

**From:** [Susan Schrader](#)  
**To:** [City Clerk](#)  
**Cc:** [Kirby Day](#)  
**Subject:** Comments for Visitor Industry Task Force  
**Date:** Sunday, February 16, 2020 11:59:06 AM

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Please provide these comments to the VITF.

I appreciate Kirby Day's thorough and timely response to my concerns about the use of pedicabs in the downtown area as contributing to traffic congestion. I also realize that traffic flow during the summer of 2019 was especially challenged by the ADOT road construction along Egan Drive. Of course, we will very likely experience similar challenges as the project continues throughout the summer of 2020.

Road construction notwithstanding, downtown traffic congestion has been one of the most commonly cited concerns associated with the growing number of cruise ship passengers that our town must host. And while buses and vans are the major culprits in this congestion, pedicabs do nothing to help alleviate the congestion and, by my observation, contribute to the slow-moving traffic.

Despite pedicabs being regulated in most instances like bicycles, they are, by virtue of their width, far more difficult for a vehicle to navigate around than a bicycle. I encountered several pedicab drivers driving down the middle of Egan downtown in such a manner that passing them was impossible this past summer. Since pedicabs are not allowed to use sidewalks in the downtown business district and while on the streets are oftentimes unable to maintain the speed limit, they will continue to be an impediment to traffic flow.

Interestingly, the CBJ Assembly and Committee of the Whole in January discussed the extension of a permit moratorium on commercial rental of docked or dockless vehicles for a variety of reasons, including a "Whereas" that "they may be inappropriate in certain areas because of congestion." For the very same reason, one can point out the inappropriateness of pedicabs.

In respect to the "need" for pedicabs to move visitors (and locals) about, the final report after the years-long planning process for the downtown area plan, stated this about support for a "circulator" bus:

"A "Circulator" system to easily move pedestrians across the downtown core is a highly-supported and critical step to reduce the number of vehicles on the street, as well as downtown parking demand." Blueprint Downtown Final Report (2019), pg. 26

The need to move people expediently and minimize congestion downtown was a recurring concern in the Blueprint process. Electric circulator buses would be a far better option than pedicabs for visitors not wanting to use taxis. Meanwhile, the trolleys currently operating in town provide a reasonable alternative to pedicabs.

In closing, I visited the city of Victoria, on Vancouver Island not long ago and watched as other visitors happily climbed into horse-drawn carriages for a tour of town. I am unaware of any CBJ ordinance to prevent an enterprising entrepreneur from offering

a similar service here in Juneau. Sounds absurd and impractical perhaps, but there are many niches that can be filled to cater to the cruise ship visitor, but not all of them are good ideas. Pedi-cabs and horse-drawn carriages are two that are not particularly prudent.

**My suggestion to the Visitor Industry Task Force:**

**Recommend that the CBJ Assembly “grandfather in” the two existing pedicab operators, but place a moratorium on any additional operators of pedicab-type devices, similar to the one under discussion for dockless and docked micromobility devices.**

Sue Schrader

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