



City of Miami Springs Traffic Study: Golf Cart Suitability on City Streets



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Executive Summary

The Corradino Group completed this traffic study for the City of Miami Springs to examine possible alternatives for the use of golf carts on City streets. The study included a detailed traffic analysis, examination of Florida Statutes and existing golf cart ordinances, and an examination of the City's land use patterns. The traffic analysis was based on the requirements found in the Florida Statutes regarding speed and jurisdiction. Additionally, the study looked at functional classification, peak hour traffic volume, truck traffic volume, accident volumes, and Level of Service.

Ideal conditions for golf cart operation were determined to be:

- **City maintained**
- **"Local" functional classification**
- **30 mph or less speed limit**
- **350 or fewer peak hour volume**
- **500 or fewer daily truck volume**
- **Level of Service (LOS) of C or better**

The results of the analysis were three Alternatives for the City to Consider. Alternative 1 required no change from existing conditions and does not require a new City ordinance. Low-speed vehicles are already allowed on streets with a speed limit of 35 mph or lower. All streets in Miami Springs, with the exception of NW 36th Street and NW 42nd Avenue have a speed limit of 35 mph or lower.

Alternative 2 is based on the traffic analysis performed for this study. A street suitability scale was developed to evaluate streets for their relative safety for golf cart operation. Additionally, a set of criteria was developed to determine where golf carts can safely cross un-suitable streets. Alternative 2 would require a new City ordinance allowing golf cart use that outlines where and how they may be operated, as well as, other requirements for golf cart operation, such as required safety equipment and permits. A draft of this ordinance may be found in Appendix A. Alternative 2 would also require significant signage to warn other drivers of the presence of golf carts, highlight the location of golf cart crossings, and tell golf cart operators where they are not allowed. A golf cart signage plan may be found in Appendix B. The City should update the street suitability evaluation and ordinance at least every 5 years. With each update, the City should collect traffic data on as many streets as possible to support the evaluation.

Alternative 3 is similar to Alternative 2, except it would not require golf carts to have all of the required safety equipment.

Alternative 2 is the recommended option. With this alternative, golf carts should only be allowed on streets with a suitability score of two (2) or lower.



Introduction

Several Florida municipalities have already joined a national trend of allowing the operation of golf carts on city streets as a means to lessen their environmental impact and reduce driver stress. The City of Miami Springs is considering a similar option. This report details the analysis undertaken to determine the suitability of Miami Springs streets for the operation of golf carts.

Traffic Analysis

This section describes the traffic analysis applied to the City of Miami Springs to determine suitability for golf cart operation. The analysis included an examination of State of Florida laws regarding operation of golf carts on streets, traffic data, speed limit, jurisdiction, functional classification, land use, recommendations from the Chief of Police, accident statistics from 2014, and local knowledge of speeding. Jurisdiction and speed are required considerations by Florida statute. Functional classification and traffic data related to total volume, peak hour volume, truck volume, and level of service were used to determine the relative safety of golf cart operation. Surrounding land use was used to determine appropriateness of golf cart operation. The Chief of Police recommendations provide insight not provided by primary data sources and represent professional opinions of existing conditions. Streets with excessive speeding were also observed and the percentage of vehicles travelling more than 5 mph above the limit were considered in the analysis. All freeways, expressways and associated ramps were excluded from the analysis, as they would never be approved for golf cart operation.

State Statutes

The State of Florida has strict guidelines for how municipalities may allow the operation of golf cars on public streets. In this section we will provide an overview, however full text of the statutes may be found in Appendix B. Golf carts are regulated under the following Florida statutes:

1. Title XXIII (Motor Vehicles) Chapter 320 (Motor Vehicle Licenses) Section 01 (Definitions)
2. Title XXIII (Motor Vehicles) Chapter 316 (State Uniform Traffic Control)
 - Section 03 (Definitions)
 - Section 212 (Operation of Golf Carts on Certain Roadways)
 - Section 2122 (Operation of a low-speed vehicle or mini truck on certain roadways)

Existing golf cart ordinances from other Florida municipalities were reviewed in order to determine current best practices. These include Key Biscayne, Palmetto Bay, and Cutler Bay.



Florida Statutes define a golf cart as “a motor vehicle that is designed and manufactured for operation on a golf course for sporting or recreational purposes and that is not capable of exceeding speeds of 20 miles per hour.”

Florida Statutes define a low-speed vehicle as “any four-wheeled electric vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour, including neighborhood electric vehicles. Low-speed vehicles must comply with the safety standards in 49 C.F.R. s. 571.500 and s. 316.2122.”

Low-speed vehicles are currently allowed on streets with a speed limit of 35mph or less. These vehicles are equipped with all necessary safety equipment and must be registered and insured, just like other motor vehicles.

Municipalities must explicitly permit the use of golf carts through an ordinance. Additionally, cities may only grant this permission on streets under city jurisdiction. Operating golf carts on or crossing roads under Miami-Dade County or Florida State jurisdiction requires the approval of these associated entities.

Jurisdiction

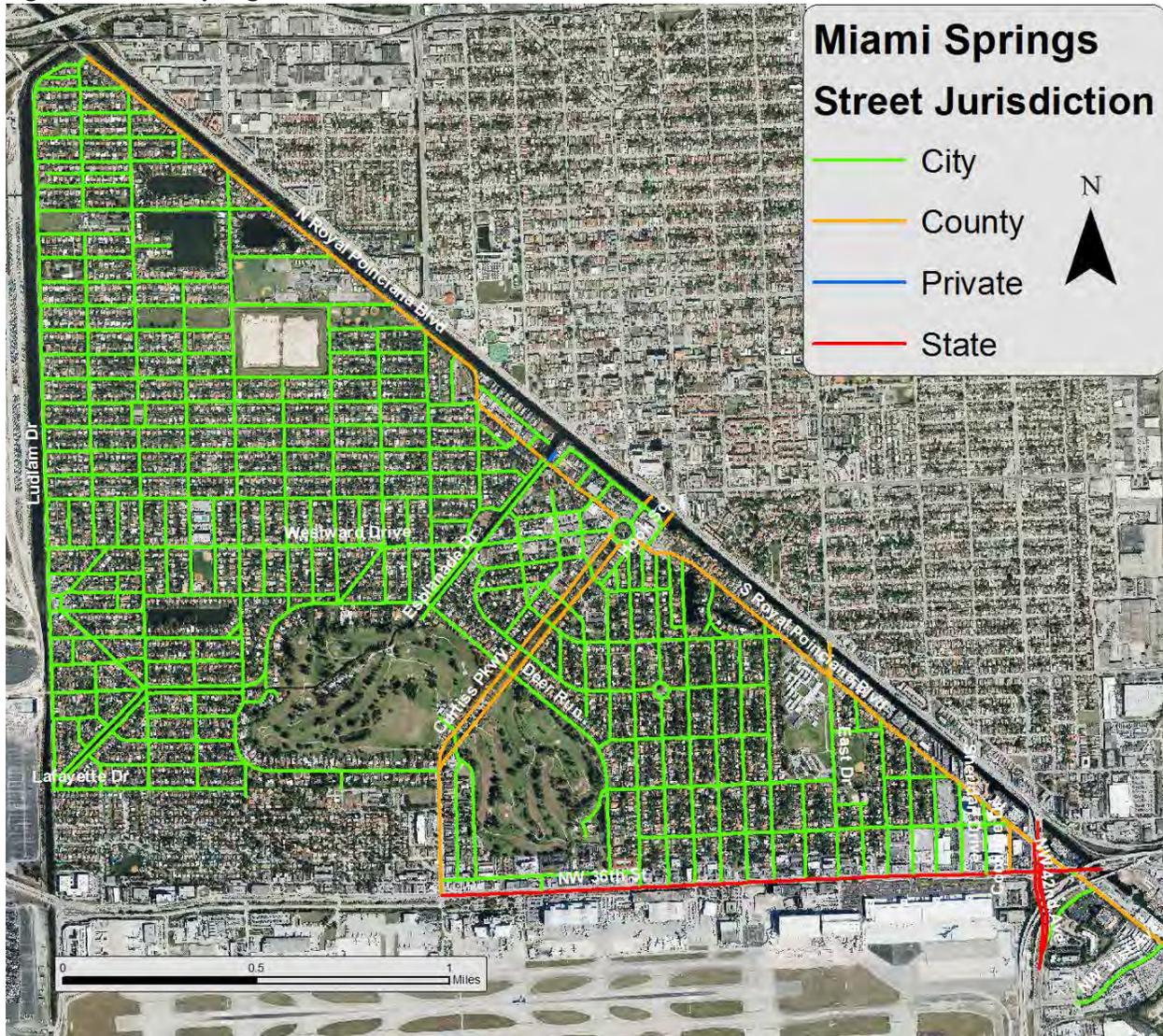
The first step in determining which, if any, streets are suitable for golf cart operation was to identify what streets are maintained by city, county, and state. The vast majority of streets in Miami Springs are city streets. Most are residential in character. A streets are maintained by the county, and even fewer by the state, mostly in the southeast section of the City. Table 1 lists the county and state maintained streets. Figure 1 is a map indicating jurisdiction over all streets in Miami Springs. **Identifying these streets is necessary, because if the City decides to allow operation of golf carts on its streets, crossing county and state roads may be required for connectivity to all parts of the City.**



Table 1. County and State Roads in Miami Springs

County Roads	From	To
North Royal Poinciana	Curtiss Parkway	Crane Avenue/Ludlam Drive
South Royal Poinciana	NW 42 nd Avenue/Le Jeune Road	Curtiss Parkway
Curtiss Parkway	South Okeechobee Road	NV 36 th Street
NW South River Drive	NW 36 th Street	NW 31 st Street
State Roads	From	To
NW 36 th Street	Curtiss Parkway	NW 42 nd Avenue
NW 42 nd Avenue/Le Jeune Road	NW 36 th Street	South Okeechobee Road
SR 112/Airport Expressway	NW 42 nd Avenue/Le Jeune Road	NW South River Road

Figure 1. Miami Springs Street Jurisdiction



Source: Miami-Dade MPO and The Corradino Group



Functional Classification

Functional classification is a good indicator of the size and nature of a street. Arterials are generally large, high speed, high traffic streets, while local streets are generally low speed, low traffic neighborhood streets. Cities could allow golf carts on any classification of street under their jurisdiction. Most streets in Miami Springs are local streets with a few collectors and arterials and the Airport Expressway, which runs through the southeast corner of the City. Table 2 lists all streets classified as a collector or arterial and Figure 2 is a map indicating functional classification of all streets in Miami Springs.

Table 2. Collectors and Arterials in Miami Springs.

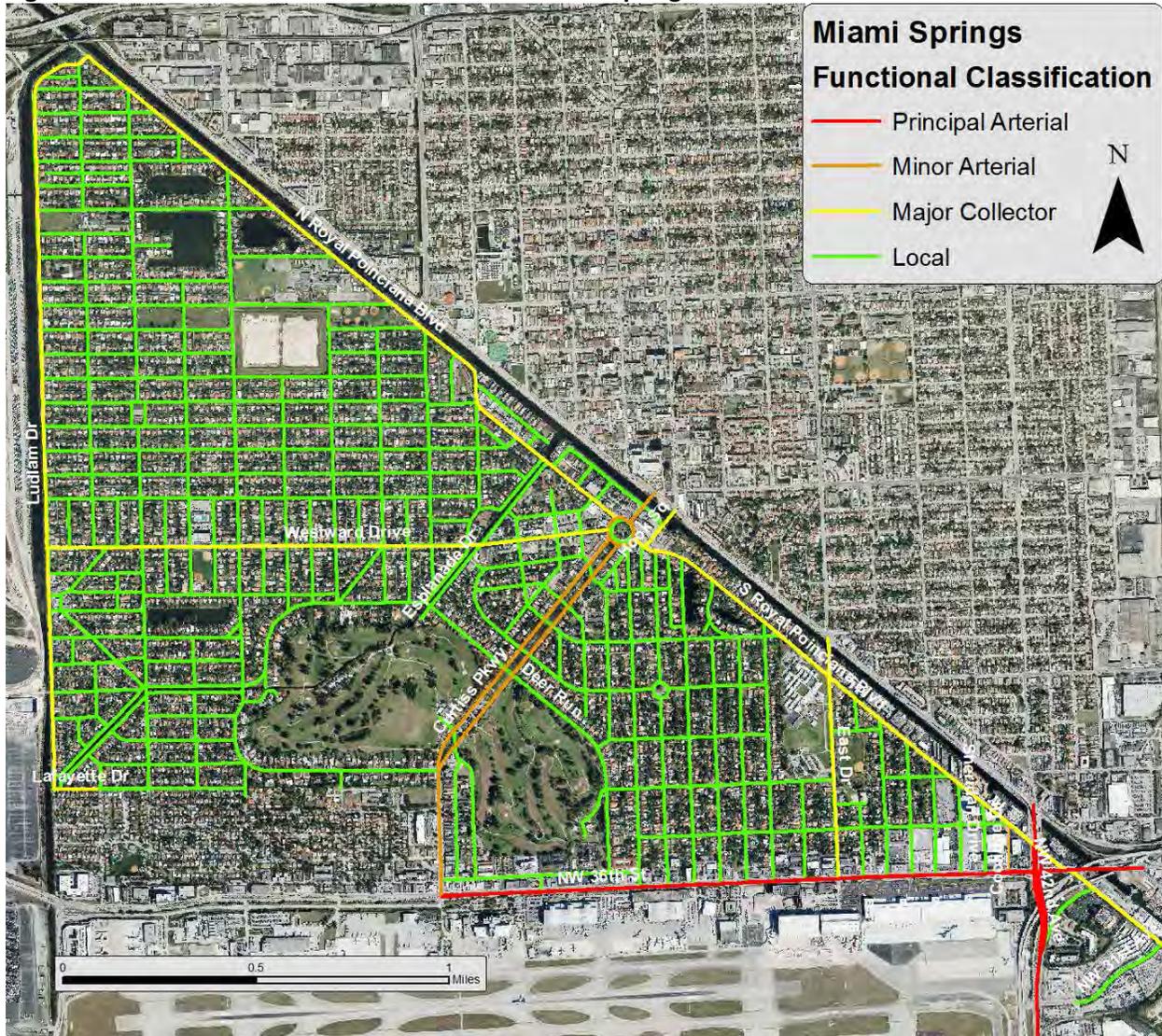
Major Collector	Minor Arterial	Principal Arterial
North Royal Poinciana	Curtiss Parkway	NW 36 th Street
South Royal Poinciana	The Circle	NW 42 nd Avenue
Ludlam Drive		Le Jeune Road
Westward Drive		
NW South River Drive		



“Local” Street in Miami Springs. Source: The Corradino Group



Figure 2. Functional Classification of Streets in Miami Springs

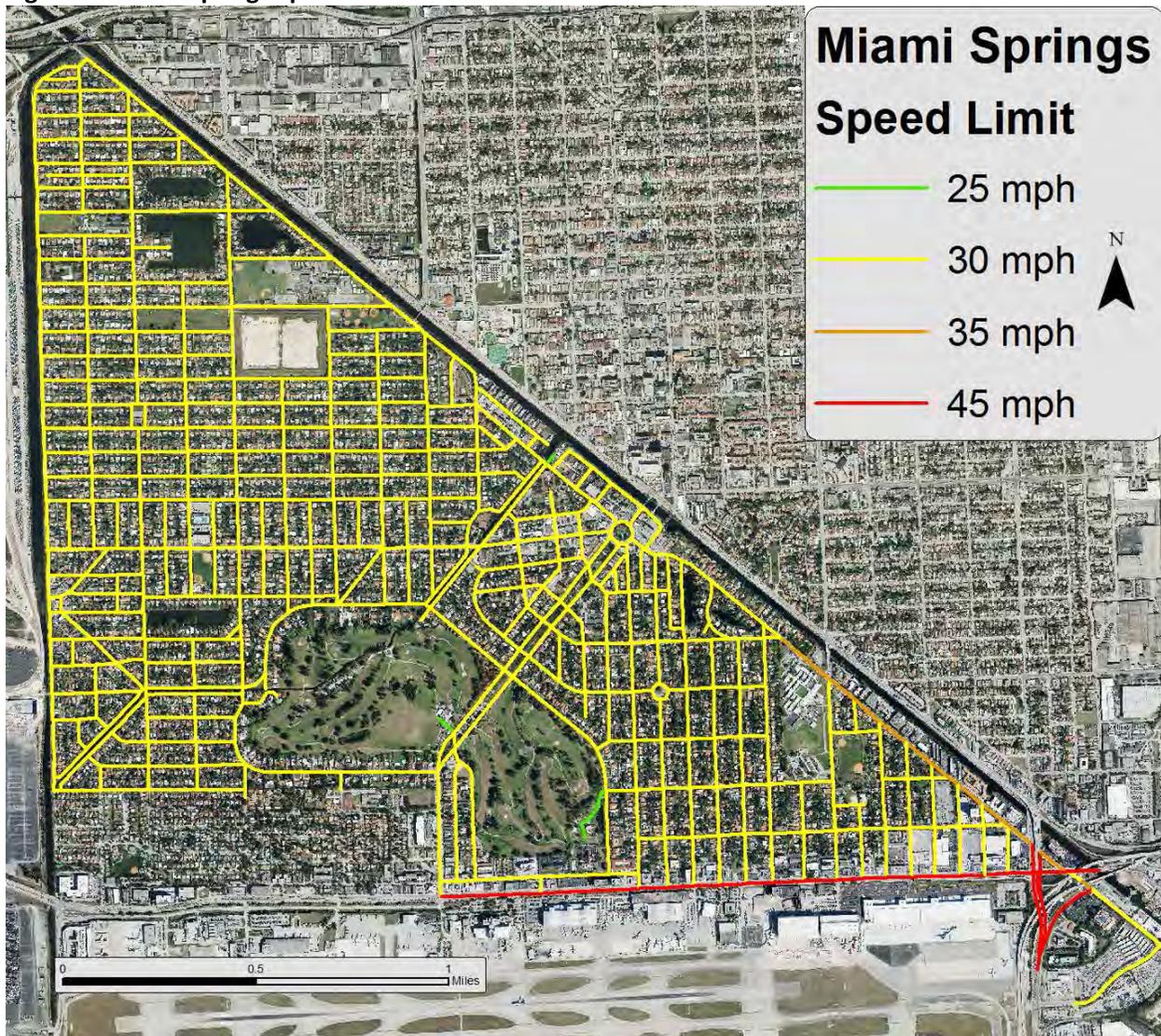


Source: Florida Department of Transportation and The Corradino Group

Speed

Florida statutes only allow low-speed vehicles on streets with a speed limit of 35mph or less. The Statutes do not, however, set a speed standard for golf carts. They state that “the speed, volume, and character of motor vehicular traffic using the road is considered in making such a determination.” Nearly all streets in Miami Springs have a 30mph speed limit. The driveways for the golf course and Curtiss Mansion have 25mph speed limits. The section of South Royal Poinciana Blvd between Miami Springs Middle School and NW 42nd Avenue has a speed limit of 35mph. This is the only 35mph zone in the entire city. NW 32nd Street, NW 42nd Avenue/Le Jeune Road have 45mph speed limits. Figure 3 demonstrates the different speed limits on Miami Springs streets.

Figure 3. Miami Springs Speed Limits



Source: Miami-Dade MPO and The Corradino Group



Traffic Data

The traffic analysis examined peak hour volumes, truck volumes, and level of service (LOS). All three are typically derived using an FDOT formula based on Average Annual Daily Traffic (AADT). A GIS shapefile with AADT was obtained from FDOT for this analysis. AADT data was only available on a few streets in Miami Springs. The streets without AADT data are all local streets and assumed to have lower volumes than the collectors and arterials. AADT data was available for the following streets:

North Royal Poinciana
Curtiss Parkway
Hook Square
South River Drive
Sheridan Drive
Ludlam Drive
NW 42nd Avenue

South Royal Poinciana
The Circle
NW South River Drive
East Drive
Westward Drive
NW 36th Street

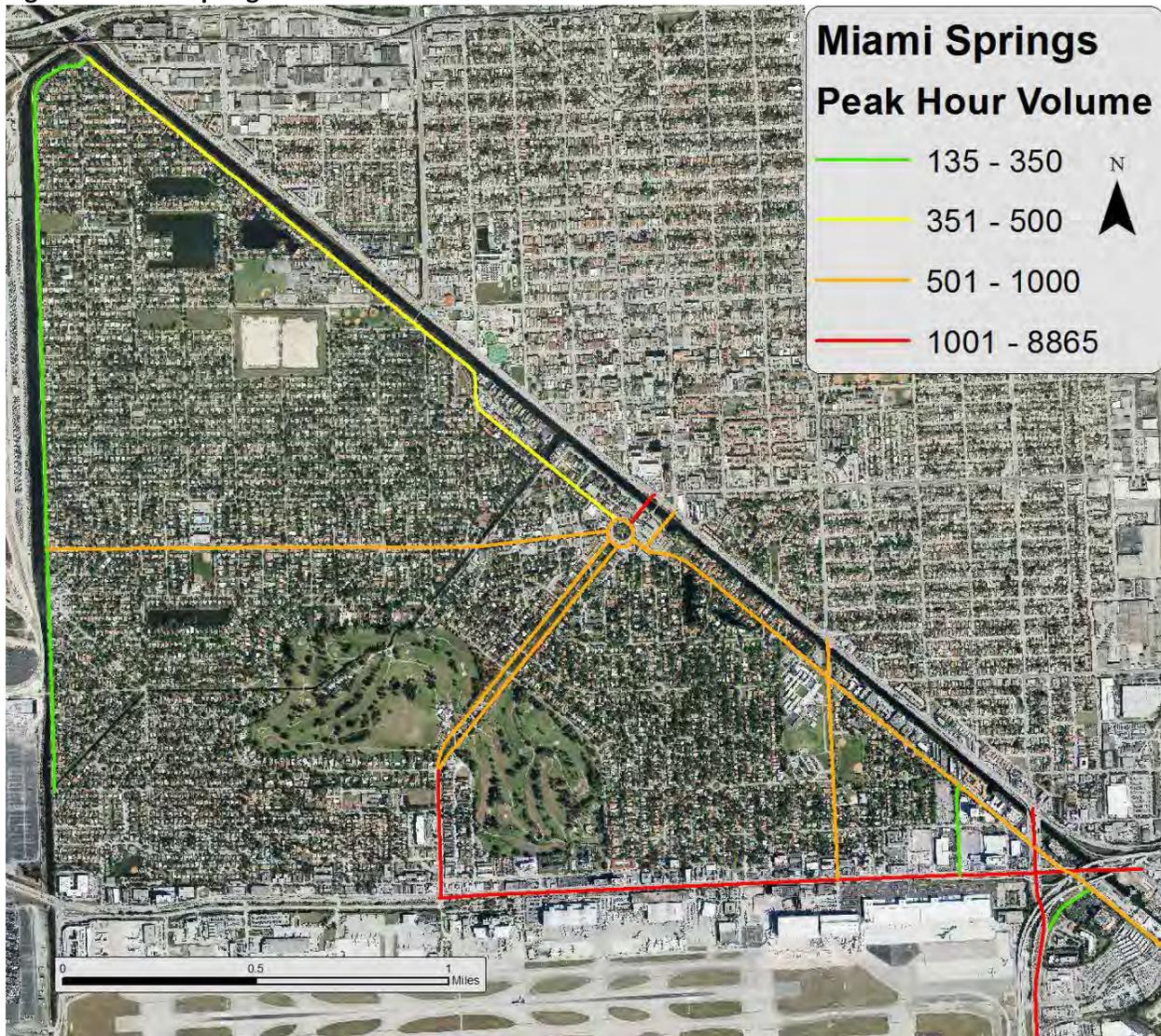


Traffic on Curtiss Parkway. Source: The Corradino Group



Peak hour volume was used in the analysis because it tells how many vehicles use the road at its busiest time. It does not account for number of lanes, just the total number of vehicles. FDOT determines a statistic called a “K Factor” which is used to calculate peak hour volume. The K Factor varies depending on the type of roadway, however in Miami Springs, FDOT assigned all streets a K factor of 9. Peak hour volume was calculated by multiplying the AADT by .09. Figure 4 demonstrates the peak hour volumes, where available for streets in Miami Springs.

Figure 4. Miami Springs Peak Hour Traffic Volume

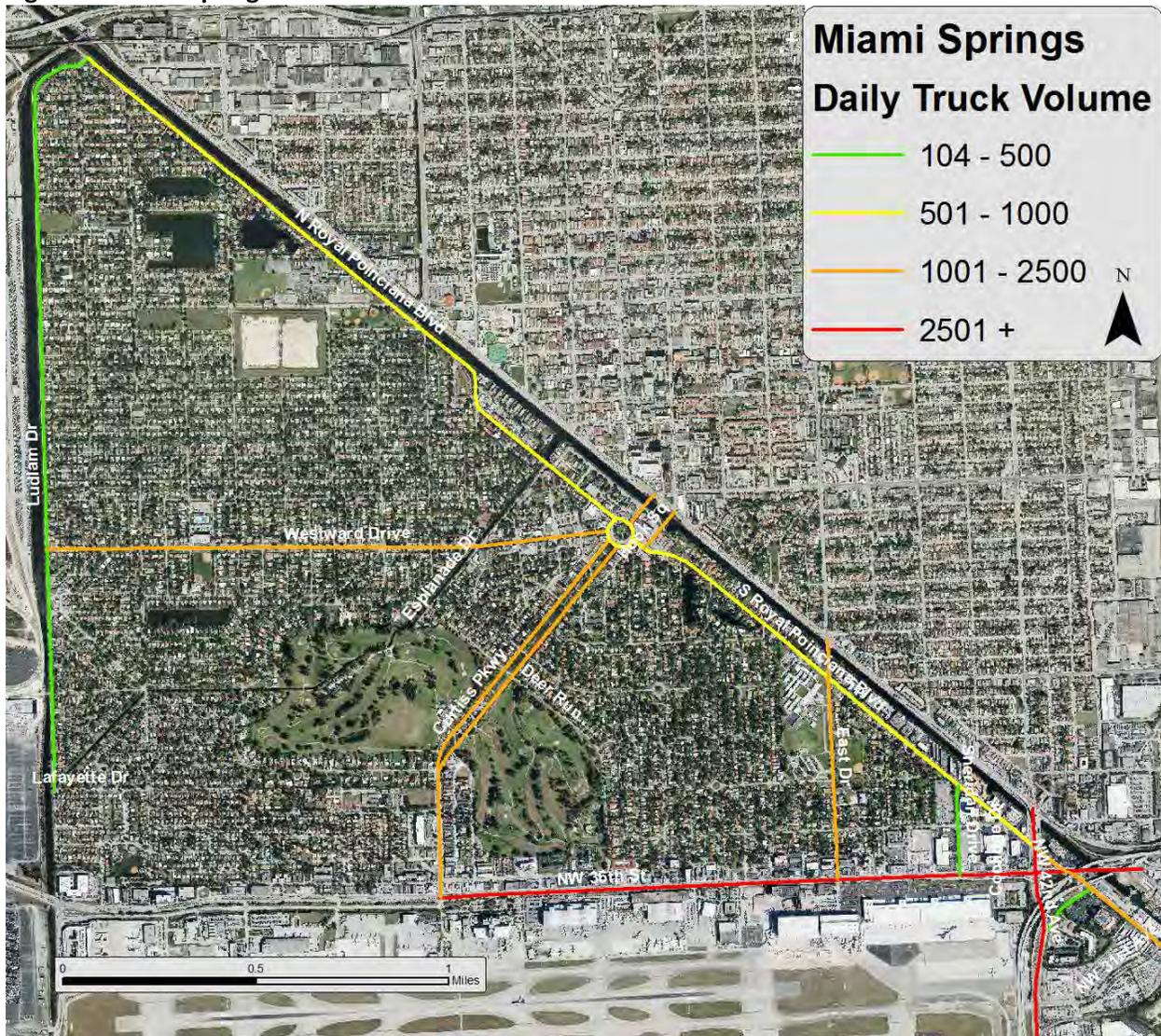


Source: Florida Department of Transportation and The Corradino Group



Truck volume was used in the analysis because trucks have limited visibility and cause additional passing movements by cars, affecting the safe operation of golf carts. Similar to the K Factor, FDOT determines a “Truck Factor” for calculating truck volumes based on AADT. Like the K Factor, the Truck Factor varies depending on the type of roadway. In Miami Springs the Truck Factors range from 5.7 to 16.2. Truck volumes were calculated by multiplying the AADT by its corresponding Truck Factor (i.e. AADT x .162 or AADT x .057). Figure 5 demonstrates the available truck volumes in Miami Springs.

Figure 5. Miami Springs Truck Traffic Volume

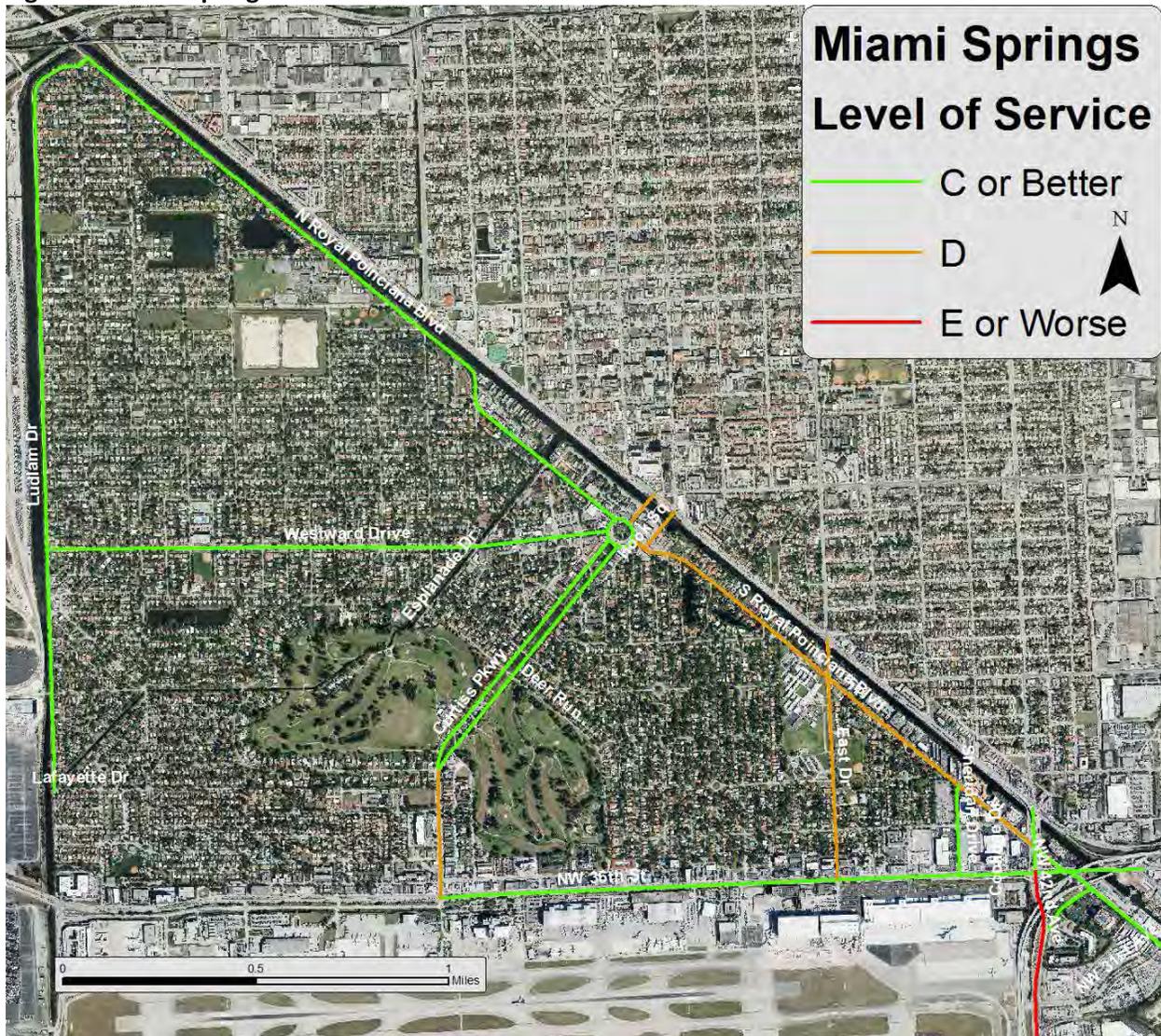


Source: Florida Department of Transportation and The Corradino Group



Level of Service (LOS) was considered in the analysis because it tells the story of how well traffic moves on a street. Heavy congestion could cause safety concerns for golf cart operation. LOS was determined by using formulas derived from FDOT's 2013 Quality/Level of Service Handbook. The LOS tables in the Q/LOS handbook only provide thresholds for LOS C, D, and E. The formulas account for speed, number of lanes, presence of left turn lanes, medians, etc. LOS was calculated for each street individually, because all streets have slightly different characteristics. Table 3 shows the LOS calculations and Figure 6 demonstrates the LOS for streets in Miami Springs with AADT data.

Figure 6. Miami Springs LOS



Source: Florida Department of Transportation and The Corradino Group



Table 3. Miami Springs LOS

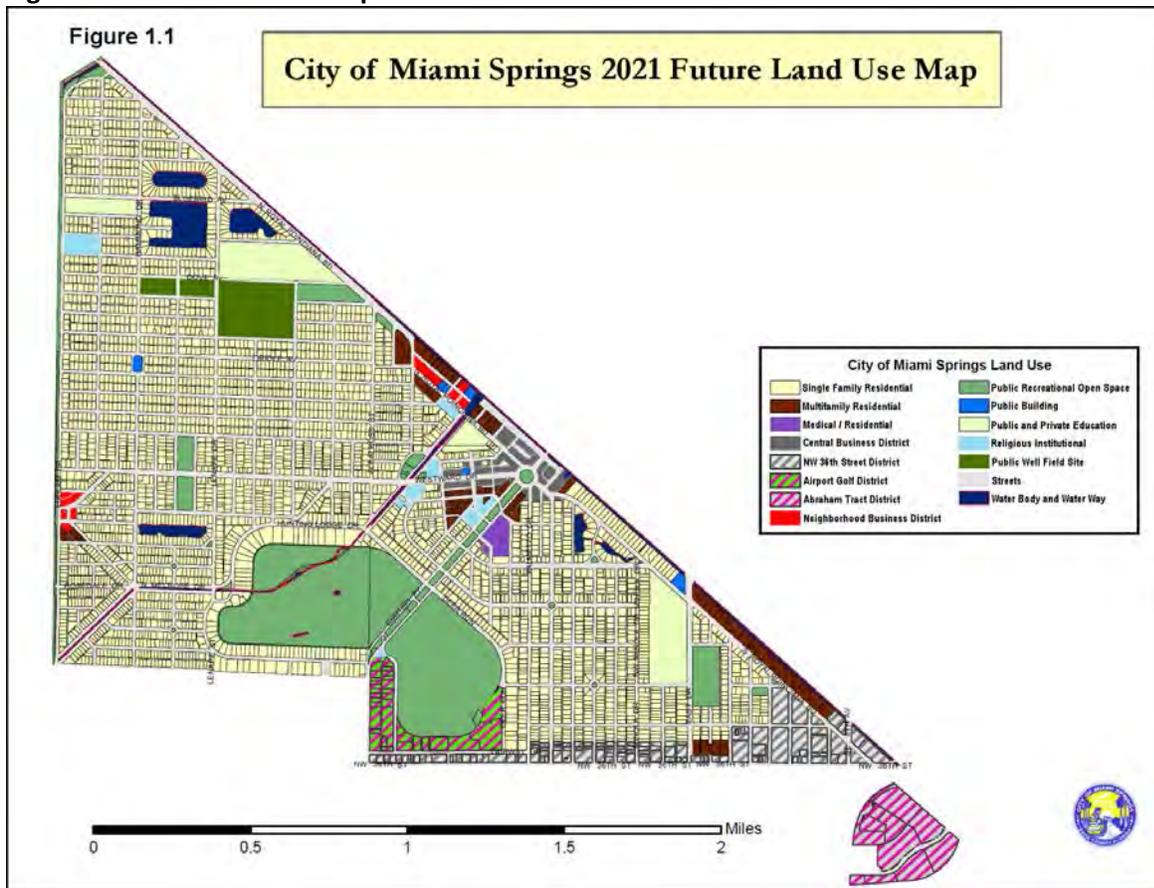
Street	From	To	FDOT Q/LOS Manual Volume Daily Thresholds			AADT	LOS
			C Volume	D Volume	E Volume		
Hook Square	S Royal Poinciana	S Okeechobee Road	10355	22420	23465	10500	D
N Royal Poinciana	Ludlam Drive	Curtiss Parkway	5110	10360	10920	4000	C
Ludlam Drive	Lafayette Drive	N Royal Poinciana	5110	10360	10920	2900	C
Westward Drive	Curtiss Parkway	Ludlam Drive	13775	30780	32110	6400	C
The Circle	Curtiss Parkway	Curtiss Parkway	8265	18468	19266	6100	C
Curtiss Parkway (SB)	The Circle	Hunting Lodge Drive	8265	18468	19266	7400	C
Curtiss Parkway (NB)	Hunting Lodge Drive	The Circle	8265	18468	19266	7700	C
Curtiss Parkway	Hunting Lodge Drive	NW 36 th Street	13775	30780	32110	15100	D
Curtiss Parkway	S Okeechobee Road	The Circle	10355	22420	23465	12300	D
S Royal Poinciana	NW 42 nd Avenue	The Circle	5110	10360	10920	6100	D
East Drive	NW 36 th Street	S Okeechobee Road	5110	10360	10920	7100	D
Sheridan Drive	NW 36 th Street	S Royal Poinciana	5110	10360	10920	2800	C
NW 36 th Street	Curtiss Parkway	US 27	58400	59900	59900	50500	C
NW 42 nd Avenue	NW 36 th Street	S Okeechobee Road	58400	59900	59900	54500	C
NW S River Drive	NW 42 nd Avenue	NW 27 th Avenue	12325	27540	28730	6800	C
S River Drive	NW 42 nd Avenue	NW South River Drive	8265	18468	19266	1500	C
NW 42 nd Avenue	Airport	NW 36 th Street	58400	59900	59990	98500	F



Land Use

The analysis included examination of Miami Springs' existing and future land use maps to determine if there are any areas where the land use would be incompatible with golf cart use. The City is primarily residential with three commercial areas: the area surrounding The Circle, the area along NW 36th Street and the area surrounding the intersection of Bentley Drive and Ludlam Drive. All three of these areas have retail establishments and professional offices that Miami Springs residents may desire to visit. Additionally, the City has several parks, places of worship, and schools which residents will visit frequently. The Miami Springs Golf and Country Club accounts for a large portion of the City and is split by Curtiss Parkway. **The City does not have any industrial areas, which would be the least compatible with golf cart use. The only area in the city incompatible with golf cart use is the Abraham Tract District in the southeast corner. This area is home to a few airport hotels and rental car facilities.** Figure 7 is the City of Miami Springs 2021 Future Land Use Map from the 2012 update of the City's Comprehensive Plan and illustrates the locations of the City's various land uses.

Figure 7. Future Land Use Map



Source: City of Miami Springs Comprehensive Plan, 2012



Chief of Police Recommendations

In a Memorandum dated April 21, 2014, Miami Springs Chief of Police outlined his recommendations related to the operation of golf carts on city streets (Appendix C). The Chief's primary recommendation is to not allow golf carts on city streets, because low-speed vehicles are already allowed by Florida Statutes. He also noted that golf carts may be easily converted to low-speed vehicles with costs ranging from \$200 to \$500. If the Council decides to allow golf carts, the Chief made the following recommendations:

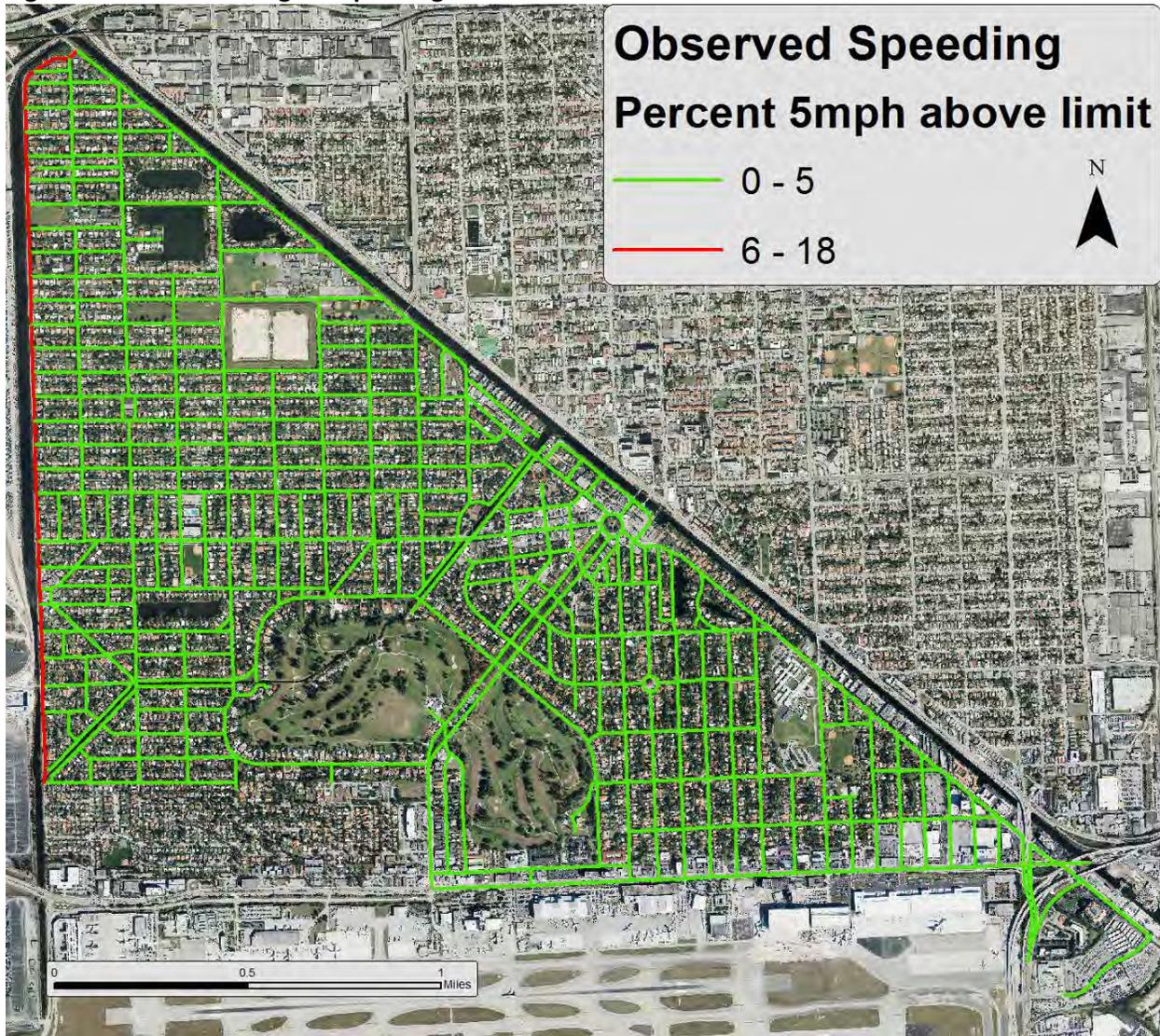
1. They should only be driven by a licensed driver, age 16 and over;
2. They should only be allowed on the street from dawn to dusk (daylight hours);
3. They should only be allowed on city streets designated for their use;
4. They should be equipped with the following safety equipment:
 - a. Headlamps
 - b. Stop lamps
 - c. Turn signal lamps
 - d. Tail lamps
 - e. Rear and side reflectors
 - f. Horn
 - g. Parking brakes
 - h. Rearview mirrors
 - i. Windshield
 - j. Seat belts
5. They should not be allowed on the following streets:
 - a. NW 36th Street
 - b. Lejeune Road
 - c. Coolidge Drive
 - d. Kenmore Drive
 - e. Sheridan Drive
 - f. East Drive
 - g. South Royal Poinciana
 - h. Curtiss Parkway
 - i. North Royal Poinciana
6. Signs must be posted to designate where golf cart operation is allowed.



Local Knowledge of Speeding

Concerns of speeding were considered based on the knowledge of local staff and law enforcement. Speeding poses a safety concern, and is a metric that may evolve over time, necessitating traffic calming measures or other forms of enforcement. A measure of speeding as it impacts the usability of golf carts in the community was developed and incorporated into the evaluation as a measurable metric for the City of Miami Springs to monitor suitability of golf carts or gauge needs for improvements over time.

Figure 8. Local Knowledge of Speeding



Source: The Corradino Group



Suitability

All streets in Miami Springs were evaluated for their suitability for operation of golf carts. Criteria and a rating scale were developed based on the analysis described in the previous section. Additionally, criteria for identifying safe crossings were developed for streets that are not suitable for golf cart use. Because this is a golf cart study, the street suitability scale is scored similar to golf, where low scores are better. Table 4 details the criteria and rating scale used to determine suitability for golf cart operation. Table 5 lists all streets with a Suitability Score of 1 or higher. Figure 9 is a map showing the relative suitability of the streets in Miami Springs.

Jurisdiction

Streets that are maintained by the City of Miami Springs were determined to be the most suitable, primarily because the City has the authority to allow golf carts without approval from the County or State.

Functional Classification

Local streets and Collectors were determined to be the most suitable because they are generally residential.

Speed Limit

Because of the speed differential between golf carts and other motor vehicles, 25 mph zones would be ideal for golf cart operation. Because Miami Springs has a city-wide speed limit of 30 mph, it was determined to be the most suitable speed.

Volume

Peak hour volume of 350 or less was determined to be the most suitable for golf cart operation because it corresponds to just under 1 vehicle every ten (10) seconds (5.8 per minute) during peak hour traffic. The low level of traffic should provide sufficient passing opportunities. Truck volumes of 500 or less were determined to be the most suitable for golf cart operation because it corresponds to less than 1 truck per minute at peak hour. Trucks have visibility limitations and their presence results in more passing movements by cars, both of which decrease safety for golf carts. Both of these volumes are derived by formula from AADT, so their scores were divided in half, resulting in their combined score being weighted equally with the other criteria.

Level of Service

Congestion means high traffic volumes on all lanes, which means additional turning and passing movements and less patient drivers. LOS C or better means traffic is moving freely and offers the safest environment for golf carts.

Connection

Streets that are accessible via a safe crossing were determined to be the most suitable. The safe crossing criteria were applied to this criteria. Intersections involving only two (2) local/city streets were assumed to be safe crossings.

Police Recommendation

Streets specifically indicated by the Police Chief as unsafe for golf carts were determined to be less suitable. Miami Springs Police have first-hand knowledge of the actual conditions on the City's streets and can make safety determinations not possible through data analysis.

Local Knowledge of Speeding

Streets with high percentages of speeding vehicles were determined to be least suitable for golf carts.



Table 4. Street Suitability Rating Scale

Criteria	Score	Description
Jurisdiction		
	0	City
	1	County/City, County within City
	2	County
	3	State, Private
Functional Classification		
	0	Local
	0	Minor/Major Collector
	2	Minor Arterial
	3	Principal Arterial
	4	Freeway/Expressway
Speed Limit		
	0	30mph or lower
	1	35mph
	2	45mph
	3	55mph or higher
Peak Hour Volume		
	0	350 or fewer
	.5	351 to 500
	1	501 to 1000
	1.5	1001 or higher
Daily Truck Volume		
	0	500 or fewer
	.5	501 to 1000
	1	1001 to 2500
	1.5	2501 or higher
Level of Service		
	0	C or better
	1	D
	2	E or worse
Connection		
	0	Accessible via a safe crossing
	1	Not accessible via a safe crossing
Police Recommendation		
	0	Not identified by Police Chief as unsafe
	1	Identified by Police Chief as unsafe
Local Knowledge of Speeding		
	0	Less than 5% exceeding 5mph above limit
	1	5-10% exceeding 5mph above limit
	2	10-15% exceeding 5mph above limit
	3	15% or greater exceeding 5mph above limit



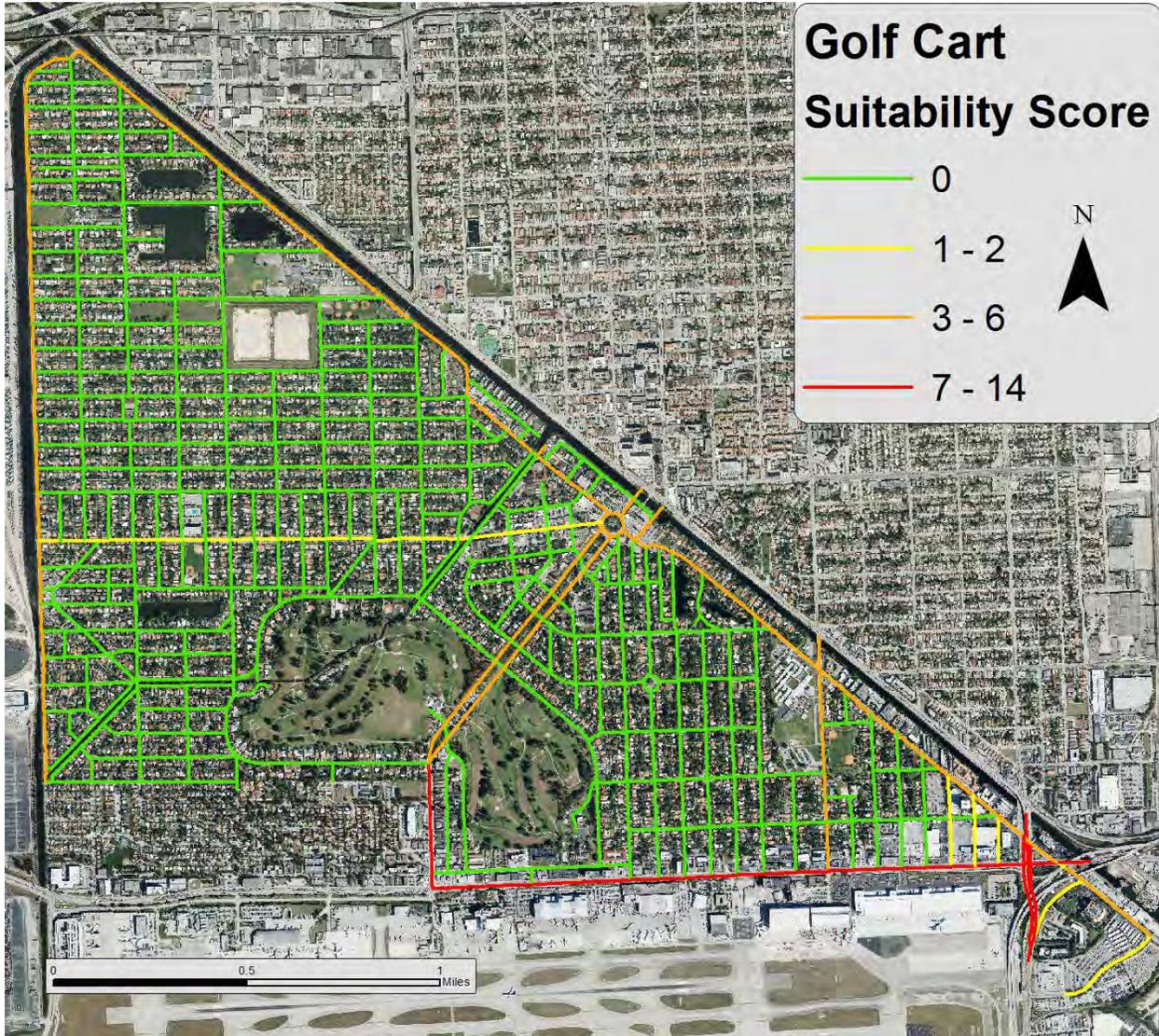
Table 5. Street Suitability Scores Above 0

Street	From	To	Score
Hook Square	S Royal Poinciana	S Okeechobee Road	3
N Royal Poinciana	Ludlam Drive	Curtiss Parkway	3
Ludlam Drive	Lafayette Drive	N Royal Poinciana	3
Westward Drive	Curtiss Parkway	Ludlam Drive	2
The Circle	Curtiss Parkway	Curtiss Parkway	4
Curtiss Parkway (SB)	The Circle	Hunting Lodge Drive	6
Curtiss Parkway (NB)	Hunting Lodge Drive	The Circle	6
Curtiss Parkway	Hunting Lodge Drive	NW 36th Street	8
Curtiss Parkway	S Okeechobee Road	The Circle	6
S Royal Poinciana	NW 42nd Avenue	The Circle	4/6
East Drive	NW 36th Street	S Okeechobee Road	4
Sheridan Drive	NW 36th Street	S Royal Poinciana	1
NW 36th Street	Curtiss Parkway	US 27	12
NW 42nd Avenue	NW 36th Street	S Okeechobee Road	10/12
NW S River Drive	NW 42nd Avenue	NW 27th Avenue	4/6
S River Drive	NW 42nd Avenue	NW South River Drive	2
NW 42nd Avenue	Airport	NW 36th Street	13/14
Coolidge Drive	S Royal Poinciana	NW 36 th Street	2
Kenmore Drive	S Royal Poinciana	NW 36 th Street	1



Circle Park. Source: The Corradino Group

Figure 9. Street Suitability Scores



Source: The Corradino Group

Crossings Evaluation

In order to offer optimal connectivity for golf carts, it was necessary to identify locations where it would be safe for golf carts to cross streets on which they otherwise would not be allowed to operate. ***Crossings were determined to be “potential” if they met all of the safe crossing criteria listed below. Suitable streets in this determination are those with a suitability score of zero (0). Of course, all potential crossings would have to be approved by the County before being designated as “Approved.”*** Precedent from other communities in Miami-Dade indicate crossings are acceptable when the carts cross safely and when the crossing is necessary to bridge a link and establish continuity in the network of streets where golf carts are permissible. The City should pass an ordinance before coordinating with the County. Figure 10 illustrates all potential crossings in relation to suitable streets.

The criteria for safe crossings are:

1. There is a direct crossing to another suitable street or parking lot;
2. Use of traffic lanes on an unsuitable street is not required to cross;
3. Golf carts are not required to cross more than two (2) lanes of traffic, except:
 - a. when a median on a four (4) lane street provides a safe refuge and there are no more than two (2) lanes of traffic on either side of the median; or
 - b. the intersection is signalized;
4. The intersection includes only two (2) streets;
5. The intersection is not the location of a high incidence of accidents; and
6. The cross street is a City or County maintained street with a functional classification of Minor Arterial or lower.



Signalized Intersection at Westward and Apache. Source: The Corradino Group



Data from the Miami Springs Police department indicated that there were 749 accidents within the City of Miami Springs in 2014. An analysis of these accidents based on locations was conducted to determine safety on roadways and intersections. Specifically, the evaluation focused on concentrations of accidents. While vehicular accidents do occur along the entirety of roadways and not at intersections, the review of the data found intersections to be the primary locations of an overwhelming majority of accidents. Review of the intersection crash data was conducted to determine areas of concern. Most of these areas were at intersections on roadways where golf carts would not be permitted; however, there were intersections along recommended roadways with prohibitive levels of crashes.

The following details the evaluation of possible crossing locations within the City based on the recommended routes for golf carts, and is inclusive of the criteria for safe crossings.

Ludlam Drive

There is only one true crossing on Ludlam Drive, at the intersection with Rosedale Drive. Rosedale leaves the City of Miami Springs at this location, so golf carts would not be allowed to cross Ludlam at this point. The rest of the intersections on Ludlam are “T” intersections, with nowhere to go on the opposite side. Golf carts should not be allowed on the bicycle and pedestrian path that parallels Ludlam Drive.

North Royal Poinciana Blvd

North Royal Poinciana is similar to Ludlam Drive in that for most of its streets in Miami Springs there are no true crossings. Golf Carts should not be allowed to use the bicycle and pedestrian path that parallels North Royal Poinciana. The following intersections were evaluated for golf cart crossings:

Intersection	Safe Crossing	Comments
Oriole Drive	Yes	Cross directly into parking lot
Plover Avenue	No	No direct crossing
Esplanade Drive	No	No direct crossings and 4 streets
Market Street	No	No direct crossing
Nahkoda Drive	Yes	Nearly direct crossing, provides access to area north of N Royal Poinciana

Hook Square

The intersection at Hook Square and Canal Street was evaluated for a golf cart crossing.

Intersection	Safe Crossing	Comments
Canal Street	No	No direct crossing



Westward Drive

Several intersections on Westward were determined to be safe for a golf cart crossing, primarily because of the presence of the median. The following intersections on Westward Drive were evaluated for golf cart crossings:

Intersection	Safe Crossing	Comments
Cross Street	No	Not signalized, 6 lanes of traffic including turn lanes
Park Street	Yes	Signalized
Morningside Drive	No	Not signalized, 6 lanes of traffic including turn lanes
Esplanade Drive	No	5 different streets
Albatross Street	Yes	Median provides safe refuge
Fern Way	Yes	Median provides safe refuge
Lawn Way & Sunset Way	No	3 different streets
Laurel Way	No	No direct crossing
Shadow Way	Yes	Median provides safe refuge
Navajo Street	Yes	Median provides safe refuge
Cherokee Street	Yes	Median provides safe refuge
Iroquois Street	Yes	Median provides safe refuge
Lenape Drive	No	While median provides safe refuge, accidents occur at this intersection more frequently than the rest of Westward Drive, and thus a crossing is not recommended.
Chippewa Street	Yes	Median provides safe refuge
Apache Street	Yes	Signalized
Pocatella Street	Yes	Median provides safe refuge
Hammond Drive	Yes	Median provides safe refuge
Springs Avenue	No	No direct crossing
Miami Springs Avenue	No	No direct crossing
Florida Avenue	No	No direct crossing



Curtiss Parkway

Intersections on Curtiss Parkway were examined from Canal Street all the way to NW 36th Street. The presence of the median along most of this street allowed for several safe crossings. The following intersections were evaluated for golf cart crossings:

Intersection	Safe Crossing	Comments
Canal Street	Yes	Direct crossing, provides access to area on northeast side of The Circle
Crescent Drive	Yes	Median provides safe refuge
Reinette Drive	Yes	Median provides safe refuge
Morningside Drive	Yes	Median provides safe refuge
Pinecrest Drive	Yes	Median provides safe refuge
Deer Run	Yes	Median provides safe refuge
Eldron Drive	Yes	Median provides safe refuge
Hunting Lodge Drive	No	No direct crossing
Fairway Drive	No	No direct crossing

South Royal Poinciana Blvd

No safe crossings were found on South Royal Poinciana. Most of the intersections are “T” intersections with no direct crossings and it is a four lane street without a median from East Drive to NW 42nd Avenue. The following intersections were evaluated for golf cart crossings:

Intersection	Safe Crossing	Comments
Hook Square	No	No direct crossing
South Drive	No	No direct crossing
De Leon Drive	No	No direct crossing
Lake Drive	No	No direct crossing
Minola Drive	No	No direct crossing
Morningside Drive	No	No direct crossing
East Drive	No	Neither street is suitable
Miller Drive	No	No direct crossing
Forrest Drive	No	No direct crossing
Lee Drive	No	No direct crossing
Ragan Drive	No	No direct crossing
Sheridan Drive	No	Neither street is suitable
Kenmore Drive	No	Neither street is suitable
Coolidge Drive	No	Neither street is suitable



East Drive

East Drive has several intersections with suitable streets, however only one provides a direct crossing. The follow intersections on East Drive were evaluated for golf cart crossings:

Intersection	Safe Crossing	Comments
Eastward Drive	No	No direct crossing
La Baron Drive	No	No direct crossing
Oakwood Drive	Yes	Direct crossing

Sheridan Drive and Kenmore Drive

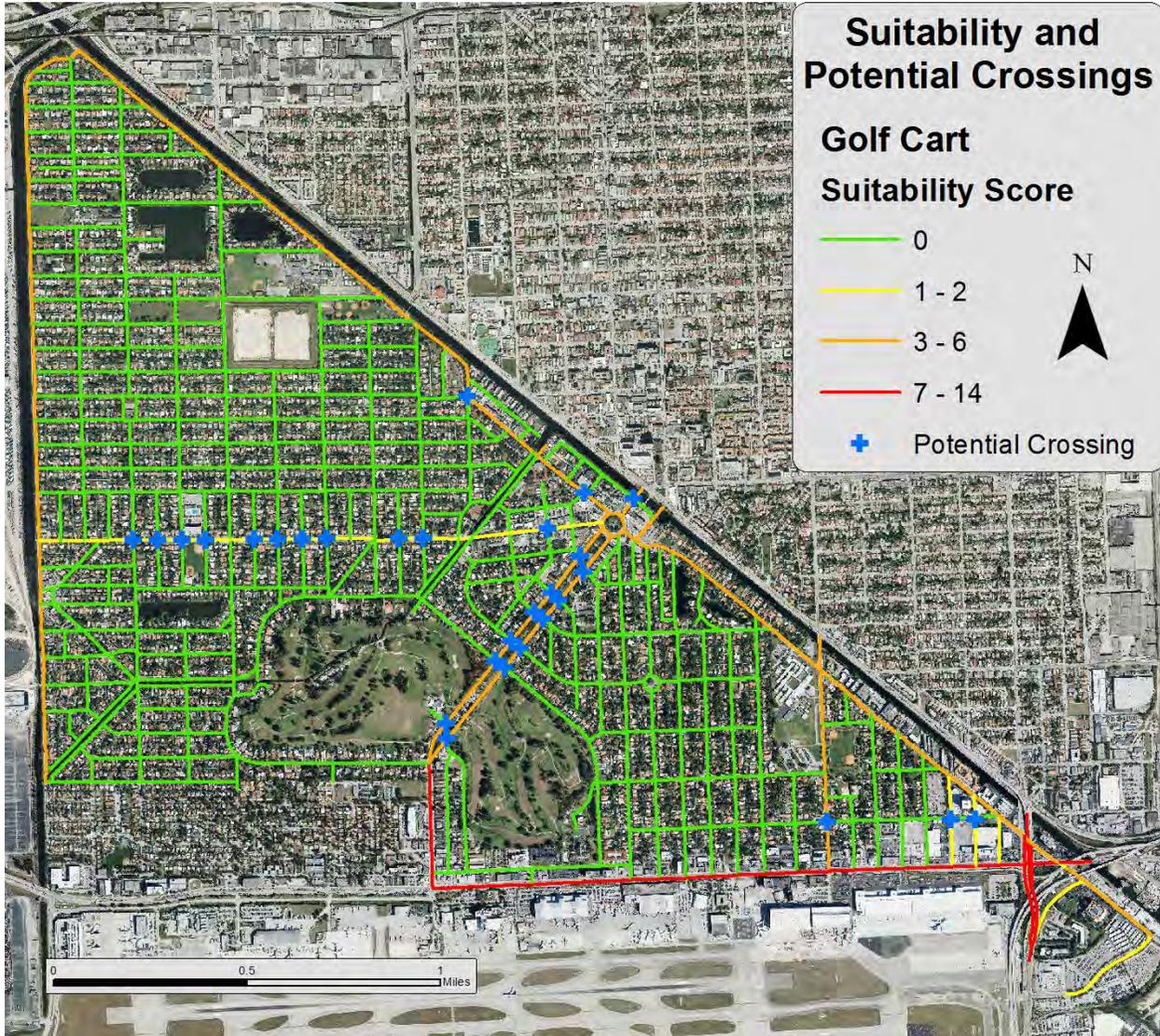
Sheridan Drive and Kenmore each have one intersection that was evaluated for golf cart crossings:

Intersection	Safe Crossing	Comments
Oakwood Drive (Sheridan)	Yes	Direct crossing, provides access to Public Library
Oakwood Drive (Kenwood)	Yes	Direct crossing, however currently nowhere golf carts can park beyond this intersection

NW 36th Street and NW 42nd Avenue

No crossings were considered on these two streets because their size, speed, and traffic volume are unsafe for golf carts, even as a crossing.

Figure 10. Suitability Scores and Potential Crossings.



Source: The Corradino Group



Alternatives

Alternative 1 - No Change

This alternative requires no official action by the City. Florida Statutes currently allow low-speed vehicles on streets with a speed limit of 35mph or lower. Golf carts can be converted to low-speed vehicles under Florida law if they meet the minimum requirements. The State of Florida Department of Highway Safety and Motor Vehicles Affidavit for Golf Cart Modified to a Low Speed Vehicle may be found in Appendix E. The Affidavit includes all of the requirements for converted golf carts. Low-speed vehicles must be insured and follow the same laws as motor vehicles.

If the City chooses this alternative an effort should be made to educate Miami Springs residents about laws regarding low-speed vehicles, the differences between them and golf carts, and the requirements for converting golf carts to street-legal low speed-vehicles. The City should hold at least two (2) public meetings explaining the requirements. Additionally the city should create a one page flyer outlining the requirements for low-speed vehicles that should be posted on the City's website and mailed to all residents, unless the information can be included in a City newsletter. A stand-alone flyer for Miami Springs' 4,970 households should cost about \$750 to print and \$2,500 to mail, for a total estimated cost of \$3,250, not including labor.

Alternative 2 – Allow Golf Carts with certain conditions

Based on the findings of the traffic analysis, this is the only alternative that offers a safe environment for the operation of golf carts on city streets. The suitability evaluation should be updated at least every 5 years and the City should collect traffic data on as many streets as possible to support the evaluation. This alternative would require considerable effort and expense by the City. The recommendations in this alternative are based on the requirements of Florida law, current best practices, the traffic analysis, and the recommendations of the Miami Springs Chief of Police. Similar to Alternative 1, the City should hold at least two (2) public meetings explaining the new regulations. Additionally the city should create a one page flyer outlining the requirements for golf carts and low-speed vehicles that should be posted on the City's website and mailed to all residents, unless the information can be included in a City newsletter. A stand-alone flyer for Miami Springs' 4,970 households should cost about \$750 to print and \$2,500 to mail, for a total estimated cost of \$3,250, not including labor.

Ordinance

The City would be required to adopt an ordinance explicitly permitting golf cart operation on City streets. The ordinance would outline Designated Streets, Prohibited Streets, Approved Crossings, permitting/inspection, minimum safety equipment, and authorized use. A draft ordinance may be found in Appendix A.

Designated Streets

Designated streets, or those where golf cart operation is allowed, are those with a suitability score of two (2) or lower.



Prohibited Streets

Prohibited streets, or those where golf cart operation is not allowed, are those with a suitability score of three (3) or higher.

Approved Crossings

Approved crossings are those locations that meet all safe crossing criteria, without exception.

Signage

The City would be required to implement the signage plan outlined in Appendix B. Signs will indicate where golf cart operation is allowed, indicate where golf cart operation is prohibited, warn traffic on prohibited streets of golf cart crossings, and indicate where golf carts may or may not park. The estimated cost for implementing the signage plan is \$27,295.

Minimum Safety Equipment

The City would require all golf carts to be equipped with a minimum standard of safety equipment, which the city would inspect yearly before issuing a permit to operate the golf cart on City streets. The minimum safety equipment for golf carts should be:

1. Efficient brakes including a parking brake;
2. Reliable steering apparatus;
3. Safe tires;
4. Rear view mirrors;
5. Head lamps, reflex reflectors and tail lamps (rear position lamps as set forth in ANSI/NGCMA Z135-2004, American National Standard for Personal Transport Vehicles - Safety and Performance Specifications;
6. Red reflectorized warning devices, in the front, rear, and both sides;
7. Rear stop lamps meeting the minimum standards of F.S. § 316.234(1);
8. Turn signals meeting the minimum standards of F.S. § 316.234(2);
9. Safety belts for drivers and passengers;
10. Reverse warning device;
11. Windshield
12. Horn; and
13. Manufacturer's serial number plate.

Allowing owners to make these upgrades to existing golf carts would avoid requiring them to purchase low speed-vehicles. Golf carts with the safety upgrades outlined above would not be classified as low-speed vehicles because golf-carts do not meet the minimum speed requirement of 20 mph.

Parking

The City should consider amending the zoning code to require designated golf cart parking spaces in commercial parking lots at a rate of 3 golf cart spaces per 100 standard spaces or to explicitly allow golf carts to park in standard vehicle spaces in all commercial parking lots. Golf carts should be allowed to park in vehicle spaces on designated streets and in public parking lots, unless the City designates certain spaces for golf cart parking only.



Golf Course Access

With this Alternative, the City needs to determine how golf carts will be able to access the Golf and Country Club from designated streets. Specifically, at the south end of the Country Club on Curtiss Parkway, golf carts could access the County Club by driving on Curtiss Parkway or by adding an approved crossing to a cart path in the median that leads to the County Club. Additionally, on the north end of the Country Club, along Deer Run, golf carts could access the County Club by crossing the bicycle/pedestrian path to get onto the Country Club's cart paths or by driving on Curtiss Parkway from Deer Run to the Country Club entrance.

Insurance

Golf carts are not required to be insured by the State of Florida, however the City may require such insurance. The draft ordinance in Appendix A includes a requirement for insurance coverage. If the City decides to require insurance, golf cart owners should inquire with the agent for both their homeowners and auto insurance policies, as not all companies insure golf carts.

Alternative 3 – Allow Golf Carts without safety equipment

In a memo to the Mayor and the Council dated September 2, 2014, Assistant City Manager William Alonso outlined 3 possible alternatives for allowing golf cart operation on city streets. The first two are similar to the first two Alternatives presented above. The third option was for plain golf carts with no extra equipment. If the Council chooses this option, all of the recommendations in Alternative 2, minus the safety equipment, should be adopted. Additionally, should the Council choose this Alternative, it is strongly recommended that the City lower the city-wide speed limit to 20mph.



Westward Drive. Source: The Corradino Group

Appendices

- A. Draft Ordinance
- B. Golf Cart Signage Plan
- C. April 21, 2014, Memorandum from Chief of Police to City Manager
- D. Florida Golf Cart Statutes
- E. Affidavit for Golf Cart Modified to a Low Speed Vehicle
- F. Affidavit for a Low Speed Vehicle Conversion to a Golf Cart
- G. Example Golf Cart Ordinance – Palmetto Bay, FL



Appendix A. Draft Miami Springs Golf Cart Ordinance

Title VII – Traffic Code
Chapter 70 – Traffic Regulations
Article III. – Golf Carts

Sec. 70-?? - Intent

It is the intent of this article to permit and regulate the operation of Golf Carts upon the Designated Streets of the City, during non-restricted hours by licensed drivers operating Golf Carts which have passed a safety inspection. Adoption of this article is not to be relied upon as a determination that operation of Golf Cart on roads is safe or advisable. All persons who operate or ride in Golf Carts on roads do so at their risk and peril, and must be observant of, and attentive to the safety of themselves and others, including their passengers, other motorists, bicyclists and pedestrians. The City has no liability under any theory of law for permitting the operation of Golf Carts on roads under this chapter.

(Ord. No. ???)

Sec. 70-?? – Definitions

- (A) Approved Crossings. Locations approved by the City where Golf Carts may cross Prohibited Streets.
- (B) Designated Streets. All streets within the City, except for those streets listed in Sec. 70-?? as well as the entirety of The Circle.
- (C) Golf Cart. A motor vehicle designed and manufactured for operation on a golf course for sporting or recreational purposes as defined in F.S. ch. 316.003(68).
- (D) Permit. An official authorization designating that the Golf Cart to which the authorization is affixed meets the requirements of state law and the City Code.
- (E) Prohibited Streets. Those streets listed in Sec. 70-?? as well as the entirety of The Circle.
- (F) Slow Moving Vehicles. Any vehicle designed for use and speeds less than 25 miles per hour.

(Ord. No. ???)

Sec. 70-?? – Authorized Use

- (A) Licensed drivers may operate Golf Carts which have been inspected and issued Permits by the City Police Department or neighboring jurisdiction on all Designated Streets within the City.
- (B) A Permit to use a Golf Cart on a Designated Street does not permit entry onto private property or semi-private property, including retail parking lots, or private roads. Access to these areas may be regulated by the property owners and/or property managers.
- (C) The storage of Golf Carts shall not occur within ten feet of any sidewalk or street.



(Ord. No. ???)

Sec. 70-?? – Prohibited Use

The operation in the City of any Golf Cart in the following manner or under the following conditions is prohibited:

- (A) Without a valid, current driver's license;
- (B) During hours between sunset and sunrise without being equipped with headlights, break lights, turn signals, and a windshield;
- (C) Without a valid, current Permit issued by the City Police Department or neighboring jurisdiction and affixed to the Golf Cart in a conspicuous location;
- (D) In violation of State or County traffic and insurance regulations;
- (E) Anywhere on The Circle;
- (F) Anywhere on the Prohibited Streets listed on Sec. 70-??, except to cross those thoroughfares at Approved Crossings.
- (G) On parks, bicycle paths, sidewalks, or swales of the City;
- (H) Parking in violation of posted regulations;
- (I) Obstructing or interfering with normal traffic flow;
- (J) Carrying more passengers than those for which the Golf Cart was designed; and
- (K) Standing and extending body parts outside the perimeter of the golf cart while the golf cart is being operated.

(Ord. No. ???)

Sec. 70-?? – Inspection

- (A) Golf Carts owned by Miami Springs residents or stored on property located in Miami Springs shall be inspected by the City Police Department annually.
- (B) Upon submitting a completed Permit application, proof of insurance and the payment of a \$???.00 application fee, the City Police Department will schedule an inspection to ensure that the required equipment is installed and operating properly.
- (C) Proof of insurance on the Golf Cart shall be provided to the City annually. Permits will not be issued without proof of insurance.
- (D) Permit applications must be filed by the owner of the Golf Cart, who must be at least 18 years of age.
- (E) The application fees will be deposited into the City's General Operating Funds and will be used to support costs of administration of the City's Golf Cart program.
- (F) The City Police Department shall issue a Permit to a Golf Cart which passes the inspection. The Permit shall include a registration number and be displayed in a conspicuous location on the Golf Cart.
- (G) Driving a Golf Cart without a valid Permit will result in a fine of \$???



(Ord. No. ???)

Sec. 70-?? – Required Equipment

A Golf Cart must be equipped with:

- (1) Efficient brakes including a parking brake;
- (2) Reliable steering apparatus;
- (3) Safe tires;
- (4) Rear view mirrors;
- (5) Head lamps, reflex reflectors and tail lamps (rear position lamps as set forth in ANSI/NGCMA Z135-2004, American National Standard for Personal Transport Vehicles - Safety and Performance Specifications;
- (6) Red reflectorized warning devices, in the front, rear, and both sides;
- (7) Rear stop lamps meeting the minimum standards of F.S. § 316.234(1);
- (8) Turn signals meeting the minimum standards of F.S. § 316.234(2);
- (9) Safety belts for drivers and passengers;
- (10) Reverse warning device;
- (11) Windshield;
- (12) Horn; and
- (13) Manufacturer's serial number plate.

(Ord. No. ???)

Sec. 70-?? – Slow Moving Vehicles

Golf Carts meeting the definition of Slow Moving Vehicle must also have a "SMV" triangular emblem attached to the Golf Cart pursuant to Miami-Dade Ordinance No. 71-94.

(Ord. No. ???)

Sec. 70-?? - Operators.

Drivers must hold a current, valid driver's license in order to operate a Golf Cart upon the streets of the City.

(Ord. No. ???)

Sec. 70-?? – Traffic Laws



- (B) While traveling on Designated Streets, operators and passengers of Golf Carts must comply with applicable State law as to the requirements and usage of safety belts and child restraint equipment.
- (C) Owners and operators of Golf Carts shall comply with applicable State law pertaining to insurance requirements.
- (D) Golf carts, GCVs, may be ticketed for traffic violations in the same manner as motor vehicles.

(Ord. No. ???)

Sec. 70-?? – Enforcement

The City Police Department shall be responsible for enforcing this article.

(Ord. No. ???)

Sec. 70-?? – Prohibited Streets

Golf Carts shall not be operated upon the streets listed below, except to cross those thoroughfares at Approved Crossings.

- (1) The Circle
- (2) South Hook Square
- (3) Curtiss Pkwy
- (4) East Drive
- (5) Coolidge Drive
- (6) Ludlam Drive
- (7) Lafayette Drive from Ludlam Drive to NW 66th Avenue
- (8) NW South River Drive
- (9) South River Drive
- (10) North Royal Poinciana Blvd
- (11) South Royal Poinciana Blvd
- (12) NW 42nd Avenue
- (13) NW 36th Street
- (14) NW 31st Street
- (15) NW 30th Street
- (16) Airport Expressway and ramps

Prohibited Streets are those streets with a suitability score of 3 or higher based on the following criteria:

- (1) Jurisdiction - Streets that are maintained by the City of Miami Springs were determined to be the most suitable, primarily because the City has the authority to allow golf carts without approval from the County or State.
- (2) Functional Classification - Local streets and Collectors were determined to be the most suitable because they are generally residential.



- (3) Speed Limit - Because of the speed differential between golf carts and other motor vehicles, 25 mph zones would be ideal for golf cart operation. Because Miami Springs has a city-wide speed limit of 30 mph, it was determined to be the most suitable speed.
- (4) Volume - Peak hour volume of 350 or less was determined to be the most suitable for golf cart operation because it corresponds to just under 1 vehicle every ten (10) seconds (5.8 per minute) during peak hour traffic. The low level of traffic should provide sufficient passing opportunities. Truck volumes of 500 or less were determined to be the most suitable for golf cart operation because it corresponds to less than 1 truck per minute at peak hour. Trucks have visibility limitations and their presence results in more passing movements by cars, both of which decrease safety for golf carts. Both of these volumes are derived by formula from AADT, so their scores were divided in half, resulting in their combined score being weighted equally with the other criteria.
- (5) Level of Service - Congestion means high traffic volumes on all lanes, which means additional turning and passing movements and less patient drivers. LOS C or better means traffic is moving freely and offers the safest environment for golf carts.
- (6) Connection - Streets that are accessible via a safe crossing were determined to be the most suitable. The safe crossing criteria were applied to this criteria. Intersections involving only two (2) local/city streets were assumed to be safe crossings.
- (7) Police Recommendation - Streets specifically indicated by the Police Chief as unsafe for golf carts were determined to be less suitable. Miami Springs Police have first-hand knowledge of the actual conditions on the City's streets and can make safety determinations not possible through data analysis.
- (8) Local Knowledge of Speeding - Streets with high percentages of speeding vehicles were determined to be least suitable for golf carts.

Approved Crossings are those locations where:

- (1) There is a direct crossing to another Designated/Suitable Street or parking lot;
- (2) Use of traffic lanes on a Prohibited/Unsuitable Street is not required to cross;
- (3) Golf Carts are not required to cross more than two (2) lanes of traffic, except:
 - a. when a median on a four (4) lane street provides a safe refuge and there are no more than two (2) lanes of traffic on either side of the median; or
 - b. the intersection is signalized;
- (4) The intersection includes only two (2) streets;
- (5) Cross street is a City or County maintained street with a functional class of Minor Arterial or lower; and
- (6) The County has designated the use of the street at that location for a Golf Cart crossing.

Exhibit A Demonstrates the Designated and Prohibited Streets as well as Approved Crossings.

(Ord. No. ???)

Sec. 70-?? – Signage



- (A) The City shall erect signage on Designated Streets indicating that Golf Carts are allowed.
- (B) The City shall erect signage at all Approved Crossings warning approaching vehicles of the presence of the crossing.
- (C) All signage must be compliant with standards outlined in the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

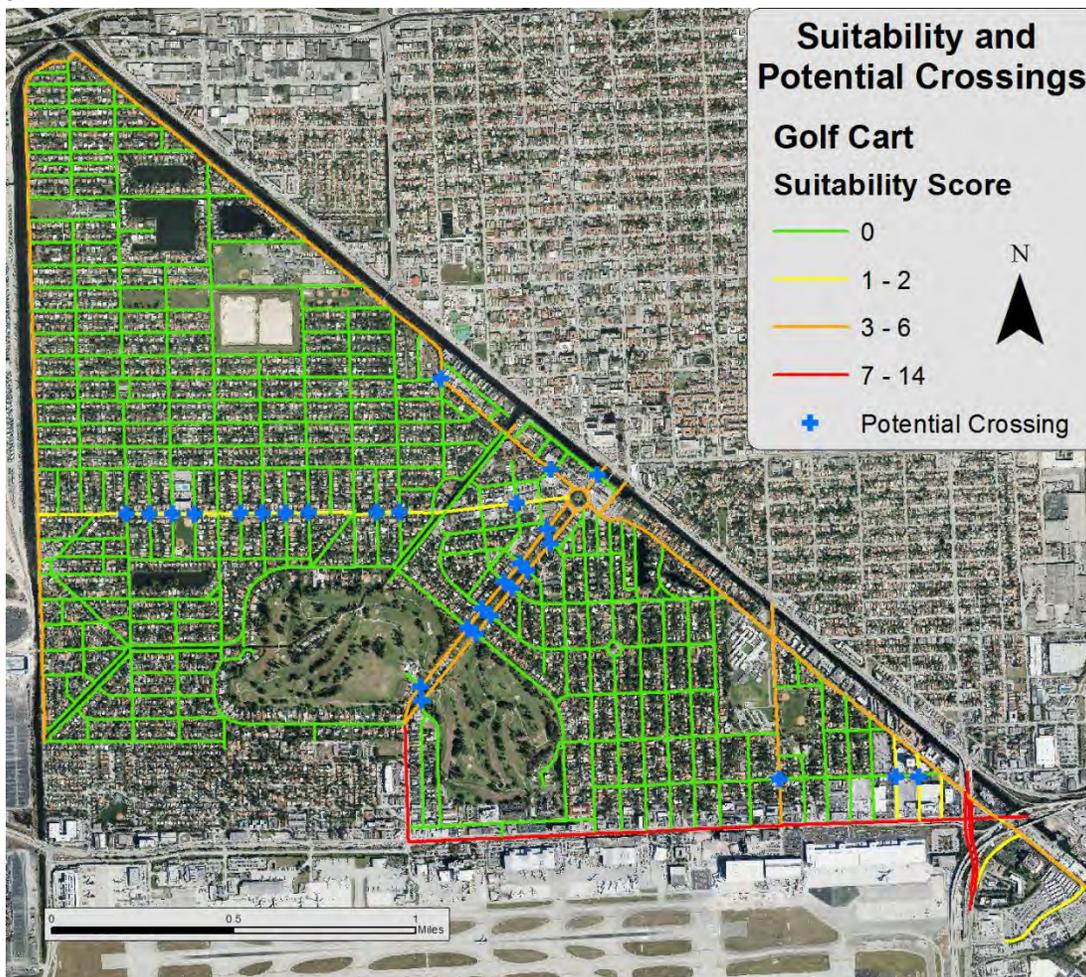
(Ord. No. ???)

Sec. 70-?? – Parking

- (A) Golf Carts may park in all legally marked vehicle parking spaces in all city-owned parking lots and on Designated Streets.
- (B) Golf Carts may only park in designated spaces on private property, including shopping centers.

(Ord. No. ???)

Exhibit A





Appendix B. Golf Cart Signage Plan

Signage for Alternative 2 will require at a minimum, the following sign types: golf cart crossing warning, no golf carts allowed, golf cart zone. All signs must be installed per guidelines stated in the Manual on Uniform Traffic Control Devices (MUTCD). Exhibits 1-20 demonstrate the required locations for all three types of signs.

1. Golf Cart Crossing Warning Sign

These signs should be placed 100 feet prior to all approved crossings on both sides of prohibited streets. Twenty-four (24) crossings will require a total of forty-eight (48) of these signs. Cost for these signs should be about \$70 each including the post and hardware. Total estimated cost not including installation is about \$3,360.



2. Golf Cart Zone Signs

These signs should be placed where vehicles enter designated streets from prohibited streets. Additional signs could be placed throughout the City on designated streets reminding motorists that golf carts are allowed. A minimum of one hundred and fifty-seven (157) of these signs will be required. Cost for these signs should be about \$75 including the post and hardware. Minimum total estimated cost not including installation for these signs is about \$11,775.



3. No Golf Carts Beyond This Point

These signs should be placed on designated streets just before intersections with prohibited streets, except at approved crossings, to remind golf cart operators where golf carts are not allowed. A minimum of one hundred and thirty-six (136) of these signs will be required. Cost for these signs should be about \$75 each including the post and hardware. Total estimated cost not including installation is about \$10,200.



Total Estimated Cost of Signs = \$25,335

Total Estimated Cost of Labor for Installation = \$1,960

Total Estimated Cost of Signage Plan = \$27,295

Cost estimates for signs and posts do not include shipping and handling fees. Labor estimate assumes 341 signs installed in 98 hours at \$20 per hour.

FDOT weighted average costs for furnishing and installing single post signs were not used to estimate costs. FDOT only offers an average cost for all signs under 12 square feet (\$328.85). All of these signs are 3 square feet or less. There are several vendors that will design and manufacture custom signs, however the costs of custom signs may vary from the prices shown above.

Exhibit 1. Golf Cart Signage Plan



Exhibit 2. Golf Cart Signage Plan

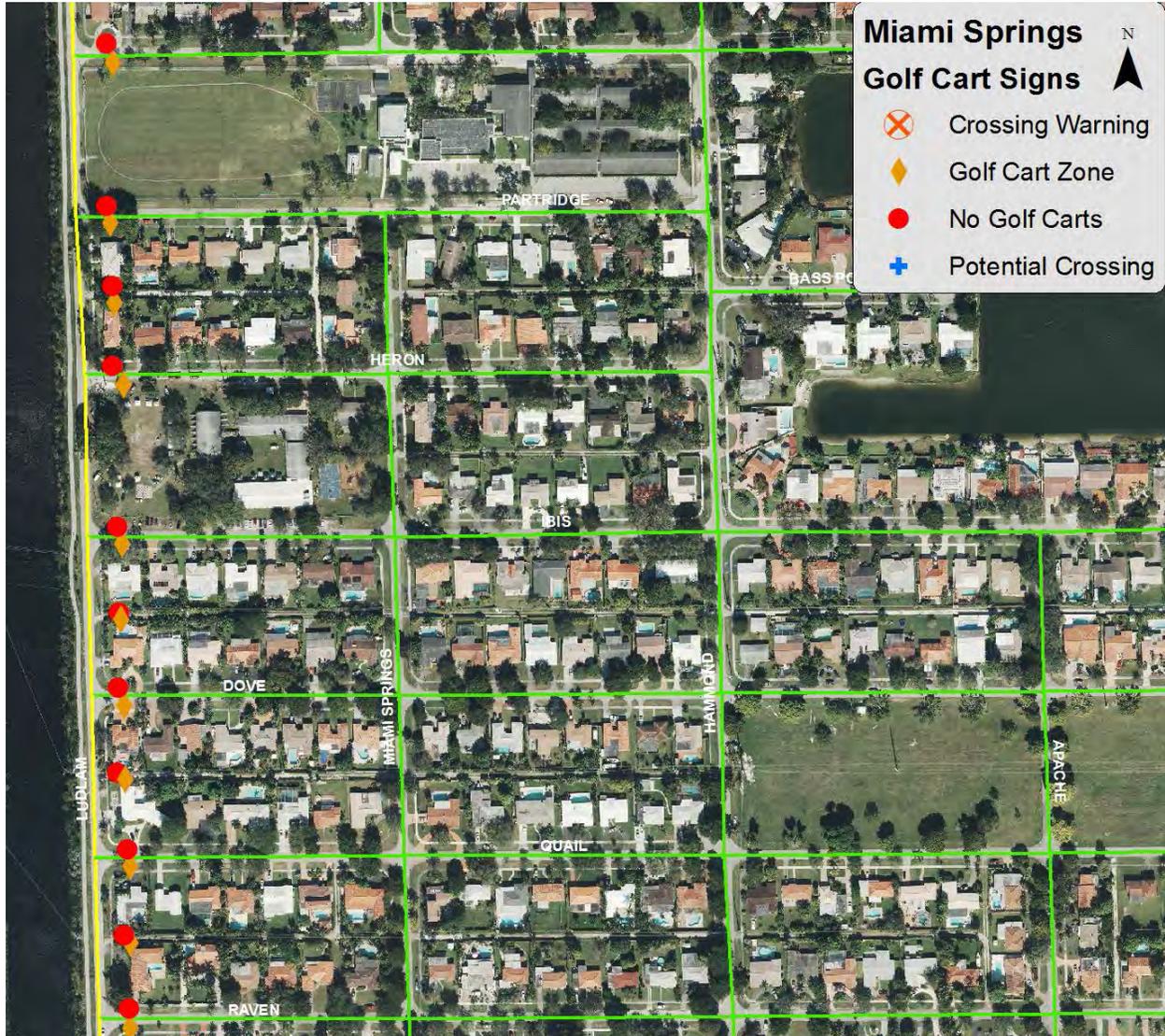


Exhibit 3. Golf Cart Signage Plan

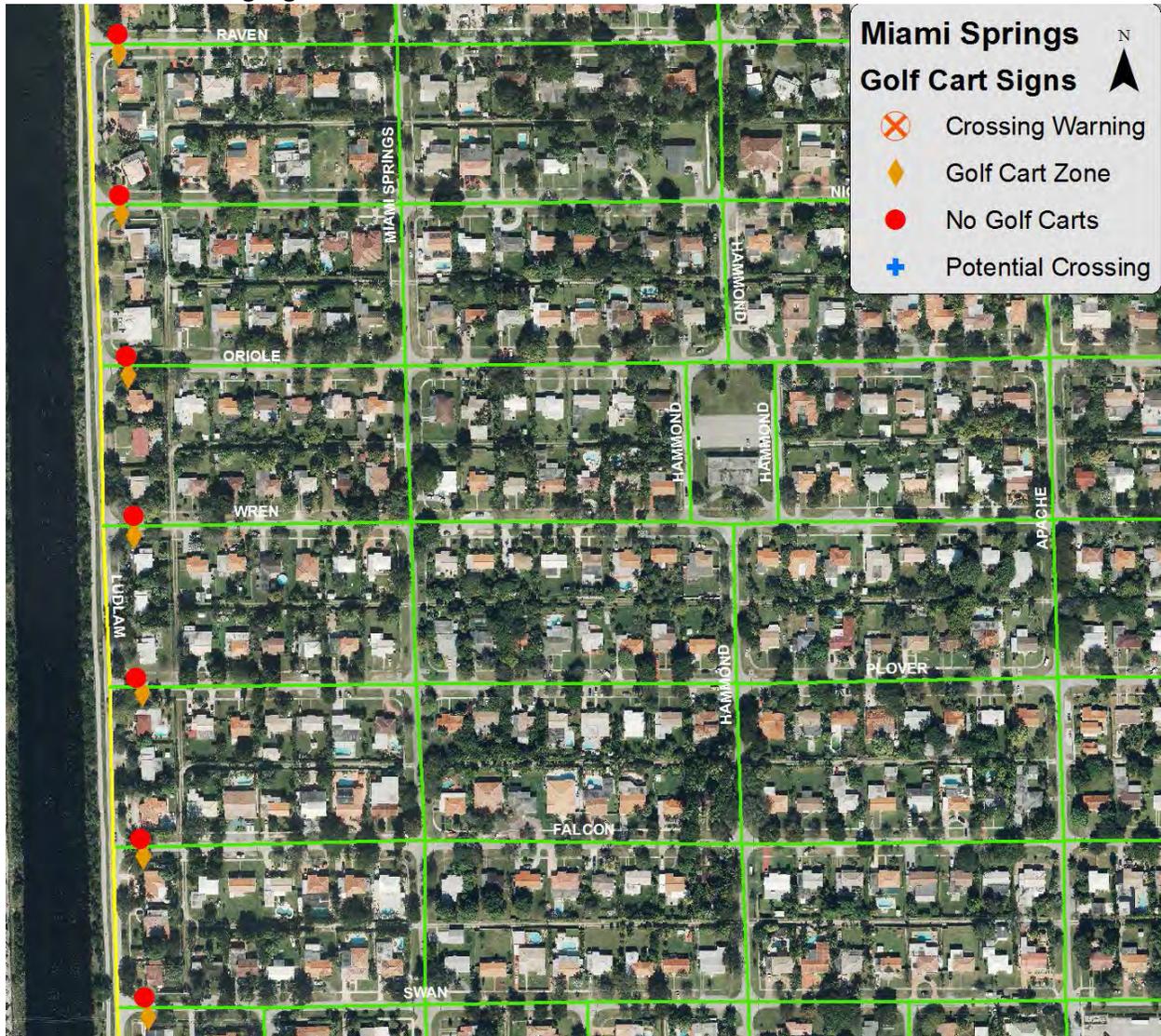


Exhibit 4. Golf Cart Signage Plan

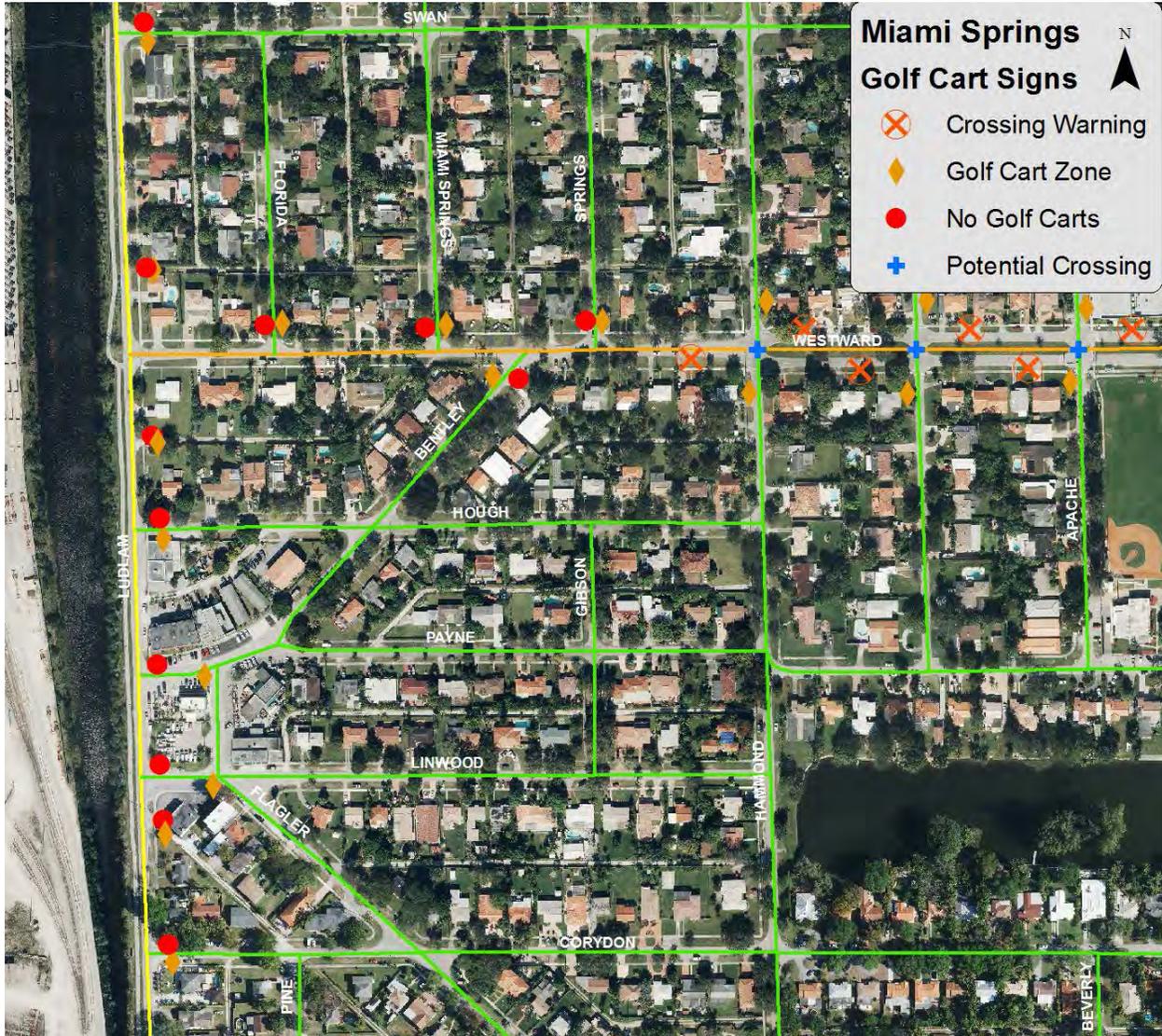


Exhibit 5. Golf Cart Signage Plan



Exhibit 6. Golf Cart Signage Plan



Exhibit 7. Golf Cart Signage Plan



Exhibit 8. Golf Cart Signage Plan



Exhibit 9. Golf Cart Signage Plan

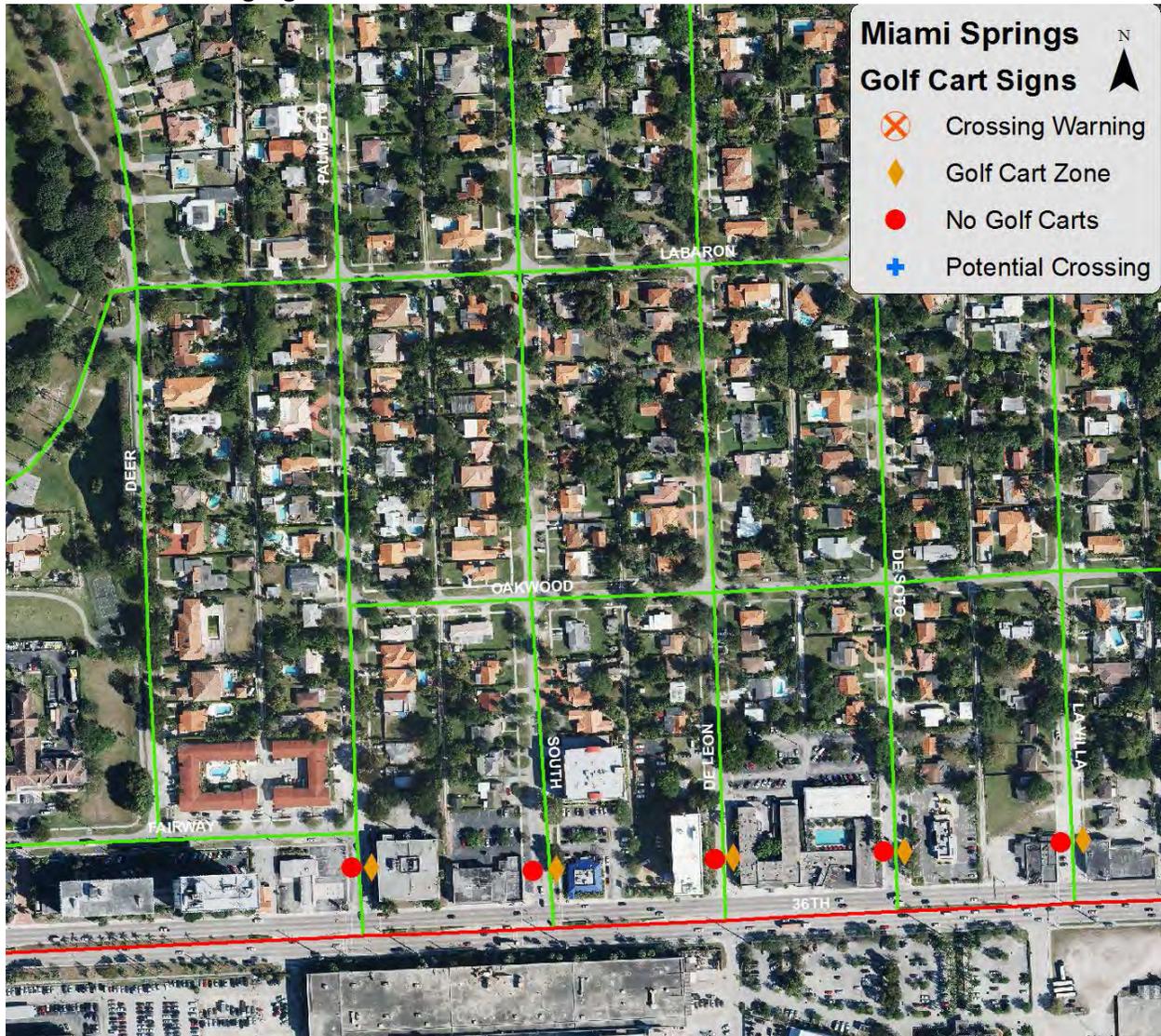


Exhibit 10. Golf Cart Signage Plan

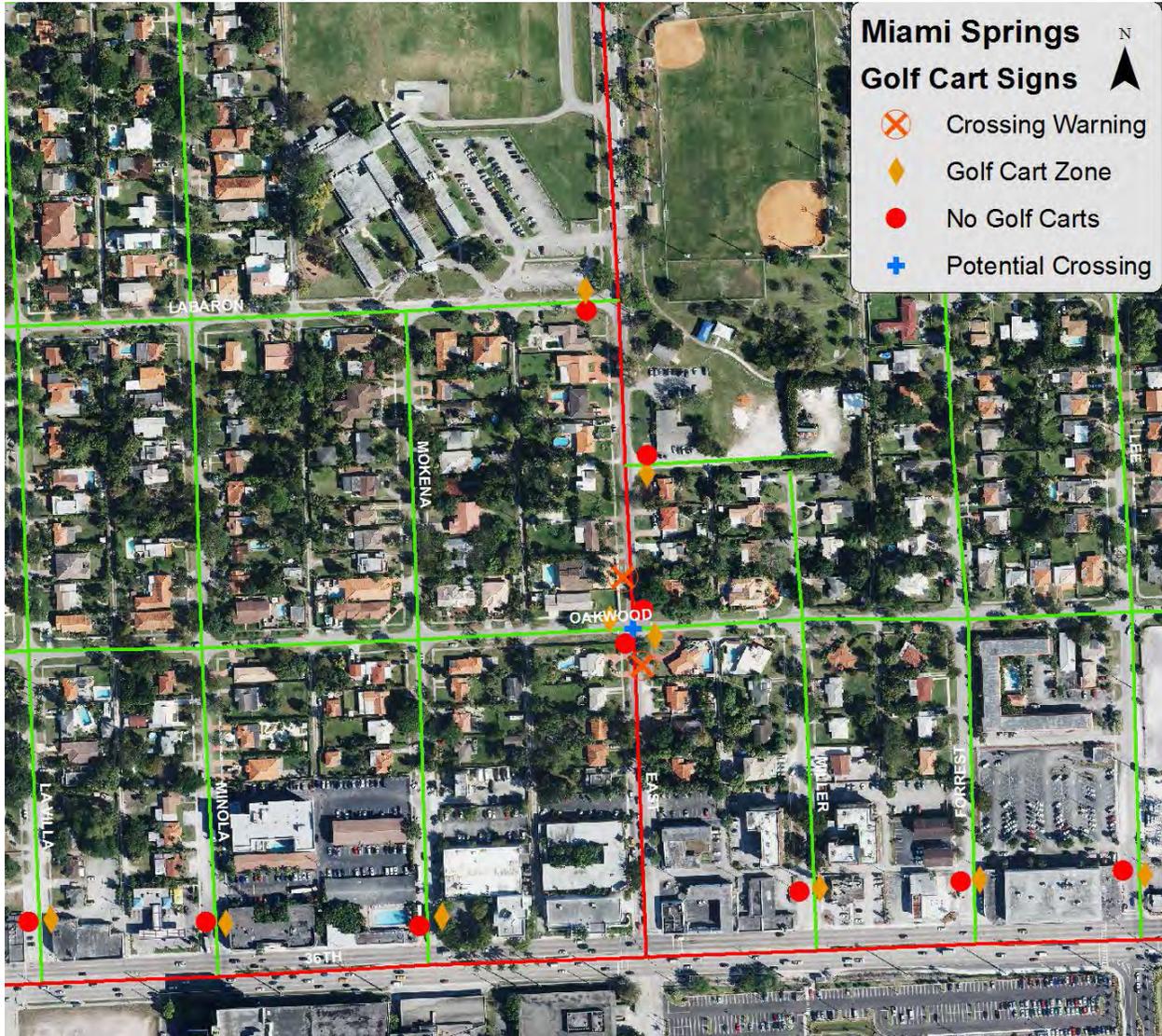


Exhibit 11. Golf Cart Signage Plan

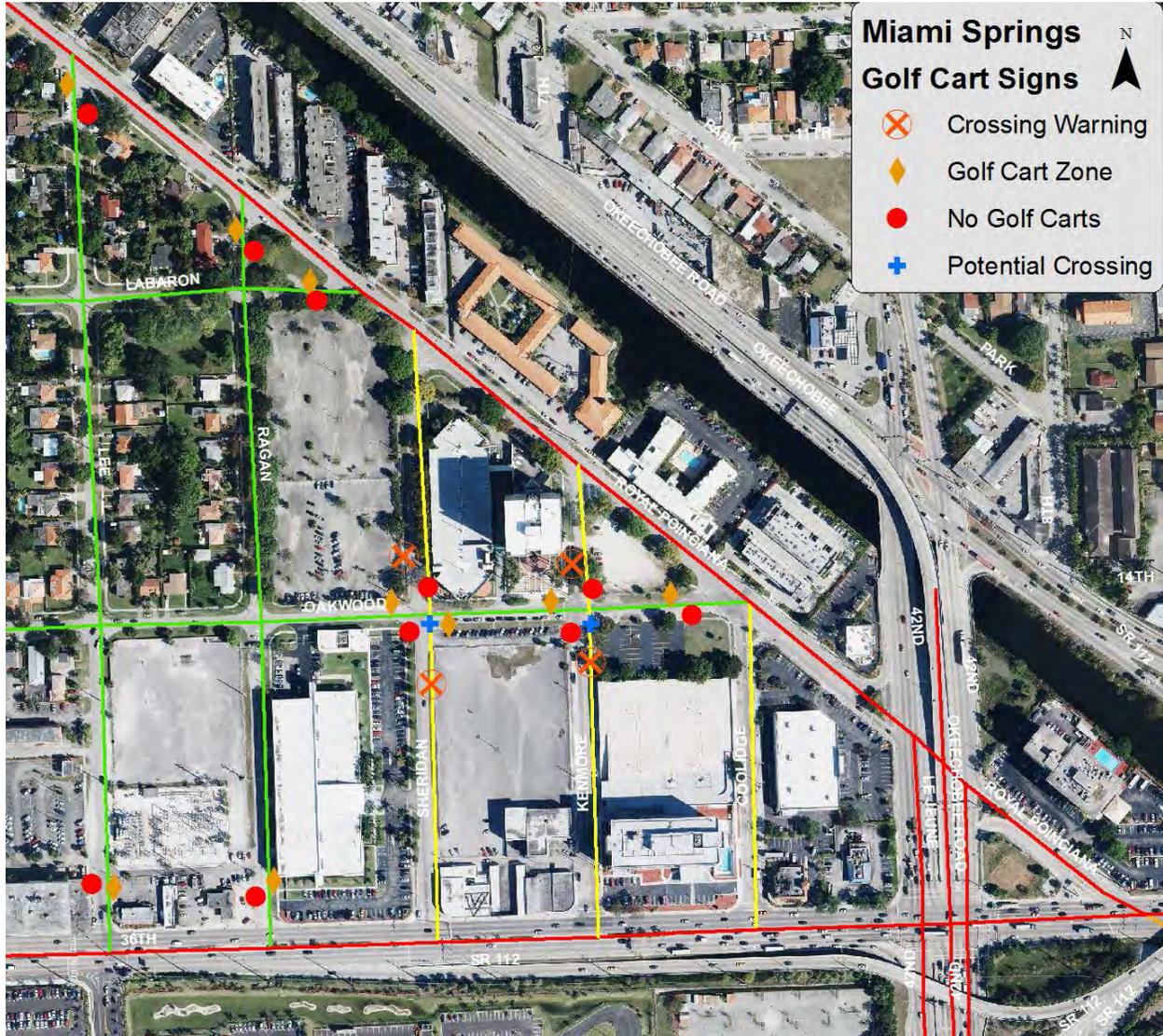


Exhibit 12. Golf Cart Signage Plan



Exhibit 13. Golf Cart Signage Plan



Exhibit 14. Golf Cart Signage Plan



Exhibit 15. Golf Cart Signage Plan

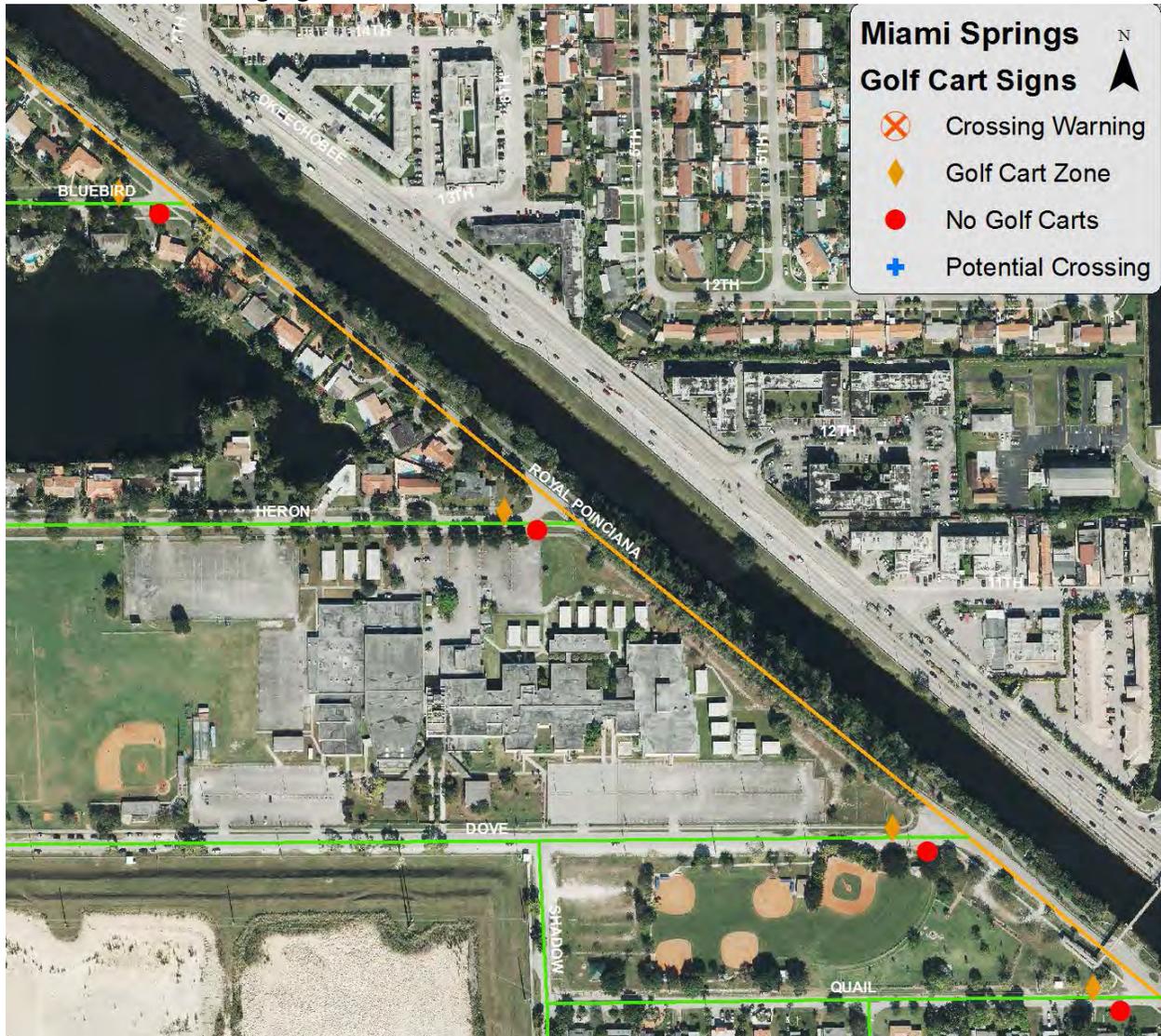


Exhibit 16. Golf Cart Signage Plan



Exhibit 17. Golf Cart Signage Plan



Exhibit 18. Golf Cart Signage Plan

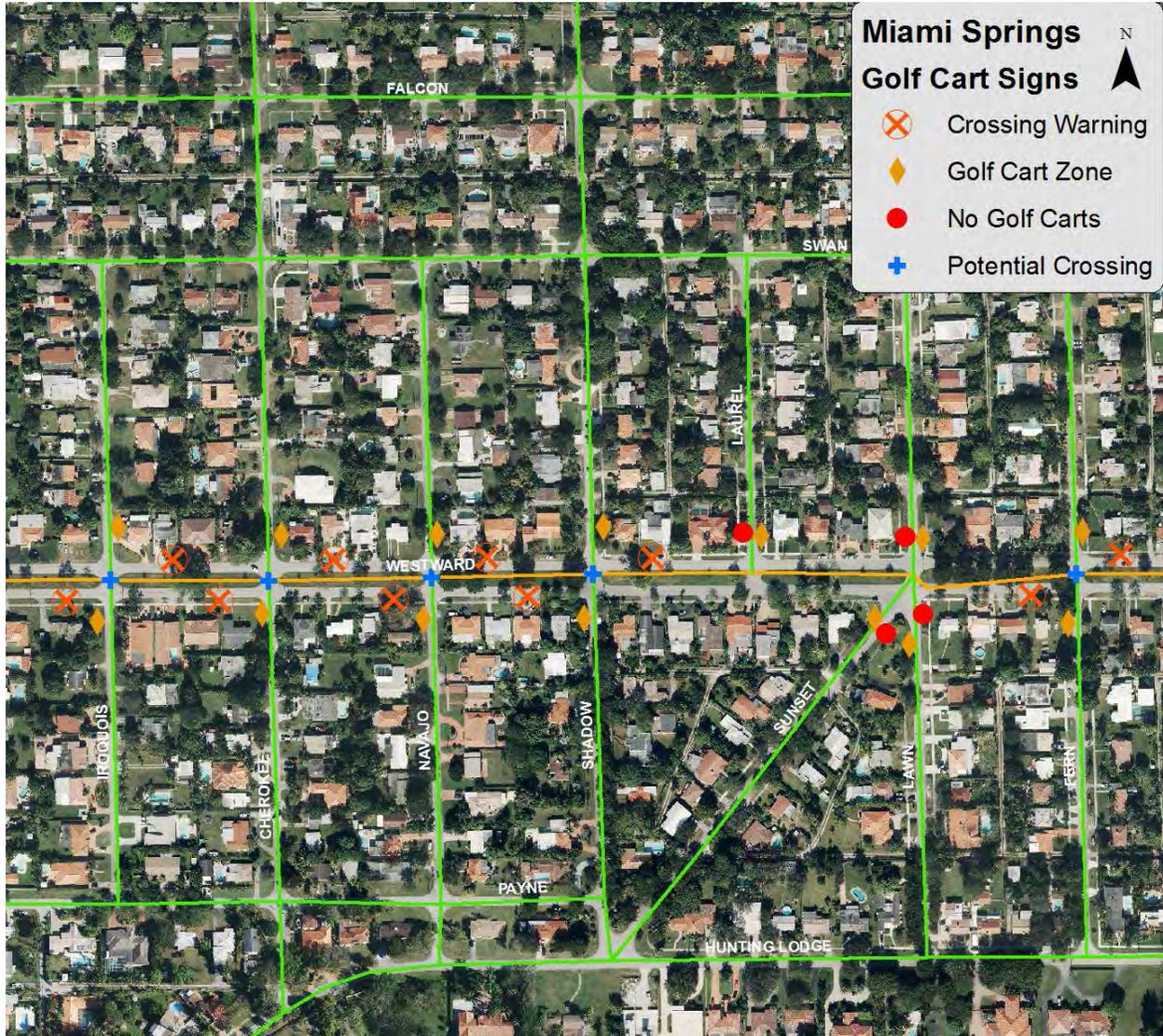


Exhibit 19. Golf Cart Signage Plan

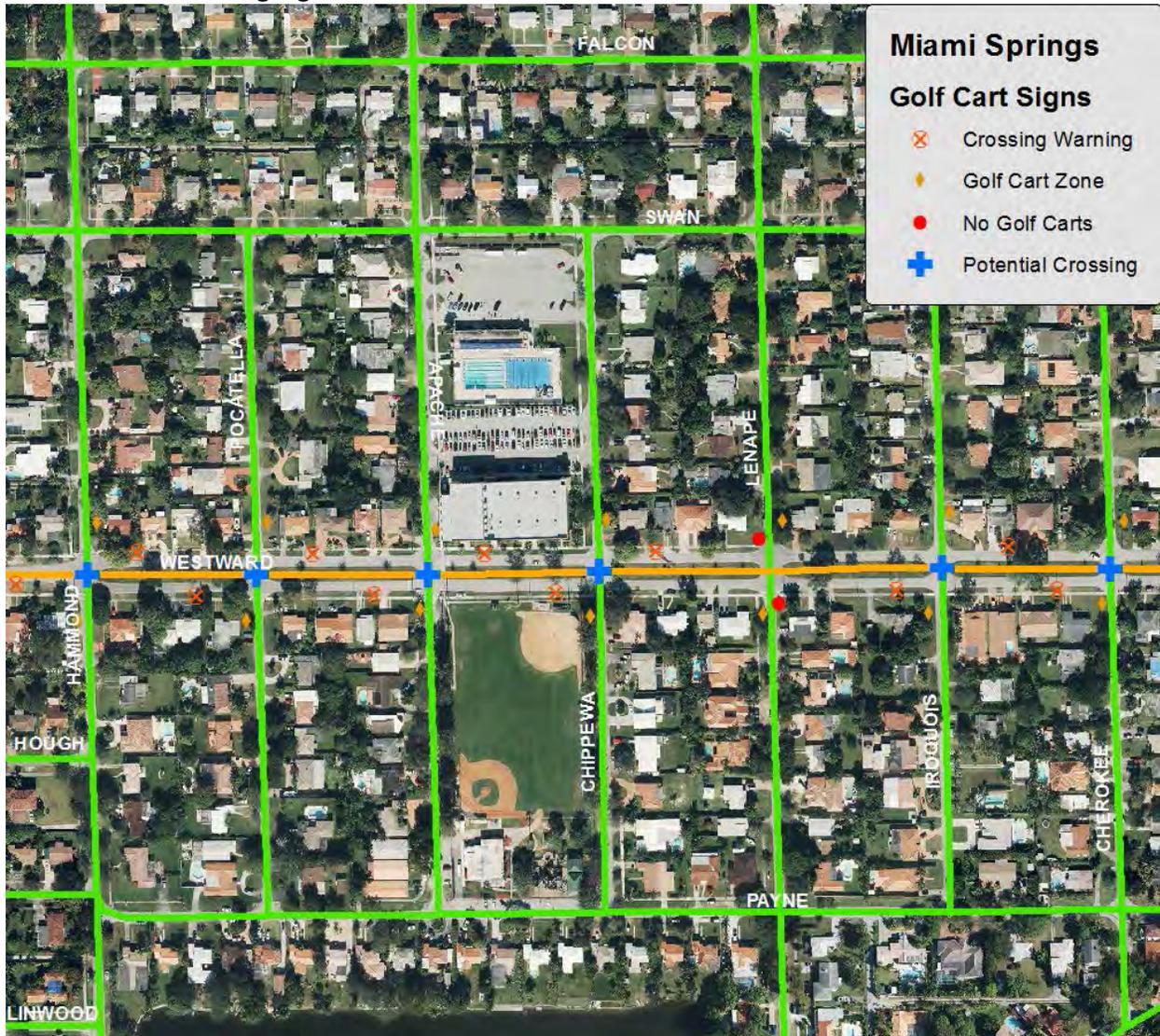


Exhibit 20. Golf Cart Signage Plan





Appendix C. April 21, 2014, Memorandum from Chief of Police to City Manager

Attachment B



Miami Springs
Police Department

Memorandum

To: Ronald K. Gorland, City Manager

From: Peter G. Baan, Chief of Police

Subject: Golf Carts on City Streets

Date: 04/21/2014

At the 01/27/2014 Council Meeting, the City Council discussed the feasibility of allowing golf carts to be operated on the streets of Miami Springs. Florida State Statute 316.212 gives municipalities the authority to allow the operation of non-licensed golf carts on certain roadways within their jurisdiction by enacting a local ordinance. However, per FSS 316.212, before enacting such legislation, the municipality must make a determination that golf carts can be safely operated on the designated streets, and signs must be posted to designate where such operation is allowed.

Because of the high traffic volume and speed limits, certain streets within the city would not be appropriate for the safe operation of golf carts. In addition, the layout of the roadways is such that it would be particularly difficult to designate specific streets where the operation of golf carts is allowed. This would at the very least require a huge number of signs to designate which streets are open to golf carts and which streets are not. In my opinion, the following streets are not safe for golf cart operation:

- o NW 36 St.
- o Lejeune Rd.
- o Coolidge Dr.
- o Kenmore Dr.
- o Sheridan Dr.
- o East Dr.
- o S. Royal Poinciana
- o Curtiss Parkway
- o North Royal Poinciana

In my opinion, for safety and liability reasons, the City should not allow golf carts on the City's roadways, since the operation of "Low-speed Vehicles", which are essentially street legal, licensed golf carts, is provided for in the Florida Statutes. These "Low-speed Vehicles" can be

1

Attachment B



purchased ready to register with all of the necessary lighting and safety equipment already installed. A standard golf cart can be converted to a "Low-speed Vehicle" by having the required equipment installed and following the required registration and inspection procedure. "Low-speed Vehicles" must be licensed and insured to be legally operated on any Florida roadway. Kits to convert a golf cart to a "Low-speed Vehicle" are available for \$200.00 to \$500.00, plus installation. The one-time inspection fee is approximately \$40.00 and the annual registration fee is approximately \$30.00. Insurance costs will vary widely based on driving record and the specific type and amount of coverage. I have obtained verbal insurance quotes which vary between \$400.00 and \$1,000.00 per year.

If the Council decides to adopt an ordinance to allow non-licensed golf carts on city streets, I recommend the following requirements as a minimum; They should only be driven by a licensed driver, age 16 and over, from dawn to dusk hours only, and should only be allowed on city streets designated for their use. The carts should be equipped with proper safety equipment including headlamps, stop lamps, turn signal lamps, and tail lamps, rear and side reflectors, horn, parking brakes, rearview mirrors, windshield and seat belts.

Prior to enacting such an ordinance, in order to comply with FSS 316.212, I believe the City would have to obtain an expert opinion from a traffic engineer to determine which streets, if any, are suitable for golf cart operation. In addition, the location of regulatory sign placements would have to be researched to ensure that streets that are available for golf cart operation are clearly designated and those where cart operation is not allowed are also clearly marked.

Florida Statutes:

316.212

Operation of golf carts on certain roadways.—

The operation of a golf cart upon the public roads or streets of this state is prohibited except as provided herein:

- (1) A golf cart may be operated only upon a county road that has been designated by a county, or a municipal street that has been designated by a municipality, for use by golf carts. Prior to making such a designation, the responsible local governmental entity must first determine that golf carts may safely travel on or cross the public road or street, considering factors including the speed, volume, and character of motor vehicle traffic using the road or street. Upon a determination that golf carts may be safely operated on a designated road or street, the responsible governmental entity shall post appropriate signs to indicate that such operation is allowed.

316.2122

Operation of a low-speed vehicle or mini truck on certain roadways.—

The operation of a low-speed vehicle as defined in s. 320.01 or a mini truck as defined in s. 320.01 on any road is authorized with the following restrictions:

- (1) A low-speed vehicle or mini truck may be operated only on streets where the posted speed limit is 35 miles per hour or less. This does not prohibit a low-speed vehicle or



mini truck from crossing a road or street at an intersection where the road or street has a posted speed limit of more than 35 miles per hour.

(2) A low-speed vehicle must be equipped with headlamps, stop lamps, turn signal lamps, taillamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle identification numbers.

(3) A low-speed vehicle or mini truck must be registered and insured in accordance with s. 320.02 and titled pursuant to chapter 319.

(4) Any person operating a low-speed vehicle or mini truck must have in his or her possession a valid driver license.

(5) A county or municipality may prohibit the operation of low-speed vehicles or mini trucks on any road under its jurisdiction if the governing body of the county or municipality determines that such prohibition is necessary in the interest of safety.

(6) The Department of Transportation may prohibit the operation of low-speed vehicles or mini trucks on any road under its jurisdiction if it determines that such prohibition is necessary in the interest of safety.

320.01

Definitions, general.—

As used in the Florida Statutes, except as otherwise provided, the term:

(22) “Golf cart” means a motor vehicle that is designed and manufactured for operation on a golf course for sporting or recreational purposes and that is not capable of exceeding speeds of 20 miles per hour.

(41) “Low-speed vehicle” means any four-wheeled vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour, including, but not limited to, neighborhood electric vehicles. Low-speed vehicles must comply with the safety standards in 49 C.F.R. s. 571.500 and s. 316.2122.

Attachments



Appendix D. Florida Statutes Governing Golf Carts

320.01 Definitions

(22) "Golf cart" means a motor vehicle that is designed and manufactured for operation on a golf course for sporting or recreational purposes and that is not capable of exceeding speeds of 20 miles per hour.

(42) "Low-speed vehicle" means any four-wheeled electric vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour, including neighborhood electric vehicles. Low-speed vehicles must comply with the safety standards in 49 C.F.R. s. 571.500 and s. 316.2122.

316.003 Definitions

(68) GOLF CART.--A motor vehicle designed and manufactured for operation on a golf course for sporting or recreational purposes.

316.212 Operation of golf carts on certain roadways.—The operation of a golf cart upon the public roads or streets of this state is prohibited except as provided herein:

(1) A golf cart may be operated only upon a county road that has been designated by a county, or a municipal street that has been designated by a municipality, for use by golf carts. Prior to making such a designation, the responsible local governmental entity must first determine that golf carts may safely travel on or cross the public road or street, considering factors including the speed, volume, and character of motor vehicle traffic using the road or street. Upon a determination that golf carts may be safely operated on a designated road or street, the responsible governmental entity shall post appropriate signs to indicate that such operation is allowed.

(2) A golf cart may be operated on a part of the State Highway System only under the following conditions:

(a) To cross a portion of the State Highway System which intersects a county road or municipal street that has been designated for use by golf carts if the Department of Transportation has reviewed and approved the location and design of the crossing and any traffic control devices needed for safety purposes.

(b) To cross, at midblock, a part of the State Highway System where a golf course is constructed on both sides of the highway if the Department of Transportation has reviewed and approved the location and design of the crossing and any traffic control devices needed for safety purposes.

(c) A golf cart may be operated on a state road that has been designated for transfer to a local government unit pursuant to s. 335.0415 if the Department of Transportation determines that the operation of a golf cart within the right-of-way of the road will not impede the safe and efficient flow of motor vehicular traffic. The department may authorize the operation of golf carts on such a road if:

1. The road is the only available public road along which golf carts may travel or cross or the road provides the safest travel route among alternative routes available; and
2. The speed, volume, and character of motor vehicular traffic using the road is considered in making such a determination.



Upon its determination that golf carts may be operated on a given road, the department shall post appropriate signs on the road to indicate that such operation is allowed.

(3) Notwithstanding any other provision of this section, a golf cart may be operated for the purpose of crossing a street or highway where a single mobile home park is located on both sides of the street or highway and is divided by that street or highway, provided that the governmental entity having original jurisdiction over such street or highway shall review and approve the location of the crossing and require implementation of any traffic controls needed for safety purposes. This subsection shall apply only to residents or guests of the mobile home park. If notice is posted at the entrance and exit of any mobile home park where residents of the park operate golf carts or electric vehicles within the confines of the park, it is not necessary for the park to have a gate or other device at the entrance and exit in order for such golf carts or electric vehicles to be lawfully operated in the park.

(4) Notwithstanding any other provision of this section, if authorized by the Division of Recreation and Parks of the Department of Environmental Protection, a golf cart may be operated on a road that is part of the State Park Road System if the posted speed limit is 35 miles per hour or less.

(5) A golf cart may be operated only during the hours between sunrise and sunset, unless the responsible governmental entity has determined that a golf cart may be operated during the hours between sunset and sunrise and the golf cart is equipped with headlights, brake lights, turn signals, and a windshield.

(6) A golf cart must be equipped with efficient brakes, reliable steering apparatus, safe tires, a rearview mirror, and red reflectorized warning devices in both the front and rear.

(7) A golf cart may not be operated on public roads or streets by any person under the age of 14.

(8) A local governmental entity may enact an ordinance relating to:

(a) Golf cart operation and equipment which is more restrictive than those enumerated in this section. Upon enactment of such ordinance, the local governmental entity shall post appropriate signs or otherwise inform the residents that such an ordinance exists and that it will be enforced within the local government's jurisdictional territory. An ordinance referred to in this section must apply only to an unlicensed driver.

(b) Golf cart operation on sidewalks adjacent to specific segments of municipal streets, county roads, or state highways within the jurisdictional territory of the local governmental entity if:

1. The local governmental entity determines, after considering the condition and current use of the sidewalks, the character of the surrounding community, and the locations of authorized golf cart crossings, that golf carts, bicycles, and pedestrians may safely share the sidewalk;
2. The local governmental entity consults with the Department of Transportation before adopting the ordinance;
3. The ordinance restricts golf carts to a maximum speed of 15 miles per hour and permits such use on sidewalks adjacent to state highways only if the sidewalks are at least 8 feet wide;
4. The ordinance requires the golf carts to meet the equipment requirements in subsection (6). However, the ordinance may require additional equipment, including horns or other warning devices required by s. 316.271; and
5. The local governmental entity posts appropriate signs or otherwise informs residents that the ordinance exists and applies to such sidewalks.



(9) A violation of this section is a noncriminal traffic infraction, punishable pursuant to chapter 318 as a moving violation for infractions of subsections (1)-(5) or a local ordinance corresponding thereto and enacted pursuant to subsection (8), or punishable pursuant to chapter 318 as a nonmoving violation for infractions of subsection (6), subsection (7), or a local ordinance corresponding thereto and enacted pursuant to subsection (8).

History.—s. 2, ch. 83-188; s. 1, ch. 84-111; s. 2, ch. 88-253; s. 322, ch. 95-148; s. 4, ch. 96-413; s. 168, ch. 99-248; s. 7, ch. 2000-313; s. 6, ch. 2005-164; s. 3, ch. 2008-98; s. 46, ch. 2010-223.

316.2122 Operation of a low-speed vehicle or mini truck on certain roadways.—The operation of a low-speed vehicle as defined in s. 320.01 or a mini truck as defined in s. 320.01 on any road is authorized with the following restrictions:

- (1) A low-speed vehicle or mini truck may be operated only on streets where the posted speed limit is 35 miles per hour or less. This does not prohibit a low-speed vehicle or mini truck from crossing a road or street at an intersection where the road or street has a posted speed limit of more than 35 miles per hour.
- (2) A low-speed vehicle must be equipped with headlamps, stop lamps, turn signal lamps, taillamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle identification numbers.
- (3) A low-speed vehicle or mini truck must be registered and insured in accordance with s. 320.02 and titled pursuant to chapter 319.
- (4) Any person operating a low-speed vehicle or mini truck must have in his or her possession a valid driver license.
- (5) A county or municipality may prohibit the operation of low-speed vehicles or mini trucks on any road under its jurisdiction if the governing body of the county or municipality determines that such prohibition is necessary in the interest of safety.
- (6) The Department of Transportation may prohibit the operation of low-speed vehicles or mini trucks on any road under its jurisdiction if it determines that such prohibition is necessary in the interest of safety.

History.—s. 1, ch. 99-163; s. 5, ch. 2009-183; s. 85, ch. 2012-174; s. 78, ch. 2013-160.



Appendix E. Affidavit for Golf Cart Modified to a Low Speed Vehicle

STATE OF FLORIDA
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
AFFIDAVIT FOR GOLF CART MODIFIED TO A LOW SPEED VEHICLE

Florida Assigned FLA VIN: _____

The undersigned hereby certifies that the golf cart modified to a low speed vehicle conforms to Federal Regulations under Title CFR Part 571.500 and 316.2126, Florida Statutes, including but not limited to the following:

- Headlamps
- Stop lamps
- Tail lamps
- Rear license plate bracket with either a tail lamp or a separate lamp constructed and placed to illuminate with a white light the rear registration plate and render it clearly legible from a distance of 50 feet to the rear
- Front and rear turn signal lamps
- Windshield with an AS1 or AS4 composition
- Type 1 or Type 2 seat belt assembly conforming to section 571.209 of this part, Federal Motor Vehicle Safety Standard No. 209, Seat belt assemblies at each designated seating position
- An exterior mirror mounted on the driver's side of the vehicle and either an exterior mirror mounted on the passenger's side of the vehicle or an interior mirror
- Parking Brakes
- Reflex reflectors: one red on each side as far to the rear as practicable, and one red on the rear
- Windshield cleaning device pursuant to 316.2952(3)(4), Florida Statutes
- Horn pursuant to 316.271(1), Florida Statutes
- Slow Moving Vehicle Emblem (SMV) pursuant to 316.2225(7)(a)(b), Florida Statutes
- Top speed is greater than 20 MPH but not greater than 25 MPH pursuant to 320.01(42), Florida Statutes (it can be gasoline or electrical/battery powered)
- Requirement of a weight slip (The Gross Vehicle Weight Rating cannot exceed 3,000 lbs. The GVWR includes the net weight of the vehicle, plus the rated cargo load, plus 150 lbs. times the number of seating positions equipped with seat belts)

UNDER PENALTIES OF PERJURY, I DECLARE THAT I HAVE READ THE FOREGOING DOCUMENT AND THAT THE FACTS STATED IN IT ARE TRUE. FURTHER, I AGREE TO DEFEND THE TITLE AGAINST ALL CLAIMS.

SIGNATURE OF APPLICANT (OWNER)

SIGNATURE OF APPLICANT (CO-OWNER)

PRINTED NAME OF APPLICANT (OWNER)

PRINTED NAME OF APPLICANT (CO-OWNER)

DATE: _____

DATE: _____

HSMV 86064 (Rev. 09/12)



Appendix F. Affidavit for a Low Speed Vehicle Converted to a Golf Cart

FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES

AFFIDAVIT FOR A LOW SPEED VEHICLE CONVERTED TO A GOLF CART

Name _____ Street Address _____

City _____ State _____ Zip Code _____

Florida Vehicle Identification Number _____

Florida Title # _____ Florida License Plate# _____

I/We _____

hereby certify that the low speed vehicle converted to a golf cart described above has been modified to comply with the speed restrictions in s. [320.01\(22\)](#) (not capable of exceeding speeds of 20 miles per hour) and acknowledge that the vehicle must be operated in accordance with s. 316.212, s. 316.2125, s. 316.2126, or s. 316.21265.

UNDER PENALTIES OF PERJURY, I/WE DECLARE THAT I/WE HAVE READ THE FOREGOING DOCUMENT AND THAT THE FACTS STATED IN IT ARE TRUE.

SIGNATURE OF APPLICANT (OWNER) PRINTED NAME OF APPLICANT (OWNER)

SIGNATURE OF APPLICANT (CO-OWNER) PRINTED NAME OF APPLICANT (CO-OWNER)
(if applicable) (if applicable)

HSMV 86066 (06/13)



Appendix G. Example Golf Cart Ordinance – Palmetto Bay, FL

ARTICLE II. - GOLF CART USE ON CERTAIN DESIGNATED STREETS OR ROADS

Sec. 28-51. - Golf carts, legislative intent.

It is the intent of this section to permit and regulate the operation of golf carts upon the designated streets of the village, during nonrestricted hours by licensed drivers operating golf carts which have passed a safety inspection. This article is adopted to address the interest of public safety. Golf carts, also known as GCVs, is to be regulated to address safety issued. Adoption of this article is not to be relied upon as a determination that operation of the GCV or golf cart on roads is safe or advisable. All persons who operate or ride in golf carts, GCVs, on roads do so at their risk and peril, and must be observant of, and attentive to the safety of themselves and others, including their passengers, other motorists, bicyclists and pedestrians. The village has no liability under any theory of law for permitting golf cars, GCVs to be operated on roads under this chapter. Any person who operates a golf cart, GCV, is responsible for procuring liability insurance as required under this chapter, and Florida law, which requirement is a condition to using a golf cart, GCV, on the roads of the village.

(Ord. No. 08-14, § 1(14-10.1), 9-8-2008; Ord. No. 09-06, § 1(14-10.1), 2-2-2009)

Sec. 28-52. - Definitions.

The following words and phrases when used in this chapter shall have the definitions respectively ascribed to them in this section. Whenever any words or phrases used in this chapter are not defined but are defined in the F.S. ch. 316 and any amendments thereto, such definitions shall apply.

Designated streets means all streets within the village except Old Cutler Road, U.S. Highway 1 (a/k/a Palmetto Bay Parkway); SW 136 Street; SW 144th Street; SW 152nd Street; SW 168th Street; SW 184th Street; SW 67th Avenue; SW 77th Avenue; SW 82nd Avenue; SW 87th Avenue; and SW 97th Avenue; (no use of Old Cutler Road or bridges permitted, except as specifically designated below).

Golf cart means a motor vehicle designed and manufactured for operation on a golf course for sporting or recreational purposes as defined in F.S. § 316.003(68) and that can be considered a "Golf Car Based Product Vehicle (GCV), which is a self-propelled vehicle with a minimum of four wheels, capable of a maximum level ground speed of less than 20 miles per hour (MPH) (30 km/h), maximum rated pay load capacity of 1200 pounds (545 Kg), maximum gross vehicle weight (GVW) of 2,500 pounds (1,135 kg), capable of transporting not more than four persons and which complies with the safety operations standards established in this chapter. A GCV chassis and drive mechanism shall conform to the GCV profile. The profile addresses the physical characteristics of the vehicle, which means a four wheel vehicle built on a golf cart chassis and rive mechanism with tires furnished or recommended by the applicable GCV OEM manufacturer and as is further set forth in either ANSI/NGCMA Z135-2004 or ANSI/ITSDF B56.8-2006, Safety Standard for Personnel and Burden Carriers. Where applicable, batter electric GCVs will be recognized as "electric vehicles" or "zero emission vehicles" and hybrid GCVs will be recognized as "alternative fueled vehicles" as provided under Florida Law, F.S. chs. 316, 320, and 334. Low speed vehicles are not golf carts.

Permit. An official authorization designating that the golf cart to which the authorization is affixed meets the requirements of state law and the Village Code and/or code of adjacent municipalities.

(Ord. No. 08-14, § 1(14-10.2), 9-8-2008; Ord. No. 09-06, § 1(14-10.2), 2-2-2009; Ord. No. 2010-06, § 1, 5-3-2010)

Sec. 28-53. - Operation of golf cart.



The operation of a golf cart within the Village of Palmetto Bay is strictly prohibited unless the golf cart is operated and equipped in full compliance with this chapter.

(Ord. No. 08-14, § 1(14-10.3), 9-8-2008; Ord. No. 09-06, § 1(14-10.3), 2-2-2009)

Sec. 28-54. - Authorized use.

- (a) Licensed drivers may operate golf carts which have registered, and been issued a permits by the village on all designated streets within the village or a neighboring jurisdiction's drivers on all designated streets of the village between a half hour after sunrise and a half hour prior to sunset for all golf carts.
- (b) A permit to use a golf cart on a designated street does not permit entry onto private property or semi-private property, including retail parking lots, private roads or common areas in condominiums. Access to these areas may be regulated by the property owners and/or property managers.
- (c) The storage of the golf carts shall not occur within ten feet of any property line that faces a street.
- (d) All golf carts, GCVs, between sunset and sunrise, fog, smoke and rain must be equipped with headlights, brake lights, turn signals and a windshield.

(Ord. No. 08-14, § 1(14-10.4), 9-8-2008; Ord. No. 09-06, § 1(14-10.4), 2-2-2009; Ord. No. 2010-06, § 1, 5-3-2010)

Sec. 28-55. - Prohibited use.

The operation in the village of any golf cart in the following manner or under the following conditions is prohibited:

- (1) Without a valid, current driver's license;
- (2) Without a valid, current permit issued by the village or a neighboring jurisdiction and affixed to the golf cart in a conspicuous location;
- (3) In violation of state or county traffic and insurance regulations;
- (4) Anywhere on the roadway surface of Old Cutler Road, except to cross that thoroughfare at marked intersections or intersections regulated by a traffic signal upon the nondesignated streets solely for the purpose of reaching the immediately next intersection. The operation of golf carts upon nondesignated streets pursuant to this subsection;
- (5) Shall be subject to authorization from Miami-Dade County pursuant to F.S. § 316.212(1);
- (6) On the sidewalks, swales or parks of the village;
- (7) Parking in violation of posted regulations;
- (8) Obstructing or interfering with normal traffic flow;
- (9) Carrying more occupants in a golf cart than the number of persons for whom factory seating is installed and provided on the golf cart;
- (10) Standing and extending body parts outside the perimeter of the golf cart while the golf cart is being operated; and
- (11) The operation of an ATV, as defined in F.S. § 317.0003, upon the public roads or streets is prohibited.

(Ord. No. 08-14, § 1(14-10.5), 9-8-2008; Ord. No. 09-06, § 1(14-10.5), 2-2-2009; Ord. No. 2010-06, § 1, 5-3-2010)

Sec. 28-56. - Registration.



- (a) All golf carts, GVCs, operated on village designated streets must first be registered through the village or through a neighboring jurisdiction and a registration sticker must be placed on the rear fender of the golf cart, GVC.
- (b) Registration of golf carts, GCVs, must be made by the owner who is at least 18 years of age.
- (c) The owner of the golf cart, GCV, will be charged an initial permit application/registration fee of \$50.00. The renewal permit/registration fee thereafter shall be \$10.00.
- (d) Driving a golf cart without a current village registration will result in a noncriminal, civil citation of \$150.00.
- (e) A list of all golf carts, GCV, registrations will be maintained by the village.
- (g) Funds from registration fees will support costs of village administration of the golf cart, GCV, and registration stickers.
- (h) At registration, and annually thereafter, the applicant shall file a notarized, verified affidavit that the golf cart, GCV, being registered complies with all the conditions contained in this ordinance, including all safety requirements required under section 28-58. Failure to execute and provide the notarized, verified affidavit shall result in the village's rejection of the permit request.
- (i) The village shall issue a permit to a golf cart, GCV, which complies with all requirements identified herein. The permit shall be displayed in a conspicuous location on the golf cart, GCV.
- (j) Proof of insurance through a homeowner's policy of liability and property damage coverage shall be provided to the village, annually. Failure to provide proof of coverage shall result in termination of registration of the golf cart or GVC.

(Ord. No. 08-14, § 1(14-10.6), 9-8-2008; Ord. No. 09-06, § 1(14-10.6), 2-2-2009; Ord. No. 2010-06, § 1, 5-3-2010)

Sec. 28-57. - Reserved.

Sec. 28-58. - Required equipment.

In order to be permitted for use in the village, a golf cart, GCV, is to be equipped with:

- (1) Efficient locking brakes;
- (2) Reliable steering apparatus;
- (3) Safe tires;
- (4) Rear view mirrors;
- (5) Red reflectorized warning devices, both in the front and the rear;
- (6) Rear stop lamps meeting the minimum standards of F.S. § 316.234(1);
- (7) Turn signals meeting the minimum standards of F.S. § 316.234(2);
- (8) Safety belts for drivers and passengers;
- (9) Head lamps, reflex reflectors and tail lamps (rear position lamps as set forth in ANSI/NGCMA Z135-2004, American National Standard for Personal Transport Vehicles - Safety and Performance Specifications;
- (10) Reverse warning device;
- (11) Main power switch;
- (12) Horn;



(13) Safety labels; and

(14) Manufacturer's serial number plate.

(Ord. No. 08-14, § 1(14-10.8), 9-8-2008; Ord. No. 09-06, § 1(14-10.8), 2-2-2009)

Sec. 28-59. - Reserved.

Sec. 28-60. - Operators.

Drivers must hold a current, valid driver's license and insurance in order to operate a golf cart, GCV, upon the streets of the village.

(Ord. No. 08-14, § 1(14-10.10), 9-8-2008; Ord. No. 09-06, § 1(14-10.10), 2-2-2009)

Sec. 28-61. - Traffic laws.

- (a) Operators of golf carts, GCVs, using designated streets within the village are required to observe all applicable state and local traffic laws as if they were operating any other motor vehicle.
- (b) While traveling on designated streets, operators and passengers of golf carts, GCVs, must comply with applicable state law as to the requirements and usage of safety belts and child restraint equipment.
- (c) Owners and operators of golf carts shall comply with applicable state law pertaining to insurance requirements.
- (d) Golf carts, GCVs, may be ticketed for traffic violations in the same manner as motor vehicles.

(Ord. No. 08-14, § 1(14-10.11), 9-8-2008; Ord. No. 09-06, § 1(14-10.11), 2-2-2009)

Sec. 28-62. - Penalty.

A violation of any provision of this chapter shall constitute a violation of Chapter 28 of the Code of Ordinances of the Village of Palmetto Bay. Upon a finding that an owner, lessee or operator of a golf cart, GCV, has violated any provision of this chapter, such person shall be subject to a noncriminal, civil citation not to exceed \$150.00 for each offense relating to a violation of this chapter, including but not limited to the failure to obtain a permit/registration, and as per Florida Statutes for every other violation of state law.

(Ord. No. 08-14, § 1(14-10.12), 9-8-2008; Ord. No. 09-06, § 1(14-10.12), 2-2-2009)

Sec. 28-63. - Enforcement.

The village police department with the assistance of code compliance shall be responsible for enforcing this Chapter 28 of the Code of Ordinances of the Village of Palmetto Bay.

(Ord. No. 08-14, § 1(14-10.13), 9-8-2008; Ord. No. 09-06, § 1(14-10.13), 2-2-2009)

Secs. 28-64—28-100. - Reserved.



MIAMI
SPRINGS

