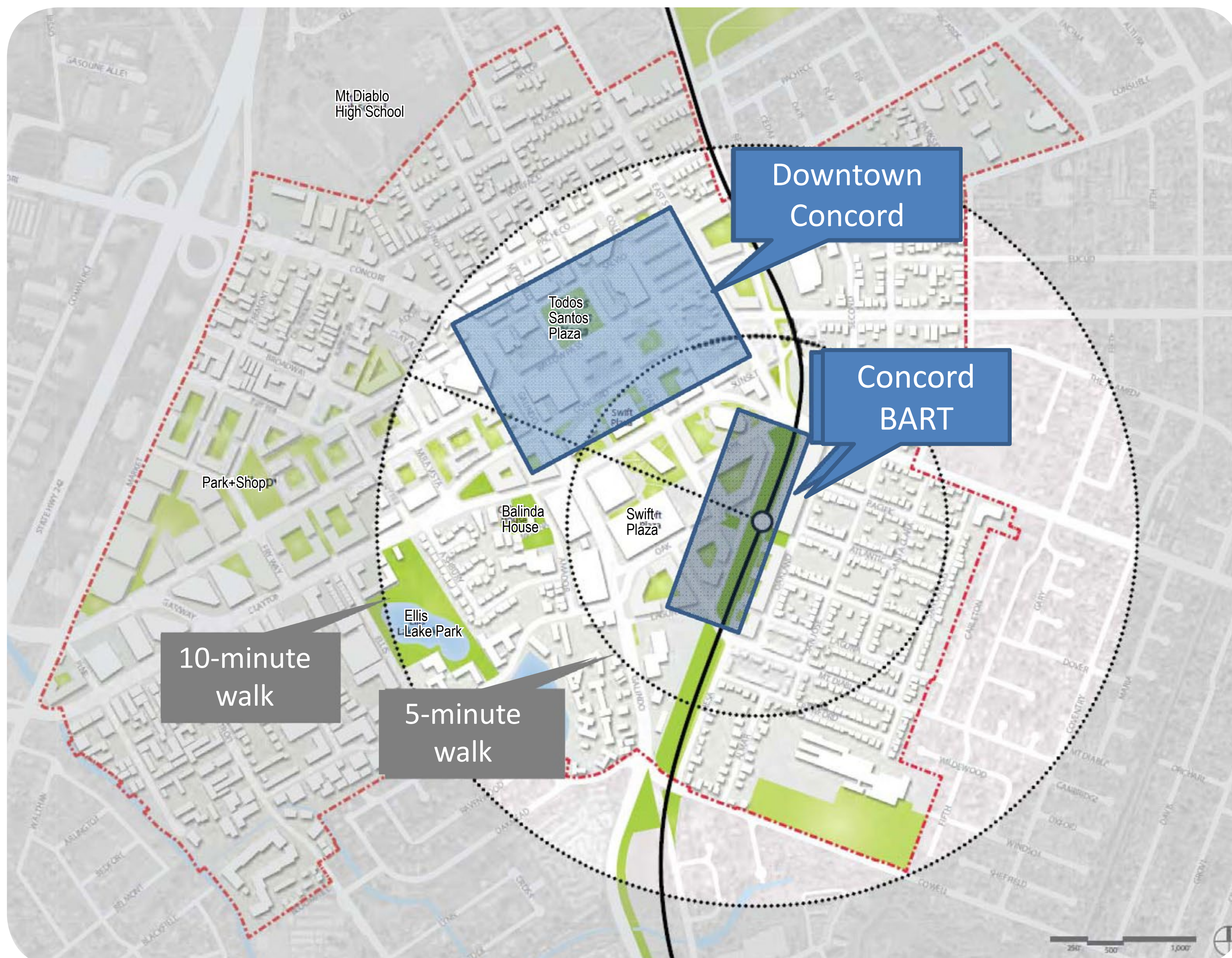


Concord Station Modernization

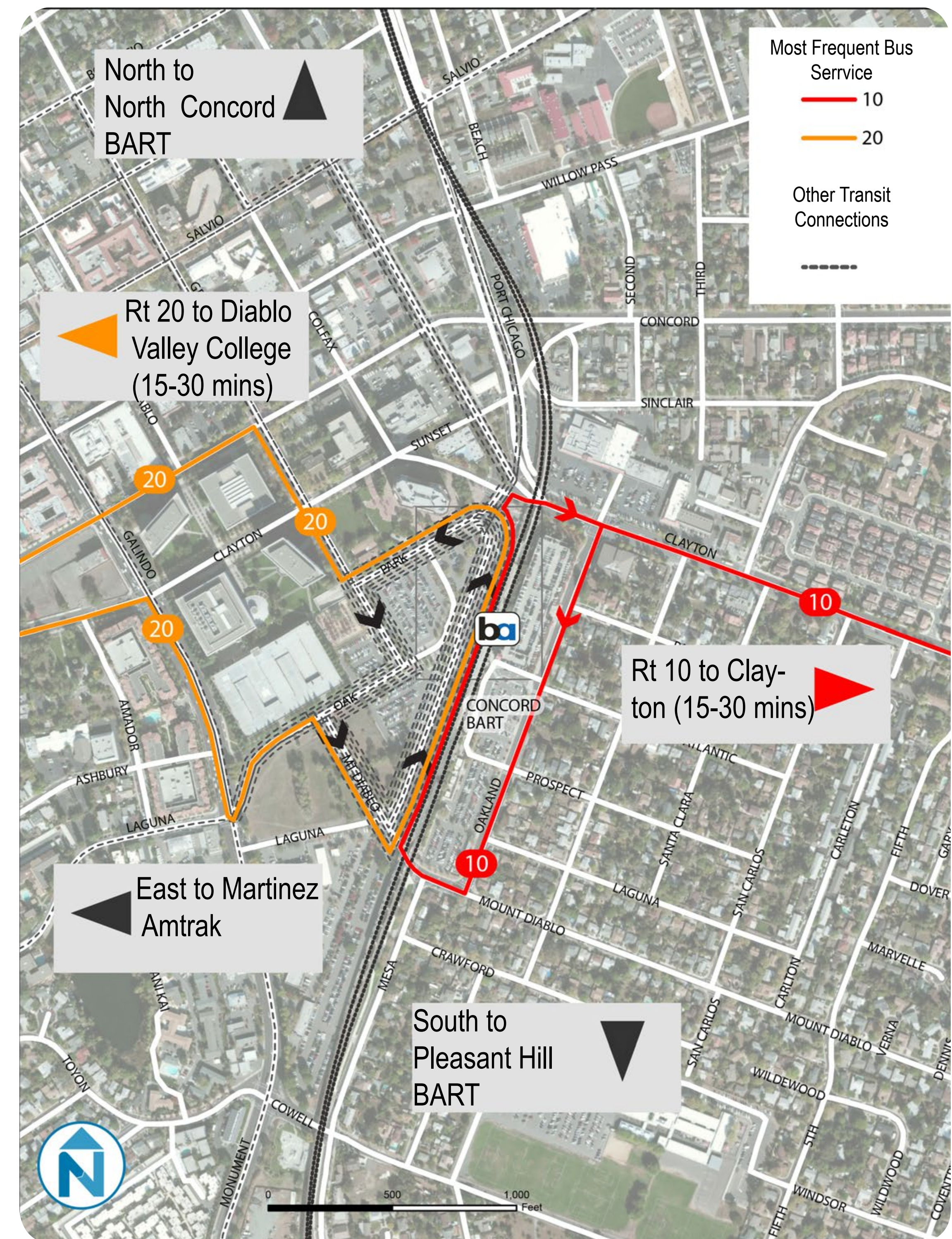
BART is working to invest resources into its existing stations to advance transit ridership, enhance the quality of life around its stations, and improve the customer and employee experience. The goal of this project is to create a station conceptual plan to a planning year of 2040. This long-term vision will provide a cohesive roadmap to modernize station access, function, safety, capacity, sustainability, and appearance. The project will identify early, short-term projects as well as longer-term and potentially larger-scale renovations. The following set of boards showcase preliminary ideas for improvement to the Concord BART station.

Concord BART Station Connections to Downtown Concord



Concord Downtown Specific Plan (2014)

Bus Transit Connections at Concord BART Station



Data Sources: County Connection; BART; Contra Costa County
Imagery Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Issues & Opportunities

- Improve security/visibility
- Accommodate future growth and capacity needs within the BART system
- Improve station signage
- Enhance connections to Concord City streets
- Increase bicycle access and parking
- Renovations to station finishes and improvements to lighting at stairs, elevators, and escalators
- Upgrade public & employee restrooms
- Improve weather protection on platform
- Provide better seating and waiting areas at bus facility and within station
- Improve overall station cleanliness (reduce the need for pigeon control)
- Include opportunities for public art and create a sense of place



Connect to the Community

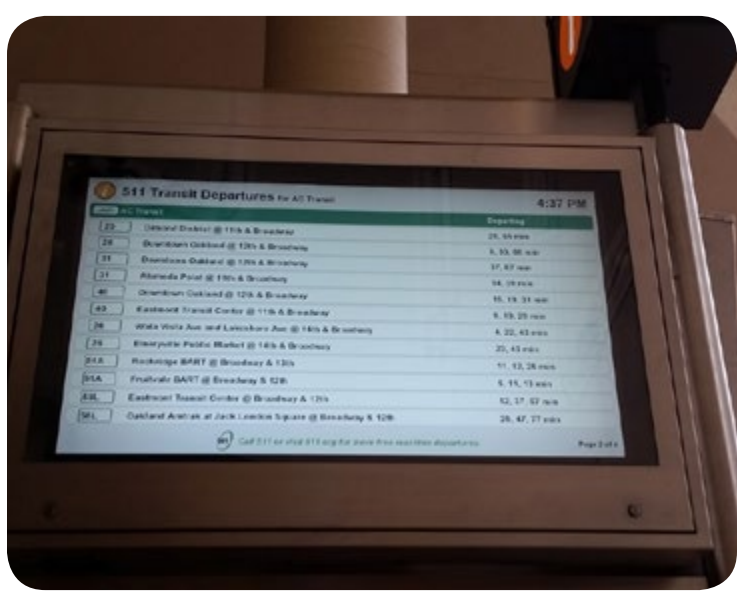
Improve Pedestrian and Bicycle Connections



Shared pedestrian and bicycle space through plaza and station will improve east-west connections, and support use by nearby cyclists and pedestrians.



Maps of local streets and destinations help with wayfinding. Maps also reinforce pedestrian and bike access to surrounding neighborhoods



Real time bus arrival information makes transit predictable; more comfortable for passengers; and increases transit ridership.

- Concord BART is within walking distance of downtown, nearby parks, and residential neighborhoods
- Busy traffic conditions on adjacent streets create a barrier for pedestrians
- Pedestrian crossings and traffic calming could make it easier to walk and bike to the station

Proposed Improvements - Plaza, Pedestrian and Bicycle Access

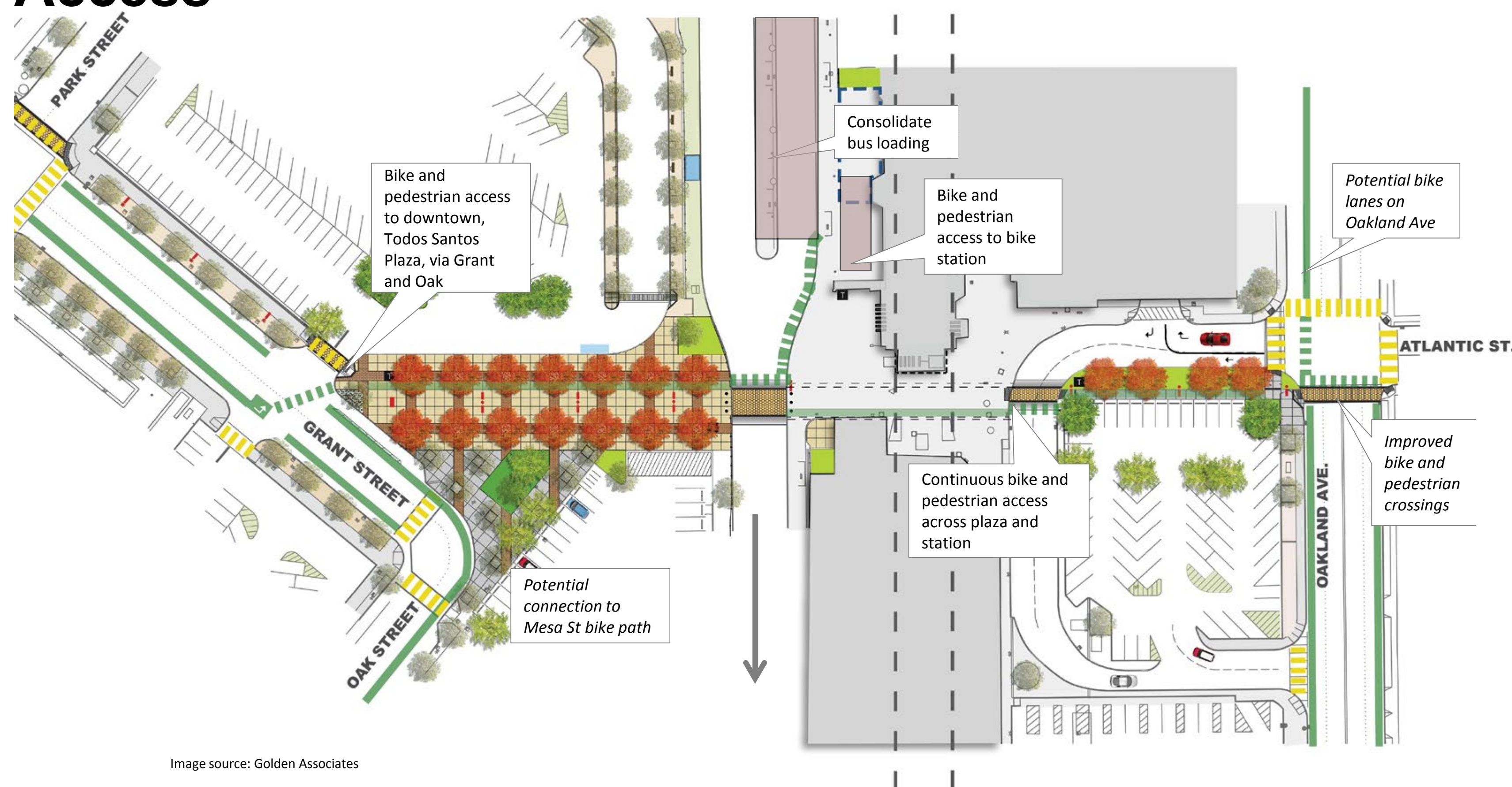


Image source: Golden Associates



Grant Street wide enough for bicycle facilities, connection to Downtown, Todos Santos Plaza



Very large bus loading area with unused space



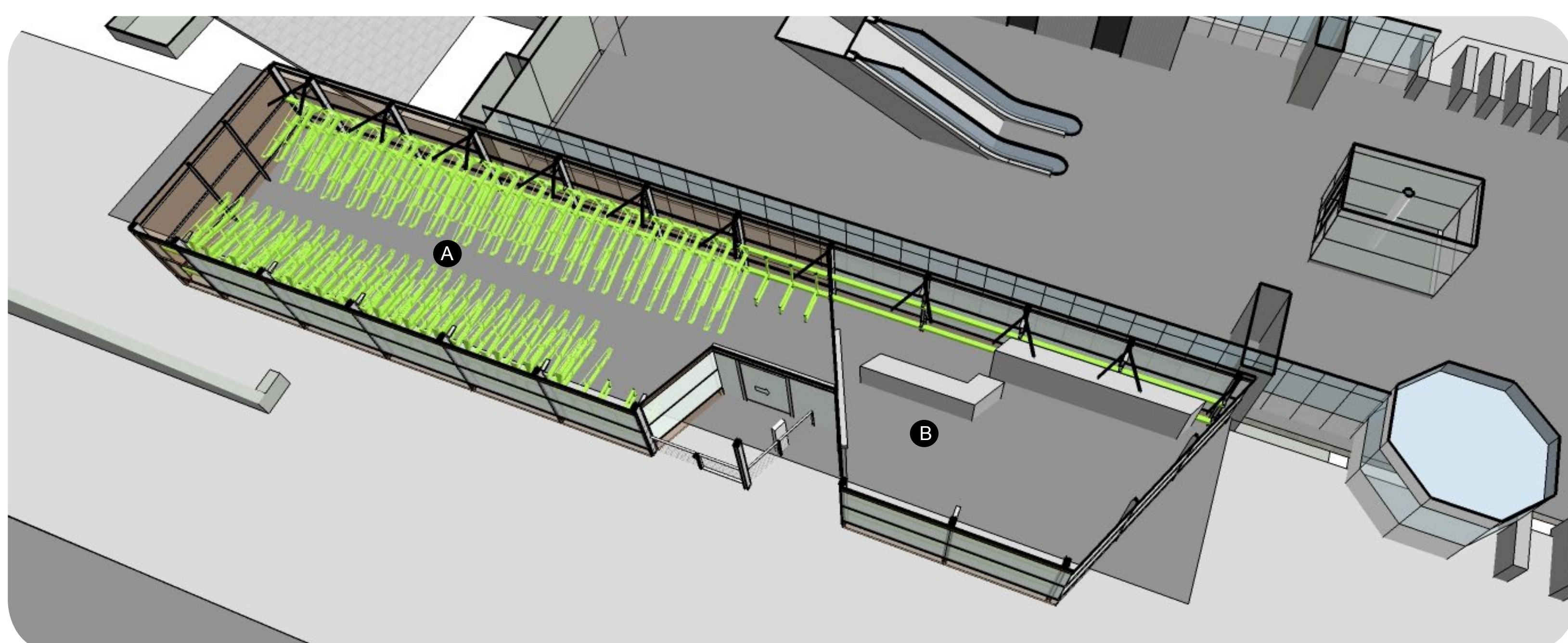
Infrequent pedestrian crossings on Oakland Ave, reduces access to adjacent neighborhoods



High speed traffic on Oakland Ave, creates barrier for walking and biking

Bike Station

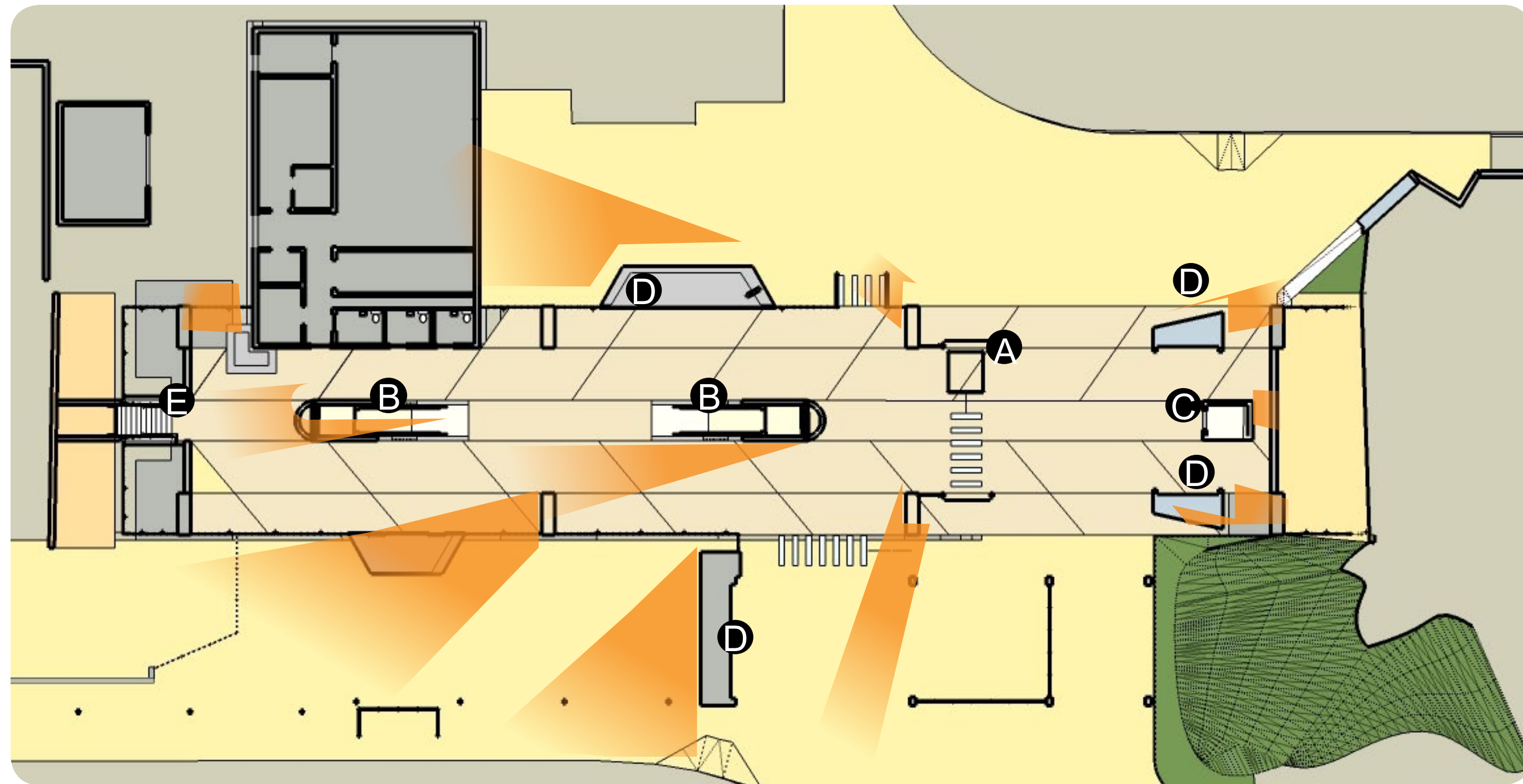
Concord's Bike station is currently in design and will be in construction in 2016. This secure facility will also include a retail area that will be staffed for portions of the day.



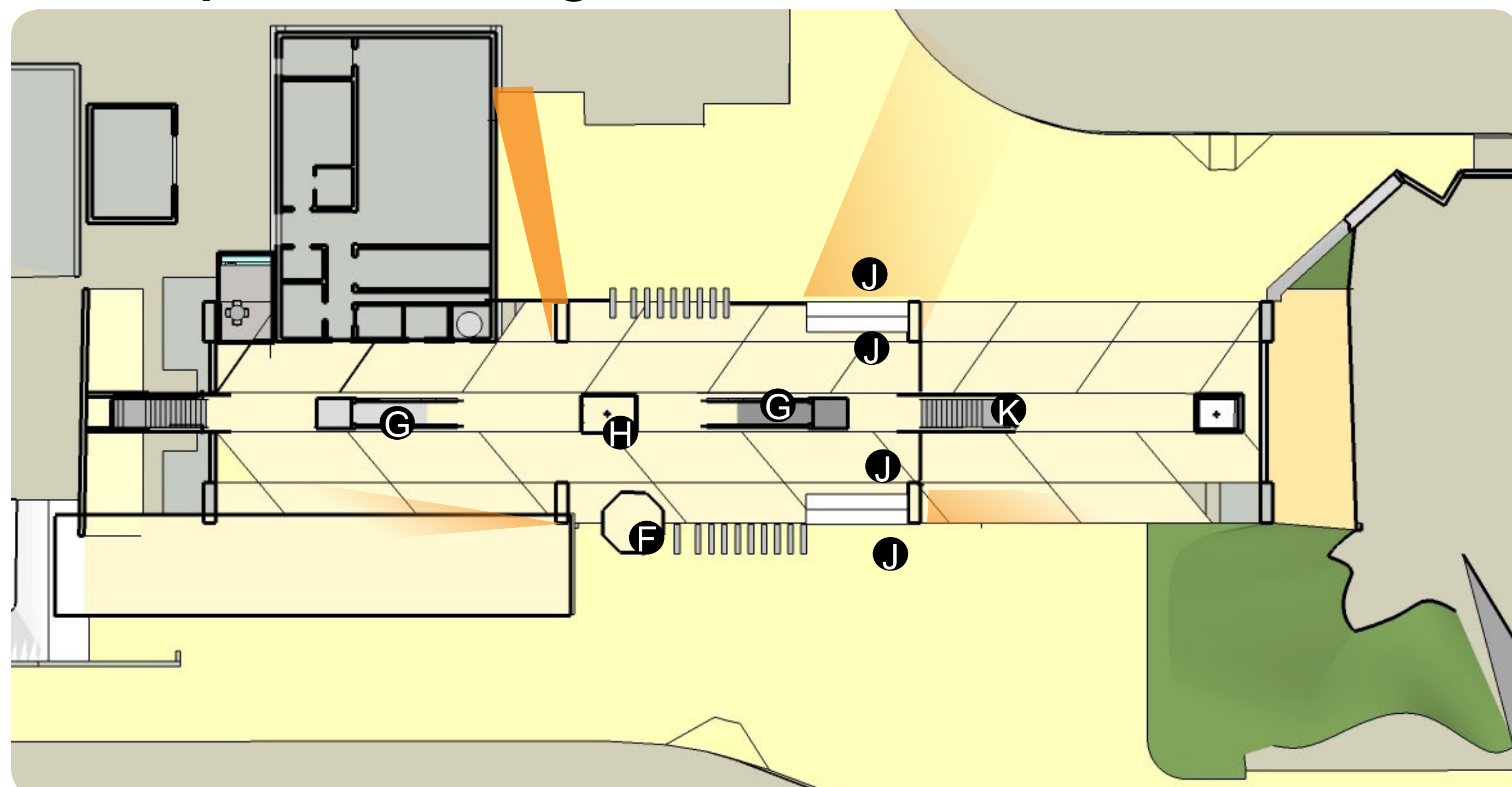
- A BART Bike Station will encourage and facilitate bike transit while reducing the number of bikes on trains. Planned bike storage has capacity for 120 standard and 8 oversized parking spaces.
- The Bike Station will include bike repair and maintenance functions.

Make Transit Work

Sightlines/Security



Blind spots in Existing Concourse

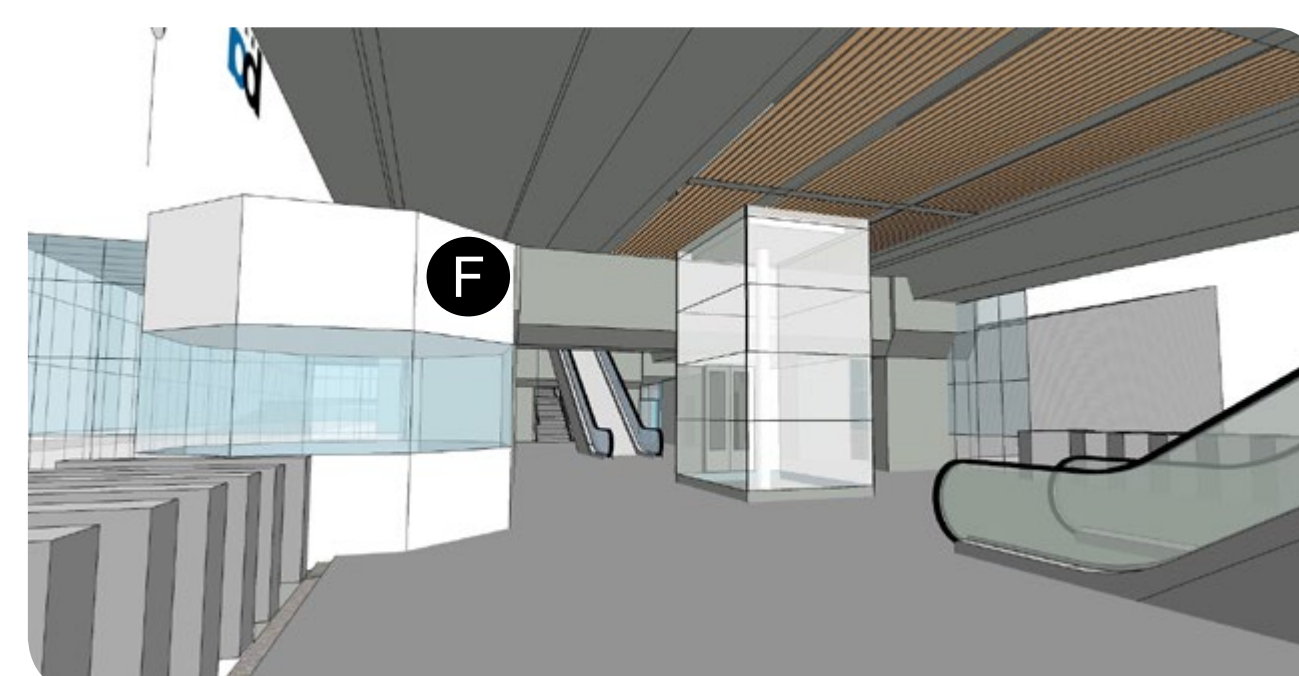


Proposed reduction in blind spots at Concourse Level

- Sightlines from the existing location of the Station Agent Booth are limited by structural and circulation elements which cause blind spots.
- A centrally located new Station Agent Booth at the west entry will have improved sightlines to fare gates, escalators, stairs, elevator and other areas such as the bus zone.

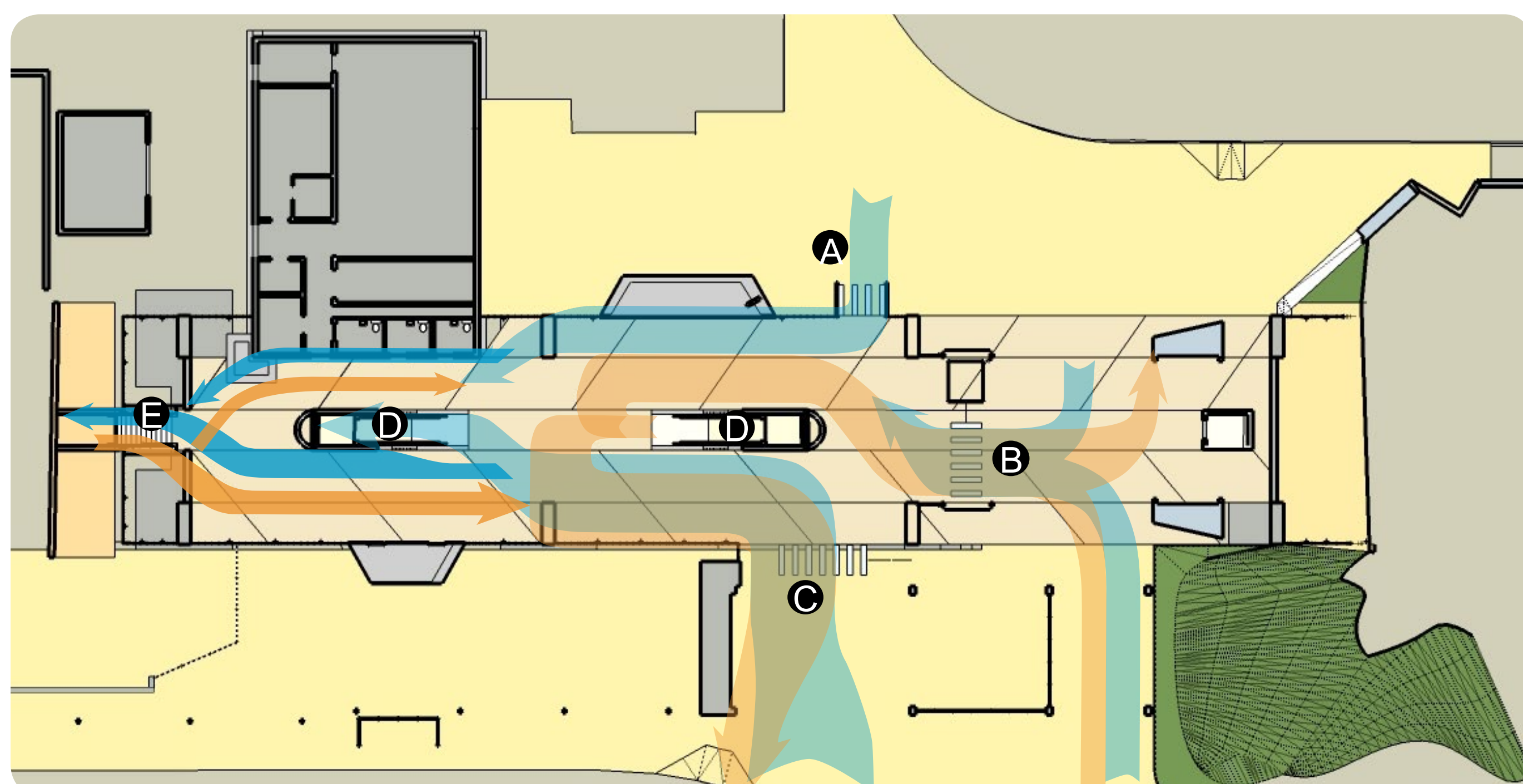
Blind spot areas for Station Agent

- Ⓐ Existing Station Agent Booth
- Ⓑ Existing escalator
- Ⓒ Existing elevator
- Ⓓ Existing ticketing structure
- Ⓔ Existing stair
- Ⓕ New Station Agent Booth
- Ⓖ New escalator with transparent sides
- Ⓗ New elevator with transparent shaft
- Ⓚ New ticketing structure
- Ⓛ New stair with transparent sides

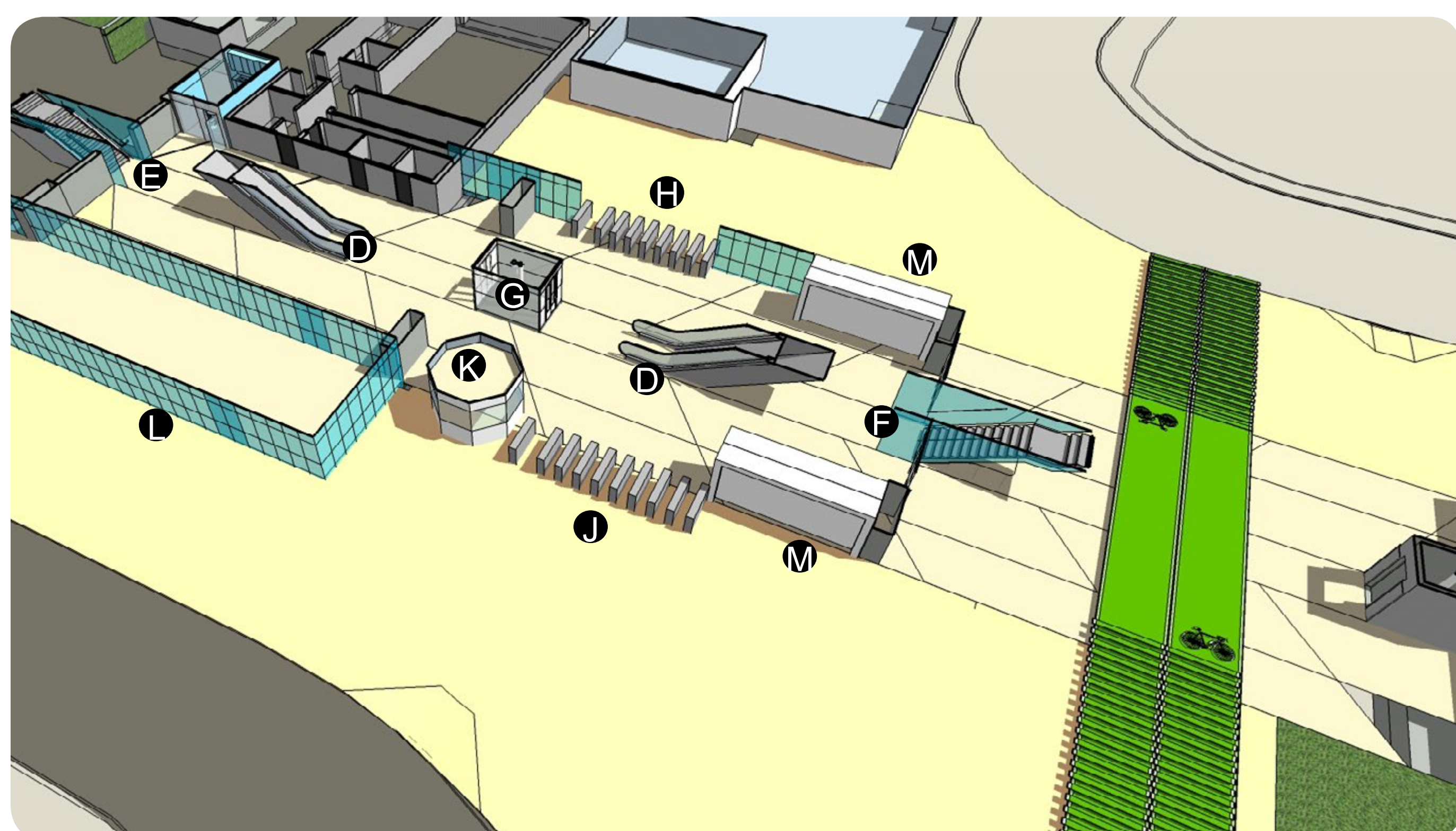


Proposed design improves sightlines to escalators, stairs and elevator from new Station Agent location.

Improved Station Gates and Circulation



Existing Concourse Movement Patterns

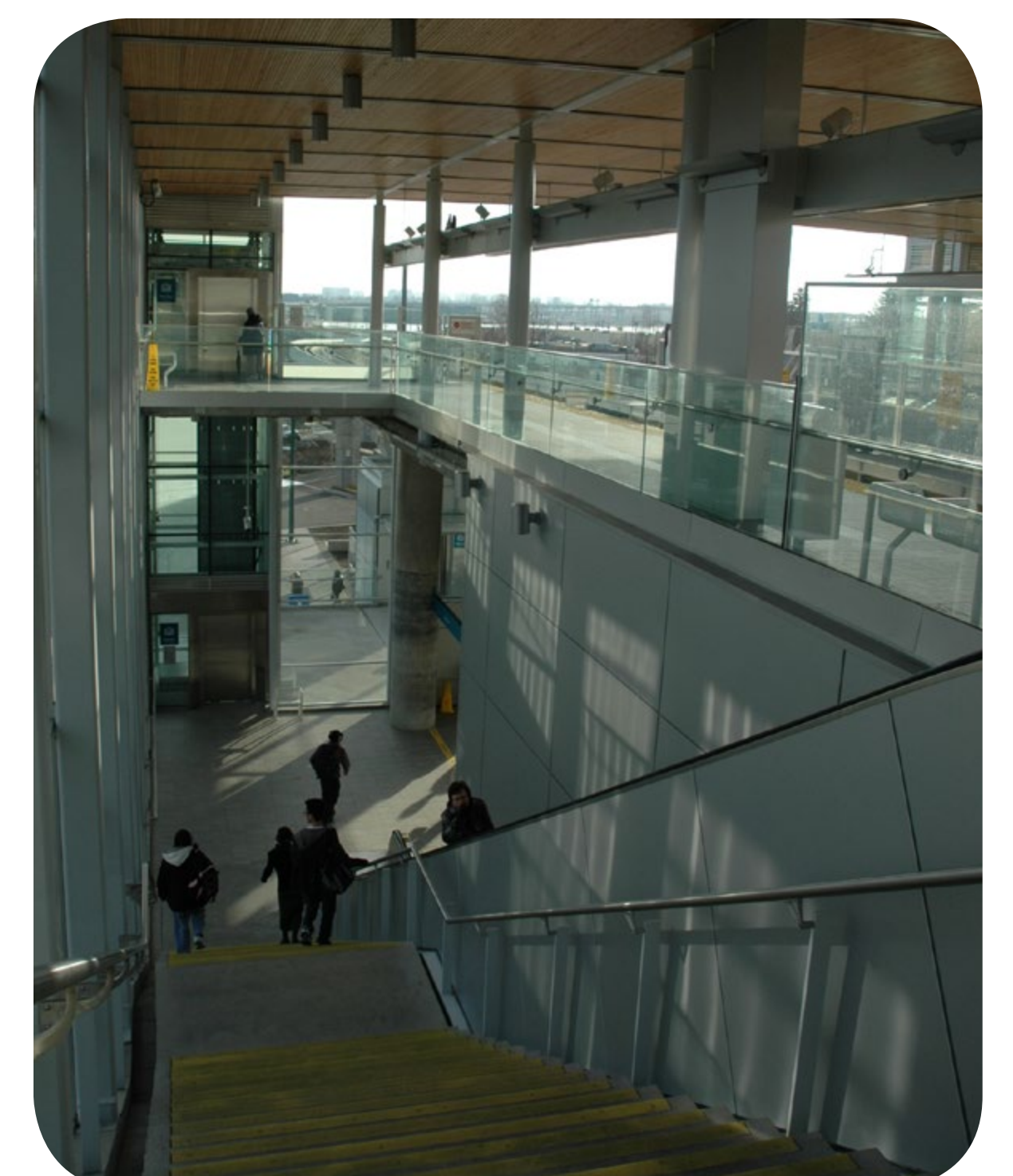


Improved Concourse - 2 central entry points with improved visibility of destinations and paths

Passenger movement through the station is complicated by conflicts between entries and exiting paths and queue areas. Proposed improvements include moving entry points to a more central location to reduce conflict; improving visibility of destinations; and moving queue zones out of the entry/exit paths.

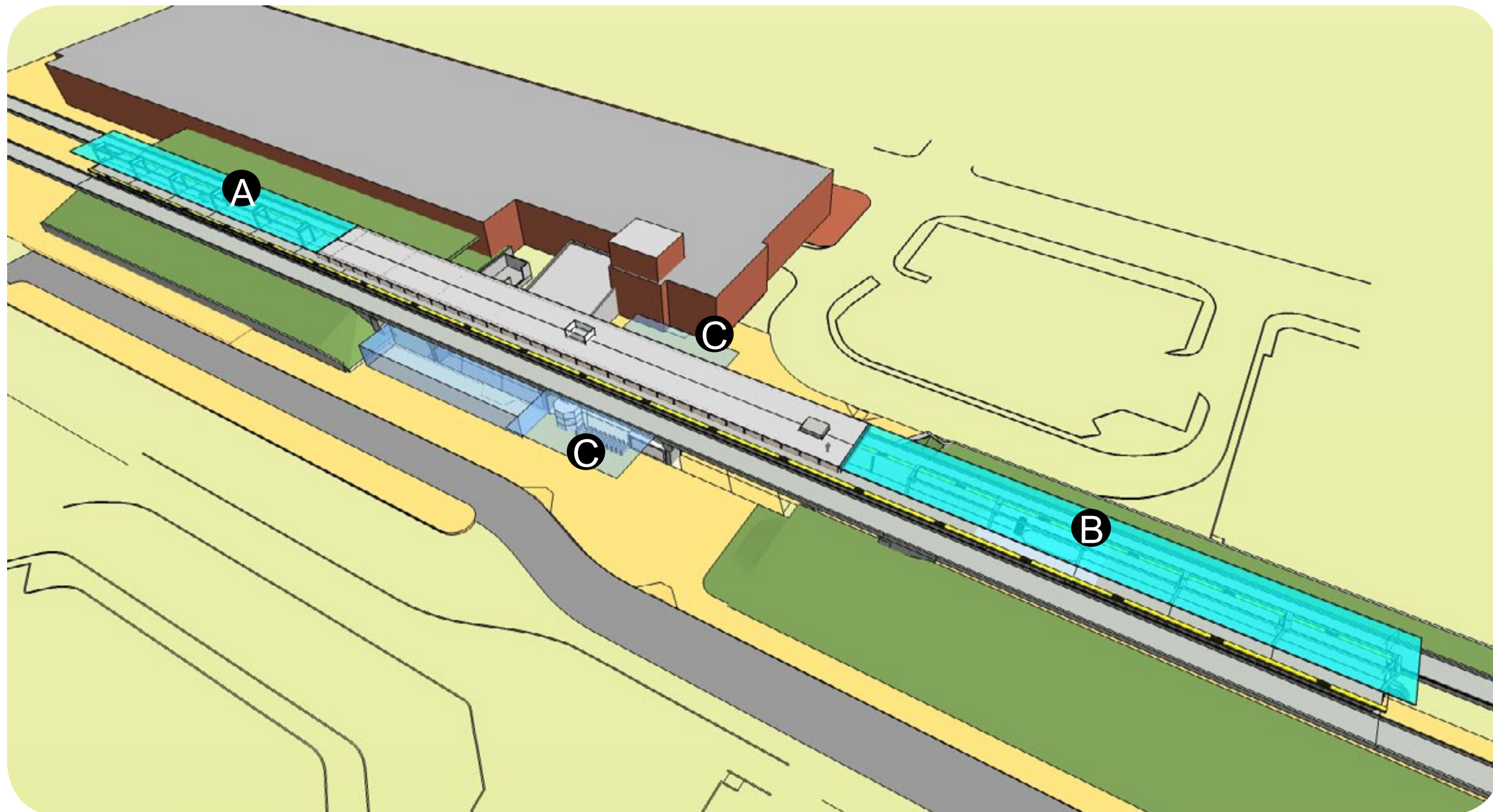
- Entry Flow
- Exit Flow

- Ⓐ Existing East Entry
- Ⓑ Existing Central Entry
- Ⓒ Existing West Entry
- Ⓓ Escalator
- Ⓔ Existing Stair
- Ⓕ New Stair
- Ⓖ New Elevator in fare paid zone
- Ⓗ New expanded East Entry
- Ⓚ New expanded West Entry
- Ⓛ New Station Agent Booth
- Ⓛ New Bike Station Entry
- Ⓜ New Ticket Vending



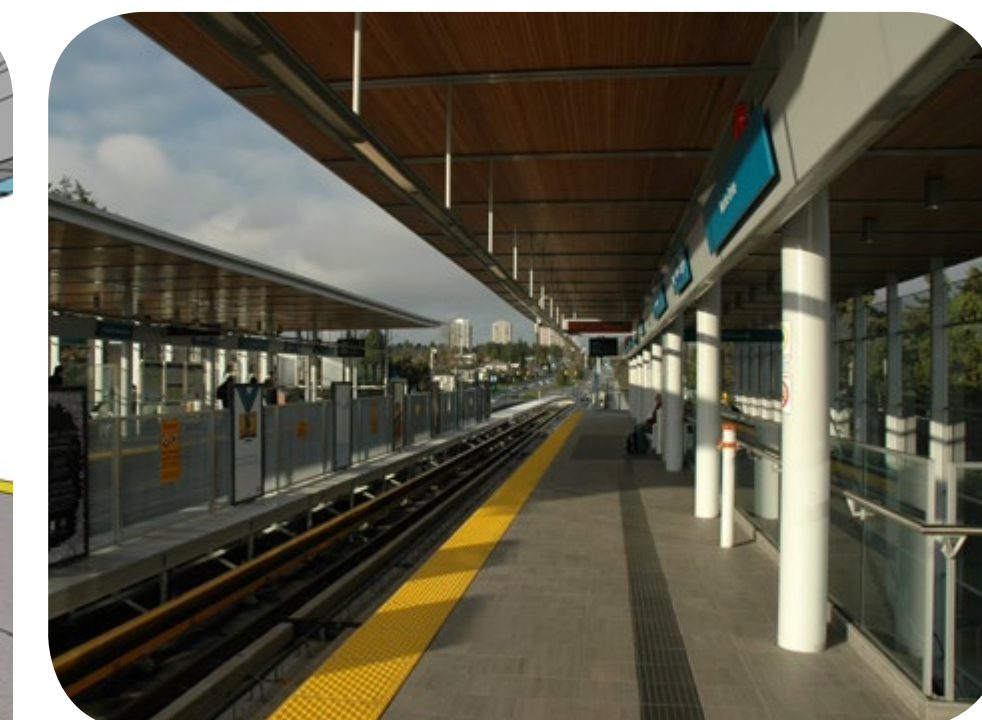
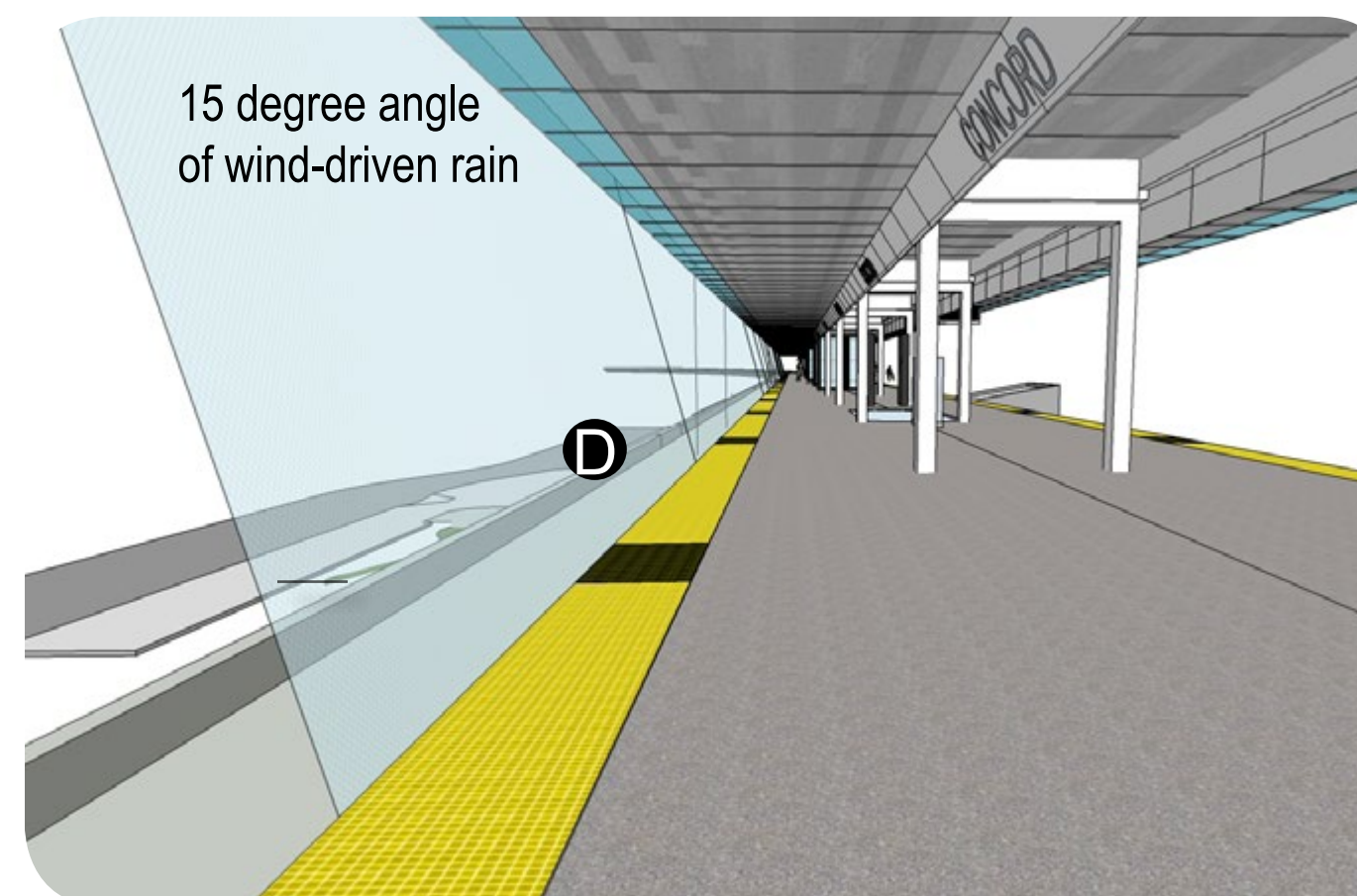
Safety, Comfort and Sustainability

Weather Protection



- Ⓐ Extension of canopy at north end of platform
- Ⓑ Extension of canopy at south end of platform
- Ⓒ New entry canopy
- Ⓓ Canopy width extension

- Full canopy coverage of the platform will raise patron comfort; encourage full use of the platform length, reducing congestion near stairs and escalators; and improve safety in inclement weather
- New entry canopies will improve identification of entry points and provide improved shelter for intermodal transfers
- A slightly wider canopy will provide better wind-driven rain coverage at the critical platform edge, improving patron comfort and safety

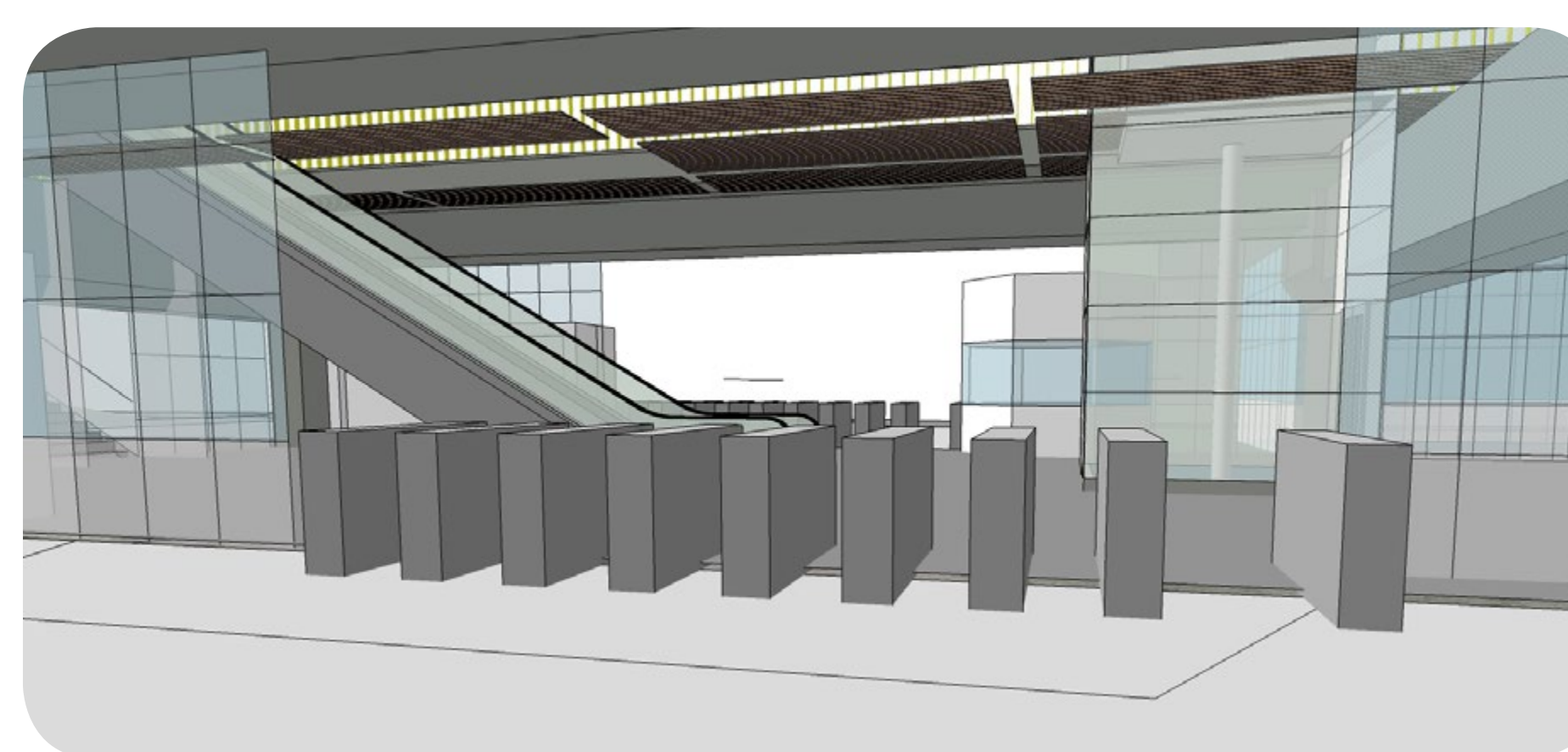
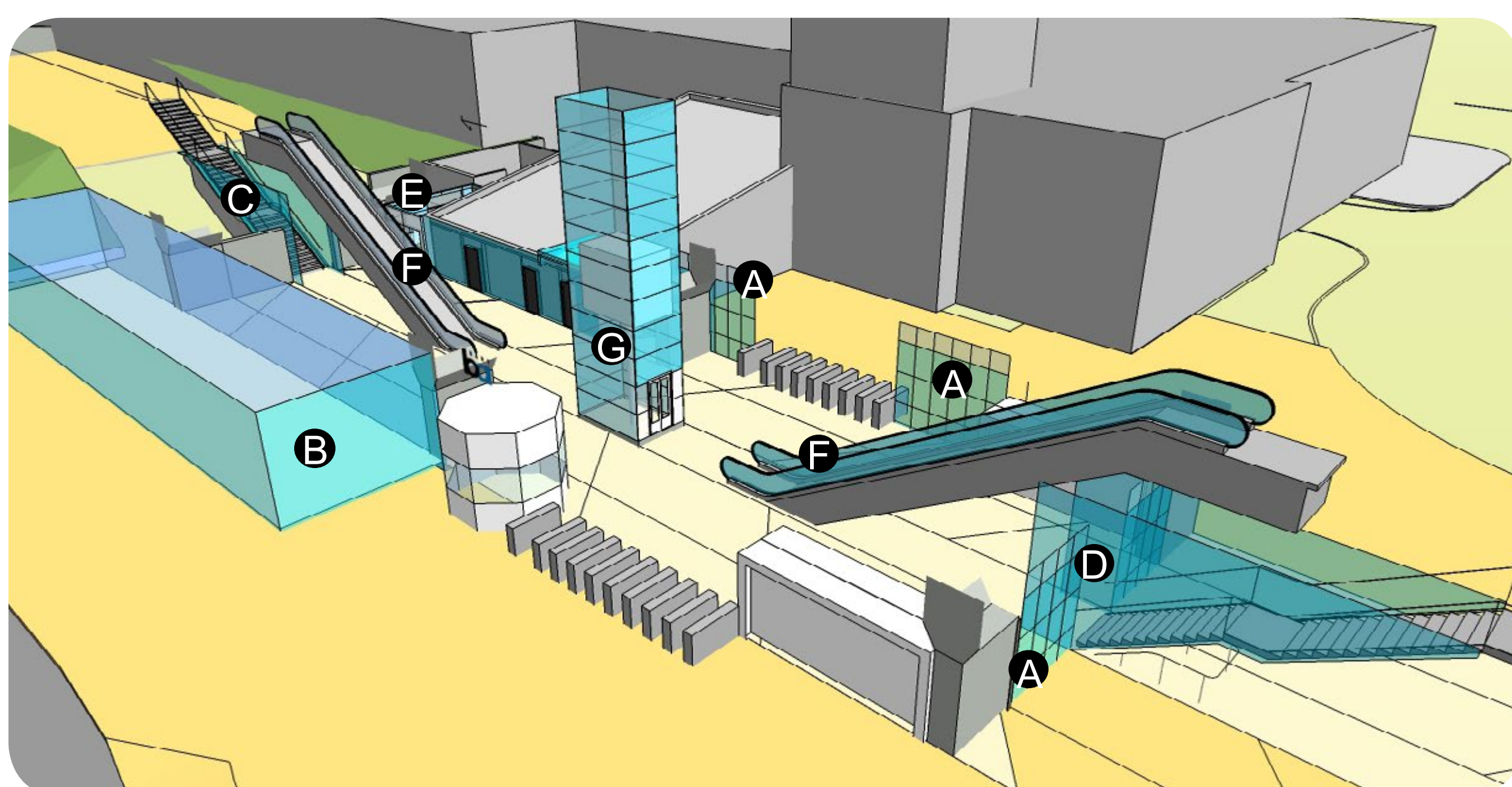


Extended canopy with flat underside to minimize pigeon roosting

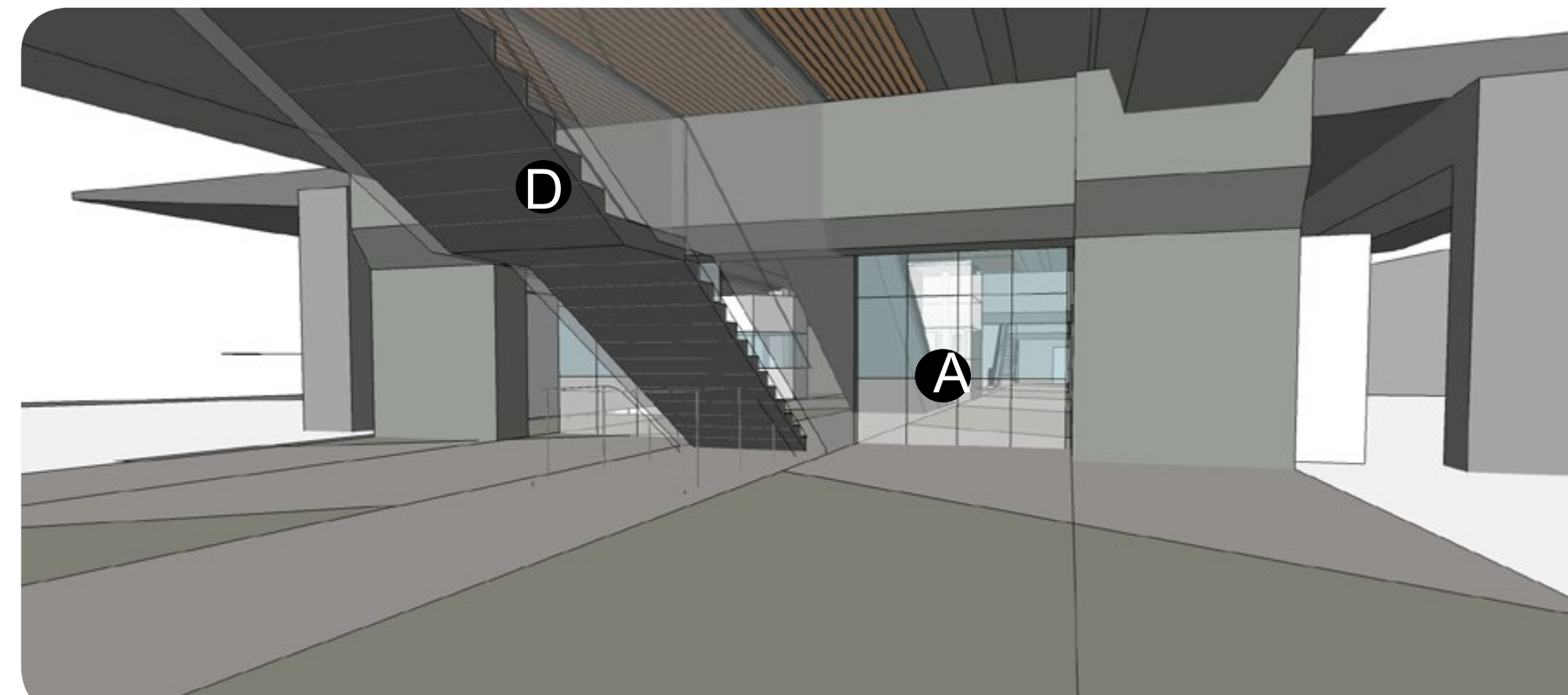


Glass canopy

Transparency: Visibility = Safety

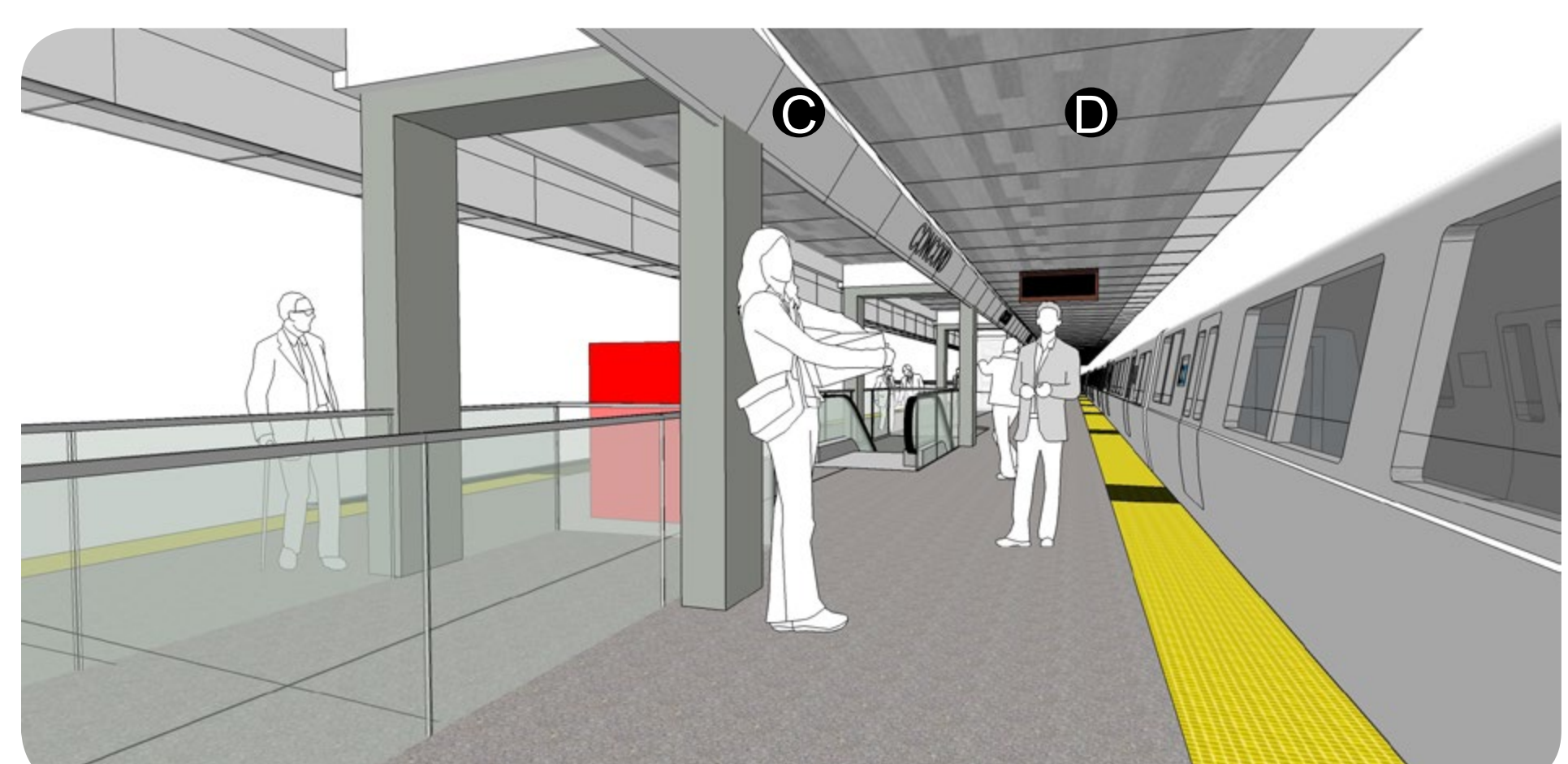


Materials that increase transparency, such as glass, are being evaluated for each building element; balancing maintenance, cost, and functional criteria.



- Ⓐ New more transparent station enclosure walls
- Ⓑ New transparent bike station
- Ⓒ New more transparent enclosure at existing stair
- Ⓓ New stair with transparent enclosure
- Ⓔ New staff room with more transparent wall at public area
- Ⓕ More transparent escalator side walls
- Ⓖ New elevator with transparent shaft and cab

Lighting and Ceiling Improvements

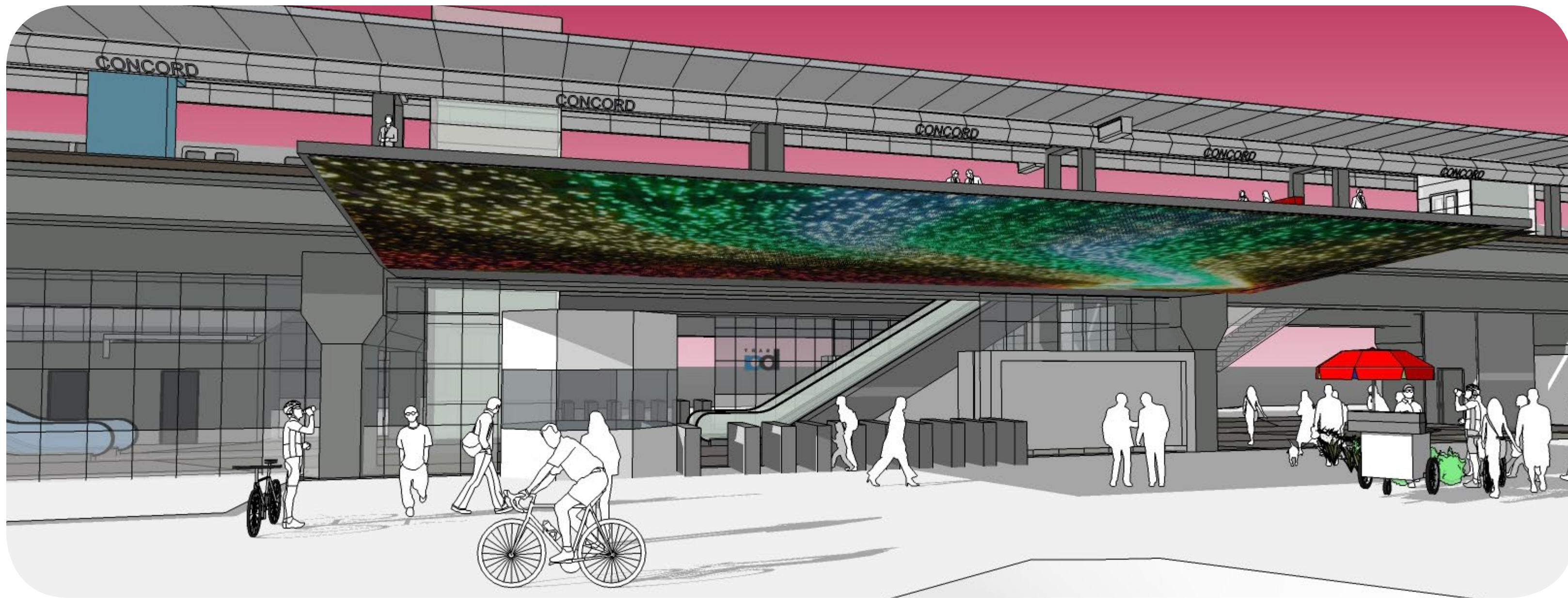


Improved light levels, lighting uniformity, and spectra at concourse and platform will improve patron comfort and safety. New L.E.D. lighting technologies will improve the energy efficiency of the station. Reduced light spill into surrounding areas will improve perceptions of the station and improve lighting efficiency.

- Ⓐ Up-lighting and reflective canopy
- Ⓑ Down-lighting to illuminate the platform edge
- Ⓒ Concealed services conduit in station raceway
- Ⓓ New acoustic ceiling at canopy

Creating Place

Community Identity and Integrated Art



Concord Integration and Activation

The modernization project provides an opportunity to introduce public art and activation at the station.

- Temporary art;
- Performance and activation spaces;
- Weekend uses for markets or other events?

Concord Landscape and Community Features

Station modernization may lead to opportunities to introduce features that better respond to the Concord context and climate such as:

- Architecturally integrated sustainable features - solar energy use, shade, and water use
- Environmental/green works on site
- Landscape improvements



Wind activated kinetic surface



Oscillating Field © Dan Corson



Winter Light Festival, Nabano no Sato, Nagoya, Japan



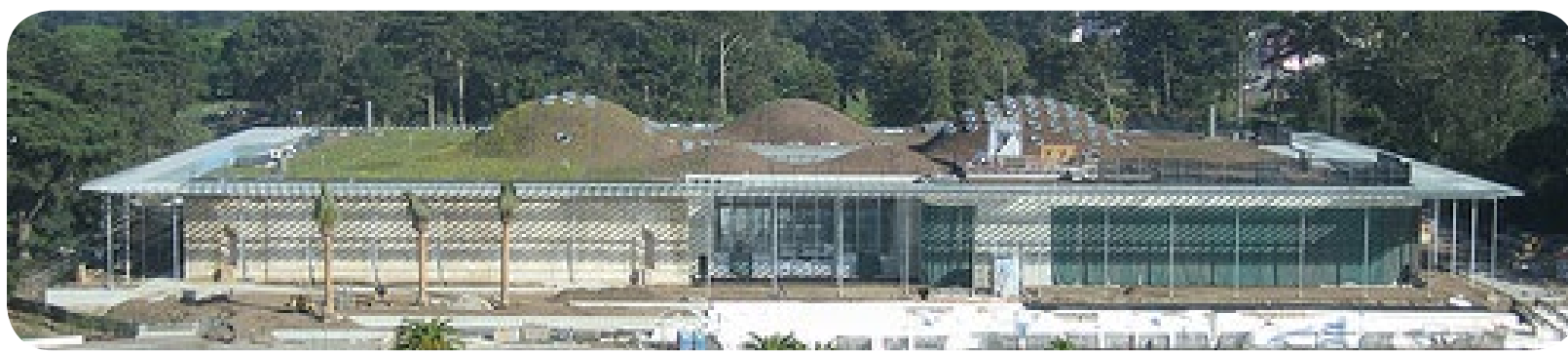
Green Roof, California Academy of Sciences



Solar panel array



Tunnel light display, London



Bio-swale at UCSF Mission Bay



Fukutoshin Line Train Station, Tokyo

Introduce Texture, Color, and Materials

How can the station use materials, color, and texture to make the station inviting during the day and evening hours?



Marine Drive



Montreal Metro Station Benches

Join in the Discussion

Help us to prioritize the importance of these ideas by voting on your priorities below.

Cleanliness and upkeep

Upgrade Infrastructure

Increase amount of stairs and escalators

Relocate elevator

Redesign bus intermodal

Improve pedestrian and bicycle access

Install directional signage in station

Install kiosk and signage to orient to downtown

Integrate art

Upgrade lighting

Improve access for people with disabilities

Provide more bicycle parking

Redesign the Station Plaza

Other:

Other:

Please contact Sadie Graham, sgraham@bart.gov, with any questions or comments. Thank you.

