

ROAD COMMISSION

for OAKLAND COUNTY

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PUBLIC INPUT SOUGHT ON STUDY OF POTENTIAL “ROAD DIET” FOR ORCHARD LAKE ROAD BETWEEN COMMERCE AND MIDDLEBELT ROADS

Beverly Hills, MI — The Road Commission for Oakland County (RCOC) in partnership with the cities of Orchard Lake Village, Keego Harbor, Sylvan Lake and West Bloomfield Township, is seeking public input on a study to change the lane configuration on Orchard Lake Road between Commerce Road and Middlebelt Road.

Anyone interested in participating or finding out more about the study can view a narrated presentation about it. The presentation is available on RCOC’s YouTube channel at https://youtu.be/kcd_SZKN8Ao.

For the study, the partners are looking at three possible ways of reconfiguring the road, which is currently four lanes with no center left-turn lane throughout much of this section. RCOC has secured funding to repave the road in 2023, which provides the opportunity to change the configuration at that point.

The scope of the 2023 project does not allow for any widening of the road. The cost to do so would be substantially more expensive and would likely require the purchasing and removal of existing businesses. Therefore, any changes would have to be made within the existing curbs on the road.

One of the goals of the study is to identify a way to improve safety along the corridor, which experiences a significant number of crashes. A review of crash data suggests many of these crashes occur as a result of drivers making rapid lane shifts or running into cars stopped ahead of them.

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The lane shifts may be occurring because, since there is no center, left-turn lane in much of the corridor, drivers are changing lanes to avoid other motorists who are turning left in front of them. The rear-end collisions are likely occurring because drivers don't expect other motorists to be stopped in the lane ahead of them making left turns.

The first option considered through the study would be to convert the current four-lane road to a three-lane road with a continuous center, left-turn lane.

The second option considered is an "unbalanced" four-lane roadway. This would include two westbound through lanes, a continuous center, left-turn lane and one eastbound through lane. Both of these options would help address the existing crash patterns.

The final option is to leave the lane configuration as it is today, with four through lanes and no center, left-turn lane throughout most of the corridor.

The above options were identified by consulting engineering firm OHM Advisors, which was hired by RCOC and the communities to lead the process. The options were accepted by the project stakeholders, which include RCOC and officials of the four communities.

The stakeholders would now like to receive public feedback on the options. To participate in a survey about the project, visit the RCOC website, www.rcocweb.org. Then, click on the "Road Projects" button on the home page. Once on the Road Projects page, select "Orchard Lake Road – Road Diet Study" from the menu on the left side of the page. The direct link to the Orchard Lake Road page is <http://www.rcocweb.org/598/Orchard-Lake-Road---Road-Diet-Study>.

A link to the narrated presentation about the project is also available on the project page. Public input on the study will be accepted through June 11.