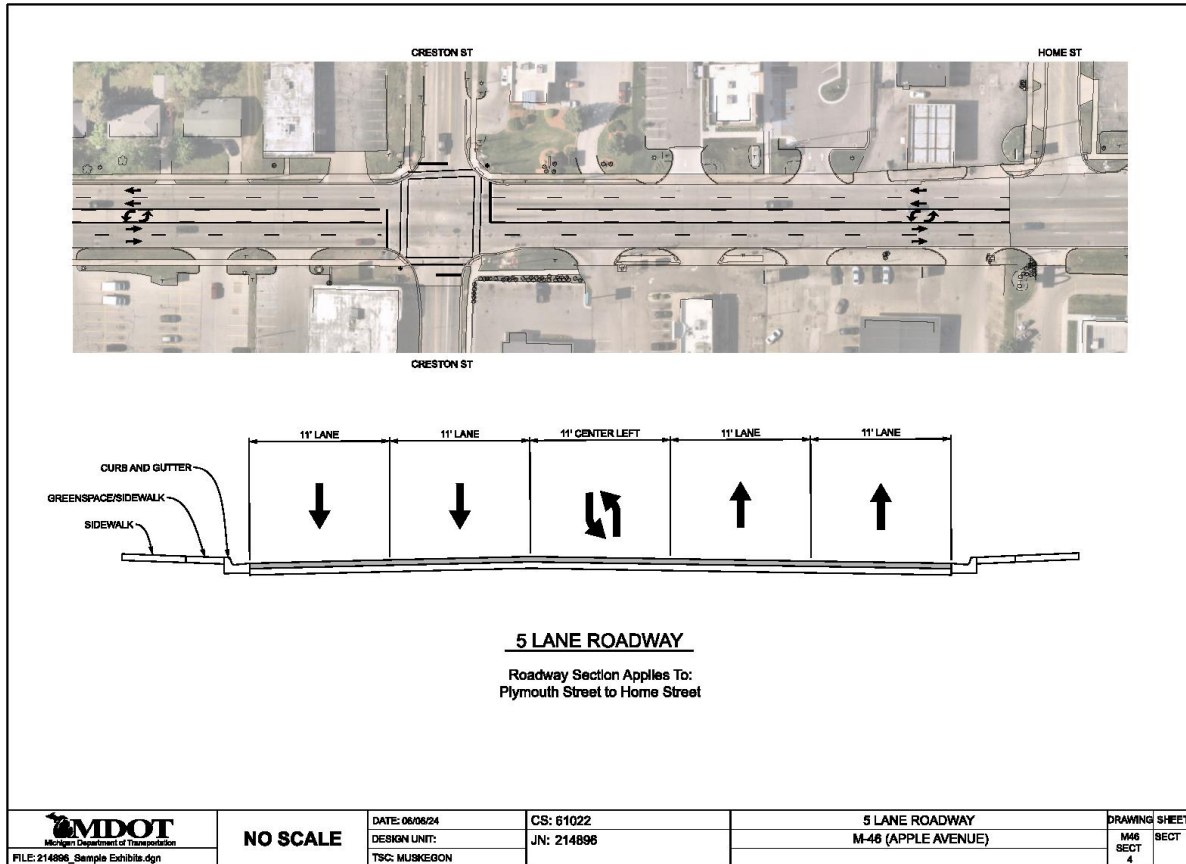


## MDOT 6/18/24 Conceptual Plan Review Feedback Results

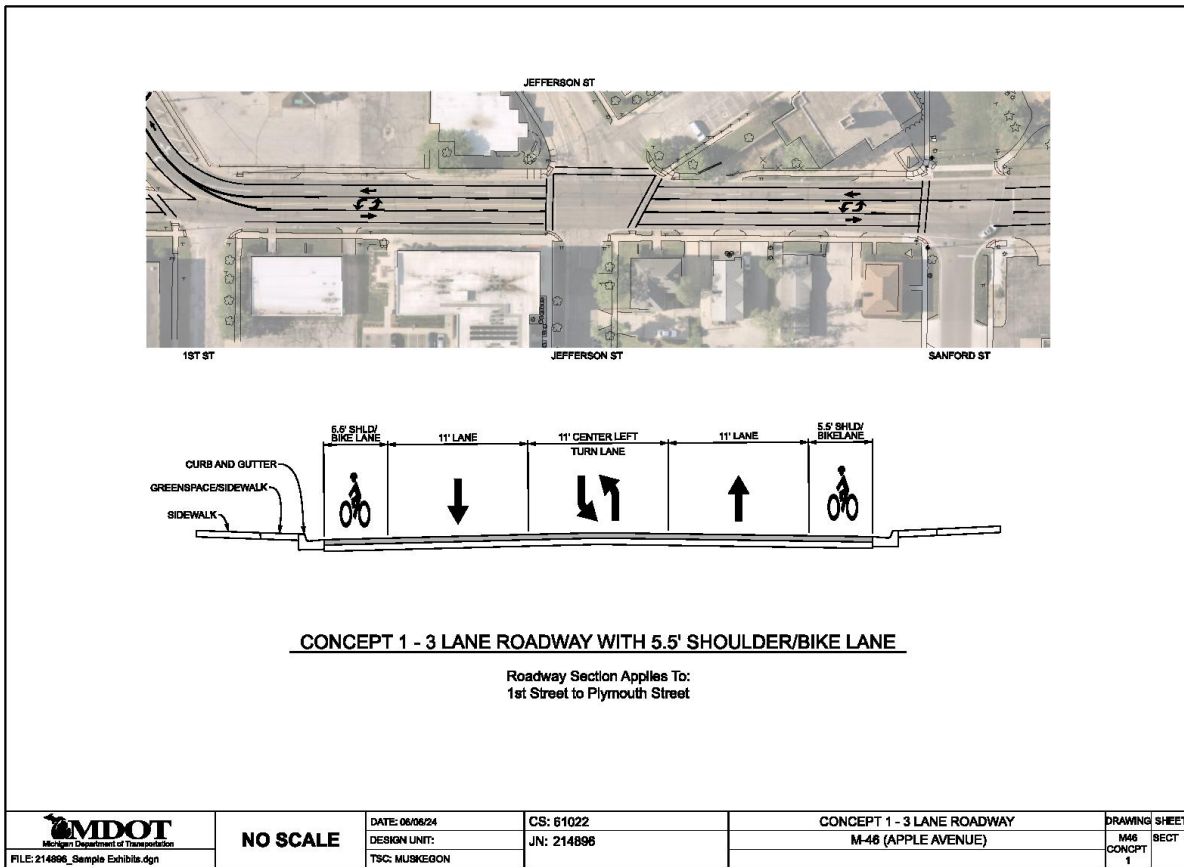
In 2026, Michigan Department of Transportation (MDOT) is planning to rebuild M-46 (Apple Ave) from West Webster Avenue to Home Street. MDOT and the Department of Public Works (DPW) have been working together to engage stakeholders in planning that reconstruction. On June 18, 2024, MDOT held a plan review for the public. If the public could not attend, an online form was available. These are the **COMMENTS** of the online form.



**5 Lane - Home Street to Plymouth Street | Leave your comments on the conceptual design for THIS SECTION below. Please be specific about suggestions.**

- Still too many lanes
- safe bicycle route requested parallel to or alongside roadway; explore possibilities and details with experienced area bicycle club members; connect it with the Muskegon Lakeshore trail; provide/coordinate with other group(s) to provide for water/bathroom/park stops.
- I always thought there should be a turning lane on Apple. Especially during the busy times of the day.

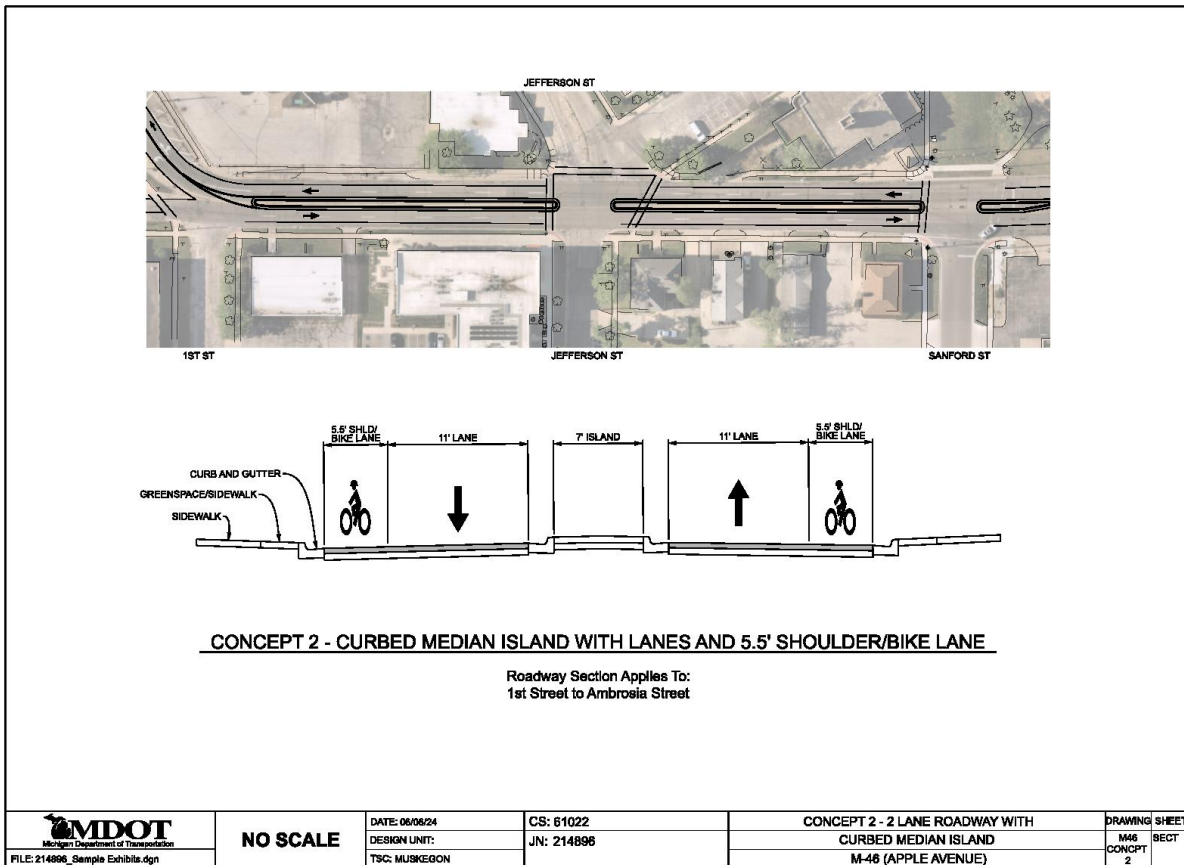
- 11' vehicle lanes plus the gutter pan width provides opportunities for speeds routinely greater than the speed limit. Suggest using narrower lanes to support vehicle travel speeds closer to the speed limit. Additional landscaping may be needed to help encourage slower speeds. Better access management in this section could also improve safety. Each driveway should be evaluated to see if it could be closed. This option is underwhelming for the non-motorized experience.
- This concept has been working well for many years and should continue, as such!
- Speed limit should be lower as well.
- I do not know where Plymouth Street intersects with Apple Avenue.
- It's too busy in this area to change the design. But the area from Home to US 31 could use some lane narrowing as they are extra wide. Also, something needs to be done to the Home/Apple intersection and no left turn. Cul-de-sac it or put a low curb in forcing a right turn. Signage could be placed in this curbed area for no-left turn. A low curb also allows for Station 5 to make left turns when its needed. Also, the amount of traffic on Allen due to no left at Apple. The road is getting rough.
- it is working ,requires no additional money to maintain and safely allows for travel
- Need speed zone traps. Maybe camera activated. People think 70 to 75 is the new 50 mph
- More green space. It is very ugly and industrial. Very cement.
- There is need for a bike lane.
- Its all nice to up date apple ave it needs need it, but what about downtowns corrdors apple ave and us 31 is a disaster always trash every where that center part on overpase apple and 31 look s like crap it really makes vistors coming into town from this way not want to return .i happy apple ave and downtown gets some love but you have to focus on the routes in also .thank you
- If each lane were narrowed by 1 ft, then there would be room to add a 5ft bike line
- There are a number of traffic signals along the entire section of Apple Ave that should be re-evaluated or removed as part of this work. Improved ped crosswalk signals and markings would also improve the entire section of this road segment.
- Welcome to Muskegon signage. Address any steep driveways to businesses Improve bridge aesthetics to be welcoming Bring lighting down to reduce pollution/down facing streetlamps
- Definitely need more walkability and or easier methods for non motorized traffic
- More green space! It's only going to get hotter over the next 5 years. Trees that provide enough shade cover for pedestrians should be considered. Bus stops in this section should receive pedestrian amenities like benches and trash bins. Bus stops should allow for the minimum ADA space (32") for handicapped riders in wheelchairs. Keywalks should also be installed where necessary.
- More green space that includes large trees that provide shade. Expand the sidewalk to 8ft to allow for a shared use pathway. Install pedestrian amenities such as benches and trash bins at established bus stops.



**Concept 1: Bike Lanes and Left Turn Lane | Leave your comments on the conceptual design for THIS SECTION below. Please be specific about suggestions.**

- Eliminate bike lane. If not continuing 5 lanes from east to this point. Surplus of commercial traffic within this range.
- I do not agree with city staff to want to narrow our major streets to 2 lanes. I feel people from out of town will stop coming to our city for major events if they have a problem getting to and out of the city. I would not go to Grand Rapids downtown if I had to use 2 lane roads to get there.
- Apple Avenue is too busy to be reduced down to a 3 lane road.
- 3 lane is a good cross-section but additional efforts should go into green infrastructure, access management, and enhanced pedestrian crossings. Additional landscaping, pavement markings, and signage are encouraged.
- Same as the previous concept. Don't break what's been working!
- Not knowing what the traffic volume is between downtown and Getty Street on Apple cutting down to one lane could result in traffic backups at times. I like the addition of bike lanes.
- this could be opened up to a much more walkable and vibrant area in my mind. room for almost an outlet mall feel to add to the commerce of the downtown area

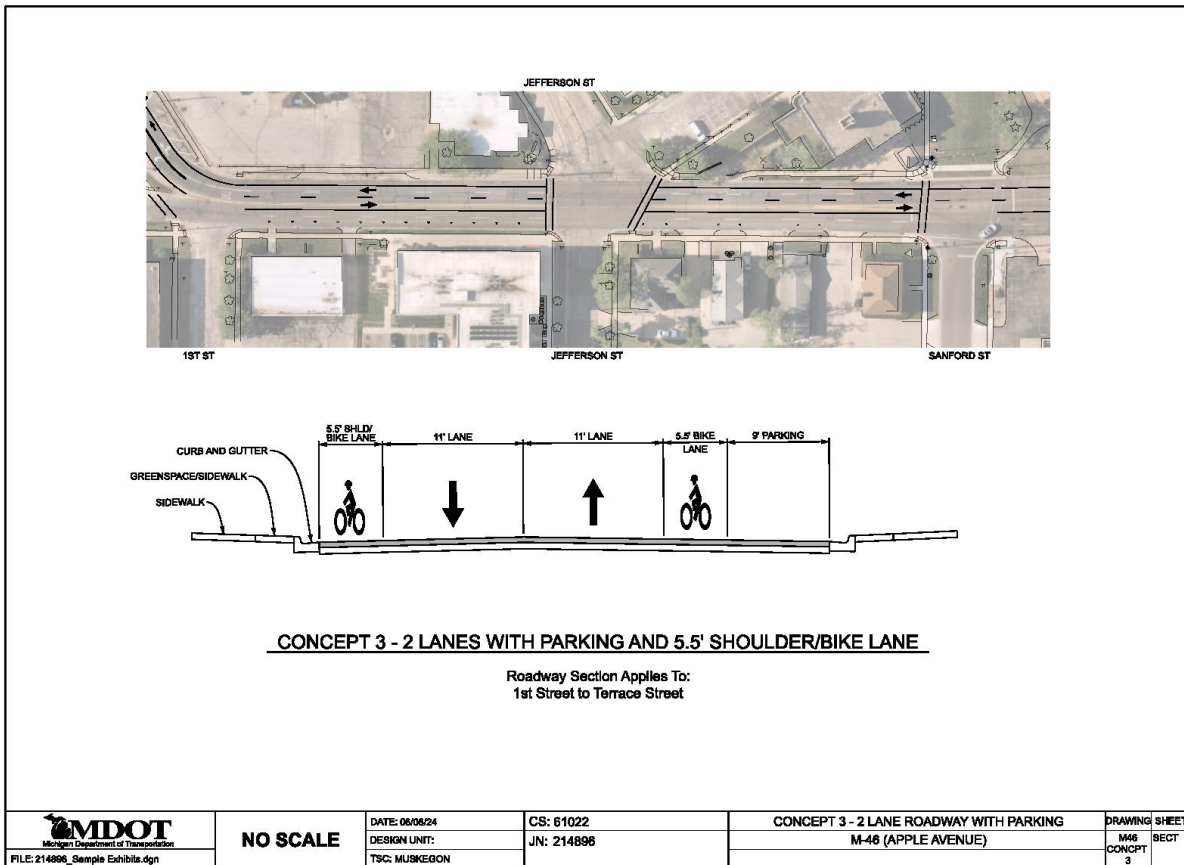
- Prefer current design but, if the lanes will be reduced perhaps the sidewalk and bike lane could be combined, like on Laketon. In the winter it could be plowed by a pickup truck. This would reduce cost of sidewalk and bike lanes on both sides.
- No point in a bike lane, not many people ride bikes though the area. It's already difficult to turn on to Apple from a side street this will make it a hundred times worse
- that is a long way for a pedestrian to cross unprotected
- Lane reduction at Plymouth is too far east - significant traffic volume continues at Wood and Apple. When I spoke to residents in Angell neighborhood about this plan, they had no interest in bike lanes that were not separated from traffic, because they do not feel safe. The other issue that needs to be addressed is the geometry at Peck St. I'm not clear on the green space, but if it is similar to the green space added on Terrace (around the courthouse), it is underutilized and an eyesore.
- Aesthetic down-lighting /street lamps, reduce light pollution. Traffic circles Street lamp banners
- Please stop narrowing our main roads, they were designed to move as much traffic through town as possible for a reason. Main roads are for traveling through not sightseeing.
- Again. More green space. Bus stops in this section should receive pedestrian amenities like benches and trash bins. Bus stops should allow for the minimum ADA space (32") for handicapped riders in wheelchairs. Keywalks should also be installed where necessary. Bike lanes should be shielded the entire length of the section to reduce the amount of incidents caused by the stupidity of Muskegon drivers.
- This is the min. needed. When going from 4 lanes to 3 lanes, with the center lane being a turn lane, is the safest design. This center lane allows for emergency vehicles to safely and quickly get to the area where they are needed. Down in this area we have the Muskegon Police Dept., Muskegon County Sheriff's Dept., Muskegon Fire Dept. and the ambulance company. Also having the center lane allows for people to safely be in a spot where they can turn into a business, driveway or another Street.
- Keeping the existing design is best. If you want people to slow down, maybe the police should start pulling over more people and enforce the speed limits. Spring Lake has their speed limits and it is known to everyone that if you go over the limit you will get stopped. Granted, Spring Lake is smaller but you get the point. I think that will help with the speeding issue. Change the lanes and this may anger people and also block traffic for emergency services.
- Establish an actual bike lane, not just some paint on the road. Continue with the increased green space by including large trees for shade. Install pedestrian amenities such as benches and trash bins at established bus stops and include enough space for ADA accessibility and keywalks where necessary. Don't install benches that dissuade people from using them. Make them comfortable, durable, and welcoming for (and I cant emphasize this enough) ALL residents.
- This is safer for emergency vehicles and vehicles turning into driveways and business.



Concept 2: Bike Lane with Island | Leave your comments on the conceptual design for THIS SECTION below. Please be specific about suggestions.

- Medians can be costly for upkeep perhaps larger terraces
- Eliminate bike lane
- I love the island median idea. It could work in the downtown portion of Apple.
- This option likely slows traffic the most, provides comfortable bike facilities, and supports pedestrian crossings. Additional details about pavement markings, signage, and landscaping are needed.
- So now people can't make left turns into their properties??
- Curbed median island not necessary in this area.
- There need to be turn lanes at least at the intersections at Sanford and Jefferson streets.
- again, a more open design to allow for walking and other modality of transport
- Combine bike lanes and sidewalks, save \$ and again may be plowed in winter by a pickup truck.
- reduction of road is costly and reduces traffic out of the city esp during events. it is obstructive to EMS if needed in town. no more bike lanes are needed in this town.
- I like a left turn lane

- An island in the middle of the road is unacceptable when you have businesses where their driveway is in the middle of the block how is anybody supposed to get into the business.
- Add small carveouts to the median at intersections for a vehicle to pull out of traffic while making a left turn
- Turn lane is needed, especially at Peck/Terrace, Sanford, and Wood st. Residents in this neighborhood have expressed they do not feel safe sharing the road with motorists and desire separated bike lanes instead. The City does not maintain other greenspaces and they have little value to residents.
- Downlighting (reduce pollution) Bus stop bench
- Absolutely NO. There's a lot of traffic on this section already and it wouldn't be a nightmare to navigate with half the lanes and especially no turning lane.
- Go with the 3 lanes and center turn lane. This concept may look good, but will cause issues with safe traffic flow, the ability for people to cross the street, lots of grass to maintain. This concept prevents people from turning into business and driveways. Some business will suffer greatly and go out of business. We saw this happen years ago on Peck St. when it was made one way. Businesses moved away from Peck St. to avoid going under. We have to remember that this is a state highway.
- No place for cars to turn onto the opposite side
- A turn lane would absolutely be needed. If traffic is significantly slowed people will find other routes downtown potentially harming businesses and commuters.
- Establish an actual bike lane, not just some paint on the road. Make it a shielded lane. Continue with the increased green space by including large trees for shade. Install pedestrian amenities such as benches and trash bins at established bus stops and include enough space for ADA accessibility and keywalks where necessary. Don't install benches that dissuade people from using them. Make them comfortable, durable, and welcoming for (and I cant emphasize this enough) ALL residents.
- No Medians
- go with 3 lanes and bike lanes one lane going each way with center turn lane. bike lanes are ok.



Concept 3: Bike Lane with Parking | Leave your comments on the conceptual design for THIS SECTION below. Please be specific about suggestions.

- Looks good!
- I don't think there would be enough bike traffic to support this design.
- I feel as though this section of Apple already has high traffic, and to drop it from a 4 lane to a 2 lane would not only be dangerous for those on bikes and those attempting to turn from businesses back onto the road, but would actually cause many drivers to avoid the bottle-neck
- On-street parking could be beneficial to future development. However, without knowledge of planned developments in this section, it may be best to plan for on-site parking. Removing the median for parking increases pavement, decreases green space, and removes the refuge space for crossing Apple.
- I see 4 different road changes from 5 lanes at one end down to 2??? Seems confusing for those who don't navigate it daily.
- I question whether parking with only one traffic lane would work.

- pedestrian and urban renewal area continues
- combine sidewalk and bike lane. save money
- the present design is adequate to transport people in and out of town
- More parking and bike lane is nice
- It does not make sense to add parallel parking and shared bike lanes. Turn lane is needed at Peck and Sanford. Street parking is not needed in this section of Apple and will complicate snow removal (as it became clear in the Terrace St. redesign).
- Traffic circle
- NO. Lots of people travel through with here and are making turns into side streets. The current configuration works best to allow people through while others are turning without creating a traffic backup.
- Continue with the 3 lanes and bike paths. This is a State of MI highway. We do not need parking in this area. We do need the center lane for the Muskegon Police Dept. To safely and quickly respond to calls & having a center lane is important. The other issue is keeping the road the same from the West end of Apple Ave. Also having the turn lane will allow vehicles to turn on to Jefferson, Sandford and Peck without holding up the rest of the traffic. Not only is this safe, but it saves fuel.
- Need center turn lane so folks are able to leave businesses or turn into business
- We don't need parking on apple avenue. This would cause unnecessary traffic congestion, and cause consumers to go elsewhere.
- The road is too busy to not have a turn lane and/or to have parking on the side.
- Establish an actual bike lane, not just some paint on the road. Continue with the increased green space by including large trees for shade. Install pedestrian amenities such as benches and trash bins at established bus stops and include enough space for ADA accessibility and keywalks where necessary. Don't install benches that dissuade people from using them. Make them comfortable, durable, and welcoming for (and I cant emphasize this enough) ALL residents.
- not safe .. we do not need parking on a state highway. go to 3 lanes with bike lanes.

**Combining Concepts 1-3 | Leave your comments on the conceptual design below:**

- This is the most functional concept in terms of traffic flow.
- As Muskegon continues to grow, widening Apple Avenue makes the most sense. A turning lane is definitely needed.
- Feel the need for turning lane. Concerned about traffic backup affecting flow of traffic.
- Having a turn lane on the East side of Apple would be very helpful. But, as many use Apple for commute and travel to various businesses, I believe keeping the two lane on both sides is important, if not necessary.
- Bike lane transitions, landscaping, access management, pavement markings, and signage are all details that are needed to be worked out. However, Concept 2 provides many of the desired outcomes the community desires (slower speeds, safer for walking and biking, increased greenspace, etc.)
- I like the bike lanes and parking closer to downtown and left turn lane further away

- The designs are a complete waste of time no one will be able to go anywhere that easy with any of those designs
- i like this one because it keeps the flow of a main road while increasing pedestrian safety
- 2 lanes with a turn lane and a separated bike path would be preferable.
- We don't need to waste any more money on reconfiguring the lanes! Take that money and resurface the dang road and leave it alone otherwise.
- Make sure that the vehicles turning off of Apple Ave. into a business entrance or a driveway have the lowest possible angle so that the vehicles bottom does not hit the sidewalk when using that driveway or business entrance. This was a problem the last time that Apple Ave. was redone. Also Is there a way to keep part of Apple Ave. traffic flowing during the construction so that business can continue to do business. This was done at Sherman and Henry St. last summer and it worked quite well.
- Please leave areas for folks to turn along Apple Ave, esp for us folks that commute the entire length.
- Having an island will allow for increased green space and help spruce up the area immensely.
- keep traffic safe and have 1 turn lane with 1 lane going each way and bike lanes. do not hurt business with the other two plans.

**Final Comments | If you have any final comments please leave them below.**

- Stop with all the bike lanes. Make Muskegon safe to bike before add the infrastructure.
- Love the new ideas.
- Thank you for involving the public and investing in Muskegon!
- I don't understand the constant need to regress with road changes and reductions. The future traffic will not be reducing so why eliminate traffic lanes?
- How about managing traffic that is way too fast on the East side of 31 and put a signal by the trailer park.
- I wish this site included information on the people who are on the work group so we knew who to discuss these ideas with.
- This could be a major turning point in the way downtown operates and link Western and 3rd. 3rd seems to have snoozed a little. Refocusing on making Downtown more of a gathering spot should continue
- Not the cities perview but adding sidewalks to east Apple ave would be beneficial to the residents of Muskegon & Egelston township
- I would like less stop lights as well. Roundabouts would be ideal for busier intersections.
- Well we need parking downtown. Like a parking ramp. We do all these road project. But don't have parking. We have to park so far away.
- Just make it nice ,and stop spend muskegons whole budget on downtown .31 and apple , seaway into town,could really use the help
- This corridor is a first impression of Muskegon. Elements should be welcoming and pedestrian friendly.

- Stop wasting our tax dollars on road diets and reconfiguring lanes and just repair the roads we already have!
- Also having 3 lanes will allow for Semi's to be able to turn off and on to Apple Ave. We still have Semi Trucks coming downtown to most business and these trucks need room to safely turn. Will the new street be cement? Will anything ever be done to improve the North ends of Muskegon Ave. and Webster Ave. where they join Moses Jones Parkway? Thank you for reading my comments.
- People are going to hate whatever you end up deciding. That doesn't mean you've made a bad choice. It just means you live in Muskegon and people don't like being brought into modern times. But ensuring that bike lanes are protected is a must. Increased greenspace (with shade options) is a must. Adding pedestrian amenities to bus stops is also a must. We need to get away from auto focused infrastructure and focus on all modes of transportation.
- please do what the people of the City of Muskegon want and what is safe, not what a few want. do what is right for Muskegon