

**BRIDGEPORT AT LAKE SUMTER RESIDENT  
PRESENTATION TO VCDD5 AND VCDD6  
JUNE 2, 2017**

**A BLS Resident Perspective of Issues at the Entry and Exit  
Gate Area and the Multi Model Path Crossing**

## **EXECUTIVE SUMMARY**

There is a real safety issue surrounding traffic in and out of the Village versus cross traffic on the multi modal path.

The Kimberly Horn May 16,2017 report on Speed Bumps does not address the real safety issues. Nor does it consider any BLS resident concerns.

Interested parties, i.e. Supervisors and District Staff cannot appreciate the safety issues without the actual experience of leaving BLS by golf cart and auto.

Correction of line of sight barriers could mitigate the safety concerns.

Do not remove the speed bumps on the multi modal paths, and replace them with a white stop bar and the word “stop”.

Why would over 140 residents of BLS sign a petition objecting to the removal of the speed bumps on the multi model path? And why would several residents send e mail messages and make phone calls to the VCDD5 and VCDD6 Boards with the same objections?

The answer is they have had so many instances of near collisions, verbal abuse, plus a couple of physical altercations at the gate-multi model path intersections, that **they believe that removal of speed bumps will increase the likelihood that accidents and near collisions will occur. Golf carts routinely cross in front of exiting vehicles with speed bumps in place. What will happen when they are removed?**

We were sent a copy of the 3-page report from Kimberly-Horn dated May 16, 2017, titled District 6 Speed Bump Recommendations. This is far from a typical Engineering Report that would clearly state the problem, examine alternate options, survey those who use the entry and exit lanes and the multi model paths, and recommend the most practical and cost-effective solution. This report states that speed bumps should only be used at locations where carts must come to a complete stop. **Does this location not qualify as one that carts should come to a complete stop?** Further it states that speed bumps should not be full width where pedestrians and bicyclists utilize the path. **Caution: If speed bumps were changed to non-full width, carts could and will go around them, and move into oncoming traffic---another safety concern.**

**Why would Kimberly Horn recommend removing the speed bumps?**

**Where is the analysis of the needs and concerns of BLS residents?**

**The option of redesigning the speed bumps was never mentioned again.**

We propose that **correcting the line-of-sight conditions** could satisfy concerns of all parties.

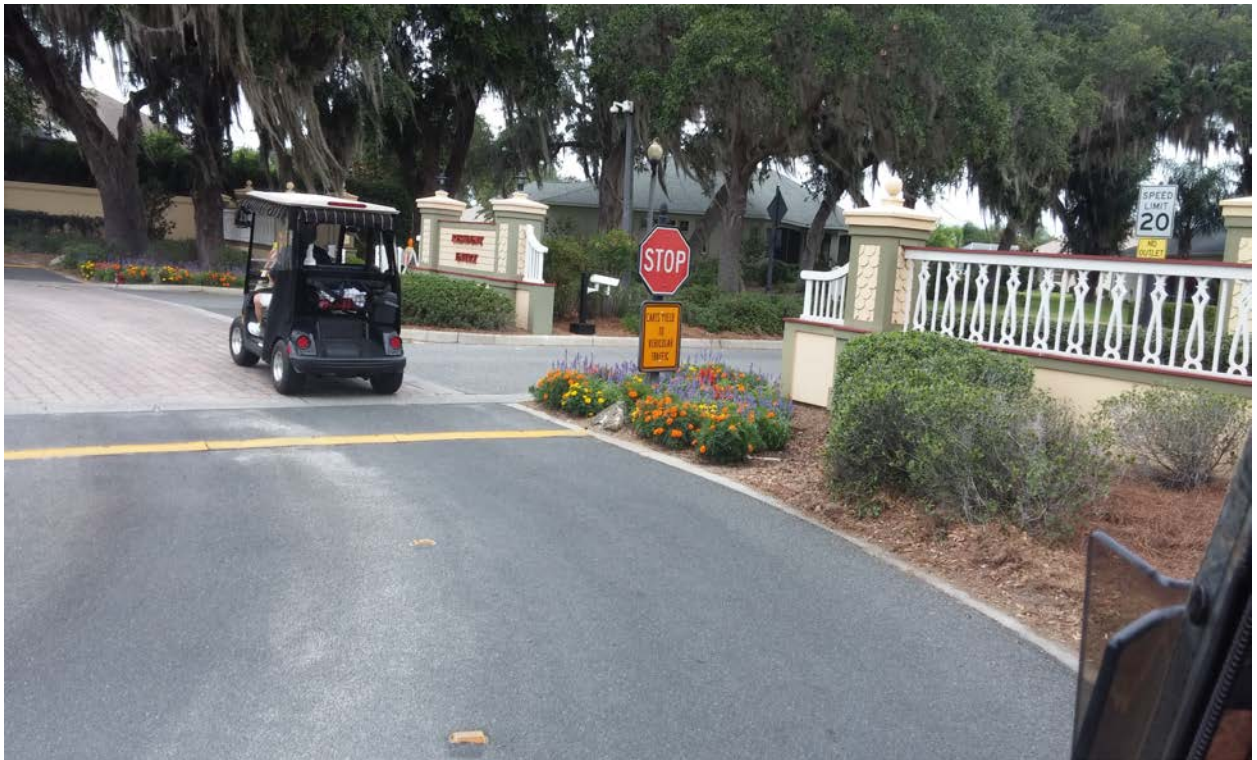
Consider the following:

The posted speed when leaving the Village is 5 mph. At this speed a vehicle will travel 7.3 feet in one second. (A golf cart is about 7.5 feet in length). In reality, a vehicle will be “slowing down” as it approaches an exit gate and at 10 mph, this vehicle will travel 14.6 feet in a second. The point is a moving vehicle leaving the Village will advance about 10 feet in one second.

Now imagine a golf cart driver starting to cross in front of the Village entry gate. This driver has 3 areas to look at simultaneously, traffic coming towards the cart, traffic exiting the Village across their path from the right, and vehicles approaching the entry from the left. If they do not look at exiting traffic for one second, a golf cart can easily go from being seen to being hidden. Remember, in one second an exiting vehicle will travel about 10 feet.

Now examine four photos that illustrate actual conditions inside and outside BLS gates.

**Photo A.** Taken from a golf cart positioned on the mm path right after the curve approaching the stop area for carts heading toward Arnold Palmer Restaurant.



An exiting vehicle, if not near the gate, can be difficult to see through the lattice work.

**Photo B.** As Photo A, but the golf cart is now located at the stop position.



An exiting vehicle (especially a golf cart) that is near the gate cannot be seen as it is hidden by the Resident Entry sign and the shrubs.



**Photo C.** Taken from a golf cart positioned about 20 feet from the **exit** gate leaving the Village.



An exiting vehicle “might” see a cart waiting to cross in front of the entry gate, but cannot see a cart that is part way across the mm path.

**Photo D.** Taken at the **exit** gate when leaving the Village.



An exiting vehicle near the gate cannot see a cart waiting to cross in front of the entry gate, nor can the vehicle be seen by a cart beginning to enter the multi modal path on their left. A cart part way across will not be seen.



There have been previous attempts to address the BLS gate/multi model path issues.

**VCDD6 meeting minutes dated November 16, 2007.**

“the Board requested Staff to address the line-of-sight issue which includes the entrance sign wall. Staff is awaiting estimates from contractors to rearrange/relocate the electrical panels or dig a vault or well to drop the electrical boxes into.”

“The consensus of the Board was to have Staff continue working on the line-of sight issue and to keep the speed bumps installed.”

**“On motion of Peter Moeller, seconded by Brad Brown, with all in favor, the Board agreed to utilize the Traffic Engineer or the contractor who designed the entry way to Bridgeport at Lake Sumter and request options for correcting the line of sight and to recognize the problem that was created.”**

**VCDD6 meeting minutes dated December 21, 2007. Tab B.**

“Pete Wahl stated the speed bumps are in place and are having an effect. Staff received an estimate of \$30,000 for the relocation of the power panels and the gate controller box. The Villages design committee has not yet met to discuss the issue of the entry wall. Staff has a meeting set for after the first of the year and will report back to the Board at the January 18, 2008 meeting.”

**“On MOTION by Bobby Hoopfer, seconded by Sally Moss, with all in favor, the Board tabled the discussion of the Bridgeport at Lake Sumter Entrance and will discuss the topic at the January 18, 2008 meeting.”**

**VCDD6 meeting minutes January 18, 2008.**

“John Rohan stated a request was received by residents to alter the entrance sign wall to Bridgeport at Lake Sumter. Staff reviewed the entry signage with the original contractor and, as a result of these visits, Staff is recommending to not make any modifications to the entry feature.”

**The Board discussed Staff’s recommendation and concurred that no changes would be made to the entry signage at Bridgeport at Lake Sumter.”**

**PLEASE NOTE THAT NO FURTHER REFERENCE WAS FOUND TO THE LINE-OF-SIGHT ISSUE IN THE MEETING MINUTES OF DECEMBER 21, 2007, OR THE MEETING MINUTES OF JANUARY 18, 2008.**

**WAS IT SIMPLY FORGOTTEN OR IGNORED?**

## **SUMMARY**

**Now is the time to finally address this line-of-sight issue at BLS. Removal or lowering of the entry sign, removal of the shrubbery, and lowering of the electrical boxes into a “well” should open up the area for all traffic, and relieve the considerable anxiety experienced by those entering, leaving, and crossing through the area.**

**THE COST OF THESE ALTERATIONS SHOULD NOT APPROACH ANYTHING NEAR THE \$30,000 PREVIOUSLY REPORTED.**

**We further urge Board members to experience leaving the Village on your golf carts and autos. It is difficult to adequately describe the anxiety experienced by residents when leaving. Please take the time to experience it yourselves!**

**Where else in the Villages is there a multi modal path located directly adjacent to a gate? How many Villages are single entry/exit, and do not have a postal station or a pool?**

**Because they are stacked on top of each other, there is no bail out area. Either someone stops in time or there is an accident.**

**Unless action is taken to take away any and all blind spots, verbal abuse will certainly continue and the chances of collisions and injury to people and vehicles will remain.**

**Thank you for the opportunity to present our concerns.**