



ENGAGEMENT SUMMARY

PHASE ONE

THE ADAMS ROAD
CORRIDOR PEL STUDY

OVERVIEW

PHASE ONE ENGAGEMENT



This document provides a summary of engagement that has been completed so far for Phase One of 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 help determine the priority issues along the corridor that will ultimately inform the Purpose and Need for the project (i.e. what are the primary concerns and issues for the corridor that need to be addressed?). This document focuses on covering the overall key themes gleaned from the stakeholder discussions, input from the first public workshop, and online feedback from the community.

165 PUBLIC WORKSHOP ATTENDEES	11 STAKEHOLDER MEETINGS	36 STAKEHOLDER PARTICIPANTS
60 IDEAS WALL COMMENTS	159 INTERACTIVE MAP COMMENTS	747 ONLINE SURVEY RESPONSES

PROJECT CONSULTANT TEAM



MKSK

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.

STAKEHOLDER GROUPS

A variety of stakeholder groups were invited to discuss areas of concern and opportunities along the Adams Road corridor. Stakeholders include Homeowners Association presidents, churches, the school district, Oakland University, various City of Rochester Hills' committees, public safety agencies, and historic groups. These meetings were held as small focus group meetings over the course of a few weeks. The meetings allowed for more in depth conversations to take place.

PUBLIC INPUT OPPORTUNITIES

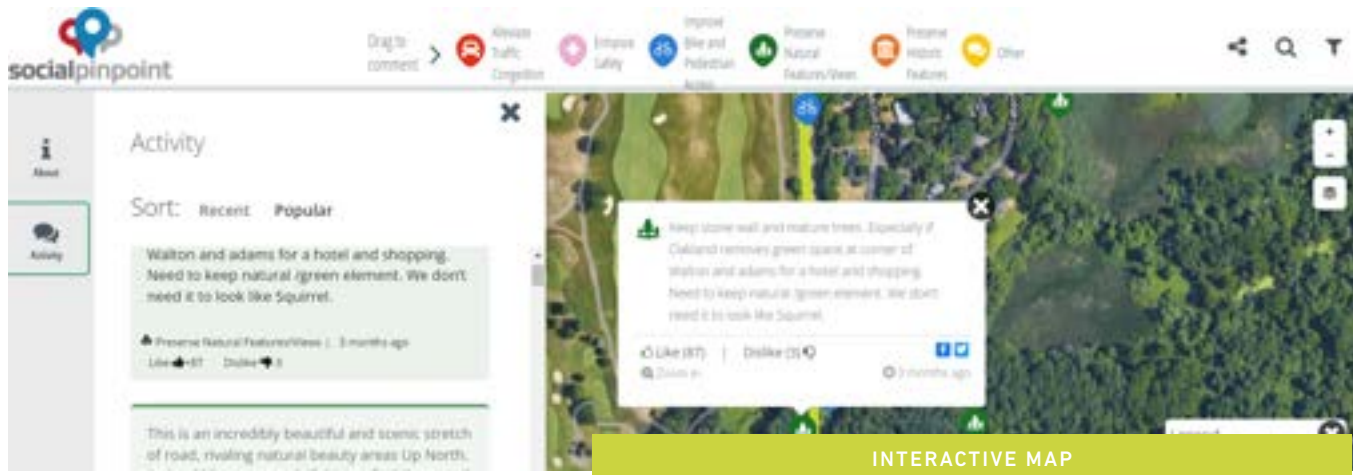
A series of engagement opportunities have occurred so far to invite the community to participate in this process. This included a Visioning Workshop, an interactive website that allows for mapped and general comments, and an online survey.

STUDY AREA



ONLINE ENGAGEMENT

SUMMARY OF WEBSITE COMMENTS



Overview of the Project Website

At the onset of the project process, a website was created to be a one-stop-shop for project information and engagement. The website provides an overview of the project, posts updates of upcoming events and progress of the project, and is host to a variety of online engagement opportunities. Specifically, there is an interactive map where people can post locational feedback along the corridor, an ideas wall for posting general comments, and an online survey to gauge priority concerns and goals for the corridor.

Interactive Map Feedback

The interactive map, launched in September 2022, is a popular tool used so far throughout the project process. The map allows users to publicly note issues or potential enhancements along the Adams Road corridor. Since everyone can see all of the comments on the map, there are also options for agreeing or disagreeing with other comments posted. As of early December 2022, there were **159 map comments** placed. The following topics and comments are commonly found on the map:

- **Alleviate Traffic Congestion:** Add bypass lanes, left turn lanes and left turn only lights, and roundabouts in targeted areas along the corridor. Some comments also suggested redirecting traffic on M-59 to use the Squirrel Road exit in order to access Oakland University.
- **Enhance Safety:** Regrade the hill to increase visibility, calm traffic/lower speed limits, and add bypass lanes and designated left turn lanes in targeted areas.
- **Improve Bike and Pedestrian Access:** Complete pathways on both sides of the road for the extent of the corridor (especially between Avon and Walton). Improve pedestrian crossings along the corridor.
- **Preserve Historic Features:** Preserve the historic carriage/gate house, stone wall and other historic features along the corridor.
- **Preserve Natural Features/Views:** Ensure noise is addressed and retain green space and mature trees.
- **Other:** Do not regrade the hills of the corridor and there is no room/space for pulling off the road in case of emergencies.

ONLINE ENGAGEMENT

SUMMARY OF WEBSITE COMMENTS

Ideas Wall Comments

The ideas wall is similar to the interactive map feature, but is an option for comments to be placed publicly that may not have a location association. As of early December 2022 there were **60 total comments** placed. The following trending topics and comments were noted and consolidated (this includes the top comments that were agreed or disagreed with):



"Widen Adams Road into a boulevard to alleviate traffic congestion and improve safety." There were around 460 participants who responded to this topic, which equates to roughly **25% who agree** and **75% who disagree** with this idea.



"Preserve the rolling hills, natural beauty, and historic features along the corridor. Do not widen the road." There were around 550 participants who responded to this topic, which equates to roughly **94% who agree** and **6% who disagree** with this idea.



"Improving connectivity for pedestrians and bicyclists is a top concern, including adding completed pathways and improving or adding crosswalks." There were around 280 participants who responded to this topic, which equates to roughly **93% who agree** and **7% who disagree** with this idea.



"Add designated left turn lanes, bypass lanes, and retime lights in targeted areas along the corridor." There were around 360 participants who responded to this topic, which equates to roughly **70% who agree** and **30% who disagree** with these ideas.



IDEAS WALL EXAMPLE COMMENTS

Many of us moved to Rochester Hills because of our rolling hills and abundant tree canopies. We have been a member of Tree USA for the past 33 years and counting. When we start destroying our beautiful natural green spaces and interfering with the preservation of National Historic Landmarks in the name of "progress", who are we? This part of Adams Road has always been the "gateway to our community" and should remain so. Once it's gone, it's gone forever. What does that say about us as a city?

Make a Comment | 3 months ago | Like 88 | Dislike 2

This is a safety suggestion: There is a demand for an east/west crosswalk that connects the university's greek houses to east campus. Currently, there is no way to traverse that corridor of Adams safely on foot because it is void of crosswalks.

Make a Comment | 4 months ago | Like 22 | Dislike 4

Please review the traffic light at Adams & Avon. At Adams & Avon, if you are traveling south on Adams toward Avon and intend to turn left on Avon, there is a steady (not flashing) green light, suggesting that you can turn. However the traffic traveling north and going straight on Adams also has a green light, so they have the right of way. However, it is confusing to the driver turning to the left because their light is green.

Make a Comment | 25 days ago | Like 3 | Dislike 0

I spent many hours sitting in traffic jams on Adams Rd. We need to update this road to more effectively carry traffic. If people want to preserve history then they should volunteer at a museum. If they want to see trees they should go to a park. This is a road and as such it needs to serve the needs of traffic. Please widen this road to two lanes each way and provide for left turns that do not impede traffic flow. Please free the motorist!

Make a Comment | 3 months ago | Like 24 | Dislike 40

(Part 1) HOW ABOUT MODIFICATIONS INSTEAD OF A MAJOR WIDENING? It seems to me that modifying Adams Rd. from Walton south to Butler Rd. might be worth pursuing. This would be less intrusive and less costly than a complete widening and rebuild. I feel we can all agree on three key points regarding a project like this going forward: 1) safety and well-being is priority one. 2) traffic flow must improve. 3) natural and historic environments must be preserved.

Ideas and Suggestions | 3 months ago | Like 17 | Dislike 2

Add center left turn lane (to minimize backups/rear-end collisions) from Hamlin to Dutton where there is no bypass lane or is already widened and by adding left turn lane to the hill south of the entrance to OU there would be no need to "flatten" the hill.

Ideas and Suggestions | 2 months ago | Like 12 | Dislike 4

ONLINE ENGAGEMENT

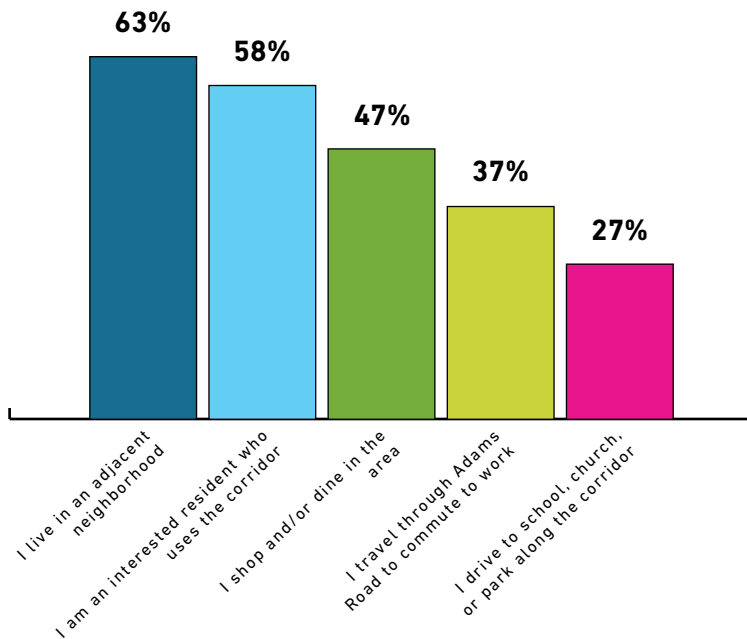
SUMMARY OF SURVEY RESULTS

Overview of the Survey

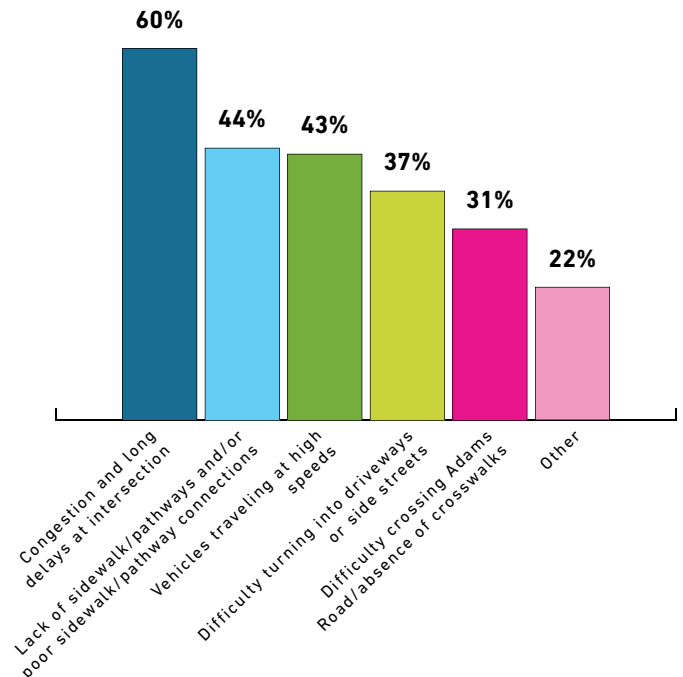
The online survey was launched as part of the project website in early September 2022 and closed on December 1, 2022. While the interactive map and ideas wall remain open, the survey was closed in order to properly evaluate and summarize the responses. The survey received a **total of 747 responses** and included questions that aimed at gaining insight from residents, users of the road, surrounding stakeholders, etc. This section includes a summary of the key takeaways from the survey responses.

NOTE: For all questions on this page, respondents could choose as many answer options that applied to them so percentages may not add up to 100%.

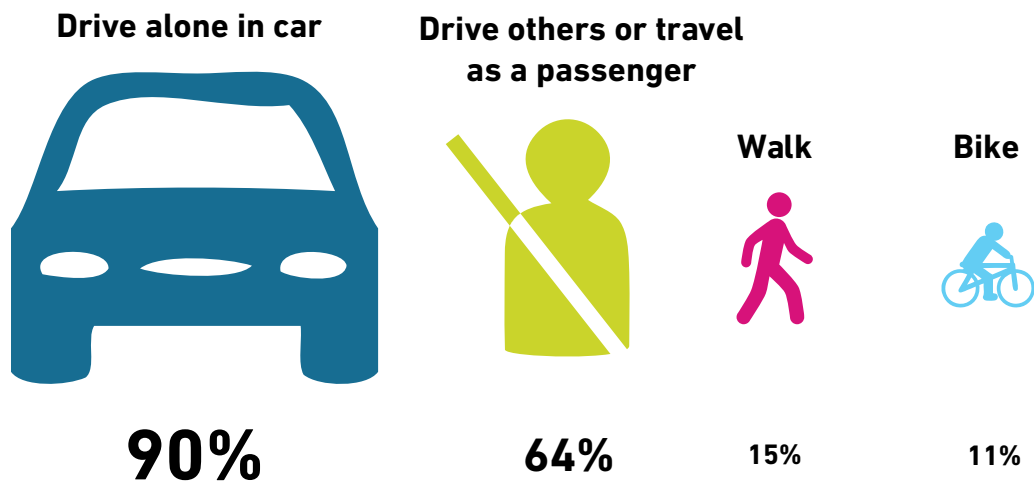
WHAT IS YOUR RELATIONSHIP TO THE CORRIDOR?



WHAT ARE YOUR TRANSPORTATION CONCERNS RELATED TO THE CORRIDOR?



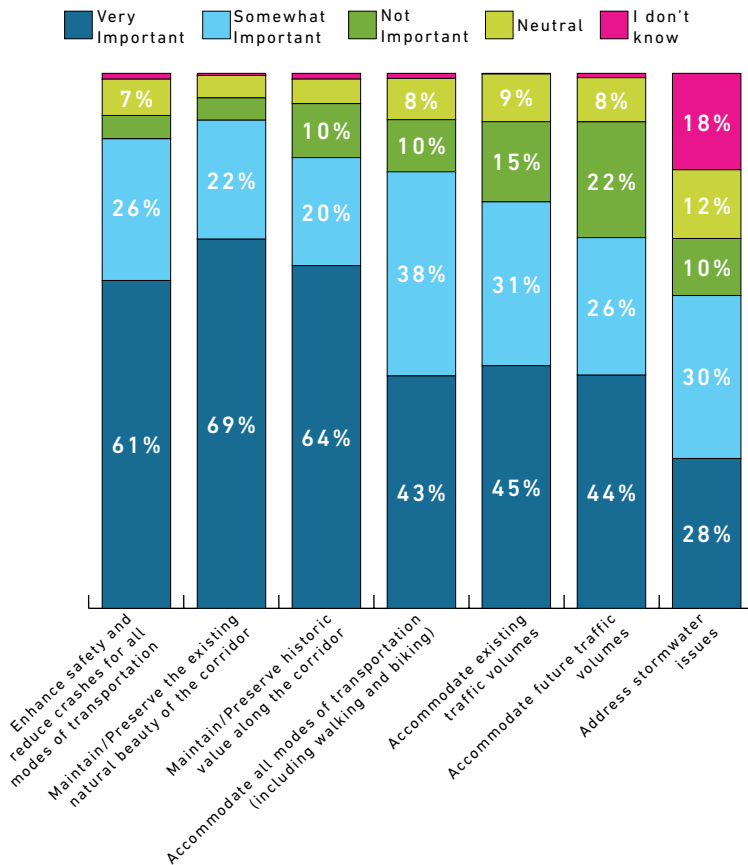
HOW DO YOU TYPICALLY TRAVEL ALONG THE ADAMS ROAD CORRIDOR?



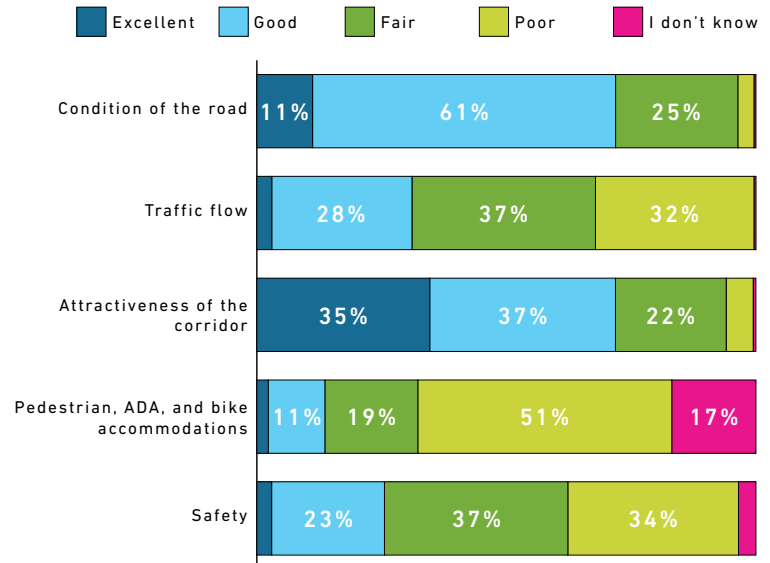
ONLINE ENGAGEMENT

SUMMARY OF SURVEY RESULTS

HOW WOULD YOU RATE THE FOLLOWING NEEDS FOR THE CORRIDOR?



HOW WOULD YOU RATE THE FOLLOWING TRANSPORTATION ISSUES FOR THE CORRIDOR?



Note: Due to their size, any category with less than a 7% response rate is not labeled with a percentage point on the graphs.

ARE THERE ANY OTHER IMPROVEMENTS YOU WANT TO SEE ALONG THE CORRIDOR?



Note: This question was an open response. The larger the font size, the more times the word was mentioned in the responses.

VISIONING WORKSHOP

SUMMARY OF INPUT



Visioning Workshop Overview

The first of the five public workshops was held in person on October 20, 2022, at the University Presbyterian Church on Adams Road. This workshop introduced the study and gave the project team the chance to listen and obtain comments from the community and stakeholders impacted by the corridor. Residents and stakeholders along the corridor were encouraged to participate in this workshop through a series of notifications by direct mail, social media posts, e-mails, road signage and stakeholder outreach.

The **public workshop was attended by 165 people**, with 37% leaving individual 'Share your Feedback' comment cards. In addition, **310 written comments were collected** and recorded on the various interactive maps and display boards. These comments were photographed, recorded and are summarized in this section.

Workshop Format

Workshop materials were created to foster an open and positive dialogue with the workshop participants, including a presentation, interactive boards, roll plot maps and comment cards. The following boards and maps prompted participants to note their ideas and concerns:

- ***Visioning for Adams Road*** - this board encouraged participants to write down their vision for the corridor.
- ***Walking, Bicycling, or Driving along Adams Road*** - these boards prompted participants to place dots where they feel safe or unsafe along the corridor while walking, biking, and driving.
- ***Corridor Enhancement Interactive Map*** - this map activity allowed participants to place dots on the map and write comments for desired enhancements to the Adams Road corridor. Topics included alleviating traffic congestion, enhancing safety, increasing bike/pedestrian access, preserving natural features, and preserving historic features.

VISIONING WORKSHOP

SUMMARY OF INPUT

Overall Summary of Comments

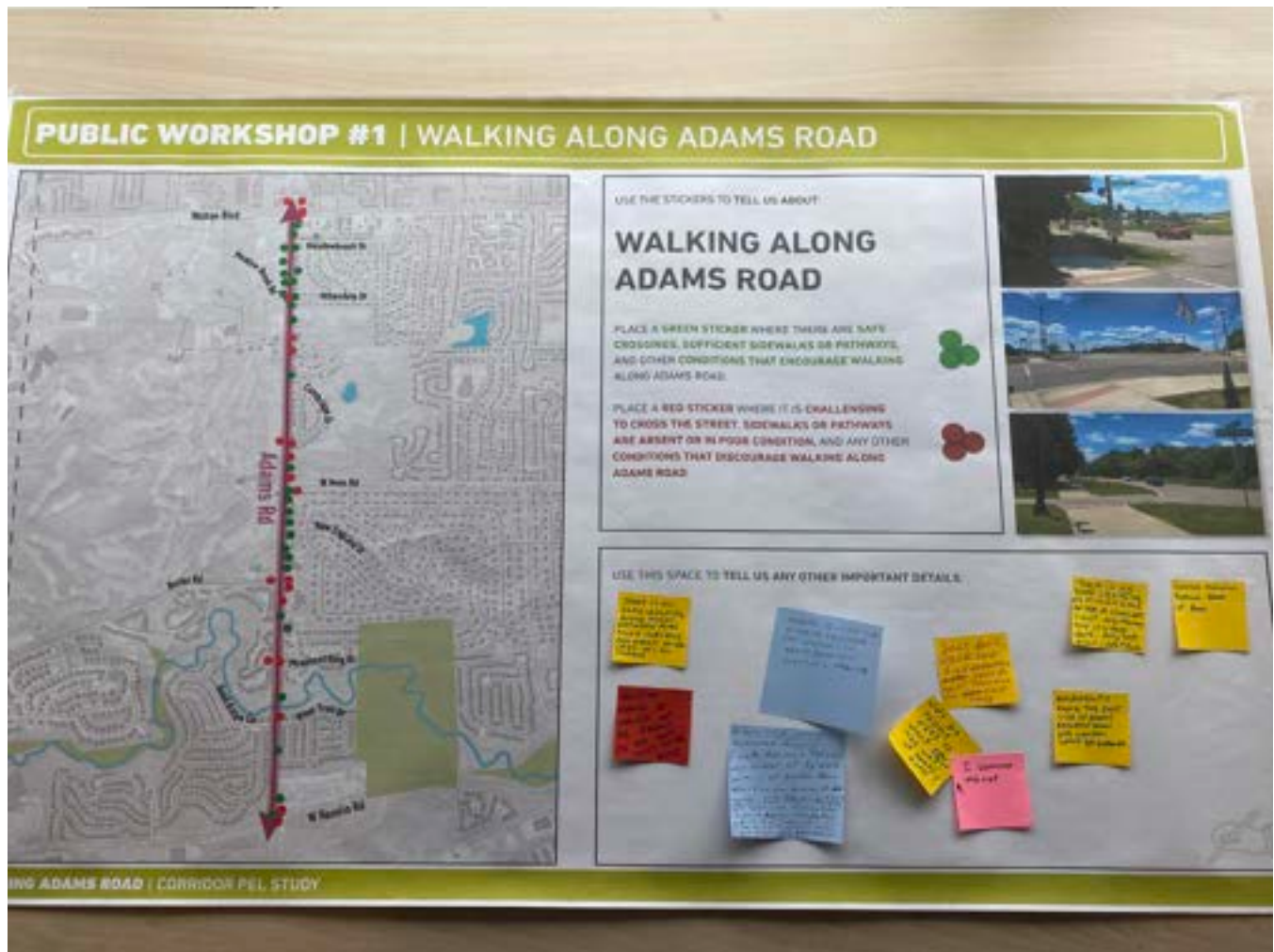
Many of the comments on the Visioning interactive boards centered around improving safety, congestion, preserving historic and natural features. There was a slightly smaller subset of comments that indicated they would like to see the corridor kept as it is today. Comments received on other interactive boards and roll plot maps centered around the locations of safety issues and the various thoughts on how to improve these issues for driving, walking, biking along the corridor.

- ***Visioning for Adams Road*** – Most of the comments envisioned keeping the Adams Road corridor 'As Is', while preserving the natural beauty/trees and improving safety at Avon and Butler Roads. Improvements for traffic congestion, walking, and biking safety were among the remaining comments.
- ***Corridor Enhancement Comments*** – Enhancing safety for both vehicles, pedestrians, and bicycles, while alleviating traffic congestion were the most commonly mentioned. Solutions for executing this included installing additional traffic light signals, turn lanes, traffic alerts/ signage and pathway connectivity, while preserving the natural and historical features and views.
- ***Driving along Adams Road***– the majority of the SAFE stickers were placed between Meadowbrook Drive to Cambridge Drive; south of Avon to River Trail. While the majority of UNSAFE stickers were placed at the Rhineberry intersection; between Hillendale and north of Cambridge Drive; at the Avon and Adams Road intersection; at the Butler Road intersection; at the Pheasant Ridge/ Adams intersection; at Hamlin and Adams



VISIONING WORKSHOP

SUMMARY OF INPUT



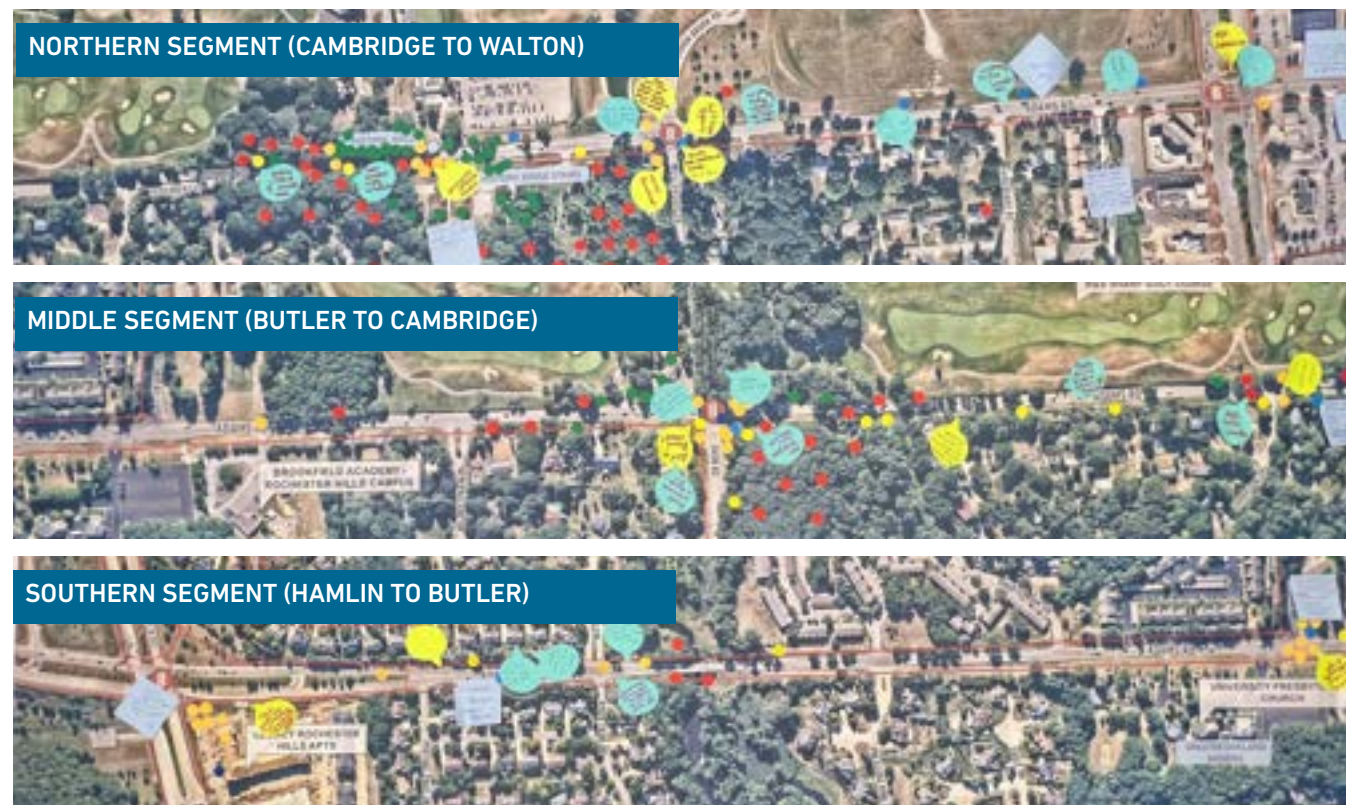
- ***Bicycling along Adams Road*** - All SAFE stickers were placed on the east side of the road and dispersed throughout the corridor. No one safe area really emerges here. Most UNSAFE stickers were also placed on the east side of the road, with a few on the west side (near Meadow Brook Road and north and south of Butler). Majority of stickers were placed between Walton and Avon.
- ***Walking along Adams Road***- Most of the SAFE stickers were placed between Walton and Hillendale, south of Avon to north of Butler Roads. The majority of the UNSAFE stickers were placed at the Walton and Adams intersection; at the Avon and Adams intersection, just north of Avon; at the Butler and Adams intersection; at Pheasant Ring Drive and Adams intersection and at Hamlin and Adams intersection.

VISIONING WORKSHOP

SUMMARY OF INPUT

Corridor Enhancement Interactive Map

The chart below describes an overview of commonly placed themed stickers for different segments of the corridor. The corridor was broken up into the following three segments:



COMMENT CATEGORIES	NORTHERN SEGMENT STICKER PLACEMENT	MIDDLE SEGMENT STICKER PLACEMENT	SOUTHERN SEGMENT STICKER PLACEMENT
ALLEVIATE TRAFFIC CONGESTION	NEAR AND NORTH OF HILLENDALE DRIVE	AT ADAMS AND AVON	AT ADAMS & BUTLER; BETWEEN PORTAGE TRAIL DR & RIVER TRAIL DR
ENHANCE SAFETY	AT ADAMS AND HILLENDALE DR; NEAR THE GREENHOUSE AND HISTORIC WALL ALONG ADAMS	AT ADAMS AND AVON	AT ADAMS AND HAMLIN; AT ADAMS AND BUTLER; AT ADAMS AND RIVER TRAIL DR
IMPROVE BIKE/ PEDESTRIAN SAFETY	SOUTH OF HILLENDALE DR (MANY PLACED AT OR AROUND HISTORIC SITES)	AT ADAMS AND AVON; NORTHERN PORTION OF THIS SECTION	AT ADAMS AND BUTLER; NEAR QUAIL RIDGE CIRCLE (WEST SIDE)
PRESERVE NATURAL FEATURES/VIEWS	MOSTLY SOUTHWEST PORTION OF THIS SEGMENT	MOSTLY NORTHWEST PORTION OF THIS SEGMENT; GOLF COURSE	AT THE CLINTON RIVER BRIDGE; WEST SIDE OF CORRIDOR
PRESERVE HISTORIC FEATURES	HISTORIC DODGE STAIRS, HISTORIC STONE WALL	GOLF COURSE; OU STUDENT ORGANIC FARM	JUST NORTH OF BUTLER AND ADAMS

STAKEHOLDER MEETINGS

SUMMARY OF INPUT



Overview of Meetings

Over the course of a few weeks in November 2022, the Project Team met with key stakeholder groups to discuss their concerns and ideas in greater detail related to the Adams Road corridor. These conversations were all held at Rochester Hills City Hall and typically included 2-4 stakeholders at a time. There were a total of 11 meetings held and 36 total stakeholder participants. The stakeholders engaged included representatives from:

- Homeowner Associations
- Oakland University (multiple departments)
- City and University Police and Fire
- City Committees that focus on environmental, pathway, and traffic issues
- Historic Preservation groups
- Churches
- School district

Primary Feedback

Each meeting had noteworthy concerns and ideas that will be considered as the Purpose and Need is being developed. This section highlights feedback that was commonly brought up across most or all of the Stakeholder meetings. Those primary feedback themes include:

- Widening the road will not make the road less congested or safer since more traffic will be attracted to the area and will be using it.
- Preserve the hills and nature, especially mature trees, along the corridor.
- Historic elements along the corridor should be preserved, including the stone wall, Gatehouse, stairs, etc.

STAKEHOLDER MEETINGS

SUMMARY OF INPUT

- Many groups mentioned that lowering the speed limit and adding traffic calming would help make the corridor safer.
- Roundabouts are a potential solution to calm traffic and help alleviate traffic congestion. The prime locations for the roundabouts mentioned included: Avon, Butler, and Hillendale.
- Many of the subdivisions have difficulty pulling out onto or sometimes pulling in their subdivision, especially turning southerly during peak travel times.
- Squirrel Road should be used to handle the traffic that goes to OU to help divert some congestion.
- Left hand turn lanes were also suggested as a solution (including at Oakland University, Butler Road, etc.) along with retiming of certain traffic lights to help with congestion.

Additional Feedback

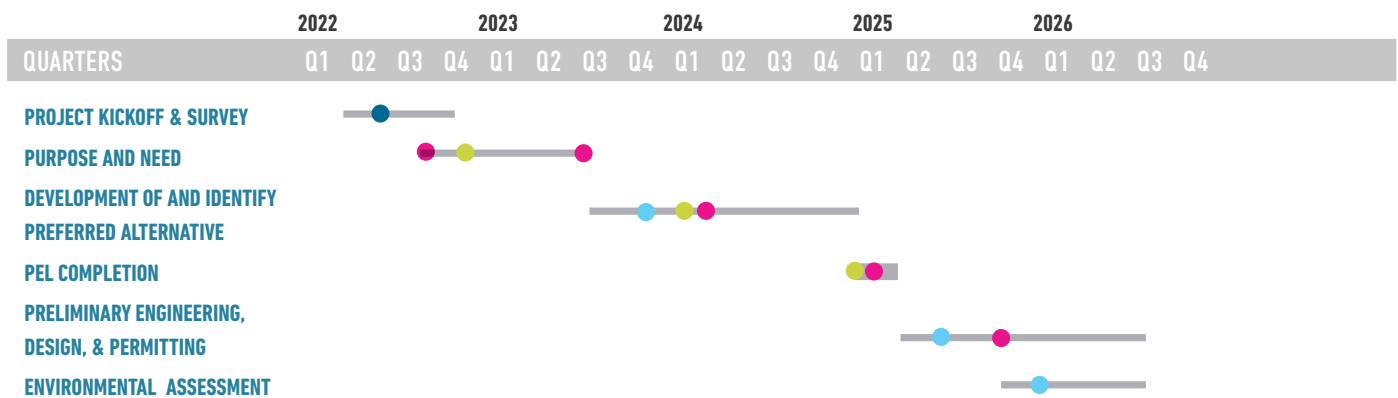
In addition to the commonly mentioned concerns or ideas for the Adams Road corridor, there were several comments that are noted here to take into consideration as well:

- There are safety concerns for pedestrians along the corridor, both for crossing Adams Road and traveling along the corridor since there is not a fully complete pedestrian connection between Walton and Hamlin. Overall, there is a desire to improve pedestrian, bike, scooter and other non-vehicle modes of travel along Adams Road, including connecting to the Clinton River Trail.
- From a Public Safety perspective, there are concerns about using Adams Road as an emergency route. The road is often avoided by emergency vehicles due to the two-lane tight areas and having no room for cars to move over. They also mentioned adding another entrance to the OU faculty subdivision where there is currently only one entry/exit point.
- Buses, including school buses, need to be taken into account when redesigning the corridor to create areas where there are designated pull off spots.
- Help mitigate the noise and air pollution of traffic congestion.
- Ensure that the Clinton River bridge is designed to accommodate stormwater runoff, pedestrians and bicyclists, as well as plan for wildlife crossing and canoers and kayakers who traverse the river.

PROJECT SCHEDULE

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 and stakeholder input opportunities which are noted below in the schedule and the public workshop chart.



- Technical Team* Kickoff
- Agency Committee Meetings
- Stakeholder Group Meetings
- Public Workshops

*Technical Team Meetings will occur monthly throughout the project process.

PUBLIC WORKSHOPS	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	MAY 2023	REVIEW PURPOSE AND NEED OF THE PROJECT WITH INPUT
#3	WINTER 2024	REVIEW OF THE ALTERNATIVES
#4	WINTER 2025	PRESENTATION OF THE PEL PLAN
#5	SUMMER 2025	FORMAL PUBLIC HEARING OF THE ENVIRONMENTAL ASSESSMENT

