



Blueprint Reference	Action	Outcomes								When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
		Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality					
	<b>Downtown Employment</b>												
	CBJ and business groups should continue to explore opportunities for incentivizing year-round businesses, and seek creative ways to manage the impacts of businesses that are shuttered seasonally.												
	Promote/market Juneau for telecommuters.												
	Market downtown amenities to employers, both local and outside of Juneau.												
	<b>Housing as Economic Development</b>												
	Develop stronger partnerships between government, non-profit and for profit developers												
	Rehabilitate historic properties making use of available funding (grants etc.) Identify residential properties of historical significance and assist owners in optioning funding for restoration												
	Facilitate the provision of an adequate supply of various housing types and sizes to accommodate present and future housing needs for all economic and age groups.												
	Seek and assemble resources, including housing fund resources, to coordinate restoration for housing above the retail level within historic buildings.												
	Consider inclusionary zoning requirements for tourism related businesses to ensure new business contribute to the housing needs for their workers.												
	Provide incentives to encourage downtown residential development.												
	Evaluate and implement mechanisms to require or incentivize mixed use development where appropriate.												
	Set a goal for number of residential units desired downtown.												





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	<b>Capital Facilities (City/State/Federal)</b>												
	Continue coordinating street reconstruction and water/sewer replacements.												
	Develop EV parking permit program and incorporate EV charging infrastructure into street reconstruction where on street parking is available												
	Street reconstruction should include infrastructure to accommodate future district heating												
	<b>A Safe and Welcoming Downtown</b>												
	Support 18/365 as one way of lessening undesirable behaviour												
	Continue to support events that bring visitors to the Downtown. Consider temporary closures, where roads are blocked off for several hours to allow people to walk freely. Create a coordinated system to allow businesses to close off sections of streets for events.												
	Implement CPTED – clean, attractive, active, exterior windows, marketing, CPTED principles should be incorporated into to design guidelines.												
	Encourage developers to contact JPD for CPTED consultations at the planning stages of development.												
	Create a Downtown Clean and Safe program that focuses on the following services: regular sidewalk cleaning, additional trash pickup, graffiti removal, block watches, coordination and communication with local police officers and safety ambassadors.												
	Provide an improved safe campground, which includes services and transportation for the homeless.												
	Improved street lighting, stair lighting, parking lot lighting (use CPTED principles)												
	<b>Capital City</b>												
	Work with the State of Alaska to keep State jobs in Juneau.												



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	<b>Downtown</b>												
	Establish a neighbourhood association to encourage public involvement; provide recommendations to City agencies on topics that affect them such as liability, safety, and economic viability regarding land use, housing, transportation, social and recreational services, etc.; to provide comments on neighborhood improvements; undertake projects and activities in support of the neighborhood												
	The proposed update to Historic District guidelines should protect the historical integrity of Downtown without being overly prescriptive.												
	Evaluate and consider mechanisms to require or incentivize mixed use development where appropriate.												
	Support mixed use development with the goal of becoming an 18/365 district												
	Relocate City Hall and redevelop the area as a connection between downtown and Marine Park												
	<b>Waterfront</b>												
	Review and consider the design guidelines as recommended by the Long Range Waterfront Plan												
	Examine road blocks to public/private partnerships and joint developments of housing/mixed use parking structures/land leases and take steps to eliminate them												
	Future development of the Subport should tie into and support the cultural campus in the Aak w Kwaan District												
	Explore redevelopment opportunities for the AELP dock												
	Implement year –round programming at Archipelago site												
	Preserve public access to the shoreline, provide for public access, open space/natural areas and water dependent/related uses via the seawalk with connections to the existing pedestrian system.												



















Blueprint Reference	Action	Outcomes							When (Short, Mid, Long)	Priority (High, Medium, Low)	Responsible	Relevant Plans
		Programming	User experience	Manage Commercial Use	Partnerships	Define Purpose of Each Park	Trail/Seawalk Connections	Sustainability				
	<b>Downtown Harbors</b>											
	Improve uplands facilities at downtown harbors including food service, marine service, and retail amenities	•	•		•							



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		Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	sustainability				
T1	<b>South Franklin St./Marine Way corridor (AWTP, DTTS, LRWMP, JNMTP)</b>												
T1a	Undertake comprehensive multi-modal study of South Franklin St./Marine Way corridor to: <ul style="list-style-type: none"> <li>- Provide future vehicle and pedestrian increases</li> <li>- understand the extent of perceived pedestrian and vehicle congestion issues.</li> <li>- 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</li> <li>- Assess cost-benefit of potential solutions including those suggested in past plans and studies. These include:               <ul style="list-style-type: none"> <li>▪ options of right-way widening/removal of buildings to accommodate turn lanes, wider sidewalks, and cycle lanes,</li> <li>▪ Gastineau Avenue By-pass concept between Marine Way and the Franklin Dock,</li> <li>▪ controls on the pedestrian/road vehicle interactions (e.g. crossing locations, signals, more trained crossing guards, cues to encourage greater pedestrian use of seawalk).</li> <li>▪ Reduce surplus capacity on individual tour buses</li> </ul> </li> </ul>	•	•	•	•							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	<b>10<sup>th</sup> Street and Egan Drive intersection (AWTP, LRWMP, JNMTP)</b>												
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 <sup>nd</sup> crossing between mainland and Douglas Island, assess the benefits to 10 <sup>th</sup> 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&amp;PF to examine options to improve operation of 10<sup>th</sup> Street/Egan intersection.</p> <ul style="list-style-type: none"> <li>- 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.9<sup>th</sup> Streets should be considered in the design.</li> <li>- 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.</li> <li>- Ensure pedestrian and cyclists improvements for intersection in JNMTP are incorporated into design.</li> </ul>	•	•	•								DOT/CBJ	
T3	<b>Capital Avenue (JNMTP, WDLUP)</b>												
T3a	<p>Reconstruct Capital Avenue</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- The intersection with Willoughby Avenue should remove the current pedestrian and vehicles conflict.</li> </ul>		•	•								CBJ	This is being planned for – did it get cut in FY2021 CIP
T4	<b>Traffic calming measures to encourage more non-motorized users (JNMTP, SRTS, WDLUP)</b>												
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"> <li>Willoughby Avenue particularly in vicinity of Foodland</li> <li>Calhoun Avenue – entire length</li> <li>Glacier Avenue – in particular around the schools</li> <li>Basin Road – the 5mph speed limit does not seem to be adhered to</li> <li>Egan Drive (between 10<sup>th</sup> Street and Norway Point)</li> <li>Egan Drive (between 10<sup>th</sup> Street and Main Street) – appropriateness of speed limits following 2020 reconstruction should be monitored as pedestrian levels increase as a result of other developments.</li> </ul>		•	•	•		•					CBJ/DOT	
T5	<b>Streets serving harbors (AWTP, JHUMP, BPD SC)</b>												
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	<b>Safe routes to schools (AWTP, SRTC)</b>												
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	<b>Egan Drive (10<sup>th</sup> Street to Main Street) (JNMTP, LRWMP, WDLUP)</b>												
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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T7b	To reinforce different street context between the Egan Drive arterial and streets entering both Aak’w Kwaan Village District and Downtown Core, the intersections at Glacier Avenue, Whittier Street, Willoughby Avenue should be treated with similar landscaping to that provided at currently provided at Main Street.				•								
T7c	Recognizing its contributions to traffic calming Continue to provide maintained landscaping along Egan Drive median.		•	•									DOT and P&R
T7d	Install ‘missing’ pedestrian crossing across Egan Drive between at Whittier Street/Egan Drive intersection.		•										
<b>T8</b>	<b>Downtown core parking management (AWTP, DJPMP, JEDP)</b>												
T8a	Reimplement existing 2010 Downtown Juneau Parking Management Plan to address off-street and on-street parking and loading in downtown area. This should include metering (and supportive education program) and consistent enforcement.						•						
T8b	Allow use of space in CBJ tour bus staging areas for off-peak loading zones.						•						D&H
T8c	Examine usefulness of PD-1, PD-2, and fee-in-lieu district as a tools to remove barriers to development.						•						Row #122.
<b>T9</b>	<b>Parking management in Aak’w Kwaan Village District (DJPMP, WDLDP)</b>												
T9a	Expand downtown parking management to Aak’w Kwaan Village District						•						
T9b	Construction of new parking structure in vicinity to allow removal of current surface parking in vicinity of Centennial Hall. Removal of this parking is the first step in breaking up the ‘super blocks’ in the area and create additional right-of-way frontages and pedestrian connections. Use results from existing studies to inform where this should be located						•						
T9c	Expand on-street parking as part of streetscape changes to encourage adherence to current 20 mph speed limits in the district.			•			•						
T9d	Expand management and enforcement of parking and loading provided in Downtown core to Aak’w Kwaan Village district.						•						
<b>T10</b>	<b>Parking monitoring surveys (DJPMP)</b>												
T10a	Restart parking survey monitoring of downtown parking in both commercial and residential areas to understand impacts of parking fees.						•						
<b>T11</b>	<b>Residential parking management (DJPMP)</b>												

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T11a	Develop residential parking management program, if monitoring shows residential parking is not available in neighborhoods around Downtown Core and Aak'w Kwaan Village district.						•					
T12	<b>Release private land from surface parking lots</b>											
T12a	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.						•					
T13	<b>Use of State parking facilities (WDLUMP)</b>											
T13a	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.						•					
T14	<b>Electric Vehicle facilities (JRES)</b>											
T14a	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						•					
T15	<b>Travel Demand Management (AWTP, DJPMP, WDLUMP)</b>											
T15a	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 <sup>th</sup> 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.	•	•	•	•	•	•					
T16	<b>Prioritize non-motorized transportation users</b>											
T16a	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		•	•	•							
T17	<b>Canopies and covered walkways</b>											
T17a	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"> <li>▪ Expansion of existing canopy requirements currently only applicable to the Historic District to entire MU and MU2 district.</li> <li>▪ Reduce cost of exterior building work threshold that requires canopies to be added.</li> <li>▪ Design standards for canopies incorporated into the Land Use Code that reflect adopted Historic District Standards and Building Code requirements. Standards should</li> </ul>		•		•	•		•			#169, #8?	

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	could address heights, extent of projection over sidewalk, use of drains to remove rain, lighting standards, <ul style="list-style-type: none"> <li>Require all canopies to be brightly light - this may be above minimum lumens required by professional organizations (e.g Illuminating Engineering Society)</li> <li>Provide funding or tax breaks to property owners to provide financial support for additional or upgraded canopies.</li> </ul>											
T18	<b>Non-motorized Transportation Plan Improvements</b>											
T18a	Continue to implement all pedestrian and cycling-related improvements in 2009 Non-motorized Transportation Plan. Update inventory of improvements to identify the which have been completed.		•	•	•							
T19	<b>Staircases connections</b>											
T19a	Continue to maintain existing staircase network and provide additional staircase connections identified in Willoughby Plan. Lighting coverage on stair cases should be improved while being sensitive to residences adjacent to the staircases. Existing foliage in the right of way should be trimmed seasonally. Look for opportunities to provide landings for rest benches - consider aging population and young children in setting appropriate distances.		•	•								
T20	<b>Street furniture and vegetation</b>											
T20a	Provide increased street vegetation and furniture as part of retro-fit program for Complete Streets in the Downtown Core and Aak’w Kwaan Village district. This should be balanced with the needs of snow clearance. COMP PLAN has some better wording.		•		•							
T21	<b>Develop walkable blocks in Aak’w Kwaan Village district</b>											
T21a	Develop landscaped walkable street grid on CBJ owned property in Aak’w Kwaan Village District.		•	•	•							
T21b	Until public streets are developed on privately owned land in Foodland block of Aak’w Kwann Village district, provide incentives for property owners to develop sidewalks on internal vehicle circulation routes. This will better to connect pedestrians and cyclists to Egan Drive and new routes through SLAM		•		•							
T22	<b>Seawalk</b>										MOVE DETAIL TO P&R CHAPTER AND JUST REFERENCE HERE	
T22a	Continue to progress with filling gaps in existing seawalk (Franklin and AJ Docks, Marine Park to Overstreet Park). #68/69		•	•								
T22b	Improve the attractiveness of the links between the Seawalk and streets that run parallel. In particular address Warner’s Wharf and Library ‘alley’. Allocate space to small businesses if possible while ensuring necessary emergency access options are retained. #18?		•									
T22c	Develop to Harbor walk in conjunction development of Harbor service road/driveway.		•									

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T23	<b>Safe intersections and crossings</b>											
T23a	Provide striping on downtown streets including DOT maintained streets before start of tourist season.		•				•					
T23b	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 JMNTD design improvement list)		•		•		•					
T23c	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.		•	•								
T23d	Full implementation of existing 2009 JNMTP intersection actions in study area		•	•	•							
T24	<b>Street pedestrianization: #172</b>											
T24a	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"> <li>▪ Seward Street</li> <li>▪ S. Seward Street</li> <li>▪ Front Street</li> <li>▪ N. Franklin (Front to 2<sup>nd</sup> Street)</li> </ul>		•	•								
T24b	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).		•	•	•							
T24c	Develop standardized, accessible process for acquiring permits for the above should be easily accessible.				•							
T25	<b>Cross-Juneau bike way lanes and signage</b>											
T25a	Provide additional signage for cross-Juneau bikeway in study area.			•								
T25b	Add cycle lanes on Glacier Avenue between Willoughby Avenue and Highland Drive and on W. 10 <sup>th</sup> 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.			•	•							
T26	<b>Cycle lane maintenance</b>											
T26a	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.			•	•		•					
T26b	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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T27	<b>Cycling design standards</b>											
T27a	Ensure cycle lane design standards in JNMTP are incorporated into Complete Streets Design Guidelines.			•								
T28	<b>Cycle storage and changing rooms</b>											
T28a	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.			•								
T28b	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.			•								
T28c	Encourage State and Federal Agencies to provide improved cycle storage for employees, and where appropriate the public, at their facilities.			•								
T29	<b>Use of Downtown Transit Center (DTC)</b>											
T29a	All buses serving downtown should use the DTC to provide maximum interchange convenience between services.					•						
T29b	Utilize DTC waiting area and vending space with wifi and outdoor seating.					•						
T29c	Provide three sided, lit shelters at secondary interchange locations (e.g. Whittier Street)					•						
T30	<b>Downtown Circulator</b>											
T30a	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.					•						
T30b	Make circulator service free to encourage patronage.					•						
T30c	Ensure all circulator stops have shelters.					•						
T30d	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 <sup>th</sup> /9 <sup>th</sup> Streets at Overstreet Park), Aak'w Kwaan Village District), Bill Ray Center					•	•					
T31	<b>Low emissions buses</b>											
T31a	Continue to add electric buses to CBJ Capital Transit fleet including circulator						•					
T31b	If downtown air quality shown to be a problem consider introducing minimum emissions standards for Commercial Passenger Vehicles (e.g. Engine Tier)						•					
T32	<b>Park and Ride</b>											
T32a	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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T32b	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.	•				•	•						
T33	<b>Transit shelters</b>												
T33a	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.					•							
T33b	Continue to clear snow from bus stops downtown as part of downtown sidewalk clearance.					•	•						
T34	<b>Snow clearance</b>												
T34a	Provide more resources to promptly clear snow from sidewalks in Downtown core, Aak’w Kwaan Village District, and Glacier Avenue.		•					•					
T34b	Enforce on property owners that berm from parking lots across sidewalks.		•					•					
T34c	Request DOT&PF promptly clear snow from sidewalks on Egan Drive.		•					•					
T34d	Match desire for more attractive street designs that are less utilitarian with greater resources to clear them promptly.		•		•			•					