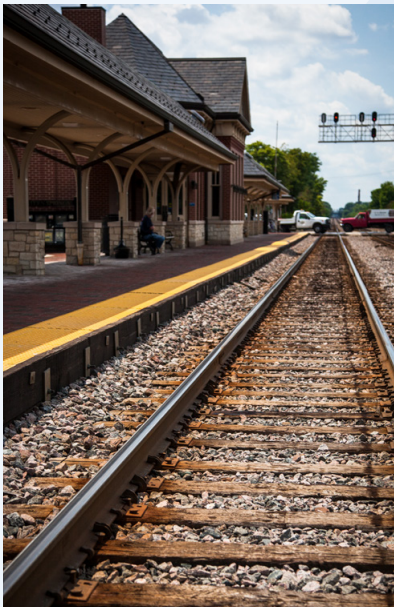


BRINGING TRANSIT HOME



Regional
Transportation
Authority

Community Planning Program
Implementation Report



WHAT IS THE RTA?

The Regional Transportation Authority (RTA) is the only unit of local government charged with regional financial oversight, funding, and transit planning for the Chicago Transit Authority (CTA), Metra and Pace bus and paratransit. Riders take more than two million trips each weekday on the RTA region's transit system in six counties with 7,200 transit route miles throughout Northeastern Illinois. The RTA also provides customer services including online and telephone travel planning assistance and travel training for seniors and people with disabilities. 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 www.RTACHicago.org.

CONTENTS

RTA Impact: Bringing Transit Home

Supporting Transit Through Land Use and Development.....2

RTA Supports TOD and Access to Transit6

Impact of RTA’s Work..... 12

TOD Success Stories 17

For More Information 24



Riverside Metra Station

SUPPORTING TRANSIT THROUGH LAND USE AND DEVELOPMENT

There is a connection between transit and land use in the region. Higher density, mixed-use communities support more frequent transit service than lower-density, auto-oriented communities. The RTA is not only an advocate for supporting this connection—referred to as transit-oriented development (TOD)—but also provides technical expertise and financial support to local communities to plan for and implement it.

This report provides a brief overview of the connection between transit and land use and the programs that the RTA has in place to support transit-oriented development. The bulk of the report focuses on the results and impacts of these programs on shaping land uses in local communities to support transit.

TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is defined by the RTA as 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.

TOD varies at each individual station area based on location and market demand—whether the station area is primarily an employment center, residential

center, mixed-use area or focuses on another special use. TOD provides residents, workers, and other transit users with increased mobility options, a variety of retail and commercial outlets within a short distance of their homes or places of employment while the relatively compact style of development preserves open space.

TOD also supports the *Regional Transit Strategic Plan* by “Promoting a Green, Livable and Prosperous Region.”

Nationally, there is a growing demand for living and working in TODs because of widespread traffic congestion, changing demographics and a desire among varying demographic groups to live in mixed-use, walkable communities accessible to transit. Communities realize that these types of developments tend to create more diverse, livable communities that allow their

residents to limit their auto dependence by being able to walk to work, the grocery store or the transit station. The ability to walk to destinations and access transit is especially important for those who are transit dependent or choose not to own a car.

Enhancing access to transit is also an important, though often overlooked, aspect of developing a functional TOD. Pedestrian accommodations, such as sidewalks, crosswalks, ramps, pedestrian signals and lighting help current and potential transit riders easily and safely access transit service by walking. Additionally, covered and secured bike parking can encourage bicycle access to a station.

LIVING A TRANSIT LIFESTYLE: TRANSIT-ORIENTED DEVELOPMENT RESIDENT SURVEY

In 2014, the RTA administered a survey to TOD residents throughout the region to identify which factors motivate people to move to a TOD and how their travel habits differed from those at their previous residence. The survey also collected information about how the availability of transit service and living in a TOD area may impact lifestyle choices and travel behaviors. This information can help inform local planning and land use decisions.

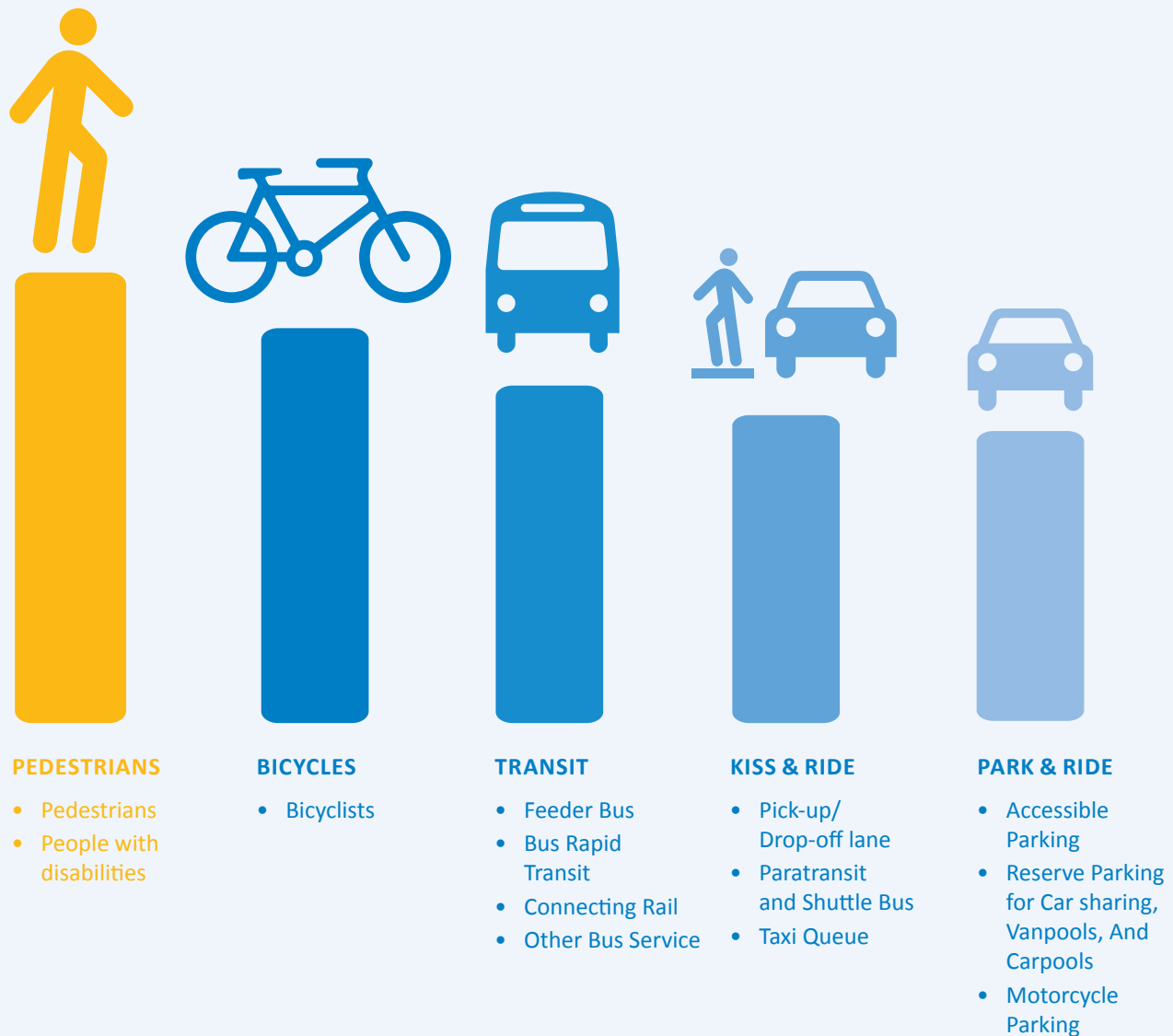
KEY FINDINGS

- 1 Respondents have fewer children, are older and own fewer cars than the average regional resident**
- 2 Transit was one of the top reasons that respondents chose to move to a TOD.**
- 3 Respondents use transit and walk more than they did at their previous residence.**
- 4 Respondents own fewer cars than at their previous residence.**



ACCESS TO TRANSIT HIERARCHY

The RTA recognizes a hierarchy for accommodating access to transit stations, focusing on providing priority access modes that are low-cost, have the fewest negative impacts on the environment and surrounding neighborhood and support the tenets of TOD. Access for pedestrians and people with disabilities are at the top of the hierarchy, followed by bicycle access, connecting transit service access, kiss and ride access and park and ride access.



BENEFITS OF TRANSIT-ORIENTED DEVELOPMENT: TOD CAN...



Increase transit ridership by making it easier for people to get to transit and rely on it as a primary means of travel.



Reduce the number of trips and vehicle miles traveled, helping to relieve traffic congestion.



Bolster household disposable income by reducing household transportation costs.



Reduce air pollution and energy consumption by providing safe pedestrian access to and travel by transit.



Conserve land and open space by consuming less land than low-density, auto-oriented growth.



Support economic development by revitalizing aging downtowns and declining urban areas, which can enhance tax revenues for local jurisdictions.



Decrease infrastructure costs by featuring more compact development in infill locations.

RTA PROGRAMS SUPPORT TOD AND ACCESS TO TRANSIT

Municipalities control all local land use decisions across the RTA region. The RTA helps communities make informed land use decisions that maximize their transit resources and develop TODs through three means: the Community Planning Program, Plan Implementation Assistance and the Access to Transit Improvement Program.

THE COMMUNITY PLANNING PROGRAM

The RTA administers the Community Planning program to support TOD and transit access improvements at the local level.

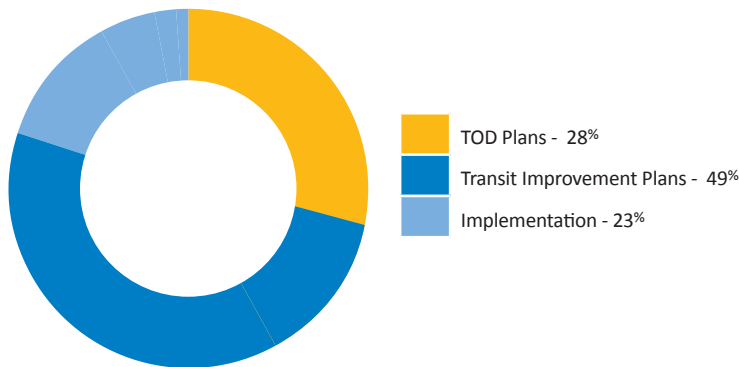
The RTA established the Community Planning program in 1998 to provide funding and planning assistance to local governments and the Service Boards for planning and plan implementation projects that

benefit local communities and the regional transit system.

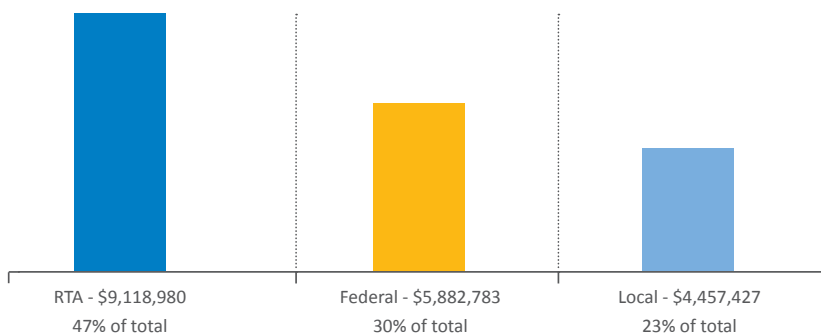
The Community Planning program provides the RTA with a mechanism to enable local governments to create communities that support transit ridership and improve access to transit while supporting the goals and objectives of the Regional Transit Strategic Plan.

Since 1998, the RTA has supported 178 projects with 108 local governments totaling nearly \$20 million in federal, local and RTA funds.

178 TOTAL COMMUNITY PLANNING STUDIES: 1998-2015



TOTAL COMMUNITY PLANNING PROGRAM FUNDING BY SOURCE: 1998-2015 TOTAL FUNDS: \$19,459,190



PLANNING STUDY IMPLEMENTATION

While planning studies completed through the Community Planning program provide detailed roadmaps to improving the transit environment, implementation of the studies is what provides a real impact on ridership, enhanced service and transit access.

Implementation of these plans can result in improved access to transit services and a potential for

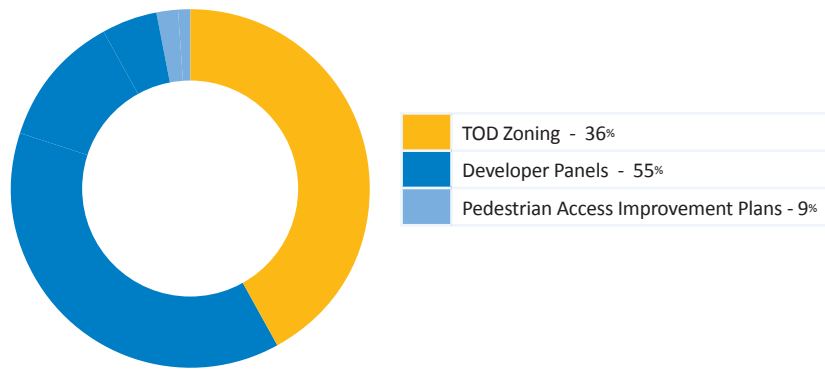
increased ridership for the Service Boards. In order to realize a return on investment in the initial studies, The RTA is committed to seeing all completed Community Planning studies become a reality by providing RTA staff technical assistance and offering implementation projects through the Community Planning program. This support includes coordination with the Service Boards and other governmental agencies, grant opportunity research and support, and advice and direction on next steps.

Local Governments are also encouraged to apply to the Community Planning program for implementation-focused projects, including: TOD zoning

code updates, TOD developer discussion panels, pedestrian access improvement plans and other innovative implementation projects. These implementation project categories were added as eligible projects for the Community

Planning program based on feedback received from local governments working to implement their planning studies. The two most popular categories are TOD zoning code updates and developer discussion panels.

TOTAL IMPLEMENTATION STUDIES BY TYPE



TOD ZONING CODE UPDATES

Clearly-defined land control regulations that support TOD help minimize uncertainty for developers. These updates help communities maintain design, form and character goals for their community by minimizing opportunities for variances and special uses. Transit-supportive ordinance updates also minimize administrative confusion by outlining all standards, requirements and guidelines in a manner that can be globally understood and make a community more attractive to potential developers and investors. The RTA works with local government staff to assess the current zoning regulations in communities and revise the zoning ordinance or other appropriate land control document, overlay map or text amendment to ensure that it supports TOD.

TOD DEVELOPER DISCUSSION PANELS

Developers bring a realistic outlook to the future of the real estate market. Engaging the development community early in the redevelopment of a parcel allows the community and potential developers to outline needs, goals and incentives while working together to utilize land to its highest and best use. For municipalities that have adopted TOD plans, but have had difficulty soliciting guidance and advice from development experts, assistance is provided to identify and solicit developer guidance through a half day discussion panel. The panels discuss the development climate and potential strategies to prepare for and attract development in the municipality's TOD area.

ACCESS TO TRANSIT IMPROVEMENT PROGRAM

The planning study implementation assistance offered through RTA staff support and the Community Planning program help local communities take steps toward implementing their initial planning studies. However, the biggest obstacle to implementation identified by local communities is the lack of capital funding to construct actual improvements.

The RTA established the Access to Transit Improvement Program in order to help fill this gap in funding by seeking capital funding for small-scale access to transit improvements through the to the federal Congestion Mitigation and Air Quality (CMAQ) program.

The RTA began the Access to Transit Improvement Program as a pilot program in 2013. Small scale access projects in four communities were submitted by the RTA as one application to the CMAQ program for the Federal Fiscal Year (FFY) 2014-2018 cycle. This application was successful and was awarded approximately \$1.9 million in federal funds, with the RTA providing the 20% local match on behalf of the communities, for a total of \$2.4 million.

Engineering work is currently being completed on projects in LaGrange, Rolling Meadows, Glen Ellyn and

Palos Heights and they should be under construction within the next two years. Based on the success of the pilot program, the RTA launched the Access to Transit Improvement Program again in 2014 (for the FFY 2016-2020 CMAQ cycle) as a competitive program open to all communities that had completed a planning study through the Community Planning program.

The RTA received 30 applications, and selected projects in 11

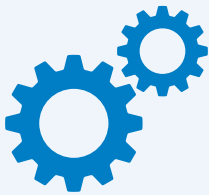
communities to submit to the CMAQ program. The projects included covered bicycle parking at CTA and Metra rail stations, sidewalk connections to Pace bus stops, and pedestrian crosswalks with pedestrian countdown signals at intersections near CTA, Metra and Pace service. The application was submitted in March 2015. A decision from the CMAQ Committee is expected in October 2015.



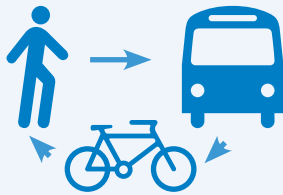
Oak Park Metra Station

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



Evanston Davis Street Metra and CTA Station



IMPACT OF RTA'S WORK

During the recession (2007-2009), very little private development occurred throughout the region. As the economy strengthens, municipalities are experiencing increased interest from private developers in building TOD projects. To help municipalities attract private development, and also pursue grant funding for transit access capital projects, the RTA encourages and supports community focus on plan implementation.

2014 TOD IMPLEMENTATION AND INVESTMENT SURVEY

The RTA informally monitors the implementation progress of all previously-funded Community Planning studies using a database inventory of all studies that includes the status of any new or proposed land development, access improvements, policy changes, service improvements/

upgrades, and any additional funding secured. All information is provided to the public on the Regional Transportation Authority Mapping and Statistics (RTAMS) website.

In 2015 the RTA initiated a more formal process to track policy implementation efforts and quantify private investment in TOD. The RTA administered a survey to the 51

communities that have completed a TOD plan through the Community Planning program to identify plan implementation results and track new developments from 2014. This section outlines the results of that effort.

Surveyed communities were asked to report on any plan implementation progress, such as policy changes or infrastructure improvements as well as the amount of private development that had occurred since their TOD plan was completed. The survey was sent to 51 communities, with 42 communities providing feedback on policy changes and infrastructure investments and 17 communities providing details on private development.



Palatine Metra Station

DEVELOPMENT REGULATION CHANGES

The responding communities reported a variety of development regulation changes based on recommendations in their completed TOD plans. Many communities streamlined the

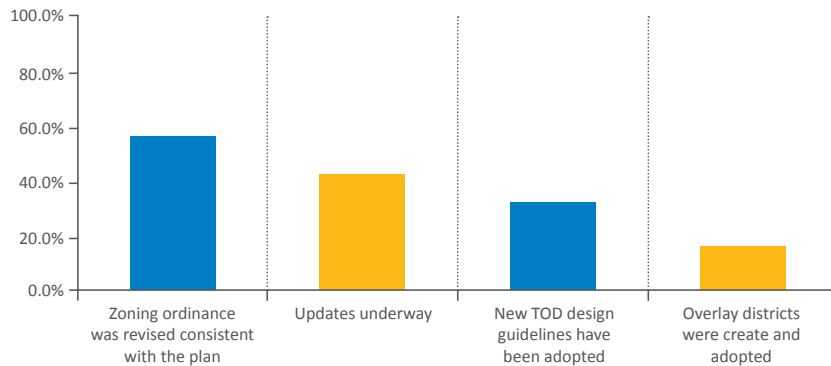
approval process for developments in a TOD area to make building near transit more attractive. TOD guidelines and well-defined zoning codes give developers a clear picture of what is expected and hoped for in a TOD area. Over half of respondents indicated they had updated or changed their development regulations to be consistent with their TOD plan to encourage higher-density, mixed use development - an important first step to attracting development in a TOD area. Over half of respondents created or adopted TOD zoning overlays and 30% created TOD design guidelines. Approximately 40% of respondents are in the process of updating their zoning or creating guidelines.

CAPITAL IMPROVEMENT FUNDING SOURCES

Most communities within the RTA region rely on innovative funding techniques to raise money for capital projects. There are a variety of strategies that can capture value to reinvest in TOD areas, including Tax-Increment Financing (TIF) districts, Special Service Areas (SSA) or impact fees. All responding communities indicated they use TIF districts while the other strategies are used less often.

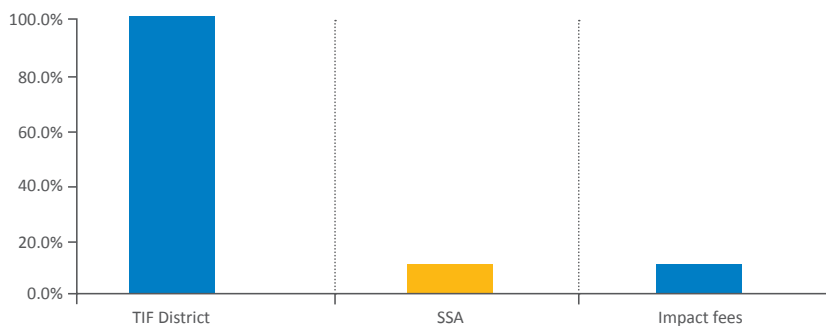
DEVELOPMENT REGULATION CHANGES

Have any development regulation changes/amendments been made to support the TOD Plan?



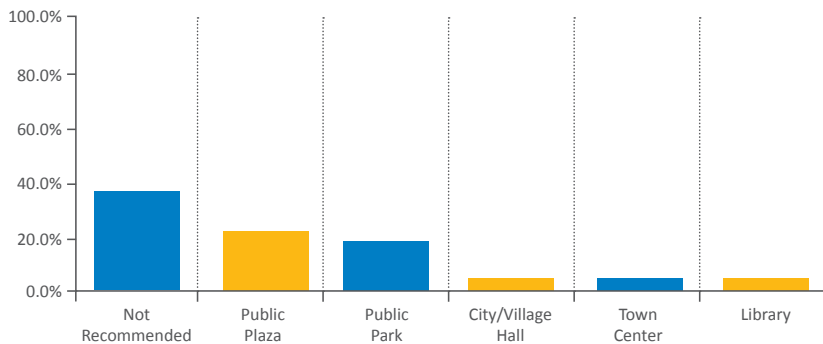
CAPITAL IMPROVEMENT FUNDING SOURCES

Are there special funding sources in place that are being used to support the implementation of the TOD Plan?



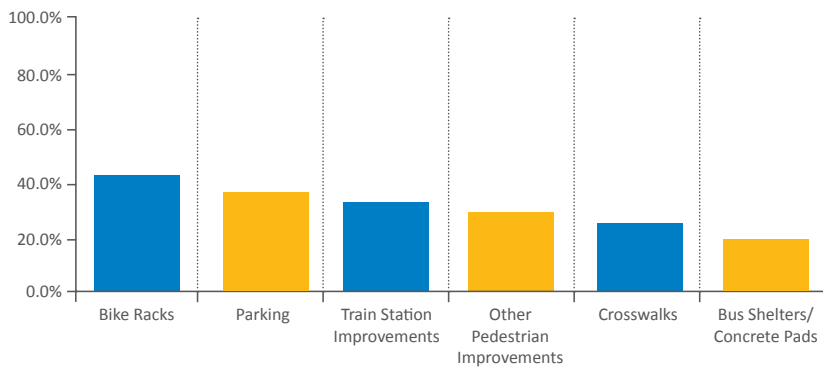
CIVIC IMPROVEMENTS

Have any of the following civic features been established or built within the TOD study area since the completion of your TOD Plan? Please check all that apply.



TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

Have any of the following transportation infrastructure investments been made in the TOD area since the completion of the TOD Plan?



CIVIC IMPROVEMENTS

Civic buildings such as a community center, library, village hall or open space can generate activity and create public gathering spaces in a TOD area. These spaces can be used for public events and can increase patronage for existing businesses while also attracting additional business investment and economic development. Consolidating municipal uses and locating them in a downtown area

can also increase safety and help to create a more dense urban setting. Several communities that responded to the survey reported building or establishing civic uses in their TOD area to generate activity, with public plazas and parks being the most common civic improvement.

TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

Pedestrian mobility and access to transit are both very important

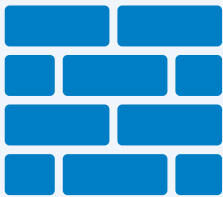
in a TOD area. The TOD plans funded by the RTA recommend transit access improvements, streetscape improvements and sometimes other transportation infrastructure improvements to help create an atmosphere conducive to non-auto modes of transportation. Communities reported a variety of improvements including adding bike racks, crosswalks and sidewalks as well as consolidating parking and improvements to train stations and bus stops. Streetscape improvements and the addition of bike racks were the most common improvement.

PRIVATE DEVELOPMENT AND INVESTMENT IN THE SUBURBAN CHICAGO REGION

Seventeen of the 51 suburban municipalities surveyed reported actual developments that were approved, started or completed in 2014. Of these reported developments, 45% were mixed-use buildings that include residential and commercial / retail uses. Of the residential projects, 70% are rental buildings—a shift away from condominium construction that dominated the market before the recession. The information on the following page summarizes the TOD projects reported throughout the suburban region. The RTA intends to collect this information each year moving forward and will be able to compare data each year and identify any trends in TOD investment.

2014 TOD IMPLEMENTATION AND INVESTMENT SURVEY RESULTS

47 DEVELOPMENTS REPORTED IN 2014



Completed - 27



Under Construction - 13



Approved - 7

NUMBER OF UNITS/SQUARE FOOTAGE (SF) REPORTED



**Residential -
2,772 Units**



**Commercial/Retail -
260,507 SF**



Office - 57,670 SF



**Miscellaneous
(Rehabs) - 28,579 Units**

PERCENTAGE OF MIXED-USE PROJECTS

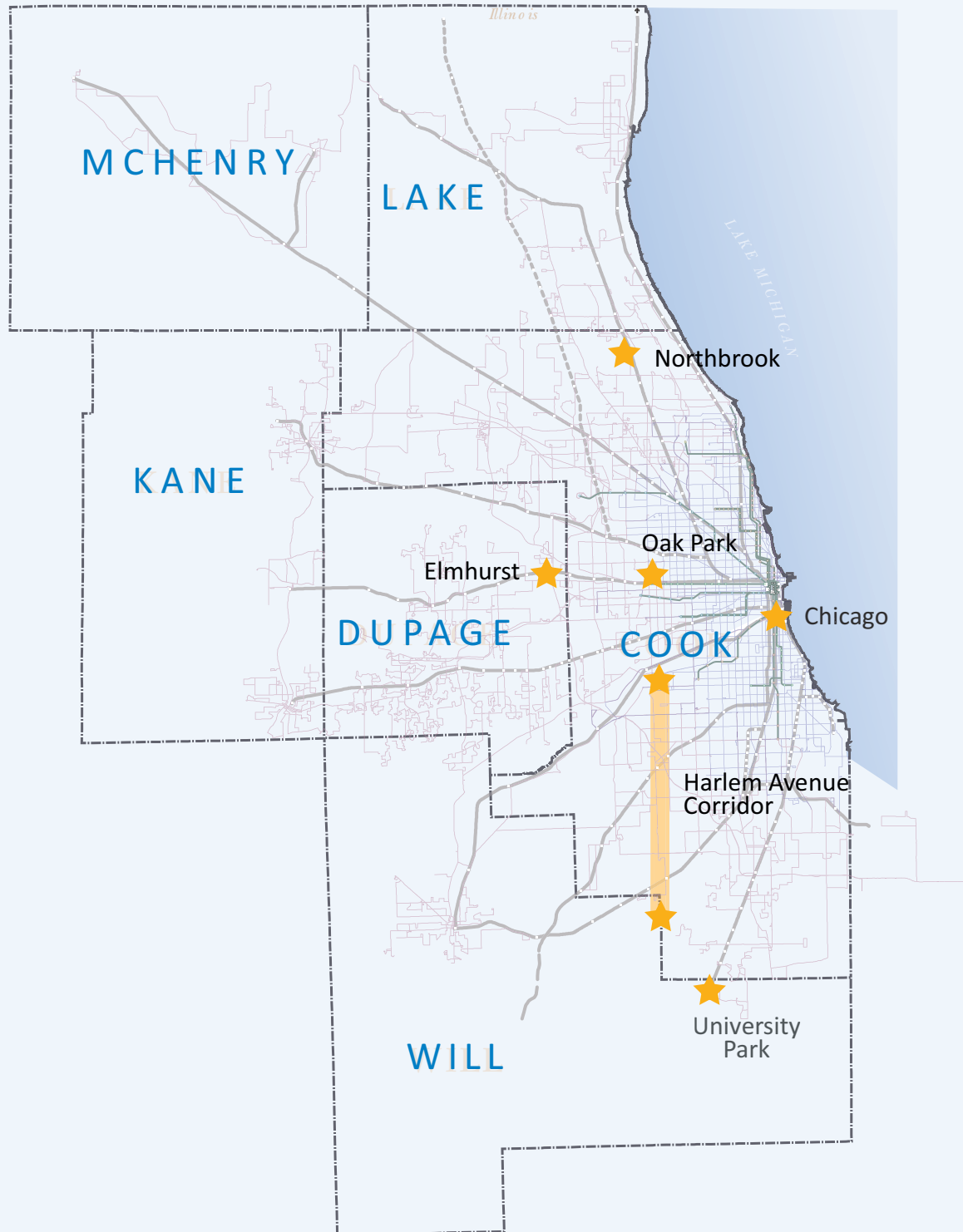


45%



TOD SUCCESS STORIES

The following TOD case studies are examples of success stories from completed Community Planning studies. The locations of these case studies are indicated with a ★. Each case study focuses on the implementation efforts and successes of each community - achieved with assistance from the RTA.



CITY OF CHICAGO: CERMAK-MCCORMICK PLACE GREEN LINE STATION AREA

Completed in 2010 through the RTA's Community Planning Program, the *Chicago Transit-Friendly Development at CTA Stations* report provided recommendations for transit-supportive land uses near three CTA stations, including the newly-opened Cermak-McCormick Place Green Line Station. The plan envisioned high-density, walkable development with a focus on residential and hotel use centered around a new CTA Green Line station at Cermak.



The new Cermak-McCormick Place Green Line Station (Photo Credit: Stacey Wescott, Chicago Tribune)



Rendering of future McCormick Place entertainment district (Photo Credit: James McHugh Construction)

IMPLEMENTATION HIGHLIGHTS

The new Cermak-McCormick Place Green Line Station, funded with \$50 million in TIF funds, opened for service in February 2015. The new station is expected to serve 2,000 riders per day and offer a convenient transit option for commuters, residents, employees and visitors to McCormick Place while helping to support economic development in the area. The station includes three entrance points: one on each side of Cermak Road and one at 23rd Street.

The main station building is located on the north side of Cermak Road and includes elevators, bike racks, state-of-the-art security, and enclosed boarding platforms.

Additionally, the Metropolitan Pier and Exposition Authority board (McPier) approved the purchase of the final land for a planned

entertainment district in the South Loop near McCormick Place and the Cermak-McCormick CTA Green Line Station. When complete, the entertainment district, located in the historic Motor Row district, will include a 10,000 seat event center that will host DePaul University basketball games and conventions, a 28-story, 500-room hotel with 49,000 square feet of retail, a 1,200-room Marriot Marquis at Cermak and Prairie Avenue, rehabbed meeting rooms and retail space, a 359,000 square foot data center and potentially a new boutique hotel.

Construction on the data center, arena and Marriot hotel are currently underway, with all projects expected to be complete in 2017.

ELMHURST

The *Elmhurst Downtown Plan*, completed with RTA funding in 1999 and updated by the City in 2006, established a vision of Elmhurst as a vibrant center of activity with diverse housing options and small town character. The study recommended ways to improve vehicle, pedestrian and transit access to the downtown Metra station, enhance downtown signage and wayfinding as well as ways to encourage and evaluate future development.

IMPLEMENTATION HIGHLIGHTS

The City built a new public library, improved signage and wayfinding throughout downtown and updated their zoning ordinance to incorporate transit-supportive regulations during the 2000s. Between 2010 and 2014 the City completed construction of parking garages at First Street and Larch Avenues as well as at Addison Road and Adelaide Street to serve downtown patrons, commuters and employees.

In 2014, the City earmarked funding for a new parking deck at Addison Avenue and Second Street that will include ground-floor retail. By building these parking decks, the City has been able to consolidate downtown parking to fewer locations and create additional development opportunities by vacating underutilized parcels of land. Parking decks encourage users to park once and walk to multiple destinations, minimize traffic by directing cars to a specific parking location, and allow for shared parking situations off-street. Elmhurst 255, a 192-unit rental

residential rental project, located at North Avenue and York Street, was approved in 2014. This project will include 12,000 square feet of retail space and a public plaza with a bandshell. Additionally Wilder Crossing, a 6-story, 31-unit

condominium project including ground-floor retail located at 195-197 N. Addison Avenue was approved in 2014. Both projects are expected to begin construction in Spring 2015 for early 2016 occupancy.



Rendering of Elmhurst 255 (Photo Credit: Morningside USA)



Rendering of Wilder Crossing (Photo Credit: Village of Elmhurst)

HARLEM AVENUE CORRIDOR

This Southwest Conference of Mayors sponsored *Harlem Avenue Corridor Plan*, funded through the RTA's Community Planning Program, examined Harlem Avenue from 63rd Street on the north to Interstate 80 on the south, traversing ten suburban communities. Individual sections of the corridor were examined, and site specific recommendations regarding land use, economic development, public transportation, and pedestrian access were identified. Detailed recommendations, including cost estimates, viable funding sources, and potential partnering agencies were provided to address each segment's unique opportunities. The plan was completed in November 2011 and adopted by the Southwest Conference of Mayors.

IMPLEMENTATION HIGHLIGHTS

Pace's Tinley Park Call-n-Ride Service, with a service area that includes Harlem Avenue from 183rd Street to 191st Street, began in August 2014. The Illinois Department of Transportation released a Request for Proposals for engineering studies to include a design report and environmental assessment of the Harlem and 63rd Street grade separation (eliminating the street level crossing of the



The Toyota Park Transit Center, a recommendation from the plan, is currently under construction. (Photo Credit: Pace)

railroad tracks), a key infrastructure improvement that was addressed in the Plan. Palos Heights is utilizing Congestion Mitigation and Air Quality Improvement funds, which the RTA secured, for new sidewalks that extend pedestrian mobility and provide increased access to Pace Routes 383 and 386. Construction is expected to begin in late 2015. In 2015, the Village of Worth, through the Community Planning program, will work with the RTA to create a TOD plan for the Worth Metra Station, adjacent to Harlem Avenue.

Private development and investment along the Harlem Avenue Corridor is also increasing. A new Pete's Fresh Market is scheduled to open in spring 2015 in Bridgeview; and a mixed-use residential and retail building will be completed in 2015 in Palos Heights.

Local communities are also playing a vital role in spurring redevelopment. The Village of Chicago Ridge created a Tax Increment Financing (TIF) District for the "Yellow Freight" site. The Village of Tinley Park is creating a Master Plan for the Mental Health Center site near 183rd and Harlem and is exploring the possibility of creating a TIF District for the 280 acre site.

A Harlem Avenue Overlay District Rezoning Plan is in the process of being adopted by the Palos Heights City Council, which will provide the regulatory framework to allow mixed-use development and improved pedestrian access to buildings and transit along the corridor. These local activities will assist in achieving the development recommendations of the Plan.

NORTHBROOK

The *Northbrook Downtown Station Area Plan* was completed in February 2012 through the RTA's Community Planning Program. This effort created a TOD plan for a ½ mile radius around the Village's Metra station by examining various underutilized properties and recommending higher density mixed-use developments as appropriate. The downtown is the community's center serving residents' daily shopping, dining, and leisure needs.

This Plan encourages the downtown's evolution into a more vibrant and pedestrian-friendly gathering place with an array of unique shopping, dining, and recreation amenities. Additional development in the downtown area can increase ridership and pedestrian activity.

feet of commercial space on the first floor with enclosed parking located behind the commercial space. This project is scheduled to begin construction in Spring 2015 and will follow the proposed TOD zoning regulations.



Northbrook Metra Platform

IMPLEMENTATION HIGHLIGHTS

In 2013, the Village received assistance through the Community Planning program to update their TOD-area zoning regulations based on one of the main implementation objectives recommended in the Downtown Station Area Plan. Pending approval from the Plan Commission and Village Board, new Downtown area zoning regulations could be adopted in mid-2015. In 2014, the Village approved a new 3-story mixed-use building at 1312-1318 Shermer Road in Downtown Northbrook.

The three-story building will include 10 apartment units on the second and third floors and 2,400 square



Current Site (Photo Credit: Google Maps Street View)



Proposed Mixed-Use Building on Shermer Road (Photo Credit: Village Green Business Center LLC)

OAK PARK

The Village of Oak Park completed an intermodal station area plan in two parts: the *Greater Downtown Master Plan* and *Greater Downtown Development Guidelines* in 2005. Both examined ways to increase usage of the station by improving multi-modal access, enhancing transfers and integrating development plans into the areas surrounding the Oak Park Metra and CTA stations to encourage transit-oriented development. Both plans were funded through the RTA's Community Planning Program.



Proposed Building (top) and current site (bottom) at Lake St. & Forest Ave. Photo Credit: Tishman Construction (top) and Google Maps Street View (bottom)

IMPLEMENTATION HIGHLIGHTS

Construction of a 21-story mixed-use building at Lake Street and Forest Avenue began in Fall 2014 and will include 270 rental apartments, 25,000 square feet of ground-level retail and an integrated garage with 588 parking spaces. This transit-oriented development will be completed in Spring 2016. Additionally, a mixed-use residential, retail and parking project featuring a 6-story building and an 11-story building has been proposed on the Village-owned Westgate site between Lake Street and North Boulevard just east of Harlem Avenue. This project includes 248 luxury apartments, 26,000 square feet of retail and a 5-level parking garage. Negotiations are underway to finalize the plan details.

Additionally, the southeast corner of South Boulevard and Harlem Avenue is under consideration for a mixed-use structure consisting of approximately 250 residential rental units, 10,000 square feet of retail and 150 parking spaces. This

project would include streetscape improvements along Maple Avenue to connect the project to the north. Construction could begin in Spring 2016 pending village approvals. These new developments will encourage increased ridership on all available transit services in the downtown area.

The Village is also planning to extend the Marion Street streetscape improvements west on South Boulevard to Harlem Avenue to enhance pedestrian and bicycle mobility and access to surrounding transit service. These improvements would include wider sidewalks, shorter intersection crosswalk distances improved lighting and public seating. This project is partially funded through the Transportation, Community and System Preservation Program, a federal initiative aimed at improving transportation efficiency, reducing environmental impacts of transportation and ensuring efficient access to jobs by encouraging private sector investments in community development.

UNIVERSITY PARK

The *University Park Transit-Oriented Development Planning Study*, completed through the RTA's Community Planning Program, recommends establishing mixed-use development in the station area that would functionally connect the east and west sides of the Village. The plan also recommends improved pedestrian and roadway connections among Village neighborhoods, Governors State University and the station. The study was completed in September 2002.

IMPLEMENTATION HIGHLIGHTS

Governor's State University (GSU) transitioned to a four-year college in the Fall of 2014, which brought more students to the area and a need for on-site student housing and improved pedestrian mobility and access between the college and the Metra station. A 3-phase, 10-building student housing project called Prairie Place is currently being constructed on campus to provide on-site housing needs to students.

An I-57 interchange at Stuenkel Road/University Parkway will be constructed by IDOT in 2015. To coincide with this project, the Village is currently planning various road improvement projects (in phases) to improve connections to GSU from the Metra Station via Stuenkel Road/University Parkway. The first phase will reconstruct and widen a stretch of Stuenkel Road/University Parkway from Central Avenue to Home Avenue. Phase 2 will widen the road from the Metra parking lot to Crawford Avenue. The intersection of Governors Highway and Stuenkel Road/University

Parkway will be improved for pedestrian and auto uses in Phase 3. These improvements to Stuenkel Road/University Parkway include a 10' multi-use path connecting GSU to Metra. This project is expected to start Summer 2015 and is funded by the South Suburban Mayors and Managers Association, Will County, University Park and Federal funds. These improved connections between Metra and the existing Pace service to

GSU will help to encourage transit ridership by removing current pedestrian obstacles. Improving access to transit for non-auto uses is an important step to increasing ridership.



Governors Hwy near the University Park Metra Station



Governor's State student housing under construction

FOR MORE INFORMATION

Visit our website, www.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.
- [The 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.





**Regional
Transportation
Authority**

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