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Blueprint Reference	Action (Previous plans/studies that support– for more detail consult Policies/Goals/Actions from previous plans/ studies in Table ???, Appendix 1)	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance		When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Working notes – this column may disappear
T1	South Franklin St./Marine Way corridor (AWTP, DTTS, LRWMP, JNMTP)												
T1a	Undertake comprehensive multi-modal study of South Franklin St./Marine Way corridor to: <ul style="list-style-type: none"> - Provide future vehicle and pedestrian increases - understand the extent of perceived pedestrian and vehicle congestion issues. - understand vehicle delay time at access points to bus staging areas, forecasts intersections at South Franklin/Marine Way and Marine Way/Main St, and pedestrian crossings - Assess cost-benefit of potential solutions including those suggested in past plans and studies. These include: <ul style="list-style-type: none"> ▪ options of right-way widening/removal of buildings to accommodate turn lanes, wider sidewalks, and cycle lanes, ▪ Gastineau Avenue By-pass concept between Marine Way and the Franklin Dock, ▪ controls on the pedestrian/road vehicle interactions (e.g. crossing locations, signals, more trained crossing guards, cues to encourage greater pedestrian use of seawalk). ▪ Reduce surplus capacity on individual tour buses 	•	•	•	•							CBJ, DOT	Continue to look for opportunities to widen sidewalk on the South Franklin Street /Marine Way corridor. Opportunities to widen the sidewalk will be dependent on moving or removing buildings.
T1b	- Work with DOT&PF on developing implementation plan based on study results and recommendations	•	•	•	•							CBJ/DOT	
T2	10th Street and Egan Drive intersection (AWTP, LRWMP, JNMTP)												
T2a	Reduce demand from peak single occupancy vehicles through implementation of travel demand management program. Should be implemented first step before creating additional capacity through construction.	•										CBJ	
T2b	As part of analysis of 2 nd crossing between mainland and Douglas Island, assess the benefits to 10 th Street intersection resulting from the new alternative link between the Valley and Douglas. This will help determine if and when the intersection needs to be upgraded.	•										CBJ/DOT	

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T2c	<p>Work with DOT&PF to examine options to improve operation of 10th Street/Egan intersection.</p> <ul style="list-style-type: none"> - Any reconstruction/redesign should provide for additional motor vehicle capacity to reflect potential increases in traffic from development on Douglas Island. Options to incorporate proposed harbor access roads and W.9th Streets should be considered in the design. - To avoid inducing more single occupancy trips travel demand management options to reduce peak single vehicle occupancy should be implemented first step before creating additional capacity through construction. - Ensure pedestrian and cyclists improvements for intersection in JNMTP are incorporated into design. 	•	•	•								DOT/CBJ	
T3	Capital Avenue (JNMTP, WDLUP)												
T3a	<p>Reconstruct Capital Avenue</p> <ul style="list-style-type: none"> - to provide a sidewalk or shared path on one side of the street. This will result in a one-way traffic lane unless additional right-of-way is acquired. - The intersection with Willoughby Avenue should remove the current pedestrian and vehicles conflict. 		•	•								CBJ	This is being planned for – did it get cut in FY2021 CIP
T4	Traffic calming measures to encourage more non-motorized users (JNMTP, SRTS, WDLUP)												
T4a	<p>Develop ‘Complete Streets’ design standards that addresses the requirements of all users. Standards should incorporate recommendations from existing plans on using streetscape design to reduce vehicle speeds where appropriate. The needs pedestrians and cyclists should be given a higher priority in the Downtown Core and Aak’w Kwaan Village District.</p>	•	•	•	•		•	•				CBJ	CBJ ENG and P&R if landscaping. Some input from DOT would be useful but it would only apply to CBJ streets.
T4b	<p>Monitor speeds limits in study area and, where necessary, implement greater soft (e.g. speed check signs) and hard enforcement (ticketing)</p>		•	•								CBJ	JPD
T4c	<p>Examine and implement shared space concepts that blur the separation of pedestrians and vehicles on low speed pedestrian dominated streets. Heritage Square is a good example where this could work with little alteration of the existing design (i.e. use of porous pedestrian barriers).</p>		•	•	•								I DON'T THINK MUTCD REQUIREMENTS FORMALLY ALLOW THIS. THERE IS AN EXAMPLE IN BELL TOWN. HASN'T REALLY TAKEN HOLD IN USA THOUGH. MIGHT BE TOO OUT THERE FOR JUNEAU FOR NOW.

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T4d	Traffic calming should be implemented at the following locations as part of scheduled reconstruction projects: <ul style="list-style-type: none"> Willoughby Avenue particularly in vicinity of Foodland Calhoun Avenue – entire length Glacier Avenue – in particular around the schools Basin Road – the 5mph speed limit does not seem to be adhered to Egan Drive (between 10th Street and Norway Point) Egan Drive (between 10th Street and Main Street) – appropriateness of speed limits following 2020 reconstruction should be monitored as pedestrian levels increase as a result of other developments. 		•	•	•		•				CBJ/DOT	
T5	Streets serving harbors (AWTP, JHUMP, BPD SC)											
T5a	Construct a harbor road or internal driveway which connects Harris and Aurora Harbors				•						CBJ	D&H
T5b	Redesign or remove access points onto Egan Drive to prevent unsafe merging manoeuvres from vehicles exiting harbor areas.										CBJ/DOT	Needs DOT input
T5c	Redesign Egan Drive between 10th Street and Norway Point to encourage adherence to existing speed limit		•	•	•						CBJ/DOT	Needs DOT input
T5d	Provide crosswalks between harbors at W. 9th Street and Highland Drive. This should be done in conjunction with traffic calming through reconstruction of Egan Drive in on this section		•								DOT	Needs DOT input
T6	Safe routes to schools (AWTP, SRTC)											
T6a	Implement actions identified in ??? Safe Routes to School Plan for Harborview School		•	•	•		•					
T6b	Ensure speed limits are adhered to on Glacier Avenue and W.12th Street with appropriate street design cues and enforcement.		•	•								
T6c	New crossing on W.12th Street.		•									
T6d	Walking buses for downtown schools #50, #49, #93 or #43		•									
T6e	On-street parking space should be reallocated on Glacier Avenue for cycle lanes			•								
T7	Egan Drive (10th Street to Main Street) (JNMTP, LRWMP, WDLUP)											
T7a	Create a gateway feature along Egan Drive after the Juneau Douglas Bridge to provide a sense of arrival into the downtown area. Project will require working with DOT&PF on location (particularly clearzone requirements), design permitting and construction.				•							

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	Develop residential parking management program, if monitoring shows residential parking is not available in neighborhoods around Downtown Core and Aak’w Kwaan Village district.						•						
	Release private land from surface parking lots												
	Study options to encourage reduction of land currently dedicated for private off-street surface parking. This would need to consider the impact on public parking.						•						
	Use of State parking facilities (WDLUMP)												
	Implement an agreement for use of State parking facilities in evenings and weekends for use by events at Centennial Hall, The JACC, and visitors to downtown core and Aak’w Kwaan Village District.						•						
	Electric Vehicle facilities (JRES)												
	As part of Borough-wide EV charging station plan, provide expanded EV charging facilities at CBJ facilities and on-street locations in residential areas within study area						•						
	Travel Demand Management (AWTP, DJPMP, WDLUMP)												
	Implement a travel demand management program to reduce parking demand of long-term parkers’ in the Downtown Core and Aak’w Kwaan Village District and reduce single use vehicles demand at 10 th Street and Egan Drive. Many components of such a program are identified in the 2013 Comprehensive Plan (page ???) and Willoughby Plan. This relies on implementation of pedestrian, cycling and transit actions identified elsewhere.	•	•	•	•	•	•						
	Prioritize non-motorized transportation users												
	Ensure pedestrians and cyclists receive appropriate priority based on the context of the street in new Downtown Complete Streets standards e.g. are the priority users on Willoughby Avenue while they would be secondary but still important users on Egan Drive		•	•	•								
	Canopies and covered walkways												
	Develop plan to provide canopies and covered walkways throughout downtown core and Aak’w Kwaan Village district. Implementation of the plan will improve the walking environment by improving, extending, and filling gaps existing canopy coverage between buildings and provide sidewalk coverage where no buildings exist adjacent to the sidewalk. Implementable actions of the plan could include: <ul style="list-style-type: none"> ▪ Expansion of existing canopy requirements currently only applicable to the Historic District to entire MU and MU2 district. ▪ Reduce cost of exterior building work threshold that requires canopies to be added. ▪ Design standards for canopies incorporated into the Land Use Code that reflect adopted Historic District Standards and Building Code requirements. Standards should 		•		•	•		•				#169, #8?	

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	Safe intersections and crossings												
	Provide striping on downtown streets including DOT maintained streets before start of tourist season.		•					•					
	Employ ladder style crossings where possible and lobby DOT&PF to amend Alaska Manual for Uniform Traffic Control Devices to allow ladder style crossings at intersections (See JMNTF design improvement list)		•		•			•					
	New developments at Sub-port should contribute to necessary improvements at Whittier Street intersection to address the increased pedestrian flow. A second pedestrian crossing should be added at the intersection should be added.		•	•									
	Full implementation of existing 2009 JNMTP intersection actions in study area		•	•	•								
	Street pedestrianization: #172												
	Pedestrianization, parklets, restricted vehicle access should be implemented where increased retail benefits will accrue. This could be done on many scales and differing levels of permanence to test/try out to understand impacts. Emergency service access should be designed into any implementation of pedestrianization. Possible areas to consider are: <ul style="list-style-type: none"> ▪ Seward Street ▪ S. Seward Street ▪ Front Street ▪ N. Franklin (Front to 2nd Street) 		•	•									
	Provide options ranging from permanent closures to temporary permits for closures of one block for short periods/special events, or seasonal removal of small areas for parklets or restaurant seating).		•	•	•								
	Develop standardized, accessible process for acquiring permits for the above should be easily accessible.				•								
	Cross-Juneau bike way lanes and signage												
	Provide additional signage for cross-Juneau bikeway in study area.			•									
	Add cycle lanes on Glacier Avenue between Willoughby Avenue and Highland Drive and on W. 10 th Street between Egan Drive and Glacier Avenue. Space for a dedicated cycle lane is not available on Willoughby Avenue so the speed limit should be set accordingly.			•	•								
	Cycle lane maintenance												
	CBJ and DOT&PF should restripe cycle lanes using cycle lane markings and lines between 6 -8 inches wide. Lines that do not currently conform should be upgraded to meet this standard.			•	•			•					
	Remove gravel from cycle lanes and shoulders periodically, and as needed, outside of winter season not just once at end of winter season			•				•					

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	Cycling design standards												
	Ensure cycle lane design standards in JNMTP are incorporated into Complete Streets Design Guidelines.			•									
	Cycle storage and changing rooms												
	Add requirements for covered cycle storage, lockers and shower/changing room facilities to CBJ Land Use Code. Allow developers to replace a portion of their required vehicle parking spaces with 6 bike parking spaces.			•									
	Provide more bike lockers and covered bike stands at CBJ facilities. Lockers should be made available in residential neighbourhoods for long term lease for residents in who do not have alternative storage space for example in the Star Hill or Chicken Ridge neighborhoods.			•									
	Encourage State and Federal Agencies to provide improved cycle storage for employees, and where appropriate the public, at their facilities.			•									
	Use of Downtown Transit Center (DTC)												
	All buses serving downtown should use the DTC to provide maximum interchange convenience between services.					•							
	Utilize DTC waiting area and vending space with wifi and outdoor seating.					•							
	Provide three sided, lit shelters at secondary interchange locations (e.g. Whittier Street)					•							
	Downtown Circulator												
	Implement high frequency downtown circulator (minimum every 10 minutes) at least in summer season for at least two year trial. This could be a downtown specific route supplemented by an expanded 'ride free' zone.					•							
	Make circulator service free to encourage patronage.					•							
	Ensure all circulator stops have shelters.					•							
	Route should include Downtown Library, State Capitol, DTC, Whittier Street, Foodland area of Willoughby, Overstreet Park. Add periphery parking locations on to route if and when constructed (e.g. W. 8 th /9 th Streets at Overstreet Park), Aak'w Kwaan Village District), Bill Ray Center					•	•						
	Low emissions buses												
	Continue to add electric buses to CBJ Capital Transit fleet including circulator						•						
	If downtown air quality shown to be a problem consider introducing minimum emissions standards for Commercial Passenger Vehicles (e.g. Engine Tier)						•						
	Park and Ride												
	Provide park and ride options on Douglas Island and the Valley at either CBJ operated facilities or in existing parking lots using joint use parking agreement provisions in the Land Use Code.	•					•	•					

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	Trial use of coach-style express commuter service operated by private contract between Park and Ride locations and Downtown – this would need support of CBJ, State and Federal Offices to subsidize. This would relieve congestion on the Capital Transit Express service.	•				•	•						
	Transit shelters												
	Provide lit cover shelters, preferably with three sides at all stops in the study area. This may require easements and DOT&PF right-of-way permits at some locations. Prioritise new shelters at transfer locations.					•							
	Continue to clear snow from bus stops downtown as part of downtown sidewalk clearance.					•	•						
	Snow clearance												
	Provide more resources to promptly clear snow from sidewalks in Downtown core, Aak’w Kwaan Village District, and Glacier Avenue.		•					•					
	Enforce on property owners that berm from parking lots across sidewalks.		•					•					
	Request DOT&PF promptly clear snow from sidewalks on Egan Drive.		•					•					
	Match desire for more attractive street designs that are less utilitarian with greater resources to clear them promptly.		•		•			•					