ANN ARBOR
Charter Township

Ann Arbor Charter Township
Washtenaw County, Michigan

Non-Motorized Transportation Plan

June 2026



This project made possible thanks to generous support from

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Charter Township

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Many thanks to SEMCOG for providing funding for this planning effort, and thank you to the Steering Committee members for their invaluable time and efforts in developing this long-term vision for Ann Arbor Township.

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Image Credit: Bar End Drifters Bicycle Adventure Club

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Image Credit: Garrett Brink

Executive Summary

Amidst increasing development, Ann Arbor Charter Township ("Township") is situated as a unique community that offers expansive, natural features and rural landscapes, rolling dirt roads, and a crucial node for recreation throughout Washtenaw County and beyond. Cyclists, walkers, runners, and even horseback riders seek out the natural beauty and connectivity of the Township on a daily basis. Historically, the Township has championed and prioritized its unique character and prime location for non-motorized recreation. For instance, the Township previously developed a vision for non-motorized facilities to illustrate its priorities for future non-motorized facilities along the major roadways. This Non-Motorized Plan responds to and builds on that vision to provide safe, connected, and accessible non-motorized infrastructure. At the same time, this Plan recognizes the urgency and need to establish and maintain safe, accessible, and connected non-motorized infrastructure.

Situated at the crossroads of several communities, including but not limited to the City of Ann Arbor, Superior Township, and the University of Michigan, the Township plays a vital role in regional mobility, connectivity, and trail access. As a crossroads for several neighboring municipalities, the Township is uniquely positioned to enhance regional placemaking, foster spaces that reflect the Township's rural character, and support the needs of adjacent urban and suburban communities. Strengthening these connections through non-motorized infrastructure allows the Township to become a destination and a conduit, encouraging partnerships, promoting regional identity, and supporting inclusive, people-centered development across community boundaries.

The Non-Motorized Plan includes five goals—detailed in the Project Overview section—that communicate the plan's future achievements. These goals set the basis for the plan's objectives, performance measures, recommendations, and implementation: Safety, Connectivity, Usability, Accessibility, and Feasibility

This Plan outlines existing conditions in the community, which includes a discussion of community feedback that was solicited in 2025-2026. The plan also identifies opportunities and challenges for non-motorized infrastructure in Ann Arbor Township and proposes non-motorized alignments that support the goals listed above. The Plan outlines a vision that is feasible and informed by community feedback. Going forward, it will be important to treat this Plan as a living document, and the Township should review the Plan on a regular basis and adjust as needed to reflect the realities and needs of the area. Ultimately, this Plan serves as a resource and guide for the Township and partnering municipalities and organizations to strategically identify opportunities for short and long-term, non-motorized projects and allocate funds to implement safe and accessible infrastructure. Further, this plan is meant to articulate an understanding with neighboring communities and institutions that any proposed future development or road improvement should incorporate non-motorized components to their plans. Doing so can help to make the Township and connected communities safer, healthier, and more accessible for everyone.



Image Credit: Jill Zamojcin



Image Credit: Bar End Drifters Bicycle Adventure Club

Project Overview

Plan Purpose and Goals

The Ann Arbor Township Non-Motorized Plan presents a near and long-term vision for non-motorized transportation infrastructure development in Ann Arbor Charter Township ("Township") in accordance with the Michigan Planning Enabling Act.[1] For the purposes of this plan, "non-motorized transportation" refers to transportation that uses human-powered methods such as walking and running, bicycling, wheelchair travel, etc. The planning area ("Map 1. Planning Area" on page 4) includes all areas of the Township that are to remain in Ann Arbor Township based on the 1994 Boundary Policy Statement[2], as amended, with the City of Ann Arbor. Below, Map 1 illustrates the Township as a geographically narrow community, forming a band of area around the north and east side of the City of Ann Arbor. The planning area does not include the Village of Barton Hills.

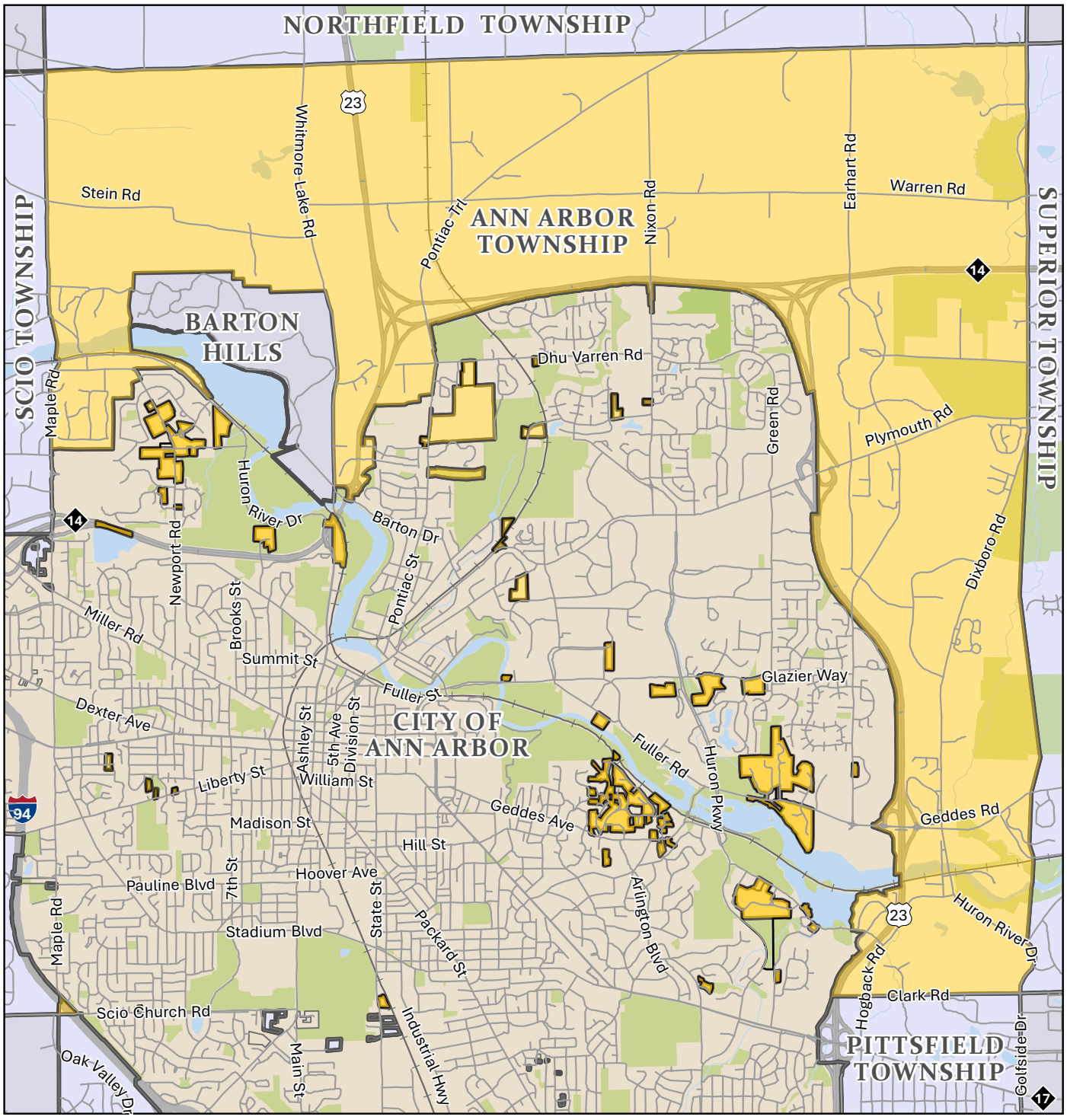
Non-Motorized Transportation

Transportation that uses human-powered methods such as walking and running, bicycling, wheelchair travel, or similar methods of travel.

1 The Michigan Planning Enabling Act requires local communities to plan for a "...system of transportation to lessen congestion on streets and provide for safe and efficient movement of people and goods by motor vehicles, bicycles, pedestrians, and other legal users."

2 Boundary Policy Statement available at: https://www.a2gov.org/media/l1ydnx4i/aa-aa-twp-policy-statement.pdf

Map 1. Planning Area



Map 1

Planning Area

Data Source: Washtenaw County GIS
October 2025

The establishment of an interconnected, multi-modal, accessible, and safe non-motorized system has long been recognized as a priority for the Township.[3,4] Additionally, the Township is a destination for pedestrians who want to enjoy its natural and scenic beauty. Indeed, maintaining natural features and its unique rural character is also a priority for the Township. Non-motorized transportation facilities are part of the Township's broader vision, which would coordinate with on-road facilities to create a comprehensive system of non-motorized routes for pedestrian and bicycle recreation and utilitarian transportation throughout the Township.

Five primary goals for the Township's non-motorized network were identified through the planning process:

1. **Safety** - Safe access to transportation alternatives for pedestrians, bicyclists, and users of other forms of active transportation.
2. **Connectivity** - Connect to destinations within the Township, to regional infrastructure such as Washtenaw County's Border-to-Border (B2B) Trail, and to existing and proposed routes and destinations in neighboring communities.
3. **Usability** - Encourage active transportation year-round for both recreational and daily transportation purposes (e.g. commuting to work or school).
4. **Accessibility** - Where possible, infrastructure should be accessible to the widest possible audience, regardless of physical ability, economic status, or other potential limiting factors; and
5. **Feasibility -** Projects should be technically feasible within reasonable limits. Projects that are "shovel ready" or require lower levels of planning and capital investment were identified to complement more intensive, long-term projects and provide an opportunity for immediate development.

In addition to the goals stated above, another purpose of this plan is to have a tool to communicate the Township's non-motorized priorities to other jurisdictions and organizations. In the Proposed Non-Motorized Alignments section, found later in this document, Table 3 is included to be used as a tool to help communicate with local organizations and municipalities the Township's needs and priorities for non-motorized infrastructure.



Image Credit: Burke/VanGessel

3 Ann Arbor Township Parks, Recreation and Open Space Master Plan (2020) available at https://aatwp.org/wp-content/uploads/2013/10/A2Twp-PR-Master-Plan-Update-2020.pdf.

4 Ann Arbor Township 2025 Master Plan (2025) available at: https://aatwp.org/wp-content/uploads/2026/02/Master-Plan-FINAL-TB-Accepted-1-20-26.pdf

Performance Measures

As the Township moves forward with non-motorized facility development, establishing a list of performance measures can help the Township evaluate whether non-motorized investments are feasible and are improving safety, connectivity, usability, and accessibility. Establishing measurable benchmarks can help support grant applications, inform prioritization of future projects, and aid in long-term planning. Some common performance measures include, but are not limited to:

- **Safety indicators:**
  - Occurrences of major injuries and fatalities – Track annual total counts of pedestrians and cyclists killed or injured annually.
- **Connectivity Indicators:**
  - Miles of facilities constructed or improved, including sidewalks, bike lanes, trails, and shared-use paths.
  - Track connectivity improvements using core metrics such as the number of schools, parks, neighborhoods, transit stops, commercial areas, or regional trail systems connected by non-motorized facilities.
- **Usability Indicators:**
  - Develop and implement a plan to establish usage counts, measured through trail counters, bicycle counts, pedestrian counts, or user surveys.
  - Maintenance condition ratings, garnered through partnerships with organizations like Washtenaw County Road Commission (WCRC), including pavement condition, drainage performance, winter maintenance, and user-reported deficiencies (e.g. See Click Fix).
  - Public satisfaction and participation, measured through community engagement, surveys, or trail event participation.
- **Accessibility Indicators:**
  - Accessibility metrics, such as ADA-compliant crossings, curb ramps installed, and improved access for users of varying ages and abilities.
- **Feasibility Indicators:**
  - Grant funding leveraged, partnerships established, and outside funding secured for implementation.



Image Credit: Horrace Williams

Key Stakeholders, Partnerships, and Plans

Key Stakeholders and Regional and Local Plans

Transportation planning cannot be done effectively without an understanding of the jurisdictional layers and planning efforts underway in adjacent communities. As part of the background research for this plan, the following key stakeholders and plans were consulted:

Washtenaw County and County-Wide Initiatives

The Township is wholly contained within Washtenaw County. The Township's roadway network is largely under the jurisdiction of WCRC, rather than the Township itself. This means that any modifications require coordination and approval from the County. Similarly, the Township does not independently operate any parks, preserves, or nature areas, so connectivity to those destinations should involve consultation with Washtenaw County Parks and Recreation Commission (WCPARC).

A significant piece of non-motorized infrastructure in Washtenaw County, the Border to Border (B2B) Trail passes through the Township on the southeast and northwest sides of the community. Long-term non-motorized development within the Township should seek to enhance the B2B when possible. Lastly, the Washtenaw Area Transportation Study (WATS) is the agency responsible for transportation planning and funding in Washtenaw County and therefore is a key stakeholder for infrastructure development. The sections below identify key county-wide planning documents and summarize planning activities pertinent to the Township that were factored into this plan.

- **Washtenaw County Parks & Recreation Master Plan (2025 – 2029) / Non-Motorized Millage Plans:** Washtenaw County's Parks & Recreation Master Plan emphasizes inter-jurisdictional connections, with a special focus on the B2B Trail. [5, 6] The County has budgeted $1.1 million to expand the B2B from Maple Road to Barton Nature Area in 2028.
- **WATS Non-Motorized Plan / 2045 Long Range Transportation Plan:** The countywide plan identifies several gaps and opportunities within Ann Arbor Township, specifically calling out sidewalk gaps on Earhart, Dixboro, Plymouth, and Hogback Roads.[7]
- **WATS Transportation** Improvement Program (TIP): The TIP is a 4-year financial program that describes the schedule for obligating federal funds to state and local projects. The TIP contains federal funding information for all modes of transportation including roads/highways, non-motorized, transit capital, and operating costs. State, regional, and local transportation agencies update the program each year to reflect priority projects in the region's Long Range Plan maintained by the South East Council of Governments (SEMCOG). Local agencies in WATS can adjust these projects three times a year.

5 Washtenaw County Parks &Recreation 205-2029 Master Plan (2024) available at https://www.washtenaw.org/2860/Comprehensive-Master-Plan

6 More information about the WCRC Non-Motorized Millage Plans can be accessed here: https://www.wcroads.org/road-work-construction/road-millages/2025-2028/

7 Washtenaw Area Transportation Study Non-Motorized (2019) available at: http://www.miwats.org/2045lrp

City of Ann Arbor

The City of Ann Arbor has an extensive non-motorized network, much of which terminates at or near the shared border with the Township. As the population center for the county and primary destination for economic, cultural, and recreation activities, the City of Ann Arbor plays an outsized role in the daily lives of Township residents. Increasing connections with the City of Ann Arbor's network will vastly improve safety and access for non-motorized users both within and beyond the Township.

- **Moving Together** Toward Vision Zero: The City's plan.[8]

Other Adjacent Communities and Plans

In addition to the City of Ann Arbor, many of the Township's neighbors have developed plans showing long-range, non-motorized planning:

- **Pittsfield Township Pathways:**[9] While Pittsfield Township does not currently have a non-motorized transportation master plan, they are actively developing trails and pathways with connections to their neighbors. Pittsfield's east–west and north–south corridors (e.g., Ellsworth, Washtenaw, and Platt roads) directly interface with the Township. Continued coordination is therefore critical to avoid gaps at jurisdictional boundaries.
- **Scio Township Parks, Recreation, and Open Space Plan (PROS):**[10] Scio Township's PROS plan highlights the ongoing B2B efforts. When completed, the B2B will provide connections for Ann Arbor Township residents to three Metroparks, multiple local parks, and the City of Dexter.
- **Superior Township Parks, Recreation, and Open Space Plan (PROS):**[11] Superior Township's PROS acknowledges opportunities for connectivity between its jurisdiction and Ann Arbor Township. Namely, Superior Township hosts a stretch of non-motorized trail on the south side of Plymouth Road starting at Dixboro Road and running approximately 2,600 feet east. This trail connects with Ann Arbor Township facilities running approximately 3 miles along Dixboro Road to the Matthaei Botanical Garden, and then south to Geddes. The long term vision for the Plymouth Road pathway is for it to continue east-northeast to Ford Road and to existing facilities in the Northbrooke subdivision.
- **Ypsilanti Township Non-Motorized Plan:**[12] Ypsilanti Township touches the southeast corner of Ann Arbor Township. Their 2019 Non-Motorized Plan shows a secondary route along Golfside Road.
- **Northfield Township Master Plan:**[13] Northfield Township is actively developing a non-motorized trail system, centered on creating a walkable downtown in Whitmore Lake. Potential connections to Ann Arbor Township are shown at Whitmore Lake Road and Pontiac Trail.

8 More details available at https://www.a2gov.org/engineering/ann-arbor-moving-together-towards-vision-zero
9 Learn more about Pittsfield Township's initiatives at https://www.pittsfield-mi.gov/
10 Scio Township Master Plan (2021) available at https://www.sciotownshipmi.gov/home/showdocument?id=2198&t=638251992109230000
11 Superior Township's PROS (2023) available at https://superiortownship.org/wp-content/uploads/2023/02/Superior-Twp-Parks-and-Rec-Plan-2023-OFFICIAL.pdf.
12 Ypsilanti Township Non-Motorized Plan (2020) available at https://files.ypsitownship.org/Documents/Departments/Planning-and-Zoning/Master-Plans/Planning-and-Zoning/Non-Motorized-Transportation-Plan.pdf?t=202302241415370&t=202302241415370
13 Learn more about Northfield Township at https://www.twp-northfield.org/

Partnerships and Jurisdictional Considerations

In 2020, the Township put forward a Parks, Recreation, and Open Space Master Plan (PROS), which recognized the need for non-motorized transportation that enhances connectivity. To execute this goal, the plan also emphasized the importance of jurisdictional considerations, funding, and working with local entities to implement safe and connected infrastructure.[14] As the Township accelerates non-motorized facility planning efforts, partnerships continue to be important for coordination, funding, and implementation. The Township's experience developing the Matthaei Botanical Garden Trail (MBGT), for instance, serves as an excellent model for complex trail planning. Relationships built with the University of Michigan, SEMCOG, Michigan Department of Transportation (MDOT), WCRC, and WCPARC, and other partners have formed a basis for success that can carry over to other projects in the future.

The public-private funding model used to fund the MBGT was instrumental to the success of the project and can carry over to other projects in the future, especially those projects with regional impacts. Regular communication with previous donors can help to make them aware of new activities, and outreach to the community may attract new donors as projects begin to have a greater impact on their daily lives.

The Township was successful in obtaining grants to fund the MBGT and will need to continue seeking funding to support future projects. By maintaining a recreation plan with the Michigan Department of Natural Resources, the Township is eligible for funding through the Michigan Natural Resources Trust Fund (MNRTF), which can be used as a match for the federally funded Transportation Alternative Program (TAP) grants. In addition to public grants, philanthropic and nonprofit partnerships can play a major role in trail implementation. Organizations such as the Huron Waterloo Pathways Initiative (HWPI), the Ralph C. Wilson, Jr. Foundation, local community foundations, and corporate sponsors can serve as important funding resources.

In addition, successful non-motorized planning depends heavily on interagency coordination, strategic partnerships with landowners, and flexible routing strategies that balance connectivity goals with jurisdictional and property limitations. As noted, most Township roadways are under the jurisdiction of WCRC and key chokepoints such as the overpasses and underpasses on US-23 and M-14 are controlled by MDOT, further adding layers of regulatory oversight and design constraints.



Image Credit: Burke/VanGessel

14 See Goal 2, pages 41-42 in the 2020 Ann Arbor Township Parks, Recreation, and Open Space Master Plan: https://aatwp.org/wp-content/uploads/2013/10/A2Twp-PR-Master-Plan-Update-2020.pdf

Existing Conditions

Community and Regional Context

The Township occupies a strategic position within the Washtenaw County non-motorized transportation network, situated immediately adjacent to the City of Ann Arbor and bordered by several townships with active pathway planning efforts.

Map 2 on page 11 illustrates existing and proposed regional non-motorized facilities within the Township, in neighboring communities, and for the 2050 WATS long-range plan. However, many facilities terminate at the Township border. For example, Nixon Road, Earhart Road, and Pontiac Trail all have designated bike lanes within the City of Ann Arbor, but these facilities end at the jurisdictional boundary. Thus, this plan extends the action plan outlined in the Township's 2020 PROS and recommends continuing these facilities within the Township, which would greatly add important continuity, enhancing the region's overall network.

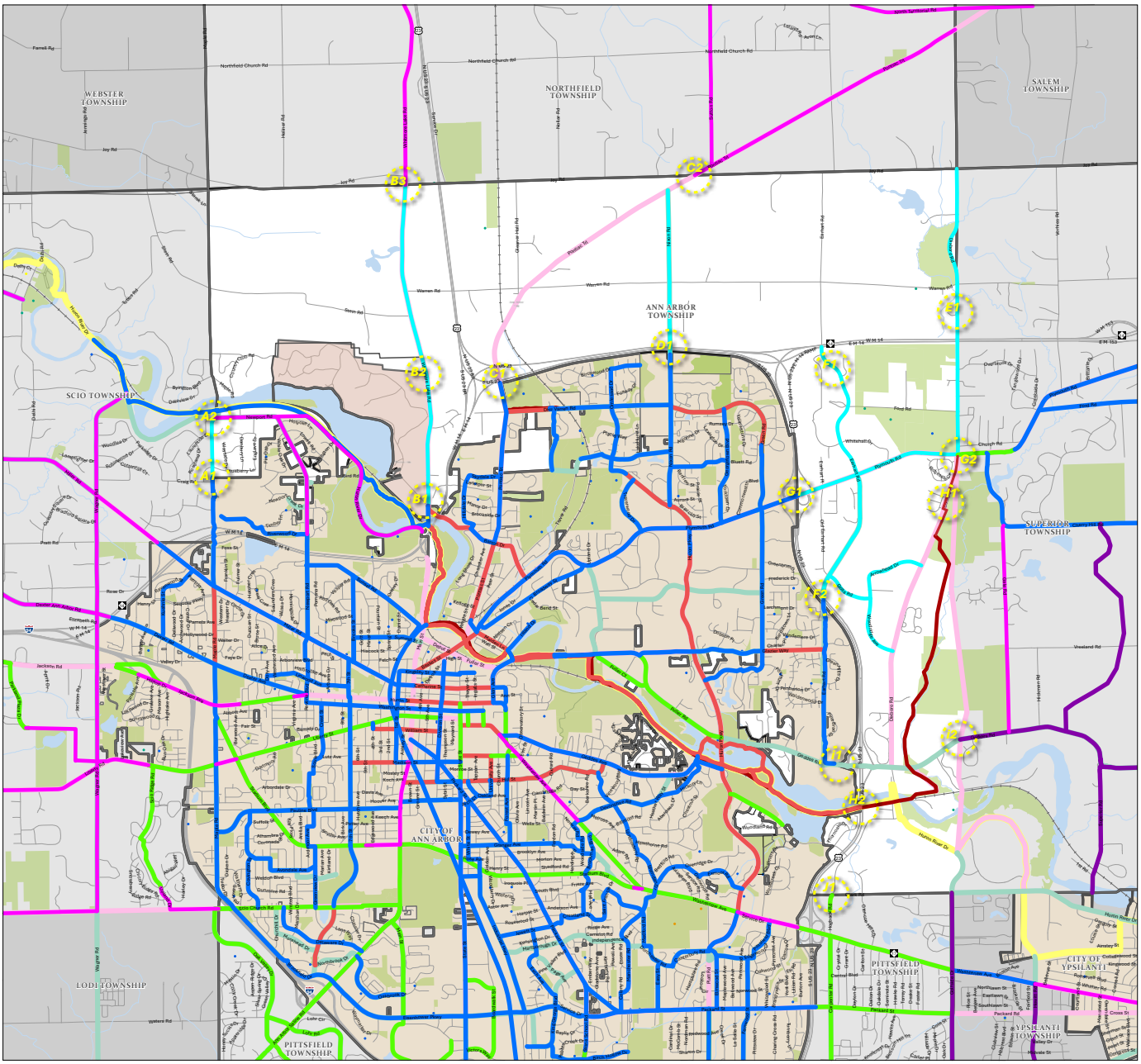
In addition to the strategic position that the Township occupies, the Township's largely rural character and limited development patterns offer unique assets and challenges for non-motorized facility development. Current development patterns and future land uses may not be conducive for comprehensive sidewalk coverage but may be useful for developing shared-use path infrastructure. The glacially formed terrain with rolling hills and areas of moderate to steep slopes are appealing to advanced cyclists looking for a challenging ride but may be too strenuous for casual riders and may hinder off-road trail development and ADA compliance.

Similarly, as illustrated in Map 3 (page 12) and Map 4 (page 13), designated nature preserves, abundant wetlands, and preserved farmland throughout the Township enhance the visual appeal and access to nature that may be highly desirable for non-motorized users but may also present challenges for planning low-impact, non-motorized facilities.



Raymond F. Goodrich Preserve. Image Credit: Burke/VanGessel

Map 2. Regional Non-Motorized Facilities



Neighboring Community Planned Routes*
- Existing primary route
- Existing other route
- Proposed primary route
- Proposed secondary route
- Proposed other route

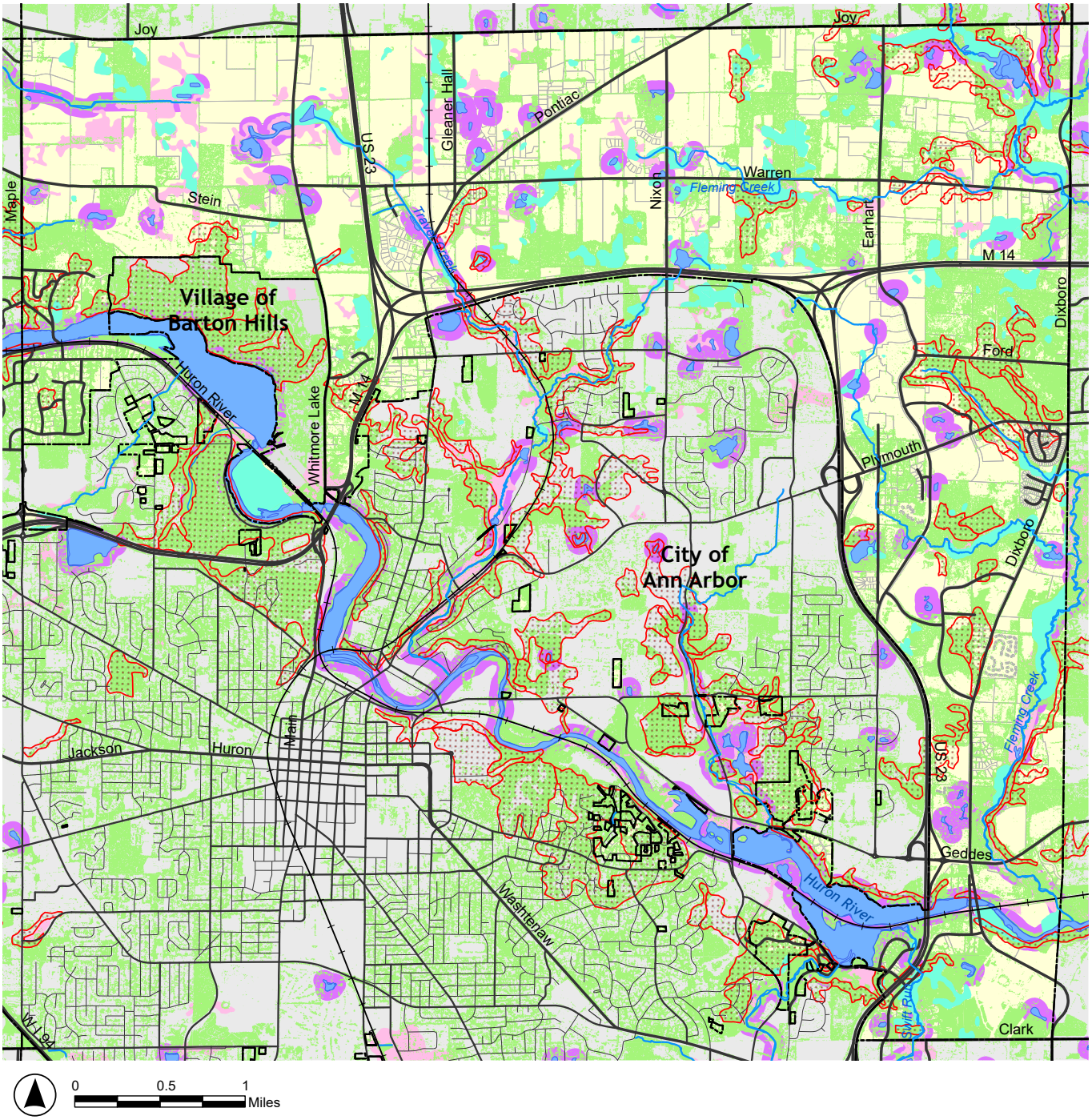
Ann Arbor Township - 2020 Parks, Recreation & Open Space Master Plan
- Off-Road Shared-Use Paths (8-10' wide, asphalt)
- On-Road Bike Lanes/Marked Paved Shoulders (4-5 ft. wide min.)
- On-Road Unmarked Paved Shoulders (about 2-3' wide)

Washtenaw Area Transportation Study (WATS) - 2050 Long Range Plan
- WATS Primary Route
- WATS Secondary Route
- Connection Point
- Park, Preserve or Recreation Space
- Border to Border Trail

Map 2
Regional Non-Motorized Facilities

Sources: City of Ann Arbor Comprehensive Transportation Plan (June 2021), Northfield Township Master Plan (2019), Pittsfield Township Preserving Pittsfield (2022), Salem Township 2019 Master Plan, Scio Township Parks, Recreation, & Open Space Master Plan (2023), Superior Township Parks, Recreation, & Open Space Master Plan (2023), Webster Township Master Plan (2022), Ypsilanti Township Non-motorized Transportation Plan (2020)

Map 3. Township Natural Features



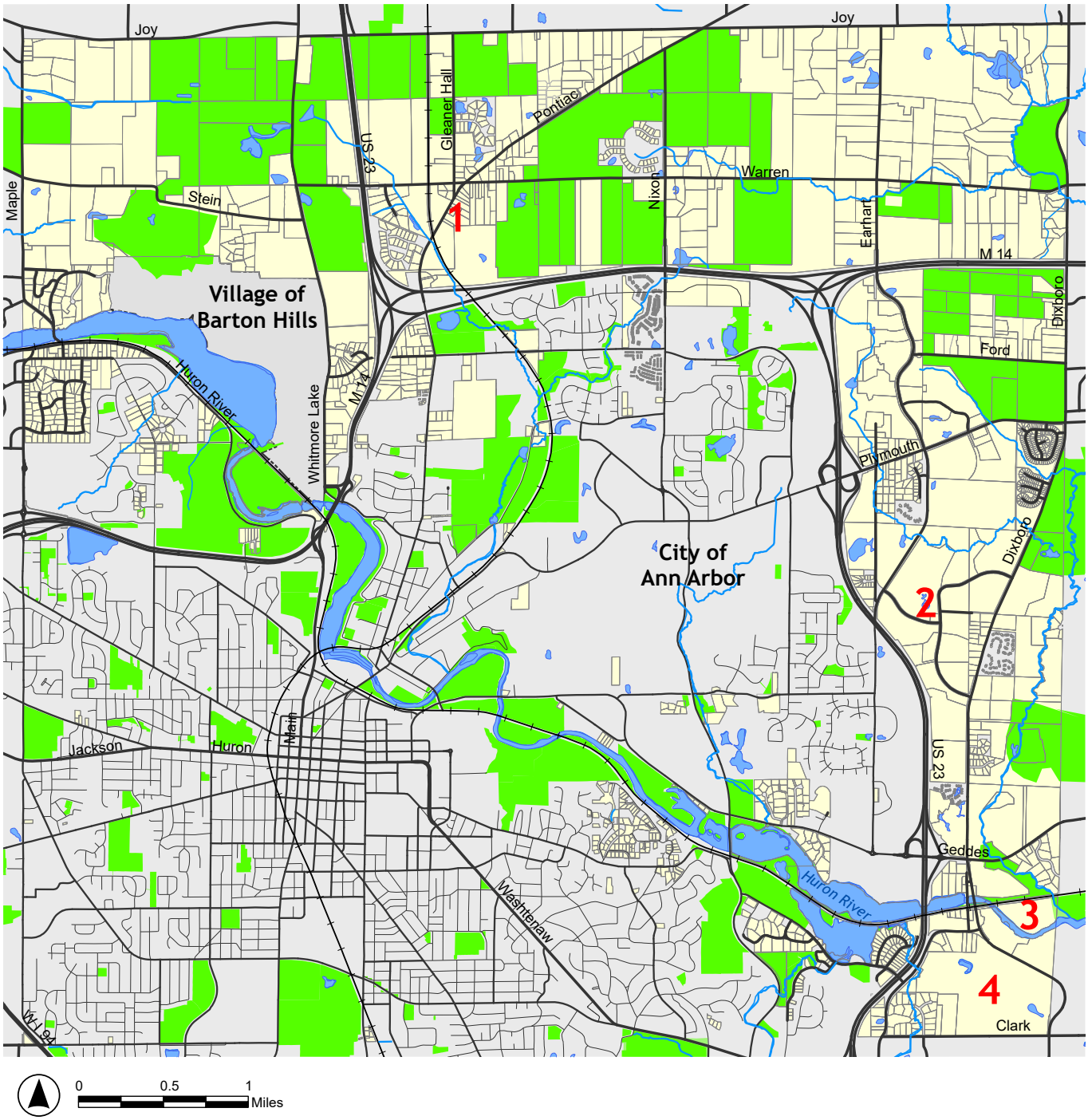
Steep Slopes (>12%)
Upland Forests
Wetlands
Hydric Soils
Riparian Corridor*
Lakes
Streams
Ann Arbor Township

Map 3
Township Natural Features

* *Riparian corridors consist of a 300 foot buffer and floodplain boundary from surface waters*

Source: Ann Arbor Township and Washtenaw County GIS

Map 4. Protected Land and Public Facilities



Protected Lands*

Ann Arbor Township

1 Township Hall & Fire Station
2 Township Fire Station
3 City of Ann Arbor Waste Water Treatment Plant
4 Washtenaw County Community College

* *Protected lands and greenways consist of County Parks, Local Parks, Washtenaw Land Trust, Washtenaw County Conservation and Recreational Lands, Township Conservation Easements, and properties protected by PDR programs.*

Map 4
Protected Land and Public Facilities

Source: Ann Arbor Township and Washtenaw County GIS

Existing Township Non-Motorized Network

The road network in the Township consists of a combination of rural roads, arterial roads, more prominent collector roads, and several major arterials. Even though the Township has limited non-motorized infrastructure, existing roads and shared-use paths play a critical regional connector role. This is further highlighted with regional usage patterns depicted in the Strava Heat Map below (Map 5 on page 15). Strava Heatmap is a data visualization that aggregates millions of GPS-recorded activities (like running, cycling, and hiking) from Strava users onto a single map. Routes traveled more frequently appear more prominent or darker. Map 5 illustrates prominent routes for non-motorized activities on Township dirt roads like Warren Road.

At present, the Township has no designated non-motorized infrastructure, with all current rights-of-way functioning strictly as motorized facilities. The following sections outline the critical need to establish our official non-motorized facilities.



Image Credit: Jill Zamojcin

On-Road Facilities

Paved Roads

The Township consists mostly of on-road paved shoulders along major roadways, and there are currently no officially designated bicycle lanes. Existing shoulders are between two and five feet wide. Most are narrower, making these facilities dangerous for cyclist and pedestrian use. Paved shoulders are found on Maple Road, Whitmore Lake Road, Nixon Road, Plymouth Road, Dixboro Road, Earhart Road (south of M-14), Goss Road, Woodridge Avenue, and Clark Road.

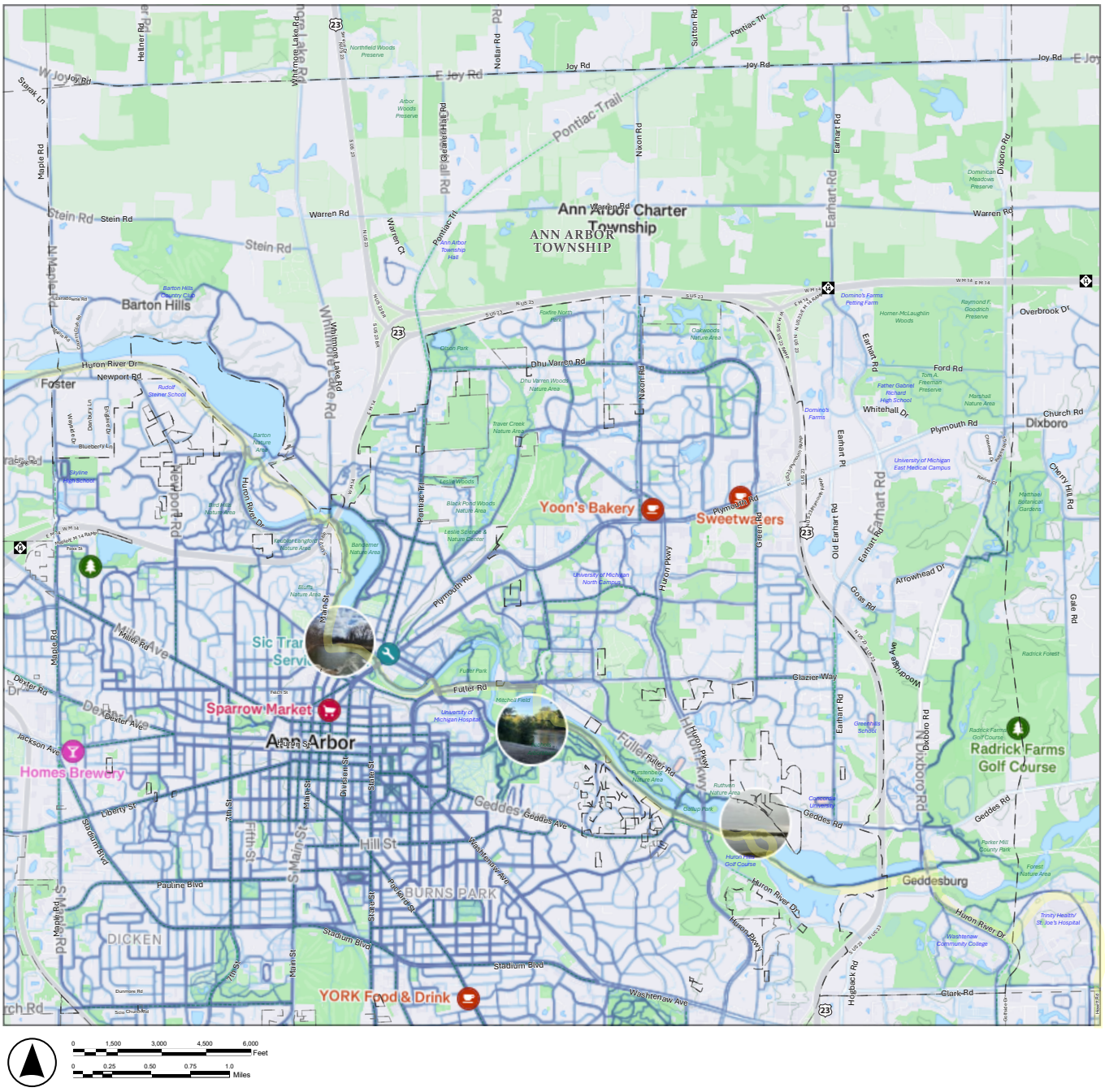
Gravel Roads

Gravel roads attract innumerable pedestrians and cyclists from around the region. In fact, the genre of gravel cycling (aka gravel grinding) is the fastest-growing discipline in the cycling world.[15] Gravel roads allow riders to escape traffic, explore remote unpaved routes, and enjoy the outdoors. In Map 5, above, sections of township roads like Maple Road, Warren Road, Joy Road, and Earhart Road have relatively heavy non-motorized use despite being gravel roads.

Similarly, under Michigan's Natural Beauty Road Act (Act 451 of the Public Acts of 1994), road commissions can designate county local roads having "unusual or outstanding natural beauty" as Natural Beauty Roads (NBR). As depicted in Map 2 on page 11, the Township currently has two designated NBR segments: Stein Road between Maple and Whitmore Lake Rd. (1.69 miles) and Warren Road between Nixon Road and Dixboro Road (2.35 miles). These segments connect to other NBR segments outside of the Township that include Tubbs Road between Huron River Dr. and Stein Road (1.2 miles) and Warren Road between Dixboro and Curtis (2.25 miles). The existing NBR designations create a near continuous east-west corridor across the Township that provides access to recreation, scenic beauty, and key current and future connections to other non-motorized facilities like the B2B Trail.

15 https://www.forbes.com/sites/larryolmsted/2026/05/01/why-you-should-try-gravel-grinding-the-hottest-trend-in-cycling/

Map 5. Strava Heat Map



Map 5
Strava Heat Map

Image adapted from www.strava.com heat map recorded on October 23, 2025.Heat map generated using data signatures for all sports, i.e. running, walking, cycling and boating.

Off-Road Facilities

Matthaei Botanical Garden Trail (MBGT)

Situated along Dixboro Road in the eastern portion of the Township, the Matthaei Botanical Garden Trail (MBGT), currently stretches along the road right-of-way from the Marshall Nature Area to the main north entrance of the Matthaei Botanical Gardens. The trail resumes as an off-road shared use-path from the south Matthaei Botanical Gardens entrance all the way to the Geddes and Dixboro Road intersection to the south. In Map 5 on page 15, the MBGT is clearly visible, adjacent to Dixboro Road, as a heavily used non-motorized route.

Phase one of the Dixboro Road Non-Motorized Trail, developed in collaboration with the University of Michigan Matthaei Botanical Gardens, opened in October 2017, and won SEMCOG's 2018 Regional Showcase Award. Following the 2020 Ann Arbor Township Parks, Recreation, and Open Space Master Plan, the Township completed the second phase of the trail in 2022.16 At the time of this plan, phase three is underway to connect the 1,500' gap between the northern and southern portions. Additionally, there is an east-west portion of the trail, the Dixboro Shared-Use Path Extension, that extends from the Plymouth Road and Dixboro Road intersection eastward along Plymouth Road approximately 2,500' into Dixboro Village.

For the initial development, the Township worked with the University of Michigan, owner of Matthaei Botanical Gardens, to secure funding for this pathway. The Township then worked with the WCRC to secure an easement from the University of Michigan and develop the Dixboro Shared-Use Path Extension within this road corridor.

Geddes Road/US-23 interchange

This intersection and the two-lane bridge were a source of significant traffic congestion within Ann Arbor Township. However, in late 2010, MDOT completed a road improvement project that added roundabouts at the Geddes Road entrance/exit ramps, and at Earhart Road in the City of Ann Arbor. Other improvements along the corridor included concrete sidewalks and a new non-motorized multi-use asphalt path along the south side of Geddes Road that connects to a new non-motorized pedestrian bridge spanning US-23.

Border to Border (B2B) Trail

The centerpiece for non-motorized transportation in Washtenaw County, the B2B Trail currently runs through the far southeast corner of the Township. As noted, the Washtenaw County Parks & Recreation Master Plan, the County has budgeted $1.1 million to expand the B2B from Maple Road to Barton Nature Area along Huron River Drive in 2028 bridging a critical continuity gap within the Township.



Image Credit: Burke/VanGessel

Existing Safety Conditions

Ann Arbor Township's roads experience varying traffic levels. Map 6 on page 18 depicts Average annual daily traffic levels (AADT). On the north side of the Township daily traffic levels are generally low, with even the busiest streets seeing less than 5,000 trips per day. On the east side of the Township, south of M-14, traffic levels are significantly higher, with both Dixboro Road and Plymouth Road receiving 10,000 to 15,000 trips daily.

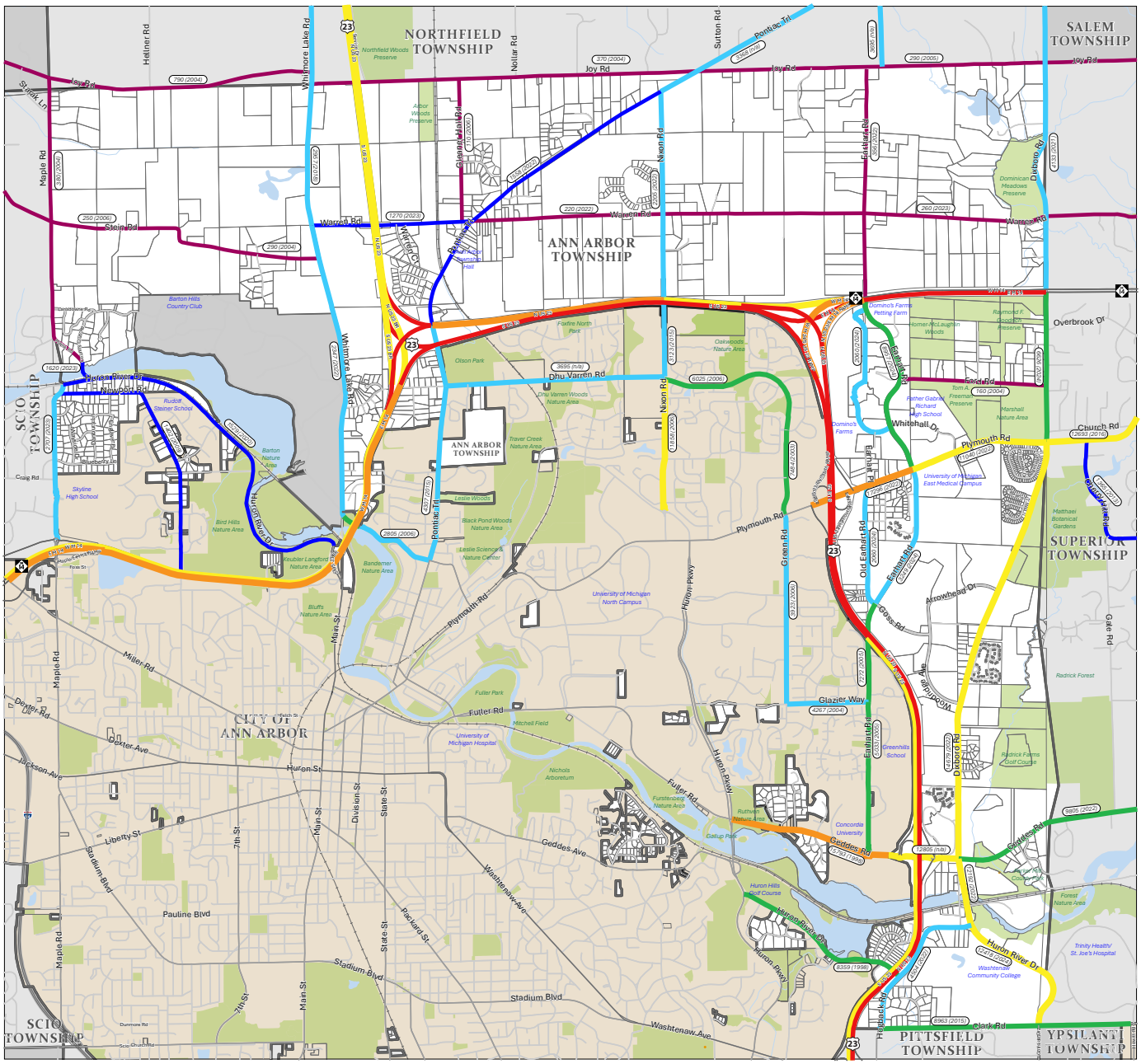
Speed limits are high throughout the Township, however, with all but a few isolated segments set to 45 miles per hour or higher. In Michigan, speed limits are governed by the Michigan Vehicle Code (Act 300 of 1949) and are established through a formal process involving MDOT and the Michigan State Police (MSP). The Township's gravel roads fall under Michigan's Basic Speed Law whereby if no speed limit is explicitly posted, the law establishes default speed limits based on "prima facie" limits determined by the type of road. For gravel roads, the Basic Speed Law requires a driver to drive in a safe and reasonable manner with a maximum speed of 55 mph.

Map 7 on page 19 illustrates area accident history between 2014 and 2023. Not surprisingly, the segments with heavier traffic and higher speed limits saw the most vehicle and pedestrian/bike accidents, with the majority clustered on the south and east sides of the Township. Most accidents since 2014 have been minor, although there have been four fatalities. Two of the fatalities were pedestrian/vehicle accidents that occurred on US-23/M-14. A third fatality involved a cyclist killed by a vehicle on Pontiac Trail near Township Hall in 2023, and the final involved an individual killed on Whitmore Lake Road near Stein Road in 2024.



Image Credit: Jill Zamojcin

Map 6. Regional Average Annual Daily Traffic



0 1,500 3,000 4,500 6,000 Feet
0 0.25 0.50 0.75 1.0 Miles

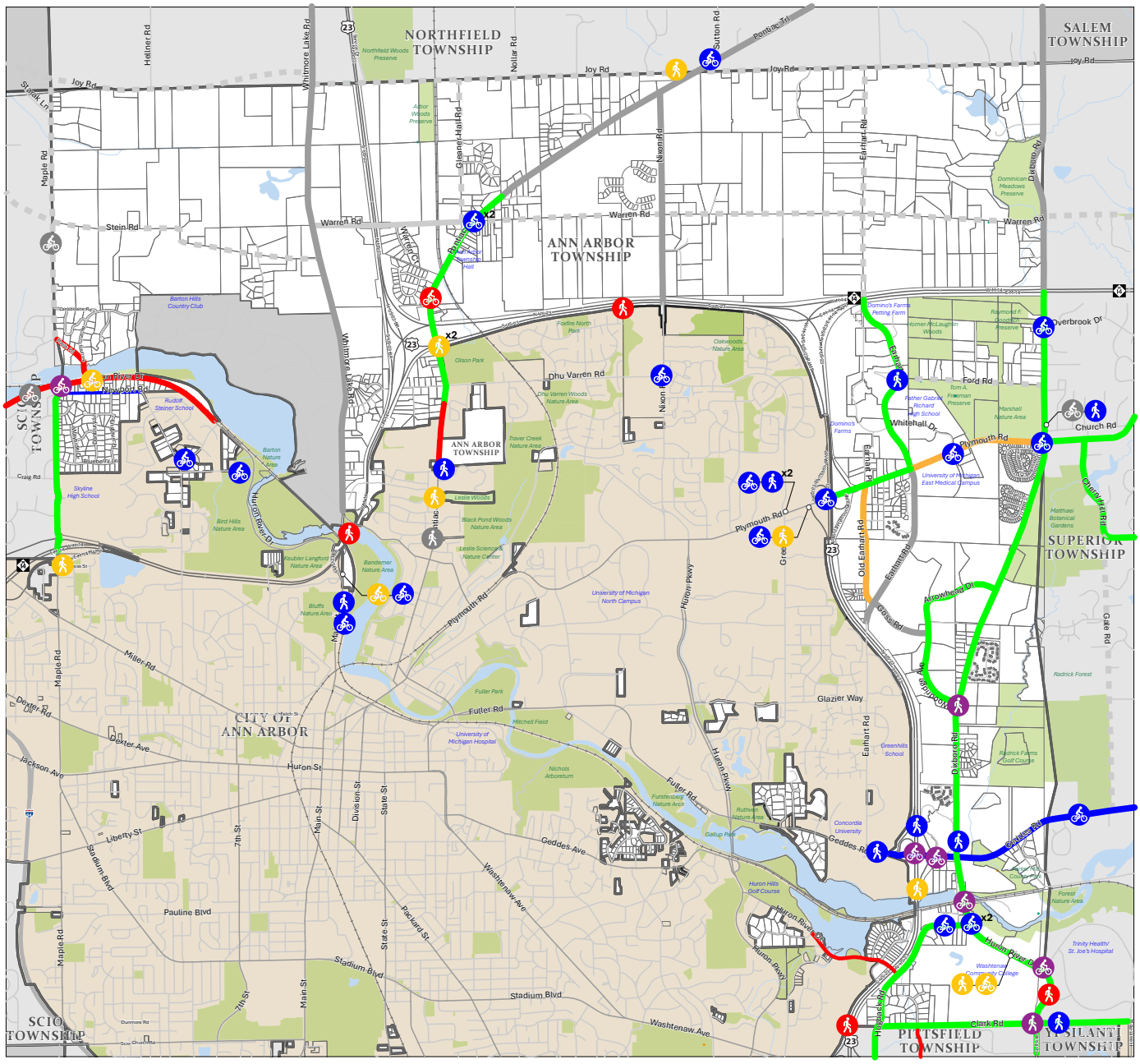
Traffic Volume

- Over 20,000 trips
- 15,000 - 19,999 trips
- 10,000 - 14,999 trips
- 5,000 - 9,999 trips
- 2,000 - 4,999 trips
- 1,000 - 1,999 trips
- Under 1,000 trips

Map 6
Regional Average Annual Daily Traffic

Image adapted from Washtenaw County Road Commission, SEMCOG, and Michigan Department of Transportation Data

Map 7. Speed Limit and Accident History



0 1,500 3,000 4,500 6,000 Feet
0 0.25 0.50 0.75 1.0 Miles

Crash Severity

- Fatal
- Serious Injury
- Minor Injury
- Possible Injury
- Property Damage

Speed Limit

- 55 miles per hour (unposted, paved road)
- 55 miles per hour (unposted, gravel road)
- 50 miles per hour
- 45 miles per hour
- 40 miles per hour
- 35 miles per hour

Map 7

Speed Limit and Vehicle vs Pedestrian/Cyclist Accident History, 2014 - 2023

Image adapted from Washtenaw County Road Commission, Washtenaw County Sheriff, SEMCOG, and Michigan Department of Transportation Data

Community Feedback

To create a non-motorized plan that reflects the preferences, needs, and values of Ann Arbor Township, the development of this plan is informed by feedback from community members and partners. This section outlines the development of a non-motorized steering committee, and implementation of a survey and public workshop.

A Steering Committee consisting of Township officials, consultants, and members of the public was convened to guide the direction of the study and solicited extensive feedback from both Township residents and non-resident stakeholders. An online survey and community engagement session was publicized via the Township website, postcards to Township households, and direct outreach to area stakeholder groups including local non-motorized organizations (e.g. Ann Arbor Velo Club, Michigan Gravel Grinders, PR Run Club, etc.), local governments, and businesses. The survey was live from February 20, 2026 through April 12, 2026, and received 268 unique responses comprised of 45% residents and 55% non-residents. Of the non-resident respondents, 36% indicated that they work or operate a business in Ann Arbor Township. 64% of the non-resident respondents indicated they live in the City of Ann Arbor. Survey responses were supplemented by an open house held on March 21, 2026. The feedback gathered serves as the basis of this document by identifying priority areas, informing facility preferences, and highlighting other concerns. A report discussing survey and open house results is available as a companion to this document.



Image Credit: Carlisle | Wortman Associates, Inc.

As articulated in the Ann Arbor Township 2020 Parks, Recreation, and Open Space Master Plan and the Ann Arbor Township 2025 Master Plan, the natural features of the Township distinguish the area from the urban characteristics of the City of Ann Arbor, drawing pedestrians to the area to enjoy. As part of the survey, when asked "what characteristics make Ann Arbor Township appealing for non-motorized use?" respondents identified scenery, access to parks and trails, and low traffic as most appealing. Table 1 outlines characteristics that appealed to respondents in more detail.

Overall, the survey results indicate strong and consistent support for expanding non-motorized transportation infrastructure, with a shared emphasis on improving connectivity, safety, and access to key destinations. When asked, "what prevents you from participating in active transportation?" respondents identified a lack of safe routes, personal safety, and lack of connectivity as deterrents. Responses to this question are outlined in more detail in .

The top responses have been condensed and highlighted in the following discussion.

Table 1. Combined Responses to Survey Question 9: "What characteristics make Ann Arbor Township appealing for non-motorized use?"

Response	% of Respondents
Scenery	20%
Access to parks and trails	16%
Low traffic	15%
Access to nature	13%
Gravel roads	11%
Access to work	8%
Connection to neighboring communities	7%
Easily navigable terrain	4%
Access to shopping	3%
Other	1%
None of the above	<1%

Table 2. Combined Responses to Survey Question 6: "Is there anything that prevents you from participating in active transportation?"

Response	% of Respondents
Lack of safe routes near me	22%
Personal safety (user conflicts with automobiles)	17%
Lack of connections to desired destinations	13%
Difficult intersections of traffic patterns	13%
Hazardous conditions (debris in paths, path surface conditions, snow/ice, etc.)	11%
Lack of end-of-trip facilities such as trail head parking or restrooms	6%
Do not know locations of paths, facilities, or other safe routes	6%
Lack of time	5%
Health issues 1%	1%
Don't like walking of cycling 1%	1%
Nobody to walk or bike with me	1%
Lack of necessary equipment	1%
Other (user defined)	1%
Limited mobility	<1%
User conflicts with pedestrians or wildlife	<1%

Safety

Many respondents identified high vehicle speeds and traffic volumes as primary barriers to non-motorized travel. Even where roadway width is sufficient, the combination of speed and proximity to traffic creates a perceived and actual safety risk.

Both residents and non-residents indicated a preference for non-motorized infrastructure separated from traffic. Somewhat surprisingly, residents seemed more willing to accept bike lanes and widened shoulders than non-residents, although the difference between the response rates was not dramatic. While the process may be time consuming, working with local partners to establish bike lanes on key routes would be an important step towards reducing speed limits and improving overall safety.



Image Credit: Carlisle | Wortman Associates, Inc.

Connectivity Gaps

There was strong agreement between both residents and non-residents about the need for regional connectivity and for connected, continuous routes. Resident preferences centered on the northwest corner of the Township, with Whitmore Lake Road, Warren Road, and Maple Road alignments receiving the most votes. Non-residents focused more on the east and southeast side, with Plymouth Road from the City border to Earhart, Earhart Road, and roadways within the Technology Park receiving the most attention. Geddes Road tied for third place with non-residents and finished fourth for residents.

Given the opportunity to place a one-mile route anywhere in the Township, there was general agreement among both residents and non-residents on five alignments:

- **Nixon** Road from the US-23/M-14 overpass to Warren Road,
- **Pontiac** Trail from the US-23/M-14 overpass to Warren Road,
- **Maple** Road and Newport Road to access Huron River Drive,
- **Whitmore** Lake Road from Bandemer Park to Warren Rd, and
- **Plymouth** Road corridor.

Outside of those five areas, residents highlighted the completion of the B2B Trail along Huron River Drive and sidewalks on Clark Road from Hogback Road to Golfside Road as a priority. Non-residents also focused on the southeast side, recommending shared-use path or bike lanes connecting Earhart Road through the Ann Arbor Technology Park to the MBGT.

Access and Equity

Many comments reflect concerns about the safety and accessibility of the system for vulnerable populations, including children traveling to school or parks, older adults with limited mobility, and individuals with disabilities. The lack of continuous sidewalks, safe crossings, and accessible routes makes it difficult for these groups to travel independently. Survey respondents indicated that access to essential destinations, including schools, parks, employment areas, and commercial services, is not available via safe, non-motorized routes.

These destinations include:

- **Schools**
  - Skyline High School
  - Clague Middle School
  - Logan Elementary School
  - Thurston Elementary School
  - Washtenaw Community College
- **Parks and Recreation**
  - B2B
  - Matthaei Botanical Gardens
  - Gallup Park
  - Marshall Preserve
  - Goodrich Preserve
- **Essential Services**
  - Township Hall
  - Plymouth Mall/Kroger
  - Arborland Shopping Center
  - East Medical Campus
  - Trinity Health
  - Transit Stops
- **Employment /Other**
  - Domino's Farms
  - Ann Arbor Technology Park
  - U of M North Campus
  - Downtown Ann Arbor

Access to these destinations is especially important for residents without access to a personal vehicle and individuals who depend on walking or biking. Improving connections to these destinations would help expand transportation options and reduce reliance on driving, particularly for those with fewer mobility choices.



Image Credit: Carlisle | Wortman Associates, Inc.

Facility Operations and Maintenance

Residents and non-residents indicated that a common barrier for non-motorized use is roadway and trail maintenance. Comments such as “potholes” and “poorly maintained roads and sidewalks” highlight the importance of maintenance on the non-motorized user experience. Regular maintenance ensures safety, accessibility, and long-term usability. Maintenance tasks vary depending on the type of facility, as does responsibility for ongoing maintenance activities. Similarly, clear maintenance agreements are especially important facilities located within road rights-of-way or crossing multiple jurisdictions such as the MBGT and B2B. For example, some residents noted that there are instances where gravel roads were in various stages of disrepair. Others noted that lack of snow removal on shoulders and shared-use paths was another barrier.



Image Credit: Carlisle | Wortman Associates, Inc.

Proposed Non-Motorized Alignments

The Township's non-motorized network is still largely undeveloped; however, one approach is to establish key north-south and east-west routes as a means of providing a "backbone" for future development. It is important to note that, in many cases, these routes already physically exist or are already in use but have not received a formal designation.

As previously noted, the existing Natural Beauty Road designated roads (Stein Road and Warren Road) already create a near continuous east-west corridor across the Township that provides access to recreation, scenic beauty, and potential connections to other non-motorized facilities. Similarly, other roads such as Nixon Road and Earhart Road already provide some degree of non-motorized access but could be improved with official route designation that provides continuity with the facilities that terminate at the Township border. Similarly, the MBGT provides a robust and heavily used north-south route on the east side of the Township but could be enhanced with mid-trail access improvements beyond the current north and south trailheads. While these examples represent some "low-hanging fruit," there are many other safety and connectivity challenges, such as the Plymouth Road corridor, that require more significant examination.

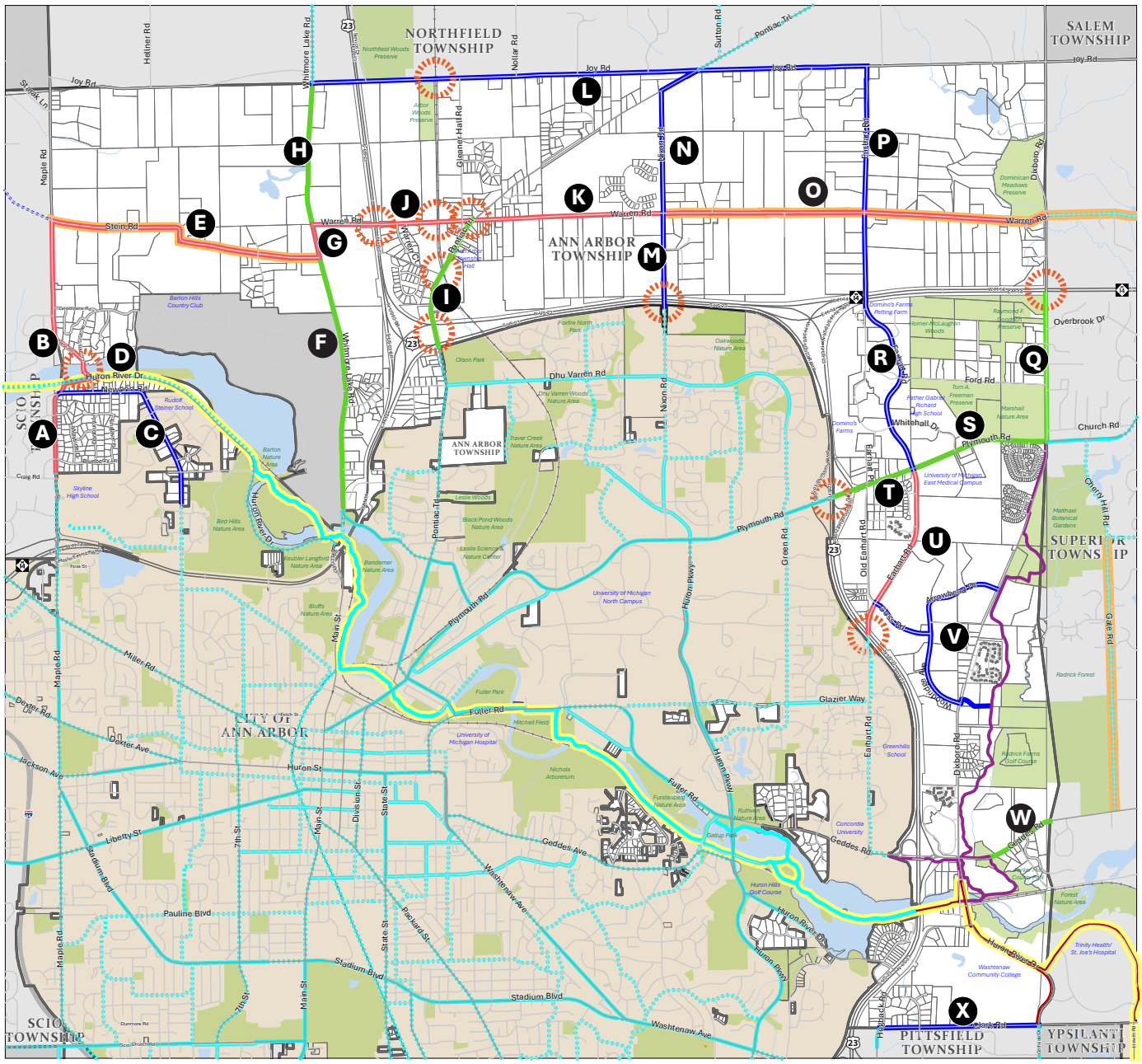
Map 8 on page 26 shows the proposed alignments identified through community feedback and subsequent discussions by the Steering Committee. The routes and facility recommendations below are focused around creating a network that addresses existing gaps and safety concerns. Alignments have been categorized based on their relative ease of implementation:

- **Priority Route (Red):** High priority route that provides a critical connection to housing or other amenities or can be implemented with minimal resource requirements.
- **Secondary Route (Blue):** Medium priority route that provides important connections but requires more planning and higher costs to implement.
- **Tertiary Route (Green):** Lower priority but desirable route that likely requires significant high-cost infrastructure improvement (e.g. bridge work, boardwalk, etc.).



Image Credit: Bar End Drifters Bicycle Adventure Club

Map 8. Recommended Non-Motorized Facilities



PRIORITY ROUTE: Provides a critical connection to housing or other amenities, or can be implemented with minimal resource requirements.

SECONDARY ROUTE: Provides important connection but requires more planning and higher costs to implement.

TERTIARY ROUTE: Desirable route, but requires significant high-cost infrastructure improvement, e.g. bridge work, boardwalk, etc.

Key Obstacles: Significant chokepoints or other obstacles, e.g. overpasses over US-23, railroad crossings, etc.

Existing alignment within Township

Existing alignment outside of Township

Proposed alignment outside of Township

Border-to-Border Trail

Natural Beauty Road

Map 8

Recommended Non-Motorized Facilities

The accompanying table below, Table 3, provides additional details of each alignment and includes a summary of characteristics, rationale, etc. Proposed treatments are a preliminary suggestion based on community input, and future infrastructure development will require extensive coordination with the appropriate jurisdiction(s) best engineering judgment to implement a context sensitive solution that fits the physical setting and preserves scenic, aesthetic, historic and environmental resources, while emphasizing safety and mobility. Proposed treatments fall into four types:

- **Bike lane:** Designated portions of a roadway reserved for bicycle travel through pavement striping and signage. Generally, five feet wide and positioned on both sides of a road, although they may be consolidated into one two-way path on the same side of the road in some circumstances.
- **Shared-Use Path:** Wide (eight- to 10-feet or wider) paved pathways, typically asphalt or concrete, designed to accommodate multiple non-motorized users, including pedestrians, bicyclists, runners, and mobility devices. Separated from motor vehicle traffic and often used for both recreation and transportation.
- **Signed Route or Route Designation:** Roadways designated as preferred bicycle travel corridors through signage and/or wayfinding markings, generally using existing streets without physical roadway modifications. Many times, a signed or designated route is intended to assist cyclists with wayfinding and alert motorists to non-motorized use.
- **Sidewalk:** Paved pedestrian facilities, typically four to six feet wide, constructed of concrete and separated from the roadway by a curb or planting strip. Sidewalks are intended primarily for local (i.e. neighborhood) pedestrian use within developed areas, although they frequently do accommodate bicycle traffic.

Bike lanes prioritize direct commuting and access to essential destinations, while designated routes prioritize recreational safety and scenic enjoyment. Shared-use paths and sidewalks help to round out options and provide additional connectivity. A glossary of additional commonly non-motorized facility types is included in the Appendix.

Table 3. Proposed Non-Motorized Alignment Details

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
A	**Maple Road:** Begin at ~500' south of Blueberry Lane to Huron River Drive. Continue non-motorized infrastructure within City of Ann Arbor to Huron River Drive.	2000	High	Easy	Responds to survey feedback. Provides a safe alternative between Skyline High School and Newport neighborhood and may qualify for Safe Routes to Schools grants. Connects to AAATA transit stops.	Off road	Sidewalk (6-feet)	•	•			•		
B	**Maple Road,** Along the North section of Maple Road from Huron River Drive to Stein Road, including the Foster Bridge. Section consists of ~2000' of pavement and ~3,800' of gravel road.	5800	High	Easy	Responds to existing usage. Helps alert drivers to non-motorized use and may slow vehicular speeds. Low implementation cost.	On road	Signed Route	•						
E	**Stein Road:** Along Stein Road from Maple Road on west side to Whitmore Lake Road on the east side. NBR designation.	9000	High	Easy	Responds to existing usage. Helps alert drivers to non-motorized use and may slow vehicular speeds. Consistent with NBR designation. Low implementation cost.	On road	Signed Route	•						

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
G	**Whitmore Lake Road:** Between Stein Road and Warren Road.	1100	Medium	Difficult	Responds to survey feedback. Provides a safe connection to City. This short segment would help bridge additional proposed non-motorized segments on Stein Road and Warren Road.	Mix	Multiuse path, buffered bike lane, X-walk	•		•		•		
J	**Warren Road:** From Whitmore Lake Road to Pontiac Trail. Deteriorated pavement, narrow shoulders, bridge over US-23, and railroad crossing. Segment is being reconstructed to accommodate wider shoulders (2026).	5300	High	Difficult	Responds to existing usage. Helps alert drivers to non-motorized use and may slow vehicular speeds. Low implementation cost. This segment is a gap in the east-west NBR designation. Skewed intersection crossing at Pontiac Trail is a challenge for both motorists and non-motorized users.	On road	Signed Route	•						

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
K	**Warren Road:** From Pontiac Trail to Nixon Road. Gravel segment.	5200	High	Easy	Responds to existing usage. Helps alert drivers to non-motorized use and may slow vehicular speeds. Low implementation cost. This segment is a gap in the east-west NBR designation. Skewed intersection crossing at Pontiac Trail is a challenge for both motorists and non-motorized users.	On road	Signed Route	•						
O	**Warren Road:** From Pontiac Trail to Nixon Road. Gravel segment.	6200	High	Easy	Responds to existing usage. Helps alert drivers to non-motorized use and may slow vehicular speeds. Provides connection to Dominican Meadows Preserve and to Superior Township. Consistent with NBR designation and connects to NBR segments in Superior Township. Low implementation cost.	On road	Signed Route	•						

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
C	**Newport Road:** From Maple Road to Newport Creek Drive/Township border. Sidewalk on one side of Newport Road to City limits. Alignment alternates between City and Township jurisdiction.	6800	Medium	Difficult	Responds to survey feedback. Provides a safe connection to City of Ann Arbor and to AAATA transit stops.	Off road	Sidewalk	•	•			•		
L	**Joy Road:** From Whitmore Lake Road to Earhart Road. Segment is gravel minus US-23 overpass bridge. Of note, the skewed intersection crossing at Pontiac Trail is a challenge for both motorists and non-motorized users.	18000	Medium	Easy	Responds to existing usage. Helps alert drivers to non-motorized use and may slow vehicular speeds. Low implementation cost	On road	Signed Route	•						

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
M	**Nixon Road:** East and west sides from M-14 overpass to Warren Road. Utilize existing shoulder to establish bike lanes. Current shoulder width is approximately 5-foot wide. As the road was recently repaved, shoulder expansion to accommodate buffered or protected bike lanes is unlikely soon. Inaccurately appears on Google Maps as having dedicated bicycle lanes.	2800	Medium	Moderate	Responds to existing usage and survey responses. Helps alert drivers to non-motorized use and may slow vehicular speeds. Continues designated bike lanes within City of Ann Arbor. Low implementation cost if done during resurfacing.	On road	Bike lane	•	•	•				

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
N	**Nixon Road:** East and west sides from Warren Rd. to Pontiac Trail. Utilize existing shoulder to establish bike lanes. Current shoulder width is approximately 5-foot wide. As the road was recently repaved, shoulder expansion to accommodate buffered or protected bike lanes is unlikely soon. Inaccurately appears on Google Maps as having dedicated bicycle lanes.	4000	Medium	Moderate	Responds to existing usage and survey responses. Helps alert drivers to non-motorized use and may slow vehicular speeds. Continues designated bike lanes within City of Ann Arbor. Low implementation cost if done during resurfacing.	On road	Bike lane	•						

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
R	**Earhart Road:** Along northern section of Earhart Road from Warren Road to Joy Road / Township border. This segment is gravel.	4800	Medium	Moderate	Responds to existing usage. Helps alert drivers to non-motorized use and may slow vehicular speeds. Segments currently appear on Google Maps as "Bicycle-friendly roads." Much of the paved section currently has a reasonably sized shoulder and a wide center turn-lane and right-of-way could potentially be reallocated to include some non-motorized infrastructure. Of note, intersection with Plymouth Road does not have a crosswalk and lacks signal intervention for safe non-motorized crossing. As the paved segment was recently repaved, shoulder expansion to accommodate bike lanes is unlikely soon. Connection to existing infrastructure in City of Ann Arbor.	On road	Signed Route or Bike Lane	•		•				

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
U	**Earhart Road:** South of Plymouth Road to US-23 overpass / Township and City of Ann Arbor border. The section is paved with wide shoulders throughout.	5800	High	Moderate	Responds to existing usage and survey responses. Much of the segment currently has a wide shoulder and designation, and painting option may immediately implementable and low cost. Segment currently appears on Google Maps as "Bicycle-friendly roads." Provides connection to City of Ann Arbor and to Ann Arbor Technology Park. Intersection with Plymouth Road does not have a crosswalk and lacks signal intervention for safe non-motorized crossings.	On road	Bike lane	•	•	•				

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
V	**Ann Arbor Technology Park:** Goss Road, Woodridge Avenue, Arrowhead Drive, and possible connections to Matthaei Botanical Gardens. All roads are paved.	16300	Medium	Moderate	Responds to existing usage and survey responses. Connects to major employment hub. Area has low posted speed limits, wide right-of-way, existing 6' wide shoulders. Currently there is high opportunity to connect to Matthaei Botanical Garden Trail via existing U of M access drive located at Woodridge Avenue and possible connection at Arrowhead Drive and Dixboro intersection.	On road	Bike lane	•			•			
X	**Clark Road:** North side from Huron River Drive to Hogback Road	5100	Medium	Moderate	Responds to existing usage and survey responses. Connects to existing non-motorized infrastructure, Washtenaw Community College sidewalks, sidewalks on Hogback, and shopping strips on Washtenaw Avenue.	Off road	Sidewalk (6 feet)	•						•

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
F	**Whitmore Lake Road:** From Bandemer Park to Stein Road	6800	Low	Difficult	Responds to survey feedback. Provides a safe connection for current and new residents of developments on Whitmore Lake Road to City of Ann Arbor via Bandemer sections of B2B and connects to B2B Tunnel. Also connects to proposed routes in Northfield Township.	Off road	Shared use path	•	•					
H	**Whitmore Lake Road:** From Warren Road to Township border	4700	Low	Difficult	Responds to survey feedback. Provides a safe connection to City of Ann Arbor and B2B/B2B Tunnel for current and new residents of developments on Whitmore Lake Road.	Off road	Shared use path	•	•			•		
I	**Pontiac Trail:** From City of Ann Arbor/Township border/US-23 overpass to Warren Road	4700	Low	Difficult	Responds to survey feedback. Provides a safe connection between City of Ann Arbor and proposed routes in Northfield Township. Connection to existing trail facilities.	TBD	TBD (Bike lane, Buffered bike lane, Shared use path	•	•	•				•

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
Q	**Dixboro Road:** From Plymouth Road to Goodrich Preserve. Continuation of pathway that currently connects to Marshall Nature Area. Easements would be necessary for a shared-use path to be feasible.	4400	Low	Difficult	Responds to survey feedback. Provides a safe connection to current MBGT and various parks and preserves but will requires easement on west side of road.	Off road	Shared use path	•				•		•
S	**Plymouth Road:** From Dixboro/Township border to Earhart Road. This segment is paved with wide shoulders but experiences high traffic volumes and travel speeds.	4500	Low	Difficult	Responds to existing usage and survey responses. Provides commuting and recreational alternatives. While a bike lane may be feasible due to wide right-of-way, high traffic speeds and volumes along this stretch make a shared-use path a safer option.	Off road	Shared use path		•	•				•

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
T	**Plymouth Road:** From City of Ann Arbor/Township border to Earhart Road. This segment includes the US-23 overpass and a set of paired on and off-ramps on east side of US-23.	2800	Low	Difficult	Responds to existing usage and survey responses. Provides commuting and recreational alternatives. While a bike lane may be feasible, high traffic speeds and volumes along this stretch make a shared-use path a safer option and will likely need to be the approach used for US-23 overpass like the overpass at Geddes Road.	Off road	Shared use path		•	•				•
W	**Geddes Road:** From Dixboro Road to east Township border	4000	Low	Difficult	Responds to existing usage and survey responses. Provides commuting and recreational alternatives. Fairly wide right of way but inconsistent right-of-way width may necessitate easement acquisition. Coordination with Superior Township to meet planned trails.	Off road	Shared use path	•				•		•

Table 3 (continued) **Proposed Non-Motorized Alignment Details**

	Segment Location and Description							Stakeholders / Partners						
Map ID	Alignment & Segment Description	Distance (feet)	Priority	Feasibility	Rationale	Type	Treatment	WCRC	City of A2	MDOT	UMich	Landowners	WATS	Other
D	**Huron River Drive / Border-to-Border Trail Extension:** From Township border to Barton Nature Center	7600	High	Difficult	Responds to existing usage and survey responses. Provides commuting and recreational alternatives. Management and construction of the alignment being coordinated by WCPRC and it currently in planning phases with potential construction in 2028.	Off road	Shared use path	•				•		•

Conclusion

The Ann Arbor Township Non-Motorized Plan provides guidance for fostering a shared understanding with neighboring municipalities and organizations. This Plan also articulates that any future development or roadway improvement within the Township must intentionally incorporate non-motorized components. By implementing the noted priority alignments in this document, the Township can preserve and protect its rural identity, enhance connectivity between communities, and ensure a safer, healthier, and more accessible community for everyone.

As development continues to reshape Washtenaw County, this Plan offers a framework needed to transform these pressures into opportunities by building directly upon the Township's unique characteristics and assets. Namely, the community's designated Natural Beauty Roads, such as the near-continuous east-west corridor formed by Stein and Warren Roads, represent a major opportunity to enhance connectivity for pedestrians in and beyond the Township. This Plan leverages its scenic corridors as a natural "backbone" for non-motorized travel and ways in which regional connectivity can be expanded while maintaining environmental preservation and the Township's priorities for maintaining its rural and natural features. Finally, the community feedback received during this process further affirms and informs the Plan's five core goals—safety, connectivity, usability, accessibility, and feasibility–and establishes a clear roadmap to bridge critical gaps. Situated at a critical regional crossroads, the Township faces the immediate challenge of protecting its expansive natural features and rural character from the pressures of encroaching development. At the same time, this Plan outlines opportunities to solidify the Township's role as both a scenic destination and a vital regional conduit for pedestrians. Ultimately, this Plan is meant to be a guide and a bridge; it offers a blueprint for the Township, neighboring communities, and partnering organizations to align their efforts, ensuring that the Township is providing safe and accessible facilities to walk, ride, and connect together.



Image Credit: Jill Zamojcin

Appendix: Common Non-Motorized Facility Types

Different non-motorized facility types were considered in this study. They can be loosely grouped into pedestrian and bicycle facilities, although there is frequent usage overlap. Descriptions illustrating each type of facility are provided below.

Primarily Pedestrian Use Facilities:

Hiking Trails: Narrow natural-surface trails consisting of mowed grass, dirt, or minimally disturbed earth, intended primarily for walking, hiking, and nature access. Hiking trails are not generally ADA compliant, and are limited in scope to parks, preserves, and open space areas. They are not intended for bicycle use.



Sidewalks: Paved pedestrian facilities, typically four to six feet wide, constructed of concrete and separated from the roadway by a curb or planting strip. Sidewalks are intended primarily for local (i.e. neighborhood) pedestrian use within developed areas, although they frequently do accommodate bicycle traffic.



Shared-Use Facilities

Shared-Use Path (also called a multi-use path): Wide (eight- to ten-feet or wider) paved pathways, typically asphalt or concrete, designed to accommodate multiple non-motorized users, including pedestrians, bicyclists, runners, and mobility devices. Separated from motor vehicle traffic and often used for both recreation and transportation.



Rustic Trails: A specific form of multi-use trail typically constructed of crushed and compacted limestone fines or similar materials. Commonly seen in rail-trail conversions, rustic trails provide a more natural appearance while supporting a variety of active transportation uses.



Widened Shoulders: Designed to provide operational flexibility for disabled vehicles, emergency response, and roadway maintenance, widened shoulders can provide additional operating space for bicyclists and pedestrians, but do not offer the same visual cues as bike lanes. Widths can reach eight to twelve feet or more.



Primarily Bicycle-Use Facilities:

Signed Bike Routes: Roadways designated as preferred bicycle travel corridors through signage and/or wayfinding markings, generally using existing streets without physical roadway modifications.



Bike Lanes (Standard): Designated portions of a roadway reserved for bicycle travel through pavement striping and signage. Generally, five feet wide and positioned on both sides of a road, although they may be consolidated into one two-way path on the same side of the road in some circumstances.



Buffered Bike Lanes: Bike lanes separated from adjacent motor vehicle lanes or parking areas by painted buffer space to provide additional operating distance and increased rider comfort and safety. The buffer zone is generally three to six feet wide plus the width of the path itself.



Protected Bike Lanes: Bicycle lanes physically separated from vehicle traffic by curbs, bollards, planters, or other barriers designed to improve safety and reduce conflicts with motor vehicles. Dimensions are comparable to buffered bike lanes.



Sharrows: Pavement markings within a travel lane to indicate that bicyclists and motorists are expected to share the roadway. Sharrows are generally used on low-traffic, low-speed roadways. There were no roadways in Ann Arbor Township where sharrows would be appropriate.



Other Non-Motorized Components

In addition to the physical alignments themselves, several common elements play a role in a successful non-motorized system. While not all elements will apply across all scenarios in Ann Arbor Township, the following items can be utilized under appropriate circumstances.

Crosswalks: Marked pedestrian crossing areas at intersections or midblock locations intended to improve visibility and clarify where pedestrians should cross the roadway.



High-Visibility Crosswalks: Enhanced crosswalk markings using ladder or "zebra stripes," designed to increase pedestrian visibility and driver awareness.



Pedestrian Refuge Islands: Raised median areas located between travel lanes that allow pedestrians and bicyclists to cross roadways in stages and improve safety on wider roads.



Rectangular Rapid Flashing Beacons (RRFBs): Pedestrian-activated flashing warning lights installed at crossings to increase driver yielding behavior and crossing visibility.



Pedestrian Hybrid Beacons (PHBs): Signalized crossing devices that stop roadway traffic when activated by pedestrians or bicyclists, commonly used at high-volume or high-speed crossings.

Traffic Calming Measures: General term to describe physical or visual roadway treatments intended to reduce vehicle speeds and improve safety for pedestrians and bicyclists.

Lane Narrowing: A traffic calming device frequently implemented during road redesign. By reducing lane widths by six inches to a foot, additional room is provided for bike infrastructure, while providing visual cues which naturally reduce vehicular speeds.

Wayfinding Signage: Directional signs that help users navigate trail systems, bike routes, destinations, and connections between communities or facilities.

Regulatory and Warning Signs: Signs that communicate rules, restrictions, hazards, or user expectations, such as yield signs, bike crossing warnings, or trail etiquette signage.

Pavement Markings: Striping and surface markings used to define bicycle lanes, crossings, lane positioning, trail centerlines, and conflict areas.

Trailheads: Access points to trails that may include parking, maps, informational kiosks, seating, bike racks, and other user amenities.

Bike Racks and Bicycle Parking: Facilities designed to support secure bicycle storage at parks, schools, transit stops, commercial areas, and trail access points.

Lighting: Pedestrian- and bicycle-scale lighting intended to improve nighttime visibility, safety, and comfort along trails, crossings, and pathways.

Benches and Seating Areas: Rest areas provided along trails and sidewalks to support accessibility, comfort, and recreational use.

ADA Compliance / Accessibility Features: Improvements such as curb ramps, detectable warning surfaces, accessible trail grades, and compliant crossings intended to ensure usability for individuals with disabilities.