

TRANSIT-ORIENTED DEVELOPMENT

Introducing the TOD concept...



MOVING YOU

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

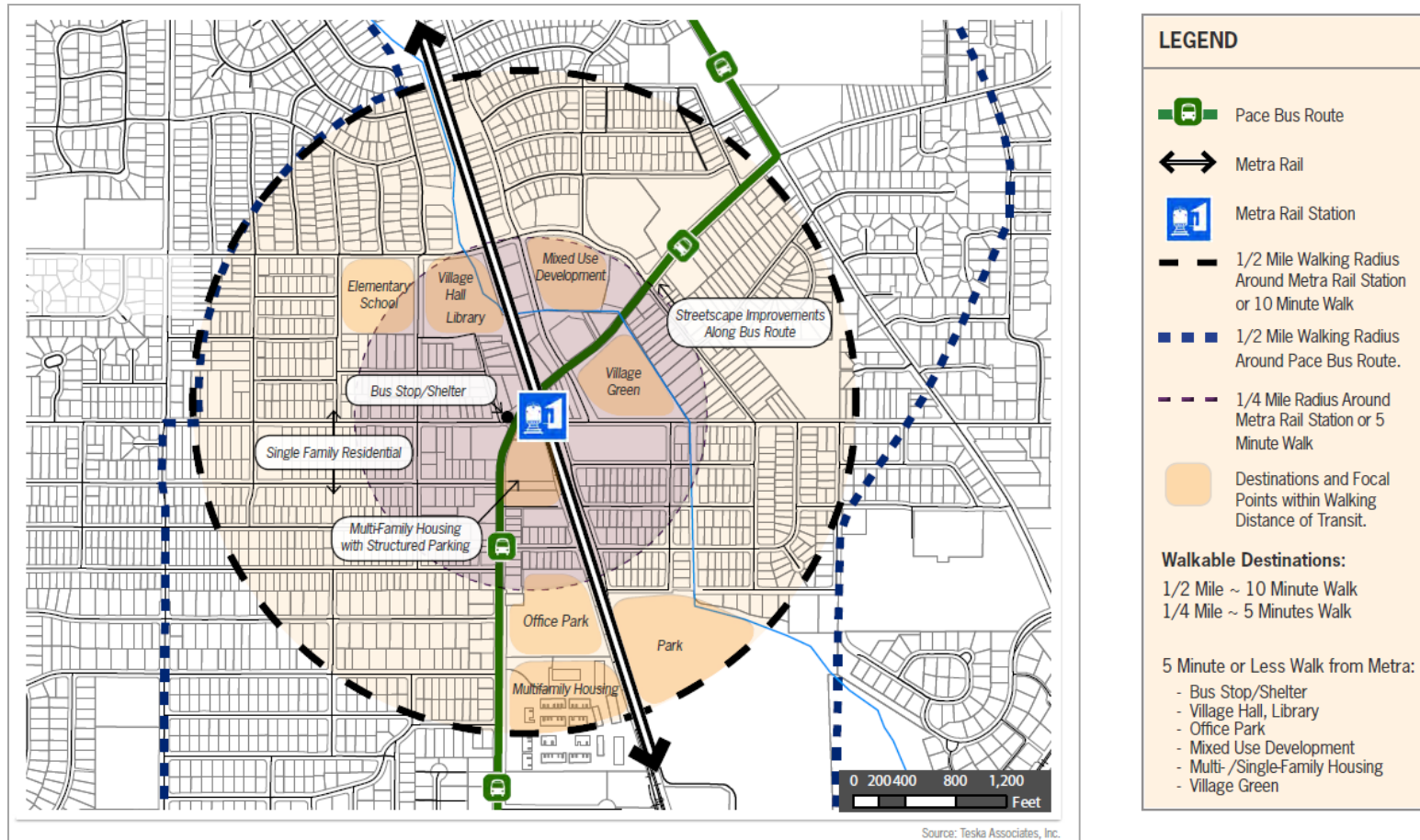
Building Blocks for Transit-Oriented Development

- ✓ **Built on the concept of a walkable neighborhood or village**
 - Encourage higher density mixed-use (housing, retail, services, office) within $\frac{1}{4}$ to $\frac{1}{2}$ 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

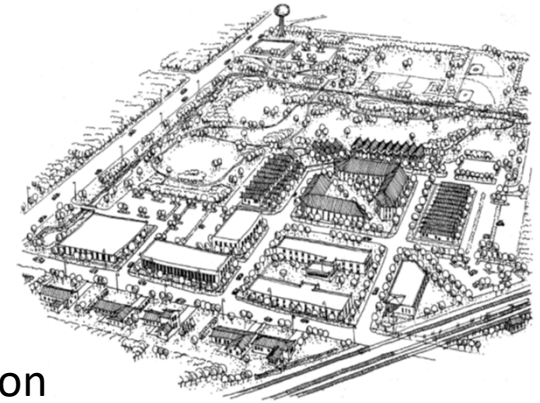
I. Robbins Metra Station Transit-Oriented Development Study (2002)

Implementation Elements:

- Senior living facility (2004)
- New Robbins Station and Platforms (2006)
- 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