Open House Public Hearing

Environmental Assessment for the Marquette Hospital Transportation Improvements Project

Private Comments Session

Date: 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
2562 Huron Street
Marquette, Michigan 49855
(906) 250-1462

* * * * * * *
# TABLE OF CONTENTS

PRIVATE COMMENTS

<table>
<thead>
<tr>
<th>Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALTER ANDERSON</td>
<td>3</td>
</tr>
<tr>
<td>DAVID BOYD</td>
<td>5</td>
</tr>
</tbody>
</table>

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

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

Name: Walter Anderson
Address: 430 North Lakeshore Boulevard
         Marquette, Michigan 49855
Phone: (906) 228-5853

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

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

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

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

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

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

Thank you.

(At 5:23 p.m., Mr. Anderson concluded comment)
(At 7:38 p.m., Mr. Boyd began comment)

Name: David Boyd

Address: 328 East Michigan Street
         Marquette, Michigan 49855

Phone: (906) 225-0621

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

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

And there is no planned intervention or traffic-calming mechanism to really slow these vehicles down to a safer limit. The main purpose of the roundabout is to promote the flow of traffic at the highest possible vehicle-permitted rate, and the two just
don't come together very good.

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

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

Thank you.

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

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

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

Date: August 8, 2016

[Signature]

RUTKOWSKI COURT REPORTING, LLC
Natalia Rutkowski, CSR #9088
Certified Shorthand Reporter
Registered Professional Reporter
2562 Huron Street
Marquette, Michigan 49855
(906) 250-1462