

# Annual Report of the Bay City Area Transportation Study 2002



## TRANSPORTATION PROJECTS

During 2002, the City of Bay City completed the reconstruction of MARQUETTE Avenue from Truman Parkway to Wilder Road. BCATS assisted the City by allocating approximately \$640,000 of federal-aid to this project. Also, the State Street at AuSable Street intersection project was completed. This project utilized about \$200,000 from the federal-aid safety program to improve visibility and traffic channelization. Both of these projects required local match by Bay City.

The City of Essexville completed two major reconstruction projects in 2002. First, Pine Street from Woodside north to the Railroad Tracks. Approximately \$300,000 of federal aid was spent on this project. Second, Scheurmann Street from Borton to Nebobish. BCATS assisted with this project by allocating \$405,000 in federal aid. Both of these projects required local match by Essexville.

The Bay County Road Commission completed the reconstruction of Two Mile Road from Midland to Wilder in 2002. BCATS allocated \$595,000 in federal aid to this project. The project also included the construction of turn lanes at the Two Mile Road at North Union Road intersection. This project also required local matching funds from the Road Commission. Also, the Road Commission's plan to replace the State Park Drive Bridge over the Kawkawlin River in Bangor Township was delayed and will now take place during 2003.

During 2002, the Michigan Department of Transportation completed a major widening and reconstruction project on Interstate-75 from the M-13 Connector to south of the M-25 Interchange. The area suffered severe congestion and was a bottleneck that prevented efficient traffic flow. Over all MDOT spent approximately \$16 million of federal and state aid to address this problem area.



## TRANSPORTATION PLANNING

In 1998, when Congress passed the Transportation Efficiency Act for the 21st Century (TEA-21), they deemed it to be in the national interest to encourage and promote the development of transportation systems. These systems are to embrace all modes of transportation in a manner which will efficiently maximize the mobility of people and goods within and through the Bay City urbanized area.

The Bay City Area Transportation Study (BCATS) was designated to carry out the transportation planning process required by TEA-21. Establishment of this process enables BCATS and other transportation agencies within the BCATS area to receive federal funding for a variety of transportation projects including reconstruction and resurfacing of roads and bridges, purchase of transit vehicles, highway and transit safety improvements and pedestrian and non-motorized projects.

Currently, the BCATS area includes all of the city of Bay City, the city of Essexville as well as Bangor, Kawkawlin, Monitor, Frankenlust, Portsmouth and Hampton Townships and a tiny portion of Fraser Township. This is known as the urban transportation planning area.

## BCATS COMMITTEES

The Bay City Area Transportation Study (BCATS) is composed of two committees: The Policy and the Technical. The Policy Committee is made up of mostly elected officials from township, city and county government. The Technical Committee is comprised of transportation planning and engineering professionals from the community. Both committees also have representatives from the Michigan and U.S. Department of Transportation. The Technical Committee provides valuable expert advice to the Policy Committee on various matters which it must address. The Policy Committee must give final local approval to all plans and projects in the Bay City area which use federal funding.

The Policy Committee usually meets on the third Wednesday of every month at the Bay County Building, 515 Center Avenue, Bay City, Michigan.

Interested persons are always welcome to attend the meetings or call one of the following Technical Committee members to discuss transportation issues of interest:

Gary M. Stanley, BCATS Director (989) 895-4110  
[stanleyg@baycounty.net](mailto:stanleyg@baycounty.net)

Michael Stoner, General Manager (989) 894-2900  
Bay Metro Transit  
[mstoner@baymetro.com](mailto:mstoner@baymetro.com)

Bob Ranck (989) 671-1555  
Michigan Department of Transportation  
[ranckr2@mdot.state.mi.us](mailto:ranckr2@mdot.state.mi.us)

The county of Bay will provide necessary and reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting/hearing upon ten (10) days notice to the county of Bay. Individuals with disabilities requiring auxiliary aids or services should contact Bay County by writing or calling:

Michael Gray, Executive Assistant  
Office of the Bay County Executive  
515 Center Avenue, Bay City, Michigan 48708  
(989) 895-4130 TDD (989) 895-4049

## BAY METRO TRANSIT

During 2002, Bay Metro Transit conducted an Activity Based Cost (ABC) analysis of planning related activities to determine the resources and costs that are required to perform each activity. This ABC process (which was developed in the private sector by Chrysler Corporation) attempts to identify decision making / cost generating activities within an organization. These activities are evaluated to determine if they add value, or simply cost, to Bay Metro's bottom line. If Bay Metro can better identify decisions which result directly in the expenditure of funds, then they can work to streamline the process or eliminate certain activities to reduce overall costs involved in operating the organization. Holding down costs is very important to Bay Metro Transit as well as the taxpayers of Bay County.

## M-84 ACCESS MANAGEMENT PLAN

During 2003 and 2004, the Michigan Department of Transportation is spending approximately \$28 million to upgrade, reconstruct and widen M-84 from Kochville Road in Saginaw County to Euclid Avenue in Bay County. The additional capacity and safety that M-84 will have upon project completion needs to be protected as well. Therefore, MDOT, working with BCATS and Monitor and Frankenlust Townships as well as various Saginaw area officials, is developing an access management plan for this major corridor. The goal of the plan is for the Townships to eventually adopt zoning ordinances which limit the number of driveways and access points from parcels of land adjacent to the highway. Studies have shown that as the number of driveways increase along a roadway so does the number of accidents. Over time, as this rural area develops, it is in the best interest of the traveling public to have 2 or 3 driveways per 1,000 feet rather than 20 or 25.

## BCATS ADOPTS 2025 TRANSPORTATION PLAN

On July 17, 2002, BCATS adopted the 2025 Transportation Plan for the Bay City Metropolitan Area. The plan is used as a basis to guide the decision of where federal transportation funds will be spent. Also, the plan included a variety of street, highway, bridge, pedestrian, and transit projects. These projects will upgrade the safety and efficiency of the transportation system. A few of the projects are listed below:

Reconstruct and widen M-84 (Westside Saginaw Road) from Freeland Road to Euclid Avenue in Bay City by MDOT.

Reconstruct M-15 from Columbus Avenue to Center Avenue by MDOT.

Reconstruct M-13 (Broadway) from Cass Avenue to Lafayette by MDOT.

A project on North Union Street by the City of Bay City.

The 2025 Plan also looked at rail, port and non-motorized transportation issues as well as addressing public involvement and environmental justice concerns.