

THUMB REGION NON-MOTORIZED TRANSPORTATION PLAN - PORT AUSTIN

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

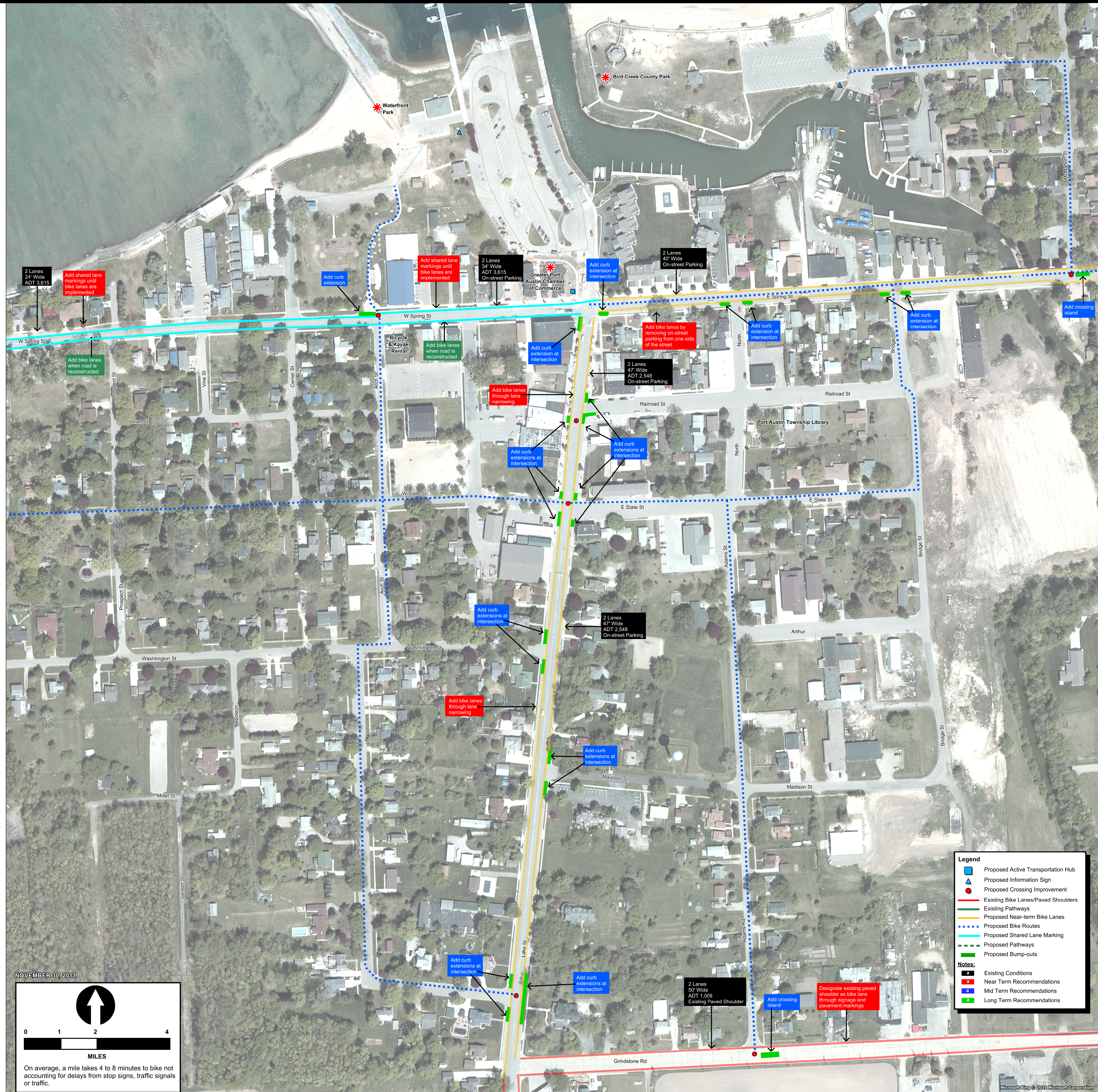
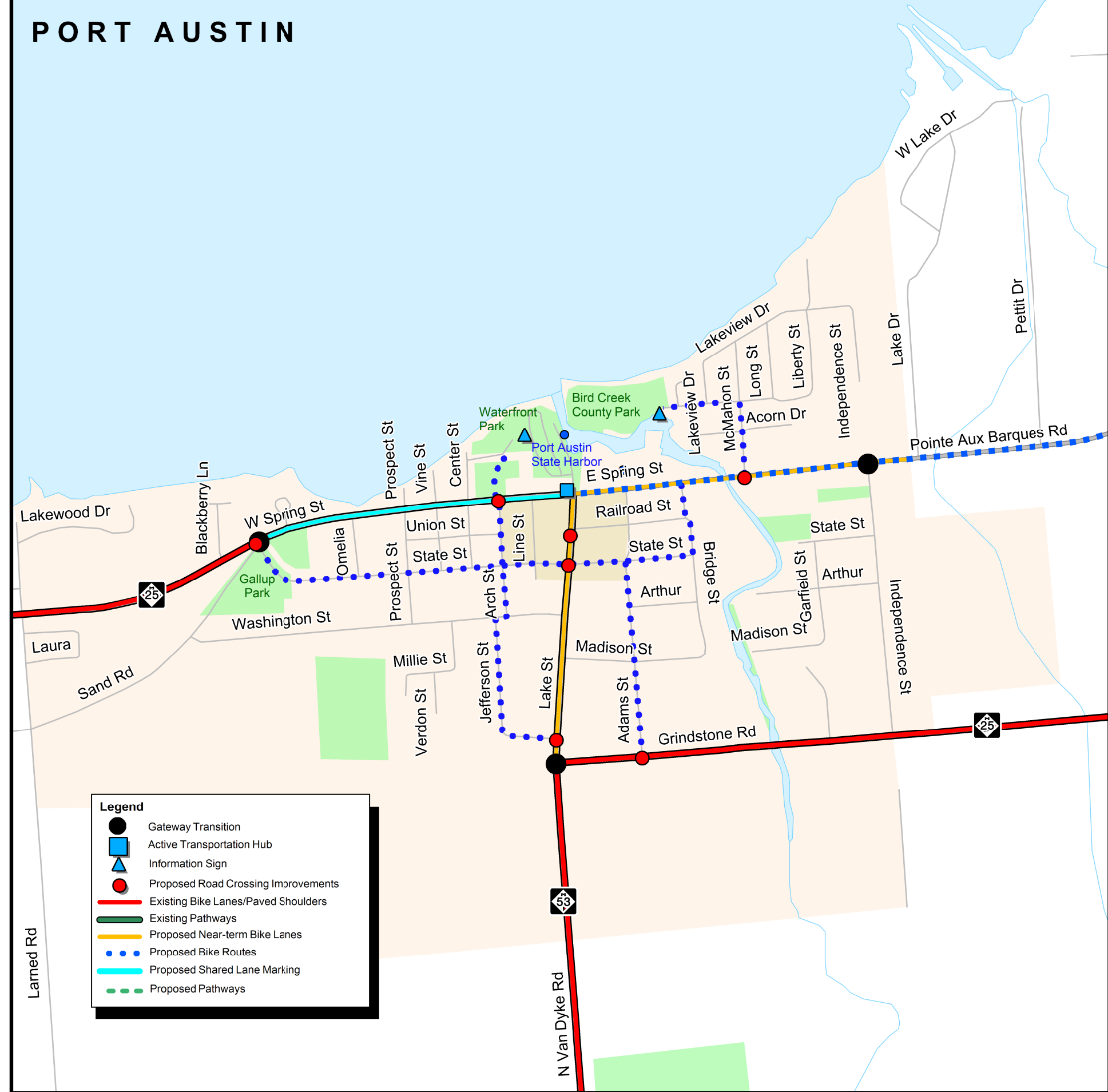
PROPOSED RECOMMENDATIONS FOR PORT AUSTIN

Port Austin is located at the northern tip of the region. It has a population of only 664 but its population increases dramatically in the summer months. There are 299 seasonal housing units, representing about 41% of the total housing units. This translates to about a 600 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 Port Austin State Harbor and boat launch that attract visitors for shorter stays. Port Austin is the primary commercial center for a large number of homes, cottages and campgrounds located ten miles in either direction along the coast including Port Crescent State Park, Pointe Aux Barques and Grind Stone City. Port Austin also hosts a number of events including a Sea Kayak Symposium in mid-June.

There are currently no designated bike facilities in Port Austin but it does have the only bike rental facility in the entire thumb area. Port Austin ranks 9th out of 93 of Michigan communities with a population between 500 and 1,000 in terms of the total number of people who walk (9.5%), bike (0.7%) and use transit (0%) to work.

Bike lanes can be added to Lake Street in the near-term through lane narrowing. Bike lanes can be added to E. Spring Street in the near-term by removing on-street parking from one side of the street. Due to the existing road width, bike lanes cannot be added to W. Spring Street 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 Lake Street and Spring 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 and M-39. These 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.



NOVEMBER 30, 2011

0 1 2 4
MILES

On average, a mile takes 4 to 8 minutes to bike not accounting for delays from stop signs, traffic signals or traffic.