



Triview Metropolitan District

Higby Road Widening Jackson Creek Parkway to Harness Road

February 3, 2025

High Road Project Improvements — Roll Plot



Project History and Overview

- Triview Metropolitan District and the Town of Monument annexed Higby Road west of Harness Road into the Town in 2020.
- In 2021, Triview Metropolitan District worked with HR Green to prepare the Higby Road Study.
 - The Higby Road Study evaluated projected traffic volumes and recommended road improvements to mitigate traffic impacts along the corridor.
- On Dec. 18, 2021 at the request of the Town of Monument the District included Higby Road into the District subject to the terms and conditions said inclusion agreement Res No. 61-2021
- On June 21, 2021 Triview entered into an Improvements Financing Agreement with Creekside Developers Inc. for funding Higby Road improvements. Subsequently Creekside funded an escrow account for design and construction in the amount of \$2,264,676.
- In 2022, Triview Metropolitan District began working with Kimley-Horn to prepare construction plans for the Higby Road improvements recommended by the Higby Road Study.
- Final construction plans for Higby Road were prepared in 2024 and funded by Creekside Development's existing escrow account in the approximate amount of \$1,000,000.



Higby Road Today — Looking East



Reasons to Undertake this Project Now

- **Enhance Safety of Higby Road:**

- Constructing appropriate turn lanes,
- Installation of Roundabouts to increase traffic flow while providing traffic Calming
- Adds pedestrian crossings for students and others walking in the area
- Adding pedestrian sidewalks on the North Side and Multiuse trail on South Side of Higby
- Provides bicycle lanes
- Prevents dangerous left turns out of High School Parking Lot

- **Provides enhanced emergency ingress and egress in the event of a wildfire.**

- **Two Year Project that is ready to begin construction in Summer 2025!!!**



Future Higby Road — Looking East



Key Elements

- Widen Higby Rd to provide turn lanes and a median from Jackson Creek Pkwy to Harness Rd
- Improve existing traffic signal at Higby Rd and Jackson Creek Pkwy
- Construct a new roundabout providing full movement access to Lewis-Palmer High School
- Construct new roundabout at Higby Rd and Bowstring Rd
- Provide 5' wide sidewalk on the north side of Higby Rd for entire project length
- Provide 8' wide multiuse path on the south side of Higby Rd for entire project length



Future Configuration — Lewis Palmer High School Parking Lot



Multimodal Access

- Multiuse path on the south side of Higby Rd is designed to accommodate both pedestrians and bicyclists
 - The Federal Highway Administration (FHWA) *Bikeway Selection Guide* recommends a multiuse path on roadways with speeds and traffic volumes like Higby Rd.
- The roundabout at Lewis-Palmer High School provides a safe crossing point for students walking from the residential developments south of Higby Rd.
 - The National Cooperative Highway Research Program (NCHRP) *Report 1043* notes "At roundabouts, lower motor vehicle speeds that are governed by proper geometric design directly improve the pedestrian's safety and quality of service. Lower speeds increase the likelihood that a driver can yield to or stop for a pedestrian and avoid a collision. If the driver cannot avoid the collision, the lower speeds reduce the severity



Future Configuration — Higby Rd. and Bowstring Rd.



Why Roundabouts

- Roundabouts provide a significant safety benefit when compared to traditional intersections.
 - The American Association of State Highway and Transportation Officials (AASHTO) *Highway Safety Manual* shows that roundabouts can lead to a 78%-82% reduction in fatal and injury crashes when compared to a signalized or stop controlled intersection.
- Roundabouts don't force drivers to stop, reducing idling, and delay time when compared to a traditional intersection.
 - NCHRP *report 1043* shows roundabouts typically operate with acceptable levels of delay at traffic volumes double what is anticipated on Higby Rd.

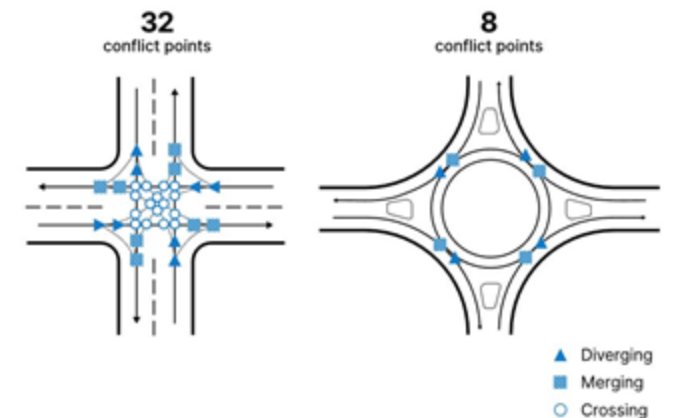
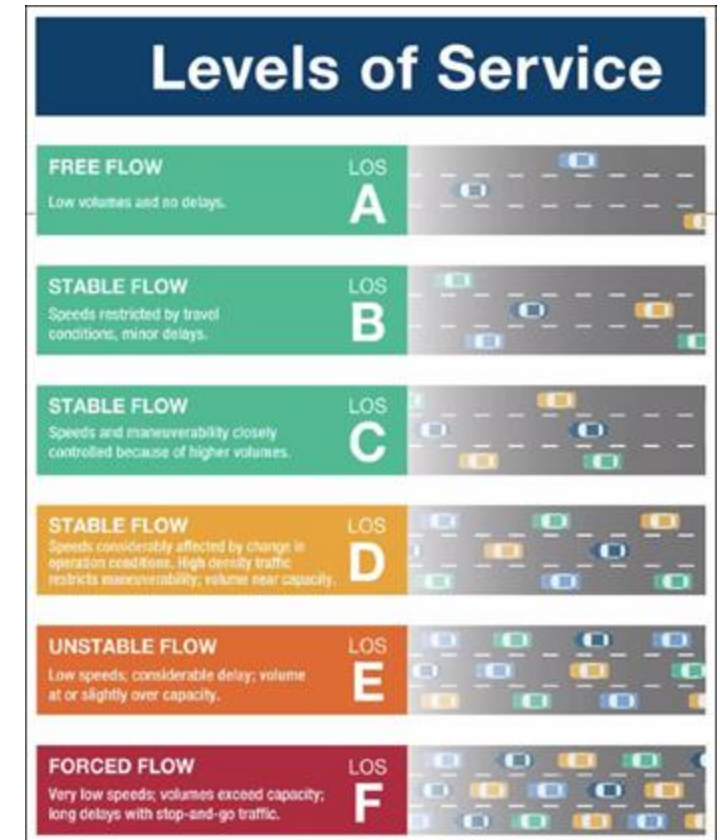


Future Configuration — Higby Rd. and Harness Rd.



Traffic Operations

- Intersections are given a letter designation based on congestion of traffic called the level of service (LOS).
- Intersections along Higby Road are anticipated to operate between **Free Flow** (LOS A) to **Stable Flow** (LOS C/D).
- Roundabouts reduce the speed of vehicles through the intersection and provide a continuous traffic flow.
- The roundabout provides less conflict points than a traditional intersection.
 - Fewer conflict points = fewer crashes and less severe



Financial/Construction Plan

- Project Cost \$12.6 Million Dollars. Kiewit ROM Pricing October 2, 2024.
- Project will be built in Two Phases:
 - Bowstring to east of Harness Phase 1
 - Jackson Creek Parkway to Bowstring Phase 2
- Phasing is necessary to accommodate Traffic from Lewis-Palmer High School
- Funding includes the issuance of General Obligation Bonds with a Ballot Initiative Proposed for May 6, 2025 Election. The Debt Service Payments on these bonds will not require a tax increase!
- Repayment sources include:
 - Developer Payments paid to the District under the terms of the existing Higby Road Reimbursement Agreement
 - A portion of District's O&M Mill Levy and Sales Tax Revenue
 - Builder Contributions from Road and Bridge Fees paid to the District at the time of building construction.



Key Points

- Triview Metro District is considering asking voters to approve a ballot measure this May to fund the redevelopment of Higby Road.
 - **81%** of residents approve of the job Triview Metro District does to maintain and improve the streets and roads according to a recent public survey.
 - **63%** of voters support a potential ballot measure to redevelop Higby Road citing concerns over safety, traffic, cost savings, and trust in the District.
- **Without raising taxes or increasing the authorized tax rate**, District debt would be increased up to \$12.6 million to pay for widening and improving the safety of Higby Road
 - This is for the **safety of district residents, Lewis-Palmer High School students and staff, and the entire community.**
 - Even if the ballot question were to pass, **Triview Metro District plans to continue to decrease its property tax rate – just as it has done in the past.**
 - The costs for construction continue to increase annually and that trend is only expected to continue.



Questions

- James McGrady District Manager Triview Metropolitan District
- Sean Hays Kimley Horn Design Engineer
- Jason Gross Triview Metropolitan District Board Member

