Staff Report

Date: May 31, 2016

To: City Council

From: Valerie J. Barone, City Manager

Reviewed by: Victoria Walker, Director of Community and Economic Development

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Subject: **Status Update on the Downtown Corridors Plan**

Report in Brief

The Downtown Corridors Plan implements recommendations from the Concord Downtown Specific Plan (2014) to design and prepare conceptual streetscape drawings and design guidelines to enhance three critical street segments or "corridors" along Oak, Grant and Salvio Streets within the existing public right-of-way. In early 2015, the City of Concord accepted a Priority Development Area Planning Grant to prepare a Downtown Corridors Plan. Work was initiated on the project in August 2015 after ARUP was selected as the City's consultant for the project. The project team has hosted a comprehensive set of outreach meetings to obtain public input on the project.

The Corridors Plan is intended to place an emphasis on pedestrian and bicycle circulation and improved landscaping to enhance connectivity and provide better pedestrian and bicycle opportunities, linking neighborhoods to shopping and employment areas. The Plan would be used to guide policy development, prioritize grant funding and infrastructure projects, and to compete for grants for design development, preparation of construction plans and construction of improvements. On April 11, 2016, the Infrastructure and Franchise Council Committee reviewed the Draft Design Guidelines which are part of the Corridors Plan. The public draft of the Corridors Plan was released on May 27. The Final Plan is tentatively scheduled to return to the City Council for review and adoption at the end of July.

Recommended Action
Receive this update on the Corridors Plan project and provide comments. There is no decision being requested from the Council at this time.

Background
On February 24, 2015, the City Council accepted a $250,000 Contra Costa Transportation Authority (CCTA) Priority Development Area (PDA) Planning Grant to prepare the Downtown Corridors Plan. The purpose of the project is to prepare conceptual streetscape drawings and design guidelines to enhance three critical corridors of the "green streets framework" described in the Downtown Specific Plan. The Plan is intended to be used to guide policy development, prioritize necessary projects for grant funding and to coordinate construction of improvements with other related existing and planned improvements. The three street segments of initial focus include Oak Street, Grant Street and Salvio Street. Since August 2015, the project team has been focused on Tasks 1-5, shown below. Outreach to the community was initiated in September, including meetings with two community interest groups, an accessibility task force, transit agencies, and a public meeting held on November 2, 2015 to obtain input regarding existing conditions along the three segments. The project tasks include:

Task 1: Project Initiation and Management
Task 2: Community Outreach and Coordination
Task 3: Existing Conditions Report with Opportunities/Constraints summary
Task 4: Develop Design Guidelines
Task 5: Conceptual Design Development of the three Corridors

Task 3 involved collection of information on existing conditions, including the review of existing plans and proposed development and capital improvement projects, and assessment of opportunities and constraints. The project team held five Technical Advisory Committee meetings to ensure compatibility with the ongoing work and project efforts of the various City departments, including upcoming capital improvement program (CIP) projects. The Existing Conditions report (Attachment 1) was finalized shortly after the November 2 public meeting. The Opportunities and Constraints section of the final report summarized the findings from the Existing Conditions report.

The project team is currently completing Task 4 – Design Guidelines for streetscape and intersections, street furniture, storm water facilities, pop-up/temporary uses and accessibility guidelines for the project. A draft of the Design Guidelines (April 2016) is included as Attachment 2. The project team recently initiated Task 5 to prepare conceptual design development streetscape plans for the three street segments.

Project Schedule

A public review draft of the Corridors Plan will be available toward the end of May and is scheduled for formal review by the Planning Commission and City Council in July.

The timeline is shown below.

- Community Outreach and Coordination — August-November
- Existing Conditions Review (Report complete) — November
- Design Guidelines (Report being finalized) — Nov-March
- Conceptual Design Development (In process) — Feb-April
- Planning Commission review — May 18, 2016
- Public Review Draft released — May 27, 2016
- Final Adoption — July 26, 2016 (tentative)

The project team hosted a variety of community outreach and coordination meetings to provide information on the Corridor Planning effort: .

- September 15, 2015 – Community Interest Group (Developers)
- September 15, 2015 – Bike/Ped. Interest groups/Non-profits
- September 16, 2015 – BART and County Connection
- September 21, 2015 – Accessibility Task Force
- November 2, 2015 – Public Outreach meeting #1 – Existing Conditions
- November 11, 2015 – Planning Commission; Update on Existing Conditions
- December 10, 2015 – Design Review Board; Update on Existing Conditions
- February 10, 2016 – Public Outreach meeting #2 – Design Guidelines
- April 25, 2016 – Follow up meeting with bike advocates
- May 5, 2016 – Bike and Pedestrian Plan Outreach Event

In addition, a Downtown Corridors Plan webpage specific to the project is maintained at: http://www.cityofconcord.org/page.asp?pid=7011

Coordination with Capital Improvement Projects

The Downtown Corridors Plan is focused on the public right of way within the three street segments. The project team has been mindful of coordinating the Plan with three other related but distinct projects which are also underway. Specifically:

1) Downtown Bicycle Lanes CIP Project #2277. This OBAG grant-funded project will install buffered bike lanes on Grant Street between Oak St. and Clayton Road, a portion of which overlaps the Corridors Plan, and buffered bike lanes and other related improvements on several streets downtown, including a portion of Grant Street, Concord Boulevard, Clayton Road, and Oakland Avenue.

Some bicycle advocates have expressed concern that the Downtown Bicycle Lane CIP Project was not designed or funded to provide all the bicycle and pedestrian enhancements that may ultimately be envisioned for Grant Street in the draft Corridors Plan. While funding is not available to fully implement more extensive goals of the Corridors Plan at this time on Grant Street, constructing the planned CIP project to add bike lanes and pedestrian enhancements to the street now will not preclude additional,

incremental and more extensive improvements in the future, when sufficient funding may be available.

2) Central Concord Pedestrian Improvements and Streetscape Plan CIP. This project will install secure pedestrian crossings between the Monument Corridor community to the business districts along Willow Pass Road through a number of intersection and crosswalk improvements. The project includes rehabilitation of the asphalt pavement on Willow Pass Road between Market Street and Galindo Street, removal and replacement of deteriorated crosswalks on Willow Pass Road at Mira Vista Terrace, Sutter Street, Fry Way, Gateway Boulevard and Market Street with ADA compliant, decorative colored crosswalks, rehabilitation of crosswalks at approximately 30 intersections in the Downtown Area, and miscellaneous enhancements including way-finder kiosks, tree lighting along Grant Street, and bike racks.

3) Bicycle, Pedestrian and Safe Routes to Transit Plan. This is an ongoing project which aims to develop a citywide Plan that will serve as a blueprint to help develop a transportation network meeting the needs of all users including pedestrians, bicyclists and public transit patrons, as well as motorists and fulfill the City's commitment to Complete Streets.

Analysis

The Corridors Plan is comprised of three components: the Existing Conditions Report, the Design Guidelines, and the Conceptual Streetscape Plans, as described below. The goal of the Corridors Plan is to provide a more pleasing downtown environment that improves pedestrian and bicycle safety and circulation, enhancing connectivity between Downtown BART and the remainder of the downtown, and linking neighborhoods to shopping and employment areas. The Plan is also geared toward improved landscaping, lighting and green infrastructure (storm water management) improvements, all within the public right of way. The Plan is design only. It will be used to guide policy development, prioritize grant funding and infrastructure projects, and to compete for grants for design development, preparation of construction plans and construction of improvements.

Existing Conditions Report

On November 18, 2015, staff provided the Planning Commission with a status update on the project, sharing both the project extents map and the existing conditions draft that reviewed the opportunities and constraints within the project area. Since that time, staff has completed the draft and used the document as a springboard for development of the Design Guidelines.

Design Guidelines

The main focus is transforming the public right-of-way to support the kinds of residential, retail, and employment envisioned for the area. The guidelines are intended to support

the vision established in the Downtown Specific Plan, building on the opportunities and constraints identified in the Existing Conditions Report. The Plan is focused on providing direction to City staff charged with improvements to the public right-of-way. The guidelines are organized in several categories including the street realm, intersections and crosswalks, sidewalk realm, wayfinding signage, landscaping, and low-impact development & storm water.

Conceptual Streetscape Plans

Draft Conceptual Plans have now been prepared for each of the areas listed below. Attachment 3 describes a range of improvements within the Conceptual Streetscape Plans including bicycle sharrows or bike lanes, additional landscaping and green infrastructure, pedestrian improvements and lighting. These plans only address improvements within the public right-of-way.

Salvio West – Broadway St. to Galindo St.

- Widening of the sidewalk on north side, a mid-block crossing (with rapid-flashing beacon), buffered bike lanes, addition of bus shelters, addition of curb bulb outs, and pedestrian lighting.

Todos Santos Plaza – Salvio St. (from Galindo St. to Grant St) and Grant St. (from Salvio St. to Willow Pass Road

- Addition of bike sharrows on Salvio Street, addition of a contra-flow bike lane on Grant Street, addition of pavers along edge of Todos Santos Plaza, and addition of landscaping, green infrastructure (rain gardens), and pedestrian lighting.

Central Grant – Willow Pass Road to Park Street

- Addition of buffered bicycle lanes, bik box at Willow Pass Road, addition of curb bulb out at Concord Blvd. (sw), replacement of decomposed granite with pavers, addition of pedestrian lighting and high visibility crosswalks.

Oak Street/BART Access – Grant Street to Galindo

- Addition of buffered bike lanes on Grant Street and Oak Street, addition of parking south side, addition of pedestrian improvements on south side (at development parcel by eventual developer), replacement of decomposed granite with pavers and plantings, and addition of pedestrian lighting.

Contraflow bike lane

One unique challenge during preparation of the Plan has been solving the issue associated with the one block, one-way segment of Grant Street between Willow Pass Road and Salvio Street. This stretch of roadway was recommended within the Bicycle, Pedestrian and Safe Routes to Transit Plan for further study to address the need for both northbound and southbound bike lanes. The area is complicated in that it is

impacted frequently by special events, farmers market, and the music and market series. As a result, the conceptual plans include bicycle sharrows for the northbound direction, due to space constraints. Staff examined four different design options for creation of a south-bound bike lane, which would be against the flow of northbound vehicular traffic and thus referred to as a "contraflow bike lane". Four options were considered by the team and discussed with bike advocates on April 25, 2016. A graphic illustrating these options is attached as Attachment 4.

1. *Contraflow lane adjacent to traffic*
   - Requires left side parallel parkers to cross contraflow lane. Includes wide buffers, and does not require bulb-out changes (which would add to the cost). Bike lane is further from curb.

2. *Contraflow lane adjacent to curb*
   - Requires curb bulb-out changes, which would increase costs. Bike lane is closer to curb.

3. *Back-in angle parking*
   - Compatible with the contraflow bike lane, drivers would have visibility in seeing oncoming bicyclists when pulling out from parking space. This option may require relocating accessible spaces within the block.

4. *Contraflow lane with front-in angle parking*
   - Does not provide 20-foot clear path for emergency vehicles unless parallel parking on east side is removed. Parking (11 spaces on north side of plaza) is already planned for removal around the plaza, so additional removal of parking is not recommended by staff.

Options 2 and 3 appear to have the most benefits but still present some challenges. Option 2 has bicyclists further away from vehicular traffic, but would require the closure of the bike lane during Farmer's Market and other special events or the relocation of delivery trucks for Farmers Market. Option 3 would likely require a learning curve for drivers and perhaps a pilot study to examine the ability of drivers to adapt to the new parking layout and to study how bicyclists adapt to the location of the new bike lane and transitions to the crosswalk at Willow Pass Road. Option 3 would allow the bike lane to stay open during special events, farmers market and so forth when activity is most high. The reverse angle parking has been used in other downtown locations including Richmond (Pennsylvania Avenue), San Francisco (Sagamore Street), San Jose (Stockton Avenue), and Oakland (E. 10th St.), as well as Portland, Salt Lake City, Seattle, Tacoma, Tucson, and Vancouver. Option 1 would be less costly, but could have more potential conflicts between bicyclists and drivers, and would require the bike lane to be closed during special events or trucks to be relocated.

Staff is requesting the Council's feedback regarding these options for the potential contra-flow lane.

Planning Commission Review

Staff provided a status update to the Planning Commission on May 18, 2016 (Attachment 5). The Commission was supportive of the project overall and shared comments emphasizing the need for sidewalk repairs, pedestrian safety, buffered bike lanes where possible, and suggestion of a mid-block crossings on Salvio St. between Galindo and Mt. Diablo Streets. There was some support for Option 3 in terms of a contraflow bike lane.

Financial Impact
The improvements are anticipated to be largely funded by grants that would be sought and secured in the future, and would therefore have a minimal impact on City general funds. The City is currently in the process of preparing an ATP (Active Transportation Planning) grant for submittal on June 15 to obtain grant funds for the project to prepare construction plans and for the active transportation elements of the project. A resolution of support will be required by the City Council in the Spring of 2017 for the grant.

Environmental Determination
The City Council adopted Resolution No. 14-1823.1 on June 24, 2014, approving the Addendum to the Final Supplemental Environmental Impact Report to the 2030 Concord General Plan EIR for the Concord Development Code Project and Adopting the Downtown Concord Specific Plan General Plan Amendment as Volume IV to the *Concord 2030 General Plan* ("Approved Project"). The proposed updates through the Corridors Plan are minor in nature and are consistent with existing policy within the City's Downtown Specific Plan. The Plan does not make substantial changes to the Approved Project or substantial changes with respect to the circumstances under which the Approved Project would be undertaken which would require revisions to the Addendum due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, there is no new information that would require preparation of a subsequent or supplemental EIR or negative declaration under Public Resources Code Section 21166 or CEQA Guidelines Section 15162, none of the elements requiring a subsequent or supplemental negative declaration under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 are met.

Pursuant to the provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, the project is classified as Categorically Exempt pursuant to 15301(c) Class 1, and 15304(h), Class 4, and no further environmental review is required. Moreover, any site-specific future projects would be subsequently analyzed to determine if the specific project would necessitate further environmental review.

Public Contact
The City Council Agenda was posted.

Attachments

1. Existing Conditions Report, dated November 2015
2. Design Guidelines, dated April 2016
3. Conceptual Design Development Plans, dated April 2016
4. Potential Contra-flow Bicycle Lane options, dated April 1, 2016
5. Planning Commission draft minutes, May 18, 2016

Downtown Corridors Plan
Existing Conditions

November 2015

Acknowledgements

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Downtown Corridors Plan
Existing Conditions

Concord

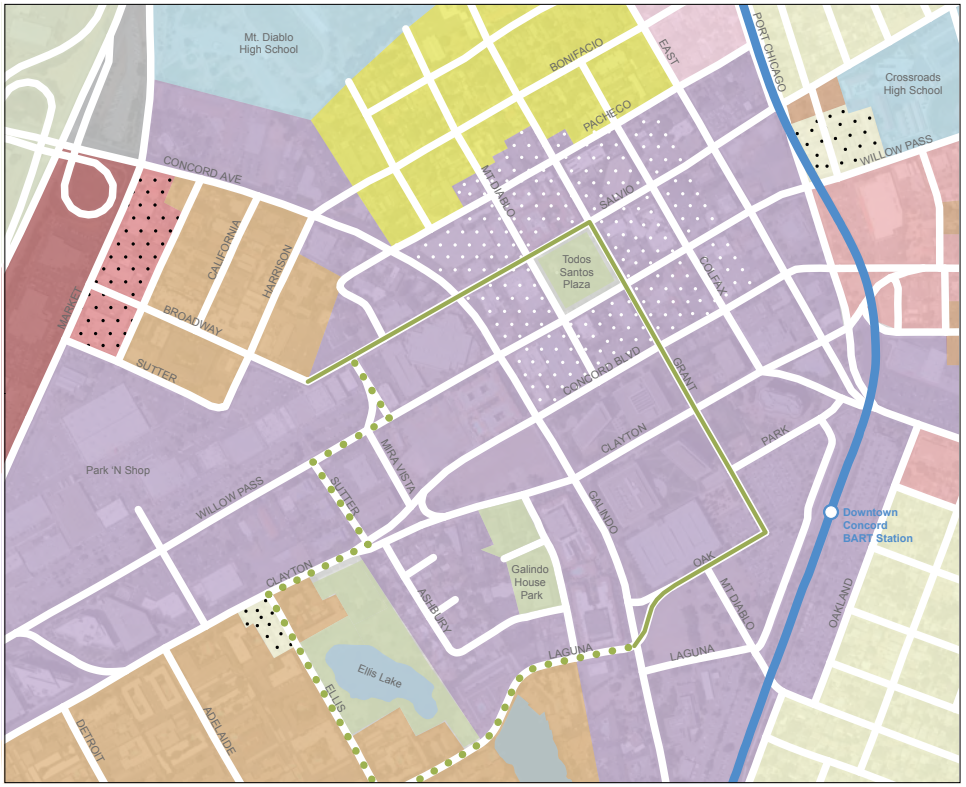
Salvio Pacheco Square provides pedestrian amenities and an active street frontage with outdoor seating.

1 Introduction

The Concord Downtown Corridors plan focuses on revitalizing Concord's downtown area by enhancing three critical corridors that connect residents and visitors to transit, retail, and employment opportunities.

Building on the community's vision as set forth in the Downtown Specific Plan (adopted in 2014), this study focuses on enhancing the pedestrian environment in the downtown area. The three study corridors form the eastern half of the 'green frame' conceptualized in the Specific Plan: Oak Street, Grant Street from Oak Street to Salvio Street, and Salvio Street from Grant Street to Broadway. This plan will produce design guidelines and conceptual designs for the public right-of-way along the three study corridors based on the direction started in the Downtown Specific Plan.

The focus of this plan is similar to the Downtown Specific Plan, on a smaller scale. Concord has long planned for a more urban, mixed use environment around the BART station and Todos Santos Plaza. The mixed use zoning designations that pre-dated the Specific Plan are not sufficient to transform the area, to make it apparent to passengers arriving at the Concord BART station that they are in a downtown, pedestrian-friendly environment and that Todos Santos Plaza is very nearby. With zoning in place to encourage private development, the City's main focus in this study will be redesigning and transforming the public right-of-way, within the City's direct control, to support the kinds of residential, retail, and employment-generating development envisioned for the area.



Downtown Corridors Plan
Study Corridors

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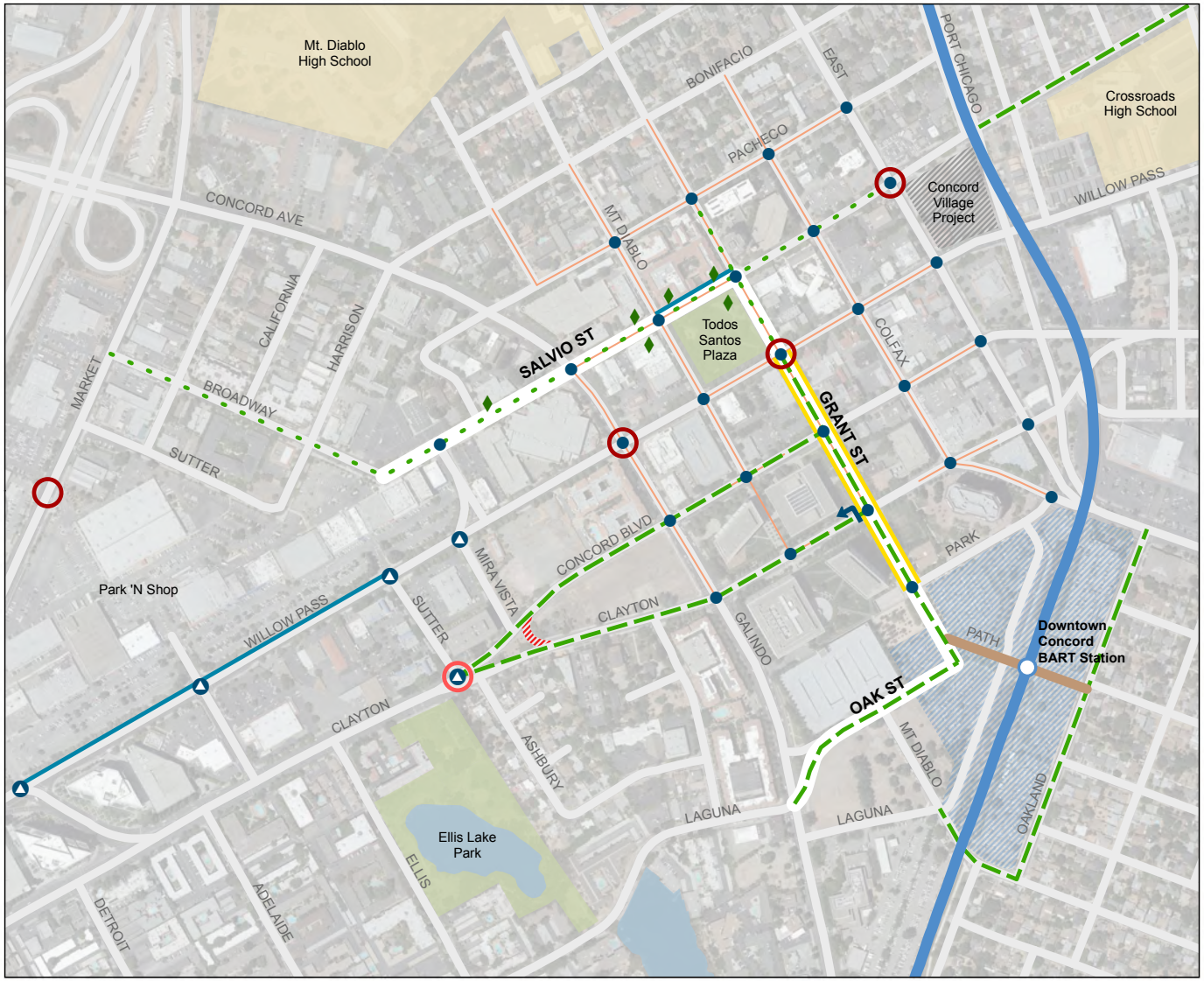
Zoning Designations:

- Downtown Mixed Use (DMX)
- Downtown Pedestrian (DP)
- Residential High Density (RH)
- Public/ Quasi-Public (PQP)
- North Todos Santos (NTS)
- Commercial Mixed Use (CMX)
- Planned District (PD)
- Single Family Residential
- Residential Medium Density (RM)
- Community Office (CO)
- Service Commercial (SC)
- Regional Commercial (RC)
- Office Business Park (CBP)
- Study corridors
- BART station
- BART tracks
- Park
- School
- Remainder of Green Frame

The study will reinforce policy from the Downtown Specific Plan, including conceptual designs for Grant Street, as well as the City's General Plan, including Complete Streets policy guidance for all Downtown Streets (page 4), and zoning. It will also be coordinated with the progress of a number of ongoing projects and regulations (see pages 2 and 3).



Downtown Corridors Plan
Ongoing Projects

Under Planning/Design

- Class III Bike Route (sharrows)
- Class II Bike Route (bike lanes)
- Grant/Clayton left turn walk phase
- Sidewalk and landscaping upgrades
- Crosswalk upgrades
- Decorative crosswalk
- Traffic Signal Upgrades
- New Traffic Signal
- Potential Development Project
- Concord/Clayton Couplet Removal

Under Implementation

- BART Pedestrian Path
- BART Plaza Improvements
- Sewer and Streetscape Phase 2
- Tree lighting
- New bike rack

- BART station
- BART tracks
- Park
- School

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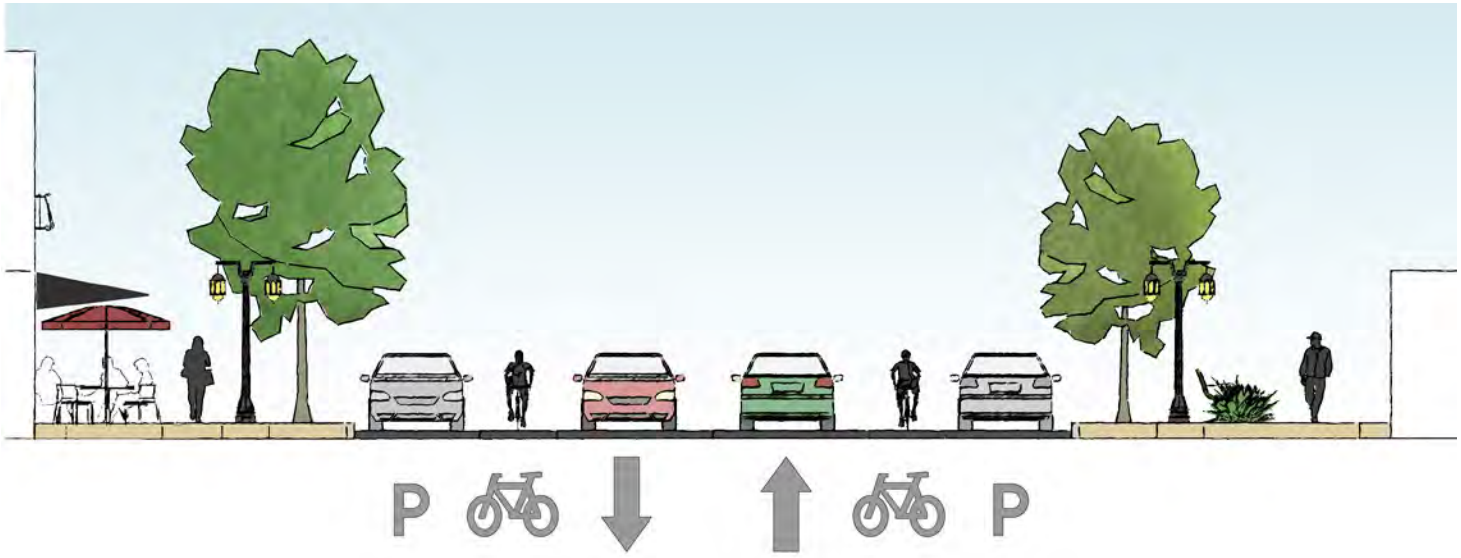
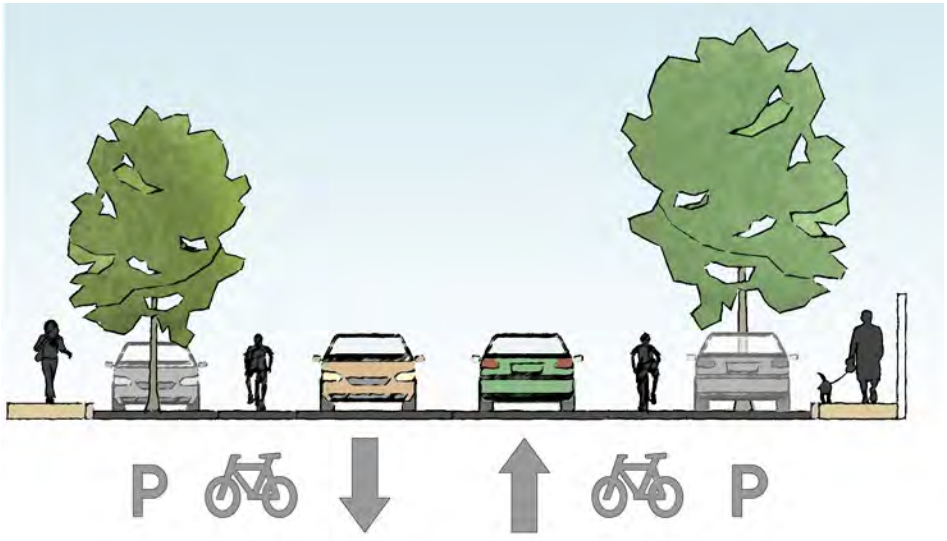
Downtown Corridors Plan

Ongoing Projects

Project	Description
Central Concord Pedestrian Improvements and Streetscape Project	Rehabilitate crosswalks at 30 intersections (pothole repair, re-staining of colored concrete crosswalks), improve curb ramps on Grant and Salvio Streets, bicycle racks and lanes on Grant Street, striping and sharrows on Salvio Street, update wayfinding at BART plaza, refurbish pedestrian light poles and “twinkle” tree lighting on Grant Street.
Bicycle, Pedestrian, and Safe Routes to Transit Plan	Master plan to improve the city’s bicycle and pedestrian networks and infrastructure.
Concord BART Plaza Improvements	Bicycle lanes on Grant and Oak Streets, additional pedestrian lighting along Grant Street, new pedestrian walkway from BART entrance to Grant Street, relocated taxi and Kiss ‘N Ride parking, new wayfinding signage.
Downtown Concord Bicycle Lane Improvements	Bicycle routes and lanes on Clayton Road, Concord Boulevard, Grant Street, Oakland Avenue, and Mt. Diablo Street. Sidewalk construction and widening on Clayton Road and Grant Street (east side between Concord Boulevard and Willow Pass Road).
Downtown Sewer and Streetscape Improvements	Phased replacement and rehabilitation of sewer system, street paving and striping, sidewalk repair on portions of Grant Street, selected curb replacements.
Salvio Street Improvements at Mt. Diablo Street	Remove diagonal parking along north side of Salvio Street east of Mt. Diablo Street, improved sidewalk conditions at intersection.
Salvio Street Bicycle Lanes	Bicycle sharrows on Salvio Street from Port Chicago Highway to Parkside Drive.
Willow Pass Road and Nearby Intersections Traffic Signal Upgrades	Traffic signal upgrades and new signals at a number of downtown intersections; add protected left turn phasing, ADA upgrades on Willow Pass Road.





Downtown Streets configuration options from the General Plan Complete Streets section. All three study corridors are designated as Downtown Streets, with one lane of travel in each direction, bicycle facilities, and pedestrian amenities.

Pedestrian-oriented sidewalks on Salvio Street.

2 Existing Conditions

This section describes the existing conditions along the three study corridors. Beginning with a general description of the corridors, it then discusses both the streetside (the public right-of-way extending from the property line to the curb) and the traveled way (the portion between the curbs, generally for vehicle travel).

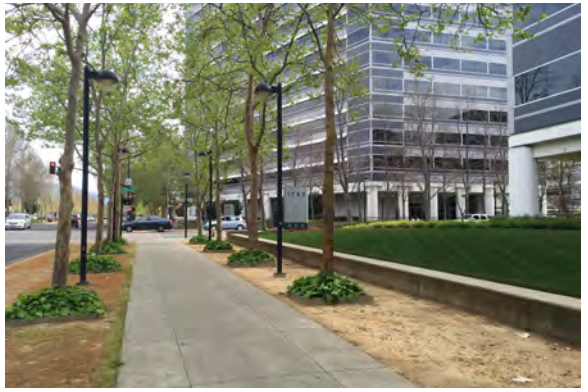
2.1 General Character

The Grant, Salvio, and Oak Street corridors serve as important places in Downtown Concord and as multi-modal connectors that link the area to important destinations nearby. Grant and Salvio Streets host and facilitate popular community events and life, and all three corridors serve as a backbone that connects destinations such as Park 'N Shop, Todos Santos Plaza, Downtown Concord BART station, and nearby residential communities. The streets host pedestrian, bicycle, transit, and automobile traffic, and intersect a number of major arterials that move significant traffic volumes through the downtown, including Galindo Street, Concord Boulevard, and Clayton Road.

The study corridors generally include sidewalks, crosswalks, street trees, and landscaped buffers from traffic. Land uses along the corridors are mixed, and include above- and below-ground parking garages, parking lots, retail and services, eating and drinking establishments, Todos Santos Plaza, and several vacant lots. Todos Santos Plaza plays host to a number of popular community events, including a daytime farmer's market on Tuesdays and Thursdays, a nighttime summer concert series, and a Monday night "Off the Grid" food truck festival. During Off the Grid and other events that generate heavy activity the block of Grant Street adjacent to the plaza are closed to auto traffic.

Although some portions of the corridors have well-defined street edges and continuous building frontage, particularly along the eastern portion of Salvio Street, there are many 'gaps' in the street edge where there are no active uses to generate foot traffic and vibrant street activity. This is particularly true on Oak Street, where uses include a parking garage and vacant land. The vacant land is owned by the Successor Agency to the city's former Redevelopment Agency. The land will be transferred to the City for future development, subject to the Downtown Specific Plan. Once the City is able to clear procedures required by the State of California, the City will issue a request for proposals (RFP) for a developer to build a transit-oriented project consistent with General Plan and zoning designations for the site. Gaps are compounded by numerous and large curb cuts for parking and driveway entrances.

Although multiple types of street users do use the corridor, the quality of conditions for pedestrians and cyclists varies considerably along all three corridors. Pedestrians on each of the corridors must contend with narrow, broken, uneven, and occasional missing sidewalks; long roadway crossings and auto-oriented signal timing; a lack of seating and uncoordinated street furniture; poor or nonexistent street lighting, and limited wayfinding guidance. Cyclists do not have marked or dedicated facilities on any of the study corridors, leading many to travel on the sidewalks, and bicycle parking is limited. Transit riders face limited stop amenities, although the BART plaza project will substantially improve the area immediately around BART.



This sidewalk on Grant Street has good paving, width, lighting, shade trees, and a generous buffer from traffic.

Todos Santos Plaza is a busy, pedestrian-oriented focal point for activities in the downtown.

2.2 The Streetside

The streetside includes both sides of the street, from the curb to the property line, which often can be the building edge. The streetsides on each corridor vary in amenity and quality.

2.2.1 Sidewalk Conditions

Sidewalks on the corridors vary significantly. Generally paved in concrete, the clear path of sidewalks on the study corridors are as narrow as 4 feet or as wide as 12 feet. Sidewalks usually include buffers from street traffic. There are portions of each corridor that present challenges to pedestrians, including cracked and uneven sidewalks, as well as very long curb cuts due to driveways serving businesses along the corridors and sloped sidewalks.

Disrupted pavement like this broken bricking on Grant Street are common and are a hazard to pedestrians.

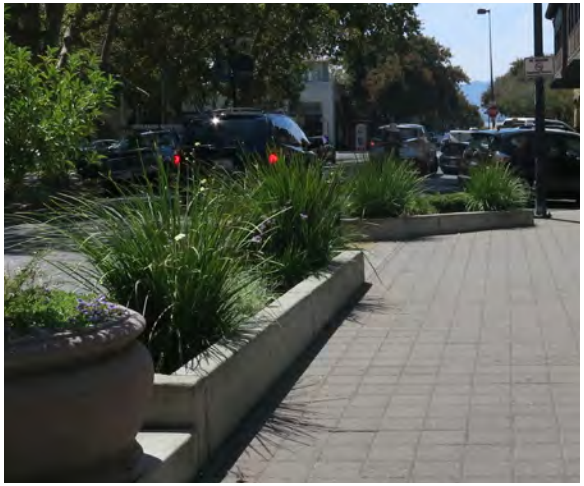
Sidewalks surrounding Todos Santos Plaza are of high quality, with smooth paving, consistent lighting, greenery, street furniture, and a sufficient buffer.

Cracked and uneven sidewalks, as shown here on Oak Street, are common along the study corridors.

2.2.2 Landscape Character

Prominent street trees within the project corridor include Carpinus fastigiata (European Hornbeam), Koelreuteria paniculata (Golden Rain Tree), Liriodendron tulipifera (Tulip Tree), and Platanus racemosa (California Sycamore). Smaller ornamental trees such as Lagerstroemia indica (Crape Myrtle) are used to define gateways and add vertical vegetation in raised planting areas. The majority of street trees are planted without a tree grate, using crushed fines or soil as a topdressing within the paving cutout. Thoughtful pruning of mature trees occurs throughout the corridor. Some die back and branch failure was detected in trees that display signs of irrigation reduction. Koelreuteria paniculata (Golden Rain Tree) displays significant drought stress in most areas, however the trees planted with tree grates appear to be in greater health. Some root girdling occurs on trees where planter space is limited and soil compaction has occurred due to pedestrian traffic.

Prominent existing groundcover types along the project corridor include Hedera helix (Ivy), Hemerocallis sp (Day lily), carpet roses, ficus pumila (Creeping Fig). Groundcover planting scale remains relatively low to the ground, allowing the tree planting to be the main vertical element. Many planting areas along the sidewalks have been cleared of groundcover and shrub vegetation and replaced with decomposed granite or similar material, leaving only tree planting.



Permanent planters on Salvio Street.

Common large planter style.

Trees surrounded by decomposed granite along Grant Street.

2.2.3 Wayfinding and Signage

The study corridors feature two types of wayfinding signs. Near the BART station, prominent midnight-blue fixtures point towards destinations such as Todos Santos Plaza or the BART station. Atop these distinctive fixtures are globe street lights. Closer to the plaza, decorative wayfinding kiosks list the surrounding businesses, highlight Downtown activities, and provide large lockable display cases. However, this large amount of information can make wayfinding difficult.

BART is finalizing the redesign of their plaza to improve the experience for pedestrians and bicyclists, including additional wayfinding. Construction is expected to begin in early summer 2016.

Three dark blue wayfinding signs on the BART property direct pedestrians to locations nearby.

Modern wayfinding sign near Todos Santos Plaza, including a business directory and map.

2.2.4 Lighting

All three study corridors have, at a minimum, street lighting focused on the vehicle portion of the street. There are pedestrian-scale (lower, facing the sidewalk) lights on several of the blocks on the corridors. As shown on the facing page, there is a variety of street and pedestrian lighting on the blocks in the study corridors.

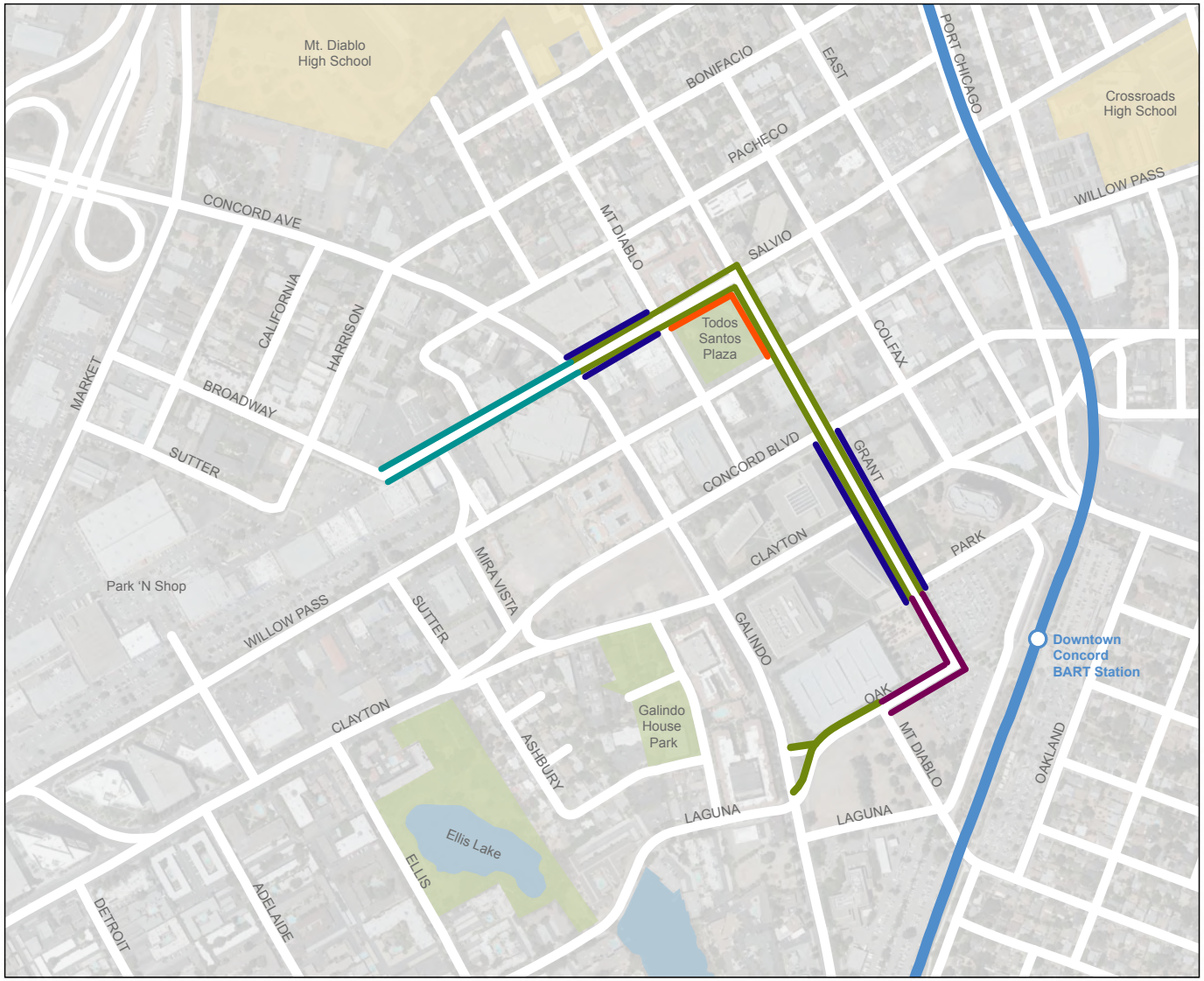
Type 2 - 'Flat-round' pedestrian-scale light.

Type 4 - 'Modern' pedestrian-scale light at Todos Santos Plaza.

Type 1 - Cobra street light on Salvio Street.

Type 3 - 'Globe' pedestrian-scale light on Grant Street.

Type 5 - 'Half-globe' combined street and pedestrian-scale light in the BART station area.



Downtown Corridors Plan
Lighting

Street Lighting

- Type 1 - Cobra
- Type 2 - 'Flat-round'

Pedestrian Lighting

- Type 3 - 'Globe'
- Type 4 - 'Modern'

Combined Street and Pedestrian Lighting

- Type 5 - 'Half-globe

- BART station
- BART tracks
- Park
- School
- Water

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0 0.05 0.1 0.2 Miles

2.2.5 Street Furniture

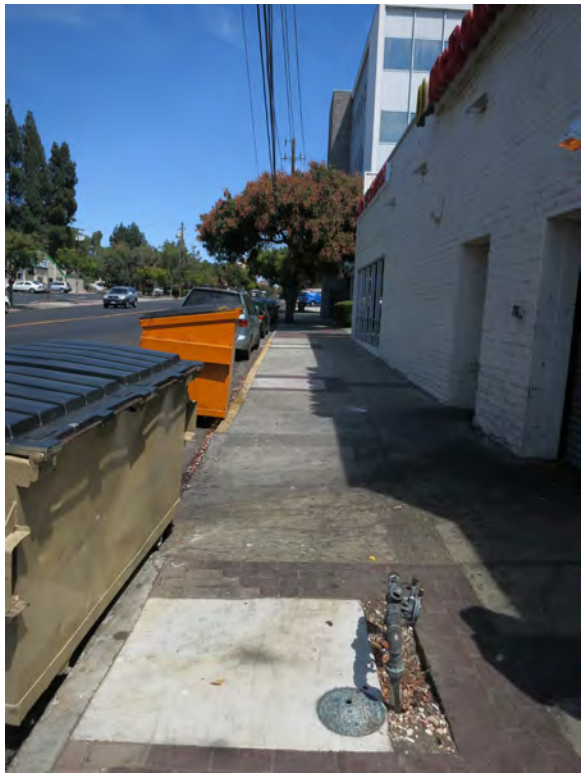
Most of the street furniture in the study corridors is clustered on the sidewalks near Todos Santos Plaza. Immediately surrounding the plaza, benches, tables, water fountains, and the iconic clock invite passersby to slow, sit, and relax. Many of the businesses lining the plaza enliven the sidewalk with tables, planters, and signs. Farther away from the plaza, street furniture becomes sparser. The occasional planter beautifies the streetscape and may act as ad hoc seating. Trash receptacles are provided at some intersections. In general, however, street furniture is limited on Salvio Street and Grant Street and is lacking entirely on Oak Street.

Multiple types of movable street planters occur. The most prominent type is a circular grey concrete planter with blue tile inlay detailing, found mostly toward intersections and sidewalk enlargements or bulb outs. In some cases planters impede path of travel. Smaller concrete planters within the corridor in earth tone or terra cotta colors offer cohesiveness to existing architectural color palettes.

Street furniture at Todos Santos Plaza is well-used. Benches in this area are ornate metal in a deep blue finish.

Water fountain and trash receptacle at Todos Santos Plaza.

The iconic clock in Todos Santos Plaza enhances the ambiance of the area.



Salvio Street behind Park 'N Shop has limited pedestrian amenities (tree wells have been removed) and faces the 'back side' of the building.

Sidewalk café seating, common near Todos Santos Plaza, enlivens the street.

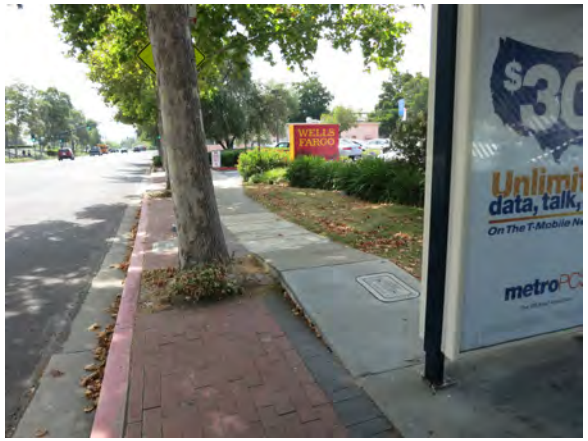
A common planter along the study corridors, typically near intersections in sidewalk enlargements or bulb-outs. In some cases, planters impede the path of travel.

Street furniture and active uses become more sparse on the southern end of Grant Street.

With more active uses and more inviting street furniture, this connecting pathway between Salvio Street and Park 'N Shop could become vibrant and busy.

2.2.6 Accessibility

Accessibility for persons with disabilities is important for the Downtown to ensure access to shopping, transportation, and services. However, it is also important for others – people with strollers, the elderly, and all people who value a comfortable pedestrian experience benefit from an accessible place, and Downtown business owners benefit from the potential for additional customers. Currently, the study corridors vary substantially in their level of accessibility and none provides a smooth, easily-navigable path from end to end. Most, but not all street corners have curb ramps however in some cases both the curb ramps and the signal buttons do not line up appropriately with the crosswalks. This condition can make it difficult for people with low or no vision to be certain they are crossing in a safe portion of the roadway. In addition, signal buttons are found at most signals intended for the visually impaired, but some signals are equipped with older models not intended to assist the visually impaired with navigation. While many intersections include truncated domes to indicate to visually impaired pedestrians that they are approaching an intersection, not all intersections have these, and not all are lined up correctly with crosswalks to assist with navigation into the crosswalk. In addition, at some private driveways along Grant and Salvio Streets there are strips of truncated domes. Since the standard is to put such warnings near places that are unsafe, these strips could cause confusion for visually impaired walkers.



Moving around this bus shelter on Concord Boulevard and Grant Street can be hazardous with the narrow passage and jagged pavement.

Not all intersections have curb cuts.

The alignment of the signal button, ramp, and crosswalk here all support navigation for visually impaired walkers.

2.3 The Traveled Way

2.3.1 Pedestrian Crossings

There are three main types of crosswalks in Downtown Concord: colored pavement, parallel painted lines, and high-visibility ladder design. Around Todos Santos Plaza, most of the crosswalks are created with colored pavement, giving drivers a visual alert that they are entering a pedestrian space. Surrounding the Downtown Concord BART station, some are high-visibility ladder crossings, and the remainder are parallel painted lines. Beyond the immediate area around Todos Santos Plaza and the BART station, crosswalks vary widely, and primarily consist of parallel lines. At some intersections, the crosswalk consists of white concrete standing out somewhat from the darker road.

Auto traffic generally has priority along the study corridors, including signal timing at major crossings such as Galindo Street, Clayton Road, and Concord Boulevard resulting in substantial waits for pedestrians traveling on the three study corridors. If pedestrians do not press the walk signal button there will be no walk signal, making walkers feel less welcome and sometimes extending a walk trip to last longer than necessary.

Surrounding Todos Santos Plaza are the most comfortable pedestrian crossings in the three corridors. Many of these crossings feature bulb-outs to slow traffic, reduce the time and distance for crossing, and increase pedestrian visibility. Some include alerts painted in the street for drivers.

Bulbouts reduce pedestrian crossing distances and improve safety.

Colored pavement crosswalk.

This crossing at Oak and Galindo is the longest of the study corridors, at over 200 feet. Crossing from the apartments opposite takes nearly three minutes, and some choose to cross directly—and illegally—instead.

Painted lines crosswalk, with ladder striping for added visibility.

2.3.2 Transit Service

The study area is served by Bay Area Rapid Transit (BART) regional commuter trains, and by County Connection. Riders of both systems access transit via the study corridors – from the west/Monument neighborhood via Laguna Street to Oak Street, and from the north via Grant Street from Todos Santos Plaza and other Downtown destinations. For this reason, both BART and County Connection are also interested and supportive of improving pedestrian, bicycle, and bus access to the BART station and nearby destinations.

BART provides service throughout the region from the Concord station, which is on the Pittsburg/ Bay Point line. Service starts early on weekday mornings (just after 4 a.m.) and concludes just after midnight, with frequencies of less than ten minutes at peak commute hours and 15 minutes in the middle of the day. Service on weekends is generally every 20 minutes.

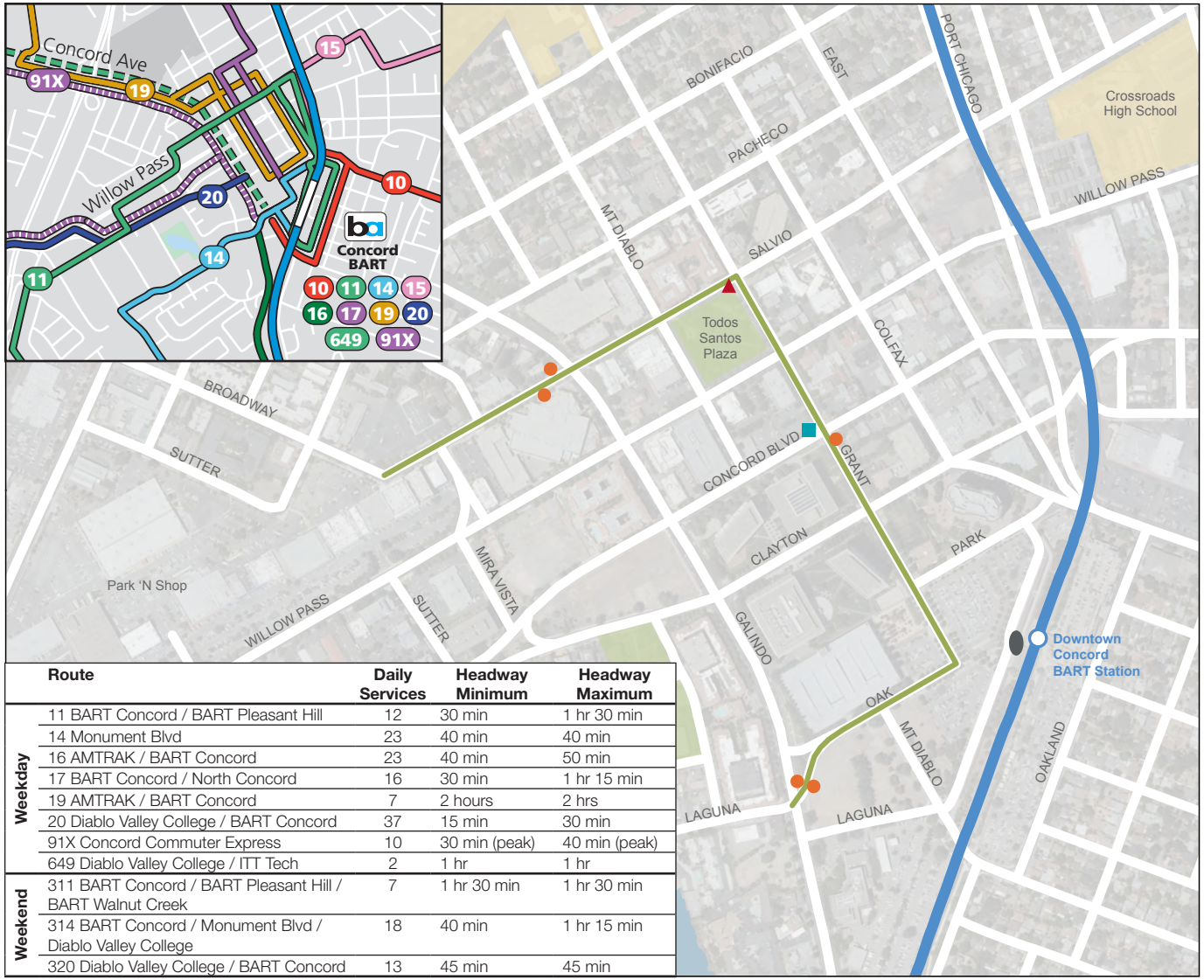
BART is currently preparing a 'last mile' study to facilitate access by modes other than single-passenger autos, building on its 2003 BART Station Access Guidelines, which establish a hierarchy placing walking at the top of the list, followed by transit, bicycles, pick-up/drop-off, and vehicle parking. BART expects to have some funding in the future to support access to stations following that hierarchy. The BART Plaza project mentioned in Section 1 will complement the corridor improvements proposed by the Downtown Corridors Plan, primarily through a redesign of the plaza to provide a direct pedestrian line of travel between the station and Grant Street, as well as a more comfortable pedestrian environment and improved wayfinding in the immediate vicinity of the station.

Several County Connection transit routes run along or near the study corridors, converging at the BART station, which serves as a transfer point between routes and to the BART system. Most routes have long headways, ranging between 30 and 60 minutes, with Routes 11 and 20 attracting the most riders. Buses to Diablo Valley College are full at peak hours. Eight all-day and commuter weekday lines and three weekend lines serve the corridors. Some of these routes provide service between the BART station and Todos Santos Plaza, but with low frequency service often making it quicker to walk downtown. Transit patrons may not realize they are within a few blocks of the Plaza, due to limited signage. New signage will be installed as part of the BART plaza project.

Signpost stop on Oak Street.

The only bus shelter on the study corridors encroaches into the sidewalk.

Bus stop including bench at Todos Santos Plaza.



Downtown Corridors Plan
Transit Stops and Signage

Transit Stop Type:

- Bus Stop Sign Post, Typical
- Bus Shelter
- Bus Bench
- Bus Transfer Station

- Study corridors
- BART station
- BART tracks
- Park
- School

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Concord

0 0.05 0.1 0.2 Miles

	Route	Daily Services	Headway Minimum	Headway Maximum
Weekday	11 BART Concord / BART Pleasant Hill	12	30 min	1 hr 30 min
	14 Monument Blvd	23	40 min	40 min
	16 AMTRAK / BART Concord	23	40 min	50 min
	17 BART Concord / North Concord	16	30 min	1 hr 15 min
	19 AMTRAK / BART Concord	7	2 hours	2 hrs
	20 Diablo Valley College / BART Concord	37	15 min	30 min
	91X Concord Commuter Express	10	30 min (peak)	40 min (peak)
	649 Diablo Valley College / ITT Tech	2	1 hr	1 hr
Weekend	311 BART Concord / BART Pleasant Hill / BART Walnut Creek	7	1 hr 30 min	1 hr 30 min
	314 BART Concord / Monument Blvd / Diablo Valley College	18	40 min	1 hr 15 min
	320 Diablo Valley College / BART Concord	13	45 min	45 min

2.3.3 Bicycle Facilities

There are no designated bicycle facilities within the corridors, although cyclists regularly visit the downtown area. Cyclists accessing downtown either ride on-street, without designated facilities, or, more frequently, on the sidewalk. For those cyclists who ride on-street, intersections present a particular challenge because right and left turns prioritizing auto movements across busy streets do not leave clear locations for cyclists to wait for lights to change or make turns themselves. A current project to provide bicycle parking in several locations along the study corridors will begin to address the lack of bicycle parking. As noted in Section 1, Concord is currently completing a bicycle, pedestrian, and last mile to transit study. The community input survey identified citywide issues for cyclists, some of which appear applicable to the Downtown area:

- Needs for: continuous, dedicated space on arterials, improved access to BART, bicycle parking at key destinations, and bicycle wayfinding.
- Important destinations included: transit, stores, parks, community centers, schools, and work.
- Primary factors discouraging cycling: lack of dedicated space and concerns about safety.

Some of the projects described in Section 1 are advancing design of bicycle facilities on the study corridors and throughout the downtown.

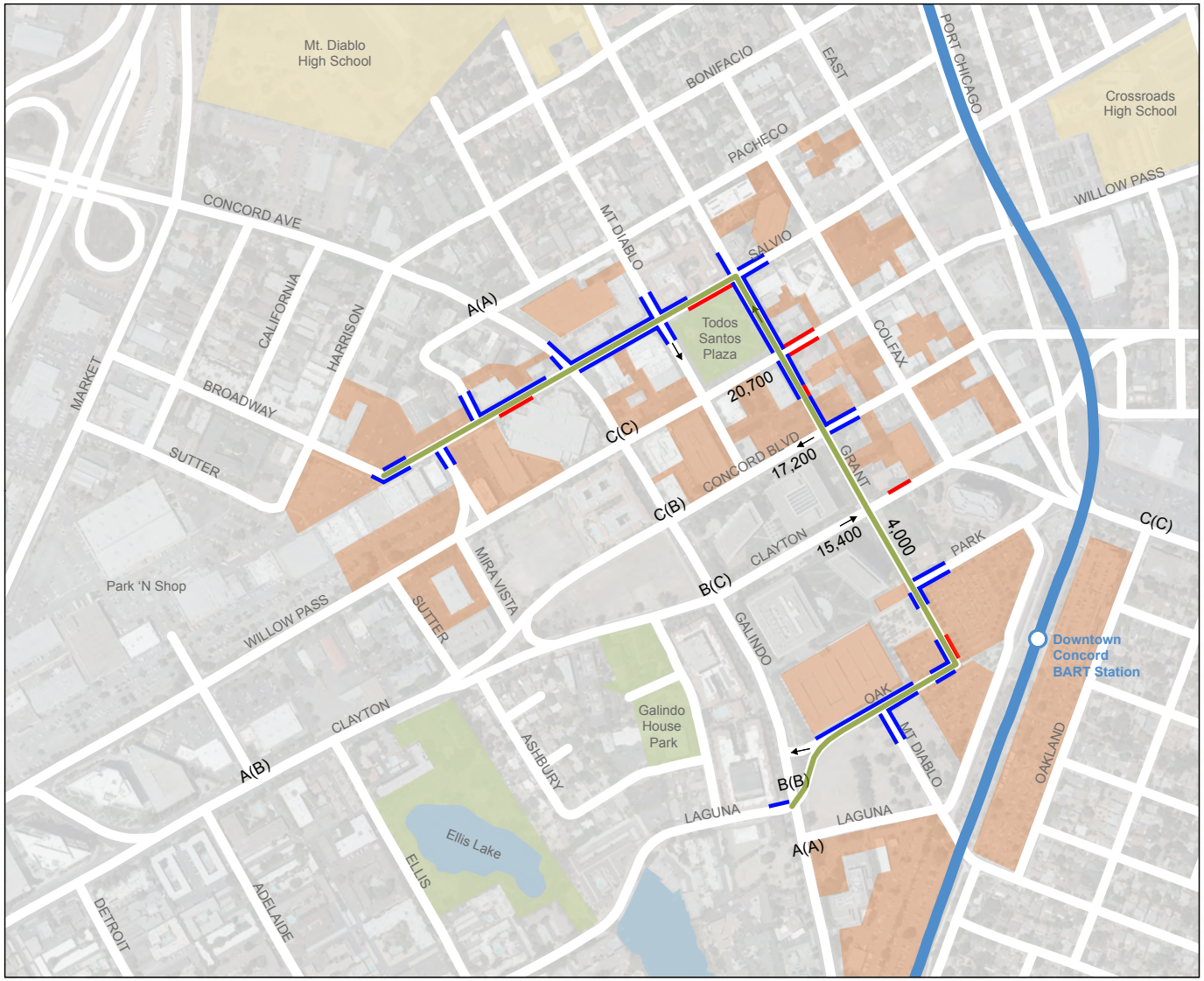
Cyclists have parked their bicycles with their kickstands.

Bicyclist using the sidewalk.

2.3.4 Auto Facilities

All three study corridors are two-way, except for Grant Street on the block between Willow Pass Road and Salvio Street, framing Todos Santos Plaza. This configuration slows traffic and highlights the pedestrian uses in and around the plaza. Grant Street also intersects a one-way couplet: Concord Boulevard and Clayton Road are three-lane thoroughfares with daily traffic volumes of around 16,000 vehicles each. Grant Street has two vehicle travel lanes in each direction from where it begins at the BART station up to the short section framing the Plaza. A recent study of Grant Street counted an average of 4,000 vehicles per day. Galindo Street, which runs parallel to Grant Street and provides more connectivity, has levels of service C or better at the AM and PM peak traffic periods, according to the Downtown Concord Specific Plan Transportation Assessment (2014).

Parking is abundant along the study corridors, and throughout the Downtown area, as shown in the following Auto Movement and Parking Map. Along most streets both right lanes are reserved for non-metered parking, in some cases with a posted two-hour time limit. Within or near the corridors are several public and private parking lots and garages. Parking capacity is stretched during regular special events, such as evening concerts in Todos Santos Plaza during the Music and Market summer series.



Downtown Corridors Plan
Auto Movement and Parking

Parking, Roadway and Service Designations:

- One-Way
- On-Street Parking
- Restricted On-Street Parking
- Off-Street Parking
- X(X) Existing Level of Service: AM peak (PM peak)
- XX,XXX Average Daily Traffic Count

- Study corridors
- BART station
- BART tracks
- Park
- School

Traffic data source: Downtown Concord Specific Plan Transportation Assessment 2014

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Concord

0 0.05 0.1 0.2 Miles

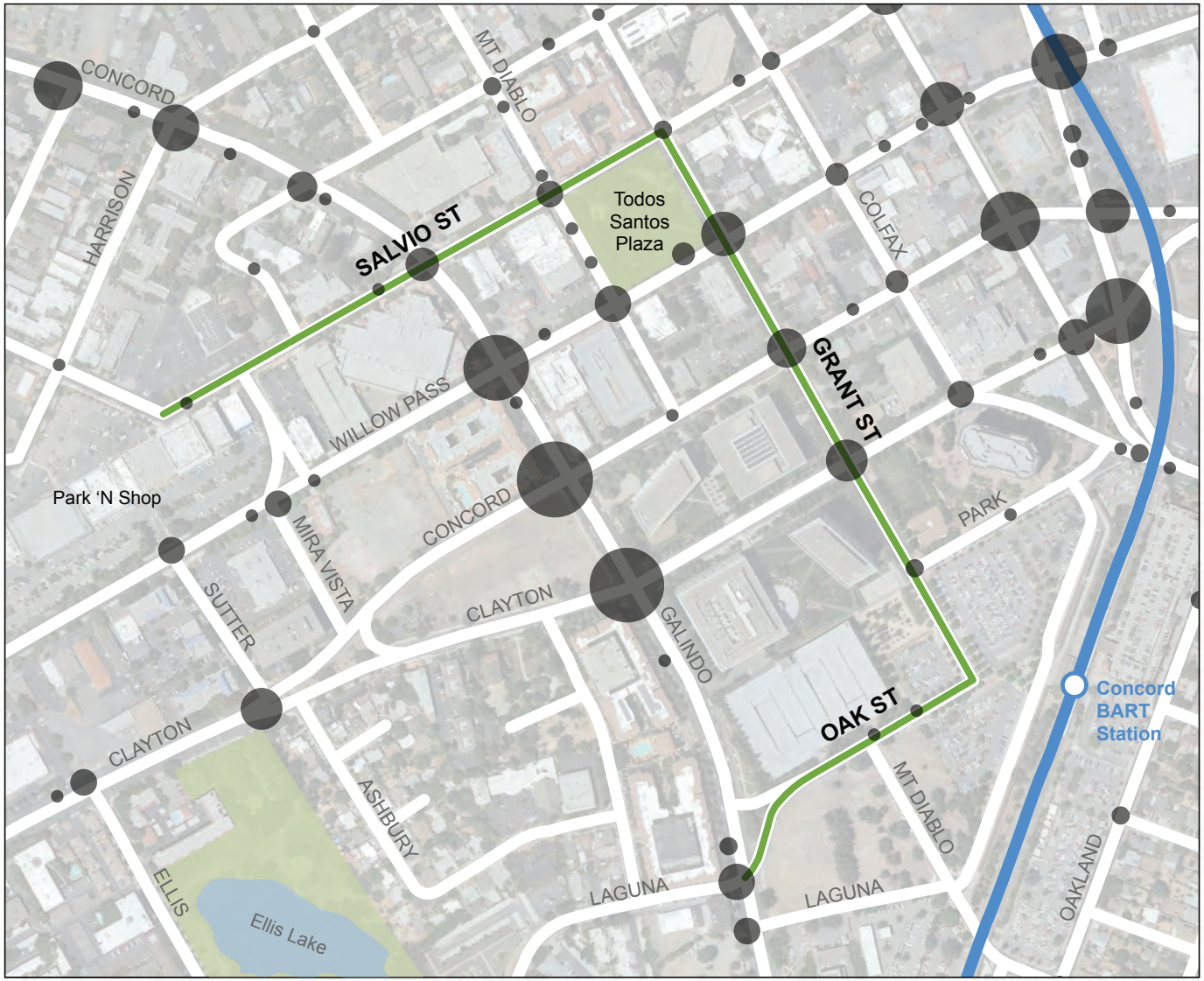
2.3.5 Safety

Pedestrian, bicycle, and traffic safety is an important issue in Downtown Concord, where high-volume streets with 30-35 mph speed limits, such as Galindo Street, Clayton Road, Concord Boulevard, Willow Pass Road, and Port Chicago Highway, result in an elevated risk of accidents and injuries. Based on the California Highway Patrol's traffic records system (SWITRS), there were over 50 collisions along the study corridors in the period from 2008 through 2012. Of these, nearly 1/3 involved a cyclist and/or pedestrian. Study corridor intersections with the most accidents of all types include:

- Salvio Street at Galindo Street (6)
- Salvio Street at Mt. Diablo Street (4)
- Grant Street at Willow Pass Road (10)
- Grant Street at Concord Avenue (8)
- Grant Street at Clayton Road (9)
- Oak Street at Galindo Street (7)

Of the three study corridors, Grant Street had the most collisions, illustrating the importance of safety features for cyclists and pedestrians at Willow Pass Road, Concord Boulevard, and Clayton Road. Salvio Street had a greater incidence of accidents involving pedestrians, but fewer overall collisions of all types. The intersection of Oak and Galindo Streets was also a hotspot for accidents, including three involving bicycles.

Pedestrian and cyclist using the crosswalk to cross Willow Pass Road at Grant Street.



Downtown Corridors Plan
Collisions 2008-2012

Collisions (2008-2012)

1
5
10

Source: California Highway Patrol SWITRS

Study Corridors
BART Station
BART Tracks

N

Concord

Miles
0 0.035 0.07 0.14

2.4 Stormwater and Low Impact Development

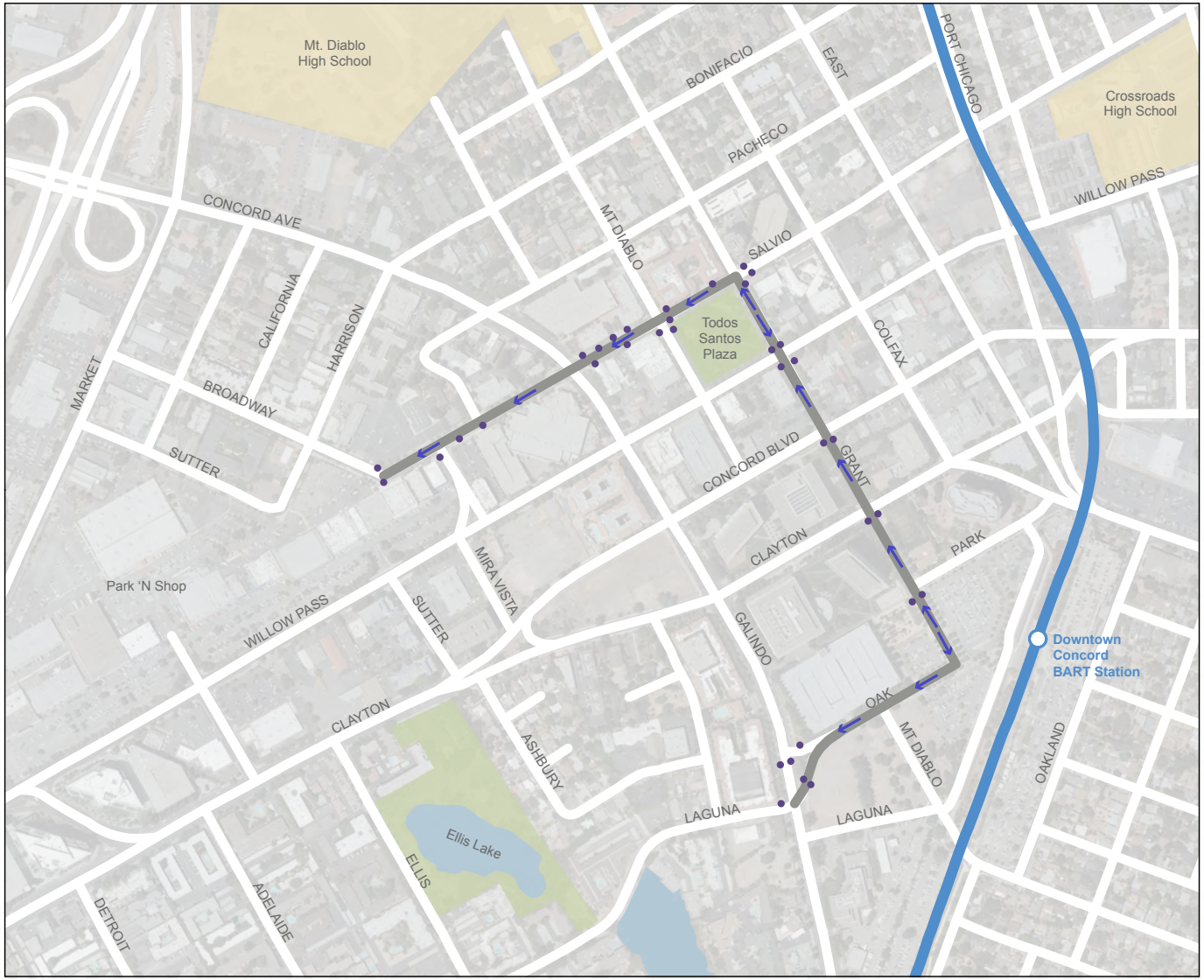
Concord is subject to the federal Clean Water Act, which regulates discharges from municipal separate storm sewer systems (MS4s) through National Pollutant Discharge Elimination System (NPDES) permits issued to local governments in the Bay Area via the San Francisco Bay Regional Water Quality Control Board. The Bay Area's MS4 permit is currently being revised in preparation for a re-issue in the near future, but if passed in its current form would require Concord to take several additional steps beyond current practice. These include a requirement to develop Green Infrastructure Plans to define a long-term approach to retrofit from 'gray to green' infrastructure. This means transitioning from existing impervious (water cannot absorb into it) surface and storm drains to green infrastructure that slows runoff by distributing it to rain gardens and other green spaces, allowing some or all of the water to percolate into the ground or evaporate. In addition, the City would be required to take additional measures to reduce trash loads in stormwater, and implement standards for pervious (allowing water to absorb) paving.

Drainage for the three study corridors consists of standard curb and gutter systems, in conjunction with crowned roadways. These facilities appear to be sufficient to avoid flooding, and staff report no recurrent flooding issues in the downtown area. However, if the MS4 permit is renewed in a form similar to that described above, the City's storm drainage system will need to be re-evaluated The locations of stormwater drains and water flow are shown opposite. As shown in the photos on this page, there are a range of opportunities for green stormwater facilities, which can also provide attractive greenspaces.

Wide corner at intersection of Salvio and Broadway Streets, at a low spot where water will tend to drain.

Existing storm drain near permeable and impermeable surfaces that present opportunities for bio-retention.

The roadway island at Oak and Galindo Streets could help mitigate potential flooding by absorbing stormwater.



Downtown Corridors Plan
Existing Drain Inlets

- Observed stormwater drain inlet
- Presumed general flow direction by block

N

Concord

0 0.05 0.1 0.2 Miles

3 Opportunities and Constraints

Through the process of drafting this summary of existing conditions, as well as discussions with key stakeholders, the following opportunities for the study corridors have been identified, as well as constraints that the City will need to be aware of in developing designs for the study corridors.

3.1 Opportunities

1. Use coordinated design and other approaches to establish a sense of place for the three corridors as part of an overall strategy to implement the Downtown Specific Plan. Street design must be complementary to BART plaza design and address the current inconsistent character, which does not contribute to a sense of place in the Downtown.

    a. Create new street furniture 'catalogue' to offer a fresh look and additional amenities to the Downtown pedestrian area.
    b. Improve wayfinding along the corridors with elements like better directional signage, posted walking travel times, and coordinated branding.
    c. Upgrade and install pedestrian-oriented lighting along the corridors to improve safety, security, and reduce risk of injury.

2. Build upon Todos Santos Plaza's current range of successful programming to encourage a wide array of activities in the Downtown and along the three study corridors; this includes events requiring temporary street closures.

3. Improve sidewalks for accessibility and safety.

    a. Reconstruct and, where possible, widen sidewalks to correct sidewalk uplift, cracking, and deteriorated brick work.
    b. Widen existing tree wells and incorporate tree grates and/or pervious pavers.

4. Implement low-impact landscaping and stormwater features to reduce water runoff, reduce maintenance, and plan for anticipated stormwater regulation changes.

    a. Install signature landscape features that will help detain, filter, and process storm water.
    b. Install permeable pavement in select streetside parking areas.
    c. Identify tree and other plant species needing lower levels of maintenance.

5. Improve pedestrian crossings.

    a. Upgrade crosswalks.
    b. Install new pedestrian signals and curb ramps to comply with current practice for persons with disabilities.
    c. Adjust signal timing to prioritize pedestrians at key pedestrian-focused intersections.

6. Enhance safety, security, cleaning and landscape maintenance throughout the Downtown area, including the three study corridors. This could be provided by a business improvement district, modifications to the existing maintenance district, or other mechanisms. Services could also include programs such as an ambassador service.

7. Activate Grant Street with programming to improve connection to BART station.

    a. Implement temporary uses and events along Grant Street where wide right-of-way appears to provide more capacity than needed.
    b. Implement bicycle facilities along the corridor to better connect to Todos Santos Plaza.

8. Establish a Downtown Circulator (shuttle) to connect BART, Todos Santos Plaza, Park-and-Shop, and other key destinations via free or low-cost, easy-to-use transit service.

9. Investigate the reconfiguration of Oak Street along the City's Successor Agency parcel to improve walking and cycling connections to residents and amenities across Galindo Street.

10. Capitalize on the Downtown's appeal as a citywide cycling destination by ensuring it is a well-connected node in Concord's bicycle network and creating a cohesive approach to cycling within the three corridors, consistent with the findings of the Bicycle, Pedestrian, and Safe Routes to Transit Plan.

11. Work with County Connection to provide additional bus shelters and other street furniture designed to improve the experience of transit riders.

12. Coordinate the design of both the public and private realms, considering the local context and the Todos Santos Design Guidelines.

3.2 Constraints

1. Balancing pedestrian and cyclist activity with automobile circulation.

   a. Limited right-of-way is available to accomplish all desired objectives.
   b. Major streets are barriers to pedestrians and cyclists.

2. Numerous curb-cuts for driveways serving existing businesses that interrupt pedestrian paths.

3. Some existing buildings are oriented away from the street or are designed wide with setbacks that do not contribute to a lively street experience.

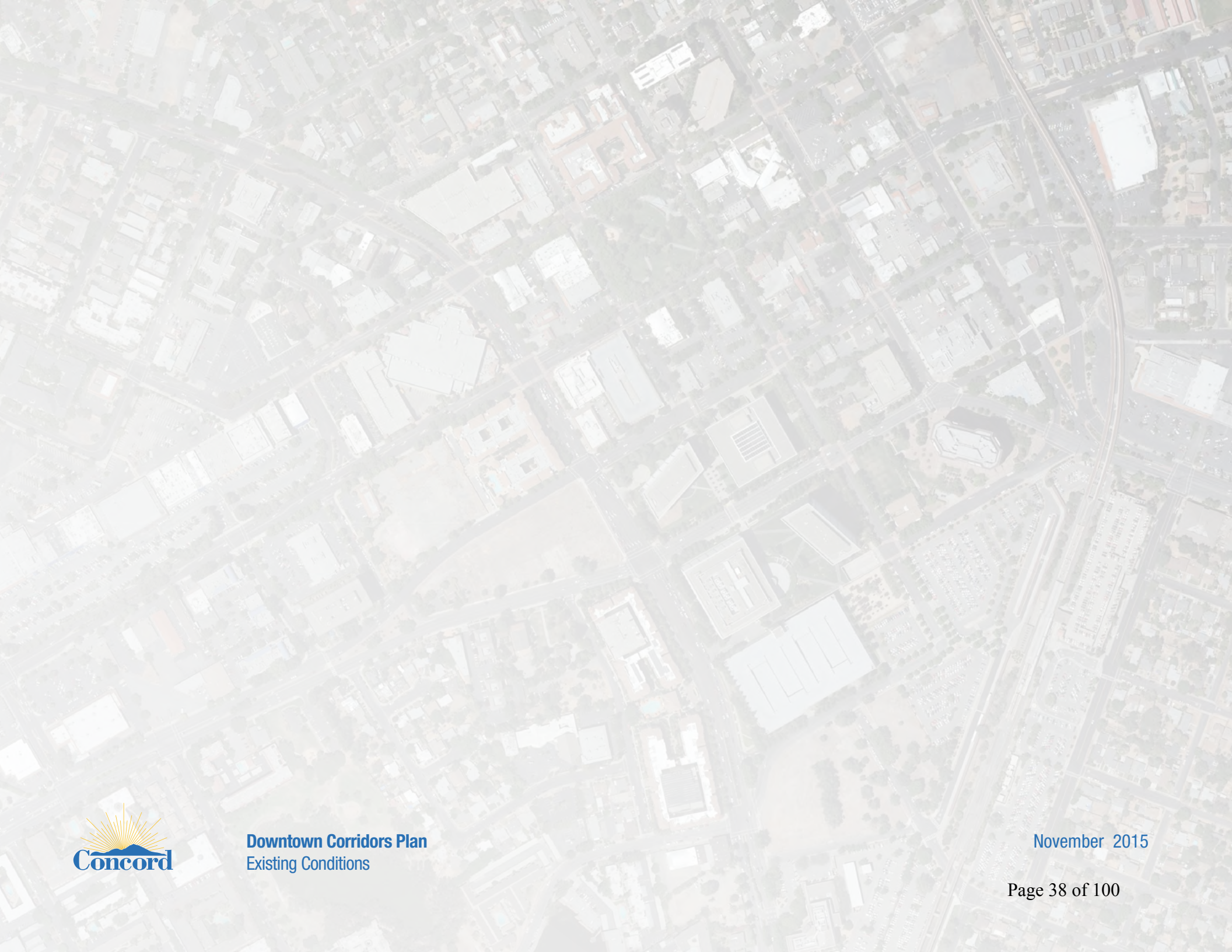
4. Limited near-term potential for development of privately-owned vacant parcels.

5. High-traffic volume intersections that result in difficult pedestrian crossings at major and wide roadways such as Galindo Street, Concord Boulevard, and Clayton Road.

6. Complexity of existing utilities and lack of survey data for all streets.

7. Lack of dedicated funding source for capital improvements.

8. Safety and security are a concern, particularly at night, along the corridors and at Todos Santos Plaza.



Downtown Corridors Plan
Design Guidelines

REVISED - DRAFT - April 2016

Acknowledgements

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Downtown Corridors Plan
Design Guidelines

Concord

Todos Santos Plaza

1 Introduction

Concord envisions a lively, pedestrian- and bike-friendly downtown area, with shops, restaurants, and events in Todos Santos Plaza. The Plaza is currently very welcoming and surrounded by successful retailers. In the future, the area around the Plaza—connecting to BART and other key community destinations—could be a much more pleasant place to stroll, to bike, and to visit. Such a transition requires streetscape design that is both comprehensive and responsive to the unique downtown character.

Building on the community's vision as set forth in the Downtown Specific Plan (adopted in 2014), this Downtown Corridors plan aims to enhance the pedestrian environment in the downtown area. The plan focuses on three study corridors that form the eastern half of the 'green frame' conceptualized in the Specific Plan: Oak Street, Grant Street from Oak Street to Salvio Street, and Salvio Street from Grant Street to Broadway.

Concord has long planned for a more urban, mixed-use environment around the BART station and Todos Santos Plaza. The mixed-use zoning designations that pre-dated the Specific Plan are not sufficient to transform the area, to make it apparent to passengers arriving at the Concord BART station that they are in a downtown, pedestrian-friendly environment and that Todos Santos Plaza is very nearby. With zoning in place to encourage private development, the City's main focus in this study is redesigning and transforming the public right-of-way to support the kinds of residential, retail, and employment-generating development envisioned for the area.

This document provides design guidelines for the three study corridors. The guidelines are intended to support the vision established in the Downtown Specific Plan, building upon the opportunities and constraints identified in the plan's Existing Conditions report for the study (published in November 2015). The first opportunity identified in the report is to "use coordinated design and other approaches to establish a sense of place for the three corridors as part of an overall strategy to implement the Downtown Specific Plan." Other opportunities provide more specifics, which these guidelines are intended to document as direction for physical changes to the three study corridors.

These guidelines express a cohesive vision supported by the community, business- and property-owners, and decisionmakers. They provide direction to City staff members charged with improvements to the public right-of-way, while retaining a modest level of flexibility to respond to changing conditions. While the focus is on the three study corridors, many of the components of the street identified in these guidelines could readily be applied to other streets in the vicinity of Todos Santos Plaza. The corridor design guidelines for public space will also intersect with the design guidelines currently underway for the private realm in the vicinity of Todos Santos Plaza.

The next step of this plan is to prepare conceptual designs for the public right-of-way along the three study corridors, furthering these design guidelines. The designs will provide enough detail for the City to seek funding for implementation, moving closer to implementation of the Downtown Specific Plan.

Salvio Street sidewalk

2 Opportunities

The three study corridors present a range of opportunities to reflect the community's vision for the Downtown Area. This vision was expressed through the Downtown Specific Plan and builds on the success of Todos Santos Plaza.

These guidelines are in turn guided by the opportunities found in the Existing Conditions report, as follows:

1. Use coordinated design and other approaches to establish a sense of place for the three corridors as part of an overall strategy to implement the Downtown Specific Plan. Street design must be complementary to BART plaza design and address the current inconsistent character, which does not contribute to a sense of place in the Downtown.
2. Build upon Todos Santos Plaza's current range of successful programming to encourage a wide array of activities in the Downtown and along the three study corridors; this includes events requiring temporary street closures.
3. Improve sidewalks for accessibility and safety.
4. Implement low-impact landscaping and stormwater features to reduce water runoff, reduce maintenance, and plan for anticipated stormwater regulation changes.
5. Improve pedestrian crossings, such as restriping and resurfacing.
6. Enhance safety, security, cleaning and landscape maintenance throughout the Downtown area, including the three study corridors.
7. Activate Grant Street with amenities and activities to improve connection to BART station.
8. Establish a downtown shuttle to connect BART, Todos Santos Plaza, Park-and-Shop, Sun Valley Mall, and other key destinations via free or low-cost, easy-to-use transit service.
9. Investigate the reconfiguration of Oak Street along the City's Successor Agency parcel (property southwest of the BART station) to improve walking and cycling connections to residents and amenities across Galindo Street.
10. Capitalize on the Downtown's appeal as a citywide cycling destination by ensuring it is a well-connected node in Concord's bicycle network and creating a cohesive approach to cycling within the three corridors, consistent with the findings of the Bicycle, Pedestrian, and Safe Routes to Transit Plan.
11. Work with County Connection to provide additional bus shelters and other street furniture designed to improve the experience of transit riders.
12. Coordinate the design of both the public and private realms, considering the local context and the Todos Santos Design Guidelines.

3 Streetscape Design

The Salvio, Grant, and Oak Street corridors in the future will be safe and welcoming public spaces that encourage travel throughout the Downtown Area.

The street design guidelines serve as a guide to future streetscape improvement projects in the public right-of-way. The guidelines consist of two parts: a description of the four unique 'zones' along the study corridors, and a 'toolkit' of streetscape elements that are appropriate for use in the different zones. Each zone has a different set of key elements; not all elements are appropriate for use in each zone.

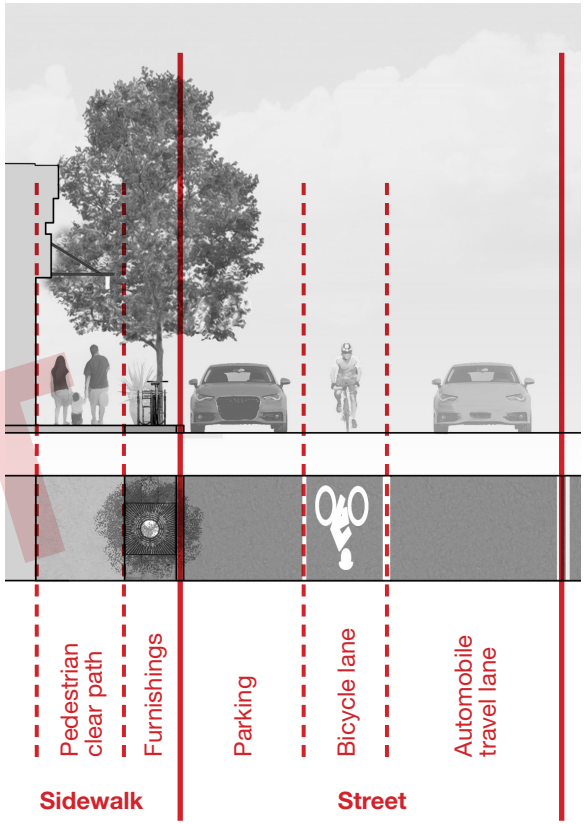
The guidelines address both the street and sidewalk realms, which each consist of several parts.

Street realm

- Parking
- Bicycle lane
- Automobile travel lane

Sidewalk realm

- Pedestrian throughway, or 'clear path'
- Furnishings and landscape



Components of the street

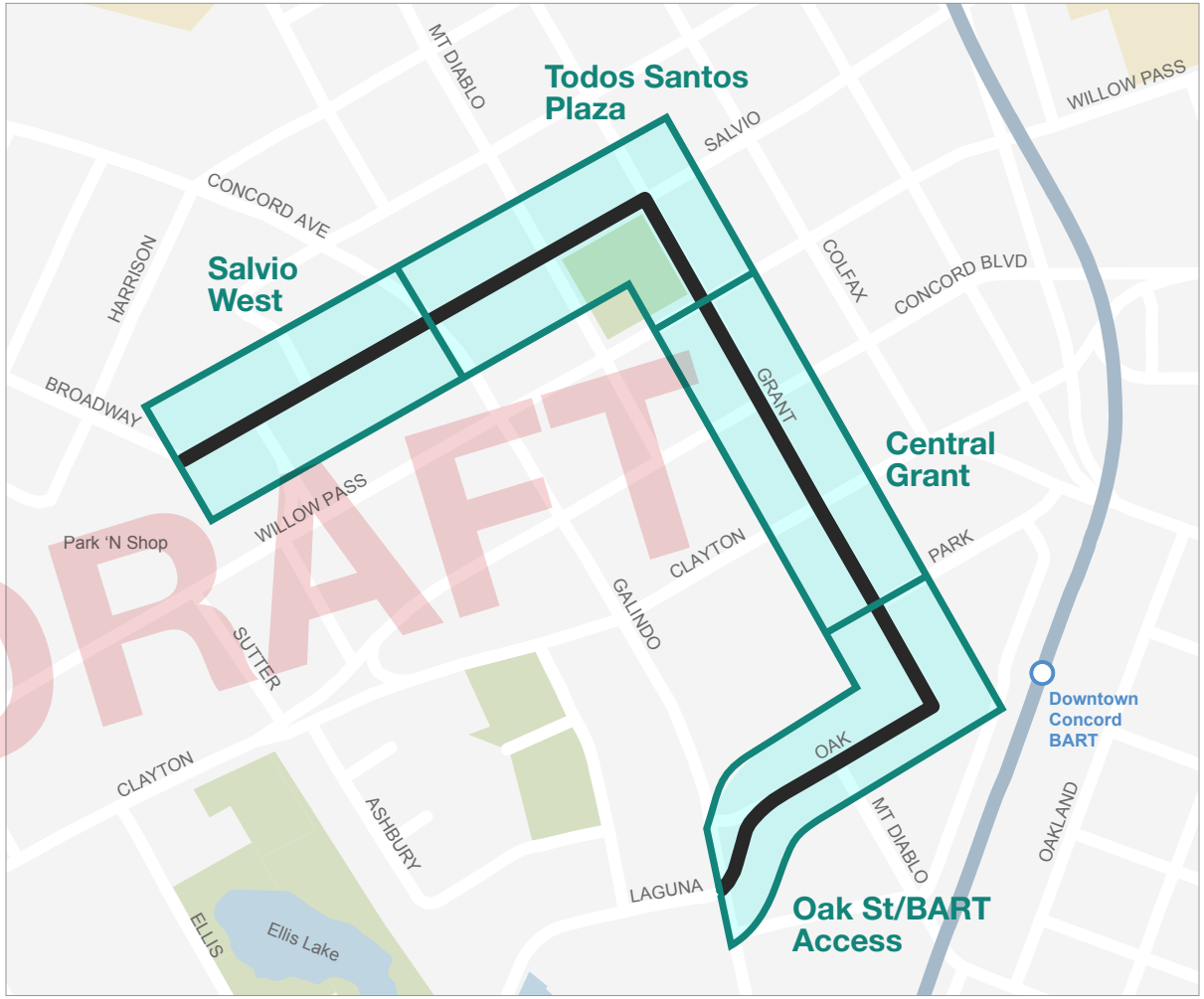
3.1 Zones

The three study corridors have been divided into four zones, based on the character and function of the streets and adjacent land uses. The zones are:

1. **Salvio West:** Salvio Street from Broadway Street to Galindo Street
2. **Todos Santos Plaza:** Salvio Street from Galindo Street to Grant Street, Grant Street from Salvio Street to Willow Pass Road
3. **Central Grant:** Grant Street from Willow Pass Road to Park Street
4. **Oak Street/BART Access:** Grant Street from Park Street to Oak Street, Oak Street from Grant Street to Galindo Street.

The following pages describe each zone, list desired features, and illustrate the desired 'typical' cross-section.

Conceptual designs, to be completed in the next phase of this study, will provide more specifics for each corridor, responding to the range of existing street conditions and building contexts.



Zone 1: Salvio West

Salvio West will serve as a pleasant connection for residents and visitors entering Todos Santos Plaza from Park 'N Shop and other locations to the west. The character will be similar to that of the plaza area, making a clear visual connection to that popular destination.

Description

Salvio West should provide a seamless and welcoming connection between the neighborhoods surrounding Park 'N Shop and Todos Santos Plaza and the downtown core. Currently, this zone has limited pedestrian amenities, and pedestrians find themselves walking along large parking lots or the back sides of buildings. The zone varies in traffic volume, crossing multi-lane arterials and weaving through mixed density commercial areas. It has no bike lanes and crosswalks are minimal.

The Downtown Specific Plan envisions residential and retail uses in this zone, transforming many of the existing surface parking lots into residential structures. In the future, the street and sidewalk will balance vehicle access, transit accommodations, and pedestrian and bicycle mobility and safety. The redesigned street will create a boulevard feel for travelers in which sidewalk buffers, decorative crosswalks, a bike lane, and well-defined paths bring all street and sidewalk users safely together. The resulting street provides comfortable access to local and surrounding destinations for pedestrians, cyclists, transit riders, and drivers.

Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

PARKING
Parallel on north side of street only

BIKE FACILITY
Buffered bike lanes

Pavement markings to facilitate transition to sharrows across Concord Avenue/Galindo Street

SIGNAL TIMING AND PHASING
Activation buttons for pedestrians

In-pavement loop bicycle signal detection

CROSSWALKS
Decorative crosswalks with full ADA features

High visibility crosswalks at Concord Avenue/ Galindo Street intersection

Midblock crossing with pedestrian crossing warning system at Adobe Street

CURBS
Driveways – minimize width

BUS FACILITIES
Stop furniture – shelters

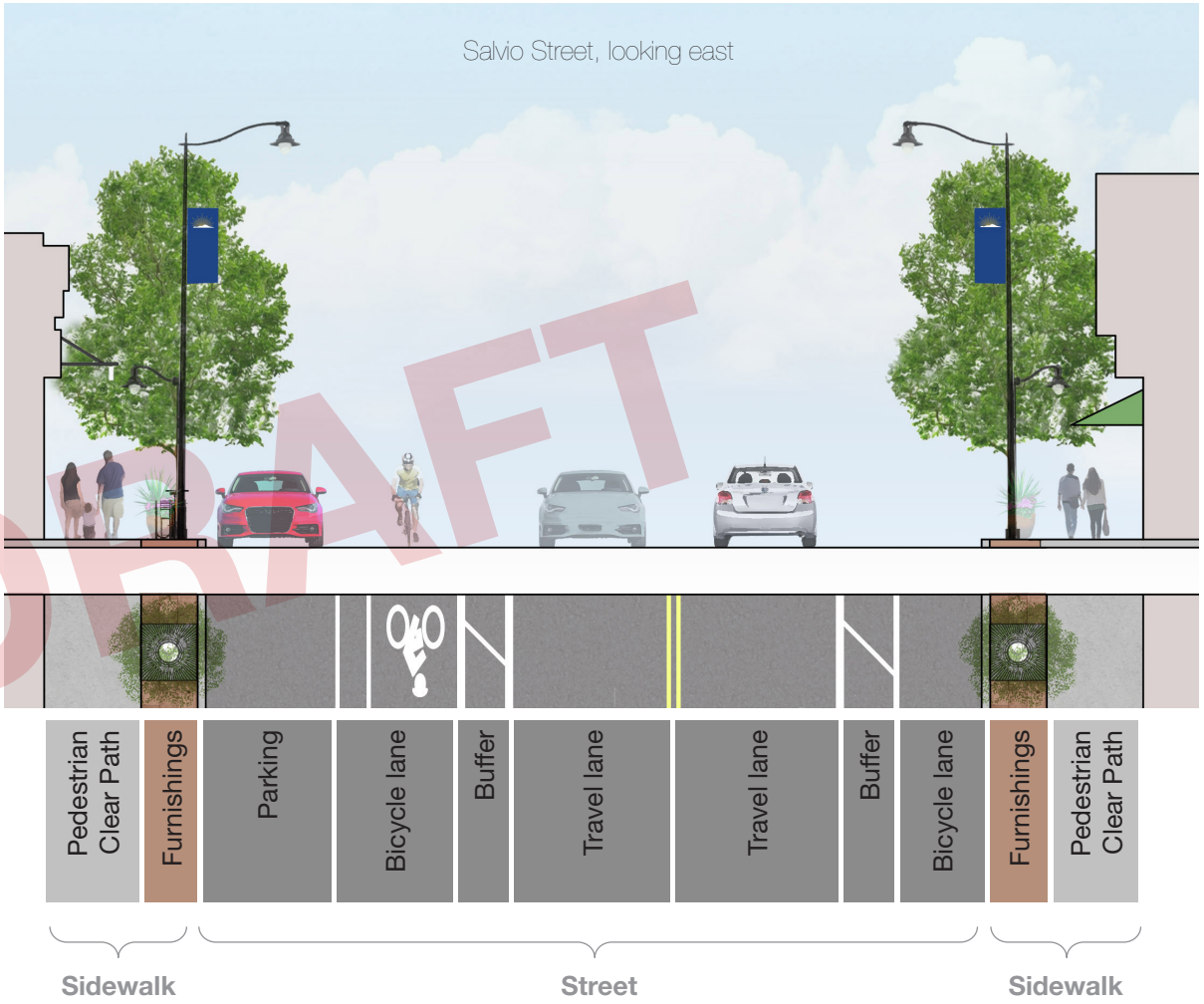
WAYFINDING
For all modes, focusing on connection between Park 'N Shop and Todos Santos Plaza, as well as community-wide destination (such as BART or nearby schools)

STREET FURNITURE
Bike racks on each side of the street near Brenden Theatres and the street-fronting retail between Adobe Street and Concord Avenue and at the bend into Broadway Street when the property is redeveloped in the vision of the Downtown Specific Plan

Trash bins – at Concord Avenue/Galindo Street intersection

Lighting – new pedestrian and street lighting

Typical Street Cross-section: Salvio West Zone



Zone 2: Todos Santos Plaza

Todos Santos Plaza will continue to be the primary destination in Downtown Concord. Its character connects the surrounding streets and buildings to create a welcoming public space that can be expanded upon in the future.

Description

Arranged in a grid along small retail blocks, streets in this zone emphasize pedestrian mobility and economic activity at the sidewalk level. With a range of events from farmers' markets to music to festivals to food truck nights, the sidewalk and plaza accommodate a wide variety of activities.

Consistent with the Downtown Specific Plan activities around Todos Santos Plaza will expand with housing mixed with small-scale retail surrounding the plaza. The plaza will be even more walkable and aesthetically appealing with decorative street furniture, formal landscaping greening the streetscape, and wide sidewalks accommodating seating for businesses. Consistent and distinctive pedestrian lighting coupled with twinkling lights in the trees highlight the plaza as a destination. Some parking buffering the plaza from traffic will remain, but portions of the parking lane can be used for a variety of purposes, including temporary parklets, vending and food trucks, decorative bicycle parking, informal landscaping, and more.

Streetscape improvements surrounding Todos Santos Plaza will be coordinated with improvements to the plaza itself, creating a cohesive overall look so that the plaza and the streetscape are seamless.

Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

PARKING

Grant Street: Parallel parking (both sides)

Salvio Street (Mt. Diablo Street to Grant Street): Parallel on south side only

Salvio Street (Galindo Street to Mt. Diablo Street): Angle parking

BIKE FACILITY

Grant Street: Contraflow bicycle lane (southbound), sharrows (northbound)

Salvio Street: Sharrows

Pavement markings to facilitate turns, where necessary

SIGNAL TIMING AND PHASING

Activation buttons for pedestrians

In-pavement loop bicycle signal detection

CROSSWALKS

Decorative crosswalks at intersections with full ADA features

High visibility crosswalks at Grant Street & Willow Pass Road intersection

CURBS

Driveways – very limited driveways

Curb extensions – where possible

BUS FACILITIES

Stop furniture – benches directly on Todos Santos Plaza, otherwise shelters

WAYFINDING

For all modes, focusing on connections between Todos Santos Plaza, BART, and Park 'N Shop, as well as further-afield locations (such as nearby schools) reachable by the different modes

STREET FURNITURE

Bike racks – on every block, both sides of the street

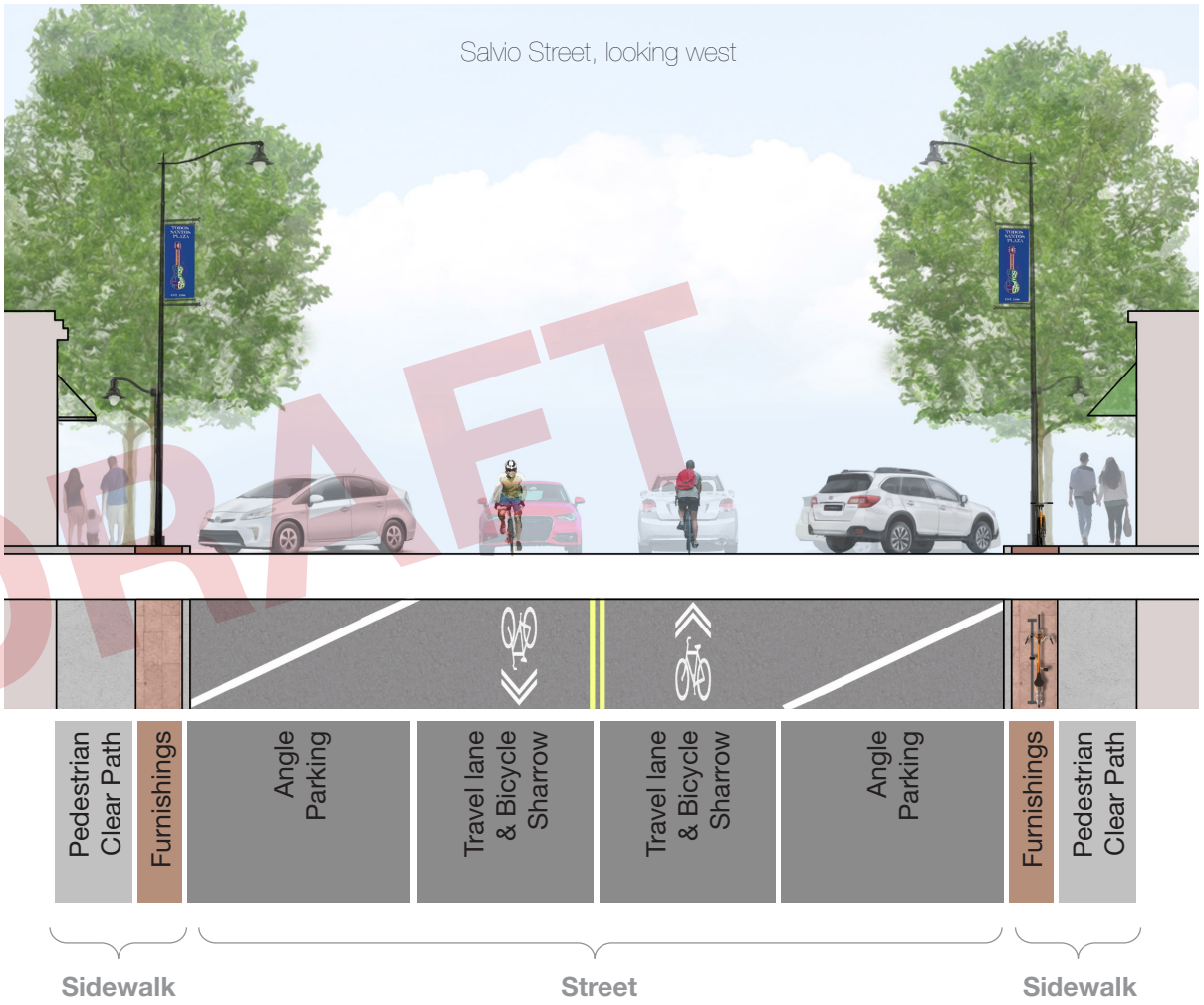
Seating – benches and seating surrounding Todos Santos Plaza located in well-lit areas, near activity, near amenities and other street furniture, and in both sun and shade

Trash bins – at the plaza and at wider intervals away from the plaza

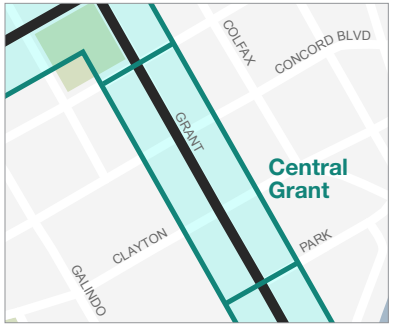
Lighting – new pedestrian and street lighting with an emphasis on pedestrian lighting

Drinking fountains – at the plaza

Typical Street Cross-section: Todos Santos Plaza Zone at Grant Street



Zone 3: Central Grant



Central Grant will serve an important function: making the transition from the BART station to Todos Santos Plaza pleasant, ensuring pedestrians and cyclists know they are on their way to a vibrant downtown destination.

Description

As the primary path between the Concord BART Station and Todos Santos Plaza, Central Grant should offer a pleasant and comfortable walking environment. Currently, Central Grant has four vehicle lanes, despite having low traffic volumes. The street has limited street parking and no bike lanes, but does have wide planting strips, mostly consisting of unplanted soil or decomposed granite. The developed land along Central Grant is predominantly office and commercial uses that are set back from the curb by landscaping or parking.

The Downtown Specific Plan envisions Central Grant to be mixed use space in which residential buildings sit atop ground floor retail in a mixed-use environment complementing the existing office buildings. In the future, Central Grant will prioritize buffered bike lanes. Wide sidewalks and landscaping will create a comfortable pedestrian experience. Twinkling lights in the street trees will guide travelers down the street, creating a seamless connection between BART and Todos Santos Plaza.

Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

PARKING

Grant Street (Willow Pass Road to Concord Boulevard): Parallel

Grant Street (Concord Boulevard to Park Street): None

BIKE FACILITY

Buffered bike lanes, painted at minimum, prefer physical separation such as planter boxes

Bicycle boxes at signalized intersections

Intersection bicycle crossing markings

SIGNAL TIMING AND PHASING

Activation buttons for pedestrians

In-pavement loop bicycle signal detection

CROSSWALKS

Decorative crosswalks with full ADA features

High visibility crosswalks at Willow Pass Road, Concord Boulevard, and Clayton Road intersections

CURBS

Driveways – minimize width

BUS FACILITIES

Bus bulbs at bus stops where necessary

Stop furniture – Shelters with wayfinding and other traveler information

WAYFINDING

For all modes, focusing on connection between BART and Todos Santos Plaza, as well as further-afield locations reachable by the different modes

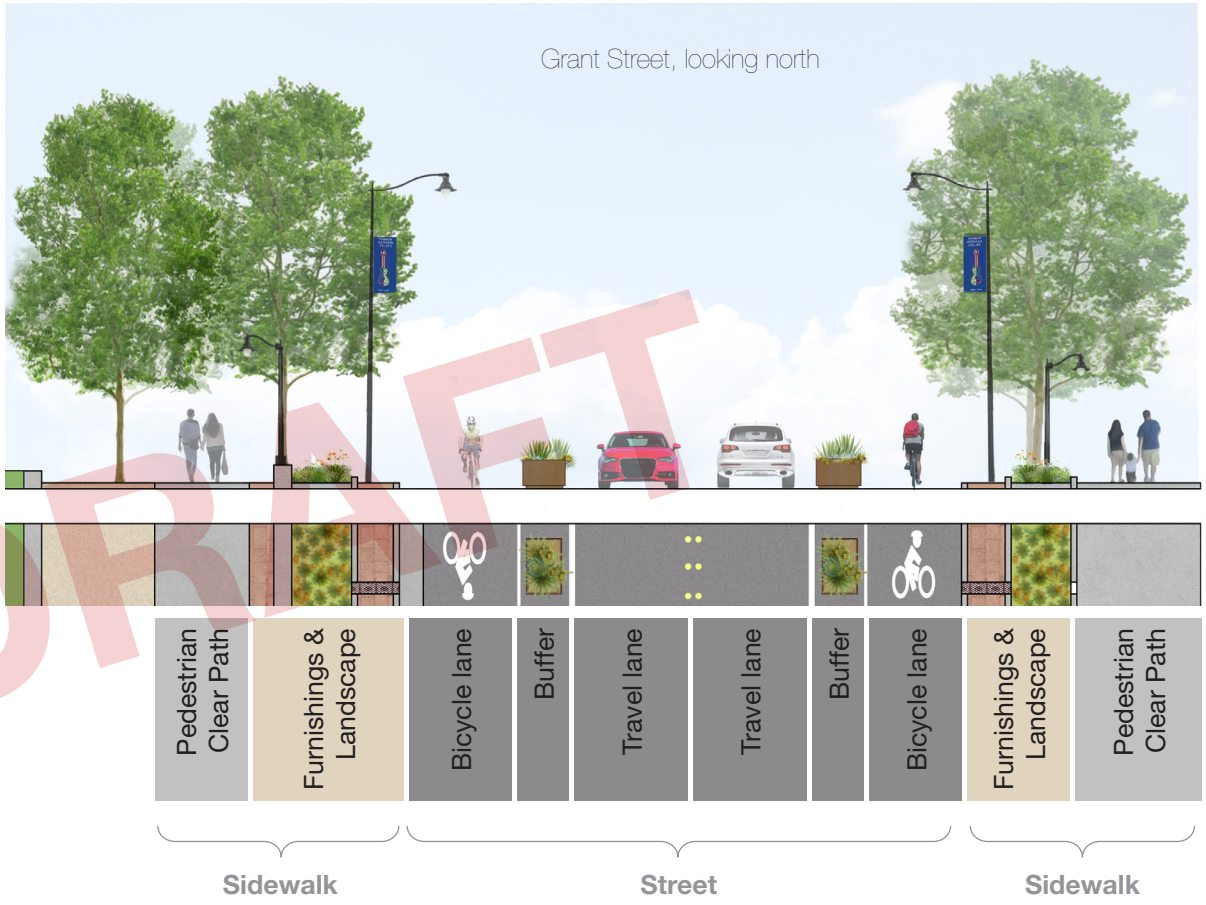
STREET FURNITURE

Bike racks – when new retail or residential uses are built, add bike racks to the sidewalk

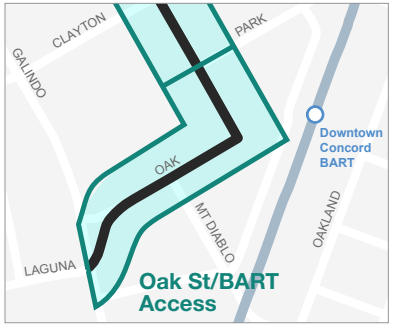
Trash bins – at intersections with Clayton Road and Concord Boulevard

Lighting – new pedestrian and street lighting

Typical Street Cross-section: Central Grant Zone



Zone 4: Oak Street/BART Access



BART riders will arrive at Concord Station and experience a welcoming transition through the BART Plaza to nearby streets and destinations.

Description

The Concord BART Station provides rapid, high frequency transit service to dozens of communities throughout the region. Only a half-mile from Todos Santos Plaza, the BART station is an important connection to the heart of Downtown Concord and the neighborhoods surrounding the station. The area is split between undeveloped fields and parking lots or garages. The intersection of Oak, Galindo, and Laguna Streets at the western extent of this zone is inhospitable to pedestrians with long signal delays and crossing distances exceeding ninety feet. There are no bike lanes.

The Downtown Specific Plan envisions a complete transformation of this zone with the development of vacant parcels and parking lots into residential structures wrapped with ground floor retail. Bike lanes and well-lit sidewalks will allow safe and comfortable passage for active travelers. Transit stops will be sheltered and fully equipped with real-time arrival and wayfinding information. Although auto parking will remain, bike lanes, wide sidewalks, and comfortable transit stops will make multimodal access to the station area comfortable, pleasant, and visible.

Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

PARKING

Grant Street (Park Street to Oak Street): Parallel

Oak Street (Galindo Street to Mt. Diablo Street): Parallel on south side along straight portion of roadway

Oak Street (Mt. Diablo Street to Grant Street): Parallel on south side until taxi zone

BIKE FACILITY

Buffered bicycle lanes

Bike boxes at signalized intersections

Intersection bicycle crossing markings

SIGNAL TIMING AND PHASING

Activation buttons for pedestrians

In-pavement loop bicycle signal detection at Oak Street signal

CROSSWALKS

Decorative crosswalks with full ADA features

CURBS

Driveways – minimize width

Sidewalk widening on south side of Oak Street

BUS FACILITIES

Bus bulbs at bus stops where appropriate

Stop furniture – shelters with real-time arrival and wayfinding information

WAYFINDING

For all modes, focusing on connection between BART and Todos Santos Plaza, as well as further-afield locations reachable by the different modes

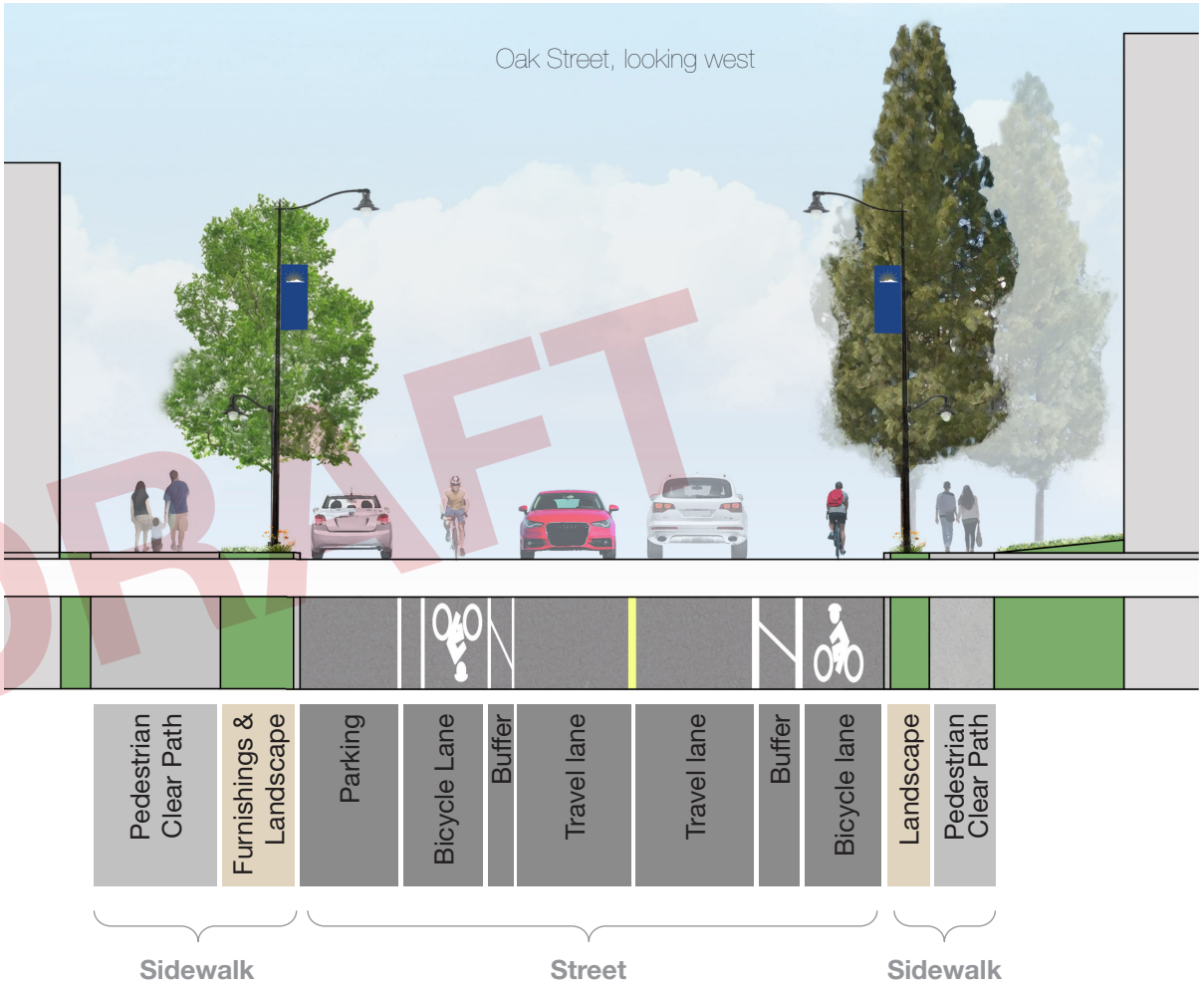
STREET FURNITURE

Bike racks – add racks at corner of Grant Street and Oak Street, add racks to sidewalk along new development on Oak Street when built

Trash bins – in the area immediately around the BART station, and at the intersection of Grant Street and Park Street

Lighting – new pedestrian and street lighting

Typical Street Cross-section: Oak Street/BART Access Zone



Summary of Zones

	Feature	Zone 1 **Salvio West**	Zone 2 **Todos Santos Plaza**	Zone 3 **Central Grant**	Zone 4 **Oak Street/BART Access**
Street	**Parking**	Parallel parking	Parallel or angle parking	Parallel or no on-street parking	Parallel parking
	Bike facilities	Bike lanes and intersection bicycle crossing markings	Bike sharrows, contraflow bicycle lane on Grant Street	Buffered bike lanes	Buffered bike lanes
	Bus facilities	Shelters for all bus stops	Benches directly on Todos Santos Plaza, otherwise shelters	Shelters for all stops	Bus bulbs where necessary and shelters for all stops
Intersections	**Signal timing and phasing**	Activation buttons for pedestrians and bicycle detection loops	Activation buttons for pedestrians and bicycle detection loops	Activation buttons for pedestrians and bicycle detection loops	Activation buttons for pedestrians and bicycle detection loops
	Crosswalks	Decorative crosswalks, high-visibility midblock crossing at Adobe Street, high-visibility crosswalks at Galindo Street	Decorative crosswalks, high-visibility midblock crossing at Todos Santos Plaza	High-visibility crosswalks	Decorative crosswalks, high-visibility crosswalks at Galindo Street
	Curbs	Minimize driveway width, curb extensions where possible, minimize curb radii	Minimize driveway width, curb extensions where possible, minimize curb radii	Minimize driveway width, curb extensions where possible	Minimize driveway width, minimize curb radii, significant sidewalk widening on Oak Street
Sidewalk	**Wayfinding**	For all modes, focusing on connection between Park ‘N Shop and Todos Santos Plaza	For all modes, focusing on connections between Todos Santos Plaza, BART, and Park ‘N Shop	For all modes, focusing on connection between BART and Todos Santos Plaza	For all modes, focusing on connection between BART and Todos Santos Plaza
	Lighting	New pedestrian and street lighting	New pedestrian and street lighting with an emphasis on pedestrian lighting	New pedestrian and street lighting with an emphasis on pedestrian lighting	New pedestrian and street lighting
	Street furniture	Bike racks and some trash bins	Bike racks, benches, trash bins, and drinking fountains	Bike racks and some trash bins	Bike racks and some trash bins
	Low-impact development	See Components of the Street: Low-Impact Development and Stormwater (page 33)			

3.2 Components of the Street

Streets are made from a range of key elements. These elements work together to create a cohesive visual experience and physical environment.

Organized into several categories, this 'toolkit' provides greater detail on the streetscape elements for use along the green frame corridors, as outlined by Zone. The key elements described here are appropriate for different zones, based on the street and development context. The toolkit is organized into the following sections:

1. Street realm
2. Intersections and Crosswalks
3. Sidewalk Realm
4. Wayfinding Signage
5. Landscaping
6. Low-Impact Development & Stormwater

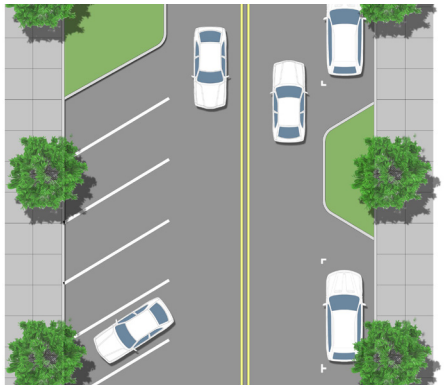
Grant Street at Salvio Street

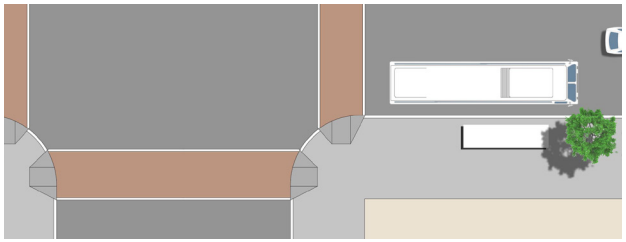
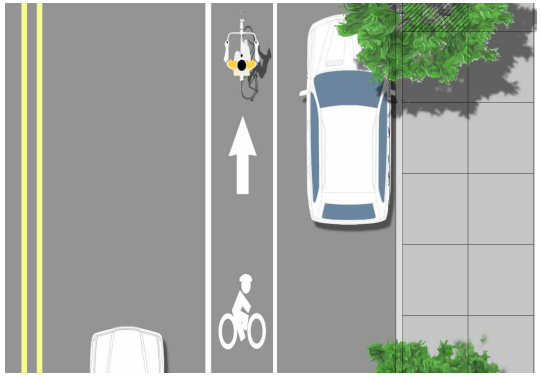
Components of the Street: Street Realm

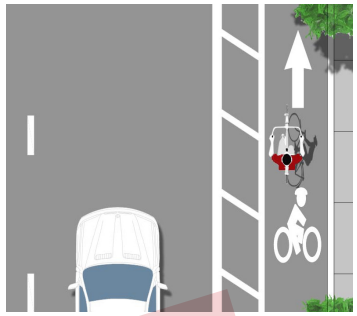
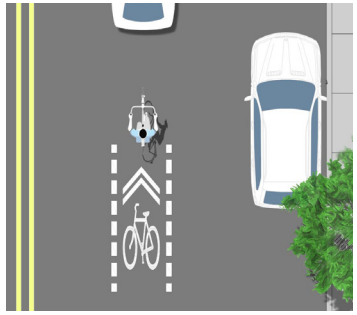
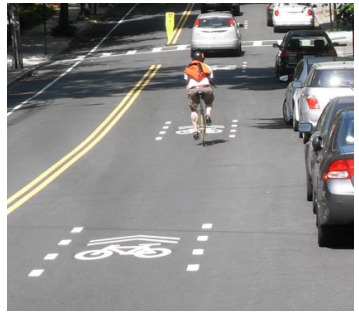
The table below lays out the elements that can transform the study corridors into multimodal streets.

Multimodal streets balance the needs of multiple users and create safe places to walk, cycle, and drive. High-quality bicycle facilities, including buffered bike lanes where possible, provide protected and connected bicycling. Well-placed transit stops enable safer access to and from the stops, and bus bulbs minimize merging in and out of traffic. On-street parking and auto wayfinding facilitate smooth driving in Downtown Concord. With these components integrated, the downtown area gains a network of complete streets that balance the needs of all modes of travel.

Some features of the street discussed herein are defined as 'experimental' traffic control devices by the Federal Highway Administration (FHWA)—as noted. To use these features, the City must request to conduct an experiment, which must be accompanied by a monitoring and evaluation plan.

Component	Function	Guidance	Illustration
Street			
Parallel on-street parking	Provides additional parking capacity and access to parking for land uses with limited parking supply.	Use when on-street parking is necessary to either provide parking for businesses or public spaces; it can also serve to buffer a bicycle lane from vehicular traffic.	
Angled on-street parking		Install when more on-street parking is needed than can be provided with parallel parking and when there is sufficient width to transfer more than one travel lane to parking. Consider installing safer back-in angle parking. Note: back-in angle parking is not compatible with Accessible Parking.	
Automobile wayfinding	See Wayfinding Signage - Automobile wayfinding, page 27.		

Component	Function	Guidance	Illustration
Bus stop	Provides a comfortable, safe place to wait for the bus and an opportunity to provide weather protection. Enables riders to clearly identify bus stop location.	**Stop location:** Near key destinations, on the far side of intersections so disembarking passengers do not have to cross in front of the bus and passengers removing bicycles from front-mounted racks are positioned away from the intersection. **Bus bulb:** When located adjacent to a parking lane, the curb can be extended into a bus bulb so the bus does not have to merge in and out of traffic. Must be designed to be compatible with bicycle facility. **Furniture:** Install a bench and trash bin at a minimum, full transit shelter preferred.	 
Bicycle Facilities			
Conventional bike lane	Designates an exclusive space for cyclists that is marked with an unbroken white painted line. Within the lane, a painted arrow and bicycle symbol indicate the direction of travel.	Install bike lanes on both sides of the road where there is two-way vehicle travel. Each bike lane should be 5-7 feet wide and can be painted green for greater visibility. Paint a 6-8 inch white line bordering traffic lanes and a 4 inch white line bordering parking, if present. Use conventional bike lanes only when the road is too narrow for buffered bike lanes.	

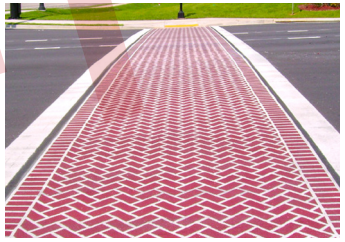
Component	Function	Guidance	Illustration
Buffered bike lane	Designates an exclusive space for cyclists separated from vehicle traffic by a buffer.	Lanes should be 5-7 feet wide and can be painted green for greater visibility. See Manual on Uniform Traffic Control Devices (MUTCD) figure 9C-3 for painted bicycle icon. Buffer types include physical barriers (such as planters boxes or bollards) and painted stripes or cross-hatching.	  Source: Dianne Yee, 2014 (via Flickr)
Contraflow bike lane	Designates an exclusive space for cyclists to ride safely against traffic. Within the lane, a painted arrow and cyclist symbol indicate the direction of travel.	Install contraflow bike lane on a one-way street segment to provide a continuous bike facility on key routes. Separate the lane from vehicles with a double-yellow line and buffer if possible. Bicycle traffic signal heads may be added and signage at intersecting streets should warn drivers of oncoming bicycle traffic.	 Source: Greg Griffin, 2013 (via Flickr)
Sharrow	Designates a shared lane for both cyclists and vehicles with the bicycle sharrow icon painted in the middle of the travel lane. Also called shared lane markings.	Use when a road is too narrow for implement bicycle lanes. Consider narrower travel lanes or reduced parking before selecting sharrows. Use only on streets with speed limits are less than 30 mph. Place sharrows in the center of the travel lane. “Super sharrows” add dashed lines on either side or green paint behind the sharrow icon. Green paint behind the icon is an ‘experimental’ treatment per the FHWA, but has been implemented successfully in nearby jurisdictions.	  Source: MUTCD figure 9C-9

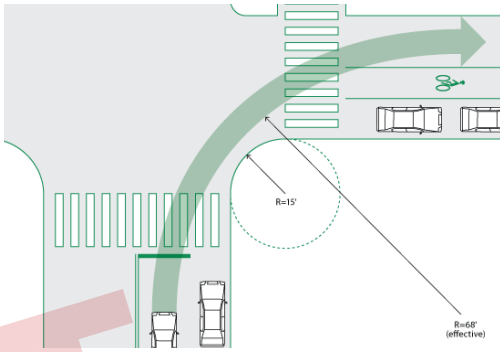
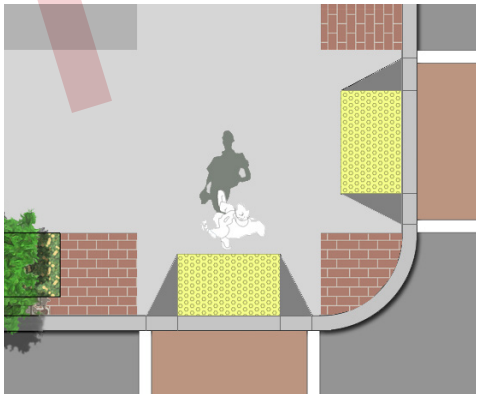
Component	Function	Guidance	Illustration
Bike box	Designates space in front of stopping vehicles at a signalized intersection where cyclists can be more visible to nearby drivers while waiting for the signal cycle. Facilitates left turns and crossing intersections.	Install 10-16 foot deep box with a cyclist icon backed by green paint. Must include an advance stop bar for vehicles, full-time “no turn on red” restriction, and must be setback from crosswalk. A pedestrian countdown signal is required if the box covers more than one lane. Bike boxes are ‘experimental’ treatments per the FHWA, but have been implemented successfully in nearby jurisdictions.	 Source: MUTCD figure 9C-3A or B
Bicycle crossing across intersection	Painting across intersection to ensure cyclists have exclusive space and alerts drivers to the presence and path of bicycles.	Install in conjunction with a bike lane. Indicates the continued bicycle path through an intersection with arrows, sharrows, or cyclist icons painted on the pavement.	 Source: National Association of City Transportation Officials (NACTO)
Bicycle signal detection	Detectors sense cyclists at an intersection to activate a green signal.	Install bicycle signal detection (using in-pavement loops, video, or other means) where possible to decrease risky or illegal behavior while increasing travel efficiency for cyclists.	 Source: NACTO
Bicycle wayfinding	See Wayfinding Signage - Bicycle wayfinding, page 28.		

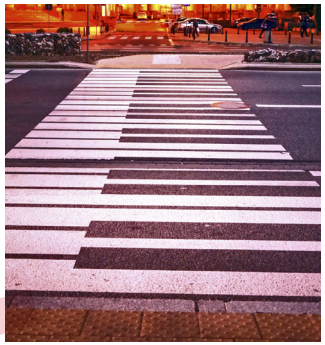
Components of the Street: Intersections and Crosswalks

The table below provides the tools to redesign intersections along the study corridors to emphasize safe pedestrian crossings with minimal delay.

Decorative crosswalks highlight pedestrian crossings throughout, and can be added to intersections where there are currently no crosswalk markings. Full-featured curb ramps allow crosswalks to be accessible to pedestrians of all abilities. Reconfigured intersection signal cycles minimize pedestrian delay, boost pedestrian confidence that the signal will soon change, and reduce risky pedestrian behavior.

Component	Function	Guidance	Illustration
Intersections and Crosswalks			
Decorative crosswalk	Markings at intersections that facilitate pedestrian crossings.	Install two white retro-reflective thermoplastic stripes marking the edge of the pedestrian walking area and a thermoplastic herringbone brick pattern and coloring. Crosswalk should be at least as wide than sidewalk. Shown: Ennis-Flint Traffic Patterns Herringbone TP22. Alternative, 'special' crosswalk designs will be considered on a case-by-case basis.	 Source: Ennis-Flint  Herringbone
High-visibility crosswalk	Longitudinal stripes at intersections facilitate safer pedestrian crossings due to being more visible to motorists than transverse lines.	Install 'continental' style crosswalks of parallel white stripes at major intersections, where higher speeds, turning traffic volumes, and pedestrian volumes warrant. Position stripes to avoid wheel paths to reduce maintenance needs. Crosswalk should be at least as wide as the sidewalk.	 Source: Pavement Surface Coatings LLC 

Component	Function	Guidance	Illustration
Corner radius	Influences vehicle turning speeds, pedestrian crossing distances, and curb ramp alignment.	Minimize curb corner radius; in urban settings, NACTO recommends a radius of 15 feet or less. Any corner radius changes must be designed to ensure sufficient effective turning radius for the appropriate design vehicle.	 Source: NACTO
Curb ramp location and specifications	General specifications regarding the transition from the sidewalk to the crosswalk.	Install a curb ramp at every crosswalk in the direction of travel. Affix truncated domes to each ramp to alert the pedestrian of the transition into traffic. Per the *State Of California Department Of Transportation Standard Specifications* (73-1.02B), truncated domes should be yellow. The texture and color of the curb ramps should match the sidewalk's clear path. Use darker gray paving on ramp flares for contrast with truncated domes.	
Curb extension	Enhance pedestrian safety and comfort by narrowing the roadway, extending the sidewalk, and better defining conflict points, usually at intersections. Also called bulb-outs.	Install at intersections with long crossing times, heavy pedestrian traffic, a history of pedestrian safety issues, or where neighborhood streets intersect with busier throughways. The texture and color of the pedestrian clear path should extend all the way to the curb ramps.	

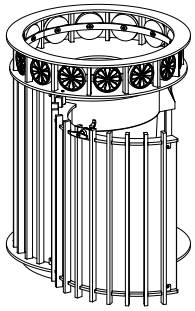
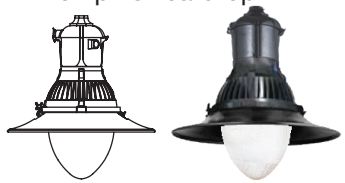
Component	Function	Guidance	Illustration
Midblock crossing	Facilitates safe pedestrian crossing between major destinations and/ or along long block faces.	Install in locations where there are high-traffic pedestrian destinations on both sides of the street and conflicts for the use of the curb space are minimal. Install with a pedestrian crossing warning system as a minimum safety measure. Alternative, 'special' crosswalk designs (as shown) will be considered on a case-by-case basis. May be combined with curb extensions to reduce cross distance.	 Source: ActiveSteve, 2013 (via Flickr)
Signal timing and phasing	Determines when and for how long traffic in each lane (including crosswalks) is allowed to travel through an intersection.	Signal phasing should prioritize pedestrian crossing to the greatest possible extent, subject to appropriate traffic studies. Intersection delay not only discourages walking and biking, but it also encourages risky or illegal behavior.	
Signal activation	Pushing the signal activation button notifies the intersection controller system to include pedestrian signalization in the next signal cycle.	In general, pedestrian signals should be automatically included in the signal cycle. Pushbuttons should function as an accessibility feature, offering additional confirmation of a safe crossing, but should not be necessary to activate a pedestrian crossing signal. Further specifications on pedestrian pushbuttons and auditory signal systems can be found in the Accessibility chapter.	

Components of the Street: Sidewalk Realm

Sidewalks are the spine of the green frame. They connect the private and public realms, interact with all modes of travel, and provide the social environment of the streetscape.

On sidewalks, people can find benches, landscaping and street trees, a range of street lights and pedestrian lamps, bike racks, public art, drinking fountains, and other features of outdoor living. The table below details those elements that can enliven the sidewalk by making the space both useful and interesting.

Component	Function	Guidance	Illustration
Sidewalks			
Benches and seating	Benches or chairs placed in the public realm.	Install benches to match style of benches near Todos Santos Plaza: DuMor bench 58, with center armrest, in powdercoated black color. Place in areas that are well-lit and near activity, amenities, and other street furniture, and in both sun and shade. Existing benches should be retrofit with center armrests and be painted black as required for maintenance.	 Source: DuMor Site Furnishings
Short-term bicycle parking	Bicycle racks allowing both wheels to be secured to a structure cemented in place.	Install short-term bicycle parking at key destinations and near restaurants, shops, and other locations with frequent visitors. Rack designs may match existing (inverted 'U') or other creative styles that provide two points of contact. Per the City's Municipal Code, bicycle parking should have a minimum allotted space of 2 feet by 6 feet.	 

<table>
<tr><th>Component</th><th>Function</th><th>Guidance</th><th>Illustration</th></tr>
<tr><td>Trash bins</td><td>Trash bins similar in style to the seating and benches.</td><td>Install bins near intersections and in high pedestrian traffic areas. Bins should be located far enough from seating to allow comfortable sitting. Include recyclables insert or locate recycle bins nearby. New bins should be powdercoated black; paint existing bins black as required for maintenance. DuMor Receptacle 102 is an option that matches the preferred benches (see above).</td><td>  
Source: DuMor Site Furnishings</td></tr>
<tr><td>Lighting</td><td>Improves visibility and safety for pedestrians, cyclists, and drivers and provides a more welcoming environment at night.</td><td colspan="2">Street and pedestrian light fixtures should direct light onto the street and sidewalk in an evenly distributed pattern and meet standard light level and uniformity requirements, per IESNA RP-8 (street lighting) and RP-33 (pedestrian lighting). Adjust dimensions below based on context to meet these standards. Tree canopy maintenance may be necessary to reduce interference with light distribution.
<table>
<tr><th></th><th></th><th>Sidewalk</th><th>Street</th></tr>
<tr><td rowspan="4">Pole</td><td>Design</td><td colspan="2">One-piece fluted tapered pole welded to a square steel base</td></tr>
<tr><td>Finish</td><td colspan="2">Powdercoat black</td></tr>
<tr><td>Height</td><td>12-15 feet (approx.)</td><td>25 feet (approx.)</td></tr>
<tr><td rowspan="3">Luminaire</td><td>Arm</td><td colspan="2">West Liberty crossarm</td></tr>
<tr><td>Design</td><td>Memphis Pedestrian Teardrop LED  </td><td>Memphis Teardrop LED  </td></tr>
<tr><td>Other</td><td>Shallow skirt</td><td>Shallow skirt</td></tr>
<tr><td rowspan="2">Placement</td><td>Spacing</td><td>40-60 feet (approx.)</td><td>80-120 feet (approx.)</td></tr>
<tr><td>Placement</td><td>Over sidewalk path</td><td>As close to curb as possible</td></tr>
<tr><td>Bulb</td><td colspan="3">Light Emitting Diode (LED) 2,800-4,000 Kelvin color temperature</td></tr>
</table></td></tr>
</table>

Component	Function	Guidance	Illustration
Drinking fountains	Provide drinking water for immediate needs and filling water bottles.	Install fountains with the additional features of water bottle fillers at Todos Santos Plaza and the BART Station. Consider placement at other important bicycle and pedestrian destinations. Fountains should be powdercoated black, and offer a spout accessible to wheelchair users.	 Haws model 3511
Awnings	Roof or material protections that project over the sidewalk.	Where possible, existing and new street-fronting retail should have awnings to provide weather protection and enhance the aesthetic quality of the street. The City's Municipal Code specifies a minimum height of 7 feet for awnings that project over a sidewalk. The Corridors Plan recommends a height of at least 7 feet 4 inches. Wooden awnings cannot be built over sidewalks, and signs on awnings cannot be illuminated.	 
Utility boxes	Utility boxes in the public right-of-way can be canvases for local art.	Adopt a program or seek a local nonprofit partner to install art on the existing downtown utility boxes.	  Source: Aaron Anderer, 2013 (via Flickr)

Component	Function	Guidance	Illustration
Sidewalk maintenance	Preserving the structural integrity of the sidewalk to allow safe and clear passage for all pedestrians.	Per the city's Municipal Code, maintenance of the sidewalk is the responsibility of adjacent property owners. Maintenance responsibilities include all costs and expenses incurred in repairing or removing any obstruction to safe passage, such as: • Repairing surfaces • Replacing sidewalks • Removing weeds • Trimming trees and shrubs The City should work with property owners to ensure they are aware of this requirement and understand how to fulfill it.	
Driveways and curb cuts	A ramp to facilitate vehicular travel over a sidewalk to access a property.	When installing a driveway or other non-intersection curb cut, maintain the continuous and level path of the sidewalk. Driveways should be as narrow as possible to slow vehicles and minimize sidewalk interruption. Use an 11-foot one-way path or 22-foot two-way path unless the path is needed for truck loading or required to be a fire lane.	

Components of the Street: Wayfinding Signage

Used as a system, wayfinding signs can help pedestrians, cyclists, and motorists alike navigate Concord's busy urban environment.

As Concord places even more emphasis on multiple modes of travel, the existing Downtown wayfinder signs for automobiles and kiosks for pedestrians can be augmented to provide more guidance on getting around Downtown.

New wayfinding signs at key locations, specially designed street signs, and bicycle route signage can all help make the study corridors feel more connected and contribute to a sense of place.

Wayfinding			
Automobile wayfinding	Driver-oriented signs that direct autos to key destinations in and around Downtown.	Design to match existing automobile wayfinding signs. Key driving destinations may include: Todos Santos Plaza, the BART station, hospitals, public parking, and other city facilities. Signs to be placed on street signals and light poles, expanding on the existing signage at select locations Downtown.	
Banner signs	Foster a district identity and provide community 'branding' through and and add for various	Content should contribute to neighborhood identity (e.g. "Todos Santos Plaza") and/or provide information on citywide events and programs, such as the Music and Market event series. Banners can be hung from street lights/utility poles, with no more than two per pole.	

Bicycle wayfinding	Signage and/or pavement markings to guide cyclists along the city's bicycle routes and to key destinations.	Install bicycle wayfinding consistent with the Citywide Bicycle, Pedestrian and Safe Routes to Transit Plan. Use signs in combination with pavement markings indicating the bicycle route. Signs provide directional arrows, distances, and times to destinations. Can be customized to include special path or city logos. Locate at major trip origins (such as the BART station), along bicycle routes, and where a bicycle route turns.	 Source: NACTO
Pedestrian kiosk wayfinding	Kiosks with locator maps, key destinations, and business.	Displayed content should include the sign location (cross streets or major location, like Todos Santos Plaza), a simple locator map on both sides, and nearby destinations with directional signs and walking time.	 
Special district street name signs	Street name signs with notations for special districts.	Design street signs with a custom logo and/or text to alert users that they have entered a special district, such as the Todos Santos Plaza area. Existing signs can be retrofitting by adding a "top" to the sign stack.	  Source: teofilo 2009, SounderBruce 2015 (via Flickr)

Landscape features offer ecological, functional, and aesthetic benefits to the streetscape.

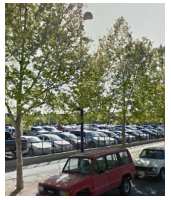
Trees and landscaping make urban environments more comfortable and inviting, adding visual interest and variety to the streetscape. Trees offer shade during hot summer months, and landscaping strips reduce stormwater runoff. Landscaping also buffers pedestrians from vehicular traffic.

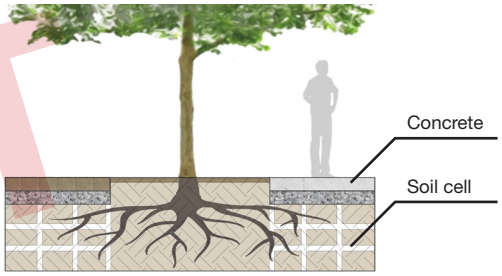
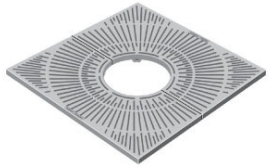
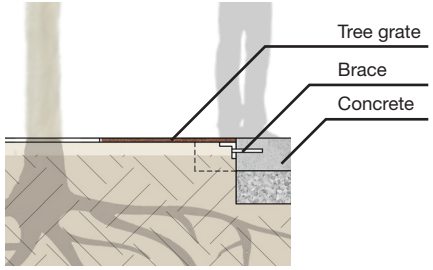
PLANTINGS

Planting area treatments should complement the existing aesthetic of surrounding areas while working to reduce the impact of ornamental landscape on natural resources. Plant species should be selected based on observation of successful landscaping in the project area, and supplemented with recommendations in the Contra Costa Stormwater C.3 Guidebook. All species proposed herein are tolerant of various urban stresses, including drought, vehicular and pedestrian traffic, and have similar, minimal irrigation and maintenance requirements. Final design and species selection should be approached on a case-by-case basis.

IRRIGATION

All irrigation for groundcover planting should consist of a low-flow drip system that emits water at each plant, eliminating the need for overhead spray or other techniques that require higher water usage. Tree irrigation should encourage deep rooting through use of RWS (root watering systems) and surface bubbler installations. Standalone planters without access to a permanent irrigation system can be hand-watered or utilize a modular irrigation system, which uses soil moisture sensors to release water as needed. These systems require no plumbing, but must be regularly filled with water based on plant needs. Final irrigation system design should reflect specific conditions on a case-by-case basis.

Component	Function	Guidance	Illustration
Street Trees			
Tree species	Trees offer social, economic, and environmental benefits enhancing the aesthetic beauty of neighborhoods, moderating climate, reducing energy costs and increasing property values.	Tree selection criteria include: aesthetics, functionality, cultural and ecological significance, and potential conflicts with structures and utilities. The following species are recommended:	 Chinese Flame Tree  Crape Myrtle  Tulip Tree  California Syacamore  Littleleaf Linden

Component	Function	Guidance	Illustration
Tree planted area	An unpaved area of soil surrounding a tree containing existing, new or amended soil. Planted areas reduce impervious surface and runoff.	May be planted or covered with mulch. Ideally used in next to wide walking areas. Permeable paving cut-throughs allow pedestrian circulation without damaging plant material or compacting soil.	
Trees - soil cells	Plastic structures filled with soil and covered with pavement that allow tree roots to grow in the uncompacted soil between structural supports.	Option for use in new construction. Cells can support vehicular loads and create optimum conditions for street tree plantings and provide stormwater management through absorption, evapotranspiration, and interception. Allows for soil specification for tree species.	
Tree grates	Tree planting in pavement areas, tree grate installations protect the tree from soil compaction and allow uninterrupted pedestrian circulation.	Match style and size of existing tree grates. Shown: Neenah Foundry 'Metropolitan' two-part tree grate.	  Source: Neenah Foundry
Tree grate retrofit	Add grates to existing trees. Potential to enlarge existing tree well areas to allow for soil mediation, enhanced root growth, and safer pedestrian travel.	Tree grates require a concrete collar for support. Existing concrete tree wells can be saw cut and retrofitted with grates that are flush with the existing pavement. A concrete collar can be poured for grate support, as long as root damage is avoided (e.g. a newer planting without an established root system).	

Component	Function	Guidance	Illustration
Tree well mulch to mitigate trip hazard	Reduce trip hazards caused by compacted tree well soils that are not flush with the surrounding pavement. Interim solution before tree grate installation.	Organic mulch, such as shredded bark, can not only reduce tripping hazards, but also improve moisture retention. Decomposed granite, which has been used within the corridors, is not recommended as it can become compacted over time and can be displaced with foot traffic, causing a maintenance issue.	
Landscaping Strip/Planters			
Landscape strip / permanent planter	Allow stormwater infiltration, separate pedestrian and vehicular traffic, improve aesthetics of urban environment, and reduction of heat island effect.	Use existing perennial species within the corridors for a cohesive aesthetic (see palette on page 32). Plant in large masses with few species for ease of maintenance and a stronger visual statement.	
Movable planter	Provide pedestrian buffer from vehicles, add visual interest to streetscape.	All planters require supplemental irrigation. Avoid placing in high traffic pedestrian accessible pathways. Opportunity to select annuals, special event planting, and definition of social spaces. Place perennials at the center of the planter as year-round ‘anchors,’ and place annuals around them.	

Landscaping Palette

STREET TREES

Chinese Flame Tree
Koelreuteria Bipinnata

Crape Myrtle
Lagerstroemia indica

Tulip Tree
Liriodendron tulipifera

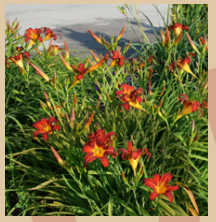
California Sycamore
Platanus racemosa

Littleleaf Linden
Tilia Cordata

SMALL/MEDIUM SHRUBS

Fortnight Lily
Dietes Sp.

Lily of the Nile
Agapanthus Sp.



Daylily
Hemerocallis Sp.

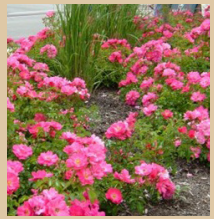
New Zealand Flax
Phormium Sp.

GROUNDCOVERS

Star Jasmine
Trachelospermum Jasminoides

Rosemary
Rosmarinus Sp.

Cotoneaster
Cotoneaster 'Lowfast'



Carpet Rose
Rosa Sp.

LOW-IMPACT DEVELOPMENT/STORMWATER FEATURES

Dwarf Cape Rush
Chondropetalum 'El Campo'

Rush
Juncus Patens

Coral Aloe
Aloe Striata

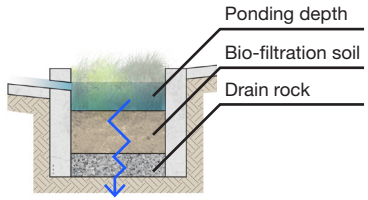
Creeping Sage
Salvia Sonomensis

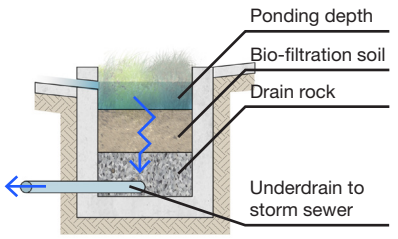
Berkeley Sedge
Carex Divulsa

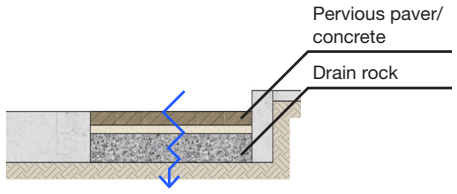
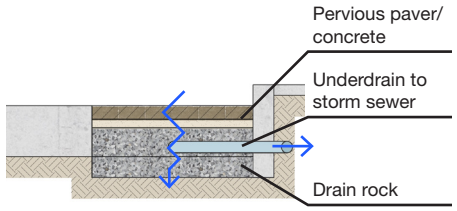
Low-impact landscape elements and stormwater features capture and treat excess runoff, as well as enhance the comfort and appeal of the pedestrian environment.

Green infrastructure design in Concord is governed by the Contra Costa Clean Water Program, and the Stormwater C.3 Guidebook. The Guidebook is written primarily to apply low-impact development principles to new construction; it prescribes optimizing a site, using pervious surfaces where feasible and rainwater harvesting before going to bio-treatment measures. Given the constraints of an existing downtown, the most feasible green infrastructure will consist of either "Source Control" (such as pervious pavement) or "Treatment" measures (such as bio-filtration and bio-retention).

Bio-retention and bio-filtration function by diverting water from "grey" infrastructure, such as catch basins and storm sewers, and diverting it into planted areas. The water is allowed to pond (to a depth of 6"-12"), slowly seep through a minimum of 18" of specialized treatment soil, then collect in a layer of drain rock. In a bio-retention system, the treated water is allowed to infiltrate into the native soil, while in a bio-filtration system, the treated water is returned to the storm sewer. Bio-retention systems are preferred when the soil is well-drained because they more closely mimic the natural environment, reduce the amount of water entering the storm sewer, and are less expensive to construct and maintain. Bio-filtration systems also improve the quality of stormwater, but do not reduce the quantity. As a result, these systems are preferred in poorly draining soils or close to building foundations. The Stormwater C.3 Guidebook specifies the exact dimensions, specifications, and recommended species planting list for these systems. The size of these systems is calculated using a flow and volume method per the Stormwater C.3 Guidebook, but usually is around 3% of the impervious area.

Component	Function	Guidance	Illustration
Low-Impact Development & Stormwater			
Bio-retention planter (rain garden)	Filters stormwater naturally and allows it to soak into soil; reduces demand on storm sewer.	Area should be roughly 3% of the street area (on a typical block, this is roughly the size of 3 parking spaces). May integrate several along one block as opportunities allow. Place at Curb Extensions or in the Planting Strip. Choose bio-retention over bio-filtration when soil is well-drained per a geotechnical investigation. Sizing and design per the Contra Costa County Stormwater C.3 Guidebook.	 

Component	Function	Guidance	Illustration
Bio-filtration planter (flow-through planter)	Filters stormwater naturally before discharging it into the storm sewer.	Area should be roughly 3% of the catchment area (on a typical block, this is roughly the size of 3 parking spaces). May integrate several along one block as opportunities allow. Place at Curb Extensions or in the Planting Strip. Use this option in poorly draining soils per a geotechnical investigation or when within 10 feet of a building. Size and design per the Contra Costa County Stormwater C.3 Guidebook.	 
“Signature” bio-retention or bio-filtration	Can function as bio-retention, or as flow-through planter. Differs from those in being larger, treating a larger area, and serving as a larger green space with additional functions.	Use this option for treatment to create a focal point or pocket park. Size and design per the Contra Costa County Stormwater C.3 Guidebook.	

Component	Function	Guidance	Illustration
Permeable pavers/pavement	Allows water to infiltrate through paved area to native soil; reduces demand on storm sewer.	**Material:** Can be pervious concrete, or permeable pavers to better match existing bricks, which can also be colored. May be constructed with an underdrain where native soils are poorly drained. Underdrain may be raised above bottom of reservoir for some storage and to slow water infiltration water following storms. **Placement:** Place in parking lane (pavement) or on sidewalks (pavement or pavers) outside of the main walkway to allow for easier maintenance. Not recommended in travel lanes because the weight of vehicles, especially trucks or heavy vehicles, can damage permeable pavement and increase maintenance costs. Most effective where soil will allow infiltration.	  

4 Pop-up and Temporary Uses Guidelines

Pop-up and temporary uses can bring vibrancy to an area without a high level of investment or permanent change to the design of multi-use spaces. Concord's Farmers' Market in Todos Santos Plaza, for example, illustrates how these uses can benefit an area. Standards for design and implementation of pop-up and temporary uses will help ensure their ongoing success.

Design and Implementation

While most public realm investments can take years or even decades from planning to implementation, pop-up and temporary uses can activate the streets nearly overnight. Temporary uses are not only quicker to construct than new development or infrastructure, they also encourage experimentation and imaginative design. They help bring planning for the future from the abstract to the concrete by allowing people to interact with and respond to transformations of the public realm. Further, temporary uses benefit surrounding neighborhoods by spurring economic development and creating fun, relaxing shared spaces.

Creative design is a foundation of pop-up and temporary uses of the street. With temporary uses, communities can suspend the highly functional element of the street in favor of creating a space that is unique and aesthetically appealing. These uses are meant as urban surprises that draw a pedestrian in to linger, socialize, and enjoy the community. By nature, these spaces should be inviting.

Pop-up and temporary uses of the street include:

- Parklets or transformations of parking spaces into public spaces
- Food trucks and other mobile food vendors
- Retail or vending in the public realm or in a shared space on private property
- Bike corrals
- Street redesign
- Public art and performance space

While the various designs of a community use should be unique, some features are consistent. Signage should communicate that the area is available for public use. Like any public space, these spaces should be accessible in compliance with the Americans with Disabilities Act. Also like any use of the public space, temporary uses are required to obtain standard licenses detailed in the City of Concord Municipal Code (mostly covered in Chapters 12.50 and 18.200). Concord can encourage these uses by investigating ways to reduce the number and complexity of licenses, while still ensuring the uses are safe and in the public interest. For temporary uses in the downtown area specifically, the Municipal Code should be updated to allow and even encourage vendors and food vendor group sites to operate.

Description	Size and Type	Locations	Permitting	Maintenance	Photo
Parklets					
Semi-permanent transformations of parking spaces into public spaces	Total dimensions of one or two parking spaces	Parklets are generally located on low speed streets with high pedestrian volumes installed at least fifteen feet from an intersection. They can also be located in driveways with written consent from property owners.	In Concord, the Community and Economic Development Department issues permits for use of the public right-of-way. A vendor operating within a city facility, such as a street, must receive a concessionaire license from the City. Additional permitting could include noticing and insurance requirements. Bay Area cities with parklet programs (San Francisco, Berkeley, and Oakland) have similar requirements for community support in the area surrounding the future parklet. Once community support is demonstrated, parklet applicants are generally required to provide a maintenance plan and to detail a schedule for removal upon permit expiration. Parklet managers are required to carry insurance.	The parklet manager is required to maintain the parklet and the space around it. The parklet itself should be maintained by keeping plants in good health, removing any graffiti, and keeping the structure free of debris, grime, and other litter. Parklets should never impede curbside drainage and the area underneath the structure should be regularly swept and rinsed.	 

Description	Size and Type	Locations	Permitting	Maintenance	Photo
Food trucks and other mobile food vendors*					
From the City of Concord Municipal Code: **Vendor cart.** A small non-motorized vehicle equipped with a container(s) for food, wares, or other merchandise, and/or services offered for sale, barter, or exchange. **Vendor motor vehicle.** A motor vehicle from which food items, wares, or other merchandise and/or services are offered for sale, barter, or exchange.	Food trucks: total dimensions of one or two parking spaces; Food carts: necessary sidewalk space while allowing a 3-foot clear path and access to surrounding buildings and utilities	Food vendors are generally located on low speed streets with high pedestrian volumes and parked least fifteen feet from an intersection. Food trucks can also be located in driveways with written consent of the relevant property owners.	For individual uses, the City of Concord Municipal Code would need modification to: • Allow vending within the Downtown Pedestrian District • Adjust restrictions on food vendor group site locations (especially regarding proximity of parks and ability to park in or block parking) • Apply temporary uses and structures regulations to vendors	The food truck or cart manager is required to maintain the truck or cart and the space around it. The vehicle itself should be maintained by properly disposing of waste and keeping the area free of grime, debris, and other litter.	 Source: Karlis Dambrans, 2014 (via Flickr)
Retail or vending in the public realm or in a shared space on private property					
See vendor cart and vendor motor vehicle descriptions above.	A temporary retail structure can be as large or small as the space in which it is located.	Temporary retail can be located on carts, under tents on tables, in parklets, in cargo containers, in vacant buildings, in buildings during off hours, and more.	The City of Concord Municipal Code will need modification to: • Allow vending within the Downtown Pedestrian District • Apply temporary uses and structures regulations to vendors	Like other temporary uses, retail vendors should maintain a debris-free space. The property on which they locate should be in the same condition when they arrive as when they leave.	

*Individual occurrences are distinct from group events, such as 'Off the Grid,' which are permitted and organized together.

Description	Size and Type	Locations	Permitting	Maintenance	Photo
Bike corrals					
Short-term bicycle parking for numerous bicycles.	Bike corrals can be artistic, unique, and of a variety of sizes or types. With striking design as a priority, bike parking can transform from component to highlight of the street.	Bike corrals can replace vehicle parking or can sit on a sidewalk or walkway large enough to preserve a minimum 3-foot clear path for pedestrians.	Like all bike parking, bike corrals should be located within 50 feet from a building entrance and preferably within view of the entrance.	Bike corrals should be maintained by the City agency that maintains other utilities and features of the public realm.	 Source: VeloBusDriver, 2009 (via Flickr)
Street redesign					
Transformation of the street configuration using temporary materials, such as chalk, cones, potted plants, and seating.	Street redesigns can expand or contract to fit the relevant function and location.	Street redesigns are safest on low traffic but high pedestrian volume streets.	The type of street redesign determines the permitting. Generally, the permitting will follow permitting for other temporary uses of the public realm.	Street redesigns require the same general upkeep during use and upon removal as other temporary uses of the public realm.	 Source: Brian Kusler, 2009 (via Flickr)

Description	Size and Type	Locations	Permitting	Maintenance	Photo
Public art installations and performance space					
A public art installation is any feature meant to enhance the aesthetics of a space as its primary or sole purpose. Performances can include music, theater, dance, magic, or other entertainment.	As small or large scale as can be imagined	Art installations usually benefit from being in the center of a walk space, or at least enabling a 360 degree appreciation. But since art installations can be small or placed on existing components of the street, such as utilities, they can be located anywhere. Performance spaces are slightly less flexible. Music or theater spaces tend to need a projection and a backside space, meaning that they're best organized along wide sidewalks or in parks, as is the Music and Market Series and other festivals in downtown Concord.	The City of Concord Municipal Code would likely classify performances under a Major Temporary Use and would require an administrative permit. Permitting for public art installations would vary widely depending on the purpose, size, and location of the installation.	Art installations and performance spaces require the same general upkeep during use and upon removal as other temporary uses of the public realm.	

*Individual occurrences are distinct from group events, such as 'Off the Grid,' which are permitted and organized together.

Concord Farmers' Market

5 Accessibility Guidelines

Sidewalks and street crossings are used by a broad cross-section of users and should be designed to accommodate these users' broad range of needs. In fact, all road users are at some point pedestrians crossing or walking along sidewalks.

Pedestrians encompass all ages and mobility needs, including people with visual or hearing impairments, people in wheelchairs or using other mobility devices, and people with strollers or carts. Pedestrians range in age from children to the elderly, and have varying walking speeds. Good design can be the first step in creating public spaces accessible to everyone. This chapter highlights issues of particular importance for public realm accessibility and elaborates on information provided in the Components of the Street section.

Overview

This section of the Design Guidelines aims to emphasize a commitment to accessible design in the design of the study corridors. The basic requirements for accessible design on streets and sidewalks are governed by the Americans with Disabilities Act (ADA). All design elements should conform to California Title 24 Chapter 11B: Accessibility to Public Buildings, Public Accommodations, Commercial Buildings, and Publicly Funded Housing. The US Access Board also provides guidelines and standards for the design and implementation of accessible routes.

Sidewalks and Crossings

STANDARD: PEDESTRIAN THROUGHWAY MINIMUM CLEAR PATH
4 feet (Legal requirement)
5 feet (Recommended)

The minimum clear path along the sidewalk should be of consistent texture and color, ideally with no cross-slope, and should not be interrupted by driveways. A 5-foot minimum is recommended to allow passing wheelchair users.

STANDARD: PEDESTRIAN CROSSWALK REFUGE ISLAND DIMENSIONS
4 feet long by 3 feet wide

If the island is raised, it should have ramps on either side.

STANDARD: MINIMUM VERTICAL CLEARANCE ABOVE SIDEWALK
80 inches (84 inches recommended)

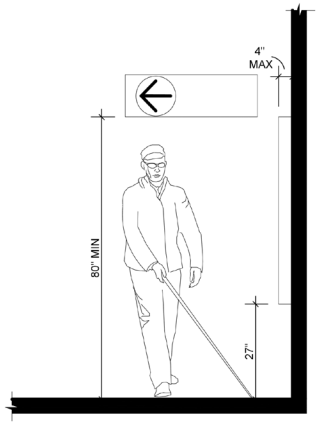
STANDARD: MAXIMUM PROTRUSION INTO CLEAR VERTICAL AREA

4 inches (except post-mounted objects)

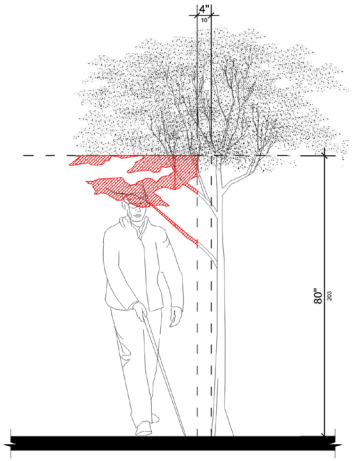
DISCUSSION
Sidewalks should be kept clean and clear of obstructions, including the sidewalk surface itself (such as heaving from tree roots) and on top of the surface (such as brush and other debris). Per the City of Concord Municipal Code, maintenance of the sidewalk is the responsibility of any property owner whose property is adjacent to or fronts the sidewalk. This responsibility encompasses maintenance of all sidewalk conditions.

Paving surfaces should designate the clear path using different colors and textures from the furnishings zone, where parking meters, signs, utilities, street furniture, and other obstructions may be located. The clear path should be a smoother texture than the adjacent areas.

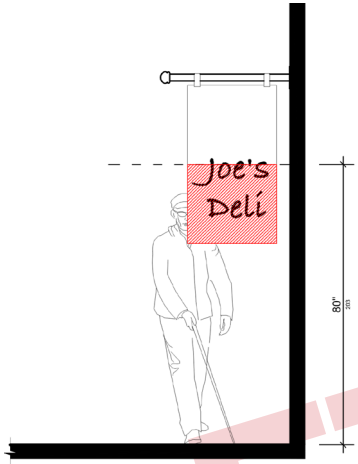
Additionally, the space above the sidewalk should be kept clear, for a minimum of 80 inches above the ground. Objects should not protrude more than four inches into this area above the sidewalk (except post-mounted objects). Examples of elements that should be kept clear of the walkway include: tree branches, leaning tree trunks, signage, awnings, lights, utilities, planter boxes, and street furniture.



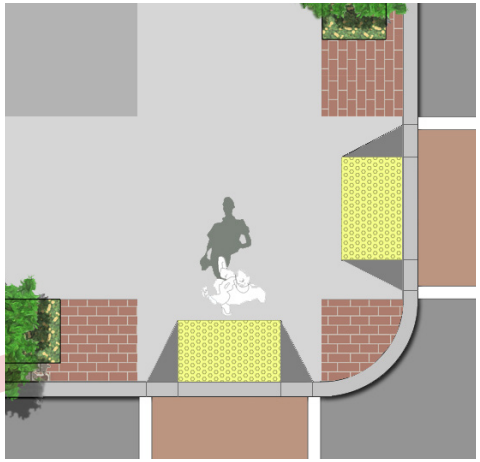
Basic vertical clearance dimensions



Example: Tree limbs violate vertical protrusion standards



Example: Sign violates vertical protrusion standards



Ideal curb ramp arrangement: separate ramps in the direction of travel

Where tree grates extend the clear path, they must be flush with sidewalk and tree limbs should be kept clear of the vertical clear area.

Curb Ramp Standards and Placement

STANDARD: MAXIMUM CURB RAMP SLOPE
8.3%

Ramps should be installed at any pedestrian crossing. In the direction of pedestrian travel, the ramp should be as gradual as possible, with a slope of 8.3% at most.

STANDARD: CURB RAMP MINIMUM WIDTH
4 feet, 2 inches wide

Minimum width does not include the portions of the ramp perpendicular to pedestrian travel where the sidewalk transitions into the ramp (flared sides).

STANDARD: MAXIMUM CURB RAMP CROSS SLOPE
2.0%

The cross slope is the slope perpendicular to pedestrian travel. In other words, the path should not be angled toward or away from the building edge.

PREFERRED: CURB RAMP TYPE
Perpendicular curb ramps in direction of travel

DISCUSSION
A sidewalk or curb ramp allows pedestrians with strollers or carts and people in wheelchairs or with other mobility devices to safely transition from the sidewalk to a crosswalk. Ramps should alert pedestrians of roadway crossings and guide them safely into the crosswalk. The ramp should have truncated domes, yellow in color, extending the full width and depth of the ramp, not including the flared sides. On corners with more than one connected crosswalk, a ramp should be installed for each crosswalk. The preferred ramp alignment is perpendicular to curb with the slope toward the crosswalk. Although legally permissible, diagonal ramps angled into the center of the intersection are not recommended.

To assist low vision and blind pedestrians, the finish texture of the clear walk area of the sidewalk paving should extend to the curb ramp, and dark gray integral color paving should be used surrounding curb ramps to create a high visible contrast with the truncated domes.

Pedestrian Signals and Pushbuttons

STANDARD: CROSSING PUSHBUTTON LOCATION AND ORIENTATION

Adjacent to curb ramp, oriented parallel to direction of travel

Crossing pushbutton parallel to direction of travel.

STANDARD: CROSSING PUSHBUTTON HEIGHT (MAXIMUM)

3 feet 6 inches

DISCUSSION

Ideally, every signalized intersection will have an automatic pedestrian walk signal. However, crossings that do not should have a pushbutton to activate a pedestrian crossing signal. All intersections with pedestrian crossings should have a uniform auditory communications system that alerts pedestrians to the signal cycle. Auditory signals enhance safety and accessibility for all pedestrians, especially those with visual impairments.

Pedestrian crossing pushbuttons should be located as close to each curb ramp as possible without interfering with the clear path and should also be no more than three and a half feet tall.

The control face of the button should be parallel to the direction of the crosswalk to make clearer which crosswalk signal the button activates. The alignment of the front face of the pushbutton should establish an alignment within the width of the crosswalk.

The pushbutton should activate the auditory signal, which should be amplified from the pushbutton unit itself, and should articulate the different cycles of walk or wait. The 'wait' cycle signal is to help the blind and visually impaired to locate the crosswalk and pushbutton. The pushbutton, when pushed and held, should identify the street that can be crossed and the parallel street (for instance: "Crossing Concord Boulevard along Grant Street"). The pushbutton should vibrate and illuminate when it is time to cross, and the audible signal should be distinct from the wait cycle signal.

Street Furniture Considerations

STANDARD: BENCH AND SEATING SETBACK FROM CLEAR PATH
18 inches

Street furniture should not obstruct pedestrian travel. The clear path should remain clear surrounding street furniture. Place benches and other seating elements 18 inches offset from the minimum clear path so that legs, feet, and bags do not extend into the clear path.

STANDARD: TABLE DIMENSIONS
Tabletop height: 28 to 34 inches
Knee clearance: 27 inches under table

Tables should be of appropriate height for wheelchair users and have sufficient knee room.

STANDARD: DRINKING FOUNTAIN MAXIMUM HEIGHT
36 inches

Drinking fountains should be low enough for wheelchair users to reach.

DISCUSSION
Where possible, alert pedestrians to the presence of street furniture via a change in ground material, and select street furniture colors that contrast with the sidewalk surface. Public realm seating should accommodate wheelchair parking. Transit shelters should include wheelchair space next to the bench.

Accessible Parking Standards

STANDARD: ACCESSIBLE PARKING SPACE GENERAL LOCATION

Adjacent to intersection curb ramp, back of space nearest curb ramp

Parallel parking: when used on one-way street, preferred location is on right side of street

STANDARD: MAXIMUM SLOPE
8.3%

STANDARD: MAXIMUM CROSS SLOPE
2.0%

DISCUSSION
Accessible parking spaces should be located considering ease of access to curb ramps and minimizing the user's interaction with traffic in the roadway. Locate spaces next to curb ramps, with the back of the space nearest the ramp so that a person using a back lift can avoid traveling around the vehicle, and into the street.

Accessible parking cannot be located within tow zones (including but not limited to street cleaning and parking zones converted to drive lanes at commute hours).

Accessible parallel parking must provide a clear aisle to ensure that people using side lifts can exit safely, out of bicycle and vehicle lanes.

Accessible parking areas can only be located on streets with slopes of less than 8.3%, and cross slopes less than 2%.

Refer to California Title 24, Chapter 11b, Section 502 Parking Spaces for specific requirements for accessible diagonal and perpendicular parking spaces and accessible loading zones, including signage, street markings, and painted curbs.

6 Implementation

The design concept established by the Design Guidelines will be implemented incrementally, in combination with other projects and as the City identifies funding sources. This section describes the implementation process, setting priorities for projects with parameters that allow for flexibility.

Prioritizing projects helps distinguish between projects that should be pursued now and those that can be implemented as funding becomes available. In addition to setting priorities, a successful Corridors Plan implementation will:

- Identify funding sources early;
- Budget for appropriate technical work;
- Integrate projects into the Capital Improvements Plan;
- Set a guide for internal governmental collaboration so that all departments are at the table from the start; and
- Coordinate with General Plan and Downtown Specific Plan implementation, so when development begins, funds can be most usefully applied.

With these guidelines, downtown improvements will fit the overall community vision. Projects implemented opportunistically as funding arises will contribute to the overall design vision.

Project Timeline

Although all projects identified in the conceptual design of the Downtown Corridors are coordinated, projects vary in importance and in the process needed to complete them. Projects updating existing features that are generally adequate should have lower priority. In general, the City will prioritize projects that:

1. Close network gaps

- Example: Finalize the Citywide Bicycle and Pedestrian Safe Routes to Transit plan to create a continuous bike network

2. Require further technical study

- Example: Plan a downtown shuttle bus service

3. Address elements not up to code or best practices

- Example: Rebuild curb ramps to be accessible to pedestrians of all abilities

4. Involve community consensus

- Example: Permit temporary uses, which are often community-led, in public spaces

Short-term projects

There are two types of short-term projects. “Near-term” projects are relatively easy to implement and can have a high impact. “Get started” projects are the first stages of high priority projects with a multi-year implementation timeline, thus benefitting from an early start.

SHORT-TERM PROJECTS INCLUDE:

- Finalize the Citywide Bicycle and Pedestrian Safe Routes to Transit plan that includes a complete bicycle network and facilities.
- Finalize and implement bicycle facilities striping.
- Begin installing or upgrading pedestrian-scale lighting.
- Update City Municipal Code to allow vendors and food vendor group sites in the downtown area, including the Downtown Pedestrian District surrounding Todos Santos Plaza.
- Conduct an area-wide traffic study to better understand multimodal volumes in downtown.
- Collaborate with the ADA Coordinator to replace and upgrade ramps, signals, and other mobility features consistent with the ADA Transition Plan.
- Begin detailed design for long-term bicycle improvements, including selected curb bulb-out removal and/or curb reconstruction.
- Install benches and trash bins for bus stops where missing.
- Complete a feasibility study for a downtown shuttle.
- Review existing City records for geotechnical reports for the downtown area to prepare for LID and green infrastructure.
- Conduct a geotechnical and utilities survey of ground conditions to show suitability for LID and green infrastructure.

Mid- and Long-term projects

There are three types of mid- and long-term projects. Some projects continue those started earlier on. For example, installation of a uniform auditory communications system at downtown intersections could be phased according to a replacement plan formulated in the short-term. Second, projects can be upgraded from interim to permanent solutions, such as replacing street tree mulching with permanent tree grates. Finally, lower priority projects that require less advance planning, such as a utility box art program, can be implemented in the mid- or long-term timeframe.

MID-TERM PROJECTS INCLUDE:

- Upgrade bicycle facilities and add physical buffers where not possible initially.
- Begin installation of updated ramps, signals, and other mobility features per the ADA Transition Plan.
- Reconstruct corner radii at key pedestrian intersections to narrow crossing distances and to provide separate curb ramps in the direction of pedestrian travel.
- Repair/replace crosswalks and begin adding decorative and high-visibility crosswalks.
- Add or replace planters and other informal landscaping.
- Create utility box art program.
- Add retrofit tree grates to existing tree wells.
- Create comprehensive wayfinding program.

LONG-TERM PROJECTS INCLUDE:

- Finish installing accessible ramps and signals, as necessary.
- Repair and reconstruct sidewalks as necessary to remove heaving and create a consistent clear pathway.
- Install low-impact landscaping and features that help mitigate stormwater runoff.
- Plant formal landscaping, including street trees where lacking.
- Upgrade bus stops to bus shelters where appropriate.
- Finish installing decorative and high-visibility crosswalks.
- Upgrade street furniture.
- Implement wayfinding program.

Implementation Process

Before any City department begins a project in the public realm downtown, it should be reviewed for consistency with the Downtown Corridors Plan. Ideally, all City departments should also coordinate with the Planning Division when designing a new downtown project to ensure that improvements contribute to the overall vision for the area and that complementary or coinciding projects are identified.

Funding Sources

All projects should be added to the Capital Improvement Plan so when project designs are completed they can be funded and implemented. While outside grants and developer impact fees will fund the majority of projects, some projects could be funded within the CIP under storm drainage zones, traffic mitigation, or the general fund. The table on page 48 lists potential funding sources.

Additionally, the City also has an opportunity to fund improvements to Oak Street between Mt. Diablo Street and Galindo Street as part of an expected development agreement for the Oak Street West parcel that is expected to be transferred to the City from the Successor Agency to the Concord Redevelopment Authority.

Funding Sources

Funding Program	Program Description	URL
California Gas Tax	The state charges 39.5 cents per gallon of gasoline that is used by local jurisdictions for transportation-related projects and maintenance.	http://www.sco.ca.gov/Files-AUD/gas_tax_guidelines.pdf
California Infrastructure State Revolving Fund Loan Program	Street redesigns can expand or contract to fit the relevant function and location.	http://www.ibank.ca.gov/infrastructure_loans.htm
Caltrans Sustainable Transportation Planning Grant Program	This grant program is available to government entities at all levels to plan and implement transport projects that enhance safety, sustainability, or efficiency. The funding cycle begins during the summer with a late fall or early winter deadline.	http://www.dot.ca.gov/hq/tpp/grants.html
Clean Water State Revolving Fund	The EPA partners with states to administer funds for water quality projects, including local infrastructure and other projects that lead to better local or regional water quality.	http://www.epa.gov/cwsrf
Impact fees from downtown development	As new development is proposed, fees that fund multimodal projects consistent with the guidelines can help mitigate traffic and environmental impacts. For instance, the City should take advantage of development on the vacant parcel at Oak Street and Galindo Street to help fund streetscape improvement projects.	http://www.cityofconcord.org/page.asp?pid=5123
One Bay Area Grant (OBAG) Program Round 2	The call for projects for the second round of OBAG grants begins in Spring 2016 and continues through January 2017.	http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2
PeopleForBikes Community Grant Program	With a minimum 50% match, a range of bicycle and active transportation projects can receive funding for construction.	http://www.peopleforbikes.org/pages/community-grants
Transportation Development Act (TDA 3)	Article 3 provides funds to counties via metropolitan planning organizations to grant funds for bicycle and pedestrian facilities.	http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0
Bicycle Voucher Program (Transportation Fund for Clean Air)	The Bay Area Air Quality Management District administers an annual voucher program for bike parking for installations from a pre-approved vendor list. Each applicant may receive a maximum of $15,000 per year.	http://www.baaqmd.gov/grant-funding/public-agencies/brvp
Urban Greening Grant Program	Using cap and trade funds, this program funds plans and projects that “reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits.”	https://www.sgc.ca.gov/s_uggprogram.php

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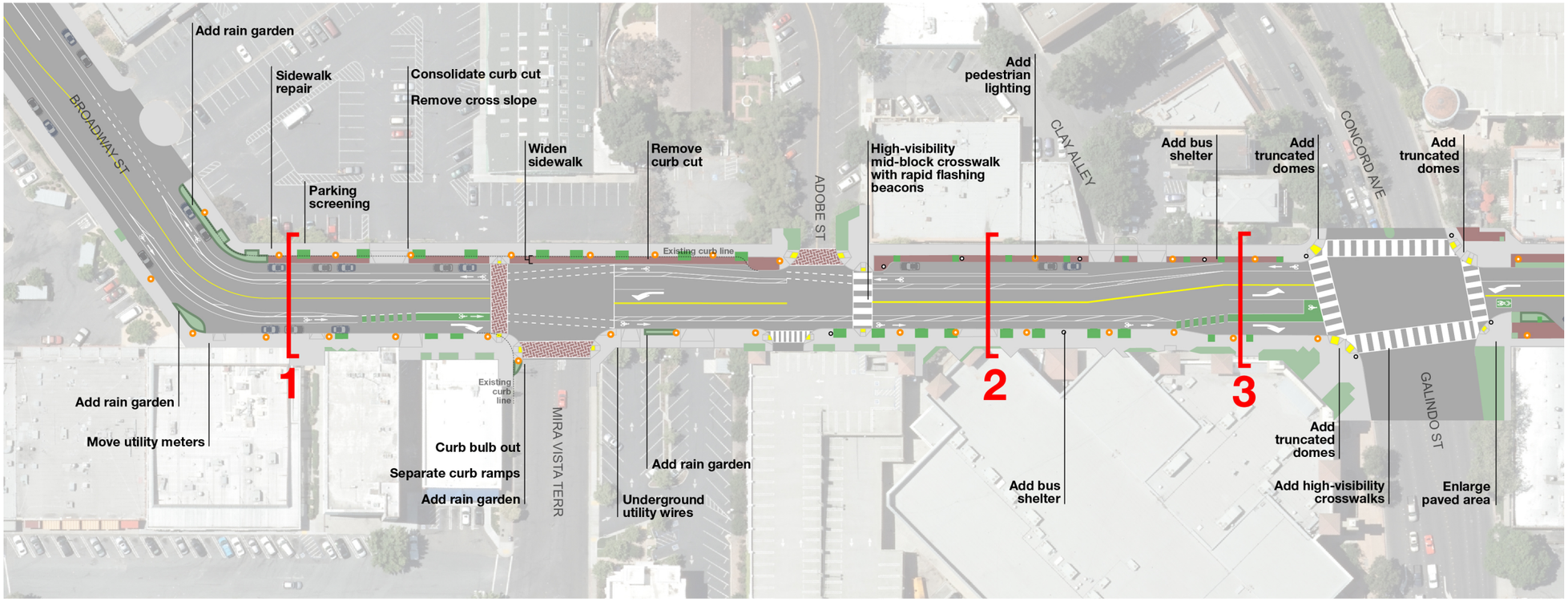
Salvio West DRAFT

HIGHLIGHTS

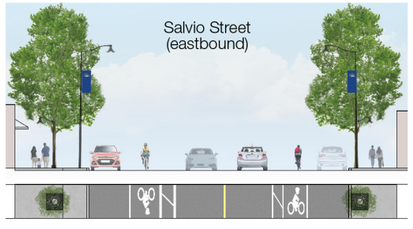
Widen sidewalk on north side (Broadway to Adobe Street)
Add mid-block crossing at Adobe Street
Add buffered bicycle lanes
Remove parking on south side from Mira Vista Terrace to Galindo Street
Add curb bulb out - SW corner of Salvio Street at Mira Vista Terrace
Add pedestrian lighting

Legend

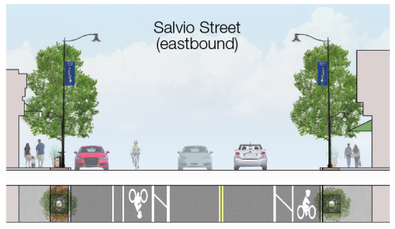
- Brick
- Concrete sidewalk
- Street
- Landscape/planting
- Rain garden
- Tree well
- Truncated domes
- Lights - existing
- Lights - new
- Bollard - illuminated
- Bollard



1. Salvio Street at Broadway



2. Salvio Street at Adobe Street



3. Salvio Street at Galindo Street

N

25 50 100 200
Feet

Conceptual Design Illustration
DRAFT 5/4/2016

Todos Santos Plaza DRAFT

HIGHLIGHTS

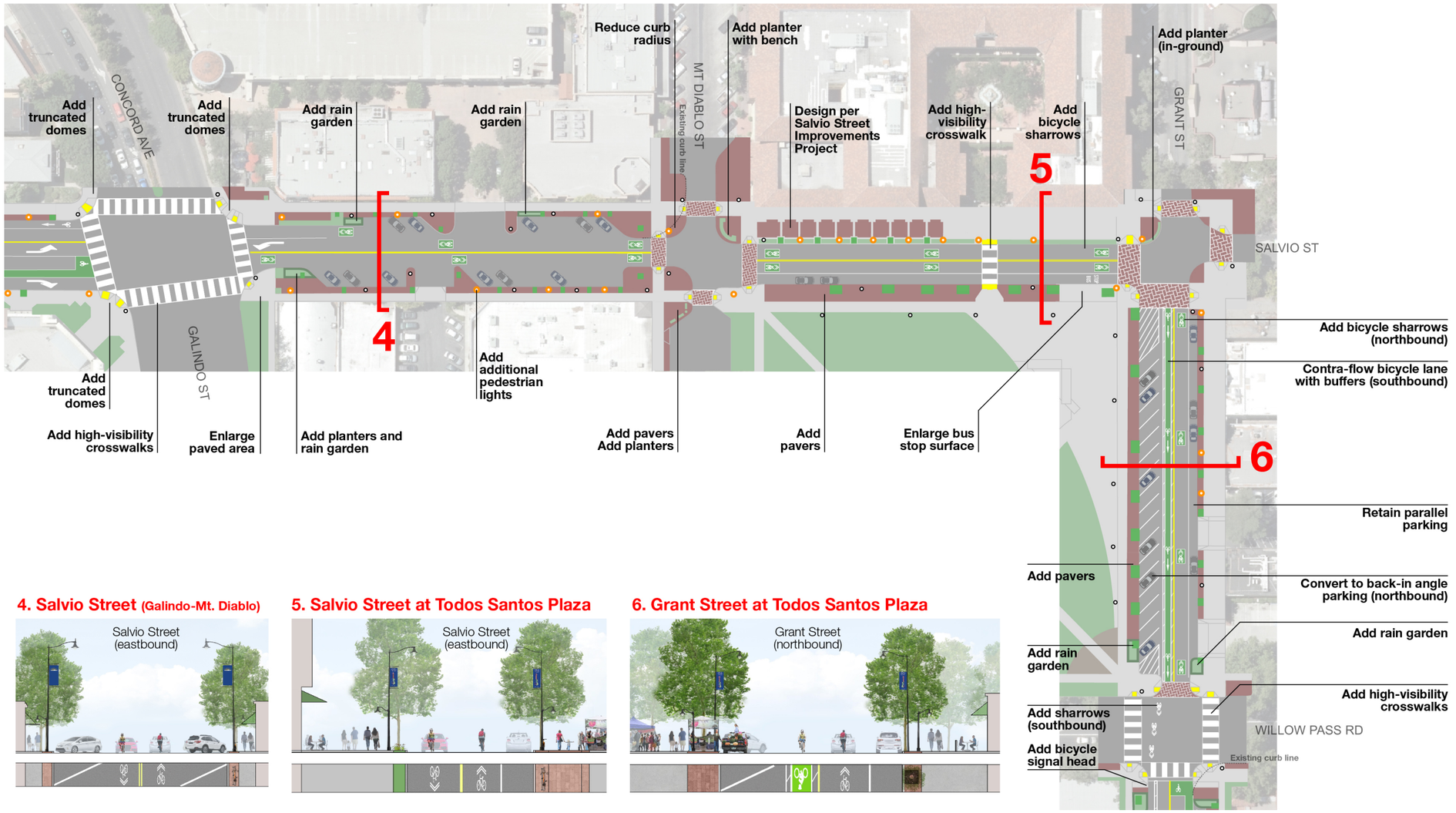
Add bicycle sharrows on Salvio Street
Reduce curb radius - NW corner of Salvio Street at Mt. Diablo Street
Add contra-flow bicycle lane on Grant Street (Salvio to Willow Pass)
Add Pavers on edges of Todos Santos Plaza
Add landscaping and green infrastructure
Add pedestrian lighting

Legend

- Brick
- Concrete sidewalk
- Street
- Landscape/planting
- Rain garden
- Tree well
- Truncated domes
- Lights - existing
- Lights - new
- Bollard - illuminated
- Bollard

25 50 100 200 Feet

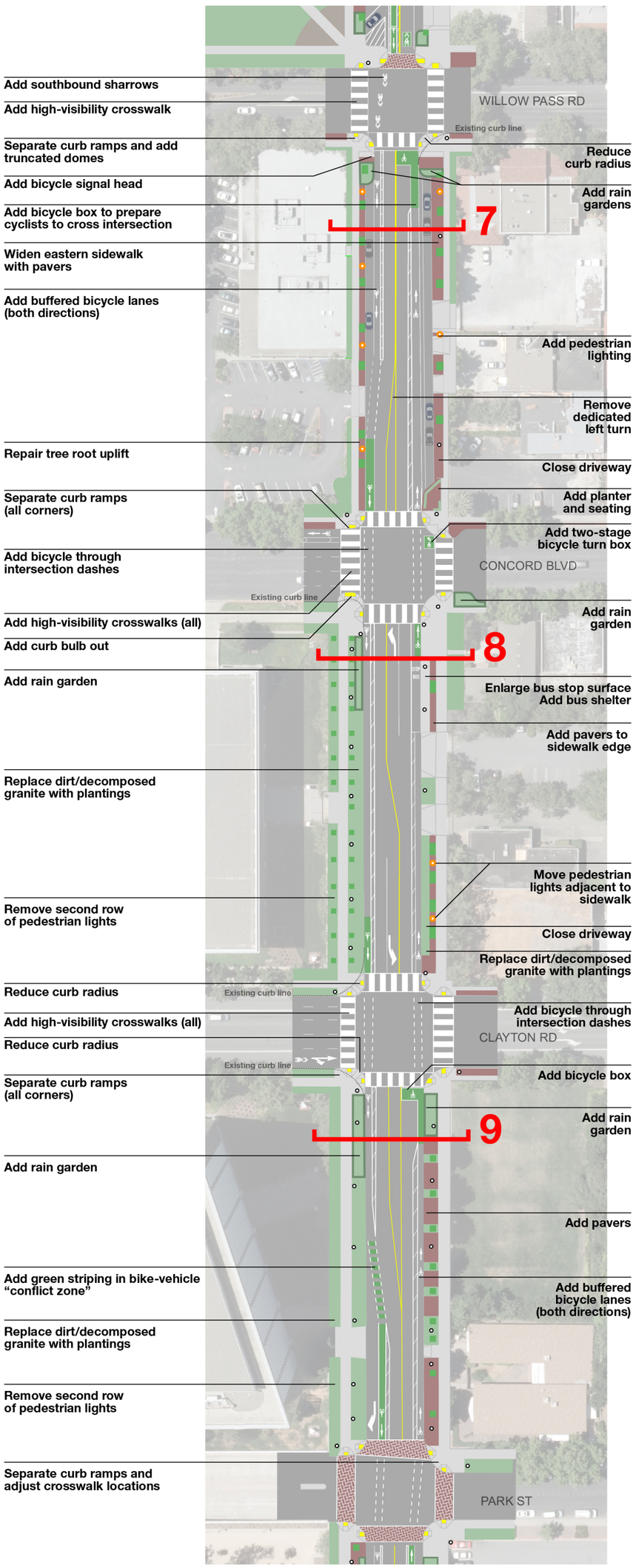
Conceptual Design Illustration
DRAFT 5/4/2016



4. Salvio Street (Galindo-Mt. Diablo)

5. Salvio Street at Todos Santos Plaza

6. Grant Street at Todos Santos Plaza

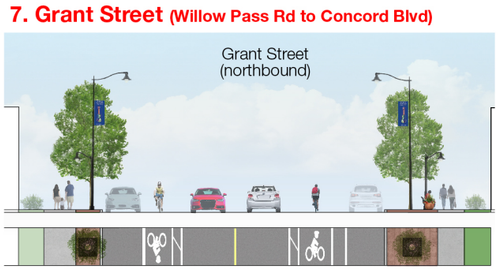


Central Grant
DRAFT

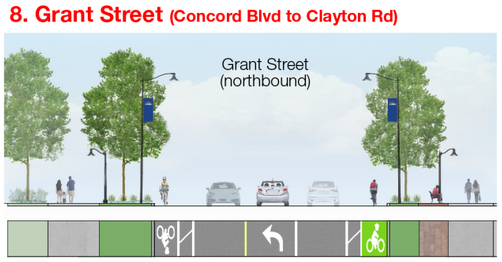
HIGHLIGHTS

Add buffered bicycle lanes
Add bicycle boxes and two-stage turn box
Add curb bulb out to Concord Blvd - SW corner
Reduce curb radius at Willow Pass Rd - SE corner
Reduce curb radii at Clayton Rd - NW, SW corners
Replace decomposed granite
Add pedestrian lighting
Add high-visibility crosswalks

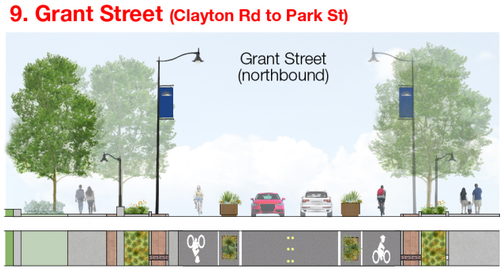
7. Grant Street (Willow Pass Rd to Concord Blvd)



8. Grant Street (Concord Blvd to Clayton Rd)



9. Grant Street (Clayton Rd to Park St)



Legend

- Brick
- Concrete sidewalk
- Street
- Landscape/planting
- Rain garden
- Tree well
- Truncated domes
- Lights - existing
- Lights - new
- Bollard - illuminated
- Bollard

25 50 100 200 Feet

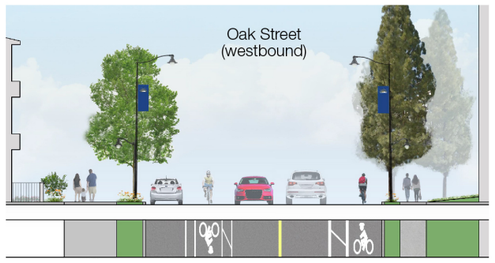
Conceptual Design Illustration
DRAFT 5/4/2016

Oak Street/BART Access DRAFT

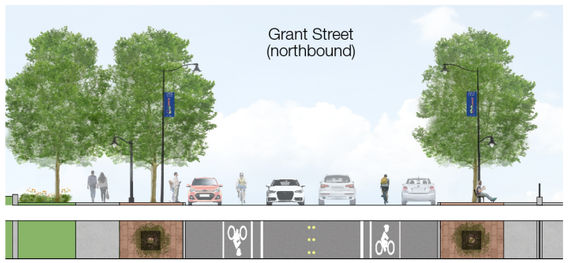
HIGHLIGHTS

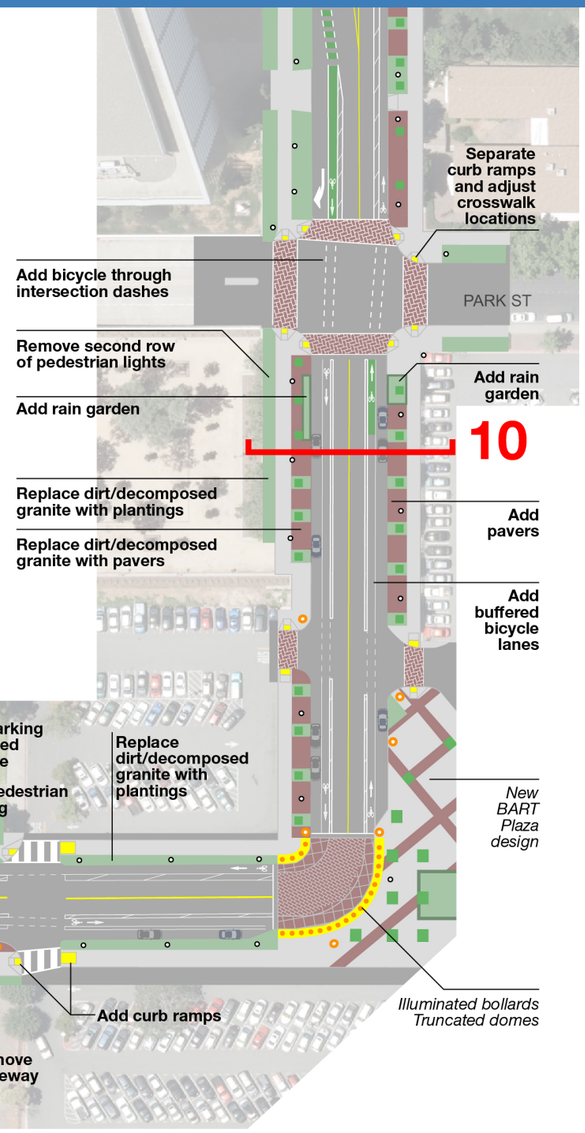
Add buffered bicycle lanes on Grant Street and Oak Street
Replace pedestrian realm on south side of Oak Street along development parcels
Adjust east side crosswalk of Oak Street at Galindo Street
Replace decomposed granite with pavers and plantings
Add pedestrian lighting

11. Oak Street (Galindo St to Grant St)



10. Grant Street (Park St to Oak St)





Legend

- Brick
- Concrete sidewalk
- Street
- Landscape/planting
- Rain garden
- Tree well
- Truncated domes
- Lights - existing
- Lights - new
- Bollard - illuminated
- Bollard

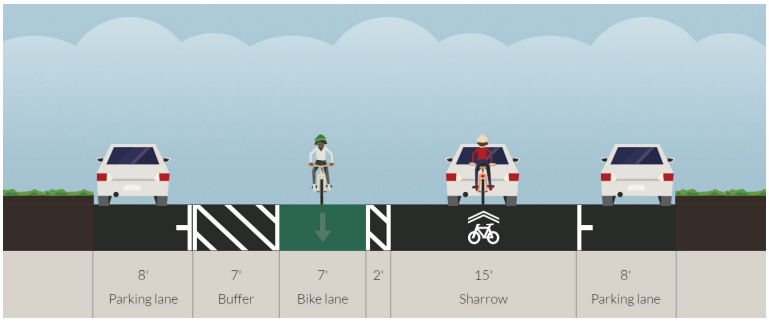
N

25 50 100 200 Feet

Conceptual Design Illustration
DRAFT 5/4/2016

1. Contraflow lane adjacent to traffic

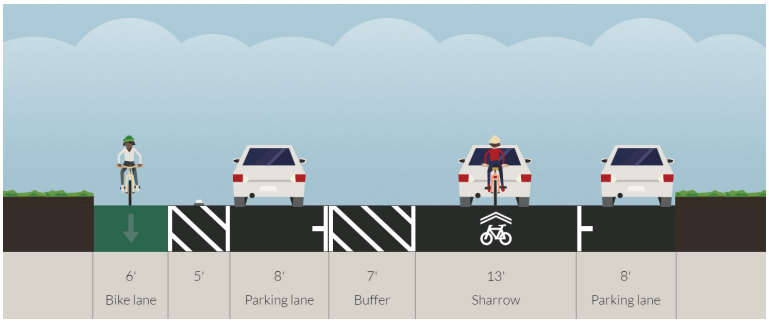
Requires left side parallel parkers to cross contraflow lane, wide buffers; does not require bulb-out changes.



Montreal, Canada (Source: flickr user Franz Loewenherz)

2. Contraflow lane adjacent to curb

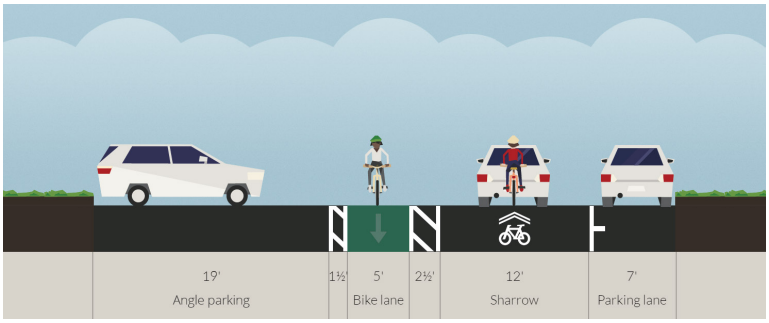
Requires curb bulb-out changes.



Chicago, IL (Source: Streetsblog)

3. Back-in angle parking

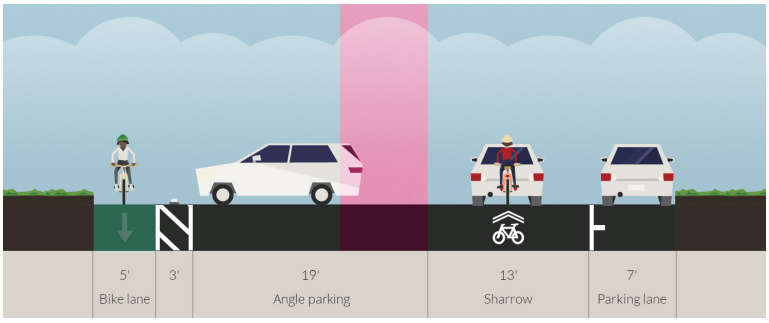
Compatible with contra-flow bicycle lane. Not compatible with Accessible parking.



Washington, DC (Source: NACTO)

4. Contraflow lane with front-in angle parking

Does not provide 20' clear path for emergency vehicles unless parallel parking on east side is removed.



REGULAR MEETING OF THE
CITY OF CONCORD PLANNING COMMISSION
COUNCIL CHAMBER, 1950 PARKSIDE DRIVE
CONCORD, CALIFORNIA

Wednesday, May 18, 2016

A regular meeting of the Planning Commission, City of Concord, was called to order by Chair Obringer at 6:30 P.M., May 18, 2016, in the City Council Chamber.

I. ROLL CALL

COMMISSIONERS PRESENT:	Chair Carlyn Obringer Vice Chair Jason Laub Commissioner LaMar Anderson Commissioner Ray Barbour
STAFF PRESENT:	Laura Simpson, Planning Manager Margaret Kotzebue, Special Counsel Joan Ryan, Senior Planner Andrew Mogensen, Principal Planner Mario Camorongan, CIP Manager

II. PLEDGE TO THE FLAG

Commissioner Anderson led the pledge.

III. PUBLIC COMMENT PERIOD

No public comment was heard.

IV. ADDITIONS / CONTINUANCES / WITHDRAWALS

None were announced.

V. CONSENT CALENDAR

No public comment was heard.

APPROVAL OF MINUTES

Motion was made by Vice-Chair Laub, and seconded by Commissioner Anderson to approve the meeting minutes of May 2, 2016. The motion was passed by the following vote:

AYES:	Laub, Anderson, Barbour
NOES:	None
ABSTAIN:	Obringer
ABSENT:	None

VI. PUBLIC HEARINGS

There were none.

VII. STUDY SESSIONS

Downtown Corridors Plan Update – Joan Ryan, Senior Planner @ (925) 671-3370

Senior Planner, Joan Ryan, presented the update.

Tim Bates, from ARUP, explained the purpose of the Design Guidelines and the Conceptual Streetscape Plans.

Public Comment

Kenji Yamada commented on the project with regards to bike corrals and scramble intersections.

Claire Linder commented on the Bicycle Master Plan and pedestrian safety.

Bicycle and Pedestrian Plan Update – Andrew Mogensen, Principal Planner @ (925) 671-3332

Principal Planner, Andrew Mogensen, presented the update.

Public Comment

Claire Linder asked that specific language be included in the Plan and thanked the Commissioners for their concern on safety.

Kenji Yamada commented on bike lanes and pedestrian safety.

Gabi Rivas commented on Monument Boulevard improvements and pedestrian safety.

Maria Dolores Ramos expressed her thanks for prioritizing Monument Boulevard as an area for improvement.

VIII. COMMISSION CONSIDERATIONS

CIP and TIP General Plan Consistency – Review of the proposed 2016-2017 Fiscal Year (FY) Capital Improvement Program (CIP) and Transportation Improvement Program (TIP) for consistency with the adopted General Plan pursuant to Government Code Section 65401. **Project Engineer: Robert Ovadia @ (925) 671-3470.**

Capital Improvement Program Manager Mario Camorongan presented the staff report.

After review, the Planning Commission determined the 2016-2017 Fiscal Year Capital Improvement Program and Transportation Improvement Program are consistent with the

General Plan. Motion was made by Vice Chair Laub and seconded by Commissioner Barbour. The motion passed by the following vote:

AYES: Laub, Barbour, Anderson, Obringer
NOES: None
ABSTAIN: None
ABSENT: None

IX. STAFF REPORTS / ANNOUNCEMENTS

There were none.

X. COMMISSION REPORTS/ANNOUNCEMENTS

Chair Obringer mentioned the upcoming Bicycle and Pedestrian Master Plan meeting on Monday, May 23rd at 5:30 p.m.

XI. FUTURE PUBLIC HEARING ITEMS

Planning Manager Laura Simpson announced the June 1st Planning Commission meeting will have a study session on the Veranda project and include the Draft Environmental Impact Report which is currently circulating for public comment. She also announced at the June 15th meeting, there will be an appeal of a Recycling Center which was continued from a previous Planning Commission meeting and that Andrew Mogensen will be sitting in for her at that meeting.

XII. ADJOURNMENT

Vice Chair Laub moved to adjourn at 8:40 P.M. Commissioner Barbour seconded the motion. Motion to adjourn was passed by unanimous vote of the Commissioners present.

APPROVED:

Laura Simpson
Planning Commission Secretary
Planning Manager

Transcribed by Grant Spilman,
Administrative Coordinator