TRANSIT-ORIENTED DEVELOPMENT

Introducing the TOD concept...
Introduction

- **Joseph Moriarty, Principal Planner**  
  Local Planning Division  
  Regional Transportation Authority

- I work for the Regional Transportation Authority (RTA)

- CMAP and the RTA are planning partners  
  Staff Support  
  Funding
What is Transit-Oriented Development?

Moderate to high-density, mixed-use communities generally located within a half-mile radius (ten-minute walk) of a rail or bus station designed to maximize walkability and transit access.
Leverage proximity to existing transit services

• **Robbins Metra Station (Rock Island)**
  Service to and from Downtown Chicago, Joliet, and intermediate stops
  – 18 Inbound trips per weekday (10 on weekends)
  – 18 Outbound trips per weekday (10 on weekends)
  – ~30 minutes to/from Chicago
  – ~40 minutes to/from Joliet

• **Pace Bus Services**
  **Route 359 - Robbins / South Kedzie Avenue**
  – Services north to 95th/Dan Ryan CTA station and south to Homewood
  **Route 385 - 87th-111th-127th**
  – Services north to Midway via Blue Island and west to Rivercrest Shopping Center

• **Improve economic opportunities**
  – Provides links to regional jobs
  – TODs are also employment generators
Building Blocks for Transit-Oriented Development

 ✓ Built on the concept of a walkable neighborhood or village
   - Encourage higher density mixed-use (housing, retail, services, office) within ¼ to ½ mile of the transit station
   - Range of housing types: apartments, townhomes, row houses, two-flats, “granny flats,” and single family homes

 ✓ Cluster local destinations
   - Retail/shopping
   - Senior housing and services
   - Other community destinations

 ✓ Public realm
   - Public places, civic space, parks, and plazas

 ✓ Pedestrian connections and linkages
   - Walk
   - Bike
Key Component: Accessibility to Transit

✓ Provide for continuous walkable and bikeable connections to transit
✓ Design for intermodal transfer connections (rail to bus and bus to bus)
✓ Station/bus hub amenities - small retail storefronts, wayfinding, passenger information displays, bike storage
Housing
Mixed Uses: Retail, Office, and Housing
Walking connections and linkages
Public Realm
Creating a sense of place
What are the benefits of Transit-Oriented Development?

- **For residents TOD provides choices...**
  - Promotes a car-light or car-free lifestyle
  - **Affordable Housing Option**
    - Increases disposable household income
    - By using transit driving costs are reduced or eliminated
    - Estimates show a savings of $5,000 to $9,000 per year
  - Designed at a walk-scale
    - Walk to work, stores, parks, schools, and **transit**
    - Important for mobility-limited, young people and seniors
  - Surveys indicate many prefer to live in walkable communities near transit
    - Affordable starter homes
    - Age in place for seniors
Previous plans

I. Robbins Metra Station Transit-Oriented Development Study (2002)

Implementation Elements:
- Senior living facility (2004)
- New Metra Parking Lot (2012)

Issues Identified:
Flooding/wetlands northwest of Robbins Metra station

II. Robbins Pedestrian Access Improvement Plan (2012)

Recommendations: Access Improvements
- Crosswalks
- Pedestrian refuges
- Sidewalk and bike path connections
- Bike parking
- Wayfinding and signage
Next Steps

- Assess Existing Conditions
- Market Assessment
- Public Outreach/Listening Sessions
- Community Planning Workshops
- TOD District Plan