

I-Drive District Pedicab Ordinance



- An ancient form of transportation has taken a modern turn
- 1st commercial pedicab 1962 in Seattle & New York City
- Now found in over 50 cities throughout the US
- Primarily viewed as a tourist vehicle



- City of Orlando, FL
- Tampa, FL
- Austin, TX
- Boston, MA
- Denver, CO
- Indianapolis, IN
- Oklahoma City, OK
- Gainesville, FL
- Clearwater, FL
- Kansas City, MS
- Minneapolis, MN
- New York City, NY
- San Diego, CA
- Washington, DC

Prohibition:

- Las Vegas, NV
- Miami Beach, FL

Purpose

- Provide a regulated, controlled operation
- Enhance Safety Measures
- Improve the quality of rickshaws & drivers
- Clearly display rates to riders prior to reaching their destination



Common City Regulations

- **Defining Pedicab-friendly Streets**
- **Use of Pedicabs on Sidewalks**
- **Rider Capacity**
- **Maximum Pedicab Sizes**
- **Use of Rider Assist**
- **Driver Background & Uniform**

Proposed Ordinance

- Define Administration & Appeal Process
- Establish Roadway Parameters
- Regulate Vehicle & Equipment Standards
- Provide Driver Obligations
- Outline Enforcement & Prohibited conduct



Next Steps

- Review proposed ordinance with Senior Staff
- Designate Administrator
- Engage the Public & Existing Operators
- Public Hearings/BCC Approval
- Begin Permitting Process
- Educate & Enforce Regulation



Estimated Timeline

- April 2016 - Final Draft prepared
- May 2016 - Senior Staff Meeting
- June/July 2016 – Meeting(s) with operators
- July/August 2016 - Make adjustments to draft
- September-December 2016 - Present to Board
- January 2017 - Implementation Process
- Effective Date - TBD

