

# THUMB REGION NON-MOTORIZED TRANSPORTATION PLAN - PORT SANILAC

## 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 Port Sanilac. A complete report of the recommendations for the entire region is available for download at: [www.greenwaycollab.com/ThumbNoMo](http://www.greenwaycollab.com/ThumbNoMo)

## PROPOSED RECOMMENDATIONS FOR PORT SANILAC

Port Sanilac is located on the west side of the region in Sanilac County. It is a small town with a population of 623, but this number increases dramatically in the summer. There are 102 seasonal housing units representing 23% of the total housing units in the village. This translates to about 200 additional residents who spend a considerable portion of the summer in the area. In addition to the seasonal housing, there is a small inn and both a DNR and a private marina that attract additional short-term visitors.

There are no existing bike lanes, bike routes or shared-use pathways in the village. For Michigan Communities between the population of 500 and 1,000, Port ranks 9th out of 93 communities in terms of the total number of people who walk (7.8%), bike (0%) and take transit (2.2%) to work. The absence of bike commuters can be explained the very compact nature of the village.

Currently there is a local initiative to construct a pathway along M-25 between Port Sanilac and Lexington. While federal transportation funds have been allocated for this project, there are a number of issues that still need to be addressed. The most challenging of these are the number of deep and wide ravines along the M-25. Bridging these ravines may prove to be cost prohibitive.

Bike lanes can be added to Ridge Street (M-25) in the near-term through 4 to 3 lane conversions and the elimination of one of the south-bound lanes just south of the Main Street intersection. This would provide a continuous bike facility through town linking the paved shoulders on M-25. Given the low traffic volumes there should be no negative effect on the automobile level of service. Bike lanes may also be added to Main Street by narrowing the lanes and consolidating the lightly used on-street parking on one side of the roadway.

Curb extensions should be added in the downtown area along Lakeshore Street and Main Street to provide better visibility and shorter crossing distance at road crossings.

Neighborhood connector routes are recommended to provide an alternative route for M-25 in the downtown and to provide connections to local parks and schools in the community. Wayfinding signage, traffic calming, and safe road crossings should be incorporated into the routes.

It is recommended that the proposed Port Sanilac – Lexington trail should focus initially on the two mile link south to the MDOT Roadside Park near the M-25 Washington Road intersection. This link should be geared more towards pedestrians and considered a wide sidewalk that has occasional bike traffic as many adult cyclists will continue to use the wide paved shoulder. The path should come up to the roadway and use the paved shoulder at the ravines. Appropriate pedestrian warning signs should be added on M-25 at these locations.

