



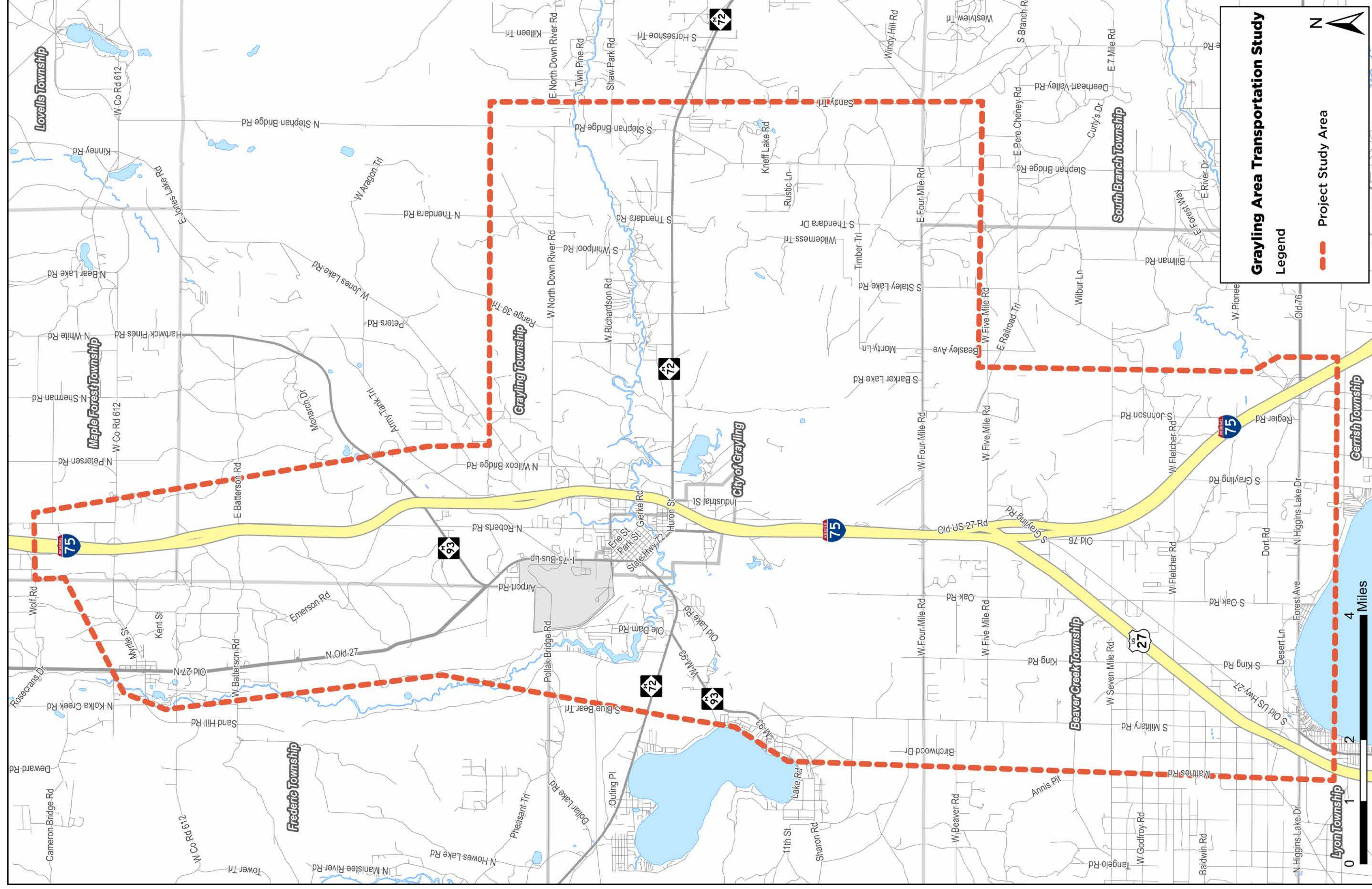
WELCOME!

**GRAYLING AREA TRANSPORTATION
STUDY**

**PUBLIC MEETING 2
FEBRUARY 17TH, 2022**

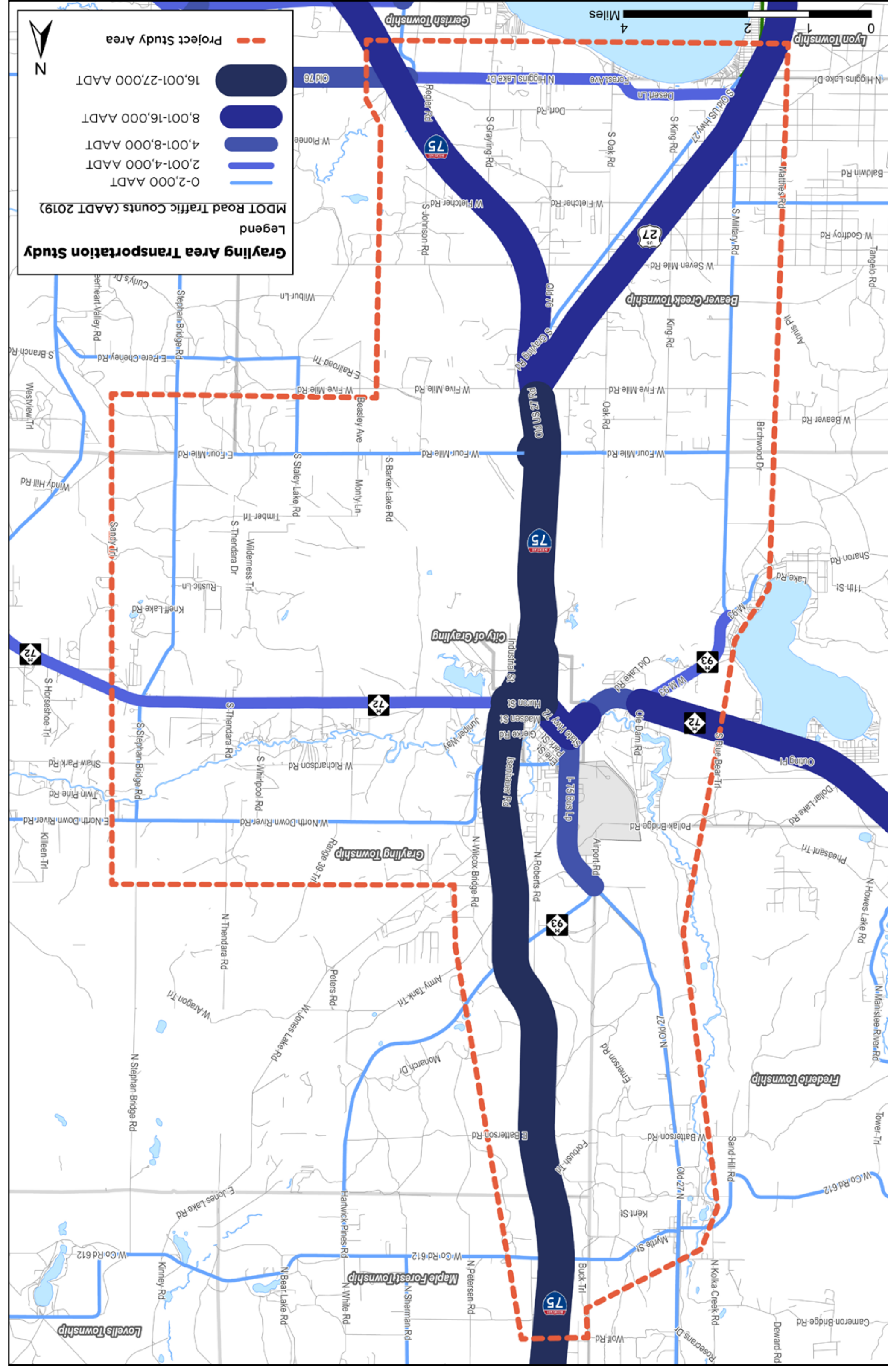


PROJECT STUDY AREA

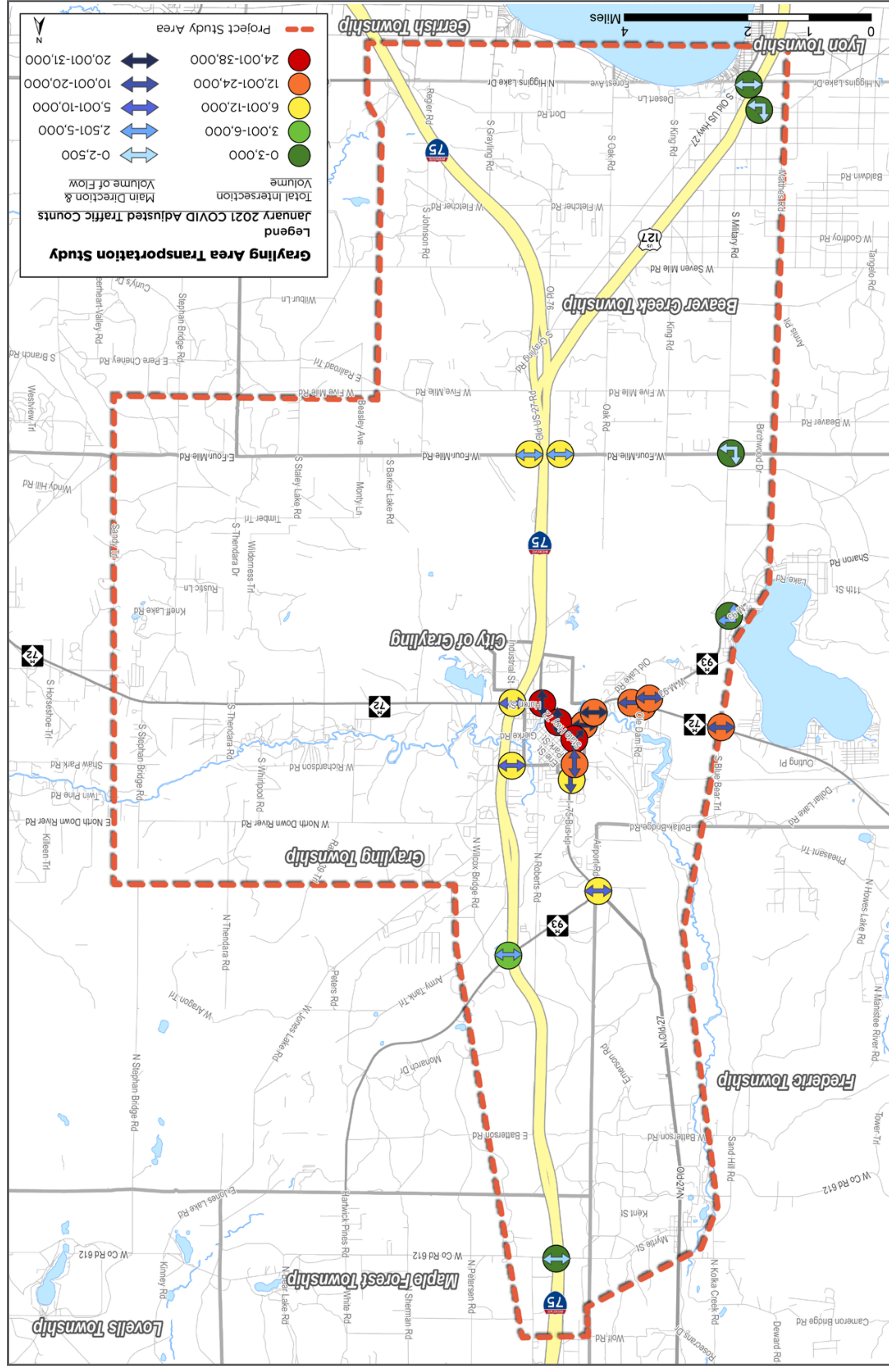


TRAFFIC CONDITIONS

2019 MDOT Traffic Counts



2021 Study Traffic Counts



COVID Adjustment Factor

Study Area	Zone	Average Count Comparison Traffic Change (2019-2021)
North	N Old 27 @ Hartwick Pines Rd	-26%
	Hartwick Pines Rd @ I-75 NB on/off ramp	-26%
Central	I-75 BL @ Huron St	-20%
	Cedar St/M-93/McClellan/Lake	
	M-93 @ M-72	
South	W 4 Mile Rd @ S Military Rd	-27%
	W 4 Mile Rd @ SB I-75 on/off ramp	
	N Higgins Lake Dr @ US-127 SB on/off ramp	

On average, traffic decreased by about 25% throughout the Study Area due to the travel effects of COVID-19. The 2021 traffic counts were increased by 25% to develop a more accurate estimate what traffic levels might look like in the coming years.

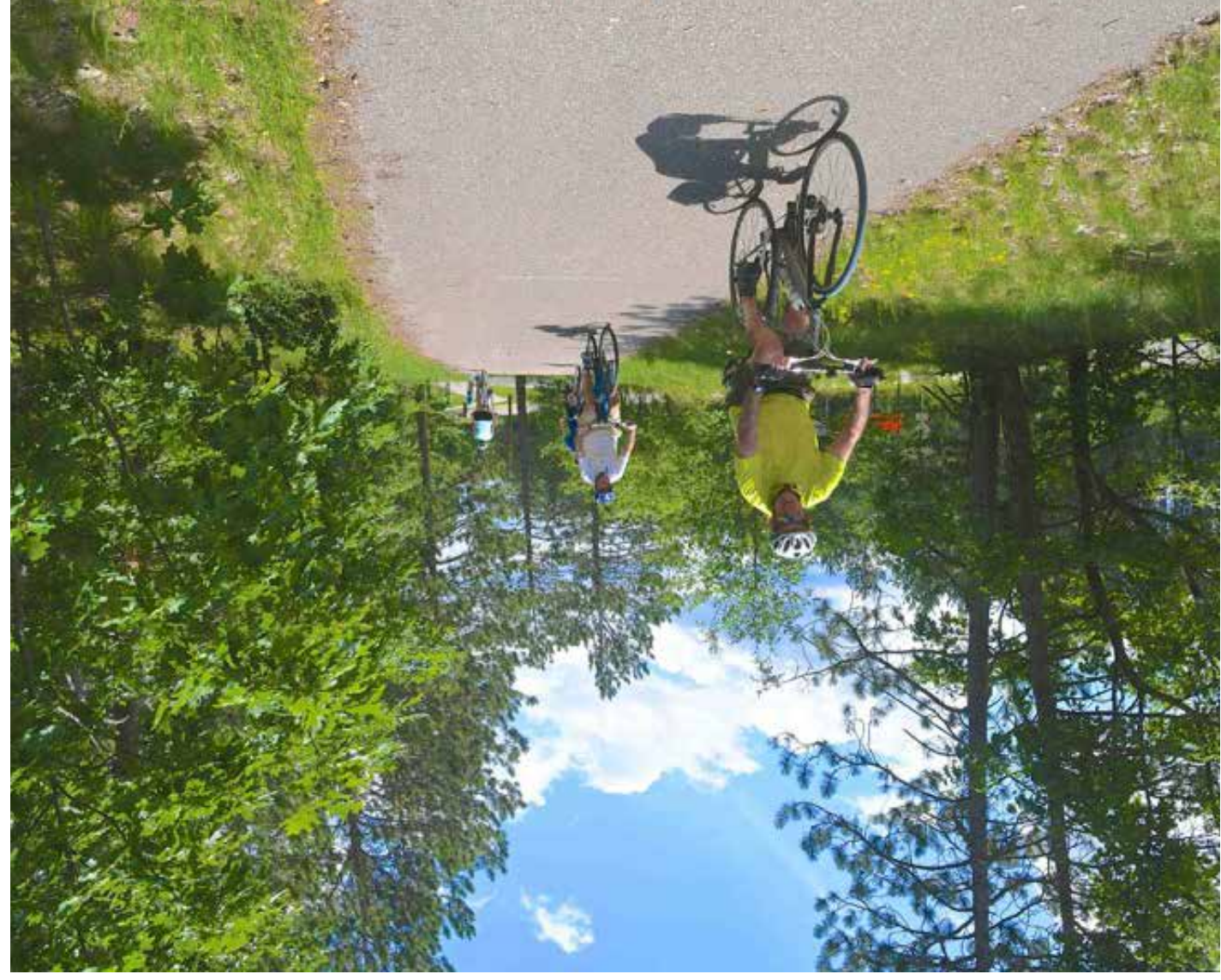
PROJECT IMPROVEMENT EXAMPLES

Highway Interchange Enhancements



Addition of entrance and exit ramps to create full access interchanges at needed locations.

Non-Motorized Facilities



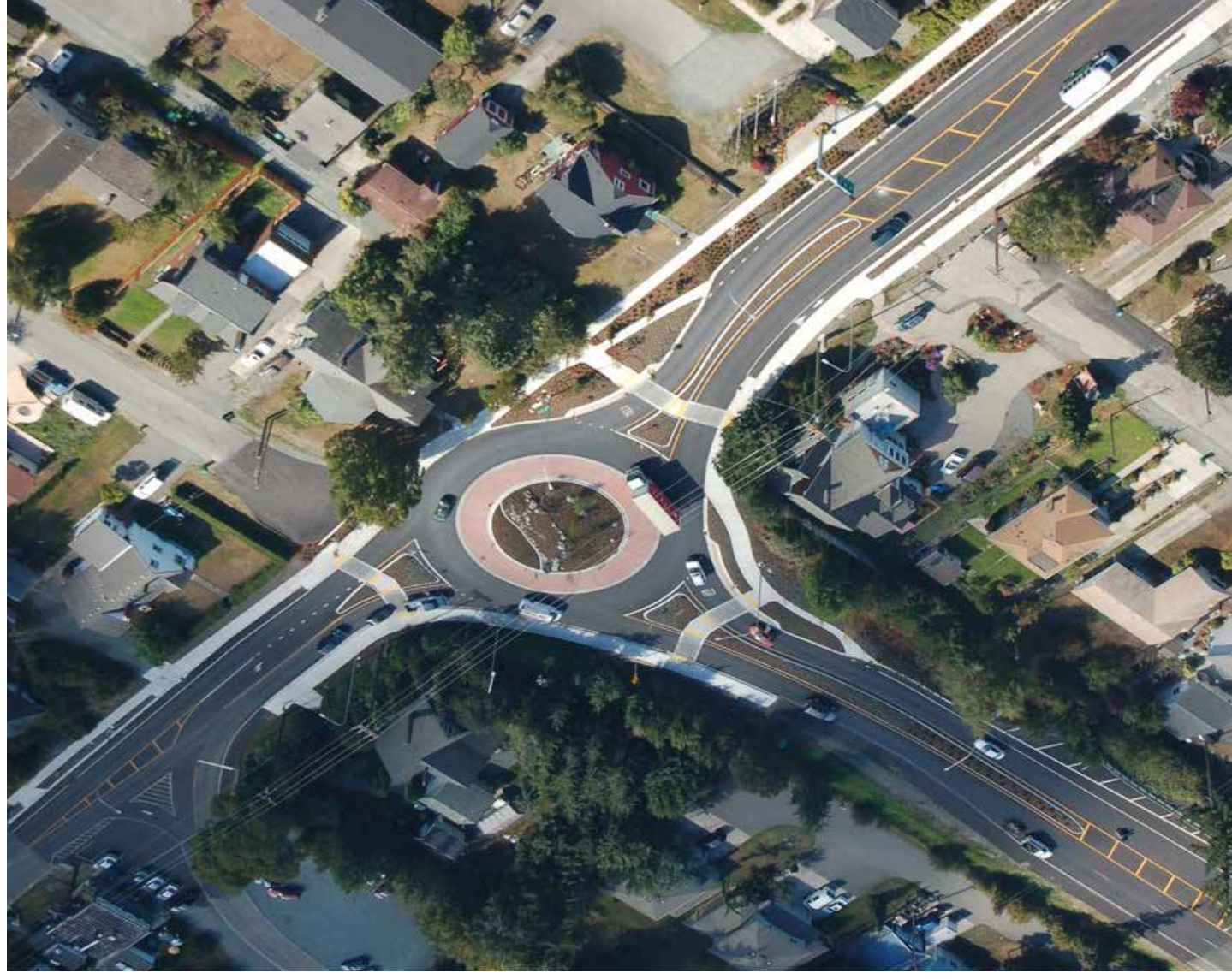
Improvements to local and regional pedestrian and bicycle facilities.

Intersection Improvements



Enhancements to improve safety, congestion, and geometry issues at intersections in the Study Area.

Roundabouts



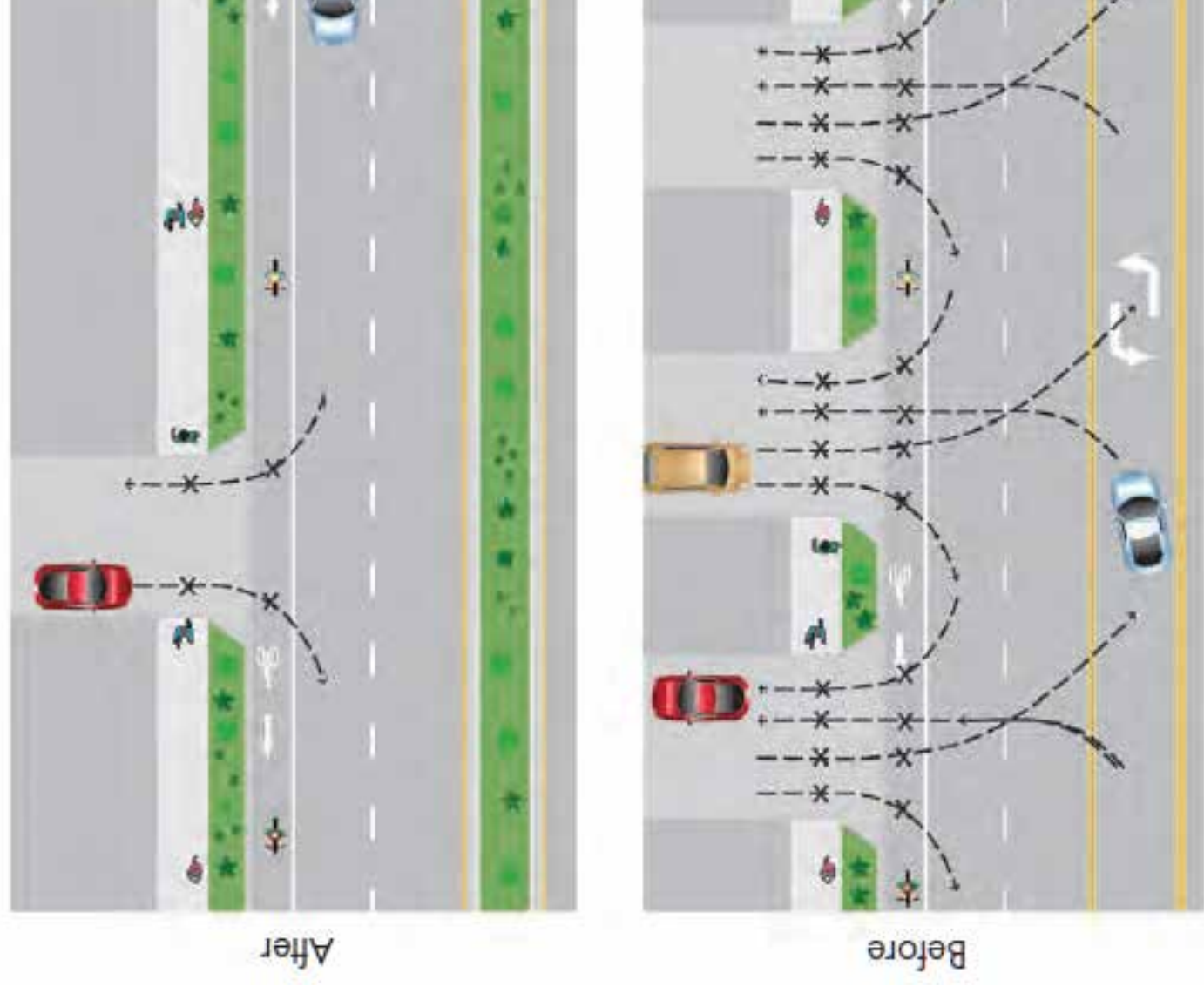
Treatment that allows for safer and less congested travel at complex intersections.

Parking



Targeted changes to on-street parking to improve vehicular and non-motorized safety.

Access Management



Strategic recommendations to manage access in and out of property adjacent to busy roadways.

Roadway Improvements



Roadway maintenance and repairs intended to improve the condition of the roadway.

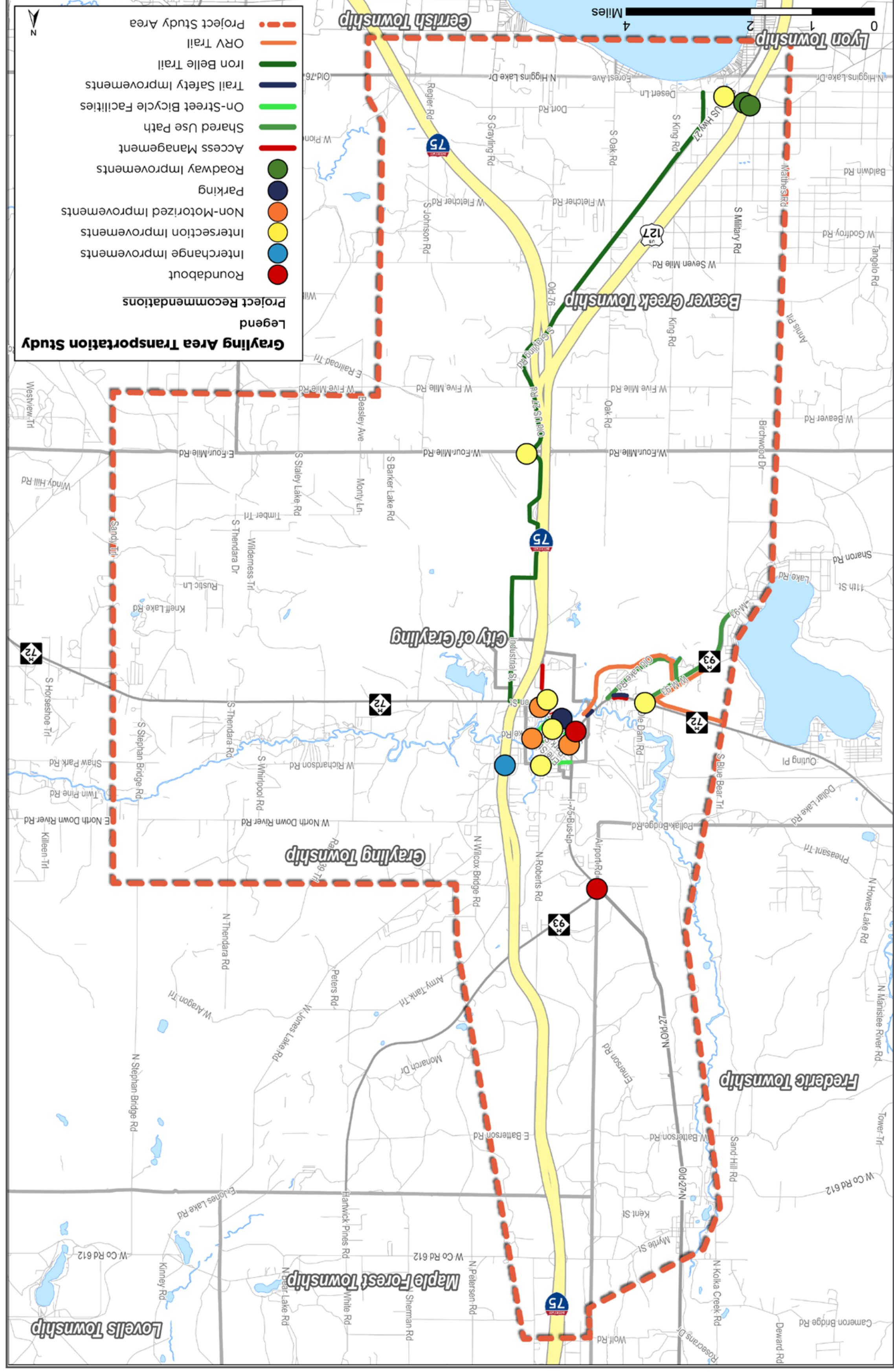
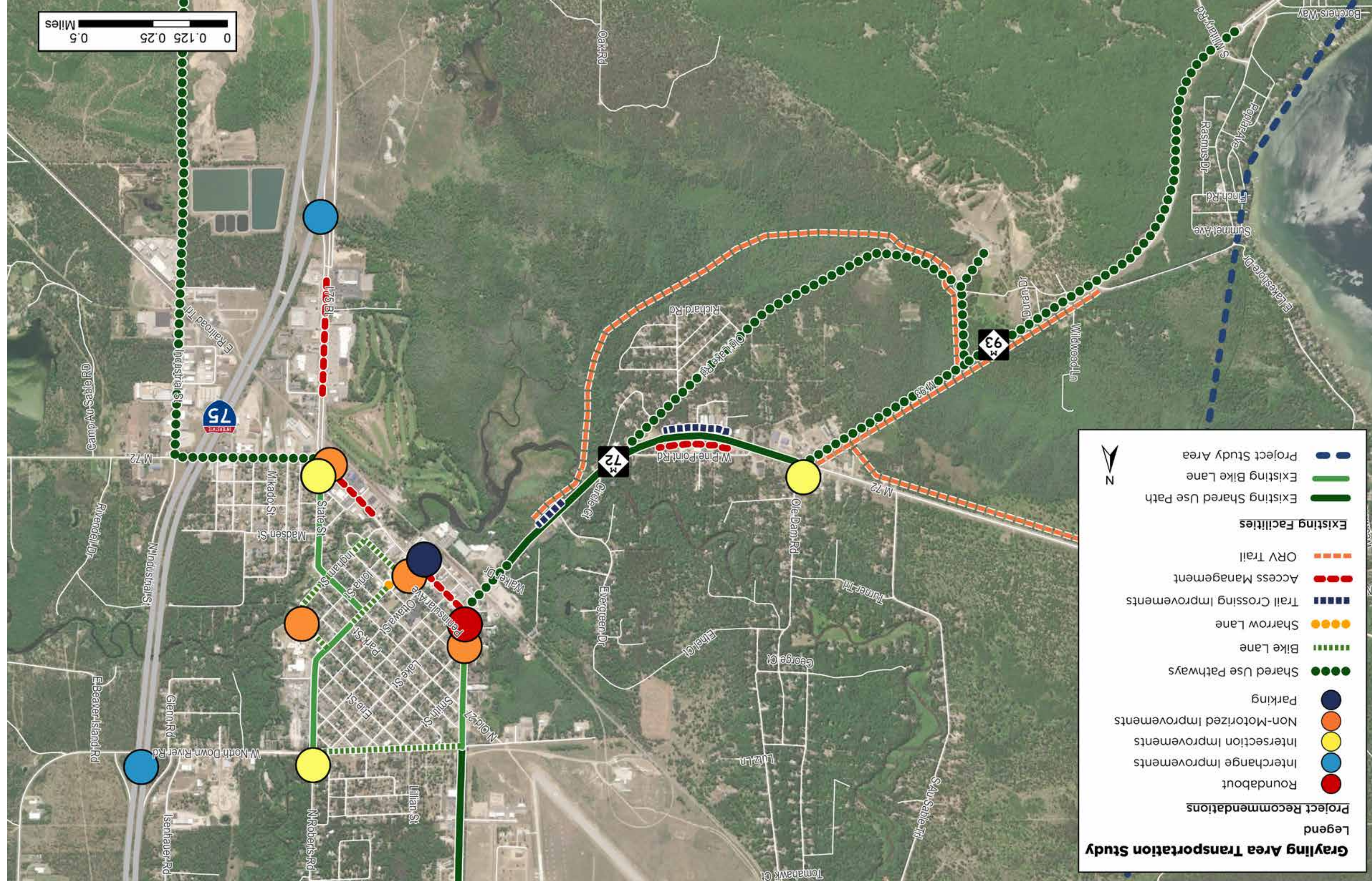
Off Road Vehicle Trails



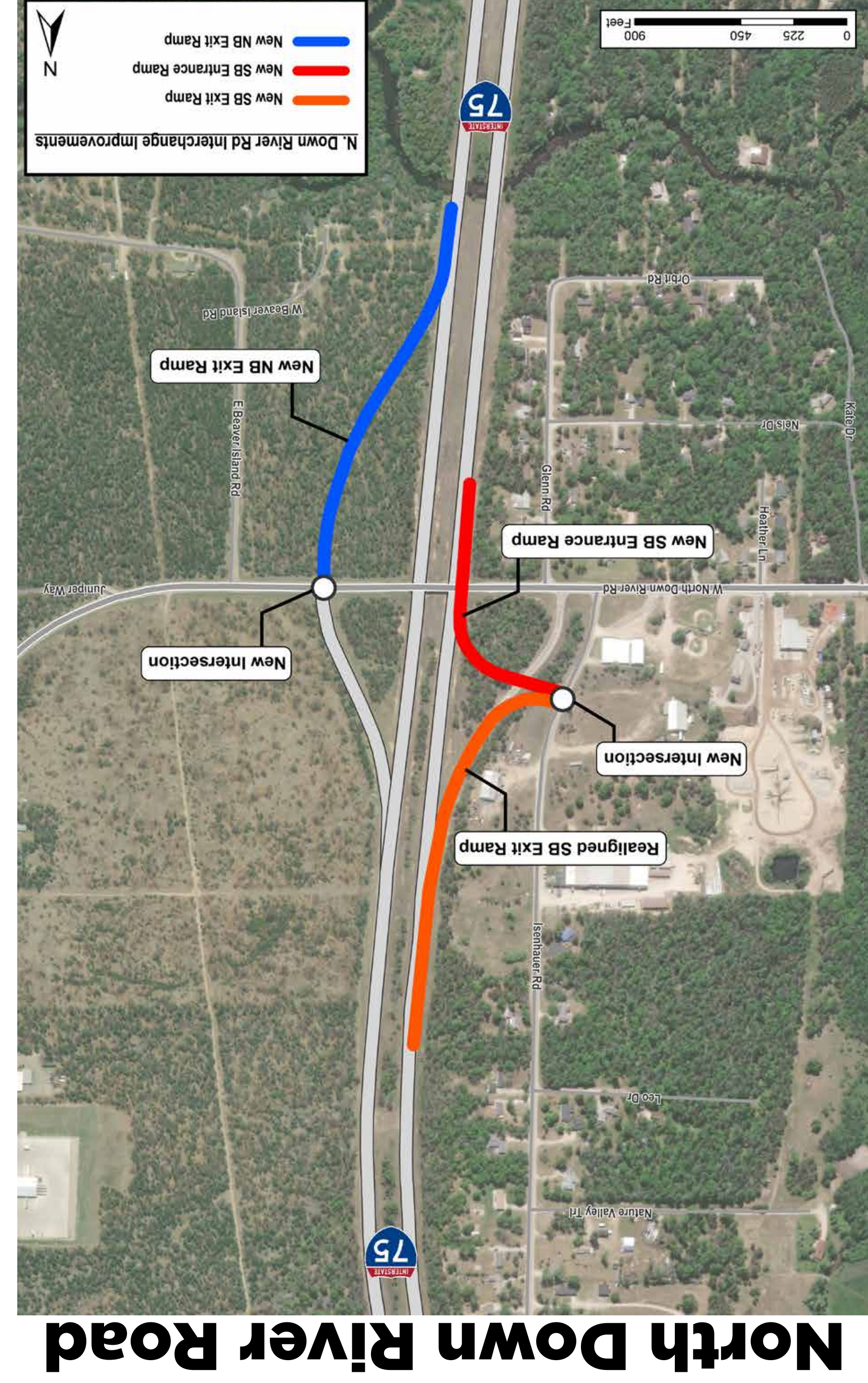
Expansion of the local off-road vehicle trail network to support the local economy.

GRAYLING AREA TRANSPORTATION STUDY RECOMMENDATIONS

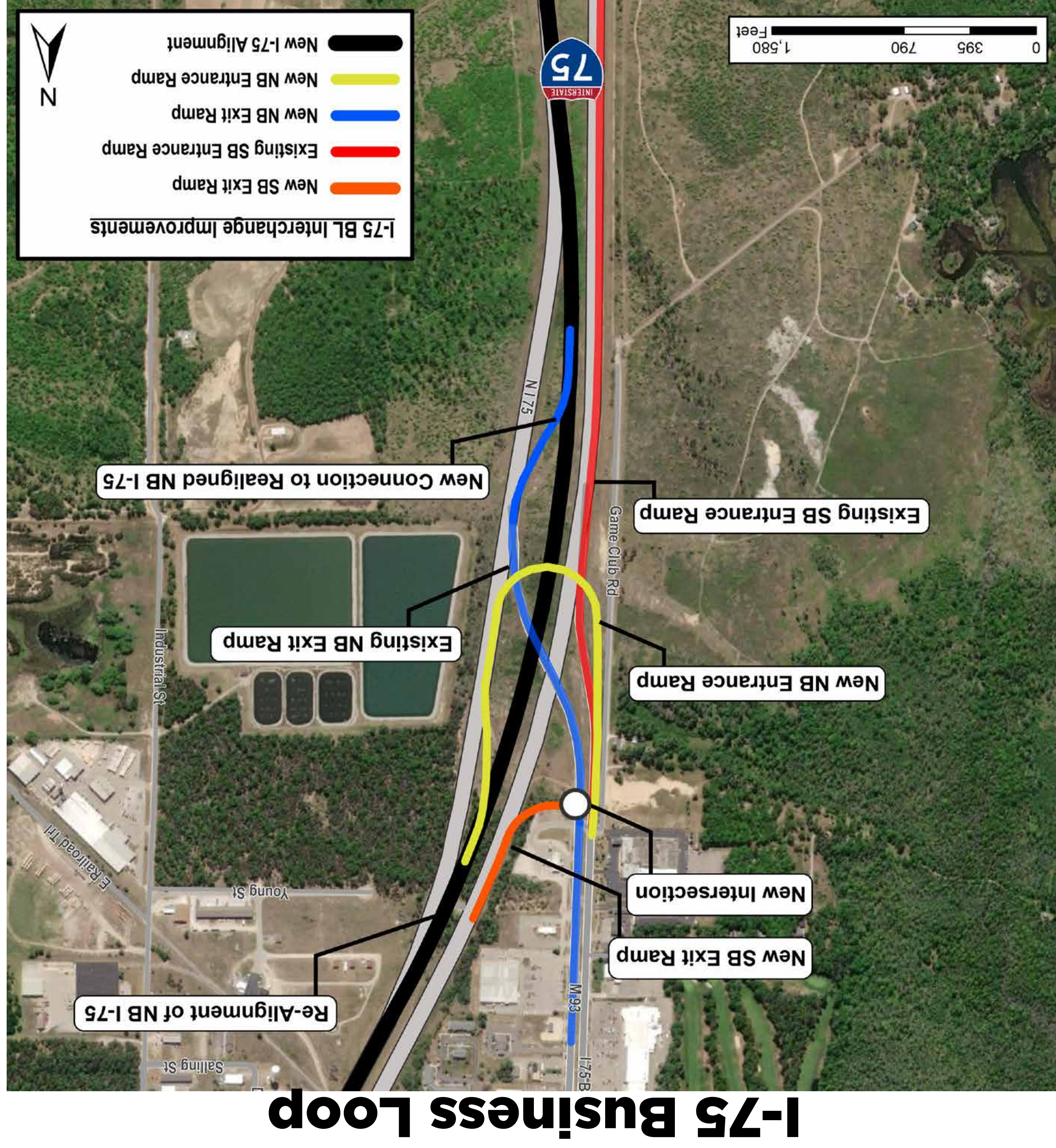
- Recommendations are spread throughout the Study Area.
- Many are concentrated near the City of Grayling because this is where the need is.
- Recommendations range in size and estimated cost.
- Projects are intended to solve a variety of transportation issues in the Study Area.



RECOMMENDED HIGHWAY INTERCHANGE IMPROVEMENTS



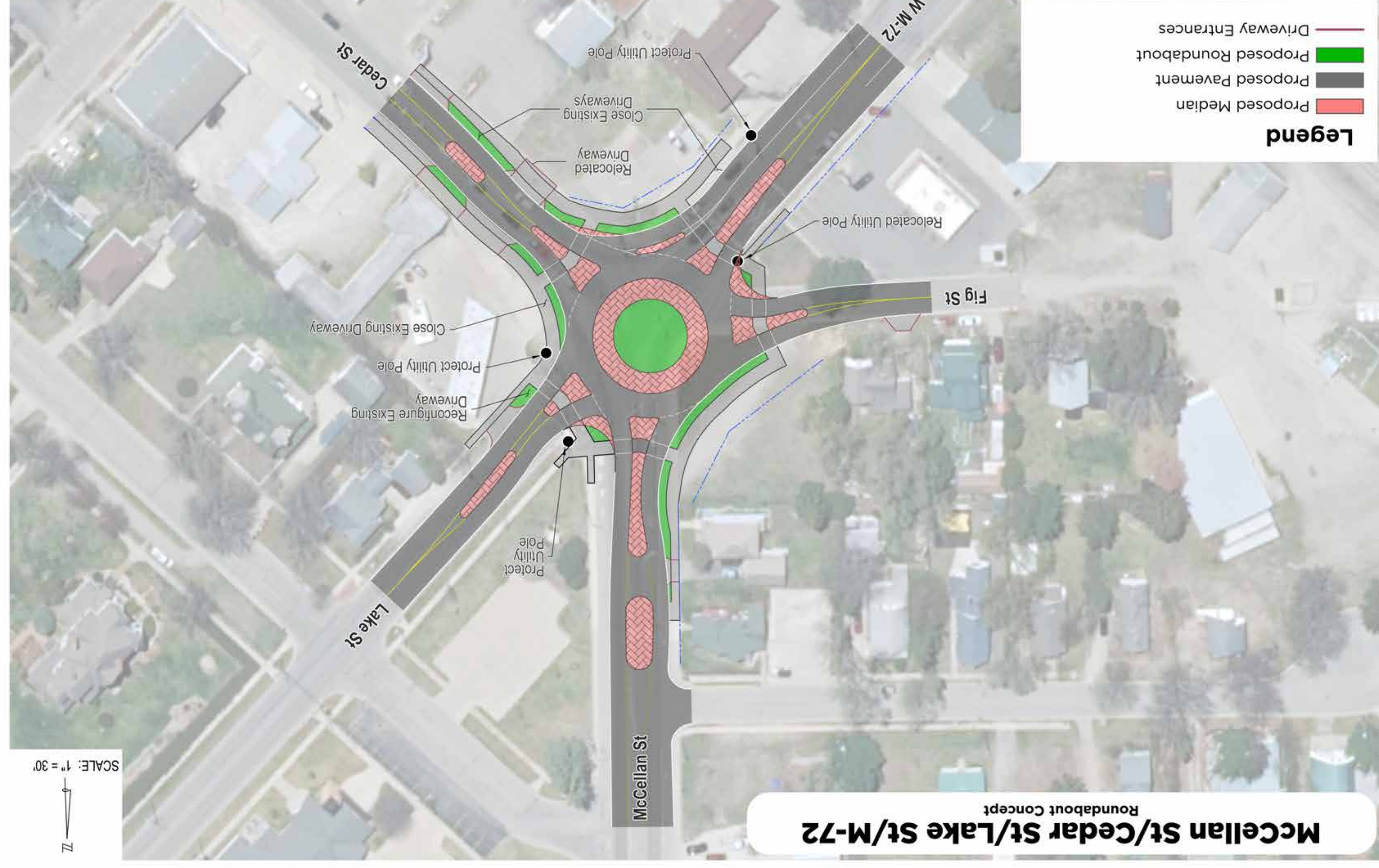
- Concept would add a southbound entrance ramp and northbound exit ramp at N Down River Rd.
- A realigned southbound exit ramp would be needed point to southbound I-75
- A new intersection at Isenhauer Rd would be the access



- Concept would add a northbound entrance ramp and southbound exit ramp at I-75 Business Loop.
- The northbound I-75 mainline would need to be realigned
- A new intersection at I-75 BL would be needed for the southbound exit ramp
- A partially new northbound exit ramp would be required to link with the realigned I-75 mainline.

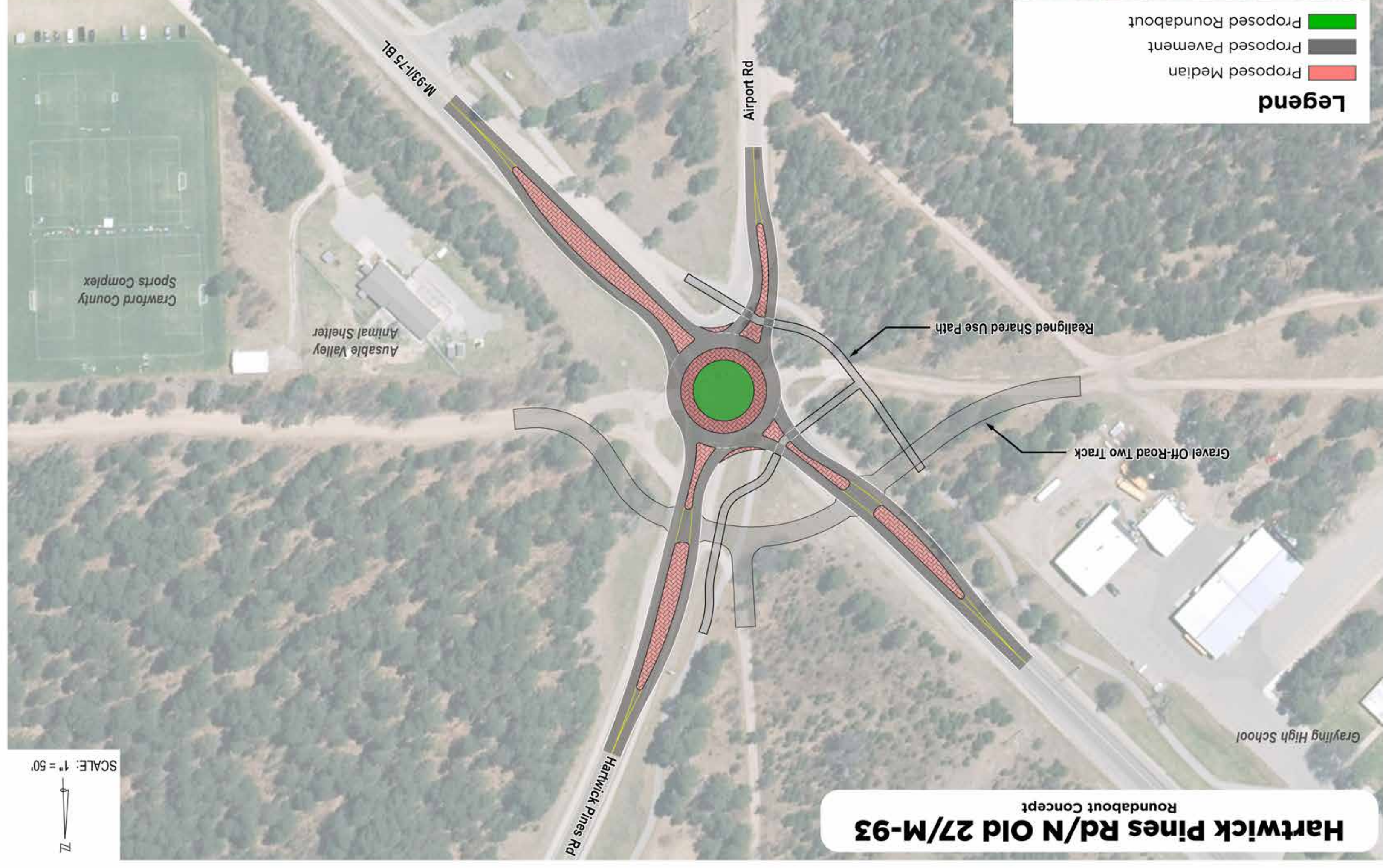
ROUNDBABOUT OPTIONS

McCellan St/Cedar St/Lake St/M-72



- Roundabout at the north end of Downtown Grayling would help reduce congestion at the region's busiest intersection.
- Help reduce crashes and improve non-motorized travel through the intersection.
- Can handle more volume without overbuilding the roadway and will help accommodate seasonal Up North traffic

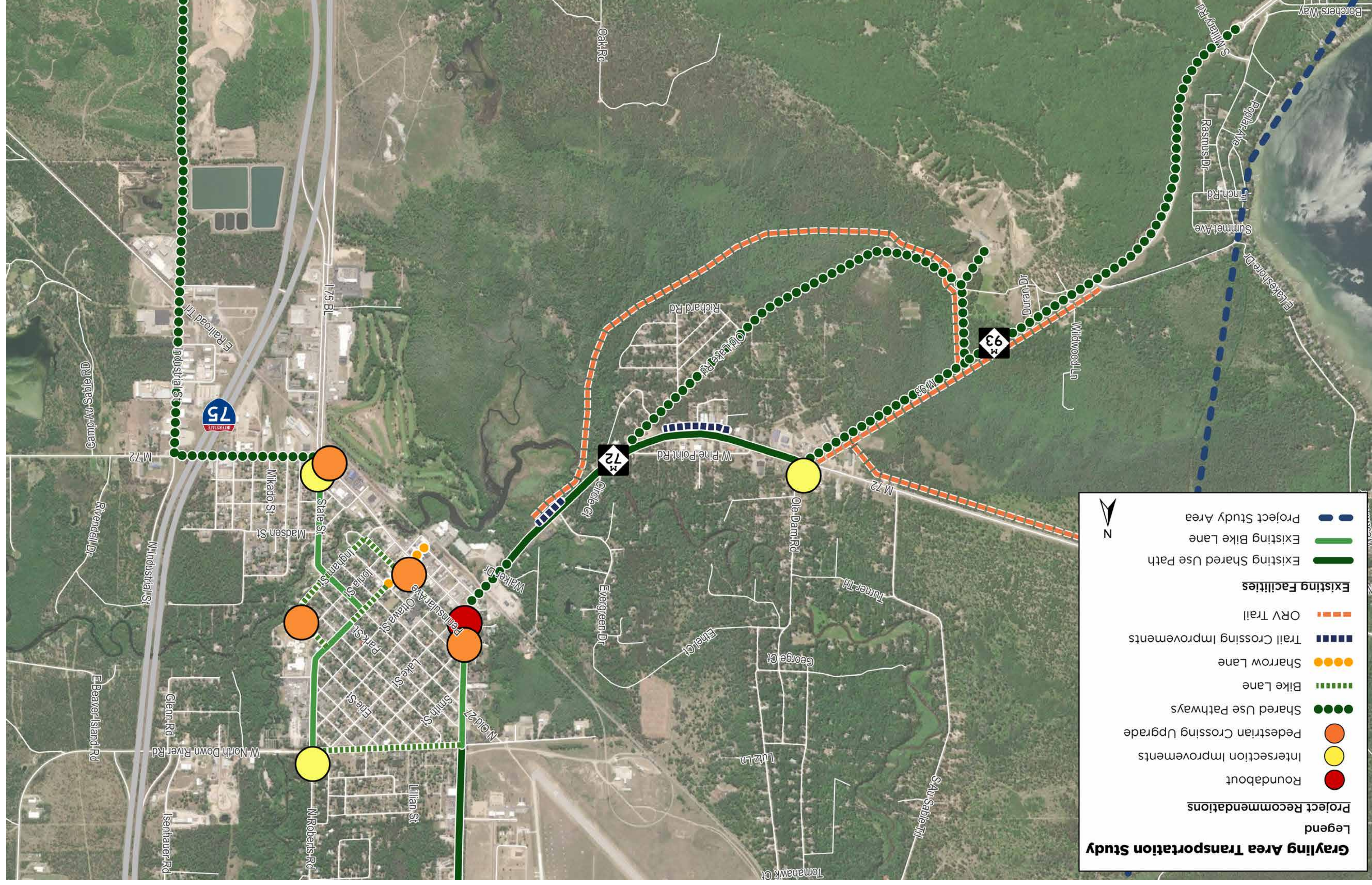
Hartwick Pines Rd/N Old 27/M-93



- Roundabout near Grayling High School that would improve conditions at a complicated intersection
- Would realign the existing off-road vehicle trails and shared use pathway for safer crossing
- Eliminates the need for a traffic signal.

NON-MOTORIZED IMPROVEMENTS

- Recommended improvements focused on connecting the existing non-motorized facilities.
- Safety improvements, including crosswalk, trail enhancements, trail roundabouts, and the network improvements connected to planned Iron Belle Trail.

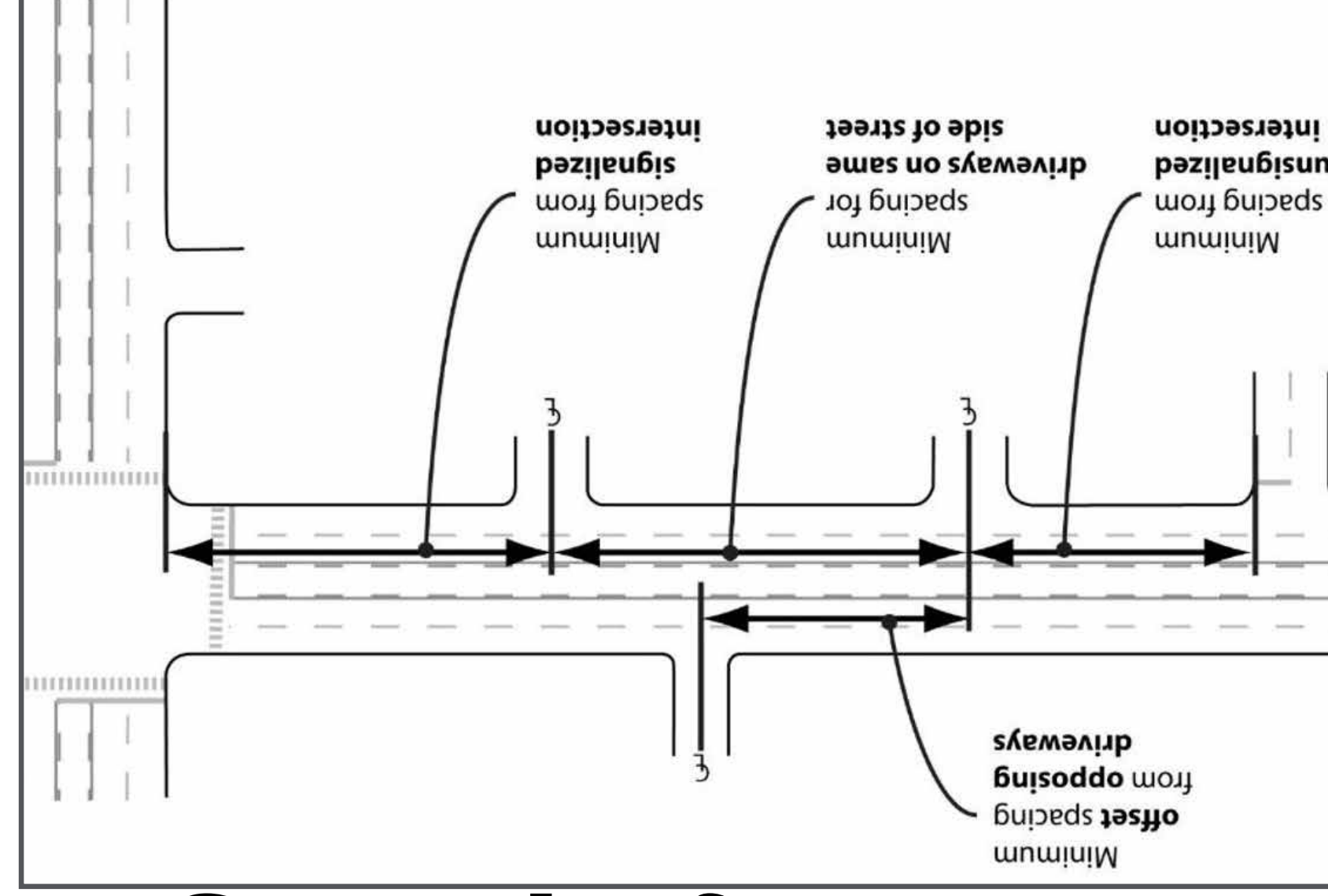


ACCESS MANAGEMENT

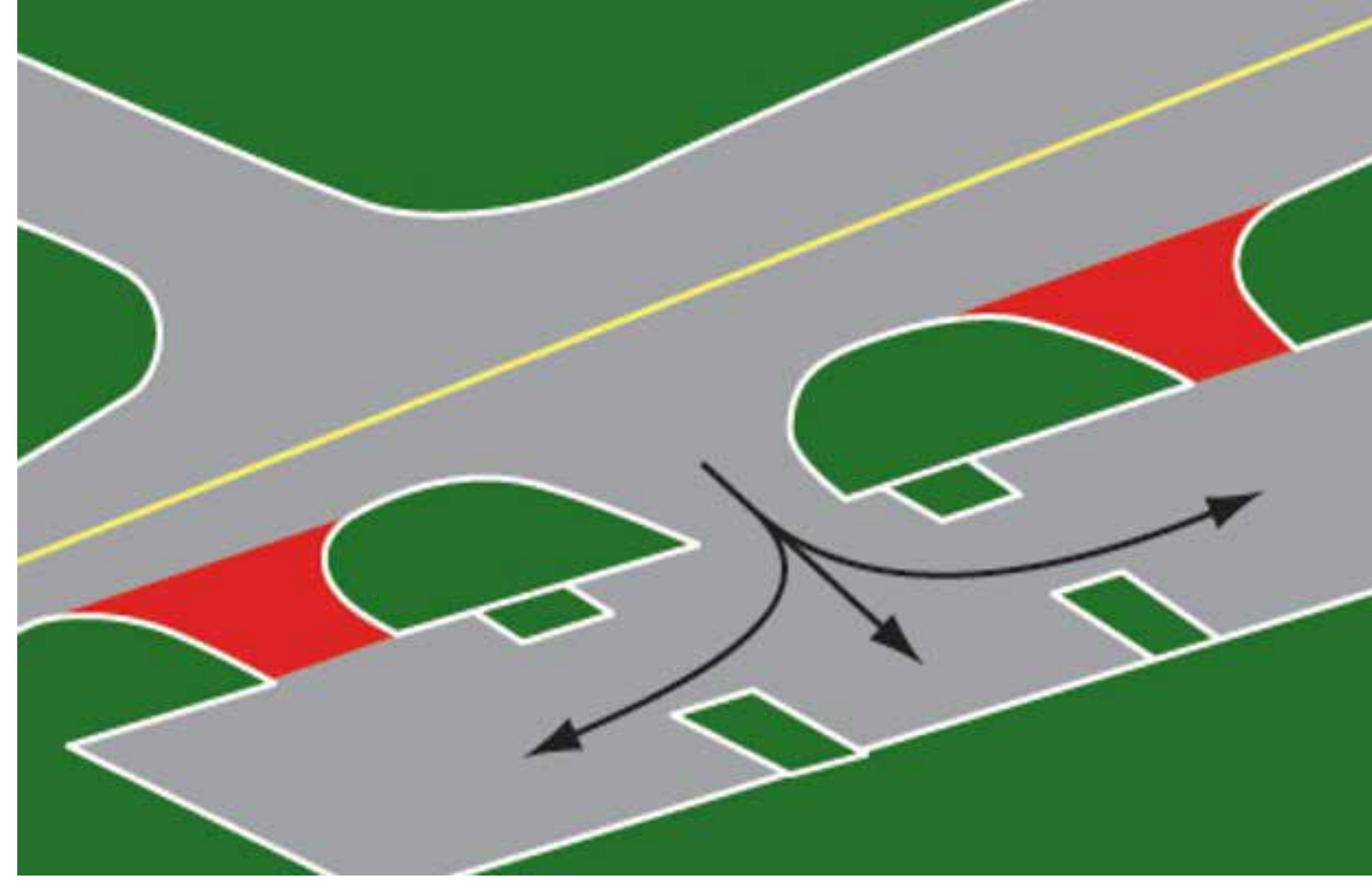
Access management is a way of improving vehicle safety and traffic congestion through efficient spacing of driveway entrances along roadways. Good access management promotes safer and more efficient use of the transportation network by reducing potential conflict points and establishing dedicated turning areas.

Techniques for quality access management include the following:

Driveway Spacing

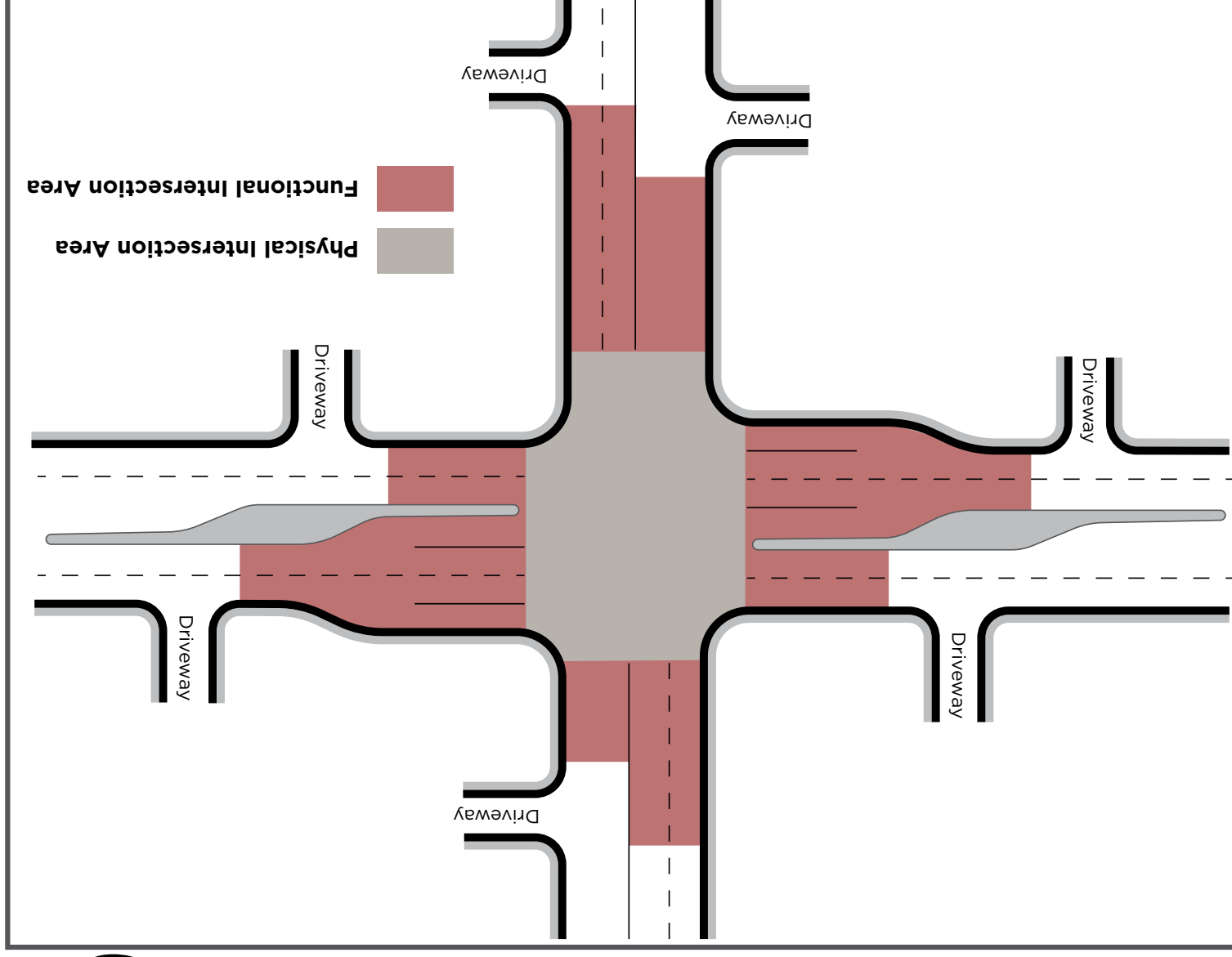


Maintaining a set distance between driveways allows for easier and safer access in and out of parking areas.

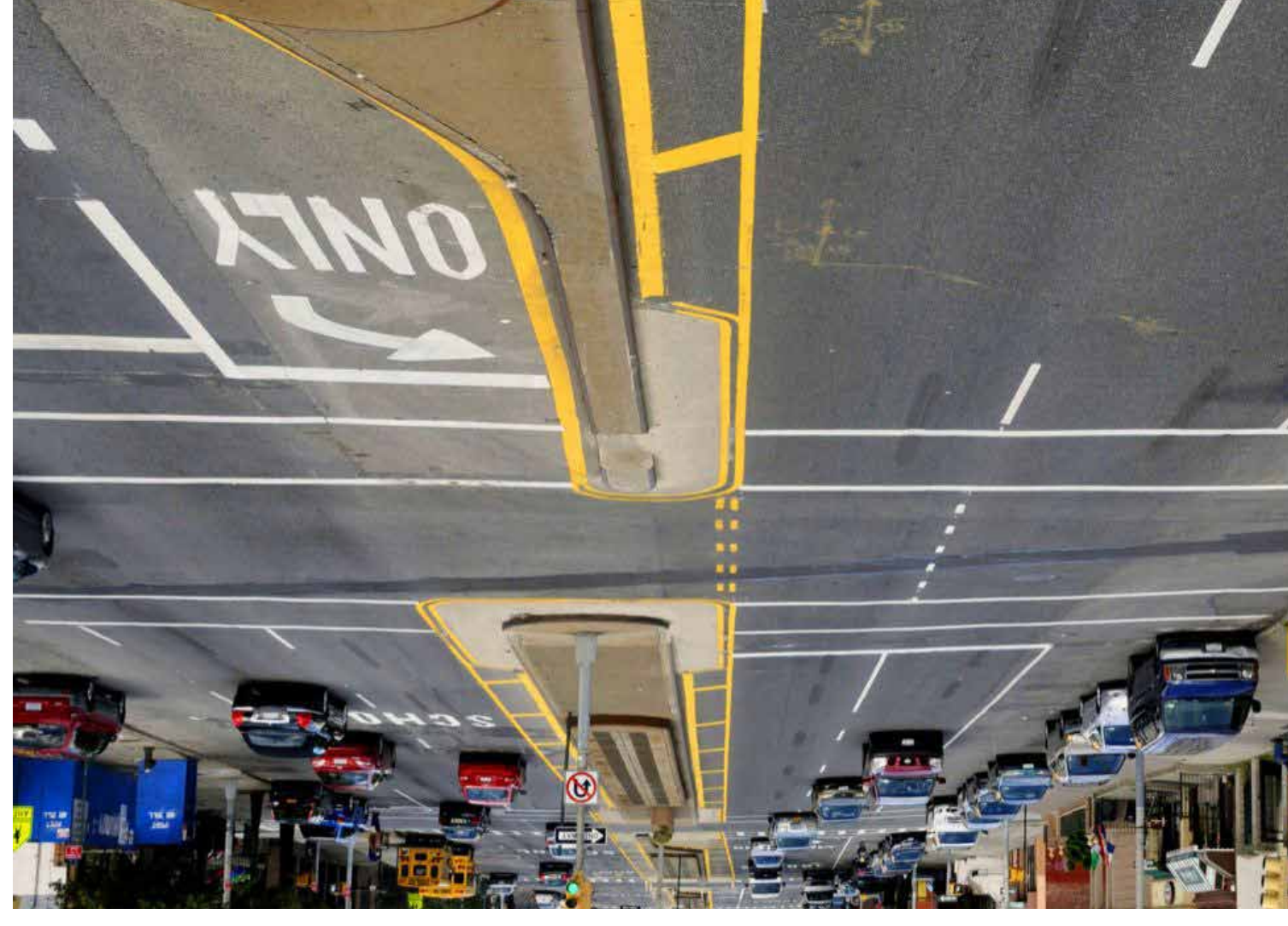


Shared driveway entrances to adjacent properties reduces conflict points and the potential for crashes on the main roadway.

Land Use Planning

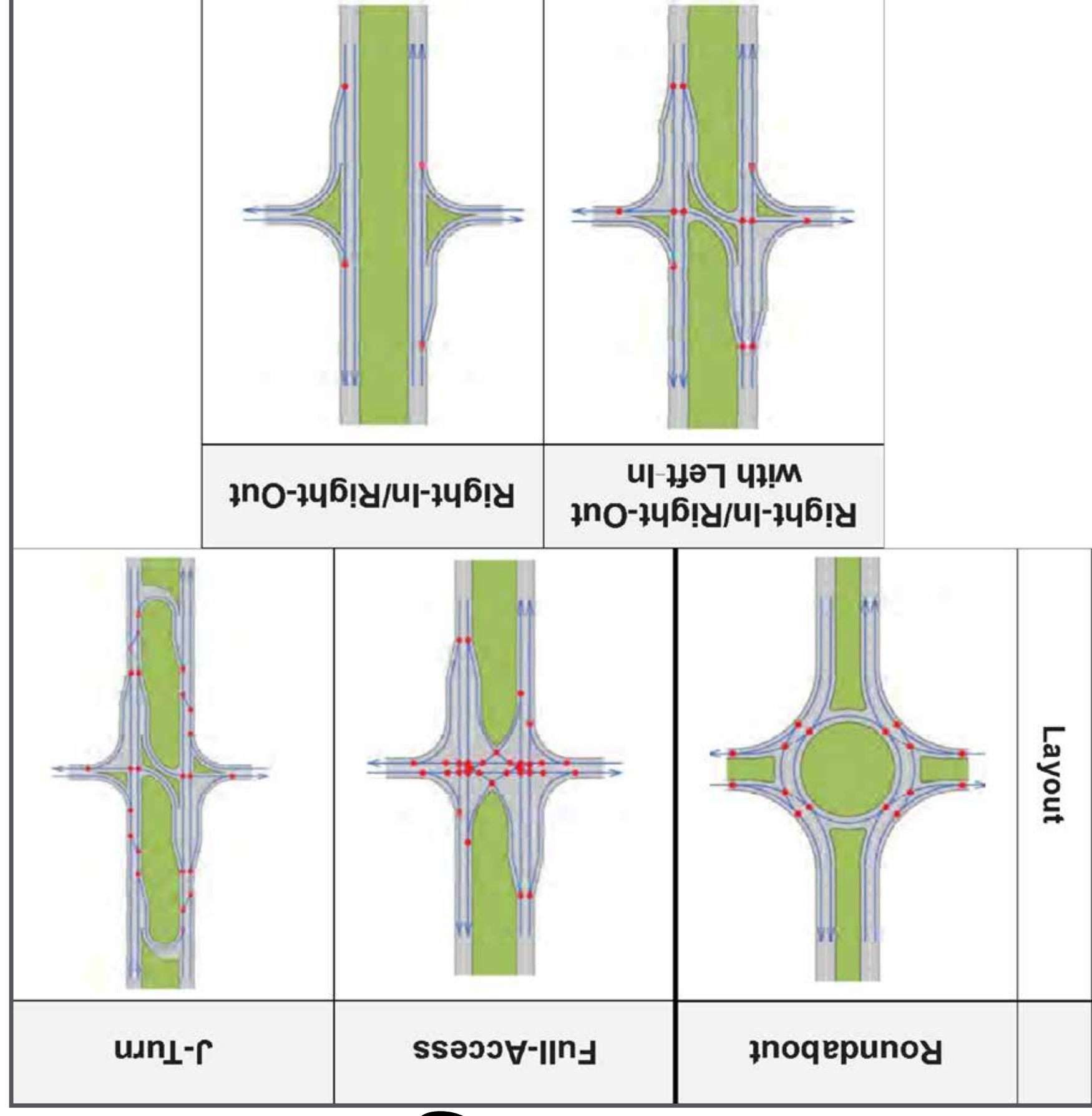


Locating driveways outside of the 'Functional Area' (shown in red) improves both the efficiency of the intersection and reduces the crash potential.



Medians and dedicated left turn lanes can help reduce crashes and improve the efficiency of a street.

Safe Turning Lanes



Examples of safe turning lane designs intended to reduce conflict points and improve roadway safety.