



AGENDA ITEM REQUEST FORM

Item No. 3j

Town Manager's Office

Bud Bentley

Department Submitting Request

Assistant Town Manager *SB*

REGULAR
COMMISSION MTG
Meeting Dates - 7:00 PM

DEADLINE TO
Town Clerk

ROUNDTABLE
MEETING
Meeting Dates - 7:00 PM

DEADLINE TO
Town Clerk

- June 28, 2011
- July 26, 2011

- June 10 (5:00 pm)
- July 15 (5:00 pm)

- June 14, 2011
- July 12, 2011

- June 3 (5:00 pm)
- July 1 (5:00 pm)

SUBJECT TITLE: Parking for Neighborhood Electric Vehicles (NEV)

EXPLANATION: At the May 24th meeting, the Commission asked that we schedule a discussion at the June 14, 2011 Roundtable meeting about providing parking for Neighborhood Electric Vehicles (NEV) in the Oceanfront Center. Florida Law defines 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.

The attached aerial (**Exhibit 1**) shows three locations in the Oceanfront Center we evaluated to establish NEV parking by dividing one or more existing parking spaces into smaller angled parking spaces (mini spaces). A quick Google search did not produce any standard for a NEV parking space so we don't have an answer tonight on the conversion ratio. Since we have Pay Stations in the Oceanfront Center it is easy and quick to paint new lines and add space numbers to the new parking spaces. The attached **Exhibit 2** contains background materials regarding NEV's.

Policy Issues:

1. What can park in the new spaces? While the request is for NEV parking, the mini-spaces could be also be used for mopeds, scooters or motorcycles.

We recommend that any vehicle of the appropriate size be allowed in a mini-space. As the mini-spaces become full, we can create more mini-spaces by converting existing full size spaces. The result will be an increase in the number of vehicles that we can park in the Oceanfront Center.

RECOMMENDATION: We think mini-spaces are a great idea to increase the number of parking opportunities in the Oceanfront Center and promote the use of smaller forms of transportation. We recommend the Commission authorize staff to convert up to two parking spaces in the Oceanfront Center into mini-spaces.

- EXHIBITS:**
1. Oceanfront Aerial
 2. Background information

Reviewed by Town Attorney
 Yes No

Town Manager Initials *CB*



Exhibit 1

Possible Location for Mini-Parking Spaces



Options (in priority order)

1. Green Arrow - south bound El Mar
2. Blue Arrow- north bound El Mar
3. Orange Arrow – south bound El Mar

Placer Verde
*Strides in Sustainability In
 and Around Placer County*

Exhibit 2

Neighborhood Electric Vehicles Quietly Snuffing Out Air Pollution

Posted on [February 10, 2011](#) by [Kathy McCarthy](#)

Anyone traveling through Lincoln in Placer County, California, may notice parking spaces marked NEV in some of the shopping centers. NEV is the abbreviation for Neighborhood Electric Vehicles, which are electric cars whose max speed is 25 mph. These vehicles are street legal, and they can be driven on any street that has up to a 35 mph speed limit. They can also be driven in NEV lanes, which are sometimes shared with bike lanes. Not all cities embrace NEVs, but Lincoln is welcoming them with open arms, which makes it a shining example of sustainability in Placer County.

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Especially for a person who does a lot of their driving within several miles of home, these electric vehicles make a lot of sense. A fully charged battery can travel just under twenty miles, and many local stores and shopping centers offer recharging stations in their parking lots. Charging the battery runs about \$.50 per charge. A new NEV can cost as little as \$6,000, and a used one can be had for a fraction of that amount. They look a lot like a souped up golf cart, and they are a great way to reduce air pollution.

Typically the NEV is appropriately driven on neighborhood streets where traffic normally moves slower, and with just a little planning a person can navigate all over town quite easily without traveling on a high speed road. Lincoln offers maps that indicate where a NEV can be charged while it is out and about, and the map also details which roads are appropriate for NEV travel.

One of the rewards of driving a NEV is that there are spaces dedicated for parking and charging NEVs throughout the city of Lincoln. Some of the businesses that welcome NEVs and support them with their own parking and charging area in the city of Lincoln are Carl's Jr, Lowes, Home Depot, McDonalds, Raley's, Safeway, Red Robin, Starbucks, Twelve Bridges Shopping Center and downtown Lincoln at 5th and F Streets just to name a few.

Anyone traveling through Lincoln should not be surprised to find themselves sitting at a stoplight beside what looks like a formidable golf cart. That, my friend, is a NEV, and it is very likely the face of things to come as sustainability quietly establishes itself in Placer County cities and towns.

This entry was posted in [Innovation](#) and tagged [air pollution](#), [neighborhood electric vehicle](#), [NEV](#), [Placer County](#), [sustainability](#). Bookmark the [permalink](#).

One Response to *Neighborhood Electric Vehicles Quietly Snuffing Out Air Pollution*

 **James** says:



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Neighborhood Electric Vehicle

From Wikipedia, the free encyclopedia

"NEV" redirects here. For other uses, see NEV (disambiguation).

A **Neighborhood Electric Vehicle** (NEV) is a U.S. denomination for battery electric vehicles that are legally limited to roads with posted speed limits as high as 45 miles per hour (72 km/h) depending on the particular laws of the state, usually are built to have a top speed of 30 miles per hour (48 km/h), and have a maximum loaded weight of 3,000 lbs.^[1] NEVs fall under the United States Department of Transportation classification for low-speed vehicles.^[2]

A NEV battery pack recharges by plugging into a standard outlet and because it is an all-electric vehicle it does not produce tailpipe emissions. If recharged from clean energy sources such as solar or wind power, NEVs do not emit greenhouse gas emissions. In the state of California NEVs are classified by the California Air Resources Board (CARB) as zero emissions vehicles (ZEV) and are eligible for a purchase rebate of up to \$1,500 if purchased or leased on or after March 15, 2010.^{[3][4]}



U.S. Army NEVs

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U.S. regulations [edit]

Low-speed vehicle is a federally approved street-legal vehicle classification which came into existence in 1998 under Federal Motor Vehicle Safety Standard 500 (FMVSS 500). There is nothing in the federal regulations specifically pertaining to the powertrain.

Low-speed vehicles are defined as a four-wheeled motor vehicle that has a gross vehicle weight rating of less than 3,000 pounds (1,400 kg) and a top speed of between 20 to 25 mph (32 to 40 km/h).^[5] Those states that authorize NEVs generally restrict their operation to streets with a maximum speed limit of 35 or 45 mph (56 or 72 km/h). Because of federal law, car dealers cannot legally sell the vehicles to go faster than 25 mph (40 km/h), but the buyer



An Italcara EV

can easily modify the car to go 35 mph (56 km/h). However, if modified to exceed 25 mph (40 km/h), the vehicle then becomes subject to safety requirements of passenger cars.^[*citation needed*]

These speed restrictions, combined with a typical driving range of 30 miles (48 km) per charge and a typical three-year battery durability, are required because of a lack of federally mandated safety equipment and features which NEVs can not accommodate because of their design. To satisfy federal safety requirements for manufacturers, NEVs must be equipped with three-point seat belts or a lap belt, windshield wipers are not required, running lights, headlights, brake lights, reflectors, rear view mirrors, and turn signals. In many cases, doors may be optional, crash protection from other vehicles is partially met compared to other non motorized transport such as bicycles because of the use of seat belts.

State regulations

[edit]

Regulations for operating an NEV vary by state. The federal government allows state and local governments to add additional safety requirements beyond those of Title 49 Part 571.500. For instance, the State of New York requires additional safety equipment to include windshield wipers, window defroster, speedometer, odometer and a back-up light. Generally, they must be titled and registered, and the driver must be licensed. Because airbags are not required the NEV cannot normally travel on highways or freeways. NEVs in many states are restricted to roads with a speed limit of 35 mph (56 km/h) or less.

Community design

[edit]

Some communities are designed to separate neighborhoods from commercial and other areas, connecting them with relatively high speed thoroughfares on which NEVs cannot go, legally or safely. As a result, these vehicles are most common in communities that provide separate routes for them or generally accommodate slow speed traffic.

Some communities designed specifically with NEVs in mind include:

- Celebration, Florida
- The Villages, Florida

Other communities that permit NEVs:

- Put-in-Bay, Ohio
- Playa Vista, Los Angeles, California
- Lincoln, California
- Coronado, California^[6]
- Leaf Rapids, Manitoba, Canada^[7]

Sales

[edit]

In January of 2009 the U.S. Army has announced that it will lease 4,000 Neighborhood Electric Vehicles (NEVs) within three years. The Army plans to use NEVs at its bases for transport of personnel and for security patrols and maintenance and delivery services.^[8]

Examples

[edit]

- BugE
- Columbia ParCar Summit LSV ^[9]
- CT&T
- Global Electric Motorcars (GEM)



A GEM e2 used by the Tourist Police in Playa del Carmen, Mexico, being recharged



A GEM xLXD NEV used by a street food vendor at the National Mall, Washington, D.C.

- The Kurrent
- Miles Automotive Group
- MIT Car
- Mycar
- Oka NEV ZEV
- Personal Urban Mobility and Accessibility (proposed)
- Polaris Ranger EV LSV ^[10]
- REVA
- Solar Bug (Free Drive EV)
- T3 Motion, Inc.
- ZENN (Feel Good Cars)

See also

[edit]

- City car
- Government incentives for plug-in electric vehicles
- Highway capable vehicle
- The Kurrent
- Medium Speed Vehicle
- Solar Golf Cart
- Electric Commercial Vehicles
 - Electric platform truck
 - Milk float

References

[edit]

- ↑ "What is a neighborhood electric vehicle (NEV)?" ↗. AutoblogGreen. 2009-02-06. Retrieved 2010-06-09.
- ↑ "US DEPARTMENT OF TRANSPORTATION National Highway Traffic Safety Administration 49 CFR Part 571 Federal Motor Vehicle Safety Standards" ↗. Retrieved 2009-08-06.
- ↑ "CVRP Eligible Vehicles" ↗. Center for Sustainable Energy California. Retrieved 2010-06-08.
- ↑ "Clean Vehicle Rebate Project" ↗. Center for Sustainable Energy. Retrieved 2010-04-01.
- ↑ 49 CFR § 571.3 - US Code of Federal Regulations ↗; [1] ↗
- ↑ Zúñiga, Janine (2007-05-29). "Coronado's electric cars enjoying life in the fast lane" ↗. San Diego Union-Tribune. Retrieved 2007-08-24.
- ↑ Young, Kathryn (2007-08-23). "Town that banned bags touts golf carts" ↗. Times Colonist. Retrieved 2007-08-24.
- ↑ "Army announces historic electric vehicle lease" ↗. Army.mil. 2009-01-20. Retrieved 2010-11-27.
- ↑ "Columbia ParCar Corp. - Summit - | SM2 | SM4 |" ↗. Parcar.com. Retrieved 2010-11-27.
- ↑ "2011 Polaris RANGER EV Electric UTV : Overview" ↗. Polarisindustries.com. Retrieved 2010-11-27.

External links

[edit]

- The ZENN (Zero Emissions No Noise) of Driving ↗
- S.A.V.E. pushes legislation for 35 mph in Montana ↗.
- Yahoo! NEVs group ↗



A GEM e6 NEV at the National Mall, Washington, D.C. ↗



The Indian REVA 2 door is commercialized as a NEV in the U.S. and as a quadricycle in Europe. ↗



Wikimedia Commons has media related to: *Neighborhood Electric Vehicles*



Home

Florida Law:

320.01 Definitions, general.--As used in the Florida Statutes, except as otherwise provided, the term:

(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.

316.2122 Operation of a low-speed vehicle on certain roadways.--The operation of a **low-speed vehicle**, as defined in s. 320.01(42), on any road as defined in s. 334.03(15) or (33), is **authorized** with the following restrictions:

(1) A low-speed vehicle 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 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**

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.

316.003 Definitions.--The following words and phrases, when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

(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**.

(5) A golf cart **must be equipped with efficient brakes, reliable steering apparatus, safe tires,**

headlamps, stop lamps, turn signal lamps, taillamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle identification numbers. **a rearview mirror, and red reflectorized warning devices in both the front and rear.**

(3) A low-speed vehicle must be **registered and insured** in accordance with s. 320.02.

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

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

(4) 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.

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

.....
(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) Any other provision of this section to the contrary notwithstanding, 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. Any other provision of law to the contrary notwithstanding, if notice is posted at the entrance and exit to any mobile home park that residents of the park utilize golf carts or electric vehicles within the confines of the park it shall not be necessary that the park 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.

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

(8) **A violation of this section** is a noncriminal traffic infraction, punishable pursuant to

chapter 318 as a **moving violation** for infractions of subsection (1), subsection (2), subsection (3), subsection (4), or a local ordinance corresponding thereto and enacted pursuant to subsection (7), or punishable pursuant to chapter 318 as a nonmoving violation for infractions of subsection (5), subsection (6), or a local ordinance corresponding thereto and enacted pursuant to subsection (7).

*Star Electric Cars is committed to providing the finest Neighborhood Electric Vehicles,
Luxury Estate Vehicles and Utility Vehicles available today.
Florida Motor Vehicle Dealer License VF/1018364/1*

Frequently asked questions.

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Neighborhood Electric Vehicles

Neighborhood electric vehicles are four-wheeled electric vehicles having a maximum speed of 25 miles per hour. The vehicles typically obtain a 30 mile range per charge. NEVs are perfect for short-trip neighborhood operation. The largest source of gasoline vehicle emissions occurs during short-trip operation. As electric vehicles, NEVs have zero emissions and thus have the potential to provide significant air quality benefits. The benefits also include lower vehicle cost (average of \$6,000 to \$9,000), reduced noise in communities, reduced parking pressures (2 or 3 vehicles can fit in a conventional parking space) and low operating and maintenance costs. Several vehicle styles are available, including 2 and 4 passenger models and vehicles with utility, truck-style beds.

Effective August 1, 2003, Neighborhood Electric Vehicles (NEVs) can be licensed for use on public roads in Washington State.

Available NEVs:



The Barton
<http://www.bigmanev.com>

* 5 Passenger LSV n/a



Columbia ParCar
<http://www.parcar.com>
Local dealers:
[MC Electric Vehicles](#)
Jim Johnson - 206.328.1750

* 2 Passenger \$6694
* 4 Passenger \$7730
* NEV Cargo \$9114



Dymac Vehicle Group
www.electricvehiclesinternational.com/dymac-vehicle-group.html
{see website for pictures of all three models}
Local dealers:
[Western Equipment Distributors](#)
John Schrader - 206.501.7257

* 7 passenger van n/a
* Cargo van
*Mini-truck



Dynasty Motorcar Corporation
<http://www.itiselectric.com>
Local dealers:
[MC Electric Vehicles](#)
Jim Johnson - 206.328.1750

IT \$9,800 to \$13,00



Global Electric Motorcars
<http://www.gemcar.com>
Local dealers:
[Roberts Auto](#)
Jim Roberts - 253.833.5050 / jtr@robertsauto.com

GEM Car \$6,995 to \$8,695
several models available





Taylor-Dunn

<http://www.taylor-dunn.com>

Local dealers:

Raymond Handling Concepts (Auburn) - 888.820.8811

Electruck

n/a



Tiger Truck, LLC

<http://www.tigertruck.com>

Local dealers:

[MC Electric Vehicles](#)

Jim Johnson - 206.328.1750

Tiger Electric
Truck

\$11,495



Western Golf Cars

<http://www.westerngolfcar.com/>

Anthem
(currently available
only in California)

\$7800 to \$14250

Elegante
(NEV package
available)

Puget Sound Clean Cities Coalition
1904 Third Avenue - Suite 105
Seattle, WA 98101
Tel: 206.689.4055 Fax: 206.343.7522

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