

September 15, 2015

Dennis M. Stachewicz Jr.
Director of Planning and Community
Development
300 W. Baraga Ave.
Marquette, MI 49855

RE: Transportation Access Planning – Duke LifePoint New Hospital

Dear Mr. Stachewicz:

We live at _____ in the City of Marquette. We are not able to attend the public information meeting on Thursday, September 17th, and would like to voice our concerns.

We **strongly oppose** any proposed round-about or change in access that would interfere with the current traffic pattern on Wilson Street, Ward Street and Homestead Street. We would like our neighborhood to remain as is. There are no sidewalks in this area, and there are many, many people who walk and ride bikes on these streets. We would like to suggest that access to U.S. 41 continue to be at the Grove Street intersection.

We would also like to state concerns we have regarding air-traffic (helicopter) service. We would hope the City would require minimal air traffic over residential neighborhoods.

Thank you,



Donald P. Grisham



Kathleen L. Grisham



CITY OF MARQUETTE MEETING COMMENT FORM

Project: U.P. Health Systems Marquette New
Hospital Transportation Planning

Meeting Date: 09/17/2015

Facilitator: City of Marquette, DLZ, Inc., MDOT, and
U.P. Health Systems Marquette

Place/Room: Citizen's Forum at
Lakeview Arena

Name	Address	Phone	E-Mail
Patricia Gribben			

Comments

- ① I think having a handout at the meetings would be very helpful. It would be nice to be able to review the items discussed at a later date & not have to write everything down; plus the maps are nice to have as well.
- ② I am very concerned about the Grove St./41 intersection. The idea of a "bridge" seems not to be compatible with access to Anderson St., Chippewa St. and those of us that live at the top of Anderson St. It seems like this would be very difficult to keep clear of snow and would need to start 1/2 way up Grove St. & not at the Anderson/Grove St corner. If this were closed off (Grove St./41) by a bridge to Anderson St. drivers may have to go way out of the way to get to the downtown district. Using the McMillan/Altamont corner is almost impossible in winter (McMillan is very steep so start to Altamont). The idea of "Michigan left" on 41 seems to be the best alternative for all.
- ③ How will the hospital affect my house taxes? - will there be a millage to support all of this?

Fwd:

Dennis Stachewicz <dstachewicz@mqcty.org>
To: "LEPAGE, JEN" <jlepage@mqcty.org>

Fri, Feb 26, 2016 at 9:48 AM

----- Forwarded message -----

From: "Marv DeMilio" < >
Date: Feb 26, 2016 9:42 AM
Subject:
To: "Dennis Stachewicz (dstachewicz@mqcty.org)" <dstachewicz@mqcty.org>
Cc:

Dennis, I'm down South for a few months, but I saw the photo example 4th proposal for two round-a-bouts East of the hospital campus. I spoke with Aaron from MDOT at the beginning of this discussion. He was in favor of a round-a-bout at the Grove intersection more than any other idea. Having a second round-a-bout and closing 7th to hospital traffic is a great idea. It will keep the thru traffic away from the neighborhoods in the scramble to get to South Front end of shifts. Two round-a-bouts would cost less than one bridge and not disrupt businesses at Chippewa Square. We get 3-4 ambulances a day through that intersection. It's a creative proposal of which I'm totally in favor. If you need any help pushing it through, please let me know. Thanks, Marv DeMilio, Trustee Chippewa Square Association

Fwd: Hospital us41

Dennis Stachewicz <dstachewicz@mqcty.org>
To: JEN LEPAGE <jlepage@mqcty.org>

Fri, Feb 26, 2016 at 7:28 AM

----- Forwarded message -----

From: "james f" < >
Date: Feb 25, 2016 5:24 PM
Subject: Hospital us41
To: <dstachewicz@mqcty.org>
Cc:

Good evening,

Not sure I can make the meeting but I would definitely like to say traffic lights and highways are a bad idea. Please no traffic lights... the bridge gets my vote, but I understand the cost.

Thanks

Jim fulsher

Fwd: Transportation plan

Dennis Stachewicz <dstachewicz@mqcty.org>
To: "LEPAGE, JEN" <jlepage@mqcty.org>

Tue, Mar 1, 2016 at 4:39 PM

----- Forwarded message -----

From: "james f"
Date: Mar 1, 2016 1:32 PM
Subject: Transportation plan
To: "Dennis Stachewicz" <dstachewicz@mqcty.org>
Cc:

Good afternoon,

After reviewing the 4 options I still feel the 7st bridge is the cleanest and offers the most benefits to the most people. Everything from safety (traffic lights on highways are not safe) to efficiency in travel times for people using the bypass for its intended purpose. The bridge will also limit unwanted traffic to the residents of 7th st. As far as the businesses at Chippewa square, they are mostly appointment driven. People have purposeful intent to visit them and a round-about with signage and access to homestead is a viable route. I think also if the round-about is shifted east about 100 yards it would make for a longer lead in road to the hospital (better for preventing traffic backups) and a more obvious connection to Chippewa square. Also less property purchases. Chippewa square could also get connected to Grove street by purchasing the building that is currently for sale and building a short drive from the parking lot to Grove st. This would give the north and south neighborhood direct access to those businesses. Picture enclosed.

Thank you for your time
Jim fulsher



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CITY OF MARQUETTE MEETING COMMENT FORM

Project: U.P. Health Systems Marquette New Hospital Transportation Planning	Meeting Date: 02/25/2016
Facilitator: City of Marquette, DLZ, Inc., MDOT, and U.P. Health Systems Marquette	Place/Room: Citizen's Forum at Lakeview Arena

Name	Address	Phone	E-Mail
TERRY D. KATAJAMAKI	605 SPRING	360 9218	NONE

Comments

ON ALT #4 CROSS BARRA FOR 75-100' BEFORE TURNING NE. THIS WILL MISS STRUCTURES ON END OF SPRING + BARRA. BUT STILL BE EAST OF EXISTING RUNAROUND FROM SPRING TO BARRA

ON THE WETLAND; WEST OF IS PERMANENT AT GREENWOODS BASIN. A ROAD CROSSES NEAR THE MIDDLE OF THE BASIN - THEY USE A CONCRETE TO ALLOW WATER TO PASS.

PERHAPS THIS WOULD WORK HERE ??

THE COUNTY USES STEEL PIPE @ GREENWOODS BUT I THINK CONCRETE WOULD BE BETTER 4' OR 6' SHOULD BE ENOUGH I'D THINK.

with request to #4

Suggest cross street 75-100' before turning NE This will miss property and end of spring + water



CITY OF MARQUETTE
 HOSPITAL RELOCATION STUDY
 ENVIRONMENTAL ASSESSMENT

January 2016

STUDY AREA

Study Area



Proposed Hospital Site






City of
Marquette

Dennis Stachewicz <dstachewicz@mqcty.org>

Bypass hospital access comment

Gary Miller

Wed, Feb 24, 2016 at 11:16 AM

To: "dstachewicz@mqcty.org" <dstachewicz@mqcty.org>

Hello.

I will not be able to attend the evening meeting concerning the possible changes to give access to the new hospital site but I have a concern that I want to express.

I truly hope that the 7th street intersection will be kept as is. My family and many others were so glad for that connection to Grove street and 7th street and use is constantly. Not having that access off the bypass to both Grove and 7th would be a BIG inconvenience to many and frankly would be a public relations negative for the site of the new hospital. Consideration must be given equally to the needs and convenience of non-hospital traffic. Please don't make it more difficult to move around Marquette than it currently is by eliminating this necessary and appreciated intersection.

Thank you.

Gary D. Miller



City of
Marquette

Dennis Stachewicz <dstachewicz@mqcty.org>

Mining Journal/MGH

Manuel Vigil

To: dstachewicz@mqcty.org

Wed, Feb 24, 2016 at 8:16 AM

RE: Traffic Options for new hospital.

Dennis,

My name is Manny Vigil and I live in Little Lake near KI Sawyer. I used to work at NMU until my retirement in Oct 2014. I drove to NMU via 553 and onto McClellan past Washington street and the same way back after work. I foresee a major problem at the intersection of McClellan and Baraga street once the new hospital is built. McClellan street has only one lane to cross US 41 in either direction, the other lane is a right turn lane only. There will be many cars wanting to make a left turn onto Baraga from McClellan to get to the hospital.

In my 19 years of driving home after work, headed south on McClellan, there would be a car or two making a left turn onto Baraga. The majority of traffic on this street is headed south, thus is on the left/middle lane and therefore must stop to wait for the car to complete the left turn. Meanwhile the other cars on the right/outer lane continue on, for they are making a right turn onto US 41 or, they opt to go around the left turning car to make it past US 41 before the light turns red. I have seen numerous times when cars that go around in order to get onto the through lane, have near misses with cars on the right lane. This is a dangerous situation that could be easily corrected. I would appreciate it if the committee would consider the following suggestions for this intersection.

1. Designate McClellan's 2 lanes through streets past US 41, and perhaps adding a right merge lane from McClellan, thus alleviating this problem. I have seen in many cities such as Milwaukee, right turn merge lanes with a yield sign only which permits cars making right turns to continue on without having to stop at light, thus reducing cars idling at intersections adding to congestion or wasting gas.

Or

2. Prevent vehicles headed north on McClellan to make left turns onto Baraga street.

Manuel (Manny) Vigil, MSgt USAF(RET1994)



City of
Marquette

Dennis Stachewicz <dstachewicz@mqcty.org>

Correction

Manuel Vigil

To: Dstachewicz <dstachewicz@mqcty.org>

Wed, Feb 24, 2016 at 8:22 AM

In my recent email on suggestion (2. Prevent vehicles headed north on McClellan to make left turns onto Baraga street.)

Should read:

2. Prevent vehicles headed south on McClellan to make left turns onto Baraga street.