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## Are Solo Vehicles the Answer?

Myers Motors calls its single-occupant vehicle a Personal Electric Vehicle for a reason. Over 91 million (79.4%) workers drive by themselves to work each day<sup>1</sup> and 38% of all trips taken are in a personal vehicle with a single occupant (the driver). That research, says Dana Myers, President of Myers Motors, shows that “A person driving to work alone in an SUV is like using a jackhammer to place a nail on a freshly painted wall to hang a painting in the living room – it’s just the wrong tool for the job.”

Single-occupant vehicles actually fit the way most people drive. Single occupant vehicle use grew by 11 percentage points over the last 20 years. During that same time, carpooling dropped by 8%<sup>2</sup>. Couple those statistics with the amount of pollution emitted by larger, gas-powered vehicles and you start to see why Myers decided to get personal about transportation.

Driving an oversized vehicle does more than add to the pollution problem. Count how many solo drivers clog the roads with large vehicles the next time you’re sitting in stalled traffic. The increase in single-occupant travel has driven up urban vehicle miles traveled by 168% since 1980, while urban road miles (the amount of drivable pavement) grew by only 51% during that time.<sup>3</sup> That means we only created one-third of the space needed to keep up with our increase in driving.

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<sup>1</sup> U.S. Department of Housing and Urban Development and U.S. Department of Commerce, U.S. Census Bureau, American Housing Survey for the United States, H150 (Washington, DC: Biennial issues).

<sup>2</sup> National Transportation Research Board report *Commuting in America III*

<sup>3</sup> Ted Balaker and Sam Staley, *The Road More Traveled: Why the Congestion Crisis Matters More Than You Think, and What We Can Do About It*. Rowman & Littlefield Publishers, Inc. September 2006.

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Congestion escalates lost productive time, wastes fuel, and generates even more pollution. Reports cited by the Congressional Budget Office estimate that congestion costs us “between 1.2 cents and 14.8 cents per mile, or between \$0.24 and \$2.96 per gallon [*of fuel*].”<sup>4</sup> The 2005 Annual Urban Mobility Report published by Texas A&M University reports that we lost a lot in 2003 because of this congestion. Americans wasted nearly 4 billion hours, burned more than 2 billion gallons of excess fuel, and lost slightly more than \$63 billion because of congestion delays, just in the 85 urban areas studied.<sup>5</sup>

Delays cost the environment a lot as well. According to [www.fueleconomy.com](http://www.fueleconomy.com), each gallon of gasoline burned can put as much as 20 pounds of CO<sub>2</sub> into the air.<sup>6</sup> Multiply that by the 2 billion gallons of wasted fuel and the 85 study areas contributed nearly 40 billion pounds of CO<sub>2</sub> to the global warming/climate change problem.

Robert Q. Riley points to many studies linking smaller vehicle size with reduced congestion in his book, *Alternative Cars in the 21st Century: A new personal transportation paradigm*. Riley stated that including a small percentage of half-length cars in a free-flowing traffic arrangement, such as the expressway, can increase capacity by at least 10%. However, computer modeling showed an up to a 70% increase in capacity within cities where traffic signals influence the flow. Imagine having 70% more room on city streets without laying another foot of concrete.

Myers Motors devoted more than a year to enhancing key components of a ground-breaking electric vehicle to create the NmG. Myers Motors’ NmG keeps its ancestor’s stunning exterior unchanged while almost everything under its sleek shell has been upgraded to improve reliability and performance.

The Myers Motors team proudly hand-builds each NmG, proving that the electric car isn’t dead – it’s just not waiting for Detroit. The vehicles are built at Myers Motors’ production facility in Tallmadge, Ohio, a small community near Akron. For more information, contact Myers Motors at 330-630-3768 or visit [www.myersmotors.com](http://www.myersmotors.com).

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<sup>4</sup> Available at <http://www.cbo.gov/showdoc.cfm?index=3991&sequence=6#t9>. Accessed March 22, 2007.

<sup>5</sup> Available at <http://mobility.tamu.edu/ums>. Accessed March 22, 2007.

<sup>6</sup> Available at <http://www.fueleconomy.gov/feg/co2.shtml>. Accessed January 30, 2007.