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| Date: December 29, 2023  To: Lindsey Wire, Jefferson County Planning & Zoning    From: Fran Evers, Jefferson County Horse Council  Subject: Regulation Amendment Case 22-122945AM – Transportation Design and Construction Manual - 2nd Referral |  |

Jefferson County Horse Council is respectively submitting the following comment regarding Regulation Amendment Case 22-122945AM reference above.

Sections 3.7.3.1 and Section 3.7.3.2 regarding right turn acceleration lanes. JCHC would like to recommend that these ‘lanes’ be required for entrances to and from Equestrian Centers and medium to large boarding stables and equine farms.

Comment: Slowing down sufficiently when trailering live animals to enter these types of facilities poses a traffic hazard and slows traffic down. Having a horse trailer rear ended is an ugly accident often resulting the serious injury to animals in the trailer. Also exiting these facilities without an acceleration lane poses a significant problem for a driver pulling a trailer requiring a significantly larger gap in traffic to safely enter the flow of traffic, thus creating a potential safety issue. A good example is entering and exiting the Arvada Indiana Equestrian Center on 75th and Indiana. We are suggesting this for all road classifications with the possible exemption of ‘Local.’

Section 6.4 Transportation Analysis

Section 6.4.2. Format, subparagraph “Projected Traffic” (pg 46) Insert after the 6th sentence: *Consideration should be given to site-specific uses that may result in the need for acceleration or deceleration lanes due to vehicle trips frequently involving larger vehicles or vehicles pulling trailers.*

Section 6.4 Transportation Analysis

Section 6.4.2. Format, subparagraph “Analysis” (pg 48) Insert after the 2nd sentence:  *Consideration should be given to site-specific safety issues for vehicle/pedestrian, vehicle/bicyclist, and vehicle/equestrian conflict.*

Section 6.5 Transportation Impact Studies

Section 6.5.2. Format, subparagraph “Projected Traffic” (pg. 49) Insert after the 5th sentence:

*Consideration should be given to site-specific uses that may result in the need for acceleration or deceleration lanes due to vehicle trips frequently involving larger vehicles or vehicles pulling trailers.*

Section 6.5 Transportation Impact Studies

Section 6.5.2. Format, subparagraph “Transportation Safety” (pg 50) modify the third sentence of the section to (modified areas in italics): “…improve pedestrian and bicyclist safety and minimize *vehicle/pedestrian, vehicle/bicyclist, and vehicle/equestrian conflict points.”*

Section 6.5.2 Format>Factors – Add Equestrian to bullet point 9: ‘Pedestrian, Equestrian and Bicycle Movements/Continuity of Factors.’

Comment: The presence and movement of equines within a certain area of a proposed development should be considered just as it is for pedestrians and bicycles. The traditional ‘paths’ used by equestrians have vanished over the past 30 years in the more populated areas of Jefferson County such as Lakewood, Arvada, Littleton and Golden disallowing equestrian the ability to safely ride from the location where their animal is kept to a park or trail. This was tragically brought home in the accident that occurred in Arvada requiring Griffin to be euthanized at the sight of the accident and injuring his heartbroken owner. JCHC along with other area horse associations and clubs would be more than willing to participate in helping to define areas in Jefferson County that have an equine presence.

Section 6.5.2 Format>Signalized Intersection: Level of Service – Add Equestrian to bullet point 10: ‘Bicycle, pedestrian and equine flows’

Comment: Same as Format>Factors comment above.

Section 6.5.2 Format>Roundabouts – Add Equestrian to bullet point 10: “bicycle, pedestrian and equestrian flows.’

Comment: Same as Format>Factors comment above.

General Comment: We recommend adding ‘equestrian’ to any place in this regulation that has ‘bicycle and pedestrian.’

**Appendix**

Section 3. Transportation Analysis

Subparagraph “Projected Traffic” (pg 62) Insert after the 5th sentence: *Consideration should be given to site-specific uses that may result in the need for acceleration or deceleration lanes due to vehicle trips frequently involving larger vehicles or vehicles pulling trailers.*

Section 3. Transportation Analysis

Example Outline

Subparagraph “Analysis” (pg 65) Insert after last existing sentence of the section: *Consideration should be given to site-specific safety issues for vehicle/pedestrian, vehicle/bicyclist, and vehicle/equestrian conflict.*

Section 4. Transportation Impact Studies

SubSection B. Format

Subparagraph “Projected Traffic” (pg 66 & 67) Insert after 4th sentence of the section: *Consideration should be given to site-specific uses that may result in the need for acceleration or deceleration lanes due to vehicle trips frequently involving larger vehicles or vehicles pulling trailers.*

Section 4. Transportation Impact Studies

SubSection B. Format

Subparagraph “Transportation Safety” (pg 68) modify the third sentence of the section to (modified areas in italics): “…improve pedestrian and bicyclist safety and minimize *vehicle/pedestrian, vehicle/bicyclist, and vehicle/equestrian conflict points.”*

Traffic Counts> 4. Transportation Impact Study>Transportation Analysis>Factors – Add Equestrians to bullet point 9: ‘Pedestrian, Equine and Bicycle Movement/Continuity of Facilities.

Comment: Same as Format>Factors comment above

Transportation Analysis>Signalized Intersections – Add equestrians to bullet point 10: bicycles, pedestrian and equine flows.’ Also if there is a manual pedestrian ‘control button’ to stop traffic, an equestrian rider height manual ‘control button’ should be made available to accommodate mounted equestrians.

Comment: Same as Format>Factor comment above. Also, having a ‘control button’ that is equestrian rider height provides a much safer way for an equestrian to pause traffic. Reaching over to push a button designed for pedestrians especially pedestrians confined to wheelchairs/scooters while controlling a 1000# plus animal can be challenging. Dismounting, leading the equine across the road and mounting on the other side of the road also poses a safety issue as an equestrian is in the most dangerous position when mounting and dismounting. Allowing equestrians to safely and quickly cross a road while mounted is the safest solution for both the rider and the traffic.

Transportation Analysis>Roundabouts – Add equestrian to bullet point 8: ‘bicycle, pedestrian and equine flows.’

Comment: Same as Format>Factor comment above.

Our reviewers had a few additional comments and we’re not quite sure where they should be placed as recommendations in this document. They are as follows:

Consider defining and adding ‘Equestrian Infrastructure’ similar to ‘Bicycle Infrastructure.’ JCHC would be willing to provide input this.

Consider developing road design standards for street crossings utilized by equestrians. JCHC could provide design recommendations on this. Equine depth perception is quite different than human depth perception. Horses can perceive the white stripes across a road that are often used to indicate a pedestrian or game crossing as a ‘cattle guard’ or something dangerous and refuse to walk across the lines possibly shying into traffic.

Consider additional signage to alert drives that equestrians may be in the area. We understand signage is expensive and some criteria would need to be established for the placement of this type of signage if such criteria does not already exist. We do see some of these types of signs throughout the county which is appreciated. JCHC would be willing to provide input and recommendations including possible locations.

Consider adding rumble strips around stop signs and along roads that don’t have sidewalks or shoulders to alert drivers and help keep pedestrians and equestrian safe. The tragic equine/auto accident mentioned above might have been prevented had rumble strips been present at the stop sign. It is our understanding that the driver was distracted in some way and ran the stop sign thus hitting the horse and rider. Rumble strips might have drawn his attention back to the road and the upcoming stop sign.

Thank you for allowing JCHC to provide input into this regulation. If you have any questions, please feel free to contact us.

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Respectively submitted,

Fran Evers