



# Grayling Area Transportation Study

Advisory Committee Meeting

4/7/2020

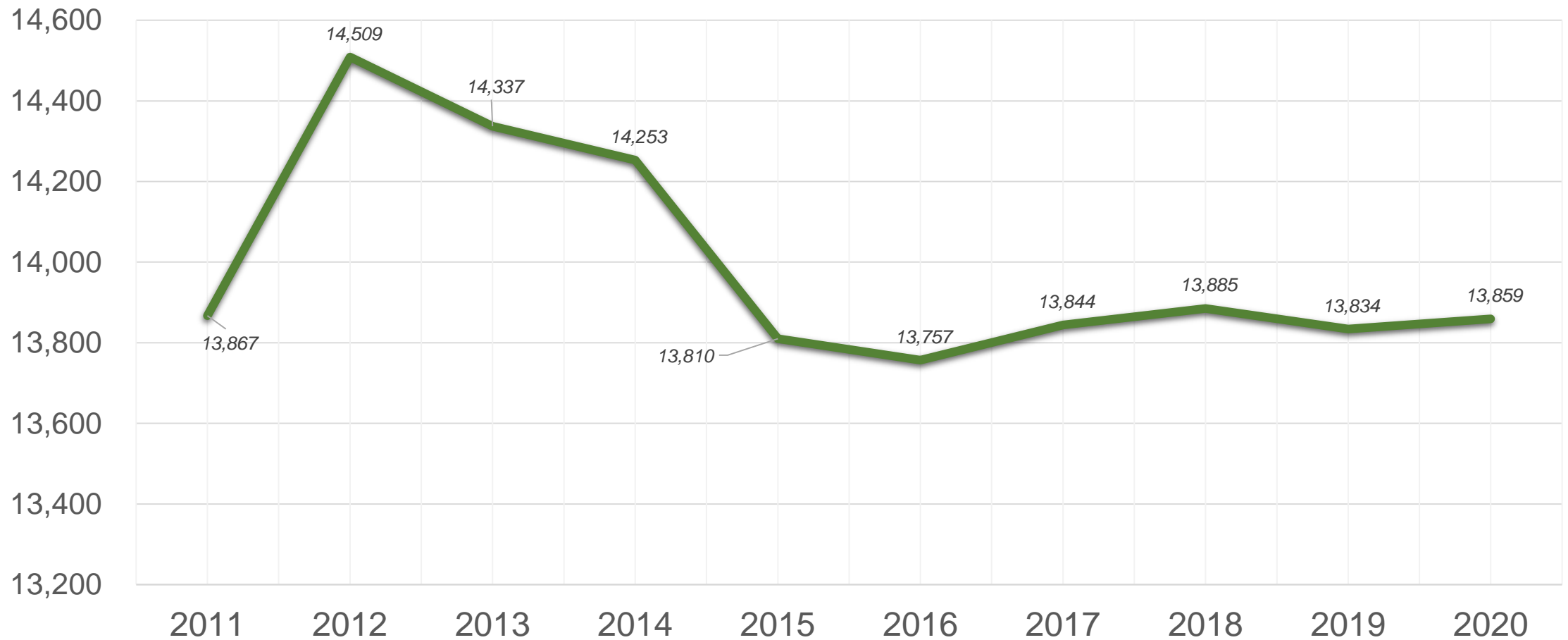
# Agenda

- Existing Conditions Review
- Public Meeting 1
- Next Steps

**Existing Conditions**

# Population

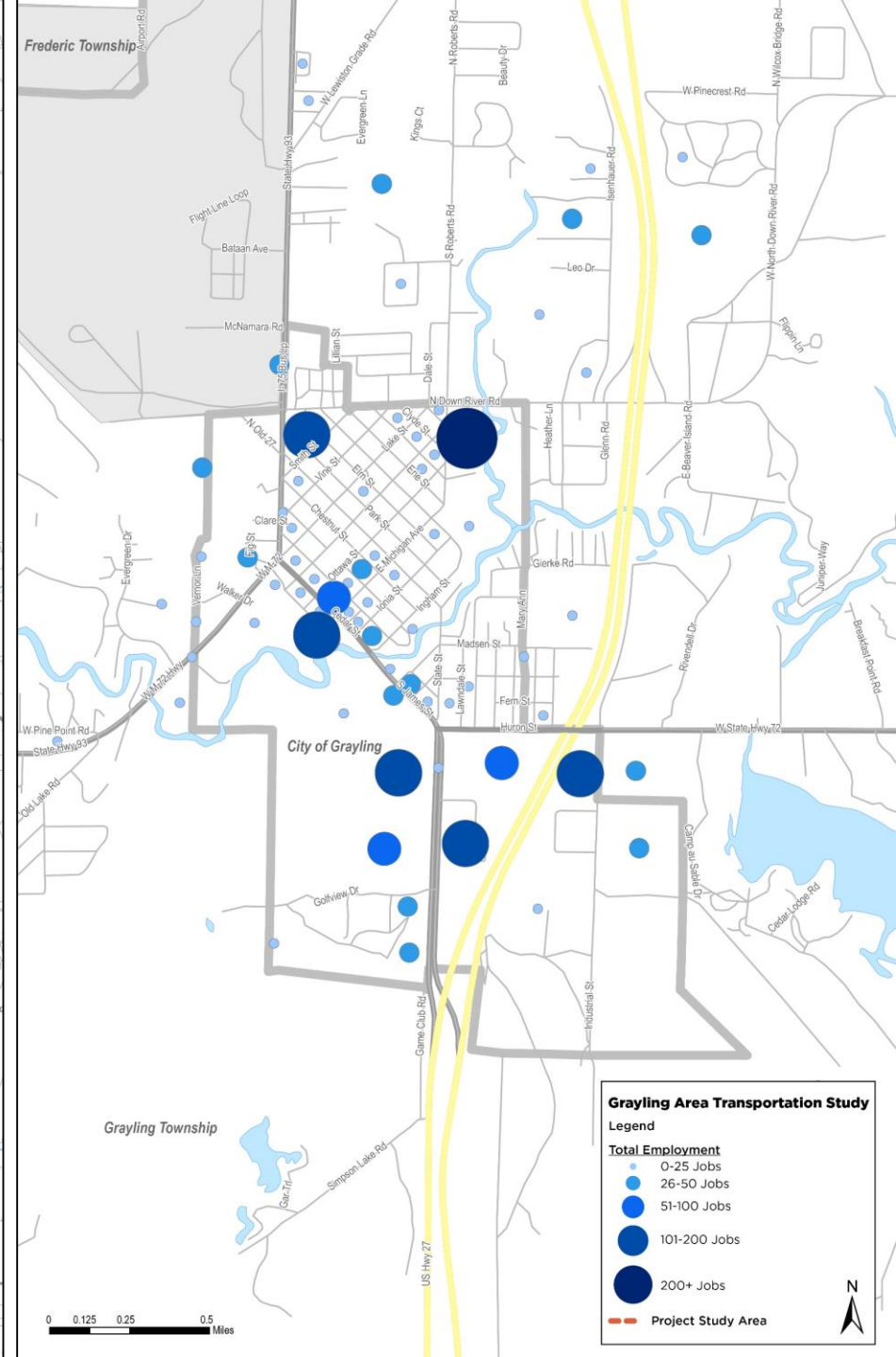
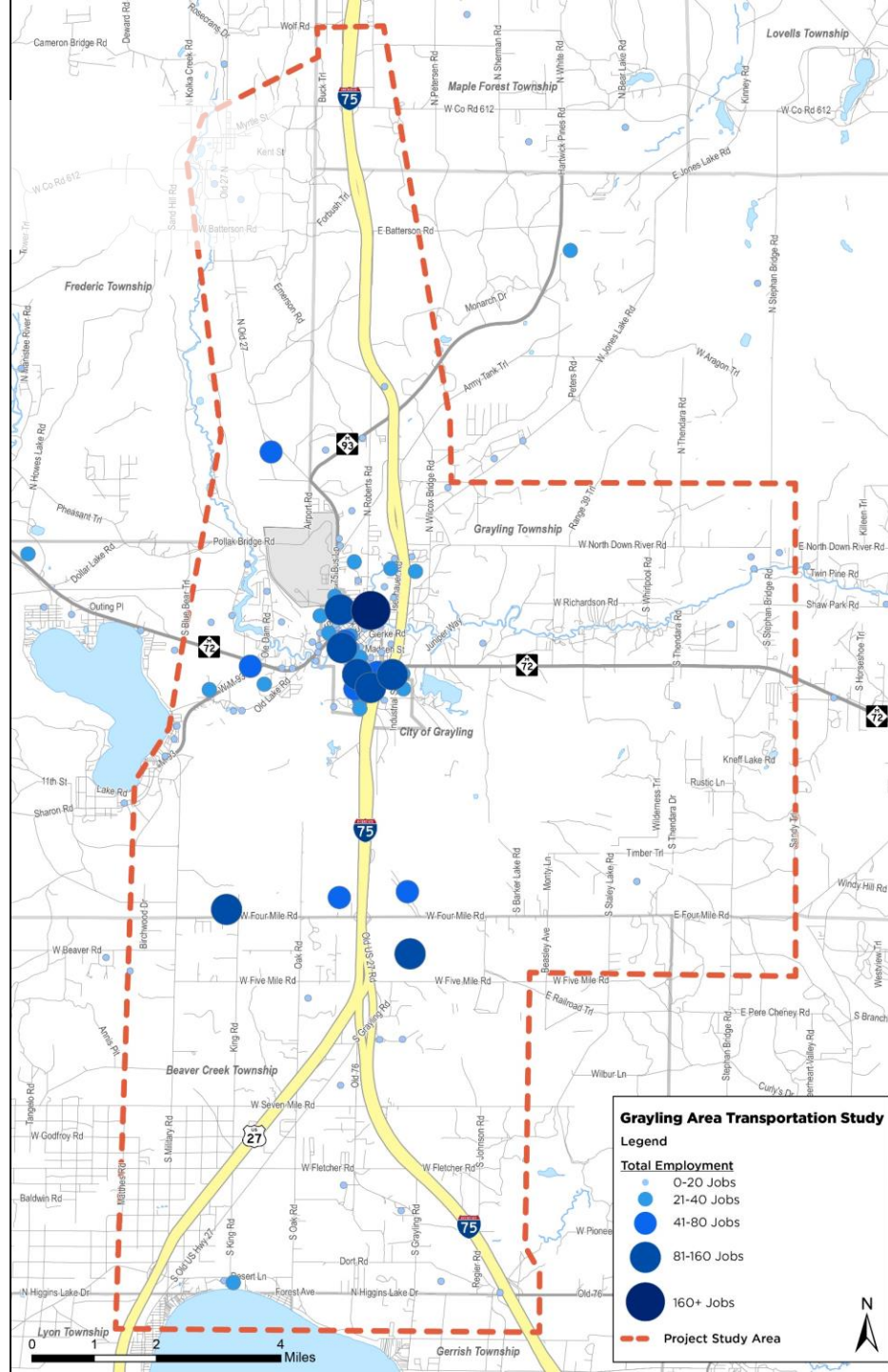
## Crawford County Population





# Employment

- Most employment concentrated within and around the City of Grayling
- Outlying employment near Four Mile and 5 Mile Roads

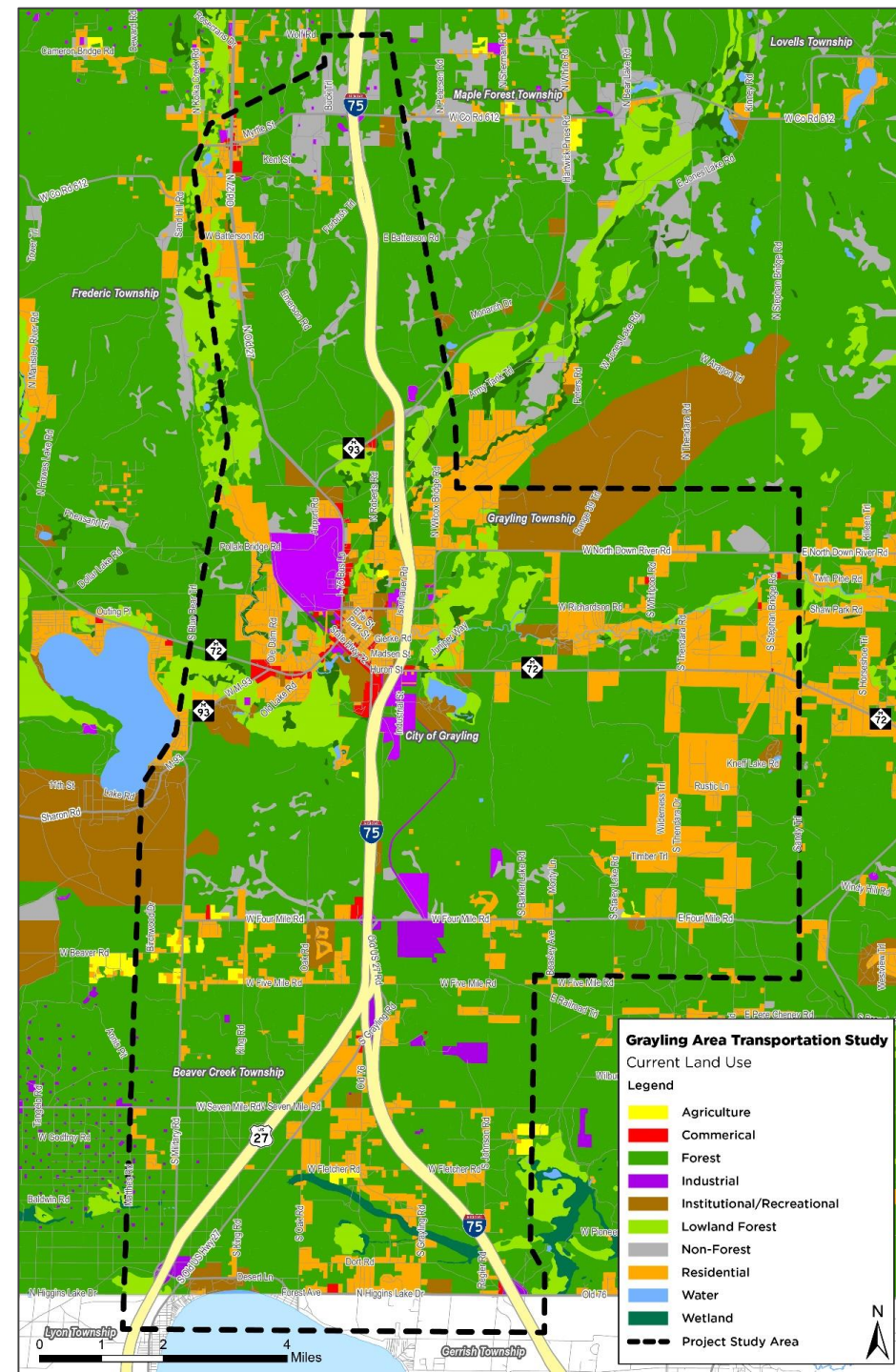


# Employment

Employment Sector	Total Jobs (2008)	Total Jobs (2018)	Percent Change
<u>Total Employment</u>	3,291	4,205	+28%
Health Care and Social Assistance	232	1,076	364%
Accommodation and Food Services	455	593	30%
Manufacturing	814	512	-37%
Public Administration	349	511	46%
Retail Trade	454	418	-8%
Construction	175	205	17%
Educational Services	264	191	-28%

# Land Use

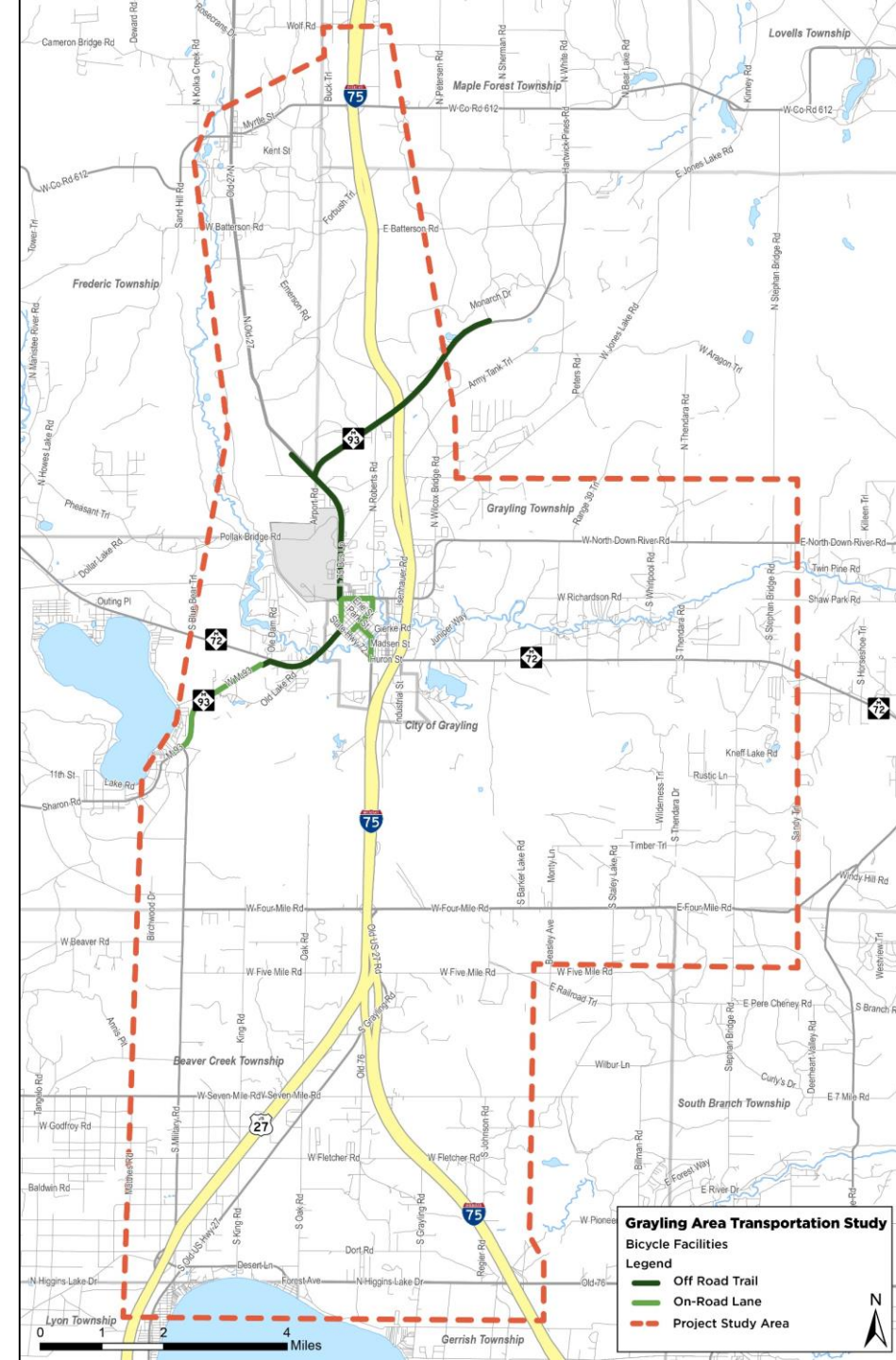
- Much of Study Area consists of Forest land
- Residential areas extend out along major roadways
- Industrial areas concentrated near center





# Transportation Network

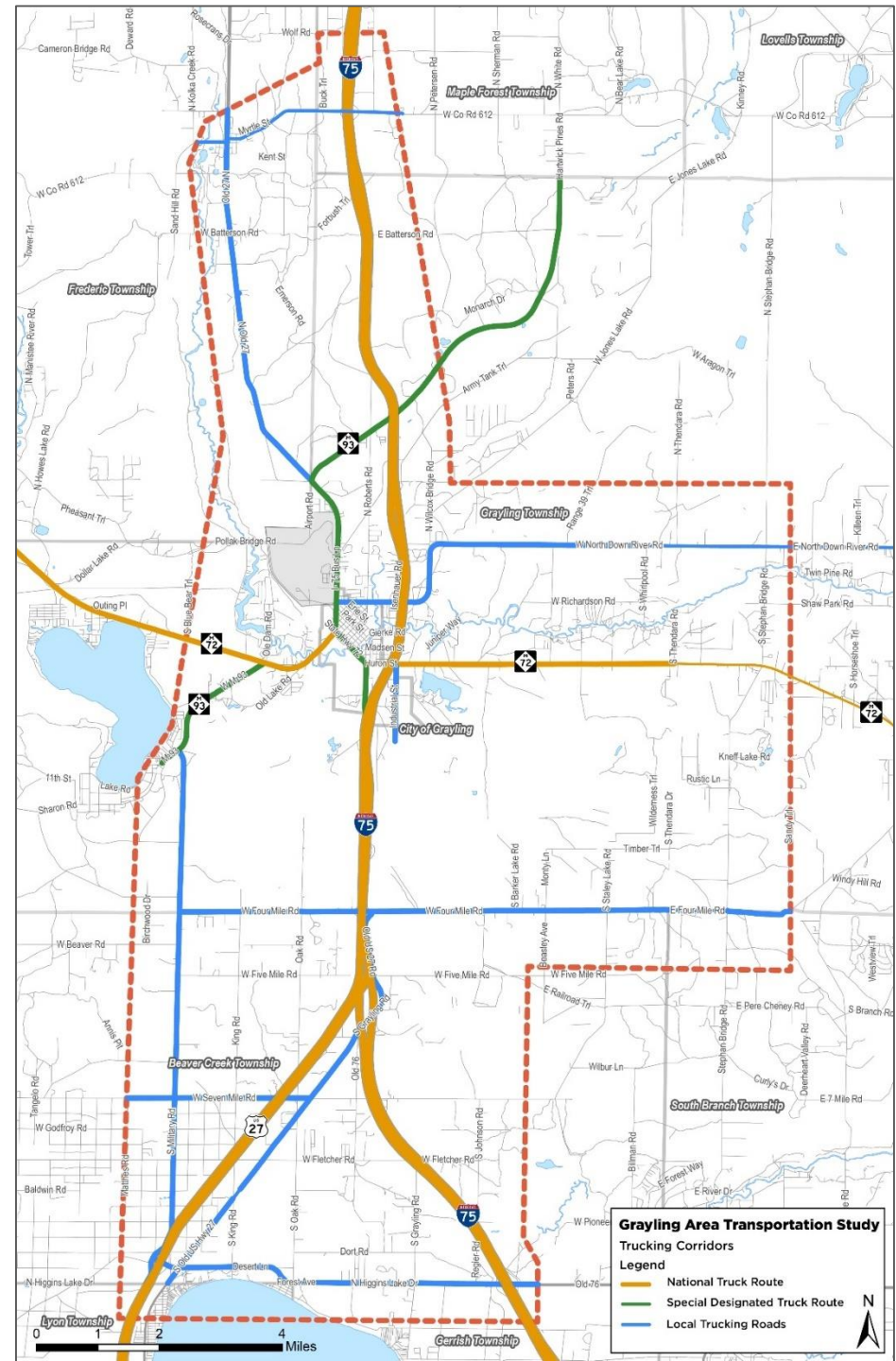
- Bike facilities connect Hartwick Pines State Forest to Grayling and Camp Grayling
- Sidewalks are concentrated in City of Grayling





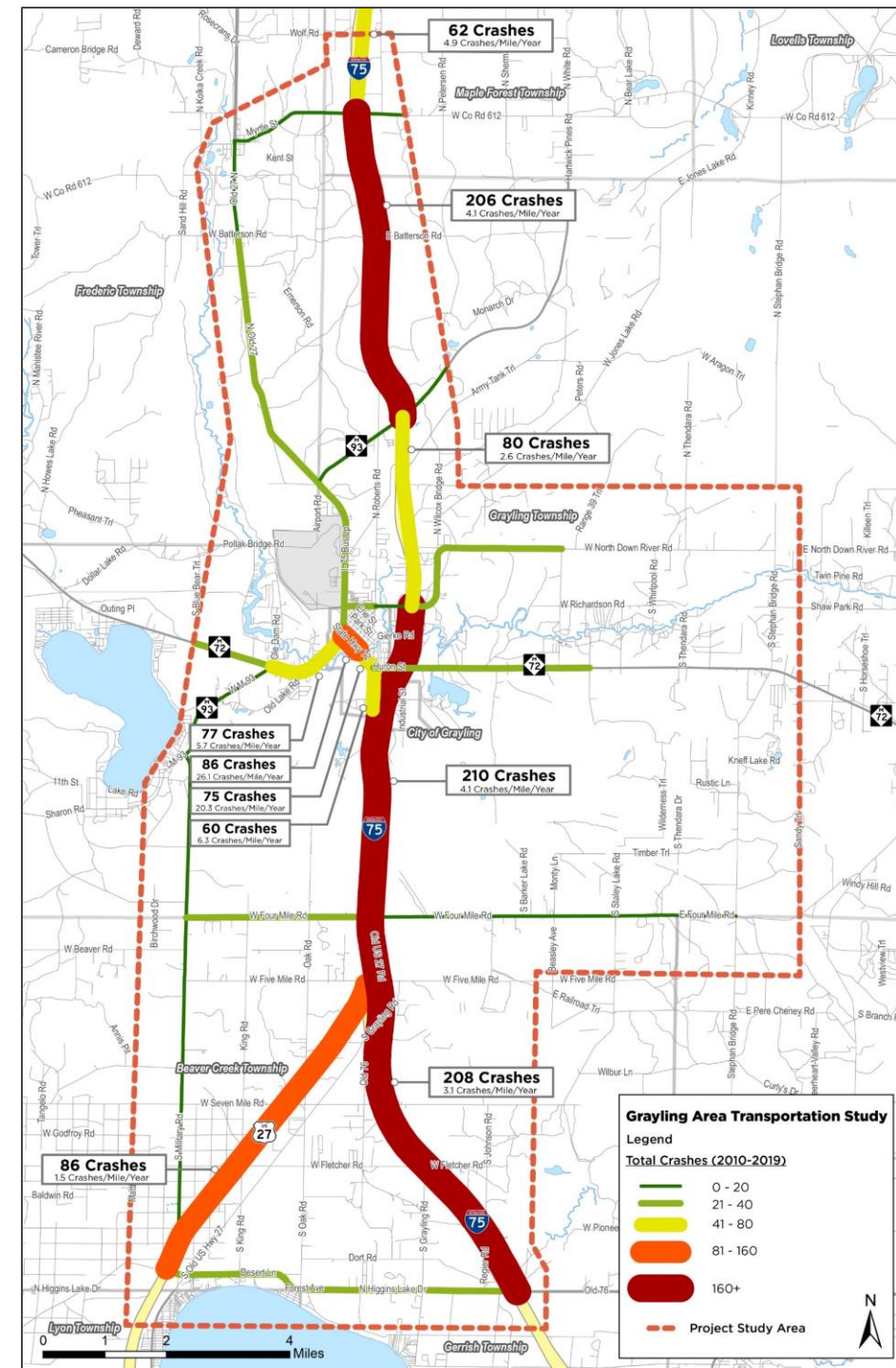
# Trucking Corridors

- National truck routes on State and Interstate highways
- Special designated truck routes along M-93
- Local truck routes along Old 27, Four Mile Rd, Military Rd, N Down River Rd



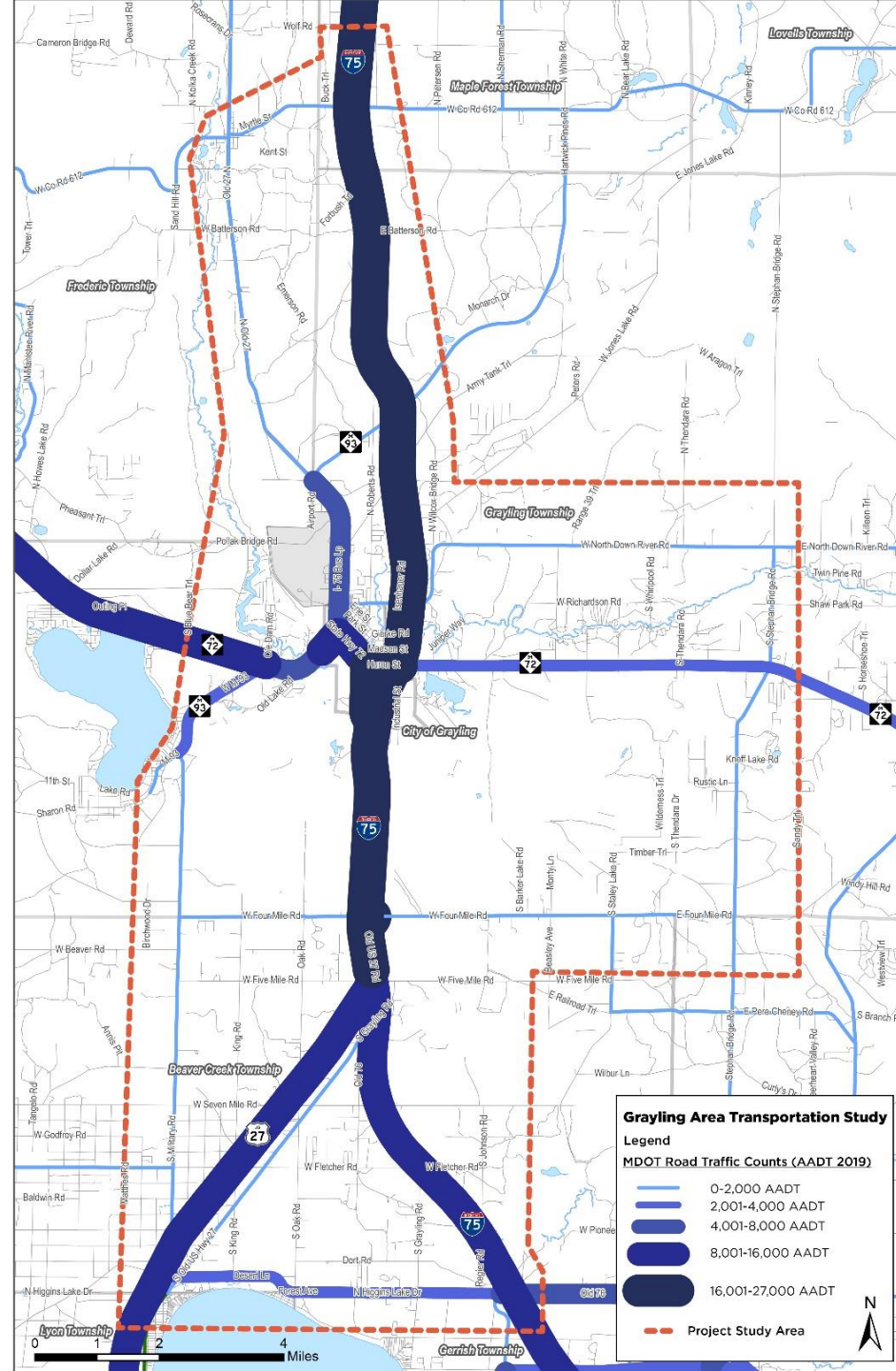
# Crashes

- Highest total crashes located along I-75
- Highest crash rate (crashes/mile/year) in Downtown Grayling
- Low crash rate outside of Grayling



# Traffic

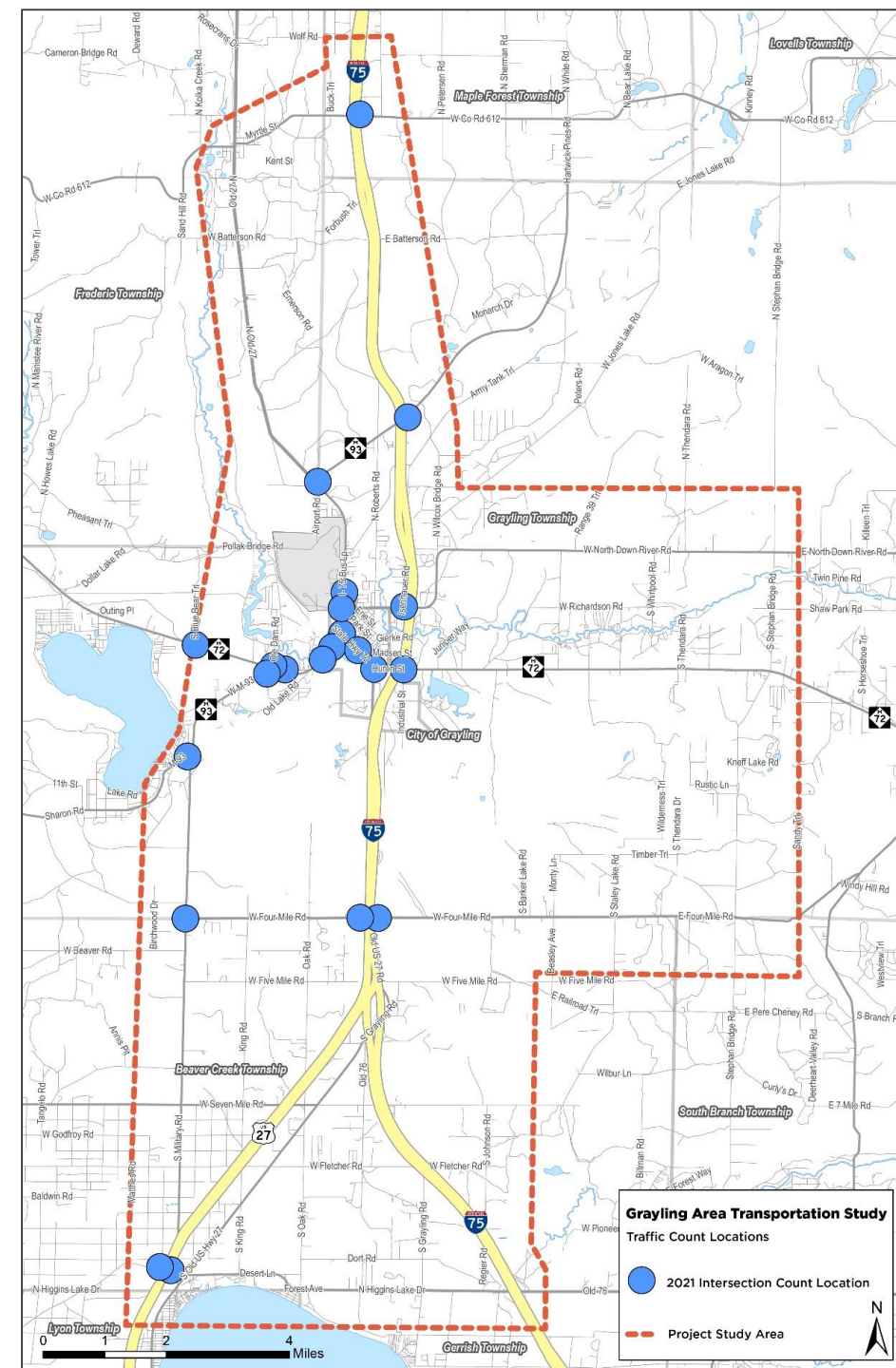
- Base traffic data from MDOT – 2019 counts
- Accounts for most major roadways in Study Area
- Majority of traffic is on I-75, US-27, and M-72





# Intersection Traffic Data Collection

- Additional count locations were added to determine the volumes on other roads in the study area
- Helps determine where intersection capacity improvements may be needed
- Data collected in January



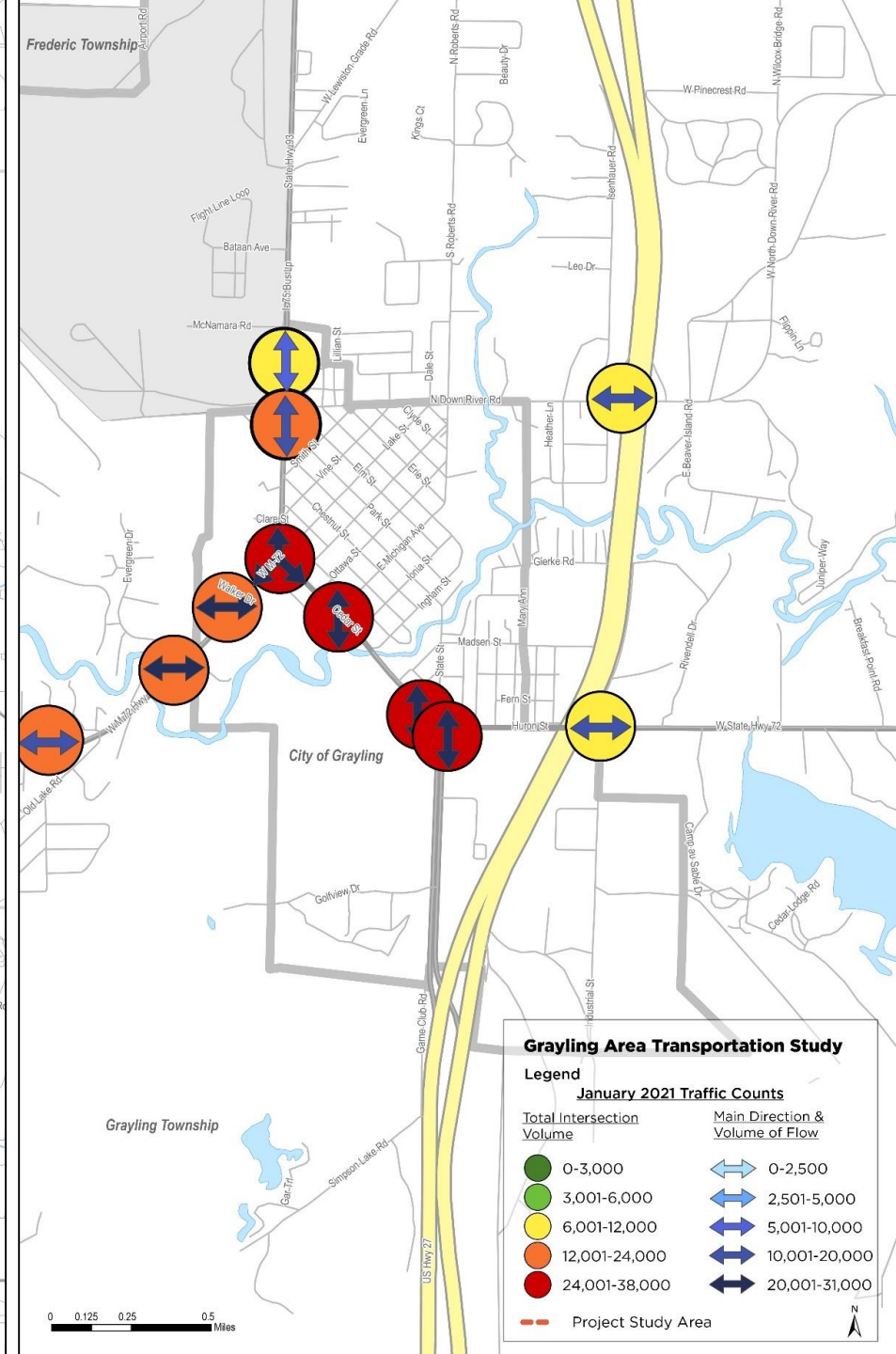
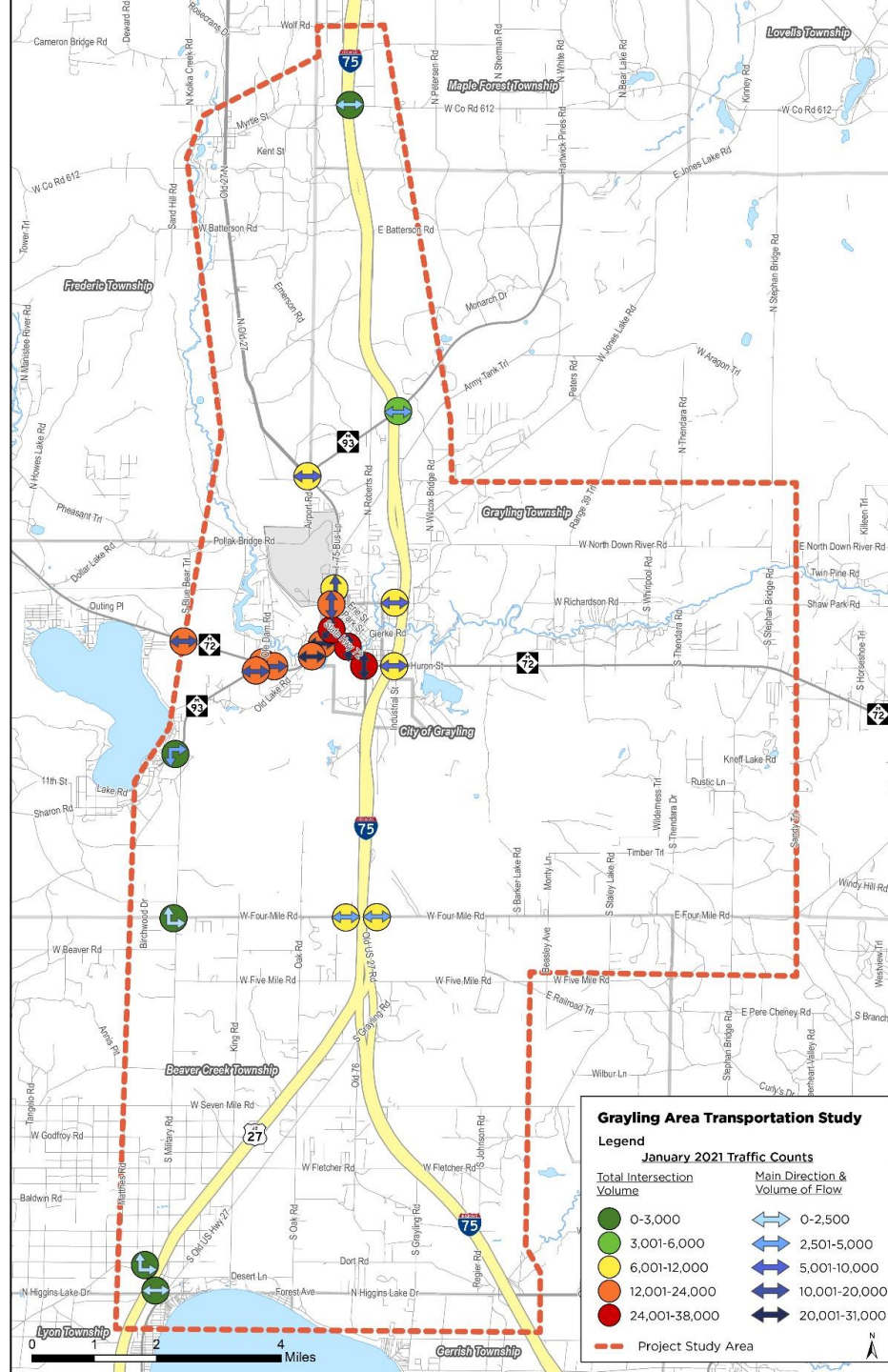
# COVID Traffic Adjustm

- 2021 traffic counts compared to 2019 MDOT counts at overlapping locations
- Comparison helped determine how traffic changed due to COVID
- Analysis broken up into 3 zones
- Average total change from 2019 to 2021 ranged from -20% to -27%

Location	North Leg			East Leg			South Leg			West Leg		
	2019	2021	% Change	2019	2021	% Change	2019	2021	% Change	2019	2021	% Change
South Zone												
W 4 Mile Rd @ S Military Rd	1,682	988	-41%	1,285	799	-38%						
W 4 Mile Rd @ SB I-75 on/off ramp	1,497	1,618	8%				2,230	1,026	-54%	1,285	3,033	136%
N Higgins Lake Dr @ US-127 SB on/off ramp	423	228	-46%	2,815	916	-67%	746	356	-52%	2,815	642	-77%
Average Traffic Change: -27%												
Central Zone												
I-75 BL @ Huron St	15,424	12,453	-19%	6,232	5,378	-14%	18,474	12,151	-34%			
Cedar St/M-93/McClellan/Lake	5,308	4,983	-6%				9,836	8,623	-12%	11,825	8,558	-28%
M-93 @ M-72				6,093	6,561	8%	2,890	1,826	-37%	8,651	5,330	-38%
Average Traffic Change: -20%												
North Zone												
N Old 27 @ Hartwick Pines Rd	1,990	1,209	-39%	5,720	3,079	-46%				1,860	2,425	30%
Hartwick Pines Rd @ I-75 NB on/off ramp	852	416	-51%	1,032	1,119	8%	365	239	-35%	1,990	920	-54%
Average Traffic Change: -26%												

# Study Area Traffic Counts

- Highest traffic counts from 2021 are along M-72 and M-93 through Grayling
- Medium traffic levels at 4 Mile Rd, I-75 BL North, and N Down River Rd





# Conclusions

- Regional population has remained stable the past 6 years
- Overall employment has increased since 2008 – likely a rebound from the recession
- Employment is likely to grow slightly alongside with population
- Non-motorized facilities concentrated in center of Study Area
- High crash areas are along I-75 and through Downtown Grayling
- COVID has accounted for a 25% decrease in traffic from 2019
- Highest traffic density is within Downtown Grayling

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Questions?

# Public Meeting 1

- Goals of Meeting
  - Review purpose of project
  - Present existing conditions
  - Gather feedback on transportation goals of community
- Meeting Format: *Zoom or In-Person?*
  - 1-1.5 hours long
  - Presentation followed by Q&A, Discussion
  - Mid/end of April, early evening
- Other Engagement Tools
  - Online Survey
  - Digital meeting materials
  - Recording of Zoom public meeting



# Next Steps

- Public Meeting
- Traffic Growth Analysis
  - Estimate future traffic levels based on employment, population, land use changes
- System Capacity Analysis
  - Utilize modeling software to predict where congestion hotspots may be in the future
- Conceptual Alternatives Development
  - Highway interchanges, local road improvements, multi-modal travel options