

From: [Day, Kirby \(PCL\)](#)
To: [Susan Schrader](#)
Cc: [Carole Triem](#); [City Clerk](#)
Subject: RE: BMPs and Pedicabs
Date: Monday, January 20, 2020 6:39:02 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Sue and I apologize for the delay in answering. I tried to gather some additional information in order to more thoroughly answer your concerns.

Firstly, I must say that the pedicabs in town DO add to the visitor experience. There are some visitors – not only cruise passengers – who have mobility challenges and simply find it difficult to get around downtown on foot. Taking a taxi around town is not practical, so the pedicabs offer a pleasant, human-powered way for those guests to see downtown Juneau with very little impact. I can attest to the fact that local residents occasionally use this service as well.

The largest of the two operators in town is Alaskan Pedicab Tours. Mr. James Houck operates (I believe) five (5) pedicabs and from my experience has been extremely conscious of the impacts that his vehicles could cause. James takes visitors around downtown as well as offering FREE rides for local residents. I can honestly say that I have had virtually no complaints via TBMP about his operations over the past few years. Mr. Houck's company is a member of TBMP.

Mr. William Quay owns and operates one (1) pedicab and is not a member of TBMP but I plan to recruit him to join in 2020. He carries mostly visitors (and some locals) throughout the summer as well.

TBMP does in fact address pedicabs in the general vehicle section of the TBMP guidelines. See below. We can be a bit more specific and possibly add a guideline to TBMP 2020.

Agreements Regarding Transportation and Vehicles

Commercial passenger vehicles are required to comply with CBJ Administrative Code (Title 20: Business Regulations, Chapter 40: Commercial Passenger Vehicles—relevant sections are included as attachment "A"). For purposes of this program, vehicles include motorcoaches, buses, mini-buses, limos, vans, trolleys, taxis, motorcycles, and pedicabs. Residents should remember that tour vehicles are sometimes used for non-tour activities, including charters, government service contracts, school field trips and charity work. While this program focuses on tour activities, operators agree to conduct all activities in a courteous manner and to emphasize these guidelines during pre-season training.

5. TRAFFIC FLOW: Drivers agree not to impede normal traffic flow by slowing down or stopping for sightseeing opportunities anywhere within the City & Borough of Juneau. Drivers will be especially attentive not to slow down or stop, when transiting Glacier/Willoughby Avenue between 10th Street and the State Museum/Egan Drive, or along South Franklin Street.

6. Taxis, Crew Shuttles, and **Pedicabs should avoid stopping in the roadway, even when flagged for a fare. Vehicles should attempt to stop out of the flow of traffic to prevent congestion in the area.**

Sue, the pedicabs did have more challenges this summer due to the Egan Drive road construction. There were many times when the sidewalks between the 10th Street Bridge and Main Street were closed. This also proved challenging for pedestrians – both visitors and local residents – as they moved around downtown. I believe once this project is completed and bike lanes and wider sidewalks are added on Egan Drive, it will be safer for bikes, pedicabs, pedestrians, automobiles and trucks.

I also checked with the City Attorney and was provided with the following:

A pedicab is generally regulated like a bicycle unless it is being used commercially for hire.

- Bicycles are allowed on all roads unless the road specifically prohibits slow or non-motorized vehicles. [CBJC 72.02.385-400](#). Bicycles are allowed on sidewalks except in a “business district.” [CBJC 72.02.400\(f\)](#). Downtown and the Aak’w Village district would be examples of a business district.
- Commercial pedicabs for hire are regulated as Class C commercial vehicles. [CBJC 20.40.430\(c\)](#). Commercial pedicabs have temporal and geographic restrictions. [20 CBJAC 40.540](#).

20 CBJAC 40.540 - Class C endorsement.(a)

A Class C endorsement shall authorize operation of one or more commercial passenger vehicles subject to the following conditions:

Operation of Class C vehicles shall be limited to daylight hours. Class C vehicles are restricted to the downtown area, from 10th and Egan to Mill Street, excluding Egan Drive from Willoughby Avenue to 10th Street. (this was likely affected again, due to the sidewalks being closed on and off much of the summer in 2019)

Operators of Class C vehicles may not stop for passengers at any location that obstructs

traffic or causes a safety hazard to passengers or others.

Operation of a Class C vehicle is prohibited between October 16 and April 14.

I will work with the two operators through TBMP in 2020 to ensure that they understand the concerns (given the continued Egan Drive construction plan for 2020). I will also mention to and work with DOT on this. Also as discussed, I am including at VITF public comment so that the task force and public have full visibility and understanding.

Thanks for your comments. I am placing this in my TBMP 2020 file.

Best Regards, Kirby



S. Kirby Day, III **PFSO Franklin Dock, Juneau Alaska**
Government and Community Relations
Holland America Group - Princess Cruises, Holland America Line & Seabourn
704 South Franklin Street | Juneau, AK 99801
+1-907-364-7250 office | +1-907-723-2491 mobile
kday@HAGroup.com

From: Susan Schrader [mailto:sueschraderak@gmail.com]

Sent: Saturday, December 21, 2019 2:32 PM

To: Day, Kirby (PCL) <kday@hagroup.com>

Cc: Carole Triem <Carole.Triem@juneau.org>

Subject: BMPs and Pedicabs

Hi Kirby,

Admittedly, I haven't looked through the current BMPs, so perhaps they address the issue of pedicabs on Egan in downtown.

Nor do I know if "cycle-rickshaws" legally follow the same laws as bicycles, but getting stuck behind these contraptions this summer on Egan between the bridge and Main Street, along with all the construction, was a major drag.

I can often safely pass a bicycle on this stretch of Egan, but those pedicab drivers seem to delight in pedaling right down the middle of the lane.

I suspect this service is used exclusively by tourists, and clearly these pedicabs make

transiting downtown more difficult and slower.

Can a BMP be adopted to keep these vehicles on the sidewalk instead of Egan, or discourage their use in other ways?

Obviously, they are not allowed on Egan north of the bridge, so why south of the bridge where traffic is even more congested?

They add nothing to the visitor experience and greatly hinder the locals' ability to get around in our downtown.

Thanks for considering my concerns, Kirby!

Sue

~~~~~

Sue Schrader

PO Box 240325

Douglas, AK 99825

907-209-5761

[sueschraderak@gmail.com](mailto:sueschraderak@gmail.com)

The information contained in this email and any attachment may be confidential and/or legally privileged and has been sent for the sole use of the intended recipient. If you are not an intended recipient, you are not authorized to review, use, disclose or copy any of its contents. If you have received this email in error please reply to the sender and destroy all copies of the message. Thank you.

To the extent that the matters contained in this email relate to services being provided by Princess Cruises and/or Holland America Line (together "HA Group") to Carnival Australia/P&O Cruises Australia, HA Group is providing these services under the terms of a Services Agreement between HA Group and Carnival Australia.