

City of Ann Arbor

SUNSET ROAD SIDEWALK GAP PRELIMINARY ENGINEERING STUDY

NEWPORT ROAD TO WILDT STREET

FINAL REPORT

September 4, 2026



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EXECUTIVE SUMMARY

The Sunset Road Sidewalk Gap Initiative evaluates sidewalk and roadway improvements along Sunset Road from Newport Road to Wildt Street and along a short segment of Wildt Street. The study recommends a targeted, segment-by-segment approach that closes priority sidewalk gaps, improves pedestrian access to public assets, preserves neighborhood character where feasible, and balances safety, operations, right-of-way constraints, stakeholder needs, and project cost.

Key Findings

- **Priority gaps limit pedestrian access** to Hunt Park, nearby schools, nature areas, and existing sidewalk connections.
- **New north-side sidewalk** provides the greatest benefit west of Orkney Drive, where it serves more residences and closes meaningful network gaps.
- **Existing conditions require segment-specific solutions** because right-of-way, mature trees, grades, utilities, parking, WTP operations, emergency access, and maintenance needs vary along the corridor.
- **Existing south-side sidewalk should be retained where sufficient**, avoiding costly extensions with limited benefit or disproportionate property impacts.

Recommended Route and Concept Design

The recommended plan applies different treatments to six roadway segments. It concentrates new sidewalk where connectivity benefits are highest, retains adequate existing facilities, uses curb shifts and selective narrowing to limit tree and property impacts, and preserves essential parking, emergency access, transit, and Water Treatment Plant operations.

- **Segments 1A–2A:** Add buffered north-side sidewalk, retain south-side facilities, and improve crossings; maintain WTP parking and truck access in Segment 1B.
- **Segment 2B:** Add sidewalk along Hunt Park, end the north-side extension east of Orkney Drive, narrow side-street approaches, and retain park parking and fire-truck access.
- **Segment 3A:** Retain the sufficient south-side sidewalk and limit on-street parking to the south side.
- **Segment 3B:** Connect the south-side Sunset Road sidewalk to the west-side Wildt Street sidewalk and advance Alternative 1 as the preferred concept because it offers the strongest basis for accessibility compliance on the steep corridor.

Cost and Construction Considerations

The preferred corridor plan, using Segment 3B Alternative 1, is estimated at approximately \$5.5 million in 2026 dollars. Alternative 2 would reduce the Segment 3B cost by approximately \$180,000—from \$580,000 to \$400,000—and lower the corridor total to approximately \$5.3 million.

The difference is primarily attributable to the retaining walls and grading required for Alternative 1's more accessible alignment.

For Capital Improvements Plan programming, \$850,000 is anticipated from the street millage. The remaining approximately \$4.7 million would be funded through the sidewalk millage and other available sources, including funding for the proposed sidewalk along Hunt Park.

The estimates cover sidewalk and related roadway work but exclude major utility upgrades, water-main replacement, stormwater infiltration, street lighting, and standalone traffic-calming measures.

Public and Stakeholder Input

Public feedback supported improving pedestrian safety and connectivity while preserving mature trees, landscaping, privacy, neighborhood character, and practical parking. Participants favored targeted improvements over a continuous north-side sidewalk and supported safer crossings, right-sized side-street approaches, and traffic calming where City criteria and emergency-access requirements can be met.

Agency and staff input refined the recommendations. WTP staff prioritized visitor parking, truck movements, and utility protection; the Fire Marshal required clear width and turning access for fire apparatus; and City staff confirmed the segment-specific strategy, tree-preservation approach, operational needs, and preference for Segment 3B Alternative 1 to better support accessibility compliance.

Recommended Next Steps

- **Advance the segment-specific plan** through Capital Improvements Plan review and final engineering.
- **Confirm field and design conditions**, including topography, trees, utilities, drainage, accessibility, retaining walls, right-of-way, costs, and truck and emergency-vehicle movements.
- **Evaluate safety features**, including marked crossings, narrowed approaches, and raised crosswalks where City criteria are met.
- **Continue stakeholder coordination** with residents, WTP staff, the Fire Department, Parks and Recreation, transit, schools, utilities, and adjacent property owners.

Overall, the recommended plan provides a practical, corridor-wide path to improve pedestrian safety, accessibility, and connectivity while preserving valued neighborhood features and essential transportation and WTP operations. Its segment-specific solutions respond to limited right-of-way, mature trees, utilities, steep terrain, parking, emergency access, property impacts, and cost. With continued stakeholder coordination and confirmation of field conditions, the concepts provide a sound basis for final design and future funding decisions.

Appendix A. Technical Report

TECHNICAL FINDINGS, ANALYSIS, AND RECOMMENDATIONS

1.0 STUDY OVERVIEW

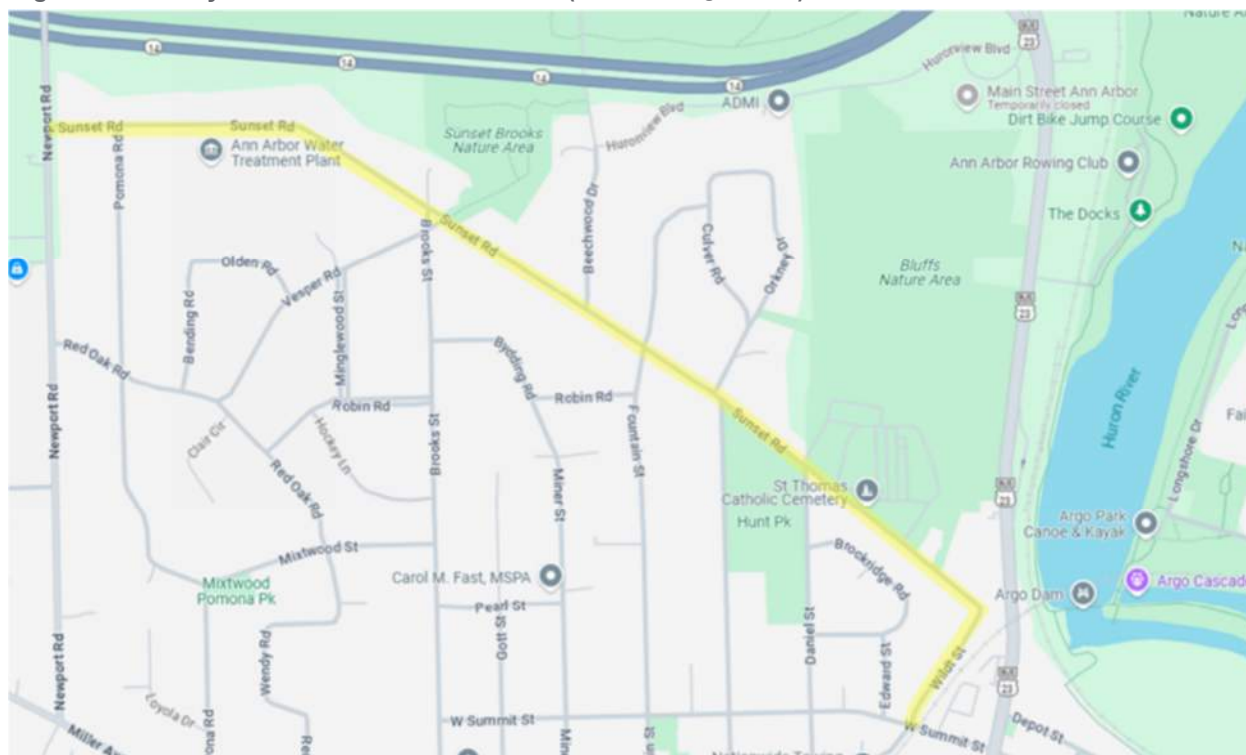
1.1 Purpose

The City's Sidewalk Gap Program supports safer, more accessible travel for people of all ages and abilities. Consistent with the City's Vision Zero and Complete Streets policies, this study evaluates the high-priority sidewalk gap along the Sunset Road corridor from Newport Road to Wildt Street and along Wildt Street for approximately 350 feet south of Sunset Road.

1.2 Project Location

The Sunset Road study area is located south of M-14 in a residential area of northwest Ann Arbor, within Wards 1 and 5. The study limits extend along Sunset Road from Newport Road to Wildt Street and continue approximately 350 feet south along Wildt Street. The project connects to existing sidewalk facilities at Newport Road on the west and Wildt Street on the east.

Figure 1.1: Study Limits of Sunset and Wildt (source: Google Earth)



1.3 Scope

The study scope included concept designs and cost estimates for sidewalk and roadway improvements needed to address priority gaps. It also considered adjustments to City-owned storm, water, and sanitary utility structures; raised crosswalks; and intersection narrowing where appropriate. Upgrades to the water main, sanitary sewer, stormwater infiltration systems, and street lighting were excluded. The City may evaluate these improvements during final design if they would benefit the project and funding is available.

1.4 Stakeholders

The study engaged the following stakeholders with interests in the Sunset Road corridor:

- Residents, property owners, and other corridor users
- Ann Arbor Water Treatment Plant (WTP)
- City Parks and Recreation Department
- City Fire Department, including the Fire Marshal

Stakeholder engagement throughout the study helped align City goals with community priorities, build a shared understanding of corridor needs, and identify preferred solutions.

1.5 Project Standards and Specifications

Any final design will follow the City's Vision Zero plan, standard engineering specifications, and applicable local, state, and federal requirements.

2.0 EXISTING CONDITIONS AND STUDY VARIABLES

2.1 Existing Corridor Conditions

Sunset Road is a residential corridor with constrained public right-of-way, mature trees, landscaping, and retaining walls located close to the curb. Sidewalk exists along the south side from Newport Road to Spring Street and from Daniel Street to approximately 350 feet west of Wildt Street. No sidewalk exists along the Hunt Park frontage or on the north side near the Sunset Brooks and Bluffs nature area trailheads.

The corridor serves pedestrians and bicyclists traveling to nearby parks, nature areas, Wines Elementary School, and Forsythe Middle School. The steep grade between Daniel Street and Wildt Street and the absence of sidewalk near the trailheads create additional design challenges.

The corridor also accommodates hourly Ann Arbor Area Transportation Authority (AAATA) bus service, school buses, emergency vehicles, and large delivery trucks serving the Water Treatment Plant (WTP) between Pomona Road and Brooks Street. The WTP's two driveways require sufficient space for truck turning movements.

On-street parking is permitted on both sides of Sunset Road and Wildt Street and supports nearby residents and WTP visitors. Limited right-of-way requires the design to balance sidewalk connectivity with vehicle access, parking, and preservation of trees and landscaping.

2.2 Previous Non-Motorized Projects

In 2021, the City evaluated sidewalk gap improvements along the east side of Newport Road from Down Up Circle Drive to Sunset Road and along Sunset Road from Newport Road to Brooks Street. Although the initial project limits extended east to Wildt Street, the City removed the Sunset Road segments east of Brooks Street from the project scope in response to public feedback and the need for a more comprehensive corridor review.

The City completed engineering for the remaining concepts and constructed the Newport Road sidewalk north of Sunset Road; however, the proposed Sunset Road improvements were not constructed. As a result, sidewalk gaps and related corridor needs remain along Sunset Road and Wildt Street. This study builds on the earlier work by reassessing those needs, incorporating current stakeholder priorities, and evaluating coordinated non-motorized and roadway improvements for the remaining corridor.

2.3 Project Goals and Constraints

The 2021 study evaluated standard and meandering continuous north-side sidewalk concepts, but neither received strong public support. The standard alignment would have substantially affected mature trees and landscaping, while the meandering alignment did not adequately balance sidewalk access with tree preservation, parking, vehicle operations, and other corridor needs. Based on this feedback, the project goals are to:

- **Improve pedestrian safety, accessibility, and connectivity** by closing priority sidewalk gaps and shortening crossings.
- **Preserve valued trees, landscaping, and neighborhood character** by seeking context-sensitive solutions that allow sidewalks and natural features to coexist.
- **Maintain essential corridor operations**, including emergency access, Water Treatment Plant access, transit, school transportation, residential access, and on-street parking where feasible.
- **Support bicyclists within the shared roadway** while recognizing that dedicated bicycle facilities are not feasible within the available right-of-way.
- **Balance stakeholder needs and implementation factors**, including privacy, park access, utilities, maintenance, constructability, and cost.

These goals and stakeholder values formed the criteria used to evaluate the alternatives. Because conditions vary by location, the study uses segment-specific solutions rather than one corridor-wide treatment. Dedicated bicycle facilities are not feasible within the available right-of-way. Improvements outside the Section 1.3 scope may be considered during final design if justified, coordinated, and funded.

2.4 Vegetation and Tree Preservation

Property owners consistently identified mature trees and established vegetation as defining features of the corridor and strongly emphasized their preservation. Because many of these features are located within the public right-of-way near the proposed sidewalk area, the design should first evaluate practical ways for trees and sidewalks to coexist rather than treating tree removal as the default response to limited space. Potential strategies include narrowing or shifting the roadway, relocating curb lines, adjusting sidewalk alignment or buffer width where appropriate, and applying segment-specific treatments that avoid root zones and other sensitive features.

2.5 Existing Utilities

Public and franchised utilities are located on both sides of the corridor, including fiber, natural gas, water, sanitary and storm sewer, telephone, cable, and electric facilities. Several are within or near the proposed sidewalk and roadway improvement areas. If the project advances to final design, the City and design team will confirm utility locations and coordinate adjustments to minimize conflicts. Relocations may be required where improvements such as shifted curb and gutter, storm inlets, or sidewalks conflict with existing infrastructure, including natural gas mains. The concept design seeks to avoid or limit impacts to water and sewer mains and primary electrical facilities.

3.0 DESIGN ALTERNATIVES, TREE IMPACTS, AND ESTIMATED COSTS

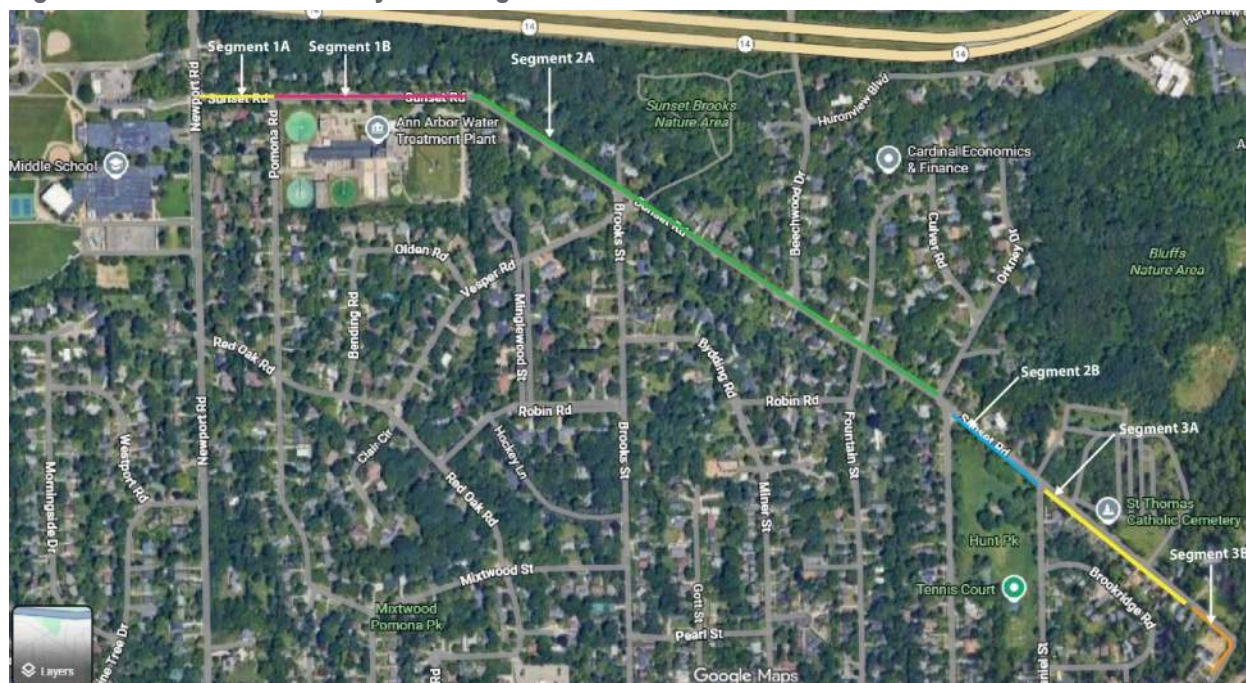
3.1 Roadway Segments

The study area was divided into six segments so treatments could respond to differences in roadway width, land use, existing sidewalk, and available right-of-way.

Table 3.1: Sunset Road Study Area Segments and Limits

Segment	Limits
Segment 1A	Newport Road to Pomona Road
Segment 1B	Pomona Road to east end of the Water Treatment Plant (WTP)
Segment 2A	East end of the Water Treatment Plant (WTP) to Spring Street
Segment 2B	Spring Street to Daniel Street (aka Hunt Park)
Segment 3A	Daniel Street to 350 feet west of Wildt Street
Segment 3B	350 feet west of Wildt Street to 350 feet south of Sunset Road

Figure 3.1: Sunset Road Study Area Segments



Segment 2A includes two intersections, Beechwood Drive and Fountain Street, that were evaluated for safety enhancements. A 5-foot sidewalk currently exists on the south side of Sunset Road; however, no buffer is provided between the sidewalk and the back of curb.

Hunt Park spans the full length of Segment 2B. Maintaining on-street parking for park visitors is desirable, and the segment also includes two intersections that were evaluated for safety improvements. Similar to Segment 2A, the Spring Street and Daniel Street intersections were identified as candidates for safety enhancements. No sidewalk currently exists on either side of Segment 2B.

Segment 3 was divided into two subsegments based on the presence of existing sidewalk. Segment 3A, which extends from Daniel Street to a point 350 feet west of Wildt Street, includes an existing 5-foot sidewalk with adequate buffer space.

Segment 3B, which extends from 350 feet west of Wildt Street to 350 feet south of Sunset Road, does not include a sidewalk on either side of the road. The trailhead to the Bluffs Nature Area is located within Segment 3B, and limited residential frontage exists on the north side of the roadway. A sharp 90° curve approaching Wildt Street is also located within this segment. The outside of the curve includes a steep drop-off associated with a former railroad spur.

Across all six segments, the design goal was to use the available public ROW to improve roadway function, enhance safety, reduce vehicular speeds, maintain on-street parking where feasible, minimize impacts to trees, vegetation, landscaping, and preserve property access.

3.2 Design Details by Segment

3.2.1 Segment 1A: Newport Road to Pomona Road

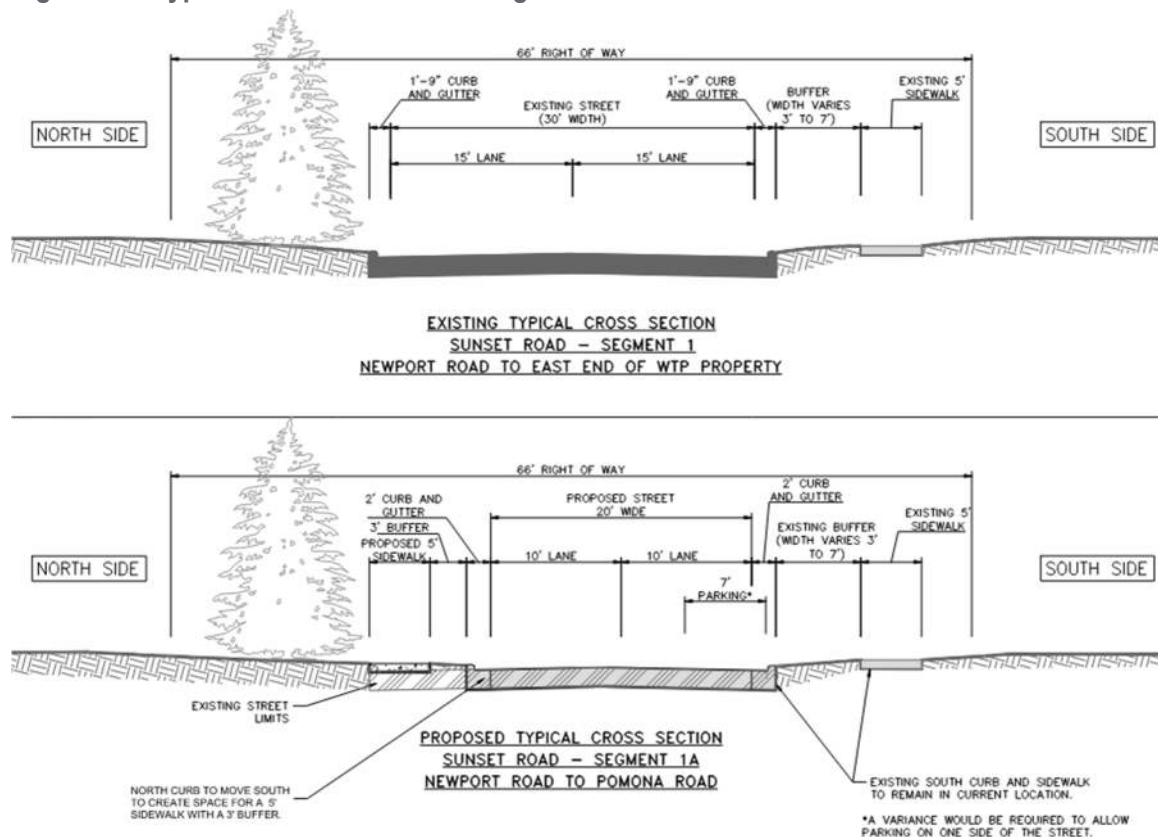
The recommended Segment 1A concept narrows Sunset Road from 30 feet to 20 feet by shifting the north curb south. The resulting cross section provides two 10-foot travel lanes and creates space for a 5-foot sidewalk with a 3-foot buffer on the north side. The existing south curb and sidewalk remain in place. This configuration improves pedestrian connectivity while minimizing impacts to valued landscaping and vegetation.

The narrower roadway cannot accommodate a dedicated bicycle facility, so bicyclists would continue to share the low-speed roadway. Marked crosswalks would improve pedestrian access at intersections. Parking on one side may be permitted only through a variance from the Fire Marshal and, when occupied, would use 7 feet of one travel lane. Figures 3.2 and 3.3 show the recommended plan layout and the existing and proposed cross sections.

Figure 3.2: Segment 1A Plan View



Figure 3.3: Typical Cross Sections of Segment 1A



3.2.2 Segment 1B: Pomona Road to East End of WTP Property

Segment 1B fronts the Water Treatment Plant (WTP), where south-side on-street parking supplements limited visitor parking on the site. The segment must also accommodate long delivery trucks entering and exiting the facility through two driveways. Maintaining this parking and sufficient truck turning space are the primary operational requirements for the segment.

The recommended concept narrows the roadway from 30 feet to 27 feet, with two 10-foot travel lanes and a 7-foot south-side parking lane. The north curb shifts south to create space for a 5-foot sidewalk and 3-foot buffer. The south curb shifts outward to retain the parking lane and provide a 5-foot sidewalk with a 3-foot buffer. This configuration improves pedestrian connectivity while preserving the WTP's essential parking and truck-access functions.

Accommodating the parking lane and truck movements may require removal of three to four trees on WTP property. Final design should confirm truck turning paths and use curb extensions or other localized adjustments where feasible to define parking limits and reduce additional impacts. Figures 3.4 and 3.5 show the recommended plan layout and the existing and proposed cross sections.

Figure 3.4: Segment 1B Plan View

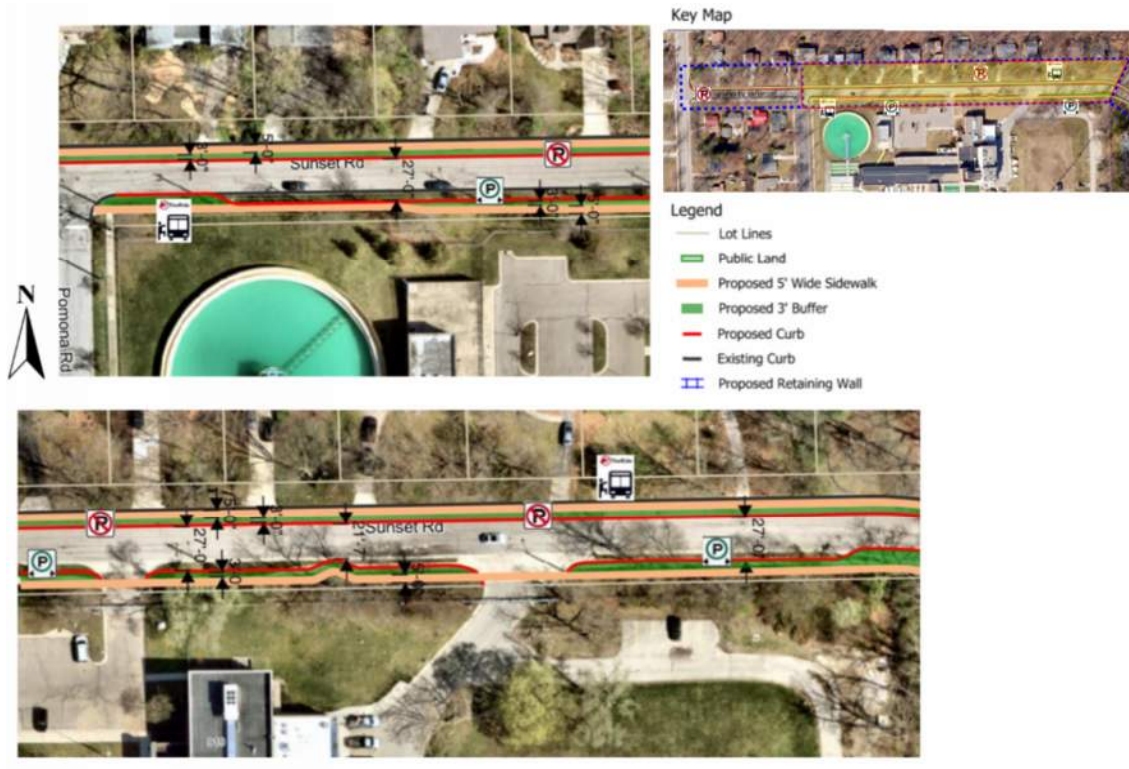
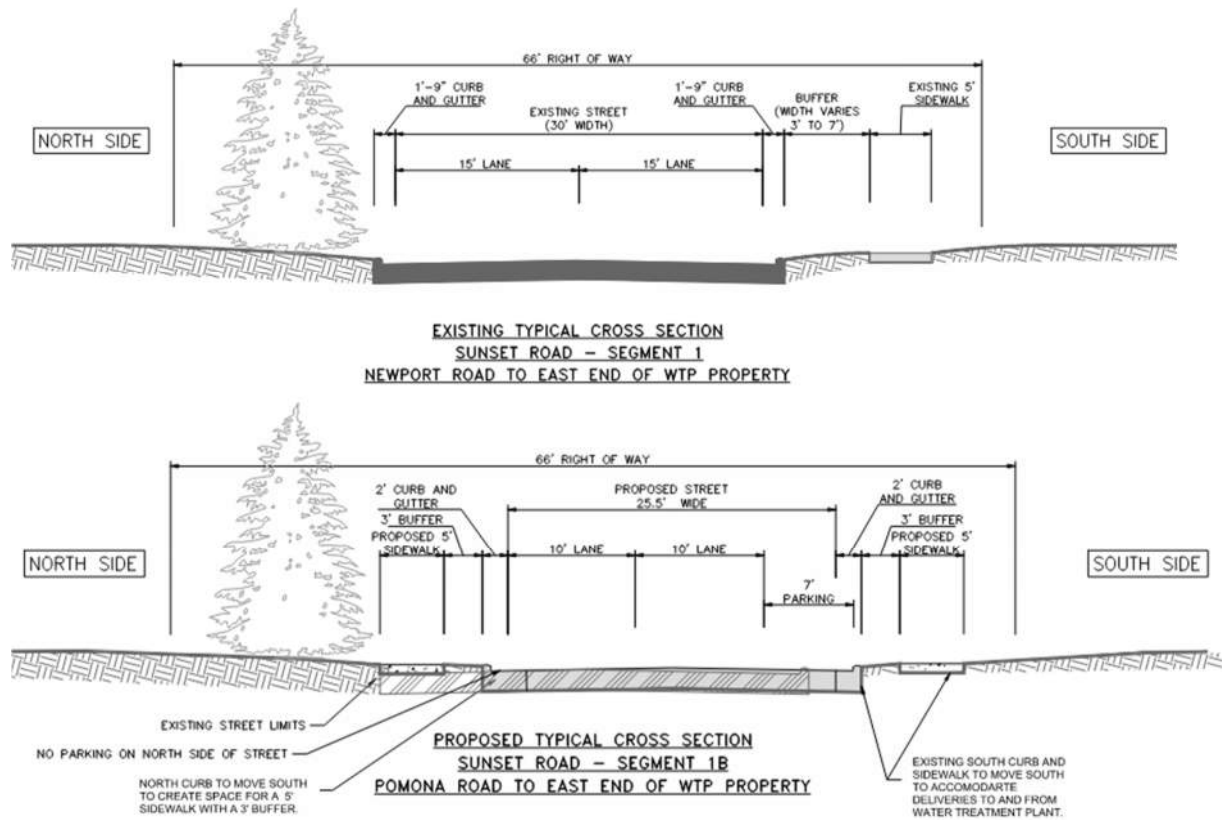


Figure 3.5: Typical Cross Sections of Segment 1B



3.2.3 Segment 2A: Eastern WTP Property Line to Spring Street

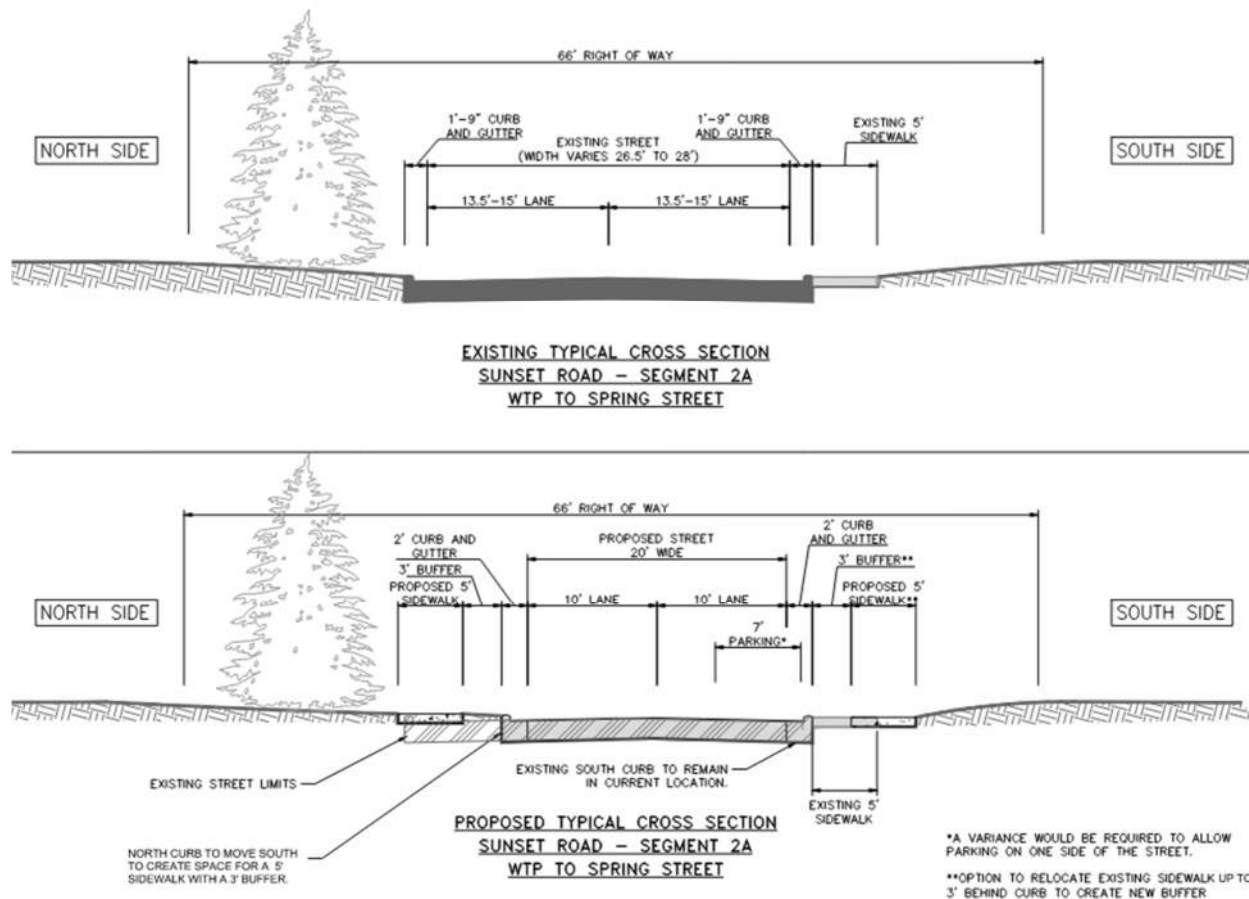
The recommended Segment 2A concept narrows Sunset Road from approximately 26.5 to 28 feet to 20 feet by shifting the north curb south. The resulting cross section provides two 10-foot travel lanes and creates space for a 5-foot north-side sidewalk with a 3-foot buffer. The existing south curb and sidewalk remain in place. Parking on one side may be permitted only through a variance from the Fire Marshal and, when occupied, would use 7 feet of one travel lane.

The recommended safety improvements include marked crosswalks and narrowed side-street approaches at Beechwood Drive and Fountain Street. Right-sizing these approaches would shorten pedestrian crossing distances and encourage slower vehicle turns. The redesigned approaches will maintain the turning space needed for fire truck movements. Raised crosswalks or other traffic-calming measures may be incorporated if the locations meet City criteria and the treatments are approved for inclusion in construction. Figures 3.6 and 3.7 show the recommended plan layout and the existing and proposed cross sections.

Figure 3.6: Typical Plan View of Segment 2A



Figure 3.7: Typical Cross Sections of Segment 2A



3.2.4 Segment 2B: Spring Street to Daniel Street (Hunt Park)

The recommended Segment 2B concept retains the 30-foot roadway and adds a 5-foot sidewalk with a minimum 3-foot buffer along Hunt Park, shifting the alignment locally to preserve trees. The north-side sidewalk from Segment 2A would end just east of Orkney Drive. Extending it farther east would serve only a few residences while requiring substantial grading and potentially affecting yards, driveways, landscaping, and trees. Those impacts and costs outweigh the limited connectivity benefit, so project resources are better directed to the Hunt Park sidewalk, safer crossings, and gaps serving more residents and public destinations.

Pedestrians east of Orkney Drive would instead use marked crossings to reach the proposed Hunt Park sidewalk and the existing south-side network. Along the park frontage, the existing roadway width allows a 7- to 8-foot south-side parking area for visitors while maintaining two 10-foot travel lanes; therefore, a Fire Marshal parking variance is not required.

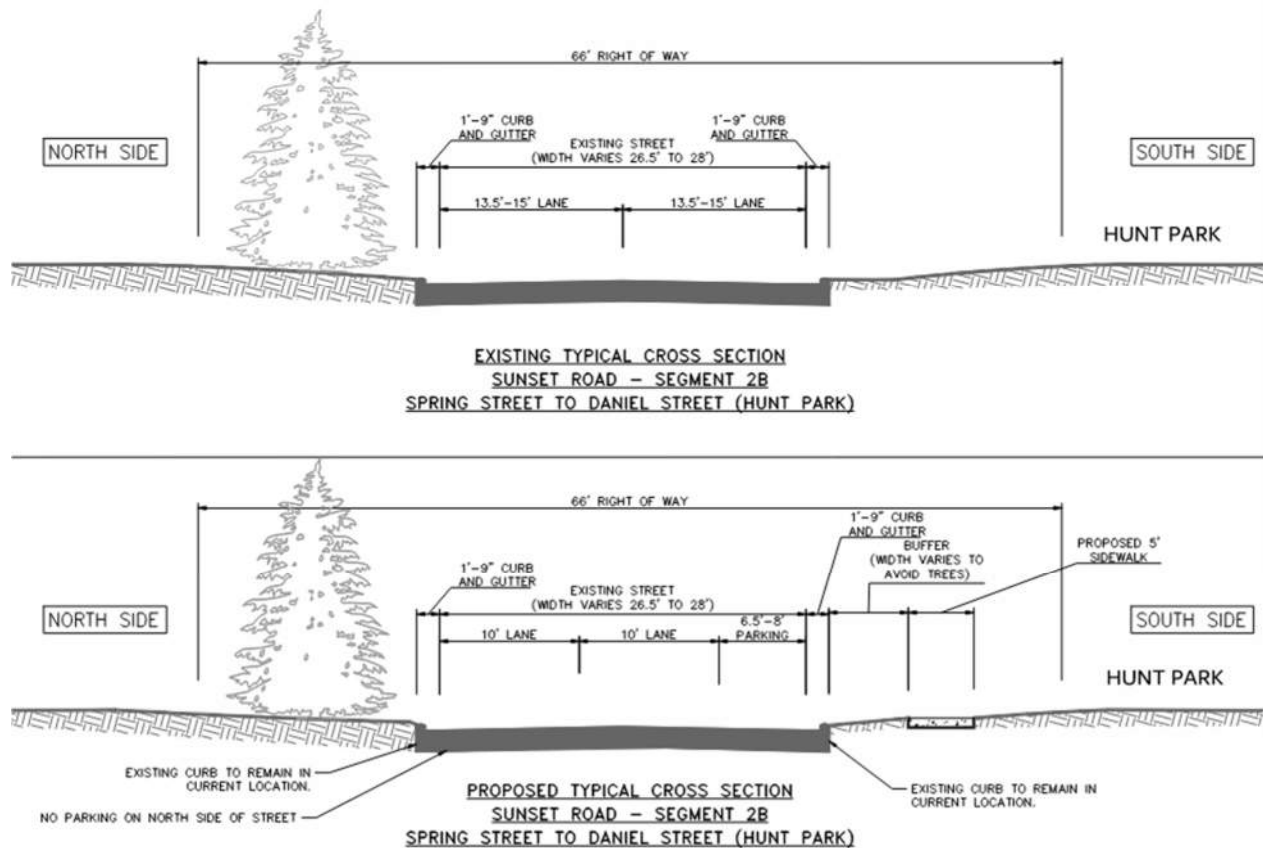
At Spring Street and Daniel Street, the side-street entrances would be reconfigured to reduce crossing distance and promote lower turning speeds while retaining the geometry needed for fire truck access. Marked crossings would connect pedestrians to Hunt Park and the surrounding

sidewalk network. Raised crosswalks or comparable traffic-calming features could be added during construction if subsequent evaluation confirms that the locations satisfy City criteria. Figures 3.8 and 3.9 show the recommended plan layout and the existing and proposed cross sections.

Figure 3.8: Typical Plan View of Segment 2B



Figure 3.9: Typical Cross Sections of Segment 2B



3.2.5 Segment 3A: Daniel Street to 350 Feet West of Wildt Street

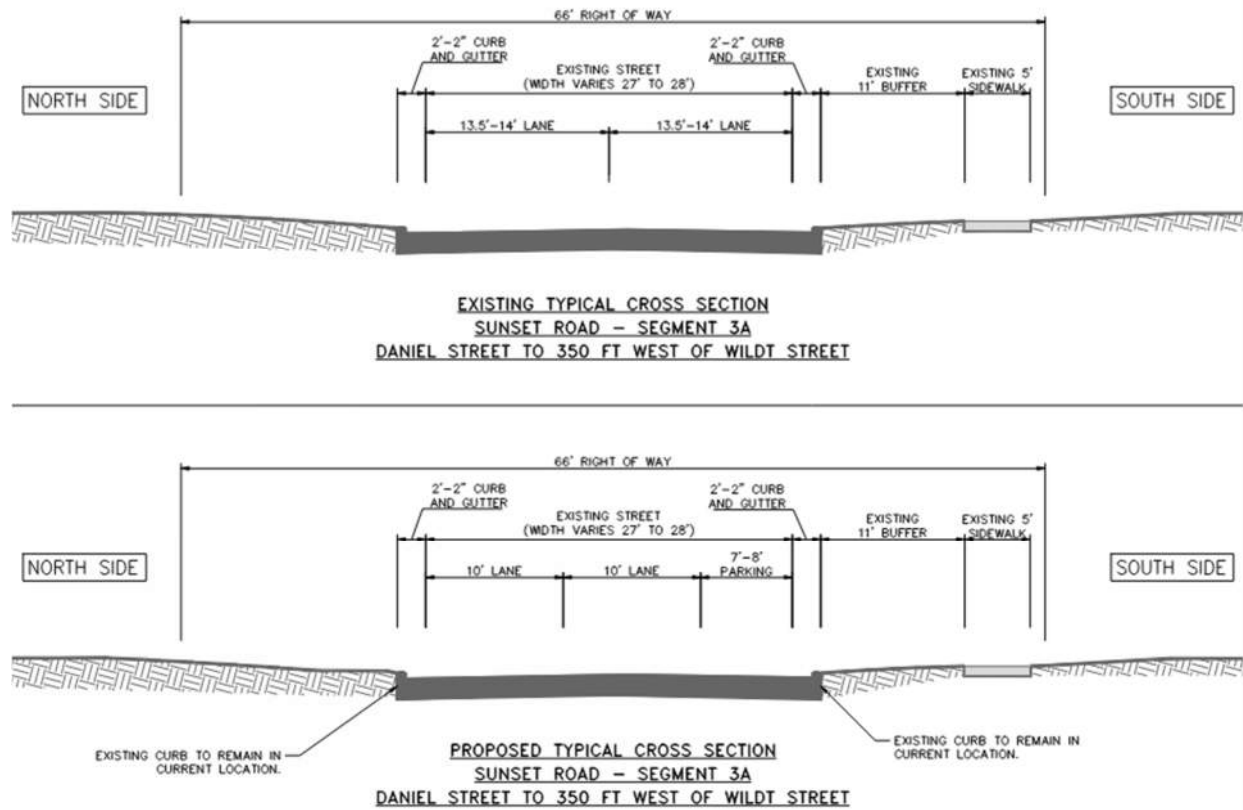
Segment 3A already has a south-side sidewalk of sufficient width, with adequate separation from the roadway. The existing 30-foot roadway, curbs, and sidewalk would remain unchanged, and little to no vegetation or landscaping impact is anticipated. A north-side sidewalk is not recommended because it would serve only a limited number of residences and would provide little additional benefit beyond the existing south-side facility.

The only proposed change in Segment 3A is to limit on-street parking to the south side of Sunset Road. A 7- to 8-foot parking area can be maintained without encroaching into the two 10-foot travel lanes or requiring a variance from the City Fire Marshal. Marked crosswalks at intersections would connect pedestrians to the existing south-side sidewalk. Figures 3.10 and 3.11 show the recommended plan layout and the existing and proposed cross sections.

Figure 3.10: Typical Plan View of Segment 3A



Figure 3.1: Typical Cross Sections of Segment 3A



3.2.6 Segment 3B: 350 Feet West of Wildt Street to Wildt Street

Segment 3B evaluates two alternatives for extending the existing south-side Sunset Road sidewalk east to Wildt Street. At the outside of the Sunset–Wildt curve, the ground drops steeply toward the Ann Arbor Railroad below. Although no sidewalk exists on the east side of Wildt Street, all residences are on the west side, where an existing sidewalk already provides pedestrian access. An east-side connection would require right-of-way acquisition and substantial embankment construction without serving additional homes or materially improving connectivity. Both alternatives therefore follow the inside of the curve and connect the existing south-side Sunset Road sidewalk to the west-side sidewalk on Wildt Street.

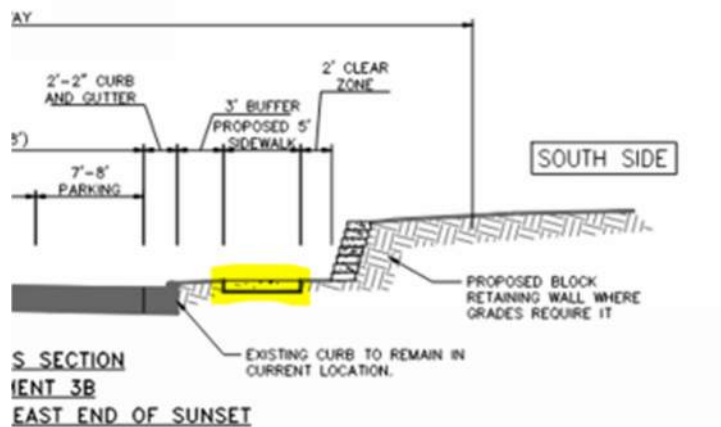
Alternative 1

Alternative 1 provides a 5-foot sidewalk with a minimum 3-foot buffer and retaining walls where needed to address steep adjacent grades. A midblock crosswalk near the Bluffs Nature Area trailhead could improve access if the location meets City criteria. The existing roadway width would retain two 10-foot travel lanes and accommodate a 7- to 8-foot south-side parking area without requiring a Fire Marshal variance. This alternative provides consistent separation from the roadway but has greater retaining-wall, property-impact, and construction-cost requirements. Figures 3.12 and 3.13 show the plan layout and typical cross section.

Figure 3.12: Plan view of Alternative 1 – Segment 3B



Figure 3.13: Cross Section of Alternative 1 – Segment 3B (South Side)



Alternative 2

Alternative 2 places the 5-foot sidewalk closer to the edge of the public right-of-way where grades permit and transitions back toward a 3-foot curb buffer where feasible. This flexible alignment reduces the need for retaining walls, limits impacts to adjacent properties, and lowers construction cost while maintaining the same pedestrian connection. The existing roadway would continue to provide two 10-foot travel lanes and a 7- to 8-foot south-side parking area without requiring a Fire Marshal variance. Figures 3.14 and 3.15 show the plan layout and typical cross section.

Figure 3.14: Plan view of Alternative 2 – Segment 3B



Figure 3.15: Cross Section of Alternative 2 – Segment 3B (South Side)

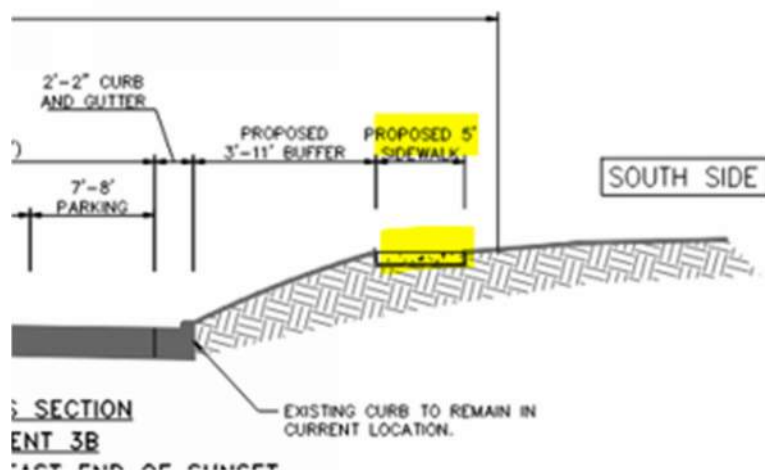


Table 3.1: Alternative Comparison and Recommendation

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 is the preferred Segment 3B concept and should advance as the basis for final design. Its alignment closer to the roadway provides the strongest opportunity to establish an accessible route along the steep corridor. Alternative 1 is estimated at \$360,000, compared with \$170,000 for Alternative 2—a difference of \$190,000. Most of the added cost is associated with the retaining walls and related grading needed to support the more accessible alignment. Alternative 2 would reduce retaining-wall and property impacts but should be retained only as a value-engineering option if final design confirms that it can meet applicable accessibility requirements.

3.3 Project Costs

Table 3.2 summarizes planning-level costs in 2026 dollars for sidewalk and related roadway improvements by segment. The preferred corridor plan, which includes Segment 3B Alternative 1, is estimated at approximately \$5.5 million. Selecting Alternative 2 would reduce the Segment 3B cost from \$580,000 to \$400,000 and lower the total corridor estimate by approximately \$180,000, to about \$5.3 million. Costs for all other segments would remain unchanged.

The estimates exclude major utility upgrades, including water-main replacement, stormwater infiltration facilities, street lighting, and standalone traffic-calming measures. These items should be evaluated during future engineering and incorporated if warranted and funded.

For Capital Improvements Plan programming, \$850,000 is anticipated from the street millage. The remaining approximately \$4.7 million would be funded through the sidewalk millage and other available sources, including funding for the proposed sidewalk along Hunt Park.

Table 3.2: Estimate Cost for Sunset Improvements (Alternative 3B – Alternative 1)

	Segment 1A	Segment 1B	Segment 2A	Segment 2B	Segment 3A	Segment 3B Alternative 1
Total Cost by Segment	\$350,000	\$1.3 Million	\$2.7 Million	\$400,000	\$200,000	\$580,000
Total Corridor Cost						\$5.5 Million

4.0 STAKEHOLDER FEEDBACK

4.1 Public Communications

The City provided a dedicated project webpage with background information, anticipated benefits and impacts, public meeting materials, and a community question-and-answer feature developed following the second engagement meeting. The City also offered email and text subscription alerts, held two public meetings, and accepted comments by email and telephone.

4.2 Public Engagement Sessions

The City held two public engagement sessions at the Main Library on June 23 and September 29, 2025. The first introduced the Sidewalk Gap Program, potential walkway treatments, and corridor constraints. The second summarized earlier feedback and presented preliminary design concepts, tradeoffs, and cost estimates. Breakout discussions at both sessions identified community priorities and concerns.

Key feedback included the following:

- **Pedestrian connectivity and access:** Participants supported closing priority sidewalk gaps and improving access to Hunt Park, nearby schools, the Sunset Brooks and Bluffs nature areas, and existing sidewalk connections. Support was strongest where improvements would serve more residents and public destinations.
- **Sidewalk location and extent:** Feedback favored a targeted approach rather than a continuous north-side sidewalk. Participants generally supported using existing south-side facilities where they are adequate, adding north-side sidewalk where connectivity benefits are greatest, and avoiding extensions that would create disproportionate property impacts or serve few residences.

- **Trees, landscaping, and neighborhood character:** Property owners strongly valued mature trees, established landscaping, privacy, and the residential character of the corridor. Participants asked the design team to consider flexible sidewalk alignments, roadway adjustments, and other context-sensitive treatments before removing trees or affecting yards.
- **Traffic speeds and intersection safety:** Speeding and long pedestrian crossings were recurring concerns. Participants supported marked crosswalks, right-sized side-street approaches, and traffic-calming measures such as raised crosswalks where City criteria are met and emergency access can be maintained.
- **Roadway narrowing and shared use:** Many participants viewed selective roadway narrowing as a way to create sidewalk space and encourage lower speeds. Concerns included bus and fire-truck movements, winter operations, bicycle comfort, and constrained locations. Because separate bicycle facilities are not feasible within the available right-of-way, bicyclists would continue to use the low-speed shared roadway.
- **Parking and operational access:** Participants emphasized retaining practical parking near Hunt Park and the Water Treatment Plant while preserving residential access, emergency clearance, transit and school transportation, and WTP delivery-truck movements. Parking limits should also support clear sight lines at crossings and intersections.
- **Buffers, accessibility, and maintenance:** Sidewalk buffers were preferred where feasible to improve comfort and support snow storage. Participants also emphasized accessible grades, connections for users of all ages and abilities, and clear responsibility for winter maintenance and long-term upkeep.
- **Property, utility, and construction impacts:** Participants asked the City to minimize impacts to yards, driveways, trees, utilities, retaining features, railroad-adjacent slopes, and existing infrastructure. Cost, constructability, drainage, utility coordination, and difficult topography were viewed as important factors in selecting segment-specific solutions.
- **Timing, funding, and priorities:** Participants expressed interest in timely safety improvements but differed on the appropriate level and location of investment. Feedback generally supported directing limited resources to improvements that close meaningful gaps, serve more users, and provide clear safety and connectivity benefits.

Overall, participants favored targeted safety and connectivity improvements that use existing facilities where sufficient, improve key crossings, and preserve trees, landscaping, parking, and essential access. Roadway narrowing, winter operations, property impacts, parking changes, and lower-benefit sidewalk extensions remain important final-design considerations.

4.3 Water Treatment Plant Feedback

Water Treatment Plant (WTP) staff identified three priorities for Segments 1A and 1B: maintain long-truck access through both plant driveways, retain south-side parking that supplements limited visitor parking, and avoid critical utility conflicts. These needs were balanced with improved pedestrian connectivity and reduced impacts to property, trees, and landscaping.

The project team added known utilities to the concept plans and reviewed field conditions. Principal WTP pipelines and the east-end transformer can remain, while electric poles and potential natural-gas or fiber conflicts would be addressed during final design. The Fire Marshal also confirmed that south-side parking may be considered subject to the final roadway and emergency-access configuration.

In Segment 1A, the roadway narrows and the north curb shifts south to create a buffered north-side sidewalk while retaining the existing south curb and sidewalk. This segment lies outside the WTP's primary parking and truck-turning area, allowing a narrower cross section subject to emergency-access and parking requirements. In Segment 1B, the roadway remains 27 feet wide, with two 10-foot travel lanes and a 7-foot south-side parking lane. Adjusted curb lines provide sidewalks and buffers while preserving plant access. Final design will confirm truck turning paths, utility and drainage conflicts, tree impacts, and emergency clearance before finalizing the curb geometry.

4.4 Fire Marshal Feedback

The Fire Marshal reviewed concepts involving roadway narrowing, side-street modifications, and one-sided on-street parking. The primary requirement was to maintain approximately 15 feet of clear width for fire apparatus and preserve suitable turning paths at intersections and driveways. Subject to those conditions, the Fire Marshal supported the project's safety and connectivity goals and was open to a variance allowing parking on one side where parked vehicles would occupy part of a travel lane.

This guidance informed potential one-sided parking variances in Segments 1A and 2A, the dedicated WTP parking lane in Segment 1B, and parking configurations elsewhere that retain two 10-foot travel lanes. It also requires the narrowed side-street approaches in Segments 2A and 2B to accommodate fire truck movements.

4.5 City Staff Review Meeting

Wade Trim met with City Engineering and Transportation staff to review the preliminary findings and confirm four directions for finalizing the report:

- **Use a segment-specific sidewalk strategy.**
Add north-side sidewalk where connectivity benefits are greatest, generally from Newport Road to just east of Orkney Drive; provide sidewalk along Hunt Park and connect the existing south-side sidewalk to Wildt Street; and rely on adequate existing south-side facilities where additional sidewalk would create disproportionate impacts or serve few residences.
- **Prioritize tree preservation through context-sensitive design.**
Use curb shifts, selective roadway narrowing, flexible sidewalk alignments, and localized buffers to allow sidewalks and valued trees, landscaping, and yards to coexist where feasible. Document unavoidable impacts and select the least-disruptive practical treatment.
- **Preserve essential parking, access, and emergency operations.**
Retain Water Treatment Plant visitor parking and delivery-truck access in Segment 1B, maintain practical park and residential parking where feasible, and design narrowed roadways and side-street approaches to accommodate fire apparatus, transit, school buses, and other required vehicle movements.

- **Advance Segment 3B Alternative 1 to better support accessibility compliance.**

City staff preferred Alternative 1 because its sidewalk alignment is better positioned to support an accessible route along the steep corridor. Where full accessibility standards cannot be achieved because of existing terrain, an alignment closer to the roadway may provide a stronger basis for applying allowable exceptions. Locating the sidewalk farther from the curb would increase grading and retaining-wall needs and could make it more difficult to provide compliant slopes, level landings, and handrails where required. Final design should confirm the applicable accessibility requirements and document any exceptions.

5.0 CONCLUSION AND RECOMMENDATIONS

5.1 Study Outcome Summary

The segment-specific concepts in Section 3 respond directly to the stakeholder priorities summarized in Section 4. New sidewalk is concentrated where it closes meaningful gaps and serves the most vulnerable users, while adequate existing facilities are retained and lower-benefit extensions are avoided. Curb shifts, selective roadway narrowing, and flexible sidewalk alignments create pedestrian space while limiting impacts to mature trees, landscaping, yards, and utilities. Side-street approach narrowing, marked crossings, and potential raised crosswalks address safety concerns, subject to City criteria.

Together, the recommendations form a corridor-wide plan that balances pedestrian safety, accessibility, and connectivity with parking, emergency response, transit, WTP operations, and neighborhood character. Segment-specific treatments address limited right-of-way, trees, utilities, steep slopes, existing infrastructure, property impacts, maintenance, and funding constraints. They preserve WTP parking and truck access, accommodate fire apparatus, improve Hunt Park access, use sufficient existing sidewalk, and connect Sunset Road to Wildt Street. The concepts provide a practical basis for final design and stakeholder coordination.

5.2 Recommended Priorities for Next Steps

As the project advances to final design, the City should:

- **Complete detailed surveys:** Perform topographic and tree surveys and verify utility locations.
- **Evaluate design conditions:** Assess drainage, driveways, crossings, grading, retaining walls, curb and gutter, and storm sewer requirements.
- **Confirm project requirements:** Refine tree removals, right-of-way and easement needs, accessibility requirements, permits, and construction costs for the selected corridor improvements.
- **Coordinate early:** Work with City Engineering, WTP, utility providers, adjacent property owners, and permitting agencies to confirm design assumptions, access needs, approvals, and implementation responsibilities.

Include the recommended sidewalk in the Capital Improvement Plan, refine the approximately \$5.7 million planning-level estimate for the preferred plan using Segment 3B Alternative 1, and pursue available grants and partner funding as final engineering confirms accessibility, scope, permits, right-of-way needs, and constructability.

APPENDIX B. PLAN SHEETS

Sunset Road



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

Bluffs Nature Area

Sunset Brooks Nature Area

Hunt Park

Huron River

Proposed Segment 3A Daniel Street to 350 ft west of Wildt Street

- Existing road, north and south curb, and existing south sidewalk to remain in place.
- Parking allowed on south side of road outside of 10' driving lanes (7'-8' wide).

Maintain access to the Sunset Bluffs Nature Area Trail head

Proposed Segment 3B - Alternative 2 350 ft west of Wildt Street to Wildt Street

- 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 south 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).

Proposed Segment 3B - Alternative 1 350 ft west of Wildt Street to Wildt Street

- 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 by 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).

Proposed Segment 2B Spring Street to Daniel Street (Hunt Park)

- Existing road, north curb, and south curb to remain in place.
- Proposed 5' sidewalk along frontage of Hunt Park with minimum 3' buffer. Sidewalk location will avoid tree removal.
- Parking allowed on south side of road outside of 10' driving lanes (7'-8' wide).

Proposed Segment 2A Water Treatment Plant to Spring Street

- 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 allowed if variance is granted for one side of the street (7' of parking located within the 10' lane).
- Minimize disturbances to existing vegetation north of existing curb.

Proposed Segment 1B Pomona Road to east end of WTP Property

- 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.
- South curb and sidewalk to move south to allow space for a 7' parking lane, a 3' buffer, and a 5' sidewalk.
- Minimize disturbances behind existing north curb. Up to 5 tree removals may be required on the south side of the roadway to provide on street parking.

Proposed Segment 1A Newport Road to Pomona Road

- Reduce street width from 30 feet (existing) to 20 feet (proposed).
- North curb to move south to allow space for a 5' sidewalk with a 3' buffer.
- Existing south curb and sidewalk to remain.
- Parking allowed if variance is granted for one side of the street (7' of parking located within the 10' lane).
- Minimize disturbances behind existing north curb.

Existing AAATA Bus Stop

Existing AAATA Bus Stop

Existing AAATA Bus Stop

Maintain access to the Sunset Brooks Nature Area Trailhead

Realign and Narrow Intersection

Realign and Narrow Intersection

Realign and Narrow Intersection

Realign and Narrow Intersection

Pomona Rd

Newport Rd

Vesper Rd

Brooks St

Beechwood Dr

Fountain St

Orkney Dr

Fountain St

Spring St

Daniel St

Wildt St

N Main St



15' LANE

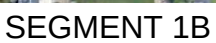


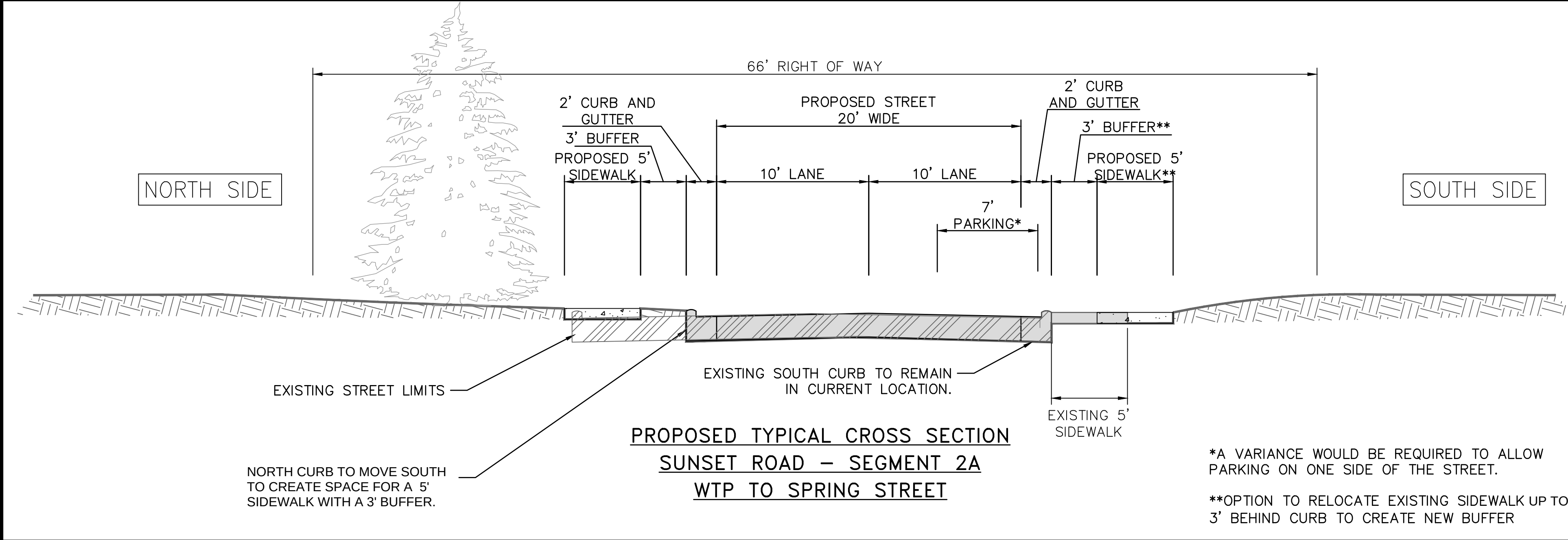
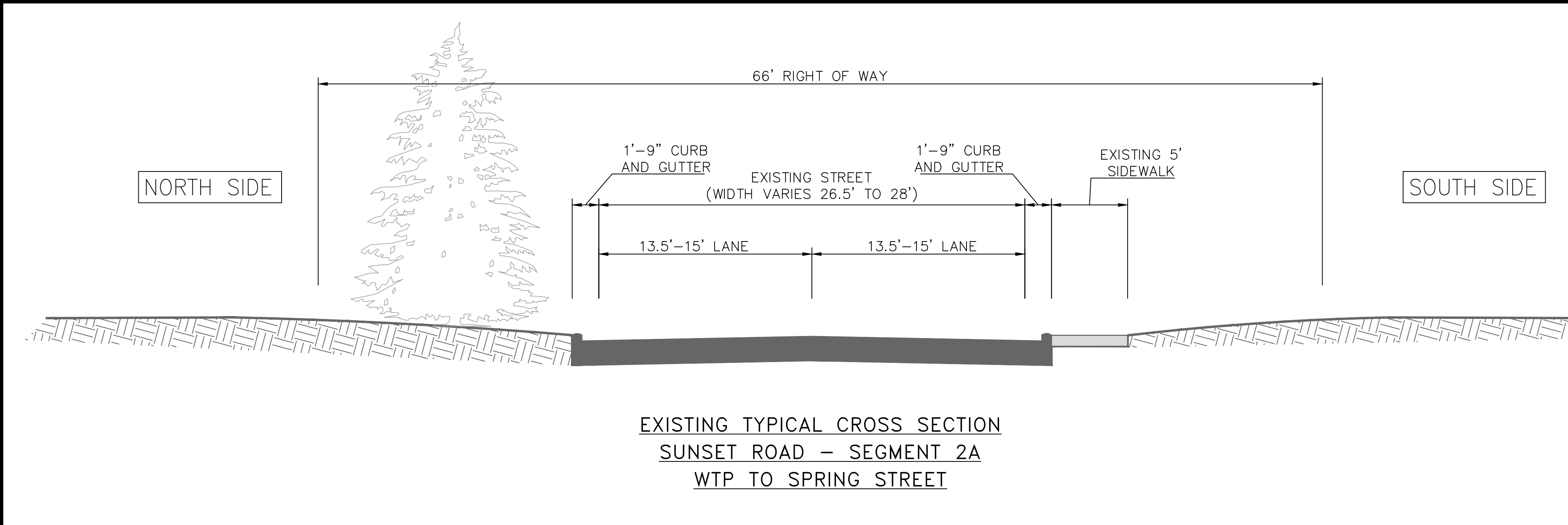
- EXISTING SOUTH CURB AND SIDEWALK
TO REMAIN IN CURRENT LOCATION.

2' CURB AND
GUTTER
3' BUFFER
PROPOSED 5' SIDEWALK



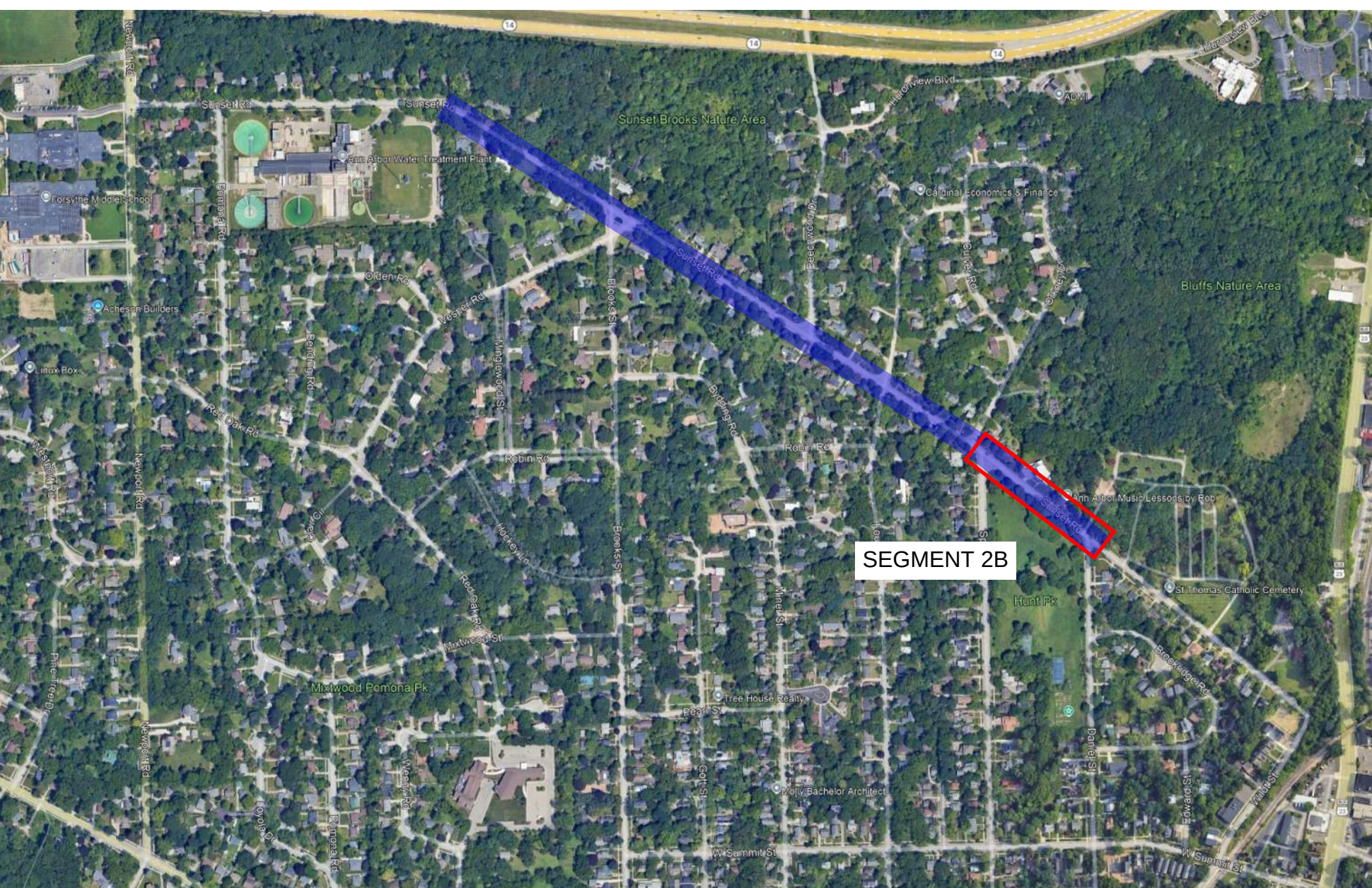
NORTH CURB TO MOVE SOUTH
TO CREATE SPACE FOR A 5'
SIDEWALK WITH A 3' BUFFER.



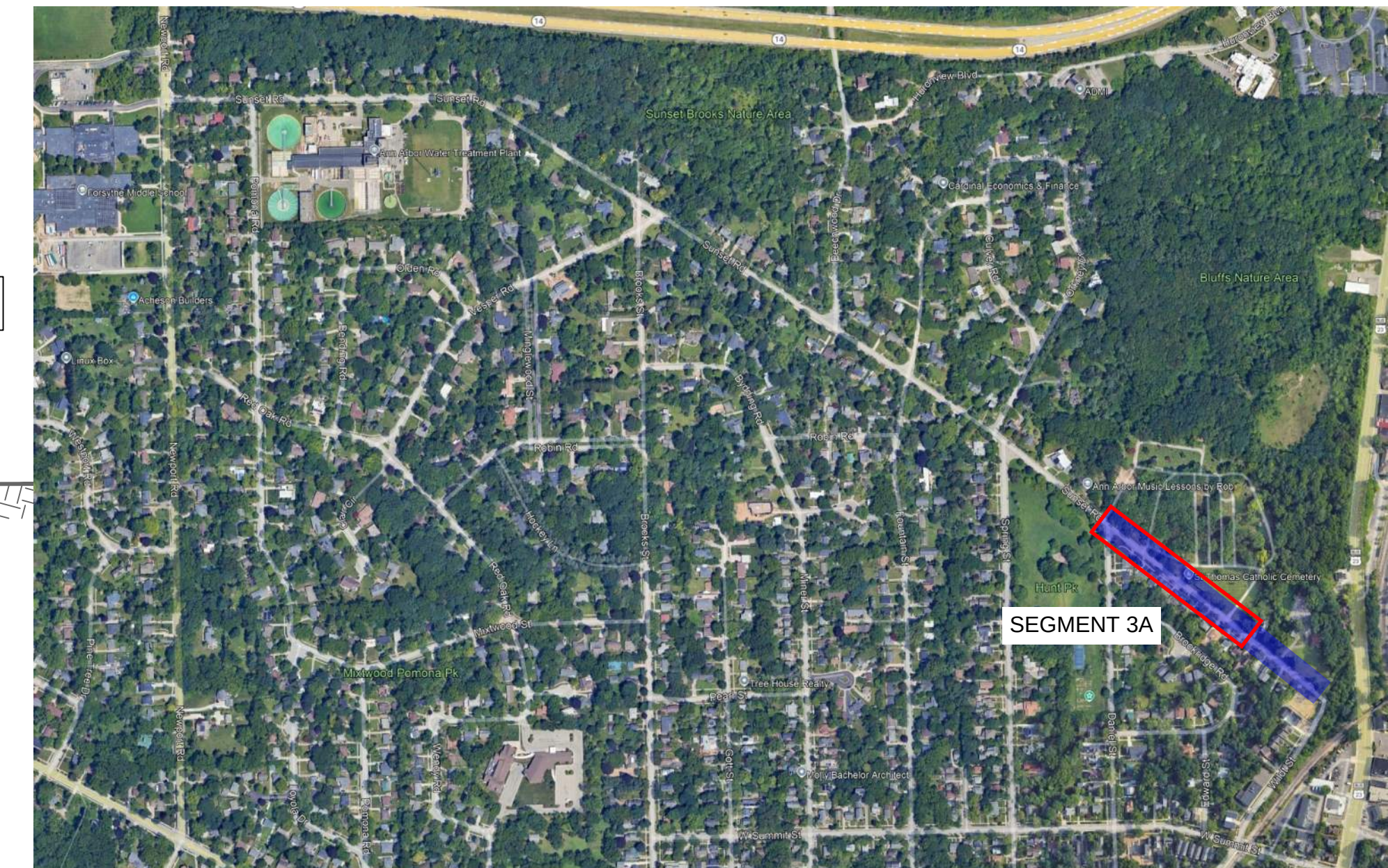
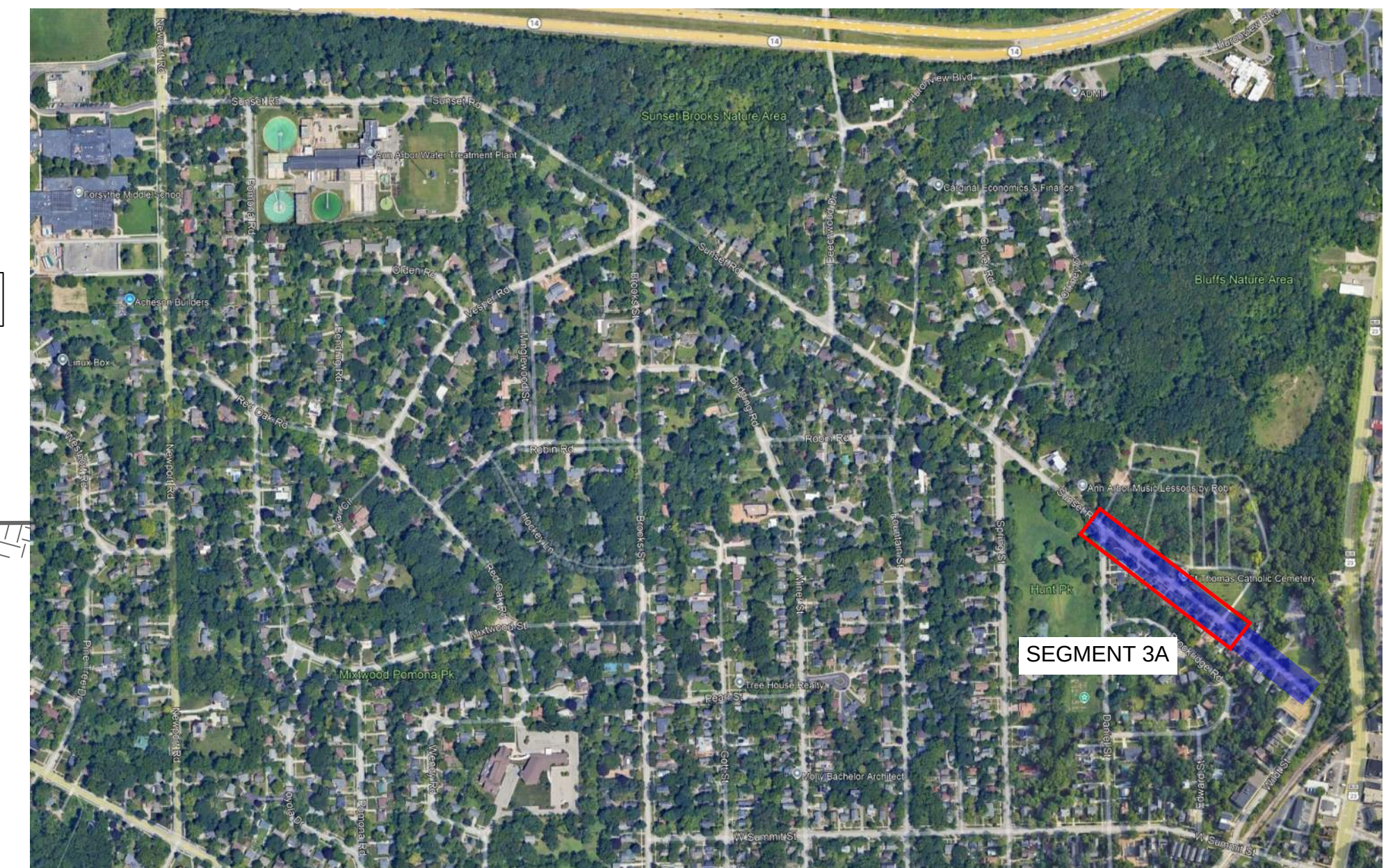


*A VARIANCE WOULD BE REQUIRED TO ALLOW PARKING ON ONE SIDE OF THE STREET.

**OPTION TO RELOCATE EXISTING SIDEWALK UP TO 3' BEHIND CURB TO CREATE NEW BUFFER



CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING		SUNSET ROAD TYPICAL CROSS SECTIONS		811 Know what's below. Call before you dig.				
SCALE		 CITY OF ANN ARBOR PUBLIC SERVICES 301 E. WILCOX STREET P.O. BOX 268 ANN ARBOR, MI 48107-3647 734-794-4410 www.a2gov.org	REV.	DESCRIPTION	DATE	DRAWN	CHECKED	
DRAWING No.								





An aerial photograph of a suburban neighborhood with a grid of streets and numerous houses. A blue highlighted segment, labeled 'SEGMENT 3B' in a white box, runs diagonally from the bottom right towards the center. A red highlighted rectangular area is located at the bottom right corner of the map. Various landmarks are labeled, including 'Sunset Brook Nature Area', 'Huff's Nature Area', 'Meadow Park', and 'Sunset Brook Community Center'. A large green field is visible in the upper left, and a dense forested area is in the upper right.



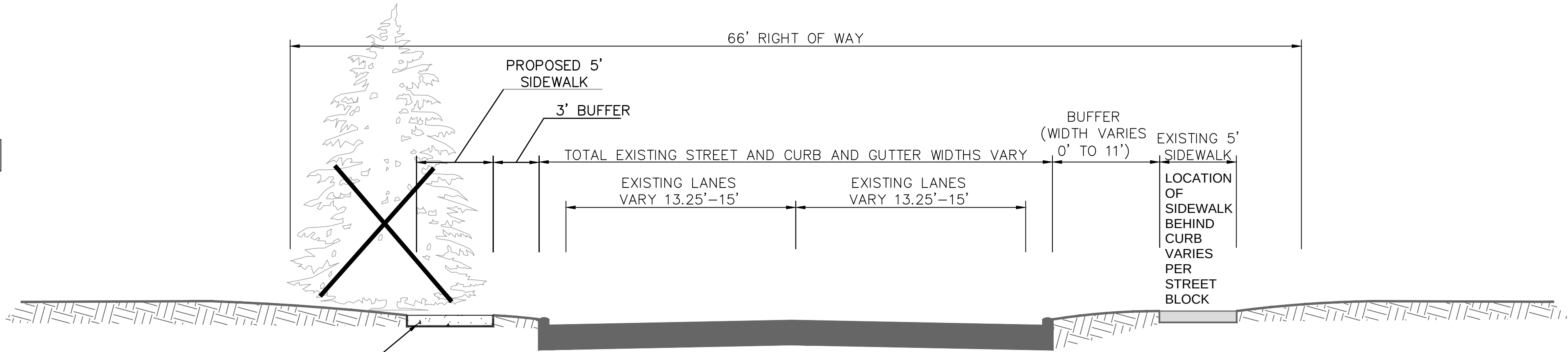
The map displays the proposed alignment for Segment 3B of the San Jose BART Extension. The alignment is highlighted in blue and red, starting from the existing BART line and extending south towards the San Jose Airport. The map includes labels for various landmarks, streets, and parks.



NORTH SIDE

SOUTH SIDE

SIGNIFICAN TREE AND VEGETATION REMOVALS
WILL BE REQUIRED TO PLACE SIDEWALK
BEHIND (NORTH OF) THE EXISTING CURB
WITHOUT ADJUSTMENTS TO THE ROAD WIDTH.



CITY STANDARD 5' SIDEWALK WITH MINIMUM 3' BUFFER
(NOT BEING PROPOSED FOR SUNSET STREET)



CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
ANN ARBOR, MI 48106-6647
www.a2gov.org



CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING
SUNSET ROAD
TYPICAL CROSS SECTIONS

SCALE
DRAWING No.

SHEET No.

APPENDIX C. COST ESTIMATE

Sunset Road Improvements

Pay Item Description	Unit	Estimated Quantity							Unit Price	Total Price						
		Section 1A	Section 1B	Section 2A	Section 2B	Section 3A	Section 3B: Alternative 1	Section 3B: Alternative 2		Section 1A	Section 1B	Section 2A	Section 2B	Section 3A	Section 3B: Alternative 1	Section 3B: Alternative 2
General Conditions, Max \$	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 100,000	\$ 5,253	\$ 14,954	\$ 41,712	\$ 9,115	\$ 9,903	\$ 9,532	\$ 9,532
Project Supervision	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 100,000	\$ 5,253	\$ 14,954	\$ 41,712	\$ 9,115	\$ 9,903	\$ 9,532	\$ 9,532
Project Clean-Up and Restoration	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 60,000	\$ 3,152	\$ 8,973	\$ 25,027	\$ 5,469	\$ 5,942	\$ 5,719	\$ 5,719
Pavt, Cleaning	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 10,000	\$ 525	\$ 1,495	\$ 4,171	\$ 911	\$ 990	\$ 953	\$ 953
Digital Audio Visual Coverage	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 40,000	\$ 2,101	\$ 5,982	\$ 16,685	\$ 3,646	\$ 3,961	\$ 3,813	\$ 3,813
Erosion Control Items	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 50,000	\$ 2,626	\$ 7,477	\$ 20,856	\$ 4,557	\$ 4,951	\$ 4,766	\$ 4,766
Minor Traffic Control, Max. \$	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 20,000	\$ 1,051	\$ 2,991	\$ 8,342	\$ 1,823	\$ 1,981	\$ 1,906	\$ 1,906
Traffic Regulator Control	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 60,000	\$ 3,152	\$ 8,973	\$ 25,027	\$ 5,469	\$ 5,942	\$ 5,719	\$ 5,719
Signs and Pavement Markings	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 20,000	\$ 1,051	\$ 2,991	\$ 8,342	\$ 1,823	\$ 1,981	\$ 1,906	\$ 1,906
Sign, Rem, Salv	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 1,000	\$ 53	\$ 150	\$ 417	\$ 91	\$ 99	\$ 95	\$ 95
Tree Mitigation	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 60,000	\$ 3,152	\$ 8,973	\$ 25,027	\$ 5,469	\$ 5,942	\$ 5,719	\$ 5,719
Environmental Permitting	LS	0.053	0.150	0.417	0.091	0.099	0.095	0.095	\$ 30,000	\$ 1,576	\$ 4,486	\$ 12,514	\$ 2,734	\$ 2,971	\$ 2,860	\$ 2,860
Utility Pole Relocation?	LS	0	5	0	0	0	0	0	\$ 20,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Protection Fence	Ft	375	600	1250	375	0	0	0	\$ 6	\$ 2,250	\$ 3,600	\$ 7,500	\$ 2,250	\$ -	\$ -	\$ -
Tree, Rem, 6 In. - 12 In.	Ea	0	10	0	0	0	0	1	\$ 350	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ 350
Tree, Rem, 13 In. - 19 In	Ea	0	0	0	0	0	0	1	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600
Tree, Rem, 20 In. - 29 In.	Ea	0	5	0	1	0	2	1	\$ 1,000	\$ -	\$ 5,000	\$ -	\$ 1,000	\$ -	\$ 2,000	\$ 1,000
Tree, Rem, 30 In. - 39 In.	Ea	0	0	0	0	0	0	0	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tree, Rem, 40 In. and larger	Ea	0	0	0	0	0	0	0	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Stump, Rem	Ea	0	15	0	1	0	2	3	\$ 350	\$ -	\$ 5,250	\$ -	\$ 350	\$ -	\$ 700	\$ 1,050
Clearing	Sta	0	0	0	0	0	0.5	0.5	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ 300
HMA, Any Thickness, Rem	Syd	1383	3854	10263	260	0	240	240	\$ 22	\$ 30,426	\$ 84,788	\$ 225,786	\$ 5,720	\$ -	\$ 5,280	\$ 5,280
2" Milling	Syd				1803	1959	1885	1885	\$ 5	\$ -	\$ -	\$ -	\$ 9,015	\$ 9,795	\$ 9,425	\$ 9,425
Machine Grading	Sta	3.5	9.7	27	6	0	4.7	4.7	\$ 10,000	\$ 35,000	\$ 97,000	\$ 270,000	\$ 60,000	\$ -	\$ 47,000	\$ 47,000
Exploritory Excavation, Type I	Ea	2	15	5	0	0	0	0	\$ 2,500	\$ 5,000	\$ 37,500	\$ 12,500	\$ -	\$ -	\$ -	\$ -
12 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	20	100	160	0	0	0	0	\$ 175	\$ 3,500	\$ 17,500	\$ 28,000	\$ -	\$ -	\$ -	\$ -
Storm Single Inlet, 24 In. Dia., (0-8' deep)	Ea	1	5	8	0	0	0	0	\$ 3,200	\$ 3,200	\$ 16,000	\$ 25,600	\$ -	\$ -	\$ -	\$ -
Storm Structure Cover	Ea	1	5	8	0	0	0	0	\$ 350	\$ 350	\$ 1,750	\$ 2,800	\$ -	\$ -	\$ -	\$ -
Subbase, CIP	Cyd	3	3	19	4	0	4	4	\$ 130	\$ 390	\$ 390	\$ 2,470	\$ 520	\$ -	\$ 520	\$ 520
Aggregate Base, 8 In., 21AA, CIP	Syd	250	553	1692	212	0	240	240	\$ 17	\$ 4,250	\$ 9,401	\$ 28,764	\$ 3,604	\$ -	\$ 4,080	\$ 4,080
Aggregate Shoulder, CI II, 23A	Ton	0	0	0	0	0	0	0	\$ 80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HMA Approach	Ton	57	409	453	70	0	40	40	\$ 250	\$ 14,250	\$ 102,250	\$ 113,250	\$ 17,500	\$ -	\$ 10,000	\$ 10,000
Sunset HMA - Base & Leveling Courses	Ton	208	751	1733	0	0	0	0	\$ 150	\$ 31,200	\$ 112,650	\$ 259,950	\$ -	\$ -	\$ -	\$ -
Sunset HMA - Wearing Course	Ton	83	301	693	198	215	207	207	\$ 160	\$ 13,280	\$ 48,160	\$ 110,880	\$ 31,680	\$ 34,400	\$ 33,120	\$ 33,120
Conc, Curb or Curb & Gutter, All Types	Ft	734	1488	5593	266	0	0	0	\$ 42	\$ 30,828	\$ 62,496	\$ 234,906	\$ 11,172	\$ -	\$ -	\$ -
Retaining Wall	Ft	0	0	0	0	0	178	58	\$ 900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,200	\$ 52,200
Conc, Sidewalk, 4 In	Sft	1600	1832	12910	2755	0	2360	2360	\$ 10	\$ 16,000	\$ 18,320	\$ 129,100	\$ 27,550	\$ -	\$ 23,600	\$ 23,600
Conc, Sidewalk, Ramp, 6 In	Sft	100	100	750	150	0	0	0	\$ 12	\$ 1,200	\$ 1,200	\$ 9,000	\$ 1,800	\$ -	\$ -	\$ -
Mailbox	Ea	0	0	0	0	0	0	2	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
Subtotal										\$ 220,066	\$ 809,154	\$ 1,690,338	\$ 222,383	\$ 98,759	\$ 348,746	\$ 241,446
Contingency (15%)										\$ 33,010	\$ 121,373	\$ 253,551	\$ 33,358	\$ 14,814	\$ 52,312	\$ 36,217
Subtotal with Contingency										\$ 253,076	\$ 930,527	\$ 1,943,888	\$ 255,741	\$ 113,573	\$ 401,058	\$ 277,663
Preliminary Engineering (20%)										\$ 50,615	\$ 186,105	\$ 388,778	\$ 51,148	\$ 22,715	\$ 80,212	\$ 55,533
Construction Engineering and Inspection (20%)										\$ 50,615	\$ 186,105	\$ 388,778	\$ 51,148	\$ 22,715	\$ 80,212	\$ 55,533
Total										\$ 354,306	\$ 1,302,738	\$ 2,721,444	\$ 358,037	\$ 159,002	\$ 561,481	\$ 388,728

APPENDIX D. SITE PHOTOGRAPHS



Sunset Road east of Water Treatment Plant looking east



Sunset Road just east of Newport Road looking northeast



Sunset Road east of Pomona Drive looking east along the north side of the road



Sunset Road at Pomona Drive looking west along the north side of the road



Sunset Road across from the Water Treatment Plant looking west along the north side of the road.



Sunset Road across the frontage of the Water Treatment Plant looking west along the south side of the road.



Trailhead entrance to Sunset Brooks Nature Area at the Brooks intersection looking north



Sunset Road east of Brooks Street looking east along the north side of the road.



Sunset Road west of Beechwood Drive looking east along the north side of the road.



Sunset Road west of Beechwood Drive looking west along the south side of the road.



Sunset Road west of Beechwood Drive looking west along the north side of the road.



Sunset Road east of Beechwood Drive looking west along the north side of the road.



Fountain Drive approach looking south at the Sunset Road intersection



Sunset Road east of Foundation Drive looking east along the north side of the road.



Sunset Road east of Foundation Drive looking west along the north side of the road



Northeast corner of the intersection of Sunset Road and Orkney Drive looking east along the north side of the road.



Sunset Road east of Spring Street looking west along the north side of the road.



Sunset Road east of Spring Street looking west along the north side of the road across from Hunt Park.



Sunset Road east of Spring Street looking west along the south side of the road across the frontage of Hunt Park.



Property of 236 Sunset Road, west of Wildt Drive



Trailhead entrance to Bluffs Nature Area, west of Wildt Drive, looking east along the north side of the road.



Sunset Road east of Daniel Street looking east along the south side of the road.



Boundary of new condominium development adjacent to 211 Sunset Road north of Wildt Drive looking west along the south side of the road.



New condominium development north of Wildt Drive looking west along the south side of the road.



New condominium development north of Wildt Drive looking east along the south side of the road.



Sunset Road west of Wildt Drive looking west along the north side of the road.



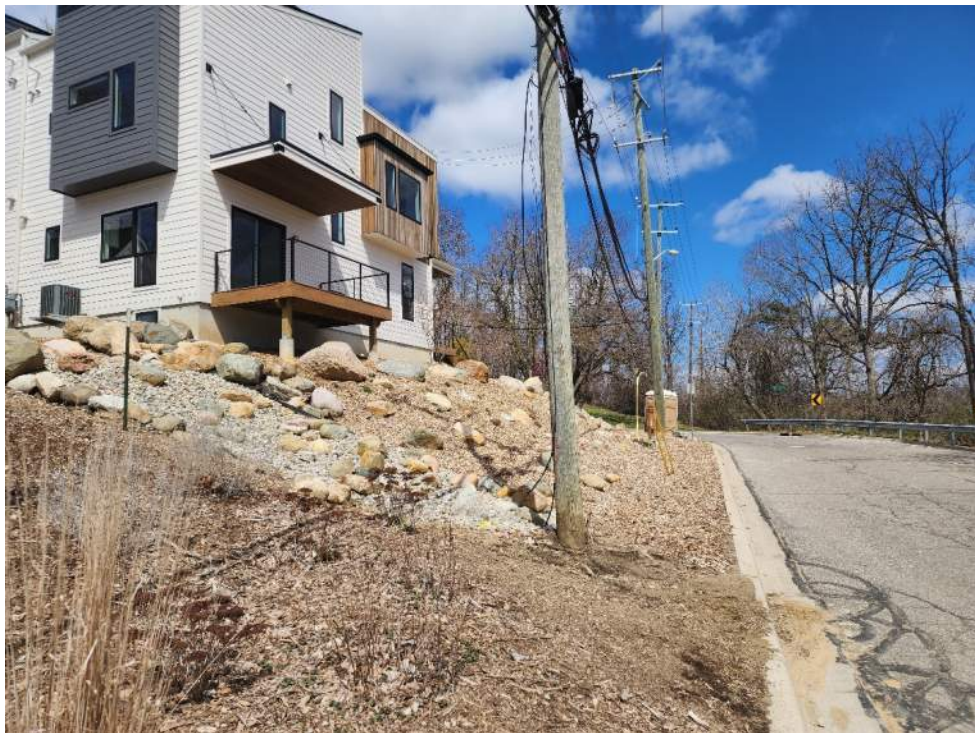
Intersection of Sunset Road and Wildt Drive looking south along the west side of the road.



Outside portion of the 90° intersection of Sunset Road and Wildt Drive looking north from Wildt Drive. A significant drop off exists along the curve.



New condominium development south of Sunset Road looking south along the west side Wildt Drive.



New condominium development south of Sunset Road looking north along the west side Wildt Drive.

APPENDIX E. PRESENTATIONS



Sunset Road / Wildt Street

**Transportation Improvements
June 23, 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 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:**
 - Learn stakeholder concerns and values
 - Discuss findings after engineering investigation



City of Ann Arbor - Project Staff



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Agenda



- **What are Tonight's Objectives?**
- **Current Study Overview & Goals**
- **Past Project Recap**
- **Current Study Details**
- **Design Toolbox**
- **Next Steps**
- **Breakout Session**

What Are Tonight's Objectives?

- **To Inform You**
- **Ask Questions**
- **Gather Your Input!**



Purpose of Engagement for Sunset & Wildt

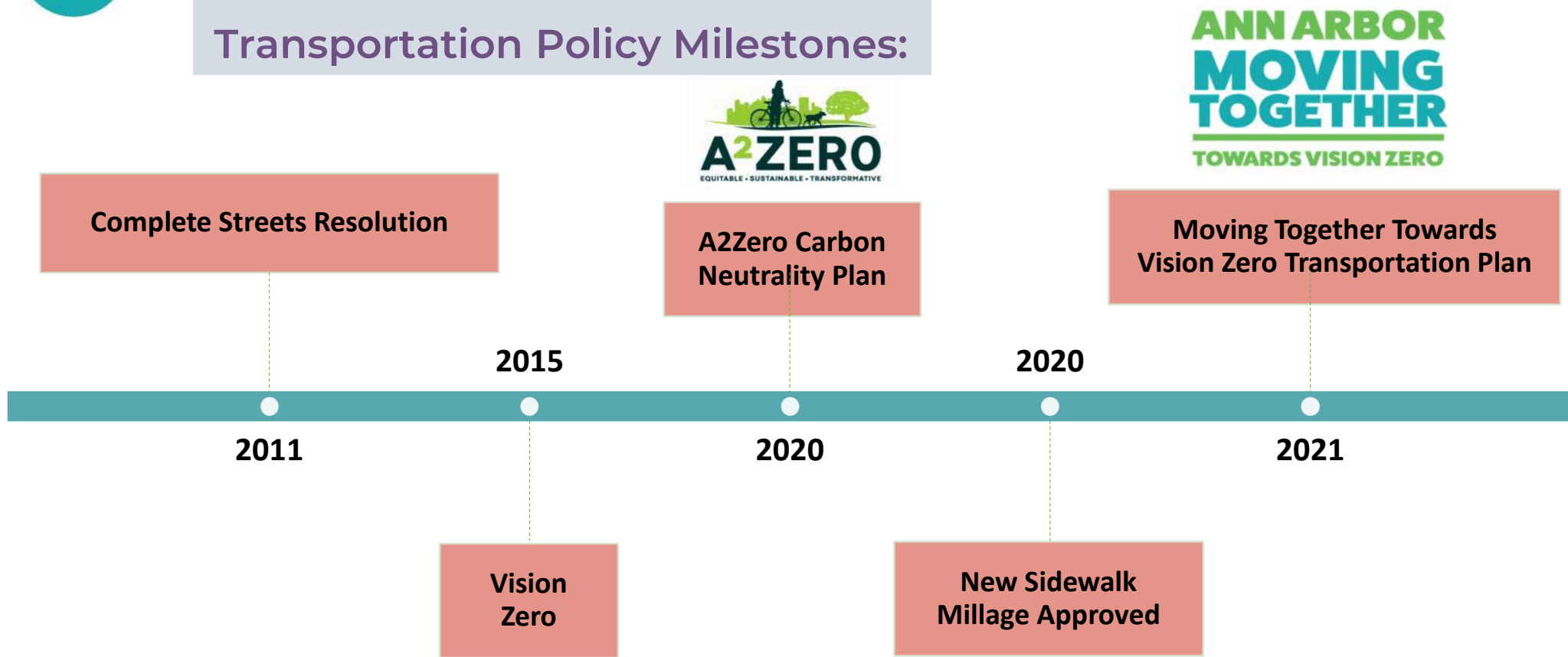
- ✓ Review Need for Non-motorized Accessibility & Safety Improvements
- ✓ Receive Input on Values and Concerns
- ✓ Develop a Concept & Cost Estimate for CIP

Current Study Overview & Goals



Project Purpose and Need

Transportation Policy Milestones:





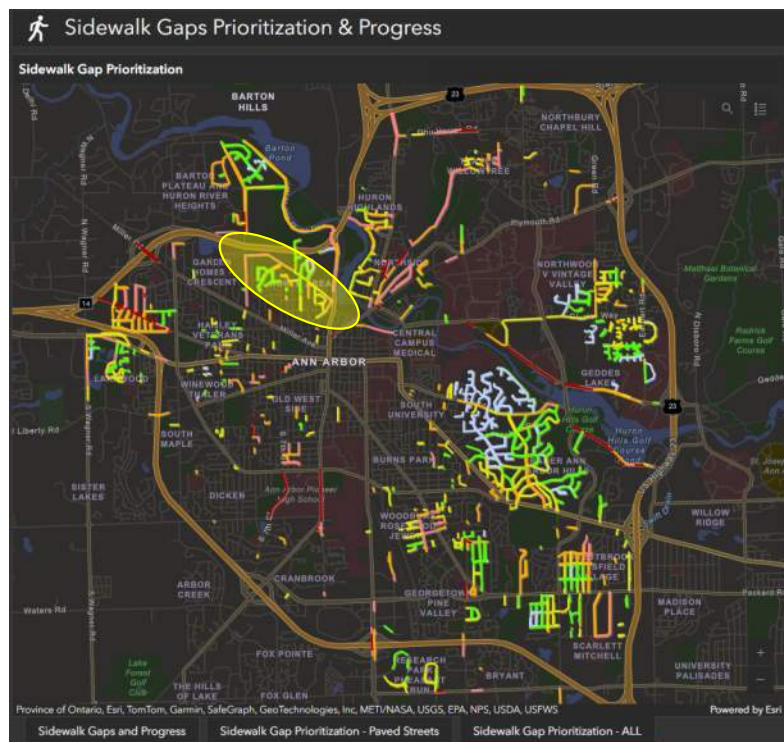
Ann Arbor's Mobility Goals & Values

- ✓ Safety
- ✓ Accessibility for All
- ✓ Mobility





Sidewalk Gap Prioritization and Progress



- 442 miles of existing sidewalk
- 140 miles of “sidewalk gaps”
- An online dashboard is available with information on sidewalk gaps:
a2gov.org/newsidewalks
- Sunset / Wildt Sidewalk Gap:
 - Identified as a High, Mid-High, Mid-Low Priority depending on segment



Bicycle Prioritization and Progress

Proposed Bike Network

Existing All Ages and Abilities Routes Existing Routes
Proposed All Ages and Abilities Routes Proposed Routes

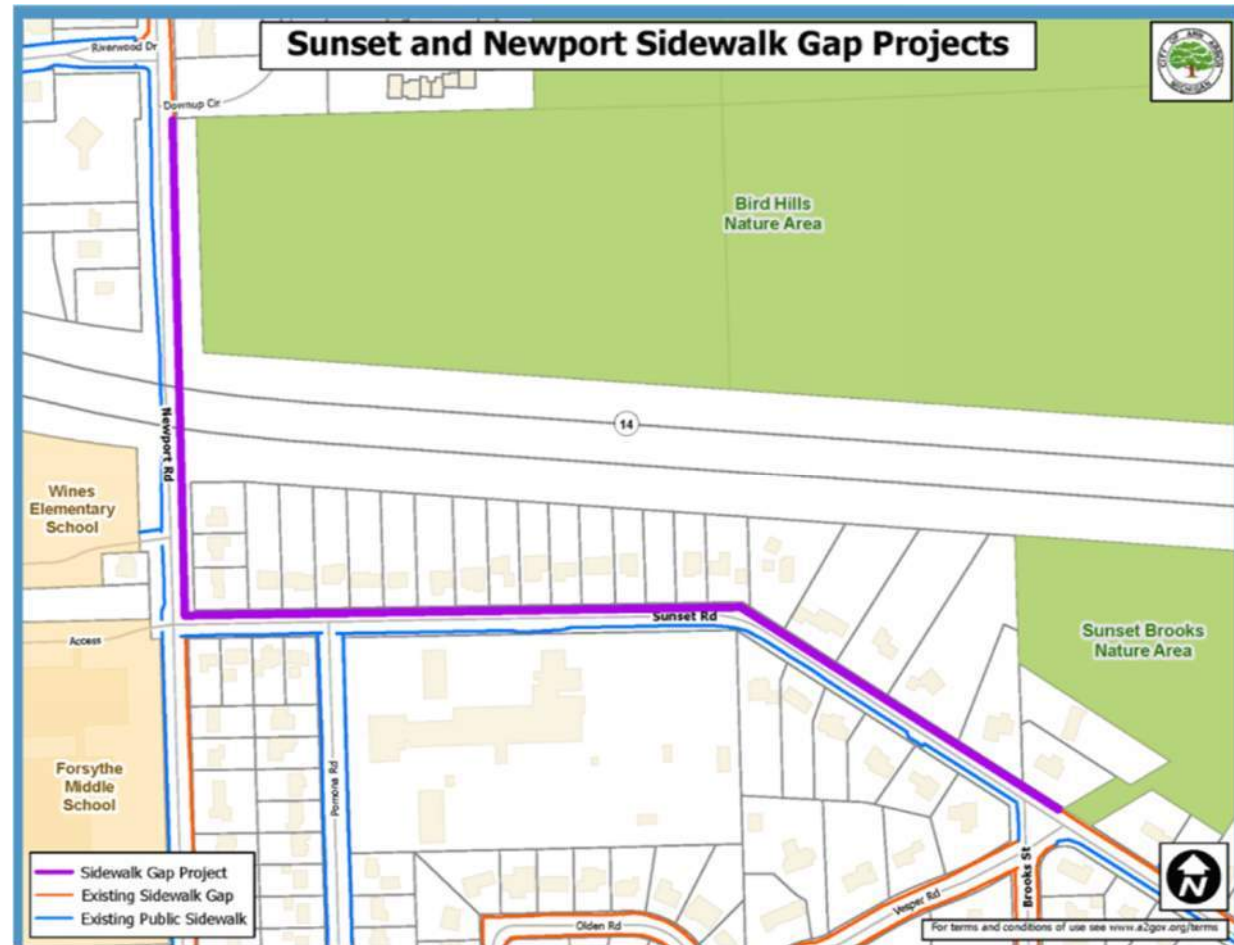


- 102 miles of identified bike routes citywide
 - 26 miles completed
 - 28 miles needing enhancement
 - 48 miles of needed improvements
- Sunset / Wildt: 'All Ages & Abilities / Local'
- Goal is to complete identified routes for 'All Ages & Abilities' by 2035.

Past Project Recap

2021 Project Scope

- Fill sidewalk gaps on:
 - East side of Newport
 - North side of Sunset (Newport to Brooks)
 - Retaining walls and crosswalks, where needed
- Sunset had three concepts:
 - Option 1 - Sidewalk placed at ROW line behind curb
 - Option 2 - Meandering Sidewalk behind curb
 - Option 3 - placed near back of curb with 3-foot buffer space

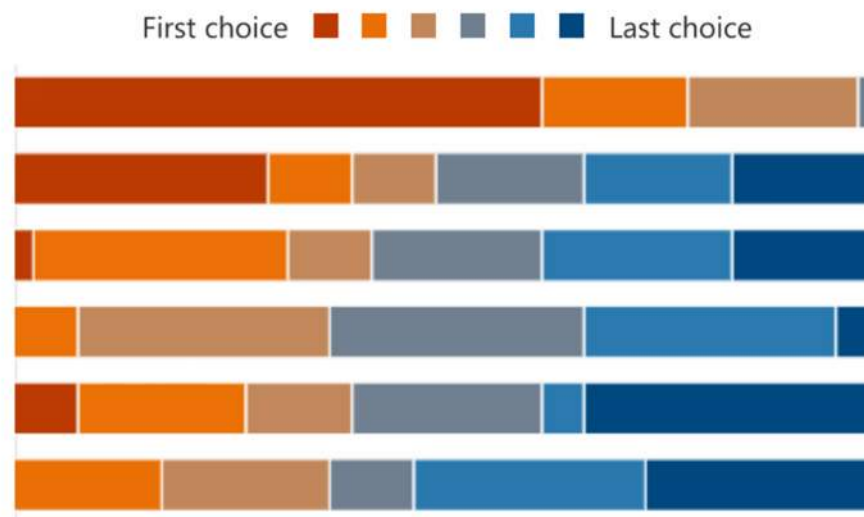


Constituent Feedback from 2021

- All Sunset design options received feedback.

Community Input Survey

- 1) Preserving trees, vegetation and/or landscaping.
- 2) Adequate buffer zone between sidewalk and road.
- 3) Avoid the use of retaining walls.
- 4) Avoid temporary grading easements.
- 5) Maintain on-street parking
- 6) Maximize distance between home and sidewalk

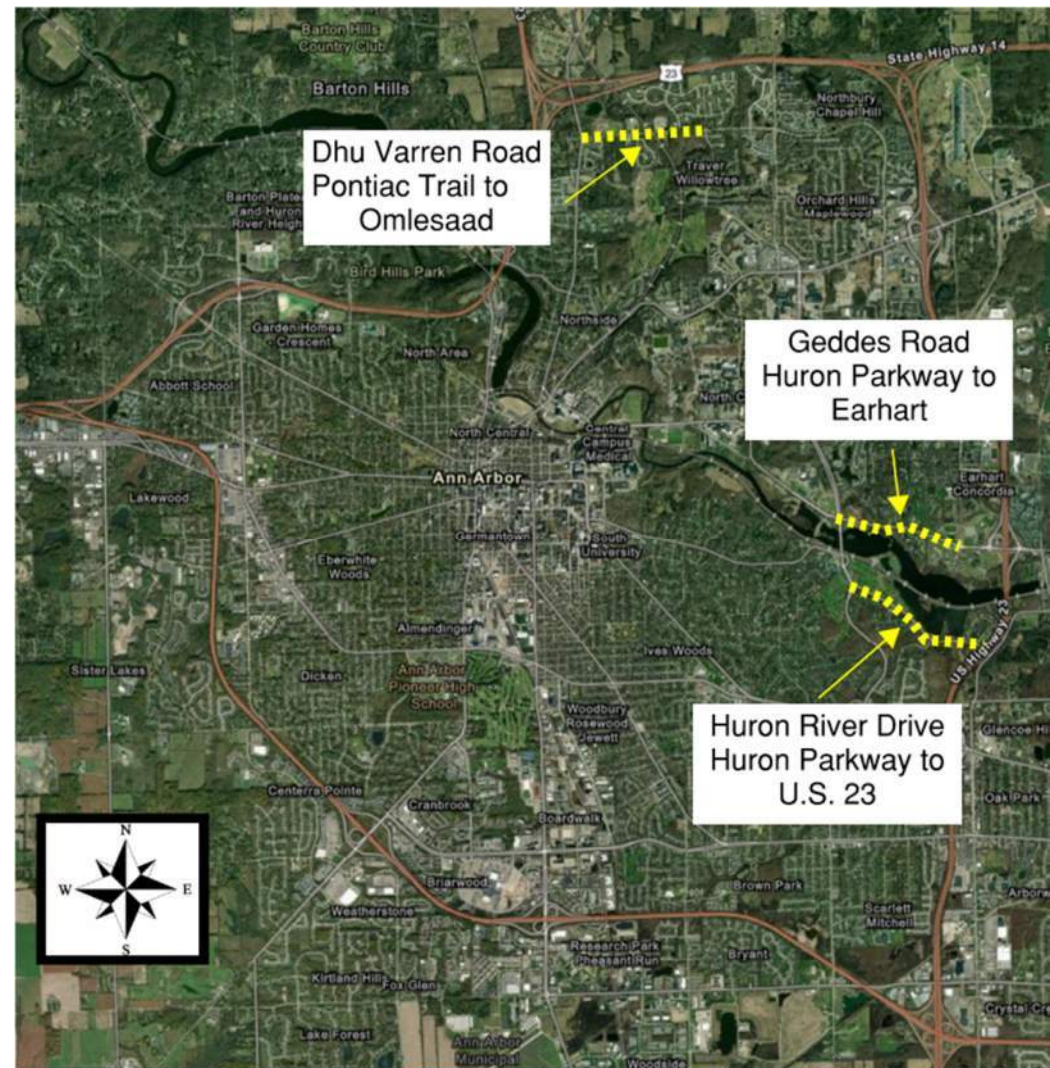


Outcomes from 2021 Engagement

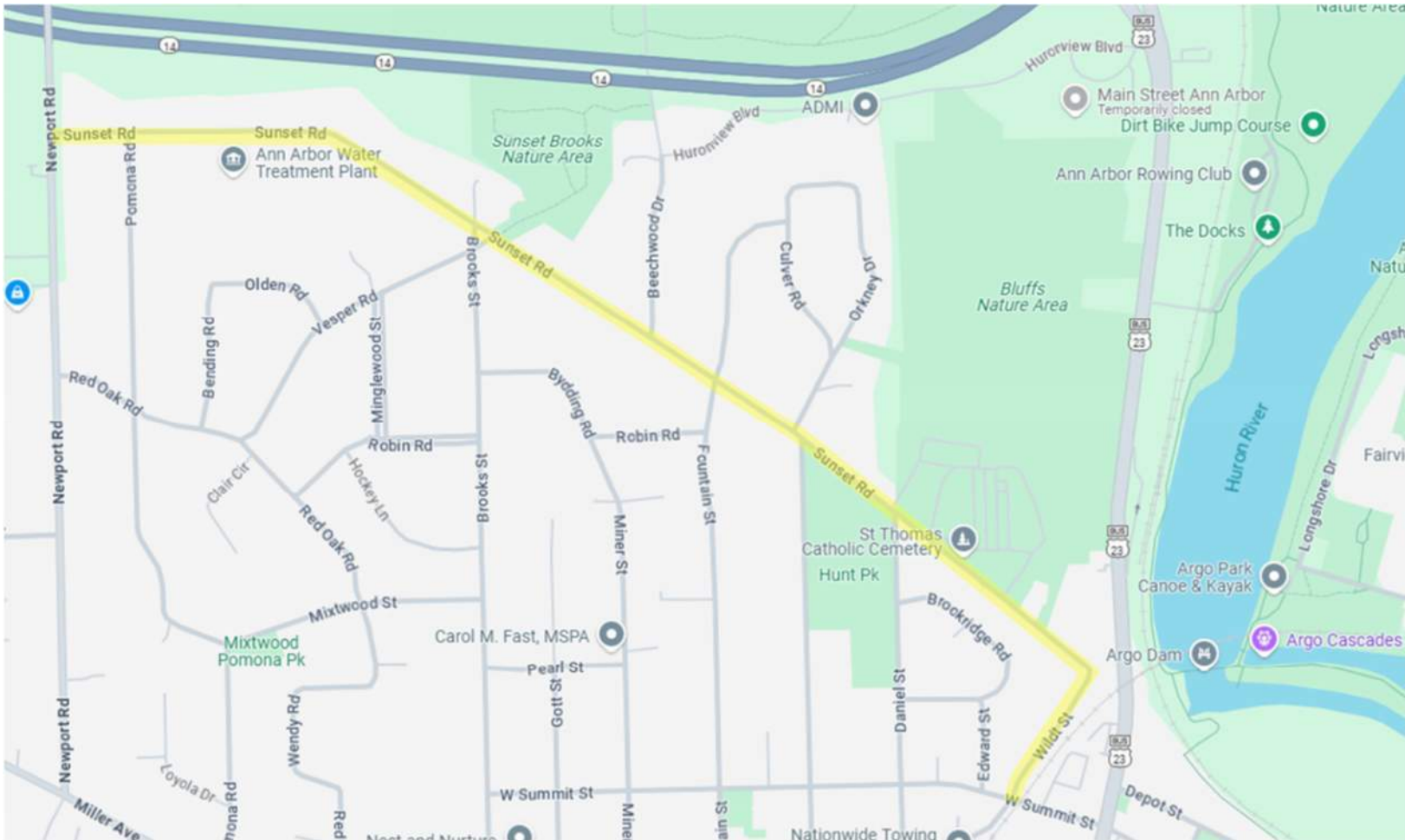
- Newport Road sidewalk moved forward while Sunset Road was placed on pause.
- *“A more wholistic review was necessary”*. The future project scope would be vetted through the Capital Improvements Plan (CIP) process.
- A future project would review the Sunset/Widlt Road corridor and funding.
 - Non-motorized improvements (bicycle and pedestrian amenities).
 - Street resurfacing
 - Possible watermain & utility work
- The project is captured in the CIP but beyond the current planning window (2031 or later).
- **We are here to begin this process.**

Current Study Details

- Updating CIP Costs for Sidewalk Gap Projects
 - Huron River Drive
 - Geddes Road
 - Dhu Varren
- Reimagine Sunset/Wildt as larger corridor wide transportation project.
- Focus on non-motorized
 - All Ages+Abilities, Local Bike Route
 - Priority Sidewalk Gap



Limits of Study for Sunset Road and Wildt Street



Design Toolbox

Sidewalk Design Alternatives

- Place sidewalk meandering behind existing curb to minimize impacts.
- Narrow road and move curb into road, then place sidewalk behind new curb and provide buffer to minimize impacts.
- Reallocate part of road to provide a protected 'pedestrian lane'.



Meandering behind existing curb



Curbline moved inward to narrow roadway



Biking Design Alternatives

- Conventional bike lanes
- Shared lane markings
- Bike boulevard



Conventional bike lanes



Shared lane markings

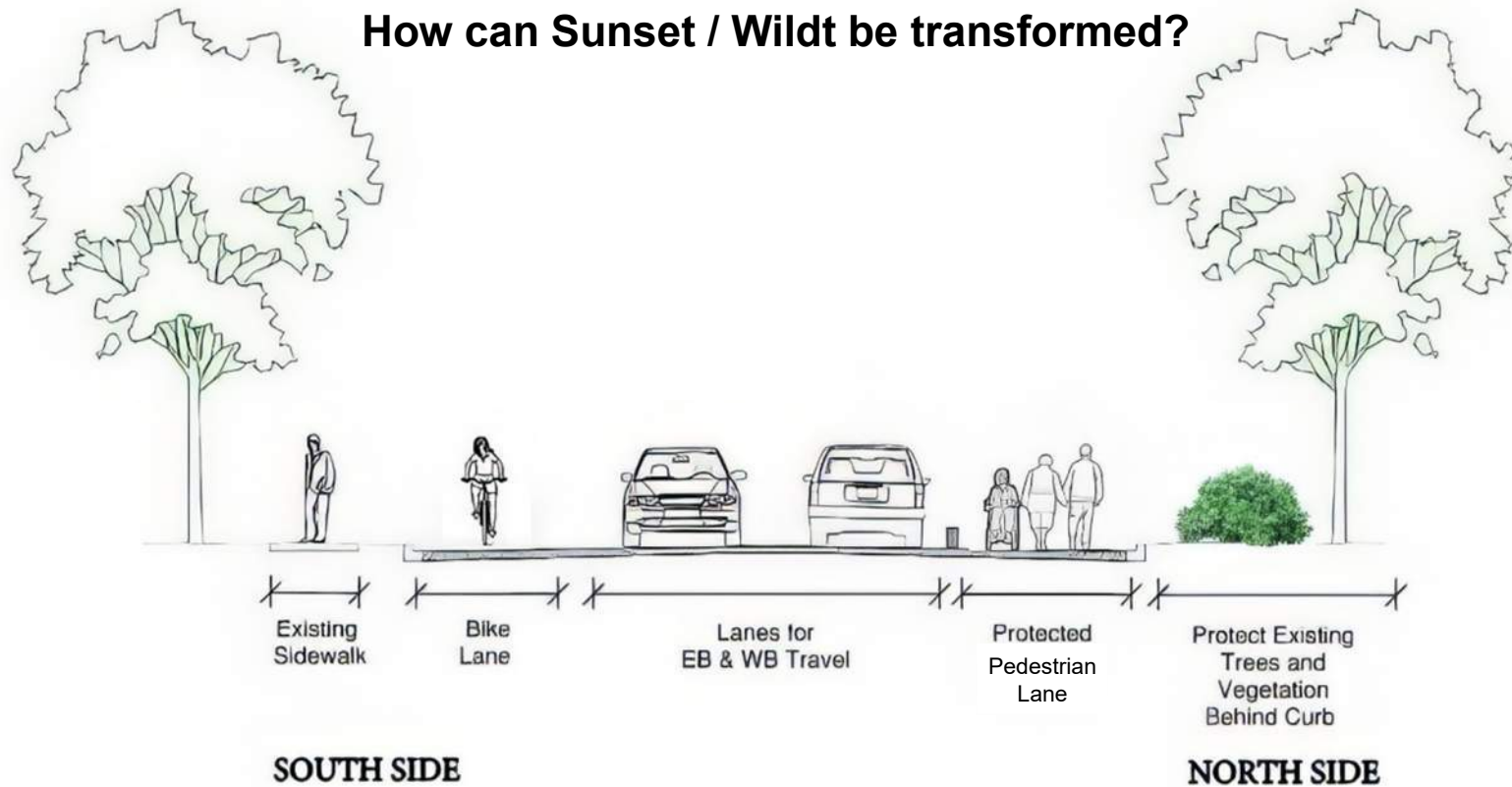


Bike boulevard



Design Toolbox

How can Sunset / Wildt be transformed?



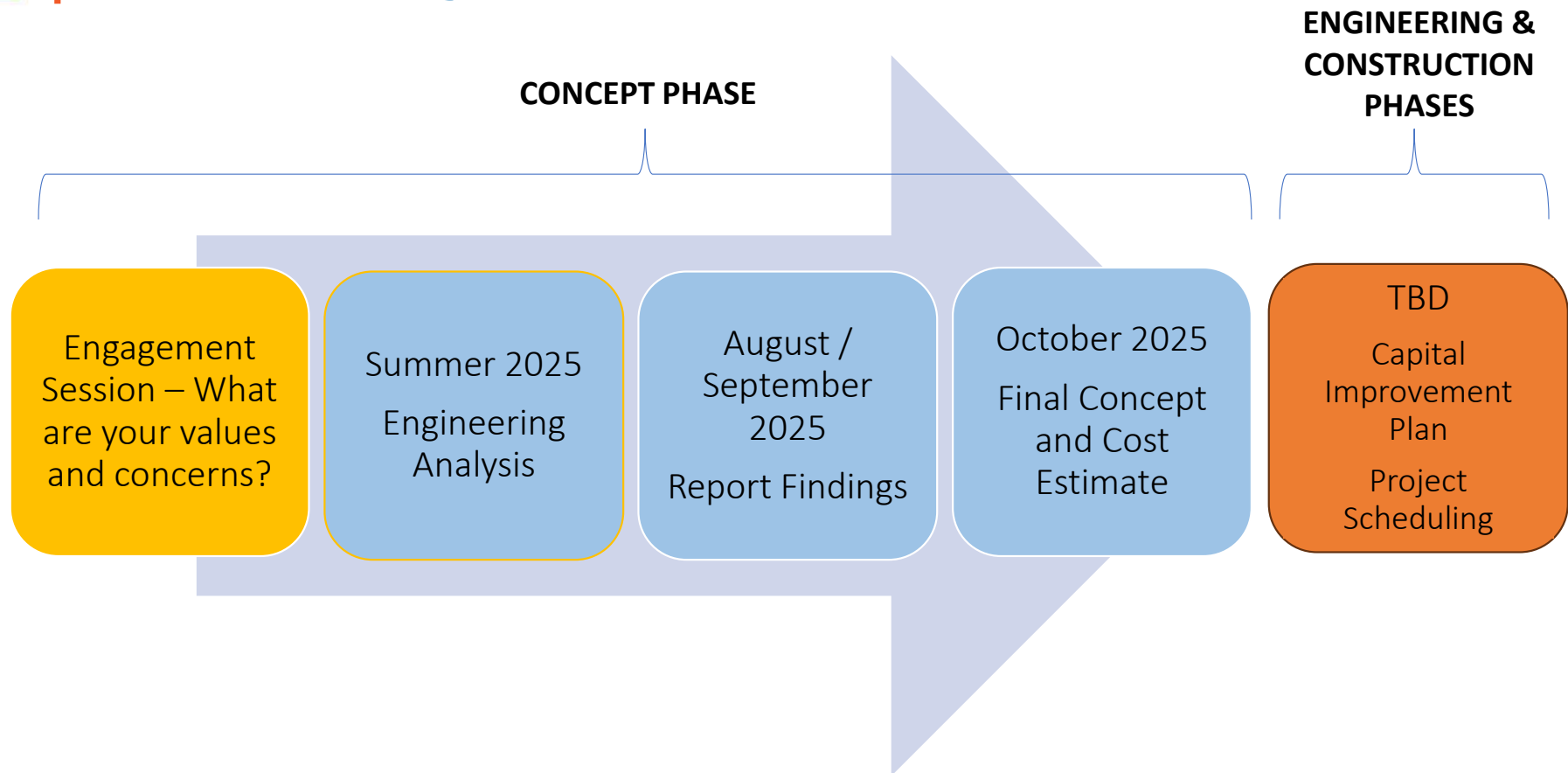
Possible Impacts to Consider

- Tree and landscaping removal
- On-Street parking removal
 - One or both sides?
- Others?

Next Steps...



Project Timeline



Breakout Session





Thank You!

City of Ann Arbor – Public Services Area – Engineering

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



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



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Specialist

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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

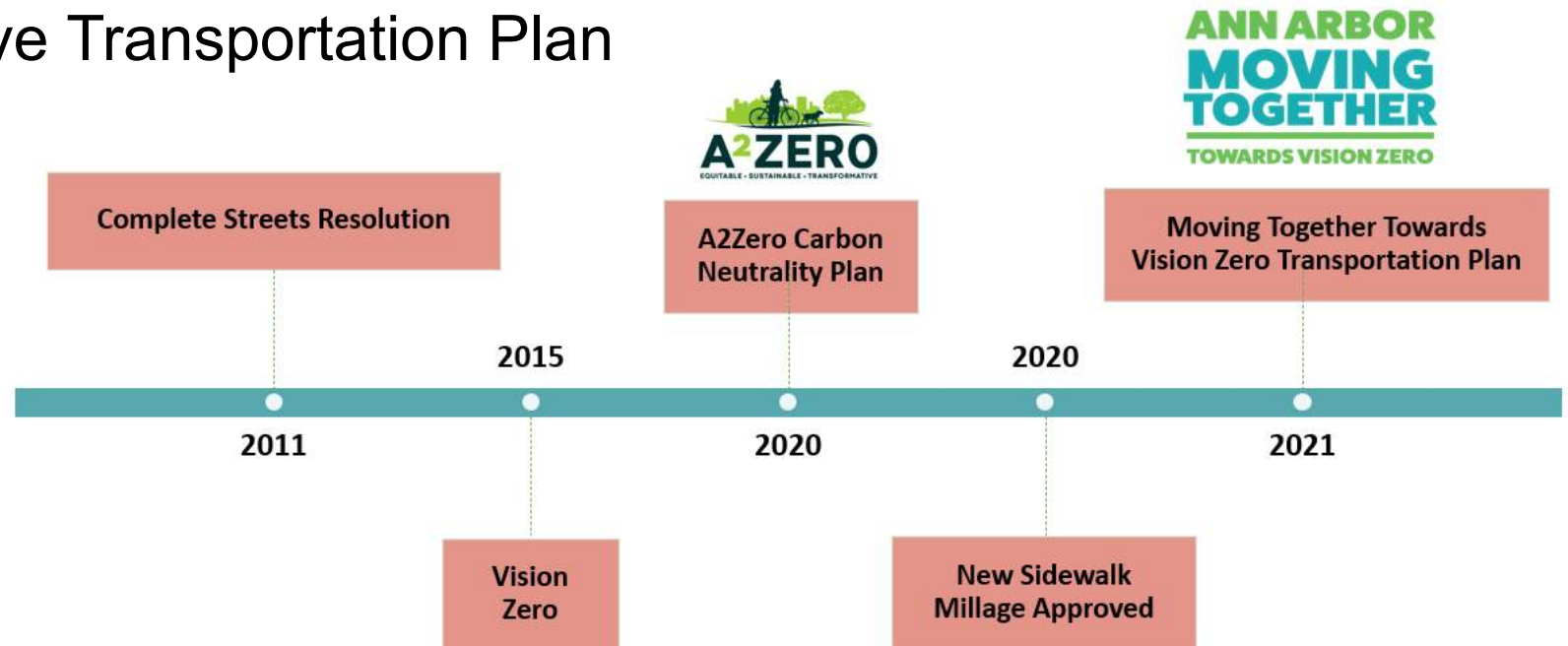
- ✓ Last session held on June 23, 2025
- ✓ Need for non-motorized accessibility on both sides of the street.
- ✓ Desired community feedback on values and concerns.
- ✓ Develop a realistic cost estimate for planning purposes.



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.

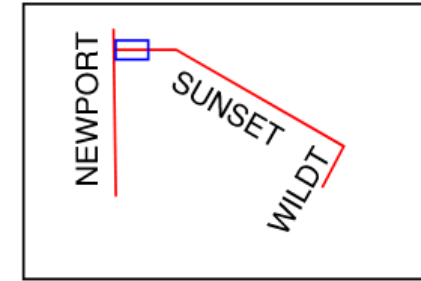


Design Concepts





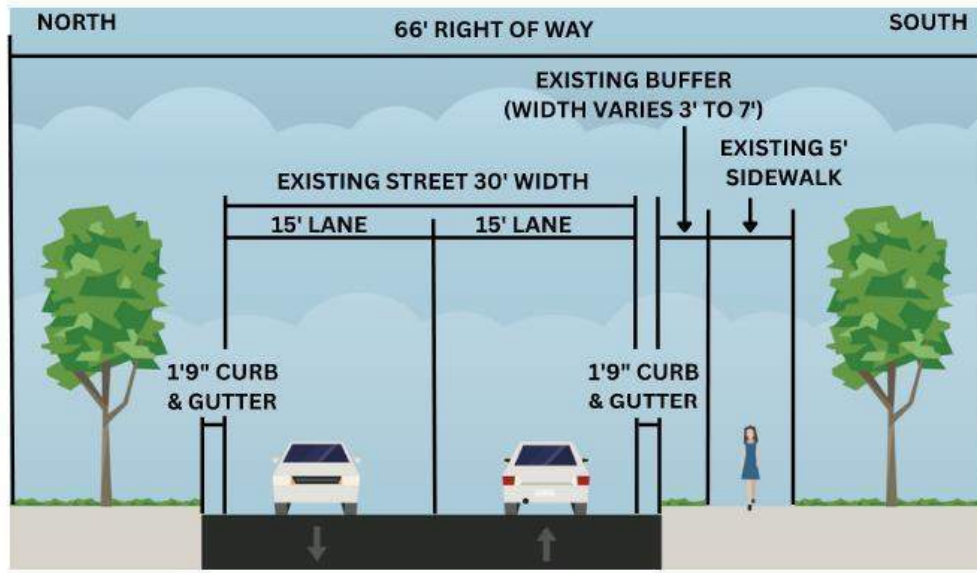
Key Map



Legend

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

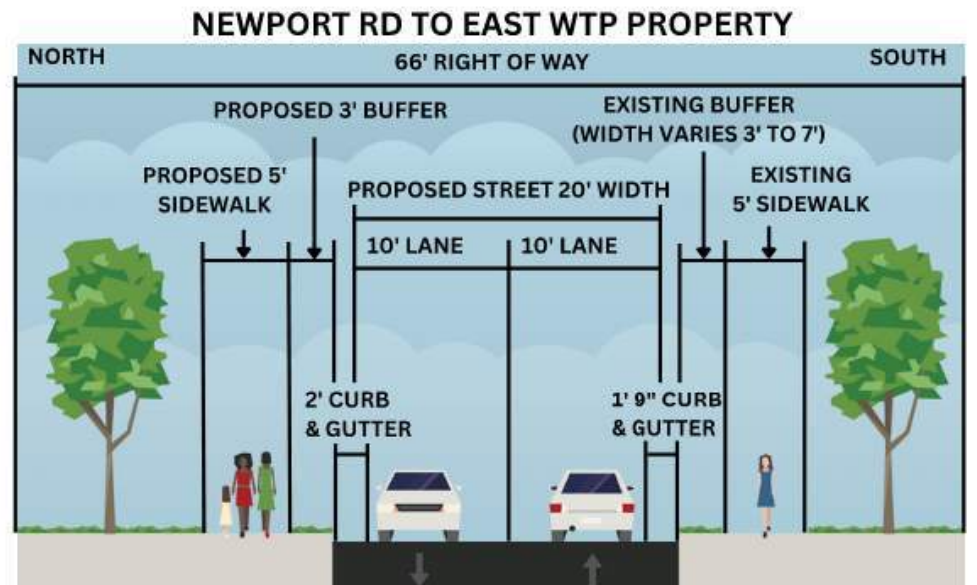
- Reduce street width from 30 feet (existing) to 20 feet (proposed) but can be as wide as 22 feet.
- North curb to move south to allow space for a 5' sidewalk with a 3' buffer.
- Minimize disturbances to existing vegetation behind north curbline.
- Existing south curb and sidewalk to remain.
- Parking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



Existing Cross Section



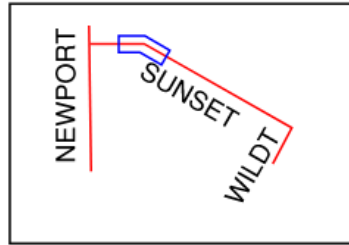
Street View - Existing



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

Proposed Cross Section

Key Map



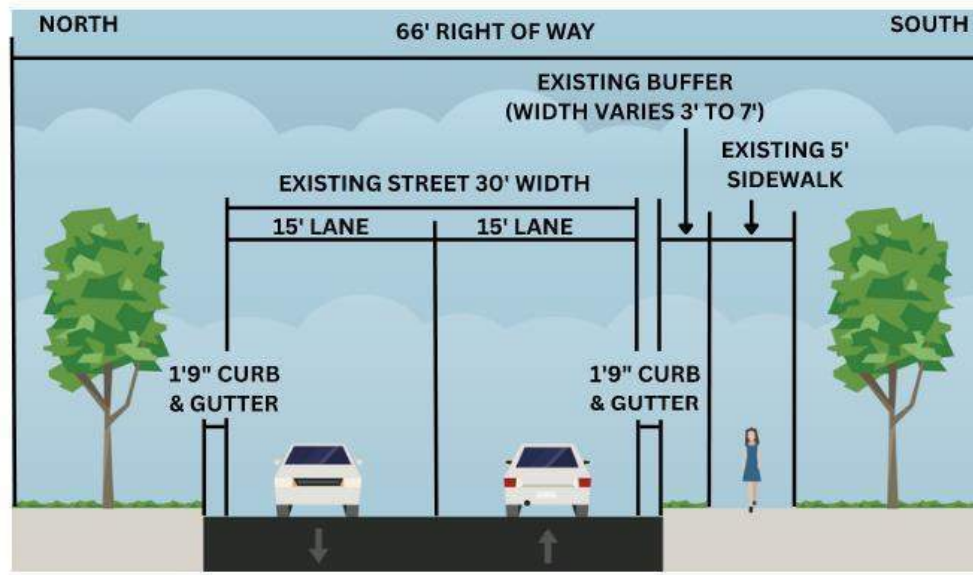
Legend

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

- 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.



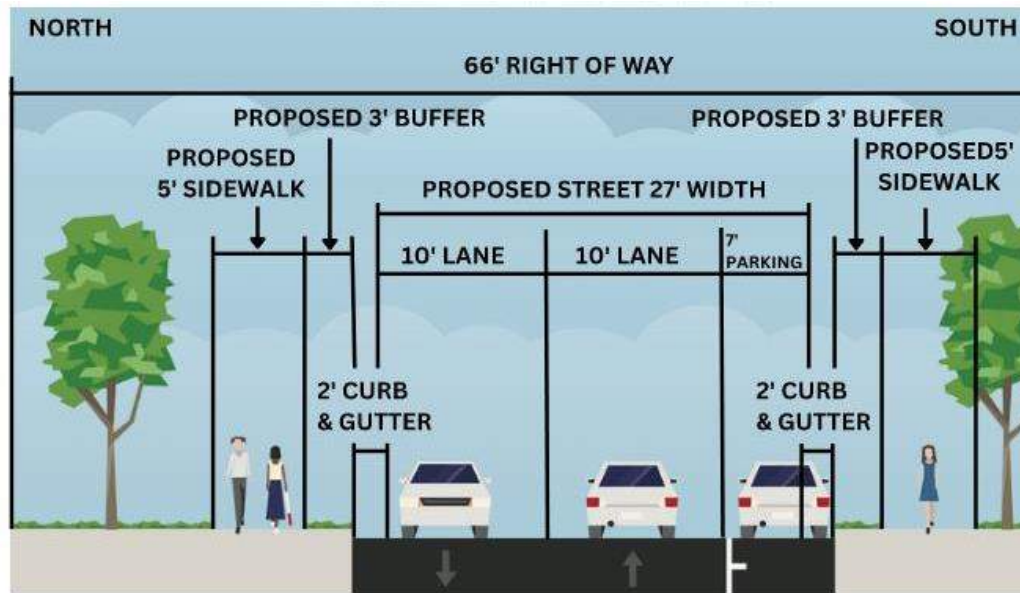
Water plant delivery truck turning left toward Newport Rd



Existing Cross Section



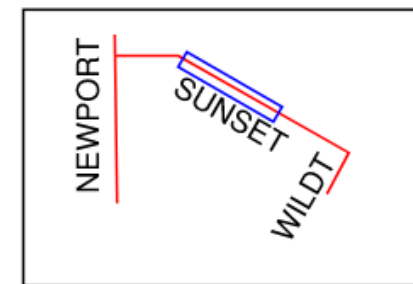
Street View - Existing



Proposed Cross Section



Key Map

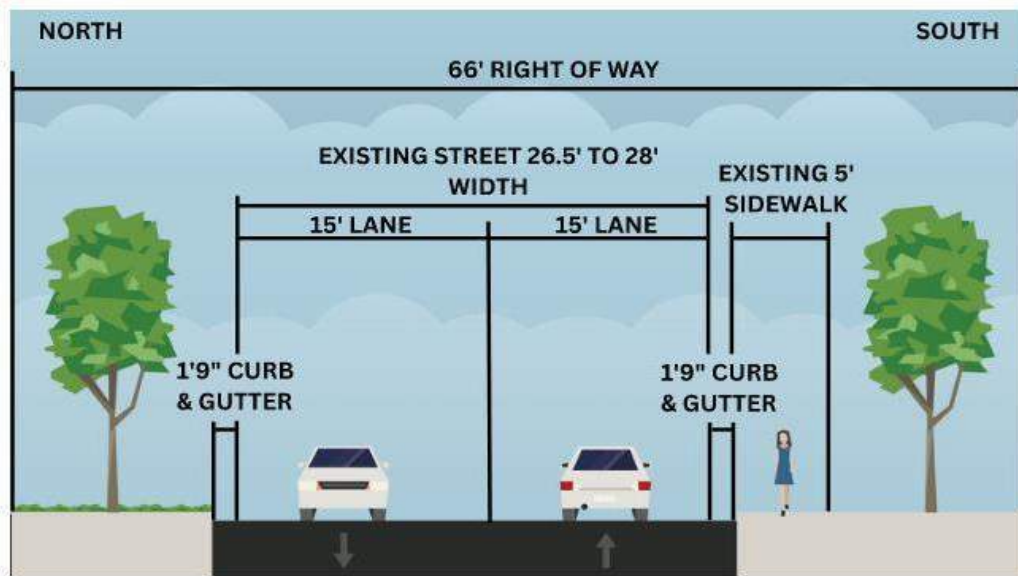


Legend

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

Note: Image only shows a portion of Segment 2A

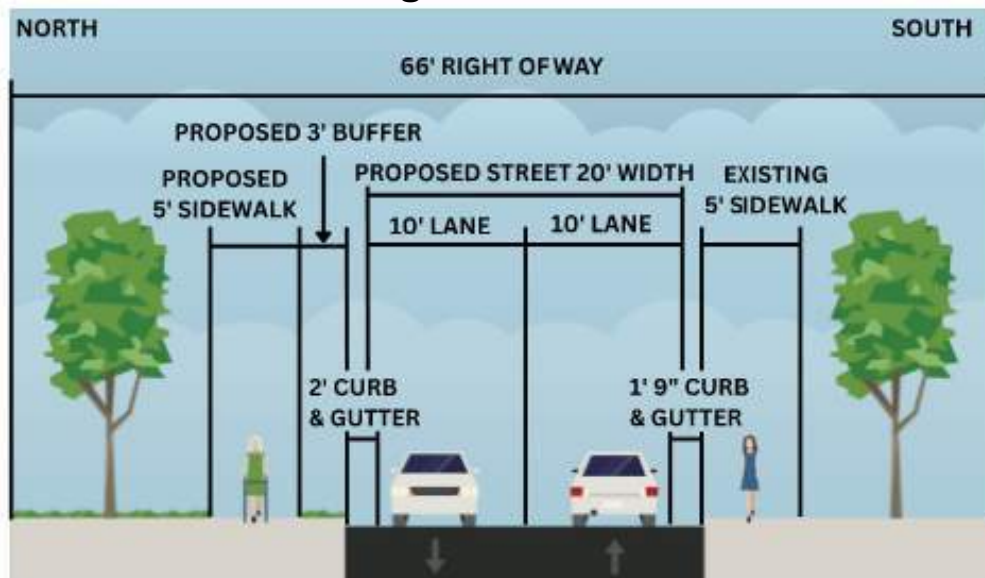
- Reduce street width from 26.5-28 feet (existing) to 20 feet (proposed).
- North curb to move south to allow space for a 5' sidewalk with a 3' buffer.
- Existing sidewalk on south side to remain in its current location.
- Parking granted by variance for one side of the street.
- Minimize disturbances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



Existing Cross Section



Street View - Existing

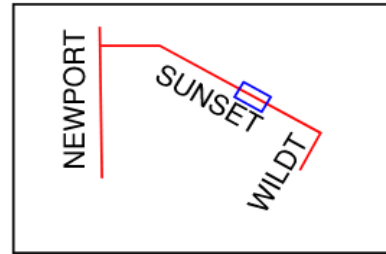


PARKING IS PERMISSABLE ON ONE SIDE OF THE STREET IF A VARIANCE IS GRANTED BY THE FIRE MARSHALL

Proposed Cross Section



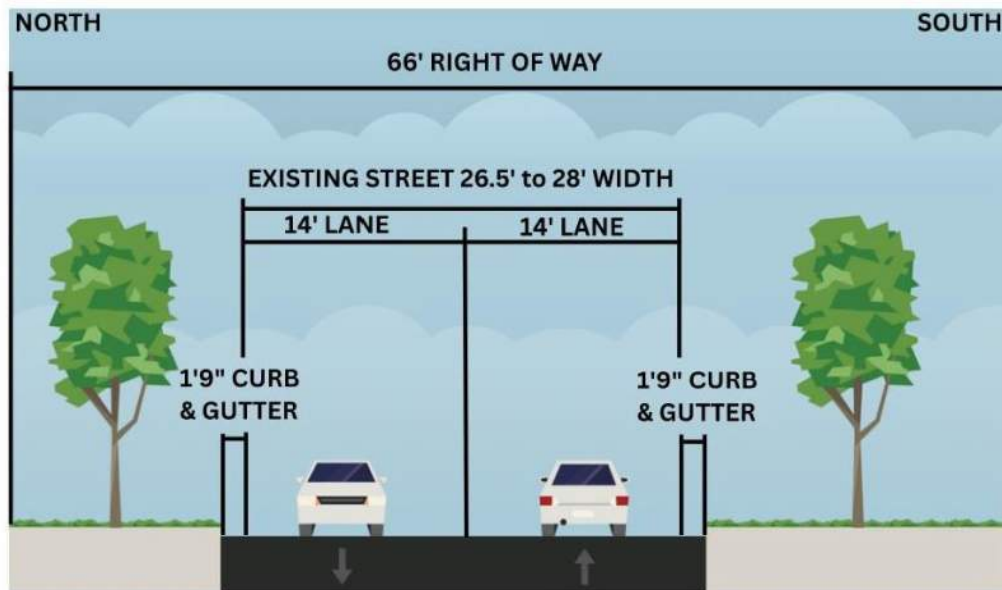
Key Map



Legend

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

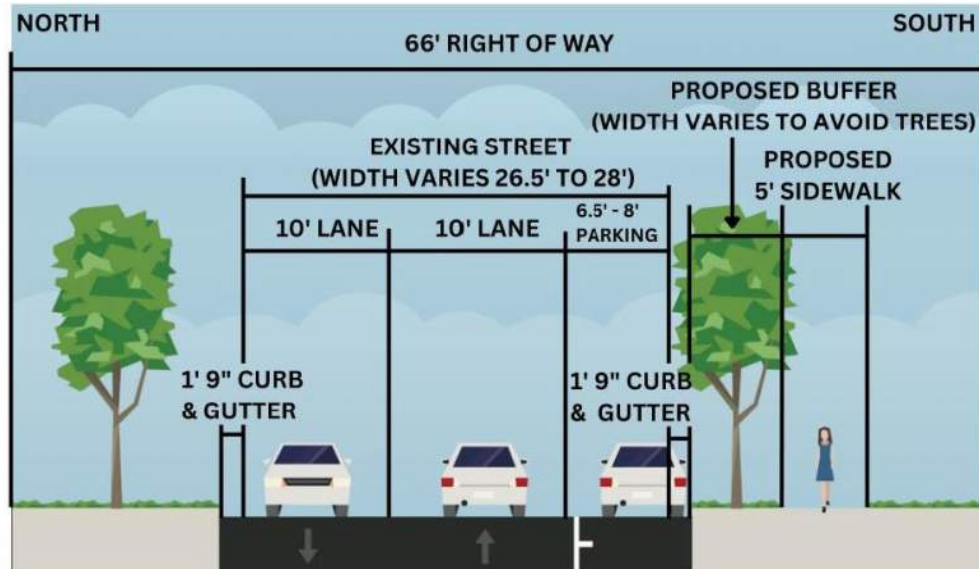
- Existing road, north curb, and south curb to remain in place.
- Proposed 5' sidewalk along Hunt Park frontage. Sidewalk location will avoid tree removal.
- Parking allowed on south side of road adjacent to Hunt Park.



Existing Cross Section



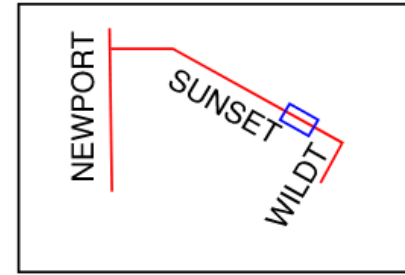
Street View - Existing



Proposed Cross Section



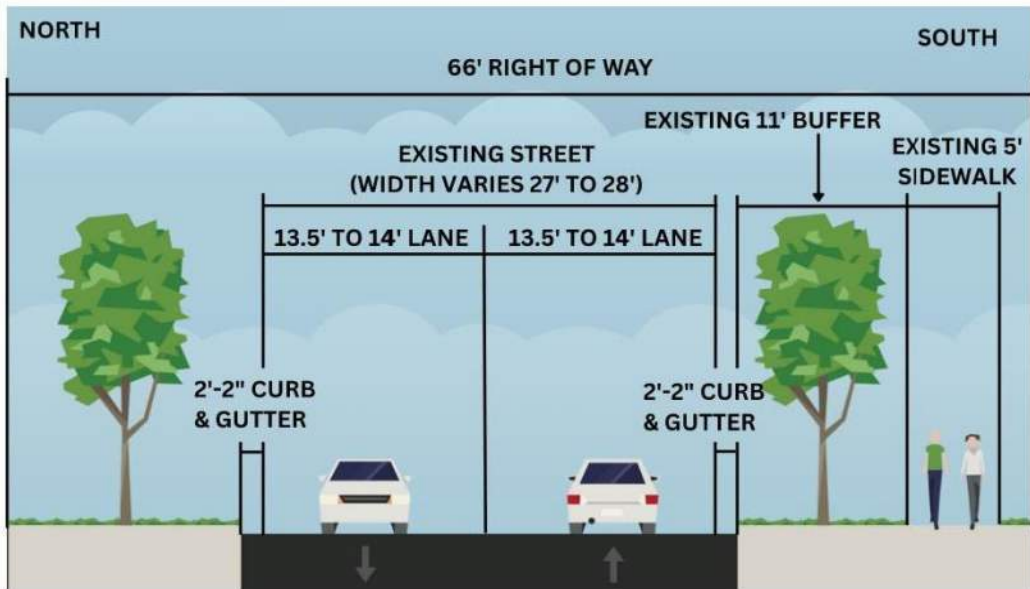
Key Map



Legend

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

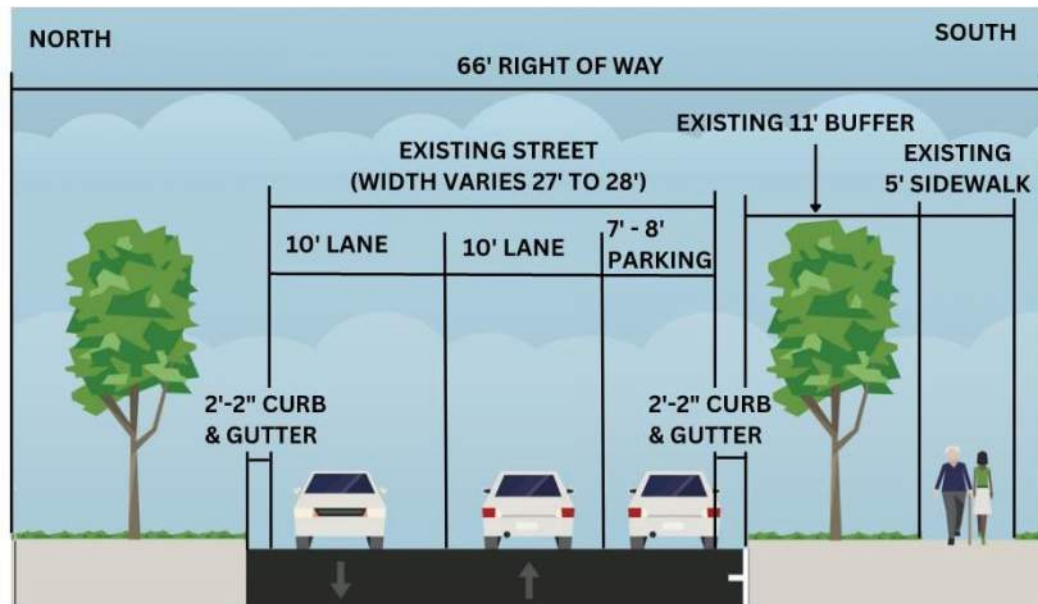
- Existing road, north and south curb, and existing south sidewalk to remain in place (No change).
- Parking allowed on south side of road outside of 10' driving lanes (7'-8' wide).



Existing Cross Section



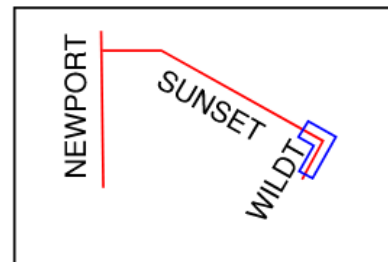
Street View - Existing



Proposed Cross Section



Key Map



Legend

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

Alternative 1

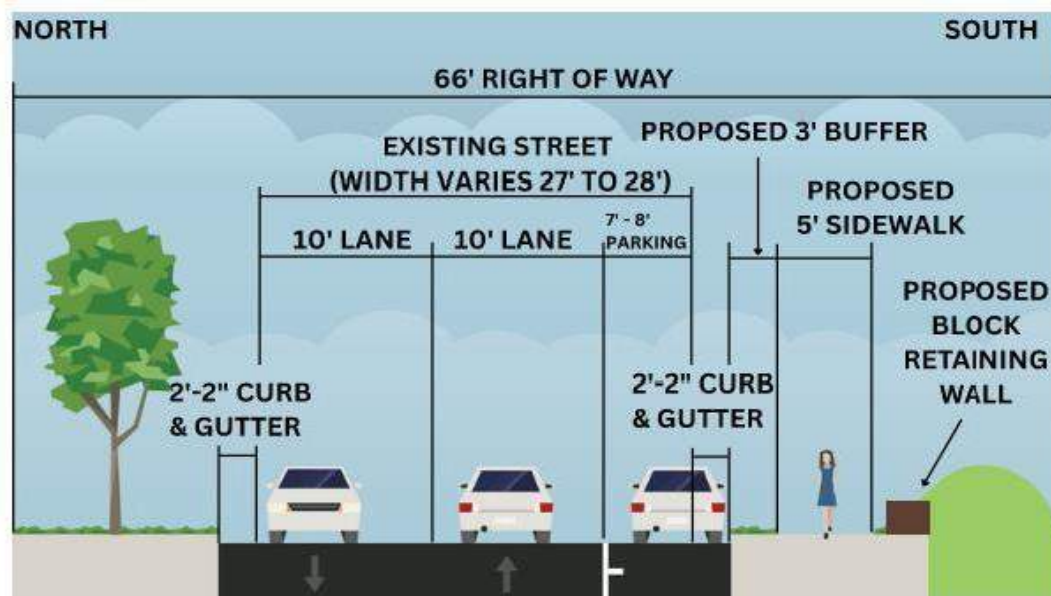
- Existing road, north, and south curb to remain in place.
- Proposed 5' sidewalk on south side of road to be installed with minimum 3' buffer.
- Retaining wall to be provided where required for existing yard grades.
- Proposed pedestrian crossing to connect south sidewalk to the Bluffs Nature Area.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



Existing Cross Section



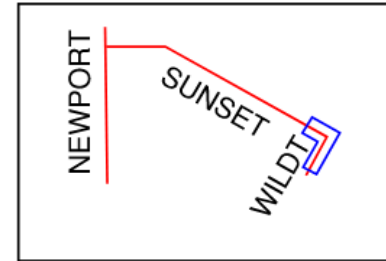
Street View - Existing



Proposed Cross Section



Key Map



Legend

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

Alternative 2

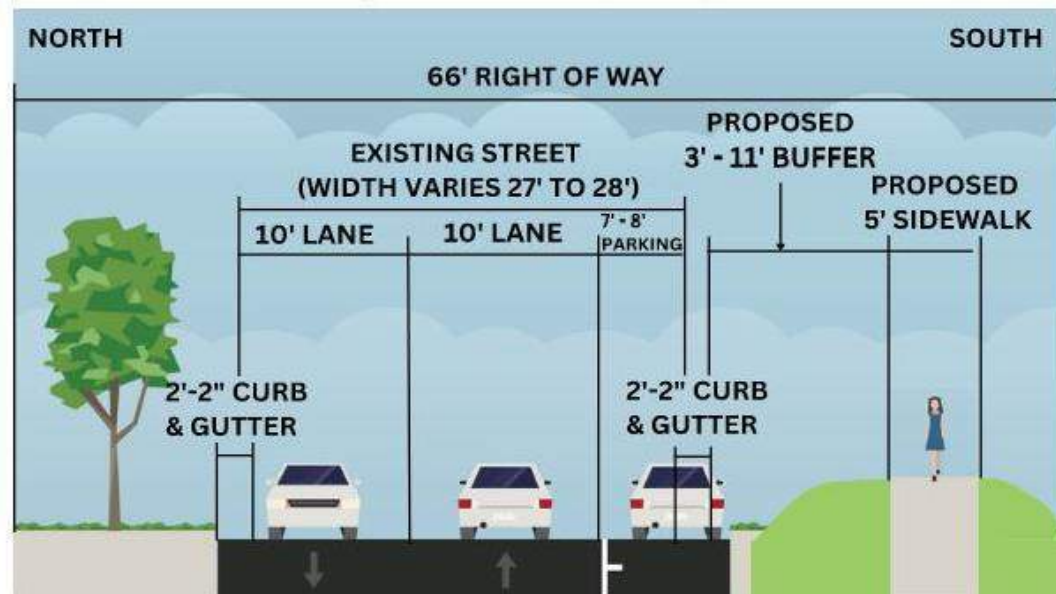
- Existing road, north, and south curb to remain in place.
- Proposed 5' sidewalk on south side of road to be installed near edge of right-of-way where grades are less steep. Sidewalk will move closer to existing curb to provide a 3' buffer where grades permit.
- Proposed pedestrian crossing to connect 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



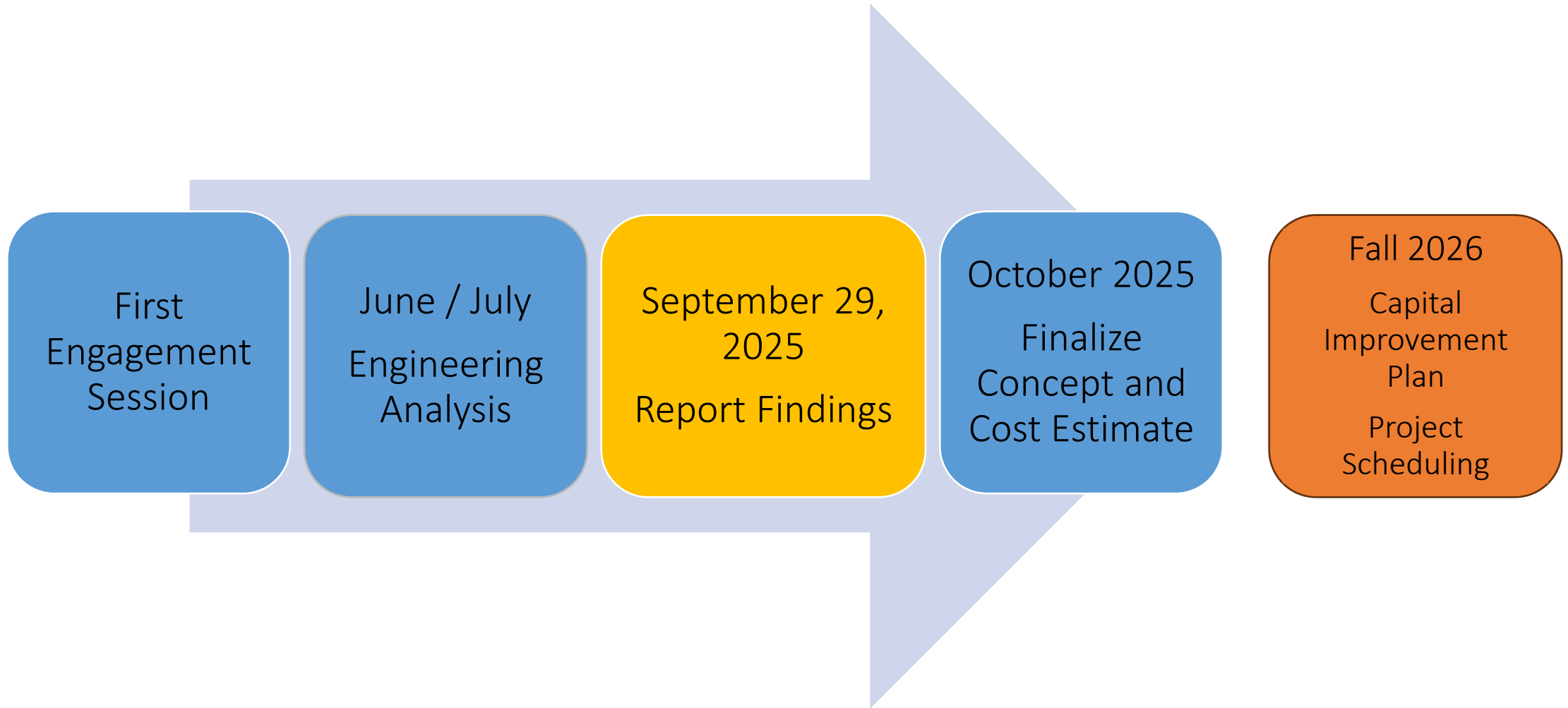
- ✓ Provides sidewalk on north side of Sunset for most vulnerable users.
- ✓ Provides buffer space to enhance pedestrian safety.
- ✓ Minimum loss of yard features along north side of Sunset.
- ✓ Reduced lane widths enhances safety along street corridor.
- ✓ On-street parking provided for one side of 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 expectations of the City Fire Code.
- ✓ Design facilitates deliveries and operations for water treatment plant.

Next Steps...

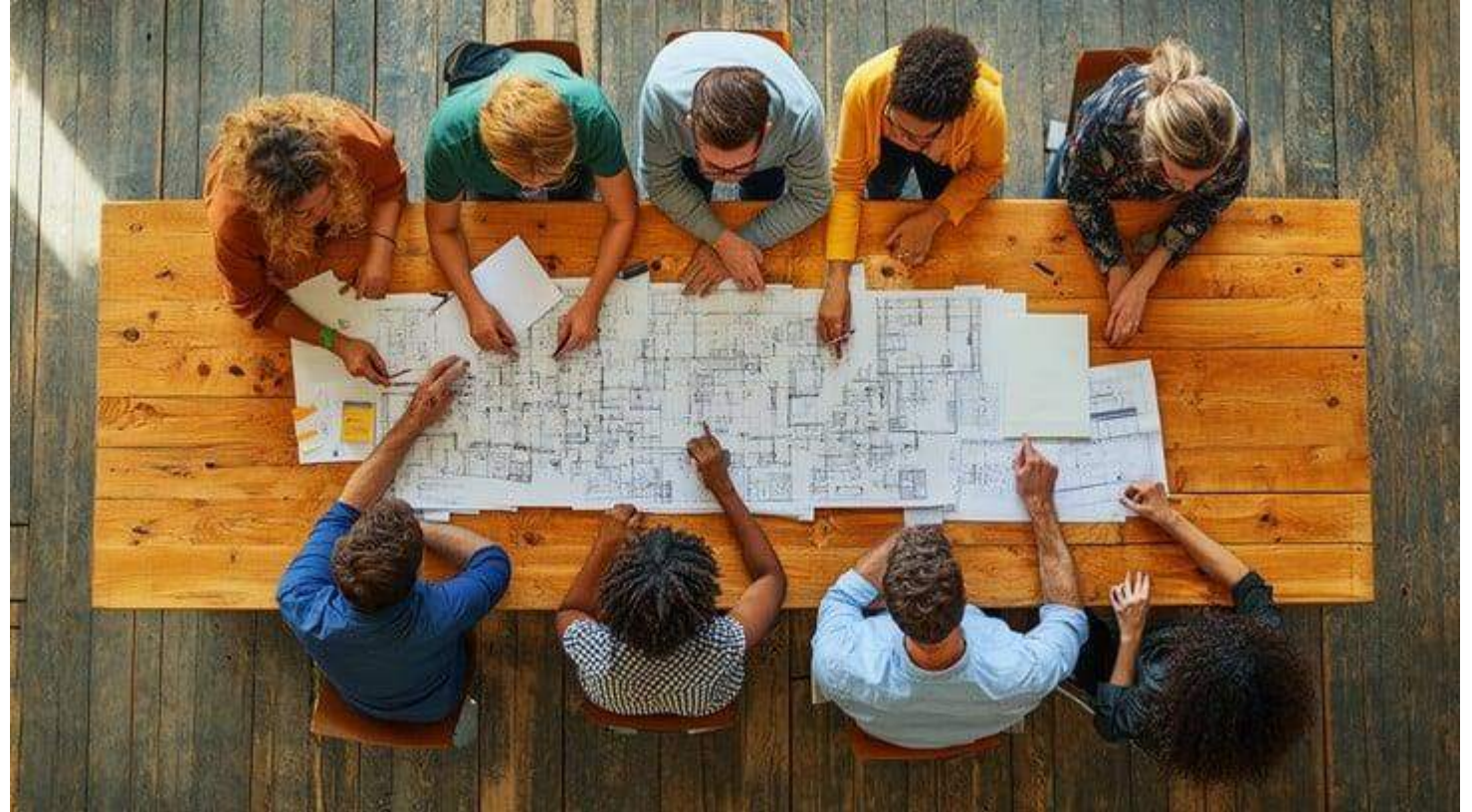




Project Timeline



Breakout





Thank You!

City of Ann Arbor – Public Services Area – Engineering

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



Sunset Road / Wildt Street

Sidewalk Gap Study - Summary of Findings

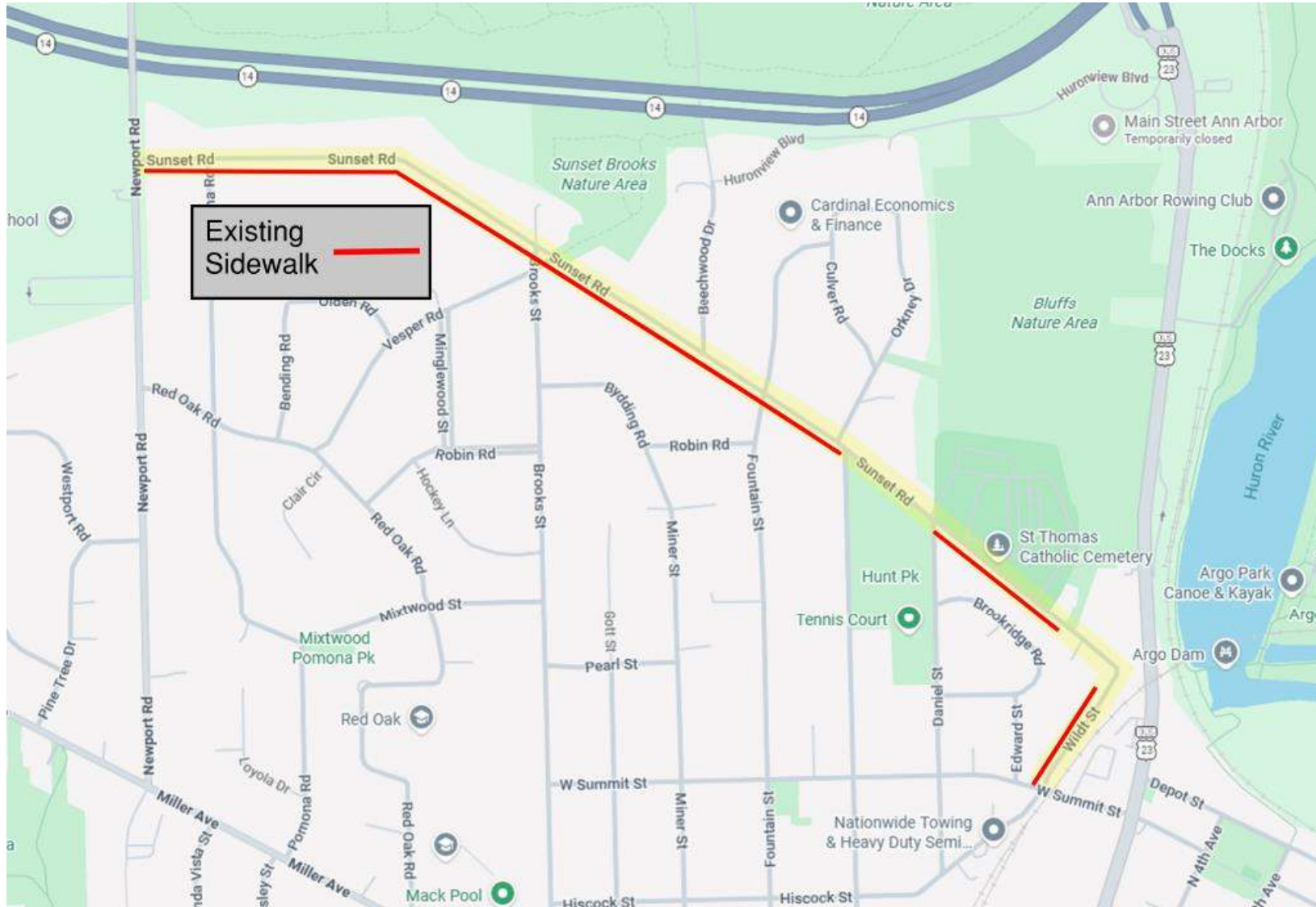
July 17, 2026

Design Details Requiring City Approval

- Relocate north curb to minimize impacts to trees / vegetation / landscaping**
- Provide on-street parking for WTP**
- Narrow side street approaches**
- Segment 3B: Option 'A' or 'B'**



Study Limits

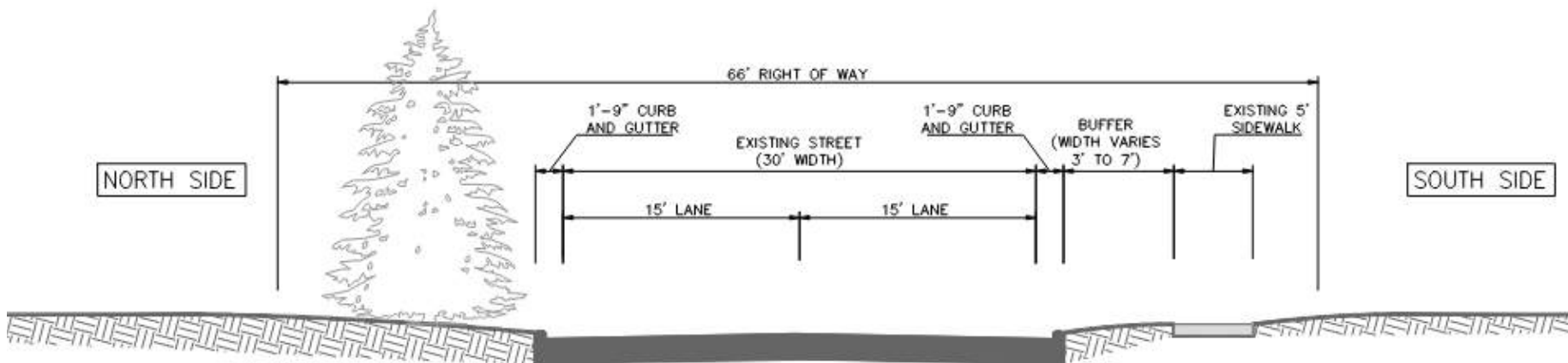




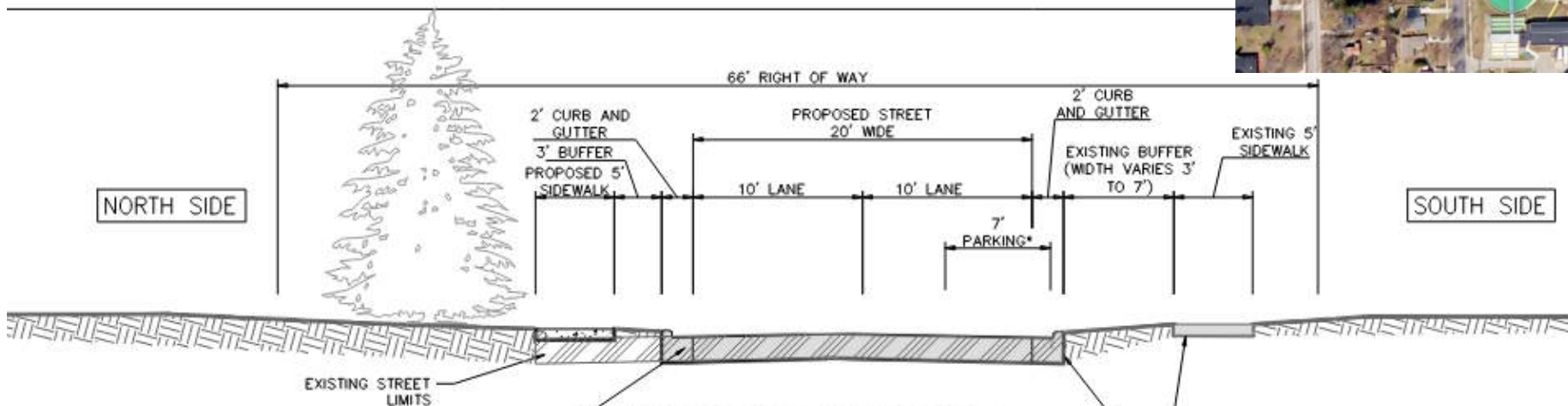
Water Treatment Plant



- Truck access
- On-street parking



**EXISTING TYPICAL CROSS SECTION
SUNSET ROAD – SEGMENT 1
NEWPORT ROAD TO EAST END OF WTP PROPERTY**



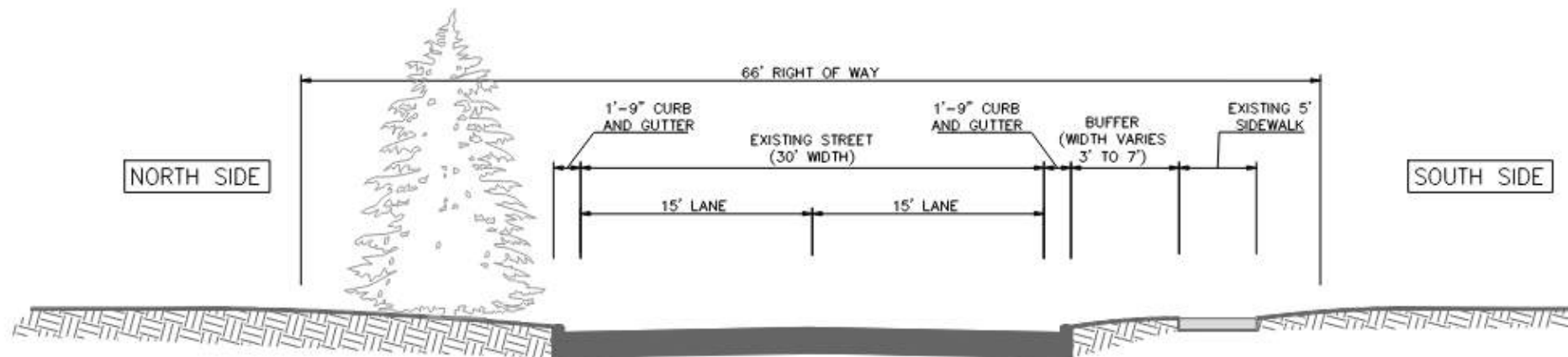
**PROPOSED TYPICAL CROSS SECTION
SUNSET ROAD – SEGMENT 1A
NEWPORT ROAD TO POMONA ROAD**

NORTH CURB TO MOVE SOUTH
TO CREATE SPACE FOR A 5'
SIDEWALK WITH A 3' BUFFER.

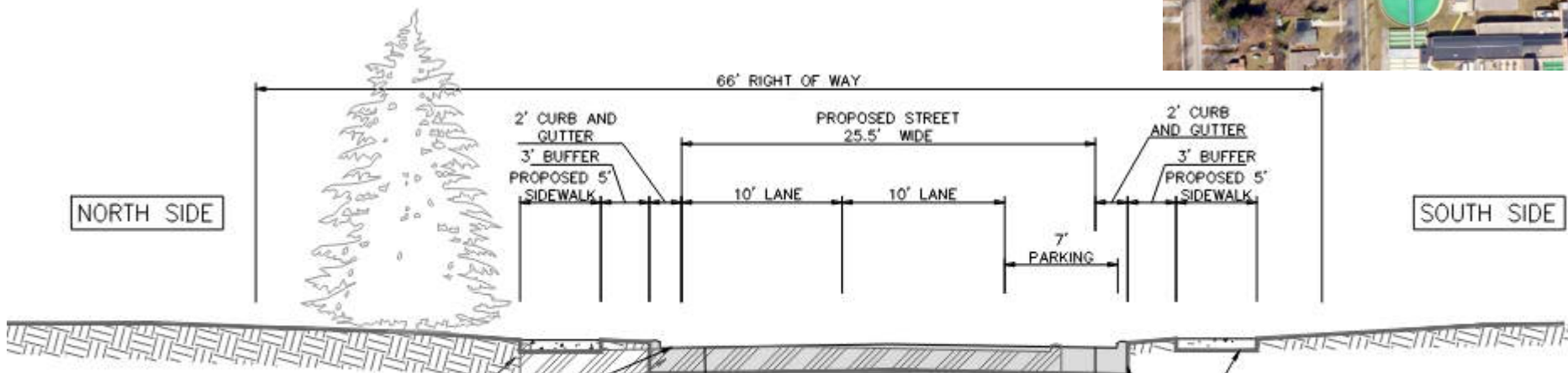
EXISTING SOUTH CURB AND SIDEWALK
TO REMAIN IN CURRENT LOCATION.

*A VARIANCE WOULD BE REQUIRED TO ALLOW
PARKING ON ONE SIDE OF THE STREET.

Segment 1A (Newport to Pomona)



**EXISTING TYPICAL CROSS SECTION
SUNSET ROAD – SEGMENT 1
NEWPORT ROAD TO EAST END OF WTP PROPERTY**



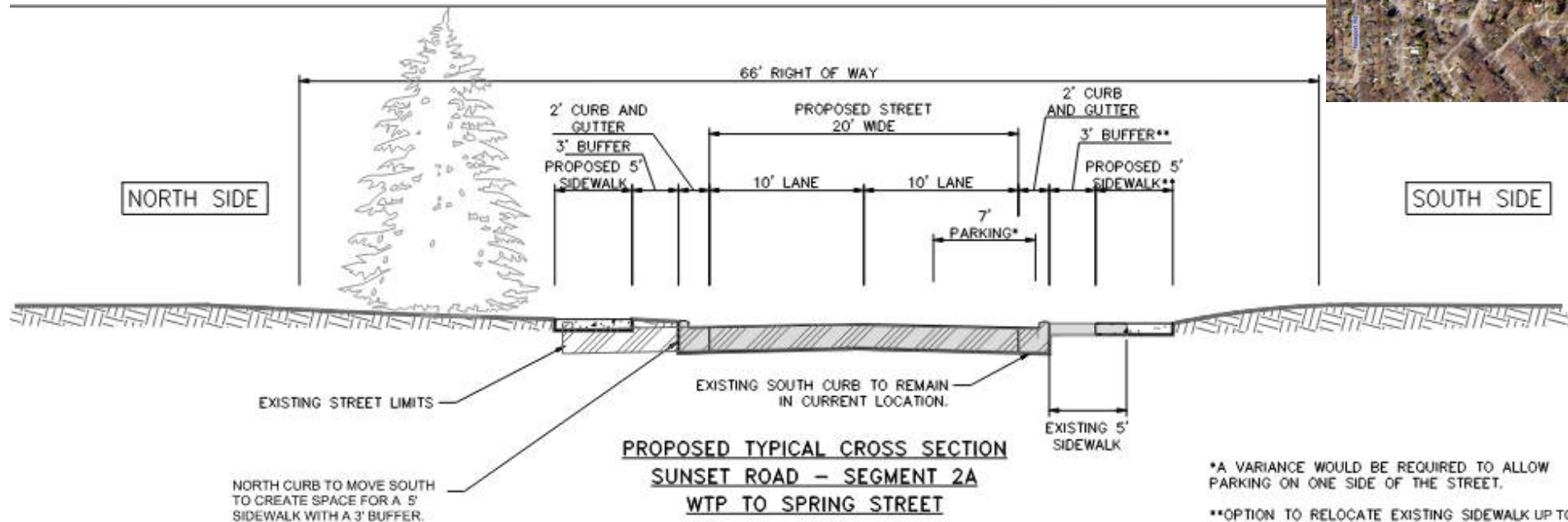
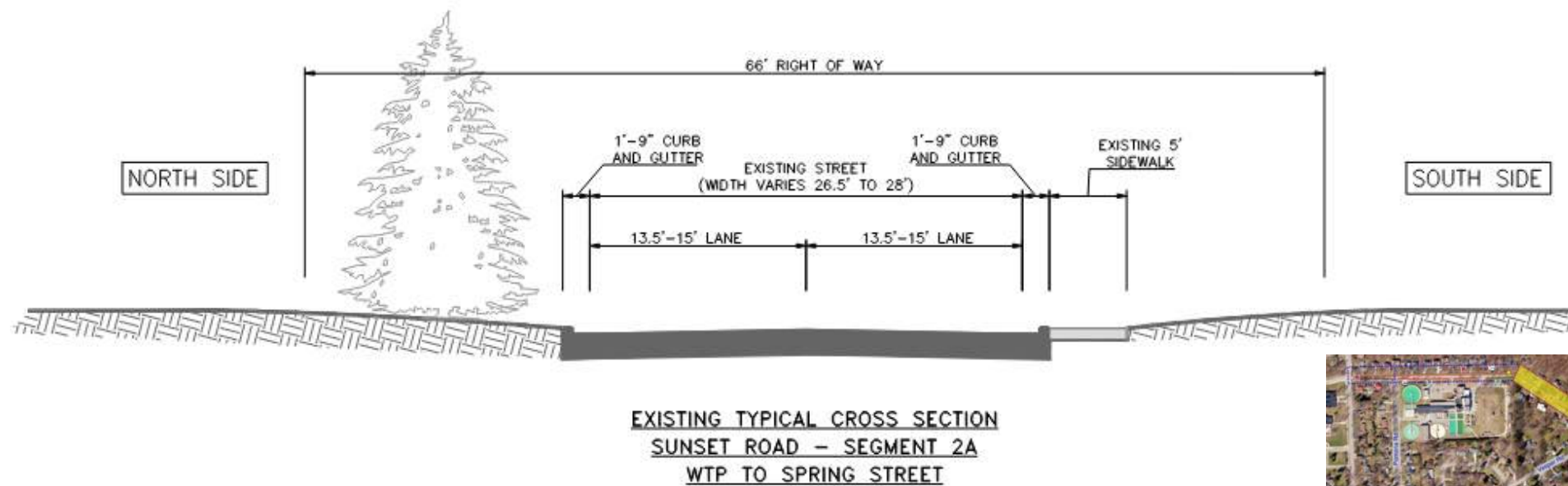
EXISTING STREET LIMITS
NO PARKING ON NORTH SIDE OF STREET

NORTH CURB TO MOVE SOUTH
TO CREATE SPACE FOR A 5'
SIDEWALK WITH A 3' BUFFER.

**PROPOSED TYPICAL CROSS SECTION
SUNSET ROAD – SEGMENT 1B
POMONA ROAD TO EAST END OF WTP PROPERTY**

EXISTING SOUTH CURB AND
SIDEWALK TO MOVE SOUTH
TO ACCOMODATE
DELIVERIES TO AND FROM
WATER TREATMENT PLANT.

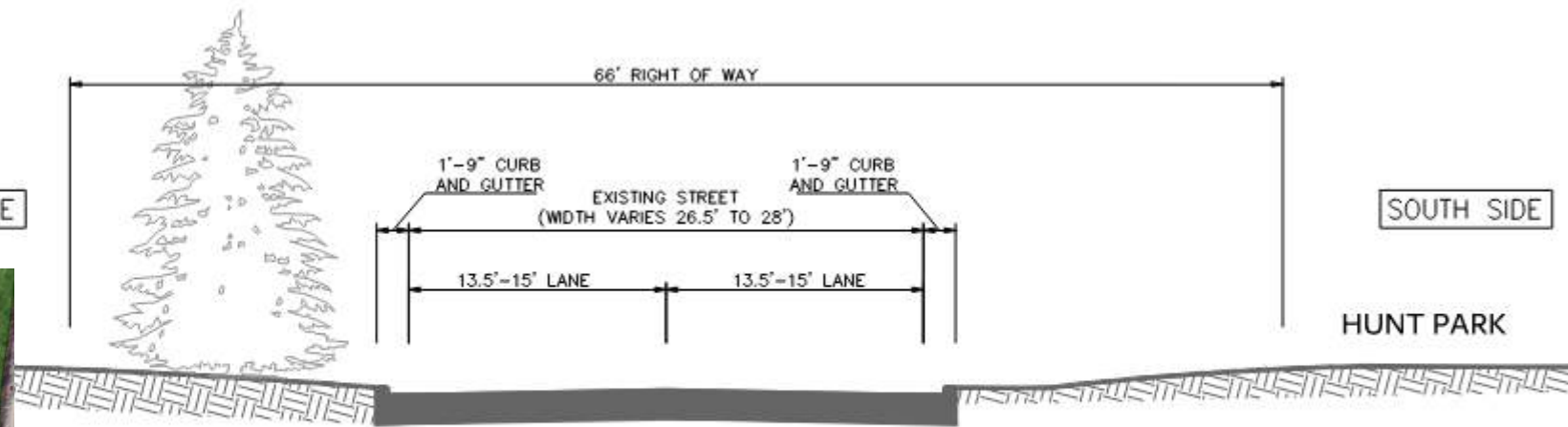
Segment 1B (Pomona to Water Treatment Plant)



Segment 2A (Water Treatment Plant to Spring)



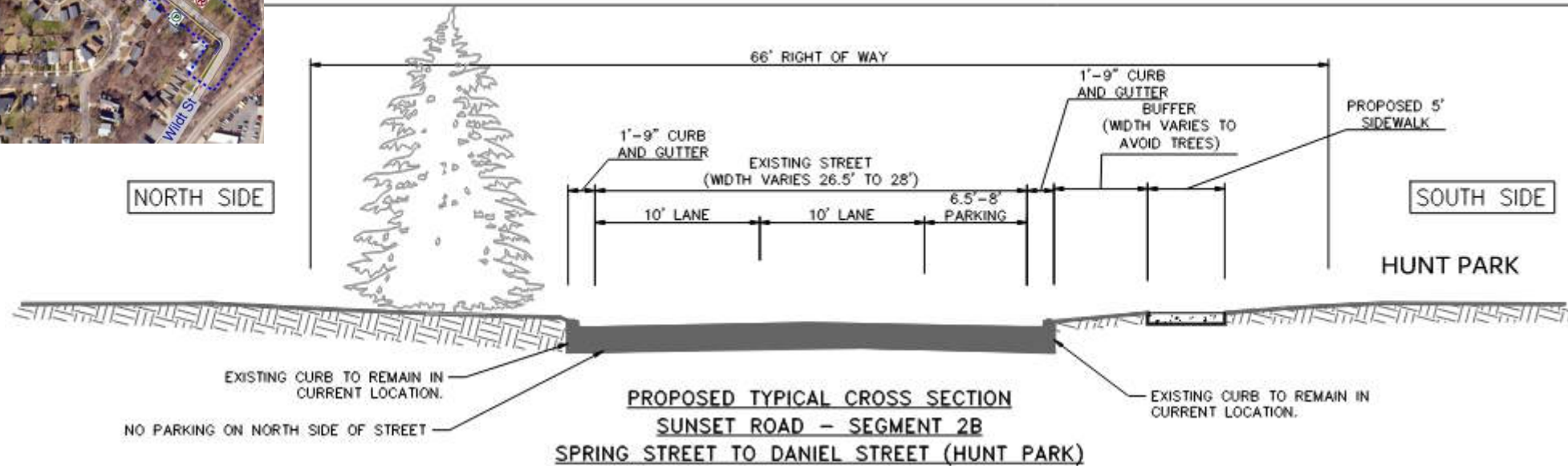
NORTH SIDE



SOUTH SIDE

**EXISTING TYPICAL CROSS SECTION
SUNSET ROAD - SEGMENT 2B
SPRING STREET TO DANIEL STREET (HUNT PARK)**

NORTH SIDE

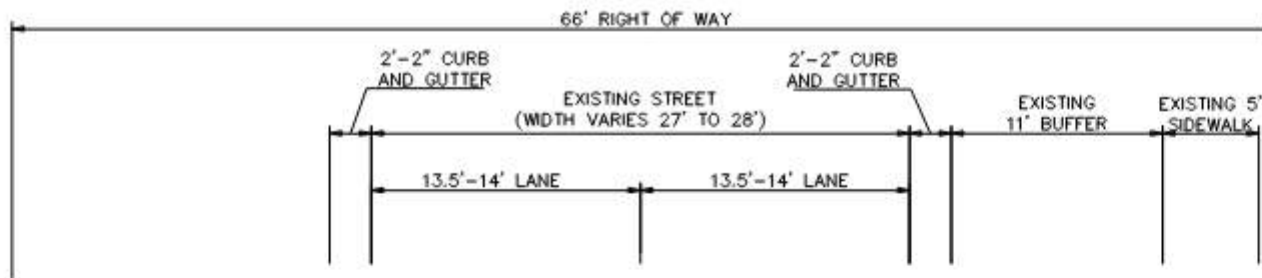


SOUTH SIDE

**PROPOSED TYPICAL CROSS SECTION
SUNSET ROAD - SEGMENT 2B
SPRING STREET TO DANIEL STREET (HUNT PARK)**



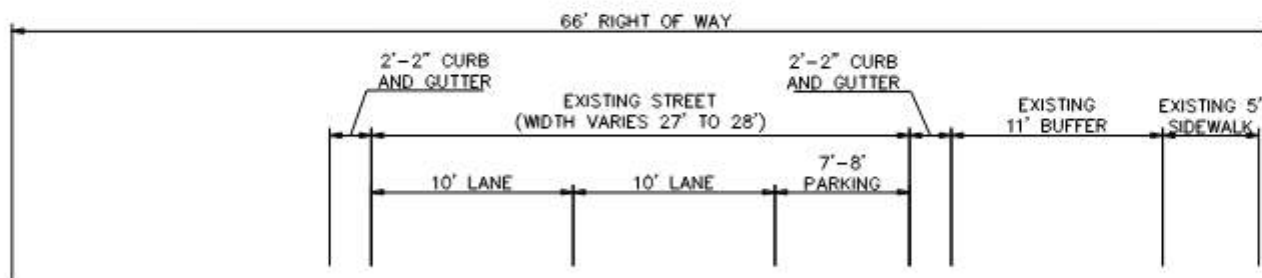
NORTH SIDE



SOUTH SIDE

**EXISTING TYPICAL CROSS SECTION
SUNSET ROAD - SEGMENT 3A
DANIEL STREET TO 350 FT WEST OF WILDT STREET**

NORTH SIDE



SOUTH SIDE

EXISTING CURB TO REMAIN IN CURRENT LOCATION.

**PROPOSED TYPICAL CROSS SECTION
SUNSET ROAD - SEGMENT 3A
DANIEL STREET TO 350 FT WEST OF WILDT STREET**

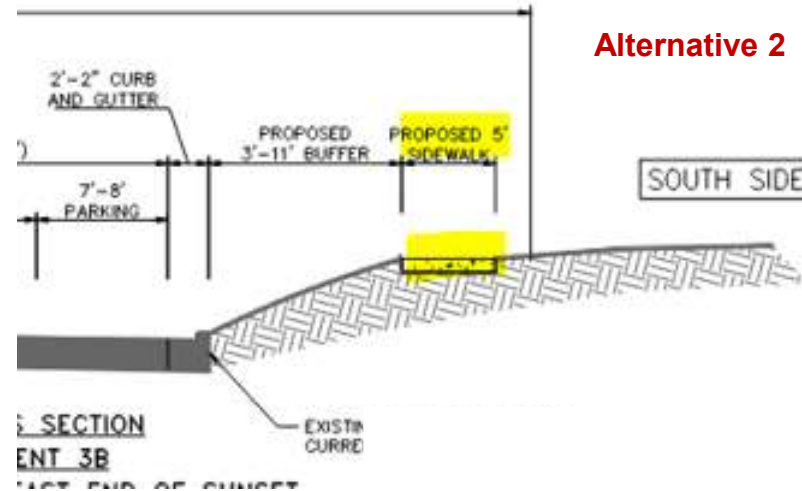
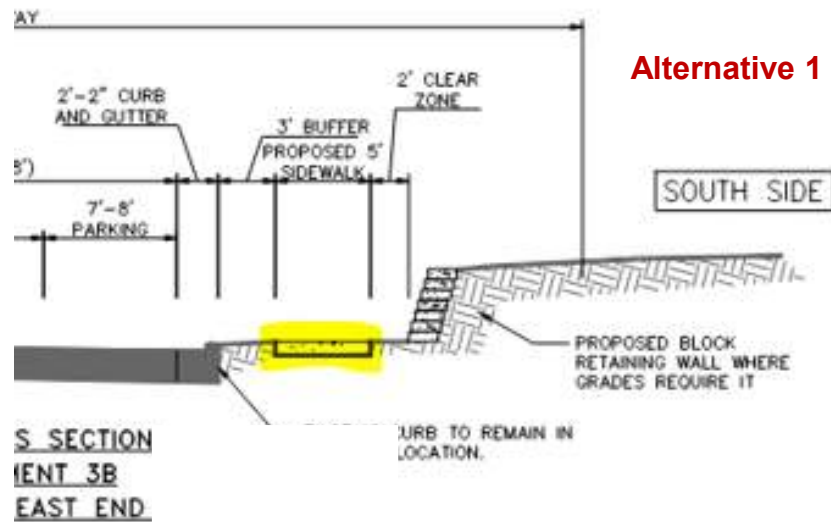
EXISTING CURB TO REMAIN IN CURRENT LOCATION.

Segment 3A (Daniel to 350' West of Wildt)



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



Segment 3B – Alternative 1 v. Alternative 2



Estimated Project Costs

	Newport – Pomona (1A)	Pomona – WTP (1B)	WTP – Spring (2A)	Spring – Daniel (2B)	Daniel – 350’ W. Wildt (3A)	350’ W. Wildt - Wildt (3B) Alternative 1	350’ W. Wildt – Wildt (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

Feedback from Second Engagement Session

- **Sidewalk improvements**
- **Traffic and safety concerns**
- **Winter sidewalk maintenance**
- **Roadway narrowing**
- **Crosswalk safety and visibility**
- **Parking impacts**
- **General sentiment**





Summary of Expected Outcomes

- ✓ Most vulnerable users
- ✓ Enhance pedestrian safety
- ✓ Minimize Yard Impacts
- ✓ Slower Speeds
- ✓ On-street parking
- ✓ Traffic Calming Opportunities
- ✓ Shorter Crosswalk Distances
- ✓ 'Bicycle Boulevard' Opportunity
- ✓ Hunt Park
- ✓ City Fire Code
- ✓ Water Treatment Plant



Summary

①

②

③

Design Details Requiring City Approval

- **Relocate north curb to minimize impacts to trees / vegetation / landscaping**
- **Provide on-street parking for WTP**
- **Narrow side street approaches**
- **Segment 3B: Option 'A' or 'B'**