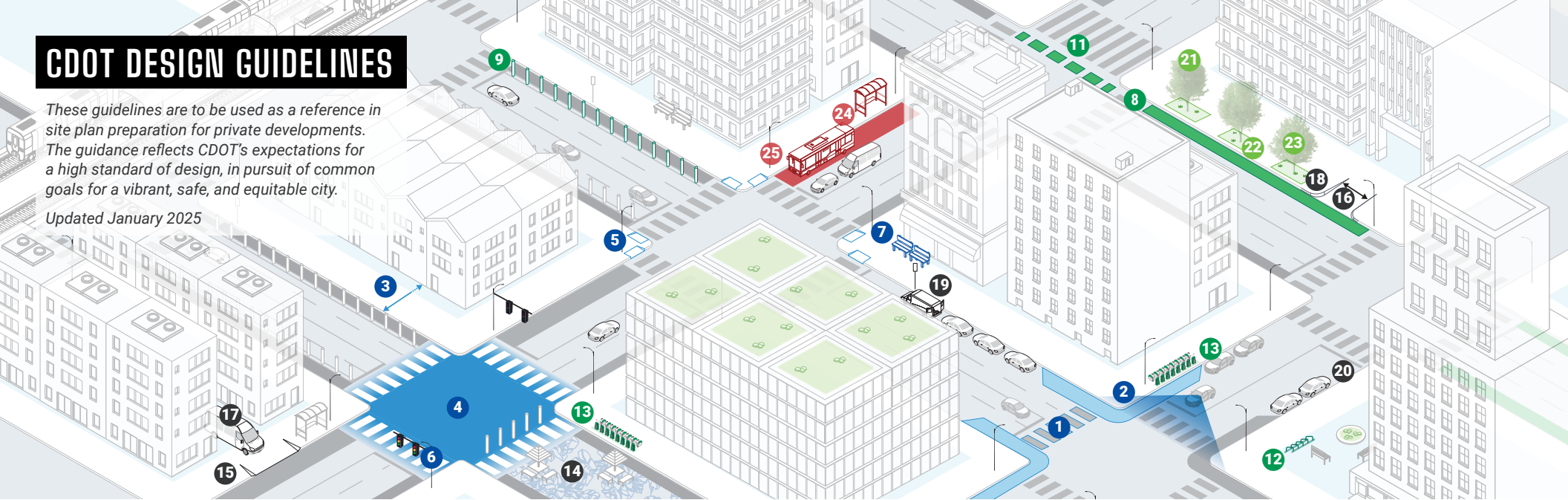


CDOT DESIGN GUIDELINES

These guidelines are to be used as a reference in site plan preparation for private developments. The guidance reflects CDOT's expectations for a high standard of design, in pursuit of common goals for a vibrant, safe, and equitable city.

Updated January 2025



PEDESTRIAN MOBILITY

- 1 Shorten crossing distances by installing curb extensions or median refuge islands.
- 2 Improve visibility at intersections and driveways by including daylighting measures and avoiding landscaping/signage obstructions
- 3 Increase sidewalk width by providing building setbacks or narrowing the street.
- 4 Slow vehicular traffic and improve pedestrian visibility with raised crosswalks and intersections.
- 5 Construct ADA ramps on the subject property, as well as companion ramps on opposite corners.
- 6 Install Pedestrian Countdown and Accessible Pedestrian Signal equipment at signals if not already present.
- 7 Public Way Use permits through the Department of Business Affairs and Consumer Protection (BACP) are required for street furniture (sidewalk cafes, benches, etc.).

CYCLIST MOBILITY

- 8 Add facilities where gaps exist in the network.
- 9 Upgrade existing facilities to curb protected or sidewalks level if not already present.
- 10 Extend improvements beyond the site limits to connect to existing facilities.
- 11 Add green MMA at conflict points such as driveways and intersections.
- 12 Provide on-street and off-street bike parking
- 13 Add Divvy stations where gaps in the network exist

URBAN FORESTRY

- 21 Parkway trees should be planted every 25'.
- 22 Utilize the landscape ordinance for tree pit standards.
- 23 Utilize the landscape ordinance for allowable street tree species.

VEHICULAR MOBILITY

- 14 Limit car dependent uses, especially along transit corridors, bike routes, and P-streets.
- 15 Minimize the total number of curb cuts/driveways.
- 16 Minimize the width of driveways.
- 17 Alley access is preferred, but if street access is used, increase distance from high conflicts areas like intersections.
- 18 Driveways must use a flare design that gives preference to pedestrian movements along the sidewalk.
- 19 Apply for loading/standing zones near building entrances if the use is likely to have curbside activity.
- 20 Minimize off-street parking.

TRANSIT

- 24 Upgrade existing transit stops with treatments such as bus lanes, bus loading bulbs, and general sidewalk improvements.
- 25 Any impacts to existing transit facilities and operations requires CTA coordination.