ENGAGEMENT SUMMARY PHASE THREE

THE ADAMS ROAD CORRIDOR PEL STUDY

DECEMBER 2024

ROAD COMMISSION for OAKLAND COUNTY

ROCHESTER HILLS

OAKLAND UNIVERSITY

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OVERVIEW

This document provides a summary of engagement that has been completed during phase three for the Adams Road Corridor Planning and Environmental Linkage (PEL) Study process. The engagement process has relied on bringing together a diverse group of experts and specialists, stakeholders and the community to evaluate the presented alternatives for the corridor. This document focuses on covering the overall key themes gleaned from the third phase of engagement.

76 INTERACTIVE MAP COMMENTS	**166** PUBLIC MEETING ATTENDEES	**3** PUBLISHED ARTICLES
125 IDEA WALL COMMENTS	**5** ALTERNATIVES	**1969** TOTAL ALTERNATIVE EVALUATION COMMENTS

TECHNICAL TEAM

This group includes representatives from the Road Commission for Oakland County (RCOC), the City of Rochester Hills and Oakland University. The group meets once a month to provide oversight, recommendations and help guide decisions.

PUBLIC INPUT OPPORTUNITIES

A series of engagement opportunities have occurred during the third phase of the project. This included a community update workshop with a presentation, discussion and evaluation stations for each alternative. Workshop materials, along with an alternative evaluation comment form, were posted on the website. Additionally, three Special Interest and Agency Group stakeholder meetings were held on September 18, 2024.

PROJECT CONSULTANT TEAM

HRC HUBBELL, ROTH & CLARK, INC CONSULTING ENGINEERS SINCE 1915

MKSK

Walton Blvd
Meadow Brook Rd
Hitlendale Dr
Cambridge Dr
Adams Rd
W Avon Rd
New England Dr
Butler Rd
Pheasant Ring Dr
Quail Ridge Cir
River Trail Dr
W Hamlin Rd
59

COMMUNITY UPDATE WORKSHOP

The third workshop was attended by 166 people on June 17, 2024 at 6:00 p.m. at West Middle School in Rochester Hills. The workshop presentation provided a thorough examination of several key aspects of the project. It started with an in-depth overview of the project and a review of prior public engagement efforts. The presentation then outlined how the alternatives were created, initially guided by the project's Purpose and Need and further refined according to design guidelines. Each alternative was developed based on previous public engagement efforts. During the presentation, it was emphasized that the project team was seeking feedback on what participants liked about each alternative and what they would change. The input received would help to shape a refined alternative for further study and to develop mitigation strategies for potential impacts. The five alternatives discussed during the presentation included:

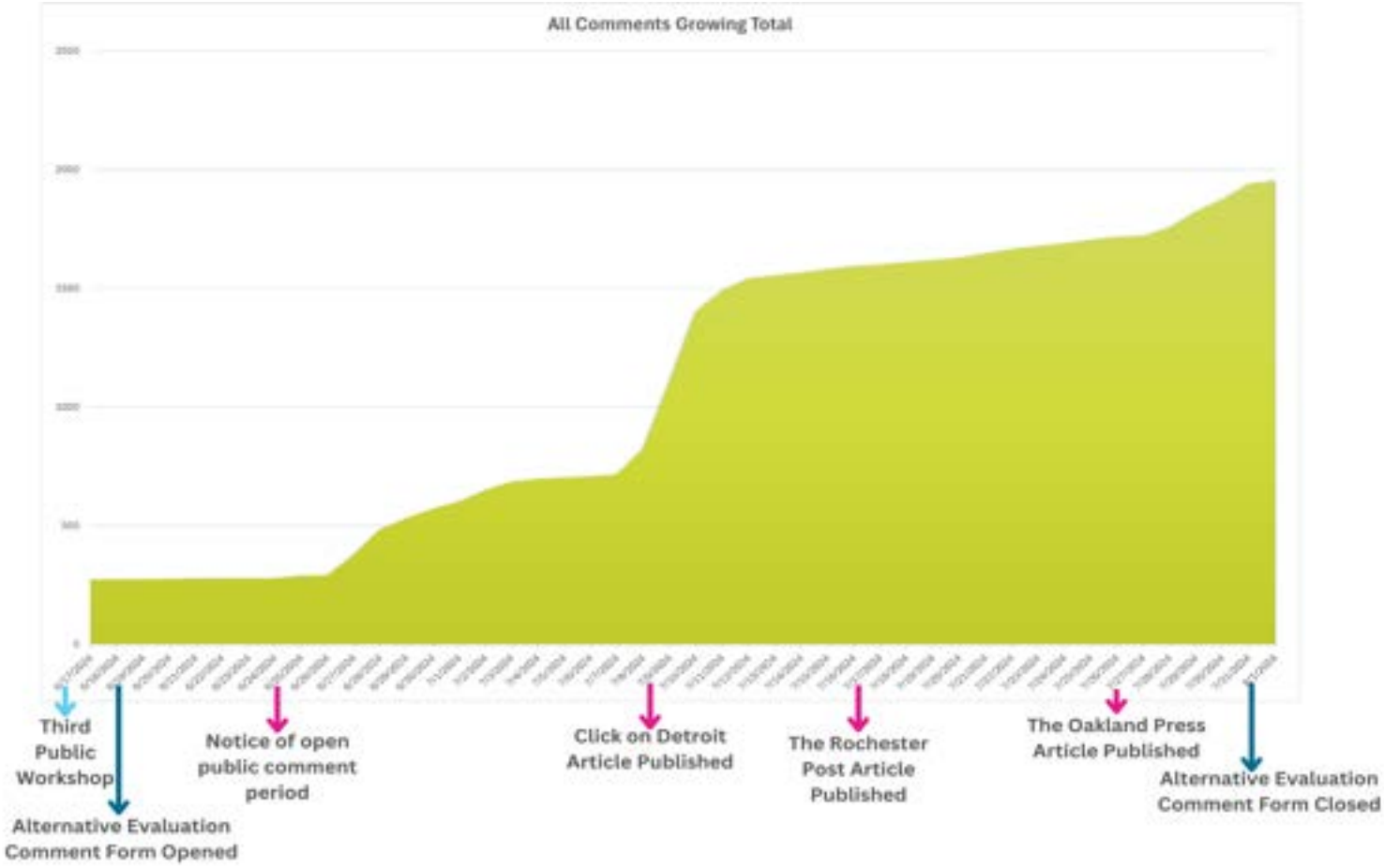
- 3 Lane
- 3 Lane with Roundabouts
- 4 Lane Boulevard
- 5 Lane
- No Build/Baseline Scenario

Following the presentation, community members were encouraged to visit the five evaluation stations for the respective alternatives. Each station had a presentation board with information on impacts and design components as well as concept design drawings. Additionally, comment forms and team members could be found at each station to foster discussion regarding the benefits and concerns with each alternative. Each presentation board focused on how each alternative measured up to the defined Purpose and Need statements. Capacity analysis, safety effectiveness, impacts to trees and right-of-way, multi-modal and infrastructure components were presented to guide the public through the alternatives. A technical report card was provided to show how each alternative ranked for the project purpose statements based on technical expert criteria. Each board can be found in Appendix A of this Engagement Summary, and the presentation in Appendix B.

ONLINE PUBLIC COMMENT FORUM

Upon the completion of the third community update workshop, the presentation and meeting materials were posted online with an online comment form. This allowed an additional opportunity for the public to look at each alternative and provide their comments. The comment period opened on June 19, 2024 and closed on August 1, 2024. During this time, there were a total of 1,965 comments submitted either through email, comment form or interactive mapping tool on the project website. The purpose of this forum was to allow the public to evaluate each alternative, identify components they liked/disliked and provide feedback.

The chart below is a timeline of the public comment period and the number of comments received in conjunction with published news articles. A total of 273 comments were received during the community update workshop and this number grew significantly throughout the public comment period. Referenced articles can be found in Appendix D and copies of all public comments can be found in Appendix E.



The article posted on ClickonDetroit had the most significant impression on the public, increasing the number of comments significantly. The article was shared multiple times on social media with residents urging others to "vote no". The opportunity for public evaluation of the alternatives was aimed to gather constructive feedback on each of the alternatives and was not established to be a vote. The no build alternative was included in the evaluation as a baseline to compare the effectiveness of all other alternatives. Constructive feedback provided on each alternative is used to develop the refined alternative.

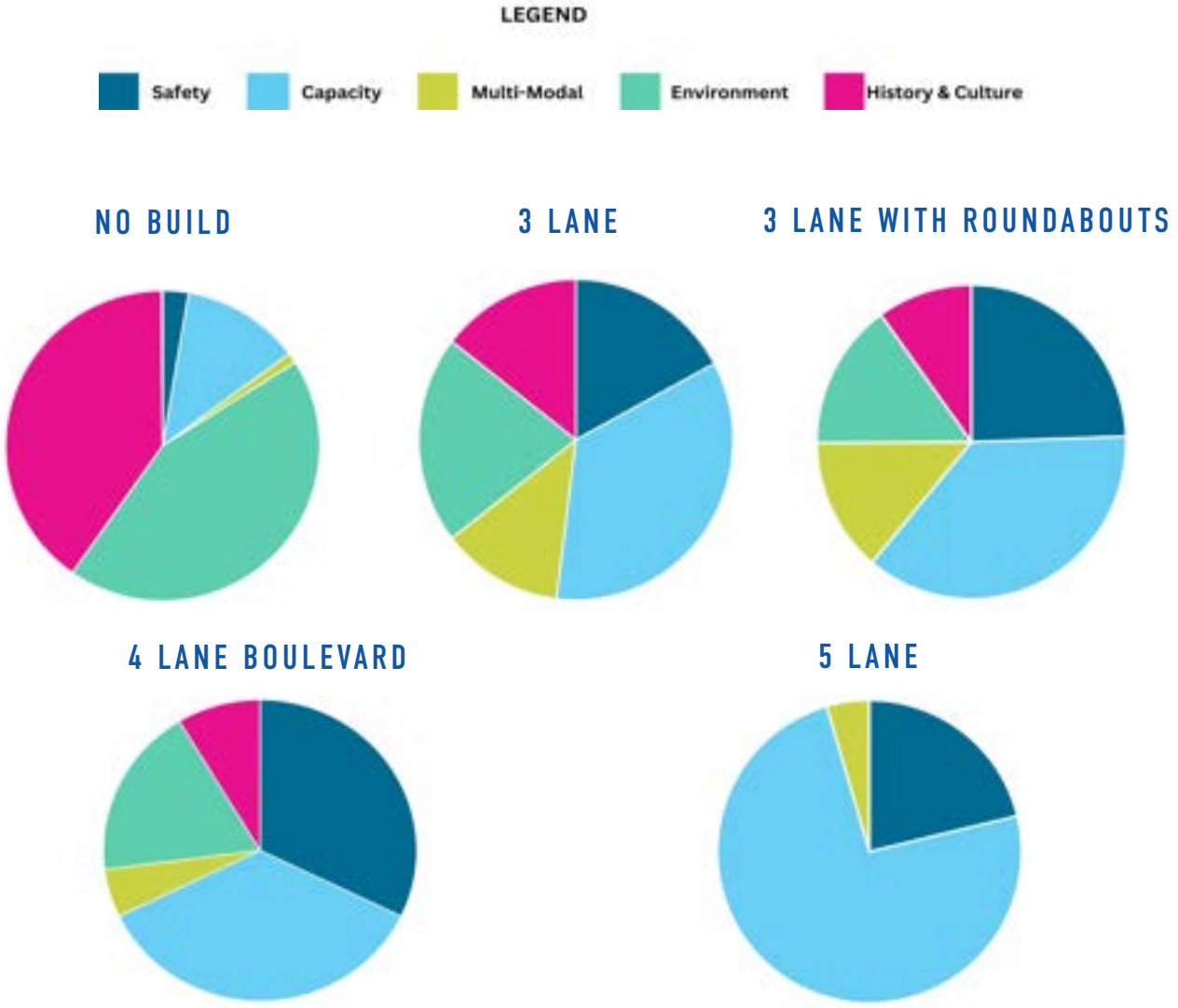
EVALUATING PUBLIC SUPPORT

When evaluating comments received, the project team first looked at the overall level of support indicated for each alternative. Level of support was determined if the comment indicated their overall satisfaction or dissatisfaction.

NO BUILD	Proponents indicated their dissatisfaction with all alternatives and would like to keep the road as is. Opponents indicated a no build was not an option because something needs to be done to the road. Others indicated the alternatives presented did not cover a viable middle of the road option.
3 LANE	Proponents were in favor of this as being the least impactful alternative. Others sited they were in favor of a signal at Butler and the opportunity to utilize a center left turn lane for safety. Many were also appreciative of the addition of a non-motorized pathway. Opponents indicated their dissatisfaction and want to keep the road as is.
3 LANE WITH ROUNDABOUTS	Proponents to this were in favor of the alternative and found it to be a viable option with the least impacts to the corridor while also improving safety and traffic flow. Others sited they were in favor of adding a roundabout at Butler and the opportunity to utilize a center left turn lane. Many also were appreciative of the addition of a non-motorized pathway. Opponents indicated their dissasisfaction and want to keep the road as is. Others were not supportive of roundabouts.
4 LANE BOULEVARD	Proponents suggested this alternative as the best way to improve safety and move traffic. Some indicated there would be an opportunity for landscaping in the median and appreciated safety features like a signal at Butler. Opponents indicated their dissatisfaction and want to keep the road as is. Others also indicated the width of this option would be too impactful to residents and environmental/historic features along the corridor. Many indicated this alternative would increase speeds and more lanes will encourage more traffic.
5 LANE	Proponents suggested this alternative is the best way to move traffic. Opponents indicated their dissatisfaction and want to keep the road as is. Others also indicated the width of this option would be too impactful to residents and environmental/historic features along the corridor. Many indicated this alternative would increase speeds and more lanes will encourage more traffic.

EVALUATING ALTERNATIVES BASED ON PURPOSE AND NEED COMPATIBILITY

The project team evaluated all comments for constructive input that supported the Purpose and Need statements identified in Phase Two of this study. Any comments that called out how an alternative would improve or have negative impacts on capacity, safety, multi-modal connectivity, environment and historic and cultural assets were evaluated. The charts below show the percentage of comments indicating that the alternative met the Purpose and Need criteria. Infrastructure is not included in this analysis because there are no infrastructure improvements in the case of a no build/baseline scenario and each of the four presented alternatives include improvements to aging infrastructure and stormwater best management practices.



This analysis shows that the 5 Lane and 4 Lane Boulevard alternatives fall in line with safety and capacity needs but do not compliment the environmental or historic character and cultural significance of the corridor. Whereas, the no build scenario complements the environment and respects the historic and cultural assets but does not address safety and capacity needs. The distribution of constructive feedback is evenly spread between project purposes on the 3 Lane and 3 Lane with Roundabouts alternatives, indicating these alternatives correlate with the Purpose and Need as defined.

EVALUATING FEEDBACK ON DESIGN COMPONENTS

Through the process of evaluating constructive feedback, there were some repeating themes. Aside from the level of support or how an alternative rated on meeting the Purpose and Needs, some key elements for future design of Adams Road were frequently discussed.

SPEED	Traffic calming measures to reduce speed. By designing for a reduced speed, safety could be improved while also enhancing sense of place.
ALTERNATIVE ROUTES	Reducing the speed may encourage alternative routes for some, however, the residents along the corridor are encouraging this.
BUTLER INTERSECTION	Traffic control in the form of a signal or a roundabout is desired.
PATHWAY	A path on the east side of the road is preferred with safe crossings along the corridor.
CONTINUOUS CENTER LEFT TURN LANE	This will help those turning left into or out of their subdivisions and provides an area for emergency vehicles to drive.
SIGHTLINE SOUTHBOUND AT AVON	The vertical curve (Hill) at this intersection blocks sightline when facing southbound to turn east on Avon.
CONTEXT SENSITIVITY	The hills, old trees, and historic features are valuable assets to the community and should be protected. Design should enhance these features.

The community has provided extensive feedback, with opinions largely split between favoring the No Build option and recommending adjustments to improve the current state of the corridor. Of the alternatives presented, the 3 Lane with Roundabouts received the most constructive feedback indicating the improvements aligned best with the Purpose and Need of the project. This alternative provides improved capacity, safety and infrastructure; including the addition of a multi-modal path and crosswalks, with minimal impacts to the environment. The development of mitigation strategies to protect or enhance environmental, historic and cultural assests is critical.

STAKEHOLDER MEETINGS

Following the third community update workshop on June 17, 2024, stakeholder engagement meetings were held on September 18, 2024, at Rochester Hills City Hall. The purpose of these meetings was for the project team to facilitate a more in-depth discussion of the alternatives presented during the community update workshop. No new materials or information were introduced during these stakeholder engagement meetings.

A total of three separate meetings were held: 9:00 a.m. and 2:00 p.m. for Special Interest Groups along the Adams Road Corridor, and an 11:00 a.m. with the Agency Group. Attendees from the Special Interest and Agency Groups included:

AGENCY GROUP
Oakland University
AT&T
Rochester Hills Advisory Traffic & Safety Board
Citizens & Pathway Review Committee
Fire Department
Green Spaces Committee
School District
Clinton River Watershed Council
Friends of Clinton River Trail
Friends of Historic Adams Road
Additional Review Agencies Identified by RCOC

SPECIAL INTEREST GROUPS
Homeowners' Associations (HOA)
Churches
Schools

Based on this feedback, it is recommended the project team develop a refined alternative that reduces speed, protects the environmental, historic and cultural assets, while also upgrading infrastructure, improving flow of traffic and addressing safety concerns. This refined alternative should follow the 3 Lane with Roundabouts alternative, but scale back the impacts to the environment, historic and cultural assets on the north side of the corridor.

STAKEHOLDER MEETINGS

Recurring comments from both Special Interest and Agency Groups highlighted several key themes, including but not limited to:

SPEEDING	Address speeding through increased enforcement or other short term measures.
TRAFFIC CONTROL	The need for traffic control at Butler.
PATHWAY	A pathway exclusively on the east side of the corridor to avoid impacts on the west side of road.
ADDITIONAL ALTERNATIVE	The desire for an additional alternative that does not require additional right-of-way acquisition or road widening.
HISTORICAL ELEMENTS	Enhanced efforts to foster a sense of place and incorporate historical elements into the corridor design and use outside of the box ideas for preserving historic assets and limiting impacts to the corridor.
SAFETY	Support overall safety improvements.

UPCOMING ENGAGEMENT OPPORTUNITIES

The PEL Study process for the Adams Road corridor is anticipated to take a few years to complete. There are additional upcoming public meetings which are noted below in the schedule.

PUBLIC MEETINGS	TIMING IN PROCESS	ANTICIPATED AGENDA
#1	COMPLETED	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	COMPLETED	REVIEW PURPOSE AND NEED OF THE PROJECT WITH INPUT
#3	COMPLETED	REVIEW OF THE ALTERNATIVES
#4	SUMMER 2025	PRESENTATION OF THE REFINED ALTERNATIVE
#5	EARLY 2027	FORMAL PUBLIC HEARING OF THE ENVIRONMENTAL ASSESSMENT

APPENDIX A

MEETING NOTICE

PRESS RELEASE PRESS RELEASE

FOR IMMEDIATE RELEASE: May 21, 2024
Visit RCOC online at *www.rcocweb.org*

RCOC, ROCHESTER HILLS, OU TO HOST THIRD PUBLIC MEETING JUNE 17 ON STUDY OF ADAMS ROAD CORRIDOR, HAMLIN TO WALTON BLVD.

Beverly Hills, MI — The City of Rochester Hills, the Road Commission for Oakland County (RCOC) and Oakland University (OU) will host a public meeting Monday, June 17, to share information and receive feedback on the ongoing study to determine the future of the Adams Road corridor from Hamlin Road to Walton Boulevard in the city.

The meeting is the third community update public workshop for the study. It will take place from 6 p.m. to 7:30 p.m. in the cafeteria at West Middle School, 500 Old Perch Road in Rochester Hills. The doors will open at 5:45 p.m. and a presentation will start at 6 p.m.

The 6 p.m. presentation will include the following:

- Project overview.
- Public engagement summary.
- Purpose and need for the study.
- Alternative designs for evaluation.

Following the presentation, anyone interested can view the project boards, ask the project team questions and fill out evaluation comment forms for the alternative designs presented.

Through the study, the public and stakeholders will shape the future for the corridor, which could include doing nothing to minor improvements to major widening. A study website provides an overview of the process and offers an additional opportunity for the public and stakeholders to participate. The website address is https://www.rcocweb.org/652/Adams-Road-Hamlin-to-Walton-Blvd-Plannin

-- MORE --

The website includes a link to an interactive map and an “ideas wall”. Project documents and information about the public workshops are also on the website.

The study is funded by a $2 million federal Better Utilizing Investment to Leverage Development (BUILD) grant. It includes a Planning and Environmental Linkage (PEL) study and subsequent Environmental Assessment (EA) of the corridor. RCOC and the City of Rochester Hills are splitting the required local match of $500,000 to complete the study.

The grant was awarded in 2020, and the study started in 2022. In all, five public workshops will be held, with a focus on alternatives for the corridor. Previous meetings were held on September 20, 2022, and May 9, 2023.

Anyone wishing to attend the June 17 workshop who requires special accommodations in accordance with the provisions of the Americans with Disabilities Act (ADA) or Title VI, including those requiring language assistance, should call RCOC at 248-645-2000 and ask to be directed to the RCOC Planning and Environmental Concerns Department to submit your request. The Road Commission will provide such services free of charge, with seven business days’ notice.

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Public Workshop 3 of 5

ADAMS ROAD CORRIDOR

COMMUNITY UPDATE MEETING

ADAMS ROAD CORRIDOR PEL STUDY

Join us for a community update on the Adams Road Corridor PEL (Planning and Environmental Linkages) study. A PEL study looks at transportation, environmental, community, and economic impacts. This meeting will include a presentation providing information on the project, a summary of public engagement, and corridor alternatives for evaluation. There will also be opportunities to provide feedback and view presentation boards.

For more information, please visit the project website:

https://mksk.mysocialpinpoint.com/visioningadamsroad/adams-road-pel-home

JOIN US!

Monday, June 17

6:00 - 7:30 P.M.

The doors will open at **5:45 PM**,
Presentation will start at **6:00 PM.**

Presentation - 30-45 minutes

Post-Presentation - View the project boards, ask the project team questions, and provide feedback.

West Middle School

Meeting held in Cafeteria

500 Old Perch Rd.
Rochester Hills, MI 48309

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APPENDIX B

WORKSHOP PRESENTATION

VISIONING ADAMS ROAD
COMMUNITY UPDATE MEETING

JUNE 2024

1

INTRODUCTION

ROAD COMMISSION for OAKLAND COUNTY

OAKLAND UNIVERSITY

ROCHESTER HILLS MICHIGAN

MKSK

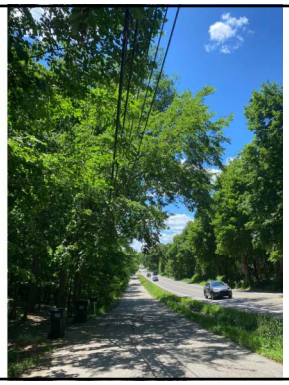
HRC HUBBELL, ROTH & CLARK, INC CONSULTING ENGINEERS SINCE 1915

CHRONICLE HERITAGE

2

PURPOSE OF THE MEETING

- **Presentation**
  - Project Overview
  - Public Engagement Summary
  - Purpose and Need
  - Alternatives for Evaluation
- **Post-Presentation**
  - Evaluation Stations
  - Project Team Available for Questions
  - Alternative Evaluation Comment Form



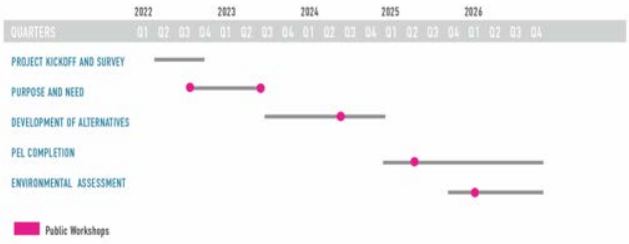
3

PROJECT OVERVIEW

- Planning and Environmental Linkages (PEL) study and an Environmental Assessment for Adams Road between Hamlin Rd and Walton Blvd
- Multi-year study began in 2022
- Process incorporates environmental and community values early in the planning process
- Outcome of the project will be shaped by public and stakeholder input to craft goals and evaluate alternative improvements

4

PROJECT SCHEDULE



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SUMMARY OF PUBLIC ENGAGEMENT

Technical Team:

- Monthly meetings with Road Commission for Oakland County (RCOC), the City of Rochester Hills & Oakland University

Public Input Opportunities:

- Public Workshops - September 2022 and May 2023
- Interactive Website
- Two Online Surveys

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

6

PURPOSE AND NEED

Purpose and need helps define a problem, identify action and why it is needed, and decide on solutions and actions responding to the problem.

7

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. This 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.

8

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.

9

DEVELOPING ALTERNATIVES BASED ON NEED

- » **Capacity and Safety - Traffic Study**
  - Volumes and Level of Service (LOS)
  - Intersection traffic control
  - Safety
- » **Environmental and Cultural/Historic**
  - Wetlands
  - Hydrology/Stormwater
  - Trees
  - Historic and cultural landmarks
- » **Infrastructure**
  - Utilities
  - Right-of-Way (ROW)
- » **Non-motorized Safety and Connectivity**
  - Crosswalks
  - Patterns - Points of interest (parks, businesses)

10

DEVELOPING ALTERNATIVES BASED ON DESIGN GUIDELINES

- » Design speed
- » Horizontal alignment
- » Vertical alignment
- » Lane width
- » Pathways
- » Deceleration tapers at side street approaches
- » Driveway slopes
- » Storm water retention

Design Standards References
AASHTO 4R Guidelines
RCOC Geometric Design Guidelines
City of Rochester Hills Master Plan

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LAYING THE FOUNDATION FOR DISCUSSION

- » Alternatives are not final, but need evaluation
- » Input is encouraged
- » Impact to existing corridor as we know it, but scale varies
- » Mitigation strategies will be considered
- » Each of these influences or varied effects on individual purpose/needs

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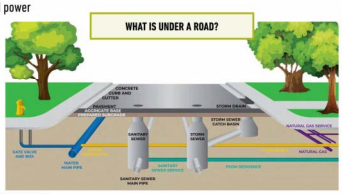
WHAT EACH BUILD ALTERNATIVE HAS IN COMMON

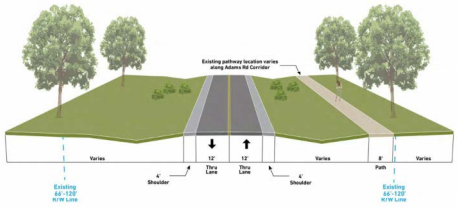
- Non-Motorized - 8 foot paths on each side of the road for a total of 4.1 miles of non-motorized pathways
- Capacity: Reduce in delay at intersections, 5-lanes approaching Walton.
- Historic & Cultural: Stairs, wall, golf course cart path and properties.
- Environmental: Existing landscape will be altered but mitigated
- Infrastructure: Addition of curb & gutter, storm water management, water main, sanitary sewer, private utilities including gas and power



Visioning Adams Road - Community Update Meeting

13

ALTERNATIVE FOR EVALUATION - NO BUILD



Visioning Adams Road - Community Update Meeting 14

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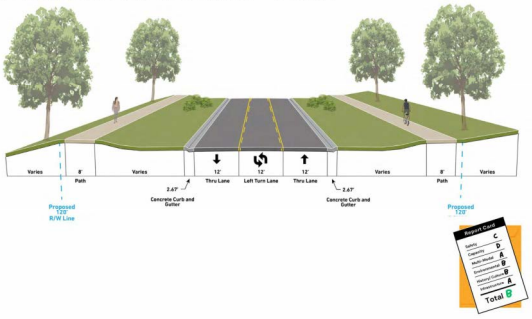
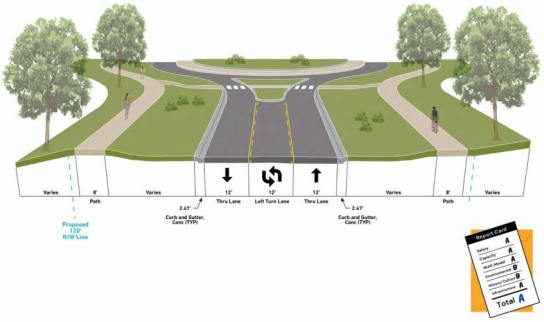
ALTERNATIVE FOR EVALUATION - 3 LANE



Visioning Adams Road - Community Update Meeting DRAFT FOR CONSIDERATION, NOT FOR CONSTRUCTION 14

15

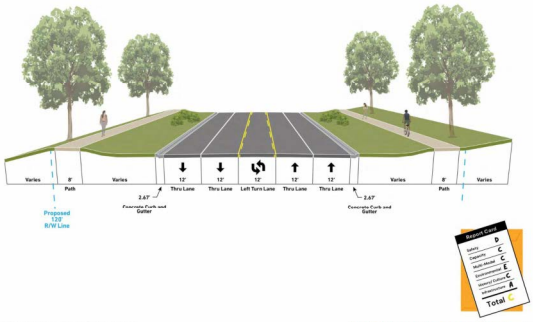
ALTERNATIVE FOR EVALUATION - 3 LANE WITH ROUNDABOUTS



Visioning Adams Road - Community Update Meeting DRAFT FOR CONSIDERATION, NOT FOR CONSTRUCTION 15

16

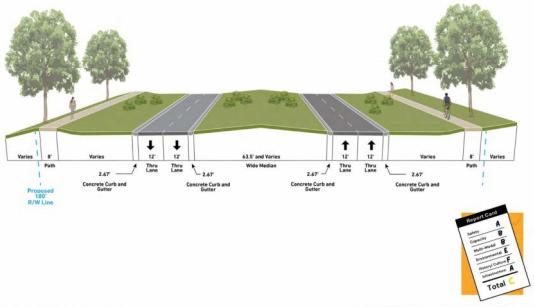
ALTERNATIVE FOR EVALUATION - 5 LANE



Visioning Adams Road - Community Update Meeting DRAFT FOR CONSIDERATION, NOT FOR CONSTRUCTION 16

17

ALTERNATIVE FOR EVALUATION - 4 LANE BOULEVARD



Visioning Adams Road - Community Update Meeting DRAFT FOR CONSIDERATION, NOT FOR CONSTRUCTION 17

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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

19

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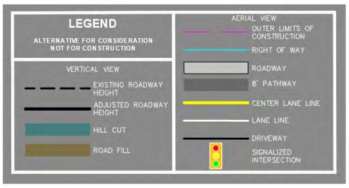
EVALUATION STATIONS

A design drawing of each alternative:

» Shows the full corridor from Hamlin to Walton

» Two points of view - Horizontal (from above) vs. vertical (hills)

» Refer to legend:



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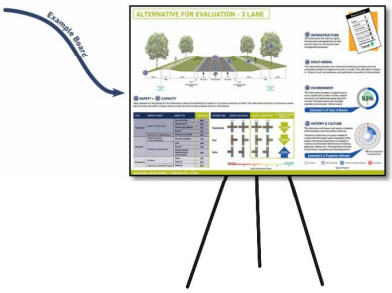
EVALUATION STATIONS

» **Board 1 - Alternative Factors**

- Capacity
- Environment
- Safety
- Multi-Modal
- History and Culture
- Infrastructure
- Report Card



22

EVALUATION STATIONS

Comment Forms

» What are some benefits to this alternative?

» What are your concerns with this alternative?

» What is this alternative missing?

Team Members

» Engage in discussion

» Ask questions

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THANK YOU FOR JOINING US TONIGHT!

Scan the QR code to visit the study website!

https://mksk.mysocialpinpoint.com/visioningadamsroad

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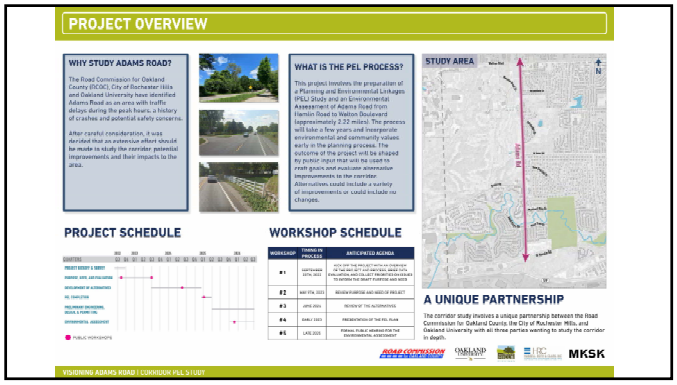
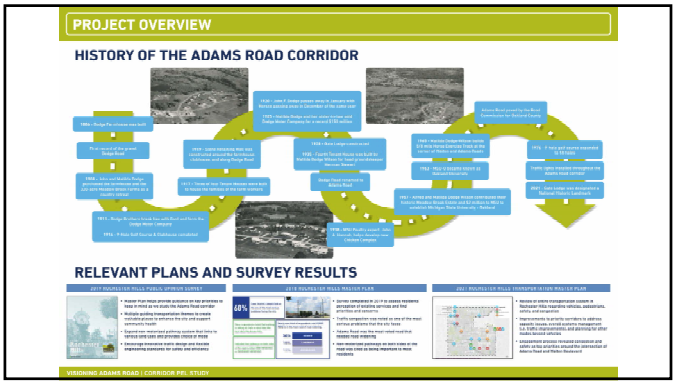
APPENDIX C

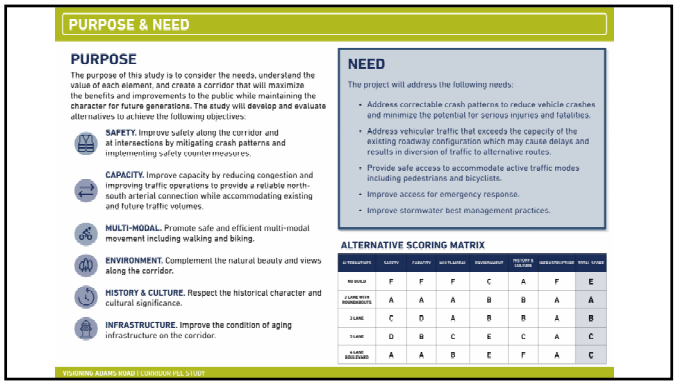
PRESENTATION BOARDS


PROJECT OVERVIEW
WHY STUDY ADAMS ROAD?
WHAT IS THE PEL PROCESS?
STUDY AREA
PROJECT SCHEDULE
WORKSHOP SCHEDULE
A UNIQUE PARTNERSHIP
MKSK
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

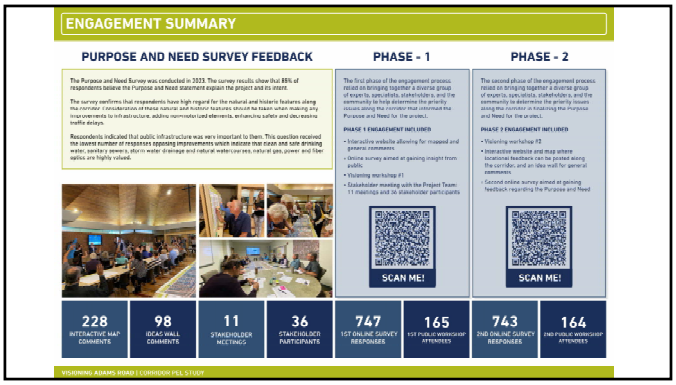
1


PROJECT OVERVIEW
HISTORY OF THE ADAMS ROAD CORRIDOR
RELEVANT PLANS AND SURVEY RESULTS
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

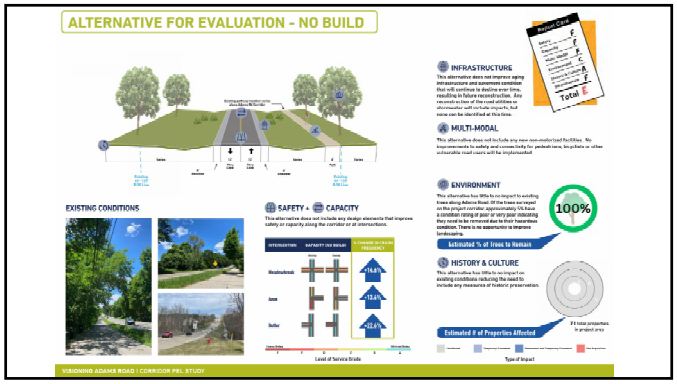
2


PURPOSE & NEED
PURPOSE
NEED
ALTERNATIVE SCORING MATRIX
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

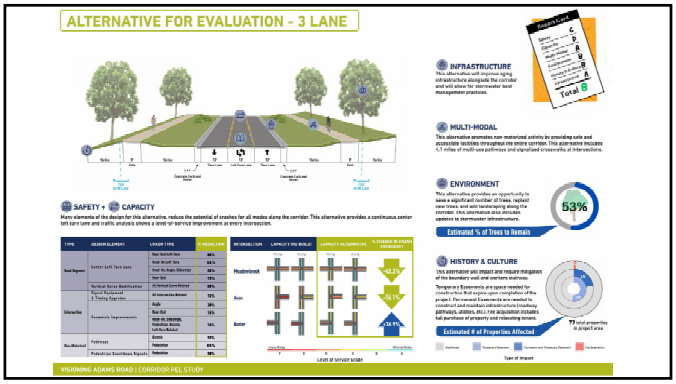
3


ENGAGEMENT SUMMARY
PURPOSE AND NEED SURVEY FEEDBACK
PHASE - 1
PHASE - 2
SCAN ME!
SCAN ME!
228
98
11
36
747
165
743
164
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

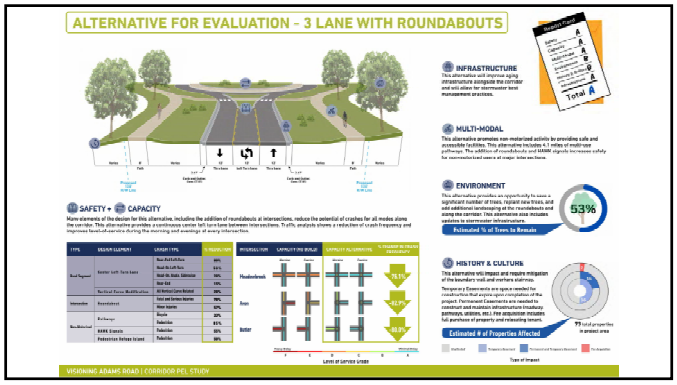
4


ALTERNATIVE FOR EVALUATION - NO BUILD
EXISTING CONDITIONS
INFRASTRUCTURE
MULTI-MODAL
ENVIRONMENT
SAFETY + CAPACITY
HISTORY & CULTURE
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

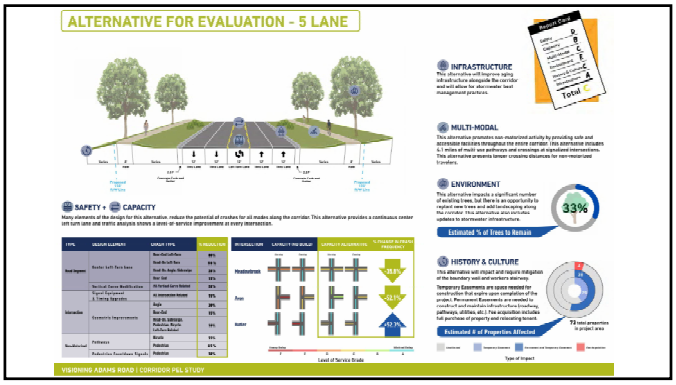
5


ALTERNATIVE FOR EVALUATION - 3 LANE
INFRASTRUCTURE
MULTI-MODAL
ENVIRONMENT
SAFETY + CAPACITY
HISTORY & CULTURE
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

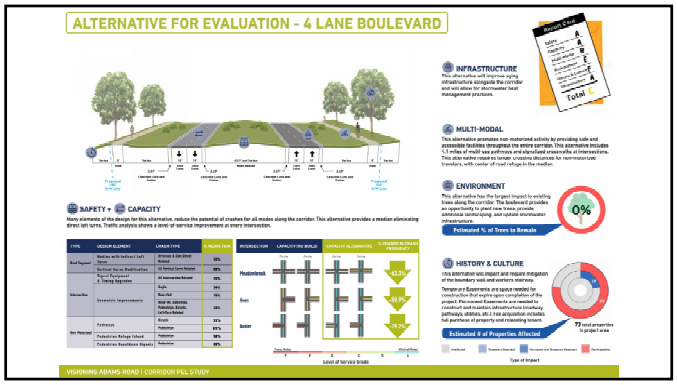
6


ALTERNATIVE FOR EVALUATION - 3 LANE WITH ROUNDABOUTS
Scorecard
Total A
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 assess 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.
53%
Estimated % of Trees to Remain
HISTORY & CULTURE
This alternative will impact and require mitigation of the boundary wall and workers alcoves.
Temporary Easements are space needed for construction that expires 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
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.
Roundabouts
Fees
Better
Level of Service Grade
Type of Impact
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

7


ALTERNATIVE FOR EVALUATION - 5 LANE
Scorecard
Total C
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 6.1 miles of multi-use pathways and crossings at signalized intersections. This alternative presents fewer 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.
33%
Estimated % of Trees to Remain
HISTORY & CULTURE
This alternative will impact and require mitigation of the boundary wall and workers alcoves.
Temporary Easements are space needed for construction that expires 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
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 improvements at every intersection.
Roundabouts
Fees
Better
Level of Service Grade
Type of Impact
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

8


ALTERNATIVE FOR EVALUATION - 4 LANE BOULEVARD
Scorecard
Total C
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 5.3 miles of multi-use pathways and pedestrian crossing at intersections. This alternative creates fewer 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 landscaping along the corridor, and update stormwater infrastructure.
0%
Estimated % of Trees to Remain
HISTORY & CULTURE
This alternative will impact and require mitigation of the boundary wall and workers alcoves.
Temporary Easements are space needed for construction that expires 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
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.
Roundabouts
Fees
Better
Level of Service Grade
Type of Impact
VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

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APPENDIX D

PUBLISHED NEWS ARTICLES

LOCAL NEWS

5 options being considered for Rochester Hills' Adams Road corridor

Public comment period open through Aug. 1

FILE: Southbound traffic on Adams Road near Avon Road in Rochester Hills, along the campus of Oakland University. (Stephen Frye / MediaNews Group)

By **PEG MCNICHOL** | pmcnichol@medianewsgroup.com

UPDATED: June 27, 2024 at 6:33 p.m.

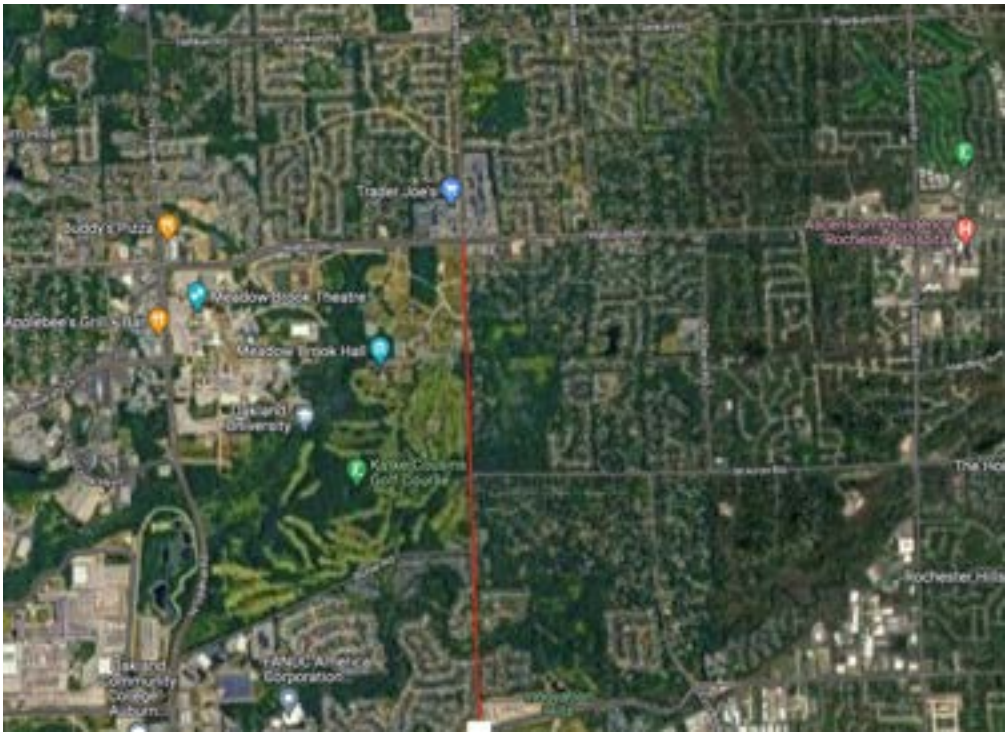
Five plans are on the table for the future of Adams Road between Hamlin and Walton roads.

The options are the result of a study started in 2022 by Rochester Hills, the county road commission and Oakland University.

An estimated 20,770 vehicles daily use this stretch of Adams Road. The goal is to reduce accidents and ease rush-hour traffic.

The $2 million study is funded by the federal Better Utilizing Investment to Leverage Development (BUILD) grant. The road commission and the city shared the cost of the $500,000 matching grant.

The study also assessed the environmental impact of road improvements.



A Google Maps' satellite view of Adams Road (in red) in Rochester Hills.

The grant was awarded in 2020, and the study started in 2022. Five public workshops will focus on alternatives for the corridor. Three meetings – Sept. 20, 2022; May 9, 2023; and June 17 – have been held with two more scheduled in 2025. The first will focus on the Adams Road plan. The second will focus on the environmental impact.

Rochester Hills residents have asked for traffic safety improvements, with 30% of respondents to a 2019 survey saying Adams Road should be widened. The city's 2021 master plan cited safety at the intersection of Adams and Walton roads as "a top priority." Since 2018, city planners have emphasized adding safety measures to reduce speeding and other unsafe driving habits along with travel alternatives such as walking and biking.

The five possibilities under consideration:

- Maintain Adams Road as a two-lane road.

- Reconstruct Adams Road as a three-lane road with a continuous center left-turn lane.

- Renovate Adams Road to create a three-lane road with continuous center left-turn lanes and roundabouts at major intersections.

- Turn Adams Road into a five-lane road with two through lanes in each direction and a continuous center left-turn lane.

- Rebuild Adams Road as a four-lane boulevard with a center median.

The study is open for public comments through Aug. 1 at the study website https://mksk.mysocialpinpoint.com/visioningadamsroad/adams-road-pel-home. The website includes an interactive map, an ideas wall, project documents and information about the public workshops.

The area is just south of two popular shopping destinations, including the Village of Rochester Hills, and that stretch of roadway runs along the eastern edge of Oakland University's campus. Many attendees of shows at Meadow Brook use the Adams Road entrace. At the southern portion of this roadway, work continues at a large apartment complex, Legacy Rochester Hills.

LOCAL NEWS

Adams Road reconstruction in Rochester Hills: The 5 possible options

Stretch between Hamlin Road, Walton Boulevard could undergo major changes

Priya Mann, Anchor/Reporter
Derick Hutchinson, Lead Digital Editor

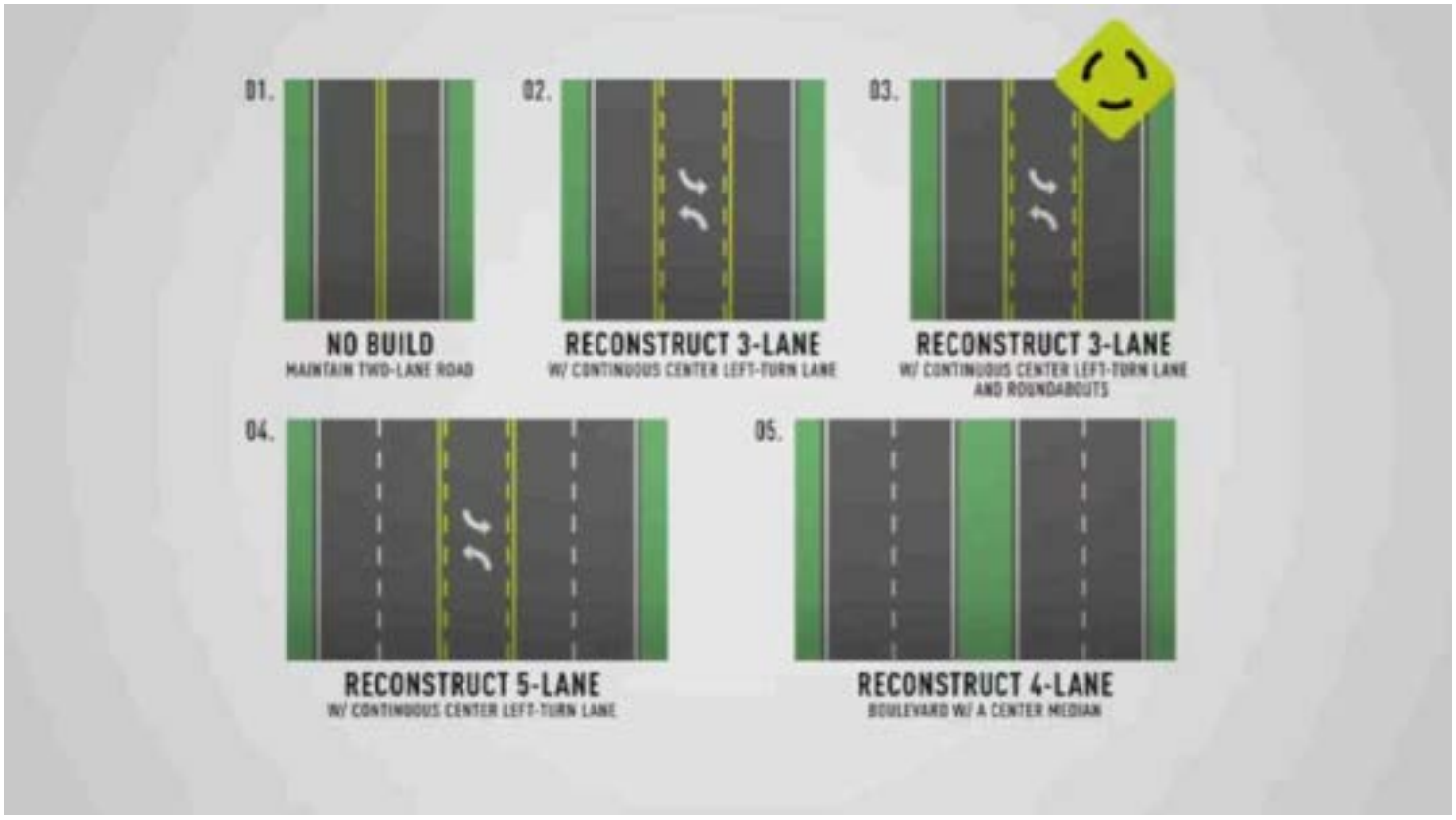
Published: **July 9, 2024 at 5:00 AM**
Updated: **July 9, 2024 at 7:26 AM**

Tags: **Rochester Hills, Oakland County**

A new study is gathering public comments on five possible design alternatives.

Here are the options:

1. Keep it as it is.
2. Reconstruct it as a three-lane road with a continuous center left-turn lane.
3. Reconstruct it as a three-land road with a continuous center left-turn lane and roundabouts at major intersections.
4. Reconstruct it as a five-lane road with two through lanes in each direction and a continuous center left-turn lane.
5. Reconstruct it as a four-lane boulevard with a center median.



The options for the Adams Road project in Rochester Hills. (WDIV)

Many drivers use Adams Road to get to I-75 and M-59. About 21,000 cars use the corridor every day -- a high number for a two-lane road.

Members of the road commission said the goal is to reduce traffic congestion and crashes.

(https://www.candgnews.com/admin/articles/temp-image/d6751b84ac9778e11fa7f134417fd34a.png)

Officials are exploring five designs for the Adams Road corridor.
Photo by Erin Sanchez

Public has through Aug. 1 to voice opinions on Adams Road corridor

By: Mary Beth Almond (/reporterbio/Mary-Beth-Almond) **| Rochester Post (https://www.candgnews.com/newspaper/rochesterpost) | Published July 17, 2024**

ROCHESTER HILLS — The public is invited to share thoughts on five potential design alternatives for Adams Road, between Hamlin Road and Walton Boulevard.

The city of Rochester Hills, the Road Commission for Oakland County and Oakland University have partnered to conduct a study to determine the future of the Adams Road corridor to reduce traffic congestion and accidents, and to improve pedestrian safety.

“In our last two citywide surveys, the road that ranked the lowest, in terms of efficiency, and the road that the residents ranked the highest, in terms of the one that they wanted to see improved, was Adams Road,” Rochester Hills Mayor Bryan Barnett said. “So it was really a resident-driven process, in terms of where we should focus our time and energy, and now we’re trying to look at that.”

The $2 million Adams Road planning and environmental linkage study is funded through a federal Better Utilizing Investment to Leverage Development grant, which was awarded in 2020, with the Road Commission and the city sharing the cost of the $500,000 required match.

“It’s a county road. It’s not a city road. That’s a very important part of this — so we don’t get to make any final decisions. The Road Commission does,” Barnett said.

Most recently, five possible design alternatives have been identified through the study, which began in 2022.

“The team looked at how each option impacts the physical property, the trees, the historic assets, also how it affects pedestrian safety and connectivity, crashes and capacity of the street system,” said Sara Roediger, the planning and economic development director for Rochester Hills.

Consultants rated each option on a scale of A-F, with A being the best and F the worst, and now the city is asking residents to weigh in on the suggested alternatives.

“We’re looking at which options the community feels strongly about,” Barnett added.

Scoring the highest, in terms of meeting the needs of the study, was a three-lane road with some roundabouts and additions of pedestrian safety pathways. The three-lane road with continuous center left-turn lanes and roundabouts at Avon, Butler and Hillendale/Meadowbrook received an overall score of A. Consultants say the design reduces the potential for crashes for all modes along the corridor, reduces crash frequency and improves level-of-service during the morning and evenings at every intersection. According to the study, it also improves aging infrastructure alongside the corridor, allowing for stormwater best management practices, includes 4.1 miles of multi-use pathways and signalized crosswalks, and maintains 53% of the existing trees.

Next on the scorecard was the three-lane road with a continuous center left-turn lane option, which was rated a B. Consultants said this alternative reduces the potential of crashes for all modes along the corridor and shows a level-of-service improvement at every intersection. The design also includes 4.1 miles of multi-use pathways and signalized crosswalks at intersections, and maintains 53% of the existing trees.

Two of the five alternatives earned C’s — a five-lane road with two through lanes in each direction and a continuous center left-turn lane, and a four-lane boulevard with a center median. The four-lane boulevard option has the largest impact on existing trees along the corridor, consultants said, with no trees estimated to remain, while the five-lane road, impacts a significant number of existing trees, with only 33% estimated to remain.

The final no-build option — which would maintain the corridor as a two-lane road — received an overall grade of E. Consultants said this alternative does not improve the aging infrastructure and pavement condition that will continue to decline over time, or include any design elements that improve safety or capacity along the corridor or at intersections. It also includes no improvements to safety and connectivity for pedestrians or bicyclists, but it has little to no impact on the existing trees along Adams Road, leaving an estimated 100% of the current trees in the area with little to no impact on historic features.

The study is open for public comments through Aug. 1 at https://mksk.mysocialpinpoint.com/visioningadamsroad/adams-road-pel-home. The website includes an interactive map, an ideas wall, project documents and information about the public workshops.

“At this point, we’re looking for comments on the five alternatives. What do people think should be the preferred alternative? Is there one you like that needs to be tweaked?” Roediger said. “We are trying to narrow it down from the five options to a preferred recommendation for which option should be studied further.”

The project, which aims to reduce traffic congestion and accidents, is expected to take up to five years to complete.

“It’s a long process, but I think it’s a necessary process to hear from a wide variety of stakeholders. Obviously, there’s a wide difference of opinion on what the preferred alternative is, but that’s kind of why we go through the process to flush out the pros and cons of each one and determine which one fits the purpose and need of the study,” Roediger said.

Craig Bryson, the spokesperson for the Road Commission, said the whole process is governed by federal rules and regulations, and it ultimately has to be approved by the state and the federal government.

For more information on the project, visit https://mksk.mysocialpinpoint.com/visioningadamsroad.

APPENDIX E

ALL PUBLIC COMMENTS

3 LANE WITH ROUNDABOUTS
Comments have been sanitized to remove foul language and personal information
I am a big fan of roundabouts. I can think of no safer type of intersection. My daughter was involved in a high speed crash at an intersection at Adams and Gunn prior to the installation of the roundabout. Had the roundabout been in place, the crash and the resulting injuries would not have happened.
I love this option. I think the roundabouts are a great addition to the corridor. It would be great to add additional traffic calming measures along the corridor and possibly another roundabout south of Butler. Between Butler and Hamlin needs to be some pedestrian crossings. Connections across Adams Road to get to Innovation Hills would be fantastic! I believe north of Meadow Brook Road needs to be reimaged as that area as you approach Walton Blvd has a different need then the rest of Adams Road. How does the project plan to promote traffic using Walton Blvd/ Squirrel Rd / Hamlin to access M-59 / I-75 vs using Adams Road. I believe this should be look at as part of this project.
Best balance of all alternatives.
Roundabouts are here and have been very successful in neighboring communities.
Round abouts work. And I believe that funding is more likely available when installing roundabouts. This will maintain traffic flow and is a safer option. I'm pleased to see there is room for a round about at the Avon intersection, which is always a pinch point. This to me is the best option. Safest, most streamline, best flow of traffic, likely most financially viable.
They're safe. They slow traffic speeds down. They work great without electricity. They move traffic along efficiently.
3 lanes will relieve the traffic congestion in the areas with the intersections to the suburbs, the roundabout in the main intersection will avoid congestion and accidentes that occurs very often right there.
Roundabout for butler rd
I think the East Leg of the Avon roundabout should be looked at again. For the split-off lane for folks driving W on Avon to go N on Adams, it seems like drivers would have a hard time judging whether to yield or stop with such a sharp angle. There's similar geometry at University/I-75 and it's awkward. Why not just keep it more traditional with a wide right lane instead of the separation. It also limits impacts to trees. Otherwise I think this option is the best for this stretch of roadway, especially given that North of Walton is still pretty much two-way traffic.
I think a 3 lane with roundabouts at Avon and Walton make the most sense. it will keep traffic moving and cut down on speed and accidents. Enabling a longer left turn at other turn sites will also move that traffic out of the way of regular traffic further helping with the ease of movement through that corridor. It is important to maintain the OU aesthetic and historical nature of the west side of the road, but the traffic NEEDS to keep moving. Not having a left turn lane from Adams south to Avon east is hugely problematic. Same with Adams north at the OU entrance. Next step is to deal with Adams between Walton and Dutton. That traffic area is equally a mess and, perhaps, even more unsafe given the number of accidents at Tienken and Adams.
I actively avoid taking Livernois b/c the roundabout at Auburn and Livernois is dangerous. People go through it too quickly, and you can't see them coming with the way the city built it with the center being higher than vehicles. I have to travel on Adams a lot, and would hate to see a roundabout put in.
This seems best option to reduce traffic issues and maintain the nature and great feel of the road.
This would be amazing right (the roundabout, especially) at the intersection at the top of the hill on Adam's because I am always terrified of turning left onto Avon!!
Roundabouts are always the answer. Let's beat Carmel Indiana and become the city with the most roundabouts in the nation.
By far the best option. The only other option would be 3-lanes with no roundabouts. Roundabouts would be better than signals at Butler, Avon, and Hillendale/Oakland University because north/south carries way more traffic than east/west. I hope hill flattening south of Avon is also included, because sight lines are so bad at that intersection
I know the trend is toward replacing traffic lights with roundabouts, but the citizens do not use them correctly. There is too much traffic on Adams Road to consider roundabouts at major intersections.
This is definitely the best and safest option, with the best balance of impact to adjacent properties vs. accommodating traffic flow. I am in favor of this plan over the others options. Four lane boulevard and five lane road are far too wide and will be extremely dangerous with high speeds, with huge impacts to neighboring properties. Other than the roundabouts themselves, the impact to properties for the 3-lane roundabout plan will be minimal, and the roundabouts will keep speeds to a safe level allowing the multiuse paths to be safer for kids and bicyclists.
3 lane with roundabout sounds great!!
3 lanes with roundabouts
Cuts down on t bone collisions at intersections. Keeps traffic moving.
I think this is the best option. Traffic is not so heavy that two lanes are required for each side of the road. Though, how will you decide where the roundabouts go? For example, Butler & Adams probably wouldn't be considered a busy intersection but it would certainly become more difficult to turn onto Adams from Butler given the proposed changes.
I love the idea of the three lanes with roundabouts. Having the center lane will greatly improve safety. Roundabouts save lives and greatly help traffic flow. Great job on the developed alternatives and presentation.
Roundabouts improve traffic flow. A continuous left turn lane is also needed.

This option preserves the most trees and landscape while still increasing rate of flow at bottleneck intersections
3 Lane with Roundabout.
Roundabouts really relieved congestion on Baldwin Rd.
This is by far the best option here. It add safety with the center left turn lane. It adds safety and capacity with the roundabouts. It limits the impacts to the OU campus, trees and the overall feel of the area.
When the Avon/Dequindre roundabouts were created, they helped so much with traffic flow! I do feel that having a continuous center turn lane will be helpful as well since there are many homes/complexes that hold up traffic on that stretch. It's absolutely awful trying to get home during rush hour and I feel the 3 lane roundabout option would be the best for the area. Keeps flow moving and people can move over to turn when needed.
I agree with the scorecard on this approach and favor this one the most. It's the best combination between all of the needs
35mph with roundabout at avon
3 lane road with roundabouts at major intersections
Keep as much of the land as possible
A road doesn't have to be wide to be effective at moving traffic. This would be the best cost effective and efficient solution. A center turn lane eliminates most of the obstructions to flow since most of the stoppage is due to left turns without a way to pass the vehicle turning. Roundabouts will enable a near-continuous flow of traffic and control speeds to reasonable levels. They also increase land values in the area.
I believe this will improve traffic flow and safety.
More roundabouts to keep traffic flowing!!!!
Roundabouts work well
Roundabouts are a great option for these intersections. The dedicated turn lane doesn't seem necessary the entire length of road
Roadbouts are the way to go. 2nd choice would be to boulevard the road. It can't stay as it is now
Absolutely NO roundabouts. Most of the County roundabouts are too small so they do not work effectively. More fender benders in roundabouts. Oakland County has no consensus for roundabouts so people do not know how to navigate because they are all different.
Center left turn lane with round about at major cross road.
This appears to be the most effective solution without deterring from the esthetic beauty of the natural outdoor presence of the current road, while helping to maintain the flow of traditional at critical points.
Whatever option you decide if there is more space for more lanes do it! And roundabouts in these parts tend to move faster than lights think of Ryan as an example from 23-21 mile every morning you sit and wait for the two lights to change at 22 and burgess shadbush
We should all be working to get rid of roundabouts not building more!
Maximum traffic flow while minimizing environment impact. My choice. Have lived in area since 1974.
I love roundabouts, but so many people don't. Roundabouts don't necessarily reduce the back ups. The roundabout at Tienken and Livernois seems to be a prime example of the taking longer to get through than a light would. There is often a backup there. The necessity of making it all a 3 lane road the whole way also escapes me. North of Avon, there is limited access until you get to the faculty subdivision, so why build an extra lane?
This area is completely overbuilt. No longer the idyllic farmland bequeathed by Mabel Dodge long ago. Growing up here, I used to love the drive along Adams Road, Orion Road, Oakland Twp and the (small) city of Rochester, but those days are long gone. I no longer even recognize these places and actually avoid travelling here at all costs. I don't see that you've included the option of public transportation as a way to avoid the excessive destruction needed to widen the road. Get people out of their cars to keep the roads clear. Line the roads with Bike Lanes. But if you must proceed with some sort of widening, let it be as simple as possible with just a third land in the middle. One or two roundabouts might be okay. Don't cut down so many trees, please, or tear down any of the few remaining old houses. No more strip malls. Thank you for your attention.
Less of an issue with waiting for people turning left because currently people slam on their breaks since they aren't paying attention or wanting to wait for people turning left. Also will help with flow of traffic
Please no more roundabouts. They work ok for lite traffic flows, but are absolute hell with heavy traffic. Anything but this option please.
Please don't choose the round about option. It is horrible for people with motion sickness. I will avoid restaurant near round about because of the motion sickness
2 lanes with roundabouts and protected bike lanes would be better
Just say no to roundabouts.
I grew up driving this road daily. It's such a beautiful street, especially near Oakland University and Dodge Mansion. I fear that adding too many lanes will attract from the natural beauty of the area, but I do see the need for adding another lane. And around about seems like a good addition.
This would be the least invasive option to the side of the road. But it would ensure a constant flow of traffic.

NO MORE ROUNDABOUTS! Studies show they are dangerous and actually slow the flow of traffic.
It would be better
Will help traffic flow well
PLEASE... no roundabouts! This alternative is fine in a low trafficked area but, not on Adams with thousands of vehicles passing through daily! The roundabout at Hamlin and Livernois is an accident waiting to happen at morning and evening rush hours! The crazy roundabout at 18 and Van Dyke - also with heavy traffic- has been proven to be the 1 of the top 4 most dangerous in the tri-county area! No more roundabouts in high traffic areas. Add more lanes and lights if necessary; it is better to wait than be sideswiped!
I live in Rochester Hills and believe that this solution would serve as the most effective cost/ benefit.
I really like how roundabouts decrease the wait time at a traffic intersection
I love what you have planned! I hope that any improvements include a safety lane or safety path for cyclists and pedestrians.
Adams Road as a 3 lane road with roundabouts replacing the traffic signals would be a big safety improvement for the vehicle traffic; and with bike lanes along each side of the road, much safer for pedestrians and bike riders. My biggest concern about roundabouts is when there is very heavy traffic going in one direction, the roundabout can become blocked as vehicles enter the roundabout and are unable to move forward. This causes traffic in the other directions to also come to a standstill. If roundabouts are to be truly effective as replacements for intersections with traffic signals, something needs to be done to prevent that scenario. (of course this also happens on Main Street in Rochester, but that's because drivers ignore the rules)
Allievates traffic
Great idea, roud abouts are proven traffic flow improvements, they keep traffic flowing. Great idea
With this alternative traffic will flow better.. just like the roundabouts at Livernois and Hamlin work very well. Love this idea.
Roundabouts would help keep traffic moving!
Hello
This is the best alternative.
I love the drive along the Adams corridor as it is, the traffic seems to move along quite well, except for accidents or rush hour. It might help with traffic flow to have a roundabout at Adams and Avon. I would hate to see all the mature trees taken down to build a road, our beautiful city is losing its distinct nature. Lets reconsider the need.
I personally think the roundabout is the best solution. The only concern I have is the traffic heading north on Adams before Avon road. People tend to drive very fast at that section past Butler road. There should be some sort of traffic calming device in between Butler and Avon or I fear vehicles will drive to quickly into the roundabout at Avon rd. Please do not make Adams road into a 5 lane.
na
Keeps traffic flowing! There are already successful round abouts in other areas which have been shown successful. A Blvd or 5 lane road would be nice, but still subject to stop/go traffic.
Turning in or out of Butler Rd, off Adams is very dangerous. We need a traffic light or roundabout there
This would be the best option to maintain the beauty of Adams Rd. And safety for all drivers and pedestrians.
I'm in favor of the roundabout is always faster than traffic lights. One other possibility would be to not allow left turn and utilize the center lane for traffic flow on rush hours (inverting direction depending on the time of the day)
The road has been a mess for 50 years, please flatten the hill by the John Dodge house. very dangerous even in good weather
I believe this option will best regulate traffic.
Retain as many trees lining the road to maintain scenic nature of road Cut down steepness of hill at Avon/Adams intersection to improve sight lines 2 lanes of traffic with additional left hand turn lane as needed
From your scoring criteria this appears to be the preferred alternative. Having two-lane roundabouts seems unnecessary for single lane each way roadway. Separate right-turn lane at Avon roundabout invites confusion and needless conflict point. To me the key consideration after safety is the provision of improved pedestrian and cyclist facilities. While roundabouts may ease vehicular traffic flow, they are definitely less pedestrian/cyclist friendly than signalized intersections. HAWK beacons can help but pose obstacles themselves. Frequent ped. use interrupts traffic flow - adding hold-off wait times angers peds. Splitter islands need to be wide enough to accommodate cyclist pulling trailer (~ 10'). Split activation (where ped. must activate for each direction of traffic separately) leads to ped. ignoring HAWK and crossing where they see natural break. I assume your ROW is correct although I note that Property Gateway shows several locations where property owners' lots extend well into the roadway. The ROW line shown is considerably further from lot lines indicated than the statutory 33'.

This option is a good compromise among the alternatives. One concern would be the flow through the roundabouts during peak traffic volume. Having experienced roundabouts living in Ireland for several years, we know that it can be difficult for certain directions at the roundabout to be able to move traffic quickly enough. There would need to be a lighted, controlled option for peak times.
As a 20 year residents of Christian Hills, it is very important not to over-build the Adams corridor. Don't wish the road to become another Crooks or Livernois.
Although I would prefer no changes, I am resigned to the fact that changes will be made; thus I believe the three lane with roundabout would do the least damage and satisfy those demanding changes.
With one exception. It should be 5 lanes from Walton to the OU entrance.
Best alternative to keep traffic moving during rush hours while minimizing tree removal.
I am in full support of a roundabout at the Adams & Avon intersection, and feel this is critical to improving traffic flow in this area.
Roundabouts at Avon and Butler will not alleviate rush hour traffic. Adams will fill up with constant north-south bound traffic preventing homeowner entrance onto Adams and traffic entering from Avon. The lights at Hamlin and Walton will ensure Adams Road is a parking lot during rush hour.
Expansion to three lanes will go a long way to easing congestion as will round abouts once drivers become familiar with them. Given the number of properties abutting the road which would have to provide right of way for either four lanes or a boulevard, it seems unlikely that these are feasible without extensive litigation and community objections
I think adding the roundabouts at Butler road and Avon will make a huge difference in safety.
The 3 Lane with Roundabouts option seems to be the only one that addresses safety along this segment of the road. Some of the other options address capacity but don't address the safety issues. This option also seems to have the least impact on the environment and the historical nature of this road. I strongly suggest the 3 Lane with Roundabout option is selected.
Possible less expensive and traffic will move easily.
This is the best option. Least costly expansion, safest option with several roundabouts, no maintenance on traffic lights, yet preserve the scenic rolling hill roadway. I don't understand why the Quail Ridge Dr. is not a roundabout. It has been a major safety concern for Rookery Woods, Quail Ridge and residents north of the new Legacy Apartments to enter and exit the South Adams road, due to vehicles traveling high speed downhills in both directions. A roundabout would reduce the speed of incoming vehicles. Please consider adding a roundabout there for safety reason.
I have read through the proposal and Have a serious concern / question regarding the Butler Road roundabout. How come there is NO mention of Univeristy Presbyterian Church in all of this? It is UPC who's parking lot has to be reconfigured. Your study mentions Somerset School BUT Somerset rents building space from UPC which is used heavily all week all year. (AAA, Boy Scouts, OU Music events, etc.) The maps showing surface areas of interest does NOT EVEN LIST UPC!!! How can this be when we are A) Adjacent to a major point of the project and B) UPC is an award winning architectural site so an area of significance. Someone needs to do more due diligence. There has been no contact from anyone to UPC regarding this. Shame.
This is by far the best option. It seems to address the most amount of issues with the least amount of downside. As a long time Quail Ridge resident we are pretty cut off from the rest of Rochester Hills. We can't directly access any other park of Rochester Hills by bike without crossing Adams at an intersection with 2 side streets. This addresses the issue of making the road too wide, it eases traffic by eliminating several lights and solves the difficulty of turning in and out of several neighborhoods. It also connects Quail Ridge to Innovation Hills by providing a sidewalk south to the pedestrian crossing and allows us to bike or walk north on the west side of the road. This is an amazing choice. Please don't make our pretty, green corner of Rochester Hills into a 4 or 5 lane highway. The only way I could see improving this would be to have a median / boulevard in the middle instead of a turn lane. This is overall a great plan.
Something must be done to mitigate increasing traffic, but at the same time preserve some of the historic aspects of Adams Rd (like the stone wall.
Building a 4 lane road on Adams from Hamlin and north to Walton and beyond would turn Adams Rd into a mini highway. Right now it's a pleasure to walk the sidewalk, cross the road to go to Innovation Park . We don't need to turn it into Rochester Rd which is primarily a business heavy Rd . Adams is purely residential and should stay that way. Roundabouts will force speeding drivers to slow down
This option is unacceptable because it destroys part of the Meadow Brook Hall National Historic Landmark through which Adams Road passes. The nomination for the landmark notes: "The fact that most of the buildings, structures, landscape features, and furnishings survive from the period of significance creates an exceptionally valuable record of life on an American country estate in the twentieth century. Collectively, the estate possesses the qualities of location, design, setting, materials, workmanship, feeling, and association necessary for National Historic Landmark designation." Adding a lane or lanes to Adams Road will damage beyond repair the location, setting, and feeling of the landmark. Would you turn Lone Pine into a 3- to 5-lane road as it traverses the Cranbrook campus? Of course not. The same principle applies here.
Please do this. I am a biker and I can't get down to the trail which opens up at M59. It is not safe.
Adams is too congested and dangerous
3 lane road to prevent traffic volume from growing too much, roundabouts are preferable intersections.
It's a hillt, dangerous stretch of road right now and it needs to change.
As a parent with children in school on this road, this option I prefer the most as it increases safety the most while still keeping a smaller footprint.

Adams rd is dangerous, and we as a city are to blame for naively thinking not expanding our roads would deter development. Development is here, and more is coming
I think the roundabouts will allow traffic to move better in Adam's. The 3 lanes seem to be less destructive to the trees etc. Boulevards are a lot of maintenance. I hate to see more traffic lights in Adams too.
Roundabouts reduce fatal accidents and the traffic jams are ridiculous
Makes the most sense to move traffic while maintaining a similar footprint to the current road.
I would prefer no change, however I believe there is still too much traffic, and the intersections are overrun. Therefore 2 or 3 lanes with roundabouts is next best.
Something needs to be done
Adding a center turn lane makes the most sense and incorporating roundabouts, especially at the Avon Road intersection will greatly improve the area.
Please preserve the historic rock wall, beautiful big trees, and any other historic elements of the road. Even though it can be congested at times, I love the charm and quaintness of this stretch of road. It would also be great to place historical signs, similar to the ones around Stoney Creek village, to help drivers appreciate the area.
The worst possible choice. Roundabouts are very dangerous & expensive. They are almost impossible to traverse when in a hilly area which this section of the road is !
I think we should preserve as much of the landscape and history as possible while still improving the infrastructure.
I have lived in the city for the past decade, and I travel this stretch of road several times per week. I think 3 lanes, with roundabout would be the least disruptive, but would still help traffic flow much better. However, I want to STRONGLY EMPHASIZE, that while the community is going to take the time to re-do this stretch of road, it would be a shame if we didn't also add/enhance sidewalks and bikelanes in this stretch (especially as it's near the university, fraternity houses, etc). We could make this corridor a nice corridor for pedestrians to walk from the residential neighborhoods to the park at Innovation Hills.
Seems like not only the best middle ground between adding a large road and keeping the small overburdened road, but also like the best rated option
Why are they stopping at Walton? The stretch between Walton and Raintree is the worst in terms of accidents and traffic from Walton to Tienken is insane during rush hour.
I took another look at his again; I don't think there should be two lanes SB from Walton to Hillendale. Doesn't make sense with the RT TURN ONLY at Walton. This will encourage minor road rage weaving to pass someone on the 'right' and cut back to the left/pass through the roundabout.
Either 3 Lane with/without Roundabout in the key junctions.
My favorite is #3. My parents home for over 50 years is on the corner of Adam’s Rd. and Avon Rd. The Adam’s Rd.is very dangerous with the steep hills and curves and the stone walls around the old trees on the Oakland University side.I am glad the county is going to make the well traveled road safer.
3 lane Hamlin to Avon. Roundabout at Butler. Leave Adams as is from Avon to Walton
Hello... after studying different road construction options, here, down South, and in Europe, my wife and I vote for #3... 1 lane each direction, a center turn lane and Roundabouts... It’s the Roundabouts that keep the flow of traffic flowing!! Thank you!!
This seems to be the least intrusive option while addressing major traffic concerns.
I feel that this is the best solution to keep traffic flowing while also keeping the overall feel of the area. Part of the appeal of the area is all the green we get to enjoy. I would prefer if the extension were to the west side of the road so as not to damage all the large trees on the Oakland University campus along Adams.
I believe that the improvements need to be taken all the way north to Dutton Rd. I have traveled Adams road 5 days a week for the past 30 years and the traffic back ups are worse between Walton and Dutton than they are from Hamlin to Walton. With two schools at Adams and Teinken the traffic situation in the morning and afternoon is horrendous and the amount of accidents on that stretch of road is concerning. Please extend the improvements north to Dutton Rd.
Left turn lane sounds good, keeps the traffic flowing. Roundabout is better than traffic lights for flow. No more lanes, it will just lead to more usage/cars/traffic. Even adding the left turn lane and roundabout will increase the number of cars. Let people continue to use their current method of commute and not encourage the use of Adams Rd.
While I hate long term construction, and live at Adams and Butler, a roundabout at Butler and Adams is necessary to keep traffic moving along safely. Turning left off of Butler onto Adams is almost blind with traffic driving the 45 mph speed limit from both North and South. The current traffic lights at Avon and Meadow Brook/Highland intersections meet their needs, and I do not think that construction is necessary there, but Butler is situated at the top of a hill with a primary school, daycare, and church on the opposite side of Adams, and when there are cars trying to get onto Adams from both sides during rush hours in the AM and PM it gets very dangerous because there is no indication of who has the right of way.
Keep the trees and beauty of the area but make it safer for left turns.
Improve Adams

As a resident off this road that needs to turn into a neighborhood, every day I'm scared someone blacking over the hill is going to rear-end me and my babies as we're turning left into our neighborhood. Please give us a safe place to turn left in and out of our neighborhood
3 lane with roundabout
3 lane with roundabout would allow for continuing movement with the ability to turn at OU and Spring Hill sub. Then roundabout at Avon rd too would allow for continual movement along Adams rd.
There needs to definitely be a turning lane if keeping Adams as a two land road. I am hoping this will cut down on the number of trees that have to be cut down. A roundabout at Avon would be a welcomed addition.
Three lanes with a roundabout. Rochester Hills needs more roundabouts.
Save the trees on the OU campus!
3 lane would minimize disruption and roundabouts would keep traffic moving
Traffic flow is awful, needs to be addressed
Easier access for turning traffic without destroying thee beauty of the surrounding area.
Roundabouts are proven to be useful and beneficial. They significantly help traffic build up and limit accidents. The only reason I feel that people oppose roundabouts is because they don't understand how to drive them. There is a reason they are used so much in other countries, and it's because they work! We should be working to limit traffic and accidents and roundabouts are the best way to do so.
I believe roundabouts help keep traffic moving and a center turn lane will prevent accidents and also keep traffic moving. I hate going that way between 4-6pm or in the morning.
More roundabouts, traffic gets crazy on adams due to the lights
Roundabouts are a useful alternatives to lights. Though I'm not the biggest fan, they work well to slow traffic and promote continuous movement.
A round about at Avon & Adam's would help with the flow of traffic so much! A round about in front of the daycare would also help, but wouldn't be as crusial. Leave Adams & Hamlin as is.
Keep it simple and keep the nature. Many live in Rochester due to the small town feel and big wide multi lane roads take away from that.
3 lane with roundabout s
Butler and Avon traffic circles seem like a great way to reduce the amount of time waiting at the intersection to turn onto Adams.
I use that strip of Adams Road Tuesday and Wednesday's evenings, 7PM to pick up my daughter from work. There is little, if no difficulty with heavy traffic at that time. If increase needs to be done due to heavier traffic, opt.#3 I feel would be the most efficient and least destructive of surrounding natural wonders. We could work around the Historic trees with some road planning. It might keep the hot heads on the road who feel the need to recklessly zip around a driver obeying the traffic signals.
This would be less impact on the property owners and roundabouts are fast and safe.
Focus on moving traffic safely with 3 lane and roundabout.
My personal experience with Adams between Hamlin and Walton is the Avon intersection. This intersection is very high enxiety for turning into or across traffic because of the high speed of Adams and the elevation change limiting sight distance. For this reason I would support the 3 lane roundabout as I believe roundabouts are good at slowing traffic and also simplify turning into traffic. It also would have nice cohesion with the Livernois roundabouts. Thank you for offering this service and format to provide feedback! Really cool!
The roundabouts will help maintain a constant flow of traffic
I believe this would best help a continuous flow of traffic
I vote for no build. But if expansion is required, 3 lane with roundabouts is the only real solution. Especially for the stretch of Adams between Avon and Walton. The intersection at Avon and Adams is perfect for a roundabout and would hopefully prevent the constant (sometimes fatal) accidents that occur there. None of these solutions will solve the problem of the hill on Adams between Avon and Walton which frequently becomes impassable during inclement weather. Due to that and the historical and environmental challenges in that stretch of Adams, I would also propose that "local traffic only" be implemented, at least during bad weather. The answer is less traffic on that stretch of road, not more--unless you are going to level the hill. Imagine the pile up of cars at the bottom of the icy hill with a 5 lane road. Traffic should be encouraged to take Livernois or Squirrel which are already wide enough to support that kind of traffic.

Leave it as a 2 lane road, but add in the roundabouts. The intersections tend to be dangerous. Widening the road to include the middle lane will raise the "natural speed" of the road which will mean that cars are going faster because it feels safer to do so. This will make it less safe for cars and pedestrians alike. Pretty much all of the roads need a road diet (see literature on "traffic evaporation". This seems to be a general overview: https://www.onestreet.org/resources-for-increasing-bicycling/115-traffic-evaporation), let's not reverse course. Please also prioritize alternative modes of transportation such as adding and connecting any sidewalks and bike paths. Just be sure that with the roundabouts you're putting the crossings far enough away that drivers have time to stop for pedestrians. If it came down to it, ultimately I would prefer that this money be spent on expanding our access to the bussing system. This road could be part of the expanded route for all I care. Let's not spend money on roads, instead let's focus on improving the people-density of the vehicles that move people around - busses, trains, bikes, etc. We have such a beautiful community, let's not ruin it by removing trees for even more "stroads" as Strong Towns calls them.
The roundabout will help keep a continuous flow of traffic at the Avon intersection which usually slows down horribly with the turn lights.
For the past 4 years, I have lived in the OU faculty/staff subdivision just off Cambridge. Living here is been a challenge (understatement) with the ongoing traffic congestion. Backed up traffic during rush hours AND speeding traffic on Adams is always a concern. I strongly believe that a middle turning lane AND roundabouts will slow down traffic and make it easier AND SAFER for subdivisions to make LEFT turns onto Adams. This is way overdue.
A two lane with a roundabout... similar to what you did with tienken and livernois. Dont take the beauty of Adams by chopping down the large trees.
This seems a reasonable compromise among offered alternatives. It would slightly reduce congestion over coming decades while minimizing risk to current scenic and landscaping features. I am a very occasional user of the route, appreciating its ascetics, but noting occasional congestion/delays.
Allows for traffic flow from all directions
3 lanes with roundabout
Thank you for your time and planning. Our neighborhood would be directly affected by Adams Road as we are off of it. I would prefer to see 3 lanes for and roundabouts for safe intersections.
I hope this also includes sidewalks on both sides of Adam's from Hamlin to Walton.
3 lane with roundabout for improved traffic flow.
Proposals 4 & 5 take up far too much space and would eliminate/remove far too many trees. Try encroaching on OU's property vs the home owners on the east side of Adam's, if I recall correctly I believe there's more space to play with on OU's property. Round a bouts would be nice but not a necessity
Repeat after me, "When in doubt, roundabout!"
Expanding to at least a center turn lane looks feasible with the already numerous passing lanes. Center turn lane would reduce some congestion. Roundabouts increase throughput and alow the potential for traffic control devices for pedestrians. Pedestrian safety and crossing is woefully needed in this corridor.
This option has been proven through years of countless studies in other intersections to be one of the best in terms of traffic flow, and with additional roundabouts very common in the area, people not being familiar with them is a non-issue. This will greatly help the traffic flow as well as maintain (hopefully) some of the natural beauty, trees, and privacy along Adams Rd. for residents.
Roundabout with a light also for use during rush hour so traffic doesn't back up in certain directions because some won't let cars in.
Needs round about from Avon & Adam to Butler ridge road .
Roundabout keep drivers and pedestrians safer and keep traffic flowing more organically
I like the 3 lane with the roundabout because it seems to save the most trees and will reduce accidents by the most.
MOST IMPORTANTLY a foot path and bike path is needed. As a resident who loves the clinton river trails and paint creek trails it truly saddens me that neither myself nor my community can get to actual destinations by foot or bike. I can’t safely get to the Village or to Innovation hills or to OU from my house. There is no continuous path on either side. Both sides really need something. The more accessible our community is the more people can get out and get to shops and parks. Its better for all. I have friends and family who don’t like to drive for various reasons (health, exercise, dizziness spells, etc) but they have little to no options to get out and enjoy the community. Its better for the community to have paths for all to use. A wide double path like around the lake at Stoney creek with painted dotted lines in the middle would be a real investment in the community. Look how busy the parks and trails are. Parking is a huge problem at innovation and there is no way you to walk or bike there from many of the neighborhoods off adams road and for the OU students. I live off crooks road near Adams and have wished all my life I could bike safely to the village (and the mall it used to be) and to hamlin road. A roundabout is really needed for butler road and adams road intersection. Another at avon and adams would be good to but the light does help. Blinking cross walks are needed at these roundabouts.
I feel the roundabouts added in other areas of our town have been highly effective at reducing traffic backups as well as accidents.

We need a safer road. No perfect answer here but 3 lanes w roundabouts would be the best of the options offered.
Roundabout is the most efficient way to move traffic if the public uses them properly
Blvd with MI u-turns will just delay the inevitable. Traffic circles are much better at keeping traffic moving in all directions. I couldn't verify if the old stone wall will need to come down, but if it does need to come down, maybe the same rocks can be used in the design/landscape. The city has evolved with more more people living here...dealing with traffic issues may cause us to lose some of the historic structures (the rock wall), but enhancing the landscape with a nod to our local history can still be done, it's just going to take more intention by our community leaders.
All options are better than do nothing but would prefer to keep the historical wall by OU. Our sub is off of Adam's road so it is one of our main thoroughfares. It also needs to include a sidewalk throughout.
3 lane with roundabout
3 lanes with roundabout
This makes the most sense (as much as I dislike roundabouts). Honestly....this area is so pretty and the traffic will just back up north bound at Raintree/Powderhorn (back down to one lane), why destroy it? At least this plan provides crash reductions AND pedestrian mobility, while hopefully maintaining this historic corridor.
Best choice. Roundabouts are safer and faster. Doing nothing is not an option—the Avon and OU intersections are far too dangerous! Please leave as much of the trees, hills, and stonework as possible. Please add a sidewalk to the east side of Adams only. Last, eliminate the part of Heidelberg Ct that runs parallel to Adams, and use that area for the sidewalk.
Best choice. Safest, improved traffic, preserves much of the "look" of Adams. Sidewalk (one) is needed. Thank you!
This option would help with congestion, is safe and still preserves history and green space.
?
I would like to see roundabouts (personally, I would like to see every intersection everywhere replaced with a roundabout), especially at Avon/Adams, however I do not see why this has to be bundled, if you will, with "3 Lanes." An adaptive center/left turn lane which "swells," appearing where needed and disappearing where not, seems more appropriate for this road to maintain it's "country road" feel and character. While the corridor may have to be just as wide throughout the effect is that it does not feel ruined, just safter and more useful. See Milford Rd between Interstate 96 and downtown Milford, MI for an example of this done very well. That used to be a very fast 2 lane road with similar safety and congestion concerns as our Adams Rd. The new road feels much safter will accommodating traffic and maintaining that country road feel and look. If this cannot be done on Adams Rd for some reason personally I would prefer a no build as this stretch of this road is simply too much of a local gem of a road to change in a more dramatic way. Thank you.
Three lane or three lane with roundabout seems to make the most sense with the least disruption to existing owners.
This looks great! The road commission should go with this design
Minimal lanes and roundabouts is the only logical choice to me.
I'm opposed to roundabouts. Even if it results in extra miles and time, I avoid them.
This seems to be the best option to reduce traffic congestion and increase pedestrian safety
I like this option but would like to understand how it will impact intersection movements and backups on Adams Road during rush hour. Has modeling been done to see whether it will improve southbound Adams traffic in the morning rush hour or northbound Adams traffic in the evening rush hour. If the option does not help the Adams Road traffic flow, but impedes it for the benefit of east-west traffic, then this option should NOT be selected, and I would support the three lane w/o roundabouts.
Great job with the options
Roundabouts keep traffics moving anytime of day, lower maintenance cost with lighting, less severe accidents, preserves trees and environment. Still a road person and bikes can cross. A 4 lane road becomes a dividing barrier for less and bikes. Seems like a no brained and gets my vote.
Love this idea.
I am a huge fan of traffic circles. This seems to be a good proposal. I am very concerned about the trees especially along Oakland University from Walton to Butler. Any trees removed need to be replaced with large caliper trees of the same types.
I would encourage Butler/Adams roundabout to include entrance/exit into Montessori and church/preschool Best plan offered
This is a ridiculous alternative, the widening would take away all the natural beauty (over half the trees as stated in Post Article) and much of the historical flavor along this stretch of Adams. Increasing flow through this stretch only exacerbates the traffic congestion north of Walton. It typically takes 20 minutes to get from Walton to Silverbell in the evening commute going north on Adams. Changing this section of Adams for better flow will only make the flow north of Walton worse.

This option doesn't allow more traffic to flow between Hamlin and University Drive. I travel this route often enough to know that the trees you're hoping to save are old and need extensive trimming. There's always tree debris in the road after a storm. It's only a matter of time before one of those huge old branches fall on a car and/or create an accident. I do like the bike/walking path considerations. This is extremely necessary. I think they need to reduce the extreme change in elevation of the road. It causes a lot of trouble in the winter. My 2nd option is to go with the 5 lane and blvd. The trees can be replaced with new and more manageable species. I think any option involving rebuilding the road will most likely kill some of the trees anyway.
I would really like to keep it two lane to maintain the feel of the road with all the trees and walls, but that is probably not practical with the traffic situation. So the best of the other alternatives would be 3 lane with roundabout. Definitely not in favor of a 4 or 5 lane road.
I think a 3rd (turn lane) with round-a-bouts would help with traffic flow and reduce backups. This would also make the road safer by reducing frustrated drivers. Thanks for asking for and considering comments from residents like me.
This alternative makes the most sense and gets my vote.
having traveled the avon/adams roads as a resident of 45 years at seville and avon road area (eysters) my opinion is that this plan is far superior and in fact a no brainer
The issue with this is that turning left out of neighborhoods or driveways onto the road can become a problem as traffic increases. Traffic lights create gaps in traffic flow that allow people to turn out. When major intersections are roundabouts, the flow becomes more continuous along the road. (The 4 lane boulevard with roundabouts and U-turn options solves this if you want the roundabouts).
Roundabouts should be more utilized so drivers are forced to understand them. They increase traffic flow and do not require stop lights. My only concern is if the intersection is highly utilized by pedestrians as roundabouts aren't seemingly designed well for pedestrians.
I strongly prefer the no-build option however if the 3 lane option with roundabouts were to be implemented it should minimize the overall width of the road and the removal of large trees. And it should avoid flattening of the hills that are an integral aspect of the Rochester HILLS community.
I think a combination of the roundabouts at the bigger intersections, Avon and Meadowbrook, with the boulevard, Michigan left turn arounds at the smaller entrances for the subdivisions would help traffic flow better than lights. Also, there would less maintenance without traffic lights.
Roundabouts are great
90% of 835 participants in THIS PEL study (Aug 2023) agreed with this statement: "Preserve the rolling hills, natural beauty, and historic features along the corridor. Do not widen the road." And yet 4 of your 5 proposals would bulldoze the hills and destroy more than 50% of all mature trees along this 2-mile stretch of beautiful road (NOT a corridor) and remove the 100-year-old stone retaining wall belonging to a National Historic Landmark. Why????
I actually prefer no build, but this seems like reasonable compromise to relieve congestion and not destroy too much of the environment
I do think something needs to be done about the amount of traffic and the ability of pedestrians to be able to cross Adams Road more safely. I live off of Stoneybrook and like to walk to Innovation Hills, but am finding it increasingly difficult to do this. The roundabouts would keep traffic flowing more smoothly and allow for more trees to remain along the road.
Of all the alternatives presented, three lanes with roundabouts is the most efficient, and solves most of the perceived issues. However, it comes at a severe cost to the homeowners along Adams Road, especially north of Galloway Creek in the University and Springhill subdivisions. Historic trees and the Dodge Mansion features would be destroyed in the name of progress, and increased traffic noise would impact homeowners along the corridor. This is a high price to pay for fixing traffic issues that are only prevalent an hour or two each day. Instead of installing a roundabout at Butler Road, a traffic light would be sufficient.
My 10-year-old son is devastated that even more mature trees, which provide us with essential nanomolecules, are being considered for destruction. I share his concern. I believe there is a way to expand the road to three lanes and include a roundabout without causing significant harm to our environment, our community, and the legacy we leave for our children. What is the plan to replace these mature trees if they must be removed? New trees won't provide the necessary benefits for at least four decades, assuming they survive. Please consider minimizing the environmental impact of this project

As a life long (mostly) resident of Rochester since 1982 and living on Adams Road for the last 24 years, I have driven this section of Adams thousands of times. In my opinion, the option with three lanes and roundabouts is clearly the best option (or doing nothing). The other redevelopment options are not acceptable.

I was happy to see that the plan is to develop the new road with curbs and not huge drainage ditches on the sides. Hopefully this stays once it moves forward and it allows trees to continue to be close to the road so it can keep the natural feel. What was done on Clarkston Road in Oakland Township last year is tragic with almost every tree being removed. I am concerned that the area being discussed on Adams might get redeveloped to be like the east side of Rochester Hills, with wide open and flat roads. It should keep more of a "Bloomfield Hills" feel, rather than an east side of Troy and Rochester Hills feel. Trees, hills, history all make for a better feeling neighborhood, which is why Bloomfield Hills feels the way it does and why this area of Adams Road is so great. The whole west side corridor on Adams road from Oakland Township to Birmingham is one of the more pleasant drives and areas in Metro Detroit, we do not need to encourage more traffic by making a huge road, which is what is happening on Clarkston Road in Oakland Township.

I appreciate the thought going into this and hope that it translates through to the actual work, when it is done. I love the way the road is now with the history and trees but realize there there needs to be adjustments for the people of today and the future. The three lanes with the roundabouts is by far the best option, or do nothing at all.

I prefer this one out of all the options. I assume a continuous sidewalk on each side of the road is included in the proposal (I didn't see it, maybe I missed)

Please

This is clearly not the best option. Adams road has seen significant traffic changes since the 1950s. It is extremely difficult to turn onto at times and can become a death trap when cars come to a stop to make a left turn or worse yet stop blindly at the hill near the faculty sub.

I would also like to propose the following changes to make this a better long-term option (starting at the south and heading north):

Disallow left turns out of Portage Trail Dr onto Adams Rd during busy times. It is needlessly dangerous, especially to people crossing at the new Adams Rd crosswalk just to the south of that entrance/exit.

Better align the entrance/exits at Pheasant Ring and Stoney Brook Drive so that left-turn traffic doesn't cross at this point. This would be easy to do by shifting Stoney Brook Drive to the north 15 feet or making the entryway into Stoney Brook Drive's entry into a boulevard to match Pheasant Ring's entryway (similar to Quail Ridge Circle's).

Where the proposed roundabout is at The United Presbyterian Church;
1. permanently close off the south entrance by the rectory- this is another point of potential accidents and this entrance will have poor sight lines with the roundabout at Butler Ridge.
2. Work out an agreement with UPC to allow an entrance to the Brookfield Academy school so the current Academy's entrance will be included in the roundabout at Butler Ridge. This will eliminate a point of potential accidents with people turn just before or just after the roundabout at Butler's Ridge.

The proposed change of entrance at Heidelberg Court is incredibly dangerous due to limited sight lines. I know this is going to sound far-fetched but I believe the positives far outweigh the costs in this situation:
1. Eminent domain and demolish the home at 2970 Heidelburg Court.
2. Extend the street where the fraternity and sorority houses are across the land that 2970 Heidelberg once was.
3. Move the entrance for 2979 Heidelberg Court onto Heidelberg Court.
4. Close the existing entrance for Heidelburg Court (rerouting the traffic for the 4 remaining homes on Heidelberg down the street in front of the sorority and fraternity homes).

Depending on what the long-term plans are for the Oakland University land on the east side of Adams - shift the roundabout and entrance for OU 340 feet to the South (roughly where the current entrance is for the row of sorority and fraternity houses).
This would make Hillendale its own entrance onto Adams but would allow the expansion of a road leading onto OU's land east of Adams for future growth and expansion.

I believe this is the best alternative. A roundabout at Butler Rd. would aid those looking to merge onto Adams immeasurably. This is currently a very dangerous intersection.

Please, add sidewalk!!!

Please apply this change ASAP (with 2 lane roundabouts at each intersection)!

I think this option is the less aggressive to the adjacent properties and is a middle point to balance property owners and ease the traffic

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A constant turn lane will be very beneficial to the flow of traffic. Roundabouts would be great at Butler Road and Avon Road.

Adding the roundabouts will lead to a steady stream of traffic on Adams, especially during rush hour. This will make leaving neighborhoods more difficult than it already is.
Roundabouts are also difficult for pedestrian crossings for similar reasons.

This option seems like the safest for handling peak rush hour volume without widening the roads too much. It will hopefully encourage large trucks to use squirrel vs adams road as well if roundabouts are in place.
I really like the roundabouts, although i would like to a speed limit of 40 mph.
Add a lane and a properly sized roundabout
It's time to update. Too many traffic accidents and too much traffic. There is room for improvement.
I don't think the roundabouts are a good choice here. I attend Univ. Pres. Church on Sundays, and currently the light at Hamlin makes the traffic come in spurts so it is easy to come out. I don't look forward to navigating a roundabout of more constant traffic instead. Also the church would lose the opportunity to have useful signage at its entrance, since presumably people will be focused on navigating the roundabout and not noticing signs.
The accessibility and safety of this portion of Adams needs to be improved to properly address the very real life use conditions of this road. It is a main thoroughfare connecting to a university and needs to be accessible to both vehicles and pedestrian traffic in a safe manner.
3 LANE
This is actually a GENERAL comment. Is there any consideration/analysis of closing the Adams Rd exit from M-59? It seems to me that this is the source/destination of much of the traffic, while Squirrel Road is currently vastly over-engineered and over-built for the traffic it carries. The long established RoW for Adams Road indicates it was historically not intended to bear the brunt of commuter traffic and, perhaps, that the intrinsic value of its local history features was recognized. The Squirrel Road exit from M-59 does and can continue to provide access to the shopping center to the south of Hamlin and to the mega-apartment complex at Hamlin and Adams. Squirrel Road and other M-59 exits can/could serve the needs of commuters who live north of Rochester Hills without creating an even more heavily used north-south route upon those who live on or near Adams Road. It is not incumbent upon residents of Rochester Hills to provide an improved corridor to more development to their north; neither quality of life nor tax base will be improved by such a corridor. Adams Road does need improvement; there is no denying that. However, the scope of the issues - and potential solutions - is wider than just this one road.
Keep the traffic lights. Post the speed limit more.
A turn lame would preserve the area and allow for better traffic flow.
3 Lane
As someone who works off of Adams Road and travels it in entirety daily, adding a middle lane would greatly reduce congestion and those turning left slowing passers and the through-lane traffic. This will also help those looking to make left turns during the rush hour traffic hours onto Adams Road from side streets such as Butler Road (which on average takes roughly 9-12 mins to complete a successful left onto Adams on any given weekday).
The issue we have is I am the property manager of River Oaks Apartments and this adjustment will encroach our property line significantly and it is mainly our drainage. What would be the plan for this and what accommodations would be allowed and available?
A three lane road maintains the characteristic greenspace along the ROW as it is currently, while allowing for better left turn queuing at intersections with neighborhood roads and the signalized turns at Avon and Oakland U. Roundabouts are also prone to backups during peak hours and create a less pedestrian friendly experience than a traditional intersection with no turns on red. I think pedestrian and bike safety is important to design around as Oakland pushes to grow its number of dorming students and land around the Hamlin intersection is built-up with dense, multifamily residential developments.
This option would be the LEAST that could be done; the volume of traffic on Adams is significant and will only increase with the occupancy rates on the new Legacy Apts. A center turn lane would help with the flow.
I live near Butler and Adams and would love to have a center turn lane or to have Adams be a boulevard to decrease the stress of making left turns out of Butler onto Adams. I don't think there's enough traffic to constitute a 5-lane road.
3 lanes at the very least to allow emergency vehicles a pathway. The speed limit needs to be lowered from Hamlin to Tienken . Not on your plan, however the traffic problems in front of the mall and Trader Joe's, chase and CVS need to be addressed. Too many using the center lane, too many accidents, speed limit is too high for cars turning left and right. Need to address all the red light runners also.
Two lanes with dedicated left turn lane. Or just dedicated left turn lanes at lights and major interactions.
Need of left turn lane.
3 lanes
Third lane would help congestion!
Increasing the lanes in the road past 3 will lead to Adams road becoming even more of a commuter route, with minimal business and mostly residential homes in this stretch of road, this could lead to more traffic and congestion in the area when squirrel is an already 4 lane higher traffic route.
I think that Adams should not be widened and should have a continuous number of lanes (no lane reductions)
The solution with the least disruption
With all the building going on, I understand you need to revise traffic, but let's try to maintain the serene nature of Rochester, Hills.

No more roundabouts! The Livernois & Tienken roundabout backs up traffic on northbound Livernois & both east & westbound Tienken from 4:30pm until around 6pm! It's very difficult to get home. It's also backed up on Saturdays. Adding that to Adams road will be a nightmare as well. 3 lanes with continuous center turn lane is the best option. Please do not leave it as a two lane road. It needs to be widened to accommodate all the new housing in the area, Meadow Brook activities, and people visiting Innovation Hills. Thank you!
Reconstruct Adams Road as a three-lane road with a continuous center left-turn lane
This is the best compromise. I live on Vreeland Dr. and the 5 lane option really would do extensive damage to the character of the area, nevermind having a severe impact on home values. I don't really think there is space for the roundabouts at the intersections and I am not convinced they improve traffic flow for what they cost to construct. I do appreciate the effort to communicate the options to the community.
This stretch of road is so pretty. It absolutely does not need to be 5 lanes wide which would ruin it. A dedicated turn lane would help with traffic and increase safety.
Everyone agrees that the current 2 lane situation is not enough for this busy road. However, expanding it beyond 3 lanes would be detrimental to this area and this picturesque road. Anything larger than 3 lanes would ruin the foundation of the nature in this area and bring an industrialized, city like feel to this intact town road.
No roundabout. Although intended to improve traffic flow, during high use times, they tend to bottleneck into stagnant congestion.
Given the traffic pattern of the section of Adams, the continuous left turn lane would be the wisest choice. Four lanes is excessive, a roundabout isn't needed, and there are significant landscape issues for half of the area. A third lane would minimize the effort and maximize the benefit.
Enough with the 3 lane roads. I grew up near Kalamazoo. There was a 3 lane major road for years. The three lanes are gone. Oakland County is going backwards putting 3 lanes in. If you notice, there are yellow lines in the middle lane. A yellow line means a vehicle can not enter so you are asking everyone to break the law . Yes, read traffic rules.
Have a third lane for turns should help alleviate backups for vehicles needing to turn onto Avon or subdivision roads without disrupting too much of the surrounding environment. We should keep as much of the natural environment as possible and let drivers decide to take alternative routes if traffic is too heavy.
This is a residential area that needs to remain that way. If anything, a possible turn lane could be added. Making this a larger highway will create more traffic in this residential area.
I feel the 3 lanes options are extremely unnecessary. We will lose the natural beauty of this stretch of road, much less the designated historical landmarks there. The song Big Yellow Taxi says- "pave paradise and put up a parking lot, you don't know what you've got til it's gone". I think there is a lot of truth to that!
Best cost/benefit, minimum tearup
Negotiating going straight or turning at Avon and at Meadowbrook is the problem. Just a turn lane and light would work wonders.
Minimal impact to area around road while improving flow with middle turn lane. Seems like way too much cross traffic for traffic circles to be effective
3 lane
Roundabouts do nothing for traffic. You will increase major accidents. Putting a center lane would help things.
Adams road
Minimize expansion.
Just add a turn lane Let's not take away the trees and beautiful part of that drive e.
3 Lane with continuous center lane
Michigan people do NOT know how to use roundabouts 3 Lane center turn lane
We definitely need help with Adams and Butler turning left:
I live in Butler Ridge, just off of Butler and Adams. A three lane road with a turn lane is definitely necessary, as this is a treacherous stretch of road given the speeds people drive and the amount of cars turning. I do not believe that a four or five lane road is necessary however. There is quite a bit of wooded area in this stretch, and that sort of build-out would certainly disturb this. Also, I believe it would just promote more traffic, which I don't believe we want to do.
Make the same change at two intersections, those being Northbound Adams at the East entrance to OU, and Southbound Adams at Avon Road. And that is, make one lane the left run only lane, and the other lane the thru lane. This is the issue causing slow downs and confusing drivers when others bounce back and forth through each of these intersections. I would try this first and amen no money and create no impact on the environment.
Three lanes with possibly a bike / pedestrian lane added on the east side only would cause the least disruption and still provide the best traffic flow. I'm not in favor of roundabouts.
I travel this road 5 x week and think something needs to be done. People already drive too fast here so 4 or 5 lanes would feel like an expressway and in my opinion make it more dangerous.

A center turn lane would improve congestion, as well as provide additional room for emergency vehicles, while minimally impacting the overall area.
Thank you for asking for input from the community. I selected 3 lanes in order to improve the flow of traffic. From what I have observed in both the US and Europe is roundabouts work in light to medium traffic. During heavy traffic times the roundabouts tend to become very congested and don't really help. For example, the roundabout at Tienkin and Livernois. I am curious to know if there is any data to prove my hypothesis incorrect. I also selected 3 lanes to lessen the impact on the near by ecosystems.
Something to be said about the beauty of that area of Adams road, paving it up to 5 lanes is not the answer.
As a resident off of Butler, I would endorse 3 lanes with a continuous center lane. That would address the need for an additional lane to improve traffic flow with the least amount of disruption and also assist with making a left off of Butler onto Adams.
Reconstruct Adams Road as a three-lane road with a continuous center left-turn lane. Do not remove the beautiful old trees on the Meadowbrook properties.
Least disruption
3 lane provides best cost/benefit. Additionally, the Oakland University access road intersection should be closed.
This option likely be the most cost-effective and least-invasive, even though it is rated a B in contrast to your roundabout option.
Signalized intersections tend to be more friendly to pedestrians and cyclists than roundabouts. Roundabouts with HAWK beacons offer their own challenges for pedestrians/cyclists and tend to require more ROW to implement. Is the three-lane design justified for the entire length? Seems there are spans where the center lane is not useful although switching from 2-lane to 3-lane and back may be more costly than straight 3-lane? Please provide some cross-sections to show the full impact of this design on the surrounding area. Trees removed, retaining wall impact, etc.
This is the best compromise as it provides for increased safety and traffic flow at the lights, while also maintaining a safe distance between lanes and having a minimal impact on the surrounding environment. Any additional lanes (4/5) would only serve to increase traffic flow through the corridor and would put even more pressure on the surrounding neighborhoods, roads, and ultimately the city.
3-lane with center turn lane
This is the least intrusive option aside from doing nothing, that can still provide a benefit to safety and traffic flow. All efforts should be made to minimize destruction of trees and historic elements on Adams Rd. The area of Adams Rd north of the current Avon/Clinton Rv watershed bridge could be left alone aside from slightly extending the southbound left-hand turn lane over a wider bridge crossing, and making the southbound outer lane straight only, and the southbound inner lane left turn only. Would love to see a bike lane and/or sidewalk connecting Walton and Hamlin. Not part of the options presented is to close existing entrance/exits and create a new unified exit for Brookfield Academy and the Presbyterian Church to exit/enter Adams Rd. that is across from Butler Rd. intersection. A traffic light would be beneficial here, especially during rush hour.
Prefer 3 Lane, reluctantly. In 2022 I was a No Build. Strongly opposed to Options 3, 4, & 5. Each is excessive and not warranted given traffic on this stretch of road. In the meantime, make a quick fix at Avon to reduce the dangerous left turns for WB and SB drivers. Reallocate some lanes, change the light signal configuration, to counter the poor visibility of oncoming traffic coming over the "hill" just south of Avon. Thanks for the comprehensive community outreach.
Na
I would only agree to a three lane if it does not involve removing any of the existing structures, most specifically the gatehouse and the Stonewall. Meadowbrook is a treasure to our community and we do not need to disturb it. The city has expanded the neighborhoods with total disregard for the traffic flow for years and now, it is upsetting to Think the only solution involves removing and dramatically, changing the landscape around such a historical significant part of the community
As safe, but few lanes as possible. 3 lane is perfect 👌
As a resident of the Christian Hills subdivision, the 3 Lane alternative is preferred. Traffic is a problem only during rush hour. Every one of the study's satellite images shows little traffic. Drivers heading north can wait an extra 5 minutes in travel time to avoid costly paving and maintenance of more green space. Maintain the unique character of the area. Be good stewards of the green space we have left. Don't pave paradise. Don't make our Rochester Hills a sea of concrete like every other city in the Metro Detroit area requiring money to maintain. Roundabouts won't work here. A roundabout at Avon will fill up with Adams north-south bound rush hour traffic and prevent Avon traffic from entering the roundabout. The lights at Walton and Hamlin will ensure Adams is a parking lot during rush hour. Pedestrian and bike safety at roundabouts is a major concern.
Three lane with continuous left turn lane is preferred as Rochester Road was modified. There has always been discussion about how to eliminate Adams Road congestion. I have lived in Rochester Hills for over 40 years.
this is the best and least intrusive option and would have my full support.
If a build is necessary, adding another lane should be sufficient.

Do not want to see the beautiful scenery on Adams taken away. Stop taking away all the green spaces that made Rochester Hills a beautiful place to live
A left turn lane would remove congestion.
3 lane would keep traffic moving with the least amount of cost.
Most definitely NO roundabout!! Less is more, let's keep our community from becoming a high traffic route for everyone else.
This option is unacceptable because it destroys part of the Meadow Brook Hall National Historic Landmark through which Adams Road passes. The nomination for the landmark notes: "The fact that most of the buildings, structures, landscape features, and furnishings survive from the period of significance creates an exceptionally valuable record of life on an American country estate in the twentieth century. Collectively, the estate possesses the qualities of location, design, setting, materials, workmanship, feeling, and association necessary for National Historic Landmark designation." Adding a lane or lanes to Adams Road will damage beyond repair the location, setting, and feeling of the landmark. Would you turn Lone Pine into a 3- to 5-lane road as it traverses the Cranbrook campus? Of course not. The same principle applies here.
3 lanes is plenty, having a dedicated middle turn lane is a must.
We do not need a boulevard, it would ruin the beauty of the area without any real benefit.
No round a boutique they are dangerous. Also the area is beautiful and wildlife would be affected,not to mention the beauty
The beauty of that area is the nature surrounding the university, streets, and neighborhoods. Increasing the road to larger than 3 lanes is going to make Beautiful Adams road feel like a highway. A middle turn lane seems like a good compromise.
To maintain the integrity of Rochester Hills as a ' bedroom community."
Property owners would loose. Round abouts NO !!!!
I would hate to see this road change as far as how beautiful and hilly it is and the old wall on the east side of Adams should not be removed. A left turn lane is only necessary on small portions of the road, from Hamlin to Adams and then a long left turn lane to get into OU.
Three lane option would be good for traffic flow, with fewest disruptions for residents and businesses.
Suggestion 1) Split road project into 2 pieces. i) no changes from Hamlin to Avon. ii) 3-Lane from Avon to Walton. Suggestion 2) Add asphalt bike/walk/run trail from Avon to Walton on East side of road (as a continuation of the existing path from Hamlin to Avon). Disclaimer) I do not use during highest traffic times. I live near Adams & Auburn. On nights and weekends I regularly visit Trader Joes & Whole Foods. The traffic light at Avon seems effective, but... if you do what I mention above, and minimize changes, I would suggest to double the length of the southbound "bypass-lane" for those that want to go straight while others wait for their left-arrow to turn onto Avon. --- Other than that... having the 3-lane would be VERY helpful. If nothing else... if you go "bare bones"... at least add some "(by)passing lanes" for southbound traffic so that it does not get backed up when someone wants to turn left into their residential area. (If that makes sense). That (as bare bones) would not require acquisition of as much (if any) residential land... you'd just need a little land from OU. I think that might be enough. And as heavily as it is used, I think minimizing construction delay/closure by doing "just enough" might be as important as cost, if not more so!
Keep the natural look of trees. Help traffic by adding 3rd lane for turns.
Any alternative is okay as long as sidewalk/safety path is included.
I think the 3 lane option is most practical and would require the least additional land, however, additional timed traffic lights whould be ideal.
Option 2.
More than 3 lanes will turn it into a major highway. It will affect the foliage and be too loud for houses nearby.
One lane, each way, with a center left turn lane, at most.. Please don't ruin the natural beauty along Adams Road. Moved here 24 years ago for Rochester Hill's beauty, rolling hills, and peaceful country feel, all within suburban limits., Sadly, it is all disappearing far too fast. It's a travesty! The very reason people love Rochester Hills is quickly disappearing. Soon it will look every other overpopulated city. Is that what we want? Every massive, residential build brings more cars and the need for more road infrastructure. It's time to stop the overgrowth and reassess what really attracts people to our community!!!
This looks a sensible approach. It would be the least disruptive to the Adams road residents while sorting out any traffic flow issues in a very timely manner.
The three lane and five lane options seem the most reasonable in terms of traffic congestion and limited effects on the current structures. The Boulevard will bring cars into contact with the golf course. Personally, I am not a fan of roundabouts.
There is too much development in this area! Slow down and stop!
Or second would be no build
Adams needs to be larger to accommodate the traffic, but I dont want to destroy too much of the nature in the area
I vote for No Build or 3 Lane .. NO ROUND ABOUT! Thank you

If a build must happen, a left turn lane would be helpful for traffic flow and would keep the disruption to the road minimal. Cut down as few trees as possible and preserve the route.
3 lane rd. Only!!!
Having a dedicated turn lane would be better than 4 lanes. If someone is turning left into one of the subdivisions, for example, it would possibly cause a rear end collision or it would be frustrating to go around that person and possibly get into an accident that way.
3 lanes with center turn lane would be best in my opinion.
This seems to be the least construction needed to help the situation. My second choice would be 3 lanes with the roundabouts. I would also vote for a sidewalk to be on one side only; no need for both sides.
There is no doubt that this is a high traffic volume pathway. The struggle is it flows through residential, historic, commercial, entertainment venue and education territory. Doing anything further than a 3 lane modification would severely compromise the integrity of many of the above stated elements and change the entire feel of that corridor which is currently a very lovely area.
3 lanes would allow for better traffic flow.
This area is a beautiful corridor with much history. It provides the traveler with a respite from the hustle and over development of Walton. I believe it adds to the value of the surrounding area, especially to Meadowbrook and OU.
PLEASE stop ruining Rochester and creating more traffic! If anything at all, and frankly I think we need to stop all expansion, make it a 3 lane with a continuous middle for left turns and STOP with the Roundabouts. People are stupid and don't know how to navigate properly. STOP
This area of Adams road has a lot of charm and beauty. Please don't turn it into a 5 lane monstrosity. Please keep the charm and smaller town feel. It's why we moved here. I realize doing nothing (which I would prefer) doesn't help traffic much but let's not encourage more sprawl by turning our roads into a main thoroughfare that other cities will use to expand while we get stuck with all the drive through traffic. We want improvements, not a total change in our living space. We love living here for a reason! We don't want to be Troy or Sterling Heights. Keep Rochester green and quaint and appealing to live in!
The areas surrounding Adams Road all the way up to Tienken has become increasingly busy and dangerous the past few years. The roads are not able to accommodate the amount of traffic and businesses. Additionally, Adams Road between the village mall and Plaza across the street should be considered. There are multiple multi-car accidents per week and it has become increasingly dangerous and scary area to drive in.
Less cost, less disruption
Widen northbound Adam to two full lanes from Hamlin to Portage trail. It tapers down now. Make the right lane a Right Turn Only lane with adequate signage. Every day it becomes a danger, congested mess because morons try to zoom ahead in the right lane then have to squeeze over because they realize the lane is tapering down before it gets to Portage Trail. Four or Five lanes is ridiculous and unnecessary. A center, left turn lane is all that's necessary. Given the landscape, residents' properties, and OU grounds roundabouts really aren't feasible (much less efficacious). You don't have a strong enough case to take the land necessary under Eminent Domain. That reasoning always applies to the 4 or 5 lane proposals.
Hold up at Avon and Adam's could be improved by arrow for left turn lane only, southbound cars only use right lane to proceed thru intersection.
Adams and Butler area is very dangerous
Center turn lane keeps traffic moving. IMHO, that is all that's necessary
3 lane seems like it would work best with the space that is there.
The biggest slowdown issues with this section of Adams Rd. is people who are turning left into subdivisions that have to wait for a while for traffic to break. A center lane for left turns would ease that problem considerably I believe. I do not believe that roundabouts are necessary.
It's a beautiful road don't ruin it.
I think the area of adams between Walton and rain tree shows that drivers do not know how to SAFELY use a continuous center lane. There's too many accidents. & there would be a lot of young drivers by the high school
I think the safest bet would be to put in the turn lane, so there's not a lot of damage done to the nature and wildlife in the area. I think a roundabout at most major intersections would be a good idea as well.
Add a center lane NO roundabouts older drivers need to learn to use them better
Growth without as much change immediately to try and see if this gives the expansion needed.
Exiting and entering the Pheasant Ring subdivision is problematic today during peak traffic periods. The three lane solution would provide a significant improvement for those liviving and working off of Adams road.
Losing distance between a home and a main road is an awful experience. Adding the center turn lane should minimize traffic disruption, without as much property loss as the other alternatives. I, as well as everyone I know, hates roundabouts, so I don't want more of them.
Maximize functionality, minimize cost and land disturbance

The only reason I'm speaking on the 3 lane solution is that, at least for subdivisions between Hamlin and Walton, there would be a left turn option to get into and out of their subdivisions without bringing traffic to a stop or having cars constantly (as at Rhineberry and Adams) passing on the shoulder (illegal by the way) while cars are stopped to make left turns. However my real thoughts are that the only reason this project is being considered is the desire from Oakland University to develop the Southwest corner of Adams and Walton. This would presumably attract even more traffic to the Adams and Walton intersection. I also object to millions of taxpayer dollars being spent stupidly to support widening a road for little traffic benefit to support a private development that would contribute virtually ZERO additional tax dollars to the cities or the county! The real congestion problem does not lie with the width of Adams Road south of Walton. It falls on the inability of Northbound Adams to siphon all of the Northbound traffic coming up Adams from the south, Westbound Avon, Eastbound Walton, and Westbound Walton (including Right-Turns-On-Reds) that has to fit into two (2)_lanes at the Raintree/Powderhorn Ridge light. This is THE CORK IN THE BOTTLE on Adams Road. Without first relieving this narrows BY WIDENING ADAMS NORTH TO AT LEAST SILVER BELL ROAD first will create an even bigger congestion problem and a lot more frustration and probably more accidents at the Malls. At non-rush hour times Adams rarely has an issue with traffic. Roundabouts would provide a constant flow of traffic on Adams that would make exiting the subdivisions for the whole stretch up and down Adams a complete nightmare for residents.
Three lane or three lane with roundabout seems to make the most sense with the least disruption to existing owners.
It would be good to have at least 3 lanes on Adams. 5 Lanes would be good as well. The wire offset of Adams is at the Avon intersection.
Best idea but lose the traffic light at Butler Road
I like this option but would like to understand how it will impact intersection movements and backups on Adams Road during rush hour. Has modeling been done to see whether it will improve southbound Adams traffic in the morning rush hour or northbound Adams traffic in the evening rush hour. If the option does not help the Adams Road traffic flow, but impedes it for the benefit of east-west traffic, then this option should NOT be selected.
This is a ridiculous alternative, the widening would take away all the natural beauty (roughly half the trees as stated in Post Article) and much of the historical flavor along this stretch of Adams. Increasing flow through this stretch only exacerbates the traffic congestion north of Walton. It typically takes 20 minutes to get from Walton to Silverbell in the evening commute going north on Adams. Changing this section of Adams for better flow will only make the flow north of Walton worse.
As a nurse, I have never liked roundabouts. People are distracted and not sure which lane to be in to turn off as you quickly go around. My ex, an M.D., was badly injured in one here in Oakland County, probably the one on Livernois, while riding his motorcycle and needed a couple of surgeries. I live close to Adams and prefer the 3 Lane option with NO ROUNDABOUTS ! (let alone the excessive 3 close by ones in the Adams proposal).
Three lane is acceptable
Our home is located in Butler Ridge. We strongly disagree with the two lane roundabouts like the one at Livernois and Hamlin. The thought of using 3 such roundabouts on a daily basis is maddening. The level of driver aggression, especially on two lane roundabouts, is out of control. Traffic lights clearly indicate whose turn it is to go. Traffic lights are unambiguous. Roundabouts favor the aggressive drivers. Three lanes, one being a continuous turn lane, with traffic lights is the least complicated, least expensive, and most straight forward (literally) approach. We would also be in favor of any 4 or 5 lane choice over the roundabouts. To summarize, please, no two lane roundabouts!!!!
Left turn lane is needed, especially at the Adams & Avon intersection. This should not be a roundabout, as traffic will build up just like the Tienkken & Livernois intersection. However, traffic between Hamlin and Walton is not heavy enough for a 5 lane build.
First I cannot stress that a 4 or 5 lane road is a horrible idea. The reason that we had moved to Rochester Hills many years ago was in the beauty and green spaces. This has been slowly being taken away. A 3 lane road is not a bad idea. Roundabouts at both Butler and Meadow Brook would not be needed with a 3 lane road and you will see an increased amount of drivers using those roads as a cut through option and only increase traffic on Adams. If you increase this road any further beyond a 3 lane it will only increase volume. Squirrel road is better designed to handle the traffic north and south bound. A decrease in the Adams road speed limit would help to decrease volume and would most likely lead to people using Adams to cut through to use Squirrel Road. Also the access drive off of Adams to the new apartments at Hamlin and Adams should be removed. It is only going to increase volume north boand through Hamlin road that is busy enough. Access to those appointments should only be via Hamlin road as it is designed to handle the volume.
A roundabout at Adams and Avon would be dangerous as there is very little visibility with the hill.
I strongly prefer the no-build option however if the 3 lane option were to be implemented it should minimize the overall width of the road and the removal of large trees. And it should avoid flattening of the hills that are an integral aspect of the Rochester HILLS community.
We DO NOT need a solid middle turn lane the full length of this road. That's overkill, as is bulldozing the hills, destroying more than 50% of all mature trees along this 2-mile stretch of beautiful road (NOT a corridor) and removing the 100-year-old stone retaining wall belonging to a National Historic Landmark. WHY????
Cannot compromise on green space

While adding a third lane seems to alleviate some of the traffic concerns, that alternate center lane will lead to more accidents than leaving the current two lane road in place. Adams Road between Walton and Tienken is a prime example of that -- many collisions and minor fender benders because of competing left-turn vehicles in the center lane. I'd argue that "improving" Adams north of Walton will ease traffic congestion more than tearing up the beautiful existing corridor south of Walton.
I believe widening the road just a little to accommodate some congestion. This is a beautiful road and I would hate to see it ruined with widening more than that.
In addition to 3 Lanes, there should be 4 way Stop Signs added at some sub-divisions, like Pheasent Ring subdivision. This is because it is becoming increasingly difficult to exit or enter sub-division at any time of day because of traffic on Adams road. This traffic is increasing every year because of homes being constructed in Oakland township and Adams is the main road for these houses.
I wish for there to be a three lane. I am a student at Oakland University and cherish the natural landscape there.
There is a major bottle neck caused by the left turn lane at the intersection of Adams and Avon. There is only space for a few cars which can back up traffic and the passing lane is unsafe at times. A middle lane would help with this. Also it is nearly impossible to make a left onto Adams from Butler during rush hour. I think a light should be added here. I don't think roundabouts are a good solution because Rochester has them in a few areas like Livernois and the traffic is horrible due to people not understanding how to drive them. Also the proposal to have 2 lane roundabouts turn into one lane roads sounds like it would cause many accidents and road rage incidents.
This 3-lane plan is only marginally better than the existing road plan. This plan still lends Adams Rd to its frequent high speed traffic and backups - thus only partially fixing the litany of problems that Adams Rd currently has. Please go with the 3-lane plan with roundabouts (also - see my notes that I submitted on the 3-lane plan with roundabouts.
I feel this will provide relief from most of the traffic congestion, while preserving the beauty of the area. As for providing roundabouts, how successful is the one at Livernois and Adams or the one at Livernois and Teinken during rush hour? Have you tried to enter either one lately during those hours? It's a scary situation.
Either leave it alone or add a turn lane down the middle...I don't want to take away from the natural beauty of the area or attract anymore traffic.
Please don't make it 5 lanes. Where would the 5 lanes end? Won't that just create a new bottleneck? Three lanes should alleviate the issues. There are already too many speeding, inattentive drivers. I live off Tiverton Trail and people whiz by in excess of 40 mph. There has been too much construction lately in RH and loss of green space. The new bank replaced Burger King. Premier Academy at Adams and Tienken. The large assisted living homes off Walton and Dutton. The huge apartment complex off Adams. The new subdivisions off Livernois and now Crooks. The Starbucks at Walton and what appears to be another drive through Starbucks going in in front of Van Mauer. Slowing construction may also reduce traffic. Please slow construction and keep the green space and rolling hills. That's what keeps RH beautiful!
It is already very hard to get out of the neighborhood Quail Ridge in the morning. 3 lanes will help both sides neighborhoods.
My husband and I are in favor of Plan B (as labeled in the Rochester Post article) being built along the Adams Rd. corridor between Hamlin and Walton Blvd. We oppose the three round-abouts proposed along this corridor, and strongly believe that Plan B will be the most effective of the five plans.
This seems like the best option. The turn lanes will make entering neighborhoods easier. The extra traffic light at Butler will also give another break in traffic which will make exiting neighborhoods easier. Finally, the traffic lights are a much safer place to cross than a roundabout, so this plan gives pedestrians more opportunities to safely cross.
A three lane will allow people turning to get out of the way
This area needs to be widen as there are traffic buildups, and accidents. Possibly move the historical wall to another location on OU. 3 or 5 lanes would assist in traffic flow. Don't want to see another round about as the one on Tienken $ Livernois during rush hour there are cars standing blocking traffic which creates backups. For safety purposes, this road needs to be widened.
I think this plan would be a good improvement. Adding a left turn lane at southbound Adams at Avon in particular would make things safer, instead of people realizing they need to duck around a left turner as they get to the intersection.
I believe the three lane option is the best alternative.
4 LANE BOULEVARD
You need a median and roundabouts. There is so much traffic and it's dangerous for people to making left hand turns in the middle lane.
Thank you for seeking public input on these projects. I like the idea of a 4 lane boulevard.
This option seems like it will provide the safest alternative that keeps traffic moving in a timely manner.
The roundabouts cause too much confusion and do not help ease traffic congestion as they suggest. A blvd is easier to navigate .
Seems future proof. OU would benefit as well

This format of road will allow cars to come INTO the lanes and to turn OFF the road most easily. If you just add a continuous turn lane...or add multiple through lanes...people will just continue to speed. A boulevard with nicely timed lights and turnarounds is the best and safest option! I ALSO FEEL STRONGLY that a boulevard should be added to Rochester Rd north of Troy all the way up to AVON RD. Too many accidents there too and too high a speed limit at this time.
I don't see the need for a continuous left turn lane, especially where it runs past Oakland U. But it definitely needs two lanes in each direction to maintain a steady flow of traffic. Especially as more businesses and housing units are built north of Walton.
Not enough room and trucks wouldn't be able to make U-turns (Michigan lefts)
The boulevard option would increase lanes while keeping the area “scenic”
The boulevard option would increase lanes while keeping the area “scenic”
4 lane boulevard would be the safest option to prevent head on crashes while providing designated safe places for left turns.
I think this option provides the best solution to managing traffic and maintaining the aesthetic beauty of this main north/south corridor through our city.
This is a good option
The four lane boulevard provides smooth and safe traffic flow.
The boulevard seems to be the safest option
Four lanes with a boulevard will improve traffic flow and provide a good aesthetic that fits the area.
Increase rate of traffic flow thereby decreasing buildup of pollutants and noise during periods of high use. Also, most visually appealing like Hamlin.
The piece of Adams Road just south of Hamlin Road is already 4 lanes. Making the stretch of Adams Road north of Adams between Hamlin and Walton would stop the bottlenecks that occur currently.
4 Lane Boulevard. It will be charming and safest for pedestrians needing to cross.
We need to improve the roadway.
Traffic in this section of the road will continue to increase. A 4-lane boulevard is the only solution that will make this road congestion-free in the next 10-20 years. No other options will work if reducing congestion is the goal. While we cannot save the existing trees, we should commit to planting five times the number of trees we will be required to take down to create the 4-lane boulevard. Thank you.
No more roundabouts. The one at Hamlin and livernois is horrible!!!
Getting out from any residential area, such as Quail Ridge subdivision, to Adams Road is challenging and will continue to be challenging and dangerous unless a 4-lane boulevard is created. No other options will help improve the situation for the nearby residents unless a 4-lane boulevard is created.
Roundabout would be too dangerous at Avon
I think a 4 land with a boulevard but a roundabout at Adams and Meadowbrook entrance.
I love a good roundabout, but most people complain about them. I think the boulevard would work the best.
Boulevard
All for increasing safety on the dangerous road. I have seen drivers increasingly create a dangerous situations amd numerous accidents because someone is driving fast down the centerlane fot many feet befofe their actual turn. Walton and Livernois and Tienken and Tienken court and Auburn and Rochester road are oerfecr ecamoles of dangerous situations. People drive A designated continuous middle lane for a turn lane feels like a game of russian roulet is a really bad idea, and only increases safety con erns.
4 lane boulevard
This plan seems so extensive on the intrusion of the existing spaces. I don’t like the Michigan lefts. the additional lights seem like they would be more of a hassle for traffic flow as opposed to improving capacity.
Build capacity for the future. There will be bottlenecks north and south of the corridor.
The boulevard eases congestion while also providing landscaping esthetics. I like what was done on Squirrel Road with the boulevard installed there.
Safer to separate lanes
Safer
A four-lane boulevard separates the north and south bound traffic creating a safer interaction of the two directions of traffic. The boulevard concept has distinct places where one lane can cross the other lane which helps alert drivers to that possibility and limits where cross over can take place to distinct locations alerting drivers to that possibility enhancing safety. The boulevard concept as used on Livernois between Walton and Avon and on Hamlin between Livernois and Adams has worked well. East bound Hamlin has a round about at Livernois and a roundabout could be considered with the intersections of Adams and Hamlin and Adams and Avon.
A boulevard would add green space and beauty to the area while allowing for a good flow of traffic.

Every road in the country should be built with a boulevard. It's the safest design. Any option, with a center lane, are the most accident prone.
Four-lane Boulevard with keep traffic flowing and it would allow for a left turning lane and a right turning lane
X
I feel the boulevard option would widen the road unnecessarily, introduce the infamous and ineffective “Michigan Left” turn, and require more maintenance and expense. There is simply not enough space to construct a boulevard.
No more boulevard's please.
Congestion is too heavy, have a very difficult time turning out of my sub division during peak hours. 4 lane with Blvd would be the best safest solution.
Talk about an overkill, this option takes out everything that is beautiful about that road and does nothing to solve the backups which are at Tienken and Adams rather than south of Walton. If you wanted to make the bridge over the Clinton River higher (not as steep of a hill), why didn't you do that a few short years ago, when the bridge was rebuilt? Nothing about these plans make any sense.
More aesthetic than other options. Helps to retain beauty of area. Current road is dangerous; needs widening. Turn lane will not make it safer and we are still stuck with a narrow 2-lane road.
Boulevard is always the right choice if it’s an option. Much safer, much more attractive, much better for pedestrians, and much better for traffic flow.
This option is the best overall.
This would be the safest and best looking alternative. A roundabout at Adams and Tienken would be a disaster with the schools being right there. Whichever direction has the highest traffic flow will dominate the roundabout and cause more congestion.
When Crooks Road was widened around 2006-07 the affected residents were told that all projects of this nature will be 4-lane boulevards. Stick with this plan.
4 or 5 lanes
Boulevards look good on all roads, so many in Rochester.
Best traffic solution with nicle landscaped boulevard No roundabouts
4 lane Blvd. round about are too dangerous
The 4 lane Boulevard is just a continuation of Adams from Hamlin. The 5 lane would be my second choice, but there is a need to allow easy flow in both directions. Both of these plans would allow an easy flow. The three lane roads, do not really encourage an easy flow. The boulevard would cut down on the accidents of cars turning in front of other cars.
In my opinion, I think the four lane boulevard would maintain the beauty of the area but also help with traffic flow.
I support proposal of 4 lane boulevard, which will be pretty similar as Livernois Blvd. which we all know traffic is fluent and without car accidents.
This section of Adams needs a 4 lane boulevard due to the amount of traffic on Adams
I live in Christian Hills and trying to get out on Adams is nearly impossible at certain times (and dangerous)
Honestly, this option or 3 lane would be so much better
Much needed
The Boulevard (with trees all along the stretch for beautification only) If the beautification doesn’t fit the budget with trees...forget this idea. Also, preserve as many of the tall trees and leave the stone walls along Meadowbrook grounds-historical value and or replicate this exact look again and plant trees for every large tree removed along the renovation and NOT under or adjacent to any power lines. The trees need to be back from the road and power lines. Be mindful to replant a protective border of trees as well along the property impacted-Private homeowners. I think a round about in this instance would be a night mare during rush hour. You would have the same issues of Hamlin and LIvernois during rush hour. One seems to dominate over the other at this intersection. The Adams Road flow would dominate. The middle lane would be a source of unprotected risky turns and more accidents might happen. What ever you do, make sure you add back beautification along the ENTIRE stretch as this hilly area of the HILLS is magnificent and part of the allure and charm of Rochester Hills. Also add a wildlife crossing on both sides the river bridge to lower deer crossings by the river..add a foot path . If you do elect with roundabouts and a center turn lane again, all the nature preservation comments and plantings.
4 lane boulevard seems much safer and could handle the large amount of traffic.
I would like to see it resemble Livernoix north of Avon.
Rochester road is way too dangerous so not in favor of 5 lanes on Adams road. Need more than 3 lanes or leave as is due to the volume of traffic now in this area. Therefore I think a boulevard would work, better traffic flow, Michigan turns eliminating dangerous left turns and can be nicely landscaped in the median. Too much traffic for roundabouts. Thank you!
The best long term solution would be to proceed with the 4 lane boulevard. It's the safest alternative. With the hills between Hamline and Adams it's often difficult to see traffic and how fast they are going while exiting the side streets. It's likely the most expensive alternative but necessary to accommodate future increased traffic.
yes- This is the best alternative as a long term solution to the problem. Traffic will only increase over time as more residences and businesses are built North of M59. The boulevard approach will provide the safest alternative towards handling the volume of traffic anticipated as time goes on.

The 4 lane boulevard will be the most attractive, will improve throughput, and prevent the foolishness we see on other roads with left turn lanes.
Rebuild Adams Road as a four-lane boulevard with a center median
Safe and attractive - more green less asphalt!
Not justified. Extreme cost for ROW acquisition and not warranted versus more preferable alternatives (either 3-lane design). Only better than 5-lane if the median can be wide and heavily landscaped to compensate to the destruction of the surrounding existing area.
This alternative would only serve to benefit passing through Rochester Hills, not the residents. It would lead to more traffic and would likely provide rationale for further commercial development, both destroying the neighborhoods and environment in the corridor. Both Squirrel Rd and Lapeer Rd provide ample traffic volume capabilities for those needing to go further north more quickly.
Squirrel Rd could be used as a good example there seems to be considerably less traffic in it as well as Waltons section with the meridian.
Way too expensive! Taxpayers want a road, not a masterpiece.
I think the Blvd option would help those making left turns in this area w/o disrupting the flow of traffic.
Boulevards with bike paths on both sides of the street can be much safer than roads without medians, and they have been a favorite of mine since I learned to drive (and they made left turns easier). However, boulevards are so wide that they eat up so much of greenery and beauty that existed along the road before the blvd was built. Squirrel road changed dramatically with the building of the blvd, and there are businesses, colleges, and office parks along Squirrel that benefit from the blvd, to the loss of the residents. Livernois is another example of a road in our area converted to a blvd, if only for a limited stretch. I live off Livernois, and due to the commuter traffic (which has only gotten worse since the blvd was built) and the high school, that stretch of Livernois is much safer than it was. (Let's face it, hs students alone can make stupid driving decisions). One problem with the Livernois blvd was that the medians are so narrow (in order to encroach less on the homeowners & trees - yay!) that it can be difficult for buses, trucks, and snow plows to navigate the turns. The biggest problem on the Livernois blvd is the lack of speed limit enforcement, which contributes to the needless accidents especially at Harding. Please do NOT make Adams into a Blvd.
NO roundabout because road capacity gets chocked-down bassed on my obseervations/experienced at other RHn roundabouts. The Livernois-Teinken roundabout is the worst; it creates traffics backups.
Boulevard is the best option/alternative. The other 4 choices are bad choices. -- ugle, no improvment less safe, etc.
I live at Adam's and Dutton and work at Adam's and Auburn, I use this road every day and I think a 4 lane blvd. would be the safest option while maintaining a natural aspect for Rochester residents.
Need to improve carrying capacity, as well as improve safety for those entering and leaving Adams Road. Roundabouts will make matters worse, especially during am/pm rush. 2 travel lanes w/ boulevard based left turn lanes and strategic stop lights are a much better answer. People will complain that it impacts our 'Pastoral' lifestyle... unfortunately - the needs of a community of 80k+ are more important. Don't make the Hamlin Rd mistake again...
It really helped Livernois when this was done.
4 lane Boulevard-I feel would be the safest in this area and keep traffic moving. I am a current longstanding resident of this particular area and use this road often. I do prefer to use Crooks because of its 4 Lane Boulevard over Adams.
We have lived in a subdivision next to this part of Adams Road for 40+ years. While some neighbors all find reasons for not expanding the road nobody has any better way of handling the huge traffic loads Adams road has. No other solutions properly address the safety considerations.
This option is unacceptable because it destroys part of the Meadow Brook Hall National Historic Landmark through which Adams Road passes. The nomination for the landmark notes: "The fact that most of the buildings, structures, landscape features, and furnishings survive from the period of significance creates an exceptionally valuable record of life on an American country estate in the twentieth century. Collectively, the estate possesses the qualities of location, design, setting, materials, workmanship, feeling, and association necessary for National Historic Landmark designation." Adding a lane or lanes to Adams Road will damage beyond repair the location, setting, and feeling of the landmark. Would you turn Lone Pine into a 3- to 5-lane road as it traverses the Cranbrook campus? Of course not. The same principle applies here.
Prioritize safety over trees and a wall.
Needed for many years, traffic only getting worst
Build like Livernoix by RHS
I support the 4 lane boulevard as it will retain some of the country feel and be safer for traffic in each direction. This will reduce the need for a round-about at Avon Road by keeping that junction a signal intersection. The 4 lane option will best accommodate high traffic volumes now and for the future. Sorry OU and faculty subdivision.
Much more traffic on the road and more accidents.
They area development is bringing more people to live and work in this area. Adams road is a hazard as it is narrow and the hills to not allow for visibility. In the winter my car won't make it up those hills. Please do a complete over haul!
A roundabout will just make the traffic endlessly consistent for the secondary streets and they won't be able to turn out if their neighborhoods.
This is what should have been done with Tienken between Livernois and Rochester. Instead we listened to the community and got just a left lane and traffic is backed up MILES still
More attractive, much safer, and would move traffic, exponentially, faster

This is the best option. Easy for pedestrians to cross, very ascetically pleasing, allows for good traffic flow, and eliminates left turn accidents. This area continues to grow so better to do the long term solution now.
Widen the road! It's a busy area and the level of traffic demands more lanes. Plus there are trees and concrete retaining walls too close to the road in places. The other options are just band-aids. If you have to, buy out the homeowners that will be drastically affected. Don't leave them with 10 feet of yard before the road. That would be the right thing to do in terms of fixing the road and not giving property owners the shaft. Of course it would be more expensive, but houses sitting right on the road (like on Crooks Road after widening) is practically criminal.
I think given the area, traffic, and reduced visibility the safest option is the 4 lane boulevard option. If you add a center turn lane to any option I feel people are going to fly through there using it as an express lane and the roundabouts are going to get clogged up when there's traffic and especially an event out at OU or Meadowbrook.
We desperately need bigger roads! Please build it bigger! The way Rochester is building condos there is absolutely no way to maintain the flow of traffic without bigger roads.
Must be done, road is too backed up.
I'm not in favor of the round about alternative, too much confusion for many. To ease traffic in an attractive way, I would use Squirrel Rd. from downtown Auburn Hills north to Walton as an example.
Adams Road needs expansion to assist with traffic backups.
Adams road is too busy. Take action
No round abouts... . keep the Michigan U-turns which do a good job of controlling traffic better.
4 Lane Blvd should be first choice
This area gets extremely congested, and I believe if there were four lanes, people would easily be able to get up to Walton or to Hamlin depending which way they are traveling a lot quicker and then traffic would split off more easily from there.
As someone who works insurance claims, it’s my opinion that the safest & most efficient option is the 2 lane each way with a boulevard in between. Periodic lights to ensure turn around keep moving, if that’s part of the plan. I can’t imagine how you’d get away without them for that long of a stretch.
4 lane blvd
No build is not a solution.
4 lane blvd
This option would extend the road and blend in with the existing nature of the area.
Please widen Adams road
4 lane boulevard I believe would be the best
See above
Anything is better than how Adams is laid out currently
I live in the River Valley sub. It is nearly impossible to turn left onto Adams. When the apartments are occupied the traffic will be worse. A boulevard with ways to complete Michigan left turns would keep things safer. Also a blinking light for pedestrian traffic from Quail Ridge at the crosswalk on Adams would make things safer. Lots of people jaywalk from Quail Ridge into my sub to access Innovation and it is so dangerous
This option
I believe this area will be safer and better utilized for the heavy traffic as a 4 lane blvd.
Whatever will move the exceptionally high volume of traffic most efficiently (I'm still not clear if that would be the 4 lane or boulevard), but this absolutely must be done and should have been 20+ years ago. I also believe it should at least extend to Tienken since Adams HS traffic causes so much congestion. Please, please expand Adams Rd. I'm fine with a (reasonable) hike in taxes for any widening of major east-west and north-south roads in our city. Driving around here is maddening.
I believe any of these solutions would assist traffic nearby on other major roads, like Rochester Rd and Livernois. The Blvd solution offers faster travel I feel for those going north and south.
Boulevard with roundabout
4 lane boulevard
Boulevard would be best and most appealing to the eye.
The road should be consistent with the connecting road both North and South of the proposed construction.
I honestly think this is the best option. I live in Christian Hills. My wife and I bought my parents house which they bought in 1980. I’ve watched Rochester Hills grow from a small city to a large one, bursting at the seams. Due to the what seems to be unchecked growth, we need a way to deal with the larger amount of vehicles moving north to and through Rochester Hills. There are times that traffic backs up onto M59 which causes delays on a larger scale than just on Adams. My only caveat is that the land should be taken from the West side of Adams as this will impact as few residents as possible.

The area is too busy to not have a boulevard. The road should be similar to Squirrel road. It's safe and the traffic moves well. The amount of traffic on Adams justifies expanding it 4 lanes and a boulevard will make it safer. Look at Rochester road with a shared center lane and all of the accidents to know it's outdated also.
Probably the most expensive option but one that adds character to the road in line with the area, while keeping safety and movement as considerations as traffic continues to increase on this stretch.
This world be most esthetically pleasing and help to reduce congestion. No more roundabouts!
Adams road is always backed up in both directions. This happens especially after 3:00 pm. Having more lanes in both directions will eliminate the problems. Having a boulevard like on Livernois will show a distinction between directions and have consistent with another road.
4 Lane blvd is the obvious choice. Safer and we are used to these types of roads in Michigan.
Something needs to be done for Adams road all the way up through where Adams high school/Van Hoosen is!
Please!!!...NO MORE ROUNDABOUT s
Thank you for taking our feedback! I think whatever we do should incorporate a safe way to turn left when coming from Butler Road and North on to Adams. It is soooooo dangerous and this terrifies me as a mother with soon to be drivers. I have waited to turn left anywhere from 5-10 minutes during rush hour AM and PM traffic only to make quick jerky and dangerous left turns. My concern is that someone will be seriously injured or killed in a car accident, especially with inclement Michigan winters. Also, can we have a sidewalk to cross Adams. There is no safe way to get from Butler/Adams to Walton with a bike or stroller. It's a beautiful scenic road to bike or jog, but no safe way to do it.
I believe besides the esthetics it helps that traffic flows and his high frequented road. Smart traffic lights might help as well + solar smart systems telling people during rush hour how fast to go to hit a green traffic light
I think a 4 lane boulevard would maintain the asthetic that the local residents are looking for while reducing traffic back-ups and creating a more viable throughway from M-59 to Oakland University + surrounding retail.
I think for continuity and ease of traffic Adam's should be a 4 lane road with a median like Hamlin Road.
Adams rd is getting more traffic and for sure requires more lanes to ease the traffic. In addition, same should apply from Walton To Tienken.
I think the boulevard would be the best option
My office is in the Shotwell Gustafson Pavilion, and I have noticed many drivers using the shoulder to verge around automobiles turning left on Rhineberry Rd and Meadowbrook Drive, as well as displaying aggressive driving behaviors while I maintain the speed limit.
This is the safest configuration for travel. I find 3 or 5 lanes are dangerous. Many people use the center turning lane as a passing lane.
We must have at least 4 lanes (or possibly 5) for the heavy traffic in the area. In addition, pedestrian traffic is horrible near butler and adams and we are risking our lives everytime we want to cross the road, which is often.
This project has been needed for DECADES! It will still be just as pretty and scenic and historic. Just not the same way and 50-75 yours from now well it will be history. We SO need a boulevard. Besides It would improve safety and help keep bicyclist out of danger.
Adams is already collapsed during school year time, and once that MASSIVE apartment complex is completed, it will be impossible to use Adams. A four lane rd. would help with traffic.
Build around the stone wall and trees!
Needs to be widened.. traffic with multiple schools and malls does not allow for traffic to flow..
I think this is a perfect compromise to extend the road while preserving some of the beauty and ensuring the safest option. Something does have to be done because it’s a bottleneck between going from 2:1 lanes several times from 59 to Tienken!
It’s become over crowded Why not build an upper level road to bypass the traffic allowing drivers to go a longer distance than the existing road. It’s been done in other areas of the states
Not many North South roads in the area and both Rochester and Adams are very congested. We need a more efficient Adams road.
I live just north of Walton near Livernois and use this section of Adams regularly. However, I often take other routes to avoid this section because it becomes congested to the point of causing delays. A 4-lane layout would significantly increase the capacity of this to handle more vehicles without congestion, while the center median should increase safety significantly versus the current layout or the 5-lane layout with the center turn lane.
Adams Road needs to be widened for the safety and to get traffic out off the neighborhood streets. Old Perch should not be a thoroughfare with a middle school We need to get past that fact that the traffic is increasing as people cut through our city whether we like it or not.
Totally unnecessary. As someone who actually LIVES here, this plan is over the top.
Left turn lanes and roundabouts will not be efficient. I’m thinking of modeling after livernois or Coolidge with medians for flow

Best Option
While a boulevard has a nice appearance I don't believe the appearance would make sense on this road due to the sloping terrain. Moreover the disruption to existing property owners during construction as well as moving traffic closer to homes is suboptimal. Lastly, due to the volume of left turns into neighborhoods a dedicated left turn lane (i.e. 3 lane options) may be most appropriate for the area.
I support this option as it is consistent with Adams Road South of Hamlin. I think it is the best solution for he long term
This option would help with traffic flow and prevent accidents, especially around The Village shopping center.
Adams road is arterial north south road that goes north into Oakland township. This road needs to become a 4 lane boulevard up to silver bell road to ease traffic congestion, save fuel and time for millions of vehicles that have to use Adams road. That will reduce pollution and help reduce accidents due to horrible state of current road.
It worked for Livernois from Avon to Walton.
This is a ridiculous alternative, the widening would take away all the natural beauty (over half the trees as stated in Post Article) and much of the historical flavor along this stretch of Adams. Increasing flow through this stretch only exacerbates the traffic congestion north of Walton. It typically takes 20 minutes to get from Walton to Silverbell in the evening commute going north on Adams. Changing this section of Adams for better flow will only make the flow north of Walton worse.
If we chose an alternative that fails our environment and history/culture categories, than we're really failing ourselves too. We can't consider this option.
I am in favor of choosing the 4 lane boulevard as it will allow vehicles to stack in the boulevard to make left turns into the adjacent subdivision streets. New trees can be planted in the boulevard to offset the loss of trees resulting from the construction of this option. I am against choosing the 3 lanes with roundabouts because it will result in a continuous flow of traffic without any breaks to allow vehicles from the adjacent subdivision streets to make left turns onto Adams Road.
This would be my preferred option, it is the best scenario to avoid human error when driving and will keep more people safer including the pedestrians and bikers, as well as drivers.
Yes yes yes. It is a beautiful area and drive along OU, but times have changed. Population increasing, shopping and dining choices have increased, more multigenerational families living together, etc etc. There is still so much property than can be developed to the north that this is what's needed. Go big or go home! A widening is needed north of Walton to Silverbelle today. Let's do this!
I think a four lane boulevard is plenty enough space and it will also keep the neighborhoods feeling a bit more rural and not so overrun traffic wise.
Best safety and aesthetics alternative - a no brainer. All other alternatives are distant "also-rans". Get onboard witht eh future needs now or join the bird-brain ignoramiouses that choose other options for nefarius or ill-advised reasons.
This option is extreme in every way. It is not needed and would devastate the character of the area and lead to more speeding and more dangerous accidents.
When 80% of the public voted against widening Adams into a boulevard on this very PEL Study (Aug. 2023 Ideas Wall Comments), why in the world would you decide to propose this??? Why are you not listening to your citizens???
If you add housing you need to add the infrastructure to support it.
I believe changing Adams Road would be detrimental to the community . It should be considered a Historical Road ! Roundabouts , Four lanes & boulevards would completely change the area & many home owners would be subjected to more traffic & loss of property. Also, once drivers end up at Walton Boulevard going north, it would be back to two lanes with some turn lanes causing more traffic backup. I have lived at the corner of Adams & Walton Boulevard for over 37 years & I shudder to think about the end of Adams Road. The construction would be horrendous & would cause extreme difficulty for residents living near to all of this! Just my humble opinion.
A 4 lane boulevard is not an option that I would ever like to see because it doesn't address turn lanes or center lanes Without creating a mass of road like Walton or Rochester etc.
4 lanes would really cut down on traffic
This 4-lane boulevard is an awful plan. This will increase capacity and new traffic will follow capacity this making Adams an even busier road providing a faster-route to Oakland and Addison Townships via "Adams highway." Additionally, the traffic lights will make it more difficult for people who live near Adams Rd to access Adams road. In many places, this plan will push Adams Rd closer to homes and will drastically negatively impact the quality of life for many living near Adams Rd. Please do not go with this plan.
A roundabout would be dangerous for the neighborhood
5 LANE
This would be nice to lessen traffic backups and move more cars through the area. It would take up more space but that personally wouldn't matter to me if you are able to do it. The stretch between Walton and Hamlin narrows so it makes sense to me that you do the 5 lane option.
Add more lanes and don't forget to add lanes to 24 when it goes down to a two lane
Adams Road carries an extensive amount of traffic, both North and South. Having a five lane (one of which is center turn lane would make traffic flow quicker; especially with OU, Rochester Adams, M59, Walmart/Meijer shopping all on the main thoroughfare.

Simply not enough room and would destroy so many features of the area
The level of traffic is not going down, but up, we need this better capable road to deal with this side of town like Rochester road does to the east,
This alternative makes the most sense; two lanes in each direction, with a center turn lane. We simply cannot keep our 2 lane roads; with the number of people who live in Rochester Hills, not to mention the traffic that flows through our City to the neighborhoods north of us. It is long past time to expand our roads to match our growth.
Continuation of how the road is set up at Walton and Adams.
If there is room, definitely for 5 lane to move traffic.
Traffic is too congested unless more lanes are added.
5 Lanes
Five lanes would be the best solution. Traffic can move in both directions and you have a left turn lane that will help keep the traffic moving. Without the left lane you will have back ups and the chance of more accidents and it would be a lot more dangerous, trying to make a turn, so you do need to have the middle turning
Please, no. I live off of Adams and the road noise is loud enough as it is now. Widening to 5 lanes will make it unbearable as it will basically be a highway at that point.
I believe this selection would be the most beneficial to traffic traveling in both directions .
This is something that should have been done years ago. It is shortsighted to end the road widening at Walton. The congestion and accidents between Walton and Tienken, specifically between Walton and Powderhorn Ridge, are a clear indication that something must be done about this road. The state of driving in Rochester Hills has become frightening. There is very little sheriff presence and no traffic enforcement cameras, so drivers believe they have cart blanche and can disregard traffic laws, lights, speed limits, and passing in the center lane. Something must be done about the driving conditions in Rochester Hills.
5 lane with center turn lane
I think just going straight to a 5 lane will be what's best for the community. Disrupt the flow of traffic once and be done. Otherwise it's just going to have to be expanded again later.
It looks like all the beautiful trees need to be removed, however this proposal makes the most sense from a traffic viewpoint. I would like to see the landscaping ideas and how many trees and where they will be added..
5 lane There is a really pretty part of Adams by OU and I would hate for it to be taken away, however if looking forward the traffic is going to increase significantly then the 2 lanes with center lane and round about would be the best option and we all know the traffic is going to increase.
Best balanced proposal.
If you're going to widen the road, please do it with the future in mind. Too many accidents on Adams. The real problem is the impatient drivers! 😡
I would like to see this from Hamlin to Dutton to relieve the traffic in front of Adams High school also. there is no North/South paved through roads between Rochester and 24. This would help the flow of traffic in my opinion without the paving of the current dirt roads.
Please no
Anything less than 5 lanes is a band aid and will be a waste of money. One year after completion of 3 lanes, everyone will be unhappy with the results. It's time to realize we are not a rural community any more. Those days are long gone.
No Boulevards like squirrel. People get stuck in the snow you have no way around them. The whole road is closed. Just open lanes to go around stuck traffic. Who ever did squirrel really screwed up the whole road and increase traffic jams
I travel this corridor everday and would lo e to have more space to maneuver. Especially near Adams High School.
Yes this is the correct answer....
Think of the future please.
Either the 5 lane or 4 lane boulevard. While I'm a big fan of roundabouts, the one at Hamlin and Livernois is my daily commute and it's always a big bottleneck. People seem to always cause accidents there. I think the flow of traffic on Adams before Hamlin and after Walton is really good. Continuing that structure will help traffic not to build up so bad in that stretch by Avon. Another reason a roundabout would be a bad idea there is the hills. There's a decent downhill and uphill and I think in the winter, we would see a lot of fender benders as the line clogs up for the roundabout.
Beat choice to keep traffic moving and no back up
Adams always moves smoothly between Walton and teinken (until it turns to 2 lane road). If a 5 road can be done, it will clear up a ton of traffic
Going to need expansion to 5 lanes anyhow.
With the large condo build at Hamlin and Adam's, a wider road is needed, esp. with the freeway entrance there.

5 lane
It's an absolute must to put 5 lanes In. The center lane addition only addition is proven to do nothing rochester road north of Orion is a perfect example. When need to look at the future developments going on off Adam's and clarkston and all surrounding developments up an coming this is a must do now instead of waiting till it's to late
2 lane roads are notorious for jams and crashes due to lowest common denominator for speed. the slowest driver controls the maximum speed. also, turning right or left slows and stops before turning, resulting in crashes and jams and near misses, slammed breaks. Overall in this intensely urban settings of Adams/Walton with converging work commuter traffic, business traffic, university traffic, and residential traffic, 2 lanes has been a disaster on human impact in dangers, lives lost, time lost, missed appointments, and stress in general. The primary purpose of roads is to carry traffic efficiently and effectively and in this setting the existing 2 lane structure is a total failure. Only lone rural spaces are appropriately 2 lanes. 2 lane thoroughfare roads belong NOWHERE in urban settings for the above reasons.
I believe 4 or 5 lane is fundamental due to massive traffic demand on Adams road. Any alternative other than that will not solve the issue. Moving to five lane improve the flow like happens on Crooks or Livernois.
This is the smartest option
I believe the 5 lane choice would be the most beneficial to traffic in both directions !
Seriously damages the character of the area and appears to not be justified. Likely significantly higher cost than lesser alternatives without any real need.
This alternative would only serve to benefit passing through Rochester Hills, not the residents. It would lead to more traffic and would likely provide rationale for further commercial development, both destroying the neighborhoods and environment in the corridor. Both Squirrel Rd and Lapeer Rd provide ample traffic volume capabilities for those needing to go further north more quickly.
Obviously, something needs to be done about the road. Too many cars use this road to get to M-59. If the decision is to maintain Adams Road as a two-lane road, when you get to Adams and Avon Roads, at least make the left lane a designated left turn lane only onto Avon Road. We are tired driving on horse and buggy roads.
It's it seems that five is the best choice. Safety is number one concerned with five you have continuous flow of traffic and the safety of a left turn lane. Unfortunately it seems that the general public thinks a left turn lane is a straight through and they will get in the left turn lane and drive half a mile or a mile to get to the stoplight. I see that happen all the time. So with two lanes going in each direction it should alleviate that and leave the left lane for the proper use. If you go to a 3 Lane Rd. that's when you have the most problems please choose the fifth lane thank you.
I believe that this 5 Lane alternative would be efficient and safest for traffic flow through our area.
Unless Oakland University caps enrolment at current levels and all residential and commercial development north of Walton is frozen (highly unlikely), TRAFFIC ALONG THIS CORRIDOR WILL CONTINUE TO INCREASE. Minimum of 4 to 5 lanes required to overcome current and future congestion. What proposed "No Build", or was this option added to appease the option for reasons of inclusivity? Is there an option to apply any unused funds from the $2M BUILD grant to actual road construction? If so, let's fast track this study to completion and save the money. A federally mandated EA assessment of the corridor for $500k/1M? Has anyone explored options to remove these ridiculous regulations? Not surprising the country has deficits since many seem more concerned in protecting salamanders than balancing the budget.
No roundabouts please. 5-lanes are unsightly. 4-lane bouldvard is the best for throughput/capacity maximization and pleasing appearance.
4 lanes is still not enough with the additional subdivisions going up
I am fully against stroads and this proposal, it would be ugly and expensive and destroy some of the natural beauty of the area
NO 5 LANES!!! I'm an 18-year resident of a subdivision on Adams Road. Making Adams a 5-land road would destroy the area for little benefit to a few, to the detriment of many. If I wanted to live in a concrete jungle I would move to Troy.
It's too congested now and accidents are occurring due to single lanes.
We need Adams road widened from Hamlin to Tienken. The whole way. I live across the street from Adams HS in Brookdale Woods subdivision. The intersection from Walton to Tienken backs up during morning and evening "rush hour" commutes and when school gets out. I can't turn left out of my subdivision most the time because there is a solid line going North stretching from the Village Mall to Tienken most of the time. I and many others have to go out of our way to find other routes home. So if the demand for traffic traveling North on Adams is very high then we need to widen the road! It is a main road that so many people travel on. This should have been done years ago. I know this article is talking about just Hamlin to Walton but that's not even the worst of it, Hamlin to Tienken it's what needs to be done too so it doesn't just bottleneck right here in front of my house and the residents that live directly on Adams Rd. It's perfect in front of the village with 2 lanes in each direction with the turn lane yet it's notorious for accidents right there because of all the shopping centers such as the Village Mall and Trader Joe's, CVS, Banks, gas stations, etc. Not to mention all these kids at Adams High School that are non-experienced drivers having to deal with this and their impatience causing accidents and injuries. Basically we just need 2 lanes from Hamlin to Tienken. Thank you.
This is the best option to open up the congested road that is used so much. In my view, there is no historic significance to this road. Only objections will be by homeowners who live in this corridor that is natural. 4 lane blvd can also be considered. The other 3 remaining options have no value and will not relive the congestion.

This option is unacceptable because it destroys part of the Meadow Brook Hall National Historic Landmark through which Adams Road passes. The nomination for the landmark notes: "The fact that most of the buildings, structures, landscape features, and furnishings survive from the period of significance creates an exceptionally valuable record of life on an American country estate in the twentieth century. Collectively, the estate possesses the qualities of location, design, setting, materials, workmanship, feeling, and association necessary for National Historic Landmark designation." Adding a lane or lanes to Adams Road will damage beyond repair the location, setting, and feeling of the landmark. Would you turn Lone Pine into a 3- to 5-lane road as it traverses the Cranbrook campus? Of course not. The same principle applies here.
The area keeps growing and the road is too congested. The expansion is well needed, however I don't think a roundabout is the answer. Michigan has yet to figure out roundabouts, they end up being too tight and small for large American vehicles and semi trucks. This being said, I don't believe there is enough room in that area for the appropriate size roundabout.
We think plan 4 would work the best
I chose 5 lanes to take future growth into consideration. Rochester and Oakland University will outgrow a 3-lane road. Rather than adding two lanes in the future, do it while the crews are onsite to be more efficient with infrastructure spending.
Reconstruct it as a five-lane road with two through lanes in each direction and a continuous center left-turn lane.
This is long overdue. I understand the desire to keep the road as is, but the city can't continue to allow residential and commercial building without adequate infrastructure. The widening should go all the way to at least Silverbell road.
This road is severely underdeveloped for the traffic in the area. It needs to be widened to a 5 lane road to accommodate traffic today and well into the future versus a bandaid fix today. I use this road regularly but have to be very cognizant of day of week and time of day to avoid significant backups.
This would be the worst possible option for Adams Road. It would become another Hall Road which would be terrible for everyone - cars and pedestrians. Also, there is no space for this option as it is - think of the retaining wall by Oakland University and the golf course there. Bigger roads don't fix congestion issues. There have been many studies that prove this.
If spending the time and money do it right. Terrible congestion around school start and end time and going north in rush hour.
The 5 lane option is the best because it will leave Adams capable of both current and future traffic volumes. It's a truism that any road expansion hits its maximum the day the expansion is complete. No roundabouts; they cause more accidents than they prevent.
Reconstruct 5 lane, way to much trafic.
Adams needs more than just turning lane increases. The volume of cars makes it a huge hassle. Please, please increase it to 4 or 5 lanes.
The are few adequate north/south routes to bridge the Rochester/Rochester Hills portion of Oakland County with its neighbors to the immediate south and an expansion of Adams Road in this area would alleviate the excess traffic buildup for those trying to travel between the two. Highly beneficial to expand the road.
Traffic is busy, people speed, they don't pay attention because they can't get off their phones ,they routinely run red lights. Construction of condos and senior citizens residences add to the need for more lanes to accomadate.
We need to look at the long term and the big picture. Considering the layout of Adams Road both north of Walton and south of Hamlin, anything less than the 5-lane option will result in a continued bottleneck and delays for years to come. This is the opportunity to alleviate this once and for all.
This poll is requesting an opinion without any concern for cosequence thereof.
2lanes north and south with a continuous turn lane would be the most practical.
The expansion would greatly improve traffic flow and this main road is highly populated. It also will decrease the number of accidents.
In favor. The road absolutely needs to be updated to allow for easier flow of traffic.
As more condos, apartments, and housing complexes get built north of Hamlin Road, Adams Road needs to meet the needs of the additional traffic.
Increase of traffic once new apartment complex is fully operational
Please no roundabouts, too many people over here don't know how to use them which causes them to back up.
If there is room for five lanes it would really help to get traffic from the south to the north in Rochester and would likely really impact the amount of traffic on Livernois as well as more people would take Adams. Thank you for getting input from the community!
If you keep asking for people's opinions this will never get done. Do what's best for for traffic flow and the future.
5 Lane is the best option for safety
Most effective choice to improve traffic and make it safer
5 Lane is a great idea
Would also assist in the back up of traffic on adjacent roads such as livernois

Rochester is getting worse with the traffic control because they refuse to widen the roads. Rochester Rd can't handle all the commuters alone andis causingbad traffic backups on all the other roads. There needs to be another road widen North & South to help the traffic control issues. I understand a lot of residents want to keep Rochester/Rochester Hills as a little home town feel, but that is not the case anymore with the city allowing continous building in the area (allowing building on every single open land in the area). I vote for 5 lanes, but if anything, then widen to 3 lanes with a continuous center lane like Tienken Rd. Something needs to change and help commuters because it's getting worse and worse.
Something needs to be done. The road is dangerous. I have been on road when an accident has occurred. You are stuck on the road as there isn't any room to pass to get around the accident.
I would not want roundabouts because the Avon/Adams one would mean people coming uphill from Walton would not easily see if a car was entering the roundabout from Avon.
If you're going to do it, do 5 lanes. Otherwise don't do anything
This road need to be expanded.
Too many delays specially during winter
Avon intersection is the worse, should have a dedicated left turn lane when driving South. Same goes for the OU entrance, both directions. A wider road (4 lanes plus median) should address all of that plus the congested traffic. There should be a bridge over the stream north of Avon, current solution does not hold over time. Great opportunity to reduce the slope of the road and help when icy.
I live near Avon and Adams. I see and hear many accidents and traffic delays because of the amount of cars that are on adams. If Rochester hills continues to add multi family housing then we needs more safe roadways. Adams is not safe or suitable for the amount of people that drive it.
5 lanes would be ideal, but I am not sure how 3 extra lanes can be squeezed into such a narrow corridor. Additional nice-to-haves include a flattening of the hill at Avon Rd (to improve visibility of Adam's north-bound traffic) and a continuous sidewalk from Walton to Hamlin.
This is too large of a road!!! No To this option, especially leading up to Walton between Hamlin and will damage the appearance of the community with such a monstrosity. Please, please please no think about the appearance of your community before you build such a road.
They need to plan for growth and increased traffic
Boulevard is best but 5 lane is more practical
With all of the additional housing being built in the area, the road needs to expand to meet the new needs. The traffic is dangerous as is and it has to change.
A boulevard would be best looking and functional. The 5 lane would be effective and would cost less than the 5 lane. Avoid roundabouts. Please let the 'future' guide us instead of the 'past'.
I would prefer to move forward with the 5 Lane concept as outlined below. That is the only one that helps us solve the ongoing traffic issues for the long-term future. Keeping the status quo (no change) is no longer an option as we continue to build more developments along this road. 3/3R/4 Lane options only help provide short term relief and installing roundabouts will not only increase traffic and road rage incidents, but also potential for increased accidents at each of those traffic points.
Big toad
Why stop at Walton? Traffic is bad all the way up to Silverbell!
I travel this road frequently to get to and from work. It is scary to drive down, especially through the winter with the very tall hills. I got stuck at the top of one of the hills this past winter due to the car in front of me suddenly stopping and losing my momentum. It was very frightening as I struggled to get my car moving again while I was pregnant. Drivers also make unsafe decisions on this road in a hurry to get to and from the highway. I think widening the lanes will allow drivers more options than just one lane to drive on, and help with the large amount of traffic that travels down this road. I hope that this decision passes and that the road is widened! Thank you!
Please do anything BUT the boulevard. Don't waste the road space putting in grass, leave it open.
NOPE! Take Squirrel...take whatever Blvd you choose. This should be tossed out. I live in an adjoining subdivision and none of my neighbors like this plan as it just destroys the natural beauty here.
While expansion makes sense, going to 5 lanes seems excessive in light of the disruption to existing residential property owners. Current residential owners appear disproportionately affected under the 5 lane plan.
Making this section of road 5 Lanes would eliminate bottleneck as there are already two lanes north and south bound north of Walton and the same south of Hamlin.
This would be a great option to ease north/south traffic on Roachest road. I am in favor of this option. Seems silly to have a road go from split blvd to 2 lanes then back to 5 lanes after Walton.
We need to treat Adams road as the major north south road that it is.
Given the congestion on Adams, giving two lanes in each direction is needed. Th proposals for the three lane road don't solve this problem.
Common sense enlarge

This is a ridiculous alternative, the widening would take away all the natural beauty (over half the trees as stated in Post Article) and much of the historical flavor along this stretch of Adams. Increasing flow through this stretch only exacerbates the traffic congestion north of Walton. It typically takes 20 minutes to get from Walton to Silverbell in the evening commute going north on Adams. Changing this section of Adams for better flow will only make the flow north of Walton worse.
If we chose an alternative that fails our environment and safety categories, then we're really failing ourselves too. We can't consider this option.
I highly prefer the 5-lane option. It increases the potential traffic volume (2 lanes each way.) This is necessary because the current 1-lane each way is already woefully inadequate, and a large apartment complex is just finished being built at the Hamlin/Adams intersection, which is/will significantly increase traffic volume further. Both the 3-lane and 3-lane with roundabouts keep the existing/inadequate 1 lane each way volume limitations. Either of these 3-lane options will be obsolete before this project is completed. The 4-lane boulevard option simply takes up too much land, without any corresponding benefit. I believe the 5-lane option is significantly better than any of the other options at solving the traffic volume problems on Adams Road.
I would really hate to see this happen to the historical and beautiful section of road in our town. Adams Road is home to so much beauty, from the gatehouse, the stonewall, the trees lining the road. I think if people want to walk or bike in our town, they can do so on any one of the many parks and trails we have in town. Please do not remove this section of road for more development. We do not need to do this. We have so much new and very ugly development in town recently, we do not need to remove the most beautiful section of road.
Adams Road should be widened to the 5 lane option due to the ever increasing traffic patterns in the area. In the current state, the road is a choke point and a road that is avoided due to the traffic. With the ever increasing population north of the project, the time to expand to its maximum potential is a must.
This option is excessive and takes out too many trees
As a long time (40 years) resident of RH, Adams Road has been charming but with the growth in the city, it now needs to be widened to relieve congestion. And if you are going to change it, then it should be a 5 lane road. If you make it 3 lanes it will just have to be widened again in the future. Do it once. Do hate to see the quant road in the trees go.
5 Lanes would cut down on traffic back
Adams and Quail Ridge needs a light. To many accidents and traffic is high and does not allow for timing to pull out and go left! Also is a downhill and causes cars to accelerate right before the exit
Adams Road is a busy road and needs to clear backups especially during morning and evening hours.
I prefer roundabouts, but need at least 2 lanes in each direction. If no roundabouts, left turn arrows at the OU intersection as well as only turn left on green left turn arrow at Avon, a dangerous left turn due to poor visibility
This option is extreme in every way. It is not needed and would devastate the character of the area and lead to more speeding and more dangerous accidents, like the serious accidents that occur along Walton Blvd.
"Add designated left turn lanes, bypass lanes and retime lights in TARGETED AREAS along the corridor" received 85% support of the 835 participants in this PEL study (Aug 2023). Your citizens are asking for small fixes to a minor issue, at best, and yet you are proposing extremely DRASTIC solutions to a problem that does not exist. WHY?????
No. Just no.
This is what make more sense to me. 5 Lane
2 lines each way with a middle turning line. Saving city's money by not planting grass or flowers at the middle line.
There is way too much traffic in that road to only support 3 lanes. With the amount of housing and especially condo/apartment housing on Adams the traffic is only going to get worse. A roundabout will only get clogged and create a worse problem.
This 5-lane plan is an awful plan. This will increase capacity and new traffic will follow capacity this making Adams an even busier road providing a faster-route to Oakland and Addison Townships via "Adams highway." Additionally, the traffic lights will make it more difficult for people who live near Adams Rd to access Adams road. Aesthetically, it will remove all traces of what makes Adams Rd a visually appealing drive and turn it into a oversized concrete path. In many places, this plan will push Adams Rd closer to homes and will drastically negatively impact the quality of life for many living near Adams Rd. Please do not go with this plan.
Definitely need a middle lane and widening would help with heavy traffic during peak times
NO BUILD
I think the corridor should be maintained as a 2 lane road. I live in (and am the President of the Homeowner's Association of) Christian Hills Subdivision. Squirrel Road was built out decades ago and my neighbors have told me that it was intended for the heavier traffic. If it is too much traffic for folks, they can use Squirrel Rd. More lanes does not mean less traffic. Build it and they will come. If safety is a factor, patrol it and have cameras to issue tickets to those that speed, run lights, or aren't paying attention. Building it out is also bad for our environment due to the obvious encroachment into the beautiful neighborhoods and golf course property of Oakland University. As well as the additional noise all of us residents will experience.

Hi!I was unable to attend the last meeting, but I wanted to communicate to you that I just don't want us to end up as to what happened over on Crooks Road in between
S Boulevard and Auburn. Crooks was widened so much to make a boulevard, that it's a crime! The houses lost their front yard, so much, too much....so, a big NO to 4 lane or 5 lane proposals.

When we look/discuss Adams Road, I would like us to look at the whole picture, - places and surrounding roads near Adams. I would most like to see Adams to only have 3 lanes, but only where needed. So a big NO to the 3 lane idea, but YES to only to 3 lanes where needed, having a passing on the right lane to pass those turning left, and/or to keeping the short right hand lanes for right turners.

Currently, Adams road has many right passing lanes for drivers to pass those turning left. And Adams has many short right hand lanes , or turn off lanes, for those turning right. On many roads , like Rochester Road for example, turning right is like taking your life in your hands. You have know choice but to slow down and turn right on Rochester road, but those big SUV's going 50 miles per hour, breathe down your neck and bumper when one is trying to make a safe right turn. I don't want to see that happen on Adams road. We need to keep out right turn off lanes for our own safety and protection.

Yes, Adams has traffic problems, but where can you tell me , in Rochester or Rochester Hills, is there a main intersection that doesn't have high traffic concerns during rush hour? Being a 35 year resident here,I know there really isn't. Even on the roads that have had new construction, traffic is still heavy, not because of road problems but because we have too many new residents and new builds.

If we compare Teinken road (from Adams to Rochester road), vs Adams (from Walton road to Hamlin), and then look at Adams , (north of Walton) and then Adams, (south of S.Boulevard), we get a whole picture

I drive Adams from Butler to Teinken then take Teinken all the way to Rochester road, and back, at least 15 times a week for 5 years.

Teinken:

Teinken recently was widened and worked on, but it still has at least 15 left-hand turns areas, where it's only two lanes, (from Adams to Rochester road). ....still! ....., to this day! ... so , traffic is halted when people wanna turn left in the 2 lane areas, which is annoying. Teinken has many areas that allow moving traffic to pass on an extra lane to the right of a left hand turner, very nice. All traffic flows well in the morning on Teinken, except when we have to hit our brakes for left-hand turners, with no passing area. Rush-hour during the morning is not too bad, it's only bad when people want to make a left-hand turn while there's no left-hand turn lane or an extra lane to pass right of the left turner.

Smooth flow of traffic wasn't succeeded after work was done on Teinken. Why were extra lanes, or passing on right of left turners lanes, built on only parts of Teinken? Isn't the main concern flow of traffic on these roads? Should traffic be possibly rerouted to only make left turns on specific designated areas, that have a third lane or a right passing lane? But of course this would occur on only roads that connect within the sub. Anyway, the morning commute is not too bad going in either direction on Tienken. But the return trip is worse.The pm traffic on Teinken is horrendous and this is after a fancy new roundabout was installed and road widening was done . During the evening rush hour traffic going towards Shelby Township, on that intersection, there at Rochester Road and Teinken,is so - so in the morning, but especially extremely bad during rush hour at night.

Adams:

Adams,on the other hand, has about the same amount of left-hand turns on only two lanes, 15 left turns , or so, just like Teinken. If Adams was just fixed so the left-hand turners wouldn't block traffic, I think that's really is all that is needed. I'm talking from experience, from my own personal study of the flow of the traffic. Remember, I drive this road over 15 times a week.

Let me make it clear: IT IS A 10 MINUTE DRIVE IN THE MORNING , driving from Adams Road to Teinken to Rochester Road, BUT THE RETURN TRIP TAKES 30 MINUTES IN THE P.M.(from Rochester Road to Teinken to Adams Road) LET ME MAKE THIS EVEN CLEARER: IT IS SO S - L- O - W, ON EVERY SINGLE ROAD IN ROCHESTER DURING P.M. RUSH-HOUR TRAFFIC. Rochester is grid locked on every road going parallel to .Adams.

Adams north of Walton

Furthermore, if you look at Adams Road north of Walton Boulevard, the lanes shift from 2 lanes to more. (The traffic is especially awful near the Adams high school) . But on areas that don't need more than two lanes, the two lanes are kept. Going further north on Adams Road, it's quite a pleasant drive, busy , but pleasant , whether it's 2 or more lanes. Point is ; 2 lanes were kept in some areas.

Adams south of S Boulevard

It's the same with Adams Road, south of South Boulevard . There are times when that road has only two lanes and it's OK. It's a pleasant drive. It's nice even when it gets busy down by Woodward. Yes, there are areas of Adams that does have many lanes in that part of Adams, but there are sections of Adams that weren't widened , which makes it nice. Nice. It is always so nice to drive on this part of Adams in Birmingham, it's calm, not crazy like driving around in Rochester and it makes me think how lucky we are to have the part of Adams that is historical, by Meadow-brook

comment continued onto next page

My mind always tries to connect these 2 different areas of Adams. The historical part by Meadowbrook call, and the pleasant part of Adams when going towards Woodward. Hard to explain, but that is Adams for you.

I hope you listen to my thoughts about Adams. Too bad the powers that be overbuilt this area . I think we need to remember where Adam goes..... it travels from historical area by Meadowbrook, to one of the richest communities in the United States. I've been traveling Adams Road to Tienken and back consistently for the past five years, so I feel my study of it is pretty important.

Ps. Roundabouts are very trendy right now , and yes, they make people slow down. So does lowering the speed limit. However, I don't really think we need them in my own humble opinion on Adams Road.

I recently drove down Baldwin road, lake Orion where they have 3 roundabouts in a row , which is supposed to help with mall traffic. One of the roundabouts has a water fountain. Omg.

I live between Butler and Hamlin Road. We have places where drivers can make left hand turns, by using a right passing lane, so hopefully you won't be doing much construction between Butler and Hamlin.

Pss I hope you don't dismiss my ideas because my ideas don't fall right into your template, I was at the meeting years ago, when there was only standing room when we were discussing Walmart being built on Adams. Everyone knows how the story ended. Rochester got Walmart versus Clarkston did not ....long story, but I'm just saying, people need to start listening to the residents.

I do not want to encourage more traffic or diminish the beauty and history of the surrounding land! Squirrel road is under utilized and if people don't like Adams road they can use Squirrel.

Please do not destroy the character of the area. 2 lanes of Adams between Big Beaver and Square Lake has great character and no issues. Trends are road diets, not more lanes. If anything, continue the sidewalk from Adams to Walton on the East side.

Keep as a two lane. It will just attract additional cars if it's made into 3 or 4 lane

i prefer 2 lane. keeps speeds lower and maintains small town charm. people can use the bus system that oakland county unilaterally opted us into

Doing nothing would be idiotic if Federal funds became available, you never know when the next opportunity to do something would come up

That is such a pretty stretch of road. It would be a shame to lose the beauty of the trees and hills to more concrete. Yes its congested but there are other alternative routes. Widen Livernois?

There are too many neighborhoods on Adams to make the road that large.

Leave the road like it is. The stretch from Avon to Walton is one of the prettiest pieces of roadway in Rochester Hills. The traffic is only backed up for a small portion of the day. Making the road more lanes will just bring more traffic and the same backups.

I was hoping the study would have had more depth than is indicated by these choices. Honestly, a bunch of high school kids could have done as well!

The area that is congested is Tienken more so than Adams. Creating more lanes will increase traffic. There are zero options for any communal alternatives, such as bike lanes, pedestrianized areas. This is the prime location due to the sheer amount of students to redirect attention to creating urban areas, walkways, even a local shuttle bus for college students would be amazing. I know this is MI, but for once in our lives can we please stop adding more vehicles and traffic and increase the flux of actual humans.

Adams is in our backyard and already too close. This will make safety even more of a concern when my family is in the backyard .

Leave Adams as is. Lahser in Bloomfield Hills (among other roads) is two lane, 35 mph. This small portion of Adams does have a lot of traffic, but widening it will just add to the congestion and danger of that area. Leave it be.

Widening and adding a circle will change the character of this area. It will remove streets and historical features. I have lived in Rochester HIlls no longer then that name has existed. I move here when it was called Avon Hills. If I wanted to live where there were large slabs of roads I would move to Southfield.

Wildlife ,trees etc.... are already negatively affected by all the building and construction in the area. So no further " improvements " are needed at this time!

This sounds like a nightmare. I travel this stretch daily and have no issues. We cannot afford to be without this stretch of road for the months/years this project would take. There is no room to widen, leave it be and save the money for a more pressing project.

That stretch of Adams road between Walton and Hamlin is beautiful! Outlined with gorgeous mature trees and a rolling landscape! Please!!! Do not disturb it. I know it gets crowded at times with traffic- but it comes with the territory. Instead of changing the road, people appreciate the beauty and relax, be patient and enjoy the journey!!

Leave the road alone. Paving Stony was enough. Widening the road destroys the appeal of the "just removed enough" feel of the area. For the love of God, ENOUGH.

Please leave it the way it is. I am on it daily and cannot believe we will lose our charming street.

I enjoy driving on Adams Road in its current configuration. It is a pretty drive especially in the fall. I hate driving on Rochester Road. I prefer the two lane roads.

Adam’s road is a gem as is. Building the road out will only cause more traffic as more people will use it. Leave the road as is.
Keep these areas residential. To access the village and Oakland University, Walton is capable of supporting Increased traffic from 75 And other high traffic areas. Widening Adams will take away from the residential feel of the northwest corner of Rochester Hills. Many of us chose to live in this area because it is different than Troy and Shelby and other surrounding areas. Traffic may ultimately lead to decreasing home values.
There is no need to open up more lanes
Do not ruin the beauty of the road. The traffic speed is helped by the narrow aspect.
People move to RH for its charm. Changing the road changes that. There is not enough room to expand without changing the history and charm of that road!
Please No Build on Adam’s road!!! Widen Squirrel for north and south traffic Signed 30 year resident of Meadowbrook Valley sub
I am a resident in Spring hill subdivision. I live 2 blocks in off Adams and have lived there 20+ years. This stretch of road has so much historic character and charm, the beauty of the old stone wall , mature trees, the old carriage house, and grassy open space hills, all take you back in time. The scenery is very relaxing to view as you drive up Adams road. This is a very unique stretch of road. I hardly ever see any major traffic back ups (except at rush hour- but what road doesn't have traffic backups at rush hour?? Even 5 lane roads and highways still have times of congestion. The majority of the time 2 lanes is not an issue. EVERY road system has them at some point. Destroying the natural beauty that is there would be a sad day for our city. There are a couple spots I believe could be improved. One would be right at Rhineberry and Adams - right now people drive on the shoulder to pass around those of us turning left into our sub. There is a widening of the lanes just north of that, which could be extended farther south to Rhineberry and create a middle turn lane for drivers to safely and legally drive around drivers turning in. At the intersection of Adams and Hillendale there should be a left light turn signal allowing traffic to flow into Oakland University. Finally down at Adams and Avon possibly a round about ? There should be a middle turn lane from -in front of the Montessori School down to Butler, that in itself would alleviate traffic backups due to be people turning and passing. Thank you for your consideration.
Please leave this part of ADAMS RD. as is. Yes, at heavy traffic times it can be frustrating. The City of Rochester Hills Planning Commission is to blame for APPROVING THE OVER DEVELOPING Rochester Hills. The massive apartment complex development at Hamlin and Livernois and INOVATION PARK - add thousands of extra vehicles traveling on Adams Rd. The beauty of this section of Adams Rd., should not be destroyed to encourage even more travel to developing areas north of Rochester Hills. Round about intersections are not always the solution. Many other communities in Oakland Co. , especially those around the lakes, Commerce, Walled Lake, etc. leave their single lane roads they way they were originally built.
As a resident of quail ridge sub on adams road I oppose building up adams road to be like Rochester road as 5 lanes or squirrel road as a 4 lane with a median. Adams road peak rush hour congestion could be reduced with adding roundabouts to butler, avon and tienkin intersections and retiring the north and south bound lights to be longer green during rush hours for Walton and hamlin intersections. I didn't choose to live by a busy noisy road. Please don't convert the road to that now .
This whole project is a cover to develop the North East corner of OUs property. They have to widen the rd to do so. They are selling it as a way to help with congestion but only to Walton.? That same traffic is going to narrow right back down to 1 lane 200yards past the light so what did you help. OU and it's financial supporters want to see a hotel, retail etc destroy what little open space is left. Next They will develop the 100 acres on the west side of Adams. I'm sure they'll wedge 3 story apartments in there to. Stop with the over development and leave some green space.
That part if Adams road is historic. Why do we need to ruin everything in the name of "progress"? I love Adams road just the way it is. Don't like the traffic, take another route.
The Oakland University land and trees is too beautiful to disturb. Left turns are never a hold-up issue. A roundabout at Avon makes sense.
the road is fine, people just don’t know how to drive anymore
Keeping Adams Road as is, a two lane road is efficient. Keeping the road as is forces drivers to not speed, drive moderately and not pass drivers. Adams Road from Walton to Hamlin is full of beauty. Gorgeous tall trees, wild flowers, views of the golf course, residential homes, wildlife, and history. It doesn't make any sense to mow down any of this and allow more noise and air pollution and ruin what Rochester offers in it's beauty.
Leave Adams as is. We don’t need more construction and more lanes.
Do nothing but repave and/or maintenance. All the houses along Adams will loose value if you expand. Road expansion does not reduce traffic! Besides, that little piece of country road is so charming in the Fall. Leave it be!
Why isn't 2 Lane with roundabouts an option?
Restore the historical landmarks on this section of road. The roadway that needs widened is north of Walton from Walton to Orion Road.
Leaving Adams Road as-is would be the best solution. The corridor is not wide enough to allow for widening without severely impacting the residents who currently own property on the east side of the road. Traffic noise is already loud for residents of Springhill and Christian Hills without adding room for more cars.

Rochester Hills used to be a great place to live. Now it is overdeveloped and overcrowded. This stretch of Adams is natural and relaxing. Please stop turning Rochester Hills into another Warren or Sterling Hts.
It is a beautiful historic road. It needs to be kept that way. If anything, simple roundabout at Adams and Avon, and keep the 2 lanes.
Adams is not busy enough. In the 5 years that I have lived off adams there has not been a time with a traffic jam(except if there was an accident).
Please, please, please leave one quite lane in Rochester Hills. We are so over built now with high traffic volumes and speed on every road that we have forgotten what a genteel community Rochester Hills use to be. Upgrades are needed but not at the expense of our history. Wider roads, like Rochester Road and Walton, have only contributed to increased accidents, not elevated the problems. Why is it that Birmingham and West Bloomfield and keep some of their existing roads intact so that the beauty can be enjoyed? Adams is the last road we have with natural beauty, stone walls and creeks. Please do not turn it into a Hamlin or Walton just to accommodate northbound traffic.
As a longtime resident of River Valley on Adams Rd, reconstructing the road will only provide more avenue for traffic and destroy the beautiful nature around the corridor as well as turn away many potential new residents to the area. Myself and many of my neighbors came to live here many years ago in the first place because of the fact that Adams wasn't a major 4 or 3 lane road. Trying to fix things will only cause more problems and the residents will NOT be happy. You need to take into consideration how many neighborhoods are on the length of Adams Rd and take that into consideration over financial profit from widening the road. Pretending it will solve traffic is useless- there's congestion on practically every road in the metro Detroit area during rush hour, this is not unique to Adams Rd and does not even present much of an issue to those of us who quite literally drive down the entirety of Adams everyday to work.
I think this is the only way to preserve the natural beauty of this road, much less the historical landmarks along this road. If you want to update the safety aspects of it, why not install a traffic light at Butler Road now? Then you can evaluate if that actually would help without spending a whole lot of money.
This the safest option for both residents and commuters on the road. Trying to widen the road will only cause more congestion and accidents- look at any major road with more than two lanes and the incidence of accidents increases with more lanes. Implementing stricter speed limits and monitoring of speeding on the road is much safer, efficient, cost-effective, and beneficial. There is 0 difference between Adams Rd during traffic hours and any major lane road in the area in terms of traffic jam. This is an inevitable issue that arises with any city and not a major issue to be solved. Safety wise- our children and fellow residents will no longer be able to bike or enjoy the road if you add more lanes and risk the safety of us all.
If Adams is widened up to Walton, traffic will just back up after The Village. Adams Rd. Is one of the few roads in the area not a "super highway." It's a beautiful drive. Only change may be to improve the Adams/Avon Rd intersection.
No build. Why, because a 3 Lane Rd. serves no purpose. There are only two locations that people turn left going north. And both locations have a passing lane on the right. No to Four lanes! I live at crooks and Avon. I take Adam's home every day. A four-lane road only serves people north of Rochester Hills that are cutting through the city. KEEP THE BEAUTY OF ROCHESTER HILLS.
Adams Road from Hamlin to Walton is such a beautiful scenic road as it is. I look forward when I am coming home from work to drive that last stretch of roadway just before getting home in Brewster Village. I would certainly prefer that it stay as it is. If changes are needed to accommodate traffic, at the most, please make it only 3 lanes with a continuous left turn lane.
I have lived in Rochester/Rochester Hills for almost 50 years and travel Adams Road extensively at all times of the day and night. I have never experienced the kind of traffic that would warrant destroying our historical heritage along the roadside. I do avoid going North of Walton on Adams because it is a high accident area with little thought (if any) considered when the shopping areas were developed. The entrance/exit areas to The Village and Busch's are extremely unsafe. However, South of Walton, that is not the case. Please, please, please leave our historic rock wall and the MBH Gate Lodge alone!
Leave Adams a 2 lane from Walton to Avon, then widen to 3 lane on south. Please, no roundabout. I live at one and have to go round it every time I leave my house. I often have to sit much longer than if there was just stop lights. It is a glorified 4 way stop. You take a chance any time there is high traffic. Going east on Tienken at rush hour, cars sit in the middle so people going north or south on Livernois can't get through. I've watched it for about 10 years.
Leave the historical area alone! Everything is being torn up. It's ruining our beautiful city!
Although I have experienced traffic backups in the area of this study, I am not aware of numerous accidents along this stretch as in the stretch from Walton to Tienken. Having just witnessed yet another accident on this stretch of road today, Inam perplexed that this section of Adams, one that has witnessed at least 4 accidents in June alone, was not the subject of a traffic/ safety study. It is clearly in need of immediate attention and action.
The only issue is the intersection on Adams & Avon, which is congested during rus hour.
Let's preserve the green space along the roadway. Drivers can choose alternative routes. Re-construction would alter the area for those LIVING in the area - residents would lose out if the road was expanded.
None of these are appealing. The apartments on the corner of Adams and Hamlin are generically and ugly and gross color. Why are you trying to make it difficult to drive Adams completely?
2 lane only
Keep Adams Rd as is.
Beautiful scenery should not be destroyed. Leave as is.

I don't see a need to widen Adams Road at this time. Sometimes the traffic is heavier than other times, but most residents know and accept this. Other than the few left turn lanes that already exist into subdivisions, it is not necessary to add a dedicated lane on the whole length of the road. Clearing the road in bad weather by plowing and salting should be the priority here due to the grade of the road. The impact on the residents of that section of Adams Road would be devastating.
People need to slow down & enjoy life. Slow down & drive the speed limit. Making more lanes pull traffic from other roads heading south. Leaving early if you have a appointment going south on Adams, that is what I do. Use other roads in area if you need to head south using Adams.
There isn't enough space to expand between the proposed roads. In the event, many trees might be cut off which we as residents can't see the destruction. We need to preserve the nature! Thank you!
Quite frankly would rather see NO Adams Road change, but realize change is inevitable. I reluctantly agree with 3 lane Adam's road as long as it does not affect the west side of Adam's , i.e. the Meadow Brook estate, golf course, Dodge Farm House, Club House and Gate House. Absolutely no roundabouts! Drivers do not know how to use them safely. A proposed roundabout at the Avon Adam's intersection would be a hazard due to the hill on northbound Adams Road. Also I don't feel that a roundabout at Meadow Brook Drive would not improve traffic movement. The Livernois and Tienken roundabout creates traffic gridlock at peak times. An intersection with traffic signals similar to Livernois and Avon would have been much more efficient.
Please plan for bike and pedestrian traffic. There is an Adam's road entrance to the paint creek trail and many bikes are on Adam's.
This is the only option to not destroy the beauty of Adam’s Rd. How about the Mayor and City Council Stop allowing monstrosity like the new apartments at Adams and Hamlin?
Leave it alone. Only the businesses and city government want it...because greed. The citizens don’t want it and all the new traffic and problems that will come with it.
Leave it alone! Stop building up the area!! We don’t have any green space, every place is cement and bricks.
Please leave it like it is. It has so much history and it’s charming
I think Adams should be left as a 2 lane road.
Keep Adams Road as a two lane road, otherwise there will be too much traffic for the area and with the building of the Legacy - the road capacity will already be increased.
I don’t see the construction as progress. Rochester Hills will look like Sterling Heights eventually. My city deserves better.
In my experience Adams traffic is more backed up heading north between Tienken and Walton. I would only address that area and from Avon north to Walton. I rarely see backups from Hamlin heading north.
The biggest problem is just north of Walton on Adams at the entrances to Trader Joes, the Village, the banks and the Shell station. Lots of accidents there. A median would be helpful there or even a traffic light.
Leave Adams as is!
Traffic is present during rush hour but is reasonable the rest of the day. Other n/s roads are far worse. If expansion is the only option then a three lane road with turn circles is preferred. It is ironic traffic controls are under review when the huge apartment development at Adams and Hamlin was just allowed. Further development should not be allowed without traffic impacts being assessed ahead of time.
I have lived just east of Adams off of Walton for almost 22 years and have used Adams road almost every day. The attraction of Rochester Hills is its character. If you widen Adams road and clear cut all of the large mature by trees and remove all of the berms by the golf course it will look like Rochester Road near M-59 or Baldwin Road in Lake Orion. The area will lose all of its character. Traffic on Adams road is bad a couple hours a day. If you widen it, traffic will just increase. More people, who don’t even live in Rochester Road will use as a pass through road to Oakland Township and places north. Did the engineers include in their study what happened to traffic on Adams road when M-24 was under construction? I can tell you from experience it was terrible. Now that Oakland Township has paved Clarkston road from Adams to Rochester road, it will be even worse if you turn Adams road essentially into an expressway. Why would anyone who lives in Rochester Hills want to destroy the character of Adams road to essentially create an expressway through one of the few scenic roads that remain? Widening the road will increase traffic, which Adams road north of Walton already cannot handle, and it will increase the speed of traffic. Who will that benefit? It will only benefit those who pass through and the people who will get paid millions of dollars to clear cut all of the mature trees and build the new ugly expressway lanes. If I wanted to live in a unappealing asphalt and concrete city surrounded by 5 lane roads I would move to Troy or Sterling Heights. I cannot express enough how disappointed I am in the leadership of this City that you would consider destroying the character of the city so people who do not even live in your city can save 5 minutes on their commute.
Unnecessary work

How are THESE the 5 options that you idiots came up with after the overwhelming feedback to not construct more lanes? We do not need you to construct anymore lanes, we need the Adams to Avon left turn lane to be painted with a solid line and used ONLY for left turn lanes, and we need a roundabout on butler rd and going to the university. NONE OF THIS REQUIRES CONSTRUCTING MORE LANES. WHY DID YOU ASK OUR OPINIONS IF YOURE GOING TO IGNORE US ANYWAY. STOP TRYING TO RUIN THE LAST PIECE OF BEAUTY WE HAVE.
Me and my girlfriend whom I love very much both agree; it does not need more lanes, just do roundabouts. And take extra money and plant more trees along the road. Please don't clear cut the few trees we have and turn adams into another desolate asphalt wasteland just to widen the road a bit.
We can still add roundabouts without adding extra lanes. It does not need more lanes. The Adams left turn onto Avon needs to be made an official left lane only, there are too many people who get confused and don't know how to drive in this area. This confusion results in more traffic. Please for the love of everything take the many opinions provided to you and do not increase the size of this road.
Now I realize why you ignored the opinions of the public and gave 4/5 options that have to increase the size of Adams. It's because OU is trying to add more apartments and is trying to use this expansion to justify it. NO. The people do not want it. I would rather not be done than we build more disgusting apartment complexes that ruin our view. Disgusting behavior from our public service committee.
Adam's rd is beautiful as it is, leave it.
Will increase traffic flow tremendously leading to dangerous conditions.
I travel Adams Rd from Avon across Walton almost every day, and have for over 30 years. I do not find it unsafe at all. It has become a bit more congested over the years but it is such a lovely road! Widening it at all would impose on the beauty, the golf course and some residential yards all the way from Hamlin Rd. to Walton. Even though the congestion is greater, I choose to use that route during lower traffic times and certainly not when there's an event at Meadowbrook. I hope Adams Road stays as it is!
I am so disappointed to see the beauty and the character of this great city changing. More development, more traffic, more noise, more pollution. Stop turning this city into some of our neighboring cities that people are now rushing out of.
No build, leave it as is to protect the natural beauty of the area.
Would prefer to leave Golf Course untouched and keep local traffic routes as-is.
If you make it bigger you are just going to build more. If anything, just build a small round about at Avon and leave the rest alone.
The politics of this "pretend objective" vote to allow the citizens to think they have input is sad. Rather than widening all the roads to accommodate cars... why not stop developments like the one at Adams and Hamlin who will cause hundreds more cars in traffic on M59 and Adams. What about future plans for how to accommodate more schools, stores and services for these developments? Let alone turning our beautiful roads like Adams Rd in to a thoroughfare. I vote no development
I don't want to see people losing property and ruining their view who live very close to Adams road between Avon and Hamlin.
As a Rochester Hills resident I do not want to see our small community our Hometown turned into a metropolis cutting down all our trees to put in an expressway or a parking lot or three lane for four-lane highway on Adams Road. We as people just need to slow down! Making changes to Adams Rd is not going to help with the traffic flow it's just going to bring more traffic for people to drive even faster than they're doing already today.
Why? It works fine as it is. I never run into traffic congestion. I will now with it being torn up. I really don't know why, when it works, we have to fix it. Maybe this money and time is better spent fixing Brown Road. I won't even drive to Target because it has so many potholes. Please fix that road.
it has been proven time and again that widening roads does NOT reduce traffic and just causes induced demand. maybe invest in public transit and alternatives like sidewalks and protected bike lanes instead of investing in car hell causing psychological torture to residents (studies show noise pollution increases stress and mental illness) and ruining the charm an natural beauty of the area just for the people who drive THROUGH the area rather than prioritizing the people who actually LIVE there

Adams Road...

For over 40 years as a resident or as a former city council representative for Rochester Hills will continue to hope we will preserve the character of Adams Road.

If there were to be any improvements to the road we would hope have the sensitivity to protect the historic character of the road and its rolling hills.

And yet again two million dollars later the Road Commission for Oakland County is still stuck in the 20th century!

Is it time for Craig Bryson to retire; give up his leadership and turn over the decisions of the Road Commission to a progressive forward thinking 21st century leader?

Commercial... three lane, five lane, wide four lane blvd, three lane with roundabouts and includes a five lane highway from Hillendale Dr to Walton Blvd as part of that plan are all bad ideas!

These ideas that will level the hills increase car and big truck traffic speed. One only needs to look as far as our new three lane high speed Tienken Road highway!

Do we want to turn historic Adams Road a canopy lined with trees into three lane high speed Tienken Road. NO! But that is what Craig Bryson and the Road Commission for Oakland County plans are for you!

Tienken Rd. no trees between the pedestrian/bike pathways and the curb of the road... and a dangerous center lane for easy crossover head-on accidents. We want the same for Adams Road? NO!

Roundabouts will slow down traffic at the Roundabout but overall will increase the speed of the road.

Roundabouts will also not break the flow of traffic like traffic lights and make it difficult for those entering and exiting subdivisions and driveways.

A three approach roundabout at Avon and Adams Road will favor Adams Road and traffic will back up on Avon Road, only have to look as far as Dequindre Road backups at Avon by the Cider Mill.

So I would choose to do nothing but improve the pedestrian/bike pathways along Adams Road north of Avon Road.

Sad to see a two million dollar waste of time... maybe some day the Road Commission for Oakland County will see what is going on... on the rest of the planet!

All over Europe and now in America we a taking a fresh but historic approach to the buildings we work in and the roads we drive on. Book Tower and Train Station in Detroit are great examples.

Outer Drive in Detroit is a great 19th century example of a beautiful canopy tree lined narrow four lane historic looking boulevard. Trees and flowers planted in the center and between the curb and sidewalk.

If there are any improvements ever to Adams Road we must look to the past and create a safe narrow boulevard that over time will look like it has been there for a 100 years as new street trees grow and cover the road.

If needed we need to replace historic stone walls with new stone walls of the same historic character and look.

We could create a new bridge over the Clinton River with 21st technology but also natural stone walls where the wildlife and us can easily pass under. A bridge that looks like it has been there for 100 years.

This don’t know why many can not understand this is a residential historic part of town! The last thing we need to do is destroy the area with a commercial looking three or five or wide commercial looking four land boulevard!

always thanks for your time... you are the very BEST!

“Architecture is art, but unlike art that can be hung inside a gallery architecture is public art and can have either good or bad consequences affecting a city's character and charm.” — Scot Beaton

Scot Beaton ...semiretired NYC Clio award winning advertising designer.

https://www.linkedin.com/in/scot-beaton-474a7b51

Do not change this road! As a life long Rochester resident this is horrifying to be proposing all these changes. This will destroy the beautiful landscape and create even more traffic. Awful plans!

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Leave and maintain two lane road.

Any lane increase will only make traffic worse north of Walton. You will only make traffic worse north of Walton and Tienkin.
Do not expand
I can't even believe there are all these options to ruin the beauty of Adam's Rd. As someone who has lived in Rochester Hills most of my life and then moved my family from Birmingham to the Rochester Hills Adams corridor, I am extremely disappointed this is being considered.
The road is perfect the way it is. The legacy buildings are an atrocity and not needed in our community. The village shopping area is also not needed. They both cause excessive traffic but it is not unmanageable. Widening the road will only bring more traffic and destroy more of the natural beauty of our area. I would probably consider moving if the road gets widened. I moved to rochester hills not rochester because i kike the natural quiet beauty of the area.
No build. Enforce a non-commercial zone. Semi trucks should never be on it, especially during the business day. Unfortunately many accidents appear to be from speeding motorists that don't take "limited view" on hilly topography into consideration. I've also seen school buses stopped on Adams, but that's a dangerous bus stop idea. Enlarging that road to more lanes is not the solution. There will be more passing motorists and more aggressive driving with 3-5 lanes. It's also an enormous project that would change that road permanently. The merge lane by the Village is where I see the most accidents by far. More lanes invite more accidents.
The proposal to expand Adam's Road has raised significant concerns among residents, environmental advocates, and urban planners. Here are several key reasons why the expansion should be reconsidered: Environmental Impact Expanding Adam's Road would necessitate the removal of green spaces and potentially encroach upon protected natural areas. This destruction of habitats could endanger local wildlife and disrupt the ecosystem. Urban expansion often increases pollution during construction, and the expanded Road is likely to attract additional traffic. Preserving our natural environment should be a priority over creating more infrastructure that encourages car dependency. Community Disruption Adam's Road is in a community with a rich history and strong identity. Expansion projects typically involve prolonged construction periods that can significantly disrupt residents' daily lives. Noise pollution, dust, and traffic detours can create a stressful environment, affecting the quality of life and potentially leading to health issues. Additionally, such projects often lead to the displacement of local businesses and residents, eroding the community fabric. Economic Considerations The cost of expanding Adam's Road would be substantial. These funds could be more effectively allocated toward improving public transportation infrastructure, benefiting a more significant portion of the population. Investing in public transit reduces traffic congestion and provides a more sustainable and equitable transportation solution. Enhancing public transit can decrease our reliance on cars, reduce carbon emissions, and create a more connected city. Traffic Congestion Contrary to the belief that expanding roads alleviates traffic congestion, numerous studies have shown that it often leads to induced demand. Increasing road capacity encourages more people to drive, resulting in the same or even greater congestion levels over time. A more effective approach would be implementing measures that manage demand, such as improving public transportation, promoting carpooling, and developing bike lanes and pedestrian paths. Long-Term Urban Planning Expanding Adam's Road is a short-term solution to a long-term problem. Urban planning should focus on sustainable development that prioritizes people over cars. Creating a city that is walkable, bike-friendly, and well-served by public transportation will yield more significant benefits in the long run. By fostering mixed-use developments and reducing urban sprawl, we can create vibrant communities where people live, work, and play nearby, reducing the need for extensive road networks. Conclusion The expansion of Adam's Road is not a forward-thinking solution to our transportation challenges. Investing in sustainable and equitable alternatives can protect our environment, preserve our communities, and create a more livable city for future generations. Let's prioritize thoughtful urban planning over outdated infrastructure projects that merely serve to perpetuate our reliance on cars.
Adams should remain a two lane road until Oakland University at which point it should become a boulevard until just past shadow woods. That is the most dangerous and congested portion of Adam's given the mall and shopping centers. The rest of adams is fine. Widening it would ruin the ascetic and at jo point is a traffic circle necessary especially if it's going to be done like the one at tinkien and livernois which is truly awful particularly during rush hour

NO Build
Please leave this stretch of road alone, and preserve the nature and neighborhood.
Adams should not be major street. It is perfect the way it is. Making it wider will take away the beauty and just make it faster for people in Oakland Township to get to the freeway. If the statistics say it is unsafe than lower the speed limit like Tienken Rd.
With Squirrel Rd, Rochester Rd and I 75 to Lapeer Rd all offering multi lane north/south options there is no need for this project. It would also have an adverse ecological and aesthetic affect on the OU / Historic Meadowbrook campus.
My own non-scientific survey indicates the major issues along Adams at the north end are caused by elevation changes and poor sight lines. Distracted drivers who don't look ahead to the other side of a hill, then crest the hill and panic are big contributors. Also, significant back-ups pivot around 'rush hour' while mid-day traffic seems to flow at a very high LOS. None of the proposed alternatives really conveys how dramatically the surroundings would need to change. Selected cross-sections of before/after would better present the changes planned. Show all the trees being removed, the stone wall cut down (or will it be redone to adjust elevation of roadway?), etc. to allow for honest assessment by the public. Are three lanes actually justified for the entire length? Seems like there are places where the center lane isn't needed but might invite unauthorized 'passing' opportunities.
This option is feasible. Having grown up and driven for many years in southwestern Pennsylvania, it is very customary to encounter two lane roads with limited visibility and yet still maintain safety. To increase safety and flow, the existing traffic lights would benefit from designated left turn lanes and the speed limit should be reduced to 35-40 mph.
Leave that beautiful picturesque road alone. The amount of destruction and development is astounding
Leave it as is. If you put five lanes there, it’s going to be extremely unsafe for the middle school and high school walkers. At this point, it’s already dangerous so if you add in two more lanes, it’s going to be even worse
Stop the conditional use of zoning of property that causes excessive traffic. Examples include the apartments at South Boulevard and Adams and the daycare at Adams and Tienken. Adding lanes just pushes the problem North and as it is Tienken and Adams is high-risk Grade E intersection per the study conducted when the daycare at Adams and Tienken went in. Residents do not want a 5 Lane highway Infront of our schools.
I think this option is a no go - there are too many traffic and safety issues along Adams to not change the design of the road. At minimum I think it is ridiculous that any many road in a city the size of Rochester Hills does not have bike paths/sidewalks along both sides of the road. This would not only increase safety, it would improve the ability to walk/jog/bike around the city, increasing the livability of the area. It's bad enough that so many subdivisions have no sidewalks/bike paths, forcing everyone into the streets (including playing children). It's worse that some many feeder roads (including Harding and others) do not have bike paths (yes, Drexelgate just got a bike path along one side, and it is in frequent use). Please have any option chosen include bike paths along both sides of the road.
Please do not touch this historic beautiful road, treasure it and guard it as the precious jewel it is.
There are alternative N-S routes into Rochester Hills. There are choices for those who are concerned about safety or speed. The only time I notice too much traffic is at rush hour. If you must make this road FASTER/SAFER close the M-59 ramp from/to Adams north. Do not alter Adams Road.
I don't see that there's a justification for a consistent third center lane for the entire 2 mile length. My vote would be to leave the majority of the road as is, with an expanded center lane at the Avon and Adams intersection for those looking to turn left and go east. Alternatively, leave it two lanes and put a roundabout at the Avon and Adams intersection. A roundabout at that intersection would be money better spent than a consistent center lane all the way down.
Encourage Squirrel Road Usage..OU doe not need entrances on all 3 sides.... Encourage new apartments to rake squirell. If Stellantis exits Auburn Hills we certainly dont need flooded empty building. Absolutely no roundabouts. Too many homes nearby this encourages speeding making it difficult for subdivision residents rxiting their neighbor hoods. .
I strongly and adamently prefer this option. This section of road is one of the few left in the city that has old growth trees and natural beauty on either side. Changing it in any way will ruin everything. I live here. The traffic is not that bad.
I have lived in the Rochester/Rochester Hills community for almost 50 years and travel the Adams Road corridor almost every day. While I have seen increased traffic in the area, it is does not warrant destroying our beautiful, historical properties such as the Rock Wall and the Meadow Brook Hall Gate Lodge. The majority of this traffic is due to the overdevelopment of Adams Road North of Walton and the ill-placement of entrances to the shopping malls. That is what needs to be addressed. Put in a boulevard there so that Michigan left turns can be made in a safer manner. The continued greed and development of every green space we have here is so discouraging.
This is the only viable option to respect the historical significance of Adams Road. This is the “gateway to our community” and remain as such.
Enough boulevards, five lane roads and round a bouts that our citizens cannot navigate. Leave some charm with two lane roads that amplify thr beauty of our community.
Adams Road is only busy during rush hour. Those who choose to drive Adams during these hours know what they will be dealing with. Don't punish us that live in the Adams communities for those who purchased homes north and didn't do the research on what their commute would be or choose not to drive an alternative route. Why waste money building and maintaining (let's not forget that more pavement equals more cost in the future) a wider roadway for only a couple of hours per day.

Doing nothing to improve Adams Road is not an alternative. The road in its current condition is unable to handle the traffic volumes. Traffic easily gets backed up everytime someone tries to turn left from southbound Adams, especially in the area from Walton down to Avon.
I strongly support the no build option at this point. Destroying the natural beauty and impacting the historical elements is absolutely unacceptable especially when more and more development is being approved up and down Adams. We need to take a step back and start to plan better for the cause and effect of increased traffic here (too much development allowed), reduce the number of points for entry/exit to Adams all the way from Hamlin to Tienken and stop pushing the false narrative that a five, four or three will decrease traffic or make it safer.
This is an historical area.
Yes, this would be the best option. At least Adams between Avon and Walton. There is no way to expand without serious disruption to quality of life and nature.
Leave it as it is. If people don't like the traffic please find an alternate route.
The real safety issues on Adams road happens north of Walton between the 2 shopping centers.
I believe that Adams Road should remain as is. It is a beautiful stretch of road with hills and history. Access to different destinations in the Oakland University area can be done on other larger roads such as Squirrel or Walton Blvd.
This will absolutely destroy the ambience and natural beauty of our area. The traffic is not even bad in this area. I think it's terrible you are wrecking our community by shoving this down our throats!
The "No Build" option could include increased turn lanes, without a significant change to the character and beauty of Adams Road. The ONLY traffic backs are because of very limited turn lanes. Maintain the character of Adams Road. Why not improve and extend Livernois and Squirrel north to satisfy the residents living north of Rochester Hills? Certainly a better response to alleviate traffic congestion.
Please leave Adams as is!
I like it how it is
o.u. campus is easily accessible off of squirrel rd., thus alleviating traffic on adams rd.
I live north of Teinken and work south of M59. I travel Adam's every work day. I love this part of Rochester Hills and the natural beauty. I can deal with the traffic which isn't any worse than the 5 lane road of Rochester Road. In fact I use to live on Sandalwood street off Rochester and moved because it was too dangerous for my family and noisy. There are studies of road widening that proves that widening roads only brings more traffic. Why destroy this only remaining beauty road in Rochester Hills? The road noise will be terrible as well for the local residents in the subdivisions around there as well. Just don't put any additional commercial or multi-housing properties on this section of road. It seems we just can't say no to development like other communities!
I am in support of maintaining the existing beauty of this section. Too often, overdevelopment is cloaked under the guise of safety and improved traffic flow all while new multi-unit development is proposed and acted upon on the land around this corridor. If you truly wanted to improve safety, the speed limit could be reduced to 35 and approval of new multi-unit developments would stop.
STOP the poorly thought out building without thought on the impact on roadways. Rochester Hills has done a TERRIBLE job of utilizing MAIN roadways for efficient and SAFE travel-PLEASE consider having ALL VORH traffic exit onto WALTON. Adams is a RESIDENTIAL road in most areas from Hamlin to Walton. Also, please note LOWER traffic since WFH is common since the pandemic. We encourage you to look at smart road options-like Detroit to Ann Arbor. We urge you to look at technology NOT BUILDING AND DESTROYING THE ENVIRONMENT!!
I am so disappointed in the idea of making this road wider. Please create a better turn signal to direct flow of traffic and add one to enter OU but other than that don't widen the roads
This is the only option that protects the historic assets included in the National Historic Landmark. We cannot allow these features to be moved, modified, or destroyed in the name of traffic flow. The priority must be to protect the irreplaceable setting, environment, and context for the Meadow Brook Hall National Historic Landmark. Adams Road is part of that setting.
There is no need to widen the road. I live off Adams in the proposed area and do not see a problem with traffic. Widening it will destroy the natural beauty of the area and increase traffic.
There is no need for more lanes, but there is a need to lower the speed limit, or even add a roundabout. When Dequindre was widened, it became a nightmare for us residents who live nearby-it's a loud speedway now. Don't let this happen here. To widen this would be to lose the spirit of the area.
Please keep the historic beauty of Adams road.
This is the ONLY option. It's disgusting that you want to come and bulldoze the hills and trees and ruin this beautiful, historical road
STOP with all of the attempts at making Rochester Hills a 'big city' there are enough of those! You already put a huge amount of apartments on Tienken where are all those people going to go?? STOP ruining the beauty of Rochester Hills!
This can't be done without ruining historical sites.
There are other less destructive and intrusive alternatives. Consider rerouting access roads or adding traffic lights. This is one of a few remaining country roads. Keeping it as is adds value to our community

A third lane for the entirety of this stretch of roadway is not needed. • On southbound Adams between Walton and Avon, there are four possible left turns. At three (Rhineberry, OU's sorority row, and Cambridge), a right-side passing lane would prevent traffic from backing up behind left-turning vehicles; this solution has worked well along Tienken. At the fourth, Hillendale, there are already three lanes; marking it as a turn lane would help keep traffic moving. • For Adams southbound traffic turning east onto Avon, marking the existing third lane as a left-turn lane would help traffic flow. • On northbound Adams between Avon and Walton, there is only one possible left turn, at Hillendale (already a turn lane here). • Adams between Walton and Avon bisects a federally protected historic property; what steps has the Road Commission taken to have its proposed modifications evaluated by the NHL/NPS for impacts on Meadow Brook's assets? • Leveling hills is a needlessly expensive solution to a problem better solved by lowering the speed limit—a common practice on Oakland County roadways where there is limited sight distance. And it is a practice that preserves natural character, one of the County's assets. • At a public forum, Rochester cited fatal crashes at Avon and Adams as a compelling need to widen Adams. Yet, according to news reports, the accidents he mentioned were caused by a texting driver and a drunk driver. A widened roadway would not prevent human errors like these. • According to the TCDS Adams Road traffic counts are down from a 2014 peak and have remained stable. Congestion along the route is minor and limited to rush hour, similar to many other area roadways including Avon, Tienken, Walton, and Livernois.
Please do not change the uniqueness of that particular landscape
In consideration of the trees and historic value.
No build
A better plan is needed than creating another wide, busy thoroughfare to accommodate over development.
Adam's rd is beautiful please don't flatten and widen it.
Please create a new option. It's not acceptable to lose the character of Adam's Road.
Do not change anything.
Here we go again! When will you STOP trying to make Rochester Hills into Troy? Adams Rd is beautiful! LEAVE IT ALONE!!!
Please leave it as is. Our neighborhood should be quaint and kids safe
Leave it alone.
adams rdd
No change please!
No build
Don’t build
Please preserve what we have
I don’t want the mature trees and historical stuff removed. We don’t need to look like Troy. Make the Oakland township resident use squirrel or lapper road
With plenty of other north/south alternative travel routes nearby, history-rich and scenic Adams Rd should not be altered for the benefit of lazy commuters and greedy developers. Lower the speed limit and force Oakland County Sheriff to step up and do their job enforcing traffic safety.
We are losing way too much green space!!
Do not spoil the natural beauty any further
Save history! Stop destroying it!
Leave Adams road as it is
Leave it alone. Don't ruin history and nature because you couldn't plan or anticipate the city needs correctly.
This is the best option. Look at expanding other routes north
This is a beautiful area and drive. Drive it daily. Does not need change
We are losing so much of the charm that was our city Rochester Hills. Leave the trees and stone wall! Take the corner of Hamlin and Adams is hideous!

For over 40 years as a resident or as a former city council representative for Rochester Hills will continue to hope we will preserve the character of Adams Road.

If there were to be any improvements to the road we would hope have the sensitivity to protect the historic character of the road and its rolling hills.

And yet again two million dollars later the Road Commission for Oakland County is still stuck in the 20th century!

Commercial... three lane, five lane, wide four lane blvd, three lane with roundabouts and includes a five lane highway from Hillendale Dr to Walton Blvd as part of that plan are all bad ideas!

These ideas that will level the hills increase car and big truck traffic speed. One only needs to look as far as our new three lane high speed Tienken Road highway!

Even the grading and flattening of the hills for a 50MPH design speed is the same in all of the Road Commission for Oakland County proposals.

Do we want to turn historic Adams Road a canopy lined with trees into three lane high speed Tienken Road. NO! But that is what the Road Commission for Oakland County plans are for Rochester Hills!

Tienken Rd. no trees between the pedestrian/bike pathways and the curb of the road... and a dangerous center lane for easy crossover head-on accidents. We want the same for Adams Road? NO!

Roundabouts will slow down traffic at the Roundabout but overall will increase the speed of the road.

Roundabouts will also not break the flow of traffic like traffic lights and make it difficult for those entering and exiting subdivisions and driveways.

A three approach roundabout at Avon and Adams Road will favor Adams Road and traffic will back up on Avon Road, only have to look as far as Dequindre Road backups at Avon by the Cider Mill.

Public hearings... been in politics long enough to know most of the time government does not listen!!! ... And the residents still get the strip mall or big new road in their back yard or front yard!

So I meant it ...this is a waste of time with the residents and the Road Commission for Oakland County will get a design speed 50MPH three lane and five lane highway and roundabouts.

With no trees between the side walk and curb with the hills leveled to accommodate a three lane or five lane highway.

What is most disturbing Road Commission for Oakland County now have the genius and money to create an atmosphere were the naive residents really feel involved with a plan the Road Commission for Oakland County would build with or without their input.

So I would choose to do nothing but improve the pedestrian/bike pathways along Adams Road north of Avon Road.

Sad to see a two million dollar waste of time... maybe some day the Road Commission for Oakland County will see what is going on... on the rest of the planet!

All over Europe and now in America we a taking a fresh but historic approach to the buildings we work in and the roads we drive on. Book Tower and Train Station in Detroit are great examples.

Outer Drive in Detroit is a great 19th century example of a beautiful canopy tree lined narrow four lane historic looking parkway, boulevard. Trees and flowers planted in the center and between the curb and sidewalk.

If there are any improvements ever to Adams Road we must look to the past and create a safe narrow boulevard that over time will look like it has been there for a 100 years as new street trees grow and cover the road.

If needed we need to replace historic stone walls with new stone walls of the same historic character and look.

We could create a new bridge over the Clinton River with 21st technology but also natural stone walls where the wildlife and us can easily pass under. A bridge that looks like it has been there for 100 years.

This don't know why many can not understand this is a residential historic part of town! The last thing we need to do is destroy the area with a commercial looking three or five or wide commercial looking four land boulevard!

comment continued onto next page

And most of all... I would not support any city shared funding to widen Adams Rd before we rebuild all of Rochester Rd ... all of Livernois Rd south of Tienken Rd and all of Walton Boulevard ... ... as beautiful canopy tree lined narrow four lane historic looking parkways, boulevard. Trees and flowers planted in the center and between the curb and sidewalk. We need to show these residents first we even know how to build parkways not highways first before we F-up Adams Road! “Architecture is art, but unlike art that can be hung inside a gallery architecture is public art and can have either good or bad consequences affecting a city's character and charm.”
Area is already over developed. There is no plan to maintain and preserve nature from the area. Rochester hills do not need further development to only accommodate further developments. We want to keep our natural areas as they are. No more construction!
Too much nature and history will be removed.
Leave it as is.
Leave it alone! We don't need wider roads here for more traffic. People can drive a different way and deal.
Please stop with the sprawl.
No build
Please leave this beautiful area alone! Everything is getting so built up and commercialized. Please leave some of the community charm and nature appeal.
Once you tear down the trees and build it up, you can never get it back.
There is no information on the other options besides the short brief description. We do not need additional lanes to add to the issue at hand. A better/ more productive evolution would be to time the traffic lights along that stretch of roadways to better the flow of traffic in and around the Adams Corridor.
We don’t need to widen roads! We need to stop building condos & apartments in Rochester/Rochester Hills. You’re killing our beautiful city. Making it so congested it’s unbearable. We’re supposed to be this beautiful natural city but you’re cutting down trees & removing historic structures. Just stop already.
Preserve this historic area! The road congestion doesn't take that long to clear & actually moves pretty well! Your plan would initiate faster driving than there safely should be for the area. Just leave it alone! Leave something the way it is & don't fix what's not broken!
Please do not destroy the natural character of this area. I travel this road often and find no issues with it regarding traffic delays, or safety concerns,. It is a beautiful area and should stay that way.
Do nothing
Please do not remove trees, hills, historic homes and stone walls to preserve our beautiful city around an already built up area.
I’m against making this charming road into another busy road!
Leave this area as is. No. Build.
Too much of Rochester and Rochester Hills has changed in the last 40 years. Most of us who’ve lived here a long time like it just the way it is/was. Please don’t ruin Adam’s room. It’s gorgeous scenic drive and view. If people don’t like it. they can travel another way or don’t move here. Please.,.
Please leave this historic area as beautiful as it is now. No BUILD
Want to keep it how it is.
I suggest no build to maintain the the trees and the scenic drive along Adams. Also, I live in Butler Ridge and would love a light on Butler and Adams timed only for specific times of day instead of widening the road. If Adams was wider it would make turning left even more difficult. We have to juggle turning left with regular traffic on Adams as well as the church and school traffic all within close distance of each other.
No thank you to widening Adams and increasing traffic. When will this stop? There are nice, secluded homes on that road. Yhe do not need or want this major intrusion.
Ugh the area is so overbuilt for no reason.
Your poor planning is not our taxpayer emergency. Leave it alone.
Stop changing the area. You are ruining the beauty of this city.
No build! We are very against this.

If there's not an adequate plan - or funds, for adding greenery, mature trees, and elements such as the stone wall, nothing should be built. Part of the charm of Rochester Hills is the greenery. Attempting to avoid traffic isn't the solution.
Love the beauty of Adam's road, do not change that in this beautiful city
Don't change the beauty of that area.
We were here 1st and enjoy the Adams Road Scenery , so the People causing Urban Sprawl driving north of Rochester should Drive around another way or suffer sitting in the Cars in Traffic...We do not want Our Scenery destroyed for Their convenience ,,
There's not enough room for extra lanes, let alone sidewalks. There needs to be a plan for sidewalks, and if anything, they should invest in sidewalk extension down Adams to increase pedestrian safety. Include bike lanes in the plan if you're even thinking about road expansion.
Leave it historical
This area does not need to be widened, as it will ruin the character of that corridor and create more congestion as people will perceive it as a main north-south artery once it's wider. We would benefit from some sort of additional light between The Village and the shopping center with Trader Joe's to allow people to more easily turn left out of each, but I don't feel we need Adams widened in general.
Way too much development in Richester Hills. I am very suspicious of the city officials behind these proposals.
Please leave the scenic road alone.
Need a light at Butler. All serious accidents are north of Walton, not south. And the one fatality was due to a person running a red light. No road improvements would change that event. Question: What influence has Oakland University & sealthy golf playing donors influenced this desire to change Adams Rd.? OU needs to adapt to the changes in attitudes towards advantages of having a degree with so much student debt & stop worrying about expansion.
No build
No build.
No build
This is the only correct option. There is no reason to ruin this historic portion of roadway too. This is supposed to be the city of trees not the city of multiple multi lane roadways and strip malls or housing placed on every corner or patch of land. There's plenty of vacant housing for purchase and plenty of vacant storefronts without approving every strip mall everywhere for a new drive thru coffee shop of fast food joint. City government needs to stop tunnel vision in the name of the almighty tax dollar and protect what our city should remain, a QUIET place to live with numerous trees and open spaces, not a concrete jungle like Manhattan. Stop bulldozing every open spot and creating super large roadways everywhere. Plenty of roadways exist today to handle traffic volume across and through the city. No reason at all to continue the decimation of this city's green space with projects like this further infringing on wildlife natural habitats. Remember why people have chosen this city to raise their families and don't change it into something that will drive those families away in the blind pursuit of tax dollar income at all and any cost. The constituents of the city are watching what the elected politicians do here, before deciding whether or not those representatives deserve to be returned to office or replaced with those with greater resolve to protect the community with wisdom and foresight.
Mature trees cut down? 100 year old wall torn down? I am so disappointed in what little regard developers and the powers that be in preserving what beauty we have in this city
Adams Road is historic!
No build is the only option that maintains the natural integrity of the area which is the main reason many settle here.
We.do not need nor do we want Adams turned into Rochester Rd or Squirrel..Leave this section orlf road alone. Leave at least some of or history be.
The over-development of the north Adams area is no excuse to demolish beautiful and historic stone walls and tons of mature trees. The disregard for the people that live in those areas (and have for generations), and the environment, is horrible and just plain greedy. Adding more lanes of traffic on Adams will completely transform a serene area to a concrete eyesore. The people who live there should be respected over the selfish wants of developers far north of the OU corridor.
I'm a resident of Rochester Hills.
It is part of what gives RH the character that we love!
I don't think the road needs to be changed. It will ruin our nice scenic drive. Adams road is not a highway, people have other options than just Adams rd
If we keep expanding Rochester and Rochester Hills it will lose the charm that people live here for
The hills you want to destroy are part of my Grandfather's farm. My uncle built that wall. I have pictures of its construction. Rochester used to be beautiful. Now it's ugly.
We are all tired of the bs. Leave things as they are.
Adams Road, especially the portion bordering Oakland U., is a valuable community resource with a rich history. Once it's gone, it's gone.
No build. This is the last historic section of the "Dodge Road" which was renamed Adams road. Adams Road specifically exists because of its direct route off of Woodward to the Meadowbrook estate.

More lanes will only increase traffic.
No build. Leave the road and the beautiful area alone.
Please keep our trees and beautiful and natural view as we drive on Adams Road.
Keep the uniqueness of Rochester. Leave the wall and hill.
No build! We love Adams the way it is. The history matters.
No build
No build
We need to preserve our area's beauty. Re-time the lights! Don't redo the road!
No build
This stretch of road is one of the beautiful in our city and what separates us from cities like Troy and Sterling heights which have no personality.
Do not touch it.
Horrible idea to widen Adams. It's a scheme for the city to bring in more travelers, allow more commerce & make more money. We don't need it. Leave it alone.
No Build
To Whom It May Concern, I am writing as a lifelong resident of Rochester Hills to express my firm opposition to the proposed redevelopment of Adams Road. This project, which plans to remove 50% of all mature trees, demolish a historic stone wall, and flatten the road's beautiful, natural hills, represents a destructive overdevelopment that must be stopped. As a licensed wildlife rehabilitator and an advocate for nature and wildlife conservation, I can attest to the detrimental impact these changes would have on our local ecosystem. Mature trees are not only vital for the beauty and character of our community, but they also provide crucial habitats for numerous wildlife species. The destruction of these trees would severely disrupt these habitats, leading to increased roadkill and placing additional stress on our already overburdened public servants who work tirelessly to rehabilitate wildlife, many of which that are left orphaned or injured due to unnatural causes. Moreover, the historic stone wall and the natural hills of Adams Road are irreplaceable landmarks that contribute to the unique charm and heritage of Rochester Hills. Flattening the road and removing these features would strip away the very essence of our namesake and what makes our community special. The push for overdevelopment in our city must come to an end. It is imperative that we prioritize the preservation of our natural and historic landscapes over unnecessary and harmful construction projects. I urge you to reconsider this proposal and seek alternatives that protect and preserve the integrity of Adams Road. Thank you for your attention to this critical matter.
It has a lot of historical meaning left the way it is Round abouts will just increase crashes
Do not destroy a piece of history!
Leave it as is
Please don't destroy the beauty of our area. Stop over development.
Keep it the way it is. During rush hour is the only time you see too many cars.
Please do not ruin this area and make it like M-24
Do not destroy history.
We don't need wider roads or more hugh houses. Leave the character alone in rochester hills. It's beautiful your ruining it!!!
Leave the stone wall!
I am shocked that the demolishing Adams Road in its current bucolic state is even being considered. The charm of our city is literally represented in those hills.
We need to preserve the legacy and trees
It is called Rochester Hills for a reason! The city of Trees!!!!! Why do we have to do it to Adams? Widen another road. We don't have to destroy and widen every road. Maybe stop building homes and have more wetlands. Less people . Less traffic.
Leave it as it is
Don't widen! Save the trees & stone wall. Squirrel & Livernois can handle the traffic.

We do not need more lanes in this area. Stop developing ever sliver of available land in this area
Leave as is just repave
Leave Adams Road as is. What would be most amazing is to improve the pedestrian and bike walk ways along Adams. You've widened Squirrel road and there's plenty of entrances to OU campus from there. You've turned Walton Blvd into a raceway. Leave historic Adams road alone. It's perfect the way it is and there's plenty of other ways to get around if you want to drive fast. For example take I75 or Rochester Road. I absolutely hate what you've done to Tienken. I live off of Tienken and never imagined you would turn that into a speedway too! I can't even turn safely out of my neighborhood in the morning and the roads are designed to be driven well above the posted speeds to accommodate those who don't even live in Rochester Hills!!!! It's absolutely absurd and has improved Rochester Hills residents lives ZERO! Do the right thing for a change! Don't destroy Adams Road!
Adams Road is a beautiful scenic drive. So many other tree-dense areas have been razed for neighborhoods and road expansion. Leave Adams as is.
I moved to Rochester in 1966 and lived off Adams, between Walton and Avon - literally the "hills" and now some anti- nature, build,build, build genius comes along to further destroy our resources. Use the peripheral roads and leave Adams alone.
Stop with the madness .
Please stop destroying the tree's and landscaping of our community. Enough is enough.
I support NO BUILD. Do not remove trees or level hills.
Preserve some history of what made/makes our town the beautiful city it is. Find a better solution! Enough already.
Keep the history of the area in tact.
Force the development that went in at Hamlin & Adams to outlet onto Hamlin only. Make it difficult for ALL those apartments to access Adams and add to the congestion. Honestly, why was that ever allowed to be developed? The occasional backup in the area is fine. People have and will go a different route. With apps like Waze there is no reason to destroy this beautiful stretch of Adams road. We have lived here nearly 30 years, and never have we sat in backups in this area that made us think the road should be widened and we travel Adams road from tienken to maple rd and back twice daily in peak rush hour. Yet now that this monstrosity development went in at Hamlin we're being asked to be okay with destroying the very thing that makes this area special. NO BUILD
No build
Please stop overdeveloping this historic and scenic area.
We need no more corredors for faster moving traffic to pass through. Widening will change the feel of the gatehouse if it is not destroyed and the faculty subdivision and pool
No build. Stop over development.
No build
Rochester must maintain areas of beauty and beautiful roads. This area should never be changed as it brings a different quiet feeling to our city ever growing city. Compare to a very desirable Birmingham where they maintain streets such as Adam's, vs. Troy where they have decided to pave lane after lane and have taken the beauty away from that city.
Keep it beautiful
It's fine the way it is
No build
I live off Adams. there is nothing wrong with this road. my son loves driving on the hills and through the tunnel of trees.
Enough building - NO MORE!!
This is a beautiful area. Please do not make the road wider. Perhaps just adding a full bike lane would be sufficient.
It's a beautiful stretch of street and traffic isn't that bad there.
You are removing the charm and country like setting of Rochester. Changing this road should not even be an option. Please stop building massive condo communities and this won't be an issue.
That road is historic and beautiful as well as greenery around.
No expansion.
We do not want this development
No build
No Build
Increasing lanes does not decrease traffic flows, it encourages more car traffic. Please consider alternate infrastructure like a bike or bus lane, or roundabout at Avon as an alternative. Highways don't belong in our neighborhoods.
Leave the trees and nature alone, it's what makes it beautiful.

It’s a beautiful historic road. Leave it as is.
This is the best option. If the entire stretch of Adams is not part of the discussion then this means nothing. Traffic will still be terrible north of Walton. I truly believe this is being pushed because of businesses projected on the OU campus. Don’t destroy this lovely road.
This area is beautiful and shouldn't be harmed any more than it already has been. There are too many new homes and apartments that have clogged up the area and caused more issues. There needs to be a better way .
Stop the madness, leave Adams Rd alone
We need better alternatives to over development. Perhaps like reducing how much development is happening in the first place. We don’t need new apartment complexes or shops built on every available green space.
Leave the beauty and county feeling to Adams.
Adding additional lanes will increase the probability of vehicle/ pedestrian collisions- Squirrel runs parallel and can accommodate any increase in traffic- widening will not solve anything but cause more accidents. Do not widen Adams.
Keep Adams Rd beautiful
No build
Would like to preserve trees.
Find another way instead of tearing up the scene. They do it in Birmingham area
Spend the money elsewhere. Expanding this section will just bring more traffic problems and hurt the character of the area.
No build. Users can just be patient with the traffic!
No build. Keep the beauty of this roadway - STOP the sprawl - RH so overcrowded with all the new apartment’s- Hamlin & Adam’s apt build - should never have been approved
I don’t feel that widening Adams road is the right solution. Doing so would create more traffic problems. The only thing that needs to be improved is the Adams/Avon intersection for safety purposes - add a dedicated left turn lane from Adams South turning east onto Avon.
I am ok with change...but would prefer traffic than to ruin Adams road.
You are destroying the beauty of Rochester! Stop building and expanding now!!
No build! We don’t need to become a ‘macomb township’ where every square inch is developed.
There are many other routes north for people to take
NA
No build
The city is losing its charm and small town feel with all of the new developments. Widening the road and the loss of more green space would be a mistake, in my opinion.
Please choose other areas to expand.
We do not need nor want another 3-5 lane roadway - keep Adam’s road safe and beautiful by maintaining limited traffic patterns and the historic wall.
There are a lot of alternative routes to take to avoid or not clog Adams. I know, I use them! I’ve lived here for 40 years and have watched the changes over the years. There’s no need to destroy the nature between Walton and Avon. There are also several ways to enter OU’s campus, not just Adams Road. On a week day when school is in Adams is backed up from Silverbell down to M59 starting at 7am. I still have kids that go to AHS, that drop off is off Tienken-we cut thru the sub to get there! If I need to get to say Troy, instead of taking Adams south, I will take Dutton to Squirrel to either I75 or M59. It’s not rocket science, it just takes a little planning and flexibility. And not relying on a map app. I have taught my kids who drive the ways to get around town and avoid traffic.
It is one of the most beautiful stretches of road in the city. Please keep it as it is.
No build
Stop over developing this city has become nothing but traffic
There are several other routes, and Adams isn’t backed up all day long.
No build
Why cut down every mature tree in Rochester Hills. Don't ruin the small bits of history we have left in our town.
This is one of very few stretchs of roads that remains beautiful with a natural canopy of trees and historic wall. I am all for progress, but I believe this 2.2 mile stretch of road should remain unchanged except for a few safety issues. I recently visited family in McLean Virginia just out side of Washington DC. This is a very beautiful scenic area with congestion and they have done a great job preserving their natuaral beauty roads. I think Adams should be treated similary. It is unique to Rochester Hills.
Please don’t ruin the last little beauty rochester has.
The traffic is bearable. It's the view that is amazing with the trees, grass and the homes/buildings on this street that are amazing. Keep it as is.

we have enough of tearing down woodlands , historical etc. leave it natural beauty -Stop making it a big city look ...
Keep it like it is loosing the home town vibes
What makes Rochester Hills special are the hills and trees and beautiful roads and history, Adams road being one of them. Expanding this road will take away from all of that and significantly change the aesthetic of the area by removing the beautiful trees that encompass that part of the road. Not to mention encroach on the homes that enjoy this beautiful area. I am 100% not in favor of expanding this road!!
It would be nice to keep some history in the city and such a shame to flatten the area and destroy so many trees!
Why would you want to remove such a beautiful area? To remove more homes of whole animals, and change the scenery? This needs to stop.
Please don't do this!
We don't need and should not support additional development that removes all the character, beauty and history from this community. Just "NO".
Any build out will negatively affect the houses/subdivisions between Hamlin & Tienken. The southern subdivisions already negatively impacted by the massive apartment development. Please leave as is.
We live in Spring Hill Subdivision. There is no need to widen Adams road. I would however add a roundabout at Adams and Meadowbrook Rd / Hillendale Dr. I drive on this section of road multiple times a day. That is the only place I see and issue.
I am a long time resident in Springhill. Already traffic is too heavy and fast with many serious accidents in this area. Everyone needs to SLOW DOWN and pay attention.
This constant creep to overdevelopment in our once quaint city has got to stop. There is a reason people live here! Please stop turning it into a irrelevant and over crowded suburb of any number around here. Let us be what drew us all here 20-30 years ago - a small town with a big heart, not a big town with a small one!! There's a reason we were rated top place to live years ago, and it wasn't due to highways and strip malls everywhere. NO BUILD.
Need to protect history and the natural topography of our community!
Just leave the road the way it is. If there is too much congestion, use a different route. We don't need a proposed widened road encroaching onto the OU Golf Course property or causing the Meadowbrook/OU Gate House to be torn down. How wide is wide enough? Will the road need to be widened again it 10 yrs? Let's just leave it the way it is and people will just need to deal with it. We don't need 4/5 lane roads everywhere in Rochester.
Stop killing all the beauty of Rochester by continuing to build roads, new buildings, housing! The maturity of trees and landscape is what makes Rochester Rochester! No more overbuild!!!!
Keep Rochester the way it is! I love how Rochester has both the city and country life. This is why people move here and love this community!
Please keep our community as is with all it's beauty!!
Leave the historical part of Adams alone
Talk to any engineer - Cars go faster on wider roads. Look at widening squirrel. Now it's an auburn hills speed trap. Where are the landscape architects in this process to save the city from itself?
My family lives right off of Adams and knows the trouble any build will cause to local residents. We matter! No build!
I vote No Build at this time.
Adams road is fine as is. There is no need to expand.
Don't take down trees or the stone wall.
If we keep bulldozing everything and cutting down all the trees, Rochester Hills will no longer have the charm that attracted so many of us in the first place. Save the little bit of space that speaks the language of the past. Why make it look like every other over-built urban area?
Leave the historic stone wall. There is way too many apartments & other structures being built in this city. Stop saturating the market with burger restaurants on every corner. More people = more traffic. What has happened to our " Tree city USA?"
Stop removing what makes rochester beautiful and a highly desired place to live. We are loosing the character of the city with all the developments and pavement.
No build
Please stop selling every scrap of green space we have. Everywhere I look it's an assisted living facility or an apartment building. Had I wanted to live in Royal Oak I'd have moved there.
I support keeping history in our community.
Please figure out a way to preserve the nature of this stretch of Adams. It's part of what makes our community special. We don't need any more busy 4 or 5 lane thoroughfares. Would need more info about any roundabout or 3 lane plans before I would be in favor of those alternatives.
Please refrain from chipping away at the places that make our community special and beautiful!
Please come up with a better idea. Please preserve our trees and beautiful nature

Save the beauty. Save the history.
No Build
Do not build.
We don't need to lose trees and land to accommodate a few hours of "heavy" traffic. I drive this road often and it clears in a decent time. Maybe they should consider not allowing businesses to keep opening along this road and installing safer safety precautions with the road that is there
Not needed.
Traffic light at Adams and Pheasant Ring
No build. Stop overpopulating our city. Plan better ahead not after you make decisions.
I live in the Christian Hills subdivision and don't want drivers cutting thru our neighborhood. I'm fine with the way traffic currently flows and would not like to see any changes made.
I object to all other alternatives. Widening Adams will only increase traffic load and problems. We DO NOT need another round about in Rochester or Rochester Hills. The number we presently have is ridiculous. I have used The main roads in the area for 25 years. In comparing pre-roundabout construction with what have been constructed, I see no traffic pattern or driver advantages to any one of them. They only add cost and chaos!
Stop all the construction and development. There are alternative routes to get to M59 and I75 and the disruption of this tear up is not needed, wanted, or justified. The additional traffic capacity would just be used to justify more development on or around OU property. Leave the character of Rochester Hills as it is!
Fine the way it is!!! Leave the trees alone
Stop overbuilding my community.
No Build! Leave Adams Road alone!!
No build on Adams Road! Save the trees and the stone wall! Thank for overdevelopment without regard for infrastructure.
Leave it as it is. The present landscape will be destroyed by any change.
We don't need another busy road. Leave Adams Road alone.
I believe Adams Road should NOT be built up into a major multi-lane road. It would change the entire character of our town and neighborhood. It would destroy historical structures around Oakland University and Meadow Brook Hall. Please do NOT widen Adams Road into a major thoroughfare. Keep it as it is.
Too much overbuilt in this area already and more traffic and accidents with this widening to come...
Taking out historical elements to make room is a travesty-leave it or figure out a way around it.
Don't over build the area with huge houses or apartments. The area has enough. Don't take down historic areas!!
It's not practical to widen an existing road that already backs up against houses. There must be another urban planning idea to make happen.
There is no need for this. Keeythe charm of Rochester Hills
I grew up in Rochester Hills,and don't want to see Adams Road change
Keep it a well maintained, 2 lane road with turn lanes as needed. All other options will destroy the beauty of that area. As well as create more noise and promote more traffic.
No build. I live in this area.
Because I have lived on Adams Road for 24+ years and because I have lived in the community for 39 years, I DO NOT see a need for any building here. Put in underground drain pipes (much needed) and dedicated left turn lanes at Hillendale and Avon streets and a STOPLIGHT at Butler Road and you may solve problems with traffic AND accidents. Butler Road is the reason for most accidents on Adams Road. Drivers rarely stop going right from Butler to Adams (a roundabout may make that worse) and when people turn left from Butler to Adams, they hesitate or go between cars that are traveling south. Because I live here (near Butler and Adams), my family sees what happens and have avoided being hit many times! It's time to leave the road alone and maybe just make a few minor changes!
No
Love the old stone wall. I remember taking my son to preschool and he'd say, go the stone wall way momma, it is quieter. Out of the mouths of babes! Chose another way to drive if you want more lanes. Slowdown and enjoy the trees, the stone wall and the gate house to Meadowbrook Hall if you travel.down Adam's Rd.
We would lose do much history and beauty.
No Build!! It will only allow for MORE traffic to congest an already heavily congested area. NO BUILD it will also destroy historical landmarks
There are enough other locations to build or utilize vacant properties. Destroying this scenic area would be such a disappointment. No build seems so obvious for the community in mind, despite what the builders and businesses may think.
Need a light at Butler. Adams north of Walton is a problem not Adams Rd. south of Walton. Do something about Rochester Rd. There's accidents there every 3-4 days. Pay attention to where the real problems are.

Please do not use this road to accommodate the increase in population and through traffic in the area. Put a roundabout at Avon and Rochester. Pave the dirt roads.
I am totally opposed to the changing of Adams Road. We live in Rochester for the quant and small town environment and am opposed to what is being planned for this stretch of Adams Road.
I believe all we need is a left turn lane at Avon.
I am opposed to this project and choose the no build option
No build
Do not ruin the charm of our community. Change the timing of the southbound Adams left turn arrow at Avon Road to allow left turns before and after the green light southbound. A roundabout at Butler Road and Adams is still a good idea. A roundabout at Adams and the entrance to owe you would also alleviate some congestion but timing to the Adams and Walton traffic light would need to be updated. Let's try that before we widen the road and ruin the beauty of our community.
Do not build additional lanes
Too much building & destruction of our natural beauty. Rochester Hills is starting to lose its attraction by the overabundance of removal of trees & natural surroundings!
Please do not make any physical changes to this portion o
We need to stop developing every spec of land. Rochester hills is turning into downriver! We won't be a top city to live in at this pace!
please do not demolish the history and the houses of neighbors who have made Rochester Hills so special. Some things aren't worth it.
Leave it alone. It's a beautiful stretch of road. If I wanted to live in Sterling Heights I would have moved there. Stop taking what little "rural" is left of this area.
It would not be worth the damage of destroying the homes along the road to make these changes!!
No build
Rochester is a beautiful place bc we value our outdoor space, our nature trees. And removing a 100 yr old wall? Idk. No build please
Perhaps stop building mega apartments and other new housing - along Adams. The new developments on Adams between Auburn and innovation park are "too much "!! Pls slow down!. Let new residents find some homes already built! We just bought a mid-1980's hm.
Preserving the wall and the aesthetic of the Adams Road corridor is important. widening it, removing trees, and further removing the history of the road is not necessary to help with traffic reduction in the area.
Over development is not wanted! You are going to ruin our landscape which is one of the reasons people moved here. Enough is enough!
Where is the traffic from and where are they driving to? I use Adam's to get to the Church, Trader Joe's and The Village. I live in Troy.
I would hate to see this historic road widened.
Keep our beautiful trees and land from being developed!
Why does it have to be another heavy traffic area that destroys the natural setting
No Build
Leave it alone!
Dedicated turn lane from Hamlin to Avon with a roundabout at Butler intersection, Leaving Adams from Avon to Walton. Stop the overdevelopment and overpopulation in small areas.
Need a better option.
2 lanes. 1 in each direction with a left turn at cross streets. Level out the hill between Avon and Hillendale add a sidewalk on the east site to Walton. Protect the wildlife and spare the stone wall and gate house. The distracted drivers are your issue and faster pass through will not spare lives. You will just speed traffic to only back up at Walton from the south.
Save our trees!!
Trees are the main reason I continue to live in this area. Please don't take them away.
There are alternate routes for traffic - please do not alter the natural beauty of the two lane road.
We want to keep the road as beautiful as it is now. ❤️
Do NOT widen Adams Road. It will destroy the community feel in the name of saving a few minutes travel time.
I don't see the need for this project
NO BUILD. I travel this route often at rush hour and although there is traffic, but it is as expected and not unbearable

Adams Road is beautiful and filled with mature trees and historic landscapes. It is important to preserve this as part of Rochester Hills charm and beauty.
Please do not ruin old trees and old stone wall for Adams road
Do not change Adams rd
Keep Adams road as is.
No build on adams
Rochester Hills is being destroyed with overdevelopment. Traffic and accidents are up, the calming effect of green open spaces has gotten eaten up. Please stop and consider the TONS of voices who want to preserve what's left
Don't ruin a very unique part of our city!
As a resident of Rochester Hills for 17 years I can count on one hand how many times traffic has been so bad I was delayed to my destination more then 5 minutes. The amount of destruction that would be caused by this project is not worth it in both financial means and property means. Keep it the way it is.
I would prefer to leave Adams road the way it is. The traffic has rarely caused any major delays for my travels and the historic value of Meadowbook and the Dodge property should be maintained.
It's a beautiful road. Let the people suffer through it, take a different route or move somewhere else.
No updating road
Hills bulldozed down Mature trees cut down Historic stone wall removed
This is a historic area that needs to be left alone.
I'm a lifelong resident of this community and I implore you not to destroy those beautiful trees or the historic wall to cater to increasing traffic. Find another way to balance progress with the beautiful greenspace that makes our area so unique. Once they are gone, they cannot be replaced. Take time and think about what you are doing.
If traffic just used other roads and not Adams to go straight through there wouldn't be an issue don't ruin our city just for their convenience
Leave it like it is
Keep the historic structures and trees!
Put left turn arrows on traffic lights at entrance to OU. Put a traffic light at Butler.
Please save the mature trees. It is one of my favorite city roads.
Historic area of Rochester - this needs to be preserved!
No build
There is way more traffic on Crooks in that same area at rush hour. Need a longer go around lane southbound at Avon if anything. Even when Adams gets backed up Northbound between Avon and Walton, it flows pretty well. I don't see a need to change and rip out the big trees and historic stone walls
We need more green space and less asphalt. I cannot be any clear than to say LEAVE IT.
We need no widening of roads on Adams. Divert the traffic elsewhere. Stop it. Stop the overbuilding and ruining our city.
No build Keep it historic. I live in Rochester Hills for over 26 years. Let's not become the next Southfield.
Keep it historic
No Build
No Build
Please stop building. Traffic is terrible, the mature trees help with climate change and the property value.
Don't remove more trees! Rochester hills is good as is right now
Stop cutting down trees and adding mass housing developments in our city.
Keep Adams Road as is. It's why we love living here!
Do not bring change to this historic and natural beauty part of Rochester Hills. I'm 58 and a life long resident. It would be a bad idea to destroy this area.
No build
Figure out another plan. stop over development. Don't cut down any trees. All the greenery from the city is disappearing due to over development.
No build.

Stop wrecking the parts of Rochester hills that make it good.
Our climate is in crisis and we want to tear more trees down? No way.
Stop over developing the area! Keep the trees.
No build except for a walking and bicycle lane. Alternative traffic can be diverted to Squirrel Road. Reduce speed limit on Adams from Hamlin to Walton similar to recent update of Auburn Road west of Adams. This will create an urban theme for Rochester Hills especially in the retail area Northeast of Adams and Walton.
Keep integrity of the beautiful city. No build.
Please do not destroy the lovely surroundings
Too much history here.
I vote for “no build” to preserve the nature of the land
Don't rip out the wall or the trees
Save the trees and historic wall
We live at Adams and Hamlin and would be devastated
Stop supporting Mcmansions and concrete jungles. Unsustainable. Focus on public transit, and making what we have more workable. MORE does not equal BETTER.
People that live in the OU subdivision should not have to lose their homes.
I have lived in OAKLAND COUNTY (Rochester, Oxford, Rochester Hills) my entire 45 years and this historic road has become a landmark and needs to remain.
No build for sure!
I moved here for the beauty of the city not for the congestion, over populating with cars, people and building of houses, senior care and businesses. This was at one time a beautiful place to live.
Stop destroying our environment
Please do not expand the road. It will only destroy the beauty of Rochester Hills and invite more traffic.
Road is fine. Construction would mess with the trees and properties too much.
Leave as is.
Sure, I’ve chosen the no build option because my family and neighborhood will be directly impacted by the other suggestions however, I’ve also selected this option because residents throughout RH have repeatedly expressed a desire to curtail the development of open space areas. The road expansions, as proposed, only exacerbate the issue RH has with overdevelopment.
I’ve lived in Rochester Hills/Rochester for over 30 years. This is a charming part of our city that should not be changed. We love the hills and the shade trees and would be devastated to lose them.
Find another solution..
Why ruin that beautiful stretch of road?
I am passionate about Meadow Brook Hall. The original gate house is so close to Adams road that we were told that it might have to be moved It wasn't built to be moved, and it shouldn't be moved. The stone wall used to be part of the longest stone wall in the country I think. Now just a tiny part remains. If you widen that road it will only draw a lot more traffic and there will be a lot more accidents. And please God, NO ROUNDABOUTS!!!!!!!!
Way too much development going on. This isn’t the stretch of Adams that has a traffic problem. As a resident, I would recommend lowering the speed limit and adding a turn arrow at the ou entrance. That is all that is needed. Keep the natural beauty and preserve the historic significance.
No build
I hope the road will be preserved as it is. I live in Rochester Hills and have witnessed the changes over 50 years.Too much has been sacrificed in the name of “progress “. Very sad.
Adams Road near Oakland University is such a pretty drive, please don’t ruin it!
Our community needs to keep the green space and the beauty.
This is a historic area and should be preserved.
Overbuilding is destroying the area. If you continue to widen roads, you continue to attract more people, which continues to make contractors richer... but pleases no one else. We actually have plenty of housing for people to buy. We don’t need these brand new cookie cutter subs that require us to widen roads. Stop the madness, if traffic is too much they’ll go build somewhere else.
Leave the trees
Make it safer, but no reason to expand
No Build

No build. This stretch of road should not be developed
more impervious surfaces? isnt this going to heat the area up more? then your going to need better infrastructure for energy. oakland county looks more and more like a prison area. such a shame. was such a beautiful area.
One lane each direction is preferred with extension/addition of left turn lanes at intersections. Please no more than 3 lanes total to maintain the beauty of the road and area.
We love the historic country charm that Adam's road has. There are alternative routes when this is congested that many people can use. Please stop overcrowding our city and turning it into an ugly parking lot!
I sent a previous email with ideas and options for Adams road thank you
This is a difficult one but other parts of Oakland County have managed traffic flow issues while maintaining the natural aesthetic that makes OC desirable. Don't turn it into Macomb County!
One aspect that has made this area special is the nod to where it came from: the downtown, the mansion, and yes the beautiful tree-lined roads. Drivers have many other roads and even nearby expressways to speed along. Please leave this charming part of Adams alone.
I'm a Rochester Hills resident and very against this project. This road is beautiful and historic. Please don't tear down all the trees and beautiful stone wall along this road or level the hills.
I vote for no build
The new build option is the only option. Removing the 100 year old wall and the rolling hills of Adams Road on my favorite part of Rochester Hills. It is One of my favorite green spaces where the old apple orchard is that Matilda Dodge Wilson set aside when she built Oakland University. Please don't ruin the history of our area with a hotel, more stores and wide lanes of traffic. When we decided on Rochester Hills, we purposely bought off of Adams Road because we wanted to avoid the crazy traffic on Rochester Road. We don't have many green spaces left near our home and it will change landscape forever.
Leave Adams Road as is.
Please do not do any of these options. It is completely unwarranted. I've lived here for 45 years and the traffic and that area is not that bad. It's way worse between Walton and Tienken. In the accident between Walton and Tienken prove how much worse it is.
I use Adam's road everyday. The traffic is only congested for short periods of time. Any road expansion will lead to additional development, leading to increased traffic which will soon become congested (again). Only the developers will benefit from expanding the road.
No build
Please do not build, we do not need this construction disruption.
No build - maintain as is.
Keep Adams Road as it is
No build
Please do not destroy the beautiful Adams corridor just to relieve traffic during morning and evening rush hour. The majority of the day, the road has no traffic issues!
I drive this section of Adams most weekdays during the morning and evening rush hours. It's really not bad enough to justify the chaos it will cause to the neighborhood, trees, wildlife etc. my biggest concern about this area is when you are driving north and have the green light at Avon, some of the south bound drivers turning left onto Avon make some really risky turns.
Please no roundabout . What a mess that would be! Thank you from Nearby resident
Rochester Hills Adams Road is such a charm to its tax paying citizens. Do not allow the apartments down in Auburn Hills justify ruining the HILLS. Or the cut through of people coming down Adams to get to M59. M24 / Lapeer and Squirrel roads are sufficient. Squirrel road is under utilized. If OCRC would lower speed limits in this residential area Mapquest would quit directing Adams road usage . Its very simple and not justifiable for the 5 extra minutes it backs up at rush hour. Absolutely NO Roundabouts. Encourages DRIViNG routes and further congests areas. Traffic lights and lower speed limits will stop these navigation sights from directing to Adams.
leave alone stop bringing more people to.our town.
No build and no roundabouts
Please help us maintain the environment we chose to live in when we moved here.
Leave this Historical section of Adams Rd alone. I live in the Springhill subdivision and we do not want OU to build 1000+ condos in the Green space behind the OU sorority and fraternity houses. We know this is OU's plan and why they are pushing for the development. The real traffic problem is at the Adams and Tienken Rd intersection. Fix that first.
Selected this option because this road does not need to become a busy corridor and lose the country appeal. I would support a turn lane at Butler Rd, and sidewalks on the east side of Adams for bike riding.
I chose no build, but I think a low build option could be feasible. Add a center turning lane only where needed. Please no roundabouts. I am begging you.

Roundabouts would not be a wise decision as it is such a busy road with so many stops/shops/neighborhoods. Adding more than 3 lanes would be taking space from the sidewalks and land that others own and use. Leave as is or make 3 lanes. 4/5 lanes is not do able with the allotted space without causing harm.
Leave Adams the way it is, do not destroy trees, etc
No build.
No build. People will lose their homes, and it will destroy historic landmarks from Meadowbrook.
The road should not be altered and should remain as is. Please do not overdevelop the area.
Leaving it alone is the best option.
1. We all know that the City has already made up it's mind on how it's going to proceed, so this survey is silly and only for the pretense of input. 2. Having said that, the Stellantis headquarters will soon be available. We know that OU wants to build a conference center at the corner of Walton and Adams, and this is the purpose for this reconstruction of Adams Road - to benefit OU and the City. OU should just go buy the Stellantis HQ, make it their new conference center, and even partner with the City on mixed use. However, citizens are tired of the constant building in every available green space. Stop it. That's why people moved to RH - for green space. More business and more houses are not necessarily better.
Expanding Adams road would cause irreparable damage to the historic stone wall between Avon Road and the Adams road entrance to Oakland University. Mature trees would be lost and historic buildings, including but not limited to the Gate House and John Dodge House on Oakland University's campus could be negatively impacted as well. A green arrow for a left hand turn into OU's campus in the morning, lunch hour, and evening rush hour would reduce back up on Adams Road. Given the propensity of north bound traffic to rush threw the yellow traffic light, it is extremely difficult for cars to make a left hand turn into campus during higher traffic times.
My preference is no build.
The addition of new lanes invites in more traffic without handling the root cause of the original issue. We need to stop approving additional commercial and residential spaces in such close proximity to this coridoor, it is only causing greater problems. We need to preserve the green space around this corridor as well.
Need a new plan. Expanding Adams Rd is not a option. Part of the reason I moved over here was for the beautiful trees and unique community feeling- this community does not want to become Troy.
No more building and expansion. Especially on Adams road. I have lived in Rochester Hills my whole life and am tired of the growth. We use to be a beautiful small town and now we are no different then any other city and have destroyed its beauty. Please leave Adam's road alone and anything connected to or near Meadowbrook.
Maintain the road as it is. We need to stop removing trees.
No build. The city is already taking away any space for development. No more.
No build. We don't need more trees removed from that area.
It's a beautiful historic part of the city. The only change I would want is to make the through road a designated left turn at OU and Adams road, it's very awkward currently.
Please don't remove the only historical stretch of road we have with the stone wall. The only area that needs to be addressed is north of Walton/Adams where Trader Joe's is. This section has become very dangerous.
Please leave it the way it is. There is no reason to create higher-capacity roads and remove the simplistic beauty as it is now.
I travel this route weekly and don't see the need to do anything. Yes it's busy at times but so is every other road in Okland county. Stop spending our money on new and fix the old instead. And no round abouts
NO BUILD
Reconstruction Adams Road would destroy a large number of mature trees that are so vital to our environment. If Rochester Hills is so dedicated to a green tree-filled community, why are they so eager to rip mature trees down? Just because drivers have to wait a little while longer to get through a light? I personally would rather have to wait a bit at the light amongst the natural beauty than to speed through a town that is vanilla and indistinguishable from other suburbs. My family, and I know many other families, moved here for the nature that Rochester Hills boasts. Additionally, construction on this part of Adams would bulldoze the natural hills and remove parts of Rochester Hills history. The stretch of Adams in question is NOT the one that needs work! The part of the road by The Village is extremely dangerous and I have witnessed numerous accidents as people try to navigate a road between two very busy shopping centers.
Construction will bog down traffic and results will not improve situation. Roundabouts don't help with congestion, look at northbound Livernois circle during peak times. it backs up.
Leave everything as it is.
Keep as is
I live in a subdivision the exits onto Adams Rd. I've lived there 45 yrs. The discussion of widening Adams has been going on at least that long. The argument against doing anything to Adams other than maintenance is always, and has always been, that it will increase traffic. So nothing has been done, and traffic has increased anyway. People want to live in Rochester Hills and Oakland Twp. They want to shop in convenient locations. Doing nothing is a not constructive. The 3 lane with a roundabout is a sensible solution to a problem that's never going away..

Please keep the road as it is. There is so much beauty and historical significance to this stretch of road, and there are alternative routes for drivers looking to avoid the traffic.
Enough roads have been widened. Let some roads (especially with residents homes) stay the same. I live on Tienken. Look at the mess they made of that. No rest from the noise or traffic.
This is the only acceptable option.
Please leave Adams as is in the Hamlin to Walton stretch. As a resident in the Spring Hill sub, it would cut into the trees, yards, historic Meadowbrook, etc. and create more traffic using that road. The beauty of our community is the park-like nature setting.
No build but please address the dangerous area at the Village and the Trader Joe's plaza.
Not a fan of more building.
No build/no roundabout
Stop building all of these condos etc. You are also ruining the homes of wildlife! NO BUILD!
Any additional development will just lead to more traffic & congestion. Enough is enough.
Do not change this area. I live one street off Adams and I moved here bc it's beautiful. Widening doesn't solve any of the problems that were outlined . I'm next to the village and I can hear daily car accidents there and that is already 5 lanes. Look at places like Romeo plank, Rochester road et... more accidents. Leave it alone .
I've been driving Adams road for almost thirty years. There are so many alternative roads to use during its peak traffic periods. I know when traffic will be heavier and avoid. It's one of the most beautiful stretches of road. The city does not need five lane highways at every corner. Please leave some beauty in the hills of Rochester.
No build
Not need any change.
Historic section of road near oakland university residential road, where additional lanes would promote speeding roundabout at avon and adams would be beneficial for the left turn confusion. Fish safety vehicles is a concern in the event of an accident. Perhaps opening some section of road to have greater medians should be a set a ration.
I really enjoy the simplicity and beauty of Adam's road. Expanding the road will just make the environment look uglier and invite many more cars to travel north. Then you'll have traffic again still. Please do not ruin the beautiful landscape and historical rock wall that is there
No build. Worst case roundabout. No need to make it 3 or 4 lanes .
I would like to see it remain as is.
This road is fine the way it is. Honestly I hope you leave it alone because it works great. Thanks.
Leave as is
Absolutely NO BUILD -- and I'm disgusted by the disingenuousness of a process that pretends to listen to community input but ignores community voices altogether. Adding lanes to Adams Road will only encourage accidents, rather than prevent them. Far more modest changes can enhance traffic safety -- for example, creating a designated turn lane at Avon and Adams, and adding a designated turn into the OU campus going northbound on Adams. The overdevelopment of Rochester Hills goes against all community input and raises questions
I have never thought this stretch of road was an issue. It gets a little heavier during rush hour but I don't think the volume is high enough to merit a reconfiguration of the road. I am always in favor of lower speed limits. Lower speeds saves lives.
Natural, historical road. Do not disturb the beauty and nature.
No build! Adams is good as is.
NEVER add a roundabout. At the Avon Road intersection, make the southbound left turn a left turn only lane, just like the northbound right turn only lane. Otherwise, leave it alone.
Please preserve the historical landscape on Adams Road.
The drive through vehicles aren't residents. Don't make this change for their convenience.
Would love to see a light at butler road , so dangerous getting out of that street and the schools !! A green arrow would be nice going left into Oakland University entrance off Adams.
My bigger concern is Adams from Walton to Tienken; there needs to be a light somewhere around The Village and Busch's plaza and a dedicated left turn lane to Tienken.
We have enough concrete! Keep the hills &wildlife.
Please don't ruin one of the last beautiful stretches of land in the area.
Please do not build.
NO BUILD
We are a small city and want to keep it that way!

I think it would be too destructive to environment and also Meadowbrook/OU property. I like the idea of a roundabout at Adams and Avon and maybe at the entrance to Meadowbrook but that's all.
Stop plowing down trees.
No need. Plus the historical look of the area would suffer greatly.
Addition lanes will lead to additional congestion. The city is becoming over developed!
Leave it the way it is. It's only during rush hour, all roads in Rochester Hills are like this
I do not want to alter the Oakland University campus, OU neighborhoods or OU historic areas.
The bigger problem is Adams backing up between Walton and Tienken and also southbound Adams at the high school. We need something done to stop all the accidents at the entrances to Trader Joe's and the Village.
Please leave it alone. Touching the proposed area will make the city look ugly.
Please leave it as is, there is no issue. Thank you.
That area is beautiful. Leave it. People can use the other large roads to move around. Keep rochester hills green!!
No build
It's a beautiful road. We have already lost so much of the natural beauty of the city, and the more we build out, the more the traffic will come!
Please no build. There are other routes that can be used.
Leave Adams Road alone!
It's a beautiful corridor. It should be left as is. Thank you.
We need to leave it. Expand squirrel road. No build.
I'm all for roundabouts, but the debacles I see around here (pedestrian crossings!! on a roundabout?? omg! separate right turn lanes, lights - that's not a roundabout!). So no build and no more development.
Please don't build here and no roundabouts. The ones we already have are awful.
No build
No build
Stop destroying Rochester Hills! You seem bound and determined to make us another nondescript Macomb county town. Who wants that? Not even Macomb county wants that. Also, you're just lying. The traffic isn't even that bad. You just want to widen Adams so you can build more crap. STOP.
Oakland University has several entrances off Squirrel Road and Walton Boulevard. Traffic should be no left turn into OU off Adams. Direct to the other entrances vs taking out The Hills. Squirrel Road already a Boulevard as well as WaltonBlvd.
I believe there are parties interested in their own for profit development projects working behind the scenes to present the study's purposes and needs in a way that might convince citizens who do not live in the Adams Road corridor that change is needed. I drive Adams Road between Walton and Hamlin multiple times a day at differing hours. Yes, during rush hour it might take 5 minutes longer to get through the intersections, but that is true for rush hour on any road in our county. Adams Road is more of a country lane and it should remain that way. Channel 4 News presented the entrance to Oakland University as if it were the main entrance. The main entrance is on Squirrel Road and Squirrel Road has been updated to accommodate huge volumes of traffic with access to M59, I75 and the university. A repeat of what was done to Squirrel Road is not warranted for Adams Road. Shame on you! This is the community in which we live and move about on a daily basis and in the name of profit it is to be turned into a major commercial through way? When is enough development enough? I also believe the public is being misled by not being properly informed about what the options besides No Build entail as far as destroying the surrounding natural area, historical area and homeowner properties. With minor changes such as signage to reduce speed limits and paving parts of shoulders in various places to allow movement around people making left turns, safety can be improved. Most accidents in this corridor are due to driver errors such as looking at their cell phones while driving through red lights or traveling at high rates of speed. A wider road will make more of this happen. Posting a police vehicle to busy intersections during times when most accidents happen would help greatly. I believe it is already being done at Adams and Lake George. It would be more beneficial to make Adams Road less desirable to use so drivers choose to drive on Squirrel, Crooks, Livernois or Rochester Roads. These are always the choices and at rush hour they are all the same kind of busy. Making drivers go 35 mph on Adams might make them choose an alternative route. I am disappointed at how this study is being presented to the public. I have lived in Springhill Subdivision since 1973 and in the past few years the increase in the amount of noise and light pollution has been incredible. If you turn Adams Road into another Squirrel or Tienken Road style upgrade, the noise and light pollution will only get worse. I strongly urge you to stop this study and do a No Build plan. We can fix infrastructure when the need arises as is usually done. We need to keep our country lane to the lowest amount of traffic possible. There are many ways to get around using this section or using it knowing one needs to drive more carefully and it might take a little more time.
Why would you want to widen beyond a center turn lane? There are homes all along there!
Keep the natural beauty that is there now!
Leave Matilda's land alone!

If you increase the number of lanes it will change the whole makeup and look of our beautiful neighborhood. I don't want adams to turn into something that looks like we are living on Rochester Road or Hall road in sterling heights. Keep our neighborhood looking like a nice quiet area.
Keep it like it is
Don't make it a big problem keep as is. Stop expansion of the road.
There is no traffic throughout the day to justify any additional lanes. All roads are backed up during peak hours and this is one such. Maybe even less than other roads.
We need biking/walking sidewalk (not lane) on this stretch of Adams Rd. I selected "No build", because I want to have room for the biking/walking sidewalk. It's more important than additional lanes.
Leave Rochester alone! Please stop building up as it is loosing the beautiful feel of woods. It's bad enough with all the new construction. The apartment complex on Adam's and Hamlin should not have been built. Adam's road needs to remain as is.
No build
It is historic, beautiful, and fine the way it is. Leave it be and people will find other routes
Stop overbuilding every green space possible!
No Build, it is beautiful as it is. The traffic is fine for most of the time. 1. If there needs to be some improvement, please consider reviewing business entry and exit of Lifetime, Home Depot, etc at Avon. It is a nightmare from 4PM to 9PM. 2. Business exit and entry of Khols and Mejir at Auburn rd. Takes ages for people to turn left from Khols and Mejir. A signal would help
It's beautiful the way it is.
Can we please leave a little history left in our town?? We've changed so much over the years! This is one thing we do not need to change!
It is a residential and historic area and has a lot of beautiful mature trees. Every road does not have to be multi lane. If people are in that much of a hurry, Squirrel road is 4 to 6 lanes and they should use that instead. I live in the area and frequently use this stretch of Adam's road. Even during rush hour, the traffic moves pretty quickly. Let it be!
The options listed will not solve the traffic's issue. Lower the speed and tell people to use squirrel. This is a plan to make room for more multi family housing which will only worsen the traffic
Options don't solve the problem.
Stop over-developing Rochester Hills! The place is becoming an overpopulated nightmare.
No build needed. There is a 4 lane North/South road one mile to the West and 5 lane road North/South 2 miles to the East. This isn't necessary. Let's protect and preserve the historic nature of this area. Would also like to give the wildlife some safe space too. More lanes will just push more traffic into the area.
It's a beautiful drive for me to and from work everyday. The nature and animals leaving near there would only be pushed out. Never in 15 years have I been backed up by an accident.
NO BUILD!!!
Given that what is lining adams road in the area specified is all the university property and residential, and the potential benefit to such a lofty project I don't feel the benefit outweighs the cost and inconvenience to the residents that drive up there. The only spot that I frequently see a backup is at Avon due to the way the light works. Perhaps keeping things as are but adding a roundabout there (Similar to what was added to Auburn road between dequindre and John R.) only would help the flow of traffic without too much interruption and maintaining the lovely scenery of that drive
We do not need that traffic
Maintain the historic sites and trees in our community. Stop building on every square inch of our city!
Adams Road is beautiful the way it is, minus the intrusion of all the apartments at Hamlin Road.
NO Build. Adams road going northbound and southbound is perfect as it is.
just don't
Please keep the historic and environmental nature of this corridor.
Adams Road is historic and should not be widened. Let people take Squirrel.
Leave Adams alone! Lots of beauty and history in that stretch of road. It would be sad to destroy all of that just to look at more concrete.
Leave it the way it is, no build. Thank you
No build

There is no need to expand traffic lanes. Traffic is busy at times yes, but nowhere near a hinderance that we need to expand lanes and ruin the surrounding area.
As a resident of the area, I advise not to build. The natural beauty surrounding the two lane road makes the area look more private and contributes to a bespoke neighborhood ambience. Expanding the road would take away from the beauty and turn into a road someone uses to quickly cut through. More people on that road might mean more money for those gas stations on Walton and Adams, and maybe the villages, but it also means more litter, more traffic, more outsiders who don't care about the community the way we do, coming in and potentially driving down residential property values.
None of these options will fix the traffic, they will only have more cars backed up at the same spots. Fix the intersection between Adams and Avon, either by making a clearer distinction with the southbound left-turn lane, or make the entire intersection a roundabout. 3 or 4 lanes will be limited by the bridge on Adams, unless you rebuild the bridge as well. Nonetheless, the bottleneck thereafter will be on the intersection of Avon and Adams, just wider. These are the wrong solutions to the problem, and you will just remove the natural beauty of Adams as a result with no benefit.
Leave beautiful Adam's Rd as is.
The historic wall and topographical ambience of the section of Adams in question should not be disturbed. As a 40 year old male, I moved to a subdivision near the corner of Adams and Walton almost five years ago in part because of the semi-rural charm of the surrounding area. I drive by that wall daily and would rather appreciate it as part of the larger history of our community than to forego it and have slightly reduced traffic. When I drive guests to my home, I prefer to take them down Adams to reach my home due to the natural beauty of that section of road.
Keep the lovely road as it is. The only change appropriate would be a bike lane.
We don't need another 4 lane road where cars will race each other at night like they do on Crooks.
Keep everything the same please.
We moved here for the trees and beautiful surroundings. Please do not make this another sterile area. Do not widen Adams Rd
Please don't rip down the historic wall!!! Boulevard anything else but don't touch the wall!
Please remember the Rochester Hills city motto - "Innovative by Nature". Please do not destroy this special area. I know there has been increased housing in this area - but we cannot forsake this history and nature for over building and over populating.
The area is way too overdeveloped. We need more trees
Don't ruin historic aspects and kill age old trees.
No build
Please make a sidewalk. No roundabouts
Please stop over-developing everywhere in our city.
No space to add more lanes. More lanes will bring more traffic.
No build!
N/A
I've lived here for 30+ years, and do not want this place looking like Troy. Widening the road just creates induced demand and it destroys the beauty. The only thing that would help is adding a light or roundabout at the entrance by the mall, and Trader Joe's.
Absolutely no build, preserve this beautiful road the way as it is now!
Don't cut down trees
One of the first things I commented on upon moving to the area was the fact that Adams road was a beautiful drive. I think that should be preserved.
It's good as it is.
Our Grandfather worked for Mrs Wilson and helped put up the chain link all around the property. It is sad to see how development has ruined this city, it's losing all its charm. Please don't touch Adam's road.
Love the scenic aspect
This is not progress, trees are our friends to the environment.
Leave Adams Road the way it is, the major headache is the back up from Tienken south through Powderhorn, not the stretch under review. Make SB Adams at Avon No Left Turn from 3-6 PM. Extend the pathway along Adams Road from the OU entrance to Avon, taking as much care as you can to keep as many trees in the natural look and play
No need
This area is already heavily populated with deer, removing more wooded area and expanding more will only decrease wildlife habitat. Keep Adams Road beautiful and slow moving!
No build please!
Whatever you plan to do- leave the John Dodge Stone Wall alone! Us historians will be absolutely livid, as the last construction project already damaged/destroyed parts of it!

From what I've seen (limited) all it needs is an extension of the left turn lane from north bound to Avon. The left turn traffic backs up far enough so through traffic can't get around them.
Leave the historic portion of Adams as it is
Seems like awful ideas.
Keep the historic wall, and don't displace or change the "old neighborhood" environment for current homeowners!
Leave the beautiful road. Keep the road in repair. Improve the timing of the light at Walton and Tienken. Occasionally post a police officer where cars run through the blinking red light at Walton and Powderhorn Ridge.
No build!!!
DO NOT BUILD!! THIS IS UNACCEPTABLE AND WE MUST PROTECT ADAMS ROAD AND THE HISTORY!!
Recent studies show that adding more lanes to roadways adds more congestion in the long run ("Increasing Highway Capacity Induces More Auto Travel" by Jamey Volker and Susan Handy) and that most Americans know this and prefer other solutions to traffic congestion ("American Attitudes on Transportation Spending" conducted by Smart Growth America and Hattaway Communications). Funds would be better off used for repairing existing roads and/or providing more transportation options (bike lanes, sidewalks, buses, etc.).
No build
NONE of these options do anything to achieve one of the main purpose or needs outlined "MULTI-MODAL. Promote safe and efficient multi-modal movement including walking and biking" . All they do is increase traffic and speed of vehicles. The sidewalk isn't even complete on Adams road. What would help reduce traffic? The ability to walk, bike, etc to places like the Village, the college, etc. Not turning a 2 lane road into a speedway.
I do no want any sort of destruction in the name of widening and hence bringing more traffic to the area.
Leave the trees and the stone wall alone!
Keep it the historic way that it is now. There are other routes that can be taken to obtain the same arrival point.
Stop ruining Rochester Hills beauty!
Please leave as is! Widening rd to eliminate congestion is an excuse to develop. The road just narrows bacteria yro one lane just north of Walton any so all they're doing to off setting the traffic not helping. Everyone knows what happens when 2 lanes becomes 1. Drivers will.just be drag racing doenst adams.making it worse. Ask the city where more speeding tickets and accidents occure.. on adams or on rochester rd. We'll wait. No Build,.keep our history
Widening the road south of Walton will just increase the backups north of Walton to Tieken. That's where there's more of a problem. Lived here for over 37 years. The part of Adams Road you want to widen has a lot of history you will destroy. In addition, things that drew us to Rochester Hills are being destroyed by commercial and multiple residential areas: the trees, the wildlife, the quaintness of the town. For once, put nature and beauty before profit!
No build
As someone who grew up in Rochester, I moved back to raise my family here because it is not as built up as Troy or other cities. We love the green space and beauty of the city which is slowly going away with the building of new condos, businesses and more. I live off Adams and Avon and would hate to see a road expansion on Adams. I can deal with a little traffic at peak times, but hate all the building up of my community.
No build!
Stop building.
This expansion should not occur. It will cause too much environmental impact and we will lose the aesthetic and historical value of Adams Road between Adams and Walton. Residents who chose to move to northern Rochester Hills and Oakland Twp were well aware of the traffic constraints when they moved in. This road should not be destroyed in order to facilitate their traffic needs. Walton Rd should be used instead to divert traffic to I-75 - or Brewster can be expanded to accommodate this.
Leave the road as is! Please do not overdevelop this beautiful road
No build we will lose the character
No build.
The city is losing its beauty due to overbuilding and loss of nature
Preserve the natural look of the area.
Keep Adams Rd as is! Crooks and Squirrel roads are both boulevards that can be used traveling north/south. Both of those roads handle traffic at all times with little or no backup. Adams is beautiful and has historical connections to Meadowbrook Hall. Preserve the beautiful trees, hills, and historic past that put Rochester Hills on the map.
Keep it as it is. Retain the quaint country senic beauty for the next several generations to enjoy.
Please don't make it a huge concrete road. I'd hate to see it expanded.
Please consider that 90% of us who live off Adams Rd between Avon and Walton don't want our beautiful road destroyed just to accommodate through traffic or Oakland University. Listen to us please instead of ignoring us.

We chose to live off Adams Rd between Avon and Walton because of the natural neighborhood beauty and history. If we wanted a large 4-5 lane road, we would have bought off of Rochester Road. Please do not destroy our Adams road for the sake of commuters who drive past every day. They don't have to live with the destruction and construction involved included the crazy notion of flattening the road.
Let's keep our community small and beautiful! People can use other north south roads that already exist.
Please do not destroy our history and what makes Rochester HILLS a great place to live. Stop allowing large multi communities that are creating this overcrowding! I was born here in Avon Twp. And moved back because I love it and to raise my kids here. I purposely chose here over Troy. Don't make this a cement city!!!
This shouldn't even be a question. NO BUILD unless you don't live here and don't value our history.
Please do not build! Preserve the natural beauty and landmarks. There are plenty of alternative routes. Keep Rochester's charm!!
I live off and Adams and do not want to see the road widened or developed. The green space was one of the main reasons we moved to Rochester.
No Roundabouts... they encourage satellites to route more traffic... because not traffic lights. Rochester Hills Adams Corridor is a historic Road. Do NOT take the Hills out of Rochester Hills.. Residential Road with many schools preschool Montessori churches. Oakland University already has several entrances off Squirrel Boulevard and Walton Boulevard. Encourage those routes to the University. Lower Speed and use of arrows at traffic lights. Add more trees already taken down. Lasher Road and Hickory Grove would never allow.
It's not always necessary to change the road patter. This is a lovely road with a beautiful stone wall great trees. Let us take a few minutes longer to enjoy it. Patience is a value. It's working fine then way it is. Thanks for giving me the opportunity to share my thoughts.
Too much building here no more
No Build
Fix the areas where it narrows back to two lanes...at Hamlin going north and make the left lane at Avon going south and at the golf course going north a left turn only. The traffic flows fine except for these three spots. A little enforcement of turn signal usage and not passing on the right would help too. Waiting in line is taught in Kindergarten folks!! Oh... and try using your gas pedal to accelerate from the lights...the fan blade won't pull you along!
Leave Adams rd as it is. Fix the issue with left turns into and out of The Village and Trader Joe's parking lots. Put a blvd in like on squirrel so no one can turn left into or out of these lots to Adams.
Please don't destroy the natural beauty of that stretch of road. Traffic will back up wherever the road goes down to two lanes.
Rochester hills just continues to over build.
Keep Adams beautiful!
Prefer options that support/retain nature and wildlife, and which do not encroach on residential front yards.
Prefer options which support/retain nature and existing wildlife, and not infringe on residential properties.
Firstly, Adams road was just paved. It isn't efficient use if our tax allocations to rip up something new. Secondly, Adams road is not like an expressway, it's a scenic route and should remain so. Too much traffic indicates overdevelopment. Think it through. Finally, did anyone think to ask Adam? Just kidding. I would take this to the supreme court of Michigan if I were a lawyer. It's a fundamental question of our bill if rights, the bedrock of democracy!
Please do not change the landscape on Adams rd. The large mature trees, historical structures and serine drive all need to remain part of Rochester Hills. The city needs to stop approving every large building project that any contractor brings to them. That would help the traffic problem more!
Do not build on adams rd we pay taxes in this community & do not support this action!
Don't cause such horrid destruction!!!
The work is too drastic. Adams road is a natural beaty rod and the part near Oakland University is historic. Leave the beautiful stone wall alone. There are alternative roads to trave. People can use Squirrel road or Crooks road.
1) lower speed limit to 40 mph. 2) lengthen R/L turn & bypass lanes. 3) adjust traffic signal timing to improve flow.
Please do not remove trees or old stone wall on Adams rd
Our area is too busy as it is now. Stop building. You can't widen every road to accommodate an increase in building. Stop the madness.
The road is busy from 4-6 in the evening. Otherwise the traffic is fine, no problem. Should just find a way to divert some traffic at those times to squirrel and all would b fine.
I am against a wider road
No build. Leave the last beautiful paved road around here alone.

There have been numerous studies confirming that if a traffic-congested lane is expanded, more drivers will use the expanded lanes, and create congestion all over again. It's a charming two-lane road with lots of greenery and trees. Let's not destroy that, for no real purpose.
You will destroy the quaint and beautiful part of Rochester Hills.
Enough! Stop ruining our landscape!
Find another way to expand
Please select this option
what we remove will never be replaced. I think it is better to deal with the traffic !
Keep some sense of green earth for the wildlife. There's enough building happening that's destroying nature and the habitats of animals.
Adams Road is too beautiful to disturb, even to allow for faster access. Some things are just better left the way they are...
Honestly, I don't care much about the flow of traffic either way, however I would like sidewalks and pedestrian accessibility considered.
No Build. Leave as is....
No build
I don't want to see anything historic disturbed Where is the roundabout needed?
Re time the Avon & Adams light and add an arrow light to turn in to OU from Adams. The plans in place will cost tens of millions and cause years of construction. What will really be accomplished??
Too much traffic? Deal with it or find another route.
CXX CCX CC
There should be more options presented than this. We need to keep the stone wall and mature trees. Widening just creates more traffic long term. Maybe add a shoulder or center turn lane in select areas for safety. That's all you should be done. I have grown up in the area and drive through frequently.
Historic road with a lot is history relating to Rochester Hills. Mayor and city counsel decided to over build the area. Now that tax base is great they want us to pay the price.
Removing trees and blacktopping more areas is very harmful to the environment. There is no need to add more lanes to Adams Rd.
Stop destroying what nature took years to accomplish!
Widening the road will take away from the existing charm and historical look. Not every road needs to be widened.
The stone wall is historical There are beautiful homes along Adams that have been there since the early 60/70. People complain the traffic doesn't moves fast enough. I do not think traffic problems are not to blame for destroying this site. Mitilda Dodge Wilson donated this property and would turn in her grave if she saw what might happen. Rochester people moved to town in order to live in a beautiful home. Now they are bringing with them exactly what they escaped from.
I don't want over development.
No build. It's a beautiful area. Keep it that way.
I love the look and feel of Adam's road. I don't think reconstructing it will change the traffic flow through that stretch.
Please keep Adams the way it is. Keep it a green space. It is a beautiful drive and adding more chaos is only going to make things worse. It's getting too congested out here.
The beauty, history and uniqueness of our area is what makes it special and desired.
Way too much traffic and development already
Please do not build. I live off Adam's and the traffic is that not bad. It will commercial the area. We don't want that.
We have lived along side Adams Road for over 39 years. One big change has not been just the amount of traffic since building the M59 access, but the SPEED OF TRAFFIC! I have called 911 more times than I ca count for accidents, trees/wires down, and snow problems due to lack of plowing. At NO time have emergency vehicles not been able to get through - even on heavy traffic times. Come and see what I see everyday But MOST of the problems have been 1. SPEED 2. Most traffic does not obey 45 mph 3.limited sight because of hills is not addressed as it is in other areas of Adams Road 4. LOWER THE SPEED LIMIT TO 35 MPH! It's cheap, most drivers will go to Squirrel Road as a great alternative and there will be fewer accidents 5. Truck traffic would be reduced - and make trucks comply with weight limits PLEASE consider the possibility of this alternative and stop making Rochester Hills become Southfield! We are a bedroom community -

If this plan becomes a reality, the Hills of Rochester will be no more. Take a look at what has happened in Ann Arbor with all the development. That is happening here and soon this beautiful area will be unrecognizable. Maybe the development should be curtailed. The apartments on Adams/ Hamlin are an eye sore.
I drive this road very often and yes, at certain times there is high traffic that I believe flows well. It may take an extra 5 minutes to get to where I am going but the view I have of the beautiful trees and rock wall is worth keeping! I have been on Adams road when there is very little traffic as well. The road doesn't need widening!
This thoroughfare is the only idyllic street that remains untouched in our fair city. The expansion will only serve the never satisfied appetite for more, more more. Traffic studies have shown that, with expansions, people who used to avoid an area return to use the new lanes, creating a compounding problem and worsening the situation. Thus, you will be back to this dilemma in a few years after fielding complaints from frustrated motorists. Do not succumb to people's self-serving interests to expand Adams Road. There are plenty of alternative streets and also a respect for history that should be observed.
Please consider protecting and preserving what natural beauty remains in this city.
There comes a time when places need to be left alone for sake of nature. This is one of those cases. There are many things to discuss regarding this but the final outcome should be "No Build."
Leave it the way it is.
We live here for the beauty and widening the road isn't the answer for the congestion. Work on the light timing at Tienken and Adams and add a sidewalk on both sides wherever possible without destroying the old wall or removing old trees. Anyone who works and lives here as I do know about the traffic pattern and seek an alternative route if time is of the essence. I would rather take another route or wait in traffic if the alternative is to alter the landscape, which detracts from the main appeal of the area for myself and my family. The two lane roads work well with the slight right lane turn ins that allow you to also pass someone turning left on the right while still keeping the beauty of a 2 lane road. I'm happy with the mix of 2 lane and multi-lane roads, even with the congestion at times and do not want to live near a bunch of multiple lane roads. Traffic will always be an issue, as it is in almost every area I have ever lived and I think it's plausible to assume that people who usually take a different route will see it as a viable route option and start using Adams road if it's widened. The landscape, beauty and small town/old world vibe is of the utmost importance to me as a homeowner.
One of the reasons we moved to Rochester Hills was the natural beauty. Tree-lined streets, rather than concrete, are much preferred. Stop developing every square inch of the community.
No Build: Too costly on many areas (2 bridges, historic structures, inaccessiblity to certain neighborhoods with entrances/exits only on Adams, lower property values for houses backing up to, along side of & facing Adams), roundabouts at 2 of the locations will be too small for the area without intruding on houses, historic gate house on OU property would be too close as well as a golf course with tee areas close to road. Access to school & church, located on Adams, would be restricted during the long duration of building any of the road change plans. Just Noa good idea & a waste of money. Just keep existing road well-maintained & marked. NO BUILD ON ADAMS BETWEEN WALTON & HAMLIN.
The current roadway is fine how it is
I live off Adams between Avon and Walton and I can barely ever turn out of my sub safely with no light at the entrance. Widening the road will only make it worse and unsafe. I am in favor of no build to not encourage more traffic. Widening the road would impact the houses off Adams and the OU golf course as well as the historical OU property. The City and county should think long and hard about impacting residents property and encouraging more traffic. Especially with winter safety issues with the hill on Adams. If you feel you must act, I would add a turn lane only, unfortunately I do feel even this will not help me enter and exit my sub more safely. As a mom of a new driver, I very much worry about this and the lack of sidewalks for my 4 kids to use from Hillendale to Avon as well.
Concerned about a bottleneck once traffic reaches Walton Blvd. Most of the traffic seems to be north bound into Oakland Twp. I have driven on Adams Rd during rush hour and although there is quite a bit of traffic it moves rather effectively. It's hard to envision where the needed land will come from. No roundabout most drivers unsure how to navigate effectively.
No Build.
Beautiful as is
Do not destroy the Adams Rd stone wall or trees!!!!
This particular area is not a good place to expand. The current landscape does not allow for expansion without damaging the environment and beauty. Also, the area does not support the increased traffic that would occur by expanding the road. I fully support "no build".

I've lived in the Oakwood Park condominium complex for 25 years and work as a Design Analyst. I know the hazard when exiting my neighborhood from the West side of Adams Road to proceed Northbound as I do this every morning. As much as I'd like to see a solution, I'm strongly in favor of no build for a number of reasons. I believe 3 lanes and 3 lanes with a roundabout will do little and not really make things better. It is much easier for me to cross one lane now rather than 2 lanes with these proposals. A center lane will just offer people a lane to wait for an opening to proceed Northbound and hopefully no one will want to make an oncoming left into their neighborhood at the same time. I don't think a roundabout at Butler is worth it and I don't believe one at Avon would be worth the effort and expense. My background in design also included a multitude of years in the Architectural and Civil Engineering disciplines. I can tell you with confidence that the 5 lane and 4 lane boulevard proposals will be a topographical, financial and legal nightmare. These proposals will destroy a beautiful treelined thoroughfare and natural environment, increase noise, encroach on existing residential privacy and cause the removal of a historically significant gatehouse at Meadowbrook. I'm all for progress but I believe these solutions will just increase traffic and are not worth the destruction they will cause along this residential corridor in Rochester Hills.
no need to do anything
This is already a good shape road, and little bit crowded in rush hours. We don't need another lanes for few hrs rush time
I live right off of Adams between Hamlin and Butler. It's so noisy that I can't imagine how it would be with an expansion. Most of the time I can't even open my door wall for air w/o not being able to withstand the traffic noise. What is needed is a traffic light at Butler Rd because its almost always an issue being able to turn onto Adams w/o problems. The way the lights are timed on opposite sides there's either one side or the other coming with no way to safely turn left. This has been ongoing for many years. It's also being used as a race way for speeders so policing is needed for offenders. Never see any police officers on Adams.
There is no problem in this residential section of Adams. The traffic backups are caused in the area North of Walton. Widening Adams south of Walton will not alleviate backups north of Adams. This seems to be an attempt at commercial development on the South West corner of Walton Adams. The proper solution is no-turn-on Red off Walton onto North-bound Adams and widening the road North of Tienken. Only the residents of Oakland Township want Adams widened so they can speed through the residential sections south of Walton. DO NOT WIDEN ADAMS SOUTH OF WALTON.
1) If relieving Adams Road back-ups is the issue, then deal with the real cork in the bottle! Adams road widens at the Walton Blvd. intersection, receives a great additional volume of traffic from both Eastbound and Westbound Walton Blvd (+ additional Right -Turn-on-Red traffic from this direction) from light changes. Adams Northbound is 5 lanes wide at this point, until it reaches the Raintree and Powderhorn Ridge traffic light 1/2 mile north of Walton. At that point Adams narrows down to two lanes. Adams also receives a huge influx of additional Northbound traffic from Tienken, all pouring onto two-lane Adams. Adams does not ever widen out again except for subdivision by-pass lanes until it ends. The only way to relieve Adams congestion is to remove the cork from the bottle by widening Adams north of the Riantree/Powdrerhorn Ridge intersection! This project should extend at least to Silver Bell Road. There is ample easement available to do so. Widening Adams south of Walton will likely double the volume of traffic coming north during rush hour just adding to the volume of vehicles that will have to cycle into that R/PHR intersection into 2 lanes. The wider Adams is made, the worse the tie-ups north. Stop looking at road improvements south of Walton. Fix the congestion by widening the north section of Adams into Oakland Township at least to Silver Bell Road. Only then should widening Adams south of Walton be considered. Start from the head of the horse
1) If trying to relieve the congestion problems on Adams Road during rush hour periods is behind this widening proposal, the focus is on a completely wrong section of Adams. The real cause of the congestion problem is the huge flow of traffic onto Northbound Adams from the south and M59, Westbound Avon Road, Eastbound Walton, and Westbound Walton (including Right-Turns-On-Reds), with all the traffic moving north of Walton having to siphon down into 2 lanes at the Raintree/Powderhorn Ridge traffic light! Add to that all of the traffic going north from mostly Westbound Tienken Road into those same 2 lanes and the Adams High School zone and is it any clearer where the real Adams Roads Congestion lies? The focus on road widening should be on TAKING THE CORK OUT OF THE BOTTLE by widening Adams north of Raintree/Powderhorn Ridge at least to Silver Bell Road. The County's own Volume Studies clearly show the projected volume increases with drive that action in the near future anyway. ELIMINATE THE CORK NOW and traffic will immediately flow better up Adams Road. He thought of an option including roundabouts especially at Avon Road and/or Hamlin Road would create a nightmare for residents entering or leaving Adams Roads via left turns along Adams Road and should not be considered. Traffic lights provide some spacing in traffic flows to give residents least a reasonable chance. 2) Is there an ulterior motive here? Using Millions of taxpayer dollars to support widening Adams Road to allow for Oakland University to develop the southwest corner of the Adams and Walton intersection with probably ZERO tax dollar benefit for either the cities or Oakland County is unconscionable.
Anyone who says "we MUST do this" does not live here. This area backs up at rush hours only. Those of us that live here know our options to navigate around heavy traffic and/or poor road conditions due to weather. Please stop designing to the lowest common denominator. This road is only reported as problematic by commuters who have CHOSEN to take this road. Only thing that this 'needs' is better pedestrian mobility facilities.
More study on the area is needed to preserve the area around Oakland university. I think they can come up with better options. I understand lots of vehicles use that area daily but I think leave it as is.
Drivers should utilize other main roads for north and south bound access. Decrease speed limit if needed for safety concerns. Money could be reallocate to other important projects.

I drive this route every day. I think many of the concerns are because of impatient, reckless drivers, which changing the road will not fix. in fact, conditions will most likely worsen with the additional lanes. I enjoy the scenic route of Adams Rd. My son also enjoys driving on the hills. Renovating the road will continue to remove the historical charm of Rochester Hills that is slowly being destroyed by continual development. This is not what this community needs.
No build
Do we really want to become a city?? I know I do not! Please quit tearing stuff down.
Just leave it the way it is.
This is a historic area that would be forevwr ruined by this change.
I appreciate the City taking public comment. My main concern with expanding to 3 and 5 lanes is losing the history and charm of our beautiful rolling tree-lined road. There is such beauty in that drive that expansion will make this area a thoroughfare for speeders. Adding more lanes will not help the flow of traffic, but will invite other people to drive this route and it will cause traffic backups regardless. Preserving the area's history is key amidst rapid building. I would be ok with a one lane roundabout to keep traffic flowing if it does help (e.g., on Tienken & Sheldon - one lane) but respect history & the charm of this road. It seems like there's enough space for a 1-lane roundabout on Avon & Adams without disrupting the small historic meadowbrook site. This would also cause havoc to the residential areas there; leaving it 2 lanes is best. Please keep historic stone walls, trees, and sites as is!!!
Meadow Brook Hall is a unique treasure for Oakland University, Oakland County, the US as a whole, and really, the entire world. It is our duty to preserve it in its entirety, like all masterpieces. Who would think of changing the hair color of the Mona Lisa? of removing the gardens of Versailles so a large parking lot could be built to alleviate parking demand? No one in their right mind. It is equally obvious in this case. Furthermore, there are OTHER north-south roads, like Squirrel, that can accommodate heavy traffic. And studies show that widening roads increases traffic (https://smv.org/learn/blog/how-does-roadway-expansion-cause-more-traffic/), thus further adding to pollution and the devaluation of the historic site -- not to mention residents' life and wildlife.
Please consider keeping the beauty of our city and historic architecture. We are a desirable community because of this!
Keep the road as it is to maintain the historical integrity of the area
The impact to the sub-divisions along Adams road, the historic buildings on OU property, as well as the mature trees that boarder the sub's and OU property is to great to pursue this project. There is a major road 1 mile west - Squirrel Road. A light at Butler road (or round-about) may improve safety.
I live next to Adams Road, and the traffic is generally manageable except during the evening commute, which lasts about an hour. Cars already drive very fast on this road, and accidents have occurred. Any expansion would likely encourage even faster driving and increase the noise level for nearby houses.
It would be completely unfair to the hundreds of residents in both sides of Adams who would lose easement and get closer to the road. Study after study has shown that adding lanes just adds more traffic and the deadlock would come back. Lose loose for all
Adam's is perfectly fine as is. There is no need to build and set up blocks that will delay everyone's day and work.
Absolutely hell no build. It's busy and loud enough as it as.
Do NOT build anymore roads on Adams. We don't need this. We live on Adams and cars will be racing extremely loudly, it will ruin Rochester Hills.
Someone should be looking at adams and Tienken road. The worst backup is there.
Safe the wall and trees
NO BUILD.
I would say that a roundabout is necessary at Butler Road, but there is no need to widen. Doing anything to create induced demand will be counterproductive.
support no build. Support decreasing speed limit to 45 support new signal at Buttler road
I have been driving Adams road since I began driving in 1986. I originally lived in the Spring Hill subdivision and currently live just north of Walton/Adams. I drive Adams road multiple times every day; my current drive trends are morning commute (to downtown Detroit - Adams to M-59 to I-75) and regularly throughout the day/evening when working from home/weekends. I support a dedicated left turn and one through lane for southbound Adams Road at Avon Road, but otherwise I support retaining the "no build" alternative. There are only a few hours a day in which traffic may be backed up (beyond the occasional few minutes wait for someone to turn left into a subdivision), and it does not call for the total destruction of the historic landscape/roadscape. More lanes = faster driving and there are residential houses very close to the road. This is the only north-south road in this area of Rochester Hills that retains its pastoral quality. If people care about speed, use Squirrel Road. That roadway can handle increased traffic load without severely reducing traffic speed.
A round about should be put at Avon and Adams.
No build. The taxes paid by current residents should not diminish their quality of life.

We have lived in Rochester Hills for over 40 years, this stretch of Adams is one of the prettiest sections of road in the area. Sometimes we have to pay a price for the privilege of living in such an area and an occasional back up of traffic may be that in this case. The heavy traffic on this stretch is not all day every day and this seems like an unnecessary overkill to correct it. Realizing ours may not be the popular opinion, if a decision is made to make modifications we sincerely hope that the option picked would be the least intrusive
Please leave Adams road alone! All that is needed is a left turn lane for southbound at Avon. Simply lower the speed limit between Avon and Walton (or maybe even Butler and Walton) and keep the natural beauty of this corridor.
Retain the historic, natural beauty of our community.
The area is both historic and habitat to wild animals. We fail to keep in mind that destruction of natural habitats causes animals to seek homes and refuge elsewhere. They move into public and congested spaces which can cause fatal car accidents and at the very least become nuisance animals that then the city must perform “controlled kills.” Both scenarios are utterly unnecessary. There are additional north-south roads in the area that can be widened without causing as much damage as would be done by widening Adams Road.
Leave the beauty.
I take this way home over day between 5 and 6, and it honestly is rarely that bad.
No build. It is critical to maintain the current character of Adams Rd. Why should Rochester Hills accommodate non-community members (commuting from the north) with an intrusive construction project that will effectively create another M53?? No build = no brainer.
No build. Do not widen. Do not destroy history.
Keep the same! This is a beautiful stretch of road! Would prefer to see other roads widen like Livernois in areas to maybe offset some of Adam’s congestion.
Traffic and some fender bender incidents do not warrant adding additional lanes or making any changes. The only changes should be considered north of Village to Tienken Rd.
Adam’s road should be left alone. The focus should be to improve Squirrel rd through Walton BlVd.
Leave it alone.
Leave it alone. You’ve destroyed enough of the character of this beautiful city.
Stop tearing down tress and raping the land and building something on every single corner and these problems wouldn’t happen. This community is extremely over industrialized and it’s shame to see it!
Tens of millions of dollars and months and months of construction for what??! Leave Adams the way it is!!
I've lived in Rochester for 25 years and have never once been bothered by the traffic on Adams Road. I travel it sometimes 4 times a day, I'm a Realtor so I do a fair share of driving. The aesthetics of that drive have always brought joy to me, altering it in anyway would be unessesary and disappointing . It's a signature experiance for our city and shows our community's character when we preserve history. I find many clients choose Rochester for this distinction and uniqueness, if we start chipping away at that and conforming to mediocrity, we will loose our luster.
The road is already dangerous and adding more lanes would increase this. The road is also very narrow in places and would be hard to widen. Due to the number of residences along the Adams road corridor I suggest you do not add to the traffic and noise.
Expansion of Adams road in this area to accommodate better flow will only increase the traffic congestion problem north of Walton. It can typically take 20 minutes to get from Walton to Silverbell on north bound Adams in the evening rush hour. For safety, reduce the speed limit on Adams road and put in a roundabout or traffic signal at Bulter. These changes would likley make that part of the corridor much safer and preserve the natural and historical beauty of the road. Calling this alternative "no build" is like saying "do nothing", when in reality there are things that can be done to make the road safer without expanding the road. Please use your resources to find a way to improve the safety without expanding the road. Few communities have natural and historical attributes such as Rochester Hills, let's not eliminate them pretending to solve a traffic flow problem that will (and does currently) exist immediately north of Walton Blvd on Adams Road.
Leave Adams Road as is. Widening the road will result in additional traffic thereby increasing speeds and accidents.
Direct more traffic to Squirrel and Livernois to even the load.
The no build selection is based on the current wonderfully scenic nature of Adams road. Its mature, distinctive, bordering trees are priceless and irreplaceable. Lane expansion will not only increase traffic flow, but also increase the average rate of speed of traffic, as well as wildlife-vehicular collision occurrences. Please, let it be!!!!
Too many round-abouts, too close together. This will cause people to drive faster. Do not destroy the landscape. Widening the road from Hamlin to Walton is not necessary.
Why destroy Adams Road when Squirrel Rd, four lanes wide and only two miles west, has almost no traffic. We never use Adams and always use Squirrel.
There is no reason to build a highway next to people’s homes. This is going to drive people out of the city. The Mayor is trying to turn the suburbs into NYC. He’s become less tolerable and has pushed for agendas that no one has been asking for.
All the options EXCEPT the “No Build” bring too much disruption for too little gain.

This is a beautiful corridor! Please save the trees and historic features! There is no need for a roundabout at Avon. The City needs to stop allowing mega apartment/condo building which will alleviate the continued traffic problems. Thank you.
The amount of traffic does not warrant any change. There will always have peak times for more traffic, but nothing to cause destroying more natural habitat, displace all the animals that are trying to survive. P
Maintain the historic road/area as intended. There are alternative routes north/south, Adams rd should be preserved as is.
It's ok to enhance the left turn lane at Avon Rd but please do not destroy the beauty of our road. If commuters don't like it let them use Squirrel Rd which has no traffic on it.
Please do not ruin this beautiful road. As a resident between Avon and Hillendale, I travel it regularly. Expanding this road will not solve traffic flows but allow more people to travel this area leading to more congestion. A round about at Avon would be helpful, BUT not if you expand this road. Living in one of the oldest subs in this Rochester Hills area, the beauty and historic look is why I moved here 23 years ago.
We need to preserve the history and beauty of Adams Road, and not "pave paradise." Bigger is not better. Despite what developers would like. Sad that the City is trying to make our city look like the roads in Warren.
The area is fine. Do not change. It's the best plan to preserve this historic area. Traffic is only present, like any other area, for a little time each day.
As a resident who lives along this corridor, I fully support the no-build option. The historical landmarks and environmental impact of ANY building or expansion in this area would be detrimental. The City continues to approve over-development of green spaces and we need to STOP. There are other north/south roads that could be considered for expansion or rebuilding. All other plans would reduce the trees by 50% and ruin the historical landmark of Meadowbrook Hall and grounds.
Traffic is not that bad. It's worse north of Adams.
We have lived near the entrance to Oakland U. from Adams Rd for nearly 50 years. The traffic there is not a significant problem. Please do not destroy the beauty & historical significance of Adam Rd & Meadowbrook Hall.
It's just unnecessary. Leave the green space. Adams is only really busy for an hour a day.
We do NOT want to destroy Adams Rd with your plans. I drive on it everyday and the traffic is typical of any road during peak commuter hours. Please listen to us the homeowners who live off Adams and who want the No Build Option!
This stretch of Adams is a naturally beautiful and historic area. There are several other roads which could absorb north and south bound traffic. Please leave some green space for those residents who reside in this area and do not widen the road.
REDUCE THE SPEED LIMIT!
Widening the road will only encourage even more traffic on Adams. Close down the exit off M-59 and move traffic to Squirrel Road. Just because the University wants to build more housing and a strip mall on Adams doesn't mean the rest of us should have to foot the bill and the headaches of more traffic. It is already bad enough that the HUGE apartments/condos are on the brownfield at Hamlin and Adams. That traffic will also have to travel in all the congestion. Save the trees. Save the atmosphere we have, without building up and out. NO NO NO to roundabouts. If one is trying to get out of a housing area downstream of the roundabout, one could wait for forever to cross traffic and make a left turn on an already heavily travelled road. We do not need even MORE traffic on Adams which would come with widening the road. Figure out another place to route the traffic.
This the choice for our town. We have such little undeveloped land left and this section is beautiful. We do not need to do any more renovation, regardless of the traffic. People can choose to go another route. We should not make renovations for ease of use in a town with many routes to go North/South.
This is useless. If anyone has driven this passage on Adams you will understand that something needs to be done. You can't keep developing to the north and expect what served the area well for many many years is still viable.
I suspect that no matter what the public says regarding the options for Adams Road you guys are going to do something to modify it. I am completely against that. You've discussed obtrusive things like roundabouts, chopping down 100 year old trees, but planting new tiny trees. All of a sudden, after all these years Adams Road is become dangerous you say when in reality any road is dangerous. You power brokers don't seem to care about the ambience and tradition of Rochester Hills. All you care about is creating a Boulevard so that people can get home 10 minutes quicker. You need to stop. Don't turn this into Troy. Don't turn this into another Livernois Road. I have lived here practically my whole life and I have never been more upset and adamant about anything in all these years. Leave Adams Road alone please.
Add directional lane arrows on the road to show turn left or go straight on southbound Adams at Avon. Add a pass around on southbound Adams at Rhineberry.
I have lived off Adam's for almost 40 years. The road is beautiful and only crowded during rush hours. There are many alternate routes. If anything, add a light to allow people from the subdivisions easier access or retime the lights. No need to disrupt what is there for the sake of a slightly shorter commute.
It seems like a very drastic solution to serious traffic one time a day (rush hour). I think it should be left the same
The no-build option is the nearest option to what is truly needed, though was presented as though it was completely out of the question, in the name of progress. In fact however every other option presented removes 50% of old growth trees, flattens the hills of Rochester Hills and removes features of our national historic landmark.

Adding a smart light at Butler and left turn lanes at Avon and Hillendale would have the effect of improved traffic flow minus the disruption of Meadow Brook's wall and preserves homes and trees. Any of the other options are unacceptable as 72 families would be severely adversely affected, as well as the community at large.
It's such a short span of road that deserves it's trees and beauty within the city. Save the dollars and have Oakland township pave some of their roads!! It will help with school busses/snow closures as well.
Absolutely no more roudabouts please. There is enough within a five mile radius. If anything the three lane road with a turn lane but we do not need anything larger in Rochester Hills. Need to preserve the green space!
No build. Try installing more and better timed traffic signals - 1 at Butler and another north of Walton between the strip mall on the west side and the Village and the East side, closing off some of the entrances on both sides. Try this first. It's less evasive and may actually improve traffic flow. Please, for the love of all that is holy, no more roundabouts.
I think about how much this area has changed in just the past 20 years and how it is not necessarily all for the better. I am hoping that this beautiful stretch of road does not lose its majestic feel with the old trees and historic portions that give our city character
You have to put a traffic light at Butler Rd and Adams as its a very busy intersection, as well as fix Butler Rd all the way to Squirrel...Suggest no roundabouts..
Please do not destroy one of the most historic areas in Rochester Hills. We do not want this road to look like Squirrel Road or even Livernois Road south of Walton. This money would be better spent on Adams Road NORTH of Walton. That is where the bottleneck is and where the majority of accidents are located.
We have lived near Adams Rd for nearly 50 years & have been aware of only one auto or other accident occurring on the road. Can you please give data re. evidence of accidents? Also, the Meadow Brook Estate as a historical site should remain intact. That includes the workers' cottages & the stone fence which would likely be destroyed with any of the plans proposed other than "no build".
Just leave it as is..... And stop tearing down trees and old barns to build even more. Leave RH as a small, beautiful forested community.
The natural beauty of the road, the historical rock wall, and the entrance to the Dodge estate at Avon Road, all make it historical. There is no problem with massive backups. Have Oakland University go look for additional revenue generator elsewhere.
I think we should take the time to find a more viable option that would preserve more of the natural greenspace.
stop destroying the city as well as it's historical character with construction and expansion.
Destroying 50% of the trees along that passage is excessive, especially considering the effect development has on global warming. We have to find a way to decrease the square footage of pavement and increase green space.
We appreciate your taking the time to fill out as many options as possible. The "no build" is the only preservation option at this time. We would like to encourage you to fill out some new options that are true preservation options and address issues while preserving the natural and historic features of this beautiful road- the best possible outcome and one in good alignment of what the resident's of RH are supportive of and looking for.
Rochester Hills has a history deeply rooted in farming. Settled by sheep farmer from New York, it grew into a quaint town. Now the elected officials continue to over expand. Removing our green spaces and historical landmarks. Enough is enough. We need to honor our roots and stop expansions.
If Troy and Bloomfield are not widening Adam's rd., why does Rochester Hills have to? It will just make the traffic worse and ruin a beautiful road.
I strongly prefer the no-build option. This is the only option that truly maintains the natural beauty of the road and the cultural values, including not compromising the Meadow Brook Hall National Historic Landmark. Minimal modifications could be implemented to improve traffic flow and safety along Adams. These include a traffic light at Butler, passing lanes at Rhineberry and Avon, and dedicated left turn lanes at Hillendale. These improvements and additional signage would eliminate the need to flatten the hills. Adding signage along M-59 to direct more traffic to Squirrel Road would also be helpful. Lowering the speed limit along Adams by 5 mph would also reduce the number and severity of any accidents. None of the other options will protect the character of this roadway that is such an integral part of the community.
I would like to see a preservation proposal
Squirrel Rd., Crooks Rd., Livernois, Rochester Rd. expansions that were meant to restore traffic flow simply led to more building and congestion. Other infrastructure, less visible has not kept up. We risk great harm to our community destroying wonders that no amount of increased revenue can ever replace.
why was there not a consideration for 2 lanes with roundabouts and pedestrian safety features? i do not know how many accidents are head on, and therefore would be solved by a third lane. my fear is that travel speeds will increase with continuous turn lane, or will encourage even more traffic through this country road.
I have lived in Rochester Hills my whole life, and as I have become an adult I have traveled extensively. My favorite bit about coming home is the beautiful scenery, I love Rochester for the forests, fields, and bountiful green space — it is what sets our town above the rest of other built-up cities. I want Rochester to remain beautiful, and tearing down old forests for more roads would devaste me. If we want Rochester to remain above the rest, we cannot overdevelop the town — leave the beauty, and keep development in the drafts.
No more buildings! Preserve Rochester hills
I drive this road frequently, and I don't see any reason for changes.
No build please

I would like to see the NO BUILD proposal approved. The idea of destroying historic structures and removal of dozens mature trees is appalling. The improvements proposed would not relieve traffic congestion, but would induce usage, leaving us with a status quo. Squirrel road provides ample north-south access to Walton Blvd and Oakland Township. Don't destroy all the beauty and historic aspects of this lovely area of our community.
Traffic is not bad enough to require a change to the current structure. You clam it to be unsafe, but there are far fewer accidents the the roundabouts. We have been here for over 37 years, and we love the beauty of the current road layout. Why don't you look at the traffic issues north of Walton?
If this is the only way you don't bulldoze the hills and destroy more than 50% of all mature trees along this 2-mile stretch of beautiful road (NOT a corridor) and remove the 100-year-old stone retaining wall belonging to a National Historic Landmark, then so be it. As a friend said, your "solutions" are in search of a problem!
We don't want to get rid of a beautiful landscape for a building site
Please provide a true preservation option- thank you-
Please provide a true preservation option- thank you!
We have lived in Rochester Hills for 35 years and have always strongly supported road maintenance. That said, the no build option is the only plan that maintains the beautiful ride past Oakland University. It's disappointing that so many trees will be lost with all of the other options. Please try to preserve nature in the other options
I do not want the Adams Road corridor to expanded. There are plenty of routes that we don't have to destroy that beautiful road. Thank you!
I live at the SE corner of Walton & Adams. It is difficult enough to make a left turn onto Adams, and adding another lane will make it impossible. Also, adding another lane or two will cause a HUGE backup at Walton when the street narrows. Right now, there is a backup going North on Adams to Tienken after 3:30. PLEASE leave it alone.
Adams Road and all the trees is what makes this a part of the History of Rochester Hills and Historic Meadow Brook
There should be an option between NO build and 3 lane. Here's what that option should be: add a sidewalk on the neighborhood side of Adams between OU and Avon. This will allow safe walking/biking without taking down too many trees or ruining the neighborhood. Add a small turn lane at the OU sub division (there is already an unofficial go around in the gravel). Do this without impacting trees. Add a pedestrian cross walk and light at Avon and Adams. And that is it. Traffic on Squirrel Road should be encouraged instead of Adams. Squirrel road is already a concrete nightmare - that cannot be changed. But we can preserve Adams and the beautiful trees and historic sites.
It's fine the way it is. People can find other ways to get places if the traffic is bad for them. If we add in more lanes it will get dangerous for pedestrians. And since we have basically no bus system for school there are a lot of walkers.
I live directly off of Adams and believe any change will impact traffic negatively and remove the beautiful landscape of the road.
No build
This makes no sense as Adams road necks back down to a 2 lane road at Raintree Drive, with traffic backing up at Adams road and Tienkin road. People should use take Squirrel Road if heading North. Waste of taxpayer money.
I live at the SE corner of Walton & Adams. It is difficult enough to make a left turn onto Adams, and adding another lane will make it impossible. Also, adding another lane or two will cause a HUGE backup at Walton when the street narrows. Right now, there is a backup going North on Adams to Tienken after 3:30. PLEASE leave it alone.
Don't change anything. It is fine the way it is now. North bound traffic will bottle neck up to Walton during rush hour so why take beautiful trees out to create a problem at Walton.
Do you suppose we could actually leave one mile of scenic road left in Rochester Hills? Or does it all have to be optimized and improved just because, you know? I have been driving that stretch of Adams Road both ways for 25 years. I love driving it as it is, particularly the stretch north of Avon Road. I road up and down it on my bike back in the 70's as a kid when it was more of a country road. I have seldom found the road to particularly challenging, dangerous or for that matter much more congested than other north-south arteries in the area. When it's bad, I use another route. Big deal. I no longer feel safe biking up and down it but again, there are other routes. It might be nice to get a side route of bike and walking lanes on the grounds of Oakland U golf course if that was possible. I am old enough to recall the complete desecration of the beauty that was Squirrel Road back in the early 90's and still regret that loss. I regard the "improved" stretch of Adams north of Walton between the 2 large strip malls much more dangerous (and I think that the terrible accidents there will attest to this). Is that the plan? Widen it so that the beauty is destroyed and then what the heck start major development south of Walton? Any traffic expert will tell you that if you widen the road that the traffic will increase commensurately and you will have the same amount of traffic. This would be a tragedy to decimate one of Rochester Hills few remaining scenic and historic areas.
That beautiful scenic road and it's mature trees and hills were one of the reasons we purchased property in that area. The wall on the OU side should be protected as a historic part of Meadowbrook Hall. Mrs. Dodge-Wilson would be appalled at these plans!

I don’t believe it is need. I’ve travelled that road at rush hour and it is not that bad for the current residents of Rochester Hills/Oakland Twp. but we all know this is really about the hidden plan for more development. I submit this as a 65 yr old 5th generation resident of Rochester/Avon Twp/Rochester Hills.
Too much traffic and construction
No build
Leave it alone, it would be regress not progress, the traffic is same as it was 25 years ago when I moved here. You should have not allowed the new apartments to be built on Hamlin and Adams, that complex just adds to the congestion.
I love the way the road is now with the history and trees but realize there there needs to be adjustments for the people of today and the future. My concern is that it is not redeveloped to feel like the east side of Rochester Hills. It should keep the "Bloomfield Hills" feel instead of the east side of Troy and Rochester Hills.
People who live around here like it small. There isn’t that much traffic from Adams.
I would support limited-distance turn lanes, so I'm disappointed that you don't offer this option. I DO NOT support adding a whole third lane, or anything more extreme. Adding a whole third lane (or more) will completely disrupt the landscape, and as others have pointed out, will not help with speed or congestion.
Traffic will only become worse and more dangerous if Adams is expanded. Bike lane would improve safety but the space to add a lane is not there and the scope of a project required to add extensive. North bound Adams should be No Left Turn into Trader Joes. Adams drivers need to learn to leave early and plan for traffic. These issues were predicted when the Adams & 59M Inserection changed many years ago.
As a resident who lives along this corridor, I fully support the no-build option. The historical landmarks and environmental impact of ANY building or expansion in this area would be detrimental. The City continues to approve over-development of green spaces and we need to STOP. There are other north/south roads that could be considered for expansion or rebuilding. All other plans would reduce the trees by 50% and ruin the historical landmark of Meadowbrook Hall and grounds.
Please consider leaving Adams Road as it is. Both Squirrel and Livernois are able to handle more traffic. There is no need to make any changes to Adams.
I am very opposed to the widening of Adams road when there are alternatives that will improve traffic flow and safety. How about looking at the real problem areas: The Village and Adams High School. I live in Spring Hill and have no issues driving to and from Birmingham daily. Never experience traffic between Avon and Walton.
Options other than "no build" destroy the natural environment as well as the historical significance of Meadowbrook and Rochester Hills. Use Squirrel Road as a boulevard.
No build. Stop erasing the green space for corporate greed. Overpopulation is ruining Rochester Hillls area!!
I want to preserve the trees and nature around Adams road.
It's pretty basic knowledge that expanding the roads NEVER EVER decreases traffic, it just increases the amount of vehicles on the road. The south is a perfect example of this
We don’t need old growth trees cleared up and for an already dangerous intersection for pedestrians to be made more unsafe.
It would destroy the historic corridor of mature trees and green spaces along Adams and it would encourage more traffic and congestion.
It is an environmentally ignorant decision to expand the road in anyway if it means destroying many mature trees and the hundred year old stone wall. This is also not something the community strongly desires and financially motivated decisions should not prevail, listen to the community!
The result of this expansion would not limit the amount of traffic on this road, traffic will always exist. Although I wish to have confidence that this expansion would help drivers in the area traffic will always exist. The amount of traffic would not be lessened and instead, this expansion would result in the destruction of the historic corridor of mature trees and green spaces along Adams. I cannot support a bill that not only would set back the sustainability in my area but as an Oakland Univeristy student I worry that this expansion would also reopen discussions for developing land on campus towards shopping centers and a hotel. This was voted NO by the student body and I would like it to remain that way. The destruction of green areas in my community will not be tolerated and there is no guarantee that traffic will lessen, no build.
I do NOT want to see any expansion to Adam Road! It would destroy not only the scenery of the road, but it would also flood campus and make an ALREADY unsafe place to walk completely unbearable!
I don't want those trees to be cut down. They are historic to the community as they have been there for many years. Building this road means cutting them down and ruining the rich culture.
No build
Preserve the nature around in the area.
There is little to no green space as it is and is taking away something valuable to the students
The unique feature of life on Adams Road is its beautifully lined-up trees. To preserve this charm, traffic must be rerouted to larger intersections, avoiding this road entirely for any potential construction or changes.
Ruins nature

No amount of additional lanes will resolve any amount of traffic.
Please do not move forward with this project.
The campus is beautiful right now and it would be a shame and a waste of money to expand adams road
No go
No Build
Because I said so!
This is unsafe for students!
This will negatively effect the environment without providing more foot access and could possibly lead to more destructive construction projects like the East Campus plan
Do not expand at all!! The environmental costs are too great to justify this choice.
The last thing Adam's needs is more traffic
I would like to have a safe campus and community this would eliminate the safety thats existent.
Building anything extra will not do anything for traffic or accidents, in fact it will increase traffic and congestion which will cause more accidents. More lanes dose not decrease traffic. Not only that but it was also destroy the beautiful scenery the road currently has including many of the old growth trees and the east campus of Oakland University. This will negatively impact residents who live on the road, is an unnecessary waste of resources which will do nothing for traffic, and will negatively impact the environment.
Expansion would create an unsafe intersection for pedestrians and it would also bulldoze old growth trees.
Instead of expanding the road, we feel it would be better to build a safe sidewalk for pedestrians and cyclists throughout the entire road. The uphills and downhills of the road has made it very unsafe for cyclists to travel through it
Oakland university strives on educational research, tearing down the old growth trees and habitat would disrupt the ecosystem and effect ongoing and future research studies.
Do not expand Adams rd
Keeping the nature preserved in this area is essential to maintain the campus spirit. Having nature in our space where many students spend almost their entire year makes it a much more relaxing atmosphere. Also traffic is manageable as is, there is no need for more roads and construction that will take multiple years while also causing more traffic and stress for college students.
We would like the county to consider the impact of this project on Adams Rd.north of Walton Blvd. We support the "No Build" option because all of the other options include widening of Adams Rd. which would add traffic to northbound Adams Rd. This would increase the current daily afternoon backups (of at least 1/2 mile) at Raintree Dr. and Tienken Rd.. This is the only option that would not add to the current problem, as well as preserve the existing trees and landscaping.
We don't need it
Having a loss of any trees is bad for the environment, not to mention the wildlife that depend on them. If housing projects didn't keep being added to the Adams area the traffic would not be so bad. Please keep Adams Rd the way it is.
I don't want the green corridor of nature and mature trees destroyed
Building will destroy a national historic landmark as well as destruction of much needed natural habitat.
Leave the Adams road corridor as it is.
Don't build
There should not be an expansion on Adams Road. It would create and unsafe intersection for the campus students and civilians that come to Oakland. And it would ruin the beautiful scenery that Oakland Universiry offers.
No build
Preserve historic landmarks
No good. Bad
Developing on this road would increase traffic, eliminate valuable green space, and de-beautify the surrounding area.
It's just not worth it. The city around the school already looks lame enough, no need to make it look even more like a sprawl.
Is it so hard to just leave things be? Develop on one of your MULTIPLE golf courses if you need to so badly
Don't build
Just create cutouts for traffic to get our D the difficult spots like the rest of Adams road.
Living in the neighborhood for over 10 years now, I do not see the need for intervention. Any of the proposed alternatives would cause irreparable damage to the Adams historical corridor.

This is by far the worst option. Adams was designed in its current form when much of the surrounding community was still farm land. Times change and adjustments must be made to make this area safer for pedestrian and car traffic.
The road is fine as it is. Don't destroy trees and delay traffic with construction
n/a
Preservation of the historic and irreplaceable Adams Road corridor between Hamlin and Walton is of vital importance.
It would be a disadvantage to lose the unique features of this historic road.
Do not build
Adams between Avon & Walton is not the problem. North of Walton is a nightmare dt poor planning.
Springhill sub is not the ghetto of Rochester Hills and should not be sacrificed to the road commission.
Keep Adams Road the same!
I take Adam's Road frequently and see no problems. No build. Leave it as is.
I would be in favor of a turn lane or passing lane at Rhineberry, and if the residents want it, a light at Butler Road. Otherwise, please leave it alone! That beautiful road is a big part of the reason we moved to this area!
Please keep the area as is. It is beautiful.
Just don't do it!
We're raising our kids among these fields. Please, no development.
Leave it alone. Also reduce speed limit to 35 mph. 25 mph between Walton and Raintree.
I chose No Build for Adams Road, however I feel that the narrowing of Adams at the entrance to River Valley Subdivision is a hazard and needs to be addressed
This will bring even more traffic to campus and make the intersection much more challenging for pedestrians to cross. As a student, campus safety is incredibly important.
This will make the intersection challenging for pedestrians.
No build. Please we beg you to let Adams remain as is.
This area is already congested enough! It is incredibly dangerous to exit into Adams from Quail Ridge Drive. To add more lanes will make this a death trap! I encourage you to stop additional building and not to increase the traffic lanes - we'll have an expressway out there! Enough is enough - no more. No to building more lanes and roundabouts.
It's not necessary to widen the road. There should be a traffic light where Quail Ridge and Adams Road meets but outside of that it's unnecessary to widen the road.
No build!!!
This a beautiful natural area which will be ruined by adding lanes
More lanes = more traffic. Adding more lanes does not improve traffic long term. The construction will make the road unbearable and adding more lanes will make the situation worse over time
I live in Quail Ridge. It is hard enough to get in and out of the sub division! More lanes will push people to use Adams to get around and will make it harder for residents of the sub.
No Build
Widen Livernois instead. Plenty of space on the shoulders.
No build. Too busy as is. Disruptive.
please don't destroy Adams Rd. leave it alone. I vote for the no build
I think Adams road is beautiful and should not be widened at all.
If this were Bloomfield Hills, you wouldn't be talking about destroying historic and beautiful places for high-volume traffic. People should just route differently. All of the residential building without prior proper infrastructure planning (roads) is shameful on the Rochester Hills and all communities North
No build. This will not be good for the neighborhoods that this will affect and will cause many problems.

The city should keep Adams road as is. As a resident who lives off Adams in this area, I believe the best choice for the city of Rochester Hills is NO BUILD. Traffic flow has already been established, and there are many alternative routes to navigate if desired. Adams north of Walton (5 lanes) has many accidents and lots of traffic noise. By building here, we are inviting congestion, increased accidents, and turning our town into thru-way. Why would we ever want to re-create a parallel "squirrel" road in our community? The hill at Adams and Avon is another concern. To turn this intersection into a traffic circle is asking for many more accidents and injuries. Another point to consider is the schools that are off Adams between Hamlin and Avon. Students and families already struggle to turn into and out of school driveways. Let's keep the status quo and keep our children safe, community beautiful, and limit the amount of motor accidents.
I live in a neighborhood along this stretch of Adams and I would not like this to be developed. This stretch of road is both beautiful and historic and should be preserved. If safety is a concern, then lower the speed limit to 35. This project seems to be a thinly veiled excuse to continue overdevelopment without solving the actual cause of the traffic backup near Adams highschool. I would like to preserve the beauty of our community for my child to also enjoy.
We believe Adams road would be ruined if widened. I live in Quail Ridge and do not believe this is necessary. The old character surrounding the road makes it a special place to live near.
There is too much development in R.H.
We need to stop building over forests and green space - no more housing subdivisions condos and apartments - too crowded already and we need to focus on keeping green space - just stopppppp ruining what makes Rochester a great place to live Case in point - the Hamlin road apartments by the park are excessive and ugly and to think about more across the street needs to stop 🛑 No build keep Adams the same
Anymore lanes to this part of Adams road would cause major heartache to the residents in Quail Ridge subdivision.
The other options would encourage more traffic and damage the entrances to the subdivisions on Adams, one of which we live in.
We do not support any development on this corridor. The traffic situation does not demand it and widening this section will just increase reckless driving at the cost of the residents properties and peace of mind. - owner and resident at 3366 Kenwood dr
Too much congestion already. Don't need the roads widened
Expanding the road is unnecessary. Reduce the speed limit and install a traffic light with pedestrian crossing at Butler to increase safety for motorists and for pedestrians. Retain the historical community character of this area. Focus road funds on the stretch of Adams Rd north of Walton to improve safety and traffic flow. Thank you.
Keep the history of Rochester. Don't expand and make it just another major city
No build
That area is busy enough!! If we keep building it will just turn into another city with no character
The only change needed is sidewalks.
How about the city paves the many dirt roads in sub divisions in Rochester Hills before spending money on expansion,, fix what is in front of you first.
The trees and nature in this area is part of the beauty of Rochester Hills. There are more important areas to focus energy on such as the light at Adams and Rain Tree, which is extremely dangerous. No build, let's preserve the nature we have left within our community.
Time to get him out and preserve our Hills!
This road is too beautiful and part of the character that drew us to this community. Please stop the over development.
Seems destructive and unnecessary with less invasive options available.
Too much development now.
No protect our vastly diminishing environmental beauty of our city...

Using your own crash data and CFM clearing house you could do the following without widening the road. Just a few are listed below. - ROUNDABOUTS AT KEY INTERSECTIONS Install roundabouts at intersections such as Butler Road, Avon Road, and Meadow Brook Road. Expected Impact. Reduction in overall crashes by up to 80%. - SIGNAL AND INTERSECTION IMPROVEMENTS Upgrade traffic signals with retroreflective backplates, countdown timers for pedestrian signals, and box span signals. Expected Impact: Reduction in rear-end crashes by 30%. -SPEED REDUCTION MEASURES Implement speed feedback signs, speed humps, or raised pedestrian crossings. Reduction in crash severity by 30% -IMPROVE ROADSIDE AND INTERSECTION LIGHTING Enhance lighting at intersections and along segments with higher crash rates. Reduction in nighttime crashes by 35%. ACCOMMODATING EMERGENCY VEHICLES - Pull out bays: Increase in clear passage for emergency vehicles by 50% - Widen shoulders where possible: Reduction in emergency vehicle delays by 20% - Emergency Vehicle Preemption Systems: Reduction in emergency vehicle response time by 20-30%.
Improvements can be made without widening the road
Please don't take away the nature views
This won't solve traffic problems. Curtailing development is a better all around solution.
Moderation in the scope of Adams Road alterations is essential to retain the sense of a rustic visit for those who drive along it. The proposals of Friends of Adams Road reveal practical improvements to be achievable through signage, speed limit reduction and traffic signal methods. Following such suggestions would promote safety without discarding this unique feature of our city.
My preference is no build. It's a beautiful drive that is NOT the traffic problem area. We do NOT need more roads for more traffic or businesses. People like Rochester for the nature aspects. Take this away and you're removing what is Rochester Hills. But if something MUST happen, I would vote for the least disruptive version which I imagine is the 3 lane with the about. Thank you for asking. I sure hope that our input, those of us that CHOSE to live here, for the quiet beauty that is Adams road between Hamlin and Walton, is taken seriously.
This is not good for Rochester.
No build! The road is perfect how it is!
I think this is the best option to preserve the historical nature of this area. It's unique and can't ever be replaced. There are numerous "softer" options that need to be tried such as rerouting neighborhood traffic, prohibiting turns at certain locations, slightly extending turn lanes, lowering speed limit, etc. All the other options are overkill and ruin the historical beauty of the road. The historic nature also improves perception of Oakland University. We shouldn't turn into a metropolis!
I've lived in the area for over 11 years and I've never had issues with traffic flow or congestion. I come and go during morning and afternoon rush-hour and I am never delayed because of traffic flow
Keep our Tree City as is!!!! Leave our beautiful Adams road to exist in current beauty!!!!!
There's Already too much traffic! Please keep the character of downtown
The period of congestion is so minimum. This road does not need to be expanded. Please keep intact the natural beauty and historical character as well are importsnt to me.
Improvements can be made without widening, add more lighting in the area.
It's fine how it is.
You have a bigger problem backing up traffic for this area on tienken and Adam's. Biggest problem is consistent building. If you keep building homes on every vacant green spot the result will be a neighborhood that is no longer a pleasant one and instead one that resembles those like sterling heights and utica with Hall road running through it. We have lived here our whole lives and the difference that consistent building has done is disgusting and sad. Obviously traffic was not considered when increasing population considerably. When I heard about this project on Adam's, destroying historic sites and a road that is one of the only beautiful roads left in our area, we are considering moving for the first time in our lives. This is after investing in an addition and major property improvements just 2 years ago. I thought I would live here forever, but these decisions keep making it harder and harder to see as a reality. People buying these homes in North rochester hill had to have driven here somehow to see them and knew what the traffic was getting here. Don't complain now that your tired of waiting. I suspect there is another reason for this proposal - guessing a builder with influence wants the land on the corner to put in condos, homes or another senior living complex. For once, respect the beauty that we have been given and leave something aline for once.

Improvements can be made without widening the road!
Please stop overdeveloping this area
No build
Go back to the drawing board and cone up with an option that DOES NOT impact the beautiful nature and wildlife that Rochester Hills us known for.
Dont build. Protect the beauty of our city. We moved here because rochester hills maintains a small town family friendly environment and connection to a nature. That section of Adams is one of the most beautiful treelined simple areas left in our city. Meadowbrook deserves a treelined approach. If people want a quick boulivard they can use Squirrel. Its not crowded. We are replacing our treelined streets and corners with housing and buildings that go right up to the street instead of distance and trees. Our look has changed to more of a busy city. We have lost nature neighborhood hometown feel. If people need access to their neighborhood street then add a 6th proposal that simply has a short middle lane at main entrances of a neighborhood for cars to move around them easily and then the road returns to 2 lanes. I believe builders have stolen our pride and joy. Mayor and city council how can you allow this. Wider roads brings heavier traffic. Less beauty, more emmissions, decrease in family friendly town atmosphere.
Keep rochester a small town. This Blvd will cause so many bottlenecks.
The current situation is sufficient. My only suggestion is to improve the Adam's / Avon intersection.
No build
Comments that chose to omit an alternative were placed at the end
This is the main intersection on the Adams Rd. corridor that really needs work. The left turn lane here from SB Adams to EB Avon is egregiously too short for the volume of traffic that goes through it, and the left turn lane being both left and through makes it confusing for SB drivers attempting to bypass those turning EB onto Avon.
Replace intersection light with a roundabout and include two approach lanes from SB Adams, one which _ONLY_ goes to Avon, and one which _ONLY_ continues south down Adams.
Extend SB Adams left turn lane here to Walton and make it left turn only
Extend this bike path north to Adams. This part of the path south to M59 is quite nice, but there is no reasonable way to get here other than the street. Negotiating this dangerous intersection on a bike is at best difficult, and at worst life threatening, and entering this path requires a left turn across traffic (from SB Adams) and then a right turn onto the grass and to the paved bike path, which is equally difficult to do without disrupting motor traffic.
Visibility over this hill turning left from SB Adams is poor. Replace intersection with a roundabout for a better view on who's coming down the road and safer collision outcomes should they happen.
This gatehouse _looks_ like a historic feature, and reading some of the comments, I'm led to believe it is. If that's the case, please work on making that more well known and preserve the location through any intersection updates.
The trees that line the Adams Rd. corridor are quite beautiful. Preserve as many of them as possible through road updates.
Add a passing lane on SB Adams for this intersection to bypass left turns into the subdivision
I have never had a reason to go down Heidelberg Ct., but seeing it here running in parallel with Adams for so long confuses me. Is there a better way to handle this intersection?
This OU sign is always DAZZLINGLY bright at night and is a visual safety hazard. It needs to be at least 50% dimmer at dusk and through sunrise.
This crosswalk is so long, or the lights are so short changing, that oftentimes pedestrians need to wait on the median for East/West traffic to get a second stop light to proceed.
The left turn lane from this point NORTH to Raintree Drive should be changed to a Boulevard. Many drivers get into this lane exceptionally early and drive fast due to the lack of left or right driveways to turn into north of this driveway. I've been in several near-misses as SB and NB traffic both enter the turn lane intending to turn at points past each other, necessitating at least one of the two drivers to swerve back into the through lane to not cause a crash.
ENTIRELY UNRELATED but this little stand of trees and pavement south of this point looks like Albert Einstein if you zoom out.

The two lights at Raintree Dr. and Powderhorn ridge are a nightmare to negotiate safely: 1) Drivers do not understand to proceed on flashing red on the NB/SB side between the two roads 2) The two intersections so close together create dangerous left turns for NB / SB respectively 3) The multiple intersections are difficult and dangerous to negotiate on bike
Can Powderhorn and Raintree be angled in such a way to turn this into a four-way intersection instead of two three-way intersections stacked on top of each other? The "proceed on flashing red" signage is confusing for drivers, decreases safety, and increases congestion when it is (VERY OFTEN) overlooked. At a minimum, can the lights be re-programmed to be more clear?
I echo the suggestion for pedestrian bridges to help students walk safely to school. Traffic on Adams often moves very fast, and I'm worried about kids' safety. If the road is widened, even just south of Walton, we'll likely see more vehicles on Adams, making it more dangerous for students to cross. I urge the city to consider pedestrian bridges or other safety measures. Student safety should be a top priority here.
Need to continue the bike path!
Need to continue bike path on south side of Walton.
Need to continue bike path on south side of Walton.
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Need to continue bike path on south side of Walton.
Need to continue bike path on south side of Walton.
Would LOVE to see an over-the-street pedestrian bridge for access to OU. Many try to cross here on foot.
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Would LOVE to see an over-the-street pedestrian bridge for access to OU. Many try to cross here on foot.
Need to continue the bike path on the south side of Walton.
Starbucks is going to be a disaster. This is already a high-traffic, congested area. Terrible that this was approved. Another example of putting a business's interests before the needs of the members of the community.
I would support a roundabout here. Traffic is MUCH heavier north/south and the traffic light slows people down.
Adding a roundabout here would be good. Not only to improve traffic flow but to alleviate accidents caused by people making a left turn and being hit by cars coming over the hill.
Consider bike/pedestrian bridge, this is a dangerous area for walkers and bikers
From Walton to the traffic lights north of The Village, the turn late should be removed and replaced with a median and points for making "Michigan Left" turns. Specifically, there should be a Michigan Left with a traffic light at the northernmost entrance to the Trader Joes plaza, closest to the Little Ceasers.
Original Meadow Brook Farm entrance with historic stone walls should be preserved.
Need a smart traffic light that would intuitively allow for cars turning left from Quail Ridge when needed.
Please leave adams Road alone. Wider Road and more traffic circles going to mean a mess and even more traffic. People are patient for the most part and it is a beautiful road! It may take a few minutes to go two miles but in the end it is worth it! Please go find a different project to work on . The residents are not in that much of a hurry ! We don’t want to see all our properties town up also.
Please don't put another round about at Adams and Avon. It's hard to see coming over that hill and the majority of drivers don't know how to use a round about correctly. Many drivers feel they don't have to yield to drivers in the circle. It's a poor decision there. The light there is very effective. Maybe if Adams had 2 lanes each direction and a designated left turn lane going south on Adams at Avon, that would keep traffic going smoother at rush hour.
Drivers race through this set of lights. Those of us that live around here know not to go on our green until all cars north and south on Adams are stopped.
I would like to see the actual statistics on safety issues reported to be evident on Adams Rd. I've lived near it for 50 years & have known of only one auto accident occurring. Also, the Meadow Brook Hall Historic designation includes the stone wall, 4 workers` cottages, & cement steps to the cottages. These should not be destroyed.
Put in overpass for Walton, no lights at Adams, narrow the median and Walton to 2 traffic lanes consistently. Install ramps for access to wb/eb walton from adams and for eb/wb traffic to exit onto adams, stopping at traffic light. Have 2 traffic lights on Adams for ramps, timed so Adams has green light 80-90% of the time, rest of the time it is for traffic turning onto Adams. If roundabouts are installed south of here, with no action here rush hour traffic will have no moderation causing backups

I have seen RCOC do this in several other locations in Oakland County, but consider performing a "high friction surface treatment" to Adams road, particularly where it goes uphill and downhill. Some have mentioned traction problems and concerns in this area and this practice may be what is needed in the incline areas alomg Adams
An elevated, winding bike/pedestrian trail wide enough to accommodate both is needed between Hillendale and Avon. Leave as many mature trees as possible.
I completely agree with this comment. SB Adams at Avon needs a left-turn only lane, plus a straight-through only lane. In heavy traffic, the line of cars making a left turn is so long that it blocks cars from entering the pass-around lane causing a huge jam. These two lanes would need to extend far enough north so that no choke point occurs. In normal traffic, cars often don't use turn signals, making them appear to be heading straight, confusing cars behind them.
No matter what option is selected, the approach from the south should be lowered...to eliminate cars coming over the hill and blindly into a major intersection.

ROAD COMMISSION for OAKLAND COUNTY

ROCHESTER HILLS

OAKLAND UNIVERSITY