



NEW YORK CITY PEDICAB OWNERS' ASSOCIATION



May 10 A.D. 2006

PRESS RELEASE

For Immediate Application

DCA Proposal = Decimation of Pedicab Industry

- Gives a single unelected person the right to eliminate our presence on city streets (not yet named) without any community or council input
- Gives a single unelected person the right to limit the numbers of pedicabs and create another prohibitively expensive medallion system: One business may simply secure all of the permits, take them off the market, and generate a market price so high that pedicab people could not afford them
- Eliminates completely and immediately our right to traverse Central Park
- Eliminates our right to travel across bridges, including on bike lanes
- No authorization of the creation of waiting areas
- Only two adults per pedicab—though most are designed to safely seat three—and one child under three years of age? Families LOVE us—no more?
- A width limitation that eliminates over two thirds of all current pedicabs.
- Kills off the conference bikes, even for private travel.

A Brief Time Line

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| 1995 | Pedicabs begin operating on city streets in earnest |
| 2001 | Legislation to regulate pedicabs set aside due to 9/11—for five years |
| Oct. 2005 | Two Council bills introduced: One Midtown ban bill, one regulation bill |
| mid-Nov. | Three pedicabs confiscated by NYPD for “vending w/o license” |
| Feb '06 | Gerson regulation bill reintroduced |
| Feb 28 | First City Council committee hearings on pedicabs |
| May 5 | City releases DCA proposal |
| May 11 | Second City Council committee hearings on pedicabs |
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