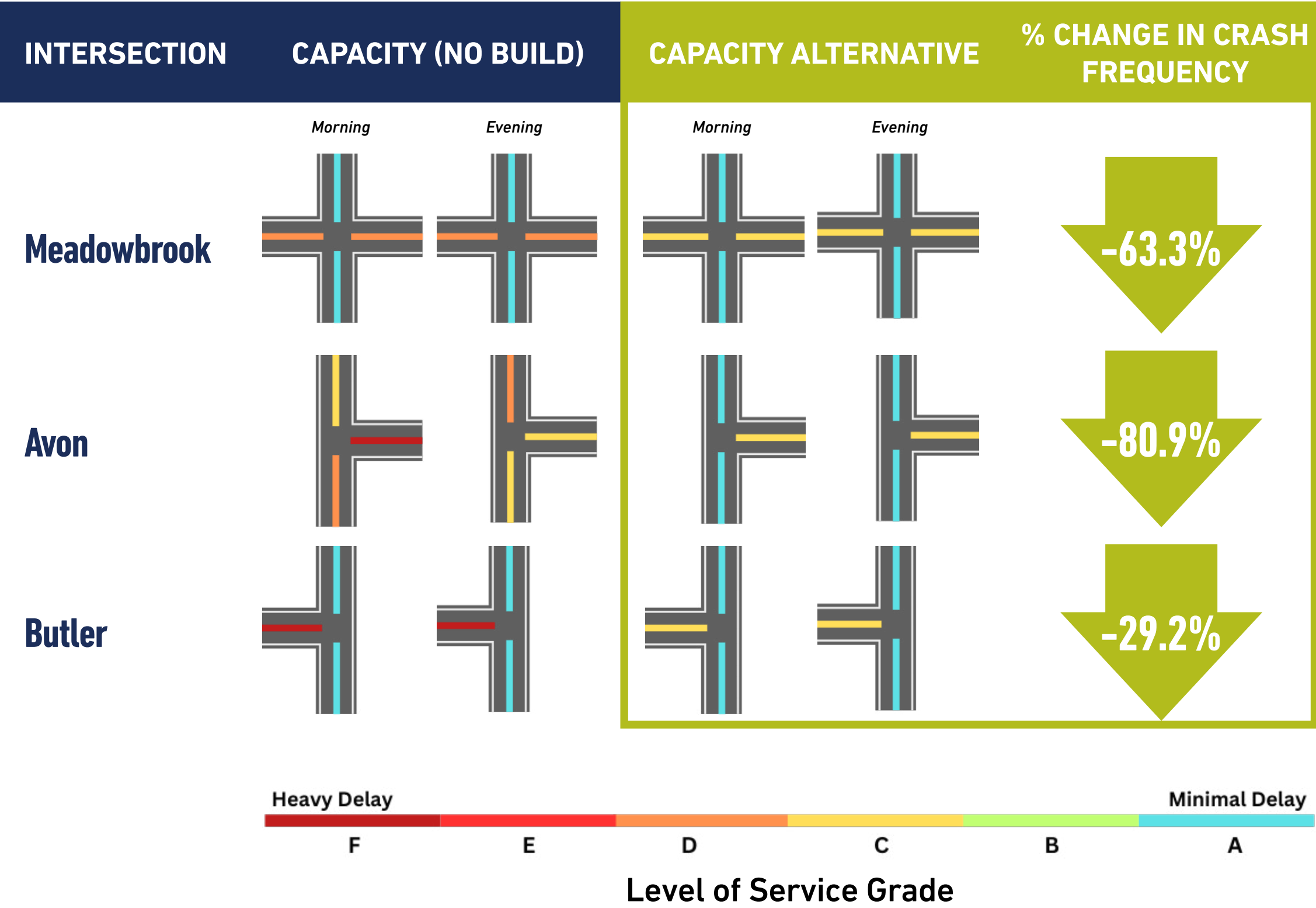
ALTERNATIVE FOR EVALUATION - 4 LANE BOULEVARD



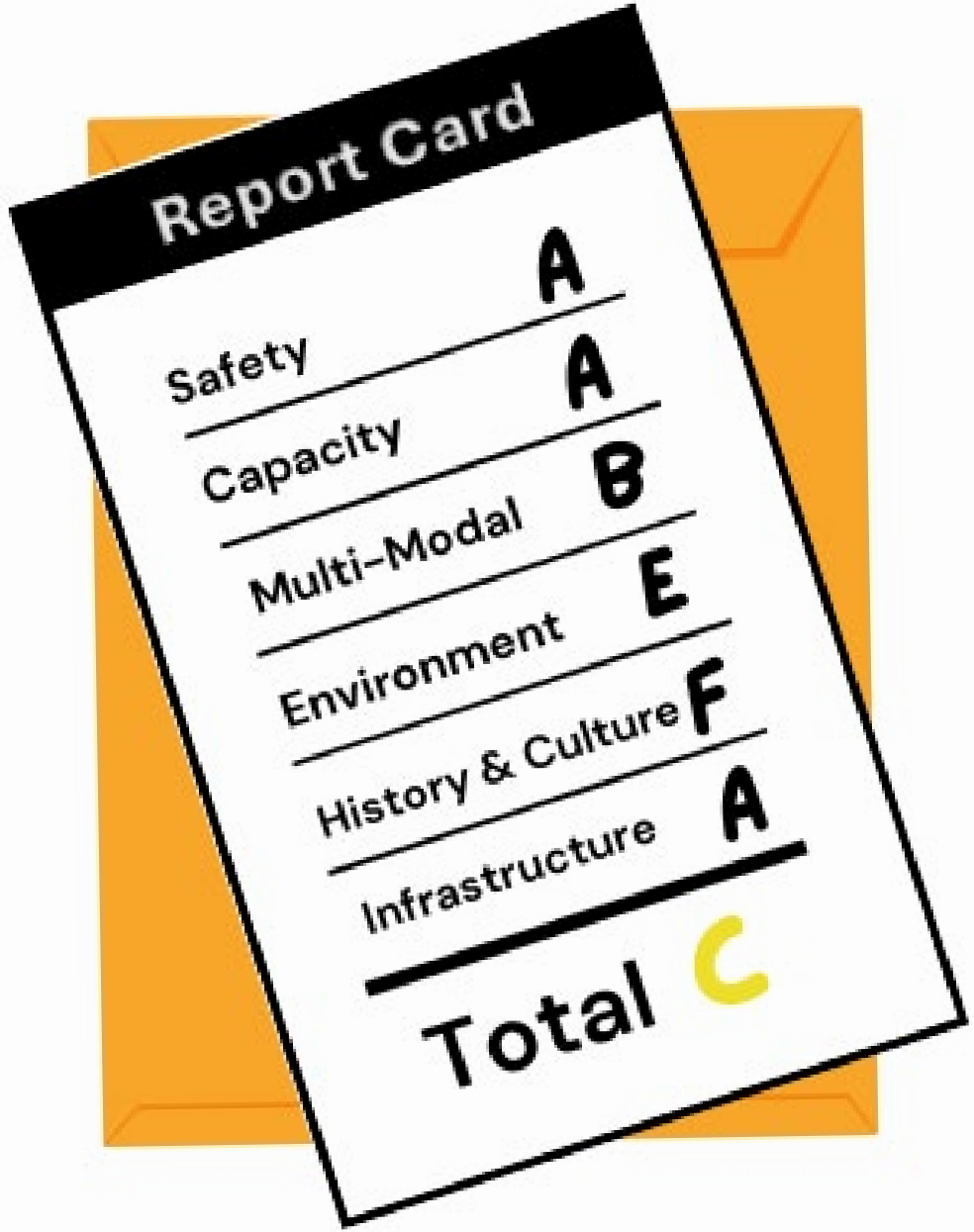
SAFETY + CAPACITY

Many elements of the design for this alternative, reduce the potential of crashes for all modes along the corridor. This alternative provides a median eliminating direct left turns. Traffic analysis shows a level-of-service improvement at every intersection.

TYPE	DESIGN ELEMENT	CRASH TYPE	% REDUCTION
Road Segment	Median with Indirect Left Turns	Driveway & Side Street Related	15%
	Vertical Curve Modification	All Vertical Curve Related	20%
Intersection	Signal Equipment & Timing Upgrades	All Intersection Related	15%
		Angle	30%
	Geometric Improvements	Rear-End	15%
		Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related	10%
Non-Motorized	Pathways	Bicycle	33%
		Pedestrian	85%
	Pedestrian Refuge Island	Pedestrian	50%
	Pedestrian Countdown Signals	Pedestrian	30%



INFRASTRUCTURE
This alternative will improve aging infrastructure alongside the corridor and will allow for stormwater best management practices.



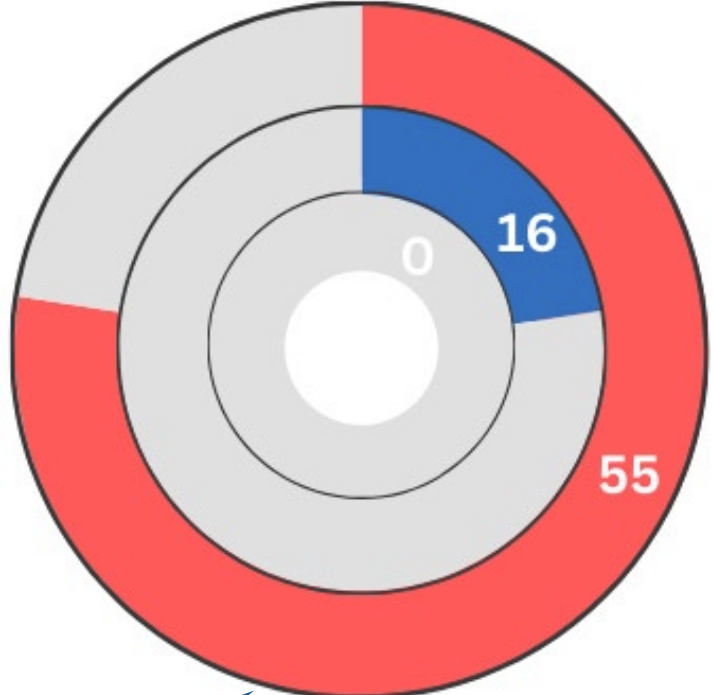
MULTI-MODAL
This alternative promotes non-motorized activity by providing safe and accessible facilities throughout the entire corridor. This alternative includes 4.1 miles of multi-use pathways and signalized crosswalks at intersections. This alternative requires longer crossing distances for non-motorized travelers, with center of road refuge in the median.

ENVIRONMENT
This alternative has the largest impact to existing trees along the corridor. The boulevard provides an opportunity to plant new trees, provide additional landscaping, and update stormwater infrastructure.



Estimated % of Trees to Remain

HISTORY & CULTURE
This alternative will impact and require mitigation of the boundary wall and workers stairway. Temporary Easements are space needed for construction that expire upon completion of the project. Permanent Easements are needed to construct and maintain infrastructure (roadway, pathways, utilities, etc.). Fee acquisition includes full purchase of property and relocating tenant.



73 total properties in project area

Estimated # of Properties Affected

