

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
1	2014 City and Borough of Juneau Transit Development Plan		<b>Implement a Downtown Circulator route:</b> There was significant demand expressed during this study for a dedicated downtown circulator to provide service every 15 minutes. The implementation of a downtown circulator bus that operates from 7:00 AM to 11:00 PM seven days a week would cost approximately \$600,000 per year to operate and cannot be accommodated within existing budget levels. Alternatively, service would be provided around the downtown loop every 30 minutes by the Douglas route.	2-3	
2	2014 City and Borough of Juneau Transit Development Plan		<b>Operate all service to/from or via the Downtown Transportation Center.</b> Besides the buses themselves, the Downtown Transportation Center (DTC) is most visible feature of Capital Transit, and provides a very comfortable transfer location. As such, it is recommended that all routes serve the DTC – both for symbolic reasons as well as operational reasons related to driver layover and recovery.	2-2	
3	2014 City and Borough of Juneau Transit Development Plan		<b>Park and Ride</b> - The most cost-effective approach for Capital Transit to provide park and ride spaces would be to develop arrangements for the use of existing lots that are underutilized and/or not used on weekdays (for example, at churches). Potential locations include UAS, the Mendenhall Mall, and the Nugget Mall along the Valley Local and Express routes. It may also be desirable to develop at least one location along the Douglas route for residents who live beyond walking distance of the route. To implement a park and ride program, Capital Transit should take the following steps: 1. Identify potential locations. As described above, three potential locations that are well served by Capital Transit are UAS, the Mendenhall Mall, and the Nugget Mall. 2. Meet with property owners to determine their willing to make some spaces available for park and ride and at what cost and under what terms. 3. Develop a Capital Transit policy that defines the costs, payments, terms, and capital improvements that it would make in return for the use of spaces. 4. Negotiate agreements with individual property owners. 5. Make required capital improvements. 6. Publicize the availability of new/formalized park and ride locations.	3-10	
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5	2008 Capital Transit Development Plan		Acknowledged the future construction of DTC and how it will facilitate transfers in the future due to higher number of passengers	150	
6	2008 Capital Transit Development Plan		Park and Ride - Recommended to develop park and Ride 'stops' along the Express Service route. This could use existing transit stops with additional facilities or through agreements with desired parcels. This would capture 'choice' transit riders. It notes that successful P&R are typically when there are congestion or parking issues at the destination. Suggests UAS, Airport and Nugget Mall as locations with Safeway, Walmart and Bartlett Hospital as others if 'optimum' scenario adopted.	150	
7	2008 Capital Transit Development Plan		Provided analysis of Downtown Circulator alternatives either as a stand-alone service supplementing the existing Capital Transit services or as the downtown loop that would connect with the Downtown-Valley Express service noted in the 'Optimum' scenario.		
8	2008 Capital Transit Development Plan		Provided recommendation to migrate Capital Transit to alternative fuel vehicles (Advanced diesel, CNG, or Hybrid). Trolley bus may be appropriate for downtown. No detailed cost-analysis but noted vulnerability of an electric trolley to electricity supply disruption.	126	
9	2008 Capital Transit Development Plan		Recommended bus shelters at a number of locations including the State Museum and the Downtown Library. [Neither have shelters]	138	

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10	<b>2008 Capital Transit Development Plan</b>		Provided recommendations on improvements to bus stops with pull outs. One stop appears to be at the edge of the study area at 1900 Glacier Highway (adjacent to Aurora Arms) although it was a lower priority location.	145	
11					
12	<b>2014 Long Range Waterfront Master Plan</b>	NT5	<b>Enhancement of South Franklin Street/Cruise Dock Portals</b> - Enhancement of design, aesthetic and security features for each of the three portals linking South Franklin Street to the Steamship Dock and South Ferry Dock / Cold Storage Dock. Each portal should encourage pedestrian linkage to/from the waterfront. Theming for each should be considered.	67	
13	<b>2014 Long Range Waterfront Master Plan</b>	NT6	<b>Right-of-Way Acquisition for South Franklin Street Sidewalk Expansion</b> - Acquisition and design of improvements for expansion of the south sidewalk along South Franklin Street from the CBJ Library to Taku Smokeries. Design to include improvement of pedestrian crossings along South Franklin Street.	67	
14	<b>2014 Long Range Waterfront Master Plan</b>	NT7	<b>South Franklin Street Sidewalk Expansion</b> - Implementation of NT 6. Project to include building modification, sidewalk expansion, enhancement of street furniture and landscaping, and improvement of pedestrian crossings.	67	
15	<b>2014 Long Range Waterfront Master Plan</b>	NT9	<b>Cruise Ship Terminal Dock Expansion Design and Permitting</b> - Design and permitting required to modify the existing CBJ Docks to accommodate two, 950-cruise vessels simultaneously. Design includes new decked over area, Seawalk and needed upland ground transportation area improvements.	67	
16	<b>2014 Long Range Waterfront Master Plan</b>	NT10	<b>Cruise Ship Terminal Dock Expansion</b> - Implementation of NT 9.	67	
17	<b>2014 Long Range Waterfront Master Plan</b>	NT11	Seawalk Phase 1: Marine Park and Steamship Wharf - Phase 1 reworks Marine Park and the existing Steamship Dock to incorporate Seawalk design standards. New cruise ship and public safety infrastructure is also installed.	67	
18	<b>2014 Long Range Waterfront Master Plan</b>	NT12	<b>Public Library and Surrounding Area Improvements</b> - Buildout of the northeast corner of the Library Parking Garage with commercial/cultural use. Improvements to sidewalks, pedestrian crossings, signage, landscaping (inclusive of the street edge at the Marine View Building).	67	
19	<b>2014 Long Range Waterfront Master Plan</b>	NT13	<b>Egan Drive Improvements</b> - Egan Drive is enhanced from the Juneau-Douglas Bridge to Wittier Avenue. Enhancements include improved curbing, drainage, pedestrian crossings, traffic calming features, landscaping, turning lanes and signage.	68	
20	<b>2014 Long Range Waterfront Master Plan</b>	NT14	<b>Egan Drive Improvements</b> - Egan Drive is enhanced from <u>Wittier Avenue to Main Street</u> . Enhancements include improved curbing, drainage, pedestrian crossings, traffic calming features, landscaping, turning lanes and signage.	68	
21	<b>2014 Long Range Waterfront Master Plan</b>	NT15	<b>Gold Creek Marina Design and Permitting</b> - Design Gold Creek Marina and obtain regulatory permits.	68	

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22	2014 Long Range Waterfront Master Plan	MT1	<b>Seawalk Phase 2: Taku Smokeries to the Franklin Street Dock</b> - Phase 2 of the Seawalk extends from Taku Smokeries to the Franklin Street Dock following design guidelines established under NT 3. Seawalk will include an elevated portion past the Taku Smokeries Ice House. In the event that land becomes available in the near term, a study of potential implementation in the near term will be made.	69	
23	2014 Long Range Waterfront Master Plan	MT2	<b>Gateway into Downtown Juneau (see Figure 24, Project A1)</b> - Creation of a gateway feature along Egan Drive after the Juneau Douglas Bridge to provide a sense of arrival into the downtown area. Project includes location establishment, design permitting and construction.	69	
24	2014 Long Range Waterfront Master Plan	MT3	<b>Seawalk Phase 3: Juneau Douglas Bridge to Gold Creek</b> - Includes extension of the Seawalk from the Juneau-Douglas Bridge to the Gold Creek/Subport portion of the Seawalk. Project also includes redevelopment of the City Maintenance Shop parcel vacated under NT 8. A small parking facility is created within the City Maintenance Shop parcel.	69	
25	2014 Long Range Waterfront Master Plan	MT4	<b>Streetscape Enhancements and Reorganization of Parking in Bridge/Glacier Avenue area - Phase 1</b> - Areawide streetscape enhancements program inclusive of roadway improvement, curbs, gutters, on street parking, landscaping, and signage. Project should parallel Seawalk Phase 3 (MT 3).	69	
26	2014 Long Range Waterfront Master Plan	MT5	<b>Tidelands and Gold Creek Projection Zone Enhancements</b> - A small walkway into the tidelands area, interpretive signage, habitat restoration, and other elements are part of this project intended to showcase the natural characteristics of this area. Also included with the project is the "greening" easement areas along Gold Creek.	69	
27	2014 Long Range Waterfront Master Plan	MT6	<b>Gold Creek Marina Development</b> - Creation of a 80-105 vessel marina and 1,000 foot floating exterior dock. Project includes dredging, with fill used for creation of Gold Creek Park and uplands for Subport Phase 2 development.	69	
28	2014 Long Range Waterfront Master Plan	MT7	<b>Gold Creek Park Development</b> - Creation of a 2 acre park adjacent to the Gold Creek Marina and Egan Drive. Project includes all programmed park facilities as well as the Seawalk linkage from the Subport to Gold Creek.	70	
29	2014 Long Range Waterfront Master Plan	MT8	<b>Subport Utility Enhancements</b> - Extend/upgrade water, electrical and sewer in east subpart to support Phase 2 Subport development.	70	
30	2014 Long Range Waterfront Master Plan	MT9	<b>Subport Interior Access Roads and On-Street Parking Facilities</b> - Extend internal street network and parking facilities into the Subport Phase 2 and Gold Creek Marina development.	70	
31	2014 Long Range Waterfront Master Plan	MT12	<b>Expansion/Redevelopment of Marine Park - Phase 2</b> - Marine Park is expanded to the west to Main Street in the area vacated by Modification of Merchant's Wharf site.	70	
32	2014 Long Range Waterfront Master Plan	MT13	<b>Seawalk Phase 4: Marine Park to Subport</b> - Includes extension of the Seawalk from Marine Park to the Subport	70	

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33	2014 Long Range Waterfront Master Plan	MT14	<b>Realignment of the City Tender Dock</b> - The CBJ tender dock is shifted to the western edge of an expanded Marine Park.	70	
34	2014 Long Range Waterfront Master Plan	MT16	<b>South Franklin Alternate Route Study</b> - Study the potential for development of a one-way Gastineau-Marine Drive/South Franklin Street connector road. Study should include environmental impact assessment, constructability assessment and other elements.	70	
35	2014 Long Range Waterfront Master Plan	MT18	<b>Downtown Transit Center</b> - Development of a Downtown Transit Center off of 3rd Street between Whittier Street and Willoughby Avenue, near Centennial Hall.	70	
36	2014 Long Range Waterfront Master Plan	LT2	<b>Streetscape Enhancements and Reorganization of Parking - Phase 2</b> - Development of a 2 level parking structure and commercial building on Egan Drive west of the State's Dept. of Labor Building. Additional parking enhancements are made to the front of the Dept. of Labor Building; KINY other uses located to new commercial building.	70	
37	2014 Long Range Waterfront Master Plan	LT4	<b>South Franklin Alternate Route Development</b> - Assemble land, design, permit and develop a one-way Gastineau Marine Drive-South Franklin Street connector road.	70	
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39	2012 Safe Routes to Schools	1	<b>Improve safety of pedestrian crossing at main school entrance crosswalk.</b> Options are to add a pedestrian median/island, a pedestrian activated signalized crossing, red handheld crossing flags, or other. Glacier Avenue is an Urban Collector road with an AADT of 3,581. The Glacier Avenue speed limit is 20 mph. According to Alaska Traffic Manual Supplement to MUTCD, Table 7A-101, this qualifies for pedestrian signal, refuge, or grade separation if other criteria are met (such as traffic gaps, which are likely to be insufficient here). In addition to Harborview Elementary School, there are two adjacent high schools and significant school and rush hour traffic. (This will also benefit Montessori Borealis School.)	47	
40	2012 Safe Routes to Schools	2	<b>Add a School Zone with flashing light and sign on West Twelfth Street between Egan Drive and Glacier Avenue.</b> West Twelfth Street has a high level of both pedestrian and vehicle traffic. The east and west side of West Twelfth Street are used as a main parent drop-off/ pick-up zone. Several parents note concerns about student crossing safety here at West Twelfth Street.	47	
41	2012 Safe Routes to Schools	3	<b>Add crosswalk on south side of West Twelfth Street/ F Street intersection.</b> A crosswalk is needed on the south side of the West Twelfth Street/F Street intersection as this is the natural place to cross to get to school from the well-used 'informal' parent drop-off/pick-up along West Twelfth Street.		
42	2012 Safe Routes to Schools	4	<b>Move lead school bus parking further north and away from the Glacier Avenue crosswalk</b> because the bus blocks visibility of student crossing - even with a crossing guard - for southbound vehicles.	47	
43	2012 Safe Routes to Schools	5	<b>Improve snow and ice removal with a focus on clearing sidewalks around the school and the crosswalks adjacent to the school.</b> Ensure that snow berms do not form to block driver's sight lines at intersections and also do not block student access to crossing flags. During the audit large snow berms on the corners of the F Street/West Twelfth Street intersection covered crossing flags so children couldn't reach them.	47	

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44	2012 Safe Routes to Schools	6	<b>Improve pavement markings and signs for bicyclists on Glacier Avenue, between Highland Avenue and West Twelfth Street.</b> Recommend eliminating parking on one or both sides of street all the time, or during certain hours or days. This is one of 18 Highest Priority nonmotorized infrastructure improvements for Juneau, as described in the Juneau Non-Motorized Plan (No. 14, pg 51; bike route project #63, pg. 58). (This will also benefit Montessori Borealis School.)	48	
45	2012 Safe Routes to Schools	7	<b>Reconfigure the BlockBuster parking lot</b> to eliminate ingress/egress onto West Twelfth Street. (This will benefit Montessori Borealis School too.)	48	
46	2012 Safe Routes to Schools	8	<b>Increase visibility of the three pedestrian crosswalks at intersection of Highland Drive and Glacier Avenue</b> by committing to paint freshening more regularly, making them ladder style, adding hand held crossing flags, or adding pedestrian activated flashing signs to warn cars that a pedestrian is entering the crosswalk. (This improvement will also benefit walkers/cyclists to and from Montessori Borealis School.)	48	
47	2012 Safe Routes to Schools	9	<b>Improve pedestrian safety at the Main Street/Fourth Street intersection.</b> Options include adding curb bulb-outs, pedestrian island/refuges, crosswalk signage and colored crossing pavers, a pedestrian activated overhead crossing light, or handheld red crossing flags. Between 1999 and 2011 there were four accidents between a car and a pedestrian or bicyclist here. The 20 mph speed limit is often exceeded on Main Street. Main Street has a AADT of 9,586 and Fourth Street at this location has an AADT of 3,202. According to ADOT&PF Table 7A-101 this crossing qualifies for a pedestrian signal, refuge, or grade separation if other criteria are met. (These improvements will also benefit walkers/bicyclists to and from Juneau Community Charter School and Montessori Borealis School.)	48	
48	2012 Safe Routes to Schools	10	<b>Move and cover the Marie Drake bike rack for easier access and all-weather use.</b> This improvement is for Montessori Borealis students.	48	
49	2012 Safe Routes to Schools	11	<b>Identify someone at both Harborview and Montessori Borealis to specifically task with helping to organize Walking/Biking Encouragement Activities</b> at the start of the school year, whether a staff person, teacher, PTO volunteer or parent volunteer.	49	
50	2012 Safe Routes to Schools	12	<b>Organize Walking School Buses</b> , if there is parent interest, from the "Flats" neighborhood south of West Twelfth Street, and the Highlands area. Walking in a group with an adult would improve safety and encourage more walking and biking.	49	
51	2012 Safe Routes to Schools	13	<b>Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle...</b> that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	49	
52	2012 Safe Routes to Schools	14	<b>Develop a School District-wide, safe walking, street crossing and biking curriculum</b> for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.	49	
53	2012 Safe Routes to Schools	15	<b>Distribute the Harborview Walking Map to students</b> at beginning of school year and again in spring, have available at School Fall Open-House	49	
54	2012 Safe Routes to Schools	16	<b>Install anti-idling signs in parking lots and parent drop-off and pick-up areas.</b> Vehicle emissions have negative health effects and should be minimized.	49	

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55	2012 Safe Routes to Schools	17	<b>Crossing guard needs to be on duty longer and consistently</b> from 20 minutes before school starts until 5 minutes after, and at dismissal time from 5 minutes before school is over until 20 minutes after. Parents registered concern about inconsistent and short guard shifts, affirmed during audit (guard on duty from 3 minutes before school to ~5 minutes after).	49	
56	2012 Safe Routes to Schools	18	<b>Periodic police re-enforcement of the 20 mph speed limit on Calhoun Avenue is needed.</b> Calhoun is a narrow winding road with narrow sidewalks in spots. This is a "short-cut" to bypass Egan that many vehicles take in the fall, winter and spring, and frequently exceed the speed limit according to parent observations.	49	
57	2012 Safe Routes to Schools	19	<b>An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students.</b> This would create more consistent pick-up/drop-off in the parking lot, reduce congestion, enhance walker safety in this area, and as a result give parents more confidence about student safety when walking/biking to and from school.	50	
58	2012 Safe Routes to Schools	20	<b>Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Harborview.</b> This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan's development. Make it a contest and challenge students to beat the school's walking/biking percentages from last year.	50	
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60	2017 Juneau Downtwon Harbors Uplands Master Plan - Bridge Park to Norway Point		<p>Improve safety of accessing the waterfront from Egan Drive.</p> <ul style="list-style-type: none"> <li>• Link harbors with service road to improve safety.</li> <li>• Main driveway access at Fisherman's Terminal.</li> <li>• Road width: 24 to 30 foot.</li> <li>• Eliminate parking on roadway. Consolidate at Harbor gangways. Harbor Walk</li> <li>• 10-15 foot wide waterside pedestrian walk along</li> <li>• Connection to Bridge Park with roadway and harbor walk</li> </ul>		
61					
62	2004 Downtown Tourism Transportation Study		Removal and relocation of street furniture (to maximize existing sidewalk capacity)	71	
63	2004 Downtown Tourism Transportation Study		Increase sidewalk capacity and width where possible (a minimum width of 12' is recommended based on existing peak pedestrian flows)	71	
64	2004 Downtown Tourism Transportation Study		Strategic placement of crosswalks (to minimize pedestrian crossing interference and conflicts with vehicular travel)	71	
65	2004 Downtown Tourism Transportation Study		Increased crosswalk visibility using markings and signing (to minimize pedestrian crossing interference and conflicts with vehicular travel)	71	
66	2004 Downtown Tourism Transportation Study		Pedestrian channelization (to minimize pedestrian crossing interference and conflicts with vehicular travel)	71	

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67	2004 Downtown Tourism Transportation Study		Modifications to and enforcement of development standards such as building orientation, setback requirements, building awning requirements (to provide for sufficient vehicle and pedestrian system capacity/width and to maximize useable sidewalk width	71	
68	2004 Downtown Tourism Transportation Study		Enhancement and development of the existing seawalk (to provide redundant and alternate pedestrian travel routes)	71	
69	2004 Downtown Tourism Transportation Study		Strengthening seawalk connections to South Franklin Street (to provide redundant and alternate pedestrian travel routes)	71	
70	2004 Downtown Tourism Transportation Study		Gastineau Avenue connection between Manilla Square and Franklin Dock areas (to provide redundant and alternate vehicular travel routes)	71	
71					
72	2015 Juneau Economic Development Plan		<b>Objective 2. Establish and maintain a safe, clean, attractive city center.</b>	92	
73	2015 Juneau Economic Development Plan		<i>Action 2-F - Arrange for winter snow and ice removal from sidewalks with downtown property owners.</i>	92	
74	2015 Juneau Economic Development Plan		<b>Objective 4. Manage downtown transportation to ensure circulation that enhances business activity and accommodates residents.</b>	92	
75	2015 Juneau Economic Development Plan		<i>Action 4-A - Establish a new downtown parking management system and continue collecting parking data downtown.</i>	92	
76	2015 Juneau Economic Development Plan		<i>Action 4-B - Continue transit service in downtown that allows access to the core commercial district.</i>	92	
77					
78	2001 Area-wide Transportation Plan	11	<b>Transit Support Improvements</b> - Provide additional transit support including: bus stop signs/schedules, <u>transit center at Nugget Mall and Downtown</u> , maintenance program for transit facilities, additional vehicle storage and an ongoing marketing program.	12	
79	2001 Area-wide Transportation Plan	17	<b>Mass Transit Route - Between Downtown</b> and the Mendenhall Valley, preserve the existing Egan Drive median for the future development of a dedicated mass transit route for buses, high occupancy vehicles, light rail, or a fixed guideway system.	12	
80	2001 Area-wide Transportation Plan	18	<b>10th/Egan Intersection Improvement</b> - Identify best form and design of intersection control to reduce congestion, maximize traffic flow and develop extra capacity for long-term growth. Options include additional travel lanes, signal control modifications or grade separation. Preserve and protect the safety and access of bicycle and pedestrian users through the project area.	13	
81	2001 Area-wide Transportation Plan	19	<b>Egan Drive-Gold Creek to Main Street Improvement</b> - Maintaining existing Egan Drive right-of-way and four lanes of traffic, implement roadside visual cues or physical treatments to develop a safe and efficient roadway for pedestrians, bicyclists and motorists. Treatments may include narrowing travel lanes, extending sidewalks, adding bicycle lanes, installing curb extensions, street furniture and landscaping.	13	

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82	2001 Area-wide Transportation Plan	20	<b>Downtown Criculator Service</b> - Provide frequent, weather protected, shuttle service within Downtown and between downtown activity areas and remote parking. Provide user facilities at stops on the route. Integrate shuttle with Capital Transit schedule.	13	
83	2001 Area-wide Transportation Plan	21	<b>Tour Bus Dispatch Service</b> - To achieve more efficient tour bus staging, develop a centralized dispatch service to direct buses to staging areas. This will reduce competition for bus parking stalls and vehicle "re-circulation" through downtown.	14	
84	2001 Area-wide Transportation Plan	22	<b>Interactive Downtown Pedestrian Management</b> - To facilitate peak season pedestrian flow, provide uniformed personnel to assist pedestrians with directions to destinations, encourage pedestrians to travel specified routes, and/or cross Marine/Franklin/Thane at predetermined locations. This would be an operational program	14	
85	2001 Area-wide Transportation Plan	23	<b>South Franklin/Marine Way Intersection Improvement</b> - Construct a roundabout or other improvement sufficient in size to accommodate design vehicles and pedestrian, bicycle and parking garage traffic. Near-term	14	
86	2001 Area-wide Transportation Plan	24	<b>Downtown Parking Management</b> - Implement on-street and off-street parking programs to appropriately manage on-street parking. Options include parking meters, parking fees, joint use parking for daytime/nighttime uses, commuter choice programs and residential permit zones. On a seasonal basis in the downtown core, install removable bollards, or a similar treatment, to accommodate demand for pedestrian sidewalks and on-street parking. See the Juneau Parking Study for further detail.	14	
87	2001 Area-wide Transportation Plan	25	<b>Downtown Harbor Access Consolidation</b> - Construct a local street parallel to Egan Drive (on the channel side) to connect Aurora and Harris Harbors and consolidate access. This project will improve the safety and function of downtown harbor access and coordinate with the operation of Egan Drive.	14	
88	2001 Area-wide Transportation Plan	26	<b>Marine Park Steamship Wharf Improvements</b> - Improve the efficiency and capacity of the area for all users.	14	
89	2001 Area-wide Transportation Plan	27	<b>Thane Road Improvement</b> - Reconstruct Thane Road as a two-lane roadway with pedestrian and bicycle facilities for improved connection to residential and recreation areas.	14	
90	2001 Area-wide Transportation Plan	28	<b>Seawalk-Sheep Creek to Norway Point</b> - Develop a pedestrian and bicycle path from Sheep Creek through downtown waterfront activity centers to Norway Point. Provide signage and connections between the pathway and activity areas.	14	
91	2001 Area-wide Transportation Plan	29	<b>Downtown and Remote Parking</b> - Develop at grade or structured parking at the edges of downtown and on Douglas Island to reduce vehicle trips to the core. Locate downtown parking areas close to the core but in advance of congested locations. Limit public parking facilities on the waterfront. Incorporate covered bicycle parking in all parking structure plans.	15	
92	2001 Area-wide Transportation Plan	30	<b>Gastineau Channel Water Taxi</b> - Fund a water taxi from remote parking on Douglas Island to Downtown Juneau.	15	

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93	2001 Area-wide Transportation Plan	31	<b>Willoughby Avenue</b> - Maintain Willoughby Avenue as a multimodal corridor, with sidewalks and shared lanes for vehicles and bicycles. Maintain low travel speeds for vehicles.	15	
94	2001 Area-wide Transportation Plan	32	<b>Gastineau Avenue Extension</b> - To promote system redundancy, consider extending Gastineau Avenue to connect with Thane Road	15	
95					
96	2001 Area-wide Transportation Plan		<b>RELATED AREA -WIDE BUT NOT DOWNTOWN SPECIFIC (RELATE TO OTHER IDENTIFIED PRIORITIES IN PLANS OR VISIONING REPORT)</b>		
97	2001 Area-wide Transportation Plan	15	<b>Bicycle Storage</b> - Install bike racks and/or lockers at activity areas and bus stops.	12	
98	2001 Area-wide Transportation Plan	1.3	<b>Fund EIS for Second Crossing</b> - Complete an Environmental Impact Statement for a second Gastineau Channel crossing for motor vehicles, bicycles, and pedestrians.	12	
99	2001 Area-wide Transportation Plan	14	<b>Gastineau Channel Second Crossing</b> - Pending completion of the EIS, construct second channel crossing from North Douglas Island. The crossing would provide improved connectivity for all modes of travel and secondary emergency access. A second crossing would divert some of the existing vehicle trips from the Juneau-Douglas Bridge but would not eliminate the need for identified capacity and safety improvements	12	
100	2001 Area-wide Transportation Plan	1.1	<b>Transportation Demand Management Policies*</b> - Implement transportation demand policies throughout the CBJ focusing on reducing single occupant vehicle trips and promoting alternative modes of travel such as transit, carpooling, and bicycling. These policies should also focus on encouraging telecommuting, flexible work schedules, and be presented as incentives. * This solution is a policy choice, rather than a development or construction-project that the CBJ will implement.	11	
101	2001 Area-wide Transportation Plan	2	<b>Increased Frequency of Transit Service</b> - Double service frequency, to a bus every 30 minutes, along existing local routes during peak hours Monday through Sunday. Extend CareA-Van service from 6 PM to 9 PM on Sundays.	11	
102	2001 Area-wide Transportation Plan	4	<b>Maintenance of Bicycle Lanes, Pathways, Sidewalks and Bus Stops</b> - Maintain bicycle lanes, pathways, sidewalks and bus stops with regular re-striping, resurfacing, street sweeping and snow removal.	11	
103	2001 Area-wide Transportation Plan	5	<b>Enhanced Routes to School Program</b> - Fund enhanced routes to school program to construct sidewalks and/or bicycle and pedestrian routes from neighborhoods to schools.	11	
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105	2012 Willoughby District Land Use Plan		<p><b>Guidelines on Building Design, Orientation and Construction</b>                      Build-to-lines of 0-10ft for buildings instead of minimum setbacks to bring buildings closer to street                      Building Height of at Least Two Stories to promote density/mixed-use intensity                      Buildings Oriented to the Street, Not Turning Away                      Ground-floor Retail, Offices and Residential Above                      Building Facades Create Interest for Pedestrians and Enhance the Appearance of the Area.                      Parking Located at the Rear, Side or Under Building Instead of in Front.                      Hidden Trash Receptacles, Loading Docks, Outdoor Mechanical and Electrical Equipment.                      Building Heights and Key Willoughby District Viewsheds [should give] consideration to the orientation and height of buildings is needed to maintain important views, avoid undesired building shadows, and provide for air circulation. Figure 5 depicts Willoughby district key viewsheds and recommends building heights to allow under the CBJ Title 49. [Height limit of 45 ft was adopted].</p>	37	
106	2012 Willoughby District Land Use Plan		<p><b>A Connected Grid of Landscaped Streets and Sidewalks are the 'Bones' that Create Great Neighborhoods</b>                      - Connected and Complete Streets...designed to give safe access for all users. Pedestrians, bicyclists, transit riders and motorists of all ages and abilities are able to move safely along and across a Complete Street.                      - Narrow Streets, Wide Sidewalks, and On-Street Parking.                      - Short, walkable block faces. In general, a neighborhood or commercial block face length should not exceed approximately 500 feet.                      - Mixed Uses. This type of development reduces trip distances to the point where walking, bicycling, and bus trips are much more feasible for a number of different types of trips. Mixed use development adds to neighborhood and urban vibrancy                      - Eyes on the Street Promotes Citizen Surveillance. More "eyes on the street" are promoted when buildings, windows, and entrances are near the street and sidewalk, and when neighborhood or commercial areas are designed for regular, frequent pedestrian activity.                      - Formal Landscaping including streets                      - Properly [pedestrian] Scaled Lighting.                      -"Terminated Vistas. "Terminated Vistas" is a concept in which a prominent building is placed at the ""visual termination"" of a street, or, in the case of the Museum, JACC, Centennial Hall, State Office Building, and site 10 (Figure 7), at the end of a large public plaza."                      - Straight Sidewalks, not Curvilinear.</p>	40	

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107	2012 Willoughby District Land Use Plan		<p><b>5.2 Willoughby District Development Themes</b>                      There is great public space here. More public space, restored creeks and streams and pedestrian connections between public spaces and civic buildings characterize this area. Public investment in streets, wide sidewalks with colored bricks or concrete, landscaping, human-scale lighting, visible crosswalks and pedestrian connection to and through the area, public open space, and public art all showcase the area and help spur private sector development.                      All of the above is possible because the area’s former super-blocks are now a grid of human-scaled streets and wide sidewalks, and parking has been relocated behind or under buildings and in garages.</p>	43	
108	2012 Willoughby District Land Use Plan		<p><b>5.3 Willoughby District’s 14 Development Considerations</b>  <u>"Public Infrastructure</u>                      5. The District’s ‘super blocks’ are broken apart to facilitate human-scale, walkable, developable parcels. This is accomplished by creating a connected grid of landscaped, welllit, streets, sidewalks and pedestrian corridors.                      7. The District is easier and safer to walk to and through.                      8. Egan Drive is redesigned using context sensitive design concepts. More signalized vehicle and pedestrian connections to the District and between the waterfront and Seawalk are developed. Vehicle mobility needs are balanced with human scale development and Egan Drive traffic is calmed along the District boundary."  <u>"Parking, Public Transportation, and Parking Demand Management</u>                      13. Parking needs are accommodated under and behind buildings, in garages, and with more on-street spaces.                      14. The use of public transportation to and from the District is encouraged and promoted.                      15. Bicycle parking at the levels below or greater: Design standards to follow recommendations in the 1997 Juneau Non-Motorized [transportation plan - now updated 2009]"</p>	?	

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
109	2012 Willoughby District Land Use Plan		<p><b>5.4 Investments in the Willoughby District</b></p> <p><u>Willoughby Avenue.</u> The nature of Willoughby Avenue will change as redevelopment and in-fill occurs. It will become a bustling pedestrian-oriented retail district where the front of buildings and their active 1st floor uses are built to the sidewalk allowing window displays to entice shoppers and walkers inside; an example would be Seward Street. Parking that is appropriately located, new streets, and landscaped sidewalks and pedestrian-scaled lighting described below, will completely change the way the Willoughby District looks and feels. It will also facilitate reinvestment and development of housing and mixed use buildings.</p> <p><u>New streets, sidewalks, paths.</u> There will be a new connected grid of streets, most with two 11 ft lanes, on-street parking, 13 ft wide sidewalks, street trees, human-scaled lighting, street furniture, and crosswalks. This will make the Willoughby District more walkable, benefit local businesses, and reduce rush hour congestion. Lineal feet of sidewalks and pedestrian paths in the District will double, including a new 16 ft wide east-west running pedestrian path from Gold Creek Park to Whittier Street and new the civic plaza across the street.</p> <p><u>Parking.</u> The total number of parking spots in the District will increase about 15% overtime, but the major change is that parking will be completely reorganized behind and under buildings, under the public plaza, on-street, and in parking garages. The majority of off-street surface parking will be replaced with active uses and structured parking.</p>	50	

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
110	2012 Willoughby District Land Use Plan		<p><b>5.5 Parking</b>  <u>Development Sequence to Meet Parking Needs. New parking structure to service State offices share with other out of office hours uses. The PD-1 requirements are recommended for all land uses in the District.</u>  <u>Actions to Discourage Single Occupancy Vehicle Commuting and Manage Parking Demand.</u></p> <ul style="list-style-type: none"> <li>• State (and other employer) enactment of a van pooling program including purchase of one or more vans for ridesharing to and from Douglas, the east and west Mendenhall Valley, and Auke Bay to the major state office buildings in downtown. The program would also assist employees in identifying and forming van pools, and the vans would receive priority parking spaces in garages or surface parking lots.</li> <li>• State (and other employer) enactment of a car pooling program for ride-sharing to and from Douglas, the east and west Mendenhall Valley, and Auke Bay to the major state office buildings in downtown. The program would also assist employees in identifying and forming car pools, and the cars would receive priority parking spaces in garages or surface parking lots."</li> <li>• Providing an adequate number of covered, secure, bicycle parking spots, and inclusion of shower facilities and possibly locker space in at least one men's and women's bathroom per building."</li> <li>• Offering discounted bus passes for commuters (State or other employer pays difference to Capital Transit) and an incentive/reward program for using the bus, such as cash in place of an employer issued parking pass."</li> <li>• Active use of flex work start and end times (e.g. 7:30, 8:00, 8:30 am work start times with relative leave times ) to manage traffic congestion. This would significantly benefit wait times and level of service at the 10th and Egan bridge intersection and throughout town."</li> <li>• Devising a program that the CBJ and JACC/Centennial Hall event organizers help fund that directs an increment of extra funding to Capital Transit, or a private bus service provider, to support a "JACC your Ride" program with event-timed bus service to and from JACC and Centennial Hall. Four buses leave from Douglas, the east and west Mendenhall Valley, and Auke Bay timed to arrive for event, and same buses are waiting at JACC immediately after the event to return."</li> </ul> <p><i>• CBJ should identify and work with select landowners in the east and west valley, downtown Douglas and Auke</i></p>		
111	2010 Downtown Juneau Parking Management Plan		Goal 1. Reduce the number of vehicles that are parked all day (long-term) in hourly (short-term) spaces.	23	
112	2010 Downtown Juneau Parking Management Plan		Goal 2. Ensure that both the Marine Park Parking Garage and the Downtown Parking Garage (under construction) are utilized at or near capacity year-round.	23	
113	2010 Downtown Juneau Parking Management Plan		Goal 3. Ensure that on-street parking spaces are available near all destinations at all times of the day for use by visitors who only need short-term parking.	23	
114	2010 Downtown Juneau Parking Management Plan		Policy I. Manage on- and off-street parking resources so as to ensure that both long- and short-term parkers can find parking suitable to their needs at all times.	23	

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
115	2010 Downtown Juneau Parking Management Plan		Policy II. Manage parking as a component of a multi-modal transportation system, recognizing that adequate parking cannot be supplied at any destination in the downtown area for peak demand, and that walking, bicycling, use of shuttles/buses, carpooling, and other transportation tools are part of the solution to any parking problem.	23	
116	2010 Downtown Juneau Parking Management Plan		Policy III. Parking management must be simple enough that parkers can easily know how long they may park in any given space, and what the fee for parking in that space (if any) is.	23	
117					
118	2010 Downtown Juneau Parking Management Plan		<b>Variable Fee Scenario</b> - A parking management system that adjusts price and time limits to encourage long-term parkers to park off-street and to ensure turnover of short-term on-street spaces throughout the day is a critical component of this plan's recommended actions. An 80-90% occupancy rate during peak periods is considered ideal for any given block segment. Special parking needs, including handicap-accessible, motorcycle, loading, and very short-term (15 minute) spaces should be provided on an as needed basis throughout the downtown area. Implementing this management style will require the installation of multi-space parking meters both for off-street facilities and for on-street parking in the downtown core.	58	
119	2010 Downtown Juneau Parking Management Plan		<b>Education</b> - Education will play a crucial role in the success of any parking management effort. Without education, drivers will continue to be frustrated by parking regulations, and enforcement will continue to be seen as a punitive measure with no real purpose. With education, drivers will know what parking resources are available at any given time, will know how much they will have to pay to park in any given space, and will be able to focus on doing their business instead of worrying about receiving a parking ticket or wasting time and fuel and adding to congestion cruising for a convenient parking space. Education tools include: <ul style="list-style-type: none"> <li>- Printed materials and maps</li> <li>- Website</li> <li>- Hotline</li> <li>-Personal guide</li> <li>- Real-time parking structure occupancy information for web and gateway sign</li> </ul>	59	
120	2010 Downtown Juneau Parking Management Plan		<b>Enforcement</b> - Enforcement of parking regulations is currently carried out by a variety of agencies and companies. Specific parking areas can continue to be performed seperately if wished: <ul style="list-style-type: none"> <li>- Off-street facilities (currently Bootlegger Security on behalf of CBJ Parks and Rec)</li> <li>- Docks and Harbors facilities (currently Docks and Harbors Staff)</li> <li>- On-street spaces (JPD Community Support Officers)</li> </ul>	60	
121	2010 Downtown Juneau Parking Management Plan		<b>Residential parking Zones</b> - A draft ordinance amending CBJ 72.18 to enable the creation of Residential Parking Zones (RPZs) is attached as Appendix A to this plan. ...RPZs have been discussed as a viable tool for dealing with downtown residential neighborhood parking issues for decades, and do not appear to have lost any merit in the years since they were discussed in the Transpo Study.	62	

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
122	2010 Downtown Juneau Parking Management Plan		<p><b>Loading Zones</b> - Loading zone locations, sizes, and restrictions should be actively monitored and amended to address changes in land use. Loading zones should be kept to a minimum so as to ensure that the maximum number of spaces is available for public use on an as-needed basis; but it is critical that enough loading zones and restricted short-term parking spaces (15-30 minutes) are available so that deliveries can be made and that short errands can be run conveniently. If Pay-by-License meters are used to manage on-street parking, consideration should be given to allowing use of 15-minute parking spaces without vehicle registration, since registering a vehicle could take a substantial portion of a limited period of time.</p> <p>The CBJ should work with the Downtown Business Association, the Chamber of Commerce, and individual business owners to ensure that as many deliveries as possible are made during off-peak hours, and that adequate loading zones are provided where they are needed, but that they revert to regular parking spaces after the delivery period is over.</p>	62	
123	2010 Downtown Juneau Parking Management Plan		<p><b>Ongoing Management</b> -Continuous refinement and adaptation of the parking management program will be required, regardless of the management program pursued by the CBJ following this plan. The scenarios described in this memorandum account for the downtown core only, and the myriad parking issues of the SubPort/Willoughby Ave. area, the Casey-Shattuck Addition (Federal Flats), and the Highlands/JDHS neighborhoods remain to be addressed in future phases of parking management revision.</p> <p><b>Two alternatives for ongoing management of any parking plan -</b></p> <p><u>1. Assembly control of management authority.</u> Parking management area boundaries, hourly restrictions, rates, and all details of ongoing management are reviewed and approved by the Assembly. Although this alternative ensures a transparent public process in any deliberations over changes to parking management, it is uncommon for this level of detail to be under the direct purview of elected officials.</p> <p><u>2. Delegation of management authority.</u> The Assembly could set parameters for management, such as defining a geographic area for parking management, a range of acceptable rates, and quantifiable goals for management (such as 80-90% occupancy of all spaces), and then delegate management authority within those parameters to the Manager or a parking management board.</p>	62	
124	2010 Downtown Juneau Parking Management Plan		<p><b>Staffing &amp; Personnel Requirements</b> -In order for parking management to become more responsive to the needs of the community, staff will need to monitor usage statistics and be much more involved in parking management on a day-to-day basis than ever before. Education, community outreach, evaluation of Residential Parking Zone (RPZ) petitions, and day-to-day management of a multi-space parking meter system are likely to be a full-time job if they are combined into a single staff position. Even if these tasks are spread among several staff positions in one or more departments, the amount of staff time required to manage a parking system that responds to community needs will be greater than that currently dedicated to parking.</p>	63	
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Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
126	2009 Juneau Non-motorized Transportation Plan		High Priority projects	49	
127	2009 Juneau Non-motorized Transportation Plan		<p>1. <b>Cross-Juneau Bikeway</b> – Identify gaps, bring all routes up to standards, add signs. This focus on a bikeway way will raise the visibility of cycling in Juneau and will encourage residents to take more trips by bicycle. (See Figure 11 and Table 8.1).</p> <p><u>Downtown specific Improvement # (see Tables 7-5 and 7-6) Description</u>                      # 60 South Franklin Street                      #65 Willoughby Avenue (Glacier Avenue to Egan Drive)                      # 67 10th Street (Egan Drive to Glacier Avenue)</p>	49	
128	2009 Juneau Non-motorized Transportation Plan		<b>12. Egan Drive Downtown Bike Lanes</b> - Add a bike lane on Egan Drive from the Juneau-Douglas Bridge to Main Street. This is part of the cross town bikeway and there is currently no provision for bicycles (#62).	52	
129	2009 Juneau Non-motorized Transportation Plan		<b>13. Egan Drive Downtown Pedestrian Improvements</b> - Improve Egan Drive for pedestrians from the Juneau-Douglas Bridge to Main Street by calming traffic and improving or adding crosswalks at Gold Creek/Glacier Avenue (#68), Whittier Street (#69), Willoughby Ave (#75) and Main Street (#74). This area is home to many community destinations and with new development underway that will increase pedestrian use.	?	
130	2009 Juneau Non-motorized Transportation Plan		<b>14. Glacier Avenue Downtown</b> - Improve sidewalks, crosswalks and bike lanes on Glacier Avenue between Highland Drive and 12th Street. Focus improvements on safe routes to schools (#63 and #64).	?	
131	2009 Juneau Non-motorized Transportation Plan		<b>15. Seawalk</b> - Connect existing segments to complete the route from Aurora Harbor to the Rock Dump. This has been a community priority for many years. Once completed, it will provide benefits for residents and tourists and will relieve congestion on downtown sidewalks (#61).	?	
132	2009 Juneau Non-motorized Transportation Plan		<b>Safe Crosswalks, Bridges and Intersections</b>	55	
133	2009 Juneau Non-motorized Transportation Plan		<p><b># 68 Egan Drive and Glacier Avenue</b></p> <ul style="list-style-type: none"> <li>• Add pedestrian activated signal and continental style crosswalk</li> <li>• Curb extensions, decrease turning radius and add refuge island to decrease crossing distance</li> <li>• Traffic calming along Egan Drive</li> </ul>		
134	2009 Juneau Non-motorized Transportation Plan		<p><b>#68. Egan Drive and Whittier Street</b></p> <ul style="list-style-type: none"> <li>• DOT is adding a traffic light in July 2009</li> <li>• Pedestrian activated crosswalk needed</li> <li>• Curb extensions, decrease turning radius and add refuge island to decrease crossing distance</li> <li>• Traffic calming along downtown section of Egan Drive</li> </ul>		

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
135	2009 Juneau Non-motorized Transportation Plan		<p><b># 70. Egan Drive and 12th Street</b></p> <ul style="list-style-type: none"> <li>• Add Curb extensions, decrease turning radius and add refuge island to decrease crossing distance</li> <li>• Continental crosswalk marking</li> </ul>		
136	2009 Juneau Non-motorized Transportation Plan		<p><b># 71 Egan Drive and West 8th Street</b></p> <ul style="list-style-type: none"> <li>• Add Curb extensions, decrease turning radius and improve refuge island to decrease crossing distance for pedestrians traveling along Egan Drive and crossing West 8th Street</li> <li>• Traffic calming along downtown section of Egan Drive</li> </ul>		
137	2009 Juneau Non-motorized Transportation Plan		<p><b># 72 Egan Drive and 10th Street</b></p> <ul style="list-style-type: none"> <li>• Add Curb extensions, decrease turning radius and improve refuge island to decrease crossing distance</li> <li>• Continental crosswalk marking</li> <li>• Traffic calming along downtown section of Egan Drive</li> </ul>		
138	2009 Juneau Non-motorized Transportation Plan		<p><b># 73 Willoughby Ave and Capital Ave</b></p> <ul style="list-style-type: none"> <li>• Continental crosswalk marking and crosswalk sign</li> </ul>		
139	2009 Juneau Non-motorized Transportation Plan		<p><b># 74 Egan Drive and Main Street</b></p> <ul style="list-style-type: none"> <li>• Main Street will be rebuilt in Spring 2009</li> <li>• Crosswalk markings and signage needed and where possible sidewalk width should be increased</li> <li>• Traffic calming along downtown section of Egan Drive</li> </ul>		
140	2009 Juneau Non-motorized Transportation Plan		<p><b># 75 Egan Drive and Willoughby Ave</b></p> <ul style="list-style-type: none"> <li>• Pedestrian activated crosswalk or signs and pavement markings</li> <li>• Traffic calming along downtown section of Egan Drive</li> </ul>		
141	2009 Juneau Non-motorized Transportation Plan		<p><b>7.3 Sidewalk and Streetscape Improvements</b></p>		
142	2009 Juneau Non-motorized Transportation Plan		<p><b># 64 Glacier Ave (Highland Drive to 10th Street)</b></p> <ul style="list-style-type: none"> <li>• Initiate safe routes to schools program and follow recommendations to make walking safer for children in this area</li> </ul>		
143	2009 Juneau Non-motorized Transportation Plan		<p><b># 76 Egan Drive (Juneau-Douglas Bridge to Main Street)</b></p> <ul style="list-style-type: none"> <li>• Add vegetated buffer between sidewalk and street</li> <li>• Add crosswalks at intersections, complete with curb extensions and pavement markings</li> </ul>		
144	2009 Juneau Non-motorized Transportation Plan		<p><b># 78 Calhoun Avenue (mid to low priority)</b></p> <ul style="list-style-type: none"> <li>• Traffic calming to increase safety for pedestrians</li> <li>• Options include narrowing travel lanes, reducing speed limit, adding signs</li> </ul>		
145	2009 Juneau Non-motorized Transportation Plan		<p><b># 79 Capital Avenue (Willoughby Avenue to 9th Street) (mid to low priority)</b></p> <ul style="list-style-type: none"> <li>• Sidewalk needed on one side of the street</li> </ul>		

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
146	2009 Juneau Non-motorized Transportation Plan		<b>Bike Facility Improvements</b>	58	
147	2009 Juneau Non-motorized Transportation Plan		<b># 60 South Franklin Street</b> • Pavement markings and signage required		
148	2009 Juneau Non-motorized Transportation Plan		<b># 61 Egan Drive (10th St to South Franklin)</b> • Signs and pavement markings required		
149	2009 Juneau Non-motorized Transportation Plan		<b># 63 Glacier Highway (Highland Avenue to 10th St)</b> • Signs and pavement markings required		
150	2009 Juneau Non-motorized Transportation Plan		<b># 65 Willoughby Ave (Glacier Avenue to Egan Drive)</b> • Signs and pavement markings required		
151	2009 Juneau Non-motorized Transportation Plan		<b># 67 10th Street (Egan Drive to Glacier Avenue)</b> • Signs and pavement markings required		
152	2009 Juneau Non-motorized Transportation Plan		<b>Separated multi-use path</b>	59	
153	2009 Juneau Non-motorized Transportation Plan		<b>#61 Seawalk (Harris Harbor to Rock Dump)</b> • Boardwalk as close to water as possible		
154	2009 Juneau Non-motorized Transportation Plan		<b># 77 Separated Path (Along Thane Road from Downtown to Sheep Creek)</b> • Paved path 10 feet wide on the channel side of Thane Road where property ownership and topography allow it		
155	2009 Juneau Non-motorized Transportation Plan		<b># 81 Gold Creek (Egan Dr to Cope Park)</b> • Cantilevered path over Gold Creek [path called for in Willoughby Plan]		
156	2009 Juneau Non-motorized Transportation Plan		<b>Plan includes design standards that are more like guidelines including <u>complete streets concept and bike parking standards</u>.</b> These should be followed when the specific projects are addressed.	41	
157	2009 Juneau Non-motorized Transportation Plan		<b>Numerous non-motorized specific policies and implementing actions (not projects) that are necessary to facilitate the construction of the projects.</b> Some of these relate to process (e.g. DOT and CBJ incorporation of projects and design requirements in their respective Improvement Programs, CBJ data collection). Some relate to municipal code/regulation changes (e.g. ensure non-motorized improvements have suitable consideration in subdivision/improvement standards, or bike rack requirements in the parking section).	67	
158					

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
159	2015 Coordinated Human Resources Transportation Plan		5) Promote volunteer/community service efforts to remove snow from sidewalks and bus stops.	38	
160	2015 Coordinated Human Resources Transportation Plan		6) Establish and run an "Adopt-a-Stop" program for businesses and organizations to clear snow/ice at nearby bus stops.	38	
161					
162	Steering Committee		Undertake comprehensive traffic study of the Marine Way/South Franklin corridor. This would include collection of traffic data and modelling to understand performance of intersections and ingress/egress from staging lots, relationship with pedestrian movements in the area and analysis of a range of mitigation options already identified in existing plans or have yet to be identified. A prioritisation of potential options should be based on benefits to all right-of-way users (i.e. not only motor vehicles) and should include a long-term cost benefit analysis.		
163	Steering Committee		Continue to maintain staircase network in down town and provide new linkages where appropriate. Where possible and appropriate rest landings with benches should be provided. Staircases should feel safe and secure, with efficient lighting (possibly above minimum standards using full cut-off lighting) and removal/thinning of foliage.		
164	Steering Committee				
165	Steering Committee		Ensure on-street parking enforcement is consistent and parking restrictions are designed to provide an effective deterrent to shuffling of vehicles in short-term on-street spaces by long-term parkers.		
166	Steering Committee		Develop agreement with State and private land owners for use of their parking facilities for public events that occur outside of peak usage of State parking lots.		
167	Steering Committee		Implement travel demand management approaches identified in existing plans as an urgent priority. Removal of demand for parking spaces will reduce the number of new spaces required in any new parking structures. CBJ may have to take the initiative to address travel to work practices of its own and State employees.		
168	Steering Committee		Implement traffic calming through streetscape design and/or enforcement to provide improved walking environment and safer crossing opportunities. Willoughby Avenue, Glacier Avenue from Willoughby to Highland Drive, W.10th Street, Egan Drive in vicinity of Harbors, Calhoun Avenue, Basin Road, Main Street.		
169	Steering Committee		Canopies should be added where there are current gaps in downtown core and Aak'w Kwann Village district to provide a improved walking environment providing shelter from rain and snow. This more comfortable walking environment for those parking further from their destination. This will need a combination of incentives for existing buildings and land use code requirements for new building in the Downtown core (including beyond the historic district) and the Aak'w Kwaan Village District. Explore covered walking routes where buildings do not exist or are too distant from the sidewalk to provide canopy cover.		
170	Steering Committee		Provide EV infrastructure for all users (i.e. residents and those from elsewhere in the Borough that are parking)		
171	Steering Committee		Provide well maintained lit bus stops at all downtown bus stops.		

Row #	Plan	#	Policy/Goal/Action/Objective	Page	Notes
172	Steering Committee		Pedestrianization is a good concept and should be implemented where increased retail benefits will accrue. This could be done on many scales and differing levels of permanence (e.g. 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). The process for acquiring permits should be easily accessible. Public safety access should be designed into any implementation.		
173	Steering Committee		Examine 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 and used to work before barriers were installed.		
174					
175					
176					