

Annual Report of the Bay City Area Transportation Study (BCATS) 2006



M-25/CENTER AVENUE RECONSTRUCTION & BEAUTIFICATION

M-25/Center Avenue in Bay City & Hampton Township between Livingston Street and Pine Road was rehabilitated in 2006. In the winter of 2006 and spring of 2007, this Center Avenue Corridor will undergo a beautification project that involves removing the overhead wiring and burying them underground. Also, new sidewalks will be constructed for non-motorized access to the businesses, highlighted by pocket parks and other green spaces, ornamental street lighting, and benches. In the end, this project will enhance the surrounding community, the Hampton Business District, and serve as the Eastern Gateway to the Center Avenue Heritage Route and Downtown Bay City.

In 2008, the next phase of reconstruction on M-25/Center Ave will occur in Bay City from Johnson St to Livingston St. Coinciding with the reconstruction of M-25, MDOT has awarded an enhancement grant for items such as decorative concrete and street lighting for beautification along the Historic Heritage Route.

Additionally, a 2007 scenic Byways Grant was obtained for development of way signage and walking brochures along the heritage route.

BCATS 3 YEAR TRANSPORTATION IMPROVEMENT PROGRAM

This year marked the first year of the BCATS Transportation Improvement Program (TIP) for the fiscal years of 2006/07/08. The program includes approximately \$60 million in transportation projects that will be completed over the 3 year period. The program includes a variety of street, highway, bridge, pedestrian, and transit projects that will enhance the safety and efficiency of the transportation system.

Projects that were completed in 2006 included:

- **Michigan Department of Transportation**
 - Restoration of the M-13/M-84 Lafayette Bridge
 - Rehabilitation of M-25 (Center Ave) from Livingston St to Pine Rd
 - Rehabilitation of Salzburg, Hotchkiss, and Amelith bridges over I-75
- **Bay County Road Commission**
 - Mill and resurface of Midland Rd between 2 Mile and Euclid Ave
 - Realignment of Trumbull Rd at the Cass Ave Intersection
- **city of Bay City**
 - Reconstruction of N. Henry between Vermont and N. Union (Phase I of III)
- **city of Essexville**
 - Reconstruction of Woodside Ave between Pine St and the East City Limits
- **Bay Metro**
 - Continue vehicle replacement program

Upcoming 2007 Projects:

- **Michigan Department of Transportation**
 - Restoration of the M-25 Veteran's Memorial Bridge
 - Continuation of the sign replacement program along M-13 & M-247
- **Bay County Road Commission**
 - Reconstruction of Pine Rd between Nebobish Ave and Center Ave
- **city of Bay City**
 - Reconstruction of Wenona Ave between Ionia St and Ivy St
 - Mill and Resurface of Woodside between Washington and Johnson
- **Bay Metro**
 - Continue vehicle replacement program

A complete list of BCATS projects is available for download at the Bay County Transportation Planning Division website at <http://www.baycounty-mi.gov/> and following the **Departmental Index** link to **Transportation Planning Division**.

TRANSPORTATION PLANNING & SAFETEA-LU

On August 10, 2005, President Bush signed the \$244.1 billion, five-year federal transportation funding bill as passed by Congress which is known as SAFETEA-LU, (Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users). SAFETEA-LU succeeds the expired Transportation Efficiency Act for the 21st Century (TEA-21).

SAFETEA-LU re-authorizes the federal highway, public transportation, highway safety, and motor carrier safety programs through Fiscal Year 2009. The Bay City Area Transportation Study (BCATS) was designated to carry out the transportation planning process required by TEA-21 and now SAFETEA-LU. 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 that will efficiently maximize the mobility of people and goods within and through the Bay City urbanized area.

Included in SAFETEA-LU are more than 5000 High Priority Projects throughout the nation. One is located within the BCATS area, the reconstruction of North Henry Street from Vermont Street to Wilder Road. North Henry will be completed in three phases over six years and receive \$2.16 million in High Priority Project Funds dedicated specifically for this project. Phase one was completed in 2006 with phase two planned for 2008 and phase three planned for 2009.

Currently, the BCATS area includes the cities of Bay City and Essexville and the townships of Bangor, Kawkawlin, Monitor, Frankenlust, Portsmouth, Hampton and Fraser. 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 Committee and the Technical Committee. 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. Departments 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 urbanized area which use federal funding.

The Policy Committee usually meets on the third Wednesday of every other month at the Bay County Building, 515 Center Avenue, Bay City, Michigan. While the Technical Committee meets at the same location, usually on the second Tuesday in the same months as the Policy Committee.

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

David Engelhardt, BCATS Director (989) 895-4064
Bay County Transportation Planning Division
engelhardt@baycounty.net

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

Bob Ranck (989) 671-1555
Michigan Department of Transportation
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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 the county of Bay by writing or calling:

Michael Gray, Executive Assistant
Office of the Bay County Executive
515 Center Avenue - Suite 403
Bay City, MI 48708
(989) 895-4130
(989) 895-4049TDD

BCATS COMPLETED THE FOURTH ASSET MANAGEMENT REVIEW OF ROADWAY CONDITIONS

The Michigan Asset Management Council was created by Public Act 499 of 2002. To meet the requirements of the Act, the fourth year of a statewide review of all paved federal-aid roadways was conducted using resources of the Michigan Department of Transportation and other local agencies. In Bay County, BCATS teamed with the city of Bay City, MDOT and the Bay County Road Commission to inventory the surface condition of 579 miles of streets and highways using the RoadSoft computer program. The fourth year of data indicates that 23% of the federal-aid roadways in Bay County were rated in excellent condition, 42% in good condition, 26% in fair condition, and 9% were rated in poor condition.

LONG RANGE PLAN UPDATE

In April 2005, BCATS approved a mid term update of the 2025 Long Range Plan to create the 2027 Long Range Plan.

In 2006, BCATS began to develop the 2035 Long Range Plan to replace the 2027 Long Range Plan which is set to expire in July of 2007. This new plan will identify all of the transportation needs for BCATS through 2035. The plan will take into account long and short term strategies/actions that will improve the safety and efficiency of the movement of people and goods through and within the Bay City urbanized area.

A Public Participation Plan was approved in June 2006 by BCATS. This sets the guidelines for BCATS to engage the public during the creation process of the entire Long Range Plan, as well as, the approval of the 2008-2011 Transportation Improvement Program.



BAY METRO TRANSIT

Bay Metro Transit Authority (BMTA) has transported over 23.1 million passengers since 1974. In 2006, service was provided to 69,000 seniors and 276,000 disabled passengers with an overall ridership of 594,000. Bay Metro Transit operated over 1.5 million service miles during the year.

Ridership for Dial-A-Ride Transportation (DART), demand-response service for seniors and disabled, increased from 55,000 in 2005 to 60,000 in 2006. Bay Metro Transit also subcontracted 15,300 additional rides to local, private carriers. Of all services provided by Bay Metro Transit, the DART service has continued to show the most significant trend in growth.

Each year, Bay Metro Transit has seen a reduction in financial support from state and federal sources. Various studies have been conducted by Bay Metro to determine the cost effectiveness of the variety of services provided. Bay Metro has made service cuts along with reducing overhead costs to become a more efficient service with minimal impact on our passengers.

Bay Metro's effort to replace older vehicles is continuing but at a very slow rate due to funding changes at the state and federal levels. Although three new buses are expected to be delivered in the coming year, BMTA still operates eight buses manufactured 18 years ago (in 1987) and many more over ten years old. Maintaining an older fleet is an expensive proposition, even with a top-notch maintenance department.

NORTH HENRY STREET RECONSTRUCTION

Phase I of the North Henry St. reconstruction project from Vermont St. to North Union St. was completed in November 2006. Phase II, between North Union and the railroad crossing, is planning for 2008 with the final phase, the railroad crossing to Wilder Rd, to occur in 2009. The initial phase included complete curb and gutter replacement, sewer line upgrades, and reducing the number of lanes from 4 travel lanes to 2 travel lanes and 1 center left turn lane. The lanes were also widened from 9 feet to 11 feet.

This change in the number of travel lanes is most effective on roads with an Annual Average Daily Traffic (AADT) under 15,000. The most recent traffic counts on North Henry, taken in May 2006, ranged from 10,200 to 11,800. The new configuration tends to lower speeds and reduce the number of accidents with little effect on travel time.

TRI-COUNTY TRAVEL DEMAND MODE

BCATS, along with the Saginaw Metropolitan Area Transportation Study (SMATS), Midland County, the city of Midland, and MDOT recently completed the first Tri-County Travel Demand Model for this area. This model will be the basis for the transportation planning process.

The Tri-County Travel Demand Model combines the attributes of roads, recent traffic counts, data on the current population and employees, and future growth projections throughout the three counties. This combination of data in the model determines where existing roads are and will become deficient, what the effects of different transportation network alternatives will be on the traffic patterns, and which options are the most effective at improving transportation within the BCATS area. The output from the model will drive the development of the 2035 Long Range Plan.

WEBSITE UPDATES

BCATS has recently updated our website. Available for download on the website are the most recent TIP and Long Range Plan, Technical and Policy Committee meeting minutes & agendas, traffic counts, various maps, and assorted transportation related links.

The web page is available through Bay County's home page <http://www.baycounty-mi.gov> and is listed as **Transportation Planning Division** under the **Departmental Index** link.