



Law and Legislation Committee Report

915 I Street, 1st Floor

Sacramento, CA 95814

www.cityofsacramento.org

File ID: 2019-00732

June 4, 2019

Discussion Item 03

Title: Ordinance Amendment: Regulating Pedicabs

Location: Citywide

Recommendation: 1) Review an Ordinance amending Section 5.94.210 of the Sacramento City Code relating to general pedicab operations; and 2) pass a Motion forwarding the ordinance to City Council for consideration.

Contact: Andrew Hart, Transportation Program Analyst, (916) 808-6725, Jennifer Donlon Wyant, Program Specialist (916) 808-5913; Ryan Moore, City Traffic Engineer (916) 808-6629, Department of Public Works

Presenter: Andrew Hart, Transportation Program Analyst, (916) 808-6725, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Ordinance (Redline)
- 3-Ordinance (Clean)

Description/Analysis

Issue Detail: Pedicab operation in the City has increased in recent years (see Table 1 below). Staff have received complaints regarding pedicab devices on sidewalks. Operation of pedicabs is generally concentrated in the downtown core near event centers where there is also a high concentration of pedestrians. Per the California Vehicle Code (section 467.5), pedicabs are classified as bicycles. City Code currently allows bicycles to operate on sidewalks. This allowance is extended to pedicabs by classification. This creates a potential conflict with pedestrians on the City's increasingly crowded sidewalks, particularly with pedestrians with disabilities. This ordinance amendment seeks to prohibit pedicab operation - both riding and parking - on sidewalks.

Table 1: Pedicab Business Permits by Year

YEAR	TOTAL PERMITTED PEDICABS IN OPERATION
2014	1
2015	14
2016	17
2017	15
2018	27
2019	26

Pedicabs are defined in City Code as a bicycle that has three or more wheels that is capable of transporting passengers. The permitting program for pedicabs in the City began in 2014. Pedicabs can support City goals around sustainability and mobility such as reduction of automobile trips and support zero-emission vehicles.

It has been reported to the City that pedicabs park on sidewalks outside event centers and parks, in a manner that blocks the sidewalk ramps, obstructing the pedestrian path of travel, while pedicabs wait for potential customers. It has also been reported that pedicabs are riding on the sidewalks while transporting customers. It is in the City's best interest to disallow pedicabs on sidewalks. Pedicabs are over 4-feet wide, taking up over half of a standard downtown sidewalk, forcing pedestrians into landscape strips or into the street to avoid conflict with a passing pedicab. Pedestrians with disabilities and/or using assistive devices have a higher risk of conflict and are less able to avoid conflicts.

This amendment will prohibit pedicabs from operating - both riding and parking - on sidewalks. And it will require that pedicabs traveling on any public way, including multiuse trails, yield to pedestrians.

For these reasons, staff proposes the attached ordinance revisions.

Policy Considerations: The recommended changes are consistent with Sacramento 2035 General Plan policies, including:

M 2.1 Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

M 1.1.7 Safe Sidewalks. The City shall require pedestrian facilities to be constructed in compliance with adopted design standards.

Economic Impacts: None

Environmental Considerations:

California Environmental Quality Act (CEQA): This action is administrative activities and is not considered a project under CEQA Guidelines (Title 14 Cal. Code Reg. §15000 et seq.) § 15378 (b)(4).

Sustainability: The recommended action supports the Climate Action Plan goal to create a connected multi-modal transportation network that increases the use of sustainable modes of transportation (e.g., walking, biking, transit) and reduces dependence on automobiles.

Commission/Committee Action: Staff presented this item to the Active Transportation Commission on May 16, 2019. Commissioner comments were united in the support of bike-based businesses in Sacramento. However, several Commissioners expressed concern with a blanket prohibition, particularly the effect on plazas and parks. Other Commissioners saw no instance where the benefits of having pedicabs on sidewalks outweighed the risk of conflict with pedestrians with disabilities.

Rationale for Recommendation: Requiring all pedicabs to travel and operate using on-street bikeways will decrease the potential for conflicts. This will preserve access to the sidewalks for pedestrians of all abilities.

Financial Considerations: Not applicable

Local Business Enterprise (LBE): Not applicable

ORDINANCE NO.

Adopted by the Sacramento City Council

[Date Adopted]

AN ORDINANCE AMENDING SECTION 5.94.210 OF THE SACRAMENTO CITY CODE, RELATING TO GENERAL PEDICAB OPERATION

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1.

A. Subsection A of section 5.94.210 of the Sacramento City Code is amended to read as follows:

A. All pedicabs shall be operated according to the provisions of this chapter, the applicable provisions of the California Vehicle Code and this code governing the operation of bicycles, and all other applicable state and federal laws. Notwithstanding section 10.76.010.A., no person shall ride, travel, park, or otherwise operate a pedicab on any sidewalk. When travelling or otherwise operating on any public way, as defined in section 17.108.170, pedicab drivers shall yield to pedestrians. No pedicab shall be operated in weather conditions that pose an unreasonable safety risk to the drivers or passengers of the pedicab, or to other motorists or pedestrians.

B. Except as amended by subsection A above, all provisions of section 5.94.210 remain unchanged and in full effect.

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B. Except as amended by subsection A above, all provisions of section 5.94.210 remain unchanged and in full effect.