

OXFORD MAYOR AND COUNCIL
REGULAR SESSION
MARCH 2, 2026 – 7:00 P.M.
CITY HALL – 110 W. CLARK ST. OXFORD, GA 30054
A G E N D A

1. **Call to Order – Mayor David S. Eady**
2. **Motion to accept the Agenda for the March 2, 2026 Mayor and Council Regular Meeting.**
3. **Consent Agenda:**
 - a. *Minutes of the Public Hearing for the CDBG on February 2, 2026
 - b. *Minutes of the City Council Regular Meeting on February 2, 2026
 - c. *Minutes of the City Council Work Session on February 16, 2026
 - d. Councilmember Laura McCanless will serve as the Mayor Pro-Tem for 2026 and 2027: This item appears to have been inadvertently left off a vote during the Organizational Meeting and the January Meeting.
4. **Mayor’s Report:**
5. **Citizen Concerns**
6. ***First Read of the Personal Transportation Vehicle Ordinance:**
7. ***Accept the bid from Concrete Constructors, Inc. for the Two Trails Project:**
8. ***City Holiday Schedule:** The new Holiday Schedule will more closely adhere to the State of Georgia schedule.
9. ***Resolution in Support of the City’s Community Development Block Grant (CDBG) for Water Line Replacement:** This project will replace lines on portions of Asbury Street, Bonnell Street, Cindy Court, Coke Street, Dowman Avenue, Emory Street, Queen Ann Street, Stone Street, Watson Street, Wesley Street and Williams Street. The application is for \$1,000,000 in grant funds and \$250,000 in local matching funds.
10. ***Resolution to Amend the FY 2026 Capital Improvement Budget to order the Large Bucket Truck in FY 2026:** Due to the availability of the truck now for a price that is under budget, the Council indicated we would pursue this order in March 2026.
11. ***First Read of the GMA Model Right of Way (ROW) Ordinance:** GMA has recommended these changes due to the evolving nature of the wireless and broadband industry’s use of the ROW.
12. ***Invoices:** Council will review the city’s recently paid invoices over \$1,000.

13. **Executive Session:** An Executive Session could potentially be held for Land Acquisition/Disposition, Addressing Pending or Potential Litigation, and/or Personnel.

14. **Adjourn**

*Attachments



**DRAFT MINUTES OF THE OXFORD MAYOR AND COUNCIL MEETING
OXFORD CITY HALL
MONDAY, FEBRUARY 02, 2026
PUBLIC HEARING
FY 2026 CDBG APPLICATION**

PRESENT: Mayor David Eady, Councilmembers Jim Windham, Mike Ready, Laura McCanless, George Holt, Jeff Wearing, City Manager Bill Andrew, City Attorney David Strickland, Interim City Clerk Stacey Mullen

OTHERS PRESENT: Jody Graichen, Northeast Regional Commission; Jane Fadeley; Tim Leyson, James Johnson, Emory University

The purpose of the public hearing was to review the target areas for the waterline replacement, discuss any concerns and obtain public comments on the application.

The public hearing was called to order at 6:30 pm by Mayor Eady.

Jody Graichen provided a presentation as overview of the FY 2026 Community Development Block Grant (CDBG) Application. The CDBG program provides federal funding to support community improvement projects. This application is for waterline replacement and qualifies because it benefits low-to moderate-income households, as determined by HUD income guidelines and verified through a required income survey.

No comments were received from the public.

Mayor Eady adjourned the public hearing at 6:45 pm.

Respectfully submitted,

Stacey Mullen
Interim City Clerk



**DRAFT MINUTES OF THE OXFORD MAYOR AND COUNCIL MEETING
OXFORD CITY HALL
MONDAY, FEBRUARY 02, 2026
REGULAR SESSION**

ELECTED OFFICIALS PRESENT:

David Eady- Mayor
Mike Ready- Councilmember
George Holt- Councilmember
Jim Windham- Councilmember
Jeff Wearing- Councilmember
Erik Oliver- Councilmember
Laura McCanless- Councilmember

STAFF PRESENT:

Bill Andrew- City Manager
Stacey Mullen- Interim City Clerk
David Strickland- City Attorney
Mark Anglin- Police Chief

Others Present: Jane Fadeley, James Johnson (Emory University), Tim Leyson

1. The meeting was called to order by the honorable Mayor David S. Eady.
2. **A motion was made by Erik Oliver to accept the agenda for the February 02, 2026 Mayor and Council Regular Session. Mike Ready seconded the motion.**

Discussion:

Jim Windham noted a conflict with the February 2, 2026 Mayor and Council Regular Session agenda. Item 10 had previously been determined during the January 19, 2026 Work Session to be placed on the February 16, 2026 Work Session agenda for further discussion.

A motion was made by Laura McCanless to amend the February 02, 2026 Mayor and Council Regular Session agenda to remove item 10 and table it until the February 16, 2026 Work Session. George Holt seconded the motion. The motion was approved unanimously (7/0).

3. **A motion was made by Mike Ready to accept the Consent Agenda. Erik Oliver seconded the motion. The motion was approved unanimously (7/0).**

Attachment A

4. **Mayor's Report:**

Mayor Eady announced that an email confirmation was received from Congressman David Scott's office regarding the community project funding for the Haygood Avenue watermain replacement. The project will receive \$1 million, and a webinar will be scheduled to provide additional information on the steps required to secure the funding.

5. **Citizen Concerns**

N/A

6. **Vote to Approve or Deny the Variance Application #2025-01**

Mayor Eady posed the consideration to the council that if they chose to approve the amended variance at 58 feet, 8 inches, it may be advisable to include a limited administrative adjustment allowance to account for unforeseen construction circumstances. As an example, he added that the motion could permit an administrative variance up to a specified percentage, such as 10%, of the approved height. This would provide flexibility and prevent the project from having to return through the full variance process for minor deviations, provided the final building height remains within the established percentage threshold of the approved 58 feet, 8 inches.

A motion was made by Laura McCanless to approve the amended variance at 58 feet, 8 inches in height for the building. George Holt seconded the motion.

Discussion:

Mayor Eady clarified that the approved building height will remain at 58 feet, 8 inches, measured from the average grade plane. Any construction exceeding that approved height would require the applicant to return with a new variance request.

Jim Windham stated that normal practice would involve an engineer checking the ground level and making the appropriate calculations before the start of construction.

James Johnson confirmed that the average grade plane is established based on existing roadway and parking lot conditions and is not anticipated to change.

Laura McCanless made an amendment to the motion to include as shown in drawing A400, dated January 26, 2026. George Holt seconded the motion. The motion was approved with a vote of 6/1 with a nay from Jeff Wearing. (Attachment B)

7. **Vote to Approve or Deny the Variance Application #2025-01**
Jim Windham made a motion to approve the setback variance amendment per the drawing L100, dated January 26, 2026. Laura McCanless seconded the motion. The motion was approved with a vote of 6/1 with nay from Jeff Wearing. (Attachment C)

8. **Oxford Downtown Development Authority (DDA) Appointment and Reappointment**
Erik Oliver made a motion to appoint Ms. Allyson Studer as a voting member of the Oxford DDA representing Oxford College of Emory University and to reappoint Mr. Ray Wilson and Ms. Natalie Raymond as voting members. Jim Windham seconded the motion. The motion was approved unanimously (7/0).

9. **Authorization for the Mayor to Contract for a Water Meter Purchase with Master Meter, Inc.**
Mike Ready made a motion to approve the contract. Jim Windham seconded the motion. The motion was approved unanimously (7/0). (Attachment D)

10. **Invoices**
Council reviewed the invoices paid over \$1000 for the month of January.
(Attachment E)

11. **Executive Session:**
A motion was made by Jim Windham to enter Executive Session at 7:21PM to discuss potential land acquisition/disposition, addressing pending or potential litigation, and/or personnel. Mike Ready seconded the motion. The motion was approved unanimously (7/0).

A motion was made by Jim Windham to exit Executive Session at 8:01 PM. Erik Oliver seconded the motion. The motion was approved unanimously (7/0).

12. **Adjourn**
A motion was made by Erik to adjourn the meeting at 8:02 PM. Mike Ready seconded the motion. The motion was approved unanimously (7/0).

Respectfully submitted,

Stacey Mullen
Interim City Clerk



**DRAFT MINUTES OF THE MAYOR AND COUNCIL MEETING
WORK SESSION
FEBRUARY 16, 2026
CITY HALL**

ELECTED OFFICIALS PRESENT:

David Eady- Mayor
Laura McCanless- Councilmember
George Holt- Councilmember
Mike Ready- Councilmember
Jim Windham- Councilmember

STAFF PRESENT:

Bill Andrew- City Manager
Stacey Mullen- Interim City Clerk
Mark Anglin- Police Chief
David Strickland- City Attorney
Jody Reid- Supervisor of Utilities & Maintenance

NOT PRESENT: Jeff Wearing, Erik Oliver

OTHERS PRESENT: John Budreau, Richard Rohrer (AtkinsRéalis), Jane Fadeley, Tommy Hailey (Newton County Sheriff's Office)

The meeting was called to order by the honorable David Eady, Mayor.

1. Mayor's Announcement

Mayor Eady reviewed the FY 2027 budget calendar with the Council and scheduled the Budget Retreat for Wednesday, March 04, 2026 8am-12pm at City Hall.

2. Committee Reports

a. Trees, Parks & Recreation

Arbor Day will be celebrated on Saturday, February 28, 2026 from 10am-12pm at City Hall

b. Downtown Development Authority

N/A

c. Sustainability Committee

N/A

d. Planning Commission

N/A

3. Review of the Personal Transportation Vehicle (PTV) Ordinance Map (Attachment A)

John Boudreau of AtkinsRealis provided a presentation to council on the proposed Personal Transportation Vehicle (PTV) Ordinance. The ordinance would establish regulations allowing certain street-legal PTVs to operate on designated city streets. Highway 81 would remain closed to PTV travel, but a signalized crossing at Soule Street is proposed to connect the east and west sides of the city.

The draft ordinance outlines authority and definitions, designated routes, registration requirements, operator age restrictions, vehicle equipment standards, insurance requirements, fees, signage, and enforcement provisions. A registration fee of up to \$15 annually per vehicle was discussed. Proposed signage would be placed at city entry points and along designated routes, including the Soule Street crossing.

Mr. Boudreau recommended that PTVs not be permitted on existing trails due to safety, design, enforcement, and liability concerns. The presentation concluded with an opportunity for council discussion and questions.

Two readings are required before a vote can take place. The first reading will be held on March 2nd during the Regular Session, and the second reading will take place on March 16th during the Work Session.

4. Discussion of the Independence Day Festivities and the City Holiday Schedule (Attachment B)

The council engaged in extensive discussion regarding the City's Independence Day celebrations, including both the long-standing parade and the park festival.

There was a broad acknowledgement of the parade's historical significance and sentimental value to the community, with some members noting decades of personal involvement. However, based on staff feedback, survey responses, declining participation, limited volunteer support, safety concerns, and increasing logistical demands, there was a consensus that the parade is no longer sustainable. Council recognized that continuing the parade would likely require hiring outside event management, which is not financially feasible for a small municipality.

Concerns were also raised regarding large crowd gatherings, public safety demands on the police department, traffic control requirements, coordination with the Department of Transportation for Highway 81 closures, and overall staff workload. The impact on employee morale and work-life balance was a significant factor in the discussion.

While discontinuing the parade appeared to have majority support, Council expressed a strong desire to continue bringing the community together to celebrate Independence Day in some format. Several alternatives were discussed, including hosting a community festival rather than a parade, relocating the event to different venues with better shade and crowd containment, and increasing volunteer involvement to reduce staff burden.

There was a consensus that no event would be held on July fourth itself, and that Independence Day would remain a city holiday to allow employees to spend the day with their families. The preferred alternative is to host a community celebration on the last Saturday in June, which would avoid conflict with the holiday while maintaining a tradition of community gathering. Staff working the event would receive appropriate compensation, such as overtime or compensatory time.

Council acknowledged that even a modified festival would still require planning for parking, pedestrian safety, traffic control, and potential additional law enforcement coverage, but it would eliminate the most burdensome aspects of the parade.

Final details regarding the event's scope, location, and logistics remain to be determined, but council reached general agreement to discontinue the parade and pursue a scaled community celebration on an alternate date moving forward.

Council reviewed and discussed revisions to the city's holiday schedule. It was agreed that Independence Day will remain a designated holiday, with observance on the preceding Friday when July Fourth falls on a weekend. Employees required to work during city events will receive appropriate compensation. Council emphasized increasing volunteer participation to reduce mandatory staff work during community events.

Council considered adding a spring holiday, aligned with Good Friday, and discussed recognition of October 12 in alignment with the state holiday. Council discussed renaming October 12 as a generic "Fall Holiday", but the consensus was to retain the designation of Indigenous Peoples' Day.

Final adoption of the revised holiday schedule will occur at the March Regular Session.

5. Resolution in Support of the City's Community Block Grant (CDBG) for Waterline Replacement (Attachment C)

The resolution is required as part of the formal grant application process and will be signed by the Mayor Pro-Tem and the City Clerk at the Regular Session in March.

6. Update on the Bucket Truck Order (Attachment D)

Council received an update on the proposed purchase of the bucket truck for the Electric Department. Staff reported that, while the original expectation was a delivery timeline of up to 18 months, the vendor currently has trucks available at a lower-than-anticipated price. Although waiting until after July 1 was considered to align with the new fiscal year, pricing and availability could not be guaranteed at that time.

It was confirmed that funding is available within the Electric Department's Capital budget, with no conflicting priorities, and that a budget amendment could be made if necessary. Based on concerns about increases and availability, council reached an agreement to proceed with ordering the truck immediately.

7. Oxford Citizens Police Academy (Attachment E)

The Police Chief announced the launch of the Citizens Police Academy beginning March 19, running for nine consecutive Thursday evenings for approximately two hours each session. Participation will be limited to 10 individuals due to the hands-on and time-intensive nature of the program.

The Academy will provide residents with an inside look at police operations, including patrol procedures, investigations, traffic enforcement, use of force and de-escalation, and legal authority. Participants will visit the 911 dispatch center, take part in scenario-based simulation training at Georgia Piedmont Technical College, wear police equipment to understand job demands, and participate in a patrol ride-along.

Priority will be given to city residents, and the program is expected to be offered twice per year. Council expressed support and appreciation for the initiative.

8. GMA Model Right of Way (ROW) Ordinance (Attachment F)

Council reviewed proposed updates to the GMA Model Right-of-Way Ordinance, reflecting changes in telecommunications law and infrastructure, including broadband expansion and small wireless facilities. The revisions are intended to protect the city's interest in managing public rights-of-way.

Discussion included shifting certain administrative authority from the City Clerk to the Superintendent for operational efficiency. Council expressed support for requiring new utility installations to be placed underground to reduce visual clutter and improve long-term infrastructure management. The ordinance will proceed through two readings before adoption.

9. **Discussion of Possible Annexation (Attachment G)**

Council discussed potential annexation issues involving several unincorporated “island” properties surrounded by city limits. Some parcels may qualify for annexation under state law, while others require further review due to size or boundary complexities. Historical voluntary annexation decisions contributed to irregular boundary lines.

Concerns were noted regarding service inconsistencies, including garbage collection and road maintenance, as well as general jurisdictional confusion. Council agreed that additional review is needed, including verification of boundary maps, parcel sizes, and right-of-way status. Consultation with an attorney specializing in annexation law may be pursued before any action is taken.

10. **Other Business**

Chief Anglin reviewed the annual report for 2025, and the January 2026 monthly report with council.

11. **Work Session Meeting Review**

- A first reading of the Personal Transportation Vehicle Ordinance and the GMA Model Right-of-Way Ordinance will occur at the next voting meeting in March, with required readings to follow prior to adoption.
- The CDBG resolution for the waterline replacement project will be presented for approval at the March Regular Session.
- Council approved moving forward with the bucket truck purchase.
- The Independence Day parade will be discontinued, with plans to host a community celebration on an alternate date while keeping July Fourth as a city holiday.
- The Citizens Police Academy begins March 19 on Thursday evenings.

12. **Executive Session**

Laura McCanless made a motion to go into Executive Session at 8:23 PM to discuss land acquisition/disposition, address pending or potential litigation, and/or personnel. Mike Ready seconded the motion. The motion was approved unanimously (5/0).

A motion was made by Jim Windham to exit Executive Session at 9:02 PM. Mike Ready seconded the motion. The motion was approved unanimously (5/0).

13. Adjourn

The meeting was adjourned at 9:02 PM.

Respectfully submitted,

Stacey Mullen, Interim City Clerk

AN ORDINANCE OF THE CITY OF OXFORD, GEORGIA AUTHORIZING PERSONAL TRANSPORTATION VEHICLE (PTV) OPERATION AND ESTABLISHING A DESIGNATED PTV CROSSING OF STATE ROUTE 81; PROVIDING FOR SIGNAGE, ENFORCEMENT, AND RELATED MATTERS.

First Read – 3/2/2026

Final Read –

Section 1. Authority and Purpose

This ordinance is adopted pursuant to O.C.G.A. § 40-6-331 to designate streets and paths for PTV use within the City of Oxford and to authorize one or more specific crossings of State Route 81 constructed and controlled in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). This Ordinance is adopted pursuant to O.C.G.A. § 40-6-331 and related provisions summarized by the Georgia Department of Public Safety regarding low-speed vehicles and alternative transportation.

Section 2. Definitions

- (a) **Low Speed Motor Vehicle (LSMV):** A four-wheeled electric vehicle with a top speed of 20–25 mph, manufactured in compliance with federal safety standards – FMVSS compliance (49 C.F.R. § 571.500).
- (b) **Golf Cart:** <15 mph, designed for golf course use only.
- (c) **PTV:** ≤20 mph, ≤1,375 lbs., up to 8 passengers.
- (d) **EPAMD:** Self-balancing, ≤20 mph, sidewalk/bike lane rules.
- (e) **Recreation Path:** A paved corridor that sits around six feet or more in width, designed for multi-use (pedestrian, bicyclists, and carts).
- (f) **Sidewalk:** A paved area generally five feet or less in width intended strictly for pedestrian traffic only.
- (g) **Passive Grade Crossing** (According to MUTCD): A highway rail grade crossing that uses only signs and pavement markings, with no active electronic warning devices. Passive systems identify and direct attention to the location of the grade crossing and warn users to slow, yield, or stop. Some examples include crossbuck signs, advance warning signs, and pavement marking.
- (h) **Active Grade Crossings** (According to MUTCD): A highway rail grade crossing equipped with electrically operated, train activated warning devices. Active systems warn road users of the approach or presence of rail traffic through devices such as flashing light signals, automatic gates (including four quadrant gates), traffic control signals, and actuated blank out or variable message signs. These systems provide active notification that a train is approaching or occupying the crossing.

Section 3. Designated Streets/Paths and Operating Conditions

- a) The city designates local streets and PTV paths for combined use by PTVs and regular vehicular traffic where posted speed limits are 35 mph or less.
- b) Operators must hold a valid driver's license unless exempt under § 40-6-331(a).
- c) Motorized carts and LSMVs are strictly prohibited from operating on sidewalks at any time.
- d) Operators must stay to the right, pass on the left, and provide an audible warning (verbal or horn/bell) when approaching pedestrians from behind.
- e) All passengers and the driver must remain seated while the vehicle is moving. No person may sit on the operator's lap.
- f) Seat belts must be worn by all occupants in an LSMV at all times.
- g) Night operation requires functioning headlights, tail/brake lights, and reflectors.
- h) All vehicles authorized under this Ordinance shall comply with applicable provisions of Georgia law and the Georgia Department of Public Safety guidelines for low-speed vehicles and alternative transportation.

Section 4. Registration/Permits

Operators must:

- (a) Possess a valid driver's license
- (b) Be 18 years of age or older may register a motorized cart. Ages 16 or older may drive unless their driver's license is currently suspended or revoked. A 15 Years old may drive only if they have a valid instructional permit and are accompanied in the front seat by a licensed driver at least 18 years old (or a parent/guardian). Drivers under 15 years old are prohibited from operating a cart under any circumstances.
- (c) Equip PTVs with lights, amber flashers, horns, brakes, mirrors, and seatbelts.
- (d) Register carts within ten business days of purchase.
- (e) Issue and affix two numerical decals One on the front and one on the rear of the cart in a visible manner.
- (f) Ensure all occupants wear seat belts during operation.
- (g) Maintain liability insurance meeting Georgia minimums per O.C.G.A. §33-7-11.

- i) (\$25,000 bodily injury per person, etc.).
- (h) Register PTVs locally for a three-year block for a fee of \$15.00.
- (i) In the case of a transfer of ownership, when a cart is sold, the new owner must transfer the registration within ten business days for a fee of \$15.00.
- (j) Not exceed 20 mph on designated segments.

Section 5. City-Limit Warning Signs on State Highways

The City shall erect and maintain, at each point where a state highway intersects the city limits, 24×30-inch¹ signs warning motorists that PTVs are authorized for use on public streets; no ordinance provisions are effective until such signs are posted (Cost borne by the City). Reference O.C.G.A. §§40-6-330 through 331 explicitly in your ordinance to show alignment with state law.

Section 6. Authorized PTV Crossings of SR 81

- (a) Locations:
 - i. SR 81 at East Soule Street
- (b) Design and Control:
 - i. Each crossing shall be constructed as an active grade crossing in accordance with MUTCD Part 8, including required active warning devices (alternating flashing lights, audible signals, and gates if warranted).
 - ii. Install W11-11 (Golf Cart) warning signs with supplemental plaques "AHEAD" on SR 81 approaches, visible in both directions.
 - iii. Mark crossings with high-visibility pavement markings and provide refuge islands where feasible.
- (c) Stopping Requirements
 - a. Before crossing any public roadway, the driver must stop and yield the right-of-way to all automobile traffic as if a stop sign were present.
- (d) Restrictions:
 - a. PTVs may only cross SR 81 at the designated crossings listed above. Operation on SR 81 is prohibited.

Section 7. Enforcement & Penalties

1) Enforcement Authority:

- a) The City of Oxford Police Department (“OPD”) is hereby designated as the authority responsible for enforcing all provisions of this Ordinance. OPD shall have the power to stop, inspect, and verify compliance of any Personal Transportation Vehicle (PTV), Low Speed Motor Vehicle (LSMV), or motorized cart operating within the City. This includes confirming operator licensing, age eligibility, equipment requirements, and adherence to designated streets and crossing locations.

2) Registration Administration:

- a) OPD shall issue all local PTV registrations, decals, and registration renewals required under this Ordinance. The Department shall
 - i) maintain a current registry of all PTVs authorized for operation within the City and shall ensure that numerical decals are affixed in a visible manner as required in Section 4.

3) Insurance Verification:

- a) OPD shall verify that all PTV owners maintain liability insurance meeting or exceeding the State of Georgia minimum requirements under O.C.G.A. § 33-7-11. Such verification may occur at the time of initial registration, during renewal, or during any lawful stop or inspection. Failure to provide proof of insurance shall constitute an enforceable violation of this Ordinance.

4) Violations and Penalties.

- i) Violations of any provision of this Ordinance shall constitute a municipal offense. Penalties shall be imposed as follows:
 - b) **First offense:** Fine of not less than \$250.00.
 - c) **Second offense:** Fine of not less than \$500.00.
 - d) **Third offense:** Fine of not less than \$1,000.00 and revocation of City PTV registration for a period of two (2) years.

5) Suspension or Revocation of Operating Privileges.

- i) In addition to the penalties above, OPD may suspend or revoke the PTV
- ii) registration of any operator who commits repeated violations or who operates in a manner endangering public safety. No person whose registration has been revoked may operate a PTV in the City during the revocation period.

6) Maps and Public Information.

- i) The City shall maintain maps showing designated streets, prohibited streets, and authorized PTV crossings, which shall be made available to the public. OPD shall

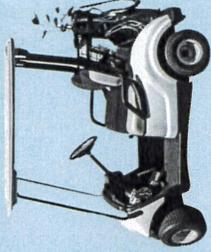
- ii) assist in public education and compliance related to PTV operational requirements.

Section 8. Effective Date

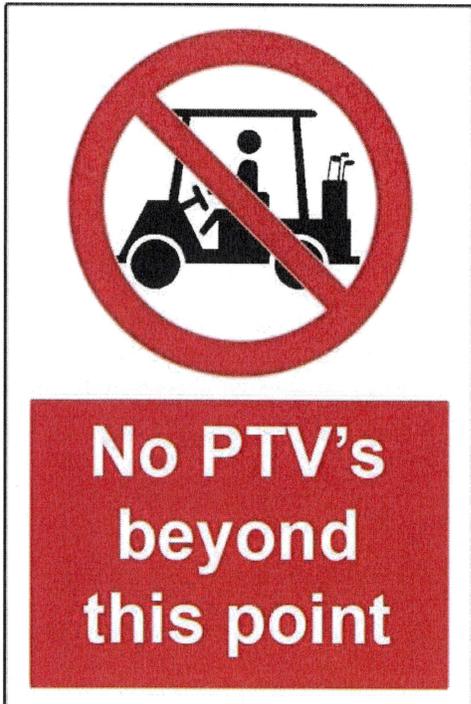
This ordinance becomes effective upon (i) posting of city-limit PTV warning signs on state highways and (ii) GDOT issuance of all applicable permits for the SR 81 crossing work.



Key Differences Between Vehicles (MPOHVs, ATVs, Golf Carts, LSVs, and PTVs)

Feature	Multi-Purpose Off-Highway (MPOHV)	All-Terrain (ATV)	Golf Cart	Low Speed (LSV)	Personal Transportation (PTV)
Definition	 Four-wheeled motorized vehicle with features specifically intended for utility. Can be driven on and off-road.	 Four-wheeled, motorized vehicles specifically utilized for off-road or on private dirt roads, not on public dirt roads, paved roads, or highways.	 A small vehicle designed primarily to carry golfers and their equipment around a golf course.	 A motor vehicle that is more equipped than a golf cart, designed for low-speed travel on some public roads.	 A PTV is a golf cart or similar style low-speed vehicle (LSV). Requirements for these vehicles may be subject to change by local ordinance.
Age	Must be 16 years old, with a valid driver's license and proof of insurance.	Must be 16 years old to operate alone. Those under 16 must have adult supervision.	Must be at least 12 years old and follow all rules of the road. Drivers under 16 need adult supervision, unless they're 15 with a permit—they can drive alone.	Must be at least 16 years old, with a valid driver's license, provide proof of insurance, and abide by all applicable traffic laws.	Must be 16 or older with a valid driver's license, unless a local ordinance permits driving without one if licensed before January 1, 2012.
Speed	Operates between 25 miles per hour and 65 miles per hour.	Can operate at a variety of speeds.	Typically limited to 15-20 mph.	Must be able to obtain at least 20 mph on a flat surface within one mile. Top speed of 25 mph.	Maximum speed of 20 mph.

Legal for Street Use	Street-legal if registered, insured, and equipped properly. Not allowed on municipal streets (inside city limits) or State Routes/US Highways.	Not street legal under any circumstances. This includes dirt roads that are not private property. Recommended not to travel on any paved roads.	Generally, not street-legal; primarily used on golf courses and private paths.	Street-legal on roads with posted speed limits of 35 mph or less in many jurisdictions, following specific regulations.	Authorized only on roadways where the speed limit is 25 mph or less.
Safety Features	Uses a steering wheel for steering control. Contains a non-straddle seat. Must be equipped with headlights, brake lights, taillights, a rearview mirror, and safety belts.	Wear a DOT-certified helmet. Also recommended equipment includes gloves, long pants, goggles, and long sleeves.	Minimal; may include basic lights, turn signals, and a horn.	Equipped with additional safety features such as seat belts, headlights, turn signals, mirrors, and a VIN.	Lighting requirements are the same as other motor vehicles.
Regulations	Must have a driver's license. Registration and insurance are required for highway use, but not for off-road use.	No license or registration is required since it cannot be used on public roads.	No license or registration is required in most cases.	Driver's license required; must register the vehicle; provide proof of insurance; and abide by all applicable traffic laws.	Driver's license required unless exempt by local ordinance. Insurance and registration are not required if electric but are required if gas.
Usage	Can transport persons or cargo or both.	Specifically utilized for off-road or on private dirt roads and designated trails.	Mainly for recreational use on golf courses or within closed communities.	Can be used for short commutes, running errands, and transportation within and around gated communities, resorts, or urban areas that have adopted a local ordinance.	Can be used for short commutes, running errands, and transportation within and around gated communities, resorts, or urban areas that have adopted a local ordinance.



W11-11
Golf Cart

[X-ING]

!AHEAD (



