WHAT IS THE RTA?

The Regional Transportation Authority (RTA) is the unit of local government charged with regional financial and budgetary oversight, funding and transit planning for the Chicago Transit Authority (CTA), Metra and Pace bus and Pace Americans with Disabilities Act (ADA) Paratransit Service (also known as the Service Boards). The RTA region’s system provides more than two million rides each weekday on bus and rail services in Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

The region’s system covers approximately 3,700 square miles and serves approximately 8.4 million residents. The RTA also provides rider services, including online and telephone travel planning assistance and travel training for seniors and people with disabilities. The RTA’s regional system is the second largest transit system in the country by passenger miles traveled, behind only New York, and the third largest in the country by ridership, behind only New York and Los Angeles. For 30 years, the RTA has provided dynamic transit leadership by meeting the changing needs of the region’s transit riders and ensuring balanced RTA and Service Board budgets. For more information, visit RTACHicago.org.
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Multi-modal transit
SUPPORTING TRANSIT THROUGH LAND USE DEVELOPMENT

The Chicago region continues to experience a growing demand for dense, mixed use communities that are in close proximity to public transportation. This phenomenon, known as transit-oriented development (TOD), supports increased transit service and promotes more sustainable ways of living. The RTA is not only an advocate for it, but also provides technical and financial assistance to those local governments that are planning for and implementing such transit-supportive developments.

The 2016 Community Planning Program Implementation Report provides an overview on the RTA’s efforts to promote TOD projects. It primarily focuses on the impacts the agency has had in 2015 on shaping land uses in local communities so that they are better integrated with the regional transit system.

This report tracks actual TOD projects under development in the year and also reported on recent TOD-supportive policy changes and infrastructural improvements. This marks the second year that the RTA has gathered and analyzed such information.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

More and more people are limiting their dependence on the automobile by walking, biking, and using public transportation to travel. These individuals are also choosing to reside in TOD communities to better accommodate their lifestyles. As previously mentioned, TOD communities are moderate to high density, mixed use neighborhoods generally located within a half-mile radius (ten-minute walk) of a rail or bus station. Such areas offer a variety of amenities within a short distance of one another, increase transit ridership, and preserve open space by promoting a more compact style of development.

TOD communities are also intended to maximize walkability and provide residents with increased mobility by enhancing access to transit stations with infrastructural components that accommodate both pedestrians as well as bicyclists, like wider sidewalks and dedicated bike lanes.

Despite the common characteristics found at most TOD areas, they can vary based on location and market demand. Some developments may include a mix of housing options with retail stores near a commuter rail facility while others might integrate employment centers with commercial outlets by a bus stop.

Overall, they are designed to precisely fit the character and meet the needs of a particular neighborhood.

Dense housing units near the Palatine Metra station
BENEFITS OF TRANSIT-ORIENTED DEVELOPMENT

STRENGTHENS TRANSIT SYSTEMS
As more people live near transit, the system will experience a rise in ridership.\(^\text{22}\)

DIMINISHES AIR POLLUTION
There are less car trips in compact communities, thus resulting in lower greenhouse gas emissions.\(^\text{18}\)

SUPPORTS HEALTHY LIFESTYLES
The higher rates of walking and biking in TOD areas means the probability of residents having obesity-related diseases diminishes.\(^\text{2}\)

RESULTS IN INFRASTRUCTURE COST SAVINGS
TOD projects enhance existing neighborhoods so there is no need to extend infrastructure.\(^\text{22}\)

IMPROVES SAFETY
By prioritizing the movement of people over cars, the number of traffic fatalities are lower in compact communities.\(^\text{18}\)

CREATES LASTING VALUE
Transit-oriented developments revitalize urban areas meaning more tax revenue for municipalities over time.\(^\text{22}\)

RELIEVES CONGESTION
Most residents are not using cars as their primary means of travel, thus relieving traffic on local roads.\(^\text{18}\)

IMPROVES ACCESS
Transit-supportive projects bring more amenities closer together by including a mix of uses.\(^\text{18}\)

LOWERS CRIME
TOD areas are active places making them less susceptible to crime because they are busy during the day and evening.\(^\text{18}\)
RTA’S LOCAL PLANNING PROGRAMS

The RTA assists communities in strengthening their relationship with the regional transit system through the Community Planning and Access to Transit Improvement programs. The agency also offers plan implementation assistance as an extension of the Community Planning program. Through these endeavors, described in the following section, the RTA is dedicated to helping communities make informed land use decisions that will maximize their transit resources and spur transit-supportive developments within their locality.

COMMUNITY PLANNING PROGRAM

The Community Planning program was established by the RTA in 1998 to support transit-oriented development and improve transit access at the local level. The program explicitly provides funding and technical assistance to communities throughout the region for planning projects that better integrate their land uses with transit.

Eligible applicants include municipalities, counties, townships, councils of government, municipal associations, and transit Service Boards that are located within the RTA’s six-county region.

The entities may apply to the Community Planning program to undertake such projects as devising an approach to manage development near transit stations, figuring out ways to enhance the pedestrian environment at stations, or revising the service of local transit routes. These projects offer a wide array of benefits which range from providing residents with increased mobility options to incorporating various amenities to be in closer proximity to one another.

PROGRAM METRICS

Since the program’s inception, the RTA has worked with 104 different local governments and has utilized $20 million in federal, local, and RTA funds in assisting them. The program has supported 53 transit improvement plans, 75 TOD plans, 4 pedestrian access improvement plans as well as 14 plans that address both TOD and transit improvements.

Each project contributes to the RTA’s goal of “promoting a green, livable, and prosperous region” while also advancing transit ridership.

FIGURE 1 - 188 LOCAL PLANNING PROJECTS FROM 1998-2016

FIGURE 2 - LOCAL PLANNING FUNDING BY SOURCE: TOTAL OF $20,399,254 FROM 1998-2016
ELIGIBLE COMMUNITY PLANNING PROJECTS

PLANNING

- Transit-oriented development (TOD) plans
- Multi-Modal corridor plans
- Transit improvement plans

IMPLEMENTATION

- Zoning code updates
- TOD developer discussion panels
- Pedestrian access improvement plans
- Other innovative implementation approaches
PLANNING IMPLEMENTATION ASSISTANCE

Plans and studies completed through the Community Planning program provide detailed roadmaps for transforming the environments surrounding local transit stations to better support the usage of public transportation.

However, it is the implementation of these projects that provide a real impact on the communities and the regional transit system. The RTA is committed to seeing all completed Community Planning projects become a reality through plan implementation support.

SUPPORTING IMPLEMENTATION

The RTA supports implementation by providing technical assistance to project partners. Such support includes informal assistance where staff works with governmental agencies to search for viable grant opportunities as well as providing advice to local officials on the future direction of a plan.

The program also offers more formal follow-on projects through the Community Planning program. Eligible projects include TOD zoning code updates and TOD developer discussion panels. These endeavors help communities take the first steps towards implementing their previously adopted plans.

TOD ZONING CODE UPDATES

The TOD zoning code updates involve the RTA working with local government staff to assess a community’s current zoning ordinance and then revise those regulations to ensure that they support transit-oriented development. A revised ordinance allows a community to clearly define the standards that dictate its form and character.

This in turn makes the area more attractive to potential developers as there is less of a need for them to seek administrative forms of flexibility, like variances or special use permits, to construct high-quality projects near transit stations. To date, the RTA has completed, or is currently engaged in, 17 zoning code updates.

TOD DEVELOPER DISCUSSION PANELS

Developers bring a realistic outlook to the future of the real estate market. Recognizing this fact, the RTA and Urban Land Institute (ULI) partner together to host TOD developer discussion panels to solicit guidance on the development climate.

These half-day events are intended for those municipalities that have completed a TOD plan, but need additional assistance in drawing TOD projects to their study areas.

The panels involve local government staff engaging with development experts to discuss potential strategies to effectively revitalize several key parcels of land in a community. Morton Grove and Skokie are just a few of the 25 municipalities that have participated in the RTA’s discussion panels.
ACCESS TO TRANSIT IMPROVEMENT PROGRAM

A common recommendation in Community Planning studies is to improve physical access to transit stations, such as sidewalks, crosswalks and bicycle infrastructure. Partner communities have frequently identified a lack of capital funding for infrastructure projects as the biggest obstacle to implementing their plans.

In order to help fill this gap, the RTA established the Access to Transit Improvement program. It began as a pilot study in 2013 with a second program announced in 2015 and the program’s third call for projects is currently underway. The program is explicitly targeted to previous partners of the Community Planning program.

The program provides capital funding for small-scale projects that increase pedestrian and bicycle access to the transit system by leveraging RTA and local funds with federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Projects accepted to the program have received funding for various improvements such as sidewalk connections, crosswalks, pedestrian signal heads, ADA accessible infrastructure, bicycle infrastructure, and bus warming shelters. These improvements promote multi-modal environments near transit, encourage ridership and support transit-oriented development throughout the region.

PROGRAM PERFORMANCE

The RTA issues a call for Access to Transit Improvement projects every other year, in the year prior to the CMAQ deadline for applications. To date, the program has gone through two phases that have funded 15 projects for a total investment of $7.7 million. Approximately $6.2 million came from CMAQ funding while the RTA’s budget accounted for the remaining $1.5 million.

As of fall 2016, three of four projects from the first program phase are near completion. Rolling Meadows, for instance, participated in the program’s first phase and it is nearing completion of two miles of new sidewalks, five crosswalks, and two pedestrian signal heads near its Pace bus stops on Golf Road.

Projects selected in the second phase are primarily in the process of receiving engineering approvals with construction anticipated to begin in 2017. A third phase of projects will be chosen in Fall 2016 ahead of the March 2017 CMAQ deadline.
IMPLEMENTATION PROGRESS

Projects completed through the Community Planning program have all had an impact on the region’s relationship between transit and land use development. Staff has informally tracked these impacts by maintaining an internal database and then sharing that information to the public through quarterly updates to the Regional Transportation Authority Mapping and Statistics (RTAMS) website. Staff also tracks policy implementation efforts and quantifies private investment in TOD by administering an annual survey with previous partners, starting in 2015.

This year’s annual survey was administered in the summer of 2016 to identify plan implementation results and track new developments that occurred 2015. The RTA sent the two-part survey out to the seventy communities that have completed a TOD plan, TOD zoning update, or TOD developer discussion panel through the Community Planning program. This section of the report outlines the results of that survey.

2016 TOD IMPLEMENTATION SURVEY RESULTS

The first part of the survey asked the previous grantees to report on any transit-supportive policy changes or infrastructure improvements that were put in place to support their plan’s recommendations since it was completed and/or adopted.

The second part of the survey had respondents track actual TOD projects that were approved, under construction, or completed in their community during 2015. They were to fill out a spreadsheet by listing any residential, office, commercial, or mixed use developments that are located within their TOD plan’s study area.

Overall, forty-one communities completed the first part of the survey by providing feedback on policy changes and infrastructure improvements. There were fifteen communities that reported on transit-oriented development projects by filling out the spreadsheet in the second part.

These participation rates are comparable to last year’s survey. It should be noted that many of the same communities participated in both the 2014 and 2015 surveys. As a result, not all of the results are mutually exclusive and individual responses can’t be compared with one another.

DEVELOPMENT REGULATION CHANGES

Zoning ordinances and design guidelines dictate the way in which land can be developed in local communities. With that being said, the right set of regulations need to be put in place to allow the construction of walkable mixed use developments near public transportation options.

The responding communities reported a variety of development regulation changes that were made in accordance with the recommendations from their completed TOD projects.
Most of the communities used these methods to streamline the approval process and in turn, make building near local transit more attractive. Nearly 60% of respondents revised their zoning ordinance to be consistent with their TOD plan, 22% created an overlay district within the study area, and over 31% implemented TOD design guidelines for new developments since the adoption or completion of their TOD planning efforts.

**IMPLEMENTATION FUNDING SOURCES**

Most communities establish special funding sources to support the implementation of transit-supportive projects. These mechanisms advance the economic development of their TOD areas by capturing value to reinvest in them.

This year’s survey showed that around 2% of communities authorized the creation of a Business Improvement District (BID) in their study area, over 50% set up a Tax Increment Financing (TIF) district, nearly 5% created a Special Service Area (SSA), and over 7% utilized impact fees since completing their TOD projects with the RTA.

**CIVIC IMPROVEMENTS**

Several communities that responded to this year’s survey reported establishing civic features in their TOD area to generate activity and create gathering spaces for people. Such features include a village hall, community center, public park, town center, public plaza, and/or library.
These places can not only increase patronage for existing businesses, but also be used for public events as well as attract additional economic investment within the community. They furthermore can assist in creating a more dense urban setting by consolidating municipal uses into a more centralized location.

**TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS**

Pedestrian mobility and access to transit are both very important in a TOD area. The TOD projects funded by the RTA recommend transit access improvements, streetscape upgrades, and sometimes other transportation infrastructure enhancements to assist in creating an atmosphere conducive to non-automotive modes of transportation.

The survey reported that 36% communities added bike racks within their study area, over 31% upgraded nearby crosswalks, nearly 10% enhanced local non-commuter parking structures, 22% improved their surface parking lots, over 53% took on streetscape improvements, 29% underwent a Metra or CTA station rehab, and around 15% constructed bus shelters/concrete pad installations.

**PRIVATE DEVELOPMENT AND INVESTMENT IN THE CHICAGO REGION**

Approximately fifteen of the seventy communities that were eligible to participate in this year’s survey reported actual development projects that were either approved, under construction, or completed during the year. The twenty-eight reported projects included condos, apartment buildings with first floor retail, office centers, commercial establishments, and other similar uses.

Specifically, 36% of these developments were mixed use structures that included residential units and commercial/retail uses. The following page summarizes the TOD projects that were reported throughout the Chicago region.

**FIGURE 7 - TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS**

Number of communities that made the following transportation infrastructure investments in the study area

Several of the same development projects were reported in both the 2014 and 2015 surveys. There were explicitly five projects that went from a status of being approved in 2014 to under construction in 2015. Another five projects went from a status of being under construction in 2014 to complete in 2015. These projects evidence how the implementation of transit-supportive developments is a multi-stage, multi-year process.
TOD IMPLEMENTATION AND INVESTMENT SURVEY RESULTS

28 DEVELOPMENTS REPORTED IN 2015

- Approved: 5
- Under Construction: 13
- Completed: 10
- Percentage of Mixed Use Projects: 36%

NUMBER OF UNITS/SQUARE FOOTAGE (SF) REPORTED IN 2015 AT ALL PHASES OF DEVELOPMENT

- Residential: 1,647 Units
- Commercial/Retail: 294,291 SF
- Office: 107,502 SF
- Miscellaneous (Rehabs): 20,390 SF

TOTAL NUMBER OF COMPLETED DEVELOPMENTS (2014-2015)

- Total Projects Completed: 37
- Total Residential Units: 905 units
- Total Commercial/Retail Square Footage: 47,907 SF
- Total Office Square Footage: 42,000 SF
- Total Miscellaneous (Rehabs): 56,469 SF
TRENDS IN TRANSIT-ORIENTED DEVELOPMENT

The Chicago region experienced a few prominent TOD trends during 2015. These have included local communities revising their regulations to better encourage transit-supportive projects as well as growing attempts throughout the region to make TOD more equitable by making it accessible to people of all income groups. The following section of the report briefly touches upon these trends.

EQUITABLE TOD

In 2015, we saw national and local movements to make communities near transit more inclusive by providing a range of affordable housing options so that all economic groups can benefit from living near public transportation. This movement is referred to as equitable TOD, or eTOD.

The United States Department of Housing and Urban Development (HUD) instituted new rules stating that those communities receiving funding from the agency must now demonstrate how they are using their investments to proactively create neighborhoods with equal access to opportunity, including access to public transit, jobs, quality schools, and grocery stores.

At the local level, the city of Chicago, for instance, amended its Affordable Requirements Ordinance (ARO) to include TOD policies. The Center for Neighborhood Technology (CNT) created the eTOD Social Impact Calculator. The tool was put together to visualize all of the financial, social, and environmental benefits that are associated with eTOD projects. The calculator is targeted at developers working through the predevelopment process of a TOD project as well as affordable housing and social service advocates to help make the case for providing eTOD in a community. CNT hopes that the usage of the calculator will provide the data and justification for more equitable development throughout the region.

REDEFINING LOCAL REGULATIONS

Well-defined zoning codes give developers a clear picture of what is expected as well as hoped for in a TOD area. These regulations are pivotal in attracting development near public transportation by streamlining the approval process for such projects.

The RTA’s survey indicated that since last year 11 additional communities had noted amending their zoning ordinances to be consistent with previously completed TOD plans. The agency has also seen more municipalities applying to the Community Planning program to improve their development guidelines. Specifically, four new municipalities initiated a TOD zoning code update with the RTA in 2015.

Overall, the region’s communities are taking the initiative to enhance their relationships between local land uses and transit.

CHICAGO’S TOD ORDINANCE

The city of Chicago significantly amended its TOD ordinance in 2015. Recognizing the limitations of earlier regulations, the city’s officials revised its transit-supportive guidelines.
which were approved by the City Council in September of that year. The new rules increased the radius of parcels surrounding a train station that could be designated for transit-oriented development.

An initial analysis conducted by the Metropolitan Planning Council (MPC) found that the number of properties benefiting from the increased density allowances more than doubled. Of the city’s total developable area, 13 million square feet of parcels fell within the 2013 TOD guidelines. The new regulations increased that figure to 31 million square feet. In addition, the amendments eliminated the minimum parking requirements within those locations, thus requiring ten times more land in the city to follow the reduced parking measures.

All of this will ultimately allow for denser developments in the imminent future to be constructed in more parts of Chicago as well as make parking less of a priority for those parcels that are in close proximity to transit. So far, there have already been about 30 new TOD projects planned, under construction, or built since the amended ordinance was adopted.

REGIONAL COMMUNITIES UPDATING THEIR ZONING CODES

As mentioned earlier, the RTA had 4 new TOD zoning code update projects begin in 2015. The communities that received plan implementation assistance from the Community Planning program included Brookfield, Forest Park, Highwood, and Evanston.

In the hopes of integrating the land use policies that were set in their 2020 Master Plan with local regulations, Brookfield worked with the RTA to update the development standards in the areas surrounding their three Metra stations. The project, which is nearing adoption, made use of the latest form-based methods as village officials were committed to ensuring that the design of newly constructed buildings will reflect the municipality’s unique character.

The RTA has been working with Forest Park to devise overlay districts for Roosevelt Road and Harlem Avenue, two prominent bus corridors within its municipality. Local officials explicitly want the new regulations to reduce curb-cuts, regulate the form of future structures, address parking, and ultimately enhance the vitality along these thoroughfares. The corridor approach for TOD overlays is unique to the program, and will hopefully serve as an example for corridor zoning projects in the future.

Highwood recently adopted a TOD plan completed through the Community Planning program. The city came back to the RTA for assistance in updating their zoning ordinance to balance the predictability desired by developers with a level of regulatory control that would be needed to achieve high quality development near their Metra station. This was done by incorporating practical design guidelines, using viable approaches to dictate the height and density of future projects as well as altering parking requirements to better fit a TOD area. This zoning code update has been completed and should be adopted by the end of 2016.

Evanston is currently determining how their zoning ordinance should be altered to better reflect the actual supply and demand for parking at private developments within its TOD areas. Recent research has shown that the existing guidelines overstate the actual parking requirements that are necessary for properties near the city’s CTA and Metra stations.

Local officials are trying to revise the local regulations by implementing a citywide parking policy that promotes increased transit usage as well as deters any unnecessary parking from being constructed. Draft amendments to the ordinance are currently being proposed with new regulations being adopted in 2017.

Example of a form-based revision from Brookfield’s zoning code update.
TOD SUCCESS STORIES

The RTA’s Community Planning program has assisted municipalities and agencies throughout the Chicago region to plan in coordination with the local transit systems. Many of these entities have been successful in implementing their planning efforts. The following case studies are some of the program’s recent success stories. They highlight how the agency’s efforts have been able to support transit-oriented development (TOD) and improve transit access at the community level.

MUNDELEIN

In 2003, the RTA assisted the Village of Mundelein with completing a Station Area Plan to better assist them in transforming the underutilized area adjacent to the Metra station into a robust Village center. Its recommendations included creating a civic campus near the station, amending Mundelein’s zoning ordinance to allow for higher densities as well as improving vehicular and pedestrian access around the commuter rail facility.

IMPLEMENTATION HIGHLIGHTS

Mundelein officials began implementing the plan by acquiring roughly 40 acres of land near the station. This was done to accelerate the redevelopment process by consolidating key parcels near the station and marketing them to prospective developers.

The Village also created a new downtown zoning district in 2012 to encourage local transit-oriented development, updated their signage regulations to fit with the plan’s vision, and adopted a new comprehensive plan which included a detailed downtown development section that was based on the RTA’s earlier community planning efforts. Since the completion of the Station Area Plan in 2005, the community’s Metra station has observed a growth in ridership.

The number of boardings went up by 42% from 2002 to 2014. The percentage of people walking or biking to the commuter rail facility also rose by 8% during this same period of time.
Several parcels near the Metra station have been redeveloped in recent years. Two multi-family structures, 300 Anthony Avenue with 84 units and 301 McKinley Avenue with 65 units, were constructed just east of the tracks as part of the Cardinal Square development. Directly northwest of these buildings, a 40 unit affordable housing apartment complex known as Fairhaven Crossing began construction in September 2015.

In addition to these projects, Mundelein, in a public-private partnership with Weston Solutions, built a new Village Hall in 2014 that includes retail and office space.

As part of a larger civic endeavor, the Village also constructed a new right of way, Plaza Circle, which offers access to the station area and includes a central green space. The Village hopes these projects will serve as catalysts for future development along or near the commuter rail line. All of the aforementioned land use changes are illustrated in the corresponding maps.

In October 2015, Mundelein was awarded grant money through the Grade Crossing Protection Fund (GCPF) and the Congestion Mitigation and Air Quality (CMAQ) program to construct a pedestrian overpass to improve access to the Metra station. The overpass will also connect commuters to shops and offices within the Village center. Construction of the overpass is set to begin in 2018.
LA GRANGE

As part of La Grange’s effort to revise their Comprehensive Plan, a detailed analysis of TOD opportunities was completed with assistance with the RTA. It specifically examined the areas immediately surrounding the Village’s two Metra stations. The process was completed in May 2005 and its recommendations have since been utilized to direct development within the Village.

IMPLEMENTATION HIGHLIGHTS

In the last couple years, La Grange has seen a mix of new development occur in its downtown. Numerous national chains as well as local businesses have opened and strengthened the local retail market. A few residential developments have also been constructed in close proximity to the Metra stations.

A 2012 report done by DePaul’s Chaddick Institute for Metropolitan Development named La Grange as one of the top transit-oriented suburbs in Chicago’s metropolitan area. The study noted the range of amenities near local transit, walkable environment, and efficient commute to downtown Chicago as key qualities for the Village’s status as a vibrant place.

There have been several recent efforts to continue enhancing the area. Two residential projects near the La Grange Road station were under construction in 2015.

Uptown La Grange is a 254 unit multi-family complex that is being built on the site of a former YMCA building. The facility closed its doors and was demolished in 2007, but the parcel stood vacant for many years. Located at a prominent intersection within the Village, the new development will thus positively transform the site.

40 S. Ashland is another project being built on the other side of the tracks. The structure will be 5 stories tall and include 17 condominium units. Both projects will increase the number of residents living in downtown La Grange and are scheduled to be completed in early 2017.

Additionally, several improvements have occurred at the Stone Avenue station which is the Village’s other commuter rail facility.

In late 2010, Metra completed a project to upgrade and replace the station’s platforms. The project was followed by an interior and exterior renovation of the historic station building. This was undertaken by
Village officials in partnership with Metra, BNSF Railway, and the West Suburban Mass Transit District. Following the improvements, boardings at the station increased by 4% increase from 2006 to 2014.

In 2012, the RTA also provided assistance to La Grange through a collaborative effort with CMAP and several other local agencies to complete a Pedestrian Access Improvement Study for the Stone Avenue station.

The study recommended ways in which the Village could improve access to the commuter rail facility. They included widening nearby sidewalks, improving ADA accessibility, upgrading crosswalks around the station, installing new bike racks, and incorporating a drop-off area for passengers.

Based on this study and RTA support, La Grange received Congestion Mitigation and Air Quality (CMAQ) grants to provide capital funding for these improvements. The project is expected to be completed within the next several years.
FOR MORE INFORMATION

Visit our website, RTAChicago.org, for more information on the Community Planning Program, and updates on the annual Call for Projects.

The RTA offers the following additional resources on transit-oriented development:

- **TOD Basics & Resources**
  Additional information and resources about TOD.

- **TOD Resident Survey Report**
  Shares results of residents surveyed throughout the Chicago region who live in suburban TOD areas and were asked why they chose to live near transit and if their lifestyles have changed since moving from their previous address.

- **Making Way Access to Transit Guide**
  Developed to encourage and empower municipalities to implement small scale capital access improvements such as the installation of sidewalks and crosswalks near existing transit facilities. Such improvements promote pedestrian mobility and provide added access to transit.

- **Setting the Stage for Transit Guide**
  Local communities can be proactive in creating an environment conducive to transit by conducting transit supportive planning and considering local financial investments to transit service. The Setting the Stage for Transit guide is a resource for municipal officials looking to make their communities more transit-friendly.

- **Streamlining the Entitlement Process for TOD**
  This best practices report that outlines ways to streamline the entitlement (or approval process) for TOD projects.

- **Municipal Funding Opportunities for Transit-Oriented Development**
  This guide includes local, regional, state, federal and private foundation sources available to help implement TOD.

- **Access and Parking Strategies for Transit-Oriented Development - TOD Parking and Access Report**
  This guide is a resource for municipal officials looking for innovative strategies to support multi-modal access to their transit station and TOD area.

- **TOD: The Future of Development**
  This brochure promotes the importance of transit-oriented development.

- **Zoning and TOD**
  This guide outlines the most common types of zoning ordinances and the best practices of each as related to TOD.
REFERENCES & IMAGE CITATIONS
