



Sunset Road / Wildt Street

**Transportation Improvements
September 29, 2025**

City of Ann Arbor – Public Services Area – Engineering

www.engage.a2gov.org/sidewalk-gap-study/sidewalk-gap-study-sunset-wildt



Meeting Etiquette

- 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 is a comfortable and respectful session for all participants.



City of Ann Arbor - Project Staff



Nicholas Hutchinson

City Engineer

nhutchinson@a2gov.org

734.794-6000 ext 43633



Mark McCulloch

Professional Engineer

mmcculloch@wadetrim.com

734.947.2698



Jasmine Isaac

Community Engagement
Specialist

jisaac@a2gov.org

734.794.6320 ext. 42590





Tonight's Agenda

- Recap of Previous Engagement Session
- Feedback Received
- Design Concepts by Segment
- Estimated Project Costs
- Advantages and Disadvantages
- Next Steps
- Breakout Session

Recap of Previous Engagement Session





Purpose of the Previous Engagement Session

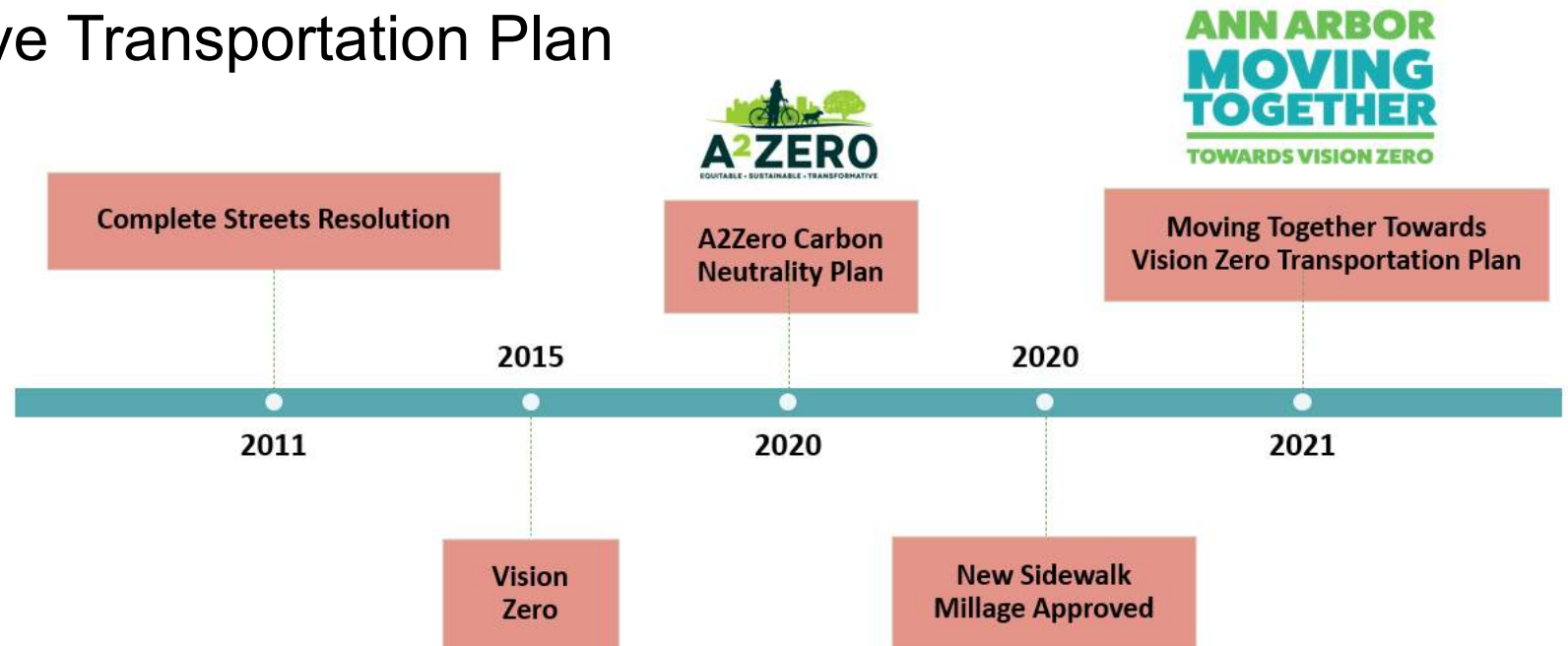
- ✓ Last session held on June 23, 2025
- ✓ Need for non-motorized accessibility on both sides of the street.
- ✓ Desired community feedback on values and concerns.
- ✓ Develop a realistic cost estimate for planning purposes.



Transportation Policy Milestones

Highlighted City Council Initiatives and Goals

- Complete Streets
- Vision Zero
- Carbon Neutrality
- Sidewalk Milage
- Comprehensive Transportation Plan



Feedback Received





What You Told Us

What We Heard in June	What We Have Identified
Reiterated the desire to minimize removal of trees and vegetation behind north curb line.	Identified an alternative to establish a sidewalk on the north side for the most vulnerable users by minimizing impacts to front yards.
Reduce traffic speeds along entire Sunset Street corridor.	Reduced road widths, identified speed management tools, and narrow side street approaches.
Maintain on street parking where possible.	Identified an alternative to maintain on street parking along one side of the street for the entire length of Sunset Street.
Provide sidewalk along frontage of Hunt Park.	Identified an alignment along park frontage without removal of trees.
Spend limited resources wisely.	Identified street blocks where placement of north sidewalk maximizes City initiatives while preserving resources for inclusion of other need (e.g., speed management devices).



Multiple Needs to Consider



Yard Preservation



Pedestrian Safety



Speed Management



Water Treatment Plant Operations & On Street Parking



Bicycle Safety



Emergency Access



Speed Management Opportunities

Lane Narrowing

Decreases the width of the travel lane, encouraging drivers to slow their speed.



S. Seventh north of Scio Church

Speed Cushion

Like speed humps, they slow drivers but are more user friendly to cyclists.



Wells St

Raised Crosswalk

Used to enhance pedestrian safety by slowing drivers and cyclists at a crosswalk.



Scio Church Service Dr & Chaucer

Speed Table

An extended version of the speed hump, more user friendly to buses and trucks making deliveries to the water treatment plant.



Glenwood Road



Narrowing Intersections



Beechwood Dr & Fountain St



Orkney Dr & Spring St



Daniel St



Benefits

- Shorten crossing distance for pedestrians.
- Reduce cornering speeds of cars.



What is a Bicycle ‘Boulevard’?

Used to create a comfortable cycling environment for people of all ages and abilities.

- Provide clear signage and markings applicable to the street classification.
- Include street features that promote safe driving speeds.
- Design features that facilitate a clear, comfortable experience.

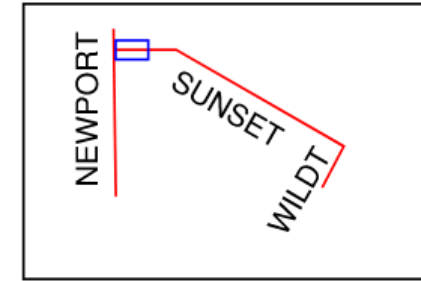


Design Concepts





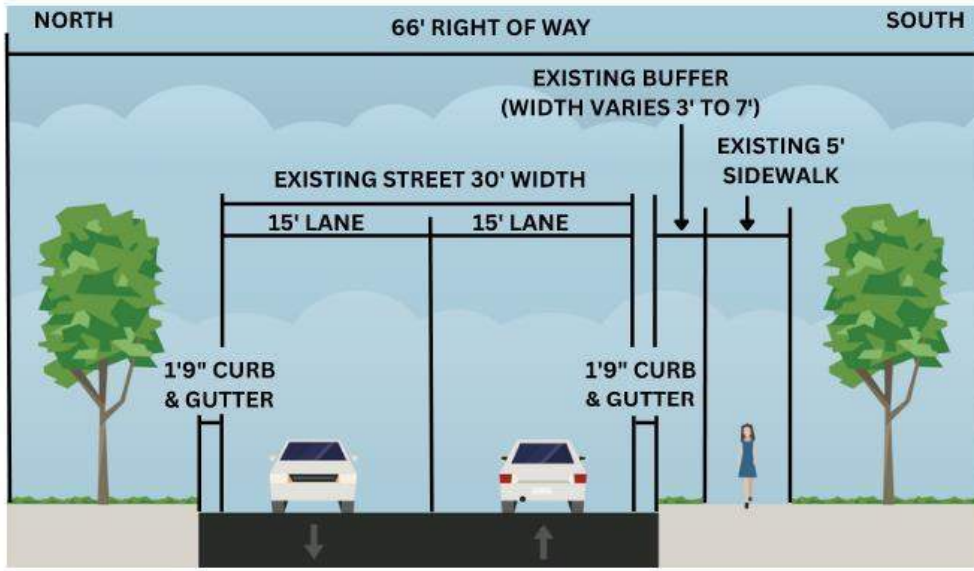
Key Map



Legend

- Lot Lines
- Public Land
- Proposed 5' Wide Sidewalk
- Proposed 3' Buffer
- Proposed Curb
- Existing Curb
- Proposed Retaining Wall

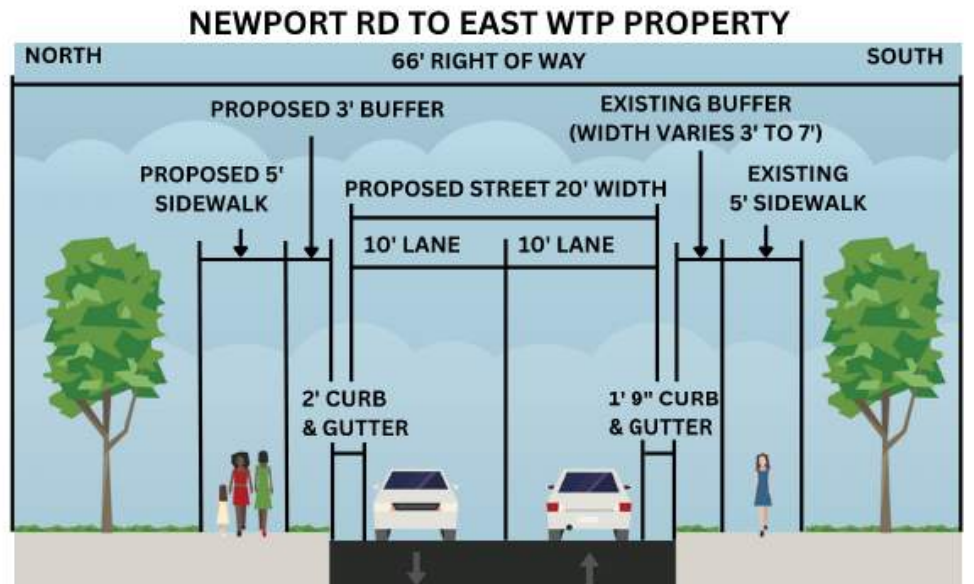
- Reduce street width from 30 feet (existing) to 20 feet (proposed) but can be as wide as 22 feet.
- North curb to move south to allow space for a 5' sidewalk with a 3' buffer.
- Minimize disturbances to existing vegetation behind north curblines.
- Existing south curb and sidewalk to remain.
- Parking granted by variance for one side of the street.



Existing Cross Section



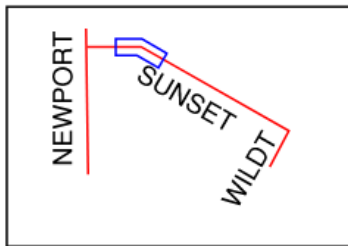
Street View - Existing



PARKING IS
PERMISSABLE
ON ONE SIDE
OF THE
STREET IF A
VARIANCE IS
GRANTED BY
THE FIRE
MARSHALL

Proposed Cross Section

Key Map



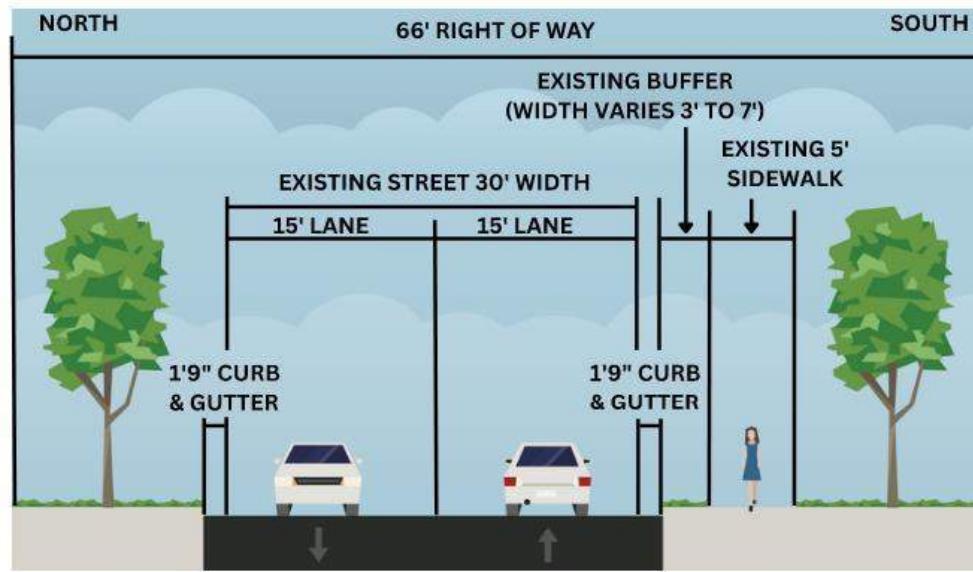
Legend

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- Reduce a majority of the street width from 30 feet (existing) to 27 feet (proposed).
- North curb to move south to allow space for a 5' sidewalk with a 3' buffer.
- Reconstruct south curb and sidewalk by moving south; allow space for a 7' parking lane, a 3' buffer, and a 5' sidewalk.
- Minimize disturbances to existing vegetation behind north curb. Up to five trees may need to be removed on the south side.



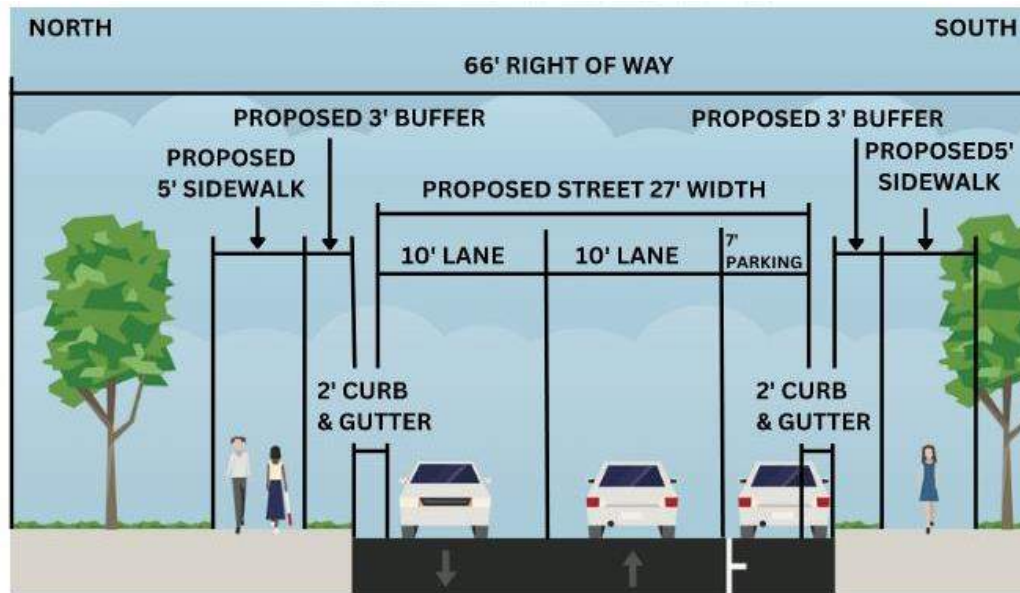
Water plant delivery truck turning left toward Newport Rd



Existing Cross Section



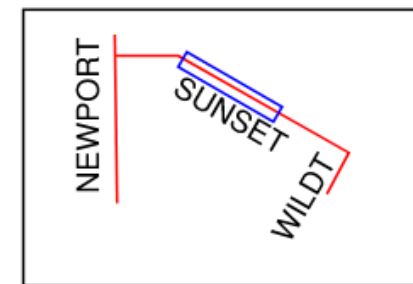
Street View - Existing



Proposed Cross Section



Key Map

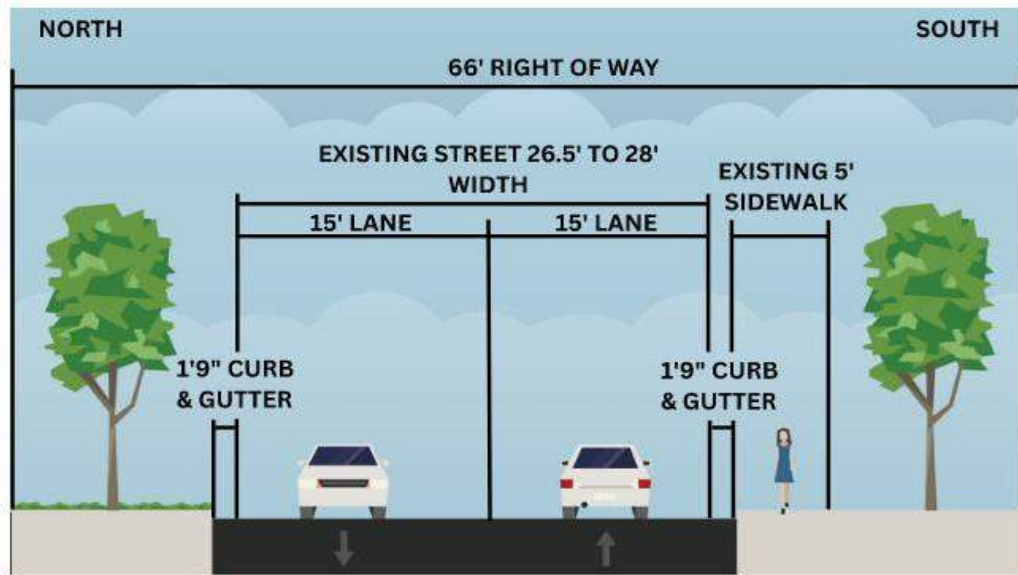


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Note: Image only shows a portion of Segment 2A

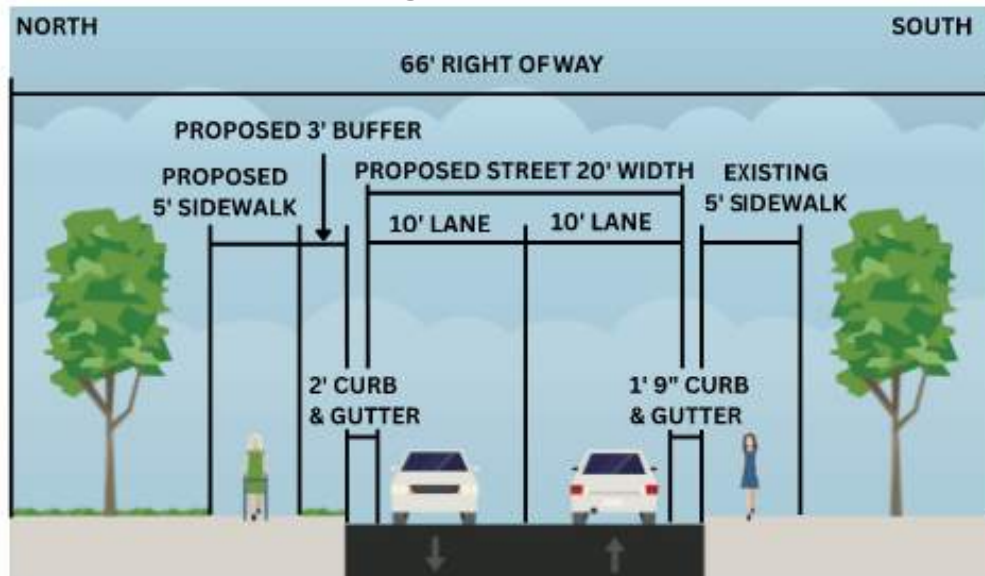
- Reduce street width from 26.5-28 feet (existing) to 20 feet (proposed).
- North curb to move south to allow space for a 5' sidewalk with a 3' buffer.
- Existing sidewalk on south side to remain in its current location.
- Parking granted by variance for one side of the street.
- Minimize disturbances to existing vegetation behind north curb.



Existing Cross Section



Street View - Existing

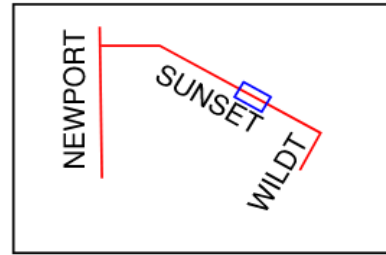


PARKING IS PERMISSABLE ON ONE SIDE OF THE STREET IF A VARIANCE IS GRANTED BY THE FIRE MARSHALL

Proposed Cross Section



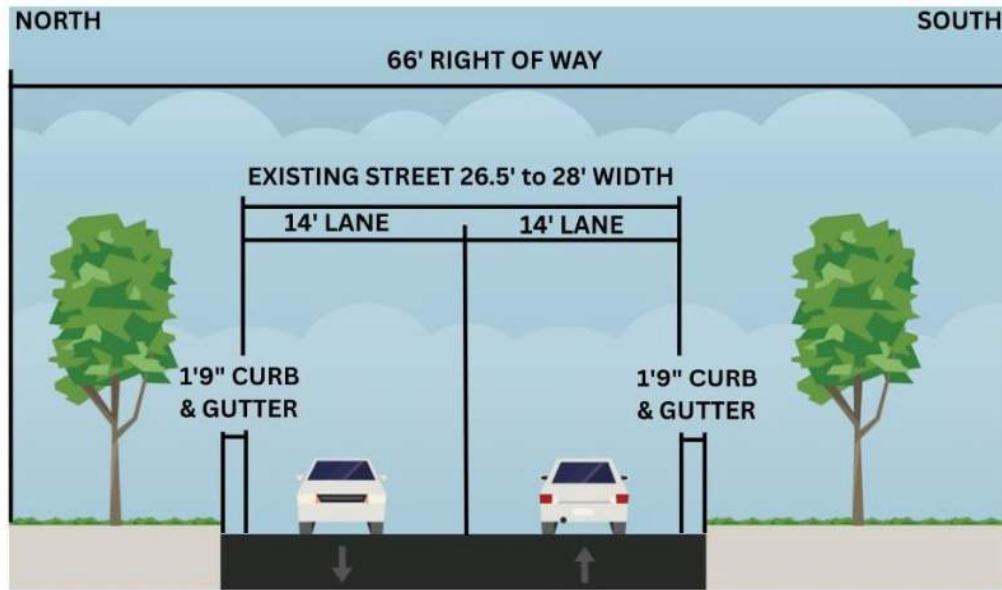
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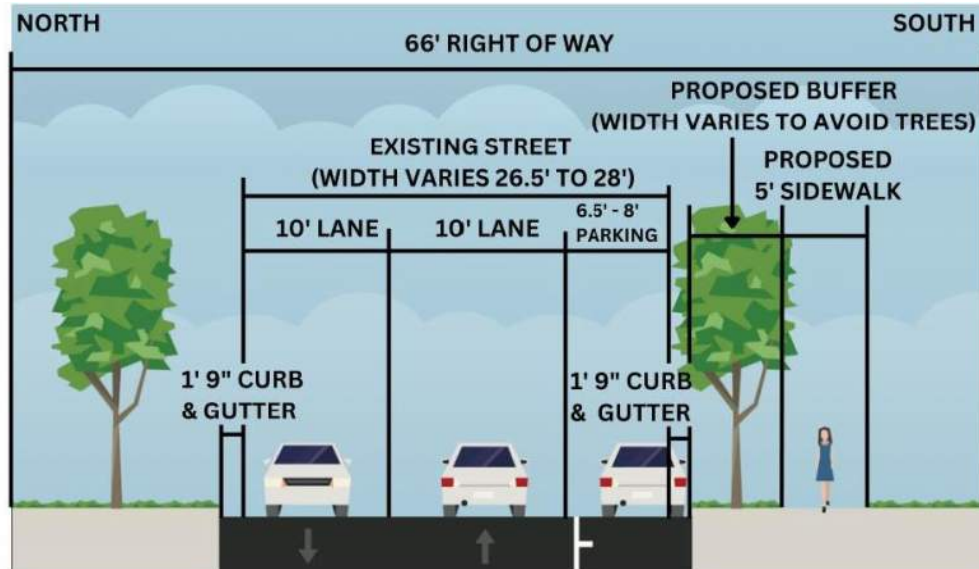
- Existing road, north curb, and south curb to remain in place.
- Proposed 5' sidewalk along Hunt Park frontage. Sidewalk location will avoid tree removal.
- Parking allowed on south side of road adjacent to Hunt Park.



Existing Cross Section



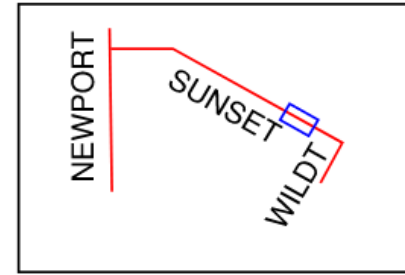
Street View - Existing



Proposed Cross Section



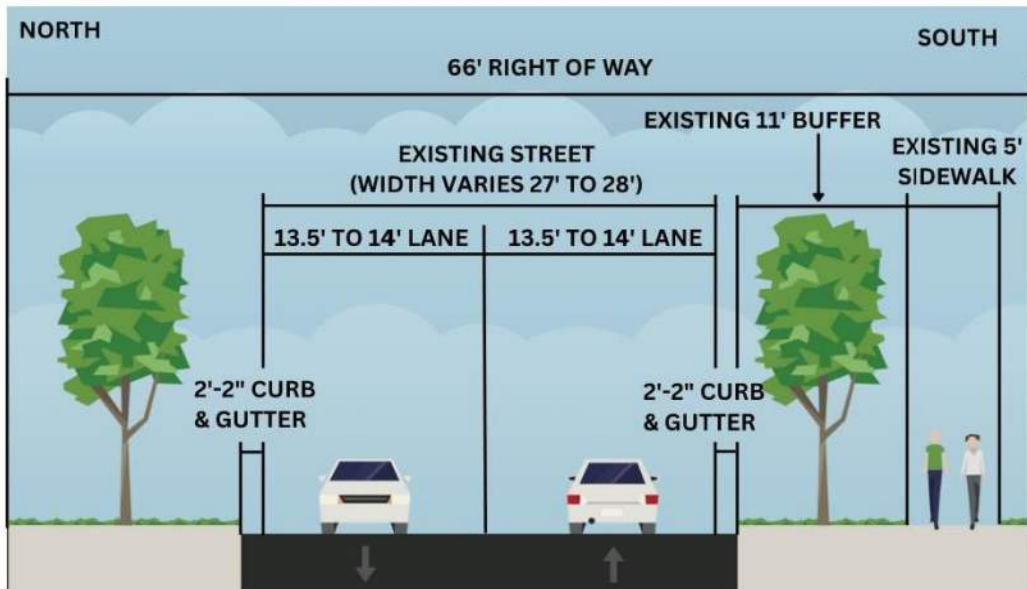
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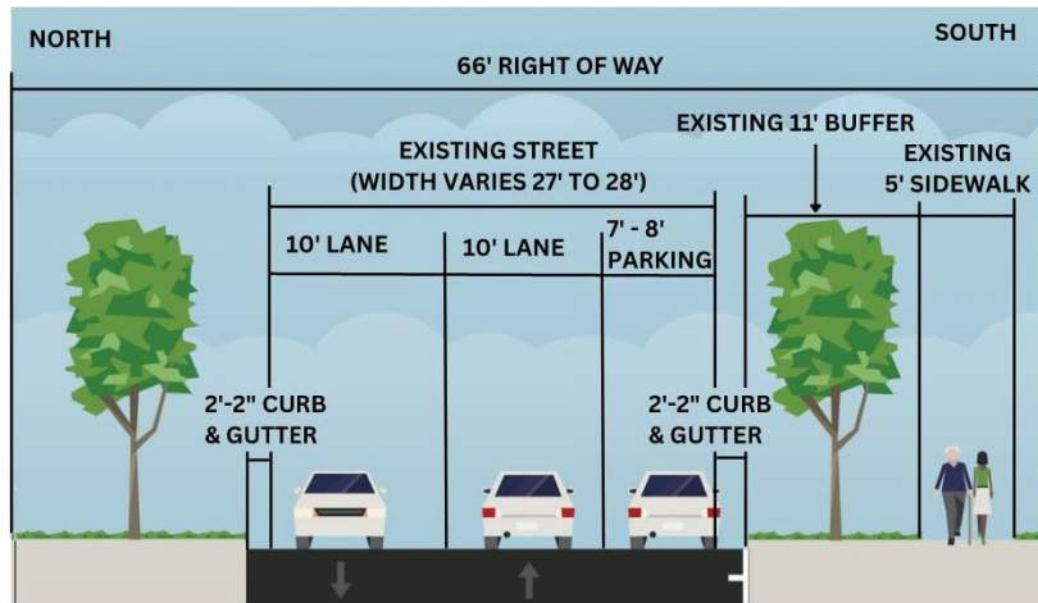
- Existing road, north and south curb, and existing south sidewalk to remain in place (No change).
- Parking allowed on south side of road outside of 10' driving lanes (7'-8' wide).



Existing Cross Section



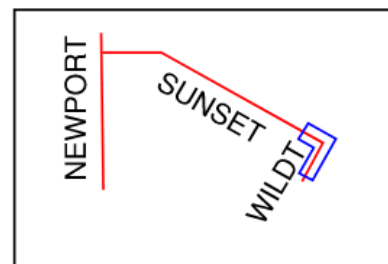
Street View - Existing



Proposed Cross Section



Key Map



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Alternative 1

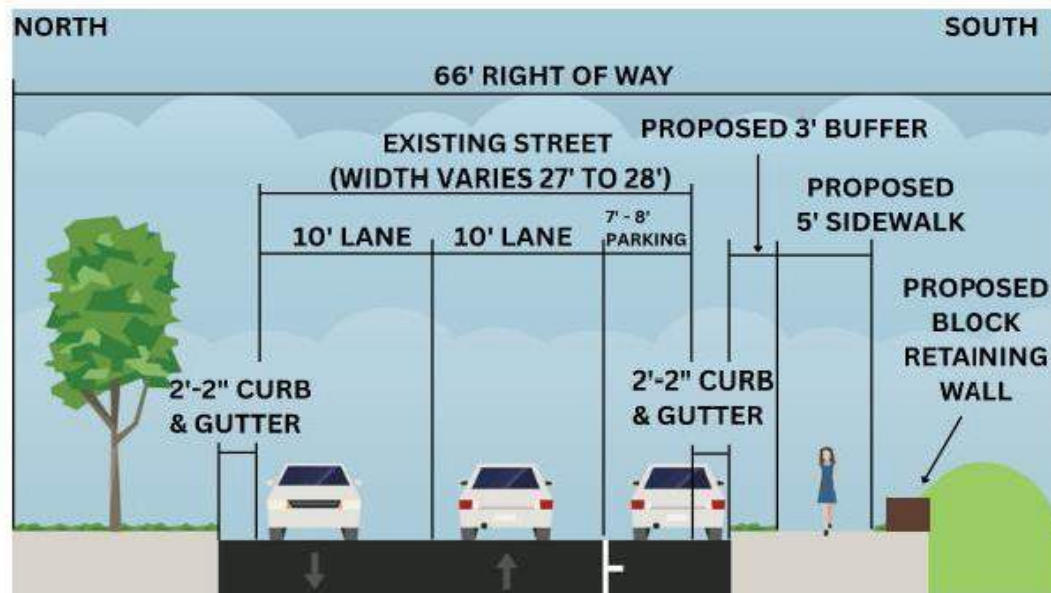
- Existing road, north, and south curb to remain in place.
- Proposed 5' sidewalk on south side of road to be installed with minimum 3' buffer.
- Retaining wall to be provided where required for existing yard grades.
- Proposed pedestrian crossing to connect south sidewalk to the Bluffs Nature Area.
- Parking allowed on south side of road outside of 10' driving lanes (7'-8' wide).



Existing Cross Section



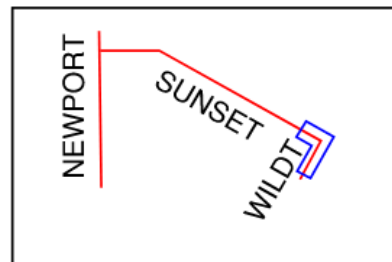
Street View - Existing



Proposed Cross Section



Key Map



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Alternative 2

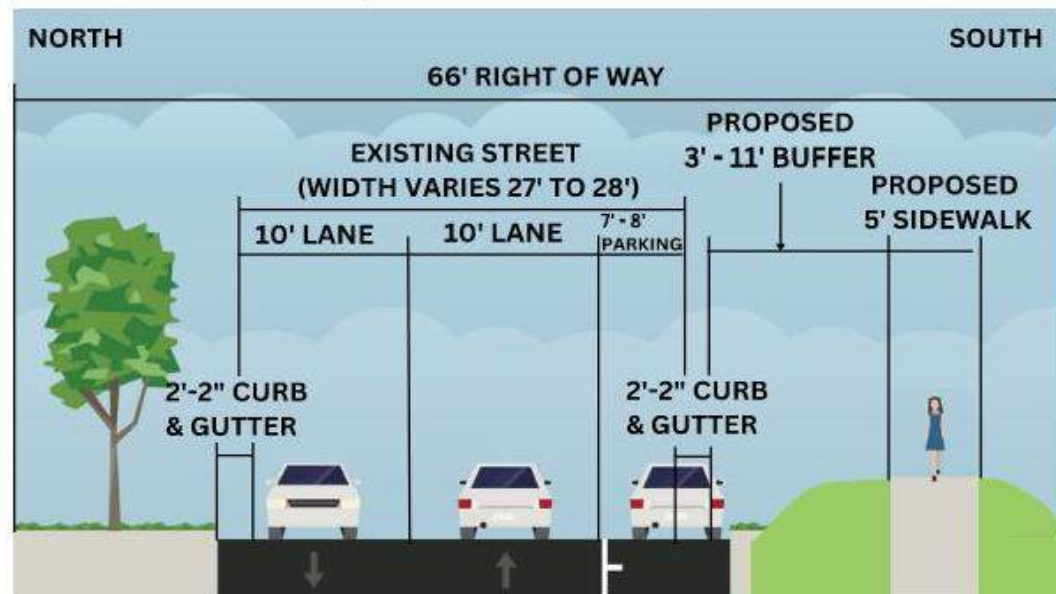
- Existing road, north, and south curb to remain in place.
- Proposed 5' sidewalk on south side of road to be installed near edge of right-of-way where grades are less steep. Sidewalk will move closer to existing curb to provide a 3' buffer where grades permit.
- Proposed pedestrian crossing to connect south sidewalk to the Bluffs Nature Area
- Parking allowed on south side of road outside of 10' driving lanes (7'-8' wide).



Existing Cross Section



Street View - Existing



Proposed Cross Section

Estimated Project Costs





Estimated Project Costs

Sunset Road Sidewalk and Roadway Improvements

	Segment 1A	Segment 1B	Segment 2A	Segment 2B	Segment 3A	Segment 3B Alternative 1	Segment 3B Alternative 2
Sidewalk Only	\$40,000	\$250,000	\$300,000	\$80,000	\$0	\$360,000	\$170,000
Roadway	\$310,000	\$1.1 Million	\$2.4 Million	\$320,000	\$200,000	\$220,000	\$230,000
All Work	\$350,000	\$1.3 Million	\$2.7 Million	\$400,000	\$200,000	\$580,000	\$400,000

Total Cost ≈ \$5.5 Million

- Segment 1A Newport to Pomona
- Segment 1B Pomona to Water Treatment Plant
- Segment 2A Water Treatment Plant to Spring
- Segment 2B Spring to Daniel
- Segment 3A Daniel to 350 feet west of Wildt
- Segment 3B 350 feet west of Wildt to Sunset / Wildt curve

Notes

- Figures are in 2025 dollars
- Sidewalk costs separate from roadway costs
- New water main not included
- Speed management devices not included

Advantages & Disadvantages





Goals of Comprehensive Transportation Plan



	High Crash Location *	Addresses Dangerous Behaviors	Sidewalks	Crosswalk Safety	Bike Routes	Intersections for Biking *	Accessibility (ADA)	Shared Mobility Options *	20 Minute Neighborhood
Sunset Road Preferred Alternatives	✓	✓	✓	✓	✓	✓	✓	✓	✓

* Not Applicable





Comparison of Segment 3B Alternatives

Category	Alternative 1	Alternative 2
Tree Removals	0	3
Cost	\$360,000	\$170,000
Disturbance of Yard in Right of Way	Same as 2	Same as 1
Proximity of Sidewalk to Home	Further	Closer



Alternative 1



Alternative 2



Summary of Objectives



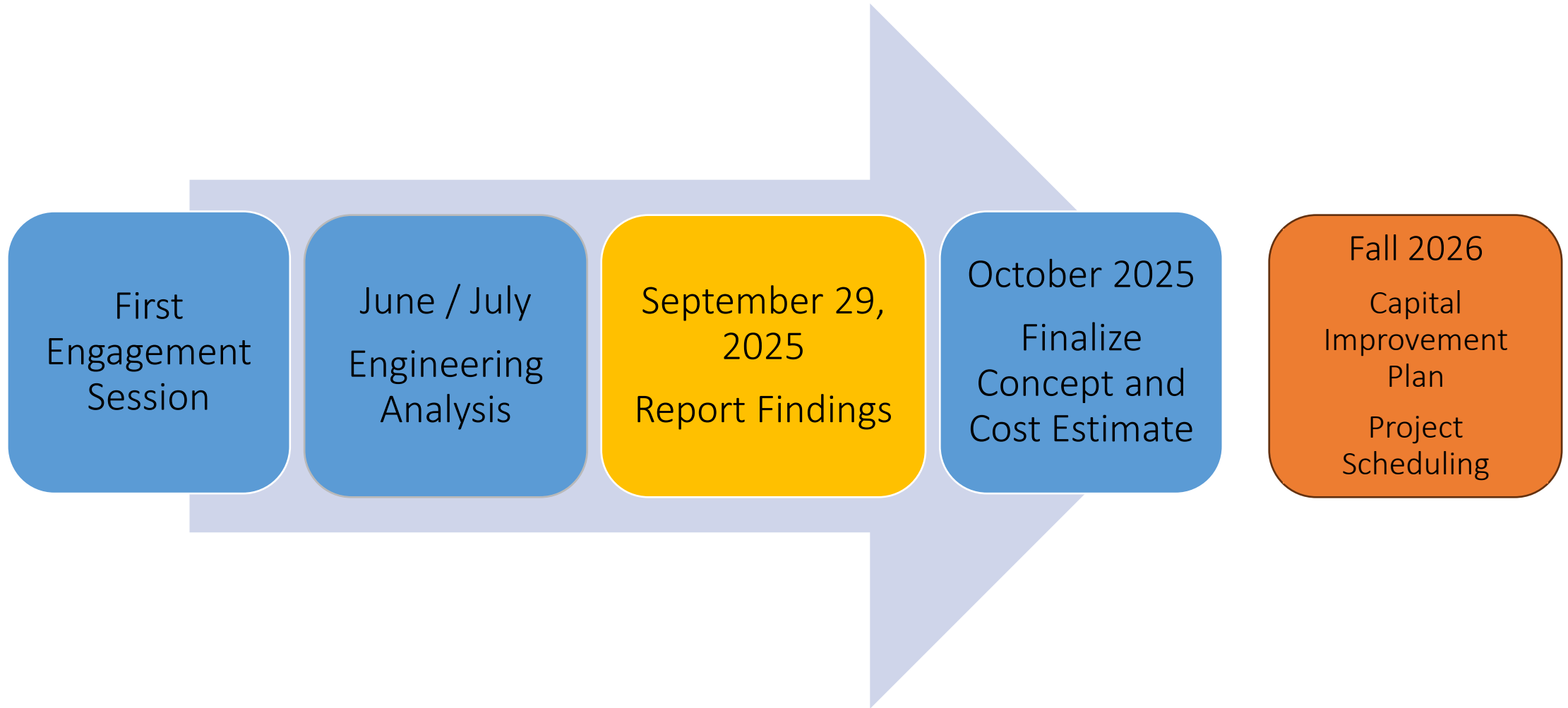
- ✓ Provides sidewalk on north side of Sunset for most vulnerable users.
- ✓ Provides minimum buffer space to enhance pedestrian safety.
- ✓ Minimum loss of yard features along north side of Sunset.
- ✓ Reduced lane widths enhances safety along street corridor.
- ✓ On-street parking provided for one side of road under variance.
- ✓ Opportunities exist for speed management devices.
- ✓ Reduces crossing distances for pedestrians at intersections.
- ✓ Provides slower speed to establish a 'bicycle boulevard' environment.
- ✓ Sidewalk provided for Hunt Park.
- ✓ Meets minimum expectations of the City Fire Code.
- ✓ Design facilitates deliveries and operations for water treatment plant.

Next Steps...

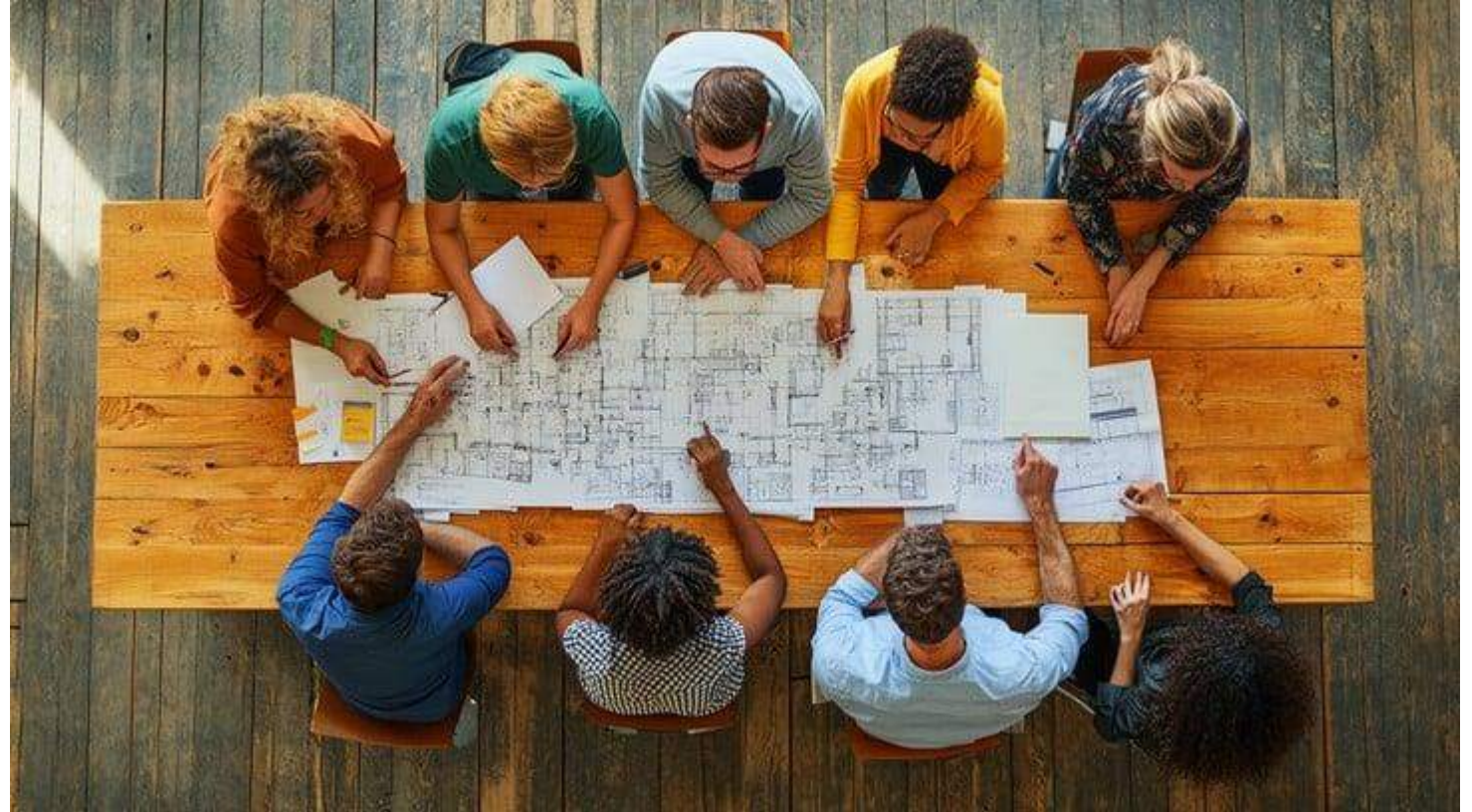




Project Timeline



Breakout





Thank You!

City of Ann Arbor – Public Services Area – Engineering

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