e L					Outco	mes					
Blueprint	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability		When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Historic Resources										
	Implement the 2019 Historic and Cultural Preservation Plan (JHCPP)										
	The Downtown Historic District Design Standards and Guidelines should be updated through a public process to identify key site and architectural features that contribute that the area's existing character while allowing flexibility and architectural creativity.										
	Updated Downtown Historic District Design Standards and Guidelines should allow for modern interpretations of historical architectural features for new construction.										
	Encourage maintenance and preservation of historic structures by providing a variety of incentives to property owners.										
	Promote the connections between historic preservation and sustainability.										
	Use the Main Street program to nurture preservation, restoration and revitalization of downtown.										
	Support and enhance "cultural tourism".				,						
	Natural Resources										
	Avalanches and Landslides										
	Adopt the new avalanche/landslide maps.										
	Review and update Title 49, the Zoning Code and building code regulations that address development, or prohibit development, in avalanche/landslide areas based on updated mapping and industry standards.										
	Flood										
	Consider becoming a FEMA Certified (CRS) community to provide discounts to flood insurance rates.										

e +					Outco	mes						
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Downtown Employment											
	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 telecommunters.											
	Market downtown amenities to employers, both local and outside of Juneau.											
	Housing as Economic Development											
	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.											

e t					Outco	mes			_			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Implement a blighted properties ordinance to encourage owners to fix downtown buildings.											
	Develop incentives and provide assistance to upgrade and permit existing illegal housing units.											
	Working Waterfront											
	The Rock Dump should remain an industrial area, until such time an alternative deep-water port is established.											
	Maintain working waterfront as envisioned in the 2017 Harbors Upland Management Plan and 2004 Long Range Waterfront Plan											
	Connect Downtown activity with the waterfront, emphasizing water-front uses such as restaurants and the proposed Ocean Center.											
	Economic Initiatives											
	Develop and implement image and branding campaign for Downtown using the Main Street program.											
	Become an 18-hour city year round (18/365)											
	Encourage/incentivize year-round businesses											
	Support and incentivize businesses offering goods and services to local residents OR Preferential business loans that require the business to operate in the downtown Low interest loans, tax breaks, business plans development assistance for small local											
	businesses.											
	Initiate next steps as articulated in the Main Street Report OR											
	Establish a dedicated, funded, entity to oversee downtown improvements. This											
	entity may be housed solely within CBJ, within an existing organization, such as JEDC											
	or the DBA, or may be a newly created organization, such as a Local Improvement											
	District (LID) or Business Improvement District (BID).											
	Use the established Main Street program structure to establish a dedicated, funded,											
	entity to oversee downtown improvements. This entity may be housed solely within											
	CBJ, within an existing organization, such as JEDC or the DBA, or may be a newly											

e ±					Outcoi	mes			_			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	created organization, such as a Local Improvement District (LID) or Business Improvement District (BID).											
	Whichever entity is established will, among many tasks, track downtown statistics, develop strategies to address downtown issues, market and promote downtown, and advocate for development and improvement strategies that strengthen downtown as Juneau's city center. Use regular gatherings of the Downtown business community to facilitate connections among business owners and coordinate open hours, special events and marketing efforts that build on the Downtown identity.											
	OR											
	Establish a "downtown coordinator" position. (Steering Committee – some plans recommend at CBJ others don't Main Street currently supported by JEDC, CBJ supports Historic Resources and grants. Maybe CBJ as incubator with intent to move to independent 501c3?) OR											
	Assign a staff member in the CBJ community development department to oversee downtown planning and improvement and to act as a liaison between the downtown neighbourhood and city government. This position will also work with JEDC in their downtown revitalization efforts.											
	Implement a tax abatement for new value added in downtown for a period of time to incentivize redevelopment (state law allow????) OR											
	Tax Increment financing to reduce development cost.											
	Evaluate tax abatement/postponement on new value created downtown for 3-5 years as a way of encouraging activity/development											
	Examine road blocks to public/private partnerships and joint developments of housing/mixed use parking structures/land leases and take steps to eliminate them											
	Encourage residents and businesses, including the school district to "look local first" for purchases of goods and services.											
	Evaluate opportunity to use outside funding to support downtown investment Encourage/incentivize year-round businesses											
	Lincodiage/incentivize year-round businesses								1			

t e					Outco	mes						
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid,	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Capital Facilities (City/State/Federal)											
	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											
	A Safe and Welcoming Downtown											
	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 of 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)											
	Capital City											
	Work with the State of Alaska to keep State jobs in Juneau.											

t e					Outco	mes			-,			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Continue funding and otherwise supporting the Alaska Committee.											
	Sustainability & Resiliency											
	Diversify economy – more year round as well as more diverse tourism (independent travellers)											
	Develop program and policies to accommodate outdoor seating, in the sidewalk and in both on and off street parking areas.											
	Develop historic preservation opportunities. Create locally funded program to augment other programs.											
	Develop a "Food Security" initiative; explore opportunities for local growers and neighborhood gardens.											
	Work with business owners to develop more practical recycling and packaging practices for tourists and locals.											
	Develop more creative ideas/solutions for bear proof trash cans											
	Enforce the CBJ Second Hand Smoke regulations in regard to public smoking.											
	Enforce the CBJ Litter regulations in regard to littering and trash removal.											
	Develop a recognition program that rewards businesses that participate in compost and recycling programs											

t e					Outco	mes			– ,			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Downtown											
	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											
	Waterfront											
	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.											

e e					Outco	mes			7			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Development of the waterfront should not block views of the Historic District from the channel.											
	Oceans Center??											
	Rock Dump											
	Rename the area with consideration of potential marketing and future land uses, when industrial uses are relocated.											
	Continue industrial uses without residential development until an alternative deep water port is developed.											
	Remove tourism related land uses as a primary use in the land use code. When new deep water port is established review and amend the comprehensive plan land use designations and zoning to support uses other than industrial.											
	Develop the recreation corridor recommended in Long Range Waterfront Plan											
	Aak w kwaan village/ glacier ave											
	Support establishment and development of the Cultural Campus as envisioned in the 2011 Willoughby District Plan and the 2013 Comprehensive Plan Develop the Cultural campus/district as envisioned by the Willoughby Plan, including the JACC expansion.											
	Implement recommendations of Chapter 5 of the Willoughby District Plan including design guidelines, updated land use bonus system and mixed use development.											
	Support mixed use development with the goal of becoming an 18-hour district											
	Evaluate and implement mechanisms to require or incentivize mixed use development where appropriate.											
	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.											
	Support completion of the JACC expansion											
	Chicken Ridge/Starr Hill/Flats/Highlands											
	Evaluate and rezone to support incorporation of "Missing Middle" housing, including consideration of smaller lot sizes and increased density											

t e					Outco	mes			-,			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Look at reducing set-backs and minimum lot sizes for duplex, ADUs, and bungalow infill units											
	Identify residential properties of historical significance and assist owners in optioning funding for restoration Rehabilitate historic properties making use of available funding (grants etc.)											
	Harbors											
	Implement the recommendations of the 2017 Downtown Harbors Uplands Management Plan											
	Explore and implement policies that require development on CBJ owned lands to be mixed use as recommended by the Harbors plan											
	General											
	Promote/incentivize mixed uses by encourage new high density housing as in-fill housing above ground-floor commercial space or as adaptive re-use of historic commercial or other non-residential buildings. Encourage development of housing for residents who would not own or need to park automobiles in the downtown area, such as students, elders, and downtown workers. Encourage live/work space.											
	Assign a staff person at CBJ CDD to oversee downtown planning and improvement and act as a liaison between downtown neighbourhoods and city government, work with JEDC and HRAC and take steps to implement the Main Street program.											
	Initiate next steps as articulated in the Main Street Report OR Establish a dedicated, funded, entity to oversee downtown improvements. This entity may be housed solely within CBJ, within an existing organization, such as JEDC or the DBA, or may be a newly created organization, such as a Local Improvement District (LID) or Business Improvement District (BID).											

t e					Outco	mes						
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Use the established Main Street program structure to establish a dedicated, funded, entity to oversee downtown improvements. This entity may be housed solely within CBJ, within an existing organization, such as JEDC or the DBA, or may be a newly created organization, such as a Local Improvement District (LID) or Business Improvement District (BID). Whichever entity is established will, among many tasks, track downtown statistics, develop strategies to address downtown issues, market and promote downtown, and advocate for development and improvement strategies that strengthen downtown as Juneau's city center. Use regular gatherings of the Downtown business community to facilitate connections among business owners and coordinate open hours, special events and marketing efforts that build on the Downtown identity. OR Establish a "downtown coordinator" position. (Steering Committee – some plans recommend at CBJ others don't Main Street currently supported by JEDC, CBJ supports Historic Resources and grants. Maybe CBJ as incubator with intent to move											
	to independent 501c3?) OR Assign a staff member in the CBJ community development department to oversee downtown planning and improvement and to act as a liaison between the downtown neighbourhood and city government. This position will also work with JEDC in their downtown revitalization efforts.											
	Examine zoning districts with a goal of increasing density throughout the Blueprint Downtown planning area.											
	Create incentive programs for adaptive reuse and modernization of underutilized downtown properties.											
	Prioritize year-round downtown housing over seasonal rentals											
	Support the establishment of Neighborhood organizations throughout Blueprint Downtown as a way of fostering communication among residents, businesses and											

e t					Outco	mes			ή,			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability	Housing	Economic Vitality	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	organizations, including the CBJ, and a way to facilitate neighborhood specific placemaking.											
	Identify underutilized properties and promote redevelopment though meaningful tax benefits and/or cash incentives Implement a tax abatement for new value added in downtown for a period of time to incentivize redevelopment (state law allow????) OR Tax Increment financing to reduce development cost. Evaluate tax abatement/postponement on new value created downtown for 3-5 years as a way of encouraging activity/development Encourage/incentivize year-round businesses											
	Redevelop areas now used for surface parking lots											
	Establish policies and a program for permitting temporary street closures for events.											
	Support the creation of more indoor/outdoor dining and shopping experiences on sidewalks and including "parklets" using both off-street and on-street parking Define areas that can be temporarily closed to vehicles to emphasize activities.											
	Create a program and process for temporary closures for events Improved street lighting, stair lighting, parking lot lighting (use CPTED principles)											

t e					Outco	mes		_ ,			
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability		When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Arts Culture & Entertainment										
	Develop the Cultural campus/district as envisioned by the Willoughby Plan, including the JACC expansion.										
	Support establishment and development of the Cultural Campus as envisioned in the 2011 Willoughby District Plan and the 2013 Comprehensive Plan										
	Support and collaborate with SHI in becoming the NWC Art Capital										
	Development of the Marine Park Master Plan should incorporate CPTED, Placemaking and Power of Ten principles, Include space for public performances and free flow of people. The Master Plan should include recommendations for specific placemaking and steps to accomplish. If free Wi-Fi remains available it should be planned to dissuade clustering.										
	CBJ should adopt a mural ordinance that provides clarity and consistency in the review process without being onerous to the applicant.										
	Use streetscape amenities to establish a unified image for Downtown and promote a sense of place.										
	Placemaking										
	Assign a staff person at CBJ CDD to oversee downtown planning and improvement and act as a liaison between downtown neighbourhoods and city government, work with JEDC and HRAC and take steps to implement the Main Street program. Initiate next steps as articulated in the Main Street Report OR Establish a dedicated, funded, entity to oversee downtown improvements. This entity may be housed solely within CBJ, within an existing organization, such as JEDC or the DBA, or may be a newly created organization, such as a Local Improvement District (LID) or Business Improvement District (BID).										
	Use the established Main Street program structure to establish a dedicated, funded, entity to oversee downtown improvements. This entity may be housed solely within CBJ, within										

t e		Outcomes				-					
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability		When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	an existing organization, such as JEDC or the DBA, or may be a newly created organization, such as a Local Improvement District (LID) or Business Improvement District (BID). Whichever entity is established will, among many tasks, track downtown statistics, develop strategies to address downtown issues, market and promote downtown, and advocate for development and improvement strategies that strengthen downtown as Juneau's city center. Use regular gatherings of the Downtown business community to facilitate connections among business owners and coordinate open hours, special events and marketing efforts that build on the Downtown identity.										
	Establish a "downtown coordinator" position. (Steering Committee – some plans recommend at CBJ others don't Main Street currently supported by JEDC, CBJ supports Historic Resources and grants. Maybe CBJ as incubator with intent to move to independent 501c3?) OR Assign a staff member in the CBJ community development department to oversee downtown planning and improvement and to act as a liaison between the downtown neighbourhood and city government. This position will also work with JEDC in their downtown revitalization efforts.										
	Implement "power of ten"										
	Implement the concept of "Complete Streets" Encourage integrated art and cultural elements, including a significant Alaskan Native component										
	Define areas that can be temporarily closed to vehicles to emphasize activities. Create a program and process for temporary closures for events OR Support the creation of more indoor/outdoor dining and shopping experiences on sidewalks and including "parklets" using both off-street and on-street parking										
	Provide seating throughout downtown for pedestrians to comfortably rest and take in the scene. (do we want to work w/biz to have seating go in at closing? Do we want seating to be designed to discourage sleeping?)										

t e					Outco	mes					
Blueprint Reference	Action	Revitalization	Health & Safety	Preservation	Partnerships	Sustainability		When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing Partners	Relevant Plans
	Continue to promote uses and facilities that enhance the public realm, such as ground floor retail, plazas and parks, landscaping and street trees.										
	Downtown Tourism										
	Support and enhance "cultural tourism"										
	Explore feasibility of providing shore power to docked cruise ship, coordinating with electric companies to ensure adequate electrical capacity										
	Vendor permitting should be managed by a single entity. Vendors should be managed to minimize their footprint										
	TBMP										
	Consistent management of commercial tour use										
	Carrying Capacity Study Lossing of tidelands for new deal/s) assembled ting larger ships										
	Study leasing of tidelands for new dock(s) accommodating larger ships Scheduling of docks should stagger arrival and departure times to disperse impacts										
	Scheduling of two large ships on the same day should be avoided										
	Electrify tour buses to reduce fumes										
	Provide adequate, safe, clean and well identified public restrooms										
	Downtown circulator										
	Complete Seawalk as envisioned in Long Range Waterfront Plan										
	On shore power?										

i š												
Blueprint Reference	Action	Programming	User experience	Manage Commercial Use	Partnerships partn	Define Purpose of Each Park	Trail/Seawalk Connections	Sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Responsible	Relevant Plans
P	arks											
In	mprove park signage	•	•	•		•						
E	vents and educational programming	•	•		•	•						
Sı	upport residents to add or increase community garden space in parks	•	•		•	•		•				
In	ncrease ADA accessibility as CBJ replaces park/playground equipment	•	•		•							
	valuate commercial use including permitting processes and which parks are permitted for ommercial tour groups	•	•	•	•	•		•				
В	ring aging parks up to standard	•	•		•	•		•				
Ti	rails											
In	mprove trail signage	•	•	•								
Ic	dentify and complete connections between existing trail networks	•					•	•				
In	mprove/update existing trails to create more ADA accessible paths	•	•		•		•					
C	onsider winter use when improving trails	•	•		•	•						
W	Vork with user groups to fund trail development or improvement projects		•		•	•	•	•				
	valuate commercial use including permitting processes and which trails are permitted for ommercial tour groups		•	•	•			•				
S	eawalk											
C	omplete seawalk connection		•	•	•		•					
	ncourage public art, events, and placemaking opportunities	•	•									
	ecreation Facilities											
	ontinually evaluate pool programming to determine how best to meet community need	•	•	•								
S	chool District Assets											
	Vork with community partners to evaluate off season programming opportunities	•	•		•							

int					Outco	mes			J,			
Blueprii Referenc	Action	Programming	User experience	Manage Commercial Use	Partnerships	Define Purpose of Each Park	Trail/Seawalk Connections	Sustainability	When (Short, Mic Long)	Priority (High, Medium, Low)	Responsible	Relevant Plans
	Downtown Harbors											
	Improve uplands facilities at downtown harbors including food service, marine service, and	•	•		•							
	retail amenities											

1	2				•	3				4	5	6	7
Blueprint	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	S	Enhanced sa transit	Parking	Street maintenance	sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
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: 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: 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 Work with DOT&PF on developing implementation plan based on study results and	•	•	•	•							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.
T2	recommendations												
T2	10 th 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.	•										СВЈ	
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	

1	2					3				4	5	6	7
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	ý	Enhanced semo	Parking	Street maintenance	sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
T2c	 Work with DOT&PF to examine options to improve operation of 10th Street/Egan intersection. 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	
Т3	Capital Avenue (JNMTP, WDLUP)												
ТЗа	 Reconstruct Capital Avenue 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. 		•	•								СВЈ	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	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.	•	•	•	•		•	•				CBJ	CBJ ENG and P&R if landscaping. Some input from DOT would be useful but it would only apply to CBJ streets.
T4b	Monitor speeds limits in study area and, where necessary, implement greater soft (e.g. speed check signs) and hard enforcement (ticketing)		•	•								СВЈ	JPD
T4c	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).		•	•	•								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.

1	2				3	3				4	5	6	7
t e					Outo	omes						.	
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	<mark>sustainability</mark>	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
T4d	Traffic calming should be implemented at the following locations as part of scheduled		•	•	•		•					CBJ/DOT	
	reconstruction projects:												
	■ 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. 												
T5	Streets serving harbors (AWTP, JHUMP, BPDT SC)												
T5a	Construct a harbor road or internal driveway which connects Harris and Aurora Harbors				•								D&H
T5b	Redesign or remove access points onto Egan Drive to prevent unsafe merging manoeuvres											CBJ/DOT	Needs DOT input
	from vehicles exiting harbor areas.											CD L/D OT	N. I. DOT:
T5c	Redesign Egan Drive between 10th Street and Norway Point to encourage adherence to existing speed limit		•	•	•								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
Т6	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 (10 th Street to Main Street) (JNMTP, LRWMP, WDLUP)												
Т7а	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.				•								

1	2				3	3				4	5	6	7
# 8					Outo	omes							
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
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.		•										
T8	Downtown core parking management (AWTP, DJPMP, JEDP)												
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.
Т9	Parking management in Aak'w Kwaan Village District (DJPMP, WDLDP)												
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.						•						
T10	Parking monitoring surveys (DJPMP)												
T10a	Restart parking survey monitoring of downtown parking in both commercial and residential areas to understand impacts of parking fees.						•						
T11	Residential parking management (DJPMP)												

1	2				3	3				4	5	6	7
r e				1	Outo	omes						DO	
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
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	Release private land from surface parking lots												
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	Use of State parking facilities (WDLUMP)												
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	Electric Vehicle facilities (JRES)												
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	Travel Demand Management (AWTP, DJPMP, WDLUMP)												
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 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.	•	•	•	•	•	•						
T16	Prioritize non-motorized transportation users												
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	Canopies and covered walkways												
11/a	 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: 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?

1	2					3				4	5	6	7
# 8			ı		Outo	omes							
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
	 could address heights, extent of projection over sidewalk, use of drains to remove rain, lighting standards, Require all canopies to be brightly light - this may be above minimum lumens required by professional organizations (e.g Illuminating Engineering Society) Provide funding or tax breaks to property owners to provide financial support for additional or upgraded canopies. 												
T18	Non-motorized Transportation Plan Improvements												
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	Staircases connections												
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	Street furniture and vegetation												
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	Develop walkable blocks in Aak'w Kwaan Village district												
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	Seawalk												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		•	•									
	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? Develop to Harbor walk in conjunction development of Harbor service road/driveway.		•										

1	2					3				4	5	6	7
t e			,	,	Outo	omes							
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
T23	Safe intersections and crossings												
	Provide stripping 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 JMNTP 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	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: Seward Street S. Seward Street Front Street N. Franklin (Front to 2 nd Street)		•	•									
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 stanadardized, 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.			•	•			•					
T26b	Remove gravel from cycle lanes and shoulders periodically, and as needed, outside of winter season not just once at end of winter season			•				•					

1	2				3	3				4	5	6	7
print		a)			Outo	comes				f, (3	gh, w()	gu	
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	<mark>sustainability</mark>	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
T27	Cycling design standards												
T27a	Ensure cycle lane design standards in JNMTP are incorporated into Complete Streets Design Guidelines.			•									
T28	Cycle storage and changing rooms												
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	Use of Downtown Transit Center (DTC)												
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	Downtown Circulator												
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 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						•						
T31b	If downtown air quality shown to be a problem consider introducing minimum emissions standards for Commercial Passenger Vehicles (e.g. Engine Tier)						•						
T32	Park and Ride												
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.	•					•	•					

chapter 8

1	2	3								4	5	6	7
t e		Outcomes											
Blueprint Reference	Action	Motor vehicle congestion	Pedestrian experience	Cycling experience	Streetscapes	Enhanced transit	Parking	Street maintenance	sustainability	When (Short, Mid, Long)	Priority (High, Medium, Low)	Implementing partners	Relevant Plans
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.												
	Transit shelters												
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	Snow clearance												
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.		•					•					
	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.												