Cook DuPage Corridor Planning Standards
Approved December 5, 2006

1. Transportation improvements should connect people with potential places of employment and regional activity centers, particularly people who are currently underserved by the transportation system.
   - Provide new or improved flexibility and efficiency of transportation connections between residents and suitable employment opportunities.
   - Preserve, enhance, or increase access to local destinations and key community assets, including:
     - Community and health facilities,
     - Higher education facilities,
     - Lodging,
     - Commercial retail centers,
     - Social service facilities,
     - Active recreational facilities,
     - Entertainment facilities,
     - Cultural amenities,
     - Government facilities,
     - Secondary education facilities,
     - Public or private parks, and
     - Established downtowns.
   - Provide multiple modes of travel that are attractive to intended users in terms of cost, convenience and travel time.
   - Promote _seamless_ mode choices by:
     - Incorporating improvements for more than one mode of travel,
     - Providing efficient connection between modes of travel,
     - Providing for the entire trip, and
     - Including adequate integration-related amenities (such as bike storage on transit or commuter parking).
   - Reduce congestion by promoting convenient and efficient alternatives to local automobile trips.

2. Transportation improvements should be compatible with existing local plans and redevelopment objectives, or result in changes and patterns that are desired by impacted community (-ies).
   - Promote efforts or activities that resolve adverse impacts of the proposed transportation improvement.
   - Support local development or redevelopment efforts that have resulted from a public planning process conducted or updated within the last five years.
• Identify and reduce conflict with current, local community development plans that have resulted from a public planning process.

• Protect or strengthen the visual character and design integrity associated with the existing building stock of established downtowns and neighborhoods through which transportation improvements may pass.

• Respect long established and locally preferred roadway patterns in downtowns and neighborhoods through which transportation improvements may pass.

• Preserve, enhance or expand the existing or planned character of streetscapes along which transportation improvements may pass.

• Incorporate elements of surrounding character (existing or planned) into design of transportation improvements during the planning and design process for preferred transportation system improvements.

3. Transportation improvements should promote and encourage a variety of housing types, including affordable housing.

• Maintain or enhance the current levels of housing diversity and affordable housing units in communities through which improvements pass.

• Incorporate design techniques, modes, or patterns that encourage housing options, diversity and transit oriented development (for example: on-street parking, wide sidewalks, narrow streets, and an area transit station).

4. Transportation improvements should be planned and designed for a diverse set of users.

• Provide new or improved flexibility and efficiency for trips beyond traditional 9:00 a.m. to 5:00 p.m. work hours.

• Improve safety, reliability, understandability, and ease of use of a multi-modal transportation system for all users.

• Include the participation of a diverse set of people that represent a variety of demographic and economic backgrounds in the planning and design process for preferred transportation system improvements.

• Enhance bicycle and pedestrian access and integration within the multi-modal transportation system.