**Initial Transportation Principles for Central West (4/4/2013)**

**Overall Goal:** Central West should serve as a model for a transit-oriented, people friendly community that, over time, reduces VMT and promotes safety and alternate means of transportation.

**Planning Principles and Associated Objectives**

1. Improved connectivity should be created (N-S, E-W) both within and through the planning and impact areas, inclusive of Carolina North
2. Develop alternate routes through neighborhoods to reduce load on MLK and Estes
3. Develop Elliot Road as a complete street
4. Connect the “fire cut” to Wellington to divert traffic away from the front to f the two schools
5. Provide more complete (360°) access to Carolina North, e.g., from the North)
6. Ensure connections to the campus to campus bike route
7. Ensure connectivity between all modes of transportation (e.g., bike to bus)
8. Traffic flow through the area should be smoothed and improved, with each street reflecting its environment and use in terms of appearance/esthetics, width, speed, etc.
9. Ensure safe orderly flow around stopped buses, utility trucks, delivery vehicles, etc.
10. Use street trees and other similar landscaping means to address sound, microclimate, and appearance
11. Ensure that there is sufficient and appropriate lighting for all modes of transportation
12. In order to promote safety, accessibility, and use of alternate means of transportation, there should be separation, buffering, and protection for all modes of transportation on existing and newly-created streets (i.e., complete streets)
13. Encourage/develop a “walk-to-school” program
14. Use signage and other visual cues to indicate appropriate speed, behavior on various streets
15. There should be continuous (inclusive of street crossings) sidewalks/bike paths on both sides of MLK, Estes, and other major streets
16. The entire area should be genuinely transit-oriented, including bus (or other means of public transit) access to newly developed areas and improved access to existing ones. MLK should evolve as a major transit corridor (e.g., BRT); additional routes and service should be implemented to increase utilization and improve access to key social and commercial areas of the Town.
17. East-West bus service should be provided on Estes Drive
18. Connectivity between modes of transportation should be facilitated (e.g., bike racks at BRT stops).
19. Ensure adequate transit service/options for youth
20. Create useful destinations (e.g., retail community activities) that are accessible to and integrated with the transit system
21. Provide expanded hours of service to allow for round trip utilization of transit in the evenings, etc.
22. Minimize the visual impact of parked cars through the use of, for example, underground, under-building, and “hidden” parking
23. Reduce the number of required parking spaces
24. Encourage zip-car and other shared use/ownership solutions