Review of TBMP Guidelines changes from 2019 season

March 1, 2022

(Note: this is a list of the significant changes that were to be applied in 2020 and will remain in the 2022 guidelines. I am including this for all membership so you can review the actual changes from the 2019 season. A list of other changes from 2021 to 2022 is also included at the bottom of this document. I suggest you review all the changes and of course review the new set of 2022 TBMP guidelines and train and plan to operate using those as guidance.)

--Table of Contents – add in red

Agreements Regarding Walking, Hiking, Bicycling, Segway & Zipline Tours

--Change: page 2, guideline #1

1. PRE-SEASON TRANSPORTATION MEETINGS: All transportation companies who utilize the downtown and/or Statter Harbor/Auke Bay staging areas will agree to send a representative to a pre-season transportation meeting to discuss the implementation of a plan to ease vehicle congestion and conflicts in these areas. Some downtown transportation providers may also be asked to attend a meeting with major trucking and shipping companies which operate on the Rock Dump to review the ship schedule, peak days, and tour routing to foster better communication and to help minimize downtown traffic concerns.

--Change: page 2, guideline #2

2. DOWNTOWN TRAFFIC/STAGING: All companies utilizing the Alaska Steamship Dock, Cruise Ship Terminal and Columbia Lot staging areas should be aware of times when congestion into and out of these lots will be at peak level. Dispatchers, Docks and Harbors staff, crossing guards, and drivers will assist in promoting efficient traffic flow in the area by managing vehicle movements in a courteous manner and by yielding to other vehicles and users as necessary. All participants will also be mindful of sirens and approaching emergency vehicles so as to keep South Franklin Street clear for such emergency traffic.

--Change: page 2, new guideline #7

7. Operators agree to treat the curbside “A” zone adjacent to Marine Park Plaza as a “quick drop/quick load” area. For loading procedures Operators agree not to approach the area for loading until their guests are curbside and ready to load. Operators who anticipate a longer time needed for loading agree to take a lane in the main Marine Park Plaza. Drivers using the curbside “A” zone agree to pull completely up to the curb in a manner that doesn’t block the main roadway and/or block the entrance to Marine Park Plaza. Drivers of vehicles in the adjacent “B” zone agree to park in a manner that doesn’t encroach the “A” zone. The “B” zone section will not be considered “quick drop/quick load”.

--Change: page 2, new guideline #7

7. Operators agree to treat the curbside “A” zone adjacent to Marine Park Plaza as a “quick drop/quick load” area. For loading procedures Operators agree not to approach the area for loading until their guests are curbside and ready to load. Operators who anticipate a longer time needed for loading agree to take a lane in the main Marine Park Plaza. Drivers using the curbside “A” zone agree to pull completely up to the curb in a manner that doesn’t block the main roadway and/or block the entrance to Marine Park Plaza. Drivers of vehicles in the adjacent “B” zone agree to park in a manner that doesn’t encroach the “A” zone. The “B” zone section will not be considered “quick drop/quick load”.

--Change: page 2, new guideline #7

7. Operators agree to treat the curbside “A” zone adjacent to Marine Park Plaza as a “quick drop/quick load” area. For loading procedures Operators agree not to approach the area for loading until their guests are curbside and ready to load. Operators who anticipate a longer time needed for loading agree to take a lane in the main Marine Park Plaza. Drivers using the curbside “A” zone agree to pull completely up to the curb in a manner that doesn’t block the main roadway and/or block the entrance to Marine Park Plaza. Drivers of vehicles in the adjacent “B” zone agree to park in a manner that doesn’t encroach the “A” zone. The “B” zone section will not be considered “quick drop/quick load”.
--ADD Guideline: page 3, new guideline #13

Transportation Operators employing Driver-guides (those who drive vehicles and provide commentary simultaneously) will incorporate defensive driving and road environmental awareness into their training program curriculum in an effort to reduce any potential safety risks associated with this practice. Driver-guides will be encouraged to refrain from delivering tour commentary while transiting areas of increased congestion such as downtown loading areas and portions of South Franklin Street that may be congested during periods of the day.

--Change: page 3, #20 (re-numbered to #21)

21. SANDY BEACH, TWIN LAKES, AUKE REC, COPE PARK: Drivers agree not to use Sandy Beach, Twin Lakes, Cope Park, or Auke Bay Recreation Area (including the Auke Bay Recreation access road) as tour destinations. (adding Eagle Beach in 2022)

--ADD Guideline: page 4, #31 to follow Trolley Operations

31. Trolley operators may make a quick stop at Franklin Food Court (Franklin and Front Streets) as they make their scheduled loop up Franklin Street. Trolleys should use the marked yellow zone directly in front of the Franklin Food Court, turning on their flashers pulling completely out of the lane of traffic, being careful not to block the roadway or the crosswalk.

--Change: page 6, intro -add below in red

Agreements Regarding Walking, Hiking, Bicycling, Segway & Zipline Tours

Commercial use of public trails is permitted by the CBJ Department of Parks & Recreation (11 CBJ AC 01.010–01.100 — Commercial Use of Parks and Recreation Facilities and Trails), by the US Forest Service, and by Alaska State Parks. Operators may hold commercial permits for the following trails: Perseverance Trail System, Upper Mt.Roberts (above tram), East Glacier, West Glacier, Moraine Ecology, Nugget Falls, Glacier Nature Loop, Rainforest Trail, Amalga Meadows Beach Access (SAGA Beach), Auke Lake Launch Ramp Access, Powerline Trail (near Gladstone St.), Tolch Rock, Sunshine Cove Beach Access, Ernest Gruening State Park, Trail of Time, and Treadwell Historic Loop Trail. Operators will conduct pre-season training in a manner which focuses on and emphasizes these guidelines. (making some clarifications in the 2022 changes below)

--Change: page 6,

43. TOURS DURING COMMUTE HOURS: Operators agree not to conduct downtown walking or Segway tours on Calhoun Avenue during morning and afternoon commute hours (7:30–8 am and 4:30–5 pm).
46. INSTRUCTIONS TO YIELD: Cycling and Segway guides agree to instruct clients to safely yield to other users on commercially used bike paths whenever possible. Segway operators will conduct tours with clients in single file fashion in all areas of the City and Borough of Juneau.

52. P.A. ANNOUNCEMENTS, SIGNALS and OUTDOOR ENTERTAINMENT: Cruise Line Agencies, Cruise Lines International Association (CLIA) Alaska and individual cruise lines will continue to work to minimize vessel announcements, whistle signals, and outdoor entertainment (movies and use of music, bands or DJ) while docked or anchored in Juneau Harbor. Cruise ships are also asked to monitor their outside speakers, announcements and entertainment on approach to and departure from Juneau. Ships will keep outside speakers turned “off” or down until they are well past the homes along Gastineau Channel. “Dupont” at the south end of Gastineau Channel should be used as a marker point where outside speakers should be turned off inbound and remain off until at this point outbound. Cruise Line Agencies, CLIA Alaska, and cruise lines will ensure that the shipboard staff understands the importance of this specific guideline. Certain signals and announcements are necessary and required by the US Coast Guard or are necessary for safety reasons. See attachment C for a discussion and explanation of the use of ships’ whistles. Safety drills should not begin before 10:00am local time.

70. As the Coghlan Cut can become a crowded choke point with multiple commercial and private boats causing dangerous wake conditions for small boats and kayakers, as well as those picnicking or camping on the shore, vessel operators will agree not to utilize the Coghlan Cut as a shortcut into and out of Auke Bay at cruising speed. This area will be considered a “no wake” zone for TBMP members to promote a safer environment for local residents and boaters.

71. Vessel operators, in the spirit of cooperation and in order to promote continuous improvement, agree to communicate between boats on-the-water, any possible guideline infractions and to do so in a courteous and constructive manner. Vessel Captains also agree to report the same to their own company management for respectful follow-up at the management level.
ADD Guideline: page 9, #84

84. Merchants will refrain from placing merchandise and signage on the city-owned/public sidewalks and will leave adequate space between items for sale and the public sidewalk so that customers examining the merchandise are not blocking the sidewalk.

--Change: page 12, Attachment B

Within three miles of the Alaska coastline, visible emissions, excluding condensed water vapor, may not reduce visibility through the exhaust effluent of a marine vessel by more than 20 percent except as follows:
(1) while at berth or at anchor, visibility may be reduced by up to 100 percent for periods aggregating no more than

--Change: page 18

move-- ENDANGERED SPECIES ACT; TITLE 50 PART 224 REGULATIONS GOVERNING ENDANGERED MARINE AND ANADROMOUS SPECIES down to below paragraph a(4)
change-- 50 CFR 224.103—Special Prohibitions for Endangered Marine Mammals to 50 CFR 216.18—Special Prohibitions for Approaching Humpback Whales in Alaska

So the section would read on page 18 as follows:

TAKE includes feeding or attempting to feed a marine mammal in the wild. Some exceptions for take are made for authorized scientific research and subsistence hunting by Alaska Natives.

50 CFR 216.18 Special Prohibitions for Endangered Marine Mammals Approaching Humpback Whales in Alaska

b Approaching humpback whales in Alaska—(1) Prohibitions. Except as provided under paragraph (b)(2) of this section, it is unlawful for any person subject to the jurisdiction of the United States to commit, to attempt to commit, to solicit another to commit, or to cause to be committed, within 200 nautical miles (370.4 km) of Alaska, or within inland waters of the state, any of the acts in paragraphs (b)(1)(i) through (b)(1)(iii) of this section with respect to humpback whales (Megaptera novaeangliae):
   i Approach, by any means, including by interception (i.e., placing a vessel in the path of an oncoming humpback whale so that the whale surfaces within 100 yards (91.4 m) of the vessel), within 100 yards (91.4 m) of any humpback whale;
   ii Cause a vessel or other object to approach within 100 yards (91.4 m) of a humpback whale; or
   iii Disrupt the normal behavior or prior activity of a whale by any other act or omission, as described in paragraph (a)(4) of this section.
a (4) Disrupt the normal behavior or prior activity of a whale by any other act or omission. A disruption of normal behavior may be manifested by, among other actions on the part of the whale, a rapid change in direction or speed; escape tactics such as prolonged diving, underwater course changes, underwater exhalation, or evasive swimming patterns; interruptions of breeding, nursing, or resting activities, attempts by a whale to shield a calf from a vessel or human observer by tail swishing or by other protective movement; or the abandonment of a previously frequented area.

ENDANGERED SPECIES ACT; TITLE 50 PART 224 REGULATIONS GOVERNING ENDANGERED MARINE AND ANADROMOUS SPECIES

ENDANGERED SPECIES ACT; TITLE 50 PART 226 DESIGNATED CRITICAL HABITAT
50 CFR 226.202 Critical habitat for Steller sea lions

(a) Alaska rookeries, haulouts, and associated areas. In Alaska, all major Steller sea lion rookeries identified in Table 1 and major haulouts identified in Table 2 and associated terrestrial, air, and aquatic zones. Critical habitat includes a terrestrial zone that extends 3,000 feet (0.9 km) landward from the baseline or base point of each major rookery and major haulout in Alaska. Critical habitat includes an air zone that extends 3,000 feet (0.9 km) above the terrestrial zone of each major rookery and major haulout in Alaska, measured vertically from sea level. Critical habitat includes an aquatic zone that extends 3,000 feet (0.9 km) seaward in State and Federally managed waters from the baseline or basepoint of each major rookery and major haulout in Alaska that is east of 144 deg.W.longitude. Critical habitat includes an aquatic zone that extends 20 nm (37 km) seaward in State and Federally managed waters from the baseline or basepoint of each major rookery and major haulout in Alaska that is west of 144 deg.W.longitude.

Critical habitat for Steller sea lions
Major haulout and major rookeries in Alaska

We are starting a new initiative within TBMP under the heading of “For Consideration”. These suggestions appear at the end of certain content sections in the guidelines to which they relate and are not new agreed upon guidelines. However, these items are included to actively urge businesses consider these practices during the season. We will then discuss adding them as guidelines in 2023.

For Consideration
Transportation companies which currently use hand-held microphones for tour commentary, regardless of the type of vehicle (motorcoach, van, trolley, etc.) should consider phasing in headsets and/or boom microphones to promote safety and insure that drivers are always operating the vehicle with two hands on the steering wheel.
For Consideration
Whale watching operators agree to strongly consider becoming active members of the Whale SENSE program. Whale SENSE is a voluntary education and recognition program offered to commercial whale watching companies in the U.S. Atlantic and Alaska Regions. The program is sponsored by NOAA Fisheries and Whale and Dolphin Conservation. Developed in collaboration with the whale watching industry, Whale SENSE recognizes whale watching companies committed to responsible practices. See www.whalesense.org. TBMP has joined as a Whale SENSE Proud Supporter.

Vessel operators agree to consider shortening their whale viewing time to 20 minutes when there are more than 10 boats congregated around a whale or group of whales and their individual vessel has already experienced their whale sighting.

For Consideration
TBMP members can voluntarily offset carbon emissions through a local program, the JUNEAU CARBON OFFSET FUND (www.juneaucarbonoffset.org). This program allows both visitors and businesses to consider balancing out their carbon emissions by helping to convert lower-income home heating from fossil fuels to renewable energy, making housing more affordable and meeting the City and Borough of Juneau goals for carbon reduction.

NEW Review of TBMP Guidelines changes from 2021 to 2022 season

March 1, 2022

Table of Contents – Attachment J – change by eliminating this line item completely – we will not include the cruise schedule

Pg 2, guideline #2 – add following to current guideline

2. DOWNTOWN TRAFFIC/STAGING: All companies utilizing the Alaska Steamship Dock, Cruise Ship Terminal, Peratrovich Plaza and Columbia Lot staging areas should be aware of times when congestion into and out of these lots will be at peak level. Dispatchers, Docks and Harbors staff, crossing guards, and drivers will assist in promoting efficient traffic flow in the area by managing vehicle movements in a courteous manner and by yielding to other vehicles and users as necessary. All participants will also be mindful of sirens and approaching emergency vehicles so as to keep South Franklin Street clear for such to emergency traffic. Drivers using Peratrovich Plaza should be aware of the clockwise traffic pattern and be cautious of South Franklin Street vehicle and pedestrian traffic when exiting the lot.
4. STATTER HARBOR/AUKE BAY PROCEDURES: All companies utilizing this location will be aware of times when congestion into and out of Statter Harbor will be at peak level. Dispatchers, captains and drivers will assist in promoting efficient traffic flow in the area by managing vehicle and vessel movements in a courteous manner and by yielding to other vehicles/vessels and users as necessary. All vehicle drivers should follow the traffic pattern in the parking and transit lot. Drivers should pull as far forward in drop off lane as possible and depart as soon as passengers disembark. There should be no parking in drop off lane. Park only in designated areas. All companies will send designated trainers and lead personnel to a pre-season meeting to go over the most current Statter Harbor Vehicle and Vessel Procedures. All companies agree to abide to the best of their ability with these procedures.

Thus, should read:

Thus, should read:

20. USE OF LEFT LANE DOWNTOWN: When exiting downtown, ALL VEHICLES will make every effort to move into the right lane by the time they reach Whittier Avenue, unless they are setting up for a left turn.

21. SANDY BEACH, TWIN LAKES, AUKE REC, COPE PARK, EAGLE BEACH: Drivers agree not to use Sandy Beach, Twin Lakes, Cope Park, Eagle Beach or Auke Bay Recreation Area (including the Auke Bay Recreation access road) as tour destinations.

23. SAFETY WHEN BACKING: All motorcoaches, buses, mini-buses, and trolleys will take special care when backing out of the loading/unloading zones at the Alaska Steamship Wharf, Peratrovich Plaza, AJ Dock, the Cruise Ship Terminal, and the Franklin Street Dock. All companies will assign a representative on site to assist with traffic flow and backing procedures during the first four (4) hours of tour operations at each staging facility. Operators should also provide a backer during their own peak hours of operations throughout the day at each location. As well, when preparing to back, drivers should be aware of the back-up beepers and the sound they make, and should strive to spend as little time as possible in reverse. Drivers should only shift into reverse when they are ready to commence backing to minimize beeper sounds.

Operators will take extra precautions to avoid joggers and cyclists when transiting the area.

Current:

Agreements Regarding Walking, Hiking, Bicycling, Segway and Zipline Tours
Commercial use of public trails is permitted by the CBJ Department of Parks & Recreation (11 CBJ AC 01 010–01 100 — Commercial Use of Parks and Recreation Facilities and Trails), by the US Forest Service, and by Alaska State Parks. Operators may apply for commercial permits for these trails. **CBJ Parkland Trails:** Perseverance Trail System (Red Mill Trail, Glory Hole Trail, Mine Camp Ruins Trail), Rainforest Trail, Amalga Meadows Beach Access (Kayak Beach), Auke Lake Launch Ramp/Parking Access, Sunshine Cove Beach Access, Treadwell Historic Loop Trail. **U.S. Forest Service:** Steep Creek Trail, East Glacier, West Glacier, Moraine Ecology, Nugget Falls, Powerline Trail (near Gladstone St), Tolch Rock, and Trail of Time. **Alaska State Parks:** Perseverance Trail System, Upper Mt Roberts (above tram), Ernest Gruening State Park. **Glacier Nature Loop,** Operators will conduct pre-season training in a manner which focuses on and emphasizes these guidelines.

All commercial use of CBJ parks and trails requires a commercial use permit issued by the CBJ Parks & Recreation Department. Commercial use is not allowed in some areas. Contact the Parks & Recreation Department for additional information.

**Replace with:**

**Agreements Regarding Walking, Hiking, Bicycling, Segway and Zipline Tours**

Commercial use of public trails is permitted by the CBJ Department of Parks & Recreation (11 CBJ AC 01 010–01 100 — Commercial Use of Parks and Recreation Facilities and Trails), by the US Forest Service, and by Alaska State Parks. Operators may apply for commercial permits for these trails. **CBJ Parkland Trails:** Perseverance Trail System (Red Mill Trail, Glory Hole Trail, Mine Camp Ruins Trail), Rainforest Trail, Amalga Meadows Beach Access (Kayak Beach), Auke Lake Launch Ramp/Parking Access, Sunshine Cove Beach Access, Treadwell Historic Loop Trail. **U.S. Forest Service:** Steep Creek Trail, East Glacier, West Glacier, Moraine Ecology, Nugget Falls, Powerline Trail (near Gladstone St), Tolch Rock, and Trail of Time. **Alaska State Parks:** Perseverance Trail System, Upper Mt Roberts (above tram), Ernest Gruening State Park. Operators will conduct pre-season training in a manner which focuses on and emphasizes these guidelines.

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**Pg 7**

44. USE OF BIKE PATHS: Operators agree to use bike paths along Glacier Highway, Fritz Cove Road, Back Loop and Loop Roads, Montana Creek Road, Glacier Spur Road, and other destinations within CBJ, and to instruct clients to ride single file. Operators agree not to use the walking path immediately along the Twin Lakes shoreline for tours.

**Pg 9**, delete current guideline #70 and replace with the below:

70. The Coghlan Cut can at certain times, become a crowded passage with multiple commercial and private boats transiting the area and local residents recreating nearby. These instances can cause safety concerns for small boats, kayakers, boats loading on the shore and individuals enjoying the beach. TBMP operators and captains agree to be diligent in monitoring their own wake, vessel traffic and recreational use of the Coghlan Cut area and to adjust their speed.
and/or routing as necessary to promote a safe environment for all users. TBMP operators agree to avoid transiting the Coghlan Cut during Salmon Derby Weekend.

Pg 22, middle of page, change contact names, titles, and emails to:

Send emails/queries to:
Sean Rielly, Wilderness Program Manager, sean.rielly@usda.gov
Don MacDougall, Special Uses, Lands and Wilderness Staff officer, don.macdougall@usda.gov

END