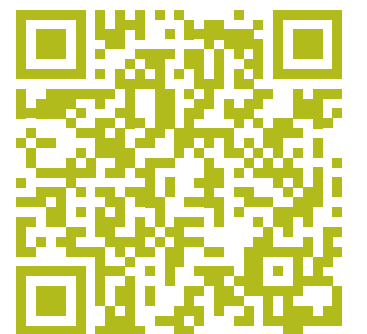




VISIONING ADAMS ROAD COMMUNITY UPDATE MEETING

JUNE 2024



MKSK

INTRODUCTION



MKSK



PURPOSE OF THE MEETING

» Presentation

- Project Overview
- Public Engagement Summary
- Purpose and Need
- Alternatives for Evaluation

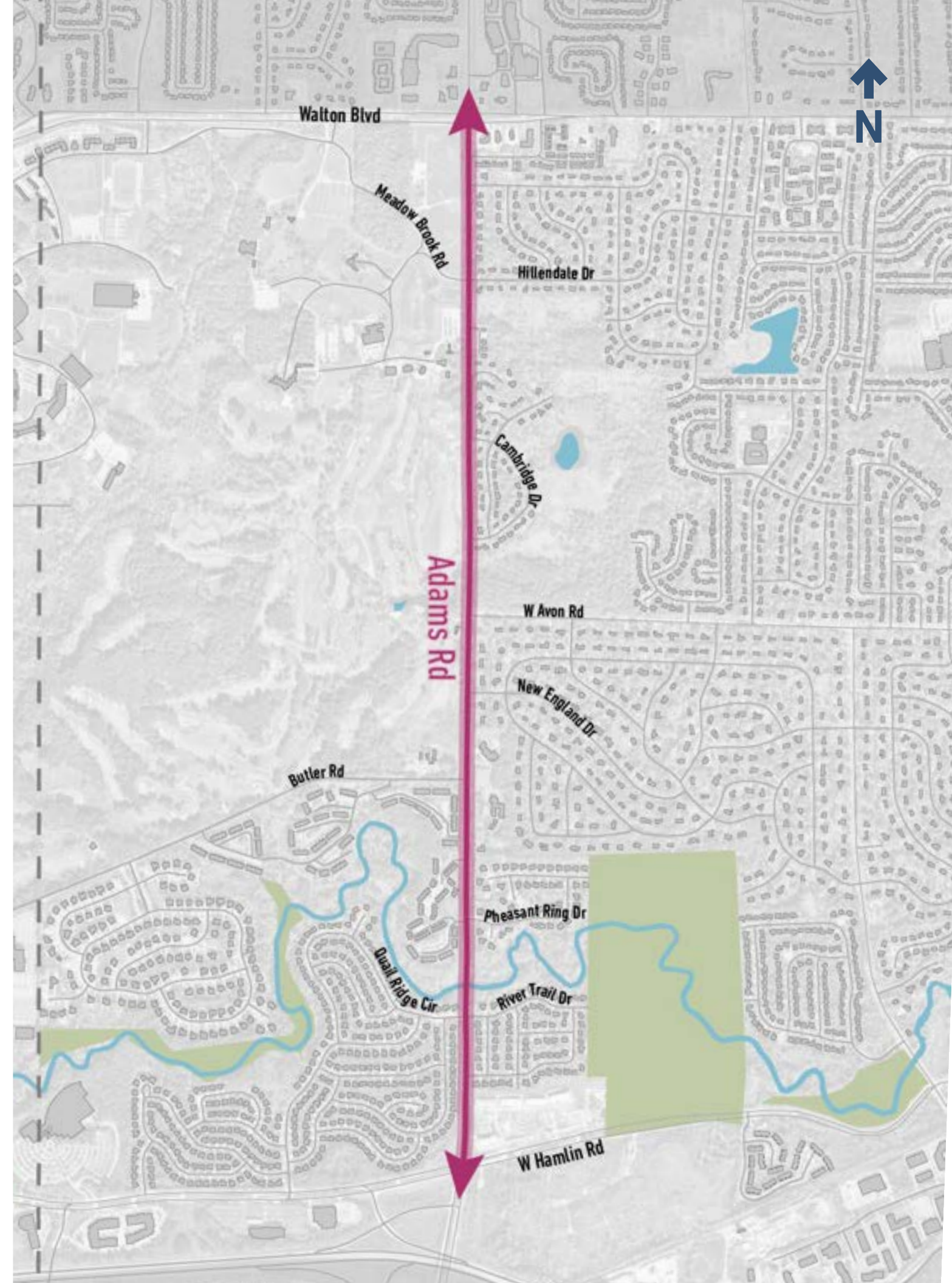
» Post-Presentation

- Evaluation Stations
- Project Team Available for Questions
- Alternative Evaluation Comment Form

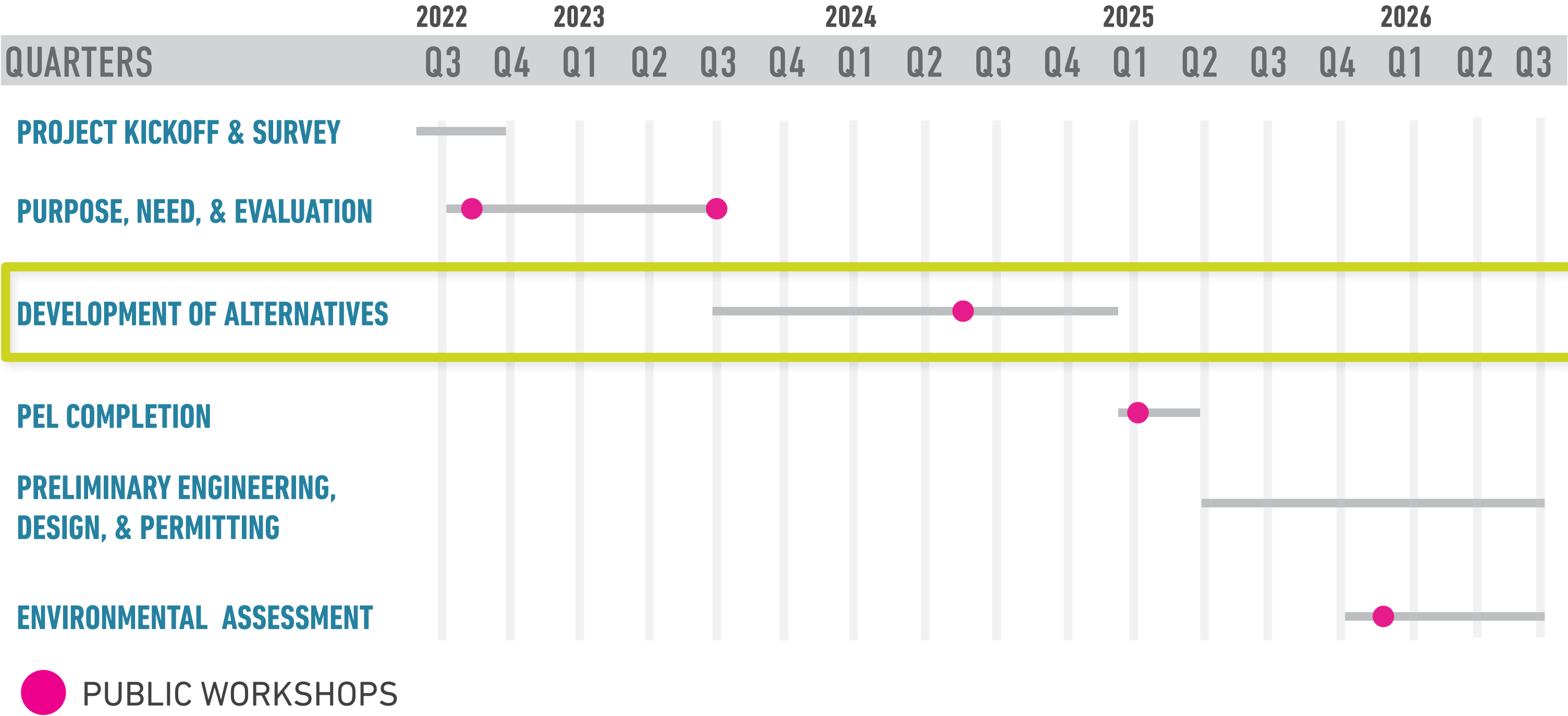


PROJECT OVERVIEW

- » 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



PROJECT SCHEDULE



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



Visioning Adams Road - Community Update Meeting



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

PURPOSE AND NEED

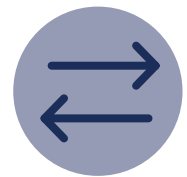
Purpose and need helps define a problem, identify action and why it is needed, and decide on solutions and actions responding to the problem.

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.



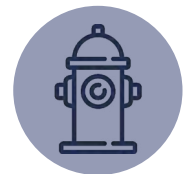
- » **MULTI-MODAL.** Promote safe and efficient multi-modal movement including walking and biking.



- » **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.

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.

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)



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



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

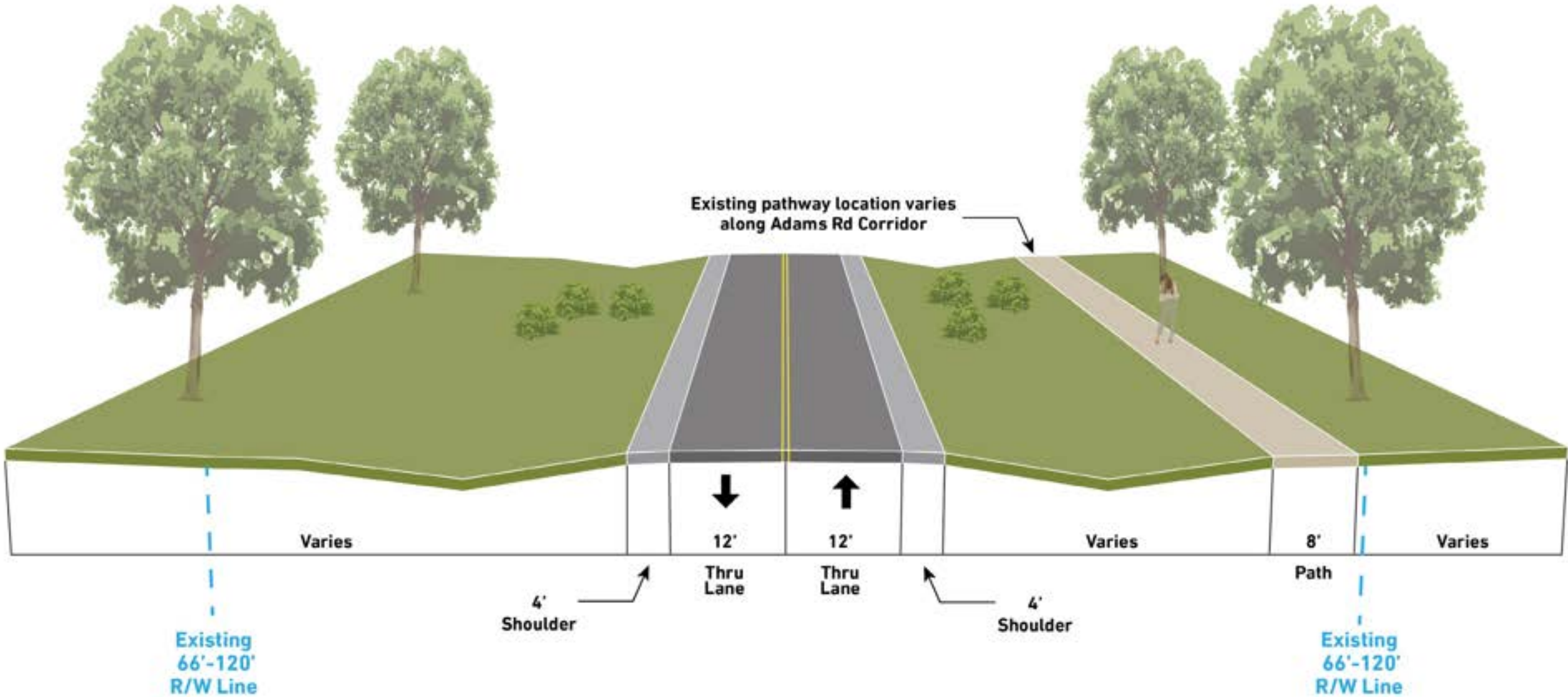


WHAT EACH BUILD ALTERNATIVE HAS IN COMMON

- » 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

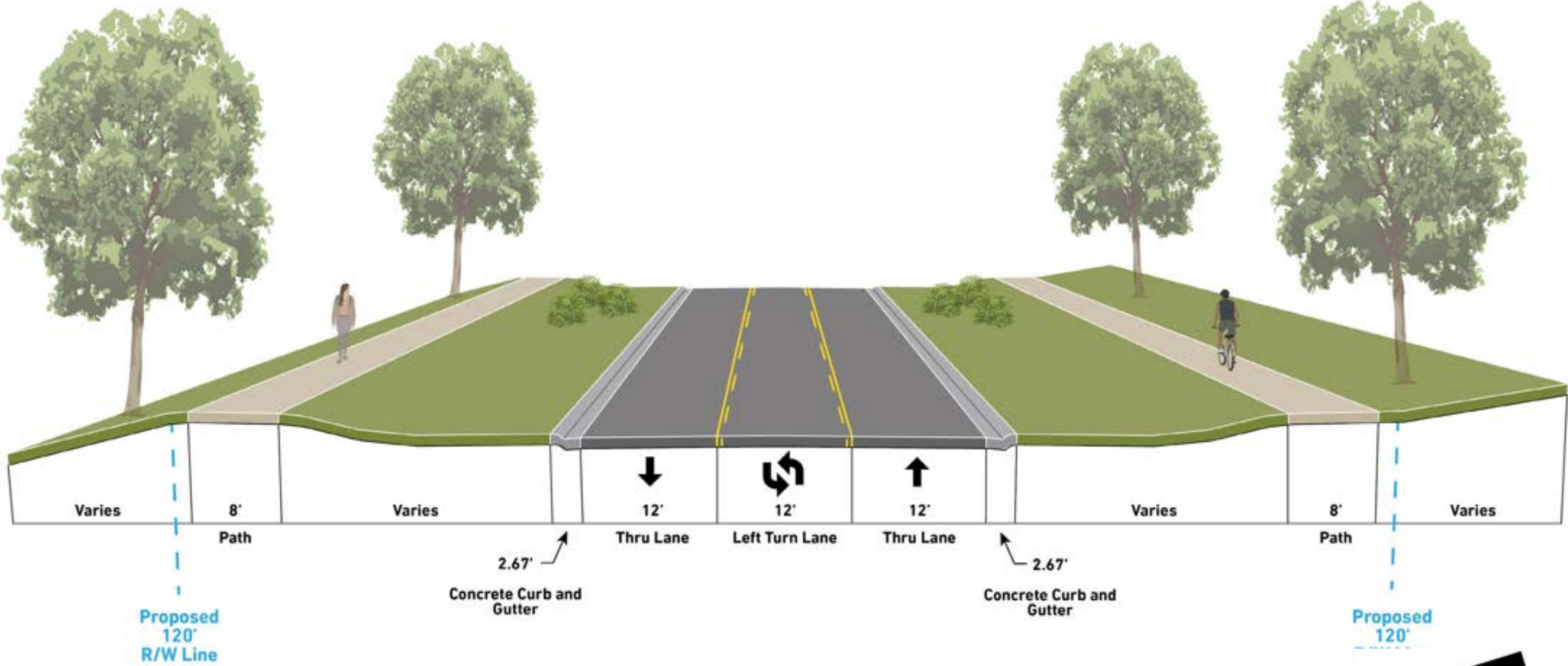


ALTERNATIVE FOR EVALUATION – NO BUILD



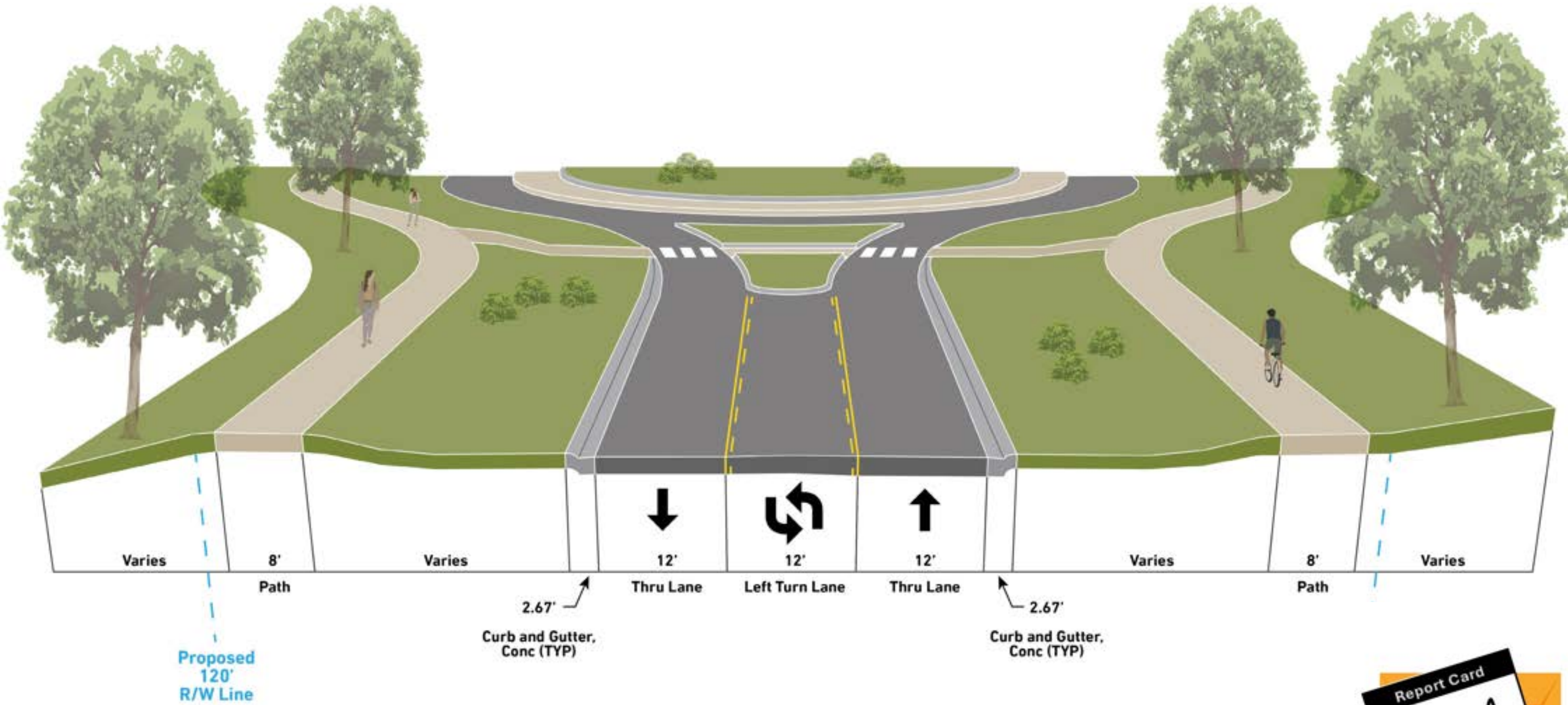
Report Card	
Safety	F
Capacity	F
Multi-Modal	F
Environment	C
History & Culture	A
Infrastructure	F
Total	E

ALTERNATIVE FOR EVALUATION - 3 LANE



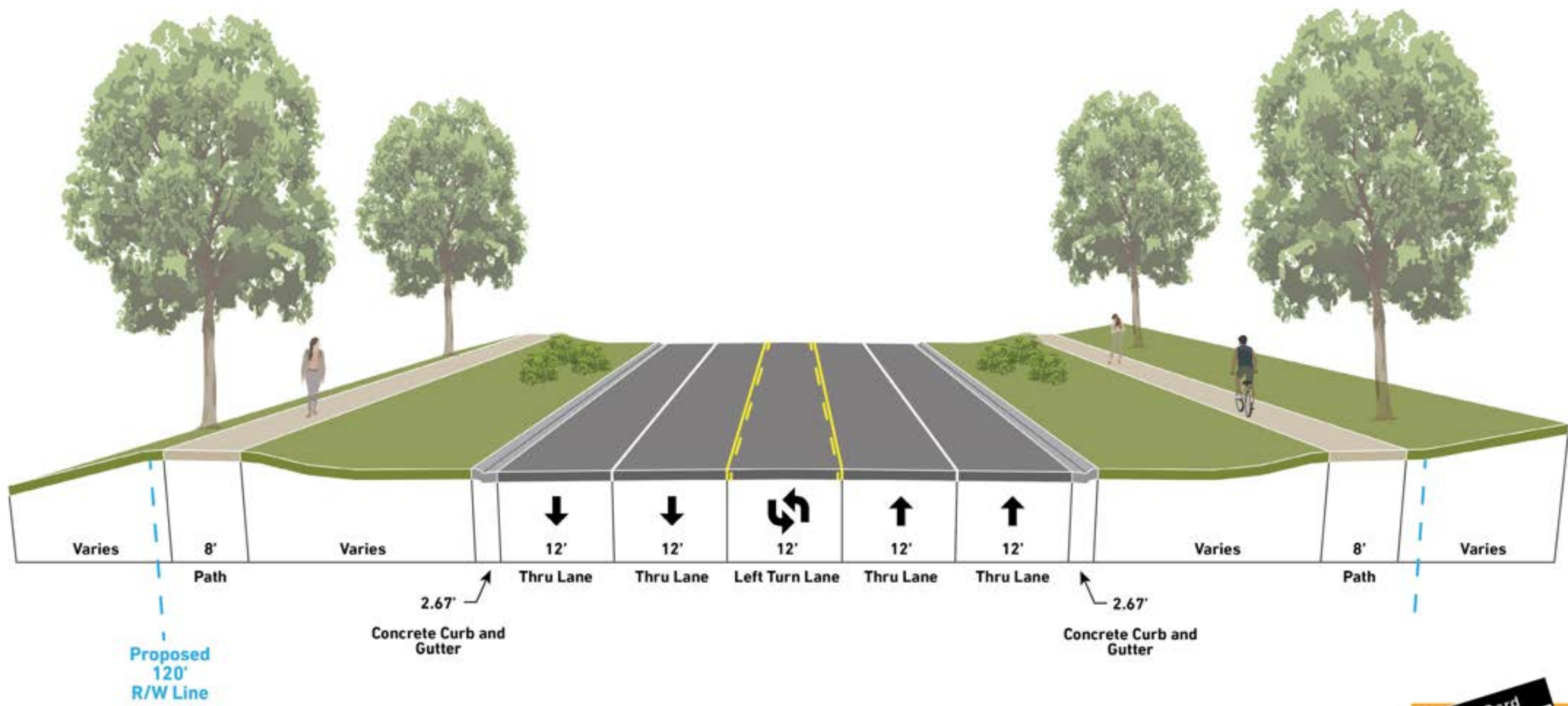
Report Card	
Safety	C
Capacity	D
Multi-Modal	A
Environment	B
History & Culture	B
Infrastructure	A
Total	B

ALTERNATIVE FOR EVALUATION - 3 LANE WITH ROUNDABOUTS



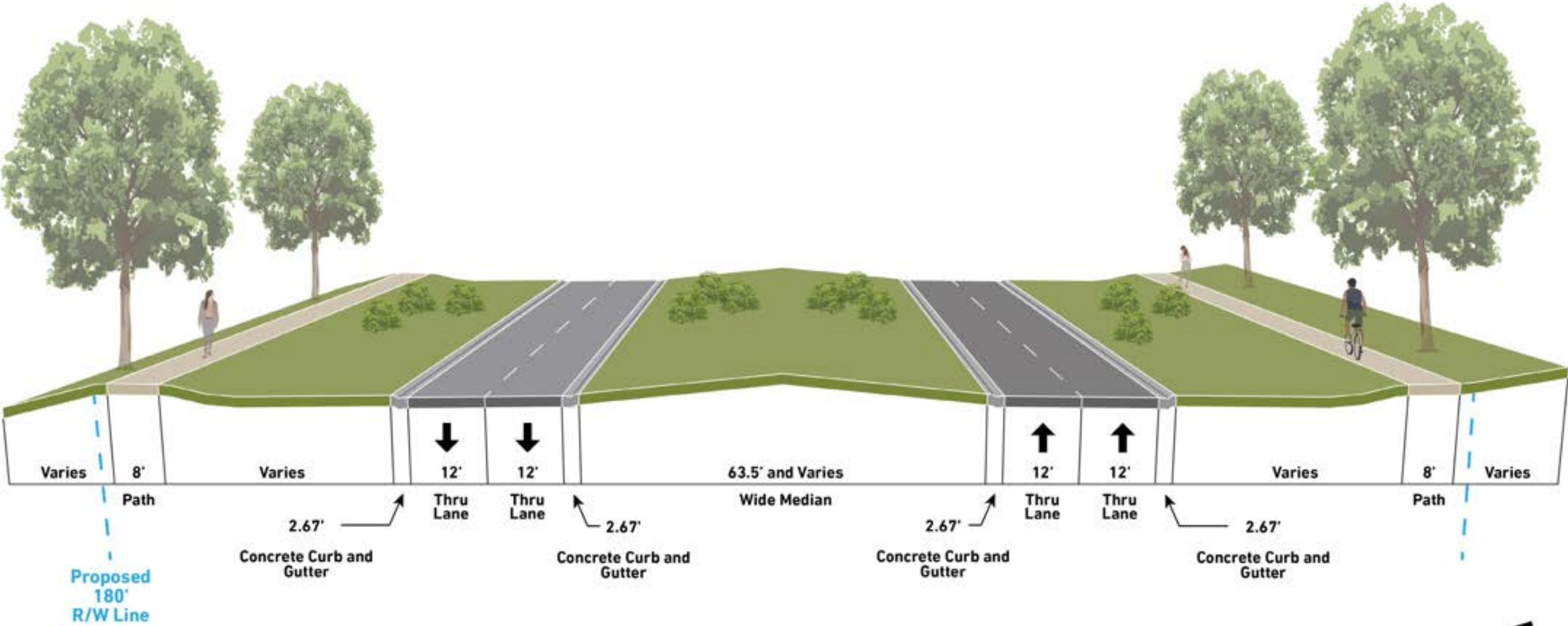
Report Card	
Safety	A
Capacity	A
Multi-Modal	A
Environment	B
History & Culture	B
Infrastructure	A
Total	A

ALTERNATIVE FOR EVALUATION - 5 LANE



Report Card	
Safety	D
Capacity	B
Multi-Modal	C
Environment	E
History & Culture	C
Infrastructure	A
Total	C

ALTERNATIVE FOR EVALUATION - 4 LANE BOULEVARD

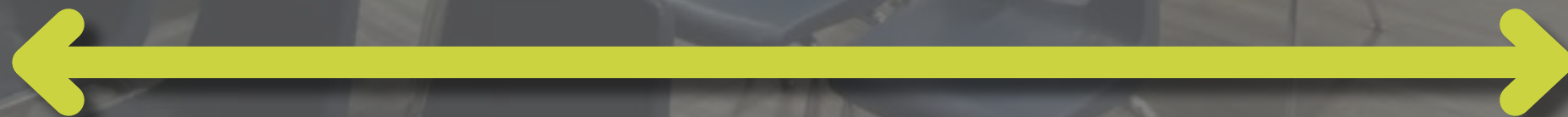


Report Card	
Safety	A
Capacity	A
Multi-Modal	B
Environment	E
History & Culture	F
Infrastructure	A
Total	C

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

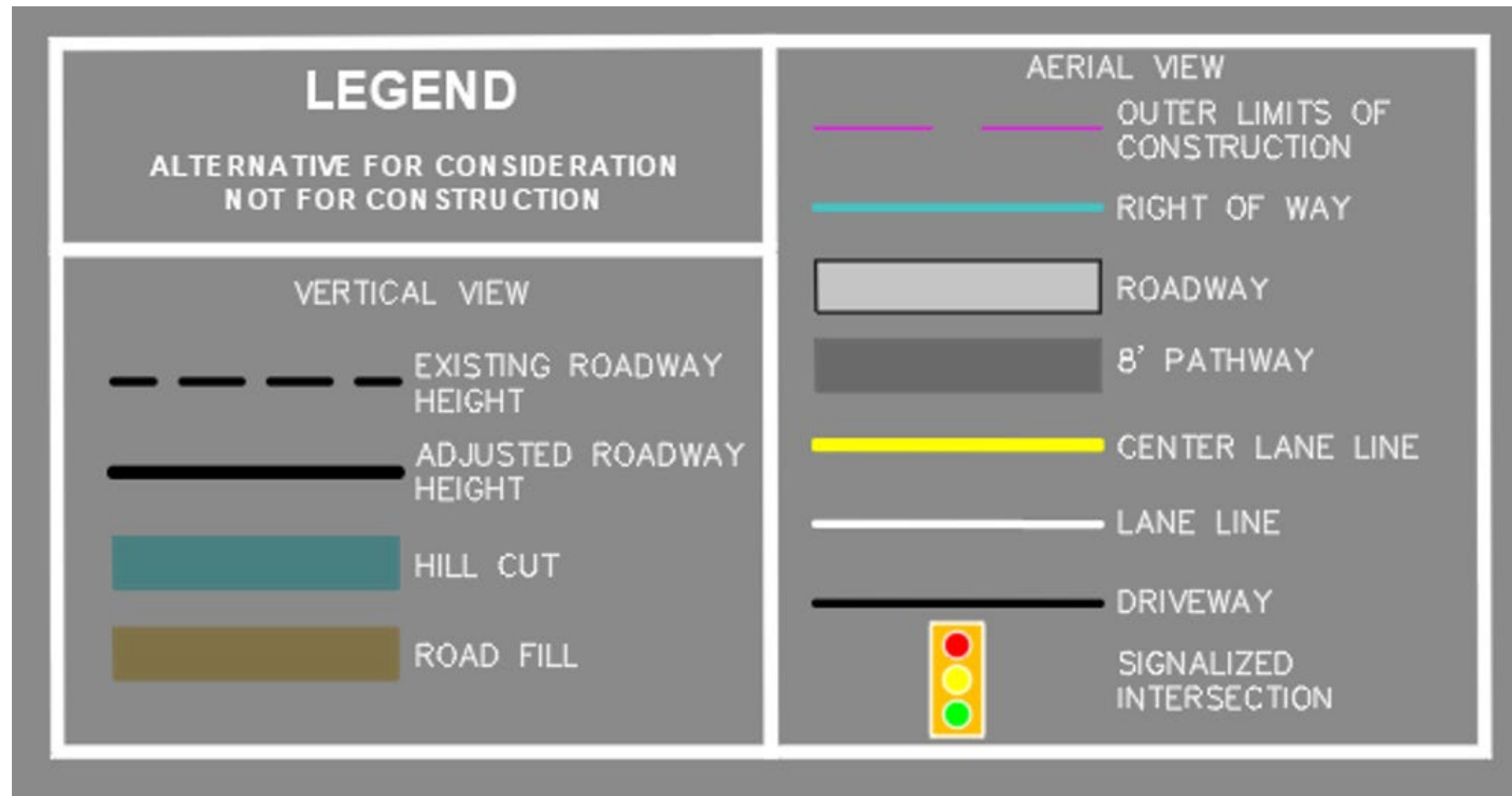
ROOM SET UP/FLOW



EVALUATION STATIONS

A design drawing of each alternative:

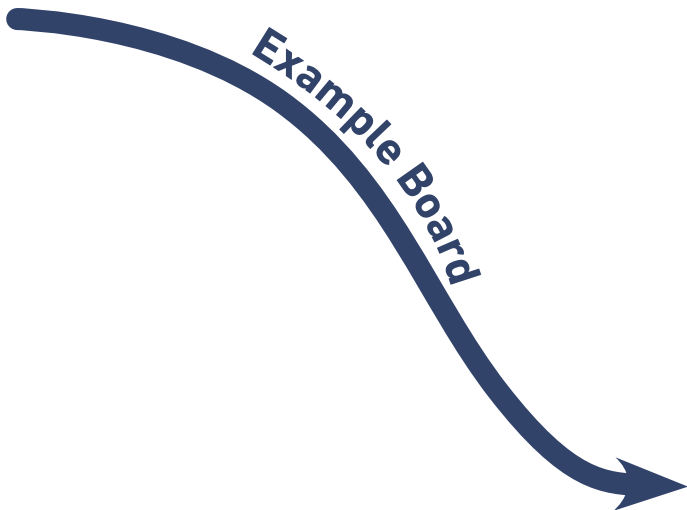
- » Shows the full corridor from Hamlin to Walton
- » Two points of view - Horizontal (from above) vs. vertical (hills)
- » Refer to legend:



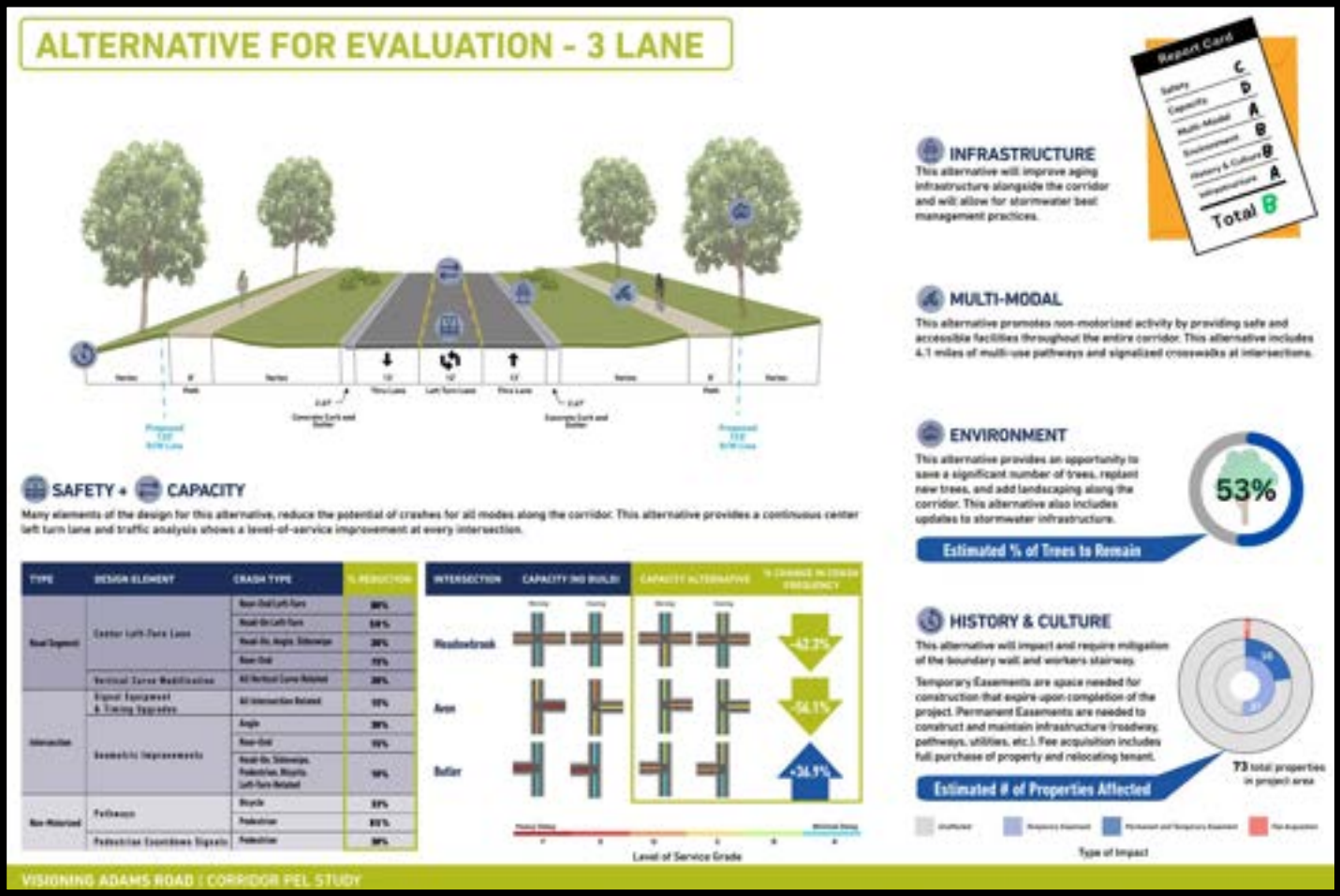
EVALUATION STATIONS

» Board 1 - Alternative Factors

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



Example Board



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



THANK YOU FOR JOINING US TONIGHT!



Scan the QR code to visit the study website!

<https://mksk.mysocialpinpoint.com/visioningadamsroad>