

THUMB REGION NON-MOTORIZED TRANSPORTATION PLAN - LEXINGTON

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

PROPOSED RECOMMENDATIONS FOR LEXINGTON

Lexington is located in the southeast corner of the region in Sanilac County. It has a year-round population of 1,178, but this number increases dramatically in the summer. There are 459 seasonal homes which represent 41% of the total housing units in the village. This translates to approximately 900 additional residents who spend a considerable portion of the summer in the area. In addition to the seasonal housing, there are a number of bed and breakfasts, a DNR marina, DNR boat launch and a private marina that attract numerous short-term visitors. About 4 miles south of Lexington are a number of subdivisions where most of the housing is seasonal and Lexington is the closest village. It is also the closest of the Thumb's shoreline communities to the Detroit metropolitan area. Most of the Marina traffic is reported to be from the Port Huron and St. Clair River areas. For Michigan Communities between 1,000 and 2,000 people, Lexington was in the middle of the pack regarding the total number of people who walk (4.3%), bike (0%) and take transit (0%) to work.

The existing non-motorized facilities include bike lanes on Main Street (north of Huron Street). There is also an existing roadside pathway to the west of the city that connects Lexington to Crosswell. Currently there is a local initiative to construct a pathway along M-25 between Lexington and Port Sanilac. While there has been federal transportation funds allocated to 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 Huron Street between west Main Street and the start of the trail to Crosswell. This may be accomplished by removing a few on-street parking spaces by the public library where an off-street parking lot exists and a removing the center turn lane west of the Library (the turn lanes would be kept at Main Street). Due to the existing road width, bike lanes cannot be added to Main Street (M-25) south of Huron Street in the near term. It is recommended that shared lane markings be placed along this road until the road is reconstructed and bike lanes can be implemented.

Curb extensions should be added in the downtown area along Main Street and Huron Street to provide better visibility and shorten the crossing distance at road intersections. Four crossing islands are proposed on Main Street where there is demand to cross the road and the left turn lane is not used. Pavement markings are also proposed to be added to the unmarked crosswalk at Lester Street and the crosswalk at Dennison Street be enhanced with higher visibility crosswalk markings and signage.

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 Lexington - Port Sanilac trail should focus initially on the two and half mile link north to Lexington Park near the intersection of County Farm Road and M-25. This link should be geared more towards pedestrians and be 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.

