

Dexter Road Sidewalk Project Public Engagement

Walking Meeting Summary and Questions & Answers

Oct. 5, 2024

9-11 a.m. and 2-4 p.m.

General Remarks at the Beginning

- Main purpose of this walking meeting is to gather community feedback, concerns, comments, questions pertaining to the Dexter Sidewalk Project along Dexter Ave. For these two hours we will walk and stop at different places along the proposed project area, but feel free to raise your hand for a question so we can capture your questions or comments.
- We have not started any design so we may not be able to answer any specific questions, however once we do have a preliminary design, we will have another public engagement meeting and gather community feedback at that time as well.
- The project team will consider feedback results and engineering best practices as they continue with the project design.

Questions and Answers

1) What is going to happen to the ditches? Is it possible to fill them and place the sidewalk on top of them?

Ditch filling or enclosing them into underground storm water pipes would only be done if needed for the sidewalk location or for the storm water component of the project. More likely, a small barrier fence may be installed to keep people separate from nearby ditches.

2) What do the stakes in my yard mean?

The stakes mark the property limits adjacent to the road right-of-way, which is owned by the city. The stakes installed for the purpose of the public meeting indicate preliminary locations that have been determined with limited information and may be adjusted upon completion of the land survey necessary for design of the sidewalk.

3) Is it possible for something to be done in the meantime to manage the speed on this road?

The speed management program, linked [here](#), is incorporated in all of the city's street projects. This project is a sidewalk project that will not disturb the street pavement on Dexter Rd. As such, the project would not be able to include speed management devices such as speed tables; however, the project may be able to include some pavement marking changes to visually narrow the driving lanes.

4) Is a crosswalk next to Valley Drive too close to Maple Road?

A crossing of Dexter Road at Valley Drive would not be too close to Maple Road, and would be appropriate as this location as it would create an important connection between the neighborhood and transit stops on Dexter Road. The project team has already verified with AAATA (The Ride) that service at this location is desired to continue.

5) Will a special assessment have to be done?

A special assessment will not be incurred because funding is provided from taxpayers due to the New Sidewalk Millage that was passed by voters in 2020.

6) Is it possible to incorporate a bike lane in this project?

Bike lanes are currently in place on Dexter Road. These bike lanes will remain at the end of this project.

7) Most of the roads are gravel, so how would that transition look - from gravel road to sidewalk?

In the case where a crosswalk will be installed to cross a gravel road and its location is currently unpaved, an additional section of pavement would be installed to extend the pavement through the crosswalk.

8) What is an easement, and what does it do?

An easement is a voluntary agreement to use a person's property for a specific purpose without owning it. Easement documentation defines the rights and responsibilities of the grantor and the grantee for a described area in perpetuity and is recorded with the county.

A temporary construction easement, also known as a temporary grading permit, is also a voluntary agreement to use a person's property without owning it in which the terms

include an expiration of the temporary easement. A temporary easement does not need to be recorded with the county.

9) What happens if I do not provide an easement to the city?

Withholding a sidewalk easement or a temporary grading permit can result in a sidewalk design you may not like, such as removing trees, incorporating retaining walls, or a steeper driveway approach

10) What are the standard dimensions for a sidewalk?

Standard sidewalks are five feet wide. The thickness of the sidewalk varies based on the anticipated load. They are primarily four inches thick. They are six inches thick at driveways and at road intersection ramps.

11) Are there any regulations on how close a sidewalk can be to someone's home?

There are not regulations on how close a sidewalk can be to houses. Houses are typically set back from the right-of-way (front property line) based on zoning ordinance requirement or variances from said requirement. Sidewalk locations are not restricted relative to house locations.

12) Will you replace mailboxes if you must move them?

We would not call for them to be replaced unless damaged.

13) Could mailboxes be placed on both sides of the road?

They are currently located on one side of the road, posing a risk to the northern residents when crossing the road to access their mailbox.

This matter is at the direction of the U.S. Postal Service. We recommend contacting your local USPS office at [this link](#).

14) Is it possible to extend the storm water pipe down Dexter?

See answer to question number 1.

15) What will happen to fences and landscape that are disturbed by the sidewalk installation?

Fences and landscapes located in the right-of-way will be removed as needed to install the sidewalk.

16) Will the contractors and workers park their machinery in my yard?

The contractors may park within the right-of-way with any restrictions directed by the engineer to help protect assets in the right-of-way.

17) Is it possible to incorporate crosswalks?

Crosswalks are planned to be part of this project, although not at every cross street. Crosswalk locations will be selected to provide enhanced service to AAATA (The Ride) transit stops along with providing continued travel along the corridor as needed. Crossing location considerations will include existing sidewalk networks in the neighborhoods to the north and south; public and school bus stop locations; and other engineering needs such as clear sight lines for drivers. The final crosswalk design will be determined using the city's crosswalk design guidelines.