



ENGAGEMENT SUMMARY PHASE TWO

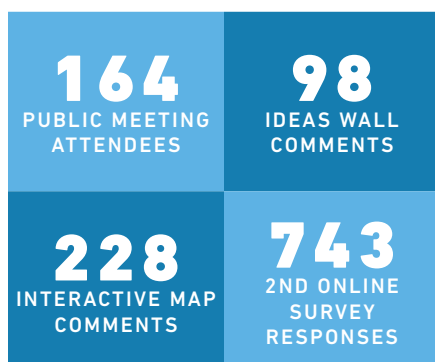
THE ADAMS ROAD
CORRIDOR PEL STUDY

OVERVIEW

PHASE TWO ENGAGEMENT



This document provides a summary of engagement that has been completed during phase two 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 help determine the priority issues along the corridor in developing 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 second community meeting.



TECHNICAL TEAM

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

PUBLIC INPUT OPPORTUNITIES

A series of engagement opportunities have occurred during the second phase of the project. This included an interactive map and comment forum, a Community Update Meeting, and an online survey.

PROJECT CONSULTANT TEAM



MKSK

STUDY AREA



COMMUNITY UPDATE MEETING

SUMMARY OF THE MEETING



Community Update Meeting Overview

The second of the five public meetings was attended **by 164 people** on May 9, 2023 at West Middle School in Rochester Hills. This meeting provided an overview presentation of the project and summarized feedback from stakeholders and the community. The project team also explained existing conditions as well as the draft Purpose and Need of the project (see the next page for the Purpose and Need). Existing conditions discussed during the presentation included:

- The types and total crashes along the corridor (2016-2022);
- Crash injuries by severity (2016-2022);
- Safety concerns along the corridor, including sight distance, difficulty turning from side streets onto Adams Road, difficulty of turning left (either onto or from Adams), speeding, lack of space for pedestrians, bicylists and emergency vehicle access, limited lighting/visibility, and frequent wildlife crossings;
- Traffic and road capacity, with traffic volumes exceeding capacity during peak hours; and
- Historic, cultural, and environmental resources.

After the presentation, community members were encouraged to look at the project boards and ask the project team questions. Flyers were handed out with information to access the Purpose and Need survey (please see the next section for the summary of the results for the Purpose and Need survey).

COMMUNITY UPDATE MEETING

SUMMARY OF THE MEETING

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.

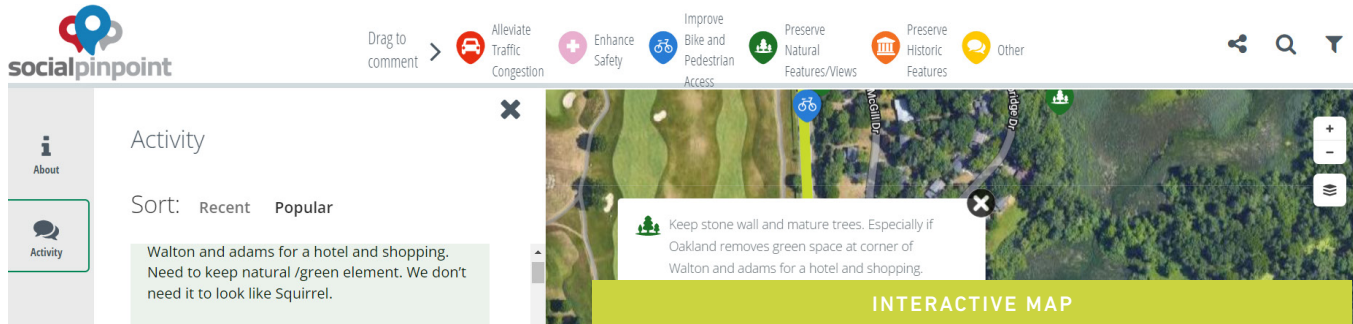
NEED

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.

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, and an ideas wall for posting general comments.

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 August 2023, there were **228 map comments** placed.

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 August 2023, there were **98 total comments** placed. The following trending topics and comments were noted and consolidated (this has been updated since the Phase One Engagement Summary):



"Widen Adams Road into a boulevard to alleviate traffic congestion and improve safety." There were around 1,500 participants who responded to this topic, which equates to roughly **20% who agree** and **80% 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 835 participants who responded to this topic, which equates to roughly **90% who agree** and **10% 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 470 participants who responded to this topic, which equates to roughly **95% who agree** and **5% who disagree** with this idea.



"Add designated left turn lanes, bypass lanes, and retime lights in targeted areas along the corridor." There were around 480 participants who responded to this topic, which equates to roughly **85% who agree** and **15% who disagree** with these ideas.



ONLINE ENGAGEMENT

PURPOSE AND NEED SURVEY RESULTS

Overview

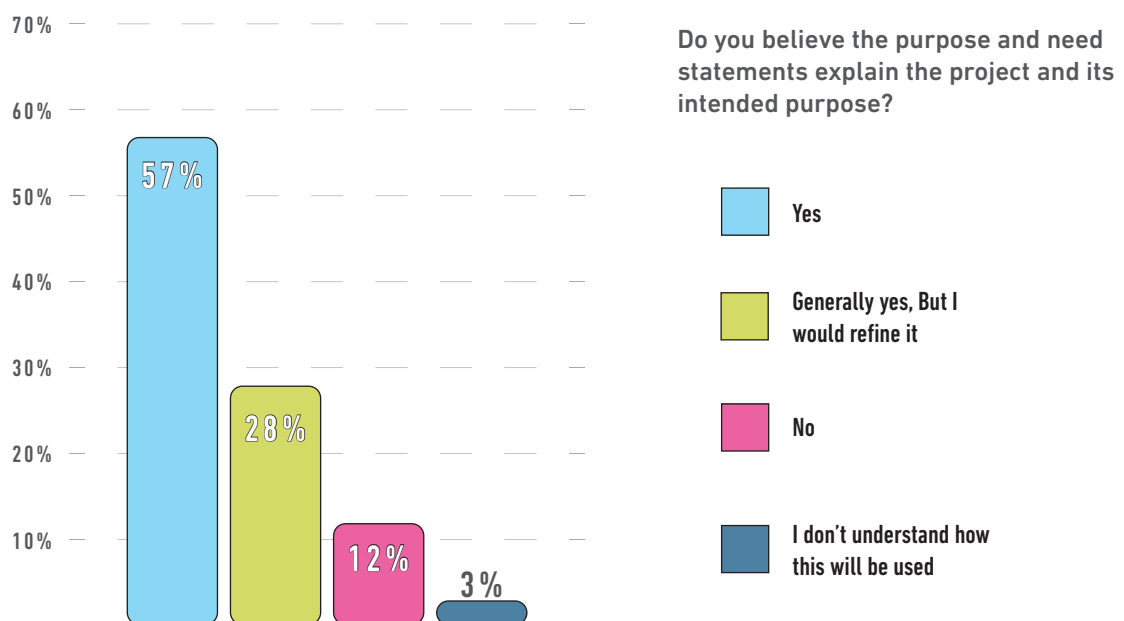
The second online survey was launched on May 9, 2023 the same day as the second community meeting, and closed on July 1, 2023. The survey received a total of 743 responses. The purpose of the survey was to gain feedback on the Purpose and Need. The Purpose and Need helps define a problem, identify action and why it is needed and decide on solutions and actions responding to the problem.

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.

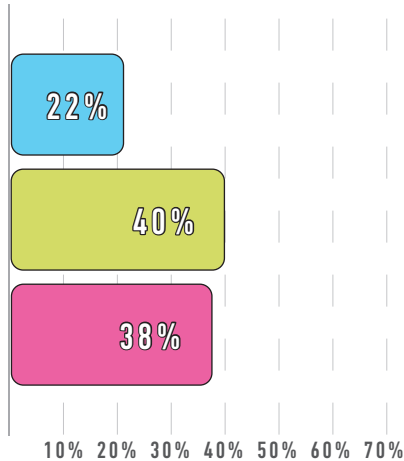
Respondents indicated that public infrastructure was very important to them. This question received the lowest number of responses opposing improvements which indicate that clean and safe drinking water, sanitary sewers, storm water drainage and natural watercourses, natural gas, power and fiber optics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

The first survey from 2022 showed that 87% of respondents indicated that enhancing safety and reducing crashes for all modes of transportation is important to them. The Purpose and Need survey showed that 62% of respondents wanted safety improved along Adams Road with many of those responses indicating that priority consideration should still be given to protecting natural and historic features.



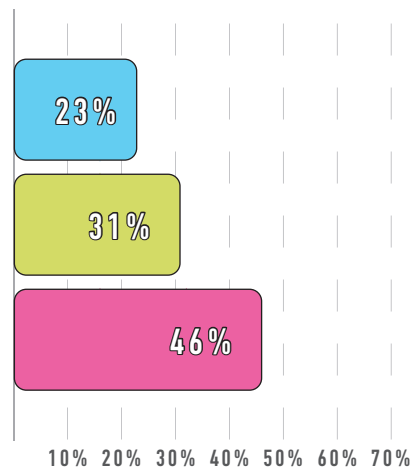
ONLINE ENGAGEMENT

PURPOSE AND NEED SURVEY RESULTS



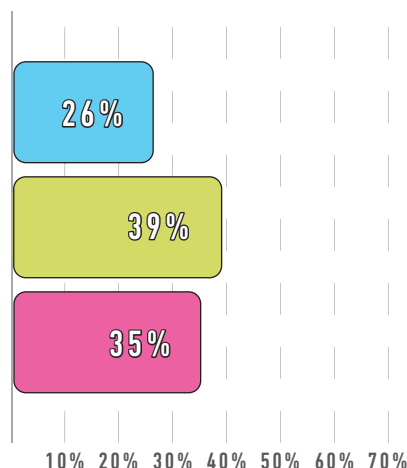
The Hamlin to Walton segment of Adams road has a high number of crashes and serious injuries. It's also hard to see over the hills and while turning off of side streets, has fixed objects near the road edge, doesn't have specific lanes for turning left at intersections, and Many areas do not have shoulders. Which of the following best describes your feelings towards improving safety along Adams road?

- ☐ Safety should be improved as much as possible, regardless of impacts to trees and other corridor elements in the surrounding area.
- ☐ Safety should be improved, but consideration and some priority should be given to protecting historic features, trees, and other corridor elements.
- ☐ The natural beauty and historic features of the roadway are the most important elements of this corridor, and safety should only be improved if it does not negatively affect these features.



Adams road currently experiences long delays for vehicular traffic, especially during peak hours. These delays will increase if traffic volumes increase in the future. Which of the following approaches do you favor?

- ☐ Additional lane(s) should be constructed to reduce delays even if that requires impacts to historic and natural features.
- ☐ Additional lane(s) should be constructed to reduce delays but only if that requires selective and controlled impacts to historic and natural features.
- ☐ Additional lane(s) should not be constructed at all if that requires impacts to historic and natural features recognizing that longer traffic delays will be an acceptable trade off.

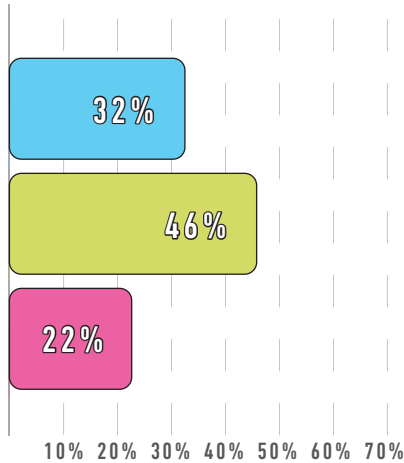


Adams Road between Hamlin and Walton doesn't have connected paths or sidewalks for pedestrians and bicycles inhibiting them from safely accessing and enjoying the corridor and its features. The City currently has over 100 miles of pathways throughout the City with future plans to connect the missing segments. Which of the following approaches do you support?

- ☐ Adams Road should have separate dedicated facilities and safe crossings for bicyclists and pedestrians even if that requires impacts to historic and natural features.
- ☐ Adams Road should have separate dedicated facilities and safe crossings for bicyclists and pedestrians but only if that requires selective and controlled impacts to historic and natural features.
- ☐ Pedestrian and bicyclist facilities should not be included if they will require additional impacts to historic and natural features.

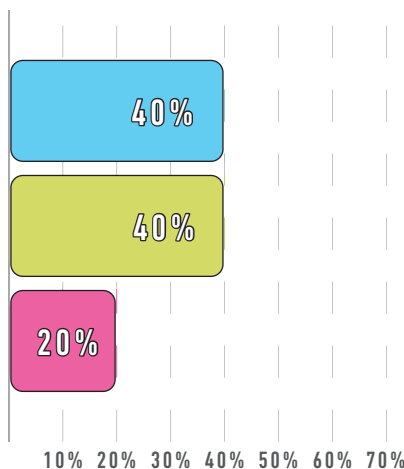
ONLINE ENGAGEMENT

PURPOSE AND NEED SURVEY RESULTS



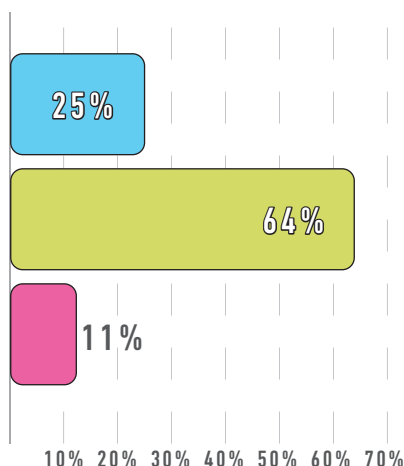
Adams road is one of the most scenic and beautiful roads in the city with mature trees, the Clinton river, and other natural areas enjoyed by the community. Which of the following approaches do you favor?

- The natural features and trees should be protected even if that means no improvements can be made to the corridor.
- The natural features and trees should be protected, but selective spot improvements to improve safety, add pedestrian and bicycle access or to address other priorities could be considered if done in a thoughtful way.
- The natural features can be removed and replaced only if they improve safety, add pedestrian and bicycle access or to address other priorities.



Adams Road and the adjacent property along the corridor includes significant and unique historic features and elements, including the Gate House, the stone retaining wall, the original concrete stairs, and other features that represent the long and storied history of the Dodge Brothers and the University area. As our specialists evaluate these features, which approach do you support?

- The historic features should be protected even if that means no improvements can be made to the corridor.
- The historic features should be protected, but they could be selectively impacted to provide improvements to safety, pedestrian and bicycle access, to address other priorities along the corridor.
- The historic features can be removed/impacted and replaced to provide improvements to safety, add pedestrian and bicycle access or to address other priorities along the corridor.



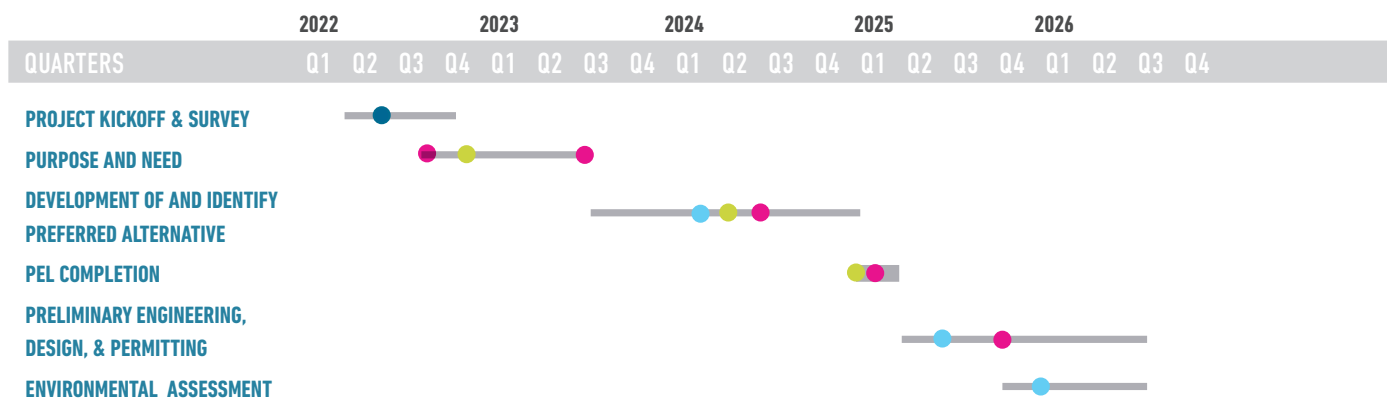
Adams Road includes significant public infrastructure, including clean and safe drinking water, sanitary sewers, storm water drainage and natural watercourses, natural gas, power, and fiber optics. This infrastructure requires maintenance, replacement, and expansion over time to continue serving the needs of the community. Which approach best reflects your opinion on the management of these factors?

- Infrastructure needs to be maintained, replaced, and sometimes expanded even if that requires impacts to historic and natural features.
- Infrastructure needs to be maintained, replaced, and sometimes expanded but this should be limited to reduce impacts to historic and natural features.
- Infrastructure should not be maintained, replaced, and sometimes expanded if that requires impacts to historic and natural features.

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 Meetings

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

PUBLIC MEETINGS	TIMING IN PROCESS	ANTICIPATED AGENDA
#1	COMPLETED	KICK OFF THE PROJECT WITH AN OVERVIEW OF THE PROJECT AND PROCESS, BRIEF DATA EVALUATION, AND COLLECT PRIORITIES ON ISSUES TO INFORM THE DRAFT PURPOSE AND NEED
#2	COMPLETED	REVIEW PURPOSE AND NEED OF THE PROJECT WITH INPUT
#3	SPRING 2024	REVIEW OF THE ALTERNATIVES
#4	WINTER 2025	PRESENTATION OF THE PEL PLAN
#5	SUMMER 2025	FORMAL PUBLIC HEARING OF THE ENVIRONMENTAL ASSESSMENT

