

Golf Cart Study Guidelines

March 30, 2006

Travel Lane Width: existing travel lane width must be a minimum of 10' with either a parking lane or shoulder provided of sufficient width for a golf cart to safely pull to the right

Pavement Markings: pavement markings that may conflict with vehicular and golf cart operation will be evaluated

Speeds: the 85th percentile speed shall be no greater than 33 miles per hour; sample speed data will be collected on street(s) as determined by the engineer; other speed factors to be considered would be the differential between the maximum speed limit of an electric golf cart vs. the recorded 85th percentile speed

Volumes: the average daily traffic shall be no more than 500 vehicles per day; sample volume data will be collected on street(s) as determined by the engineer

Parking: a parking lane or shoulder of sufficient width for a golf cart to safely pull to the right; if on-street parking is of sufficient concentration that the parking lane or shoulder is largely unusable for golf carts to pull to the right it will be deemed to be non-existence

Sight Distance: adequate sight distance shall be available for a vehicle to stop; stopping sight distance requirements will be based upon measured 85th percentile speed; minimum stopping sight distances are as follows:

25 mph = 150'

30 mph = 200'

35 mph = 225'

Accidents: historical accident history will be reviewed for the most recent prior three calendar years (example: 2003, 2004, 2005)

Recovery area: a parking lane or shoulder provided of sufficient width for a golf cart to safely pull to the right will be required

Roadside features: open ditches immediately adjacent to the travel lane shall be deemed an unsafe condition for the operation of golf carts

Pedestrians and Sidewalks: lack of sidewalks adjacent to both sides of travel lanes would indicate that pedestrians would be using the travelway introducing another hazard

Other Geometric Features: horizontal and/or vertical curves that impact sight line, vehicle paths, etc. will be evaluated

Field Evaluation with Golf Cart: the engineer may use a golf cart on the street(s) as part of the evaluation process

Engineering judgment: will be a part of all reviews

Disclaimer (to be included with every study with an approval recommendation): The recommended approval for allowing golf carts does not guarantee the safety of their operation on the streets in the study area. The approval recommendation is based upon the findings of the engineering study conducted at this time and actual conditions may change. The recommended approval does not releive the operator of responsibility for the safe operation of their golf cart. We reserve the right to revisit and recend approval based upon changing conditions such as accidents, traffic volumes, speeds, etc. based upon an updated engineering study.