

**SUMTER COUNTY BOARD OF COMMISSIONERS  
EXECUTIVE SUMMARY**

**SUBJECT:** Golf Cart Access NW Side of Buenos Aires Blvd (Staff recommends COA 1a)

**REQUESTED ACTION:** Board Approval of Course of Action 1a

Work Session (Report Only)    **DATE OF MEETING:** October 26, 2010  
 Regular Meeting                       Special Meeting

**CONTRACT:**  N/A

Effective Date: \_\_\_\_\_

Vendor/Entity: \_\_\_\_\_

Termination Date: \_\_\_\_\_

Managing Division / Dept: \_\_\_\_\_

Public Works / Road and Bridge

**BUDGET IMPACT:** Varies depending on the course of action selected by the Board

Annual

**FUNDING SOURCE:**

County Transportation Trust

Capital

**EXPENDITURE ACCOUNT:**

103-340-541-4600

N/A

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**HISTORY/FACTS/ISSUES:**

The Board of County Commissioners reviewed 4 options for golf cart access to the NW side of Buenos Aires Blvd during the regular meeting on 28 September. The requested action was for the Board to elect an option for further engineering study and implementation. The direction to the County Administrator and staff was: 1) to more fully develop option 4; 2) to vet the options with The Villages and obtain their recommendation on golf cart access to the subject location, and 3) to ensure staff has done their due diligence with regard to courses of action for golf cart access to the subject location.

Existing Conditions:

Buenos Aires Boulevard is a 4 lane undivided roadway connecting El Camino Real to US Highway 441/27. The most current vehicle counts were 5,548 southbound and 5,069 northbound for a two way total of 10,617. The County maintains Buenos Aires Boulevard which consists of 4 x 12 foot travel lanes and type "F" curb and approximately 4' grass strip. El Camino Real is a 4 lane divided roadway where it intersects Buenos Aires.

The intersections of Buenos Aires Boulevard with El Camino Real and US 441/27 are fully signalized. A 60 foot right-of-way exists from El Camino Real northeast to Bella Cruz Drive. A 67 foot right-of-way exists from Bella Cruz Drive northeast to US 441/27 to facilitate the raised median. The posted speed limit on Buenos Aires is 30 MPH.

Based on MPO data, Buenos Aires Blvd had 23 accidents from the period of 2/9/07 to 12/12/09, along Buenos Aires from Bella Cruz to El Camino, including 3 injury accidents.

Current Golf Cart Access to NW Side of Buenos Aires Blvd:

Presently golf cart traffic is able to ingress and egress all of the commercial properties southeast of Buenos Aires Boulevard by means of tunnel cart traffic under El Camino Real immediately south of Buenos Aires Boulevard. Based on observations and interviews, some golf cart drivers currently access businesses on the northwest side of Buenos Aires Blvd from the rear entrance (truck delivery area) of the Publix shopping center. Most personnel use their automobiles.

The Villages is in the process of renovating the existing the golf cart path on the south side of El

Camino Real, across the private drive to Freedom Point, and then continuing along the south side of El Camino. Due to restricted right of way, the golf cart path crosses in front on the stop bar for automobiles at this signalized location.

There are two existing golf cart crossing locations in the Villages with elements that are similar to the subject area; the crossing of El Camino Real and Enrique Drive, and the crossing of Morse Blvd at Rio Grande. However, there are notable and significant differences to relate the safety of the golf cart driver and motorist.

El Camino and Enrique (see attached photos):

1. Carts on the El Camino cart path cross behind the stop bar here, versus in front of the stop bar at the location of COA 4. This allows them to merely cross the gated road at Enrique, or cue up to cross El Camino.
2. Carts cross from one low volume residential area to another low volume residential area here, versus COA 4 which would put the cart in the travel lanes with high volume of motorized traffic.

Morse Blvd and Rio Grande (see attached photos):

1. Carts traveling on Rio Grande are directed by sign, to merge left with traffic from a protected cart lane, in order to cross Morse Blvd with the signal. At the location of COA 4, when departing the businesses, carts would turn right and then merge left into the traffic left turn/thru lane near the intersection. In this case, the cart is not in a protected lane prior to merging but moving from one active lane to another active traffic lane.
2. When carts cross Rio Grande, they can enter a protected cart lane easily. At COA 4, to continue east the cart would have to enter the crossing at Freedom Pointe in front of potential traffic, due to the curb separating the roadway and cart path.
3. If a cart on Rio Grande decides not to turn left onto Morse, they stay in the cart lane and turn right onto the cart path along that side of the Morse. At COA 4, if a cart remains in the right lane by accident, there is no recovery area, and no cart path along that side of El Camino.

A complete list of pros and cons of both courses of action are discussed below.

Additionally, as directed by the Board, staff met with key representatives of The Villages on 5 October and with their current cart path consultant, KHA, on 8 October. The Villages' was represented by Mr. Ron Grant, Vice President, and Mr. Gary Moyer. A summary of The Villages' input is:

1. There is no legal or developmental (DRI) requirement for the Villages to provide golf cart access to the businesses on the NW side of Buenos Aires Blvd. This was confirmed with Planning and Development Division staff.
2. Furthermore, The Villages' representatives stated they informed the initial buyer of each commercial property on the NW side of Buenos Aires that the Villages would not provide them with golf cart access.
3. The Villages' recommendation for golf cart access on the NW side of Buenos Aires is to not provide it. Either continue with option 1 as shown on 28 September, or put the signs back up that restrict golf carts from crossing Buenos Aires at all, i.e., COA 1a.

A summary of discussion with their golf cart path consultant (KHA) is that golf carts are not safe crossing El Camino at the intersection with Buenos Aires, nor on Buenos Aires, in general, as shown in COA 4. (See more detailed comments at the attachment memo).

Purpose:

This report has been prepared for the Board of County Commissioners for consideration as it pertains to golf cart access on the northwest side of Buenos Aires Boulevard. COA's are listed below along with staff's pros/cons concerning each.

**COA 1a:**     *Re-install the signs for no golf cart access*

Pros: Eliminates tort liability – this is the safest COA

Minimal cost for signs

Eliminates co-mingling of licensed motor vehicles with golf carts on a 4 lane divided highway, and with trucks in the delivery area

Assured access remains available via motorized vehicles

Cons: Continued citizen complaints

**COA 4:**     *Modify signage along Buenos Aires Blvd and at the intersection of Buenos Aires Blvd and El Camino Real to allow cart crossing.* (see attached aerial and photos)

Pros: Provides an additional route to cross El Camino Real onto Buenos Aires Boulevard and is similar (but not identical) to other locations in the Villages

Minimal cost for signs

Cons: Would comingle the golf carts in regular traffic lanes for the longest distance on Buenos Aires, a road with a history of accidents, with speed differential causing hazardous conditions.

Could put unlicensed operators, in unlicensed vehicles, in the same traffic lanes as licensed motorized traffic, under conditions that do not exist anywhere else in the Villages.

Carts would be in front of the stop bar (and auto traffic) when preparing to cross El Camino, and would also have to cross the left turn only turn lane in front of auto traffic in order to get in front of the thru lane.

The exit ramp from Freedom Point parking lot feeds directly behind the stop bar at the proposed crossing, a potential conflict with carts trying to U-turn to cue.

No positive control for preventing carts from traveling farther NE along Buenos Aires to other access points

No positive control for preventing carts from turning left when departing the businesses on the NW side of Buenos Aires

When departing the businesses NW of Buenos Aires, carts would have to merge left into an active traffic lane from another active traffic lane, instead of a protected golf cart lane

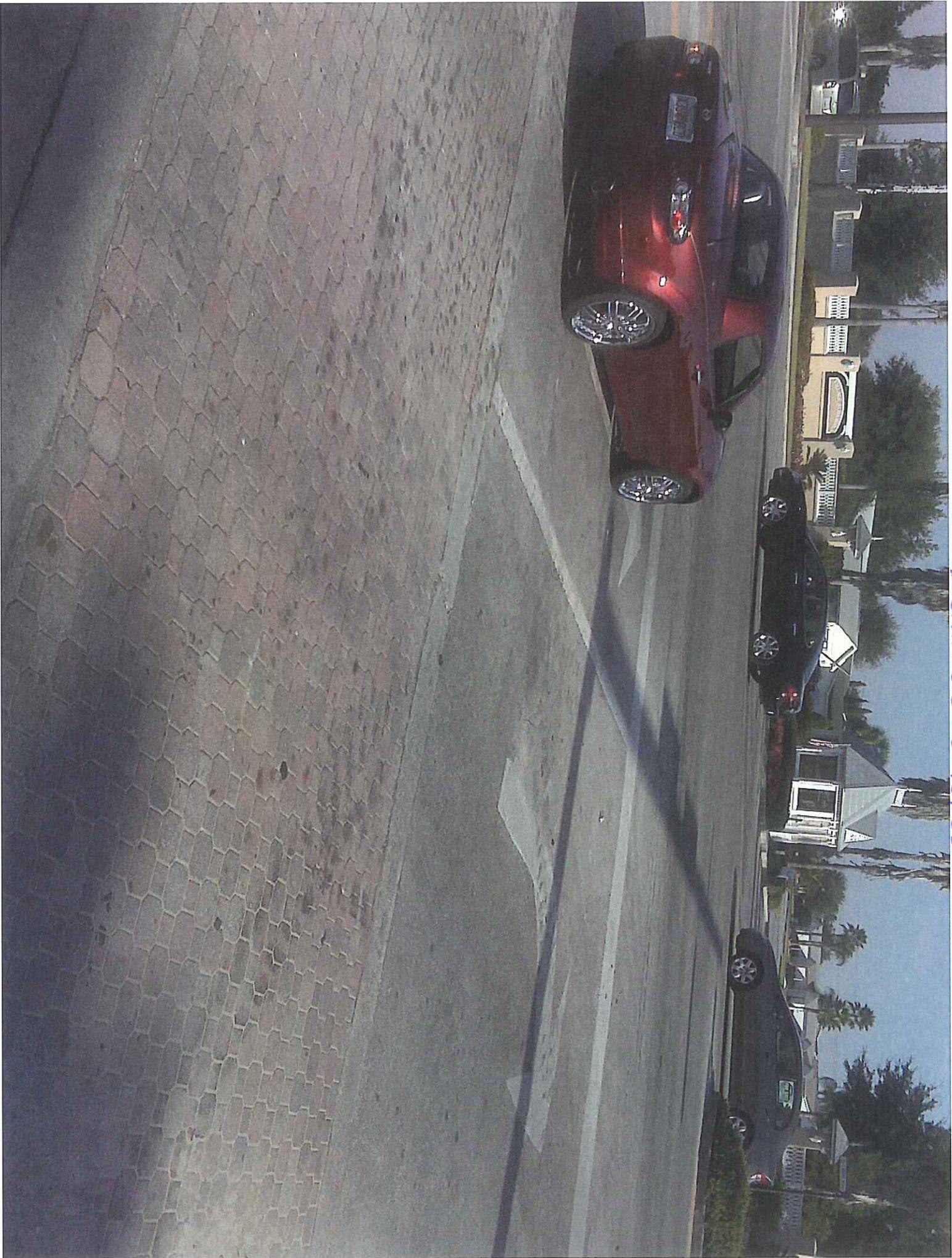
To continue east, carts returning to cross El Camino would have to enter the cart path at Freedom Pointe in front of potential traffic due to the curb separating the roadway and cart path

When departing the businesses NW of Buenos Aires, if a cart remained in the right lane by accident or design, there is no recovery area and no cart path on that side of El Camino

Increase in potential tort liability for the County.

This COA is the least safe and not recommended by Public Works.

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EL CAMINO @ ENRIQUE

RIO GRANDE @ MORSE

CARTS  
MERGE WITH  
VEHICULAR  
TRAFFIC

Morse Blvd



10.15.2010 11:52



Kimley-Horn  
and Associates, Inc.

October 19, 2010

■  
Suite 101  
1321 SE 25<sup>th</sup> Loop  
Ocala, Florida  
34471

Mr. Scott Cottrell, PE  
Public Works Director, Sumter County  
319 East Anderson Avenue  
Bushnell, Florida 33513

**Re: *Cart Access Graphic and Memorandum***  
***KHA Project Number: 142109017***

Dear Mr. Cottrell:

In accordance with our agreement with Sumter County dated October 12, 2010, KHA has prepared the attached graphic of proposed signage locations on Buenos Aires Boulevard in The Villages, Florida. The locations of the signs are in accordance with your sketch transmitted to us on October 12<sup>th</sup>, with additional comments on October 15<sup>th</sup>.

As requested, our opinion of the pros and cons associated with the attached plan is as follows.

**Pros:**

1. The proposed improvements could be constructed in a short time frame at low cost.
2. The proposed improvements do not require the acquisition of additional easements or rights-of-way.

**Cons:**

The proposed improvements are not safe.

1. The cart movement from the multi-purpose trail on the southwest side of El Camino Real into the travel lanes of the signalized intersection lacks sufficient room for carts to queue at the signal without conflicting with other turning movements at the intersection. Carts would have to merge into vehicular travel lanes in front of the existing stop bar without room to properly align into the travel lanes. Numerous conflicts with other turning movements exist and this movement would be dangerous for all vehicles in the intersection.
2. Once through the intersection of El Camino Real and Buenos Aires Boulevard, carts would need to execute a merge movement to the inside travel lane. While this movement is made in other areas of The Villages, all instances of carts sharing the road with automobiles occur on two lane roadways. A four-lane road introduces weaving maneuvers that can be deadly for cart drivers.

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TEL 352 671 9451  
FAX 352 671 9439



3. The requirement for carts to turn left at the medical park entrance would leave them unprotected from the rear as they wait for breaks in the oncoming traffic. At this location the cars have entered the commercial areas of the road corridor and there are a high number of driveway ingress and egress maneuvers occurring. Should the carts fail to turn left they will be forced to travel into the heaviest traffic areas of Buenos Aires Boulevard where no provisions for cart traffic are provided.
4. Once leaving the medical park, the carts again must complete a merge movement in heavy vehicular traffic. Should the carts fail to make the merge movement before reaching the traffic signal they would be stuck in the right turn lane and would have no choice but to turn right onto El Camino Real, which is not designed for cart access.
5. When the carts travel to the southwest through the signalized intersection they would then be forced to turn back onto the multipurpose path in two directions, again ahead of the stop bar. This movement would be made while the light is green, which means a cart would need to cross the intersection and then turn sharply onto the path in direct conflict with the other vehicles.
6. The proposed plan ignores the fact that an underground tunnel with safe access to the multipurpose path system already exists beneath El Camino Real. This path provides a protected access trail to Banderos Avenue. Consideration should be given to ways in which carts can be more effectively routed from this location to the medical park on the northeast corner of the intersection.

In summary, our review of the proposed plan concludes that it could jeopardize the health, safety and welfare of the general public. We urge you not to construct this concept as currently proposed.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'R. Busche', enclosed within a large, loopy oval.

Richard V. Busche, PE

Attachment

RB/lh



C.O.A. 4





EL CAMINO © BUEYUD/ARIELS (FREEDOM PI)

RESOLUTION NO 2010- \_\_\_\_\_

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS  
OF SUMTER COUNTY, FLORIDA, AUTHORIZING A GOLF CART  
CROSSING AT EL CAMINO DRIVE AND BUENOS AIRES BLVD

WHEREAS, the use of golf carts within the Villages is very popular, is an accepted method of transportation, the Villages has many miles of golf cart paths and tunnels, and such use has proven to be an economical method of transportation, and

WHEREAS, Section 17-3 of the Sumter County Code authorizes the Board to approve the operation of golf carts on County road or streets if authorized by resolution, and

WHEREAS, Section 316-212 (3), Florida Statutes provides that golf carts may be operated on County roads only during the hours between sunrise and sunset unless the government with jurisdiction determines that golf carts may be operated during the hours after sunset and before sunrise so long as the golf carts are equipped with headlights, brake lights, turn signals and windshields, and

WHEREAS, there has been a request to allow golf carts to cross access the establishments on the west side of Buenos Aires Blvd,

NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners of Sumter County, Florida as follows:

1. This resolution is adopted pursuant to Section 17-3 of the Sumter County Code.
2. The Board has determined that golf carts may operate across the intersection of El Camino Real and Buenos Aires Blvd and on Buenos Aires Blvd to access the establishments on the west side of Buenos Aires Blvd, once necessary signage has been installed and any necessary signal timing modifications have been made.
3. The Board has determined that the golf carts may only operate in the area of this resolution during daylight hours.
4. Golf Cart traffic is hereby approved to cross El Camino Real at the intersection with Buenos Aires Blvd, and travel to the establishments on the west side of Buenos Aires Blvd and return.
5. This resolution is subject to the preparation of signed and sealed plans to accommodate safe movement by the golf carts and the automobile traffic using these roads.
6. Violation of this resolution and chapter 17-3 shall be subject to the penalties set forth therein.

ATTEST: GLORIA HAYWARD  
CLERK & AUDITOR

BOARD OF COUNTY  
COMMISSIONERS  
SUMTER COUNTY, FLORIDA

By: \_\_\_\_\_  
Deputy Clerk

By: \_\_\_\_\_  
Doug Gilpin  
Chairman