

- 183 • Street Activity set-up will commence no earlier than 9 AM, and the strike of the event will be completed
 184 no later than 8 PM.
 185 • Sidewalks and crosswalks will remain unobstructed at all times, with at least 8 feet of sidewalk kept clear
 186 for pedestrian traffic.
 187 • The Sponsor of the event will be evident to those attending the street activity, with postings of at each
 188 intersection identifying the sponsor, and by maintaining a booth where the sponsor can disseminate
 189 information regarding their organization.
 190 • The Producer/Operator of the event will also be made evident to those attending the street activity, with
 191 postings at each intersection identifying the organization, and how to contact someone to resolve
 192 immediate problems with the event.
 193 • No street activity will involve amplification for more than 2 ½ hours, and no amplification will be allowed
 194 before noon or after 5 PM.
 195 • A recycling program will be in effect at all times.

Street Activities Permit Policies Amendment

199 WHEREAS, Community Board Five approved the attached Street Activity Permit Policies on May 13, 2002; and

200 WHEREAS, These Policies have proven to be effective in improving the quality and mitigate the impact of street
 201 activities within Community Board Five; and

202 WHEREAS, Community Board Five has become increasingly saturated with street activities which create traffic and
 203 pedestrian problems, interfere with public transportation, and require the use of Police and Sanitation resources, among
 204 other considerations; and

205 WHEREAS, The Board has reviewed its current policies and has decided to amend said policies to further improve the
 206 quality and mitigate the impact of street activities in Community Board Five; therefore be it

207 **RESOLVED**, The following additional Street Activity Policies are hereby approved:

- 208 1. The Sponsor of the event should have a nexus or proximity to the location of the event, unless the Community
 209 Board makes an exception.
- 210 2. The 7 to 14 day neighborhood posting, required of the event producers, should include a distinctive red or pink-
 211 colored posting; any BIDs affected by the street activity will be notified so that their sanitation workers do not
 212 inadvertently remove the postings before the event; where practical, major property owners/managers should
 213 be notified by mail of the event.
- 214 3. In order to minimize the number of blocks that the event requires, an effort will be made for each continuing
 215 block of the event to have a minimum of 25 or 30 vendors depending on the size of the block front and
 216 configuration of the booths or tables.
- 217 4. Producers/operators of the events will endeavor to upgrade the caliber of the vendors by offering space either
 218 free or at a deep discount to not- for-profit vendors or individual crafts artisans. Local restaurants should be
 219 encouraged to participate, rather than food vendors that generally limit their activities to street events.
- 220 5. Sponsors of events are encouraged to use cross streets rather than avenues.
- 221 6. Producers/operators of events are required to supplement New York City Department of Sanitation workers
 222 with their own crews and trash basket bagging, including cleaning the adjacent streets which may be affected
 223 by litter during the event.

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Transportation/Environment

OPERATION OF PEDICABS IN MIDTOWN MANHATTAN

227 WHEREAS, Pedicabs have been around for close to two decades but have had significant expansion in recent years,
 228 growing to more than 400 according to recent estimates; and

229 WHEREAS, There are two bills pending in the City Council, Intro 331 and Intro 75, to establish safety and consumer
 230 protection rules for pedicabs in New York City and the City Council is expected to act on this matter in the near future;
 231 and

232 WHEREAS, The growth of pedicabs has a profound impact on Community Board Five since much of their operation
 233 occurs within the Board's boundaries; and

234 WHEREAS, Pedicabs have created new traffic issues including the additional congestion caused by sharing the already
 235 crowded streets of New York and large numbers of pedicabs parked outside of Broadway theaters at the time the shows
 236 let out; and

237 WHEREAS, Community Board Five held a public hearing and heard pro and con views about pedicabs including:

- 238 1. Concern about pedicabs following and the police enforcing existing traffic laws;
- 239 2. The need for more vehicles such as pedicabs which do not use fossil fuels or pollute;
- 240 3. How Pedicabs have helped people get places when they have been unable to get a taxicab or utilize other
 241 modes of transportation;
- 242 4. The desire to reduce the number of pedicabs congregating in one location;
- 243 5. The competition pedicabs create for the taxicab industry;
- 244 6. Support for safety and consumer protection regulation of pedicabs including licensure and insurance
 245 requirements; therefore be it

246 **RESOLVED**, That Community Board Five **supports** the idea of having the City of New York Department of
 247 Consumer Affairs regulate the pedicab industry and recommends that the City Council include the following items in its
 248 legislation to establish a regulatory structure:

- 249 1. Require all pedicabs to have an easy to read license tag. All pedicab drivers be licensed and should take a test
 250 to get the license. The test should include an understanding of the rules of the road as well as questions on
 251 driver safety and knowledge of the city. A background check and drug tests should be a part of the procedure
 252 for getting a pedicab license.
- 253 2. The vehicles must be inspected at least annually for a variety of safety features and road worthiness as part of
 254 any license renewal process. Procedures for the transfer of pedicab licenses should be created.
- 255 3. Require all pedicabs to carry an adequate level of insurance in the case of an accident.
- 256 4. Require all pedicabs to have safety features including headlights, taillights, turning indicators, side mirrors and
 257 safety belts for passengers. Pedicabs should be prohibited from carrying more people than they are designed in
 258 order to ensure the safety of passengers.
- 259 5. Require all pedicabs to follow the rules of the road including stopping at traffic signals, not passing motor
 260 vehicles on the right, using bicycle lanes on streets that have them.
- 261 6. Establish a uniform pricing mechanism and post prices conspicuously. The City Council should examine the
 262 zone pricing system Washington D.C. uses for its taxi cabs and consider using it for pedicab pricing. Pedicabs
 263 should give all passengers receipts.
- 264 7. Establish pedicab standing zones where people can get a ride in a pedicab. The rule of 5 should be used,
 265 meaning that no more than 5 pedicabs can be in the standing zone at one time. If more than 5 pedicabs are in
 266 the standing zone, tickets should be issued to all of them.
- 267 8. Provide a review period for the new regulatory structure to determine whether or not it is working. There
 268 should be no initial restrictions on where pedicabs can operate; be it further

269 **RESOLVED**, Community Board Five requests adequate resources be provided for consistent and strong enforcement
 270 of the current traffic rules for pedicabs and of the new rules and regulations resulting from this legislation, as this is the
 271 only way to ensure the safety and protection of pedestrians and pedicab riders.

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Vote: 5-2-0-0