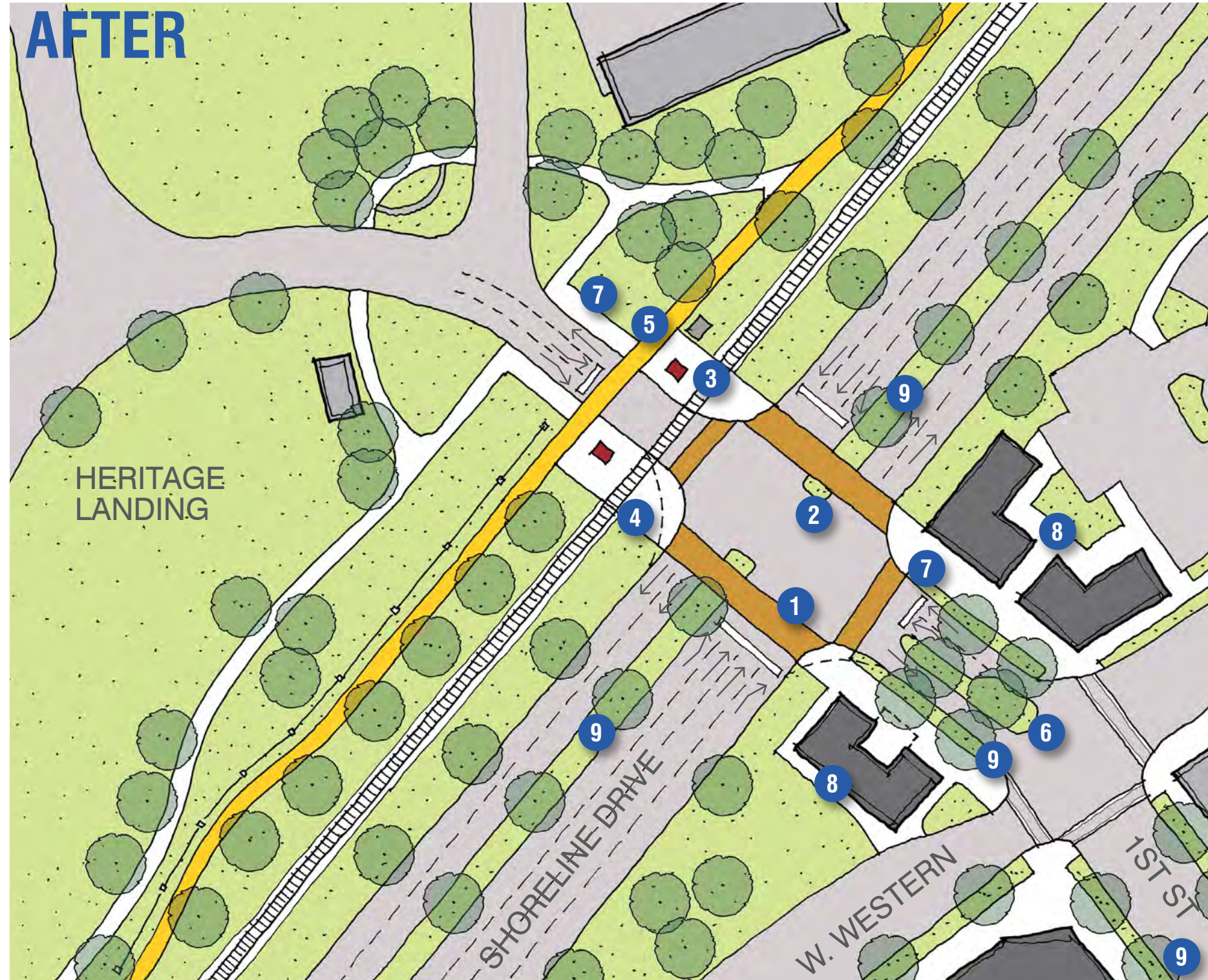




CONNECT INTERSECTION REPAIRS

Modifications to key intersections to increase connections to shoreline and activity centers by providing enhanced pedestrian and bicycle infrastructure.

7TH STREET + SHORELINE DRIVE

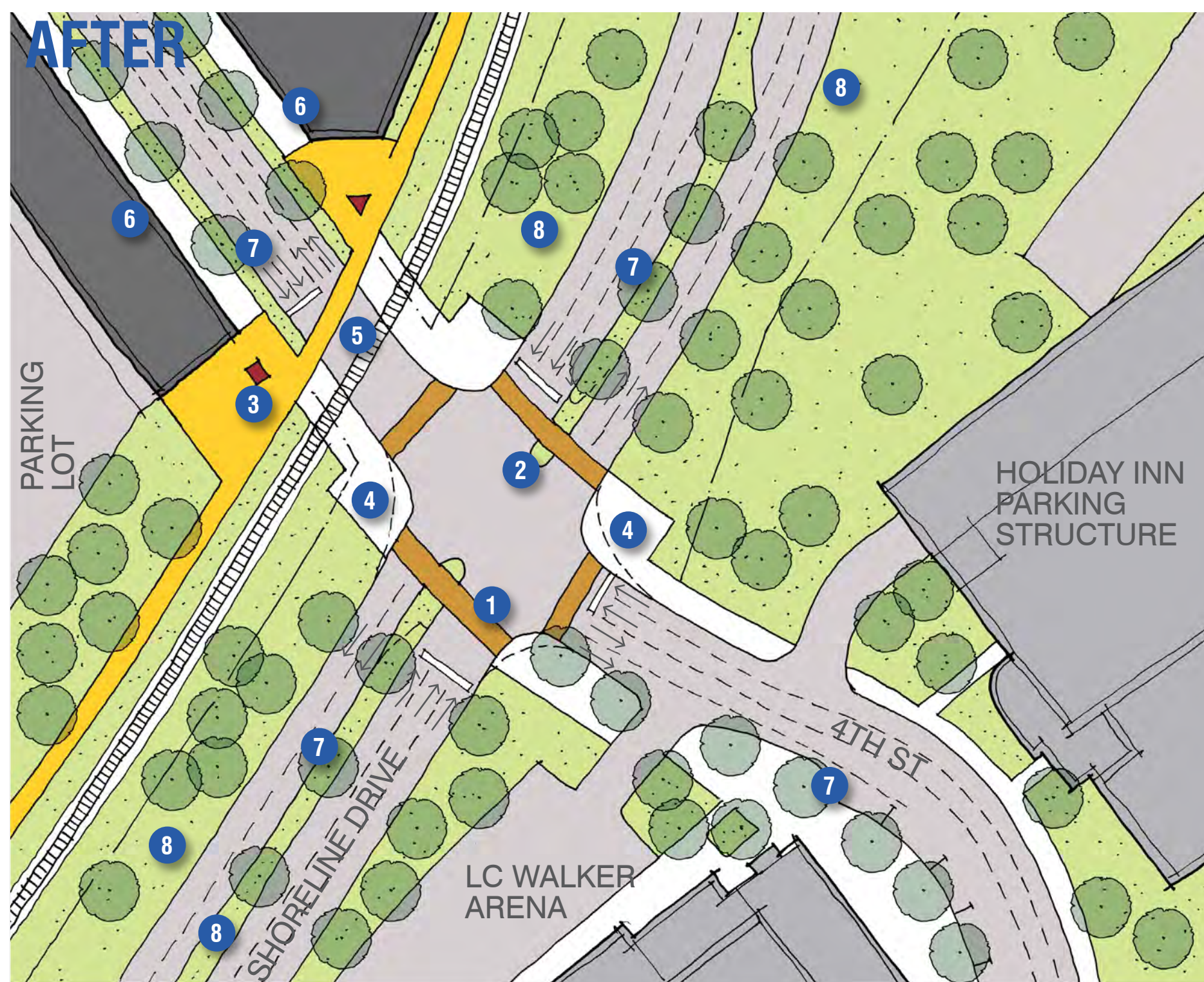
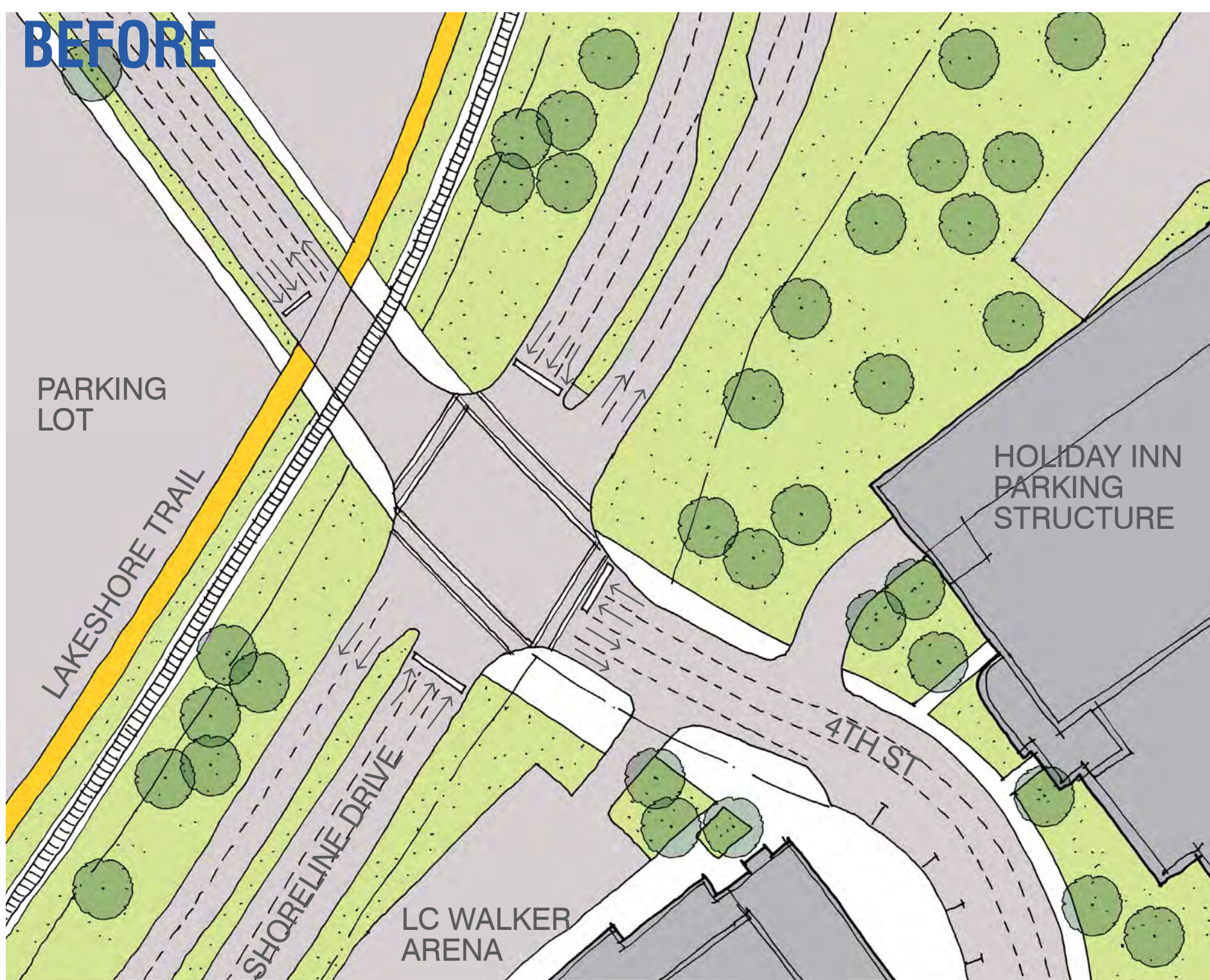


RECOMMENDED INTERSECTION REPAIRS

- 1 ENHANCED CROSSWALKS TO CARVE OUT SAFE SPACE FOR PEDESTRIANS USING ARTISTIC CROSSWALKS OR VARIETY IN PAVEMENT MATERIAL
- 2 MEDIAN REFUGE ISLAND TO PROVIDE PEDESTRIANS A SAFER AND MORE SECURED EXPERIENCE
- 3 THEMATIC WAYFINDING MONUMENTS TO DIRECT USERS TO SHORELINE AND DOWNTOWN
- 4 RECONSTRUCT INTERSECTION CURB TO ACHIEVE A SMALLER RADIUS TO SHORTEN THE CROSSING DISTANCE AND PROVIDE MORE SPACE FOR PEOPLE AS THEY WAIT TO CROSS
- 5 CONNECT NON-MOTORIZED PATH (LAKESHORE TRAIL) WITH DIRECT LINK AND ENHANCED STREET CROSSING
- 6 CREATE BOULEVARD AT FIRST STREET INTERSECTION TO NARROW THOROUGHFARE AND REDUCE TRAFFIC SPEEDS
- 7 CONNECT BOTH SIDES OF THE STREET FOR PEDESTRIAN CROSSINGS TO ENSURE PREDICTABILITY AND EASE OF NAVIGATION
- 8 ENCOURAGE BUILDINGS THAT DEFINE THE STREETSPACE TO PROVIDE INTERESTING THINGS FOR PEOPLE TO DO AND SEE ON THEIR WALK
- 9 PLANT STREET TREES TO PROVIDE SPATIAL ENCLOSURE, MARK AN IMPORTANT INTERSECTION, REDUCE TRAFFIC SPEEDS, AND MAKE THE PEDESTRIAN EXPERIENCING MORE CHARMING



4TH STREET + SHORELINE DRIVE



RECOMMENDED INTERSECTION REPAIRS

- 1 ENHANCED CROSSWALKS TO CARVE OUT SAFE SPACE FOR PEDESTRIANS USING ARTISTIC CROSSWALKS OR VARIETY IN PAVEMENT MATERIAL
- 2 MEDIAN REFUGE ISLAND TO PROVIDE PEDESTRIANS A SAFER AND MORE SECURED EXPERIENCE
- 3 THEMATIC WAYFINDING MONUMENTS TO DIRECT USERS TO SHORELINE AND DOWNTOWN
- 4 RECONSTRUCT INTERSECTION CURB TO ACHIEVE A SMALLER RADIUS TO SHORTEN THE CROSSING DISTANCE AND PROVIDE MORE SPACE FOR PEOPLE AS THEY WAIT TO CROSS
- 5 CONNECT NON-MOTORIZED PATH (LAKESHORE TRAIL) WITH ENHANCED STREET CROSSING USING ARTISTIC OR PAINTED CROSSWALK AT STREET
- 6 ENCOURAGE BUILDINGS THAT DEFINE THE STREETSPACE TO PROVIDE INTERESTING THINGS FOR PEOPLE TO DO AND SEE ON THEIR WALK
- 7 PLANT STREET TREES TO PROVIDE SPATIAL ENCLOSURE, MARK AN IMPORTANT INTERSECTION, REDUCE TRAFFIC SPEEDS, AND MAKE THE PEDESTRIAN EXPERIENCING MORE CHARMING
- 8 ENHANCE SHORELINE DRIVE EDGES WITH NATIVE PLANTINGS AND LANDSCAPE TO BUILD SUSTAINABLE AND CONNECTED GREENWAYS WHILE HEIGHTENING GATEWAY ASPECTS AS DRIVERS ENTER MUSKEGON



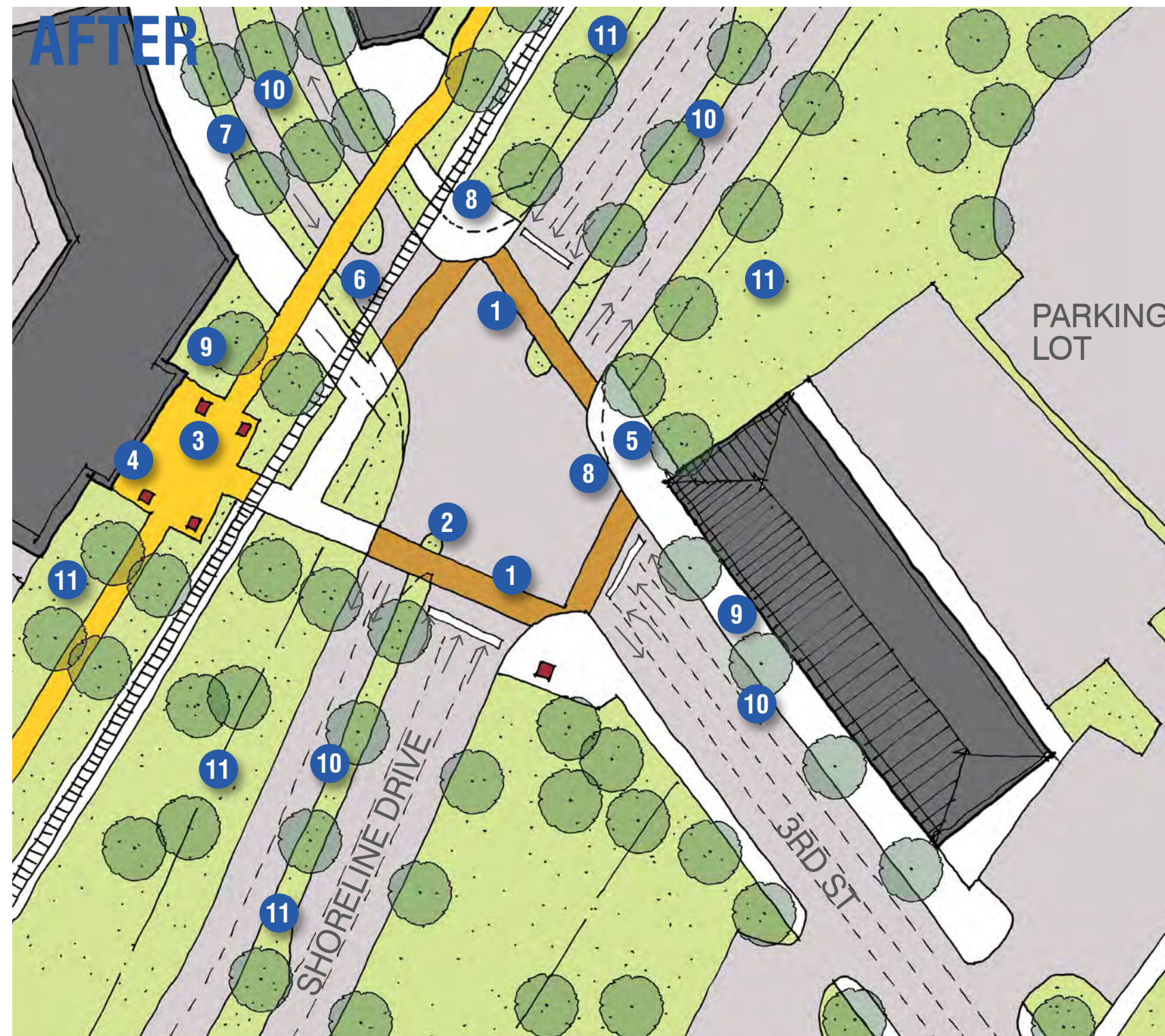
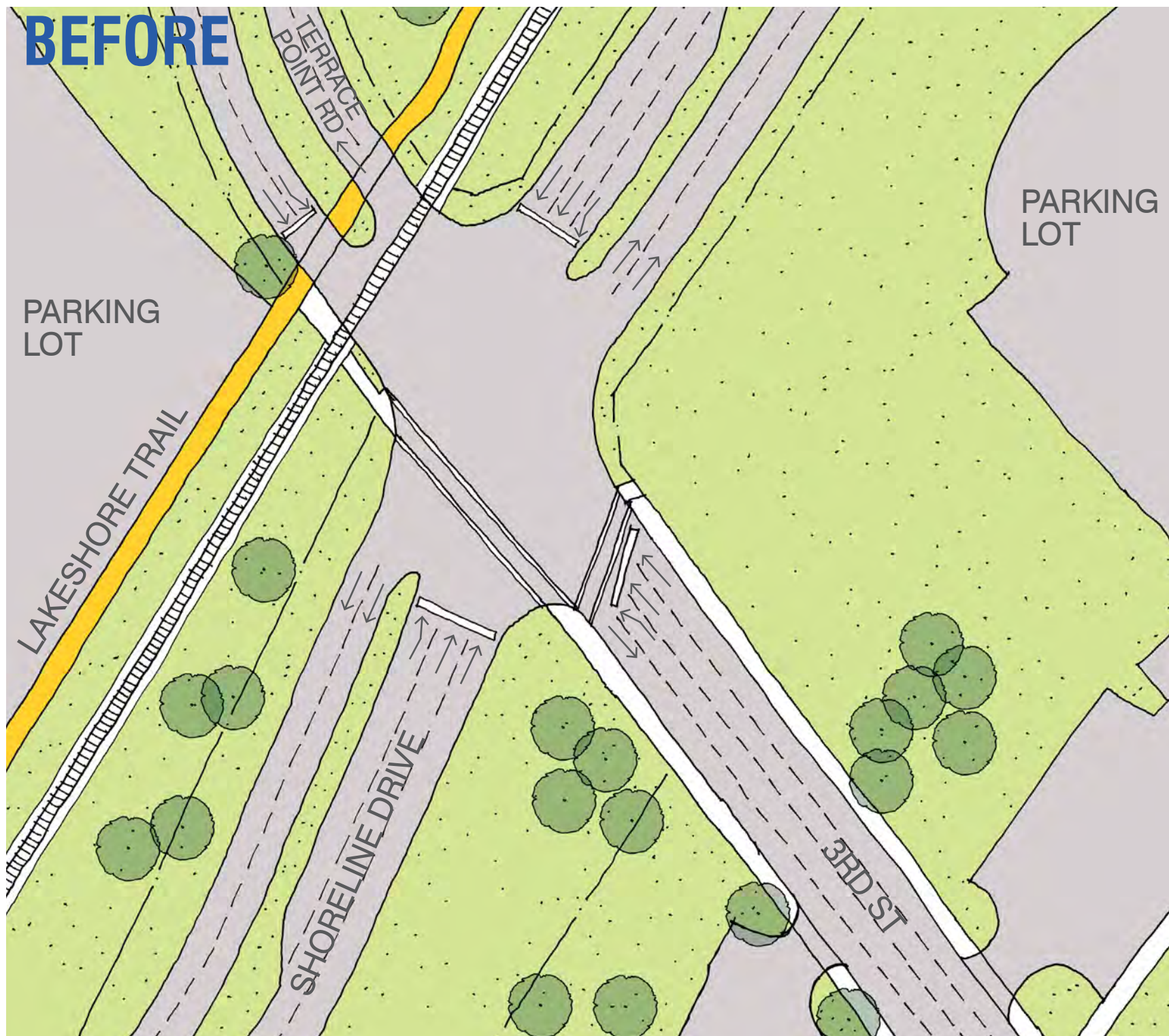
Scale : 1" = 60'



CONNECT INTERSECTION REPAIRS

Modifications to key intersections to increase connections to shoreline and activity centers by providing enhanced pedestrian and bicycle infrastructure.

3RD STREET + SHORELINE DRIVE



RECOMMENDED INTERSECTION REPAIRS

- 1 ENHANCED CROSSWALKS TO CARVE OUT SAFE SPACE FOR PEDESTRIANS USING ARTISTIC CROSSWALKS OR VARIETY IN PAVEMENT MATERIAL
- 2 MEDIAN REFUGE ISLAND TO PROVIDE PEDESTRIANS A SAFER AND MORE SECURED EXPERIENCE
- 3 THEMATIC WAYFINDING MONUMENTS TO DIRECT USERS TO SHORELINE AND DOWNTOWN
- 4 PLAZA SPACE AND BUILDING TO HELP ORIENT PEDESTRIANS & BIKERS ON THEIR JOURNEY AWHAILE PROVIDING A PLACE FOR A BREAK. THIS AREA COULD INCLUDE RESTROOMS AND BIKE REPAIR STATION
- 5 RECONSTRUCT INTERSECTION CURB TO ACHIEVE A SMALLER RADIUS TO SHORTEN THE CROSSING DISTANCE AND PROVIDE MORE SPACE FOR PEOPLE AS THEY WAIT TO CROSS
- 6 CONNECT NON-MOTORIZED PATH (LAKESHORE TRAIL) WITH ENHANCED STREET CROSSING USING ARTISTIC OR PAINTED CROSSWALK AT STREET
- 7 MODIFY STREET CROSS SECTION AT TERRACE POINT ROAD BY REMOVING ONE LANE OF TRAFFIC TO NARROW THOROUGHFARE, REDUCE TRAFFIC SPEEDS, WIDEN SIDEWALKS, AND PROVIDE A GATEWAY TO THE SHORELINE WITH WIDER PARKWAYS (TERRACE AREA)
- 8 CONNECT BOTH SIDES OF THE STREET FOR PEDESTRIAN CROSSINGS TO ENSURE PREDICTABILITY AND EASE OF NAVIGATION
- 9 ENCOURAGE BUILDINGS THAT DEFINE THE STREETSPACE TO PROVIDE INTERESTING THINGS FOR PEOPLE TO DO AND SEE ON THEIR WALK
- 10 PLANT STREET TREES TO PROVIDE SPATIAL ENCLOSURE, MARK AN IMPORTANT INTERSECTION, REDUCE TRAFFIC SPEEDS, AND MAKE THE PEDESTRIAN EXPERIENCING MORE CHARMING
- 11 ENHANCE SHORELINE DRIVE EDGES WITH NATIVE PLANTINGS AND LANDSCAPE TO BUILD SUSTAINABLE & CONNECTED GREENWAYS WHILE HEIGHTENING GATEWAY ASPECTS AS DRIVERS ENTER MUSKEGON

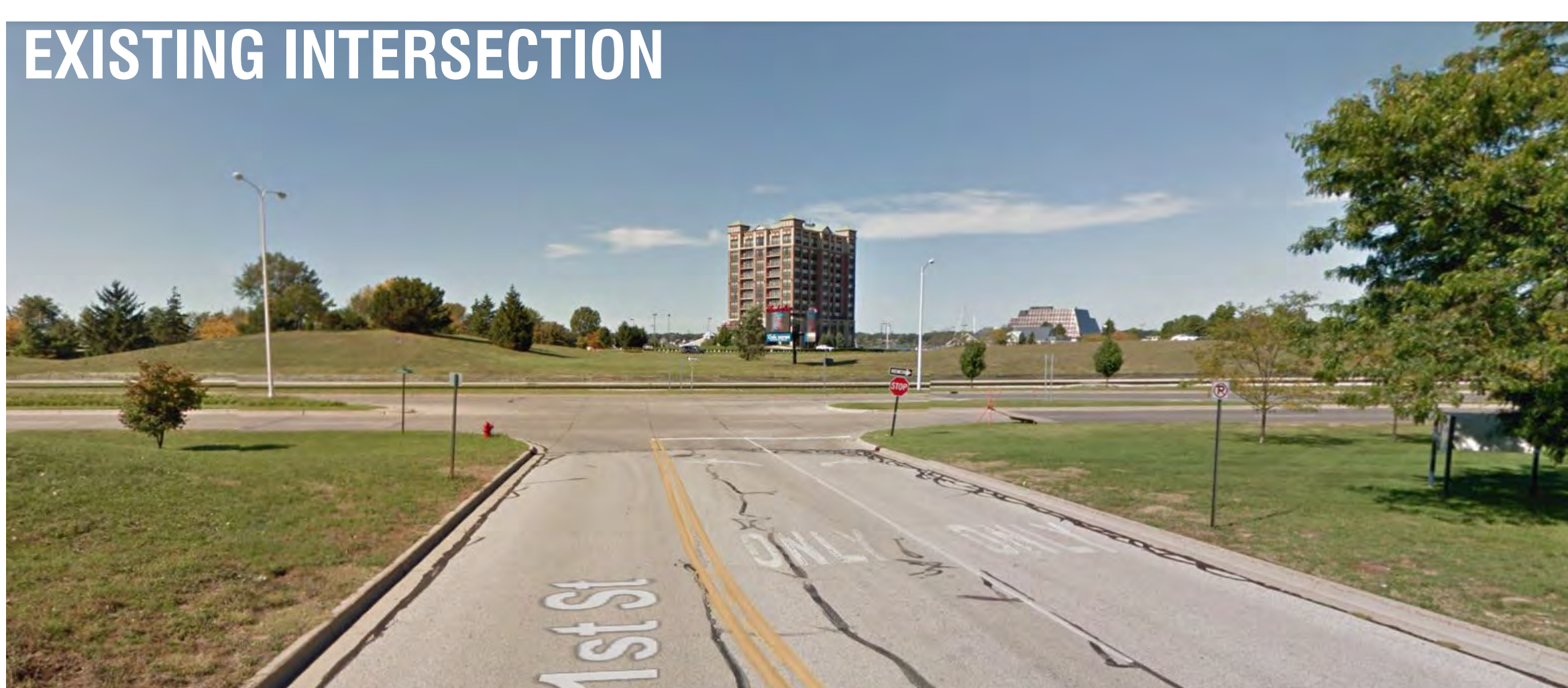


1ST STREET + SHORELINE DRIVE



RECOMMENDED INTERSECTION REPAIRS

- 1 EXTEND FIRST STREET TO TERRACE POINT ROAD TO CONNECT DOWNTOWN TO SHORELINE AND ADD TRAFFIC SIGNAL
- 2 CONSIDER BOULEVARD AT NEW FIRST STREET TO CALM TRAFFIC AND CREATE A GATEWAY TO THE SHORELINE AND A BETTER PEDESTRIAN EXPERIENCE
- 3 ENHANCED CROSSWALKS TO CARVE OUT SAFE SPACE FOR PEDESTRIANS USING ARTISTIC CROSSWALKS OR VARIETY IN PAVEMENT MATERIAL
- 4 MEDIAN REFUGE ISLAND TO PROVIDE PEDESTRIANS A SAFER AND MORE SECURED EXPERIENCE
- 5 THEMATIC WAYFINDING MONUMENTS TO DIRECT USERS TO SHORELINE AND DOWNTOWN
- 6 PLAZA SPACE AND BUILDING TO HELP ORIENT PEDESTRIANS & BIKERS ON THEIR JOURNEY AWHAILE PROVIDING A PLACE FOR A BREAK. THIS AREA COULD INCLUDE RESTROOMS AND BIKE REPAIR STATION
- 7 CONSIDER CREATING A TERMINATING VISTA TO HELP ORIENT PEDESTRIANS TO SHORELINE
- 8 NEW SIDEWALKS TO BETTER CONNECT SHORELINE INN TO DOWNTOWN
- 9 RECONSTRUCT INTERSECTION CURB TO ACHIEVE A SMALLER RADIUS TO SHORTEN THE CROSSING DISTANCE AND PROVIDE MORE SPACE FOR PEOPLE AS THEY WAIT TO CROSS
- 10 CONNECT NON-MOTORIZED PATH (LAKESHORE TRAIL) WITH ENHANCED STREET CROSSING USING ARTISTIC OR PAINTED CROSSWALK AT STREET
- 11 ENCOURAGE BUILDINGS THAT DEFINE THE STREETSPACE TO PROVIDE INTERESTING THINGS FOR PEOPLE TO DO AND SEE ON THEIR WALK
- 12 PLANT STREET TREES TO PROVIDE SPATIAL ENCLOSURE, MARK AN IMPORTANT INTERSECTION, REDUCE TRAFFIC SPEEDS, AND MAKE THE PEDESTRIAN EXPERIENCING MORE CHARMING
- 13 ENHANCE SHORELINE DRIVE EDGES WITH NATIVE PLANTINGS AND LANDSCAPE TO BUILD SUSTAINABLE AND CONNECTED GREENWAYS WHILE HEIGHTENING GATEWAY ASPECTS AS DRIVERS ENTER MUSKEGON

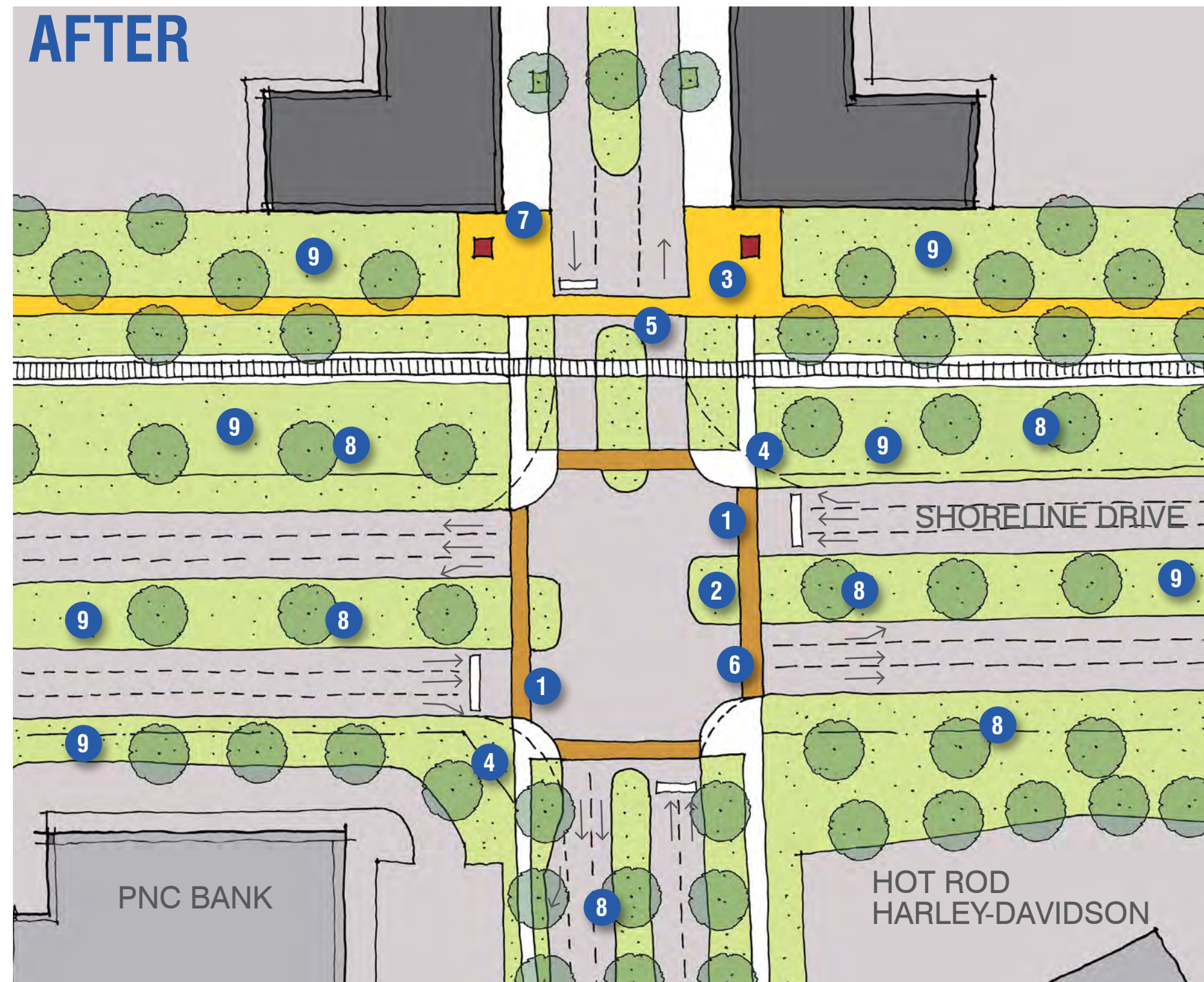
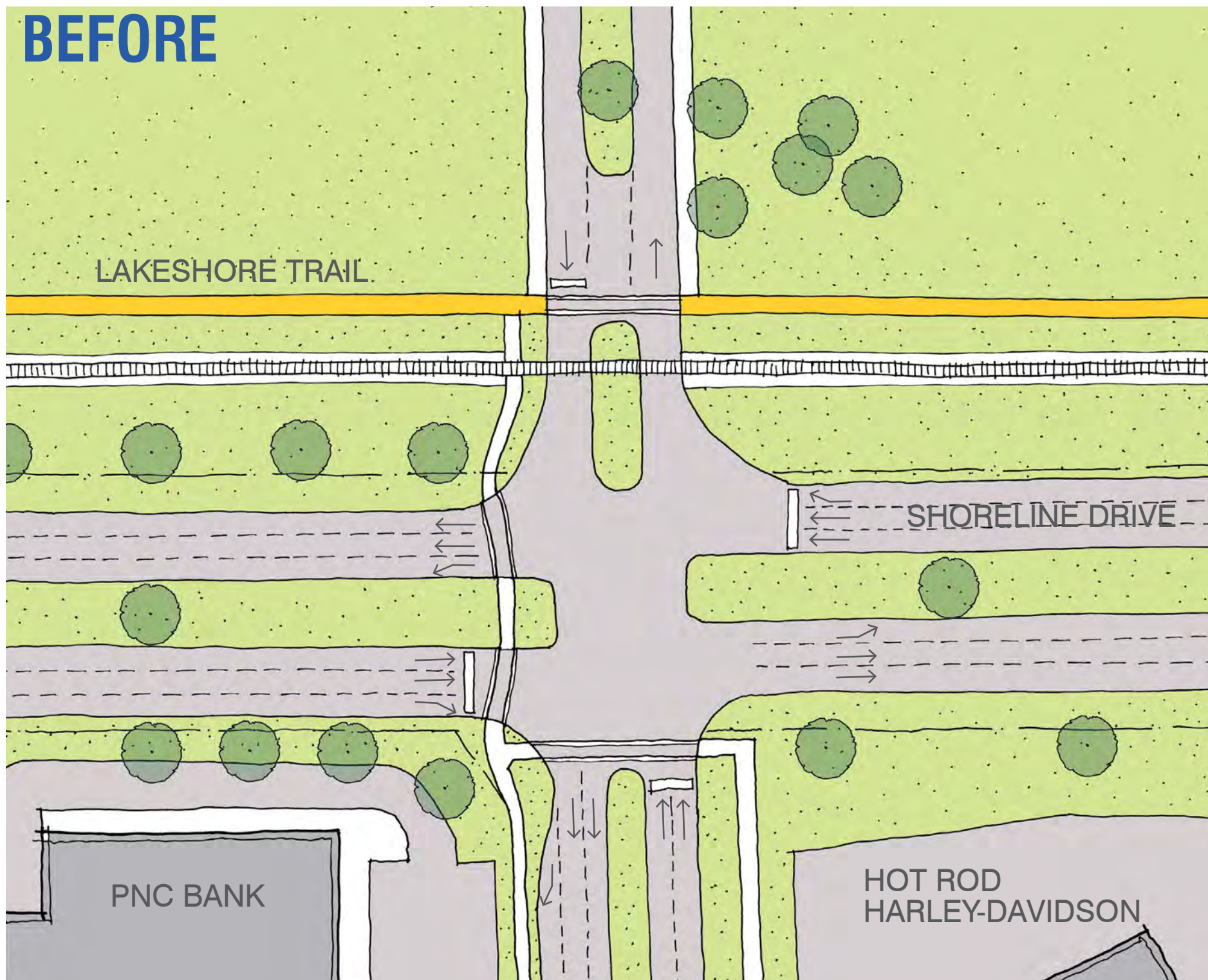




CONNECT INTERSECTION REPAIRS

Modifications to key intersections to increase connections to shoreline and activity centers by providing enhanced pedestrian and bicycle infrastructure.

TERRACE STREET + SHORELINE DRIVE

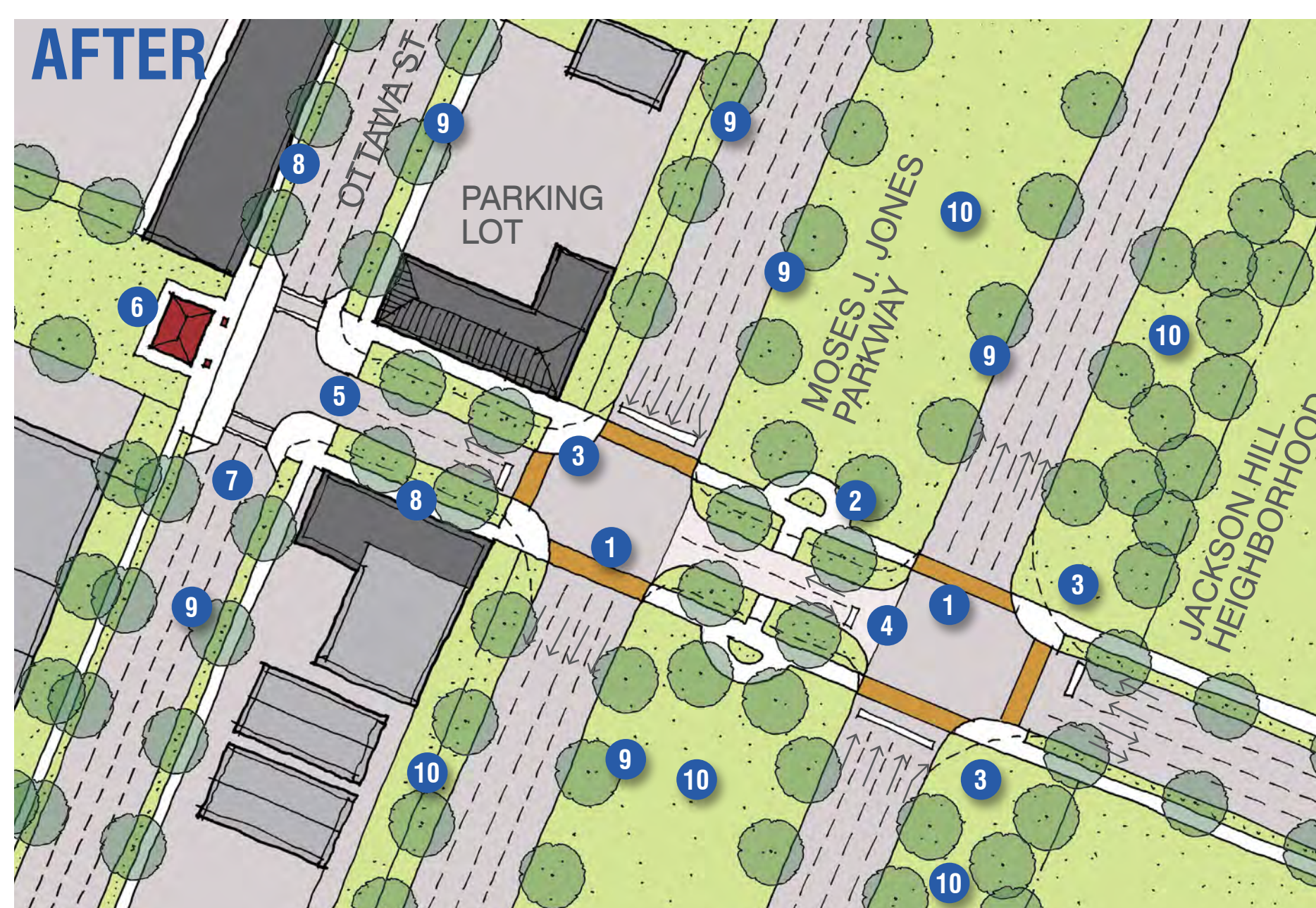


RECOMMENDED INTERSECTION REPAIRS

- 1 ENHANCED CROSSWALKS TO CARVE OUT SAFE SPACE FOR PEDESTRIANS USING ARTISTIC CROSSWALKS OR VARIETY IN PAVEMENT MATERIAL
- 2 MEDIAN REFUGE ISLAND TO PROVIDE PEDESTRIANS A SAFER AND MORE SECURED EXPERIENCE
- 3 THEMATIC WAYFINDING MONUMENTS TO DIRECT USERS TO SHORELINE AND DOWNTOWN
- 4 RECONSTRUCT INTERSECTION CURB TO ACHIEVE A SMALLER RADIUS TO SHORTEN THE CROSSING DISTANCE AND PROVIDE MORE SPACE FOR PEOPLE AS THEY WAIT TO CROSS
- 5 CONNECT NON-MOTORIZED PATH (LAKESHORE TRAIL) WITH ENHANCED STREET CROSSING USING ARTISTIC OR PAINTED CROSSWALK AT STREET
- 6 CONNECT BOTH SIDES OF THE STREET FOR PEDESTRIAN CROSSINGS TO ENSURE PREDICTABILITY AND EASE OF NAVIGATION
- 7 PLAZA SPACE AND BUILDING TO HELP ORIENT PEDESTRIANS & BIKERS ON THEIR JOURNEY AWHILE PROVIDING A PLACE FOR A BREAK. THIS AREA COULD INCLUDE RESTROOMS AND BIKE REPAIR STATION
- 8 PLANT STREET TREES TO PROVIDE SPATIAL ENCLOSURE, MARK AN IMPORTANT INTERSECTION, REDUCE TRAFFIC SPEEDS, AND MAKE THE PEDESTRIAN EXPERIENCING MORE CHARMING
- 9 ENHANCE SHORELINE DRIVE EDGES WITH NATIVE PLANTINGS AND LANDSCAPE TO BUILD SUSTAINABLE AND CONNECTED GREENWAYS WHILE HEIGHTENING GATEWAY ASPECTS AS DRIVERS ENTER MUSKEGON

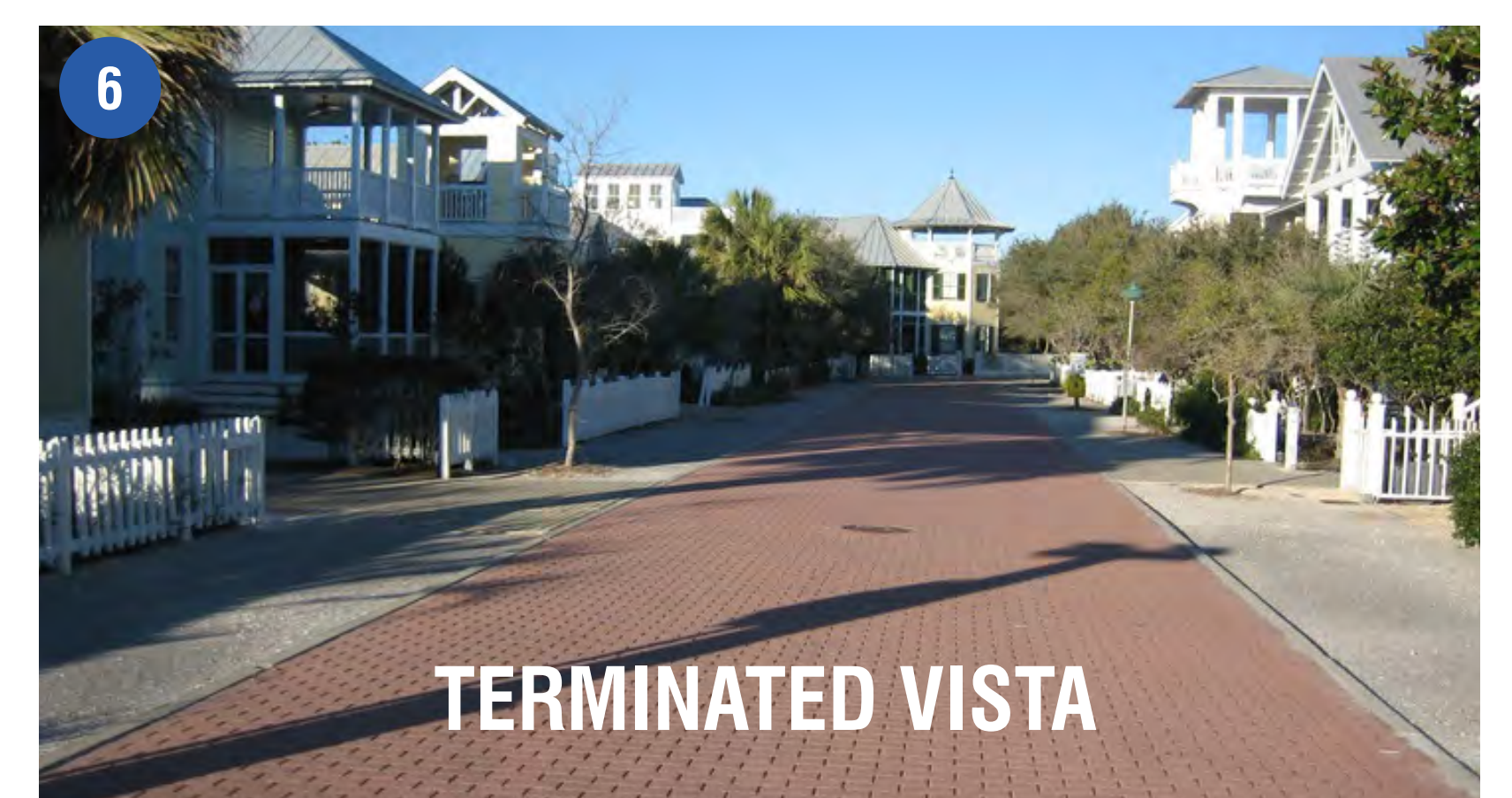
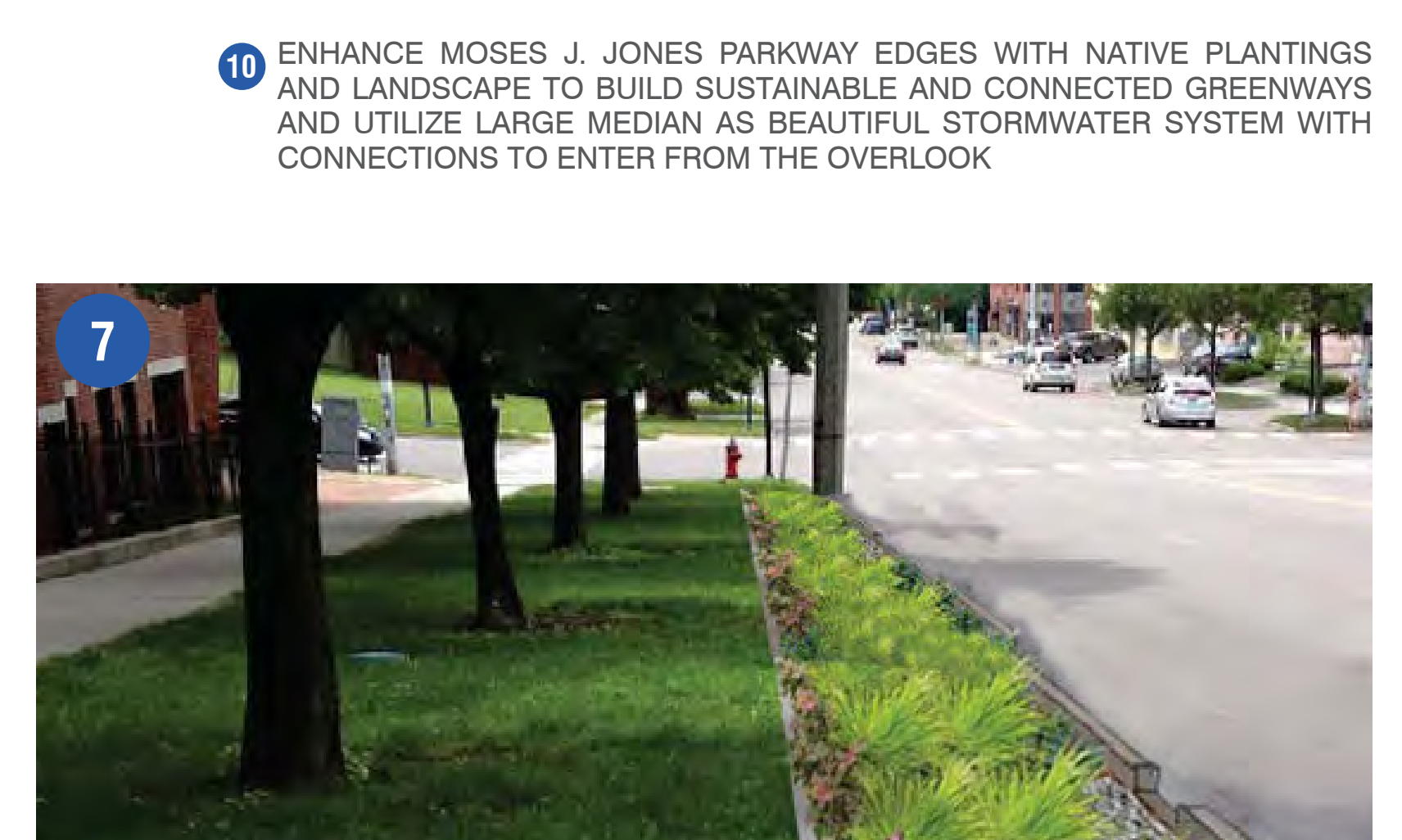


MARQUETTE STREET + MOSES J. JONES PARKWAY



RECOMMENDED INTERSECTION REPAIRS

- 1 ENHANCED CROSSWALKS TO CARVE OUT SAFE SPACE FOR PEDESTRIANS USING ARTISTIC CROSSWALKS OR VARIETY IN PAVEMENT MATERIAL
- 2 CREATE AN ENHANCED REFUGE AND OVERLOOK IN LARGE MEDIAN FOR PEDESTRIANS CROSSING 6 LANES OF TRAFFIC
- 3 RECONSTRUCT INTERSECTION CURB TO ACHIEVE A SMALLER RADIUS TO SHORTEN THE CROSSING DISTANCE AND PROVIDE MORE SPACE FOR PEOPLE AS THEY WAIT TO CROSS
- 4 NARROW MARQUETTE STREET AT MEDIAN TO CALM TRAFFIC AND CREATE A BETTER PEDESTRIAN CROSSING EXPERIENCE
- 5 NARROW MARQUETTE STREET AT OTTAWA STREET TO CALM TRAFFIC AND CREATE A BETTER PEDESTRIAN EXPERIENCE
- 6 REMOVE GRAVEL STUB STREET AT OTTAWA AND ADD A TERMINAL VISTA AND DESTINATION POINT FOR THOSE CROSSING AND TO MARK THE IMPORTANCE OF OTTAWA STREET AS A GREENWAY CONNECTOR
- 7 REDESIGN OTTAWA ST. TO BECOME A PRIMARY GREENWAY CONNECTOR BETWEEN RICHARDS PARK, FISHERMAN'S LANDING, AND SHORELINE
- 8 ENCOURAGE BUILDINGS THAT DEFINE THE STREETSPACE TO PROVIDE INTERESTING THINGS FOR PEOPLE TO DO AND SEE ON THEIR WALK
- 9 PLANT STREET TREES TO PROVIDE SPATIAL ENCLOSURE, MARK AN IMPORTANT INTERSECTION, REDUCE TRAFFIC SPEEDS, AND MAKE THE PEDESTRIAN EXPERIENCING MORE CHARMING
- 10 ENHANCE MOSES J. JONES PARKWAY EDGES WITH NATIVE PLANTINGS AND LANDSCAPE TO BUILD SUSTAINABLE AND CONNECTED GREENWAYS AND UTILIZE LARGE MEDIAN AS BEAUTIFUL STORMWATER SYSTEM WITH CONNECTIONS TO ENTER FROM THE OVERLOOK



Scale : 1" = 60'