



2026 Sidewalk Gap Elimination

Design & Information Meeting

April 29, 2025

City of Ann Arbor – Public Services Area – Engineering

engage.a2gov.org/sidewalk2026



Meeting Norms

- Commit to learning and avoiding speculation.
- Please remember the importance of rights and the dignity of others.
 - Critique ideas, not people.
 - Use thoughtful language so this can be a comfortable and respectful session for all participants.



Public Engagement

- **The project team will conduct public engagement through online and in-person means to:**
 - Propose project plan to residents
 - Discuss resident's concerns and needs



City of Ann Arbor - Project Staff



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Agenda



Project Overview and Need

Guided Walk Feedback Review

Sidewalk Design Concepts

Next Steps

Questions and Answers Session in Groups

Project Overview & Need



Project Purpose and Need

Transportation Policy Milestones:



Complete Streets Resolution

A2Zero Carbon
Neutrality Plan

Moving Together Towards
Vision Zero Transportation Plan

2015

2020

2011

2020

2021

Vision
Zero

New Sidewalk
Millage Approved



Ann Arbor's Mobility Goals & Values

- ✓ Safety
- ✓ Accessibility for All
- ✓ Mobility





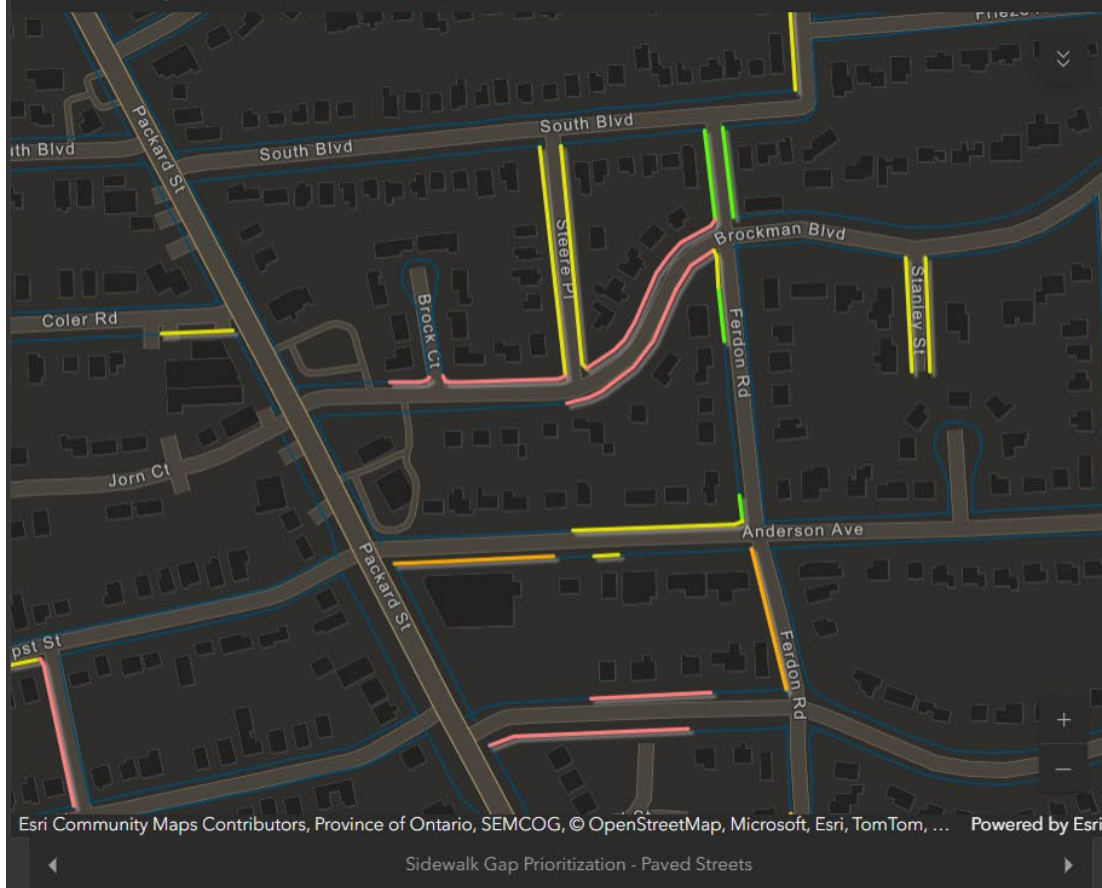
Brockman and Crestland Sidewalk Gaps



Sidewalk Gaps Prioritization & Progress



Sidewalk Gap Prioritization - Paved Streets



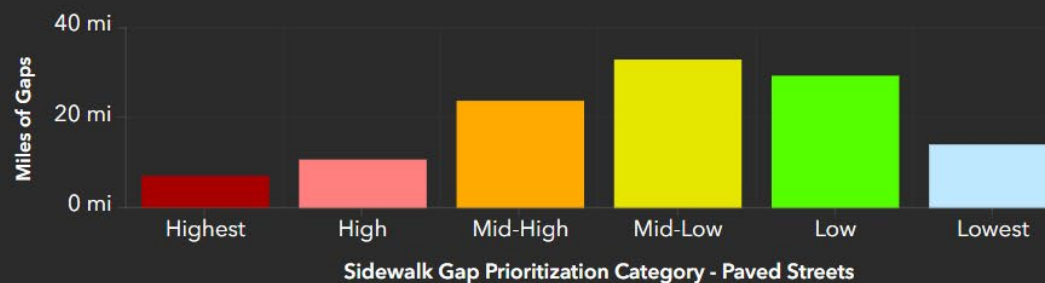
Total
139 miles
Sidewalk Gaps

Sidewalk Gaps
117.9 miles
on Paved Streets

Total
441.4 miles
Existing Public Sidewalks

Since 2013
16 miles
New Sidewalk Constructed

For 2025
0.4 miles
Proposed New Sidewalk



If you would like to provide feedback on the dashboard, email PSAdata@a2gov.org

Progress by Year

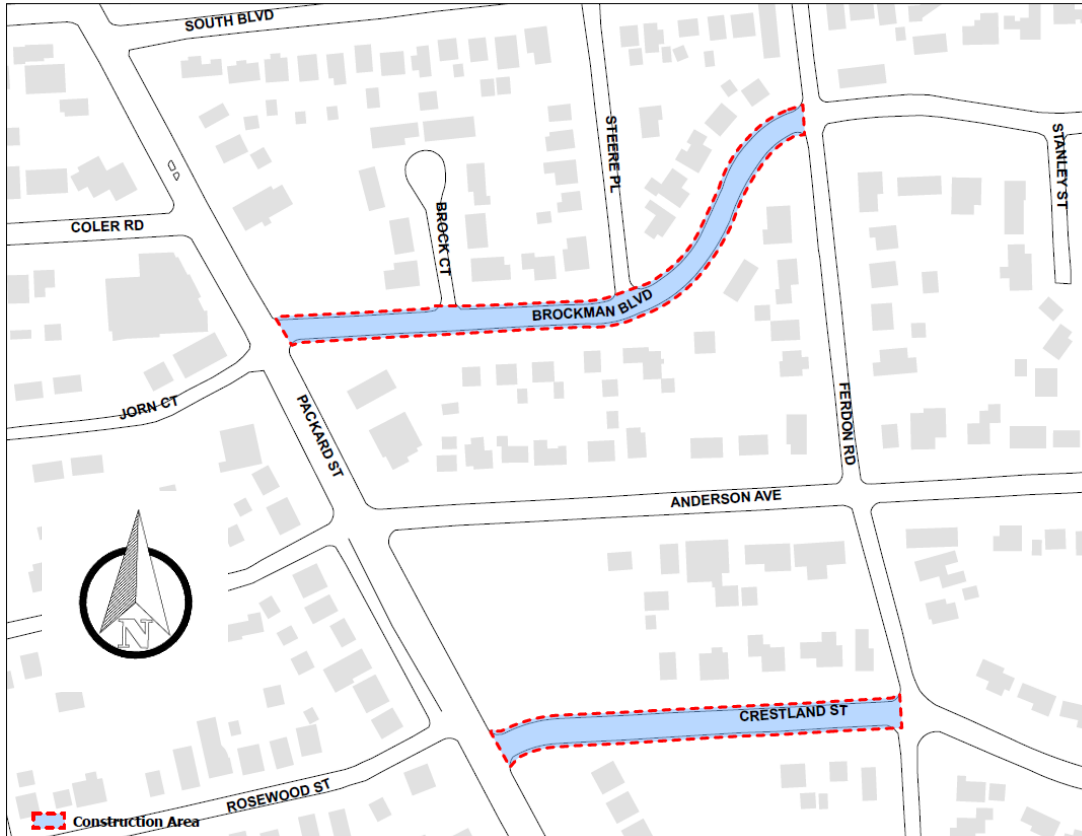
Sidewalk Gap Prioritization - Paved Streets

Sidewalk Gap Prioritization - ALL

engage.a2gov.org/sidewalk2026



Safe Routes to School



“AAPS fully supports sidewalks! It is a key to allowing the schools to encourage safe walking and bike riding to and from school. Without sidewalks AAPS cannot suggest or implement Safe Routes to School programs.”
– Liz Margolis, Executive Director
School Safety & District Operations



SafeRoutes





Guided Walk Feedback Review



Public Feedback during Guided Walk (Oct.'24)

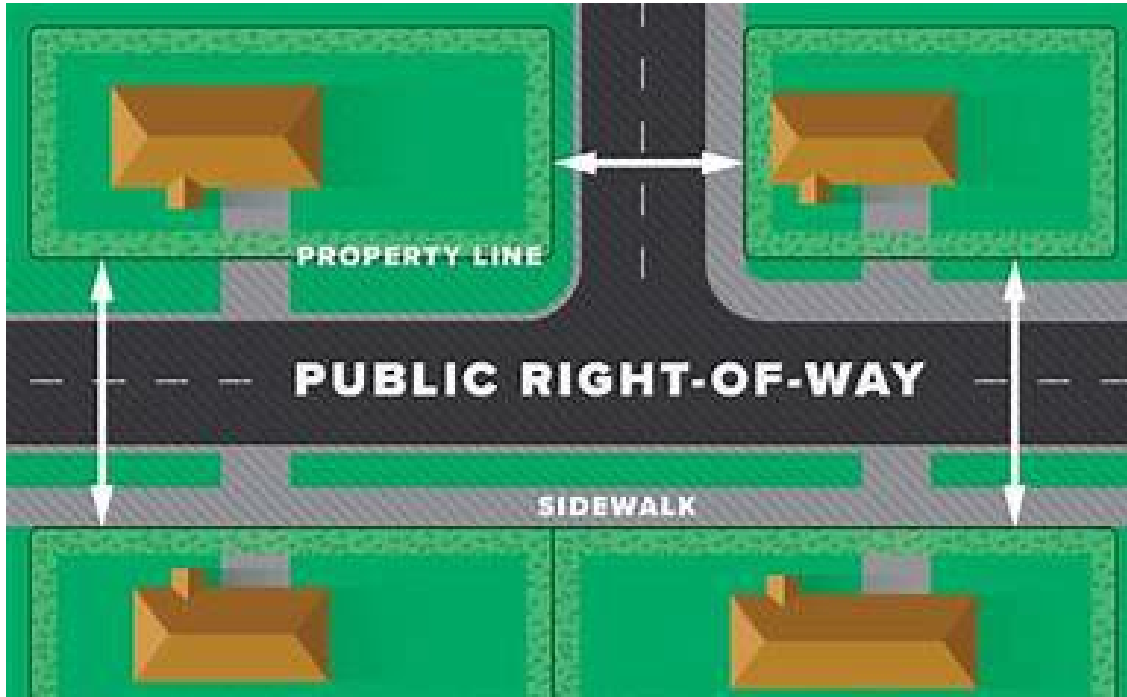
Comment / Concern	Consideration / Solution
We want to save as many trees as possible. Is it possible to build the sidewalk around the trees?	We strive to avoid taking down trees as part of sidewalk construction. Meandering the sidewalk around trees is a possibility and/or narrowing the street can be explored if technically feasible and is in compliance with ADA. This will be demonstrated in Concepts #1 and #2 presented shortly.
Is narrowing Brockman, to help reduce the speed of cars, something that could be considered in this project? Can we narrow Brockman in order to reduce disturbance to lawns?	We consider narrowing Brockman in Concept #2. Traffic calming is done through our Traffic Calming Program. This is a separate, petition-based effort could take place after this project is completed. Brockman petition has been submitted.

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Sidewalk Design Concepts

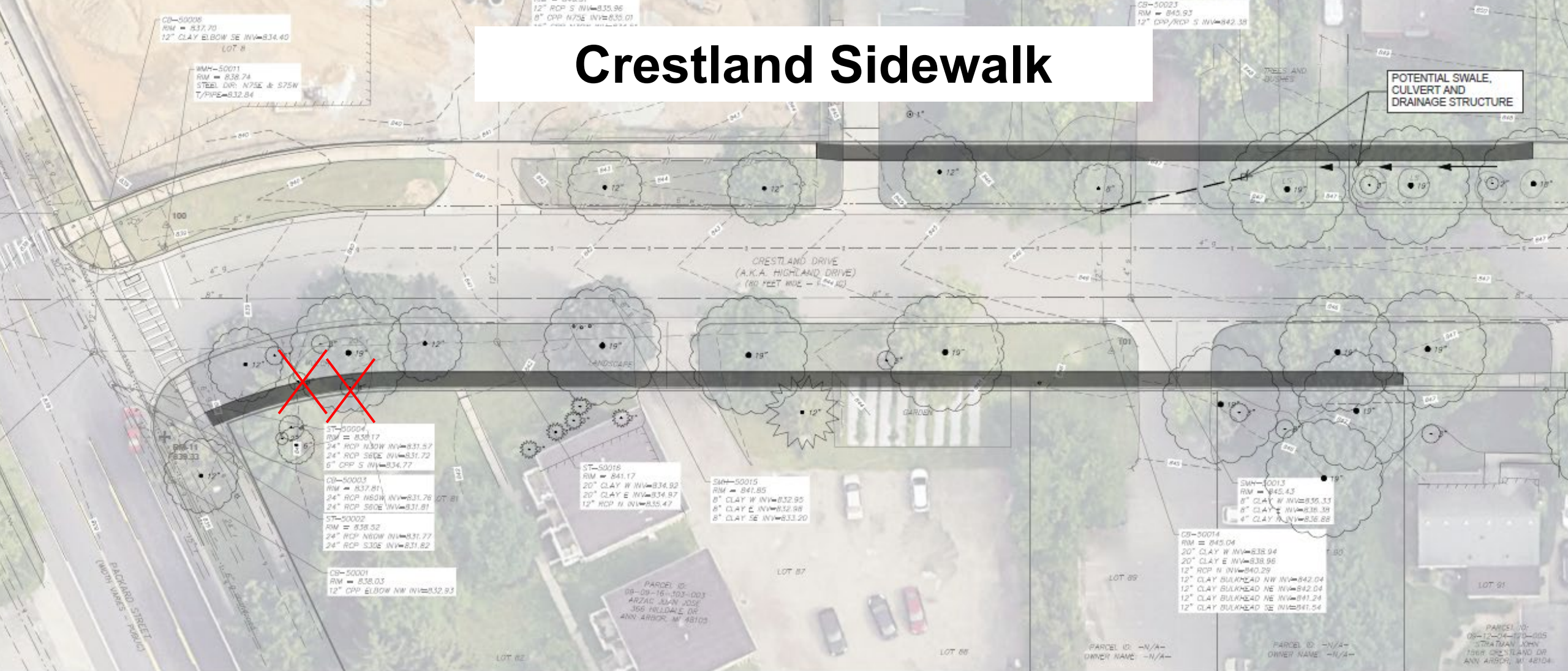


Existing Right-of-Way/Easements



- What is a road **right-of-way (R.O.W.)**?
 - Property owned by the city, includes the road and strip of property behind it.
- What is a **Temporary Grading Easement**?
 - Portion of property the city and its contractor can enter during a specified time period in order to make changes to allow for a sidewalk to blend into the existing ground.
- What is a **Permanent Easement** ?
- Agreement between the city and property owner that grants the City legal right to use a specified area of the land. Ie for sidewalks

Crestland Sidewalk



CRESTLAND SIDEWALK

LEGEND



EXISTING SHRUBS



PROPOSED CURB AND GUTTER



PROPOSED SIDEWALK OPTION



TREE TO BE REMOVED AND
EVALUATED FOR REPLACEMENT



EXISTING EVERGREEN TREE



EXISTING DECIDUOUS TREE



PROPOSED SIDEWALK RAMP

Packard St & Crestland Dr



Crestland and Packard

Share



1562 Crestland Dr

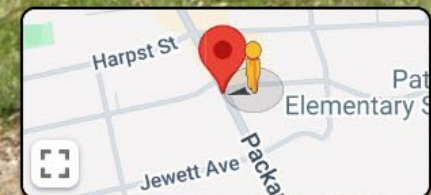
Ann Arbor, Michigan



Google Street View

Apr 2024

[See more dates](#)



Google

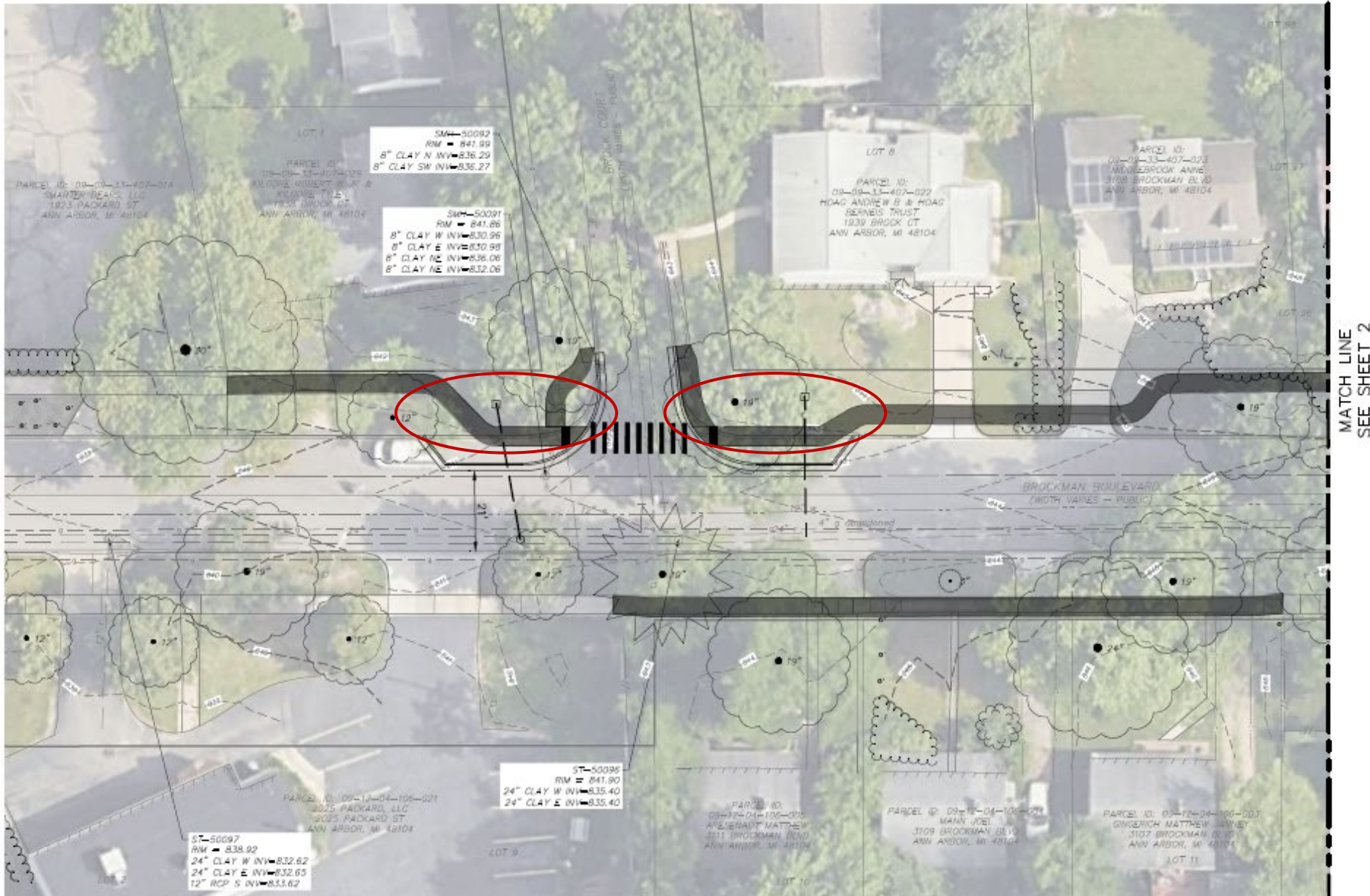




Crestland Design Concept

- **Sidewalks starts 1 foot from the right of way.**
- **Curb line stays the same on both sides of the street.**
- **Potential swale and drainage structure to help with flooding.**
- **Two 3-inch trees will be removed.**
- **Consulted the design with City Forestry staff and they did not have any special concerns for the trees in this area.**

Brockman Sidewalk – Concept #1



LEGEND

-  PROPOSED SIDEWALK OPTION
-  PROPOSED SIDEWALK RAMP
-  TREE TO BE REMOVED AND EVALUATED FOR REPLACEMENT
-  PROPOSED CURB AND GUTTER
-  EXISTING TREE
-  EXISTING SHRUBS
-  EXISTING EVERGREEN TREE

Brockman and Steere



Brockman and Steere

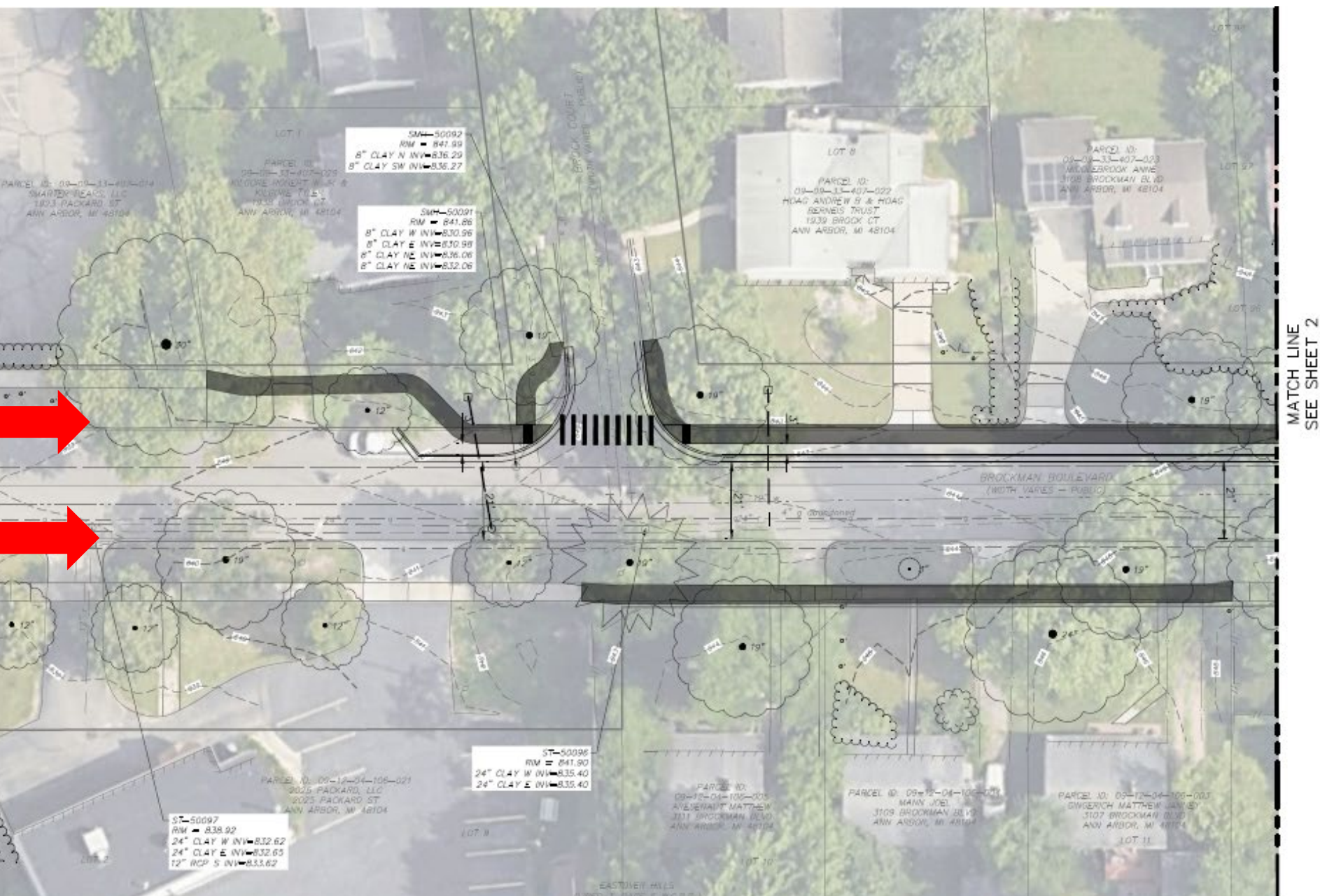




Brockman Design Concept #1 Summary

- **On most locations the sidewalk starts 1 foot from right of way, in others we meander around the trees to protect them from disturbance.**
- **We have bump outs at Brock Ct intersection to safely meander around 2 large trees, it also serves to slow down cars at the crosswalk.**
- **Existing curb line stays the same for the most part, parking is not impacted.**

Brockman Sidewalk – Concept #2



PARCEL ID: 09-09-13-407-123
MIDDLEBROOK ANNE
3108 BROCKMAN BLVD
ANN ARBOR, MI 48104

PARCEL ID: 09-09-13-407-024
NEA BROTHER CRAFTS
JAN & SUE ANN BLK
1946 STEEPL PLACE
ANN ARBOR, MI 48104

SWH-50072
RM = 847.30
8" CLAY NW INV=840.30

CB-50070
RM = 846.27
12" CPP S INV=843.77

PARCEL ID: 09-09-13-406-001
THOMAS PHILIP A & ALISON C
3018 BROCKMAN BLVD
ANN ARBOR, MI 48104

SWH-50069
RM = 848.33
8" CLAY SW INV=838.76
8" CLAY NE INV=838.78

LOT 3

PARCEL ID: 09-09-13-406-002
SCHULTE KAREN
3014 BROCKMAN BLVD
ANN ARBOR, MI 48104

LOT 4

PARCEL ID: 09-09-13-406-005
SMITH DEAN &
JENNIFER SMITH K TR
3012 BROCKMAN BLVD
ANN ARBOR, MI 48104

SWH-50001
RM = 853.29
8" CLAY SW INV=843.29
8" CLAY NE INV=843.39

PARCEL ID: 09-09-13-406-004
ROTHMAN JEFFREY K &
ROTHMAN LALY
3008 BROCKMAN BLVD
ANN ARBOR, MI 48104

LOT 6

PARCEL ID: 09-09-13-406-003
SHLES BAILEY
3000 BROCKMAN BLVD
ANN ARBOR, MI 48104

CB-50050
RM = 855.28
12" CPP NE INV=851.59

SWH-50053
RM = 855.96
8" CLAY SW INV=845.26
8" CLAY E INV=845.30
8" CLAY 1655 INV=845.86

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Brockman Design Concept #2 Summary

- On the north side of Brockman we moved the curb line 8 feet to narrow the street to the minimum 22 feet. To allow for 5 foot wide sidewalk and 3 feet of greenbelt.
- On the south side of Brockman the curb line stays the same, sidewalk starts 1 foot from right of way with some meandering around some trees.
- Parking would be prohibited on both sides of the street.
- Construction scope and costs would be increased as its substantial removal of curb/ street and additional restoration. Concept #2 is approximately 25% more in construction costs than Concept #1.



Review of Brockman Concept 1 and Concept 2

Concept 1	Concept 2
Sidewalk starts 1 ft from right of way with some meandering on both the north and south.	Brockman street is narrowed to allow for north side sidewalk to be placed on the road. For the south side, sidewalk starts 1 ft from right of way.
Curb line stays the same for both north and south except for a bump out at Brock Ct.	North side curb line moves onto the street. South side curb line remains the same.
One 4 inch tree removed, one 12 inch tree removed. Two new trees will be replanted.	One 12 inch tree removed. A new tree will be replanted.
Parking stays the same.	Parking would be prohibited on both sides.
	Approximately 25% more construction costs than concept 1 and a larger construction impact.



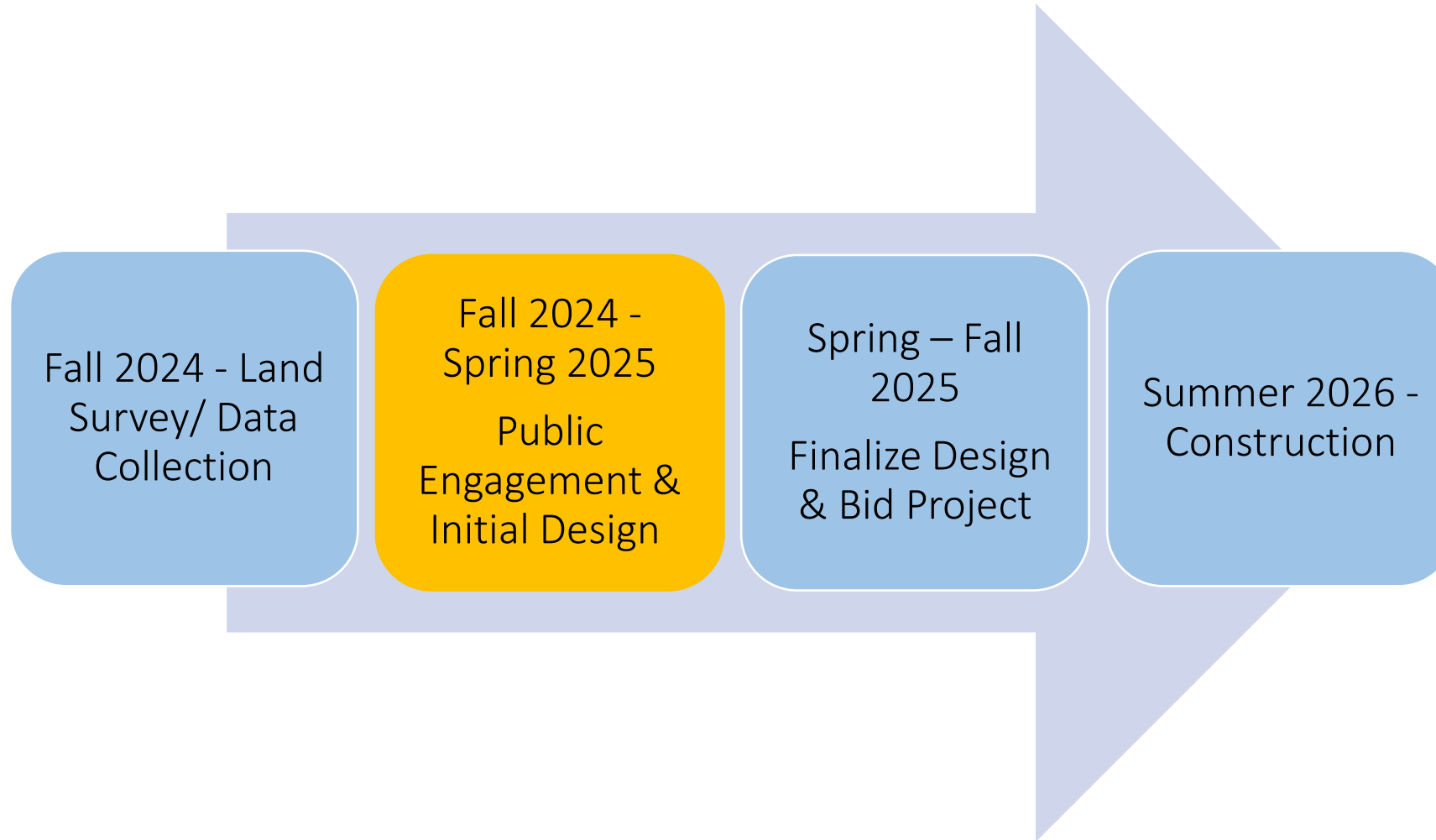
Questions and Answers

1. **Will Brockman be part of the Traffic Calming Program?**
2. **Why can't we have parking on one side for concept #2?**
3. **Can the sidewalk be only 4 feet wide instead of 5 feet wide?**
4. **Can we build the sidewalk only on one side?**
5. **For concept #2, why was the curb on the north side chosen to be shifted instead of the south side?**
6. **Won't the trees be negatively impacted for any construction?**





Project Timeline





Questions and Answers in Groups

1 – Brockman

2 – Brockman

**3 – Brockman and
Crestland**

Questions and Answers by Groups

**Community Questions
and Answers link is
available at project
website**



Thank You!

City of Ann Arbor – Public Services Area – Engineering



Review of Brockman Concept 1 and Concept 2

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