



Request for City Council Committee Action from the Department of Regulatory Services

Date: September 12, 2011

To: Council Member Elizabeth Glidden, Chair – Regulatory, Energy & Environment Committee

Subject: Ordinance amending Chapter 305 of the Minneapolis Code of Ordinances relating to pedicabs

Recommendation: That the Regulatory, Energy and Environment Committee approve amendments to Chapter 305 establishing a pedicab driver license, minimum safety standards for pedicabs and drivers, annual inspections, and an annual license fee for a pedicab drivers license in the Licenses Fee Schedule.

Department Information

Prepared by: Richard Tuffs, Lead License Inspector, 612-673-3911

Approved by:

Henry Reimer, Interim Director of Regulatory Services

Dana Banwer, Director of Licensing & Environmental Services

Grant Wilson, Manager of Business Licenses

Presenters in Committee: Grant Wilson

Financial Impact

- Other financial impact: Currently there are 41 pedicab licenses in Minneapolis. The proposed license fee for each of the estimated 100 pedicab drivers will generate an additional \$5,900 annually. This fee was calculated using the department's cost recovery formula.

Community Impact

- Neighborhood Notification: Public hearing notices were posted on the Business Licenses' website and electronically sent to all Neighborhood Organizations and Business Associations. Information meetings were held on April 22, 2011 and August 24, 2011. All current license holders received the public hearing notice at the August 24th meeting.

- City Goals: These amendments support the city goal of Jobs & Economic Vitality: Businesses — big and small — start here, stay here, thrive here and strong commercial corridors, thriving business corners.

Supporting Information

In 1984 Minneapolis began licensing pedicabs. Until 2009, the city never had more than two pedicab licenses. Positive changes in tourism, entertainment, and environmental consciousness have led to a dramatic increase to 41 licensed pedicabs now operating in Minneapolis. The current ordinance language, coupled with this trend, limits effective enforcement of safety issues. Several of the changes recommended in this amendment were requested by the current pedicab operators. The proposed ordinance amendments address the following concerns:

Pedicab Driver Qualifications and License

Minimum standards, including a valid driver's license, a safe driving record and a criminal background check, for example, will improve accountability for driver behavior. Recent enforcement actions have included failure to obey traffic signals and transporting more passengers than recommended capacity or weight. Additionally, drivers will be required to possess their Minneapolis license while on duty which provides reassurance for customers.

Pedicab Safety Standards

The current ordinance lacks minimum safety standards for pedicabs, including disc or hydraulic brakes, vehicle lighting and proper tires. The proposed amendments identify minimum safety standards, require annual inspections to ensure that licenses are approved for safe vehicles, and will allow pedicabs to use a trailer for transporting extra passengers.

Best Practices Research

A survey of 23 comparable cities indicated that 16 cities require a pedicab license and 15 identified driver standards/licenses. Other requirements are summarized in the attached Pedicabs Best Practices chart.

Recommendation

That the Regulatory, Energy and Environment Committee approve amendments to Chapter 305 establishing a pedicab driver license, minimum safety standards for pedicabs and drivers, annual inspections, and providing for an annual license fee of \$59 for each pedicab driver in the Licenses Fee Schedule.