

Open House Public Hearing

**Environmental Assessment
for the
Marquette Hospital
Transportation Improvements Project**

Private Comments Session

Date: July 27, 2016

Open House Public Hearing - Private Comments Session
July 27, 2016

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
and
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

In the Matter of:

Environmental Assessment
for the Marquette Hospital
Transportation Improvements Project

OPEN HOUSE PUBLIC HEARING
PRIVATE COMMENTS SESSION

300 West Baraga Avenue, Marquette, Michigan

Wednesday, July 27, 2016, 5:00-8:00 p.m.

REPORTED BY: RUTKOWSKI COURT REPORTING, LLC
Natalia Rutkowski, CSR #9088
Certified Shorthand Reporter
Registered Professional Reporter
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Marquette, Michigan 49855
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July 27, 2016

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1 (At 5:00 p.m., private comments session began)

2 (At 5:20 p.m., Mr. Anderson gave comment)

3 Name: Walter Anderson

4 Address: 430 North Lakeshore Boulevard

5 Marquette, Michigan 49855

6 Phone: (906) 228-5853

7 MR. ANDERSON: I went to the first forum at
8 Lakeview Arena last year, I'll say, and saw all the
9 different plans, and know that one was approved, but
10 wasn't quite dialed in exactly which plan it was. I
11 understood the roundabout that goes into the new hospital
12 and the mini roundabout that was on Baraga Avenue, we'll
13 call it.

14 My concern was how Grove Street and 7th Street
15 and 41 was going to be handled, and what that was going
16 to look like compared to the bridge that I saw that was
17 there, and I think the roundabout is a thousand times
18 better than the bridge.

19 I have a friend that I watch after that lives
20 at Norlite Nursing Home, and my question was going to be,
21 if they put a bridge in there, how am I going to get
22 there now? And all of the thoughts that went through my
23 mind weren't good as far as running through back streets,
24 I'll call it, and/or having to put a cul-de-sac there at
25 the end, and going down and turning around and going back

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1 out to McClellan.

2 So from my standpoint, the Grove Street/7th
3 Street/41 bypass intersection was a terrible intersection
4 from day one, and this seems to have really taken the
5 bad, bad intersection away totally, and in my mind has
6 made it much safer for everybody going through that
7 intersection now. Because I know there's been fatalities
8 there that shouldn't have been because of the light and
9 people not looking or paying attention, and this way,
10 even if they don't pay attention, it's not going to be a
11 bad wreck; you know, it will be a much gentler one than
12 they used to be.

13 So I see it as a real positive for the people
14 that live in the area, for somebody like myself that goes
15 into that area on a regular basis, not having to alter
16 my, you know, routes or go out of my way to do something
17 that simple, and it just will make it so much easier to
18 go through there.

19 So I think it's a real win for we, the people
20 that use that intersection on a regular basis and for
21 everybody that goes through there, because you're not
22 going to have to stop anymore most of the time, and it
23 will just be easy to get to where you want to go.

24 Thank you.

25 (At 5:23 p.m., Mr. Anderson concluded comment)

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1 (At 7:38 p.m., Mr. Boyd began comment)

2 Name: David Boyd

3 Address: 328 East Michigan Street

4 Marquette, Michigan 49855

5 Phone: (906) 225-0621

6 My concern was with the pedestrian refuge
7 arrangement on the proposed roundabouts, which,
8 considering that people would be trying to cross US-41
9 and M-28, very heavily-traveled highways, and must cross
10 at least two lanes to get to these refuge areas, which
11 are located in the middle of the median or the central
12 part of the roadway, but then they have to continue on to
13 cross another two.

14 The purpose of the refuge areas is to give a
15 person a safe place while they consider navigating this
16 traffic; that is concerning to me because pedestrians and
17 considering individuals may have mobility problems and
18 may not be able to move out of the way of a vehicle. I
19 mean, they could well be very limited in the speed with
20 which they move.

21 And there is no planned intervention or
22 traffic-calming mechanism to really slow these vehicles
23 down to a safer limit. The main purpose of the
24 roundabout is to promote the flow of traffic at the
25 highest possible vehicle-permitted rate, and the two just

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1 don't come together very good.

2 You've got perhaps a mom with a stroller
3 versus -- let's pick on teenagers -- an impatient
4 teenager who has already been slowed down and either may
5 be distracted or for a million reasons. It comes to
6 possibly a bad meeting, in my opinion.

7 So I would -- I want to encourage the people
8 this evening to try to consider arrangements of some kind
9 or another that would have a greater effect on the speed
10 with which people would move through -- the vehicles
11 would move through the roundabout given pedestrians in
12 the crosswalk.

13 Thank you.

14 (At 7:42 p.m., Mr. Boyd concluded comment)

15 (At 8:00 p.m., private comments session
16 concluded)

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1 CERTIFICATION

2 I certify that this transcript, consisting of seven (7)
3 pages, is a complete, true, and correct record of the private
4 comments at the open house public hearing taken in this matter
5 on July 27, 2016.

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8 Date: August 8, 2016

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