

THUMB REGION NON-MOTORIZED TRANSPORTATION PLAN - CASEVILLE

INTRODUCTION

The counties of Tuscola, Sanilac and Huron have joined to develop a regional non-motorized transportation plan. The focus of this project is M-25 corridor and the waterfront communities and destinations. The plan is very implementation oriented looking to identify realistic projects that will effect noticable improvements to bicycling and walking conditions in the region.

This document presents the recommendations for Caseville. A complete report of the recommendations for the entire region is available for download at: www.greenwaycollab.com/ThumbNoMo

PROPOSED RECOMMENDATIONS FOR CASEVILLE

Caseville is located in the northwest side of the region in Huron County. It has a population of 777 but its popuation increases dramatically in the summer months. There are 271 seasonal housing units representing 44% of the total housing units. This translates into about about 740 additional residents who spend a considerable portion of the summer in the area. In addition to the seasonal residents there are a number of cottages, campgrounds, motels and bed and breakfasts as well as the State Harbor and boat launch that attract visitors for shorter stays. Caseville also hosts a number of events including the extremely popular Cheeseburger Festival in mid-August. There are also almost an additoni 2,000 people who live in the township surrounding the city.

The downtown area is pedestrian friendly, with existing curb extensions at crosswalks, pedetrian scale lighting and benches. There are no existing bike lanes in the downtown area. Caseville ranks 56th out of 93 Michigan communities with a population between 500 and 1,000 in terms of the total number of people who walk (2.9%), bike (0.0%) and use transit (1.3%) to work.

Bike lanes can be added to Main Street (M-25) in the downtown area in the near-term through lane narrowing. Due to the existing road width, bike lanes cannot be added to M-25 south of Michigan Street in the near-term. However, until bike lanes can be added, the road should be redesigned to lower the speed limit to 35 mph so shared lane markings can be added in the mid-term. Measures that would help lower the speed through this commercial area include the proposed crossing island, a planted median where the left-turn in not necessary and street trees between the sidewalk and the curb. As this segment of road was recently constructed it will be quite some time before the road is reconstructed and bike added.

Neighborhood connector routes are recommended to provide an alternative route for M-25 in the city. There is a proposed pathway connection between West Street and Pine Street across the Pigeon River and through undeveloped land. Neighborhood connector routes also provide connections to local parks and schools in the community. Wayfinding signage, traffic calming, and safe road crossings should be incorporated into the routes.

