

THUMB REGION NON-MOTORIZED TRANSPORTATION PLAN - SEBEWAING

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 noticeable improvements to bicycling and walking conditions in the region.

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

PROPOSED RECOMMENDATIONS FOR SEBEWAING

Sebewaing is located on the west side of the region in Huron County. It has a population of 1,759. There is only a handful of seasonal housing units in the city. In addition to the year-round residents, the Sebewaing Marina, Sebewaing County Park which has 64 campsites sites, the Sebewaing River Campground and the Sebewaing Sugar Festival in mid-june attract visitors to the area. Sebewaing also serves as the commercial center for the surrounding townships.

There is an existing pathway on the south side of W. Sebewaing Street between S. Center Street and S. Miller Street. There are no existing bike lanes in the village. Sebewaing ranks 44th out of 127 Michigan communities with a population between 1,000 and 2,000 in terms of the total number of people who walk (5.7%), bike (0%) and use transit (0%) to work.

One of the most challenging areas for pedestrians is the intersection of E Sebewaung and N Center Street. The combination of the vertical curve on the bridge, the bridge railing and the building make clear sightlines difficult.

Bike lanes can be added to a portion of Union Street and N. Center Street in the near-term through lane narrowing. Due to the existing road width, in some areas bike lanes cannot be added to the primary roads in the near-term. It is recommended that shared lane markings be placed along these routes until the roads are reconstructed and bike lanes can be implemented.

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

Neighborhood connector routes are recommended to provide an alternative route to M-25 in the city that bypasses the sugar plant entrance. The 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.

