

Hillcrest Improvements Project

Additional Questions from

April 12th Informational Session

April 18, 2016



Background

The following section answers questions asked during the question and answer portion of the Hillcrest Improvements informational session held on April 12, 2016. Please contact the City Engineer, Scott Murphy (970-901-1792) if you have any unanswered questions or concerns.

Frequently Asked Questions/Concerns

1. *What is going on with this project and why did residents not have more time for input on this project?*

Answer: The best source for information on the project is available at www.cityofmontrose.org/hillcrest. On this website you can find a summary of the project, links to project overviews, and frequently asked questions.

The City has been receiving input regarding this specific project since the Hillcrest Study was announced in the newspaper in January 2016. The City has also put out two press releases regarding the project (one in March and one in April), placed information in the City Beat newsletter, and will continue to update the project website. The project design is still under way so please feel free to contact us at any time if you have any suggestions for improving the project.

2. *How many accidents were reported in 2014 to 2015 at the intersections of Hillcrest and Miami and Hillcrest and Sunnyside?*

Answer: Accident data available from the Montrose Police Department are as follows:

| Intersection | Reported Accidents 2014 | Reported Accidents 2015 |
|-----------------------|-------------------------|-------------------------|
| Hillcrest & Miami | 3 | 6 |
| Hillcrest & Sunnyside | 7 | 1 |

Accident data going for both intersections going back to 2006 is also included on the informational session slides (slides 20 and 21) provided on the project website at www.cityofmontrose.org/hillcrest

3. *What is going on with the north-south bypass at Rio-Grande and Grand?*

Answer: The City has about 1 million dollars of federal grant money left over from when Grand was constructed between South First and North Ninth in 2012. In order to prevent this free money from being returned to the feds, the City will be extending Grand Avenue from South 1st to South 3rd in 2017 to use up the bulk of these remaining funds. South of this point, construction of Grand/Rio-Grande will require purchase of the Union Pacific Railroad Right of Way. This purchase is relatively expensive and may not take place for some time, yet remains a priority for the City to allow us to complete the bypass.

4. *Why wasn't the roundabout at Hillcrest and Miami designed and constructed first?*

Answer: This intersection is planned to be constructed in 2017 pending Right of Way (ROW) acquisition and budget approval by City Council. This process takes time and is currently in progress. The City has ROW and property on all four corners at Sunnyside and Hillcrest which allows this intersection to be designed and ready for construction sooner, resulting in this project going first. Both intersections are a priority improvement for the City.

5. *What improvements are planned for the intersection of 50 (San Juan Bypass) and 6450 Road?*

Answer: Long term, once the MUTCD (as discussed in presentation) signal warrants are met based on traffic volumes, a signal will eventually be installed at this intersection.

6. *What improvements will be made at the corner of Miami and 6720 Road to make it safer for the detour?*

Answer: The City will work closely with the contractor to ensure the detour is made as safe as possible in this area.

7. *Why are there no roads north-south to Highway 50?*

Answer: The City has completed the design to make 6700 Road connect straight through to Highway 50 without the jog over the 6720 road. Construction of this project is a long-term capital project priority but is currently not scheduled within the next five years. The project will also require right of way acquisition to construct the roadway.

8. *Why not put signals operating on designated times and stop/go when not working green/red?*

Answer: This would go against standard practice and is likely to cause a hazard to motorists. The City explored placing signals into stop/go mode with the signal at Cascade and Main during the downtown striping pilot project. This resulted in nearly 10 near-miss accidents the first two days that it was running due to the confusion it caused for the motorists.

9. *How do drivers eastbound and westbound on Sunnyside get into the roundabout when there are long lines north and south on Hillcrest?*

Answer: Traffic modeling of the Hillcrest roundabouts indicate that queue times for all legs of the roundabout will be acceptable. That is, even at elevated future traffic volumes or high loading on one street, there will be gaps available for vehicles on side streets to enter into and maneuver through the roundabout without excessive delay.