



ENGAGEMENT SUMMARY PHASE FOUR

THE ADAMS ROAD
CORRIDOR PEL STUDY

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OVERVIEW



This document provides a summary of engagement that has been completed during Phase Four 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 Refined Alternative for the Corridor. This document focuses on covering the overall key themes gleaned from the Phase Four of engagement.

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 frequently to provide oversight, offer recommendations, and help guide decisions.

PUBLIC INPUT OPPORTUNITIES

A series of engagement opportunities occurred during Phase Four of the project. The Community Update Workshop included a presentation followed by discussion and purpose stations to review the Refined Alternative. Workshop materials, along with a feedback form, were posted on the website. Additionally, the ideas wall and interactive map features were open for comments during Phase Four and closed after the fourth workshop.



PROJECT CONSULTANT TEAM



STUDY AREA



Walton Blvd

Meadow Brook Rd

Hillendale Dr

Cambridge Dr

Adams Rd

W Avon Rd

New England Dr

Butler Rd

Pheasant Ring Dr

River Trail Dr

Quail Ridge Cir

W Hamlin Rd

59

COMMUNITY UPDATE WORKSHOP

The fourth workshop was attended by 133 people on October 1, 2025 at 6:00 p.m. at West Middle School in Rochester Hills. The workshop's purpose was to explain the Refined Alternative: a modified three lane corridor from Hamlin Road to Meadow Brook Road, and five lanes from Meadow Brook Road to Walton Boulevard. The intersections of Butler Road, Avon Road and Meadow Brook Road include landscaped roundabouts and pedestrian crossings. Pathways were located on either side of the road for the majority of the corridor with five seating areas for pedestrians. A landscaped median is added throughout the corridor where left turning movements are not needed. The Refined Alternative was carefully designed to improve infrastructure, safety, and capacity, and provide multi-modal facilities while practicing sensitivity to the environment and historic and cultural assets along the corridor.

The workshop began with a presentation that provided a summary of prior public engagement efforts and a review of the project's purpose. The presentation then detailed how the public input received during and after the third public workshop was crucial in shaping the Refined Alternative. Each purpose statement - Safety, Capacity, Multi-Modal, Environment, History and Culture, and Infrastructure, was addressed first by calling out direct quotes from public comments that correlate with each of the purpose statements. A team recommendation was then provided to describe the design elements of the Refined Alternative that was incorporated to ensure the project's purpose was accomplished. The presentation explained some challenges that arose when developing the Refined Alternative that may require mitigation efforts. Lastly, the presentation outlined the next steps of the PEL process and what to expect as Phase Four of engagement comes to a close and the Environmental Assessment process begins.

Following the presentation, community members were encouraged to visit the various stations around the room, each covering one of the six purpose statements in relation to the Refined Alternative. Each station had presentation boards, detailed information, design components, and concept design drawings. There was a seventh station that presented the Refined Alternative with the use of a 3D video rendering of the reimagined corridor. The Refined Alternative station displayed two information boards and the 3D video rendering that can be found on the [project website](https://projectwebsite.com) or by using the following link: <https://youtu.be/1mp2WAZwOD8>.

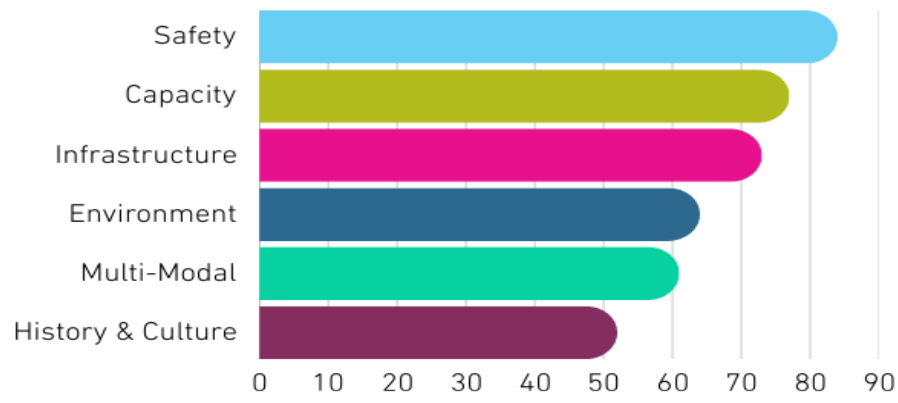
Feedback forms were handed out at the workshop and team members could be found at each station to facilitate discussions and answer any questions regarding the Refined Alternative. The presentation can be found in Appendix B, the information boards in Appendix C, the feedback forms in Appendix D.



EVALUATING PUBLIC FEEDBACK

FEEDBACK FORM

It was recommended by the project team that after listening to the presentation and visiting the purpose stations around the room, attendees should fill out the feedback form and place it in one of the four drop boxes around the room. The feedback form included check boxes next to each purpose statement, and the public was asked to check off each purpose statement they determined was adequately addressed by the Refined Alternative. Space on the form was provided for additional comments. A digital copy of the form was also provided on the project website following the meeting and was available from October 2, 2025 to October 10, 2025. A total of 113 responses were received during and after the community workshop, and of the responses received 85% agreed that at least one purpose statement was being met with the Refined Alternative. Safety, Capacity, and Infrastructure were the top three purpose statements met with the Refined Alternative according to feedback received. The table to the right shows how frequently each of the six purpose categories were selected.



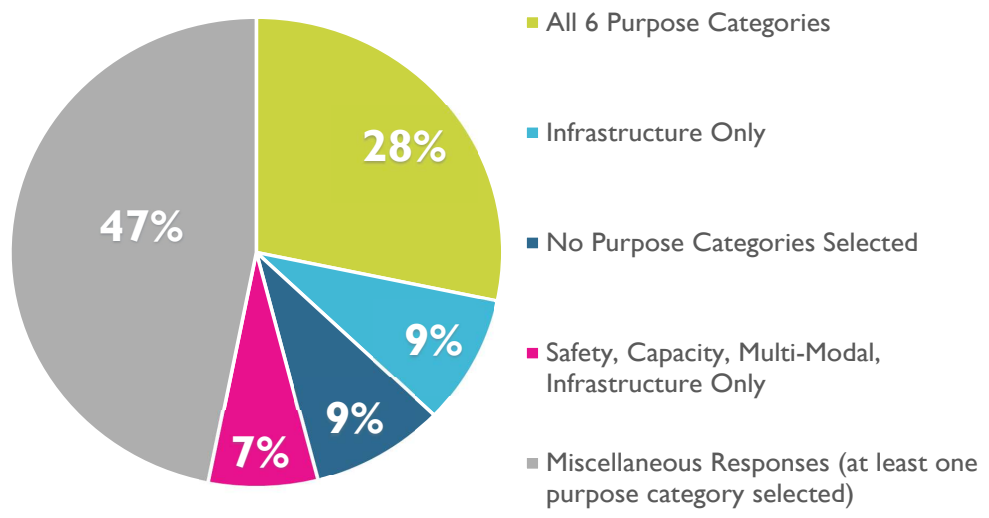
In addition to recording the frequency each purpose category was selected, and patterns of responses were measured. The chart below shows the most common response patterns received during the Phase Four engagement period.

A total of 30 different patterns of responses were counted, however, there were four response types that were more frequent than others. Of the 47% of responses received that were infrequent, at least one purpose category was selected.

Of the responses received, 28% selected all six purpose categories and 7% of responses indicated that Safety, Capacity, Multi-Modal, and Infrastructure purpose statements were met. Corresponding comments received acknowledged that the Refined Alternative showed an improvement from the alternatives that were presented during Phase Three. Other comments also provided an opportunity to understand what concerns were still unaddressed.

Nearly 9% of responses received indicated zero purpose statements were met and corresponding comments specified these individuals want the corridor to be left alone. Nine percent of responses indicated infrastructure was the only purpose being met.

Most Common Response Patterns



EVALUATING PUBLIC FEEDBACK

FEEDBACK FORM CONTINUED

The feedback form distributed at the Community Update Workshop and posted on the project website had a dedicated space for open response titled “Tell Us If We Missed Something.” It was intended that this space be used as an avenue for the community to inform the project team of anything they felt had been missed when developing the Refined Alternative. Of the 113 total feedback forms submitted, 92 respondents provided a comment. Community feedback on the Refined Alternative revealed several recurring themes.

GOOD COMPROMISE	Respondents indicated the Refined Alternative is a good compromise for many issues, and are appreciative of the intense outreach and planning that occurred during the PEL Study. Proponents indicated satisfaction with roundabouts and their added safety. Many residents indicated appreciation for reducing harm to the gate house and eliminating the need to acquire private homes.
MULTI-MODAL APPRECIATION	Respondents indicated a strong appreciation for the pathway implemented on the east side of the corridor as a way to encourage non-motorized connection. Residents indicated the appreciation for providing seating areas along the corridor, while others did not agree it was necessary to provide benches.
NORTH OF PROJECT LIMITS	Respondents indicated concern over the safety and operations of Adams Road north of Walton Boulevard. Many comments received in person and in writing indicated this section of road is unsafe and uncomfortable to drive. Other comments indicated overdevelopment north of the project corridor is a concern.
REQUESTS FOR INTERIM ACTION	Respondents requested immediate action to be taken to improve safety along the corridor. Some respondents feel that there needs to be interim improvements implemented sooner rather than later. Many responses indicated the need to reduce the speed limit.
OPPOSITION TO ROUNDABOUTS	Respondents indicated opposition towards roundabouts. Concerns stem from the fear of roundabouts causing further backups and delays, difficult turning movements in and out of side streets, as well as generalized confusion regarding the operation of roundabouts. Other respondents wondered if traffic lights would be sufficient instead of roundabouts.
OPPOSITION TO ROAD WIDENING	Respondents indicated that they are opposed to any form of road widening or added lanes. Concerns that adding lanes will bring increased noise, speeding, and traffic volume were discussed. Additionally, those opposed to widening feel that there is not enough traffic, congestion, or capacity issues to warrant road widening.
PRESERVE THE ENVIRONMENT, HISTORY AND CULTURE	Respondents indicated a strong connection to the environment, natural beauty, and history and culture of the corridor and feel that the Refined Alternative does more to destroy the beauty of Adams Road. There were requests to reuse the stones from the stone wall or possibly create a new wall using the stones elsewhere.

EVALUATING PUBLIC FEEDBACK

The Interactive Map and Ideas Wall were initially introduced in the beginning PEL phases to help develop the Purpose and Need. During Phase Four of engagement, the use of these two features increased with the introduction of the Refined Alternative. Most of the comments submitted through the Ideas Wall and Interactive Map focused on design elements and potential impacts that the Refined Alternative may have on the corridor. An in-depth analysis of all comments was essential for maintaining transparency and building trust with the community, as it provides detailed understanding of community perspectives.

INTERACTIVE MAP

The Interactive Map, launched in September 2022 and closed in October 2025, was a popular tool used throughout the project process. The map allowed 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. During Phase Four of the engagement process, there were 56 comments placed. Evaluation of the interactive map feedback has resulted in the following consolidated trending topics and comments:

Alleviate Traffic Congestion: The dedicated left turn lane, right turn lanes, and use of roundabouts will help. Some commenters felt that having a roundabout at Hillendale Road will cause further traffic delay.

Enhance Safety: Intersection safety is a common concern, left turn lanes will help improve safety when turning in and out of side streets. There is a concern about speeding and interest in setting up radar speed detectors to help enforce speed limits.

Improve Bike and Pedestrian Access: A pathway is needed to provide important sidewalk connections beyond the corridor, along with flashing/lit pedestrian crossings to promote safer crossings.

Preserve Historic Features: Preserve the historical features along the corridor; they add to the beauty of Adams Road.

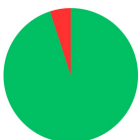
Preserve Natural Features/Views: Preserve the environment of the corridor, specifically the trees alongside. Consider adding in more trees/landscaping to maintain the natural beauty. Some commenters do not want hill cuts to maintain the rolling hills of Rochester Hills. Other comments discuss the danger of hills when driving, especially during inclement winter weather conditions.

IDEAS WALL

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. Each comment is made visible to encourage the option to agree or disagree. During Phase Four of the engagement process, there were 37 comments placed. Evaluation of the feedback has resulted in the following consolidated trending topics and comments:



“A center lane would be a great help.” There were around 25 participants who responded to this topic, roughly 68% who agree and 32% who disagree with this idea.



“Widening this road will destroy old trees, historic buildings and will ruin the look of the area.” There were around 140 participants who responded to this topic, roughly 95% who agree and 5% who disagree with this idea.

Several widely supported comments emerged from the feedback. About 25 participants emphasized the need for proper crosswalk modifications to enhance safety. Another common sentiment, expressed by roughly 4 participants, was frustration over why simple improvements couldn't be implemented immediately. Additionally, approximately 7 participants suggested expanding the study area north of Walton Boulevard to address concerns along Adams Road.

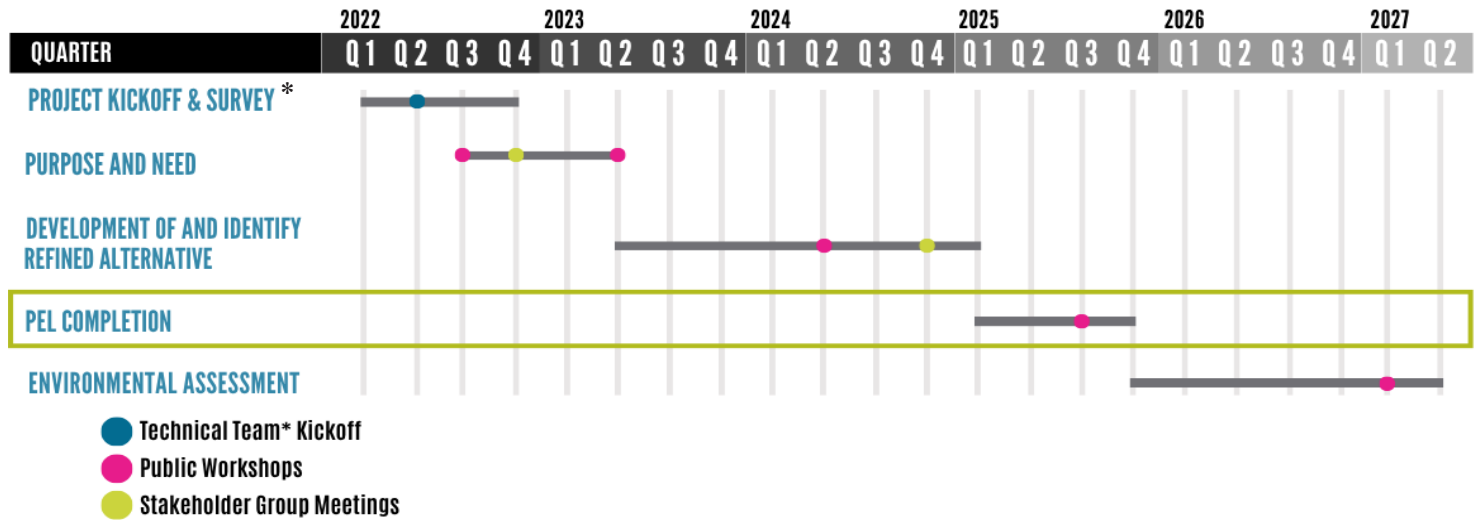
EVALUATING PUBLIC FEEDBACK

CONCLUSION

The community has provided feedback, with varying opinions in regard to the Refined Alternative and the future of the Adams Road Corridor. Opponents to the project conveyed opposing thoughts to any widening of the road and roundabouts, due to the disturbance to the natural environment and history and culture of the corridor. Opposing concerns include increased noise for residents along the corridor, increased traffic volumes, overdevelopment, and loss of rolling hills. Proponents support the Refined Alternative and its plan to address safety. They call the Refined Alternative a “much improved iteration” and feel it balances traffic, safety, and environmental concerns while minimizing disruption to the corridor. Additional public outreach will be necessary in the future phases of this project to provide transparency to the community.

PROJECT SCHEDULE

The PEL Study for the Adams Road Corridor has been an ongoing process that began in 2022. With the conclusion of the Community Update Workshop and Phase Four of engagement, there will be no additional opportunities for public input during the PEL process. As part of the PEL Study, the next steps include the initiation of an Environmental Assessment (12-month process) that includes coordination with federal and state agencies, an advanced review of the impact a project has on the area, and the identification of mitigation strategies required. The final public workshop will be a formal public hearing for the presentation/adoption of the Environmental Assessment in early 2027.



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	COMPLETED	REVIEW PURPOSE AND NEED OF THE PROJECT
#3	COMPLETED	REVIEW OF THE ALTERNATIVES
#4	COMPLETED	PRESENTATION OF THE REFINED ALTERNATIVE
#5	EARLY 2027	FORMAL PUBLIC HEARING OF THE ENVIRONMENTAL ASSESSMENT

APPENDIX A

WORKSHOP NOTICE



FOR IMMEDIATE RELEASE: Sept. 16, 2025
Visit RCOC online at www.rcocweb.org



**RCOC, ROCHESTER HILLS, OU TO HOST FOURTH PUBLIC MEETING OCT. 1
FOR STUDY UPDATE ON 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 on Wednesday, Oct. 1, to provide an update 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 fourth 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.

APPENDIX A

WORKSHOP NOTICE

The 6 p.m. presentation will take approximately 35 to 45 minutes to complete. It will focus on the refined corridor alternative and provide opportunities to learn more about the study and provide feedback.

Following the presentation, the public can view the project boards, ask the project team questions and provide additional feedback.

Throughout the study, the public and stakeholders have helped 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>.

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. Previous meetings were held on Sept. 20, 2022; May 9, 2023; and June 17, 2024. The final workshop will be held in early 2027.

Anyone wishing to attend the Oct. 1 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.

--- # # # ---

Sincerely,
T.J. Connolly

APPENDIX A

WORKSHOP NOTICE

Planner III | Department of Planning & Environmental Concerns
Road Commission for Oakland County
Email | tconnolly@rcoc.org
Telephone | 248-645-2000 ext. 2204

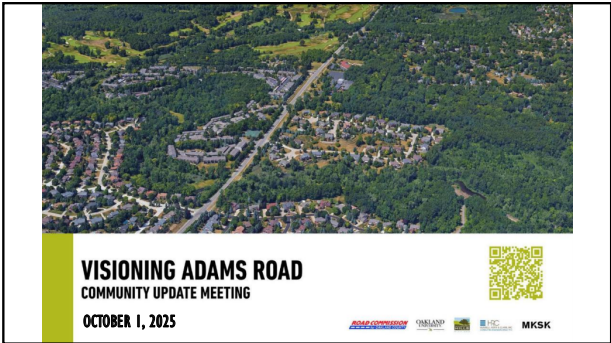


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APPENDIX B

WORKSHOP PRESENTATION

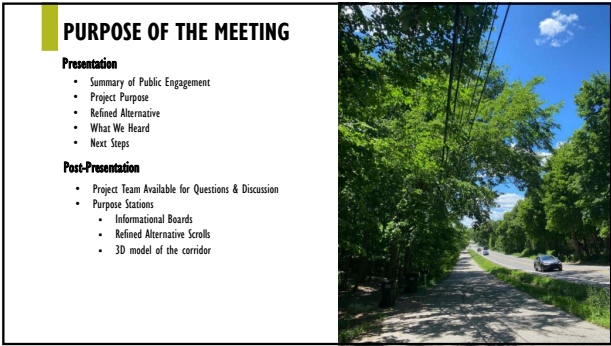
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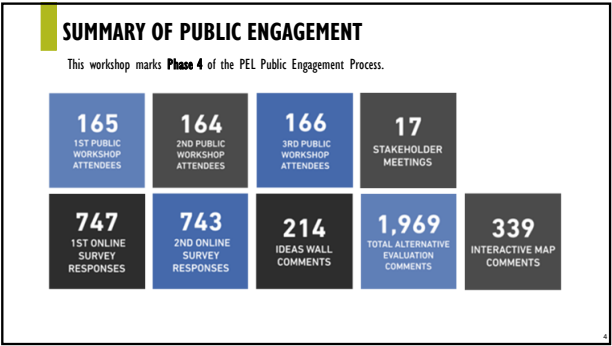
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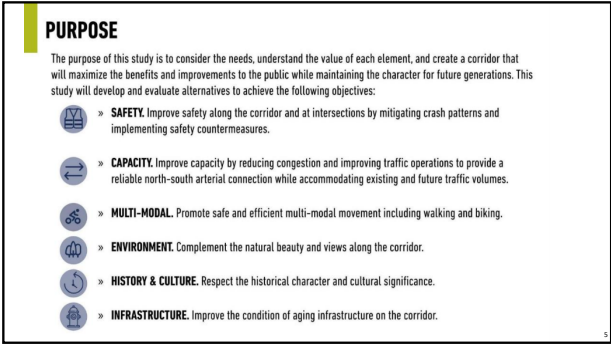
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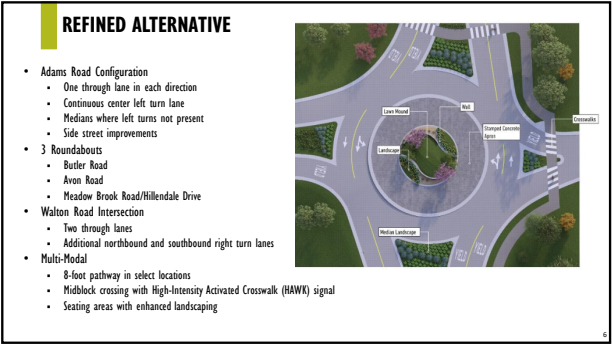
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APPENDIX B

WORKSHOP PRESENTATION

10/31/2025

WHAT WE HEARD ABOUT SAFETY AT INTERSECTIONS

Adams Road looking South at Meadow Brook Road/Hillendale Drive

Adams Road looking West at Butler Road

7

WHAT ACTION WAS TAKEN TO ADDRESS SAFETY AT INTERSECTIONS

RECOMMENDATION	CHALLENGE
- Intersection traffic control refined using public comment 3 Roundabouts - Butler Rd - Avon Rd - Meadow Brook Rd/Hillendale Dr - Expected reduction in crash frequency by approximately 80% with roundabouts	- Dedicated right turn lanes at Walton - Improved sight lines - Enhanced crossings
- Roundabout footprints require more space - Areas of the road need to be raised and other areas lowered	

This is a concept rendering, not for construction.

8

WHAT WE HEARD ABOUT SAFETY ON ADAMS ROAD

Oakland County Sheriff's Office post

Oakland County deputies say Adams Road in Rochester Hills reopened

Traffic Alert

Adams Road looking South at Butler Road

9

WHAT ACTION WAS TAKEN TO ADDRESS SAFETY ON ADAMS ROAD

RECOMMENDATION	CHALLENGES
- Roadway cross section refined using public comment - Continuous center left turn lane - Medians - Implemented where feasible - Utilized as a traffic calming measure designed to reduce speeds - Dedicated right turn lanes at side streets - Improved sightlines - Expected reduction in crash frequency	- Areas of the road need to be raised and other areas lowered - Can not simply reduce speed limit by changing signs

This is a concept rendering, not for construction.

10

WHAT WE HEARD ABOUT CAPACITY

Adams Road looking South at Butler Road

Adams Road looking North at Butler Road

11

WHAT ACTION WAS TAKEN TO ADDRESS CAPACITY

RECOMMENDATION	CHALLENGE
- Road design was refined using public comment 3 Roundabouts - One through lane in each direction - Additional through lanes north of Meadow Brook Road/Hillendale Drive - Continuous center left turn lanes - Dedicated right turn lanes at side streets and Walton - Expected reduction in delay - Emergency services can navigate the corridor safely	- Working in limited right-of-way - Reducing impact outside of road footprint - Maintaining acceptable delay with varying capacity throughout the corridor

This is a concept rendering, not for construction.

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APPENDIX B

WORKSHOP PRESENTATION

10/31/2025

WHAT WE HEARD ABOUT MULTI-MODAL

"We need paths!"

"Please add a sidewalk to the east side of Adams"

"One bike/walking path only on the east side of Adams w/ safe crossing"

"Path on only one side to further minimize impact."

"We probably only need east bike path... widen this bike path for more access to Innovation Hills"

"There is no continuous path on either side"

"Add asphalt bike/walk/run trail from Avon to Walton on East side"

"Remove the pathway from the west side of the road to minimize impact to Oakland University property"



Looking East on East Side of Adams Road Looking North of Walnut Cottage

13

WHAT ACTION WAS TAKEN TO ADDRESS MULTI-MODAL

RECOMMENDATION	CHALLENGE
- Pathway locations were refined using public comment 8-foot pathway in select locations along the corridor - ADA compliant enhanced crossings - Seating areas strategically placed at locations of interest - Midblock crossing with High-Intensity Activated Crosswalk (HAWK) signal - Increased connection and accessibility	- You can walk from Innovation Hills to The Village of Rochester Hills! - Working in limited right-of-way - Pathway on west side had major impacts outside existing footprint



This is a concept rendering, not for construction.

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WHAT WE HEARD ABOUT INFRASTRUCTURE

"Need better infrastructure"

"Consider bike/pedestrian bridge, this is a dangerous area for walkers and bikers"

"I think we should preserve as much of the landscape and history as possible while still improving the infrastructure"

"We can't continue to deny that the current infrastructure is inadequate for the growth that has taken place"

"Upgrades are needed but not at the expense of our history."

"We can't continue to ignore road and infrastructure issues, they need to be updated to accommodate the growth"



Pedestrian Bridge on East Side of Adams Road



View looking East on Adams Road Corridor

15

WHAT ACTION WAS TAKEN TO ADDRESS INFRASTRUCTURE

RECOMMENDATION	CHALLENGE
- Impact to properties were refined using public comment - Identified all existing utilities in the study area - New pedestrian and vehicular bridges over Clinton River - New culvert crossing over the Ramiro Drain - Improved pavement and road base - Private and public utility upgrades	- Working in limited right-of-way - Reducing impact outside of road footprint



This is a concept rendering, not for construction.

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WHAT WE HEARD ABOUT ENVIRONMENT

"Trees are the lungs of our planet"

"Maximum traffic flow while minimizing environment impact."

"Address safety with less impact on environment"

"Preserve existing trees"

"The least disturbance & removal of old growth/mature trees is better"

"Preserve the scenic rolling hill roadway"

"Preserving our natural environment should be a priority"

"Preserve the rolling hills, natural beauty, and historic features along the corridor"



Adams Road Looking South



Looking West on Adams Road

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WHAT ACTION WAS TAKEN TO ADDRESS ENVIRONMENT

RECOMMENDATION	CHALLENGE
- Proposed landscaping was refined using public comment - In-depth tree survey and condition assessment completed - Adjusted pathway location to prevent additional tree removal - Hundreds of new plants will be planted replacing those removed - Enhanced landscaping at seating areas, medians and roundabouts - Improved stormwater management	- New trees take time to mature - Creating a sustainable landscaping plan - Maintaining the rural feel of the corridor while keeping up with growing surroundings



This is a concept rendering, not for construction.

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APPENDIX B

WORKSHOP PRESENTATION

10/31/2025

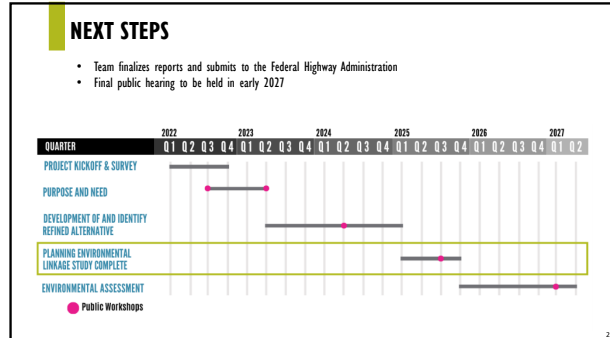
WHAT WE HEARD ABOUT HISTORY & CULTURE

19

WHAT ACTION WAS TAKEN TO ADDRESS HISTORY & CULTURE

RECOMMENDATION	CHALLENGE
- Impact on historical and cultural aspects were refined using public comment - Above ground intensive level survey completed - Engagement with State Historic Preservation Office has begun - Historic buildings not affected including the Gate House - Improved historic and cultural interpretation, education and placemaking - Opportunity for repurposing worker cottage steps and retaining wall	- Worker cottage steps and retaining wall will be impacted - Finding compromise between addressing safety and limiting impacts to assets

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THANK YOU FOR JOINING US TONIGHT!

Scan the QR code to visit the project website:

<https://mksk.mysocialpinpoint.com/visioningadamsroad/visioning-adams-road-engagement>

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APPENDIX C

INFORMATION BOARDS

PROJECT OVERVIEW

WHY STUDY ADAMS ROAD?

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

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

WHAT IS THE PEL PROCESS?

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

STUDY AREA

PROJECT SCHEDULE

WORKSHOP SCHEDULE

PUBLIC MEETING	DATE	TOPIC
P1	2023.05.15	PEL STUDY
P2	2023.06.15	PEL STUDY
P3	2023.07.15	PEL STUDY
P4	2023.08.15	PEL STUDY
P5	2023.09.15	PEL STUDY

A UNIQUE PARTNERSHIP

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

PROJECT OVERVIEW

HISTORY OF THE ADAMS ROAD CORRIDOR

RELEVANT PLANS AND SURVEY RESULTS

2019 ROCHESTER HILLS PUBLIC OPINION SURVEY

- Master Plan has provided guidance on key priorities to focus on and we study the Adams Road corridor
- Multiple quality transportation issues to create a sustainable plan to the city and support community goals
- Expand on master plan vision that links to various land use and provides a clear vision of the future
- Expand on master plan vision that links to various land use and provides a clear vision of the future

2019 ROCHESTER HILLS MASTER PLAN

- Survey completed in 2019 to assess residents' perceptions regarding safety and find priorities and concerns
- Traffic congestion was rated as one of the most serious problems that the city faces
- Adams Road was the most cited road that needed more widening
- No new roadways on both sides of the road was cited as being important to most residents

2021 ROCHESTER HILLS TRANSPORTATION MASTER PLAN

- Review of active transportation system in Rochester Hills regarding vehicles, pedestrians, safety, and congestion
- Improvements to priority corridor to address safety, traffic, and congestion
- 2.5 mile improvement and planning for the Adams Road corridor

PURPOSE & NEED

PURPOSE

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

- SAFETY.** Improve safety along the corridor and at intersections by mitigating crash patterns and implementing safety countermeasures.
- CAPACITY.** Improve capacity by reducing congestion and improving traffic operations to provide a reliable north-south arterial connection while accommodating existing and future traffic volumes.
- MULTI-MODAL.** Promote safe and efficient multi-modal movement including walking and biking.
- ENVIRONMENT.** Complement the natural beauty and views along the corridor.
- HISTORY & CULTURE.** Respect the historical character and cultural significance.
- INFRASTRUCTURE.** Improve the condition of aging infrastructure on the corridor.

NEED

The project will address the following needs:

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

ALTERNATIVE SCORING MATRIX

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

ENGAGEMENT SUMMARY

PURPOSE AND NEED SURVEY FEEDBACK

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

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

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

PHASE - 1

PHASE 1 ENGAGEMENT INCLUDED

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

PHASE - 2

PHASE 2 ENGAGEMENT INCLUDED

- Visiting workshop #2
- Interactive website and map where local feedback can be posted along the corridor, and an idea wall for general comments
- In-person and online comment forms aimed at gaining insight on what the public liked and what they would change about the five alternatives.

PHASE - 3

PHASE 3 ENGAGEMENT INCLUDED

- Visiting workshop #3
- Interactive website and map where local feedback can be posted along the corridor, and an idea wall for general comments
- In-person and online comment forms aimed at gaining insight on what the public liked and what they would change about the five alternatives.

339 INTERACTIVE MAP COMMENTS

214 IDEAS WALL COMMENTS

17 STAKEHOLDER MEETINGS

747 1ST ONLINE SURVEY RESPONSES

165 1ST PUBLIC WORKSHOP ATTENDEES

743 2ND ONLINE SURVEY RESPONSES

164 2ND PUBLIC WORKSHOP ATTENDEES

166 3RD PUBLIC WORKSHOP ATTENDEES

1,969 TOTAL ALTERNATIVE EVALUATION COMMENTS

CAPACITY

PURPOSE STATEMENT

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

THE REFINED ALTERNATIVE INCLUDES:

- Roundabouts at Butler Road, Avon Road and Meadow Brook Road/Hillendale Drive intersections
- Center left turn lanes where left turning movements occur
- Dedicated right turn lanes at Walton Boulevard and side streets
- Additional through lanes north of Meadow Brook Road/Hillendale Drive

FORECASTED DELAY AT INTERSECTIONS PER VEHICLE

Scan the QR Code to view the traffic report with further capacity analysis.

89% Rochester Hills population growth from 1980-2024

108% Average population growth between 1980-2024 for northerly neighboring communities

SAFETY

PURPOSE STATEMENT

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

THE REFINED ALTERNATIVE INCLUDES:

- Roundabouts at Butler Road, Avon Road and Meadow Brook Road/Hillendale Drive intersections with enhanced crossings
- Mid-block crossing with High-Intensity Activated Crosswalk (HAWK) signal
- Medians at strategic locations to slow speeds
- Dedicated right turn lanes at Walton Blvd and side streets
- Grading to improve sightlines at side streets
- Hill cuts and fills to improve visibility
- Center left turn lanes that provide left turning movement respite areas and space for emergency vehicles to navigate

CRASH REDUCTION BY DESIGN ELEMENT

TYPE	DESIGN ELEMENT	CRASH TYPE	% REDUCTION
Road Segment	Center Left-Turn Lane	Rear-End Left-Turn	88%
		Head-On Left-Turn	58%
		Head-On Right-Turn	28%
		Rear-End	15%
Intersection	Roundabout	Fatal and Serious Injuries	78%
		Minor Injuries	57%
Non-Motorized	Pathways	Bicycle	33%
		Pedestrian	85%
	HAWK Signals	Pedestrian	95%
		Pedestrian Refuge Island	Pedestrian

SAFETY CONCERNS IDENTIFIED BY THE PUBLIC AND STAKEHOLDERS

- Lack of intersection control at Butler Road
- No safe connections for multi-modal travelers
- Excessive vehicle speeds
- Posted speed limit
- Turning movements to and from side streets
- Pavement width of 22 feet does not meet current design safety standards
- Narrow pavement width prevents emergency vehicles from effective navigation

CRASHWALK

STOP ON RED THEN PROCEED IF CLEAR

ROUNDABOUT

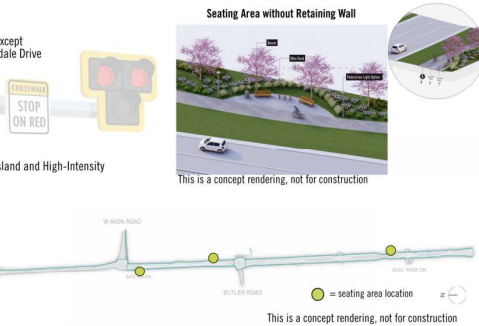
INFORMATION BOARDS

MULTI-MODAL

PURPOSE STATEMENT	Promote safe and efficient multi-modal movement including walking and biking.
--------------------------	---

THE REFINED ALTERNATIVE INCLUDES:

- 8 foot Pathway
 - West side pathway: Full corridor length except Avon Road to Meadow Brook Road/Hillendale Drive
 - East side pathway: Full corridor length
- New pathways on bridge over Clinton River
- 5 seating areas
- ADA Compliant Crossings
- Enhanced crossings at roundabouts
- Mid-block crossings with pedestrian refuge island and High-Intensity Activated Crosswalk (HAWK)



VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

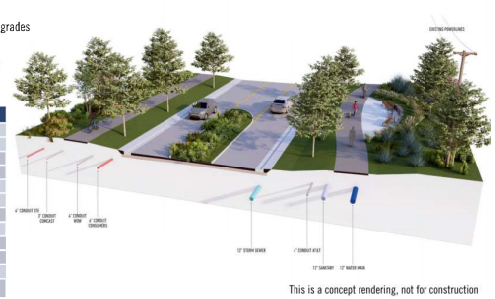
INFRASTRUCTURE

PURPOSE STATEMENT	Improve the condition of aging infrastructure on the corridor.
--------------------------	--

THE REFINED ALTERNATIVE INCLUDES:

- Opportunity for private and public utility upgrades
- New bridge over the Clinton River
- New culvert crossing over the Ramiro Drain
- Improved pavement and road base

EXISTING INFRASTRUCTURE		
PUBLIC	Pavement	Last Resurfacing - 2019 Current Condition - FAIR
	Bricks	Built - 1959 Current Condition - FAIR
	Curbs	Built - 1971 Current Condition - FAIR
	Stormwater	Combination of Ditches and Pipes
	Watermain	Underground Utilities
PRIVATE	Sewerline	Underground Utilities
	AT&T	Underground and Above Ground UTILITIES
	Comcast	Underground and Above Ground UTILITIES
	Customers Energy	Service Lines Ranging in Size and schematics
	DTE	Above Ground Utilities
	WON	Underground and Above Ground Utilities



This is a concept rendering, not for construction

VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

ENVIRONMENT

PURPOSE STATEMENT Complement the natural beauty and views along the corridor.

THE REFINED ALTERNATIVE INCLUDES:

- Native trees and plants along corridor
- Enhanced landscaping at seating areas, medians and roundabouts
- Stormwater best management practices
- Rolling terrain
- Improvements to river and drain crossings



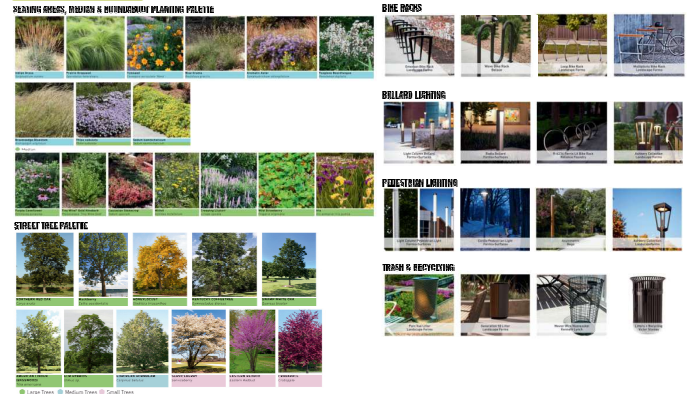
This is a concept rendering, not for construction

ENVIRONMENTAL RESOURCES NOT AFFECTED
Air Quality
Comercially Navigable River or Stream
National Wilde and Scenic Rivers
Soil Disturbance on Contaminated Sites
Agricultural Properties

VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

ENVIRONMENT

AMENITY OPTIONS



VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

HISTORY & CULTURE

PURPOSE STATEMENT	Respect the historical character and cultural significance.
--------------------------	---

THE REFINED ALTERNATIVE INCLUDES:

- No impacts to historic buildings
- Opportunity to build corridor character around the significance of the area
 - Interpretive signage
 - Landscaping components to mirror the surrounding environment and history
 - Potential adaptive reuse of community-identified historic assets
- Engagement with the State Historic Preservation Office (SHPO) to identify mitigation efforts

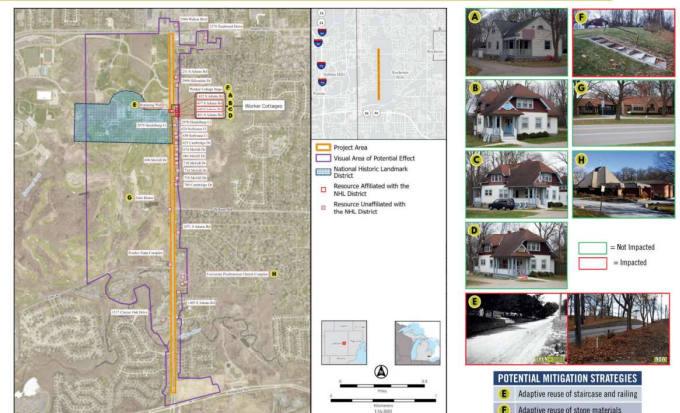


To view the Intensive Level Historic Resources Survey Report, scan the QR Code.



VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

HISTORY & CULTURE



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These are concept renderings, not for construction

These are concept renderings, not for construction

① Sidewalk
 ② Drive Lane
 ③ Turn Lane
 ④ Center Turn Lane
 ⑤ Tree Lawn and/or Landscaping
 ⑥ Curb and Gutter

These are concept renderings, not for construction

These are concept renderings, not for construction

① Sidewalk
 ② Drive Lane
 ③ Turn Lane
 ④ Center Turn Lane
 ⑤ Tree Lawn and/or Landscaping
 ⑥ Curb and Gutter

VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

APPENDIX D

FEEDBACK FORM

VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

After listening to the presentation and viewing materials around the room, please select all purpose statements that the Refined Alternative accomplishes.

- ☐  **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.
- ☐  **NON-MOTORIZED.** Promote safe and efficient multi-modal movement including walking and biking.
- ☐  **ENVIRONMENT.** Compliment 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.

APPENDIX D

FEEDBACK FORM

VISIONING ADAMS ROAD | CORRIDOR PEL STUDY

TELL US IF WE MISSED SOMETHING



APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
	x	x	x	x	x	x
	x		x		x	x
	x	x	x	x	x	x
						x
	x	x	x	x	x	x
				x		x
	x	x				
	x	x		x		
	1	2	4	5	6	3
	x	x			x	x
	x	x	x	x	x	x
			X	X	X	
	X		X			
	X	X	X	X		X
	X	X	X	X	X	X
	X		X			X
	X	X	X	X	X	X
N/A	X	X	X			X
x	X	X	X	X	X	X
x	X	X	X	X	X	X
x	X	X	X			X
Awesome plan!	x	x	x	x	x	x
Seems like pretty good compromise for many issues.	x	x	x	x	x	x
It is clear that parts of Adams Rd is dangerous and needs immediate actions. Is there a way to put a band-aid solutions in place like a light a Butler (it goes all the way through to Squirrel Rd.) and reduce speed limits with speed signs (your speed limit light up signs.)? There are school buses and preschool traffic and there needs to be a more immediate action.			x	x	x	x
Your initial plan is well founded. Congrats. Let's go ASAP, not wait until 2031. 3 roundabouts is a great start and they don't cost 50 million	x	x				
Much improved iteration this time like roundabouts, pathway, center islands hopefully rest areas will be done in a very quality fashion - reuse stone wall high-level benches and signage w/ photos move stone steps back from road at some location	x	x	x			x
I'm afraid of the road gets wider, non-residents will speed despite a speed limit. Will the current speed of 45 stay? Or will it be reduced?	x		x	x	x	x
Thanks for the intense outreach & pre-planning. Everyone won't be perfectly satisfied by 2030-2040!	x	x	x	x	x	x
Butler Rd LH turn onto Adams needs help now! Very dangerous	x	x	x	x	x	x
Have you considered changing the timing of the lights at Hamlin & Adams and Avon and Adams during high traffic times	x	x				
Till the project is implemented, include some immediate measures. 1. Butler and Adams 2. Quail Ridge 3. Meadow brook	x	x				x
I want to see more data on whether this would cause issues with induced demand	x		x	x		x
Don't spend on sustaining unsustainable sprawl	x		x	x		x
I appreciate your plan - I have no input to add. Thank you for balancing traffic, safety, and environment concerns. Just wanted to express appreciation because I know it's a challenge to accept input from the public - you can't make everybody happy!	x	x	x	x	x	x

APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
History: Maybe "move" structures, steps, explain with signs? Capacity: 3 roundabouts seems too many; Hillendale at 5pm will probably still be congested, even with 2 lanes north to Walton? Safety: Heidelberg Ct. - Will it truly be safe turning left (south?) Environment: Be willing to plant a few "larger" trees along w/ small? I understand many of those huge old trees will die from that vine anyway!	x	x	x	x	x	x
The dangerous intersection at Quail Ridge is not adequately addressed. Adding a center left turn lane helps. Please consider adding a roundabout of traffic lights			x			
I really don't think Adams to the south of Walton needs any change. I drive it daily - I feel much more safe from Walton to Hamlin than I do north of Walton. I suspect the number of injury/death accidents is higher north of Walton.						
Need to expand study above Walton.						
Turning right out of Heidelberg Ct would be difficult - landscaping in median may block view. Turning left would still be hard due to limited sight of traffic over the hill	x	x	x	x	x	
I live at 1730 White Water Drive. I back up to Adams Rd. The environmental impact on our property shows the removal of at least a dozen pine trees with no replacement of anything. Please include 1730 White Water Drive when studying noise levels without the buffer of the pine trees. Maybe a short wall could help with the street noise. Thank you -	x	x	x			x
Leave the road alone! No roundabouts - not safe! No need for walking from Hamlin to Walton. Not worth the expense - the Feds are broke 37 T in the red!					x	
Increased truck & load cars down and up shifting between roundabouts. What can be done to reduce the noise? A no engine breaking would be ignored. Make sure the water run-offs on east side of Adams has buried pipes so no ditches have to exist. My concern is btn Butler and Avon. Safety concern with traffic into the school in the mornings as it currently backs up southbound all the way north to New England. How will be get out of driveway to go south if the center lanes are plugged with school goes in the morning - make it a no left into the school and out?						x
Suggestions for interim: Change signage on M-59 to exit for Meadowbrook on Squirrel instead of Adams. Pave Butler Rd completely from Squirrel to Adams.	x	x	x	x	x	x
I think you can lose some of the green median between Portage Trail Dr & River Trail Dr. Please do not put a roundabout at River Trail Dr and Quail Ridge Circle	x	x	x	x		x
This is an almost perfect plan - I'm so glad to see the roundabouts	x	x	x	x	x	x
Roundabouts good for safety! How much will capacity improve with 3 lane road? The only way to fund is through Fed funds? Hawk signals - excellent. Was told capacity would improve from E to B	x	x	x	x		x
Very disappointing plan. None. Leave the road as is only do routine maintenance. As capacity increases, noise increases. Future development of this type is not what area needs. Why was the future development on SW corner Adams & Walton not discussed? No hotel, apartments, & mall? Noise - at current restricted capacity, Adams is too loud with traffic noise for walking. So I don't understand why seating areas proposed. Keep capacity down so there is lower traffic/use of Adams. If we are unable to make speed limit 35 mph and have power to enforce it, adding more lanes will increase the number of drivers making poor choices such as using left turn lanes for passing. Encouraging more use and traffic on Adams marks an end to the country lane nature of the road.						
Road surfaces need addressing. "Enhance landscaping" & bench seating is a waste of public funds. Added traffic means more accidents. Americans are terrible at roundabouts. History is being pushed aside/OU is not helping.						x
When old growth trees are designated for being cut down, try to move them to areas nearby which could accommodate them	x	x	x			x

APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
Why not put a light in at Butler Road instead of a roundabout.				X	X	
Please no meandering walk/bike ways. I live off Raintree and they're not pleasant having to continually cross the street. I understand why that was done, but please avoid it on Adams. Keep the path on the east side only	X	X		X		X
Skip the raised portions in the middle/left turn lane for two reasons: Emergency vehicles won't have to work around them to get where they're going. I would imagine snow plow drivers would hate them! I think this every time I'm on Squirrel Road between Walton & Dutton. Also, they're one more thing that would have to be maintained landscape wise, ie, having to cut that lawn or maintain whatever may be planted there	X	X		X		X
The city is just going to do what they want to do. Public comment, maybe, probably doesn't make any difference. With no funding, why does this project have to happen? Not currently bought into this at all. A roundabout on a steep hill is not workable. The beauty will be destroyed. Good work & presentation stations tonight.			X			X
Lake Orion/Oxford - Of course they don't care about Rochester Hills Adams Rd. They have their country rds with beauty. Let's keep some of our beauty, rolling hills. People can walk to Innovation Hills not walk on Adams. Do not need Sterling Heights or Rochester, or Orchard Lake us.					X	
No roundabout on Hillendale during heavy traffic we will not get out from Hillendale to southbound Adamss					X	
Deer patterns from OU. E-bikes/E-scooters all unsafe now. Reduce capacity. No consideration of E-bikes or E-scooters as safety hazards.	X				X	
Capacity - why? Not a major issue	X		X			X
Can't the stone bricks from the wall be used to create a "new" wall somewhere along the corridor	X	X	X			X
Consider painting the roadway red or yellow where pedestrian/bike paths cross. I have seen this done in some states and Europe. I don't see the reason for medians. They add \$, ongoing maintenance, and may restrict emergency vehicles. Please add signage requiring vehicles to stop for pedestrians/cyclists (in addition to warning lights).	X	X	X	X	X	X
No mention of impacts to residential homeowners along Adams or faculty & Spring Hill residents	X		X			X
Keep historic stone wall. Develop a questionnaire to support city.					X	
See two documents provided by John Vollmayer that include concerns & issue resolution	X					
Residents from Spring Hill & University sub need a way to exit during rush hour. We need only the exit from the roundabouts to narrow from two lanes to one so we can get across it. We need a gap!						
What can we do between now and 2031 to improve conditions and safety at a minimal cost? Traffic light timing? Selected turn lane addition?	X	X	X	X	X	X
Concern about vegetation removal at both sides of the Rivertrail Dr with no plans to plant new trees. The houses close to that intersection will have increased noise levels. Need to replant more trees or have a wall for noise reduction. Rest of the plan looks great.				X		
Currently making a left turn outside of Charter Oak Dr is very difficult. How can you assist with the flow of traffic with the new roundabout. I'm concerned that I will never or have a harder time heading north off of Charter Oak Dr. Is it possible to add retaining walls from Butler Rd to Hamlin Rd on the west side?	X	X	X	X	X	X
Great plan - I've seen too many accidents over 50 years and the road will still be beautiful. It's hard to make everyone happy. Best design so far - thank you to engineers	X	X	X	X	X	X
This needs to be a 5 lane road like between Auburn & Hamlin. The grade needs to be levelled as many cars have problems in winter. Do not put 3 roundabouts in 1 mile stretch as that is ridiculous. Most people do not know how to traverse 1 roundabout, forget about 3.	X					

APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
How is one lane in each direction helping with the backup of so many vehicles at rush hour??? (especially northbound)	X		X	X		
Benches & Bike racks seem like pointless window dressing when the road at the corner goes from 2 lanes to 6. Very bad news for living near that road change. Yes, sidewalks are nice. Yes, of course capacity will increase dramatically which will decrease the enjoyability of the environment. I find that simply checking the boxes on this sheet fairly answers the questions.						
Left turn lane for Rhineberry is a great idea. Roundabouts planned, especially at Avon are much needed. I like the new paths and tiny parks.	X	X	X	X	X	X
The link to the flyover is incredibly difficult to access. Asked to sign in via Microsoft and ultimately fails to load.	X		X			
Unfortunately, after the meeting in 2024, I figured that in 2025, this was going to be the proposal. I do not understand why all this would be done to only add essentially a left turn lane. A left turn lane is not even required for the whole length of this area. It still chokes the road down to two lanes, just like it is today. What is the point of spending all this time and money only to leave the drivable road exactly the same? Roundabouts are not safe. They provide a level of uncertainty anytime there is traffic. We all know there is a lot of traffic on this road and visibility issues. I am concerned about having a roundabout at Avon with limited sight distance looking southward. I cannot believe dirt can be moved to overcome nature's work here. This is a major disappointment, but I knew that would happen as these days, costs are ridiculously high and compromises have to be made. I honestly would not waste tax payer dollars to install a left turn lane for 2 miles.						X
The youtube video of the 3d render doesn't play on this website, it just shows a playback error. Perhaps the video is set to private?	X	X	X	X	X	X
The issue resides with additional homes, condos, townhouses, and luxury apartments are being built north of Hamlin Road and Walton Blvd. John R, Livernois, and Adams Roads are not currently constructed to handle the additional traffic flow. John R Road, Livernois Road, and Adams Road truly need to be four lane roads to include left and right turn lanes where applicable. Adams Road at Walton Blvd should have a dedicated right turn lane.		X	X			
Why would i select a response above if I dont agree it's being accomplished? This is another survey that FORCES the road commission and city's agenda. Traffic circles will absolutely cause a nightmare. Please listen to residents.						X
I'm pro- enlarging Adams Rd.	X	X				X
Please stop with the roundabouts. Traffic is not so bad at these cross streets that they are necessary. Please just keep the traffic lights. Also, I don't support the destruction or removal of any historical features along this stretch of road.					X	
I cannot believe the amount of money and time that has been spent on this stretch of road. I have lived here since 1979 and have rarely incurred extremely bad traffic backups there. \$2 million isn't even going to scratch the surface of any adjustments made to that road. I don't want one penny of my tax dollars being spent on this. That money would be better served doing something about the number of accidents and traffic between Walton and Tienken.					X	
nope just do it!!! ignore the clueless boomers	X	X	X	X	X	X
Since the intersection at Adams and Butler is a high enough safety concern to justify a future roundabout and because the earliest implementation of your plan is 2031, why not immediately install a traffic light.	X					

APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
It is so disappointing to see this dishonest masquerade of a “study” that will ruin the most beautiful section of Rochester Hills.						
There is no options or considerations for how to improve the two lane road. It is not necessary to have three lanes and it will ruin the corridor. The fact that there is not a single improvement option that doesn’t involve expanding the road is very telling about the motives of this study.						X
Do better. And no, we do not want more 5 story apartment complexes built here. Preserve the remaining beauty we have.						
Left turns out of Oakwood Park Condominiums is often almost impossible to do. Especially during morning and afternoon		X				
I like the 3D concept rendering. Let's get er done!	X	X	X	X	X	X
The refined alternative is a home run! The roundabouts will be great safety and capacity improvements. The continuous center turn lane/median provides safety while still maintaining 1 NB and 1SB lane (for the most part) helps minimize disruption to the area. The extension of the two-lane portion and addition of dedicated right turn lanes will make more efficient green time for NB/SB traffic at the Walton intersection. Some of the historic features are disrupted, but improving the safety and capacity of Adams Road provides an extremely compelling benefit to residents that is worth it. I hope this plan comes to fruition.	X	X	X	X	X	X
The purpose of the project should be to reduce capacity on Adams Road as other communities are doing. This is not an appropriate corridor to increase traffic on. Squirrel Road and Walton have already been improved to handle larger volumes of traffic. The noise level on Adams Road already makes it uncomfortable for walking. Having it be 5 lanes wide between Hillendale and Walton only encourages more business development which will increase traffic and accidents. The area north of Walton is already very congested and dangerous with motorists frequently mis-using the center left turn lane for other purposes. I would rather see tax dollars spent on having a Rochester Hills police force which can patrol area streets to enforce lower speed limits. Slowing down motorists to adhere to a 35 mph speed on Adams would do much to increase safety. This east side is residential so no bike/walking path is needed as residents are accustomed to taking alternative routes. I vote for no change.						X
I live off Adams/Gunn, moved here 8 years ago. Please stop overbuilding! I work as a teacher in Troy, if I wanted that environment I would’ve bought there. Please consider that Delta Kelly is already bursting at the seams because of your dirty deal with Pulte - yes, we all know how you threw us under the bus by expanding the district lines and then how you fed in city water when it wasn’t allowed to neighboring subs. We know everything; we do not trust you to do the right thing. You’ve lost that. So now we hear about this “idea” that will only bring more traffic, chaos, and inevitably more housing. We all know this, don't act naive here.				X		
What I'm curious about is this - are you going to actually listen to those of us currently living in the mess you e already created here? Or are you going to do whatever the gell you want because it makes you look better, as though you are making our city better. News flash - the community doesn't want this. None of us do. We want you to back off.						

APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
Due to traffic congestion at quail ridge circle and river trail merging in to north and south traffic, the residents of rookery woods, quail ridge and pheasant ridge request a study to do a roundabout or traffic lights especially during high traffic times. With traffic going up hill and down hill, people tend to speed up, merging is extremely difficult. If someone is trying to make a left turn from either subdivisions, merging gets complicated with anyone making a right hand turn from north/south adams traffic lanes. Appreciate your support.	X	X				
I am concerned about the option of having two lanes go straight through a roundabout. I would prefer having 1 lane going straight and another lane forced to turn. Or keep it to just one lane that allows for going straight or turning. Also, since it will be a while since this work would even start, I strongly recommend marking a designated turning left lane from SB Adams to EB Avon where it already splits to two lanes that can both go straight SB and then have to merge. The same issue occurs NB Adams to WB Meadowbrook.	X	X	X	X	X	X
Please don't widen this road. It isn't necessary in this section. You need to do something north of Walton. A light with a turn arrow at Walton would be helpful. Keep this area beautiful! I've lived here for 18 years and I've never once been frustrated with congestion on this stretch of Adams. We simply don't need something like this. I think if this happens it is just a gateway to more building and development along Adams. Listen to your residents! We don't want this.			X			
The only things this plan gets right are connecting pedestrian paths and putting in roundabouts at key intersections. The third (middle) lane is a huge liability — it will only encourage speeding and risky passing, resulting in reduced safety for all. I travel Adams Road to and from work, at peak hours, from Square Lake to Walton, and previously traveled Adams for work from Birmingham to RH; this stretch does not have the capacity problem that the commission, Barnett, and OU are making it out to have. Of the three recent fatal crashes at the Avon intersection, one was caused by a drunk driver, the other by a texting driver. Perhaps a roundabout would mitigate hazards here, but those accidents happened because of errant drivers, not the roadway.			X			
The Hawk system for warning traffic of pedestrians is NOT SAFE. Pedestrians trying to cross mid road or at any roundabout need to push a button, get a RED light, and make traffic stop! Hawk just flashed yellow and no cars stop - not safe for kids, strollers, or pedestrians.	X		X	X		X
I wonder if the cutout bench areas are really necessary, since I don't imagine many people want to sit and relax overlooking a busy road. However, if you do put them there, perhaps there could be trash cans there that the city empties -- there is already a fair amount of trash that appears along Adams between Avon and Walton, even without sidewalks. With more people traveling along the route on foot, more trash will be dropped. Also, this road has a lot of traffic and will run closer to residences under this plan. What sort of sound barrier will be put in place? Will the sidewalk be for bikers as well as walkers? If so, will lanes on the sidewalk be outlined for each? Lastly, I did not see a clear improvement of the infrastructure, which I assume is waterways/pipes.	X	X				
Please take all steps possible to avoid tearing down existing homes. The people living along the road deserve to stay in their homes.	X	X	X			X

APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
You have missed the 'no build' option. You have missed the data that shows traffic volumes will not be reduced, but in fact increase. You have missed the opportunity to listen to the residents that actually live here. DROP THE SPEED TO 35 AND ENFORCE. cheap/easy/effective			X			
Traffic lights create breaks in the traffic flow that allow pulling out onto Adams from the side streets possible. 3 roundabouts will not allow such gaps in the resulting unbroken chain of cars to happen. Avon road should be the only roundabout as this at least divides the flow between Adams north and Avon east. 3 Roundabouts will create more of and serve only increased drive-through traffic. I believe a roundabout at Hillendale will also increase drive through traffic through the neighborhoods off Hillendale. At least a traffic light at this corner breaks up this current flow of people cutting through the streets somewhat. Bike paths are always nice, but would add a large tear up to the environment that is not needed. As an avid biker myself, I find getting around on existing routes and paths in the area quite easy. Lights at Butler & Hillendale, a roundabout at Avon, & well placed passing lanes where needed would preserve make things safer.						X
PART 1: I'm truly disappointed that every official involved with this project, except for a couple of city council members, has received and ignored ALL of the feedback from HUNDREDS of residents who live along this two-mile historic masterpiece. Any of the minor issues with Adams Road can simply be handled with a couple of turn-outs, better-timed lights and an additional light and/or roundabout at Butler. BOOM. Just like Tienken Road. All problems solved. There's a reason why more people take Adams Road instead of the much-wider boulevard, Squirrel Road. Because Squirrel is ugly. It looks like every other boulevard in every other city in this country. Adams Road is scenically stunning and historic – tied to Detroit's automotive history! – and often moves faster than I-75 does heading north. My neighbor John Jamian is correct when he says that this is a solution in search of a problem.						X

APPENDIX E

ALL PUBLIC COMMENTS

TELL US IF WE MISSED SOMETHING	Safety	Capacity	Multi-Modal	Environment	History & Culture	Infrastructure
PART 2: The issue was never traffic “congestion.” Your own data shows rush-hour waits were a minute or two at most. Adding lanes and new high-density developments along Adams will certainly make even three lanes quite congested. And less safe. The issue was never “safety.” There’s been one fatality along Adams Road in the last 7 years; WAY FEWER serious crashes than on Crooks or Livernois. Roundabouts in the U.S. actually cause crashes; mostly fender-benders. So mowing down all the trees and the John Dodge-built historic stone wall for the same? Hardly a smart move. The real issue was a bunch of developers and a university wanting to develop property along this two-mile stretch to make money. This road project literally paves the way for them to do that. Need to get lots of construction equipment in? Flatten the hills! Make lanes wider! Increased capacity? Widen the road to five lanes! All the while, while destroying the most beautiful road in Rochester Hills. Shame on you all.						X
Please don’t destroy the beauty of Adams Road! It’s gorgeous and traffic isn’t even bad in that area. We don’t want to lose all the beautiful natural areas of our city!				X	X	
I’m afraid that this proposal missed the mark in terms of preserving the historical significance of Adams Road. Also during high traffic times, three roundabouts will not provide a break in traffic for turning left out of residential areas. Further, because the nature of roundabouts in keeping traffic flowing and the proximity of Hillendale to Walton, that roundabout will likely back up-restricting entering traffic from Hillendale and OU.			X	X		
Please, 3 round abouts in such a short area seems a bit much. Most people in this area already have issues driving through the ones that we have. There is no way 3 of them that close will help at all with traffic. It’s too much and unsafe. And takes away from protected historical properties! Thank you. Desiré Zenas 550 E Maryknoll Dr. RH	X	X	X	X	X	X
I really can’t believe that this is the solution that you have come up with. The majority of people that I have talked to and that I have seen the input from is to leave this beautiful stretch of road as it is and that the real traffic and safety problems are on Adams north of Walton. I’m sure the solution was rigged however the powers that be wanted it to come out. The solution of course destroys Adams road as it is along with trees, history and is just another vanilla suburban thoroughfare with heavier traffic and roundabouts. I’m sure that next OU will put in some hotel or something on the corner of Walton and Adams. The fix is in! Just an abomination. Shame!	X					
I don’t believe any of these were accomplished because there are five lanes from Hillendale to Walton and an additional 6th lane from Rhineberry to Walton. This is unacceptable, unsafe, increases capacity, is dangerous, and does not reduce congestion! I’d like to select one or more of the statements in regards to the other refined alternatives but without the separation of the 4 lanes vs 6 lanes, I can’t. This is not a fair feedback survey.—— and I am just finding out now that I cannot submit this feedback without selecting one of the statements above that are not true in my opinion. I will select one so I can submit this form but please make note, I do not agree with the selection.			X			

