

Taylorsville City - Golf Cart Ordinance Considerations

In Utah, standard golf carts are illegal on public streets by default under [Utah Code § 41-6a-1510](#), unless a specific municipality passes a local ordinance opting in to allow and regulate them.

State Law Framework

Under state law, if a city chooses to pass an ordinance permitting golf carts, those vehicles are exempt from standard state titling, registration, license plates, insurance, and missions requirements. However, the state grants local municipalities full authority to set their own restrictive rules.

Examples of Utah Cities with Golf Cart Ordinances

Because authorization is handled strictly on a local level, rules vary significantly by city:

- Highland: Known as the first city in Utah County to allow golf carts on select 25 mph roads for daytime use by adult operators.
- St. George: Permits golf carts on streets with speed limits of 25 mph or lower, requiring drivers to be at least 16 years old with a valid driver's license.
- Nephi & Hurricane: Have specific municipal codes allowing daylight operation on designated low-speed local streets.
- Monticello: Allows travel on town streets under 25 mph, with explicit bans on specific state highways and school zones.

Common Local Restrictions

If a city does allow golf carts, typical localized safety and operating rules include:

- Speed Limits: Strictly limited to secondary or local residential streets rated at 25 mph or less.
- Time of Operation: Restricted to daylight hours only (prohibited after dark or between sunset and sunrise unless specific lighting packages are met).
- Age Limits: Frequently require drivers to be 16 or older, sometimes requiring a standard driver's license.
- Prohibited Areas: Banned on state highways, sidewalks, public trails, and parks unless explicitly designated.

Note: Many major cities like Salt Lake City, Holladay, and Cedar Hills do not pass opt-in ordinances, meaning golf carts remain strictly illegal on their public streets.

Administration Recommendation

While golf carts may be appropriate in smaller, lower-density or rural communities with limited traffic and fewer competing uses of the roadway, Taylorsville presents a substantially different urban environment. The city has one of the higher population densities in the state, significant traffic volumes not only on major arterials but also on secondary and tertiary residential streets, and extensive use of curbside parking that can reduce sight-distances at intersections, driveways, and pedestrian crossings.

Introducing slower, smaller vehicles into this environment could create additional conflicts between golf carts, automobiles, pedestrians, bicycles, and other roadway users, particularly where visibility is already constrained.

While optional, the creation of a city ordinance to allow the use of golf carts on city streets is not optimal, primarily for safety and enforcement reasons. Therefore, administration recommends the city not pursue further additional research permitting golf carts on public streets at this time.