TOD At The Corridor Level

Rail-Volution, October 30, 2009
TOD = A Walkable Neighborhood
Moving From the District to the Corridor
expanding the “holy trinity” of TOD
proposed corridors
station targeting
The Grand Boulevard Initiative

The Grand Boulevard Initiative is a collaboration of 19 cities, San Mateo and Santa Clara counties, and local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real.

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vision
El Camino Real will achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life.

www.grandboulevard.net
Grand Boulevard Initiative: Challenges, Opportunities and Accomplishments

Challenges:
• Relatively low density land uses along corridor; small parcels; single-family neighborhoods adjacent (in many places)
• Many different jurisdictions involved (19 cities, 2 counties) and roadway is owned by state agency - Caltrans
• Generally designed for autos and unfriendly for pedestrians and cyclists

Opportunities:
• Substantial amount of redevelopable land
• Good transit infrastructure in place (Caltrain, local/express buses on corridor, BART and LRT near corridor); Major transit investments planned (BART extension, California High-Speed Rail)
• Opportunity for BRT service with wide ROW (many places) and pattern of nodes

Selected Accomplishments:
• Development of Guiding Principles and adoption by most jurisdictions
• Creation of a GBI Website, Google Earth Project Map, and Wiki collaboration tool
• Nearing completion of a study that includes land use & transit scenario modeling
• Considerable public and private investment in corridor
Today's core areas of Roxbury, Dorchester, and Mattapan are not served by rapid transit, and the Fairmount Line has few stops and limited service. There is no direct bus service from the Fairmount corridor neighborhoods to downtown.
Dudley Village is a $15.5 million project already under development by DBEDC.