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REGIONAL SURVEY OF TOD RESIDENTS

CMAP Housing Committee

April 16, 2015

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PRESENTATION OVERVIEW

- Who is the RTA?
- The Survey: Why, How, When and Where
- Respondent Demographics
- Respondents Trends
- What we Learned
- Recommendations

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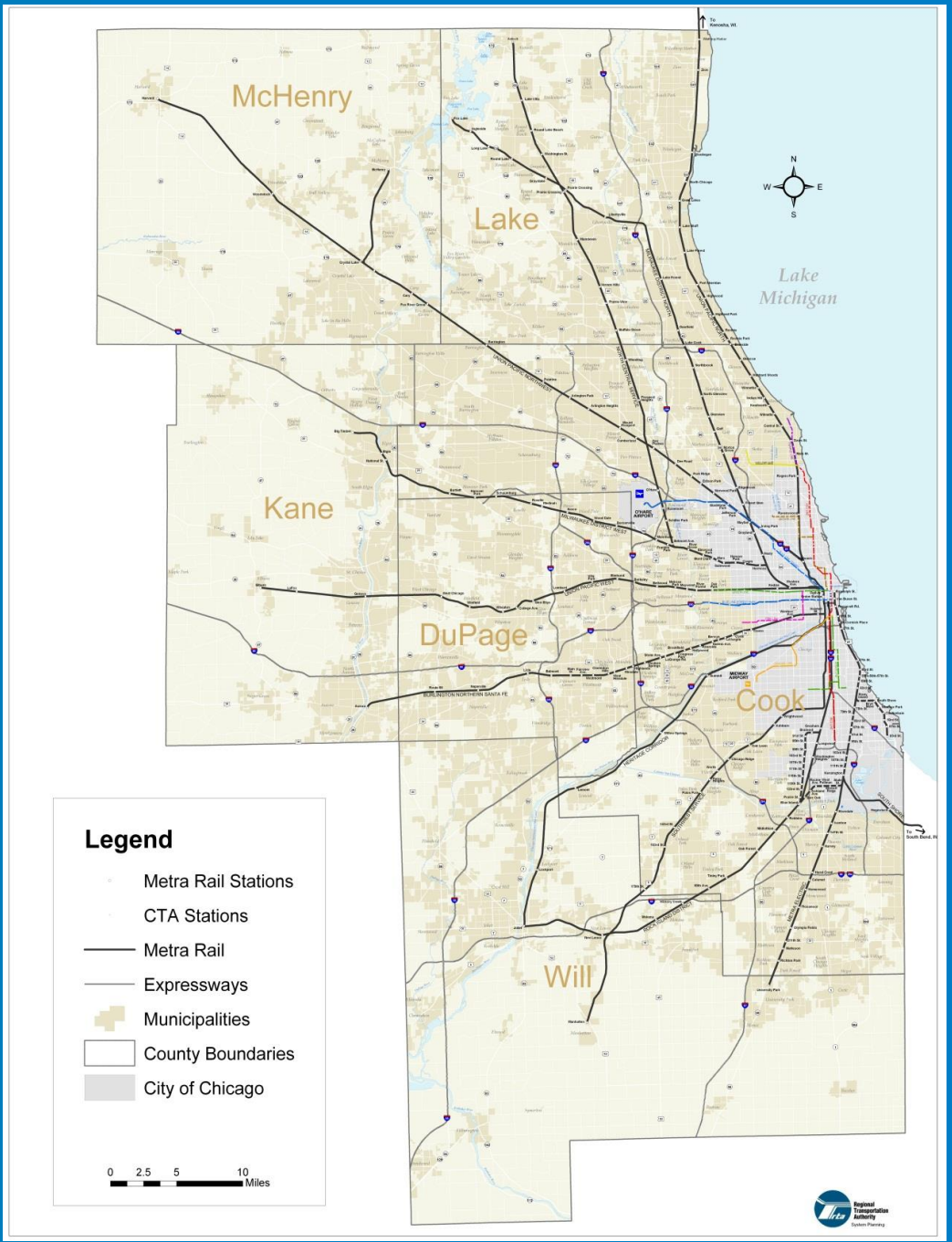

RTA Region

- 3rd Largest Transit System in North America
- 3,700 Square Mile Area
- 6 Counties Including Chicago
- Population of 8.3 Million
- 2 Million Daily Trips
- 145 Heavy Rail Stations
- 240 Commuter Rail Stations
- $36 Billion in Assets

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OVERVIEW OF RTA

RTA
Regional Planning,
Oversight,
and Funding

CTA
Chicago
Rail & Bus

Metra
Commuter Rail

Pace
Suburban Bus
ADA Paratransit

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WHY DO A SURVEY?

- Need for Local Data
- Demographics of TOD Residents
- Does living near transit influence travel habits?
- Motivating Factors for Residents to Move
- Lifestyle Changes of TOD Area Residents

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SURVEY HOW & WHEN

- ½ Mile Radius Around 14 Suburban Station Areas
- 37,980 Households
- 665 Responses
- High, Medium and Lower Development
- 32 Online Questions: "Before living in TOD Area" and "Living in TOD Area"

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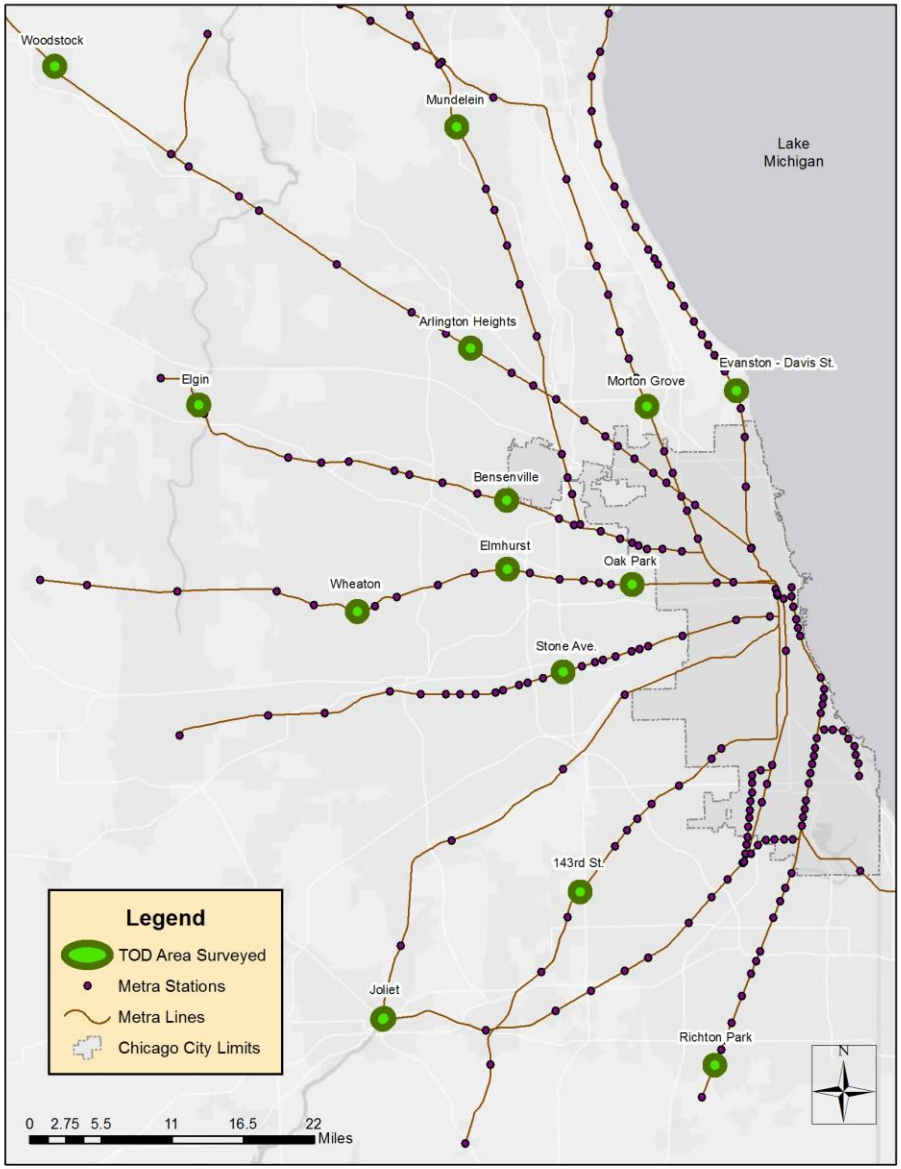
WHERE WE SURVEYED



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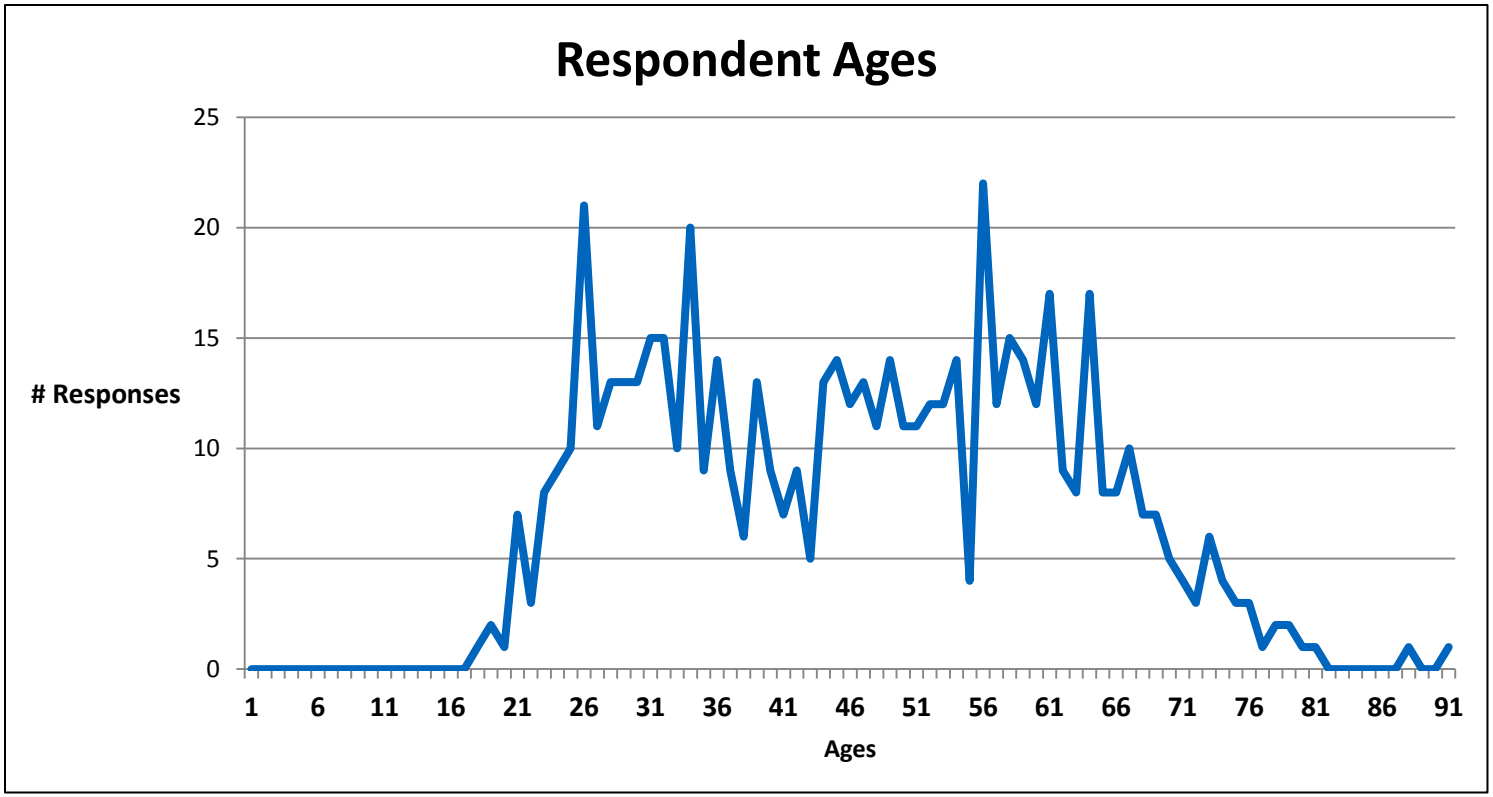
RESPONDENT DEMOGRAPHICS

Millennials and Baby Boomers

Average Respondent Age = 48 (Regional Avg. = 37)



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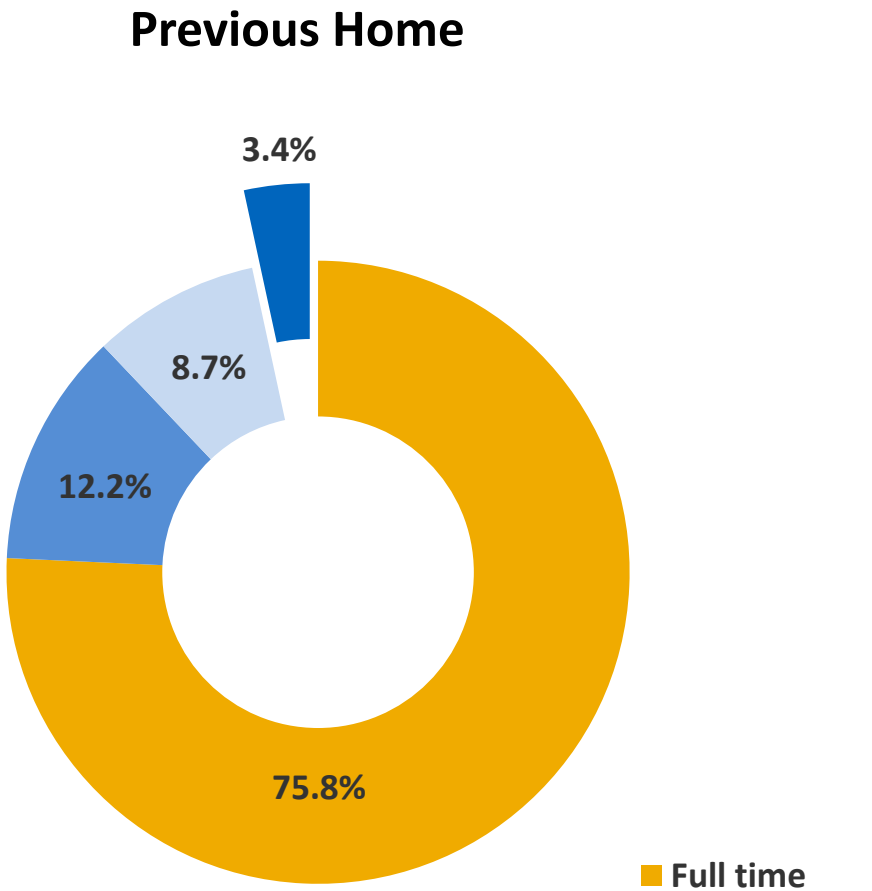
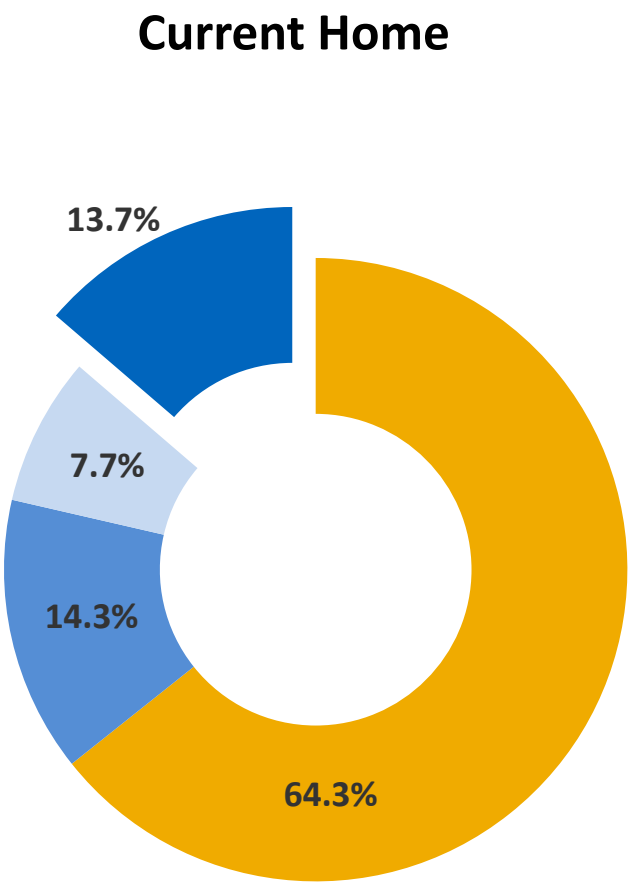
CHANGE IN WORK STATUS





- Full time
- Part time
- Not Working
- Retired

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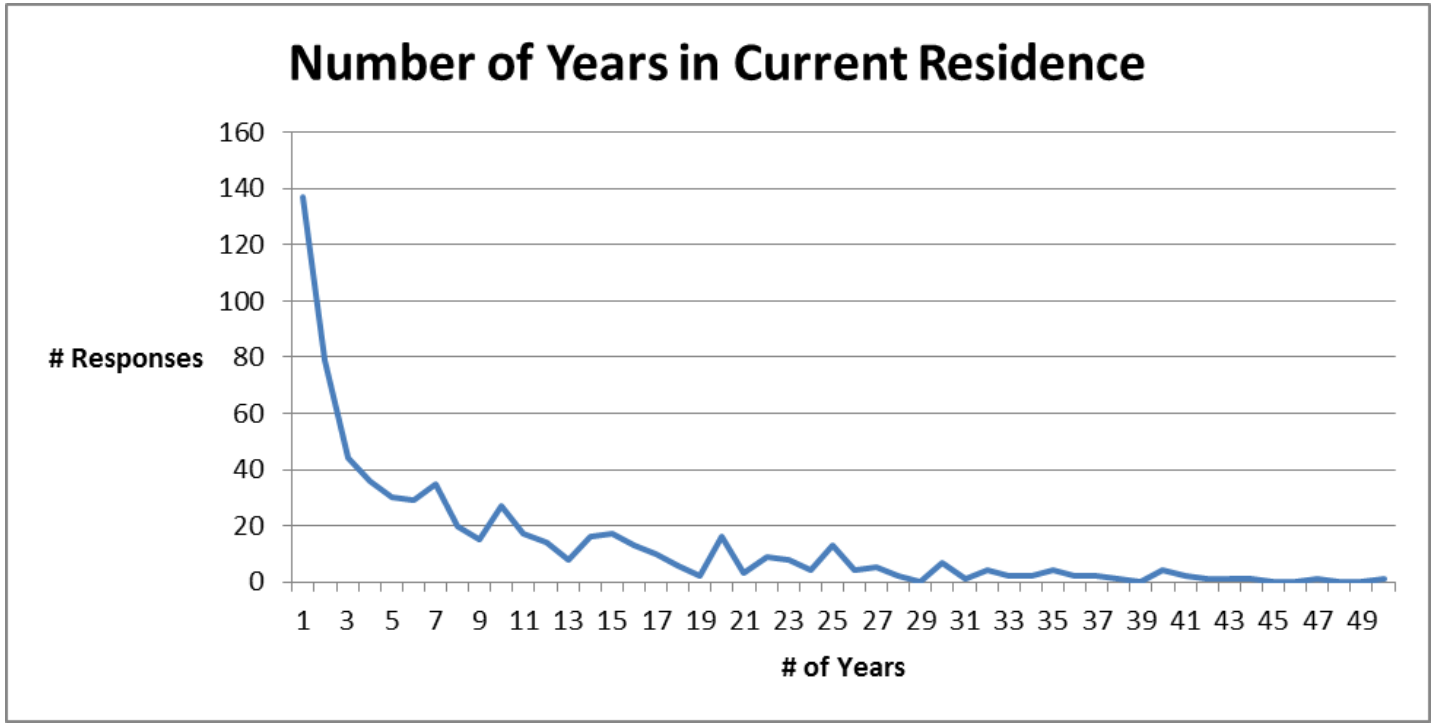
NUMBER OF YEARS RESPONDENTS HAVE LIVED IN CURRENT HOME



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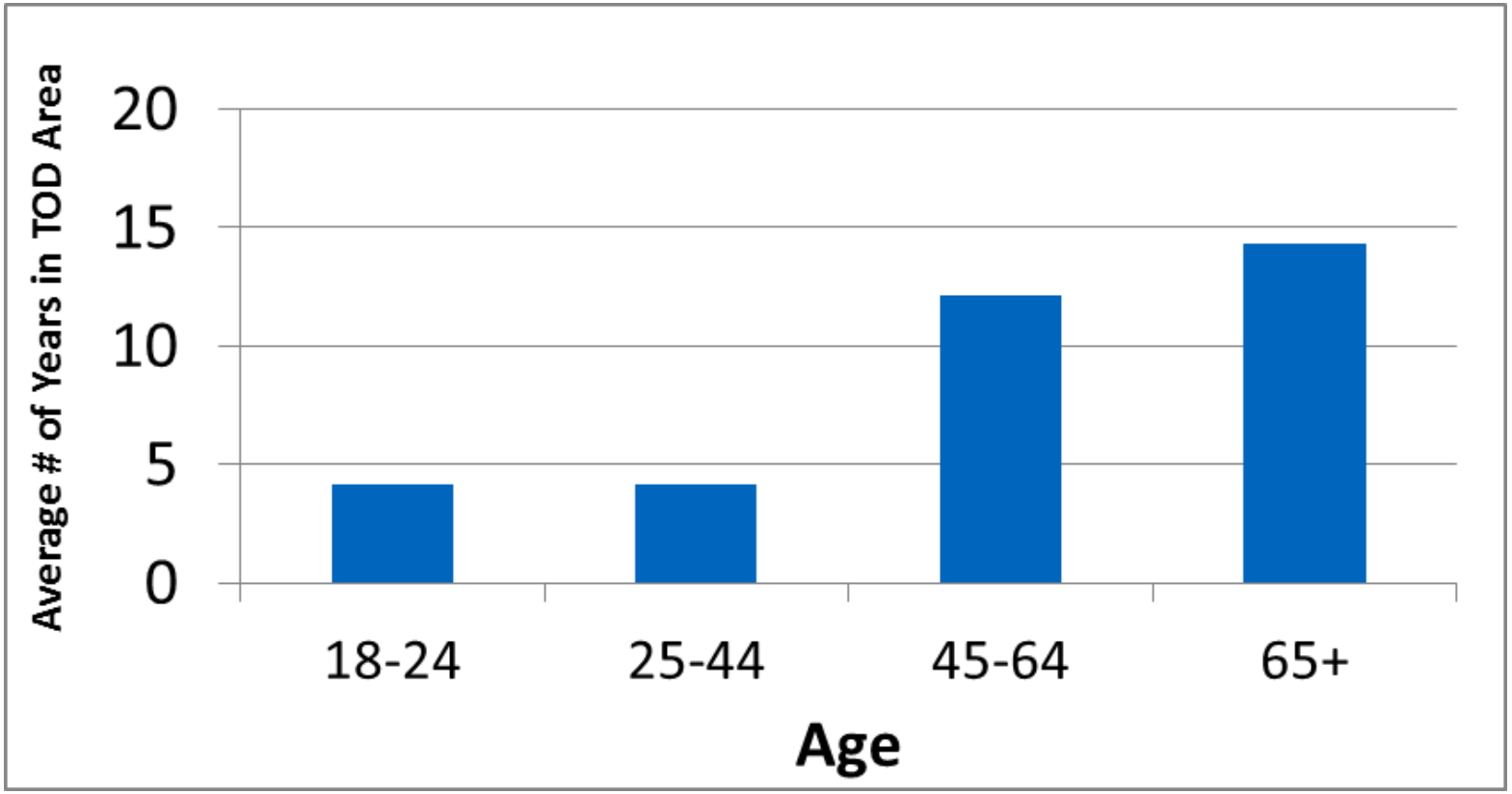
AVERAGE YEARS IN TOD AREA



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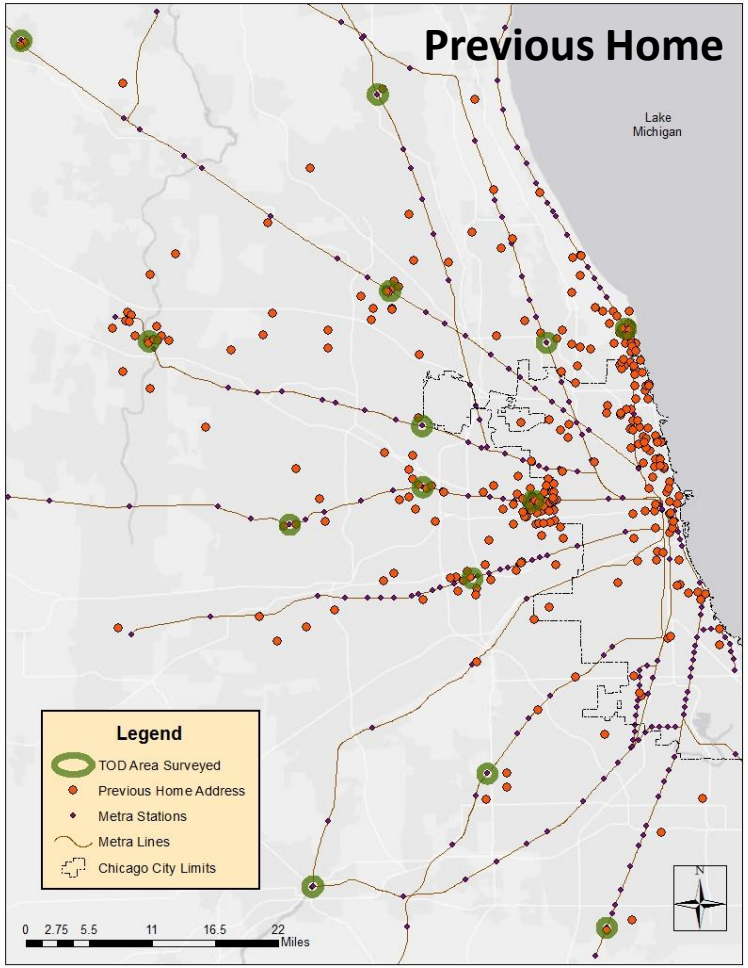
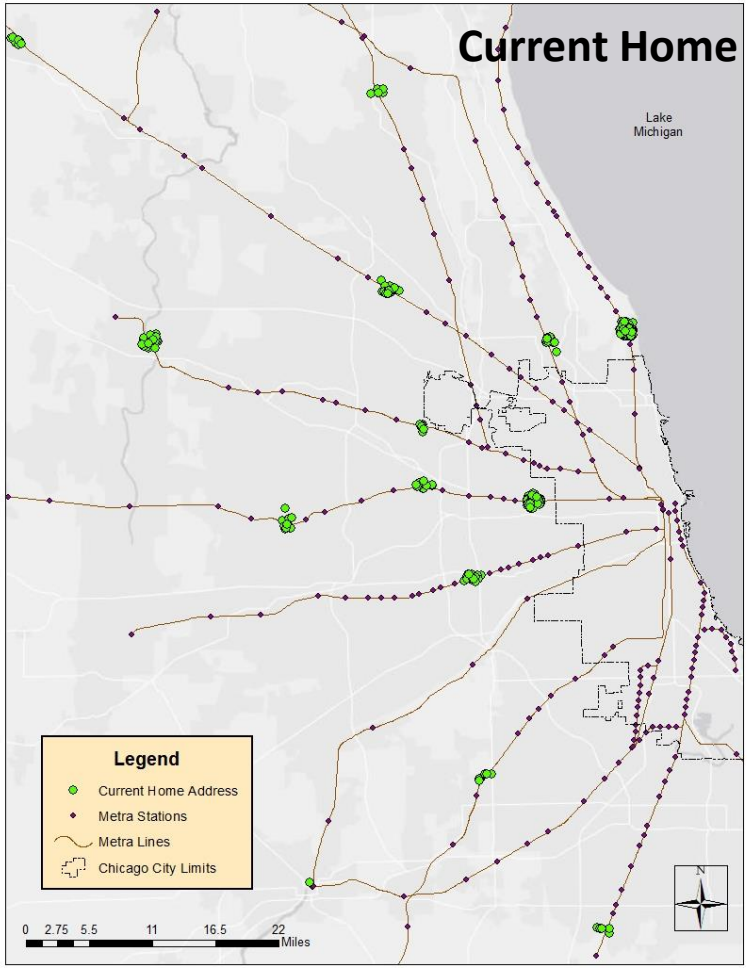
REGIONAL MOVEMENT PATTERNS





1 in 3 respondents moved to a TOD area from a non-TOD area

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REASONS RESPONDENTS SELECTED CURRENT NEIGHBORHOOD

1. Safety
2. Close to Transit Service
3. Can Walk to Destinations
4. Shops/Services Nearby
5. Less Dependent on a Car

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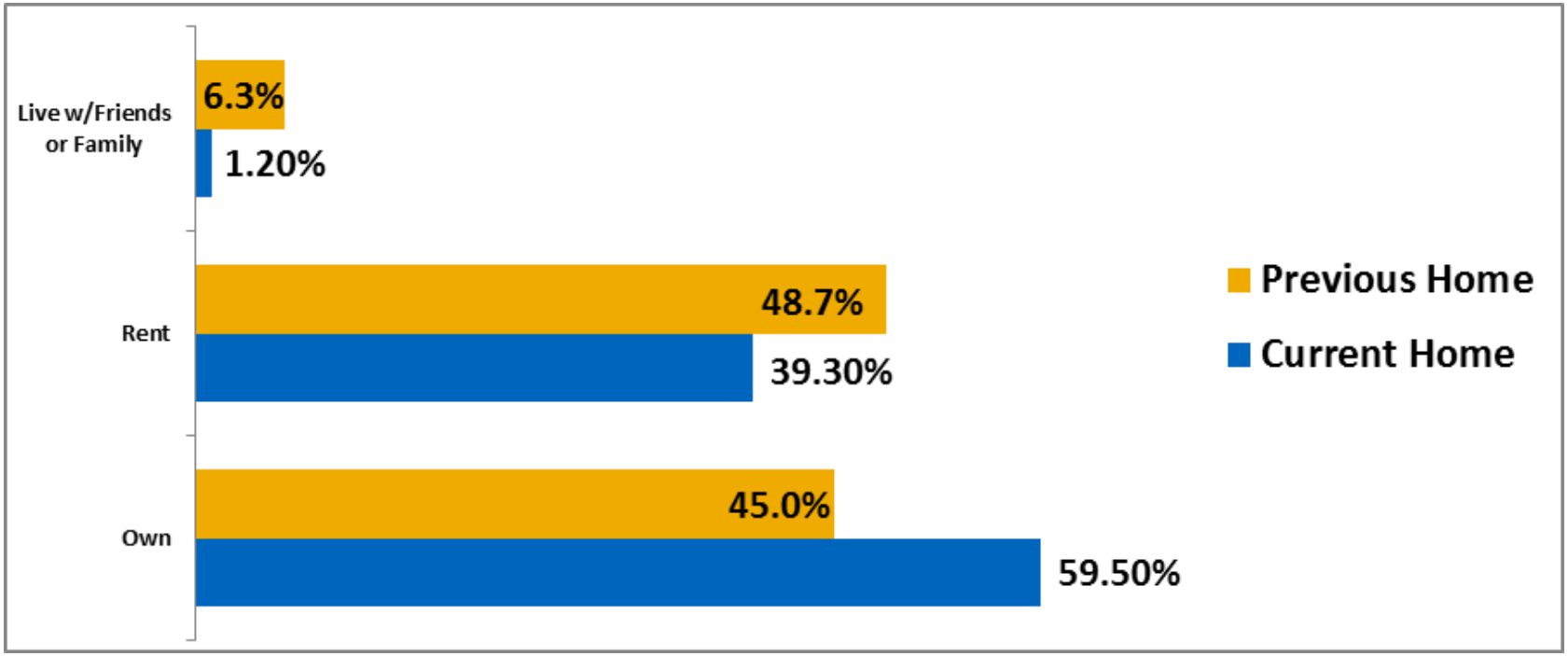
CHANGE IN RENT VS OWN



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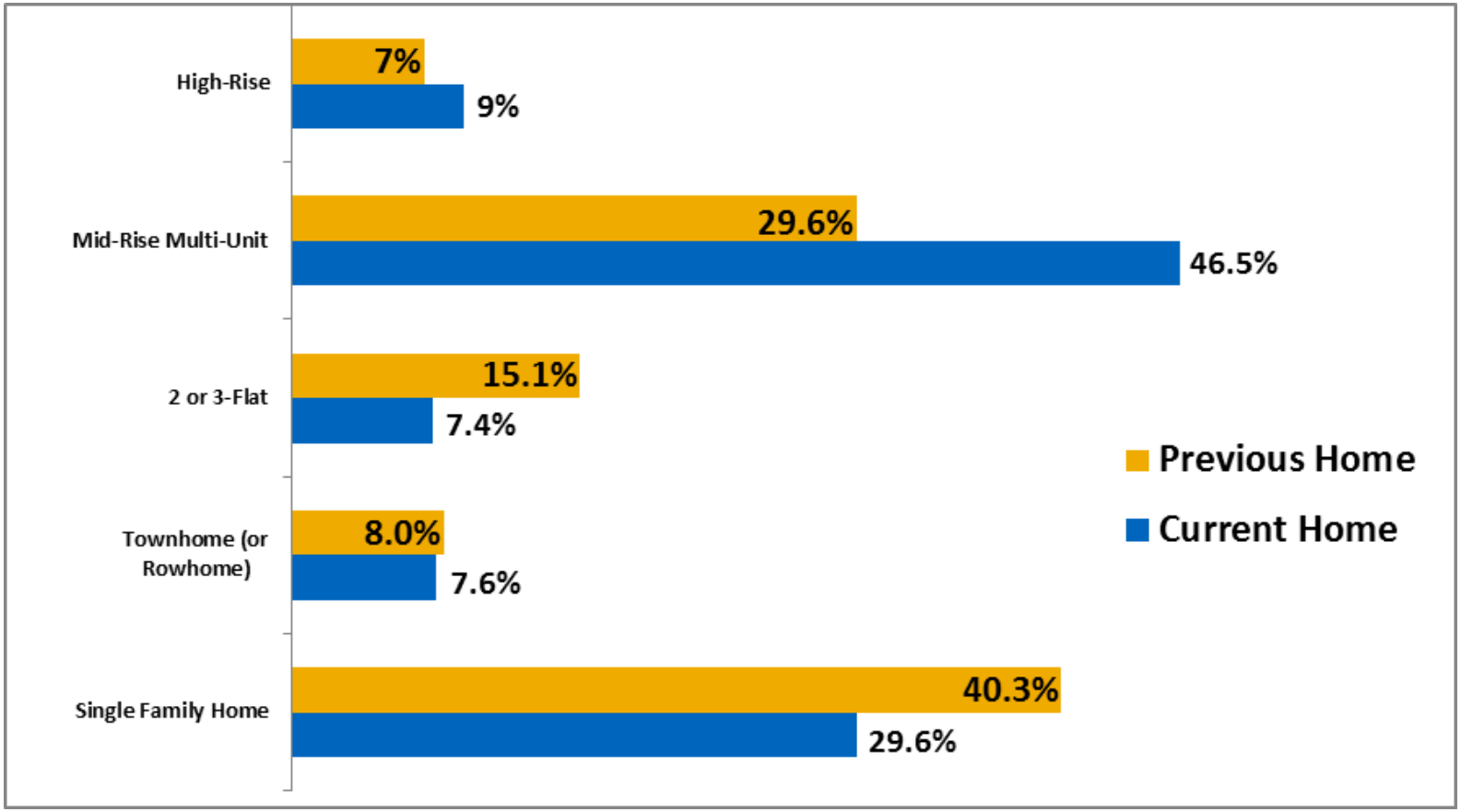
CHANGE IN BUILDING TYPE



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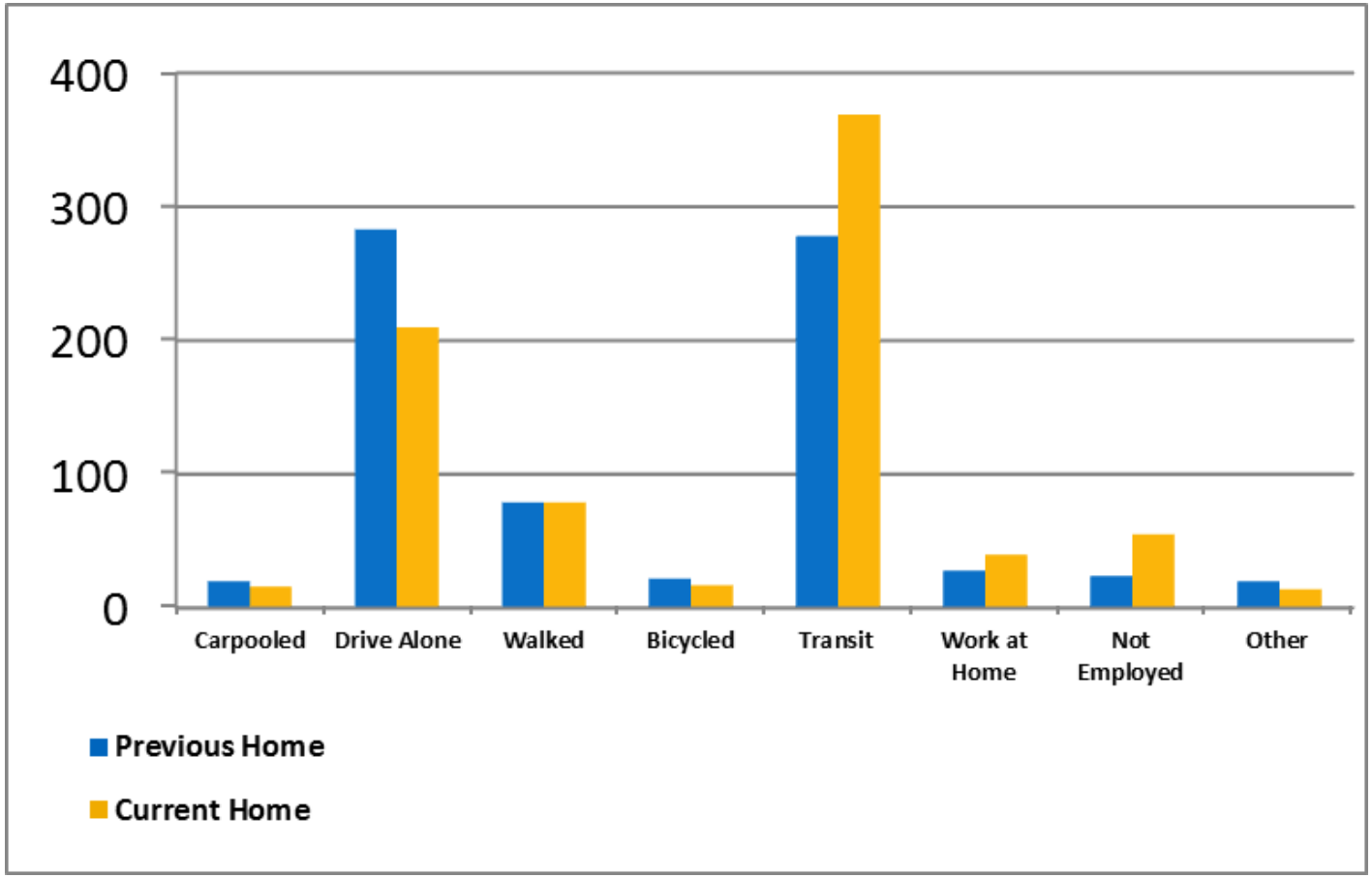
CHANGE IN COMMUTE MODE



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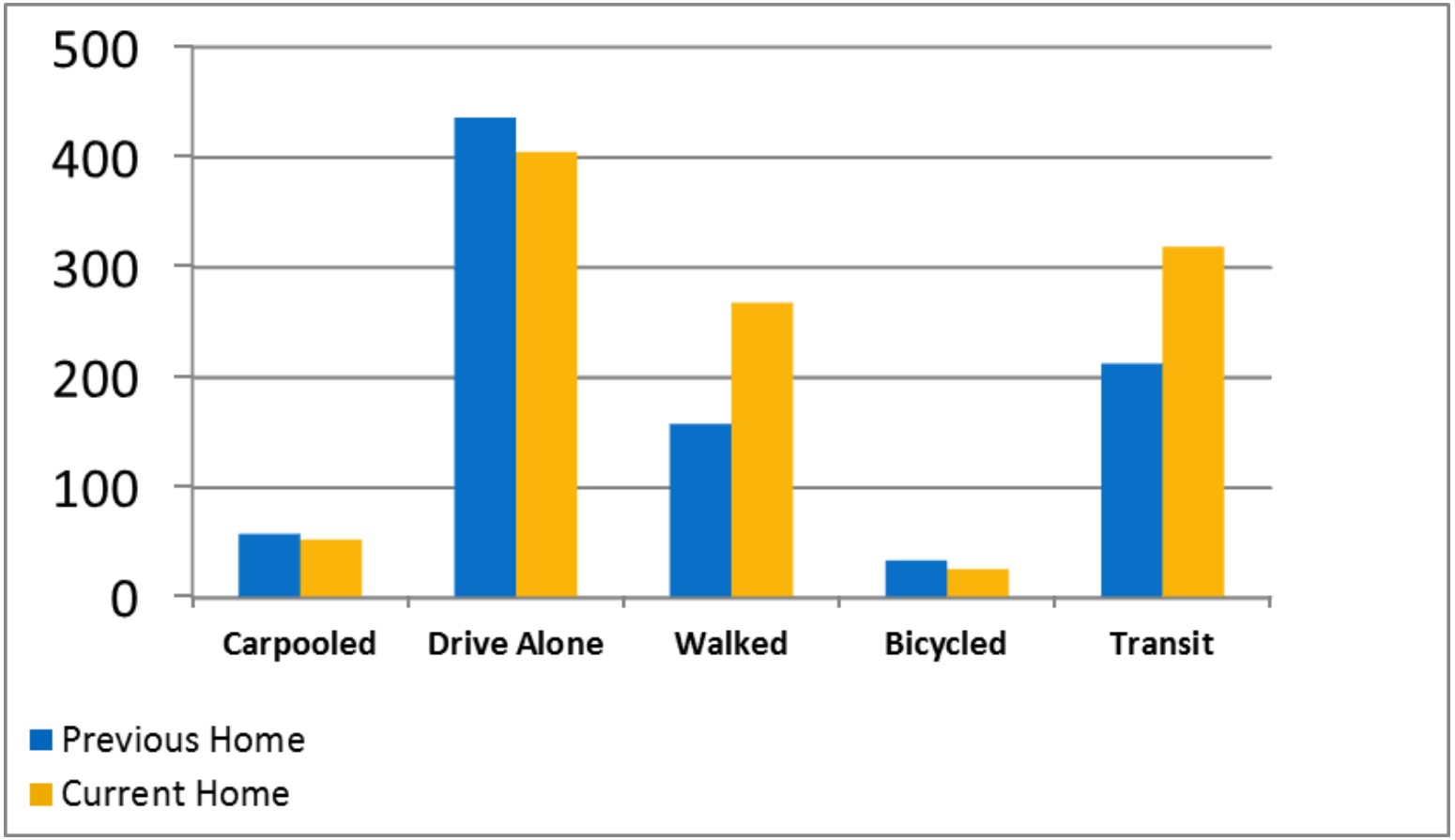
CHANGE IN NON-COMMUTE MODE



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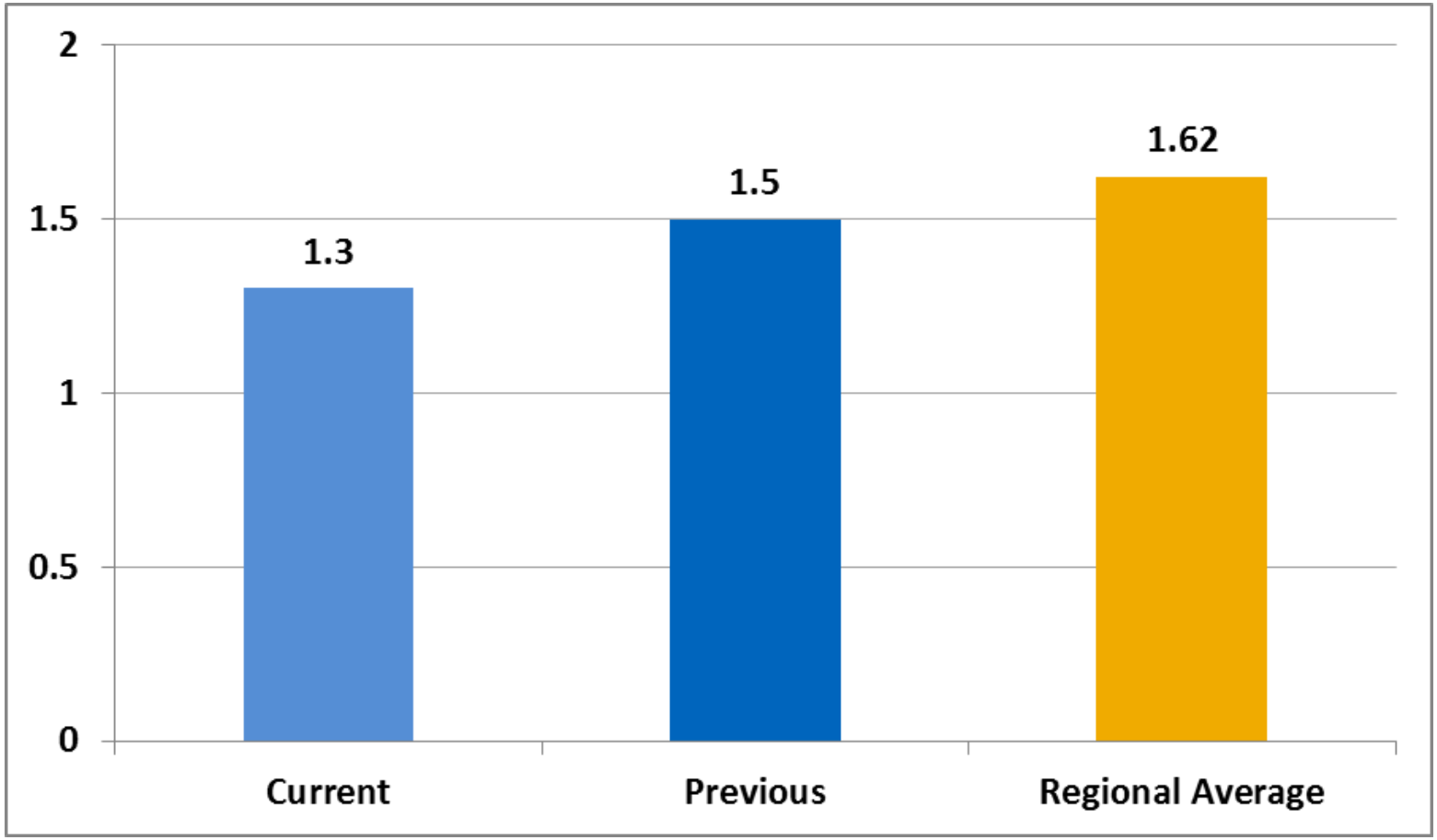
CHANGE IN VEHICLE OWNERSHIP



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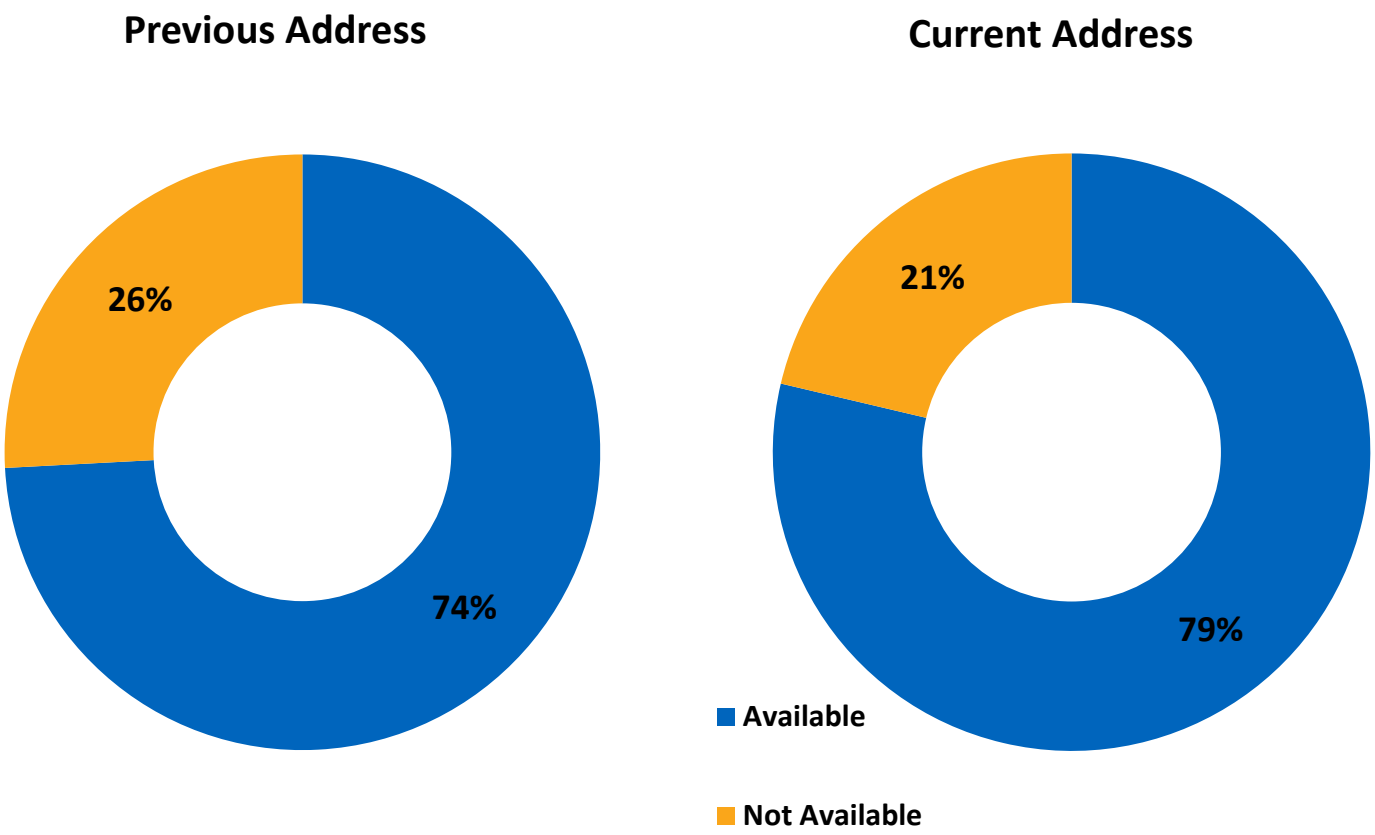
OFF-STREET PARKING AVAILABILITY



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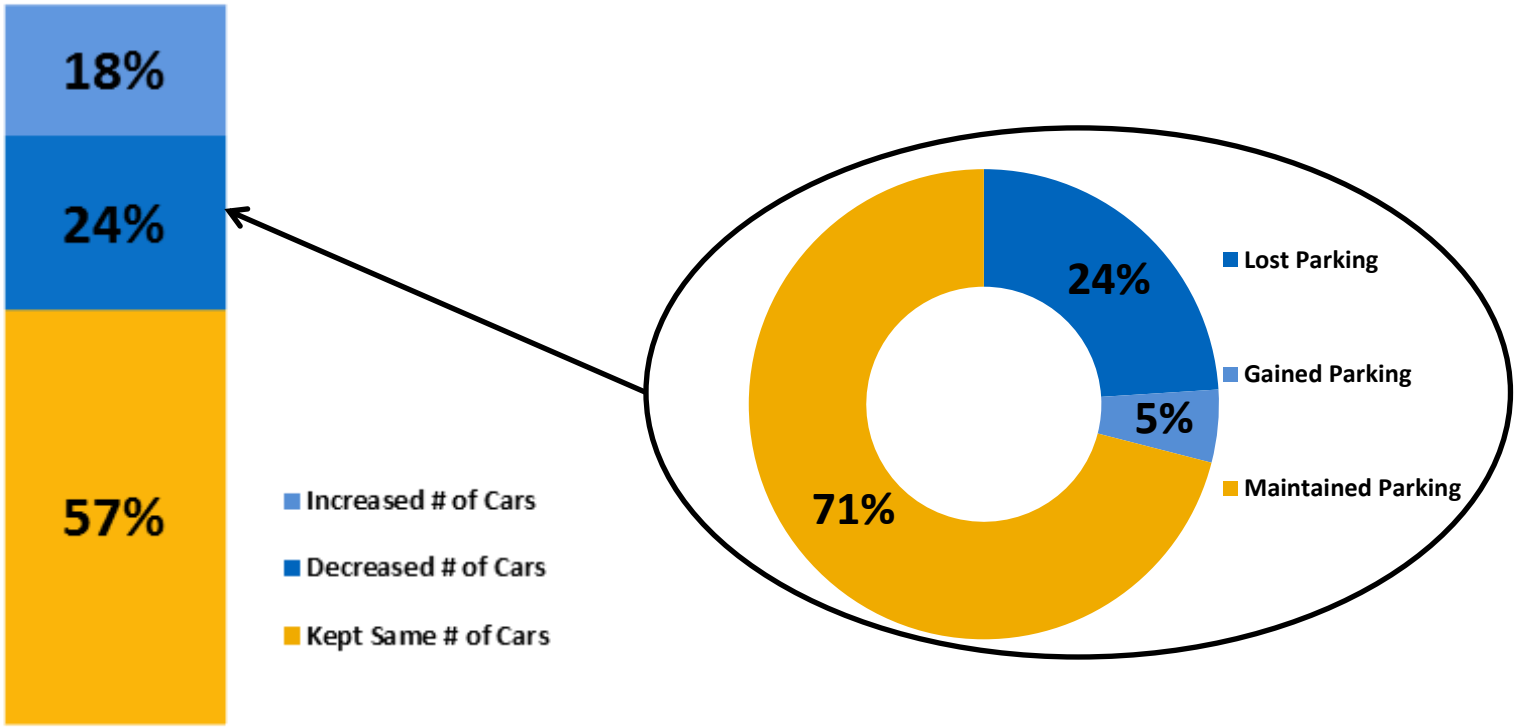
AUTO-OWNERSHIP VS. PARKING AVAILABILITY

RESPONDENTS WHO DECREASED THE # OF CARS OWNED AFTER MOVING



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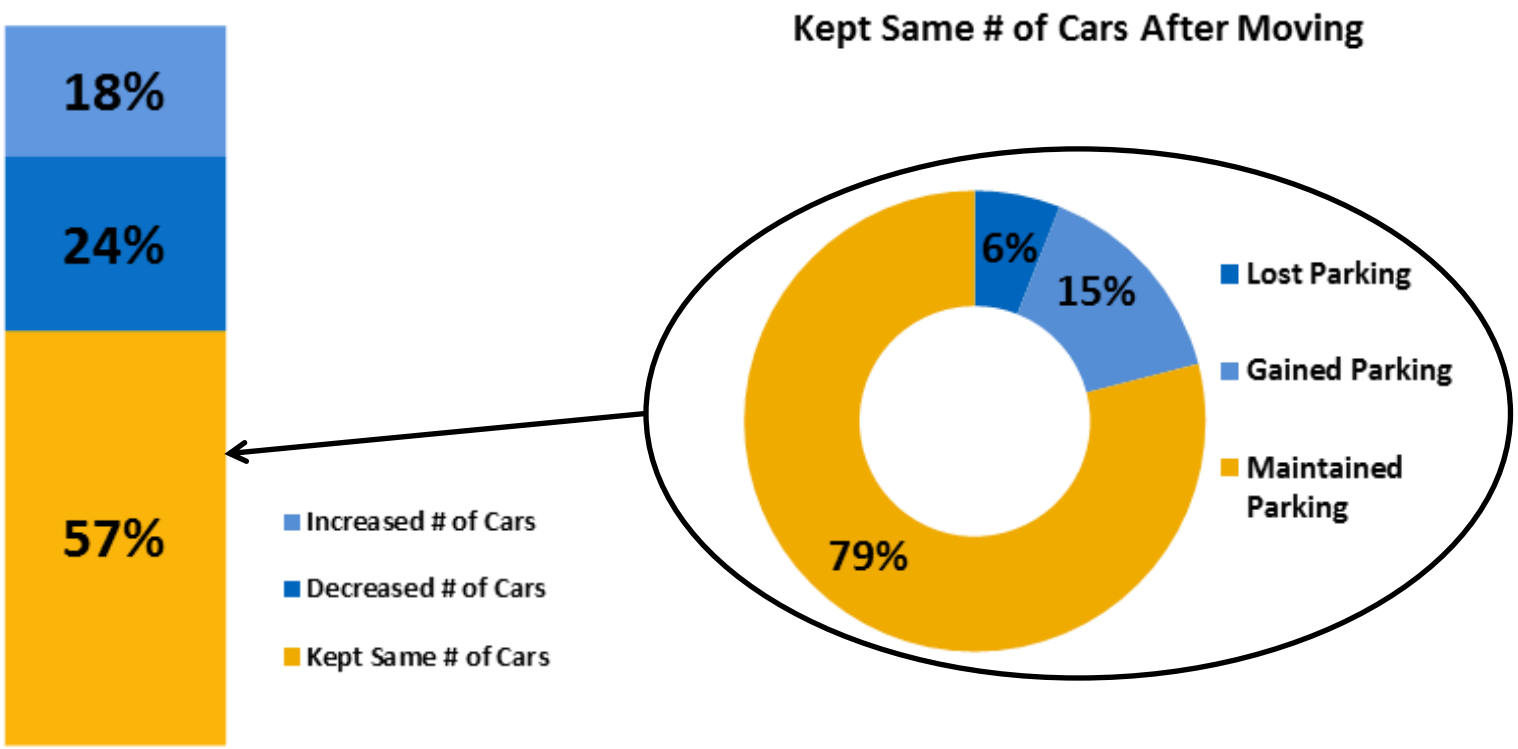
AUTO-OWNERSHIP VS. PARKING AVAILABILITY

RESPONDENTS WHO KEPT THE SAME # OF CARS OWNED AFTER MOVING



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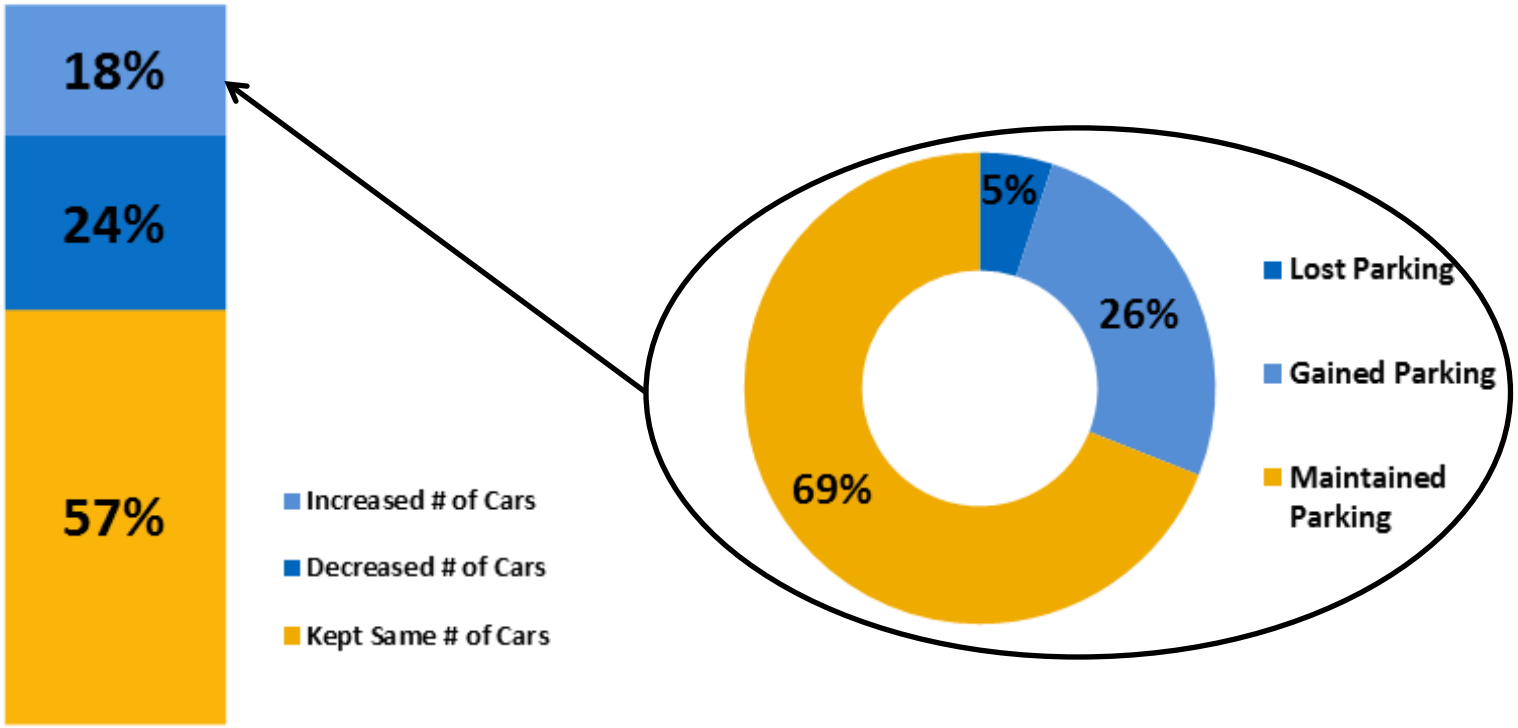
AUTO-OWNERSHIP VS. PARKING AVAILABILITY

RESPONDENTS WHO INCREASED THE # OF CARS OWNED AFTER MOVING



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WHAT WE LEARNED

- Confirmed Why TODs are Attractive
- Commute & Non-Commute Mode Shifts
- Car Ownership Trended Down; Parking Availability Increased
- Change in Building Type in TODs
- Retirees Choosing TODs

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RECOMMENDATIONS

- Additional Focus on Including Neighborhood Amenities
- Further Invest in and Improve Walkability, Safety and Pedestrian Access to Transit
- Improve TOD Marketing Efforts
- Right-Size Residential Parking
- Encourage Employers to be Transit-Supportive

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THANK YOU!

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FURTHER RESEARCH

- Parking Utilization
- Shifts in Commute Mode
- Commuter Rail Ridership Analysis
- TOD vs. Non-TOD Area Analysis
- Business Location Data Collection

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COMMUNITY PLANNING PROGRAM

Eligible Applicants

- Local Governments in Six-County Region
- Transit Service Providers

Planning Projects

- Transit-Oriented Development Plans
- Corridor, Sub-regional and Local Improvement Plans

Implementation Projects

- TOD Zoning Code Updates
- TOD Developer Discussion Panels
- Pedestrian Access Improvement Recommendations

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