Downtown Corridors Plan
Existing Conditions

November 2015

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Downtown Corridors Plan
Existing Conditions

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Concord

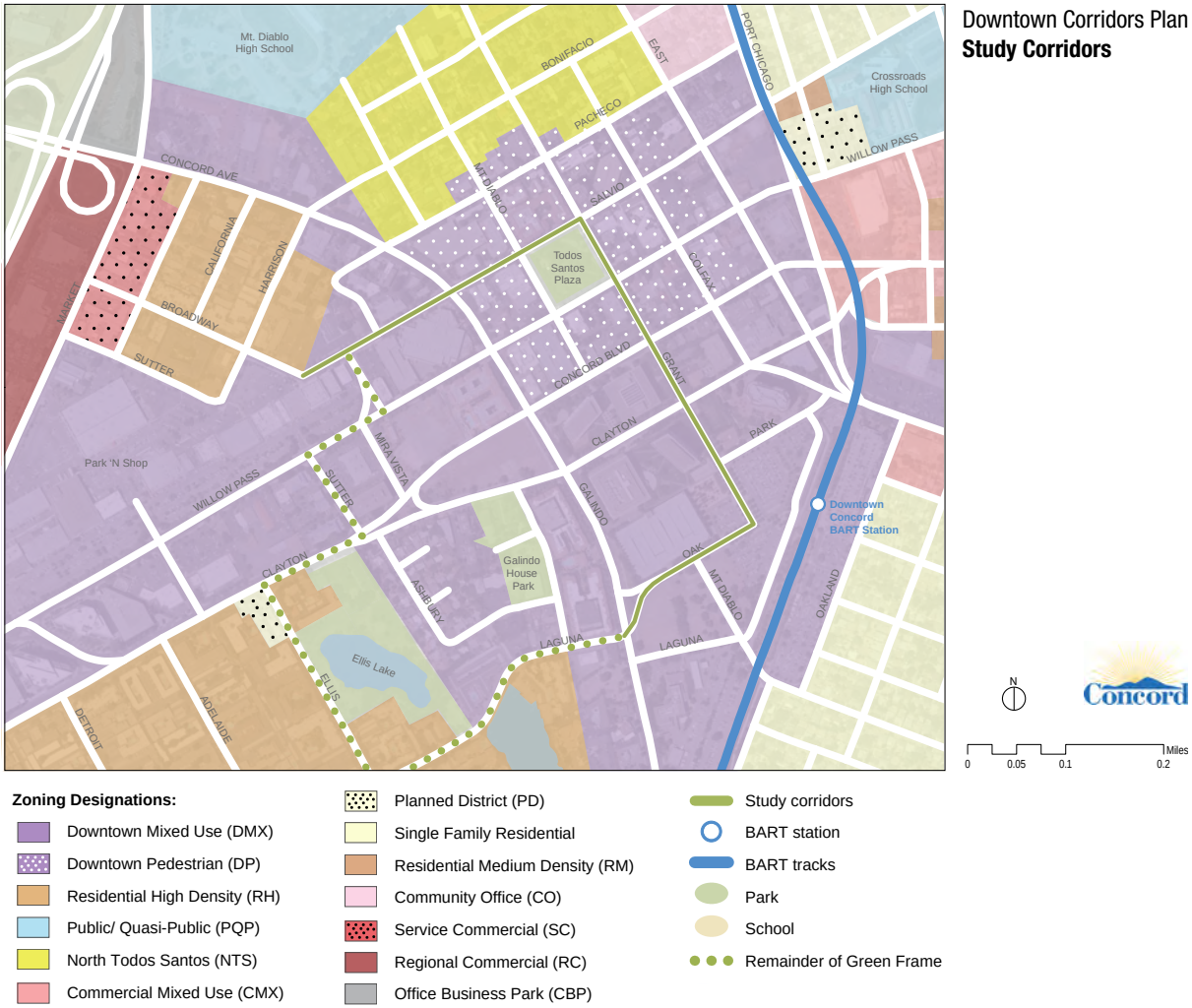
Salvio Pacheco Square provides pedestrian amenities and an active street frontage with outdoor seating.

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.

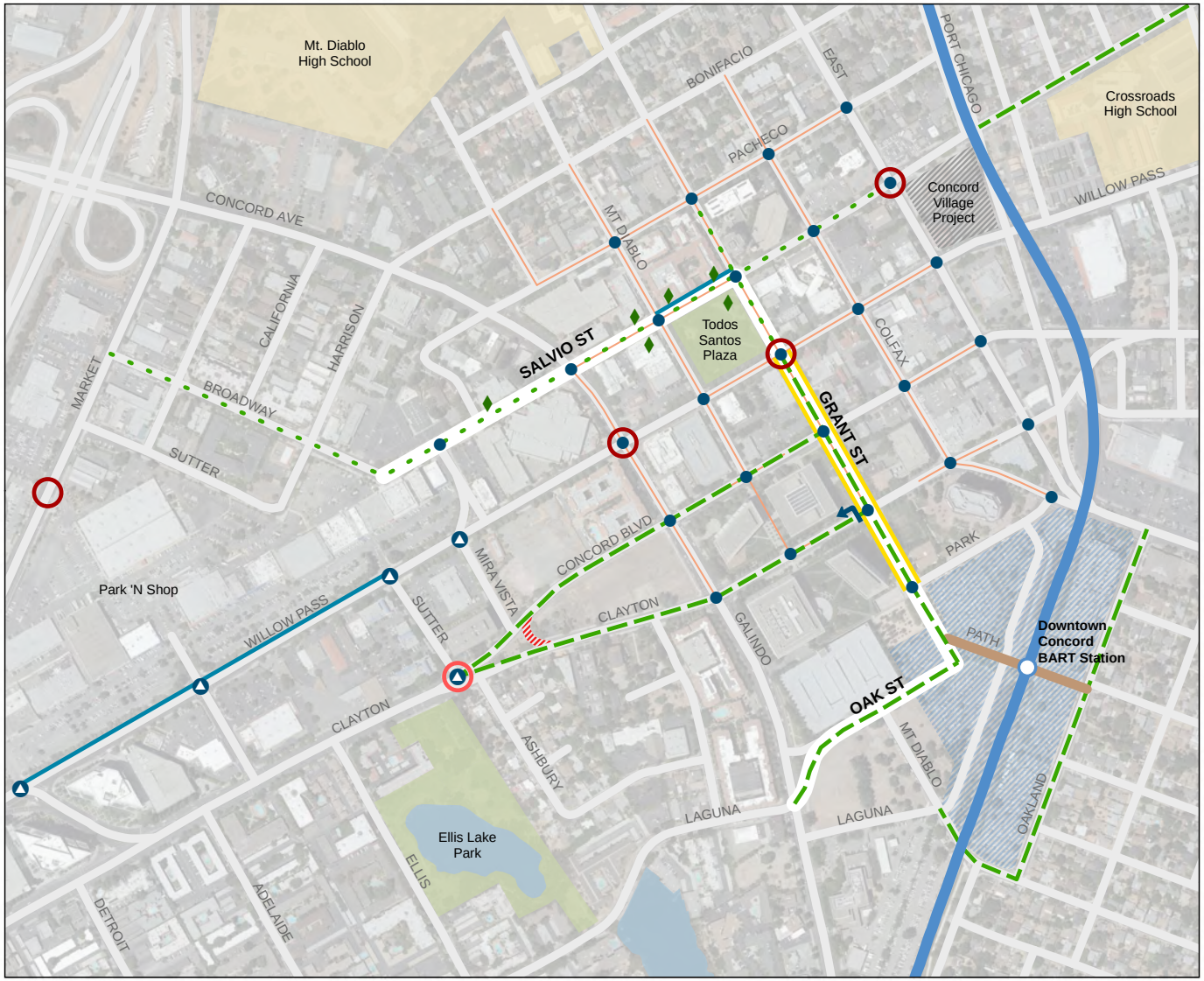
The focus of this plan is similar to the Downtown Specific Plan, on a smaller scale. Concord has long planned for a more urban, mixed use environment around the BART station and Todos Santos Plaza. The mixed use zoning designations that pre-dated the Specific Plan are not sufficient to transform the 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

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

N

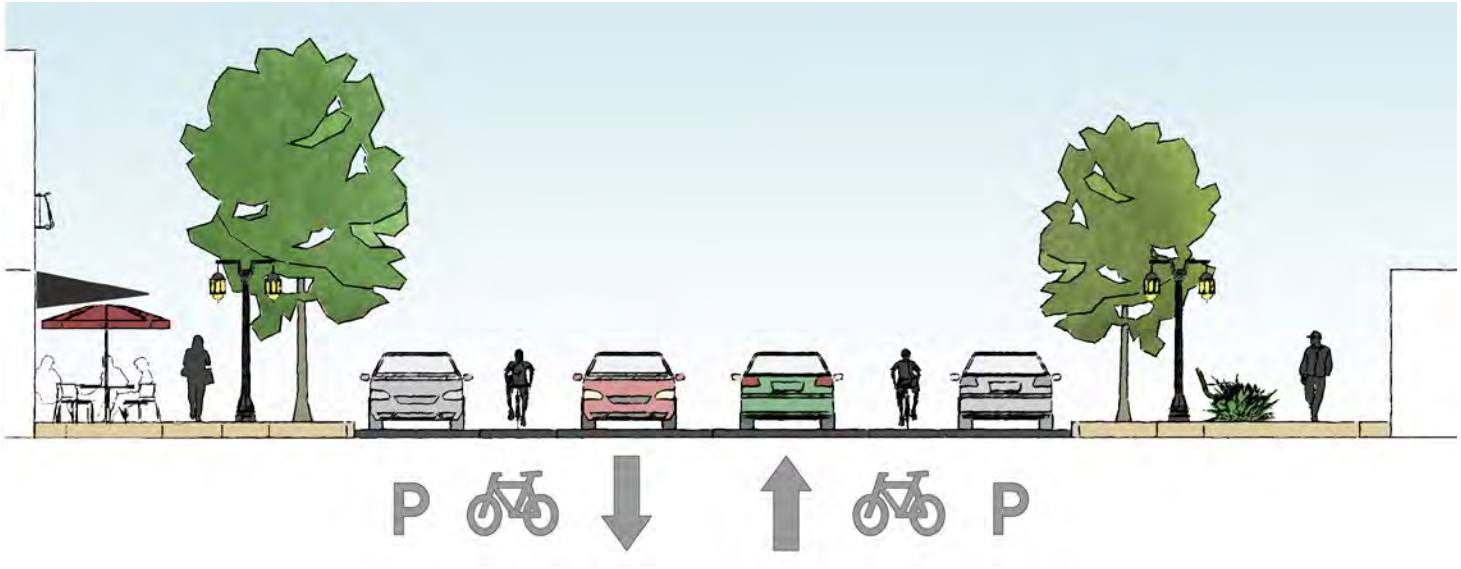
Concord

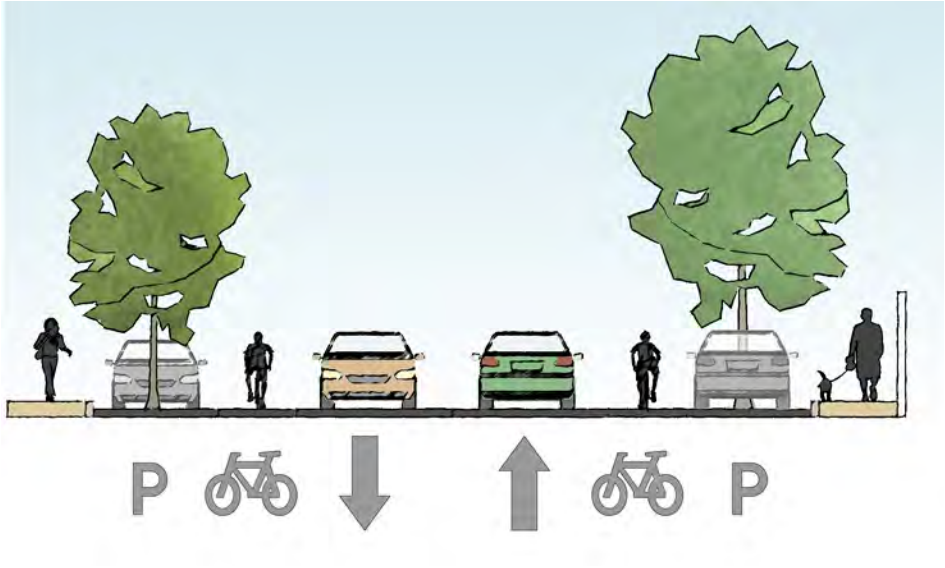
0 0.05 0.1 0.2 Miles

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).

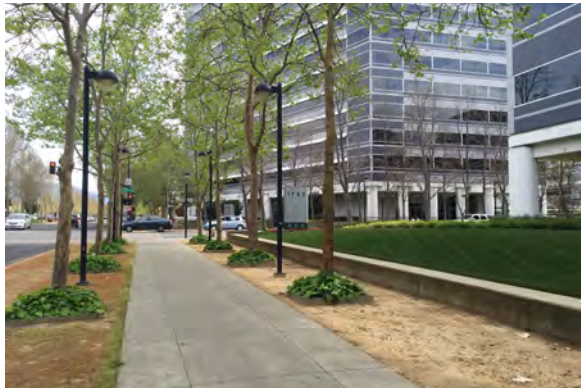
2.1 General Character

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.

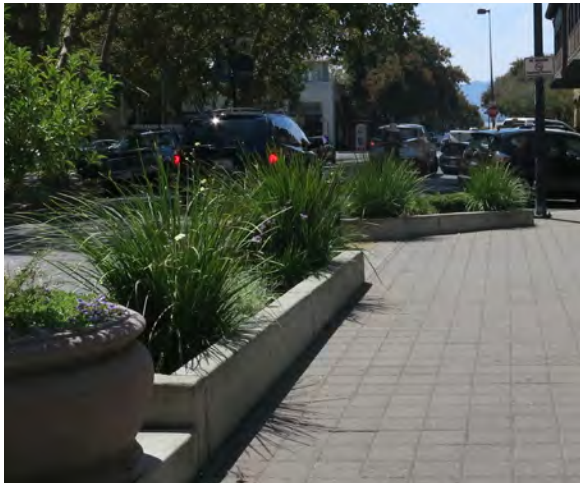
Sidewalks surrounding Todos Santos Plaza are of high quality, with smooth paving, consistent lighting, greenery, street furniture, and a sufficient buffer.

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.

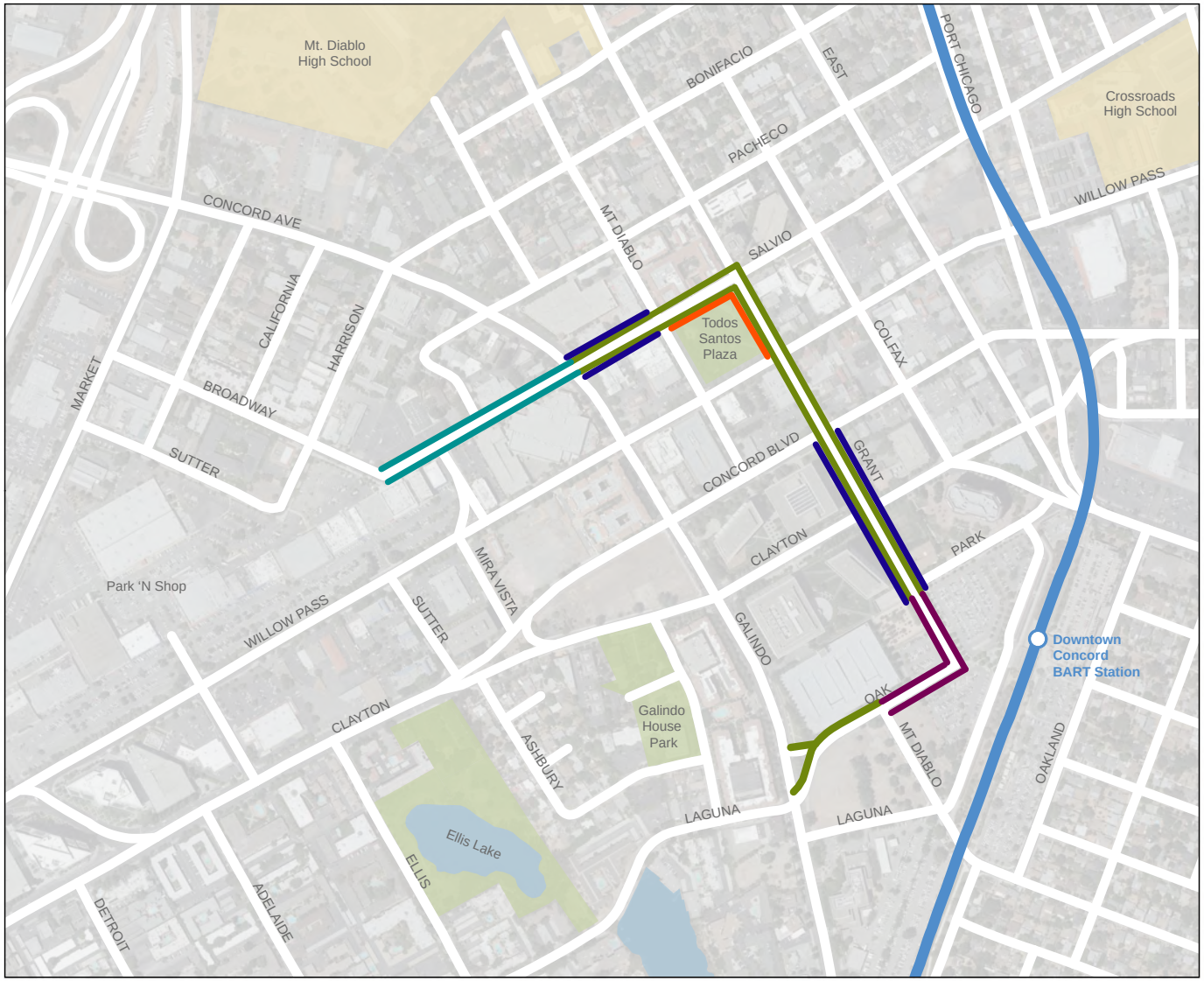
Type 4 - 'Modern' pedestrian-scale light at Todos Santos Plaza.

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

N

Concord

0 0.05 0.1 0.2 Miles

2.2.5 Street Furniture

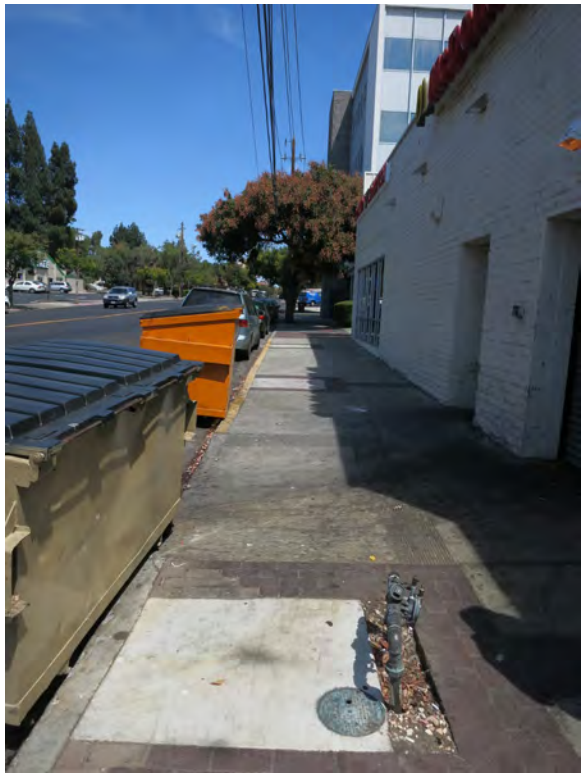
Most of the street furniture in the study corridors is clustered on the sidewalks near Todos Santos Plaza. Immediately surrounding the plaza, benches, tables, water fountains, and the iconic clock invite passersby to slow, sit, and relax. Many of the businesses lining the plaza enliven the sidewalk with 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.

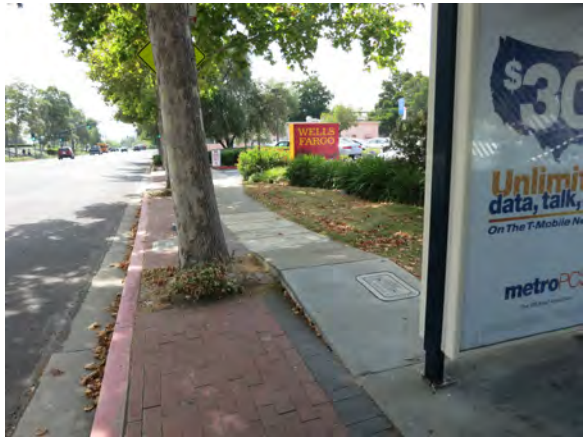
A common planter along the study corridors, typically near intersections in sidewalk enlargements or bulb-outs. In some cases, planters impede the path of travel.

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.

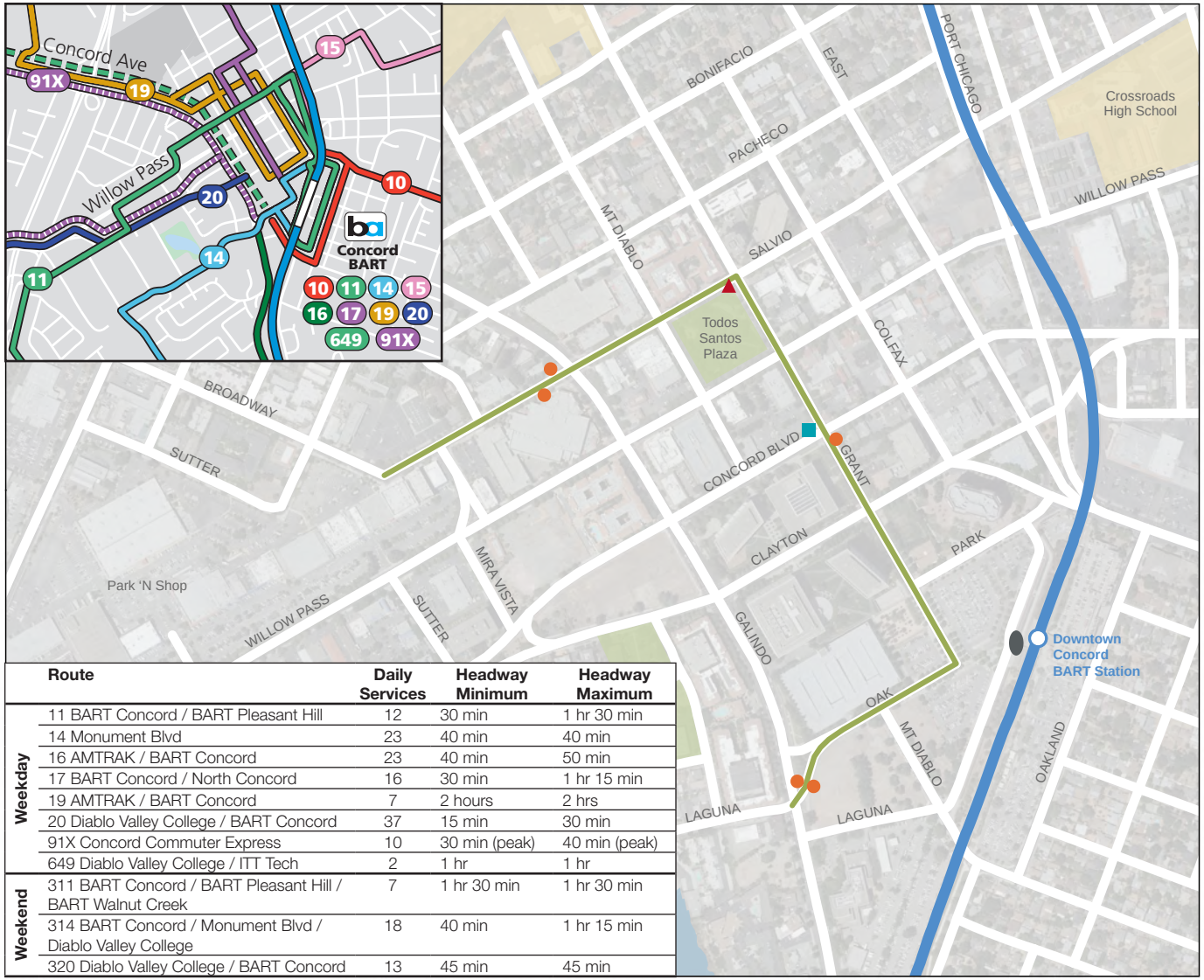
Several County Connection transit routes run along or near the study corridors, converging at the BART station, which serves as a transfer point between routes and to the BART system. Most routes have long headways, ranging between 30 and 60 minutes, with Routes 11 and 20 attracting the most riders. 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.

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

Signpost stop on Oak Street.

Bus stop including bench at Todos Santos Plaza.

Downtown Corridors Plan
Transit Stops and Signage



	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

Transit Stop Type:

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

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

N

Concord

0 0.05 0.1 0.2 Miles

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.

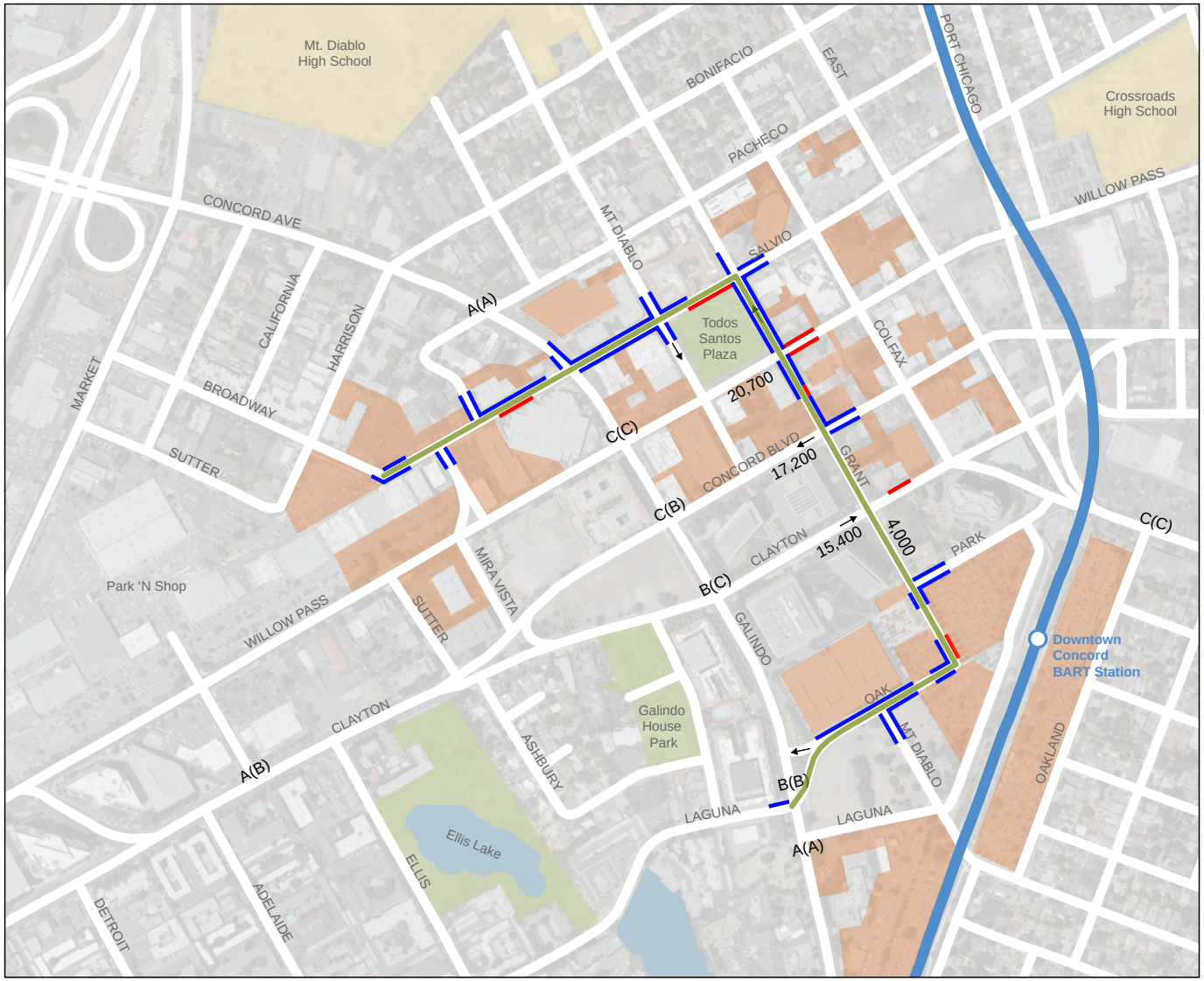
Bicyclist using the sidewalk.

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

N

Concord

0 0.05 0.1 0.2 Miles

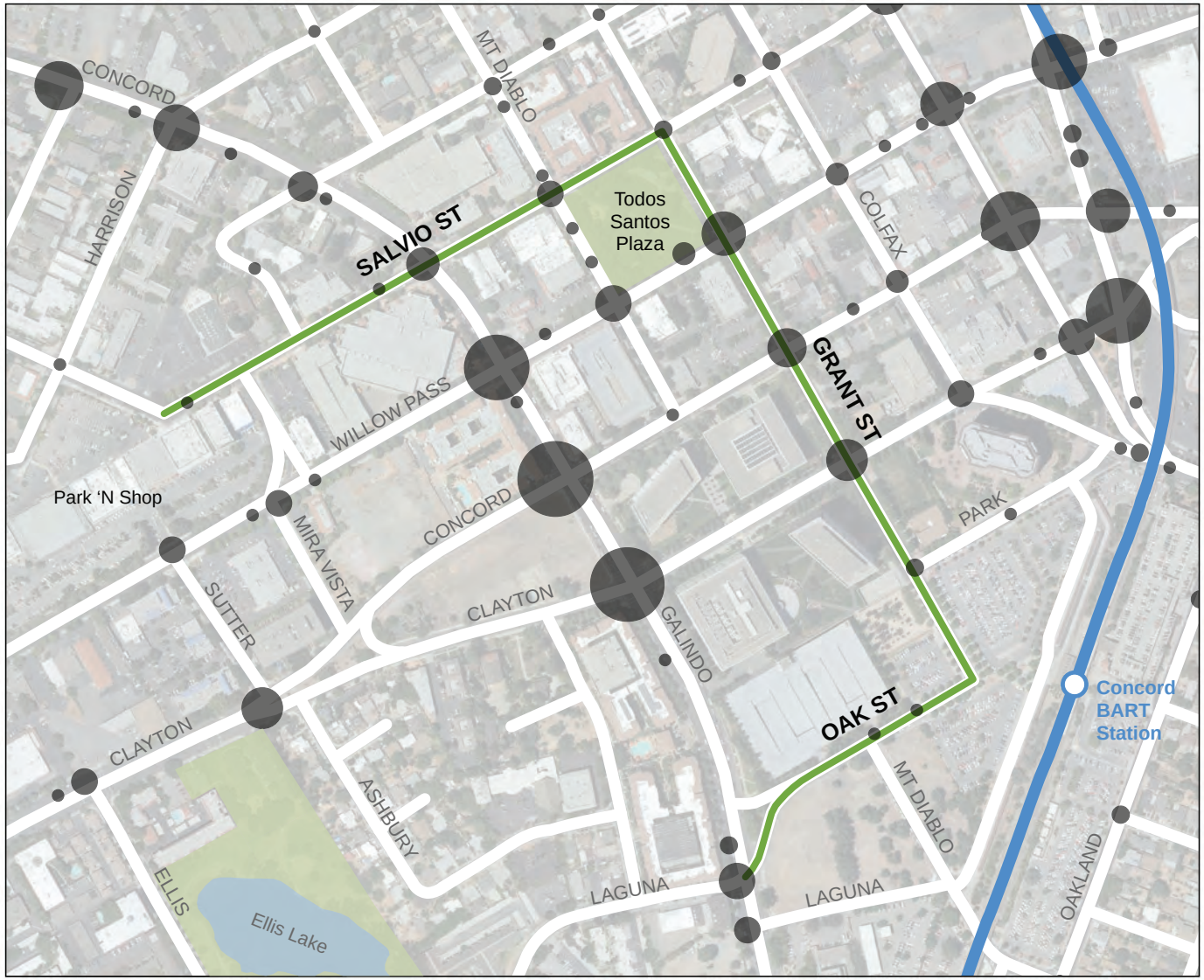
2.3.5 Safety

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

0 0.035 0.07 0.14 Miles

2.4 Stormwater and Low Impact Development

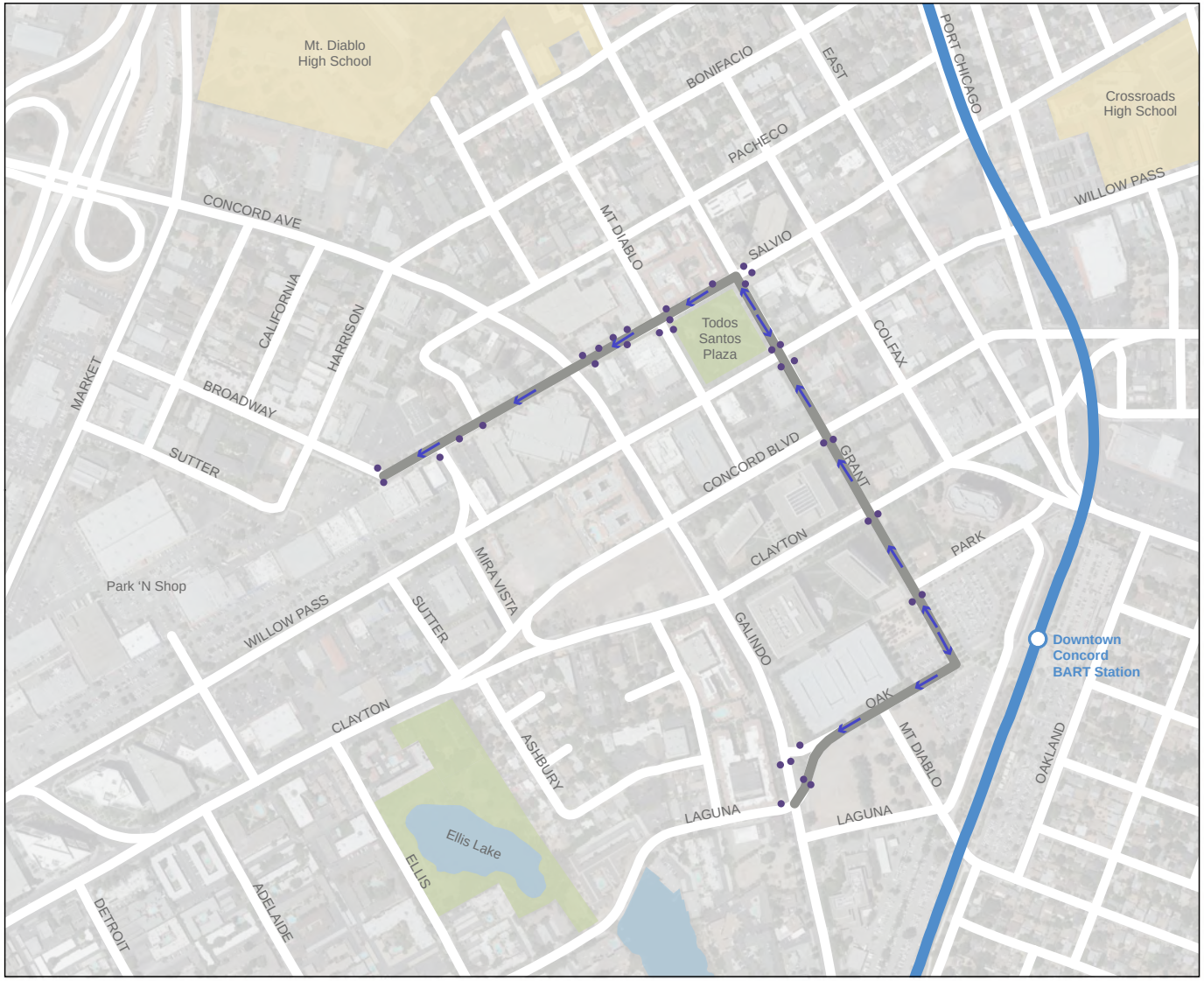
Concord is subject to the federal Clean Water Act, which regulates discharges from municipal separate storm sewer systems (MS4s) through National Pollutant Discharge Elimination System (NPDES) permits issued to local governments in the Bay Area via the San Francisco Bay Regional Water Quality Control 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

Miles
0 0.05 0.1 0.2

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.

Concord

Downtown Corridors Plan

Existing Conditions

November 2015