



Chapter Nine

Consultation Efforts

Documentation of consultation and public participation efforts during the drafting and public review period of the Bay City Area Transportation Study (BCATS) 2040 Metropolitan Transportation Plan



Section 1

BCATS 2040 Metropolitan Transportation Plan Description

The Bay City Area Transportation Study (BCATS) is the principal public agency, as per Section 134 (a), conducting regional transportation studies for the Bay City Urbanized Area. BCATS, through an agreement with the Bay County Board of Commissioners, provides management and policy functions for the transportation planning program as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). BCATS provides transportation planning services on behalf of the metropolitan planning organization (MPO) for the cities of Bay City and Essexville and the townships of Bangor, Monitor, Hampton, Portsmouth, Kawkawlin, Frankenlust and Fraser. The MPO is established by federal law in all urbanized areas of the nation to carry out the "3C" (continuing, cooperative and comprehensive) transportation planning process. This process is required for the area to continue to receive U.S. Department of Transportation (USDOT) funding. Extensive USDOT funds are spent annually in the Bay City area for highway, bridge, transit, transportation enhancement and safety projects and improvements.

One major function of BCATS under federal law is to produce a transportation plan for the area. The transportation plan is used as a basis to guide the decision of where federal transportation funds should be spent. The transportation plan identifies the area's transportation needs through the year 2040 as well as projects, both funded and unfunded and policies to meet those needs. The plan shall include both long-term and short-term strategies/actions, including but not limited to, operations and management activities that lead to the systematic development of an integrated intermodal transportation system that facilitates the safe and efficient movement of people and goods in addressing current and future transportation demand. The transportation plan shall be reviewed and updated every five years in air quality attainment areas and at least triennially in non-attainment areas to confirm its validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. In updating a plan, BCATS shall base the update on the latest estimates and assumptions for population, land use, travel, employment, congestion and economic activity.

There was considerable and numerous discussions with city and township staff, airport staff, various DDA staff, and other community agencies during the course of the traffic demand model creation and development of the BCATS 2040 Metropolitan Transportation Plan (MTP). Many of these efforts will be ongoing even after the BCATS 2040 MTP is adopted. This chapter is designed to discuss those outreach and consultation efforts and detail what response or action was taken in regard to the comment.



Section 2

Public Involvement and Consultation Efforts

During the development of the Great Lakes Bay Region Travel Demand Model, which occurred from April 2008 through January 2011, nearly every city and township was contacted directly. These efforts included personal visits with every township and city offices in the BCATS study area, and at least a phone conversations with representative staff in townships and cities outside of the BCATS study area. The tabulation of building and demolition permits in the various units of government, as well as, verification of existing business locations required lengthy discussions with local supervisory, assessor, and/or building and zoning officials, as well as future development sites and an estimated time frame of the site development. Transportation issues were a main component of these data gathering discussions. These efforts were instrumental in analysis of the ongoing shift of persons and businesses which indicate shifting demands on the transportation system. This shifting demand of goods and services are reflected in the Travel Demand Model in future years by changes in the estimated traffic flows in those future years.

Those contacted include:

Within the BCATS Study Area

Bangor Township - Dan Darland, Township Assessor
Frankenlust Township - Paul Arnold, Township Assessor
Fraser Township – George Augustaniak, Township Supervisor
Hampton Township - Terry Spiegel, Township Supervisor
Kawkawlin Township – Dennis Bragiel, Township Supervisor
Monitor Township - Margaret Ford, Township Assessor
Portsmouth Township – Bob Pawlak, Township Assessor
City of Bay City - Jim Bedell and Terry Moulane, Planning Department
City of Essexville - Dale Majerczyk, City Manager

The building and demolition permit data will be a continuous data gathering effort over the life of the 2040 Plan. Additionally, the review of business locations within the BCATS study area will be an ongoing effort. Through this continuous social and economic data update process BCATS will maintain an open communication regarding transportation issues with the townships and cities within the BCATS area and within Bay County in general.



Bay County Offices

BCATS staff had numerous and continuing contact with Mosquito Control, Bay County Drain Office, Bay County Soil Erosion Office, Bay County Environmental Affairs and Community Development Office, Bay County Equalization Office, Bay County Emergency Services, Bay County 911 and the Bay County Health Department. Each of these offices has their own unique and specific transportation related interests. For example, BCATS assisted Bay County Emergency Services in a project that supplied major ports with emergency action plans (EAG). BCATS has assisted the Bay County Health Department in creating route maps for emergency response planning purposes.

2012 BCATS Transportation Summit

On January 30, 2012, BCATS held a Transportation Summit to solicit comments for the 2040 Metropolitan Transportation Plan. At the meeting, attended by 32 from various government organization, road agencies, news agencies, and general public, the upcoming projects were discussed as well as the future outlook for transportation within the Bay City Urbanized Area.

The following comments received or discussed during the Summit:

- Can we more fully use the Traffic Demand Model to forecast how our cities/townships, etc. will look traffic-wise in 10 – 20 years so we can plan better for growth?
- Do we need more participation and involvement by local planning boards for long range road growth planning? It sounds like we do.
- Better integration by use of pictures and visual display at unit level (city/township) for local discussion.
- Safe Routes to School
- Issues with high weight limits of trucks. Are beet plant trucks weight limits taken into consideration when such traffic is diverted?
- This is a good time to do broad regional planning (Bay, Saginaw, Midland Counties) on the variety of transportation modes: Rail, Port, Road, and Trail – to explore how we want traffic to flow through our communities. Do we want to allow another Trumbull? Do we want a highway through a residential area? Henry Street?
- Need better communication
- Local businesses are impacted by construction and road closures. What is MDOT doing to meet/help to keep business open? MDOT meets with each business individually and then have a public meeting once a draft plan is prepared to gather input. (Salzburg Road)
- Need better signage when there is construction and businesses are still open. It's important that customers realize that businesses are open during road work and that can be accomplished through better signage.



MBS Airport Contact

There were numerous contacts with MBS International Airport staff during the drafting of the BCATS MTP. Existing Long Range Plans for BCATS and MBS International were exchanged on the first visit with MBS on October 28, 2011. At this meeting snow discussions involved the traffic patterns that may result from the new terminal, Garfield Rd expansion and safety issues at the US-10/Garfield Rd interchange, and possible freight and manufacturing projects at the site.

Newspaper Contact

Contact with the local newspaper, the Bay City Times, was conducted initial with the public outreach letter. Beth Bellor, Bay City Times Staff writer, wrote an article regarding our transportation plan publish in the Bay City Times on May 9, 2012. The article also informed the readers of our public meeting which was held on May 23, 2012. A copy of this article is included in Appendix.

Other Contacts

In the effort by BCATS to fully engage the public, BCATS sent out a letter informing various agencies, governments, and organizations in the area to solicit comments on the on the 2040 Metropolitan Transportation Plan and the candidate projects. A copy of this letter and a list of the recipients are included in Appendix.

BCATS 2040 Metropolitan Transportation Plan Public Review and Comments

At the BCATS 2040 Metropolitan Transportation Plan Public Review session held on May, 23 2012 at the Bay County Building, 515 Center Ave, Bay City, MI 48708. BCATS received comments from five individuals. The participants were comprised of home owners on major streets, a county staff member, and an employee of a local Engineering Firm. A copy of the sign-in sheet and any submitted comments are included in Appendix.

During the public review period, BCATS receive several letters, emails, and phone calls regard projects and information in the Metropolitan Transportation Plan. Those letters/comments are included in Appendix along with the list of contacts names and agencies.

All comments that were received prior to the close of the Public Comment Period were reviewed by BCATS staff and incorporated into the Appendix of the Plan, and if necessary, corrections were made to the Plan according to the comments received by BCATS.

After receiving comments from FHWA and FTA, BCATS has incorporated a discussion of MAP-21 as well as clarifications on several minor points. All comments that were received from FHWA and FTA are included in the Appendix.



Appendix

Travel Demand Model Maps

- [2009 TDM AM Deficiencies Map](#)
- [2009 TDM PM Deficiencies Map](#)
- [2040 TDM AM Deficiencies Map](#)
- [2040 TDM PM Deficiencies Map](#)
- [2040 TDM AM Deficiencies Map - Built Network](#)
- [2040 TDM PM Deficiencies Map - Built Network](#)

Transportation Summit, January 30, 2012

- [Flyer](#)
- [Contact List](#)
- [Sign-in Sheet](#)

Public Notice and Comment Solicitation

- [Public Notice Letter](#)
- [Contact List](#)
- [Bay City Times Article, Web addition 9 May, 2012](#)
- [Bay City Times Article, Print addition 10 May, 2012](#)
- [Public Open House Sign-in Sheet](#)
- [Comments received](#)
- [Bay County Executive Newsletter](#)
- [FTA Comments](#)
- [FHWA Comments](#)
- [FHWA Approval Letter](#)