AMENDED AGENDA
CHANGES HIGHLIGHTED

COMMITTEE MEMBERS
Michael Maestas - Chair
Martin Steinpress
Jon Nguyen
Jency James
Carlos Montalvo

Civic Center
1950 Parkside Drive
Concord, CA 94519
www.cityofconcord.org

Regular Meeting AGENDA Bicycle and Pedestrian Advisory Committee Meeting

Wednesday, June 10, 2026	6:00 p.m.	Permit Center Conference Room 1950 Parkside Drive

This meeting is being held in person only.

Information for the public on participation at Committee meetings can be found on the back of the Speaker Identification Card. Should you have any questions after consulting the Speaker Identification Card, please contact the staff prior to the committee meeting.

AGENDIZED ITEMS – The public is entitled to address the Committee on items appearing on the agenda before or during the Committee's consideration of that item. Each speaker will be limited to approximately three minutes.

1. **ROLL CALL**

2. **APPROVAL May 06, 2025, ANNOTATED MINUTES**

3. **PUBLIC COMMENT PERIOD**
   This is a 15-minute Public Comment Period for items within the Committee's subject matter jurisdiction that are not on this agenda. Each speaker will be limited to approximately three minutes. State law prohibits the Committee from taking action on any matter raised during the Public Comment Period at this meeting.

4. REPORTS

a. 2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan Interim Update
Presented by Aaron Elias, Transportation Program Manager

i Written Public Comment

b. Monument Boulevard Trails-to-Transit Project ATP Cycle 8 Grant Application
Presented by Aaron Elias, Transportation Program Manager

5. COMMITTEE ANNOUNCEMENTS/COMMENTS

6. ADJOURNMENT

a. Next Regular Meeting: Wednesday, September 9, 2026

ADA NOTICE AND HEARING-IMPAIRED PROVISIONS

In accordance with the Americans with Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services, and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator, Tianjun Cao at (925) 671-3243 or Tianjun.cao@cityofconcord.org, at least 24 hours in advance of the meeting. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

Distribution: Mindy Gentry, Director of Community Development;
Abhishek Parikh, Deputy Director of Public Works – Transportation;
Carlton Thompson, PE, City Engineer

Benched Correspondence
Agenda Item No 4a
June 9, 2026

From: Dani Lanis <dani.lanis@bikeeastbay.org>
Sent: Tuesday, June 9, 2026 4:13 PM
To: Elias, Aaron <Aaron.Elias@cityofconcord.org>; Moreira, Andrea <Andrea.Moreira@cityofconcord.org>
Cc: mmaescpa@gmail.com; Thompson, Carlton <Carlton.Thompson@cityofconcord.org>; Cao, Tianjun <Tianjun.Cao@cityofconcord.org>; Parikh, Abhishek <Abhishek.Parikh@cityofconcord.org>; Patel, Virendra <Virendra.Patel@cityofconcord.org>; Robert Prinz <robert@bikeeastbay.org>
Subject: BPAC meeting comment Item 4.a - Bicycle, Pedestrian, and Safe Routes to Transit Plan Interim Update

Hi Andrea, please accept this public comment for inclusion on the BPAC agenda and distribution amongst BPAC members ahead of the 6/10/26 meeting.

Aaron,

We noticed a few things that we wanted to share. Kindly see Bike East Bay's map for reference: https://felt.com/map/Concord-CA-bikeways-map-9Arq8k35zRuu9AQvW3leMNZC?loc=37.97667,-122.00926,13.45z

1) There are quite a few inaccuracies on the existing conditions map for bikeways identified in the plan, with existing bikeways missing or listed only as "planned". (Example: There is an existing Class I multi-use trail along Silverleaf Lane that is shown only as "planned" in the draft document)

2) The plan is missing existing proposed bikeways that are in development. (Example: Five quick-build Class IV protected bikeway upgrades are already designed and funded via a Concord HSIP grant, but are not shown on the draft map)

3) The plan misidentifies some bikeway segments that are in development. (Example: Pine Hollow Rd was approved for a Class IV protected bikeway installation, but is instead shown on the draft map as a proposed Class I multi-use trail)

4) The plan does not consider or incorporate any of the 2025 Caltrans Bay Area bike plan recommendations for freeway interchanges and crossings in Concord. (Example: The Caltran plan recommends a Class IV protected bikeway at the Grant St interchange with Hwy 242, and names this as one of the top ten highest priority needs in Contra Costa County, but the Concord plan only includes a high-stress Class III shared lane facility at this location)

5) The plan does not suggest any new Class IV protected bikeways that are not already in development,

and it reiterates many "corridor study" recommendations that have already been in place for ten years as part of the previous 2016 plan, but without progress.

6) The plan includes numerous recommendations for Class III bike boulevard segments, but does not provide any guidance for how these differ from standard Class III bikeway facilities. Bike boulevards can be an excellent part of a city's low-stress bikeway network, whereas standard Class III bikeways are often high-stress at the other end of the scale. NACTO guidelines for all ages and abilities bikeways sets specific, recommended thresholds for car speeds and volumes, with significant traffic calming required to meet these goals. This plan should reference and commit to the NACTO speed/volume thresholds for bike boulevards, identify them separately from other Class IIIs on the map visualizations as part of a separate "low stress bikeway network", and incorporate a traffic calming design guide as an appendix to help elevate the design outcomes for these facilities. Here is a design guide example from Berkeley's bike plan update currently in development.

This plan update may be a technical requirement enabling Concord to apply for some grant funding programs in the short term. However it remains very insufficient and does not provide necessary guidance, direction, or urgency beyond projects that staff are already working on. The 10 year gap since the 2016 plan left it extremely outdated, and this minimal revision is not adequate. A full active transportation plan update is still needed, and Concord should embark on this effort as soon as possible.

Thank you!

Dani Lanis (he/him/el)

Advocacy Manager

Mail: PO Box 1736 Oakland, CA 94604

Office: 466 Water Street Oakland, CA 94607

Email: dani.lanis@bikeeastbay.org

COMMITTEE MEMBERS
Michael Maestas – Chair
Martin Steinpress
Jon Nguyen
Jency James
Carlos Montalvo

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1950 Parkside Drive
Concord, CA 94519
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Special Meeting MINUTES Bicycle and Pedestrian Advisory Committee Meeting

Wednesday, May 06, 2026	6:00 p.m.	Permit Center Conference Room 1950 Parkside Drive

This meeting is being held in person only.

Under California law, public comments at special meetings are limited to subjects on the agenda only. Therefore, public comment will only be taken prior to the Committee's consideration of items specifically listed on the Agenda. There will be no General Public Comment Period.

AGENDIZED ITEMS – The public is entitled to address the Committee on items appearing on the agenda before or during the Committee's consideration of that item. Each speaker will be limited to approximately three minutes.

1. **ROLL CALL**
   Michael Maestas, Present
   Martin Steinpress, Present
   Jon Nyugen, Present
   Jency James, Present
   Carlos Montalvo, Absent

   City Staff: Carlton Thompson, Bruce Davis, Michele Fravel, Lina Dyadya, Juliana Bruno, Abhishek Parikh

   Representatives from TJKM Present

2. APPROVAL OF March 11, 2026 MINUTES

Vice Chair Steinpress makes a motion to approve the March 11 minutes, and Committee Member James seconds. All in favor. Minutes approved.

3. REPORTS

a) City of Concord Comprehensive Safety Action Plan (CSAP) developed under the Safe Streets and Roads for All (SS4A) Federal Grant Program

Presented by Abhishek Parikh, Deputy Director of Transportation

Parikh did a presentation on the Comprehensive Safety Action Plan (CSAP)

Parikh states that to meet the grant deadline of May 26, CSAP needs to be adopted by Council at the May 12 Council Meeting. To compete for SS4A grants and other federal and state safety funding, a comprehensive safety action plan is a prerequisite. Included as part of the CSAP is a dedicated project website: https://concordsafestreets.org/.

CSAP is based on the thorough analysis of five years' worth of collision data obtained during the 2021 - 2025 timeframe, to include 1,804 total injury collisions, of which 164 were Killed-or-Severe Injury Collisions (KSI). Of the 164 KSIs, 19 resulted in fatalities, and 145 resulted in severe injuries.

Among the objectives and principles that are the framework for the CSAP are Vision Zero which is a commitment to the goal of reducing KSI's by 50% by 2040 and eliminating KSI's by 2050; Data-Driven Priorities obtained by reviewing 5 years' worth of collision data to identify where and why collisions are occurring; Community Engagement achieved by community outreach meetings, multi-agency steering committee meetings involving BART, County Connection and Mount Diablo Unified School District (MDUSD), a citywide online safety survey which received 651 responses and a web-based map input platform to which the public contributed 77 location-specific comments as well as the presentation to the Bicycle and Pedestrian Advisory Committee (BPAC); Existing Plan Review whereas the CSAP will build upon existing City and regional plans, policies and programs and Funding Readiness which positions the City of Concord to compete for federal SS4A implementation grants and state ATP/HSIP funding.

Information from the surveys and map comments showed that among the communities' highest priorities are red-light running and safety in school zones, with enforcement as a key strategy.

There are ten collision profiles that guide every countermeasure decision within the CSAP. The four collision profiles with the highest KSI rates included reducing nighttime

collisions, improving pedestrian safety, improving bicycle safety, and reducing DUI-related collisions. Of these four, the two receiving the highest KSI rate are improving pedestrian safety and improving bicycle safety.

The CSAP recommends a three-tier investment framework comprising 16 projects across five High Injury Network corridors, with targeted SS4A funding of $15 - 20 million and a delivery horizon of 2026 - 2031.

The layout of the Three-Tier Investment Framework includes Tier 1 - Major Capital, which includes six projects, each of which has a 3 - 5-year delivery timeframe at a cost of $2 - $30 million per project. Among the projects included for Tier 1 are the Safe Routes to Schools program and a Protected Bicycle Network.

Tier 2 - Targeted Upgrades, which includes six projects, each of which has a 1 - 3-year delivery timeframe at a cost of $500,000 - $2 million per project. Included among the Tier 2 projects are multi-intersectional safety improvements and traffic calming, a Citywide sidewalk program, and a pedestrian signal program.

Tier 3 - Quick Wins & Studies, which includes 4 + studies, each with a turnaround time of 12-months at a cost of $50,000 - $500,000 per. Among the studies to be included in Tier 3 are AI near-miss analytics, corridor speed management, and CV_2X smart intersections

Additionally, the City is currently working to improve safety lighting at intersections, slow down bike lanes, and increase visibility at crosswalks.

The CSAP performance monitoring metrics will include annual performance tracking, reported publicly and covering collision data, project performance, and evolving funding strategies, which will be refreshed on a 2- to 5-year cycle. Annual progress will continue to be provided on the www.concordsafestreets.org website, which includes an interactive map where users can flag intersections, corridors, and crossings to report concerns.

Committee Questions:
Chair Maestas asked whether the projects highlighted in the CSAP will impact new vs. existing projects, whether the order of the projects will change, and whether any new projects were brought up. Parikh stated that the CSAP does not necessarily prioritize the projects per se but allows the City to be prepared to pursue future grant opportunities and to have a comprehensive list of projects to be done while also factoring costs and impact into consideration. When applying for grants, it is important to quantify the project's impact with solid data, as this increases the City’s likelihood of receiving grant funding. Sometimes project priorities need to be flexible in this regard.

Vice Chair Steinpress inquired about how best to pursue the e-bike issue, especially regarding modified e-bikes that are more like motorcycles. Parikh notes it is a data problem that requires its own dataset, but at this time, no data has been provided, as compiling it would involve the police departments and the Transportation Injury Mapping System (TIMS).

Committee member Nguyen asks how this will change existing processes and workflow. Parikh mentions that the goal is to improve safety and to have a list of preapproved projects to streamline the process going forward. Some grants require CSAP as a prerequisite. TJKM discusses how the criteria outlined in the CSAP prioritization matrix can be used to determine the likelihood of qualifying for a grant. Parikh points out that it is a standalone plan that does not dictate policy for other projects within the City. For example, some grants are reluctant to approve removing a lane of traffic to implement safety measures, and that would be taken into consideration when determining the likelihood of grant qualification.

Chair Maestas notes that the CSAP is forward-thinking and asks how many other cities have adopted it. TJKM responds that they are presenting this plan for many nearby cities of similar size, and many of the cities are adopting this plan
Parikh mentions that at least 50% of cities have adopted a similar CSAP.

Committee member James asks for further clarification on the process if BPAC recommends bringing CSAP to Council. Parikh states that, if the plan is brought to the Council on May 12 and adopted, the City will be able to apply for the grant on May 26. Applying for the grant is only allowed if CSAP has already been adopted.

Committee member James also asks if collisions are spread out across the City or are specific to the streets mentioned within the CSAP. TKJM references trends in specific areas that affect the recommended countermeasures, based on the types of collisions and the safety countermeasures already in place. Parikh mentions a heat map showing the past 5 years of data.

Committee member Nguyen asks how CSAP will be prioritized in comparison to other projects and priorities. Parikh states that the idea is to focus on the highest impact while keeping grant requirements in mind. TJKM references that the likelihood of receiving a grant will be taken into consideration, and the plan includes a criteria matrix. TJKM discusses the two-pronged approach of data-driven analysis and community engagement.

Public Comment:

A public comment regarding Olive Drive as an option to receive a bicycle/pedestrian bridge.

A public comment emphasizes that enforcement is too expensive and too short-lived and that good design, visibility, and speed reduction are a better approach. The commenter noted a slight concern about connectivity, as noted in the bench correspondence, and is requesting that connectivity be considered in the design process. Commenter approves of the pursuit of near-miss data analytics.

Committee Discussion:
Vice Chair Steinpress is pleased with the plan. Chair Maestas states that this platform is very helpful, and he is very appreciative of the additional data. Committee member James is also pleased and states that the data is important and reflects reality.

- Vice Chair Steinpress moves to recommend that the plan be brought to Council on May 12. James, a committee member, seconds the motion. All in favor. Motion passes.

4. COMMITTEE ANNOUNCEMENTS/COMMENTS
Thompson mentions Bike to Wherever Day on May 14.

5. ADJOURNMENT

a. Next Regular Meeting: Wednesday, June 10, 2026

ADA NOTICE AND HEARING-IMPAIRED PROVISIONS

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Distribution: Mindy Gentry, Director of Community Development;
Abhishek Parikh, Deputy Director of Public Works – Transportation;
Carlton Thompson, PE, City Engineer

Staff Report

Date: June 10, 2026

To: Bicycle Pedestrian Advisory Committee

From: Carlton Thompson, PE, City Engineer

Reviewed by: Abhishek Parikh, Deputy Public Works Director-Transportation

Prepared by: Aaron Elias, Transportation Program Manager
Aaron.Elias@cityofconcord.org
(925) 671-3276

Subject: **2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan Interim Update**

Report in Brief

Staff has prepared a draft interim update to the City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan. The Interim Update refreshes implementation data from the 2016 Plan, documents constructed and remaining active transportation network gaps, identifies and prioritizes future bicycle and pedestrian improvements, and provides updated GIS datasets and mapping tools to support grant applications, capital improvement planning, repaving coordination, and future project development.

This item is being presented to the Bicycle and Pedestrian Advisory Committee (BPAC) as an informational update on the completion of the draft Interim Update. The Interim Update was prepared primarily as an internal implementation and grant-readiness tool to help staff track completed projects, identify remaining gaps, and coordinate future active transportation improvements with funding and capital project opportunities. Staff appreciates BPAC feedback on the draft project lists, maps, and established priorities, but is not requesting Committee action or major revisions to the methodology at this point. Staff will consider any comments received before finalizing the Interim Update for use as a working implementation document.

Background

The City adopted the Bicycle, Pedestrian, and Safe Routes to Transit Plan in 2016. Since that time, the City has completed a number of active transportation improvements, advanced several corridor feasibility studies, pursued grant funding for priority projects, and continued to receive community input regarding sidewalk gaps, bicycle network gaps, and crossing needs.

The Interim Update was initiated to refresh the City's implementation data and provide a more current basis for project development. The consultant scope included updating the City's GIS bicycle facility database, reviewing sidewalk gaps from the 2016 Plan, identifying uncontrolled pedestrian and bicycle crossing needs, documenting incomplete bicycle projects, categorizing projects into near-term, mid-term, and long-term priorities, and preparing draft and final technical memoranda with updated maps, inventory tables, methodology, and findings.

The Interim Update is not intended to replace a future comprehensive plan update. Rather, it provides a near-term implementation tool that can be used by staff and referenced by BPAC to track completed improvements, identify the highest-priority gap-closure opportunities, coordinate with repaving and capital projects, and position projects for competitive grant funding.

Project Description
The draft Interim Update was prepared by Kittelson & Associates. The report documents the methodology used to update the bicycle network, sidewalk gap inventory, trail crossing inventory, and project prioritization framework.

For the bicycle network assessment, the consultant integrated the City's existing bicycle facility data with recommendations from the 2016 Plan, the BPAC Master Plan Status workbook, the City's Complete Streets Studies map, active Public Works project information, and available Google Earth and Google Street View imagery. The resulting mapping identifies existing and planned bicycle facilities by facility class and shows how planned facilities relate to the current network.

For the sidewalk gap assessment, the consultant reviewed sidewalk gaps identified in the 2016 Plan and classified locations as remaining gaps, gaps that have been closed, or sidewalks with limited or uneven surface conditions. The report focused on the 2016 Plan gap locations and does not represent a comprehensive citywide sidewalk inventory.

For project prioritization, the draft Interim Update considered 79 bicycle facility projects, 19 complete street studies, and 69 trail crossings. Of these, 14 bicycle facility projects, 11 complete street studies, and 18 trail crossings were identified as near-term priorities. The prioritization tiers are qualitative categories intended to reflect implementation context, feasibility, network connectivity, proximity to trip generators, and existing planning efforts; they are not fixed delivery timelines.

The draft report also consolidates planned bicycle and complete-street recommendations into 98 locations, totaling approximately 62.8 miles, including Class I shared-use paths, Class II bicycle lanes, Class III bicycle routes, one Class IV separated bikeway, and complete-street study corridors. Trail crossing recommendations were developed for all 69 identified trail crossings using the Federal Highway Administration's pedestrian crossing and trail crossing visibility guidance, with recommended treatments including high-visibility crosswalk markings, curb extensions, pedestrian refuge islands, rectangular rapid flashing beacons, pedestrian hybrid beacons, crossing distance reduction, and, where appropriate, pedestrian signal phase adjustments.

Discussion

The Interim Update provides a practical bridge between the 2016 Plan and a future comprehensive plan update. It gives the City a more current, GIS-based understanding of the active transportation network and allows staff to better align project development with grant opportunities, pavement rehabilitation schedules, corridor planning, development review, and capital improvement programming.

The near-term project categories are particularly useful for implementation because they identify projects that have completed or ongoing feasibility work, close important network gaps, support Downtown and BART access, or serve major activity generators. These projects can be evaluated for phasing and packaging to improve competitiveness for design and construction grants. Mid-term and long-term categories help preserve a broader implementation pipeline while recognizing that some projects require additional feasibility work, right-of-way evaluation, operational analysis, or coordination with larger corridor projects.

The trail crossing component is also important because many of Concord’s low-stress bicycling and walking routes depend on safe and comfortable crossings of arterial and collector streets. The draft report identifies both signalized and unsignalized crossing locations and recommends treatments based on roadway context, number of lanes crossed, posted speed, traffic volume, and existing crossing controls. These recommendations can inform future grant applications, traffic safety projects, and corridor-level design work.

This item is being presented to BPAC as an informational update on the completion of the Interim Update draft. Staff welcomes comments on the draft project lists, maps, and identified priorities, particularly if Committee members are aware of specific gaps, recently completed improvements, or local context that should be reflected before the document is finalized. However, the Interim Update was prepared primarily as an internal implementation and grant-readiness tool, and staff is not seeking Committee action or substantive changes to the methodology at this time.

Recommended Action

This item is presented as an informational update, and no formal Committee action is requested at this time.

Staff welcomes BPAC comments on the draft Interim Update, including comments on the project lists, maps, identified priorities, and any recently completed or missing improvements that should be reflected before the document is finalized. Comments may be provided at the meeting or submitted in writing to staff by July 3, 2026.

Public Contact
The Bicycle and Pedestrian Advisory Committee agenda was posted in accordance with applicable noticing requirements.

Attachments
1. Bicycle, Pedestrian, and Safe Routes to Transit Plan Interim Update Draft

KITTELSON & ASSOCIATES

CONCORD BICYCLE, PEDESTRIAN, AND SAFE ROUTES TO TRANSIT PLAN

INTERIM UPDATE

DRAFT

May 7, 2026

Inside front cover

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Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan Interim Update

Prepared for:

Aaron Elias, T.E.
Transportation Program Manager II
Department of Public Works
City of Concord
,

Prepared by:
Kittelson & Associates, Inc.
155 Grand Avenue, Suite 505
Oakland, CA 94612
510.839.1742

Project Team:
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Eza Andrews

29065.007

May 7, 2026

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CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

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Bicycle Network and Sidewalk Gaps Assessment and Prioritization

This section documents the methodology used by Kittelson & Associates, Inc. (Kittelson) to assess the existing conditions of the bicycle network and sidewalk gaps in the City of Concord (City) for the City's Bicycle, Pedestrian, and Safe Route to Transit Plan Interim Update. This work assesses the changes made to bicycle and pedestrian infrastructure and planning since the 2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan (2016 Plan).[1] The deliverables associated with this work include maps that depict existing and planned bicycle facilities, trail crossings, and existing sidewalk gaps in Concord and a file geodatabase[2] that includes the raw data used to make those maps. Kittelson also assembled data dictionaries that document the layers, attributes, and values included in the file geodatabase for the existing bicycle network[3] and existing sidewalk gaps.[4]

EXISTING BICYCLE NETWORK ASSESSMENT

The assessment of the existing bicycle network in Concord was conducted through the following steps:

1. Integrating the City's existing bicycle facility data with recommended facilities from the 2016 Plan.
2. Adding additional recommended facilities included in a BPAC Master Plan Status workbook, provided by the City.
3. Adding additional recommended facilities from a Complete Streets Studies Google My Maps document, provided by the City.
4. Incorporating information on active public works projects in the City.
5. Validating status of bicycle facilities using Google Earth and Google Street View.

After completion of the above steps, the existing and planned bicycle facilities were visualized using ArcGIS Pro. The detailed documentation of the four steps involved in producing the maps is provided below.

Figure 1 shows the existing bicycle network by facility class in Concord. Caltrans bicycle facility classes are defined as Class I shared-use paths physically separated from traffic, Class II on-street bike lanes, Class III shared roadways with motor vehicles, and Class IV separated bikeways with physical barriers.[5] This figure also shows the existing bicycle network beyond the City limits to show regional bicycle connections. External bicycle facility data depicts Metropolitan Transportation Commission's (MTC) Regional Bike

[1] https://www.cityofconcord.org/DocumentCenter/View/1045/Bicycle-Pedestrian-and-Safe-Routes-to-Transit-Plan-PDF

[2] https://kittelsonassociates.sharepoint.com/:f:/s/ConcordBikeandPedPlanUpdate/IgDlC6ghH91USaWBk1B2IesPAd_wpJMyhBp_p_iPu7uxjis?e=DVNRbH

[3] https://kittelsonassociates.sharepoint.com/:x:/s/ConcordBikeandPedPlanUpdate/ESlC6gECXcdGtcxOsTjr_-0B5nXP-gjOGpoGb2YbTWbwrw?e=j9y5tW

[4] https://kittelsonassociates.sharepoint.com/:x:/s/ConcordBikeandPedPlanUpdate/ESHTZ4uaLE5EiK-wYV9wE5YBru7oDfaW5rPoIc9DRSpxrg?e=TIqBcY

[5] California Department of Transportation. (2024). *Highway Design Manual: Chapter 1000 – Bikeway planning and design*. Retrieved from: https://dot.ca.gov/programs/design/manual-highway-design-manual

Facilities data, gathered from the MTC Open Data Portal, and filtered to remove facilities within City limits.[6]

Figure 2 shows planned bicycle facilities in Concord and reflects the methodology detailed in the subsection below. This map includes alignments designated as "Complete Street Study" in the 2016 Plan, but that do not otherwise have an associated bicycle facility class. This map does not include planned bicycle facilities outside of Concord. **Figure 3** shows the existing and planned bicycle facilities combined, excluding facilities identified for complete street studies in the 2016 Plan.

[6] https://arcg.is/PyjSb0

Figure 1 Existing Bicycle Network

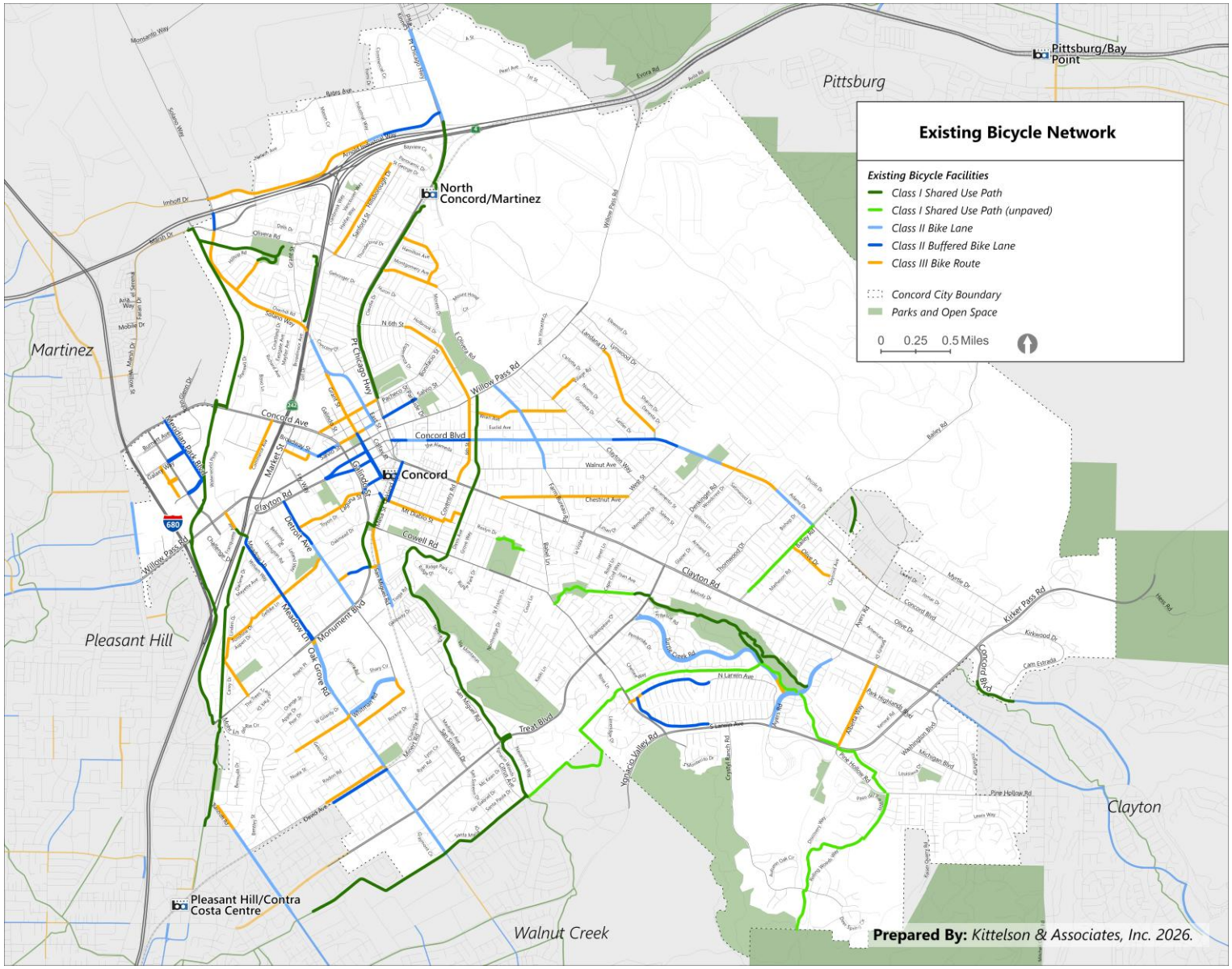


Figure 2 Planned Bicycle Network

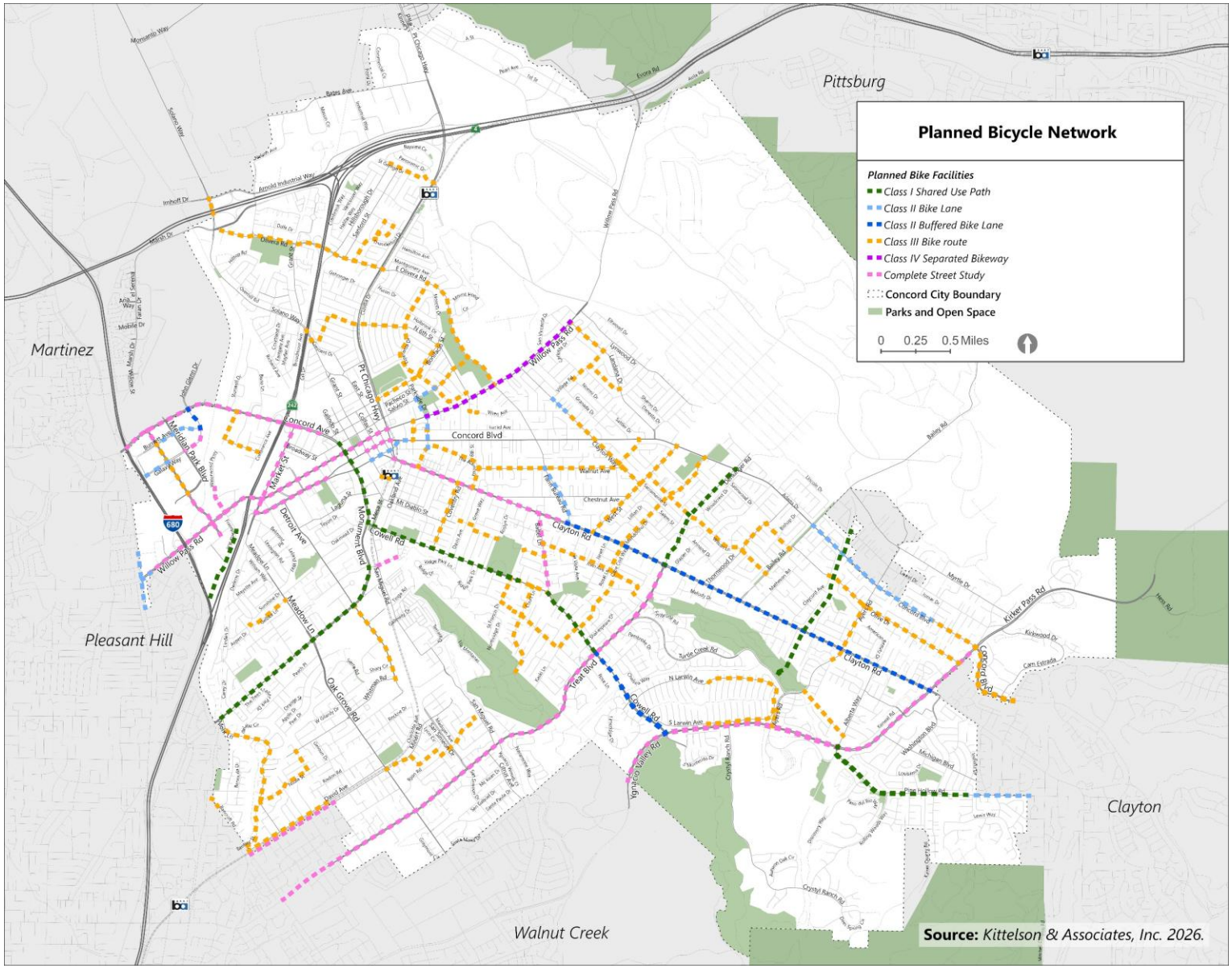
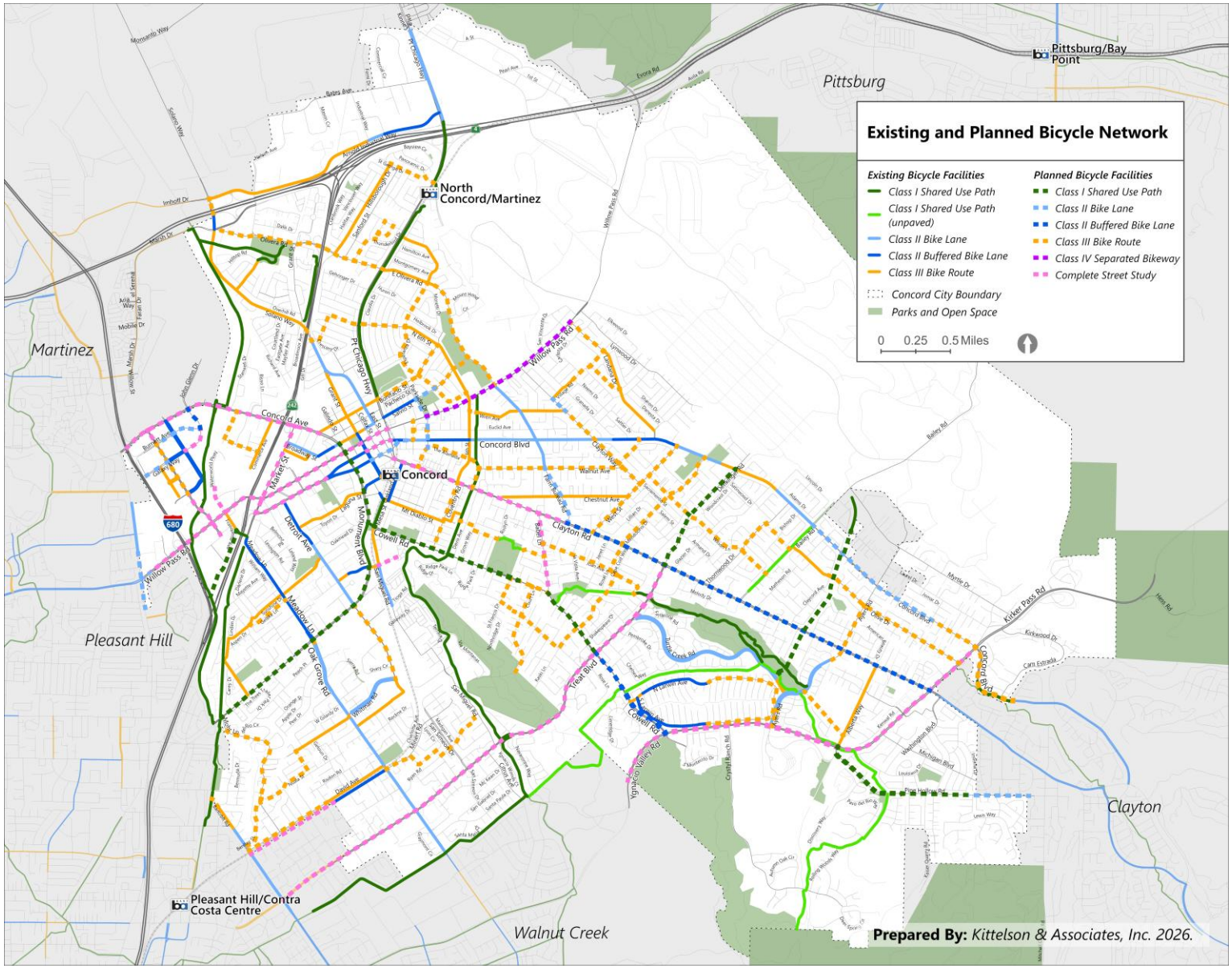


Figure 3 Existing and Planned Bicycle Network



Bicycle Network Assessment Methodology

1. Integrating the City's existing bicycle facility data with the 2016 Plan

Kittelson's review of existing bicycle conditions in Concord is based on the shapefile, "BikeLanes_08142025.shp." This file includes existing and planned bicycle facilities in the City and has been updated by the City staff periodically since the completion of 2016 Plan, with the latest updates in August 2025. This file was projected in ArcGIS Pro and saved in the file geodatabase "29065_Concord_Bike_Ped_Existing_Conditions.gdb" to serve as the base data for all bicycle network existing conditions review. Kittelson reviewed the recommended bicycle network projects from the 2016 Plan and ensured that all recommended projects from the 2016 Plan were included in the updated bicycle network existing conditions data. **Figure 5** and **Figure 6** show the Recommended Bikeway Network from the 2016 Plan that was spatially projected into ArcGIS Pro and used to identify locations where bicycle facilities were shown as existing or recommended in the 2016 Plan but were not included in the bicycle network existing conditions data. These locations were added to the existing conditions dataset, along with the status and facility class recommended in 2016. At this time, Kittelson also incorporated information from Appendix E: Conceptual Plans in the 2016 Plan for locations indicated as "Corridor Conceptual Design" in the 2016 Plan.

2. Incorporating existing spatial data with BPAC Master Plan Status Data

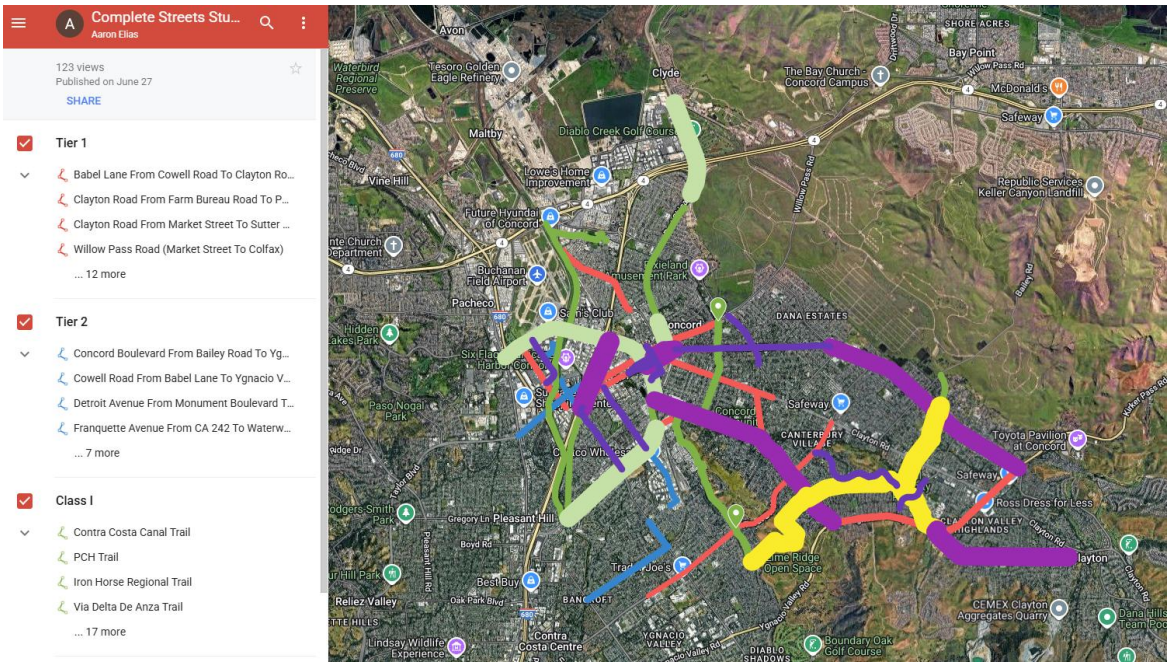
Kittelson then reviewed the Excel workbook "BPAC Master Plan Status" (BPAC Workbook), which includes planned pedestrian and bicycle facilities categorized in three tiers of priority. Kittelson completed a review of this document to confirm that all facilities listed in the BPAC Workbook were included in the bicycle network existing conditions data and used the latest Google Earth aerial imagery and Google Street View imagery to confirm the status of bicycle projects. The tracked BPAC Workbook was made available to the City, with inclusion of columns that track Kittelson's review process, under the title "BPAC Master Plan Status_KAI_review.xlsx."

3. Incorporating data from Complete Streets Studies Google My Maps and 2016 Plan

Kittelson continued to amend bicycle network existing conditions data in ArcGIS Pro using information in the Complete Streets Studies Google My Maps, provided by City staff in June 2025.[7] Kittelson exported data from this map as a .kml file and projected it into ArcGIS Pro. Kittelson assessed the spatial overlap of Google My Maps data with the existing conditions data in ArcGIS Pro and adjusted the data to be in agreement with the alignment and facility classifications presented in Google My Maps. **Figure 4** shows a screen capture of the data included in Google My Maps Data.

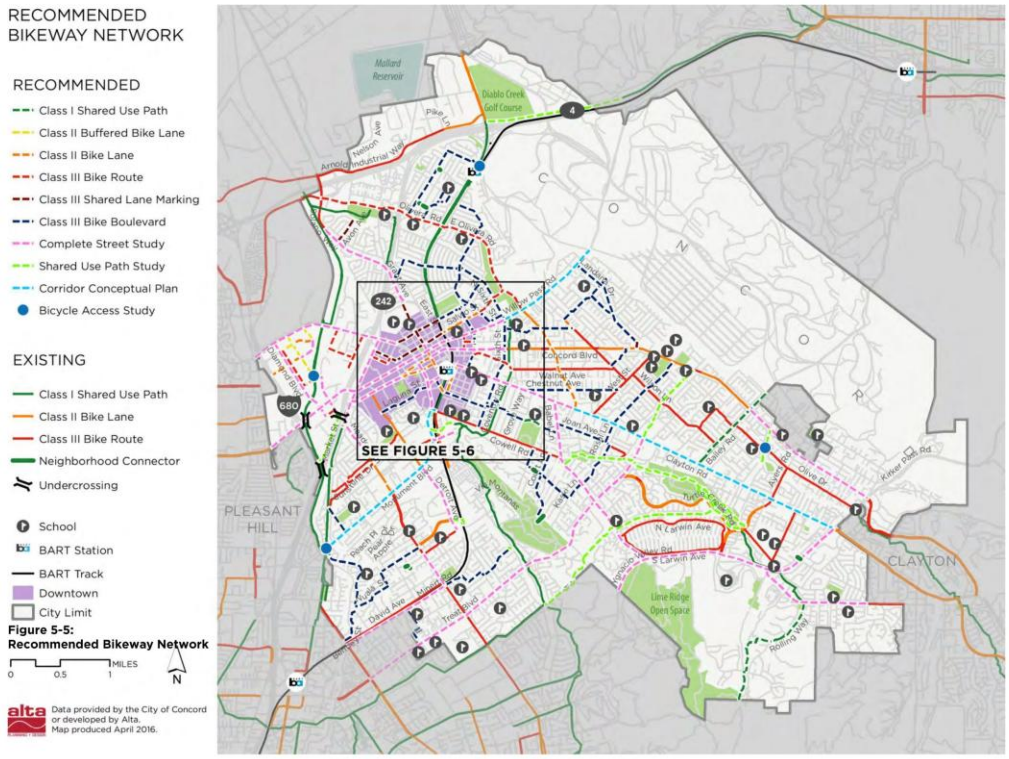
[7] https://www.google.com/maps/d/u/0/viewer?mid=1SmnaPVJuFWjzpy6NIoZenBYHIC4hFPM&ll=37.97708223279563%2C-122.002614149999999&z=13

Figure 4 Google My Maps Data



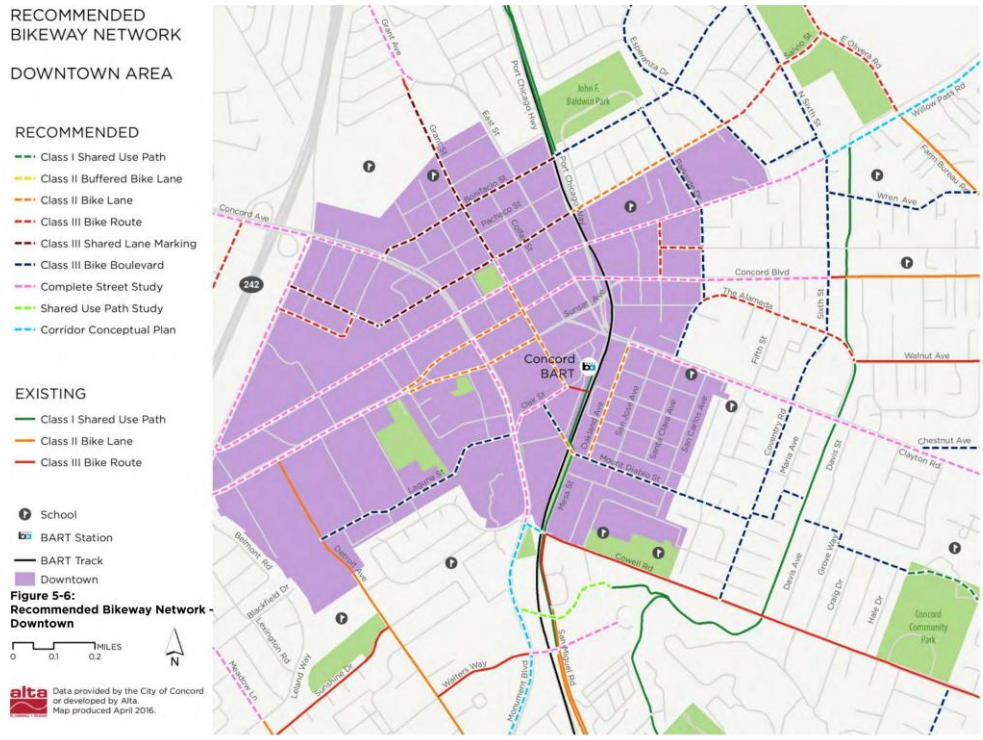
Source: Complete Streets Studies Google My Maps, 2026.

Figure 5 Existing and Planned Bicycle Facilities from the 2016 Plan



Source: Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan, 2016.

Figure 6 Existing and Planned Bicycle Facilities from the 2016 Plan, Downtown Inset



Source: Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan, 2016.

4. Incorporating information on active public works projects in the City

Kittelson made further adjustments to facility recommendations and alignment of planned bicycle facilities using conceptual design and feasibility studies shared by the City or available on the City website. These materials included review and alignment with the following materials:

- Monument Boulevard Pavement Rehabilitation exhibits, dated May 2024
- Conceptual designs associated with Complete Street Feasibility Studies for:
    - Willow Pass Road – Two-way cycle track between Parkside Dr and Landana Dr[8]
    - Galindo Street[9]
    - Cowell Road[10]

5. Validating status of bicycle facilities using Google Earth and Google Street View

Kittelson completed a comprehensive review of bicycle facility alignments and classifications based on Google Earth aerial imagery and Google Streetview Imagery. At the time of review, aerial imagery was available citywide for September 2025 and Google Streetview imagery was taken between October 2022 and June 2024, depending on the location. These data sources were used in tandem to determine the most accurate existing conditions for October 2025.

[8] https://www.cityofconcord.org/DocumentCenter/View/4010/Attachment-1-Willow-Pass-Concept
[9] https://www.cityofconcord.org/DocumentCenter/View/4011/Attachment-2-Galindo-Concept
[10] https://www.cityofconcord.org/DocumentCenter/View/4012/Attachment-3-Cowell-Concept

Existing Sidewalk Gaps Assessment

Sidewalk gaps were assessed in Concord based on gaps that were identified in the 2016 Plan. Sidewalk gap assessment was limited to the areas identified in Figure 5-1: Recommended Sidewalk Projects in the 2016 Plan, shown in Figure 7 and in Figure 8. Kittelson projected this map intro ArcGIS Pro and used it to build a dataset of locations that were identified as sidewalk gaps in 2016 Plan by tracing gap locations onto Concord Street Centerlines sourced from the Concord GIS Map Portal.[11] These locations were then evaluated using Google Earth aerial imagery and Google Streetview Imagery. At the time of review, aerial imagery was available citywide for September 2025 and Google Streetview imagery was available for between October 2022 and June 2024, depending on the location. These data sources were used in tandem to determine the most accurate existing conditions for October 2025.

The sidewalk gaps assessment from the 2016 Plan did not follow consistent evaluation procedures for roadway types and internal circulation. In some locations, cul-de-sacs, driveways, and internal circulation at commercial or residential developments were assessed, and in other locations they were not. Kittelson's review process started by reviewing the status of the locations identified as gaps in the 2016 Plan but did not systematically assess sidewalk status throughout the City. In moments where sidewalk gaps were identified that were not included in the 2016 Plan, they were added to the sidewalk gap inventory dataset, but these additions do amount to a comprehensive review of sidewalk gaps outside of the 2016 Plan-identified areas.

Sidewalk gaps were identified based on their status, including:

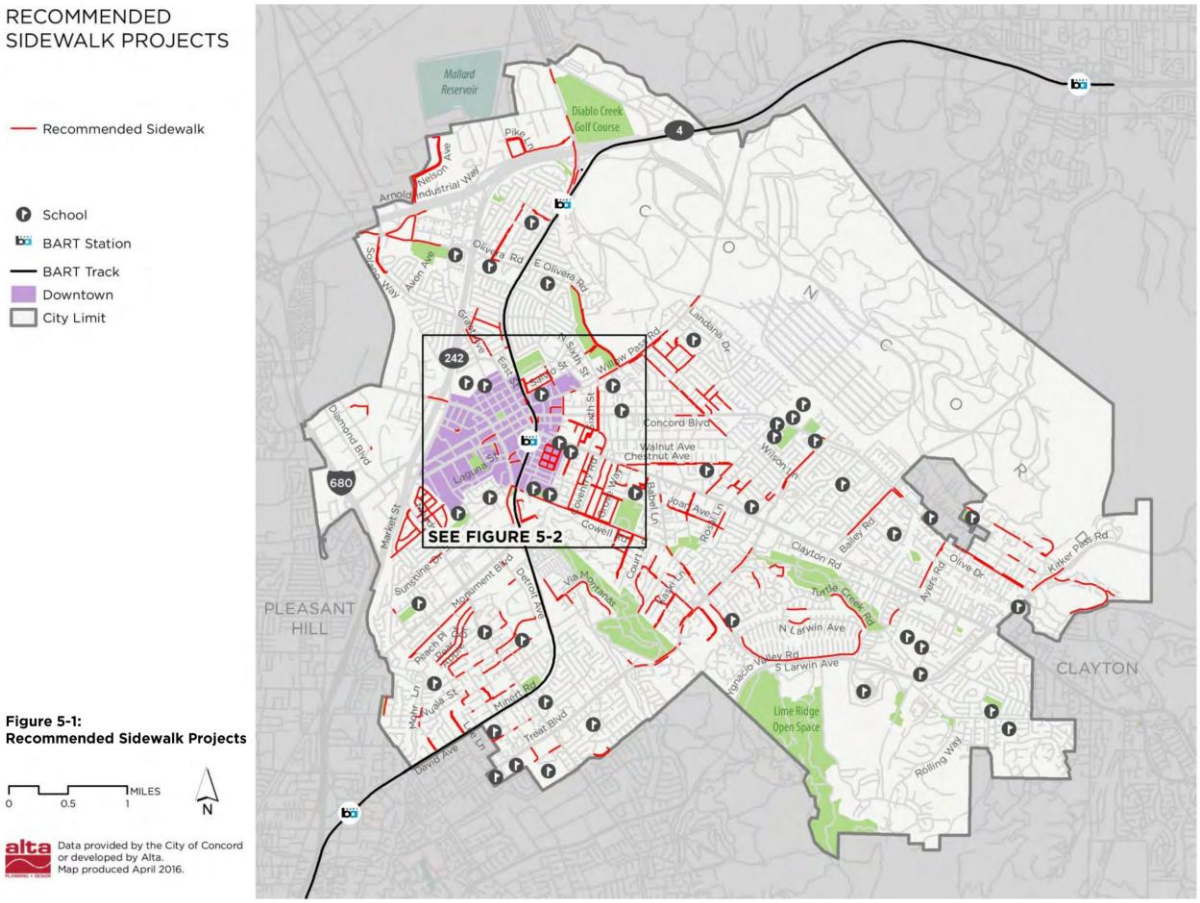
- **Gap:** no sidewalk
- **Gap closed**: sidewalk constructed since the 2016 Plan
- **Sidewalk with limited or uneven surface**: locations with a sidewalk that **may** not meet Americans with Disabilities Act (ADA) requirements due to limited width, grade, or surface condition.

Sidewalk gaps were also assigned to cardinal direction alignments based on orientation on a roadway segment. In locations with sidewalk gaps on both sides of a roadway, alignment was considered "both."

The results of the existing sidewalk gaps assessment are visualized in **Figure 9**, which shows sidewalk gap location and status. Since sidewalk gap location is associated with street centerlines, sidewalk gap alignment is shown by visualizing offset lines in ArcGIS Pro, using the alignment field. Offset lines are a useful tool for visualizing gap locations, but the sidewalk gap table in Appendix A should be consulted to confirm alignment when assessing individual gap status.

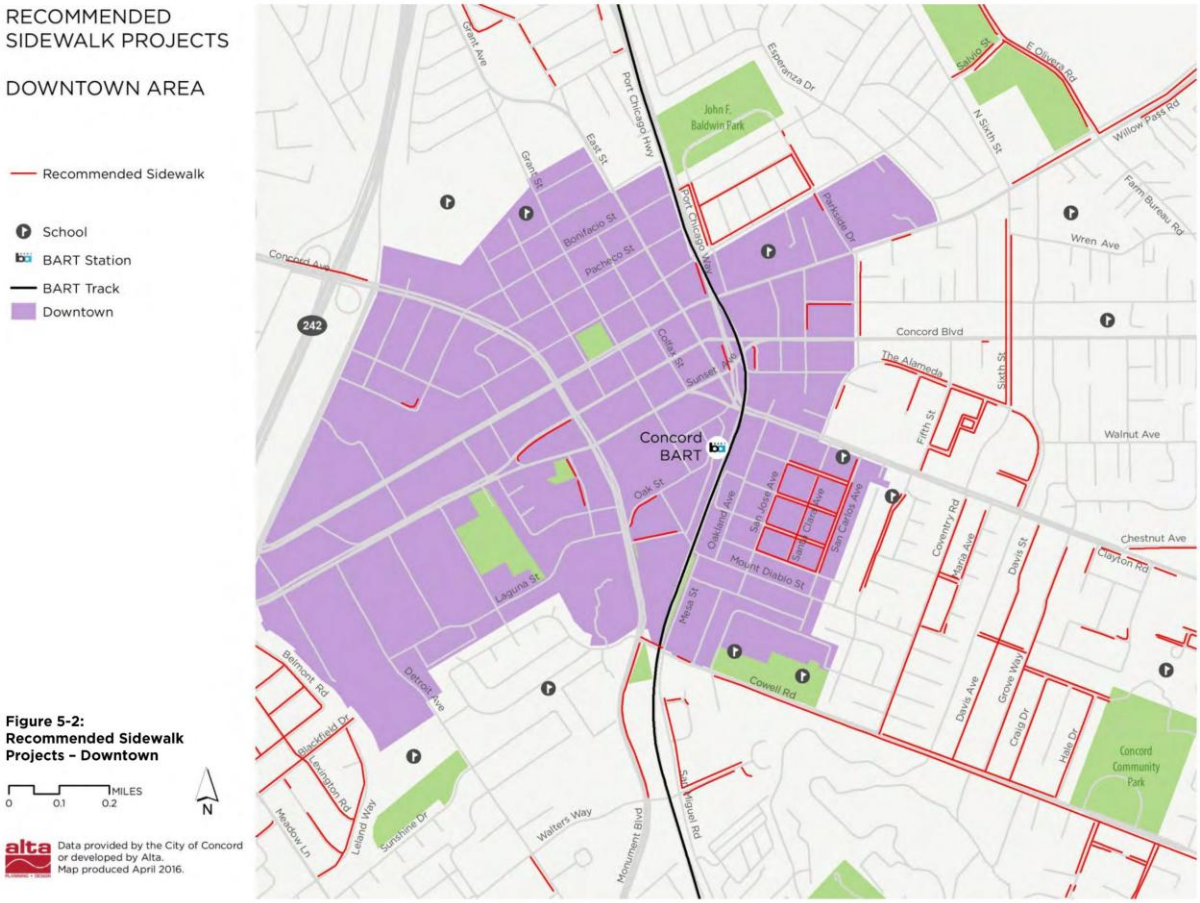
[11] https://maps.cityofconcord.org/docs/OpenData/StreetCenterlines.zip

Figure 7 Sidewalk Gaps from 2016 Plan



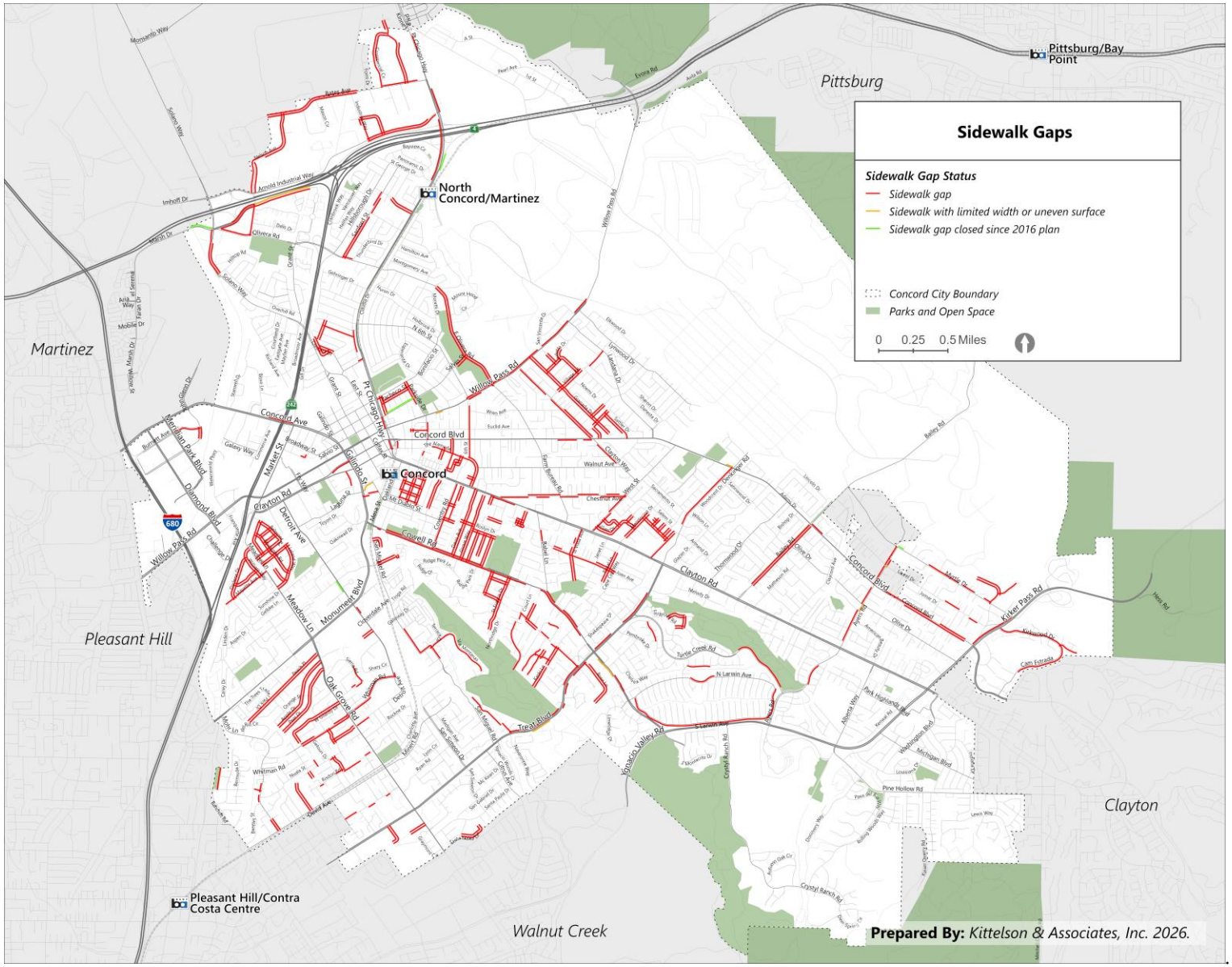
Source: Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan, 2016.

Figure 8 Sidewalk Gaps from 2016 Plan, Downtown Inset



Source: Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan, 2016.

Figure 9 Sidewalk Gaps Existing Conditions



Bicycle Project Prioritization

This section documents the methodology used by Kittelson to assign prioritization tiers for planned bike facilities and existing trail crossings in the City as part of the City's Bicycle, Pedestrian, and Safe Route to Transit Plan Interim Update. Prioritization tiers are divided into near-term, mid-term, and long-term to reflect project context, feasibility, and existing planning processes. This work builds on bicycle network existing conditions.

The tiers used for classification include Near-term, Mid-Term, and Long-term. These tiers are qualitative categories that reflect several variables and do not have specific timelines associated with them. Variables that influence tier assignment include project potential to improve bicycle network connectivity, implementation complexity, proximity to trip generators, and existing planning efforts.

The deliverables associated with this work include maps that depict the prioritization tiers for bicycle facilities, complete street studies, and trail crossings in Concord and Excel workbooks that present the data associated with the project priority maps, including notes that explain why projects were assigned their prioritization tiers.

A total of 79 bicycle facility projects, 19 complete street studies, and 69 trail crossings were considered for project prioritization. Among these, 14 bicycle facilities, 18 trail crossings, and 11 complete street studies were identified as near-term priorities.

Bicycle Facility and Complete Street Study Prioritization

In this task, each planned bike facility or Complete Street Study identified in the existing conditions phase was assigned a prioritization tier, including near-term, mid-term, or long-term. These tiers are based on input from the City, as well as judgment on the feasibility and local context of individual projects. The methodology used to identify these tiers is described in the following sections. All planned projects were assigned prioritization tiers, including those with planned bicycle facility classes, upgraded from the existing bicycle class and those designated only as complete street studies. Complete street studies are mapped separately from projects with associated bicycle facility classes but are incorporated directly into the Excel workbook that contains all bicycle facility prioritization data from this task.

BICYCLE FACILITY ASSESSMENT METHODOLOGY

1. Aggregation of Bicycle Network Features into Project Lengths

Bicycle facilities and Complete Street Studies from the existing conditions dataset were aggregated into 98 locations. Projects were grouped into contiguous segments that share the same planned bicycle facility class and could logically be proposed as standalone bicycle facility improvement projects. These planned projects range in length from a few hundred feet (for e.g. Class III connection from Oak Street to the Concord BART Station) to 3.8 miles (for e.g. Complete Street Study on Ygnacio Valley Road, from Cowell Road to Pine Hollow Drive). The average project length is roughly 0.6 miles. The count and total length of planned projects by bicycle facility class (including complete street studies) is summarized in **Table 1**.

Table 1 Consolidated Bike Facilities Recommendations

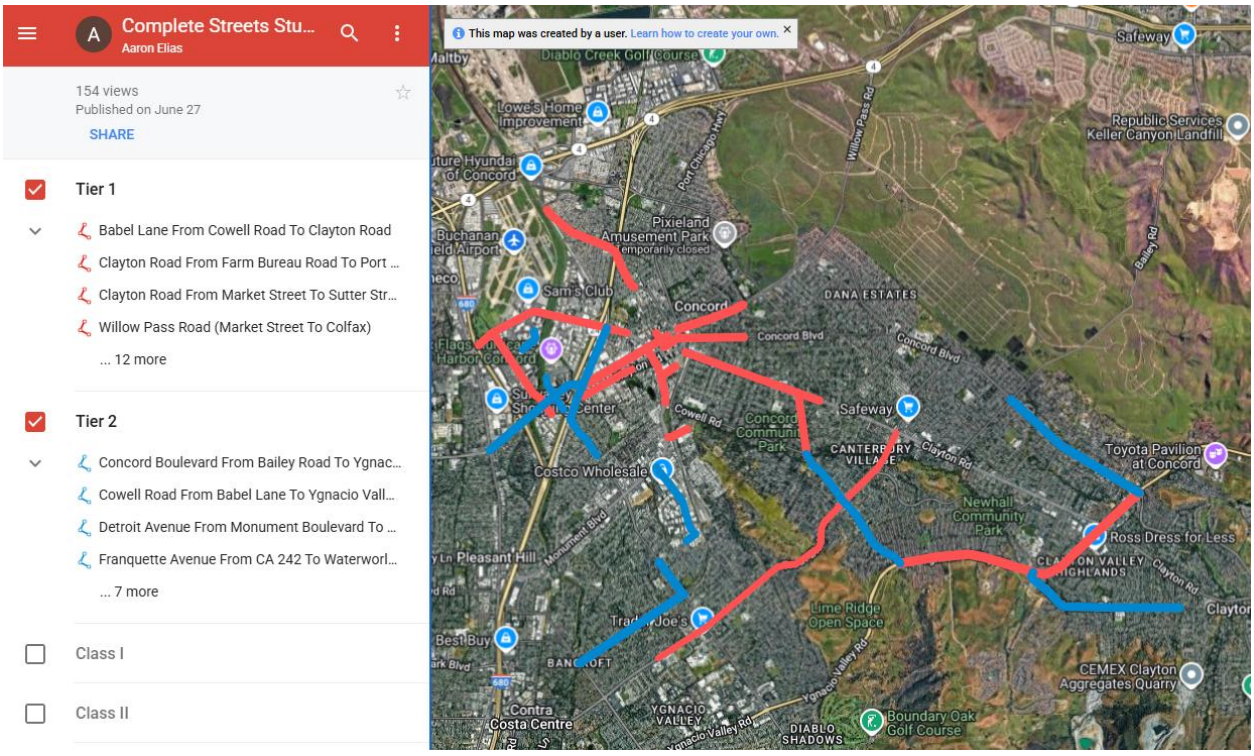
Planned Facility Class	Project Count	Total Length (mi)
I	8	9.2
II	14	7.7
III	56	27.7
IV	1	1.3
Complete Street Study	19	12.9
Total	**98**	**62.8**

Source: Kittelson & Associates, Inc. 2026.
Note: Distances and measurements are approximate and based on available GIS data and centerline analysis performed in ArcGIS Pro; results are subject to inherent limitations in geographic projections and data precision.

2. Incorporation of Google My Maps Recommendations

Complete Street Studies were assigned priority tiers based on information in the Complete Streets Studies Google My Maps, established in June 2025, as shown in **Figure 10**.[12] Kittelson used the "Tier 1" and "Tier 2" layers to initially inform prioritizing projects as either near-term for Tier 1 or mid-term for Tier 2. The prioritization was refined in Step 3 as discussed in the next section.

Figure 10 Google My Maps Complete Street Study Prioritization Data



Source: Complete Streets Studies Google My Maps, 2026.

[12] https://www.google.com/maps/d/u/0/viewer?mid=1SmnaPVJuFWjzpy6NIoZenBYHIC4hFPM&ll=37.97708223279563%2C-122.002614149999999&z=13

3. Assignment of Priority Tiers to Reflect Network Context and Trip Generators

Following incorporation of Google My Map data, Kittelson refined the prioritization of the complete street studies based on assessment of project context. Each project assignment includes an explanation of why a project was assigned to a specific tier. The justification for selection by tier for complete street studies is summarized in **Table 2** and for bicycle facilities in **Table 3**.

Near-term projects were most commonly identified as those that connected the bicycle network in Downtown Concord, had completed feasibility studies, or were adjacent to major activity generators. Mid-term projects were commonly identified at places where there are closeable gaps in the existing or planned bicycle network, or where there are connections to schools or parks. Long-term projects were identified where there are low priority gaps that could be closed in the network, or where projects are planned for locations with context-specific limitations, including limiting roadway cross sections or land uses. All project prioritization explanations are included in the Excel workbook associated with this task.

Table 2 Count of Planned Complete Street Projects by Tier and Justification

Prioritization Tier	Classification Justification	Project count
Near-term	Downtown street or connection	5
	Major activity generator	0
	Existing high-priority gap closure	2
Mid-term	Future high-priority gap connection	7
Long-term	Low-priority gap closure	5

Source: Kittelson & Associates, Inc., 2026.

Table 3 Count of Planned Bicycle Projects by Tier and Justification

Prioritization Tier	Classification Justification[1]	Project count
Near-term	Feasibility study completed	7
	Downtown street or connection	3
	Adjacent to major activity generator	1
	BART connection	1
	High-priority gap closure	1
Mid-term	High-priority gap closure	26
	School connection	9
	Park connection	7
	Trail connection	3
	BART connection	1
	Adjacent to major activity generator	1
Long-term	Low-priority gap closure	16
	Complex project	3

Source: Kittelson & Associates, Inc., 2026.
Note: [1] Some similar prioritization categories are combined for simplicity, for example "Downtown connection" and "Downtown street" are summed for this table.

BICYCLE FACILITY AND COMPLETE STREET STUDY PRIORITIZATION MAPPING

Planned bicycle facilities and complete street projects were visualized in ArcGIS Pro to show both the priority tiers and planned facility classes. See five layouts below, including:

- All planned bicycle facilities by prioritization tier (**Figure 11**)
- Near-term planned projects by facility class (**Figure 12**)
- Mid-term planned projects by facility class (**Figure 13**)
- Long-term planned projects by facility class (**Figure 14**)
- Complete street projects by prioritization tier (**Figure 15**)

Figure 11 Planned Bicycle Facilities by Prioritization Tier

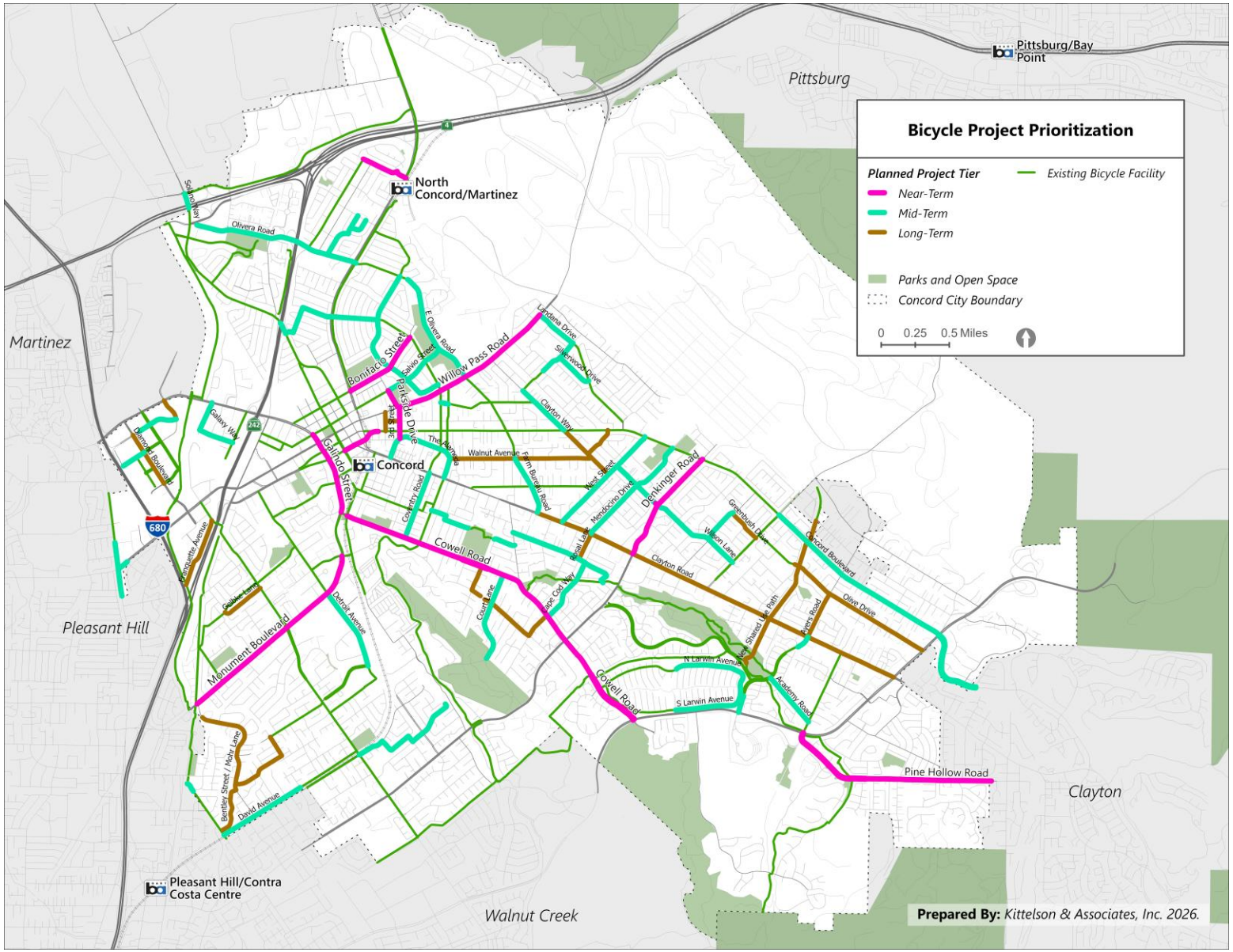


Figure 12 Near-Term Projects by Facility Class

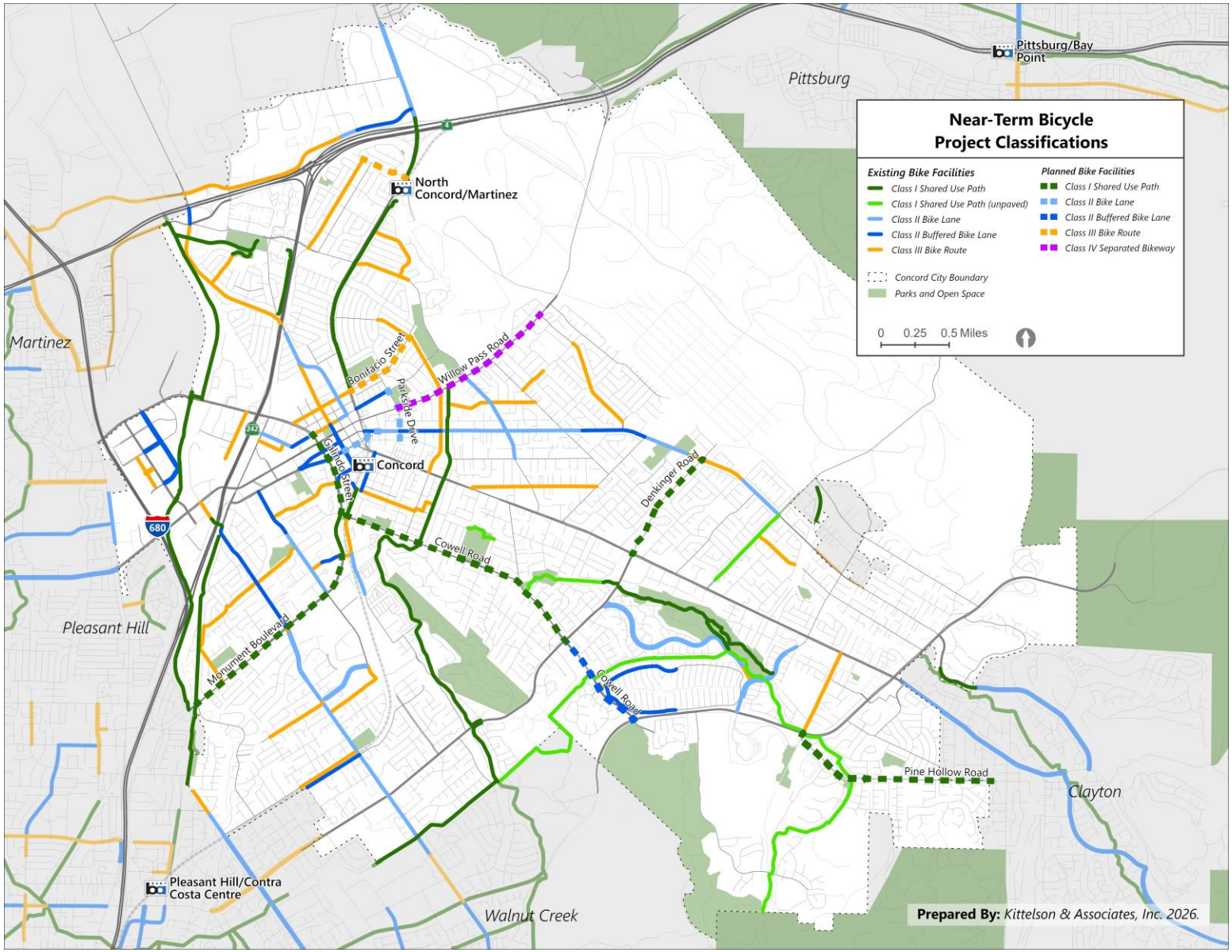


Figure 13 Mid-Term Projects by Facility Class

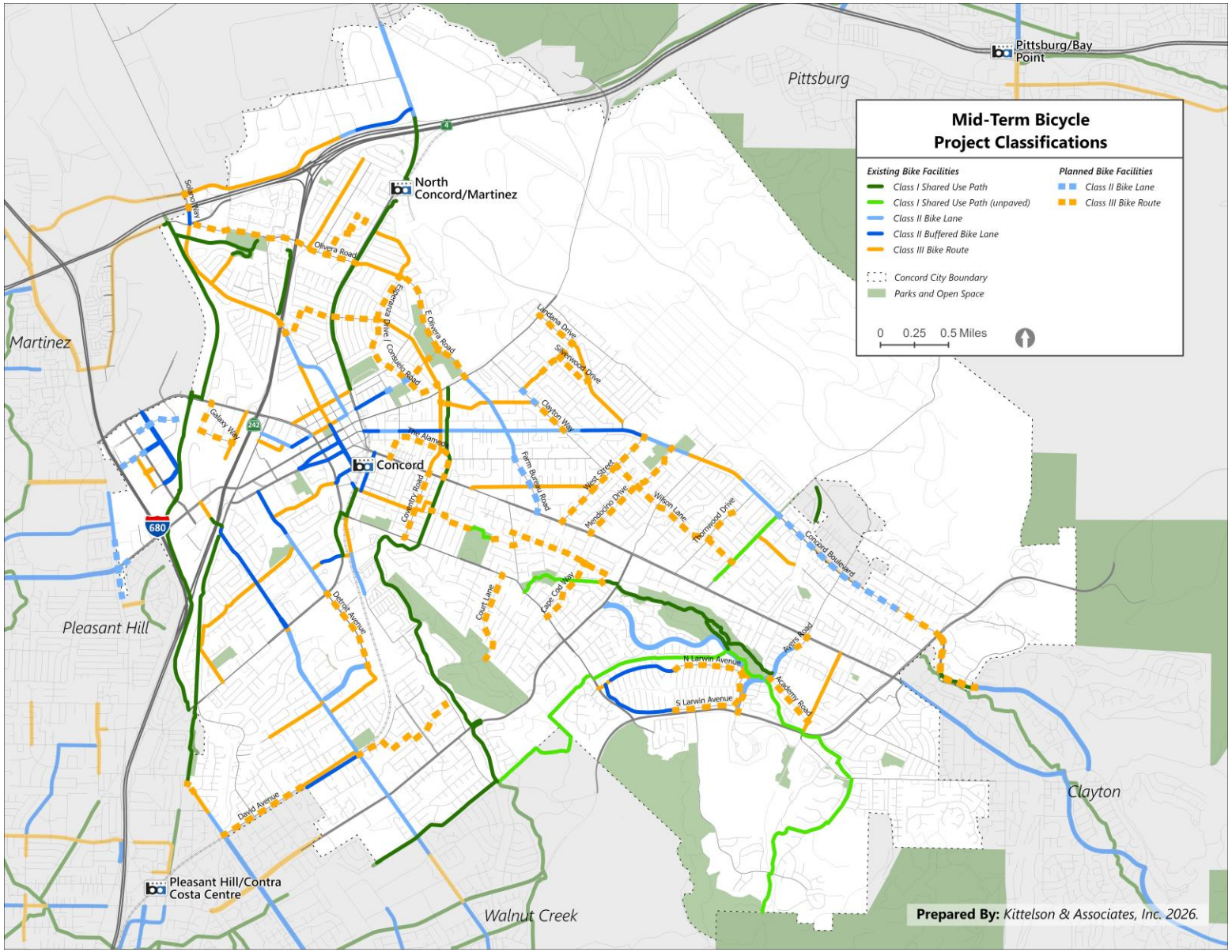


Figure 14 Long-Term Projects by Facility Class

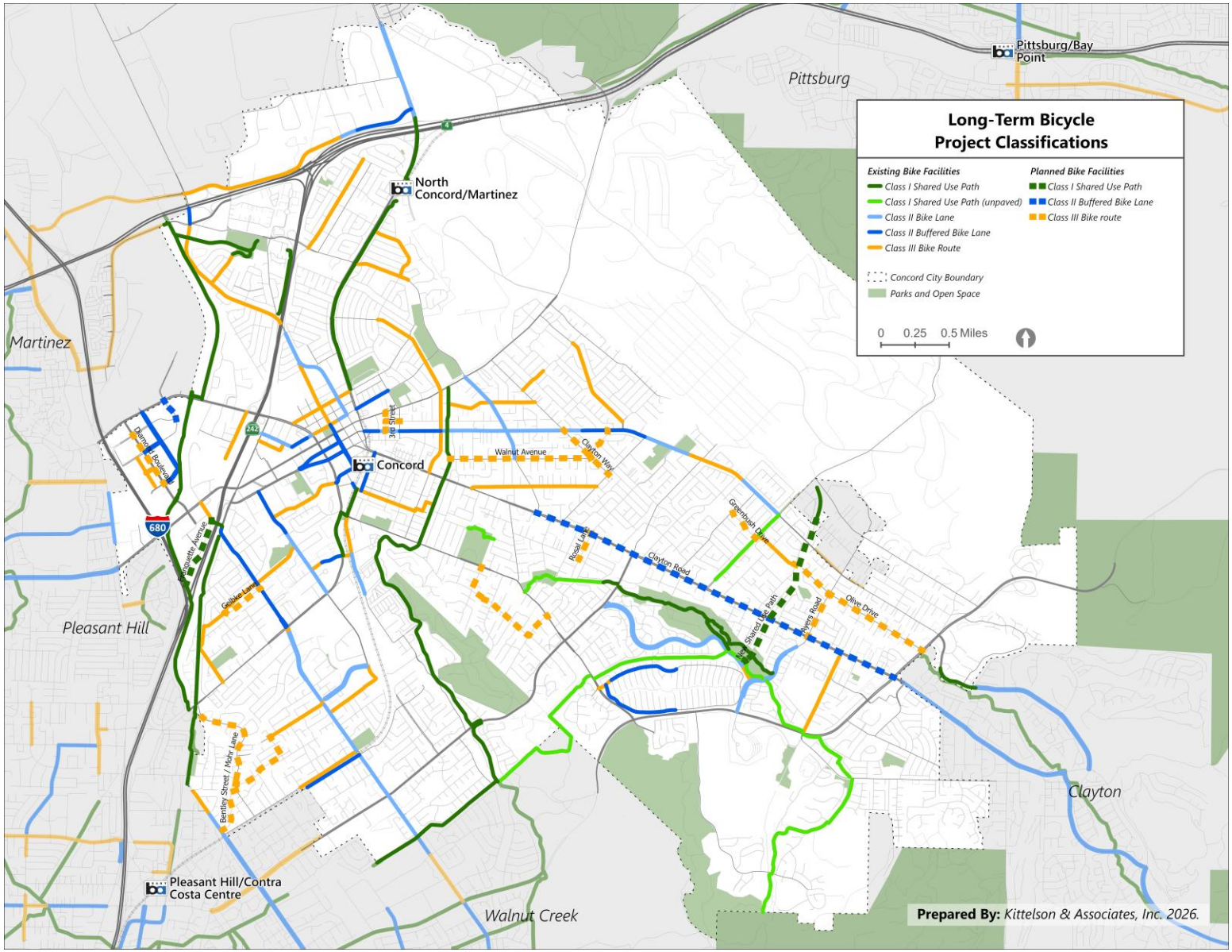
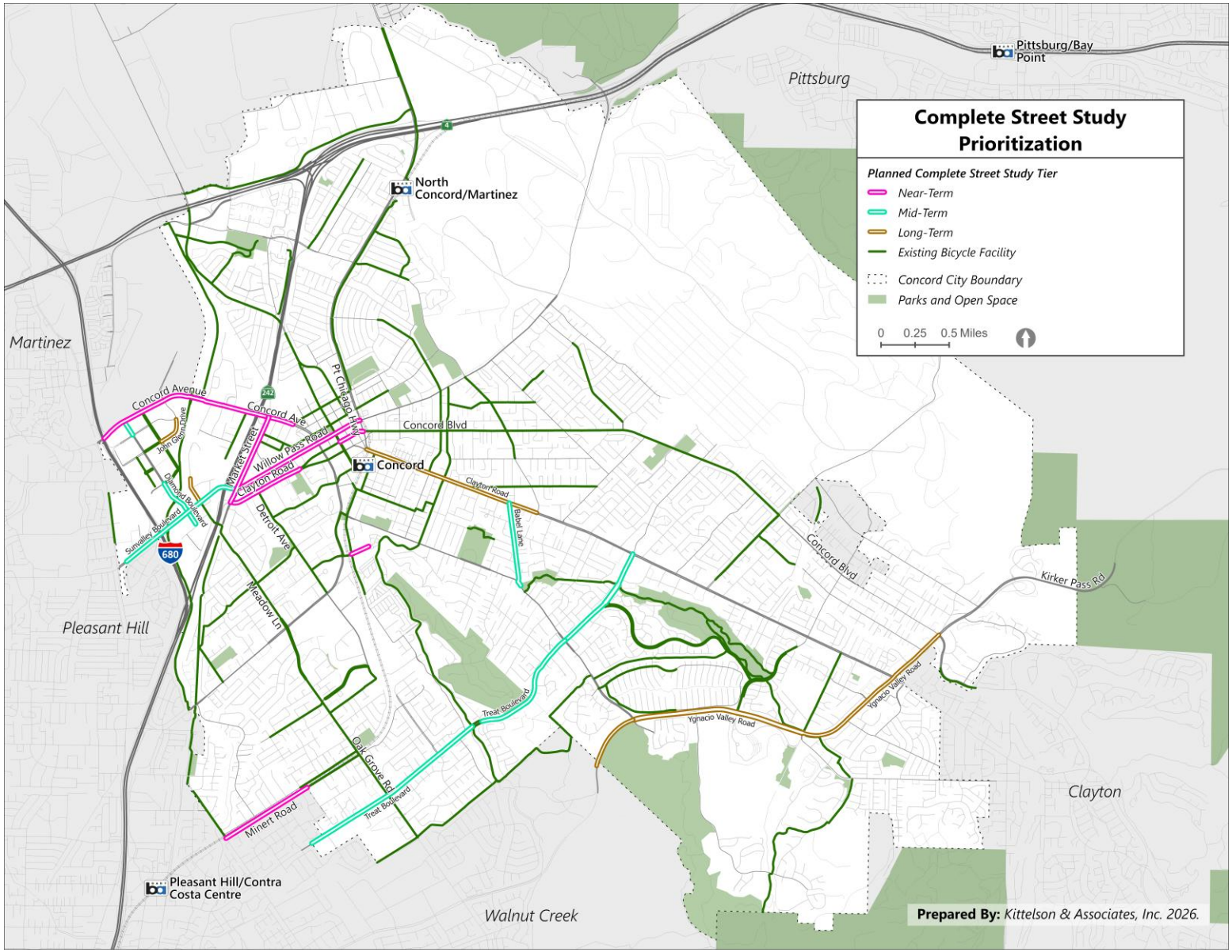


Figure 15 Planned Complete Street Studies by Prioritization Tier



Trail Crossing Assessment and Recommendations

This section details the methodology and results of establishing existing conditions, identifying crossing treatments, and prioritizing trail crossings in Concord. 69 trail crossings were identified in Concord where class I bike facilities cross roadways. Existing roadway characteristics and crossing treatments were established at each location and used to identify appropriate countermeasures for future improvements at each location. The crossings were then sorted into three prioritization tiers, resulting in 18 Near-term crossings, 21 Mid-term crossings, and 30 Long-term crossings.

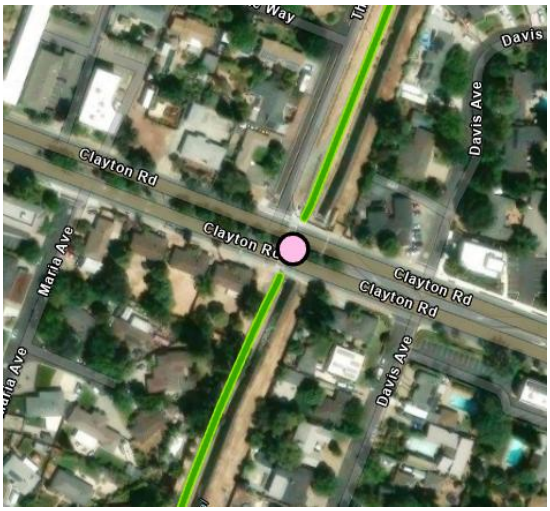
TRAIL CROSSING PRIORITIZATION METHODOLOGY

Identification of Trail Crossings

Kittelson used the bicycle network existing conditions data to establish locations where Class I bike facilities, which include paved and unpaved shared-use paths (trails) intersect with roadway segments or at intersections (signalized or unsignalized). Identified locations include places where trails cross roadways directly and where trail users would have to cross roadways to access trailheads. **Figure 16** shows examples of two locations where trail crossings were identified. In the images, green lines show trails and pink circles show identified trail crossings. On the left, a crossing was identified where the Contra Costa Canal Trail crosses Clayton Road. On the right, a trail crossing was identified at Dormer Avenue and Esperanza Drive, which is the nearest crossing to the access point to the BART Linear Park Trail from the cul-de-sac at the end of Esparanza Drive. While the trail does not cross this intersection, trail users who access the trail from the neighborhood would have to cross in this location. The assembled trail crossing dataset and prioritization make no distinction between these different approaches to identifying trail crossings.

In total, 69 trail crossings were identified, with the most crossings identified along the Contra Costa Canal Trail (13 crossings), California Riding and Hiking Trail (11 crossings), and Iron Horse Regional Trail (8 crossings). All other trails had fewer than five crossings or fewer each.

Figure 16 Examples of Trail Crossing Locations



37.9725, -122.0182

37.99850, -122.0276

Trail Crossing Data Collection

For each of the 69 trail crossings identified, data was gathered from a variety of sources, including from roadway attributes obtained from MTC and from observations gathered using Google Streetview and Google Earth imagery. The values gathered are summarized in **Table 4.**

Among the most important pieces of information gathered was the crosswalk treatment attribute. This assessment used terminology from the 2023 FHWA Crosswalk Marking Selection Guide, which includes the graphic shown in **Figure 17**. In instances where crosswalk treatment types did not conform to the classifications established in **Figure 17**, (for example at the intersection of Monument Boulevard and Cowell Road, see **Figure 18**) crossings are visually described in the [crosswalk_treatment] field.

Figure 17 Crosswalk Treatment Types

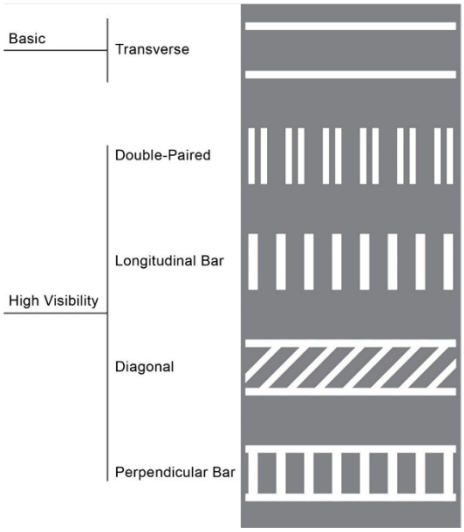


Figure 18 Uncategorized Crosswalk Treatment Example

37.9686, -122.0318

Table 4 Trail Crossing Attributes and Methodology

Value	Description	Notes / Source
Lanes Crossed	Range of 0 – 7	Counted manually based on Google Earth imagery. Value of 0 indicates trail access at cul-de-sacs, dead-ends, or parking lots (described further in feature notes).
Signalization	Y or N	Assessed manually based on Google Streetview and Google Earth imagery.
Crosswalk Treatment	High vis, perpendicular; basic, transverse, undercrossing, or none	Assessed manually based on Google Earth and Google Streetview imagery. Crossing classifications sourced from FHWA *Crosswalk Marking Selection Guide* (see Figure 17). High Vis = High Visibility Crosswalk
Additional Countermeasures	PHB, RRFB, Pedestrian Signal, or Crosswalk Flasher	Assessed manually based on Google Streetview and Google Earth imagery. One crosswalk flasher identified at Via Delta de Anza Trail and Solano Way. PHB = Pedestrian Hybrid Beacon RRFB = Rectangular Rapid Flashing Beacon
Posted Speed	Range of 20-45 mph	Identified using City of Concord's Engineering & Traffic Study Proposed Speeds map.
Context Classification	Major Arterial, Collector, Local, Private Drive, or Ramp	Data gathered from MTC's "San Francisco Bay Region Roadways" dataset.
Average Daily Traffic (ADT)	Count of bidirectional vehicles at location of trail crossing leg.	Data gathered where possible from turning movements counts provided by the City. Remaining ADT values identified using Replica estimates for Thursdays in Spring 2025, using the Cal-Nev model.
Crossing Distance	Length in feet of curb-to-curb crossing distance.	Measured in ArcGIS Pro.

Source: Kittelson & Associates, Inc., 2026.

Trail Crossing Treatment Recommendations

Recommendations for crossing treatment improvements were identified for all of the 69 crossing locations. These recommendations are based on guidance gathered from the FHWA STEP guides for Improving Pedestrian Safety at Uncontrolled Crossing Locations (STEP Guide)[13] and Improving Visibility at Trail Crossings (Trail Crossing Guide).[14] A set of 11 possible crossing treatments was established for recommendations. These recommendations are summarized in Table 5. Guidance for crossing treatments at unsignalized locations was guided directly by Table 1 in the STEP Guide, reproduced below as Figure 19. That figure assigns recommended unsignalized crossing treatments based on number of lanes crossed, posted speed limit, and ADT of the crossing location. The guidance in Figure 19 was used for all unsignalized crossing locations. The same suite of treatments was used to recommended treatments at signalized crossing locations, although with different criteria, as show in Table 5. No recommendations were made for RRFBs, PHBs, advanced yield signs, or in-street pedestrian crossing signs, as these treatments would be redundant or inappropriate at signalized crossing locations. Pedestrian signal phase adjustments are not included in the STEP Guide but are added as recommended treatments for signalized locations. Signal phase adjustments include leading pedestrian intervals (LPIs), pedestrian recall for the inclusion of pedestrian phases in all cycles, and extended pedestrian clearance times. These adjustments are recommended for all signalized crossings, except for in instances where available signal timing data precludes their usage.

Trail crossing treatment recommendations for all locations are included in Appendix C.

[13] FHWA, Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, 2018. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf.
[14] FHWA, STEP: Improving Visibility at Trail Crossings, 2021. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/step_improving_visibilty_at_trail_crossings_0.pdf.

Table 5 Summary of Crossing Treatment Recommendations

Treatment	Unsignalized Guidance	Signalized Guidance
High visibility crosswalk markings	STEP Guide Table 1	All locations
Raised crosswalk	STEP Guide Table 1	Locations with posted speed <35 mph
Advance yield sign	STEP Guide Table 1	Not applicable
In-street pedestrian crossing sign	STEP Guide Table 1	Not applicable
Curb extension	STEP Guide Table 1	All locations with appropriate geometry
Pedestrian refuge island	STEP Guide Table 1	All locations with >2 lanes
Rectangular rapid-flashing beacon (RRFB)	STEP Guide Table 1	Not applicable
Road diet	STEP Guide Table 1	Not applicable
Crossing distance reduction	Not applicable	All locations with >2 lanes
Pedestrian hybrid beacon	STEP Guide Table 1	Not applicable
Pedestrian signal phase adjustments (leading pedestrian interval (LPI), pedestrian recall, extended pedestrian clearance time)	Not applicable	All locations, excluding locations with pedestrian signals

Figure 19 Unsignalized Crossing Location Guidance from the STEP Guide

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 2 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6 7 9	○ 5 6 7 9	○ 5 6 ● 9
3 lanes with raised median (1 lane in each direction)	● 2 3 4 5	● 3 5 7 9	○ 3 5 ● 9	○ 3 4 5 7 9	○ 3 5 ● 9	○ 3 5 ● 9	○ 3 4 5 7 9	○ 3 5 7 9	○ 3 5 ● 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 2 3 4 5 6 7 9	● 3 5 6 7 9	○ 3 5 6 ● 9	○ 3 4 5 6 7 9	○ 3 5 6 ● 9	○ 3 5 6 ● 9	○ 3 4 5 6 7 9	○ 3 5 6 7 9	○ 3 5 6 ● 9
4+ lanes with raised median (2 or more lanes in each direction)	● 3 5 7 8 9	● 3 5 7 8 9	○ 3 5 ● 8 9	○ 3 5 7 8 9	○ 3 5 ● 8 9	○ 3 5 ● 8 9	○ 3 5 ● 7 8 9	○ 3 5 7 8 9	○ 3 5 ● 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	● 3 5 6 7 8 9	○ 3 5 6 7 8 9	○ 3 5 6 ● 8 9	○ 3 5 6 7 8 9	○ 3 5 6 ● 8 9	○ 3 5 6 ● 8 9	○ 3 5 6 ● 7 8 9	○ 3 5 6 7 8 9	○ 3 5 6 ● 8 9

Given the set of conditions in a cell,

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F. Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. http://www.cmfclearinghouse.org/; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). http://www.pedbikesafe.org/PEDSAFE/; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

USE OF STEP GUIDE TABLE 1

The STEP Guide table included in Figure 19 identifies recommendations for 45 different unsignalized crossing characteristics, based on number of lanes crossed (and presence of raised median), posted speed, and ADT. Additionally, each recommendation identifies treatments as either candidates for implementation (#), treatments that should always be considered (●), or treatments that should always be considered in conjunction with other identified treatments (O). The recommendations included in this analysis do not capture these three categories of treatments. Rather, it is recommended that practitioners consult the STEP Guide to contextualize how recommended treatments should be considered, either as individually viable treatments or as treatments that should only be implemented along with other treatments at the same location. The STEP Guide represents FHWA guidance, and any use of its recommendations must be independently aligned with CA MUTCD guidance as well.

CROSSING TREATMENT DETAILS

Following are descriptions of each of the possible crossing treatments listed in Table 5. These descriptions indicate how each given treatment would affect the safety and comfort of people walking or biking through the crossings. Where possible, crash modification factors (CMFs)[15] and their basis are cited for crossing treatments, as included in the STEP Guide. CMFs are marked as not applicable (NA) when they are not identified for a given treatment.

High visibility crosswalk markings

- High visibility crosswalk markings, shown in Figure 17, increase the visibility of crosswalks for people walking through them and people driving towards them. High visibility crosswalk markings are appropriate for all appropriately spaced crossing settings.
- CMF: 0.52, pedestrian crashes

Raised crosswalk

- Raised crosswalks improve the visibility of people walking, slow approaching drivers, and emphasize to drivers that pedestrians are likely to be present in the vicinity of the crossing location. Raised crossings can also improve trail user comfort by allowing people walking and biking to use the crossing without changing grades.
- CMF: 0.55, pedestrian crashes; 0.70, vehicle crashes

Advance yield sign

- Advanced yield signs are placed 30 to 50 feet before crossing locations to indicate to drivers that they should expect to yield to anyone crossing the roadway ahead. Advance yield signs should be considered on roadways with posted speeds of 35 mph or greater and four or more lanes.
- CMF: 0.75, vehicle crashes

In-street pedestrian crossing sign

- In-street pedestrian crossing signs are placed in the middle of the roadway at crossings. These signs offer additional reinforcement of crosswalk markings to indicate to drivers that they must yield to people crossing the roadway. This treatment should be considered on two- or three-lane

[15] Crash Modification Factors (CMFs) are multiplicative factors used in transportation safety to estimate the change in crash frequency (effectiveness) after implementing a specific countermeasure. A CMF < 1.0 indicates a crash reduction (e.g., 0.8 = 20% decrease), while a CMF > 1.0 indicates a potential increase.

roadways with posted speed of 30 mph or lower. In-street pedestrian crossing signs can also be place on pedestrian refuge islands.
- CMF: NA

Curb extension

- Curb extensions are where corner radii and roadway segment curb lines are extended into existing roadway space that is not taken up by travel lanes or parking. Curb extensions allow people approaching a crossing to be more visible to approaching drivers and also shorten the crossing distance between curbs. Curb extensions also slow traffic by narrowing roadways and tightening turning movements. Curb extensions should be considered in all crossing locations.
- CMF: NA

Pedestrian refuge island

- Pedestrian refuge islands are raised medians in the middle of crossings that shorten crossing legs, slow approaching drivers, and restrict turning movements in the vicinity of crossings. Refuge islands increase the comfort of people walking and biking by allowing users to focus their attention on one direction of traffic at a time while they cross. Refuge islands may be considered for all two-way street crossings and are recommended for all locations with 35 mph or greater posted speeds and ADT of 9,000 or greater.
- CMF: 0.68, pedestrian crashes

Rectangular rapid-flashing beacon (RRFB)

- An RRFB is a series of pedestrian-actuated flashing beacons positioned under crosswalk yield signs. RRFBs enhance the visibility of people approaching and passing through crossings and should be placed at crossing approaches and in refuge islands, if present.
- CMF: 0.53, pedestrian crashes

Road diet

- A road diet is the reallocation of travel lanes for use as bicycle lanes, sidewalks, landscaping, raised medians, and/or turn lanes. Road diets should be considered on facilities with more than two lanes that have identified excess 24-hour or peak hour capacity, following operational analysis. Road diets slow vehicle speeds, narrow crossing distances and improve comfort for all road users.
- CMF: 0.82, total crashes (urban area); 0.53, total crashes (suburban area)

Crossing distance reduction

- Crossing distance reduction is a broad term used to indicate the opportunity to narrow the crossing distance at signalized intersection. This can be accomplished using a variety of possible methods, including narrowing or reducing the number of turn or through lanes, installing curb extensions and /or adding a pedestrian refuge island. Crossing distance reduction should be considered at signalized intersections with crossing distances of three or more lanes, including a parking lane.
- CMF: NA

Pedestrian hybrid beacon (PHB)

- A PHB is a pedestrian activated signal head devices that allows for signalized stop control outside of intersections. The PHB consists of three lenses, one yellow and two red that rest in dark states

before being activated by a pedestrian on either side. PHBs can be coordinated with adjacent signals so that they actuate at times that are minimally disruptive to through traffic, while still improving crossing opportunities for pedestrians.

- CMF: 0.45, pedestrian crashes

Pedestrian signal phase adjustments (leading pedestrian interval (LPI), pedestrian recall, extended pedestrian clearance time)

- Pedestrian signal phase adjustments are a variety of tools that can be used to improve the experience of trail users at signalized crossings. Any adjustment to a signal phase that increases pedestrian visibility or crossing ease can be considered a pedestrian signal phase adjustment. Common adjustments that are recommended for implementation include leading pedestrian intervals (LPIs), which start pedestrian phases several seconds before corresponding vehicle green phases to allow pedestrians to visibly begin crossing the street before vehicle do, pedestrian recall, which entails setting pedestrian signal phases to actuate during every light cycle so that pedestrians do not have to press a push button to actuate the pedestrian phases, and extended pedestrian clearance time, which extends the length of pedestrian phases to improve the eases of use of crossings at extended roadway widths.
- CMF: NA

Trail Crossing Prioritization

Trail crossings were sorted into three tiers (Near-term, Mid-term, and Long-term) based on the data collected in Table 4. These prioritization tiers reflect the same considerations as the tiers used to prioritize bicycle facilities and complete street studies, including project potential to improve shared use path network connectivity, implementation complexity, proximity to trip generators, and existing planning efforts. The prioritization tiers do not consider volume of trail users. Crossings were assigned to tiers using the methodology detailed in Table 6. Prioritization was split into four stages to simplify procedure and track classification justification.

Crossing tiers are intended to identify the relative opportunity for improving trail crossings, where Near-term crossings have significant opportunity for improved crosswalk marking and other countermeasures, Mid-term crossing have some opportunity for enhancement, but may already have adequate crosswalk or countermeasures in place, and Long-term crossings have robust existing crossing treatments. All crossings, regardless of existing conditions were assigned a tier, with the implication that even signalized crossings with high-visibility crosswalk markings (classified as Long-term) may have opportunity for improvements. These ostensibly robust crossings are also retained in the trail crossing prioritization tier in order to make space for future data additions, including vehicle volumes or observed travel speeds, if needed.

Table 6 Crossing Prioritization Methodology

Review Stage	Crossings Reviewed	Classification Parameters
A	Unsignalized crossings of major arterials or ramps without RRFBs, PHBS, or undercrossings **Count: 11 crossings** *Near-term: 3 crossings* *Mid-term: 5 crossings* *Long-term: 3 crossings*	**Near-term**: Paved crossing locations with no marked crossing, no convenient alternative crossing locations, and that are not trail termini. **Mid-term**: Unpaved crossing locations with no marked crossing and no convenient alternative crossing locations. Paved locations where out-of-the-way travel is required to access a crossing. **Long-term**: Paved or unpaved locations where there are suitable existing crossing treatments or alternative crossing locations.
B	Unsignalized crossings of collectors without RRFBs or PHBs **Count: 15 crossings** *Near-term: 2 crossings* *Mid-term: 7 crossings* *Long-term: 6 crossings*	**Near-term**: Paved or unpaved crossing locations with no marked crossing and no nearby alternative crossings. **Mid-term**: Paved or unpaved crossing locations with unmarked or basic crossing markings and/or limited sightlines, large crossing distance, or out-of-the-way travel required. **Long-term:** Paved or unpaved locations where there are existing suitable or alternative crossing locations.
C	Unsignalized crossings of local or private roadway **Count: 24 crossings** *Near-term: 9 crossings* *Mid-term: 3 crossings* *Long-term: 12 crossings*	**Near-term**: Paved or unpaved crossing locations with unmarked crossings, basic crosswalks, and/or limited sightlines. **Mid-term**: Paved or unpaved crossing locations with unmarked or basic crossing markings and/or limited sightlines. **Long-term:** Paved or unpaved locations with high visibility crosswalks or basic / limited crosswalks with clear sightlines, narrow crossing distances, or on cul-de-sacs or dead-end roadways.
D	Signalized crossings or crossings with PHBs or RRFBS **Count: 19 crossings** *Near-term: 4 crossings* *Mid-term: 6 crossings* *Long-term: 9 crossings*	**Near-term**: Signalized crossings with basic or high visibility crosswalks with limited sightlines and/or significant turning conflict volume and speed. **Mid-term**: Signalized crossings or crossings with PHBs with extended crossing distances, limited sightlines, and/or significant conflicting turning movements. **Long-term:** Signalized crossings or crossings with PHBs with limited crossing distances, clear sightlines, and minimal turning conflicts.

Source: Kittelson & Associates, Inc., 2026.

Table 7 summarizes how 18 crossings were identified in the Near-term tier, 22 in the Mid-term tier, and 34 in the Long-term tier. Along with a prioritization tier, each trail crossing is marked with its review stage, as well as with explanation for why a crossing was included in its tier.

Table 7 Crossing Prioritization Results

Crossing Priority	Count of Crossings
Near-term	18
Mid-term	21
Long-term	30

Source: Kittelson & Associates, Inc., 2026.

Recommendations at Priority Crossing Locations

Crossing treatment recommendations were formulaically assigned for all crossing locations using guidance from the STEP Guide and Trail Crossing Guide. However, recommendations were manually reviewed for the eighteen priority crossing locations, including through examination of Google Street View imagery and considerations of network connectivity, adjacent land use, and parallel planning processes. The priority crossing recommendations are summarized for unsignalized and signalized crossing location separately.

Priority recommendations for unsignalized crossing locations are summarized in Table 8. Listed treatments indicate possible treatments that can be implemented in various configurations. Further guidance should be sought from the STEP Guide and Trail Crossing Guide when refining recommendations, as some treatments should only be considered in the context of complimentary treatments. For example, the STEP Guide would indicate that, for the Contra Costa Canal Trail crossing at Euclid Avenue (C_23), all recommended treatments are classified as possible. This location has an existing high visibility crosswalk, so a suite of additional treatments could be added, but no single treatment is critical to implement. Similarly, the Contra Costa Canal Crossing at Walnut Avenue (C_25) has a basic marked crossing, so a high visibility marked crossing is recommended as a necessary treatment, while other treatments are classified as possible. For the Markham Nature Area Trail crossing at Treat Boulevard (C_49), a high visibility crosswalk is recommended as a treatment only when advanced yield signs and a PHB are also implemented. The long crossing distance, posted speed, and ADT at this location indicate that a high-visibility crosswalk alone would not be an appropriate treatment without additional, supporting treatments.

Priority recommendations for signalized crossing locations are summarized in Table 9. Since these locations are already signalized, any treatment indicated for the crossings are intended to slow traffic, improve sightlines, and increase pedestrian comfort, but are not essential treatments in any location. Pedestrian signal phase adjustments are signaled out as a citywide recommendation that may be applied in various forms at all signalized crossing locations.

Table 8 Recommended Treatments at Priority Unsignalized Crossing Locations

Crossing ID	Location, Cross Street	Lanes Crossed, Posted Speed, ADT	Existing Treatment	Recommended Treatments	Notes
C_23	Contra Costa Canal Trail, Euclid Avenue	2 lanes, 25 mph, 574 ADT	High vis, perpendicular	Raised crosswalk, in-street pedestrian crossing sign, curb extensions.	Sightlines are restricted by fencing around canal. Crossing has significant network connectivity.
C_25	Contra Costa Canal Trail, Walnut Avenue	2 lanes, 25 mph, 225 ADT	Basic, transverse	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions, median refuge island.	Sightlines are restricted by fencing around canal. Wide curb returns are not necessary for neighborhood traffic speeds and volumes. Crossing has significant network connectivity.
C_28	Contra Costa Canal Trail, Tioga Road	2 lanes, 25 mph, 25 ADT	Basic, transverse	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions.	Sightlines are restricted by vertical curve and vegetation.
C_36	California Riding and Hiking Trail, Turtle Creek Road	2 lanes, 35 mph, 2,382 ADT	High vis, perpendicular	Curb extensions, median refuge island, RRFB, PHB.	Crossing located over 2,000 ft from nearest intersection. Free flow traffic traveling through slight horizontal curves.
C_43	California Riding and Hiking Trail, Morengo Drive	2 lanes, 25 mph, 799 ADT	Basic, transverse	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions, refuge island.	Basic marked crossing of stop-controlled side street. Opportunity for extending curb returns to slow turning movements.
C_46	Markham Nature Area Trail, Cowell Road	2 lanes, 35 mph, 14,120 ADT	None	High visibility crosswalk, curb extensions, median refuge island, RRFB, PHB.	Unmarked crossing for access to Markham Nature Area and trail. No pedestrian facilities between trailhead and nearest marked crossing, 450 ft west at Babel Ln.
C_47	Markham Nature Area Trail, Cape Cod Way	2 lanes, 25 mph, 225 ADT	None	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions.	Low speed, low ADT road with sightlines limited by horizontal curve and vegetation.

Crossing ID	Location, Cross Street	Lanes Crossed, Posted Speed, ADT	Existing Treatment	Recommended Treatments	Notes
C_49	Markham Nature Area Trail, Treat Boulevard	4 lanes, 40 mph, 32,262 ADT	None	High visibility crosswalk, advanced yield signs, curb extensions, road diet, PHB.	Long crossing distance of high ADT roadway with existing landscaped median.
C_51	Bailey Road Trail, Wilson Lane	2 lanes, 25 mph, 716 ADT	None	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions, refuge island.	Unmarked crossing of low speed, low volume, stop-controlled side street.
C_52	Bailey Road Trail, Springwood Way	2 lanes, 25 mph, 28 ADT	None	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions, refuge island.	Unmarked crossing of low speed, low volume, stop-controlled side street.
C_53	Bailey Road Trail, Greenbush Drive	2 lanes, 25 mph, 61 ADT	None	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions, refuge island.	Unmarked crossing of low speed, low volume, stop-controlled side street.
C_60	Monument Corridor Trail, Brookview Circle	2 lanes, 25 mph, 13 ADT	High vis, perpendicular	Raised crosswalk, in-street pedestrian crossing sign, curb extensions, refuge island.	Crossing located less than 100 ft from intersections on both sides with sightline limits due to horizontal curves and narrow right-of-way.
C_63	Monument Corridor Trail, Franquette Avenue	2 lanes, 25 mph, 325 ADT	None	High visibility crosswalk, raised crosswalk, in-street pedestrian crossing sign, curb extensions, refuge island.	Unmarked crossing at horizontal curve with high level of network connectivity.
C_64	Concord Boulevard Trail, Concord Boulevard	4 lanes, 35 mph, 9,820 ADT	None	High visibility crosswalk, advanced yield signs, curb extensions, RRFB, road diet, PHB.	Trailhead over 1,000 ft from nearest marked crossing. Trailhead located in location with wide crossing distance, landscaped median, and moderate speed and ADT.

Table 9 Recommended Treatments at Priority Signalized Crossing Locations

Crossing ID	Location, Cross Street	Lanes Crossed, Posted Speed, ADT	Existing Treatment	Recommended Treatment	Possible Treatments	Notes
C_15	Port Chicago Highway Trail, Panoramic Drive	5 lanes, 25 mph, 1,039 ADT	High vis, perpendicular	Pedestrian signal phase adjustments	Raised crosswalk, curb extensions, refuge island, road diet	Long crossing distance adjacent to major arterial. Major regional connectivity to North Concord BART Station.
C_17	BART Linear Park Trail, Olivera Road	3 lanes, 25 mph, 8,395 ADT	Basic, transverse	Pedestrian signal phase adjustments	High visibility crosswalk, raised crosswalk, curb extensions, refuge island, road diet	Crossing adjacent to major arterial. Sightlines limited by BART underpass fencing and park landscaping.
C_19	BART Linear Park Trail, 6th Street	4 lanes, 25 mph, 3,533 ADT	High vis, perpendicular	Pedestrian signal phase adjustments	Raised crosswalk, curb extensions, refuge island, road diet	Crossing adjacent to major arterial. Sightlines limited by BART underpass fencing and park landscaping.
C_58	Mesa Street Trail, Cowell Road	6 lanes, 30 mph, 14,610 ADT	High vis, perpendicular	Pedestrian signal phase adjustments	Raised crosswalk, curb extensions, refuge island, road diet	Long crossing distance with no median refuge.

TRAIL CROSSING MAPPING

Trail crossings were visualized in ArcGIS Pro to show the priority tiers, existing facility attributes, and recommendations for treatments:

- Figure 20 Trail Crossings by Crossing Treatment
- Figure 21 Trail Crossings by Prioritization Tier
- Figure 22 Planned Bike Facility, Complete Street Study, and Trail Crossing Prioritization

Figure 20 Trail Crossings by Crossing Treatment

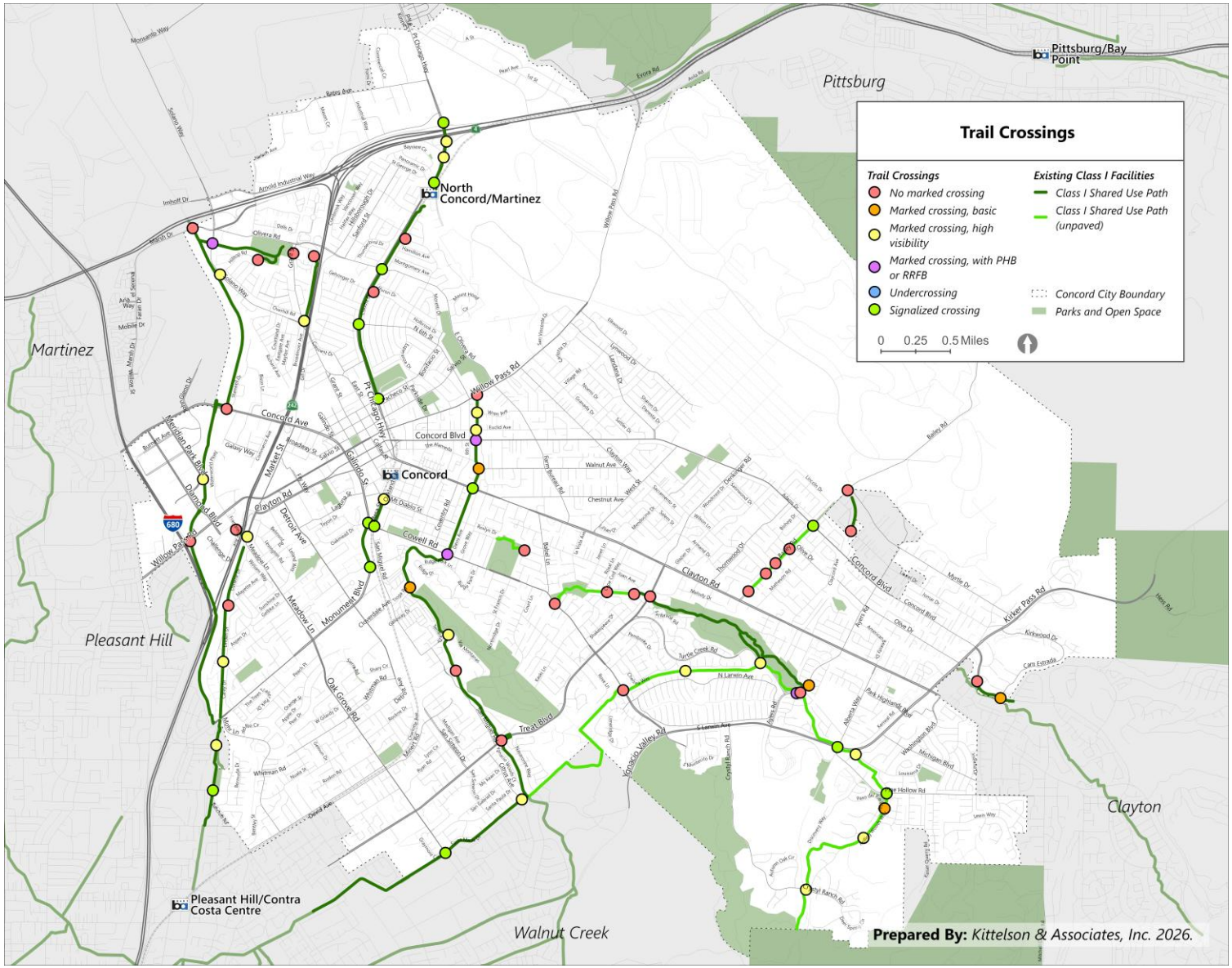
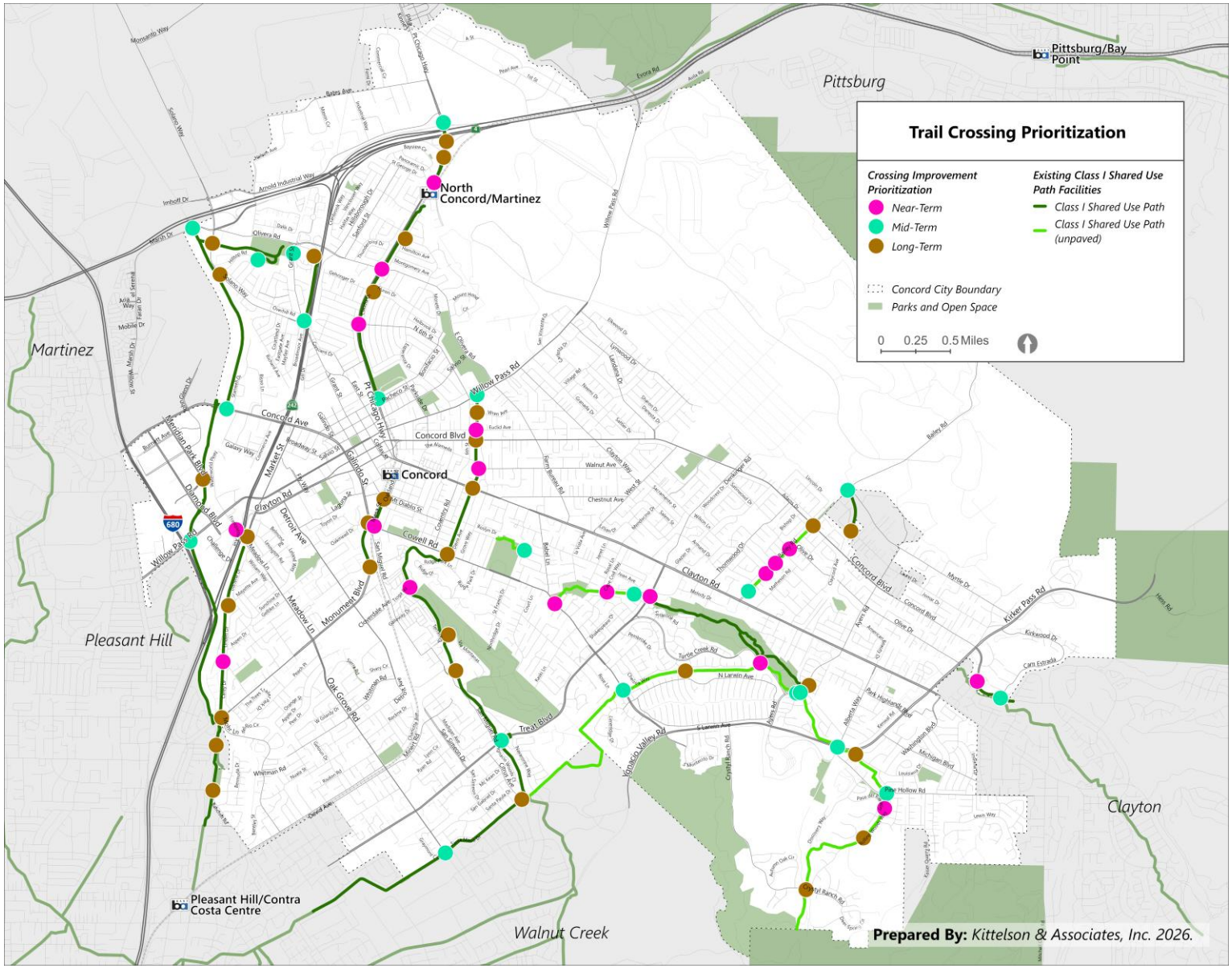


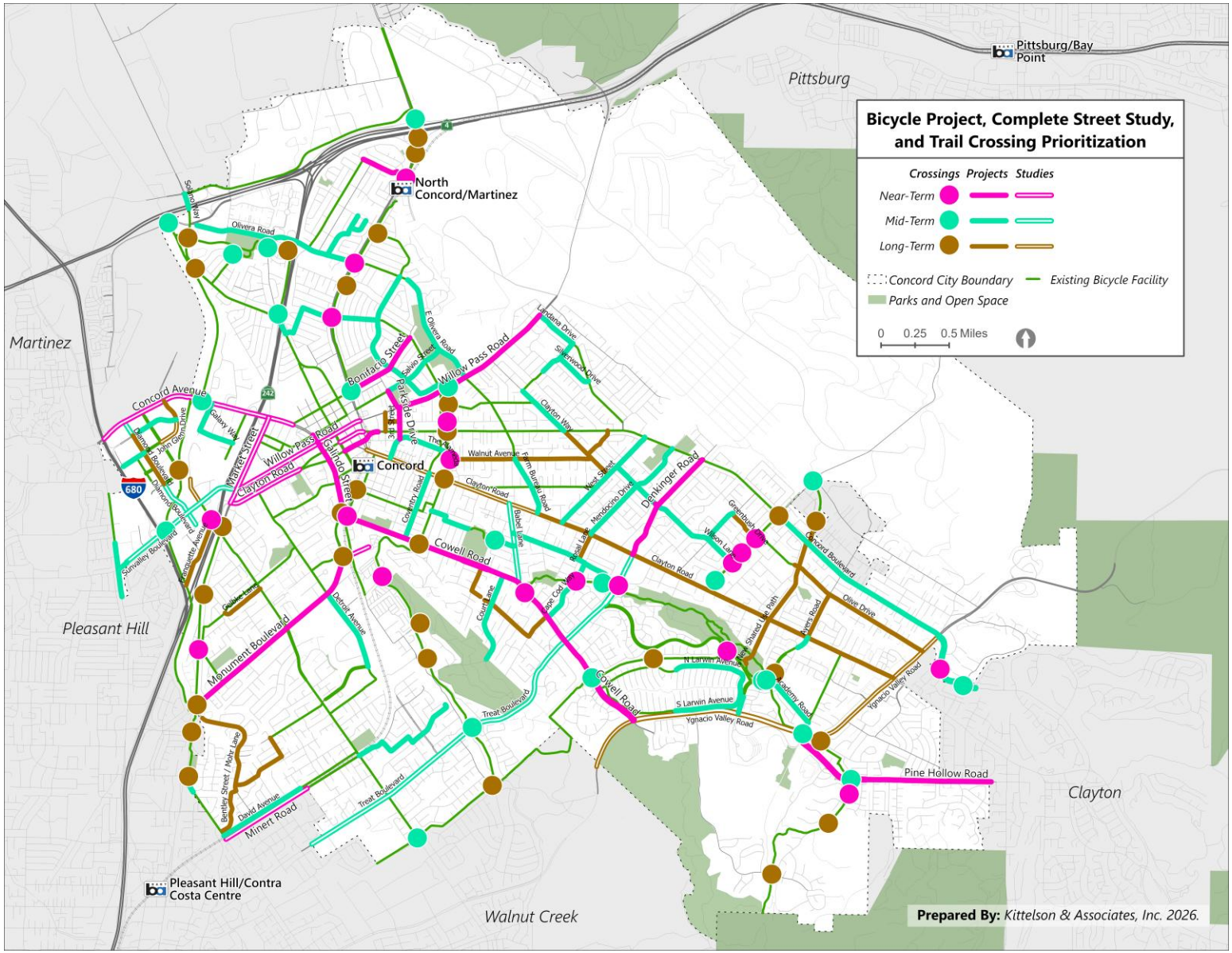
Figure 21 Trail Crossings by Prioritization Tier



Combined Network Prioritization

Figure 22 shows a visualization of both the prioritized planned bicycle facilities and trail crossings, along with existing bicycle facilities. This visualization highlights the way that there are places where Near-term bicycle projects and trail crossing locations overlap, including at the intersection of Cowell Road and Mesa Street, at Cowell Road and the Markham Nature Area trailhead access. This visualization also shows how the implementation of Near-Team bicycle or trail projects could affect the priority level of adjacent projects by increasing potential network connectivity or access to trails and roadways for people walking and biking.

Figure 22 Planned Bike Facility, Complete Street Study, and Trail Crossing Prioritization



Appendix A: Existing Sidewalk Gaps

TABLE A-1: EXISTING SIDEWALK GAPS

Location	From	To	Alignment	Status	Length (feet)
1st St	Sunset Ave	Sinclair Ave	W	Gap	330
3rd St	Euclid Ave	4830 Euclid Ave	Both	Gap	100
5th Ave	Clayton Rd	Marvelle Ln	Both	Gap	1,160
5th St	The Alameda	Clayton Rd	E	Gap	990
5th St	Concord Blvd	The Alameda	Both	Gap	490
6th St	The Alameda	Willow Pass Rd	E	Gap	2,010
Alpine Dr	Calaveras Dr	1586 Alpine Dr	Both	Gap	380
Amador Ave	Clayton Rd	Ashbury Rd	W	Gap	590
Apple Dr	Oak Grove Rd	Orange St	Both	Gap	3,070
Arlington Rd	Lexington Rd	Belmont Rd	Both	Gap	470
Arnold Industrial Pl	SR 4 Off-Ramp	1812 Arnold Industrial Pl	Both	Gap	1,130
Arnold Industrial Pl	Solano Way	SR 4 Off-Ramp	S	Gap	490
Arnold Industrial Pl	Peralta Rd	Terminus	S	Gap	2,180
Arnold Industrial Pl	Peralta Rd	Terminus	N	Sidewalk With Limited Width Or Uneven Surface	2,180
Arnold Industrial Way	Industrial Way	2490 Arnold Industrial Way	Both	Gap	2,470
Arnold Industrial Way	Port Chicago Hwy	2490 Arnold Industrial Way	S	Gap	340
Atlantic St	San Jose Ave	San Carlos Ave	Both	Gap	710
Ayers Rd	Kenmore Dr	Netto Dr	W	Gap	1,280
Ayers Rd	Olive Dr	Greer Ave	W	Gap	710
Ayers Rd	Netto Dr	Olive Dr	E	Sidewalk With Limited Width Or Uneven Surface	290
Ayers Rd	Garaventa Dr	Murchio Dr	E	Gap	860
Ayers Rd	1838 Ayers Rd	Concord Blvd	W	Gap	810
Ayers Rd	Myrtle Rd	City Line	W	Gap	560
Ayers Rd	Laurel Rd	City Line	Both	Gap	260
Ayers Rd	Laurel Dr	1838 Ayers Rd	E	Sidewalk With Limited Width Or Uneven Surface	60
Babel Ln	Joan Ave	Kimball Way	E	Gap	410
Bailey Rd	Dessira Ct	Concord Blvd	Both	Gap	3,130
Barbis Way	Kimball Way	1492 Barbis Way	Both	Gap	590
Bates Ave	City Line	2449 Bates Ave	Both	Gap	3,590
Bates Ave	Commercial Cir	2560 Bates Ave	N	Gap	1,330
Beach St	Salvio St	Bonifacio St	Both	Gap	730
Bedford Rd	Lexington Rd	Belmont Rd	Both	Gap	520
Belmont Rd	Meadow Ln	Market St	Both	Gap	2,200
Birch Ave	Fairfield Ave	Upland Dr	Both	Gap	760
Birch Bark Rd	Sussex Way	Pineview Ln	W	Gap	820
Blackfield Dr	Meadow Ln	Leland Way	Both	Gap	1,290
Bonifacio St	Port Chicago Hwy	Beach St	S	Gap	170

Location	From	To	Alignment	Status	Length (feet)
Bonne Homme Way	Ridgewood Dr	St Francis Dr	Both	Gap	660
Bridge St	Mohr Ln	Terminus	N	Gap	260
Browning Dr	Kaski Ln	Terminus	W	Gap	1,350
Brunell Ave	Meridian Park Blvd	Galaxy Way	S	Gap	1,040
Calaveras Dr	Denkinger Ct	Mendocino Dr	Both	Gap	1,200
Calyton Way	Willow Pass Rd	Injane Ct	S	Gap	1,360
Calyton Way	Injane Ct	Wren Ave	W	Gap	600
Calyton Way	Wren Ave	Concord Blvd	Both	Gap	1,490
Calyton Way	Logan Ct	Live Oak Ave	W	Gap	1,010
Camino Estrada Dr	Kirkwood Dr	1866 Camino Estrada Dr	S	Gap	1,820
Carlotta Dr	Village Dr	1889 Carlotta Dr	Both	Gap	1,320
Chalomar Rd	Oak Grove Rd	Chanel Ct	S	Gap	530
Chestnut Ave	Stillman Ct	Mccarl Ln	Both	Gap	480
Chestnut Ave	Clayton Rd	Garnet Ln	S	Gap	1,060
Chestnut Ave	Garnet Ln	Liana Ln	N	Gap	330
Chestnut Ave	Garnet Ln	Emma Ct	Both	Gap	470
Chestnut Ave	Emma Ct	Farm Bureau Rd	N	Gap	430
Chestnut Ave	Farm Bureau Rd	Carlson Ct	S	Gap	680
Chestnut Ave	Carlson Ct	Latteri Ct	N	Gap	770
Chestnut Ave	Mccarl Ln	West St	S	Gap	280
Chestnut Ave	Letteri Ct	Stillman Ct	S	Gap	220
Clayton Rd	Fabian Way	Julia Ln	S	Gap	910
Cloverdale Ave	Detroit Ave	Terminus	Both	Gap	440
Commercial Cir	Annalisa Dr	Dean Lesher Dr	Both	Gap	1,350
Commercial Cir	Bates Ave	5141 Commercial Cir	Both	Gap	1,590
Commercial Cir	Dean Lesher Dr	5141 Commercial Cir	W	Gap	570
Commercial Cir	Bates Ave	Annalisa Dr	E	Gap	1,050
Concord Ave	1850 Concord Ave	Commerce Ave	N	Gap	940
Concord Blvd	Mira Vista Tr	Galindo St	S	Gap	780
Concord Blvd	Woodside Ct	3742 Concord Blvd	S	Gap	730
Concord Blvd	Clayton Way	3860 Concord Blvd	S	Gap	310
Concord Blvd	Denkinger Rd	4367 Concord Blvd	N	Sidewalk With Limited Width Or Uneven Surface	240
Concord Blvd	Bailey Rd	Rachel Ln	N	Gap	520
Concord Blvd	Princeton Ct	Fallen Leaf Ln	N	Gap	930
Concord Blvd	Fallen Leaf Ln	Yvonne Dr	Both	Gap	1,040
Concord Blvd	Yvonne Ct	Mahon Ln	S	Gap	490
Concord Blvd	Mahon Ln	5353 Concord Blvd	Both	Gap	1,110
Court Ln	Via Del Lisa Ct	Terminus	W	Gap	2,020
Court Ln	Hitchcock Rd	Cornella Ct	E	Gap	200
Coventry Rd	Clayton Rd	Cowell Rd	E	Gap	2,620
Cowell Rd	Almar St	Cowell Rd	S	Gap	120
Cowell Rd	Coventry Rd	Hale Dr	Both	Gap	2,000

Location	From	To	Alignment	Status	Length (feet)
Cowell Rd	Almendra Ct	3041 Cowell Rd	Both	Gap	1,130
Cowell Rd	Cowell Rd	Cowell Rd	S	Gap	140
Cowell Rd	3041 Cowell Rd	3121 Cowell Rd	Both	Gap	160
Cowell Rd	3121 Cowell Rd	Coventry Rd	S	Gap	420
Cowell Rd	Hale Dr	St Elizabeth Ct	S	Gap	1,850
Cowell Rd	Babel Ln	Green Gables Ct	Both	Gap	520
Cowell Rd	Stafford Ave	Cape Cod Way	Both	Gap	820
Cowell Rd	Plumleigh Ln	California Riding And Hiking Trail	W	Sidewalk With Limited Width Or Uneven Surface	880
Cowell Rd	4345 Cowell Rd	California Riding And Hiking Trail	E	Gap	690
Cowell Rd	Mcmullin Dr	Babel Ln	S	Gap	240
Cowell Rd	Green Gables Ct	Stafford Ave	S	Gap	450
Cowell Rd	Cape Cod Way	Shakespeare Dr	W	Gap	330
Craig Dr	Reed Way	Terminus	Both	Gap	1,210
Crescent Dr	East St	Fairfield Ave	Both	Gap	940
Crystal Ave	Crescent Ave	Crescent Ave	Both	Gap	660
Cuneo Dr	Treat Blvd	Kaski Ln	S	Gap	1,100
Daniel Ln	Browning Dr	Terminus	Both	Gap	350
Darlene Dr	Mayette Ave	William Way	Both	Gap	1,680
Davis Ave	Clayton Rd	Cowell Rd	Both	Gap	2,700
Dean Lesher Dr	Commercial Cir	2500 Dean Lesher Dr	W	Gap	210
Dean Lesher Dr	2500 Dean Lesher Dr	Terminus	Both	Gap	330
Deardorff Ln	The Alameda	Terminus	Both	Gap	420
Denkinger Ct	Clayton Rd	1551 Denkinger Ct	S	Gap	810
Denkinger Ct	1550 Denkinger Ct	1598 Denkinger Ct	Both	Gap	510
Denkinger Rd	Concord Blvd	Dubhe Ct	W	Gap	2,890
Detroit Ave	Whitman Rd	1000 Detroit Ave	E	Gap	170
Detroit Ave	Walters Way	Vista Del Monte	W	Gap Closed	480
Detroit Ave	Costco Entrance	1080 Detroit Ave	E	Gap	260
Dina Dr	Gerald Dr	Pancho Villa Way	Both	Gap	160
Dover Way	Coventry Rd	Maria Ave	Both	Gap	270
El Monte Way	The Alameda	Terminus	Both	Gap	250
Euclid Ave	3rd St	Parkside Dr	S	Gap	550
Fabian Way	Clayton Rd	100 Fabian Way	Both	Gap	350
Faned Way	Risdon Rd	Sargent Rd	Both	Gap	660
Florence Ln	William Way	Darlene Dr	Both	Gap	990
Fox Way	2162 Fox Way	Sierra Rd	S	Gap	240
Fox Way	2110 Fox Way	2162 Fox Way	N	Gap	160
Garden Ave	Upland Dr	Maple Ave	E	Gap	850
Gerald Dr	Barbis Way	Terminus	Both	Gap	250
Gilardy Dr	Whitman Rd	Oak Grove Rd	Both	Gap	2,520
Glasgow Rd	Sargent Rd	Terminus	E	Gap	280
Glenwood Dr	Reed Way	Terminus	Both	Gap	880

Location	From	To	Alignment	Status	Length (feet)
Granada Dr	Willow Pass Rd	Terminus	Both	Gap	4,170
Gross Ln	Concord Blvd	Terminus	Both	Gap	490
Grove Way	Cowell Rd	Clayton Rd	Both	Gap	2,580
Hale Dr	Reed Way	Cowell Rd	Both	Gap	1,210
Hampton Dr	Hookston Rd	Thames Dr	W	Gap	830
Hemlock Ave	Birch Ave	Garden Ave	N	Gap	1,210
High School Ave	Port Chicago Hwy	Garden Ave	N	Gap	170
Hitchcock Rd	Kaski Ln	4085 Hitchcock Rd	S	Gap	260
Hitchcock Rd	Rhoda Way	Rhoda Way	N	Gap	380
Hitchcock Rd	Crowe Pl	Sunrise Hill	Both	Gap	490
Hitchcock Rd	Court Ln	Sunridge Ct	N	Gap	360
Holly Dr	Holly Dr	Terminus	W	Gap	830
Holly Dr	Holly Dr	Terminus	W	Gap	460
Holly Dr	Holly Creek Pl	Terminus	Both	Gap	1,140
Honister Ln	Whitman Rd	Terminus	Both	Gap	610
Hoytt Dr	Calaveras Dr	Salem St	Both	Gap	360
Industrial Way	Arnold Industrial Way	3975 Industrial Way	E	Gap	640
Industrial Way	Pike Ct	3975 Industrial Way	Both	Gap	230
James Ln	Granada Dr	Noemi Dr	Both	Gap	790
Jameson Ct	Kirkwood Dr	Terminus	S	Gap	790
Joan Ave	Schiller Ct	Janet Ln	S	Gap	1,430
Joan Ave	Slate Ct	Schiller Ct	Both	Gap	300
Joan Ave	Janet Ln	Cape Cod Way	Both	Gap	790
John Glenn Dr	Burnett Ave	1140 Galaxy Way	Both	Gap	430
Joyce Dr	West St	Lillian Dr	Both	Gap	790
Joyce Dr	West St	Lillian Dr	Both	Gap	270
Kaski Ln	Kaski Ct	Terminus	Both	Gap	870
Kaski Ln	Hitchcock Rd	Browning Dr	Both	Gap	780
Keith Dr	Browning Dr	1128 Keith Dr	E	Gap	360
Keswick Ln	Oak Grove Rd	Honister Ln	Both	Gap	950
Kimball Way	Barbis Way	Terminus	Both	Gap	270
Kipling Ct	Browning Dr	Terminus	W	Gap	790
Kirker Pass Rd	Concord Blvd	Myrtle Dr	W	Gap	1,770
Kirkwood Dr	Kirker Pass Rd	Camino Estrada Dr	N	Gap	2,790
La Vista Ave	1414 La Vista Ave	1444 La Vista Ave	E	Gap	400
La Vista Ave	1414 La Vista Ave	Terminus	Both	Gap	1,270
La Vista Ave	1414 La Vista Ave	1444 La Vista Ave	E	Gap	170
La Vista Ave	1444 La Vista Ave	1456 La Vista Ave	Both	Gap	210
Laguna St	Mt Diablo St	Laguna St	N	Gap	370
Laguna St	San Jose Ave	San Carlos Ave	N	Gap	720
Laguna St	Galindo St	Laguna St	S	Gap	180
Larwin Ave	Larwin Ave	Indigo Ct	S	Gap	6,740

Location	From	To	Alignment	Status	Length (feet)
Larwin Ave	Smoke Tree Ct	Sugarmaple Ct	N	Gap	1,020
Laura Alice Way	Arnold Industrial Way	Nelson Ave	E	Gap	1,140
Laura Alice Way	Arnold Industrial Way	Nelson Ave	W	Gap	1,140
Laurel Dr	Lakeview Ct	Leon Ln	S	Gap	340
Laurel Dr	Paul Ln	5251 Laurel Dr	N	Gap	610
Lee Ln	David Ave	Terminus	Both	Gap	1,190
Leland Way	Meadow Ln	Blackfield Dr	Both	Gap	1,830
Leonard Dr	Roslyn Dr	152 Leonard Dr	Both	Gap	540
Lexington Rd	Leland Way	Waltham Rd	Both	Gap	1,950
Lillian Dr	West St	Nulty Dr	Both	Gap	1,730
Lindero Dr	Granada Dr	3711 Lindero Dr	Both	Gap	660
Liscome Way	Ridgewood Dr	St Francis Dr	Both	Gap	650
Los Flores Dr	Granada Dr	Carlotta Dr	Both	Gap	740
Margo Dr	James Ln	1772 Margo Dr	Both	Gap	990
Margo Dr	Concord Blvd	1770 Margo Dr	E	Gap	270
Maria Ave	Mt Diablo St	Mount Ct	W	Gap	840
Maria Ave	Mount Ct	Clayton Rd	Both	Gap	550
Marilyn Way	San Miguel Rd	1136 Marilyn Way	Both	Gap	550
Marin Ct	Hoytt Dr	Terminus	Both	Gap	160
Marsh Dr	Solano Way	Iron Horse Trail	N	Gap Closed	860
Mayette Ave	Meadow Ln	Terminus	N	Gap	1,990
Mendocino Dr	1525 Mendocino Dr	Carson St	Both	Gap	980
Mohr Ln	David Ave	Mohr Ct	Both	Gap	500
Mohr Ln	Nula St	Bentley St	W	Gap	240
Mohr Ln	Bridge St	981 Mohr Ln	W	Gap	320
Mt Diablo St	Coventry Rd	Terminus	Both	Gap	460
Myrtle Dr	Ayers Rd	Oak Ridge Ct	N	Gap Closed	200
Myrtle Dr	Karas Ct	Renee Way	N	Gap	1,310
Myrtle Dr	Renee Way	Sagewood Ct	N	Gap	500
Myrtle Dr	Holly Dr	Kirker Pass Rd	N	Gap	280
Navaronne Way	Treat Blvd	811 Navaronne Way	N	Gap	470
Navaronne Way	818 Navaronne Way	Terminus	S	Gap	1,540
Nelson Ave	4010 Nelson Ave	Bates Ave	Both	Gap	2,040
Nelson Ave	Laura Alice Way	4010 Nelson Ave	N	Gap	550
Oak St	Galindo St	Mt Diablo St	S	Sidewalk With Limited Width Or Uneven Surface	510
Oasis Dr	Sargent Rd	Terminus	Both	Gap	270
Olivera Rd	Willow Pass Rd	Wexford Dr	Both	Gap	4,470
Olivera Rd	Sanford St	2398 Olivera Rd	N	Gap	320
Olivera Rd	Arnold Industrial Pl	Peralta Rd	N	Gap	1,250
Orchard Ave	Grove Way	Contra Costa Canal Trail	Both	Gap	520
Pacheco St	Beach St	Parkside Dr	Both	Gap	1,160

Location	From	To	Alignment	Status	Length (feet)
Pacific St	San Jose Ave	San Carlos Ave	Both	Gap	720
Parkside Dr	Concord Blvd	Jefferson Ln	E	Gap	650
Parkside Dr	Salvio St	Bonifacio St	Both	Gap	720
Parkside Dr	1981 Parkside Dr	Salvio St	W	Gap	220
Peach Pl	Oak Grove Rd	Terminus	Both	Gap	3,650
Pear Dr	Oak Grove Rd	Orange St	Both	Gap	2,950
Peralta Rd	Olivera Rd	Arnold Industrial Pl	W	Gap	1,180
Pike Ln	Arnold Industrial Way	Industrial Way	Both	Gap	1,350
Placer Dr	Calaveras Dr	1586 Placer Dr	Both	Gap	380
Port Chicago Hwy	Sunset Ave	Concord Blvd	W	Gap	340
Port Chicago Hwy	Willow Pass Rd	Salvio St	W	Gap	460
Port Chicago Hwy	Panoramic Dr	Arnold Industrial Way	W	Gap	2,390
Port Chicago Hwy	Arnold Industrial Way	4079 Port Chicago Hwy	E	Gap	930
Port Chicago Hwy	5122 Port Chicago Hwy	City Line	E	Gap	630
Prospect St	San Jose Ave	San Carlos Ave	Both	Gap	710
Ranchito Dr	San Michele Dr	Port Chicago Hwy	Both	Gap	930
Reed Way	Grove Way	Terminus	Both	Gap	940
Rhoda Ln	4025 Rhoda Ct	4037 Rhoda Ct	N	Gap	420
Ridgewood Dr	Cowell Rd	Liscome Way	Both	Gap	920
Risdon Rd	Faned Way	1932 Risdon Rd	S	Gap	730
Risdon Rd	Woodmoor Dr	1972 Risdon Rd	N	Gap	220
Risdon Rd	1748 Risdon Rd	1748 Risdon Rd	S	Gap	140
Risdon Rd	Getoun Dr	Faned Way	N	Gap	320
Rosal Ln	Siino Ave	1382 Rosal Ln	Both	Gap	1,220
Rose Ln	Treat Blvd	Terminus	Both	Gap	1,790
Rose Ln	Treat Blvd	4302 Rose Ln	W	Gap	190
Rustic Rd	Waterfall Way	Saddlehill Ln	Both	Gap	430
Saddlehill Ln	Fallbrook Rd	Rustic Rd	Both	Gap	300
Salvio St	Olivera Rd	Salvio St	Both	Gap	480
Salvio St	Port Chicago Hwy	Parkside Dr	N	Gap Closed	1,240
San Carlos Ave	Laguna St	Pacific St	Both	Gap	1,010
San Carlos Ave	Clayton Rd	Pacific St	W	Gap	340
San Jose Ave	Clayton Rd	Prospect St	Both	Gap	700
San Jose Ave	Pacific St	Prospect St	E	Gap	300
San Miguel Condos Driveway	Treat Blvd	Terminus	Both	Gap	800
San Miguel Rd	Brookdale Ct	Homewood Dr	E	Gap	2,190
San Vicente Dr	Los Flores Dr	1889 San Vicente Dr	Both	Gap	480
Sanford St	3653 Sanford St	Ranchito Dr	W	Gap	250
Sanford St	3630 Sanford St	3663 Sanford St	Both	Gap	360
Sanford St	Olivera Rd	3550 Sanford St	Both	Gap	1,540

Location	From	To	Alignment	Status	Length (feet)
Sanford St	3572 Sanford St	3583 Sanford St	E	Gap	280
Sanford St	Floyd Ln	3624 Sanford St	E	Gap	290
Santa Clara Ave	Laguna St	Pacific St	Both	Gap	1,000
Santa Maria Dr	Santa Ana Ln	Terminus	Both	Gap	1,010
Sargent Rd	Getoun Dr	Haned Way	S	Gap	160
Sierra Rd	Fox Way	Fox Meadow Way	E	Gap	620
Smith Ln	Weaver Ln	Bethany Ln	N	Gap	500
Smith Ln	2180 Smith Ln	2180 Smith Ln	S	Gap	260
Smith Ln	2420 Smith Ln	2420 Smith Ln	S	Gap	160
Solano Way	Via Delta De Anza Trl	Hilltop Rd	Both	Gap	1,240
Solano Way	Olivera Rd	Via Delta De Anza Trl	W	Gap	510
SR 4 On-Ramp	SR 4 On-Ramp	SR 4 On-Ramp	E	Gap Closed	670
St Francis Dr	Cowell Rd	Terminus	Both	Gap	2,150
Stanford St	5th St	The Alameda	Both	Gap	1,320
Sunrise Hill	Hitchcock Rd	Terminus	Both	Gap	690
Sutter St	Sutter St	Harrison St	N	Gap	340
System Dr	San Miguel Rd	Trailside Ln	Both	Gap	730
The Alameda	Parkside Dr	Clayton Rd	S	Gap	1,470
The Alameda	6th St	Clayton Rd	Both	Gap	1,230
The Alameda	Cordova Way	2870 The Alameda	E	Gap	180
Trailside Ln	Systron Dr	Trailside Cir	N	Gap	420
Traynor Rd	Leland Way	Blackfield Dr	Both	Gap	670
Treat Blvd	Cowell Rd	Gladstone Dr	W	Gap	830
Treat Blvd	Lancelot Dr	Bel Air Dr	W	Gap	1,470
Treat Blvd	Navaronne Way	Treat Blvd	N	Gap	590
Treat Blvd	Lime Ridge Boundary	Lime Ridge Trail Run	S	Sidewalk With Limited Width Or Uneven Surface	760
Treat Blvd	Lime Ridge Trail Access	Lime Ridge Open Space Boundary	N	Gap	1,190
Treat Blvd	4020 Treat Blvd	4020 Treat Blvd	E	Gap	160
Treat Blvd	4058 Treat Blvd	4074 Treat Blvd	E	Gap	430
Treat Blvd	Thompson Dr	Cuneo Dr	N	Gap	900
Treat Blvd	Vista Kelly Oaks Ct	Rose Ln	S	Gap	680
Tulare Dr	Mendocino Dr	Lillian Dr	Both	Gap	400
Tuolmne Way	Rising Dawn Ln	Deercreek Ln	S	Gap	850
Turtle Creek Rd	Ayers Rd	Swallow Tail Rd	E	Gap	2,280
Via Montanas	San Miguel Rd	Tyler Ct	W	Gap	2,980
Village Rd	Charlotte Dr	Granada Dr	Both	Gap	1,200
Village Rd	Silverwood Dr	Landana Dr	S	Gap	760
Waterfall Way	Fallbrook Rd	Rustic Rd	Both	Gap	690
West St	Clayton Rd	Wesley Ct	E	Gap	920
West St	Wesley Ct	Denver St	W	Gap	900
Whitman Rd	Getoun Dr	Gaylord Pl	Both	Gap	560

Location	From	To	Alignment	Status	Length (feet)
Whitman Rd	Claremont Dr	Getoun Dr	S	Gap	910
Whitman Rd	Oak Grove Rd	2275 Whitman Rd	S	Gap	1,080
Whitman Rd	2275 Whitman Rd	Detroit Ave	N	Gap	1,340
Whitman Rd	Belmont Rd	Belmont Rd	Both	Gap	1,420
Whitman Rd	Oak Grove Rd	Claremont Rd	Both	Gap	650
William Way	Mayette Ave	Meadow Ln	Both	Gap	1,340
Willow Pass Rd	6th St	Contra Costa Canal	Both	Gap	550
Willow Pass Rd	Olivera Rd	San Vicente Dr	N	Gap	2,170
Willow Pass Rd	Farm Bureau Rd	Contra Costa Canal	N	Gap	550
Willow Pass Rd	San Vincente Dr	Landana Dr	N	Gap	1,380
Willow Pass Rd	Natoma Dr	City Line	N	Gap	690
Willow Pass Rd	2970 Willow Pass Rd	Enclave Pl	S	Sidewalk With Limited Width Or Uneven Surface	260
Ygnacio Valley High School Driveway	Oak Grove Rd	Terminus	Both	Gap	640

Appendix B: Bike Project Prioritization

TABLE B-1: BIKE PROJECTS PRIORITIZATION

Project ID	Location	From	To	Recommended Class	2016 Recommended Class	2016 Status	Tier	Justification	Length (ft)
SBW-28	Bonifacio Street	Port Chicago Highway	N 6th Street	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Near-Term	Downtown connection	3,194
S-14	Clayton Road	Market Street	Sutter Street	Complete Street Study	Complete Street Study	Recommended	Near-Term	Downtown street	2,988
S-12	Concord Avenue	I-680	Harrison Street	Complete Street Study	Complete Street Study	Recommended	Near-Term	Downtown connector	7,963
S-11	Concord Boulevard	Grant Street	Port Chicago Highway	Complete Street Study	Complete Street Study	Recommended	Near-Term	Downtown street	1,019
BBL-02	Cowell Road	Treat Boulevard	Ygnacio Valley Road	Class 2 Buffered bike lane	Complete street study	Recommended	Near-Term	Feasibility study completed	6,582
SUP-07A	Cowell Road	Babel Lane	Treat Boulevard	Class 1	Complete street study	Recommended	Near-Term	Feasibility study completed	2,944
SUP-07B	Cowell Road	San Miguel Road	Babel Lane	Class 1	Class 3 Bike route	Existing	Near-Term	Feasibility study completed	8,275
SUP-06	Denkinger Road	Clayton Road	Concord Boulevard	Class 1	Shared use path study	Recommended	Near-Term	Major activity generator	4,871
SUP-04	Galindo Street	Salvio Street	Cowell Road	Class 1	Complete street study	Recommended	Near-Term	Feasibility study completed	3,283
S-08	Market Street	Clayton Road	Concord Avenue	Complete Street Study	Complete Street Study	Recommended	Near-Term	Downtown connector	3,649
S-07	Minert Road	Bancroft Road	Weaver Lane	Complete Street Study	Complete Street Study	Recommended	Near-Term	Existing high-priority gap closure	3,714
SUP-03	Monument Boulevard	Mohr Lane	Walters Way	Class 1	Conceptual design	Recommended	Near-Term	Feasibility study completed	8,217
BL-07	Parkside Drive	Willow Pass Road	The Alameda	Class 2	Class 3 Bike boulevard	Recommended	Near-Term	Priority gap closure	1,205
BL-08	Parkside Drive	Salvio Street	Willow Pass Road	Class 2	Class 3 Bike boulevard	Recommended	Near-Term	Downtown connector	783
SUP-01	Pine Hollow Road	Ygnacio Valley Road	Pandero Way	Class 1	Complete street study	Recommended	Near-Term	Feasibility study completed	11,632
SBW-07	Saint George Drive / Panoramic Drive	Hillsborough Drive	Port Chicago Highway	Class 3	NA	NA	Near-Term	BART connection	1,867

Project ID	Location	From	To	Recommended Class	2016 Recommended Class	2016 Status	Tier	Justification	Length (ft)
BL-10	Sunset Avenue	Grant Street	2nd Street	Class 2	NA	NA	Near-Term	Downtown street	1,539
S-05	Systron Drive	San Miguel Road	Trailside Lane	Complete Street Study	Complete Street Study	Recommended	Near-Term	Existing high-priority gap closure	737
S-02	Willow Pass Road	Market Street	Port Chicago Highway	Complete Street Study	Complete Street Study	Recommended	Near-Term	Downtown street	5,474
SBL-01	Willow Pass Road	Parkside Drive	Landana Drive	Class 4	Conceptual design	Complete street study	Near-Term	Feasibility study completed	6,629
SBW-31	Academy Road	Ayers Road	Alberta Way	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	School connection	2,250
SBW-32B	Ayers Road	Valley Crest Drive	Olive Drive	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	556
SBW-34	Ayers Road	Ygnacio Valley Road	Seminole Circle	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	655
S-15	Babel Lane	Clayton Road	Cowell Road	Complete Street Study	Complete street study	Recommended	Mid-Term	Future high-priority gap closure	3,477
SBW-35	Bancroft Road	Iron Horse Trail	Stimel Drive	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	384
SBW-36	BART walkway	Oak Street	Concord Bart Station	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	BART connection	296
BL-01	Burnett Avenue	Diamond Boulevard	John Glenn Drive	Class 2	Class 2 Bike lane	Recommended	Mid-Term	Major activity generator	1,510
SBW-27	Cape Cod Way	Cowell Road	Joan Avenue	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	Trail connection	2,612
SBW-26	Cardinal Drive	Thunderbird Drive	Floyd Lane	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	School connection	801
BL-02	Clayton Way	Village Road	Wren Avenue	Class 2	Class 2 Bike lane	Recommended	Mid-Term	High-priority gap closure	659
SBW-37B	Clayton Way	Wren Avenue	Concord Boulevard	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	1,558
BL-03	Concord Boulevard	Bailey Road	Yvonne Drive	Class 2	Complete Street Study	Recommended	Mid-Term	High-priority gap closure	5,797
SBW-04A	Concord Boulevard	Yvonne Drive	Kirker Pass Road	Class 3	Complete Street Study	Recommended	Mid-Term	High-priority gap closure	1,972
SBW-04B	Concord Boulevard	Yolanda Circle	Kirker Pass Road	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	6,131

Project ID	Location	From	To	Recommended Class	2016 Recommended Class	2016 Status	Tier	Justification	Length (ft)
BL-04	Contra Costa Boulevard	Audrey Lane	Harriet Drive	Class 2	NA	NA	Mid-Term	High-priority gap closure	2,092
SBW-25	Court Lane	Cowell Road	Lime Ridge Trail	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	Park connection	3,529
SBW-24	Coventry Road	Clayton Road	Cowell Road	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	High-priority gap closure	2,697
SBW-39	David Avenue	Helix Drive	Bancroft Road	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	3,481
SBW-03	Detroit Avenue	Monument Boulevard	Whitman Road	Class 3	Complete Street Study	Recommended	Mid-Term	High-priority gap closure	3,260
S-10A	Diamond Boulevard	Concord Avenue	Burnett Avenue	Complete Street Study	Complete Street Study	Recommended	Mid-Term	Future high-priority gap closure	627
S-10B	Diamond Boulevard	Willow Way	Diamond Way	Complete Street Study	Complete Street Study	Recommended	Mid-Term	Future high-priority gap closure	2,014
SBW-40	E Olivera Road	Willow Pass Road	Wexford Drive	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	Park connection	4,558
SBW-05	Esperanza Drive / Consuelo Road	E Olivera Road	N 6th Street	Class 3 Bike boulevard	Class 3 Bike Boulevard	Recommended	Mid-Term	High-priority gap closure	6,421
SBW-23	Fairfield Avenue / Birch Avenue / Hickory Drive / N 6th Street	Grant Street	Esperanza Drive	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	High-priority gap closure	4,354
SBW-22	Falcon Drive	Cardinal Drive	Floyd Lane	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	School connection	784
BL-05	Farm Bureau Road	Walnut Avenue	Clayton Road	Class 2	Class 2 Bike lane	Recommended	Mid-Term	High-priority gap closure	2,324
BL-06	Galaxy Way	Orion Avenue	Diamond Boulevard	Class 2	Class 2 Bike lane	Recommended	Mid-Term	High-priority gap closure	957
SBW-42	Galaxy Way	Concord Avenue	Commerce Avenue	Class 3 Bike route	Class 3 Bike route	Recommended	Mid-Term	High-priority gap closure	2,533
SBW-02	Grant Street	Fairfield Avenue	SR 242	Class 3	Complete Street Study	Recommended	Mid-Term	High-priority gap closure	441

Project ID	Location	From	To	Recommended Class	2016 Recommended Class	2016 Status	Tier	Justification	Length (ft)
SBW-45	Joan Avenue / Canterbury Drive / Cobblestone Drive	Galindo Creek	Babel Lane	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	Trail connection	4,423
SBW-20	Landana Drive	Willow Pass Road	Village Road	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	School connection	1,694
SBW-18	Mendocino Drive	Clayton Road	Concord Boulevard	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	Park connection	4,657
SBW-17	Merridan Drive	Lancashire Drive	Babel Lane	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	Park connection	843
SBW-16	Minert Road / Lyon Circle / Ryan Road	Serpa Drive	Oak Grove Road	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	Trail connection	4,701
SBW-46	N Larwin Avenue	Corkwood Court	Kenneth Road	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	3,210
SBW-48	Olivera Road	Arnold Industrial Place	Port Chicago Highway	Class 3 Bike route	Class 3 Bike route	Recommended	Mid-Term	Park connection	6,423
SBW-14	Orchad Avenue / Grove Way / Reed Way	Contra Costa Canal Trail	Concord Community Park	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	Park connection	1,733
SBW-49	S Larwin Avenue	Oakbrook Court	Kenneth Road	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	3,042
BL-09	Salvio Street	Parkside Drive	Esperanza Drive	Class 2	Class 2 Bike lane	Recommended	Mid-Term	High-priority gap closure	839
SBW-50	Salvio Street	Esperanza Drive	E Olivera Road	Class 3 Bike route	Class 3 Bike route	Recommended	Mid-Term	Park connection	1,750
SBW-11	Silverwood Drive	Village Road	Landana Drive	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	School connection	1,486
SBW-01	Solano Way	Arnold Industrial Way	SR 4 EB	Class 3	NA	NA	Mid-Term	High-priority gap closure	590
BL-11	Sunvalley Boulevard	Contra Costa Boulevard	Santa Monica Drive	Class 2	NA	NA	Mid-Term	High-priority gap closure	390
S-06	Sunvalley Boulevard	Santa Monica Drive	Market Street	Complete Street Study	Complete Street Study	Recommended	Mid-Term	Future high-priority gap closure	5,276

Project ID	Location	From	To	Recommended Class	2016 Recommended Class	2016 Status	Tier	Justification	Length (ft)
SBW-51	The Alameda	Clayton Road	Clayton Road	Class 3 Bike route	Class 3 Bike route	Recommended	Mid-Term	High-priority gap closure	3,803
SBW-52	Thornwood Drive	Wilson Lane	Greenbush Drive	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	School connection	1,424
SBW-10	Thunderbird Drive	Olivera Road	Cardinal Drive	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	School connection	1,266
S-04A	Treat Boulevard	City Limits	Contra Costa Canal Trail	Complete Street Study	Complete Street Study	Recommended	Mid-Term	Future high-priority gap closure	10,317
S-04B	Treat Boulevard	Navaronne Way	Cowell Road	Complete Street Study	Complete Street Study	Recommended	Mid-Term	Future high-priority gap closure	4,852
S-04C	Treat Boulevard	Clayton Road	Cowell Road	Complete Street Study	Complete Street Study	Recommended	Mid-Term	Future high-priority gap closure	5,157
SBW-09	Village Road	Ladana Drive	Noemi Drive	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	High-priority gap closure	1,589
SBW-38	West Street	Clayton Road	Concord Boulevard	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	School connection	4,589
SBW-33	Wilson Lane	West Street	Bailey Road	Class 3 Bike route	Class 3 Bike route	Existing	Mid-Term	High-priority gap closure	5,931
SBW-08	Wren Avenue	6th Street	Contra Costa Canal Trail	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Mid-Term	School connection	303
SBW-30	3rd Street	Concord Boulevard	Willow Pass Road	Class 3 Bike route	Class 3 Bike route	Recommended	Long-Term	Lower-priority gap closure	740
SBW-32A	Ayers Road	Clayton Road	Olive Drive	Class 3 Bike route	Class 3 Bike route	Existing	Long-Term	Lower-priority gap closure	1,874
SBW-29	Bentley Street / Mohr Lane	Bancroft Road	Mohr Lane	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Long-Term	Lower-priority gap closure	5,995
BBL-01	Clayton Road	Farm Bureau Road	Ygnacio Valley Road	Class 2 Buffered bike lane	Conceptual design	Recommended	Long-Term	Complex project	15,222
S-13	Clayton Road	Park Street	Farm Bureau Road	Complete Street Study	Complete Street Study	Recommended	Long-Term	Lower-priority gap closure	7,050
SBW-37A	Clayton Way	Concord Boulevard	West Street	Class 3 Bike route	Class 3 Bike route	Existing	Long-Term	Lower-priority gap closure	2,434
SBW-06	Diamond Boulevard	Burnett Avenue	Willow Way	Class 3	Complete Street Study	Recommended	Long-Term	Lower-priority gap closure	2,241
SBW-41	Euclid Avenue	3rd Street	Parkside Drive	Class 3 Bike route	Class 3 Bike route	Recommended	Long-Term	Lower-priority gap closure	560

Project ID	Location	From	To	Recommended Class	2016 Recommended Class	2016 Status	Tier	Justification	Length (ft)
SUP-05	Franquette Avenue	Iron Horse Trail	Clayton-West Road	Class 1	Shared use path study	Recommended	Long-Term	Lower-priority gap closure	2,716
SBW-43	Gelbke Lane	Sunshine Drive	Meadow Lane	Class 3 Bike route	Class 3 Bike route	Recommended	Long-Term	Lower-priority gap closure	1,736
SBW-44	Greenbush Drive	Thornwood Drive	Bailey Road	Class 3 Bike route	Class 3 Bike route	Existing	Long-Term	Lower-priority gap closure	1,339
SBW-21	Hitchcock Road / Marice Court / Kaski Lane	Court Lane	Cowell Road	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Long-Term	Lower-priority gap closure	3,360
BBL-03	John Glenn Drive	Burnett Avenue	Concord Avenue	Class 2 Buffered bike lane	Class 2 buffered bike lane	Recommended	Long-Term	Complex project	882
S-09	John Glenn Drive	Burnett Avenue	Meridian Park Boulevard	Complete Street Study	Complete Street Study	Recommended	Long-Term	Lower-priority gap closure	1,172
SBW-19	Live Oak Avenue	Clayton Way	Concord Boulevard	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Long-Term	Lower-priority gap closure	1,261
SUP-02	New Shared Use Path	Laurel Drive	Newhall Community Park	Class 1	NA	NA	Long-Term	Complex project	6,534
SBW-15	Nuala Street / Oasis Drive	Mohr Lane	Whiteman Road	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Long-Term	Lower-priority gap closure	3,048
SBW-47	Olive Drive	Claycord Avenue	Ygnacio Valley Road	Class 3 Bike route	Class 3 Bike route	Existing	Long-Term	Lower-priority gap closure	5,995
SBW-13	Rosal Lane	Clayton Road	Joan Avenue	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Long-Term	Lower-priority gap closure	1,111
SBW-12	Saint Francis Drive / Liscome Way	Liscome Way	Cowell Road	Class 3 Bike boulevard	Class 3 Bike boulevard	Recommended	Long-Term	Lower-priority gap closure	1,384
SBW-53	Walnut Avenue	The Alameda	Clayton Way	Class 3 Bike route	Class 3 Bike route	Existing	Long-Term	Lower-priority gap closure	5,485
S-03	Waterworld Parkway	Willow Pass Road	Six Flags Parking Lot	Complete Street Study	Complete Street Study	Recommended	Long-Term	Lower-priority gap closure	1,032
S-01A	Ygnacio Valley Road	Cowell Road	Pine Hollow Drive	Complete Street Study	Complete Street Study	Recommended	Long-Term	Lower-priority gap closure	20,253
S-01B	Ygnacio Valley Road	City Limit	Cowell Road	Complete Street Study	Complete Street Study	Recommended	Long-Term	Lower-priority gap closure	2,385

Appendix C: Trail Crossing Prioritization and Recommendations

TABLE C-1: CROSSING CHARACTERISTICS AND PRIORITIZATION

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_51	37.9641, -121.9792	Bailey Road Trail	Wilson Lane	None	W	N	2	25	716	Local	Unpaved	C	Near-Term	Unmarked crossing at stop controlled intersection.	
C_52	37.9652, -121.978	Bailey Road Trail	Springwood Way	None	W	N	2	25	28	Local	Unpaved	C	Near-Term	Unmarked crossing at stop controlled intersection.	
C_53	37.9667, -121.9762	Bailey Road Trail	Greenbush Drive	None	W	N	2	25	61	Local	Unpaved	C	Near-Term	Unmarked crossing at stop controlled intersection with extended crossing distance.	
C_17	37.9953, -122.0307	BART Linear Park Trail	Olivera Road	Basic, transverse	E	Y	3	25	8,395	Collector	Paved	D	Near-Term	Basic crosswalk with turning movements from a major arterial.	
C_19	37.9895, -122.0336	BART Linear Park Trail	6th Street	High vis, perpendicular	E	Y	4	25	3,533	Collector	Paved	D	Near-Term	High visibility crosswalk with turning movements from a major arterial and sightlines limited by BART tunnel portal.	
C_36	37.9547, -121.9798	California Riding and Hiking Trail	Turtle Creek Road	High vis, perpendicular	MB	N	2	35	2,382	Collector	Unpaved	B	Near-Term	Existing high visibility crossing. Mid-block crossing in undeveloped area with potential for improvement.	
C_43	37.9397, -121.9631	California Riding and Hiking Trail	Morengo Drive	Basic, transverse	E	N	2	25	799	Local	Unpaved	C	Near-Term	Basic, transverse crosswalk.	
C_64	37.9531, -121.9511	Concord Boulevard Trail	Concord Boulevard	None	MB	N	4	35	9,820	Major Arterial	Paved	A	Near-Term	Significant marked crossing gap on either side of trail / Westwood Park access.	
C_23	37.9786, -122.0179	Contra Costa Canal Trail	Euclid Avenue	High vis, perpendicular	MB	N	2	25	127	Local	Paved	C	Near-Term	High visibility crossing of narrow roadway. Limited sightline due to canal bridge on east approach.	Median refuge island not recommended due to narrow cross section (~22ft).

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_25	37.9746, -122.0174	Contra Costa Canal Trail	Walnut Avenue	Basic, transverse	E	N	2	25	225	Collector	Paved	B	Near-Term	Stop controlled crossing. East approach sightlines limited by canal bridge.	
C_28	37.962, -122.0263	Contra Costa Canal Trail	Tioga Road	Basic, transverse	MB	N	2	25	14	Local	Paved	C	Near-Term	Basic crosswalk in location with multiple sightline limitations, including vertical and horizontal curves and canal bridge on east approach.	Median refuge island removed due to narrow roadway width (~25ft)
C_46	37.9606, -122.0071	Markham Nature Area Trail	Cowell Road	None	MB	N	2	35	14,120	Major Arterial	Unpaved	A	Near-Term	Lack of pedestrian facilities or crossing at recreational trip generator.	
C_47	37.9619, -122.0002	Markham Nature Area Trail	Cape Cod Way	None	MB	N	2	25	615	Local	Unpaved	C	Near-Term	Unmarked crossing in horizontal curve.	Removed refuge island recommendation due to narrow roadway width.
C_49	37.9615, -121.9945	Markham Nature Area Trail	Treat Boulevard	None	MB	N	4	40	32,262	Major Arterial	Paved	A	Near-Term	Significant out of the way travel required to access signalized crossing.	
C_58	37.9684, -122.0311	Mesa Street Trail	Cowell Road	High vis, perpendicular	W	Y	6	30	14,610	Major Arterial	Paved	D	Near-Term	Long crossing distance over high visibility crosswalk with sightline restrictions and turning conflicts.	
C_60	37.9539, -122.0508	Monument Corridor Trail	Brookview Circle	High vis, perpendicular	MB	N	2	25	13	Local	Paved	C	Near-Term	Basic crossing at skewed intersection of local roadways.	
C_63	37.9678, -122.0494	Monument Corridor Trail	Franquette Avenue	None	MB	N	2	25	325	Local	Paved	C	Near-Term	Unmarked crossing at horizontal curve with limited sightlines.	

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_15	38.0044, -122.0239	Port Chicago Highway Trail	Panoramic Drive	High vis, perpendicular	E	Y	5	25	1,039	Local	Paved	D	Near-Term	Signalized, high visibility crosswalk with long crossing distance adjacent to major arterial at BART access point.	
C_50	37.9622, -121.9815	Bailey Road Trail	Bailey Road	None	N	N	2	35	6,184	Collector	Unpaved	B	Mid-Term	Unmarked stop controlled crossing on unpaved path.	
C_20	37.9817, -122.0309	BART Linear Park Trail	Bonifacio Street	High vis, perpendicular	E	Y	2	25	1,103	Collector	Paved	D	Mid-Term	High visibility crosswalk over narrow crossing distance with turning movements from a major arterial. Trail terminus.	
C_34	37.9516, -121.9979	California Riding and Hiking Trail	Cowell Road	None	MB	N	4	35	15,246	Major Arterial	Unpaved	A	Mid-Term	Significant out of the way travel require to access signalized crossing.	
C_37	37.9516, -121.975	California Riding and Hiking Trail	Ayers Road	High vis, perpendicular, RRFB	E	N	5	30	7,545	Collector	Unpaved	D	Mid-Term	High visibility midblock crosswalk with RRFB over large crossing distance and channelized left turn lane.	
C_39	37.9517, -121.9744	California Riding and Hiking Trail	Ayers Road	None	MB	N	4	30	7,545	Collector	Unpaved	B	Mid-Term	Crossing available ~150ft west.	
C_40	37.946, -121.9694	California Riding and Hiking Trail	Ygnacio Valley Road	High vis, perpendicular	E, W	Y	5	45	35,106	Major Arterial	Unpaved	D	Mid-Term	Pedestrian signal with long crossing distance and no refuge island.	
C_42	37.9413, -121.9628	California Riding and Hiking Trail	Pine Hollow Road	Basic, transverse	E	Y	5	35	8,027	Collector	Unpaved	D	Mid-Term	Basic crosswalk marking over wide distance.	
C_65	37.9514, -121.948	Concord Boulevard Trail	Camino Estrada Drive	Basic, transverse	W	N	5	35	9,820	Collector	Paved	B	Mid-Term	Crossing is already stop controlled. Missing marked crossing leg on east approach.	
C_21	37.9823, -122.0178	Contra Costa Canal Trail	Willow Pass Road	None	MB	N	4	35	18,389	Major Arterial	Paved	A	Mid-Term	Trail access requires out of way travel and travel over sidewalk gap. Trail terminus. At-grade crossing may require signalization.	

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_31	37.9462, -122.0138	Contra Costa Canal Trail	Treat Boulevard	None	MB	N	4	40	32,262	Major Arterial	Paved	A	Mid-Term	Significant out of the way travel require to access signalized crossing. At grade crossing may require signalization.	
C_33	37.9343, -122.021	Contra Costa Canal Trail	Oak Grove Road	Basic, transverse, Pedestrian signal	MB	Y	5	35	19,420	Major Arterial	Paved	D	Mid-Term	Pedestrian signal with long crossing distance and no refuge island.	
C_04	37.9665, -122.0554	Iron Horse Regional Trail	Willow Pass Road	None	E	N	6	35	47,847	Major Arterial	Paved	A	Mid-Term	Trail head only accessible from south side of Willow Pass Road. Would require signlization for crossing.	
C_06	37.9804, -122.0509	Iron Horse Regional Trail	Concord Avenue	None	MB	N	7	40	28,650	Major Arterial	Paved	A	Mid-Term	Access to underpass requires out of way travel from southeast approach. At grade crossing would require signalization	
C_07	37.9992, -122.0558	Iron Horse Regional Trail	Marsh Drive	None	MB	N	2	40	3,830	Collector	Paved	B	Mid-Term	Long crossing gap at trailhead terminus. Limited trip generators on north side of road.	
C_48	37.9617, -121.9966	Markham Nature Area Trail	Cobblestone Drive	None	MB	N	2	25	510	Local	Unpaved	C	Mid-Term	Unmarked crossing on local roadway.	
C_66	37.9729, -121.9686	Olivia Lane Trail	Bailey Road	None	MB	N	2	35	8,523	Collector	Paved	B	Mid-Term	Limited pedestrian facilities or trip generators in vicinity of crossing. Trail terminus.	
C_13	38.0107, -122.0228	Port Chicago Highway Trail	SR 4 Off Ramp WB	High vis, perpendicular	E	Y	2	35	2,234	Ramp	Paved	D	Mid-Term	High visibility crosswalk with free flow vehicles on east approach.	
C_55	37.9661, -122.0112	Reed Way Trail	Lancashire Drive	None	MB	N	2	25	11	Local	Unpaved	C	Mid-Term	Unmarked crossing at horizontal curve.	
C_12	37.9897, -122.0408	SR 242 Trail	Grant Street	High vis, perpendicular	MB/N	N	3	30	1,763	Collector	Paved	B	Mid-Term	Crossing available ~100ft south. Unconventional trailhead approach through gas station parking lot.	

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_09	37.9968, -122.0424	Via Delta de Anza Trail	Grant Street	None	MB/N	N	2	25	919	Collector	Paved	B	Mid-Term	Out-of-direction travel required for park / trail access. Significant trip generators across from park.	
C_10	37.996, -122.0471	Via Delta de Anza Trail	Avon Avenue	None	MB	N	2	25	12	Local	Paved	C	Mid-Term	Lack of marked crossing at curve with limited visibility.	
C_54	37.9692, -121.9731	Bailey Road Trail	Concord Boulevard	High vis, perpendicular	W	Y	5	35	13,937	Major Arterial	Unpaved	D	Long-Term	High visibility crossing over long crossing distance.	
C_16	37.9985, -122.0276	BART Linear Park Trail	Esperanza Drive	None	N, S	N	2	25	16	Local	Paved	C	Long-Term	Lack of marked crossing at trail access point in cul-de-sac.	
C_18	37.9929, -122.0317	BART Linear Park Trail	Holbrook Drive	None	N, S	N	2	25	100	Local	Paved	C	Long-Term	Lack of marked crossing at trail access point in cul-de-sac.	
C_35	37.9538, -121.9897	California Riding and Hiking Trail	Rising Dawn Lane	High vis, perpendicular	MB	N	2	25	435	Local	Unpaved	C	Long-Term	High visibility crosswalk on local roadway.	
C_41	37.9453, -121.967	California Riding and Hiking Trail	New Hampshire Drive	High vis, perpendicular	MB	N	2	25	455	Local	Unpaved	C	Long-Term	High visibility crosswalk on local roadway with traffic calming.	
C_44	37.9366, -121.9658	California Riding and Hiking Trail	Rolling Woods Way	High vis, perpendicular	S	N	2	35	799	Local	Unpaved	C	Long-Term	High visibility crossing with advanced yield signs.	
C_45	37.9311, -121.9733	California Riding and Hiking Trail	Crystyl Ranch Road	High vis, perpendicular	MB	N	2	25	2,057	Collector	Unpaved	B	Long-Term	Existing high visibility crossing with advanced yield signs.	
C_22	37.9804, -122.0178	Contra Costa Canal Trail	Wren Avenue	High vis, perpendicular	MB	N	2	25	574	Local	Paved	C	Long-Term	High visibility crossing of narrow roadway. Limited sightline due to canal bridge on east approach. Adjacent to elementary school.	
C_24	37.9775, -122.0179	Contra Costa Canal Trail	Concord Boulevard	High vis, perpendicular, RRFB	MB	N	2	35	16,283	Major Arterial	Paved	D	Long-Term	High visibility crossing of two lanes with RRFB.	
C_26	37.9725, -122.0182	Contra Costa Canal Trail	Clayton Road	High vis, perpendicular, Pedestrian signal	E	Y	4	35	26,388	Major Arterial	Paved	D	Long-Term	Pedestrian signal with refuge island.	

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_27	37.9655, -122.0214	Contra Costa Canal Trail	Cowell Road	High vis, perpendicular, RRFB	MB	N	2	35	12,970	Major Arterial	Paved	D	Long-Term	Narrow crossing width with RRFB.	
C_29	37.9571, -122.0211	Contra Costa Canal Trail	Via Montanas	High vis, perpendicular	MB	N	2	25	12	Local	Paved	C	Long-Term	High visibility crossing with advanced yield signs.	
C_30	37.9534, -122.02	Contra Costa Canal Trail	San Miguel Road	None	MB	N	1	25	-	Private drive	Paved	C	Long-Term	Narrow private drive.	One lane driveway crossing.
C_32	37.94, -122.011	Contra Costa Canal Trail	Citrus Avenue	High vis, perpendicular	MB	N	2	25	812	Collector	Paved	B	Long-Term	Existing high visibility crossing with advanced yield signs.	
C_01	37.9404, -122.0518	Iron Horse Regional Trail	Hookston Road	Basic, transverse	W	Y	3	30	11,282	Local	Paved	D	Long-Term	Signalized basic crossing with right turn signal.	
C_02	37.9452, -122.0515	Iron Horse Regional Trail	Lisa Lane	High vis, perpendicular	MB	N	2	25	1,200	Local	Paved	C	Long-Term	High visibility crossing of two lanes.	
C_03	37.9481, -122.0509	Iron Horse Regional Trail	Monument Boulevard	High visibility, parallel,striped green and white bars with trail markings.	W	Y	4	35	32,983	Major Arterial	Paved	D	Long-Term	Long crossing distance with basic crosswalk markings and some out-of-the-way travel.	
C_05	37.973, -122.0538	Iron Horse Regional Trail	Meridian Park Boulevard	High vis, perpendicular, with bike markings	MB	N	2	30	2,941	Major Arterial	Paved	A	Long-Term	High visibility crossing, median refuge, and only two lanes crossed.	
C_68	37.9944, -122.052	Iron Horse Regional Trail	Solano Way	High vis, perpendicular	S	N	2	35	6,892	Collector	Paved	B	Long-Term	High-vis, stop controlled crossing. Missing crossing leg on north approach.	
C_59	37.9712, -122.0299	Mesa Street Trail	Mt Diablo Street	High vis, perpendicular	W	N	4	25	4,618	Collector	Paved	B	Long-Term	High-vis, stop controlled crossing. Missing crossing leg on west approach.	
C_56	37.9641, -122.0316	Monument Boulevard Trail	Systron Drive	High vis, longitudinal bar with bike and pedestrian markings	E	Y	3	25	4,816	Local	Paved	D	Long-Term	Signalized, high visibility crosswalk with curb bumpouts and clear trail markings.	

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_57	37.9687, -122.0319	Monument Boulevard Trail	Cowell Road	High vis, longitudinal bar with bike and pedestrian markings	E	Y	5	30	14,610	Major Arterial	Paved	D	Long-Term	High visibility crossing with clear trail indicators.	
C_61	37.9598, -122.0502	Monument Corridor Trail	Mayette Avenue	None	W	N	0	25	-	Local	Paved	C	Long-Term	Unmarked crossing at dead-end of roadway.	Cul-de-sac trail head. Opportunity for better defining pedestrian space.
C_62	37.9671, -122.0479	Monument Corridor Trail	Market Street	High vis, perpendicular	MB	N	2	35	14,332	Collector	Paved	B	Long-Term	Existing high visibility crossing with advanced yield signs.	
C_38	37.9524, -121.9733	Newhall Community Park Trail	Ayers Road	Basic, transverse	S	N	3	30	7,443	Collector	Paved	B	Long-Term	Existing stop controlled crossing. Missing crossing leg on north approach.	
C_67	37.9686, -121.9681	Olivia Lane Trail	Laurel Drive	None	W	N	2	25	10	Local	Paved	C	Long-Term	Unmarked crossing on narrow roadway with clear sightlines.	
C_14	38.0071, -122.0227	Port Chicago Highway Trail	SR 4 On Ramp EB	High vis, perpendicular	MB	N	1	45	3,843	Ramp	Paved	A	Long-Term	Existing high visibility crossing with advanced yield signs.	One lane, adjusted recommendations to reflect.
C_69	38.0087, -122.0224	Port Chicago Highway Trail	SR 4 Off Ramp EB	High vis, perpendicular	MB	N	1	20	2,783	Ramp	Paved	A	Long-Term	Existing high visibility crossing with advanced yield signs.	One lane, adjusted recommendations to reflect.
C_11	37.9965, -122.0397	SR 242 Trail	Olivera Court	None	MB	N		25		Local	Paved	C	Long-Term	Access through parking lot with limited pedestrian facilities.	Trail ends at private parking lot, recommend only marked crossing.

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	Leg	Signal	Lanes	Posted Speed	ADT	Class	Surface	Analysis Stage	Tier	Tier Explanation	Notes
C_08	37.9977, -122.0531	Via Delta de Anza Trail	Solano Way	High vis, perpendicular, PHB	MB	N	3	35	6,640	Collector	Paved	D	Long-Term	High visibility crosswalk with advanced yield signs across two lane roadway.	

TABLE C-2: CROSSING RECOMMENDATIONS

This table associates each trail crossing location with a suite of recommended treatments. For individual crossing characteristics, refer to Table C-1: Crossing Characteristics and Prioritization Crossing treatment recommendations are associated with four values, including:

- **E** – Treatment already exists at this crossing location.
- **N** – Treatment is necessary and should always be considered at this crossing location.
- **P** – Treatment is possible and may be considered for this crossing location.
- **O** – Treatment should only be considered if it is completed along with other recommended treatments at this crossing location.
- Recommended treatments with no text are not recommended at this crossing location.

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	High-Vis Crosswalk	Raised Crosswalk	Advanced Yield Sign	In Street Crossing Sign	Curb Extension	Refuge Island	RRFB	Road Diet	PHB	Signal Timing Adjustment	Notes
Recommendation Key: E = Existing treatment, **N** = Necessary treatment, **P** = Possible treatment, **O** = Treatment only recommended along other recommended treatments															
C_01	37.9404, -122.0518	Iron Horse Regional Trail	Hookston Road	Basic, transverse	**N**	**P**			**P**	**P**		**P**		**P**	
C_02	37.9452, -122.0515	Iron Horse Regional Trail	Lisa Lane	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					
C_03	37.9481, -122.0509	Iron Horse Regional Trail	Monument Boulevard	High visibility, parallel,striped green and white bars with trail markings.	**E**				**P**	**P**		**P**		**P**	
C_04	37.9665, -122.0554	Iron Horse Regional Trail	Willow Pass Road	None	**O**		**N**		**P**			**P**	**N**		
C_05	37.973, -122.0538	Iron Horse Regional Trail	Meridian Park Boulevard	High vis, perpendicular, with bike markings	**E**	**P**		**P**	**P**	**P**					
C_06	37.9804, -122.0509	Iron Horse Regional Trail	Concord Avenue	None	**O**		**N**		**P**			**P**	**N**		
C_07	37.9992, -122.0558	Iron Horse Regional Trail	Marsh Drive	None	**O**				**P**	**P**	**N**		**N**		
C_08	37.9977, -122.0531	Via Delta de Anza Trail	Solano Way	High vis, perpendicular, PHB	**E**		**N**		**P**		**P**		**P**		
C_09	37.9968, -122.0424	Via Delta de Anza Trail	Grant Street	None	**N**	**P**		**P**	**P**	**P**					

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	High-Vis Crosswalk	Raised Crosswalk	Advanced Yield Sign	In Street Crossing Sign	Curb Extension	Refuge Island	RRFB	Road Diet	PHB	Signal Timing Adjustment	Notes
Recommendation Key: E = Existing treatment, **N** = Necessary treatment, **P** = Possible treatment, **O** = Treatment only recommended along other recommended treatments															
C_10	37.996, -122.0471	Via Delta de Anza Trail	Avon Avenue	None	**N**	**P**		**P**	**P**	**P**					
C_11	37.9965, -122.0397	SR 242 Trail	Olivera Court	None	**P**										Trail ends at private parking lot, recommend only marked crossing.
C_12	37.9897, -122.0408	SR 242 Trail	Grant Street	High vis, perpendicular	**E**	**P**	**P**	**P**	**P**						
C_13	38.0107, -122.0228	Port Chicago Highway Trail	SR 4 Off Ramp WB	High vis, perpendicular	**E**				**P**	**P**		**P**		**P**	
C_14	38.0071, -122.0227	Port Chicago Highway Trail	SR 4 On Ramp EB	High vis, perpendicular	**E**				**P**		**N**		**N**		One lane, adjusted recommendations to reflect.
C_15	38.0044, -122.0239	Port Chicago Highway Trail	Panoramic Drive	High vis, perpendicular	**E**	**P**			**P**	**P**		**P**		**P**	
C_16	37.9985, -122.0276	BART Linear Park Trail	Esperanza Drive	None	**N**	**P**		**P**	**P**	**P**					
C_17	37.9953, -122.0307	BART Linear Park Trail	Olivera Road	Basic, transverse	**N**	**P**			**P**	**P**		**P**		**P**	
C_18	37.9929, -122.0317	BART Linear Park Trail	Holbrook Drive	None	**N**	**P**		**P**	**P**	**P**					
C_19	37.9895, -122.0336	BART Linear Park Trail	6th Street	High vis, perpendicular	**E**	**P**			**P**	**P**		**P**		**P**	
C_20	37.9817, -122.0309	BART Linear Park Trail	Bonifacio Street	High vis, perpendicular	**E**	**P**			**P**	**P**				**P**	
C_21	37.9823, -122.0178	Contra Costa Canal Trail	Willow Pass Road	None	**O**		**N**		**P**	**N**		**P**	**N**		
C_22	37.9804, -122.0178	Contra Costa Canal Trail	Wren Avenue	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	High-Vis Crosswalk	Raised Crosswalk	Advanced Yield Sign	In Street Crossing Sign	Curb Extension	Refuge Island	RRFB	Road Diet	PHB	Signal Timing Adjustment	Notes
Recommendation Key: E = Existing treatment, **N** = Necessary treatment, **P** = Possible treatment, **O** = Treatment only recommended along other recommended treatments															
C_23	37.9786, -122.0179	Contra Costa Canal Trail	Euclid Avenue	High vis, perpendicular	**E**	**P**	**E**	**P**	**P**						Median refuge island not recommended due to narrow cross section (~22ft).
C_24	37.9775, -122.0179	Contra Costa Canal Trail	Concord Boulevard	High vis, perpendicular, RRFB	**E**				**P**	**P**	**E**		**P**		
C_25	37.9746, -122.0174	Contra Costa Canal Trail	Walnut Avenue	Basic, transverse	**N**	**P**		**P**	**P**	**P**					
C_26	37.9725, -122.0182	Contra Costa Canal Trail	Clayton Road	High vis, perpendicular, Pedestrian signal	**E**				**P**	**E**		**P**			
C_27	37.9655, -122.0214	Contra Costa Canal Trail	Cowell Road	High vis, perpendicular, RRFB	**E**				**P**	**P**	**P**		**P**		
C_28	37.962, -122.0263	Contra Costa Canal Trail	Tioga Road	Basic, transverse	**N**	**P**		**P**	**P**						Median refuge island removed due to narrow roadway width (~25ft)
C_29	37.9571, -122.0211	Contra Costa Canal Trail	Via Montanas	High vis, perpendicular	**N**	**P**		**P**	**P**	**P**					
C_30	37.9534, -122.02	Contra Costa Canal Trail	San Miguel Road	None	**N**	**P**									One lane driveway crossing.
C_31	37.9462, -122.0138	Contra Costa Canal Trail	Treat Boulevard	None	**O**		**N**		**P**			**P**	**N**		

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	High-Vis Crosswalk	Raised Crosswalk	Advanced Yield Sign	In Street Crossing Sign	Curb Extension	Refuge Island	RRFB	Road Diet	PHB	Signal Timing Adjustment	Notes
Recommendation Key: E = Existing treatment, **N** = Necessary treatment, **P** = Possible treatment, **O** = Treatment only recommended along other recommended treatments															
C_32	37.94, -122.011	Contra Costa Canal Trail	Citrus Avenue	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					
C_33	37.9343, -122.021	Contra Costa Canal Trail	Oak Grove Road	Basic, transverse, Pedestrian signal	**N**				**P**	**P**		**P**			
C_34	37.9516, -121.9979	California Riding and Hiking Trail	Cowell Road	None	**O**		**N**		**P**	**N**		**P**	**N**		
C_35	37.9538, -121.9897	California Riding and Hiking Trail	Rising Dawn Lane	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					
C_36	37.9547, -121.9798	California Riding and Hiking Trail	Turtle Creek Road	High vis, perpendicular	**E**				**P**	**P**	**P**		**P**		
C_37	37.9516, -121.975	California Riding and Hiking Trail	Ayers Road	High vis, perpendicular, RRFB	**E**		**E**		**P**		**E**	**P**	**X**		
C_38	37.9524, -121.9733	Newhall Community Park Trail	Ayers Road	Basic, transverse	**N**	**P**	**P**	**P**	**P**						
C_39	37.9517, -121.9744	California Riding and Hiking Trail	Ayers Road	None	**N**		**N**		**P**		**P**	**P**	**P**		
C_40	37.946, -121.9694	California Riding and Hiking Trail	Ygnacio Valley Road	High vis, perpendicular	**E**				**P**	**P**		**P**		**P**	
C_41	37.9453, -121.967	California Riding and Hiking Trail	New Hampshire Drive	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					
C_42	37.9413, -121.9628	California Riding and Hiking Trail	Pine Hollow Road	Basic, transverse	**N**				**P**	**P**		**P**		**P**	

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	High-Vis Crosswalk	Raised Crosswalk	Advanced Yield Sign	In Street Crossing Sign	Curb Extension	Refuge Island	RRFB	Road Diet	PHB	Signal Timing Adjustment	Notes
Recommendation Key: E = Existing treatment, **N** = Necessary treatment, **P** = Possible treatment, **O** = Treatment only recommended along other recommended treatments															
C_43	37.9397, -121.9631	California Riding and Hiking Trail	Morengo Drive	Basic, transverse	**N**	**P**		**P**	**P**	**P**					
C_44	37.9366, -121.9658	California Riding and Hiking Trail	Rolling Woods Way	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					
C_45	37.9311, -121.9733	California Riding and Hiking Trail	Crystyl Ranch Road	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					
C_46	37.9606, -122.0071	Markham Nature Area Trail	Cowell Road	None	**N**				**P**	**P**	**P**		**P**		
C_47	37.9619, -122.0002	Markham Nature Area Trail	Cape Cod Way	None	**N**	**P**		**P**	**P**						Removed refuge island recommendation due to narrow roadway width.
C_48	37.9617, -121.9966	Markham Nature Area Trail	Cobblestone Drive	None	**N**	**P**		**P**	**P**	**P**					
C_49	37.9615, -121.9945	Markham Nature Area Trail	Treat Boulevard	None	**O**		**N**		**P**			**P**	**N**		
C_50	37.9622, -121.9815	Bailey Road Trail	Bailey Road	None	**N**				**P**	**P**	**P**		**P**		
C_51	37.9641, -121.9792	Bailey Road Trail	Wilson Lane	None	**N**	**P**		**P**	**P**	**P**					
C_52	37.9652, -121.978	Bailey Road Trail	Springwood Way	None	**N**	**P**		**P**	**P**	**P**					
C_53	37.9667, -121.9762	Bailey Road Trail	Greenbush Drive	None	**N**	**P**		**P**	**P**	**P**					

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	High-Vis Crosswalk	Raised Crosswalk	Advanced Yield Sign	In Street Crossing Sign	Curb Extension	Refuge Island	RRFB	Road Diet	PHB	Signal Timing Adjustment	Notes
Recommendation Key: E = Existing treatment, **N** = Necessary treatment, **P** = Possible treatment, **O** = Treatment only recommended along other recommended treatments															
C_54	37.9692, -121.9731	Bailey Road Trail	Concord Boulevard	High vis, perpendicular	**E**				**P**	**P**		**P**		**P**	
C_55	37.9661, -122.0112	Reed Way Trail	Lancashire Drive	None	**N**	**P**		**P**	**P**	**P**					
C_56	37.9641, -122.0316	Monument Boulevard Trail	Systron Drive	High vis, longitudinal bar with bike and pedestrian markings	**E**	**P**			**E**	**P**		**P**		**P**	
C_57	37.9687, -122.0319	Monument Boulevard Trail	Cowell Road	High vis, longitudinal bar with bike and pedestrian markings	**E**	**P**			**E**	**P**		**P**		**P**	
C_58	37.9684, -122.0311	Mesa Street Trail	Cowell Road	High vis, perpendicular	**E**	**P**			**P**	**P**		**P**		**P**	
C_59	37.9712, -122.0299	Mesa Street Trail	Mt Diablo Street	High vis, perpendicular	**E**		**N**		**P**	**P**	**P**	**P**	**P**		
C_60	37.9539, -122.0508	Monument Corridor Trail	Brookview Circle	High vis, perpendicular	**E**	**P**		**P**	**P**	**P**					
C_61	37.9598, -122.0502	Monument Corridor Trail	Mayette Avenue	None	**P**										Cul-de-sac trail head. Opportunity for better defining pedestrian space.
C_62	37.9671, -122.0479	Monument Corridor Trail	Market Street	High vis, perpendicular	**E**				**P**	**P**	**P**		**P**		
C_63	37.9678, -122.0494	Monument Corridor Trail	Franquette Avenue	None	**N**	**P**		**P**	**P**	**P**					
C_64	37.9531, -121.9511	Concord Boulevard Trail	Concord Boulevard	None	**O**		**N**		**P**		**N**	**P**	**N**		

ID	Lat/ Long	Location	Cross Street	Existing Crossing Treatment	High-Vis Crosswalk	Raised Crosswalk	Advanced Yield Sign	In Street Crossing Sign	Curb Extension	Refuge Island	RRFB	Road Diet	PHB	Signal Timing Adjustment	Notes
Recommendation Key: E = Existing treatment, **N** = Necessary treatment, **P** = Possible treatment, **O** = Treatment only recommended along other recommended treatments															
C_65	37.9514, -121.948	Concord Boulevard Trail	Camino Estrada Drive	Basic, transverse	**O**		**N**		**P**		**N**	**P**	**N**		
C_66	37.9729, -121.9686	Olivia Lane Trail	Bailey Road	None	**N**				**P**	**P**	**P**		**P**		
C_67	37.9686, -121.9681	Olivia Lane Trail	Laurel Drive	None	**N**	**P**		**P**	**P**	**P**					
C_68	37.9944, -122.052	Iron Horse Regional Trail	Solano Way	High vis, perpendicular	**E**				**P**	**P**	**P**		**P**		
C_69	38.0087, -122.0224	Port Chicago Highway Trail	SR 4 Off Ramp EB	High vis, perpendicular	**E**				**P**	**P**					One lane, adjusted recommendations to reflect.

Staff Report

Date: June 10, 2026

To: Bicycle Pedestrian Advisory Committee

From: Carlton Thompson, PE, City Engineer

Reviewed by: Abhishek Parikh, Deputy Public Works Director-Transportation

Prepared by: Aaron Elias, Transportation Program Manager
Aaron.Elias@cityofconcord.org
(925) 671-3276

Subject: **Monument Boulevard Trails-to-Transit Project**
ATP Cycle 8 Grant Application

Report in Brief

The California Transportation Commission (CTC) is accepting applications for the 2027 Active Transportation Program (ATP) Cycle 8, with applications due June 22, 2026. Staff has identified the Monument Boulevard Trails-to-Transit project as a strong candidate for ATP funding based on its direct benefit to disadvantaged communities, safety needs, public support, network connectivity, and transformative potential.

Staff is requesting a Committee motion in support of the Monument Boulevard Trails-to-Transit project and authorization for the BPAC Chair to execute a letter of support for inclusion with the City's ATP Cycle 8 grant application.

Background

The ATP funds active transportation projects through a competitive statewide and regional process. Cycle 8 applications are evaluated on criteria including direct benefit to disadvantaged communities, potential to increase walking and biking, potential to reduce collisions, public participation, context sensitivity, transformative project benefits, project scope and cost effectiveness, and leveraging funds.

The Monument Boulevard corridor has been identified for active transportation and safety improvements through several planning efforts, including the 2016 City of

Concord Bicycle, Pedestrian & Safe Routes to Transit Plan, the 2018 Contra Costa Countywide Bicycle & Pedestrian Plan, the 2020 Monument Corridor Community-Based Transportation Plan (CBTP), and the 2022 Concord Local Road Safety Plan (LRSP). The CBTP identified community concerns regarding unsafe walking and biking conditions, vehicle speeds, inadequate crossings, and the need for better access to transit and daily destinations. The LRSP identified Monument Boulevard as a focus corridor for pedestrian and bicycle safety improvements, with multiple collision hotspot locations along the corridor.

Project Description

The Monument Boulevard Trails-to-Transit project will construct a 1.6-mile Class I shared-use path on the south side of Monument Boulevard from Mohr Lane/Iron Horse Trail to Walters Way/Systron Drive. The project will close a key active-transportation gap between the Iron Horse Trail and the existing Class I path east of Walters Way/Systron Drive, which continues toward Concord BART.

The project includes intersection and driveway safety improvements along the corridor, including high-visibility crosswalks, shared bicycle/pedestrian crossing markings, upgraded curb ramps, bicycle signal treatments where appropriate, leading pedestrian intervals, passive detection, pedestrian-scale lighting, and enhanced signage. The project also includes a new signalized crossing at Lacey Lane to close an approximately 1,000-foot gap between controlled crossings and improve Safe Routes to School access to Cambridge Elementary.

The project will connect residents to schools, parks, grocery stores, health care, community services, affordable housing, County Connection bus service, Concord BART, and regional trail systems. It also complements the City's larger low-stress trail network, including the existing Class I connection from Walters Way/Systron Drive toward Concord BART, the City's downtown Class I trail connection, and the City's Sustainable Transportation Planning Grant application to advance 30 percent design for a continuation along Concord Avenue to reconnect with the Iron Horse Trail where Walnut Creek passes under Concord Avenue.

Discussion

The project is located within and directly serves the Monument Corridor and Four Corners communities, among Concord's most disadvantaged neighborhoods. Schools near the corridor have high Free and Reduced-Price Meals eligibility, including Cambridge Elementary, Meadow Homes Elementary, Fair Oaks Elementary, Ygnacio Valley Elementary, Oak Grove Middle School, and Mount Diablo High School. The project will improve access for students and families by providing a separate low-stress facility and safer crossings at key locations, including Mohr Lane, Carey Drive, Reganti Drive, Lacey Lane, Erickson Road, Detroit Avenue, and Monument Court.

Community engagement has consistently supported safer walking and biking facilities on Monument Boulevard. Outreach for the 2016 Bicycle, Pedestrian & Safe Routes to

Transit Plan and the 2020 CBTP identified the need for separation from fast-moving traffic, improved crossings, better access to transit, and improved east-west active transportation connections. In 2024 and 2026, the City conducted project-specific outreach near the corridor, including outreach in partnership with community-based organizations. Recent survey responses identified speeding vehicles, uncomfortable crossings, and unsafe walking and biking conditions as key barriers.

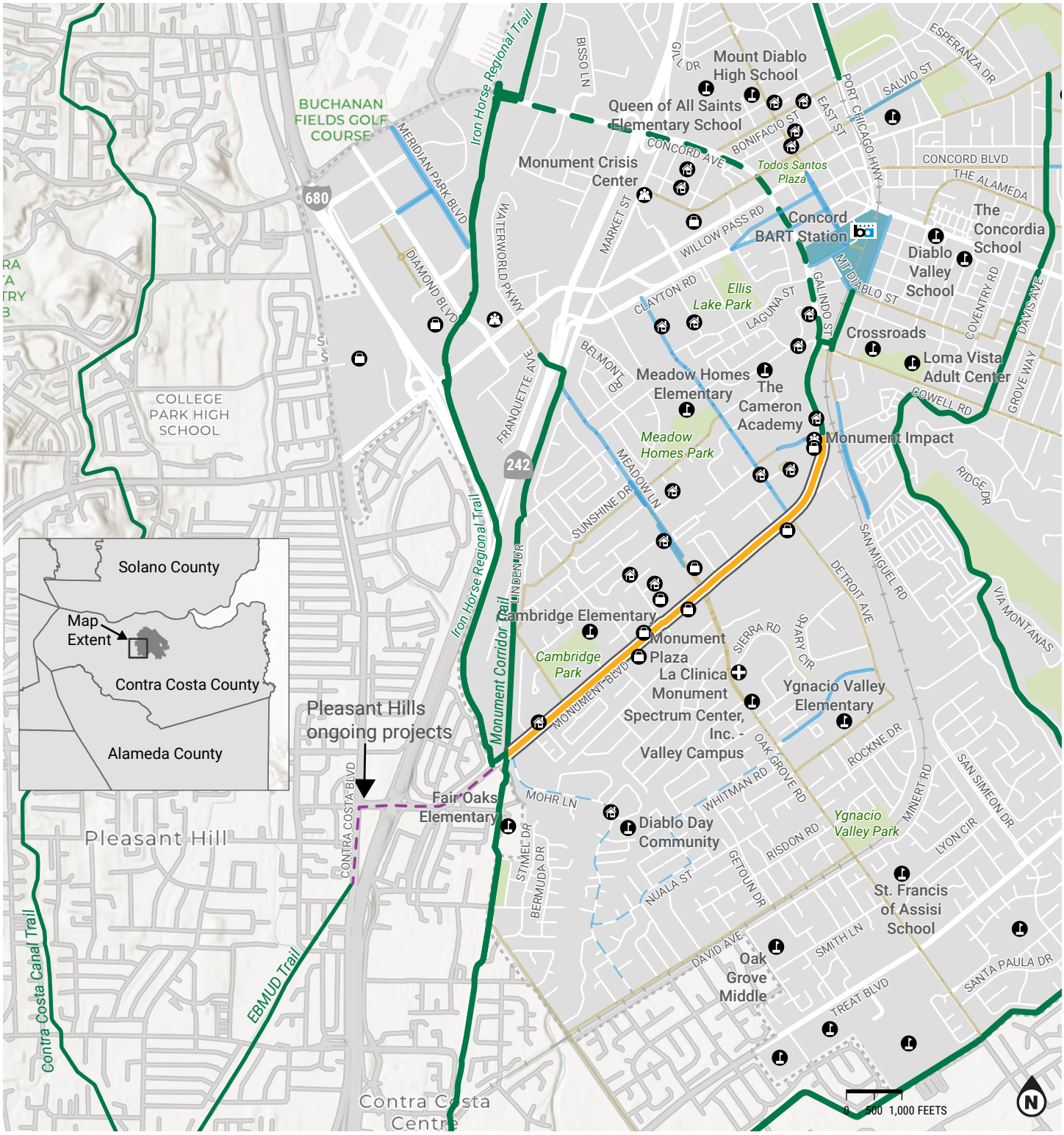
The project is transformative because it converts a high-stress arterial segment into part of a connected, low-stress active transportation network. The project will provide a direct connection from the Iron Horse Trail to the existing Class I path toward Concord BART and will support a future continuous low-stress corridor linking the Monument community, downtown Concord, Concord BART, and the Iron Horse Trail at both ends.

Recommended Action
Committee Motion:

1. Recommend in favor of the Monument Boulevard Trails-to-Transit project and support the City's ATP Cycle 8 grant application.
2. Authorize the BPAC Chair to coordinate with City staff on support letter revisions consistent with BPAC feedback and to sign the letter of support on behalf of the BPAC.

Public Contact
The Bicycle and Pedestrian Advisory Committee agenda was posted in accordance with applicable noticing requirements.

Attachments
1. Project Location Map
2. 35% Design Plan
3. Draft Letter of Support



PROJECT LOCATION MAP

CITY OF CONCORD
MONUMENT BOULEVARD
TRAILS-TO-TRANSIT

alta Concord

PROJECT EXTENT

- Monument Boulevard Between Iron Horse Trail And Walters Way

EXISTING BIKE FACILITIES

- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

FUTURE BIKE FACILITIES

- Future Shared-Use Path (Class I)
- Future Bike Route (Class III)
- Future Separated Bikeway (Clas IV)

DESTINATIONS + BOUNDARIES

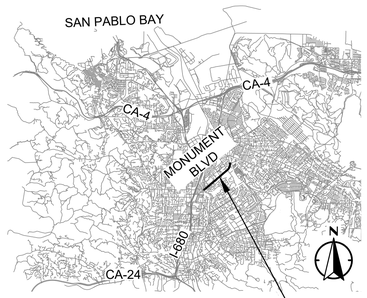
- BART Stations
- BART Track
- Affordable Housing
- Schools
- Community Centers
- Health Facilities
- Shops
- Concord BART Station Area
- Parks
- CityLimit

CITY OF CONCORD, CONTRA COSTA COUNTY

MONUMENT BOULEVARD SHARED USE PATH

FROM

MOHR LANE TO SYSTRON DRIVE



PROJECT VICINITY MAP
NTS

PROJECT LOCATION

NOTICE TO THE CONTRACTOR

CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY: THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN, AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS AND IS RESPONSIBLE FOR THE PROTECTION OF OR ANY DAMAGE TO THESE LINES OR STRUCTURES.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER PRIOR TO COMMENCEMENT OF WORK.

UNDERGROUND SERVICE ALERT

ATTENTION IS DIRECTED TO THE POSSIBLE EXISTENCE OF UNDERGROUND FACILITIES NOT KNOWN OR IN A LOCATION DIFFERENT FROM THAT WHICH IS SHOWN ON THE PLANS OR IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL TAKE STEPS TO ASCERTAIN THE EXACT LOCATION OF ALL UNDERGROUND FACILITIES PRIOR TO DOING WORK THAT MAY DAMAGE SUCH FACILITIES OR INTERFERE WITH THEIR SERVICE.

BEFORE EXCAVATING, THE CONTRACTOR SHALL VERIFY THE LOCATION OF UNDERGROUND UTILITIES BY CONTACTING UNDERGROUND SERVICE ALERT AT 1-(800)-642-2444.

Underground Service Alert
DIGALERT
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION

SHEET INDEX

END PROJECT LIMITS
STA 95+00
SYSTRON DRIVE

BEGIN PROJECT LIMITS
STA 13+00
MOHR LANE

PROJECT AREA

LOCATION MAP
NTS

CONTRACTOR NOTICE:

NO FIELD CHANGES
ALLOWED WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER

WHERE FIELD CONDITIONS NECESSITATE A DEVIATION FROM OR MODIFICATION TO THE APPROVED PLAN, THE CONTRACTOR SHALL STOP ALL WORK RELATED TO OR AFFECTED BY SAID FIELD CONDITIONS. THE PROJECT ENGINEER SHALL SUBMIT DESIGN REVISIONS TO THE CITY ENGINEER FOR REVIEW AND OBTAIN APPROVAL PRIOR TO RESUMPTION OF CONSTRUCTION.

ENGINEER NOTICE:

NO PLAN REVISIONS
ALLOWED WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER

AFTER SIGNATURE BY THE CITY ENGINEER, ANY CHANGES, DESIGN REVISIONS OR "AS-BUILT" REVISIONS TO THIS PLAN MUST BE SUBMITTED AND APPROVED BY CITY ENGINEER PRIOR TO ANY MODIFICATIONS OF ORIGINAL(S).

alta
304 12th Street, Suite 2A | Oakland, CA 94607
1 (888) 282-1283 | altago.com

CITY OF CONCORD
Concord
ENGINEERING SERVICES
1435 GASOLINE ALLEY
(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
5.21.2026	AS NOTED	WO
DESIGN:	DRAWN:	CHECKED:
A. OSBURN	A. OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

TITLE SHEET
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

REGISTERED PROFESSIONAL ENGINEER
KEVIN K.M. KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
T-01

01 OF: 23

GENERAL NOTES:

1. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST CITY OF CONCORD STANDARD PLANS AND SPECIFICATIONS, AND SUBJECT TO INSPECTION BY THE CITY OF CONCORD ENGINEERING DIVISION.
2. AT LEAST ONE SET OF APPROVED PLANS SHALL BE ON THE SITE AT ALL TIMES FOR INSPECTION. ANY DEVIATION FROM THE APPROVED PLANS DURING CONSTRUCTION WILL REQUIRE 48 HOURS PRIOR NOTICE AND APPROVAL OF THE CITY OF CONCORD ENGINEERING DIVISION.
3. THE PERMITTEE/CONTRACTOR SHALL NOTIFY THE CITY OF CONCORD ENGINEERING DIVISION TWO (2) BUSINESS DAYS PRIOR TO THE START OF ANY WORK
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE EXISTENCE OF ANY AND ALL UNDERGROUND FACILITIES, WHICH MAY BE SUBJECT TO DAMAGE BY REASON OF HIS OPERATIONS. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT 811, 48 HOURS PRIOR TO ANY EXCAVATION. WORK SHALL START WITHIN 5 DAYS AFTER THE ISSUANCE OF A USA INQUIRY IDENTIFICATION NUMBER. COMPLETE REMOVAL OF THE USA MARKINGS SHALL BE WITHIN 2 WORKING DAYS AFTER COMPLETION OF THE EXCAVATION, BACKFILL AND SURFACE REPLACEMENT OR FOURTEEN (14) CALENDAR DAYS FOLLOWING THE ISSUANCE OF THE INQUIRY IDENTIFICATION NUMBER WHICHEVER IS EARLIER.
5. CONTACTING USA DOES NOT RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITY TO DETERMINE LOCATION AND DEPTH OF BURIED UTILITIES OR REPAIR OF BURIED UTILITIES DAMAGED BY HIS OPERATION
6. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST CITY OF CONCORD STANDARD PLANS AND SPECIFICATIONS, AND SUBJECT TO INSPECTION BY THE CITY OF CONCORD ENGINEERING DIVISION.
7. ALL GRADING, SITE PREPARATION, PLACING AND COMPACTION OF FILL SHALL BE DONE IN ACCORDANCE WITH THE CITY OF CONCORD STANDARDS, SPECIFICATIONS, SPECIFIC NOTES, DETAIL DRAWINGS AND PER THE RECOMMENDATIONS SPECIFIED IN THE SOILS INVESTIGATION REPORT PREPARED BY: _____, JOB NO. ___, DATED _____.
8. A GRADING PERMIT IS REQUIRED PRIOR TO COMMENCEMENT OF GRADING. A COPY OF THE GRADING PERMIT IS REQUIRED TO BE ON SITE AT ALL TIMES.
9. ANY DEVIATION FROM THE APPROVED PLANS DURING CONSTRUCTION WILL REQUIRE A MINIMUM OF 72 HOURS PRIOR NOTICE TO THE ENGINEER AND APPROVAL OF THE CITY ENGINEER. AT LEAST ONE SET OF PLANS SHALL BE ON SITE AT ALL TIMES FOR INSPECTION PURPOSES.
10. GRADING OPERATIONS SHALL BE CONDUCTED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE SOILS INVESTIGATION REPORT. THE SOILS ENGINEER WILL BE RESPONSIBLE FOR THE ON SITE INSPECTION AND QUALITY CONTROL FOR THE GRADING OPERATION. PLAN REQUIREMENTS AND CONSTRUCTION CONTROL WITH RESPECT TO EARTHWORK, SLOPE STABILITY, SETTLEMENT, COMPACTION, ETC., AS SHOWN HEREIN ARE PROVIDED BY THE SOILS ENGINEER. THE CONTRACTOR SHALL READ AND BE FULLY AWARE OF THE SOILS REPORT BEFORE STARTING WORK. ALL WORK SHALL MEET THE APPROVAL OF THE CITY OF CONCORD.
11. SUBSEQUENT TO THE COMPLETION OF THE WORK, THE SOILS/GEOTECHNICAL ENGINEER SHALL SUBMIT A REPORT TO THE CITY ENGINEER STATING THAT ALL WORK HAS BEEN DONE IN ACCORDANCE WITH THE SOILS INVESTIGATION REPORT NO. _____ DATE_____.
12. NOISE-PRODUCING CONSTRUCTION AND GRADING OPERATIONS SHALL BE LIMITED TO WEEKDAYS (MONDAY THROUGH FRIDAY) EXCEPT CITY HOLIDAYS AND FROM THE HOURS OF 7:30 A.M. TO 6:00 P.M. ALL EQUIPMENT SHALL BE ADEQUATELY MUFFLED AND MAINTAINED. NO CHANGES SHALL BE ALLOWED WITHOUT PRIOR WRITTEN CONSENT OF THE CITY. ALL REQUESTS FOR CHANGES MUST BE MADE A MINIMUM OF 72 HOURS PRIOR TO THE REQUEST FOR CHANGE.
13. IT SHALL BE UNDERSTOOD THAT THE TERM "CITY ENGINEER" AS USED HEREIN IS THE CITY ENGINEER OF THE CITY OF CONCORD OR HIS AUTHORIZED REPRESENTATIVE.
14. A PRE-CONSTRUCTION CONFERENCE SHALL BE SCHEDULED AT LEAST TWO WORKING DAYS IN ADVANCE OF COMMENCEMENT OF ANY CONSTRUCTION WORK FOR THE IMPROVEMENTS DELINEATED WITHIN THIS SET OF PLANS. THE FOLLOWING INDIVIDUALS SHALL BE IN ATTENDANCE: OWNER/DEVELOPER, CONTRACTOR (S), CITY ENGINEER, ENGINEER, SOILS ENGINEER, CONSTRUCTION INSPECTOR, OR THEIR AUTHORIZED REPRESENTATIVES.
15. THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF ALL GRADING OPERATIONS AND RECEIVE APPROVAL OF SAID SCHEDULE FROM THE CITY ENGINEER PRIOR TO OR THE DAY OF THE PRE-CONSTRUCTION CONFERENCE.
16. THE CONSTRUCTION CONTRACTOR AGREES, THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND DEFEND, INDEMNIFY AND HOLD THE DESIGN PROFESSIONAL AND CITY HARMLESS FROM ANY AND ALL LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.
17. THE CONTRACTOR SHALL PROVIDE EMERGENCY TELEPHONE NUMBERS FOR PUBLIC WORKS, AMBULANCE, POLICE, AND FIRE DEPARTMENTS AT THE JOB SITE.
18. THE CONTRACTOR SHALL NOT DISTURB OR DESTROY ANY PERMANENT SURVEY POINTS WITHOUT THE CONSENT OF THE CITY OF CONCORD CITY ENGINEER. ANY PERMANENT MONUMENTS OR POINTS DISTURBED OR DESTROYED SHALL BE REPLACED BY A REGISTERED CIVIL ENGINEER OR LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE
19. ALL CONSTRUCTION STAKING SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR. UPON COMPLETION OF GRADING, THE CONTRACTOR SHALL REQUEST THE LICENSED LAND SURVEYOR TO CHECK THE GRADES AND CERTIFY THAT THE PADS ARE GRADED TO WITHIN 0.10 FOOT OF FINISH PAD GRADE
20. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS FOR PRIVATE PROPERTY ADJACENT TO THE WORK AREA THROUGHOUT THE PERIOD OF CONSTRUCTION.
21. THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING STREETS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS WITH A SMOOTH TRANSITION IN GRADE AVOIDING ANY ABRUPT OR APPARENT CHANGES IN GRADE OR CROSS SLOPE, LOW SPOTS OR HAZARDOUS CONDITIONS.
22. EXISTING CURB AND SIDEWALK WITHIN THE PROJECT LIMITS THAT ARE DAMAGED OR DISPLACED, EVEN THOUGH THEY WERE NOT TO BE REMOVED, SHALL BE REPAIRED OR REPLACED, EVEN IF THE DAMAGE OR DISPLACEMENT OCCURRED PRIOR TO ANY WORK PERFORMED BY THE CONTRACTOR.
23. THE CONTRACTOR SHALL CONTROL DUST BY WATERING EXPOSED SURFACES AS NEEDED. INCREASED WATERING SHALL BE REQUIRED WHEN WIND SPEEDS EXCEED 10 MPH OR WHEN DIRECTED BY THE CITY.
24. NO PERSON SHALL, WHEN HAULING ANY EARTH, SAND, GRAVEL, STONE, DEBRIS, PAPER, OR ANY OTHER SUBSTANCE OVER ANY PUBLIC STREETS OR OTHER PUBLIC PLACE, ALLOW MATERIAL TO BLOW OR SPILL OVER AND UPON SAID PUBLIC OR ADJACENT PRIVATE PROPERTY. ALL LOADS LEAVING THE SITE SHALL BE COVERED.
25. THE CONTRACTOR SHALL PROVIDE TEMPORARY CONSTRUCTION DRIVES TO PREVENT THE TRACKING OF SOIL, DUST, MUD, OR CONSTRUCTION DEBRIS ON PUBLIC STREETS.
26. MUD TRACKED ONTO STREETS OR ADJACENT PROPERTIES SHALL BE REMOVED IMMEDIATELY, STREET SHALL BE SWEPT WITH A POWER SWEEPER (NOT PRESSURE WASHED) AS DIRECTED BY THE CITY.
27. A DISPOSAL SITE FOR ANY OFF-SITE HAUL OF DIRT MATERIALS SHALL BE APPROVED BY THE CITY PRIOR TO APPROVAL OF THE GRADING PERMIT. THE OFF-SITE HAUL ROUTE FOR EXCESS DIRT OR CONSTRUCTION DEBRIS IS SUBJECT TO APPROVAL OF THE CITY ENGINEER.
28. EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED SO THAT THE EARTH WILL NOT SLIDE OR SETTLE AND SO THAT ALL EXISTING IMPROVEMENTS OF ANY KIND WILL BE FULLY PROTECTED FROM DAMAGE. ANY DAMAGE RESULTING FROM A LACK OF ADEQUATE SHORING, BRACING AND SHEETING, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THE CONTRACTOR SHALL EFFECT NECESSARY REPAIRS OR RECONSTRUCTION AT HIS OWN EXPENSE. WHERE THE EXCAVATION FOR A TRENCH, STRUCTURE AND/OR BORING OR JACKING PIT IS FIVE FEET OR MORE IN DEPTH THE CONTRACTOR SHALL CONFORM TO THE APPLICABLE CONSTRUCTION SAFETY ORDERS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA.
29. ROUND CUT AND FILL SLOPES INTO EXISTING CONTOURS TO ACHIEVE A NATURAL EFFECT.
30. ANY NEW CUT OR FILL SLOPES, WHETHER INTERIM OR FINAL, SHALL BE HYDROMULTCHED AND OTHERWISE STABILIZED TO MITIGATE EROSION ON OR BEFORE OCTOBER 15TH OF EACH YEAR, NO NEW CUT OR FILL SLOPES MAY BE CREATED BETWEEN OCTOBER 16TH AND APRIL 14TH WITHOUT CITY APPROVAL.
31. STOCKPILED TOPSOIL SHALL BE UTILIZED FOR ONSITE REVEGETATION ONLY.
32. STOCKPILES OF SOIL, TOPSOIL, CONSTRUCTION DEBRIS, OR ANY OTHER MATERIAL WHICH MAY BE A POTENTIAL SOURCE OF WINDBLOWN PARTICULATES SHALL BE COVERED DURING SITE PREPARATION AND CONSTRUCTION ACTIVITIES AS NECESSARY OR AS DIRECTED BY THE CITY.
33. THE PROJECT APPLICANT SHALL SWEEP STREETS DAILY, OR AS NECESSARY, WITH WATER SWEEPERS IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PUBLIC STREETS.
34. A SEPARATE PERMIT IS REQUIRED FOR THE CONSTRUCTION OF RETAINING WALLS.
35. THE CONTRACTOR SHALL SUBMIT HIS ANNUAL O.S.H.A. PERMIT AT THE PRE-CONSTRUCTION MEETING.
36. ALL PLANS TO BE PLOTTED IN COLOR.

ABBREVIATIONS:

(X)	EXISTING VALUE
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
ADA	AMERICANS WITH DISABILITIES ACT
AVE	AVENUE
BCR	BEGIN CURB RETURN
BEG.	BEGIN
BLVD	BOULEVARD
BW	BACK OF WALK
CB	CATCH BASIN
CL	CENTER LINE
COC	CITY OF CONCORD
COM	COMMUNICATION
DET	DETAIL
ECR	END CURB RETURN
EG	EXISTING GRADE ELEVATION
EL	ELEVATION
EV	ELECTRIC VAULT
EX	EXISTING
FC	FACE OF CURB
FDC	FIRE DEPARTMENT CONNECTION
FG	FINISHED GRADE ELEVATION
FT	FEET
GB	GRADE BREAK
LIP	LIP OF GUTTER
MAX	MAXIMUM
MIN	MINIMUM
NTS	NOT TO SCALE
NO., #	NUMBER
PED	PEDESTRIAN
R/W	RIGHT OF WAY
SDMH	STORM DRAIN MANHOLE
SF, SQFT	SQUARE FEET
ST.	STREET
STA	STATION
STD	STANDARD
SW	SIDEWALK
TYP	TYPICAL
WV	WATER VALVE

LEGEND

- R/W
- GRADE BREAK
- APPROXIMATE BOUNDARY OF R/W ACQUISITION
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED STAMPED CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE
- SIGN ON NEW POST
- CONCRETE OR STEEL BOLLARD
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED PED PUSH BUTTON
- PROPOSED UTILITY POLE
- PROPOSED HYDRANT
- PROPOSED CATCH BASIN
- PROPOSED PEDESTRIAN SIGNAL FACE
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED POLE WITH ACCESSIBLE PEDESTRIAN PUSH BUTTON.
- PROPOSED VEHICLE SIGNAL FACE (WITH BACKPLATE, 3-SECTION: RED, YELLOW, AND GREEN)
- PROPOSED VEHICLE SIGNAL HEAD CONSISTING OF RED, YELLOW, AND GREEN LEFT ARROW SECTIONS (SEE DETAIL B)
- PROPOSED CONTROLLER CABINET AND FOUNDATION
- PROPOSED PULL BOX
- PROPOSED CONDUIT
- PROPOSED SERVICE CABINET
- PROPOSED STANDARD WITH LUMINAIRE
- VEHICLE DETECTION

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1435 GASOLINE ALLEY
(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
5.21.2026	AS NOTED	WO
DESIGN:	DRAWN:	CHECKED:
E. KATZ	E. KATZ	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697 _____

GENERAL NOTES, LEGEND, AND ABBREVIATIONS

MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

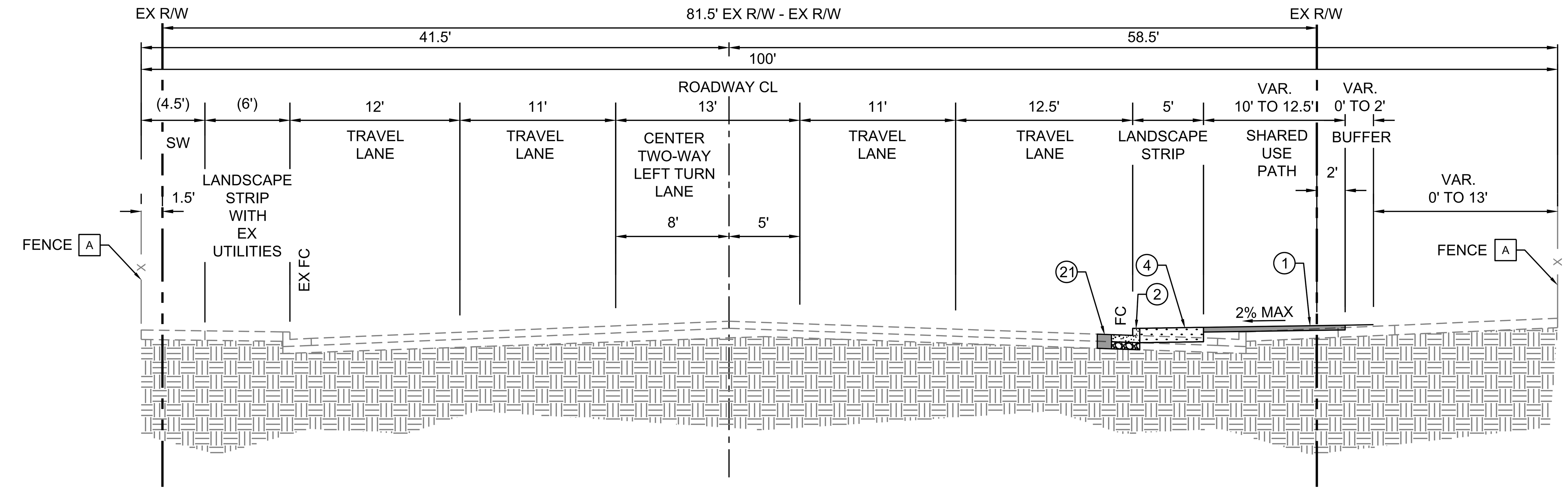
PREPARED UNDER THE DIRECTION OF

REGISTERED PROFESSIONAL ENGINEER
KEVIN TIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

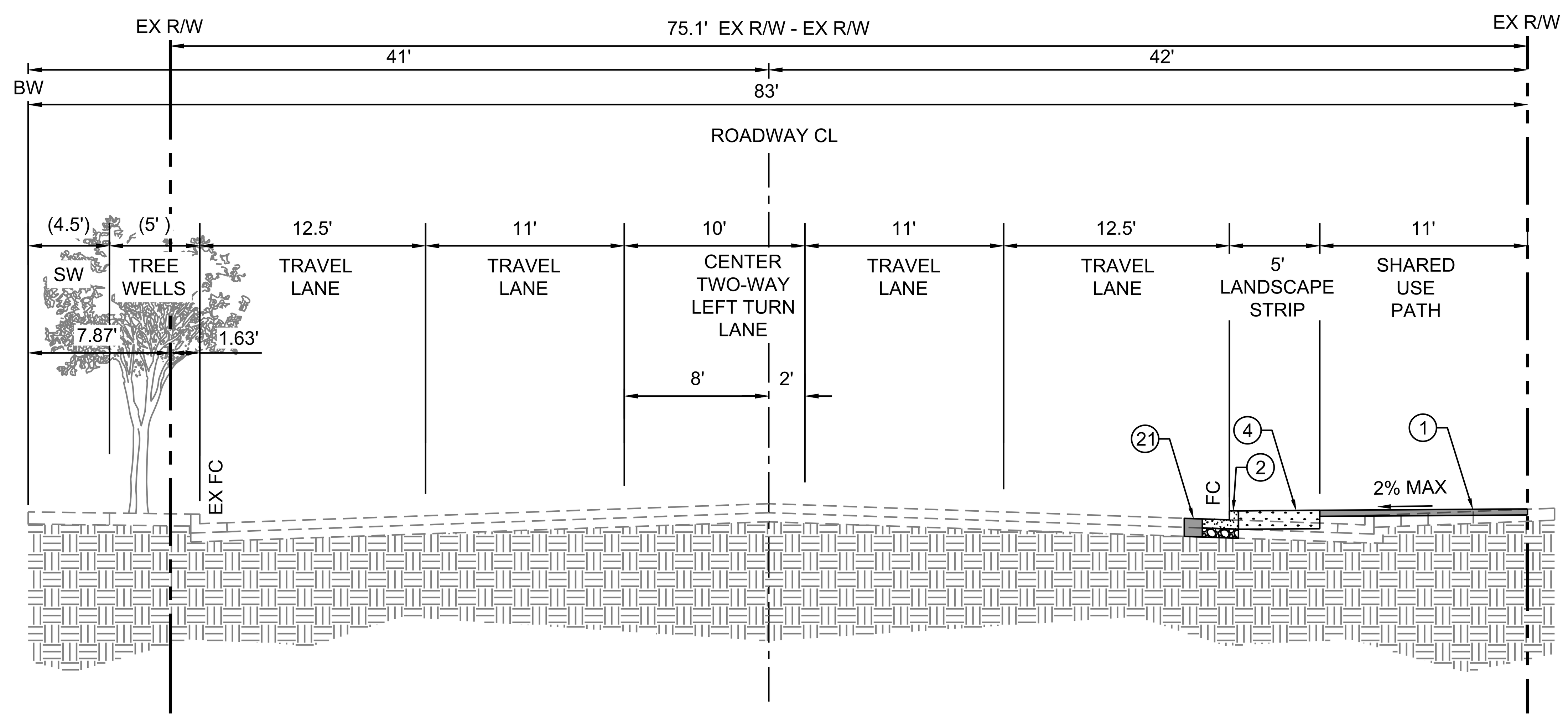
PJ#

SHEET NUMBER
G-01
02 OF: 23



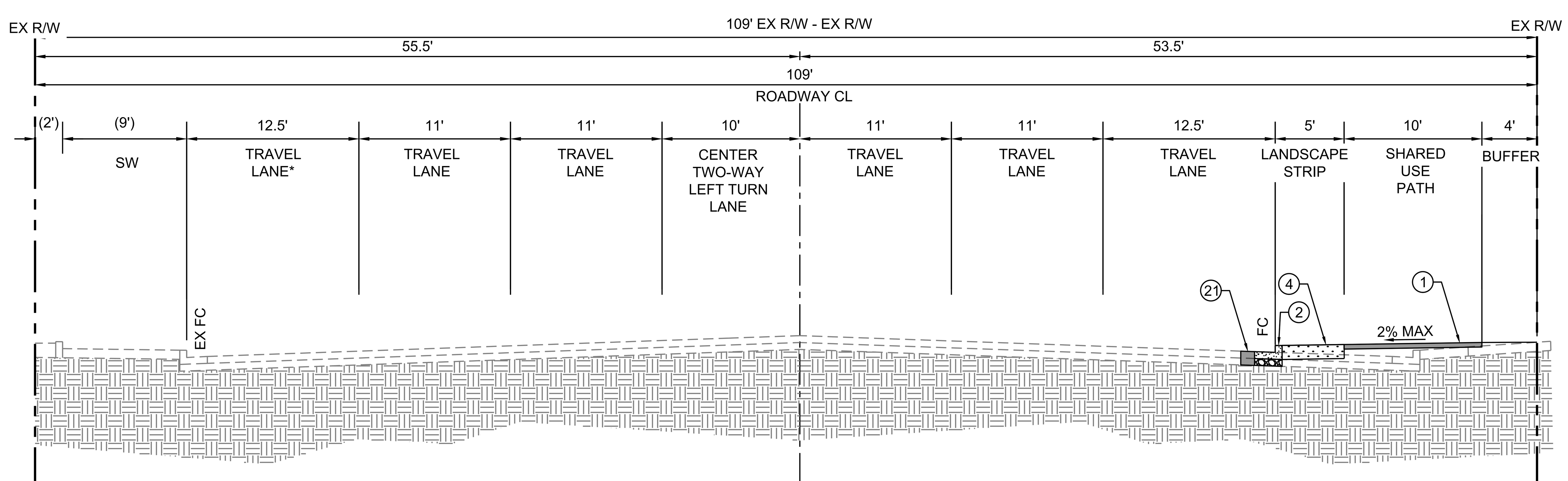
MONUMENT BOULEVARD

STA 13+00 TO STA 17+00
MOHR LANE TO NURSERY LANE/CAREY DRIVE
NOT TO SCALE



MONUMENT BOULEVARD

STA 17+50 TO STA 25+50
CAREY DRIVE TO THE TREES DRIVE
NOT TO SCALE



MONUMENT BOULEVARD

STA 26+00 TO STA 37+50
*LANE REMOVED BETWEEN STA 30+52.11 AND STA 37+50
THE TREES DRIVE TO REGANTI DRIVE
NOT TO SCALE

CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH.
2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
4. INSTALL LANDSCAPED AREA WITH IRRIGATION (10" MIN).
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.
21. CONSTRUCT FULL DEPTH HMA (6" MIN) OVER AB (6" MIN) AT 95% RELATIVE COMPACTION.

LEGEND

- R/W
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED STAMPED CONCRETE

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

NOTES

1. RIGHT OF WAY INFORMATION SHOWN IS APPROXIMATE AND BASED ON GIS DATA PROVIDED BY THE CITY FOR PLANNING PURPOSES ONLY. ACCURACY OF RIGHT OF WAY INFORMATION TO BE VERIFIED DURING PS&E PHASE.

2. EXISTING TRAVEL LANES TO BE ADJUSTED TO ACCOMODATE THE PROPOSED SHARED USE PATH AND ADJACENT IMPROVEMENTS.

3. EXISTING ROADWAY BEYOND IMPROVEMENTS TO BE PROTECTED IN PLACE UNLESS NOTED OR SHOWN OTHERWISE.

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DATE: 5.21.2026	SCALE: AS NOTED	PROJECT NO.: WO
DESIGN: A. OSBURN	DRAWN: A. OSBURN	CHECKED: K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

TYPICAL SECTIONS

MONUMENT BOULEVARD SHAARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

REGISTERED PROFESSIONAL ENGINEER
KEVIN KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

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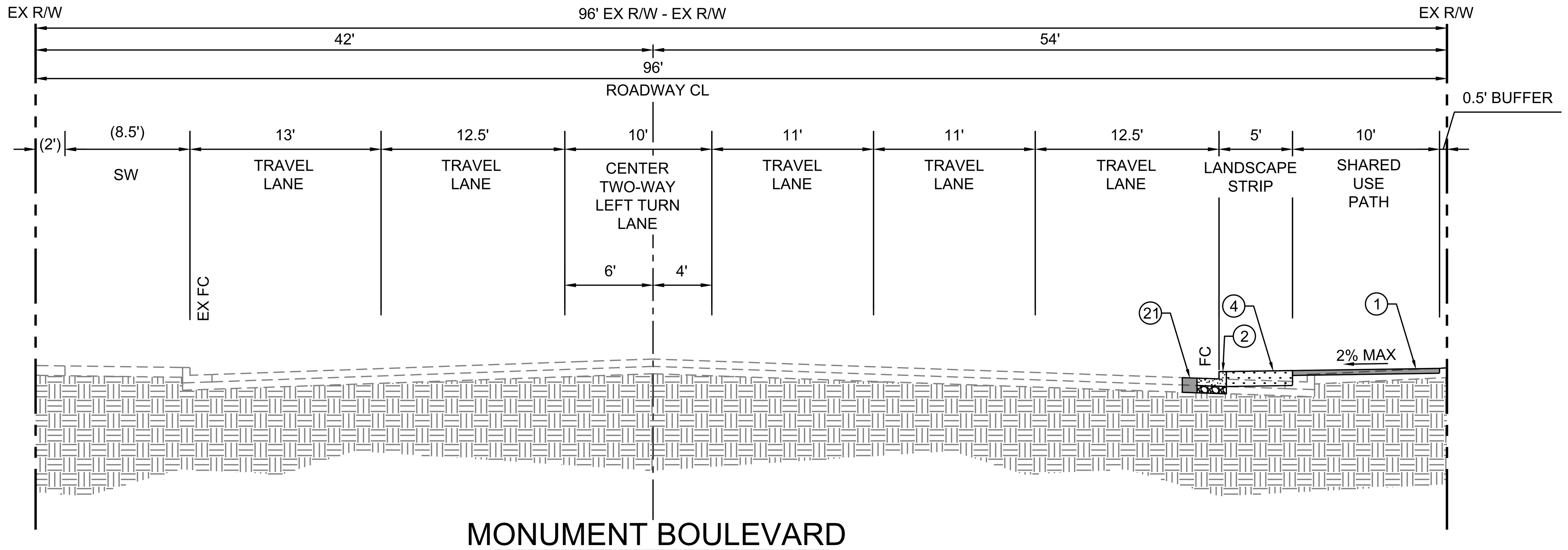
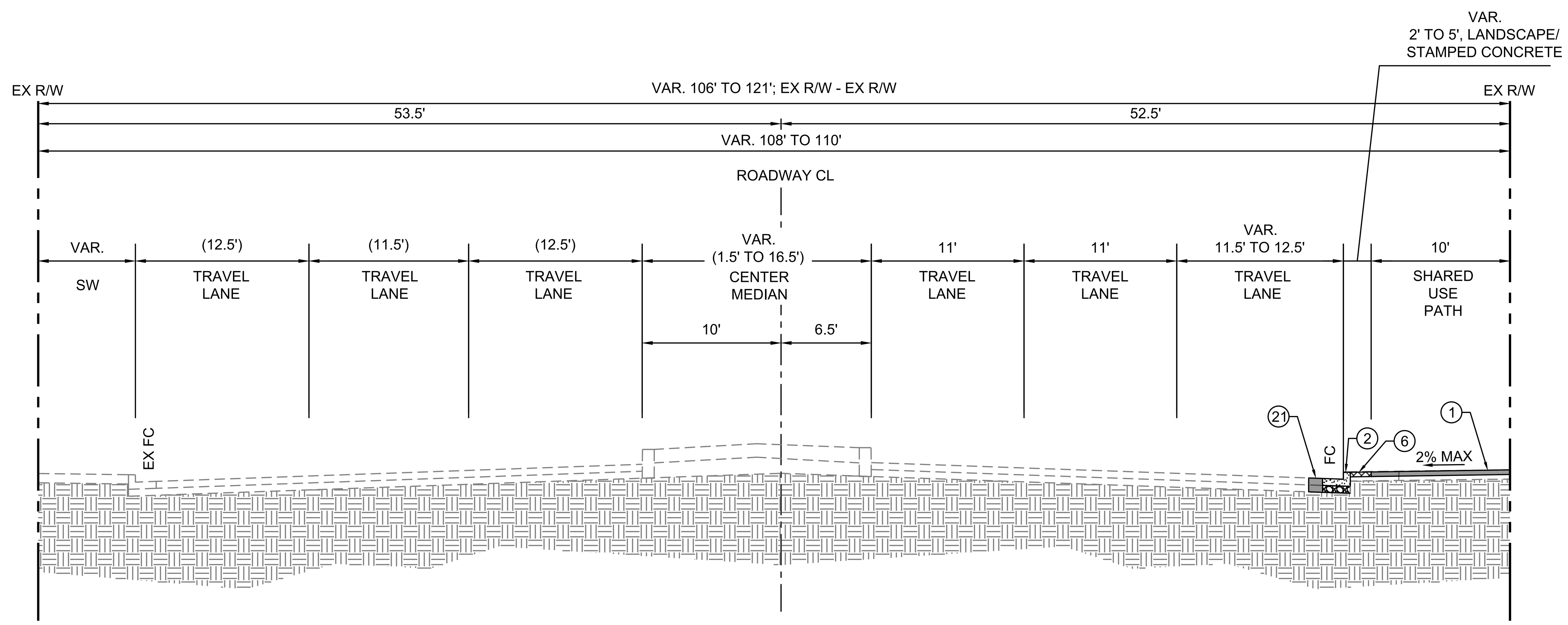
X-01
03 OF: 23

35% PLANS
NOT FOR CONSTRUCTION



MONUMENT BOULEVARD

STA 38+00 TO STA 48+50
REGANTI DRIVE TO MI CASA COURT
NOT TO SCALE



MONUMENT BOULEVARD

STA 49+00 TO STA 94+50
MI CASA COURT TO SYSTRON DRIVE
NOT TO SCALE

CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH.
2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
4. INSTALL LANDSCAPED AREA WITH IRRIGATION (10" MIN).
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.
21. CONSTRUCT FULL DEPTH HMA (6" MIN) OVER AB (6" MIN) AT 95% RELATIVE COMPACTION.

LEGEND

- R/W
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED STAMPED CONCRETE

NOTES

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3. EXISTING ROADWAY BEYOND IMPROVEMENTS TO BE PROTECTED IN PLACE UNLESS NOTED OR SHOWN OTHERWISE.

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ENGINEERING SERVICES
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DATE: 5.21.2026	SCALE: AS NOTED	PROJECT NO.: WO
DESIGN: A. OSBURN	DRAWN: A. OSBURN	CHECKED: K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

TYPICAL SECTIONS

MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

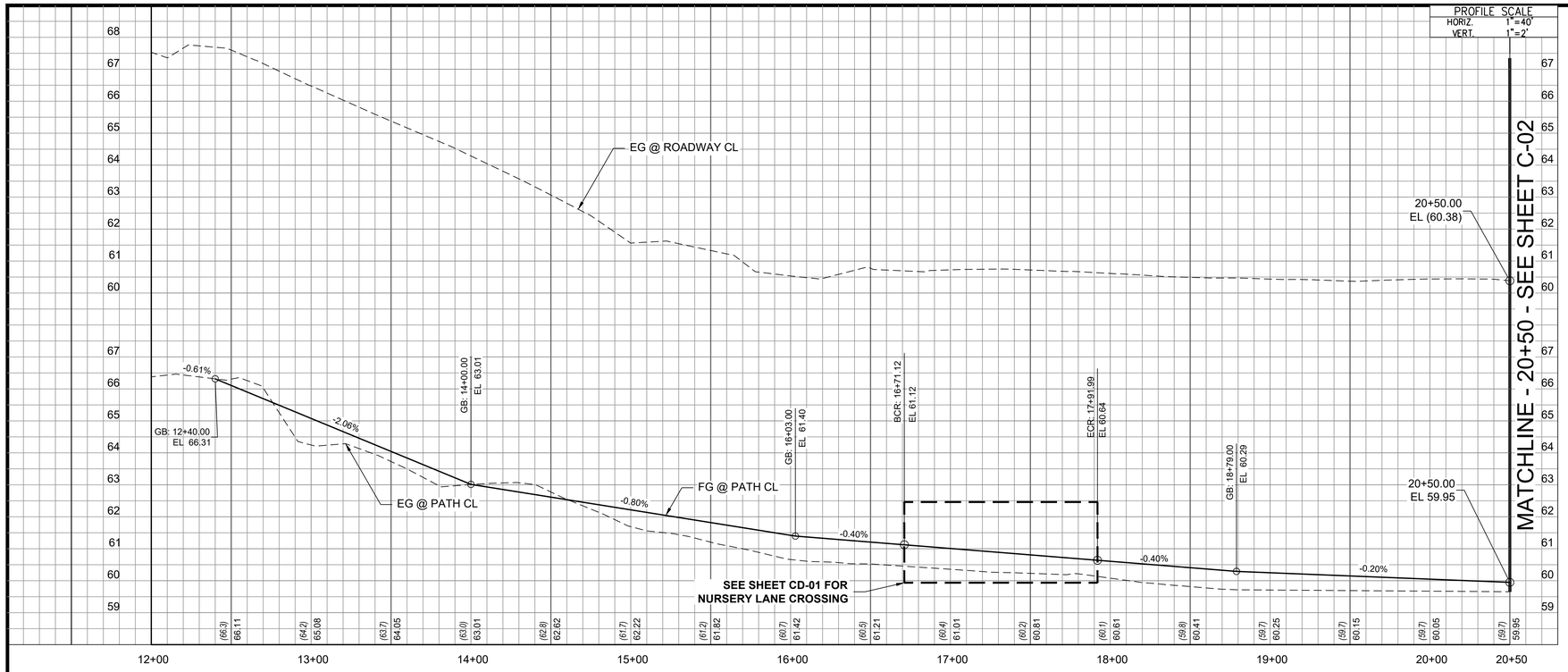
PREPARED UNDER THE DIRECTION OF

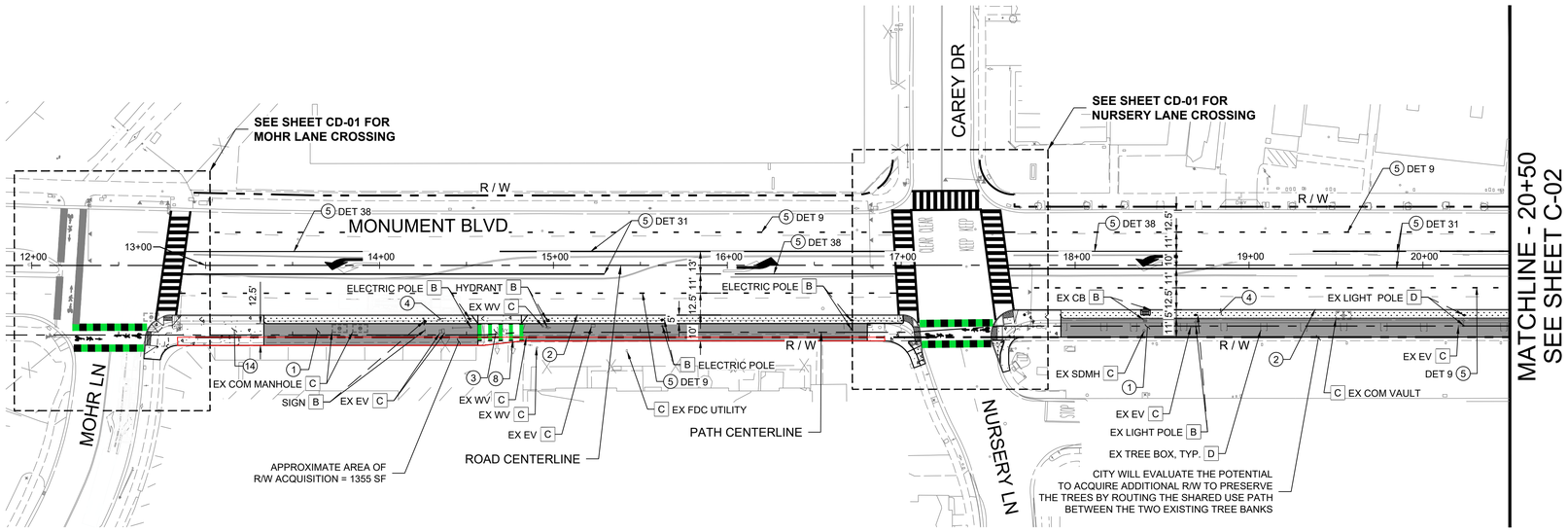
REGISTERED PROFESSIONAL ENGINEER
KEVIN KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
X-02





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CONSTRUCTION NOTES

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2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
4. INSTALL LANDSCAPED AREA WITH IRRIGATION (10" MIN).
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.

DISPOSITION NOTES

- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID
- D REMOVE (AS NOTED)

LEGEND

- R/W
- GRADE BREAK
- APPROXIMATE BOUNDARY OF R/W ACQUISITION
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED DETECTABLE WARNING SURFACE
- SIGN ON NEW POST
- PROPOSED POLE
- PROPOSED HYDRANT
- PROPOSED CATCH BASIN

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4. EXISTING TRAFFIC SIGNALS WILL BE EVALUATED AND MODIFIED TO ACCOMMODATE THE PROPOSED SHARED USE PATH
5. EXISTING UTILITY ADJUSTMENTS AND PROPOSED UTILITY FACILITIES TO BE VERIFIED DURING PS&E PHASE

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DESIGN:	DRAWN:	CHECKED:
A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

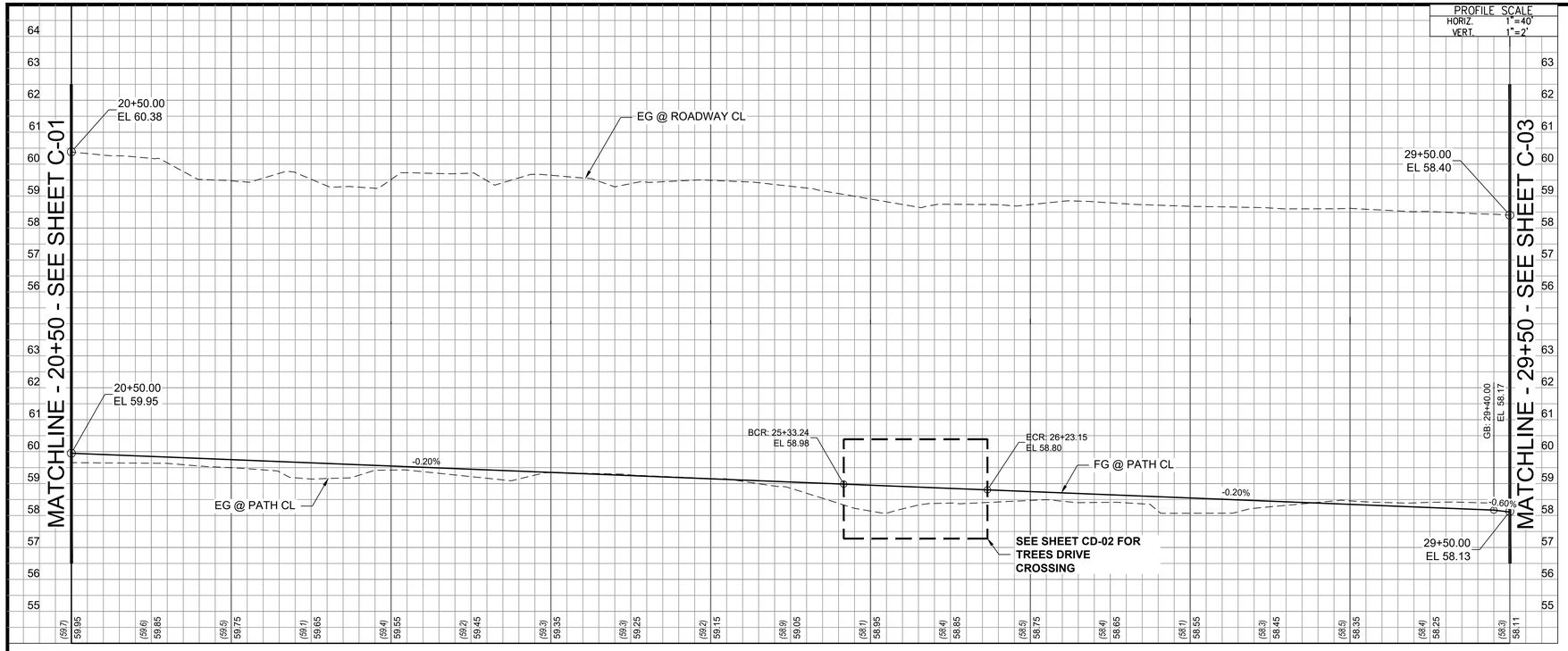
REV	DESCRIPTION	DATE

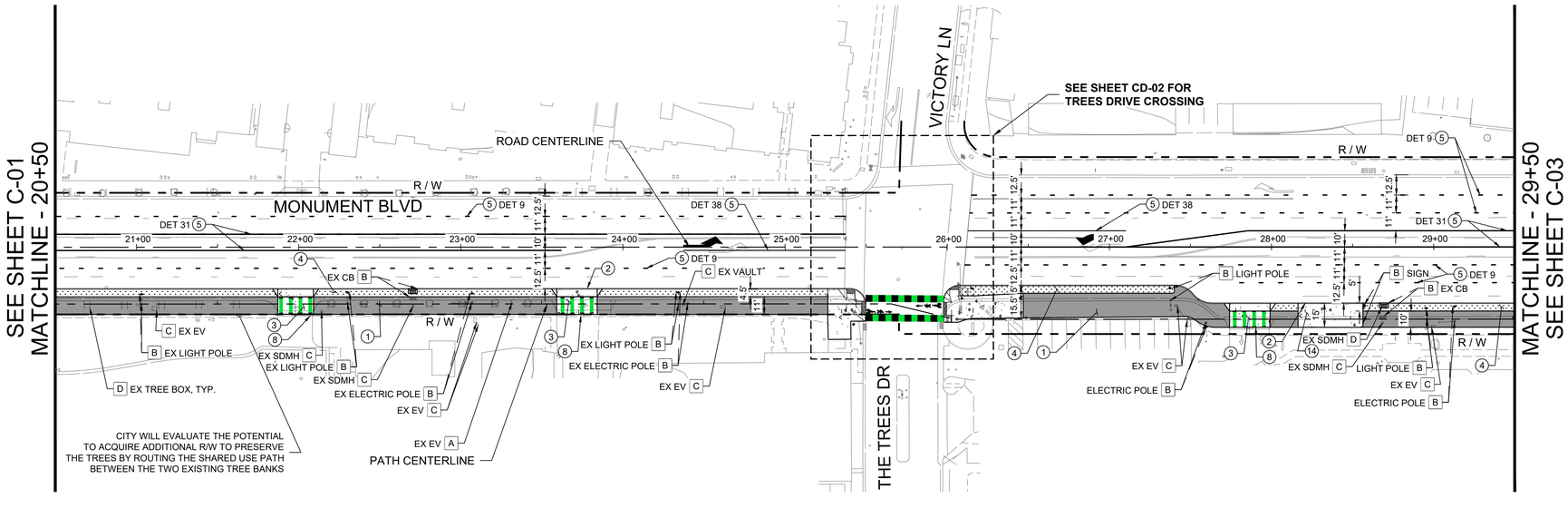
PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN M. No. 83474 CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
C-01
05 OF: 23





CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH.
2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
4. INSTALL LANDSCAPED AREA WITH IRRIGATION (10" MIN).
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID
- D REMOVE (AS NOTED)

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED DETECTABLE WARNING SURFACE
- SIGN ON NEW POST
- PROPOSED POLE
- PROPOSED CATCH BASIN

NOTES:

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DATE:	SCALE:	PROJECT NO.:
5.21.2026	AS NOTED	WO
DESIGN:	DRAWN:	CHECKED:
A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
C-02
06 OF: 23

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1-800-422-4133
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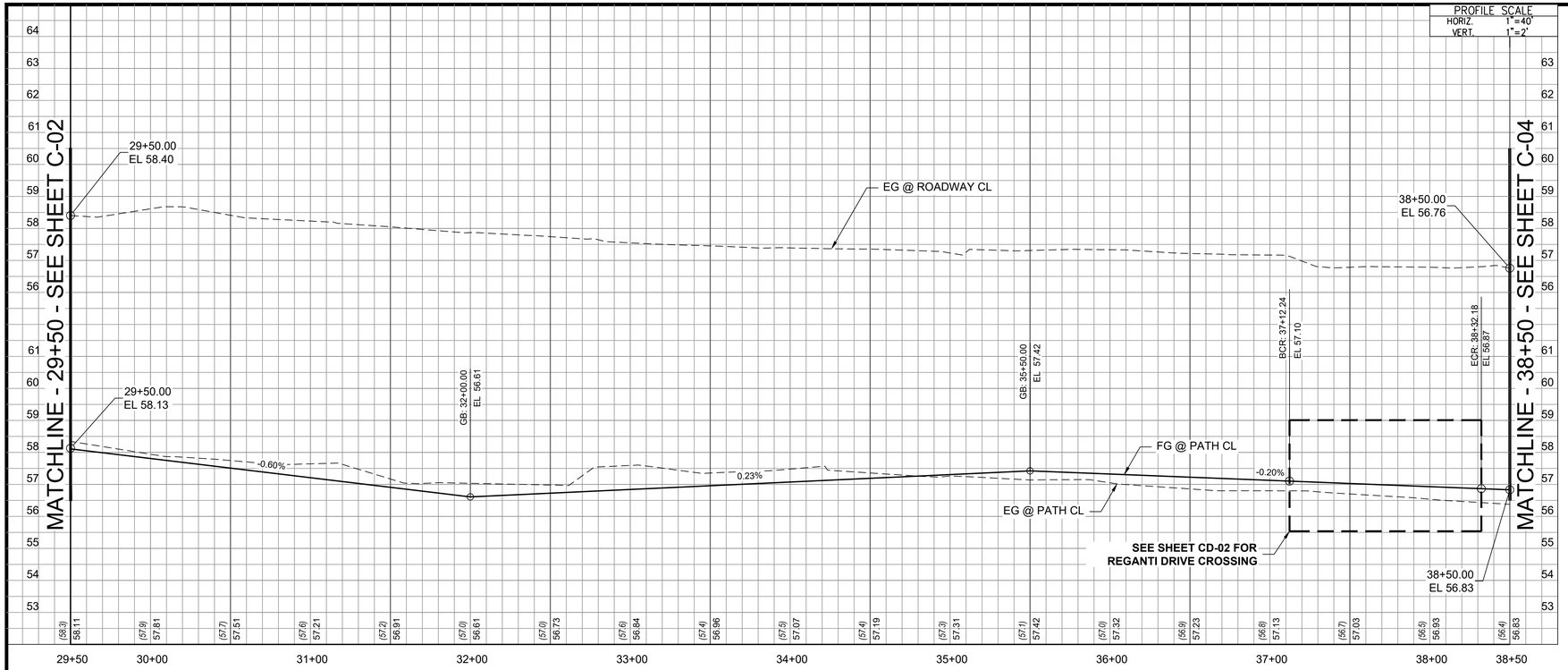
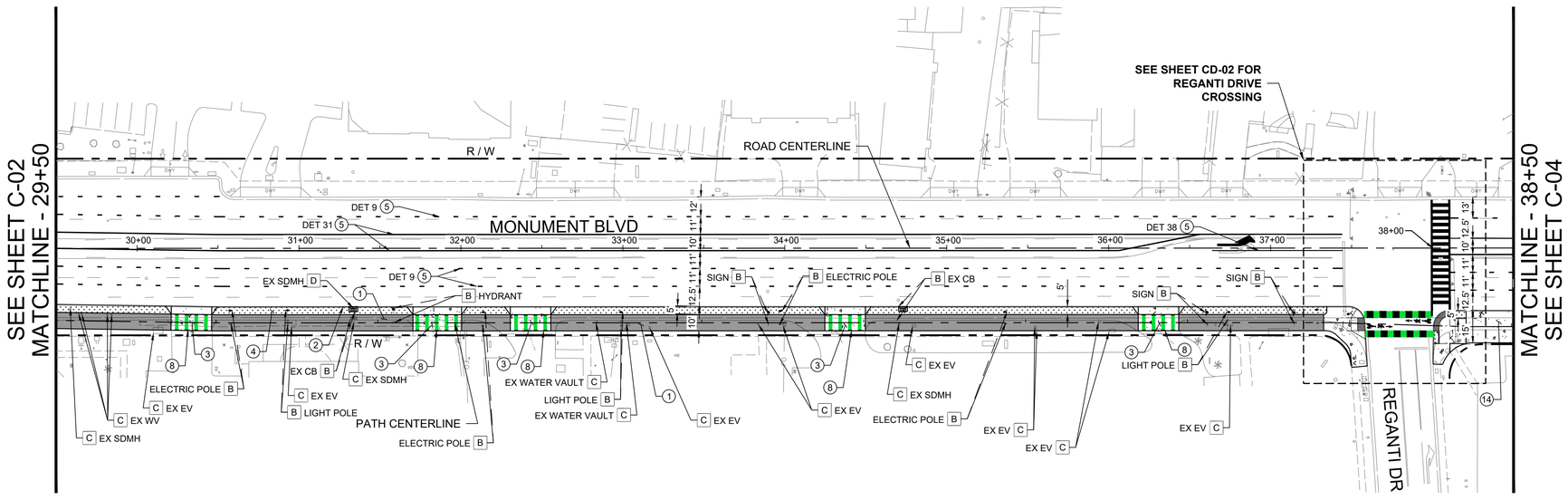
35% PLANS
NOT FOR CONSTRUCTION





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CONSTRUCTION NOTES

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4. INSTALL LANDSCAPED AREA WITH IRRIGATION (10" MIN).
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8. INSTALL DRIVEWAY CONFLICT MARKINGS.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.

DISPOSITION NOTES

- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID
- D REMOVE (AS NOTED)

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED DETECTABLE WARNING SURFACE
- SIGN ON NEW POST
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4. EXISTING TRAFFIC SIGNALS WILL BE EVALUATED AND MODIFIED TO ACCOMMODATE THE PROPOSED SHARED USE PATH

5. EXISTING UTILITY ADJUSTMENTS AND PROPOSED UTILITY FACILITIES TO BE VERIFIED DURING PS&E PHASE

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PLAN SCALE

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DESIGN:	DRAWN:	CHECKED:
A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

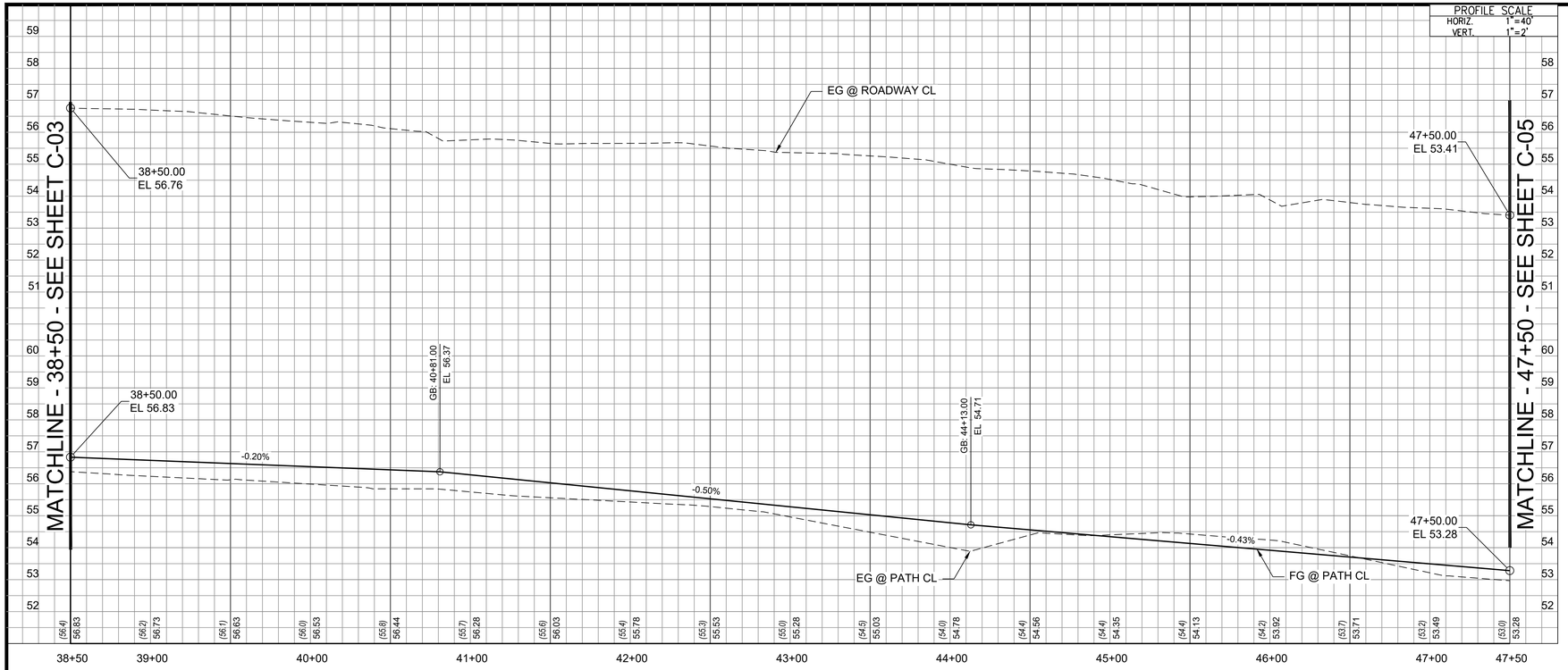
REV	DESCRIPTION	DATE

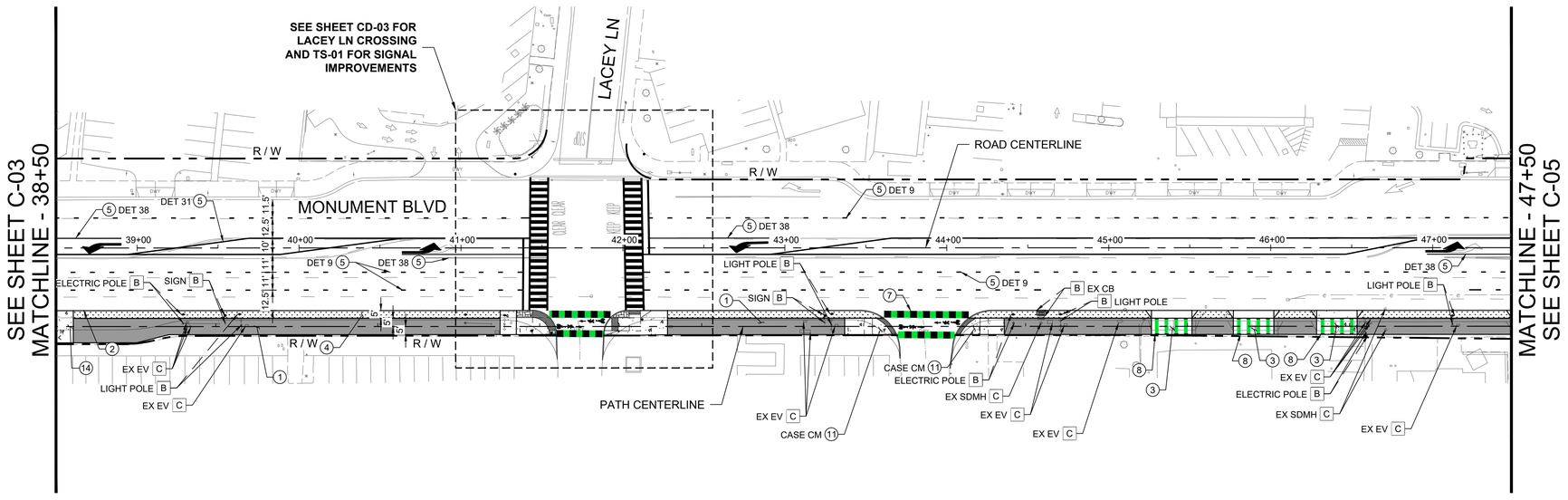
PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN TIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
C-03
07 OF: 23





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35% PLANS
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CONSTRUCTION NOTES

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3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
4. INSTALL LANDSCAPED AREA WITH IRRIGATION (10" MIN).
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
7. INSTALL SHARED CROSSWALK.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.

DISPOSITION NOTES

B RELOCATE (AS NOTED)
C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED DETECTABLE WARNING SURFACE
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APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN FTM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

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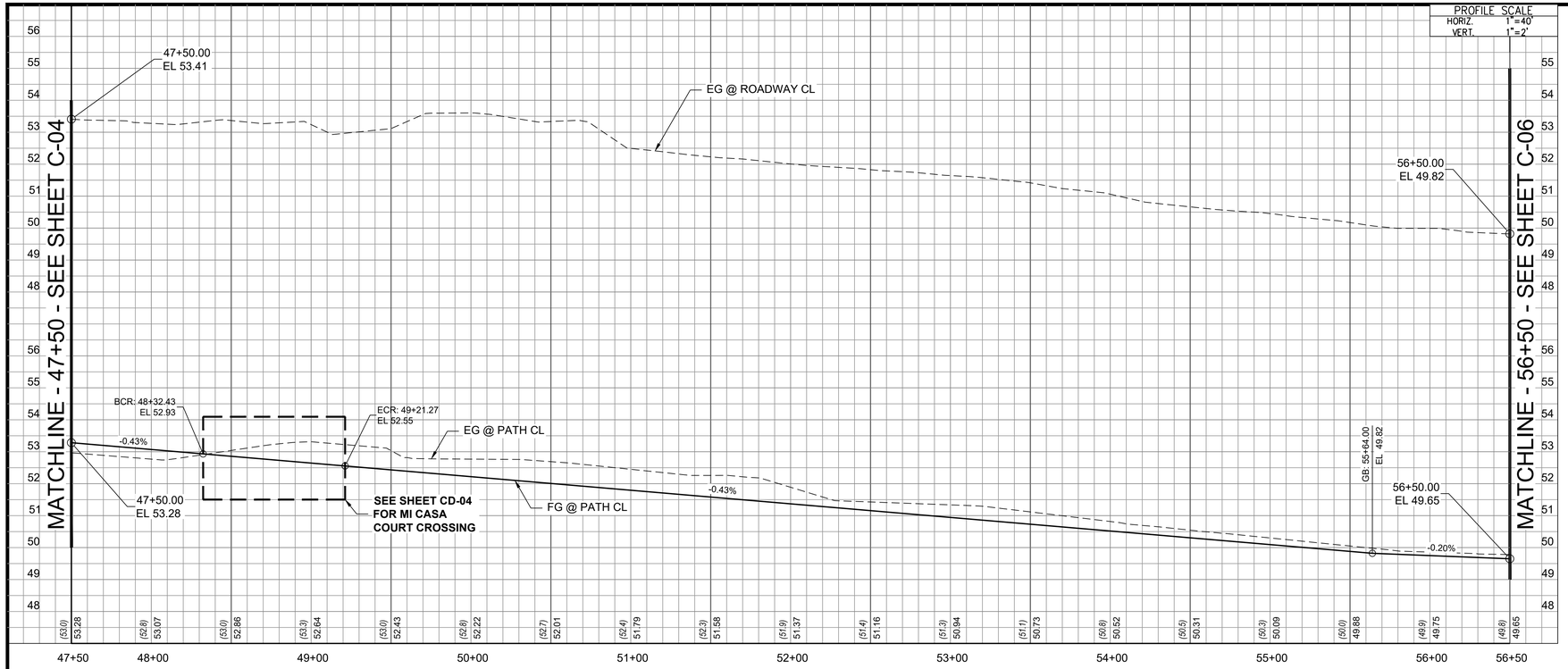
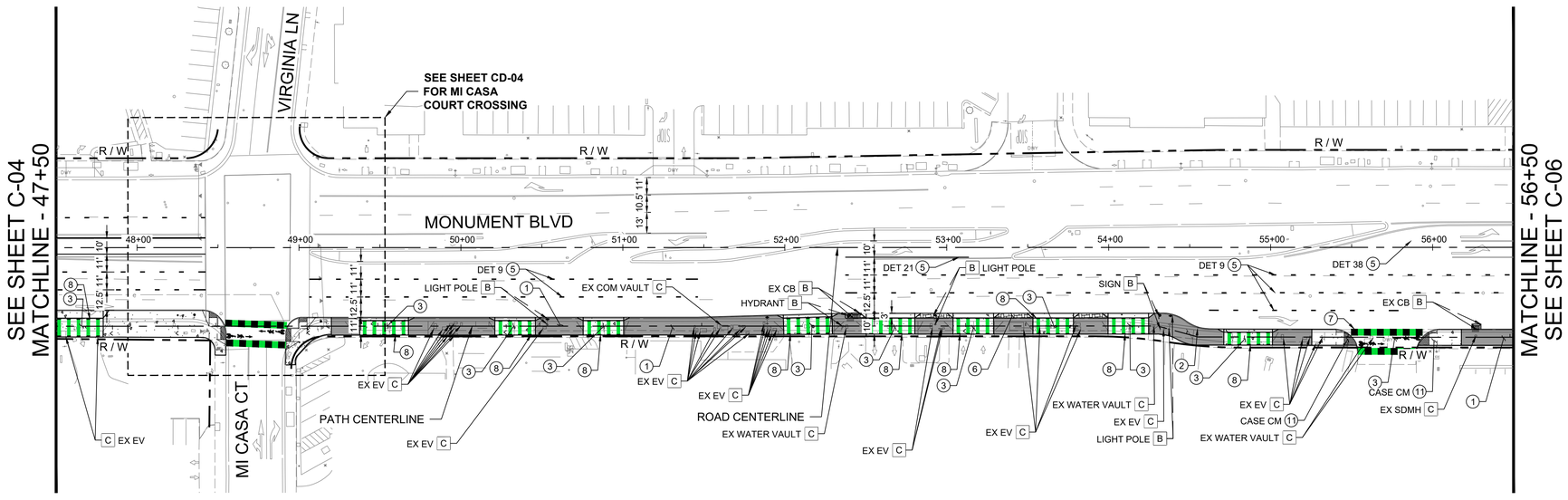
08 OF: 23





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35% PLANS
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CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH.
2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.
7. INSTALL SHARED CROSSWALK.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.

DISPOSITION NOTES

- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
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40 0 20 40 80
SCALE PLAN SCALE FEET

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(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
5.21.2026	AS NOTED	WO
DESIGN:	DRAWN:	CHECKED:
A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

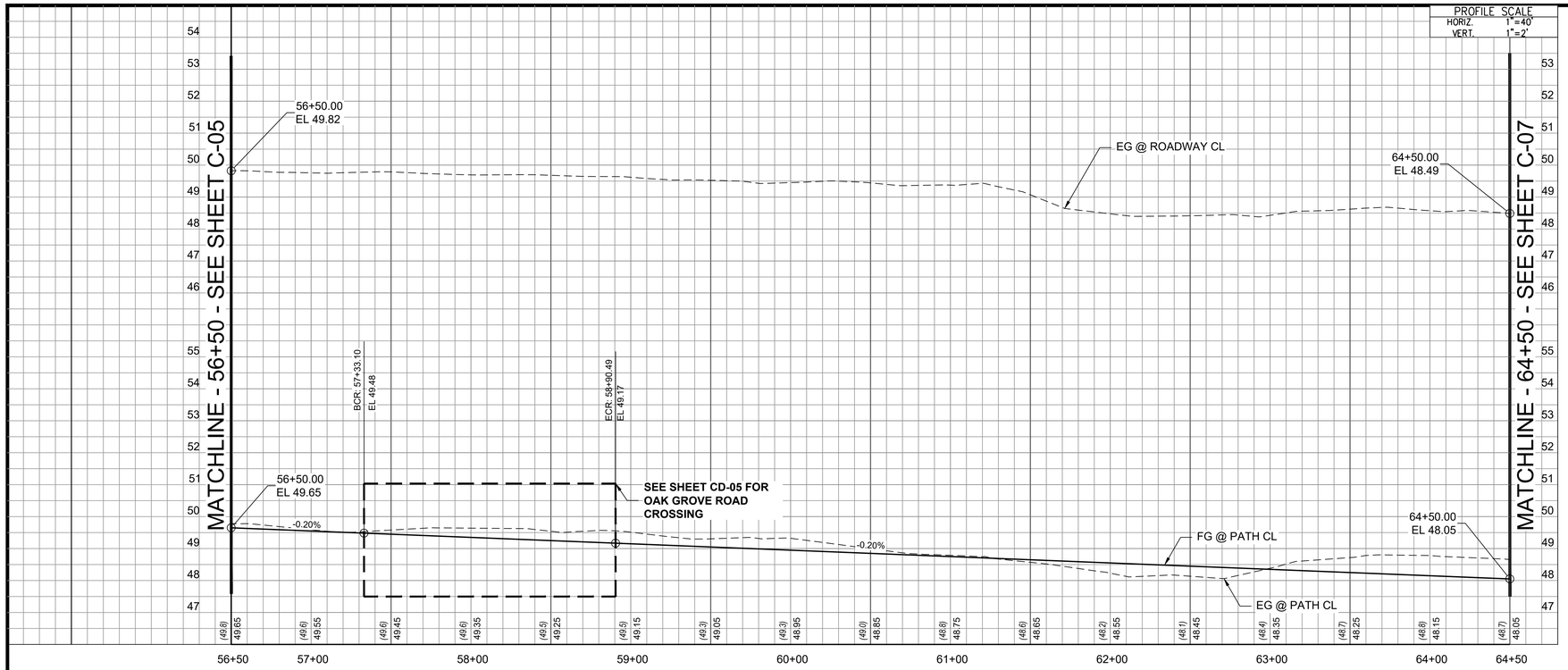
REV	DESCRIPTION	DATE

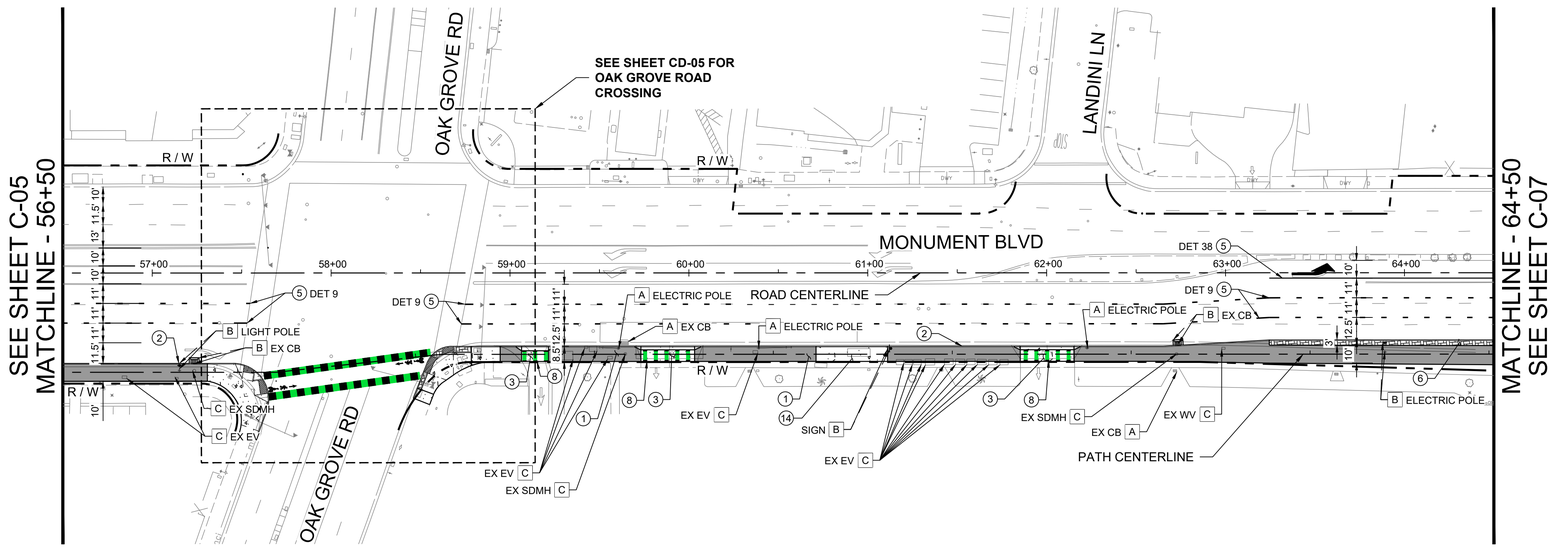
PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN FTM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
C-05
09 OF: 23





CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER
2. MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED STAMPED CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE
- SIGN ON NEW POST
- PROPOSED POLE
- PROPOSED CATCH BASIN

NOTES:

1. RIGHT OF WAY INFORMATION SHOWN IS APPROXIMATE AND BASED ON GIS DATA PROVIDED BY THE CITY FOR PLANNING PURPOSES ONLY. ACCURACY OF RIGHT OF WAY INFORMATION TO BE VERIFIED DURING PS&E PHASE.

2. EXISTING TRAVEL LANES TO BE ADJUSTED TO ACCOMMODATE THE PROPOSED SHARED USE PATH AND ADJACENT IMPROVEMENTS.

3. EXISTING ROADWAY BEYOND IMPROVEMENTS TO BE PROTECTED IN PLACE UNLESS NOTED OR SHOWN OTHERWISE.

4. EXISTING TRAFFIC SIGNALS WILL BE EVALUATED AND MODIFIED TO ACCOMMODATE THE PROPOSED SHARED USE PATH

5. EXISTING UTILITY ADJUSTMENTS AND PROPOSED UTILITY FACILITIES TO BE VERIFIED DURING PS&E PHASE

SCALE 40 0 20 40 80 FEET
PLAN SCALE

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CITY OF CONCORD
Concord
ENGINEERING SERVICES
1435 GASOLINE ALLEY
(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
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A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN FTM
No. 83474
CIVIL
STATE OF CALIFORNIA

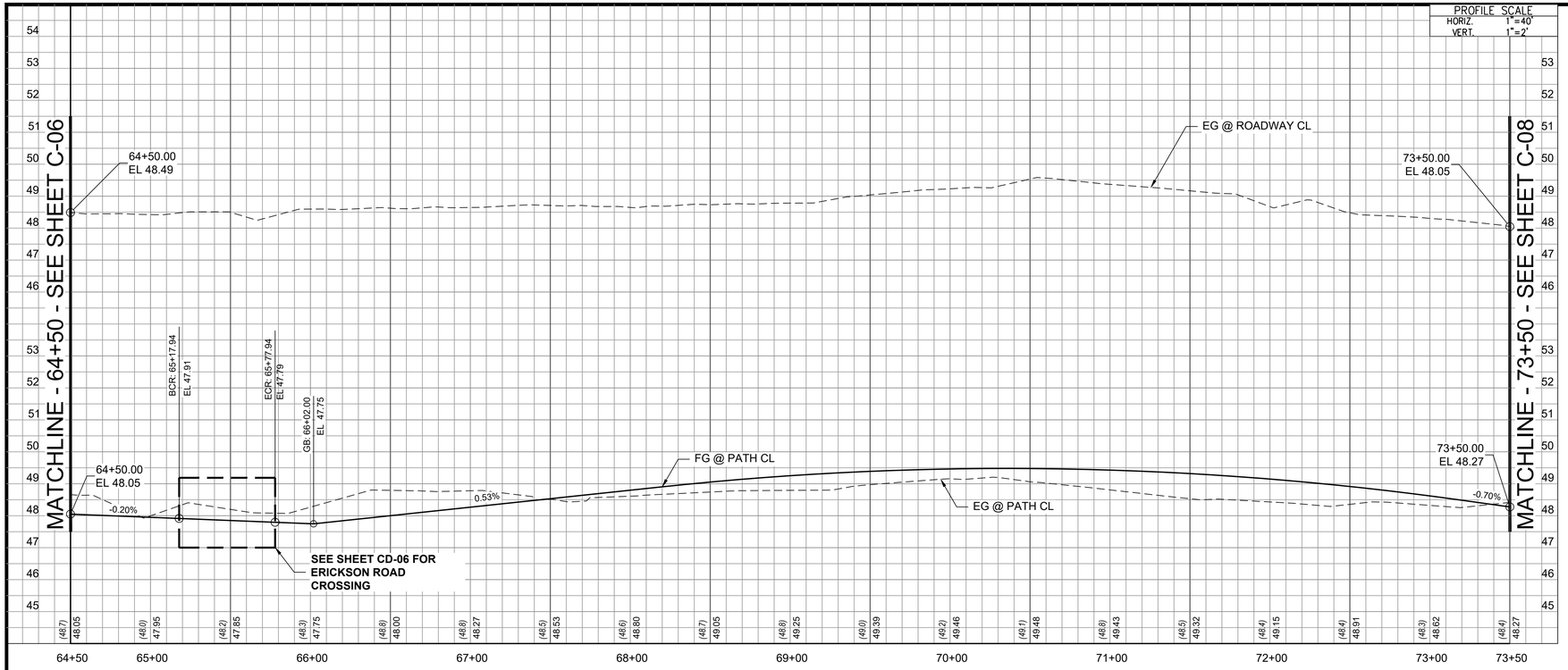
CONTRACT NO.

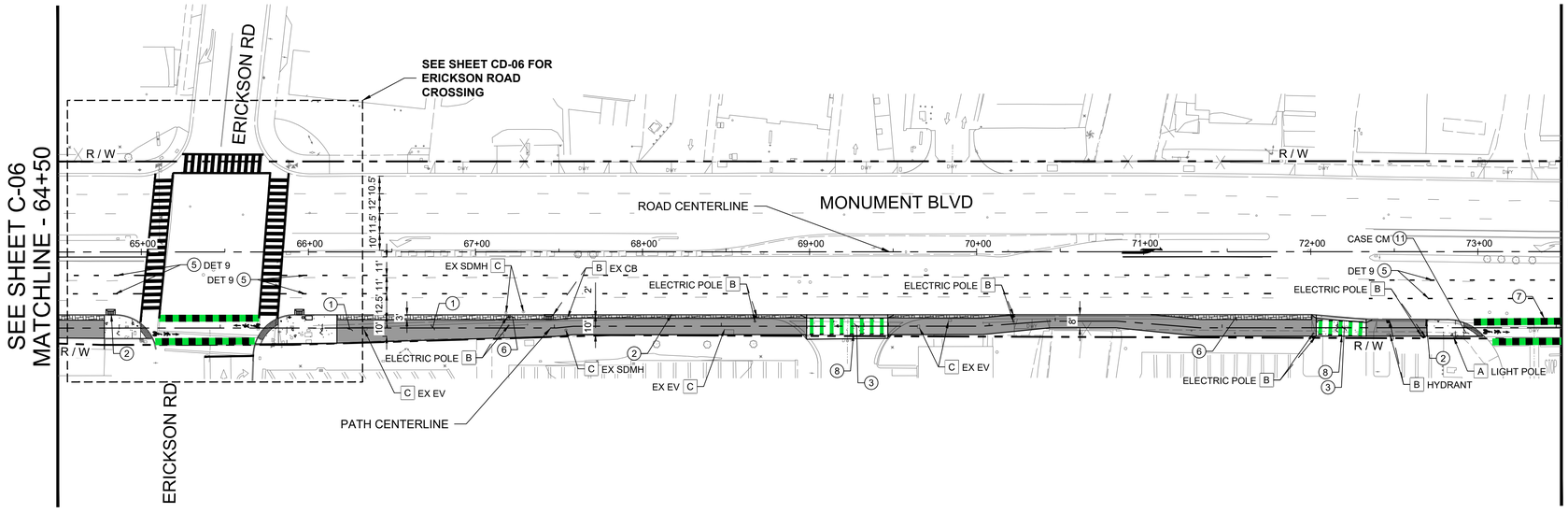
PJ#

SHEET NUMBER
C-06
10 OF: 23

Underground Service Alert
DIGALERT
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION





Underground Service Alert

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CONSTRUCTION NOTES

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2. MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.
7. INSTALL SHARED CROSSWALK.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED STAMPED CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED POLE
- PROPOSED HYDRANT
- PROPOSED CATCH BASIN

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40 0 20 40 80
SCALE PLAN SCALE FEET

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APPROVED BY CITY ENGINEER:
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PLAN AND PROFILE

MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

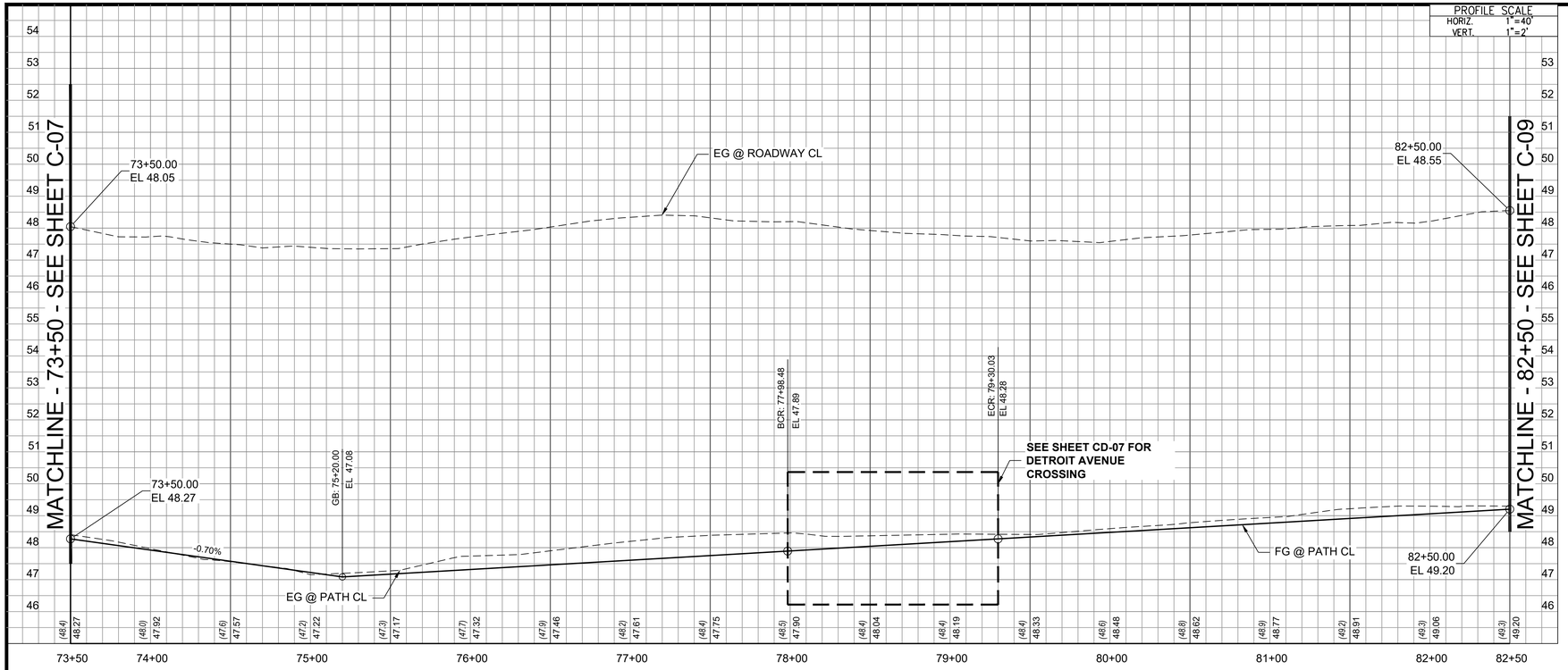
REGISTERED PROFESSIONAL ENGINEER
KEVIN TIM
No. 83474
CIVIL
STATE OF CALIFORNIA

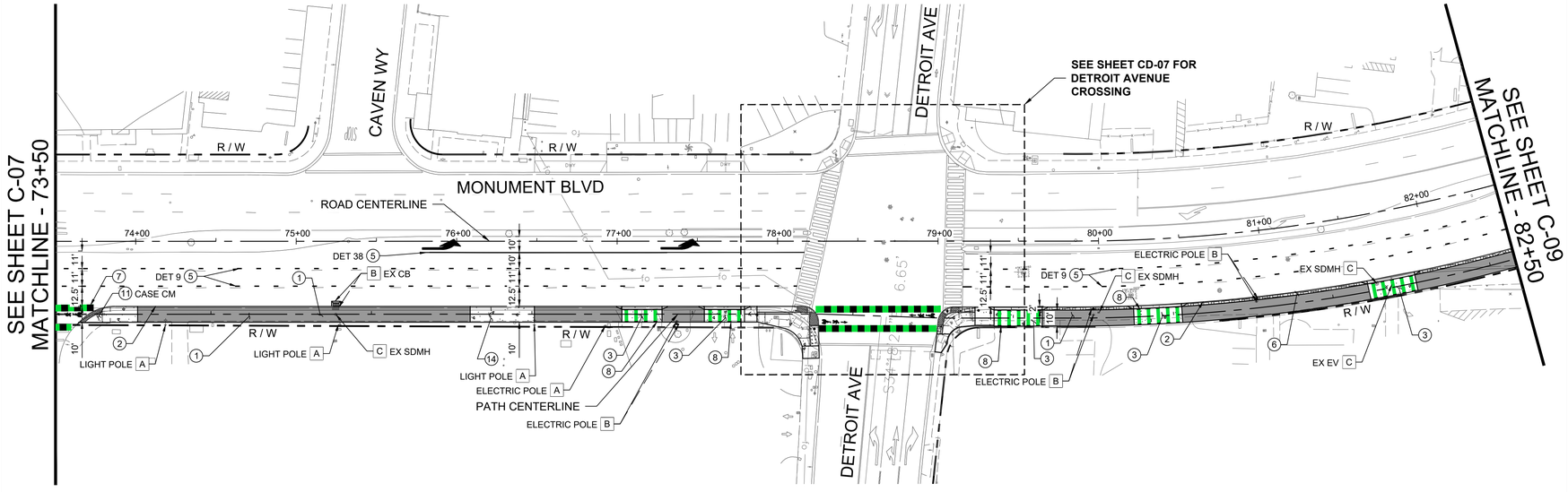
CONTRACT NO.

PJ#

SHEET NUMBER
C-07

11 OF: 23





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BEFORE YOU DIG

35% PLANS
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CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH.
2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.
7. INSTALL SHARED CROSSWALK.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED POLE
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED STAMPED CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE

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SCALE 40 0 20 40 80 PLAN SCALE FEET

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PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
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KEVIN FIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

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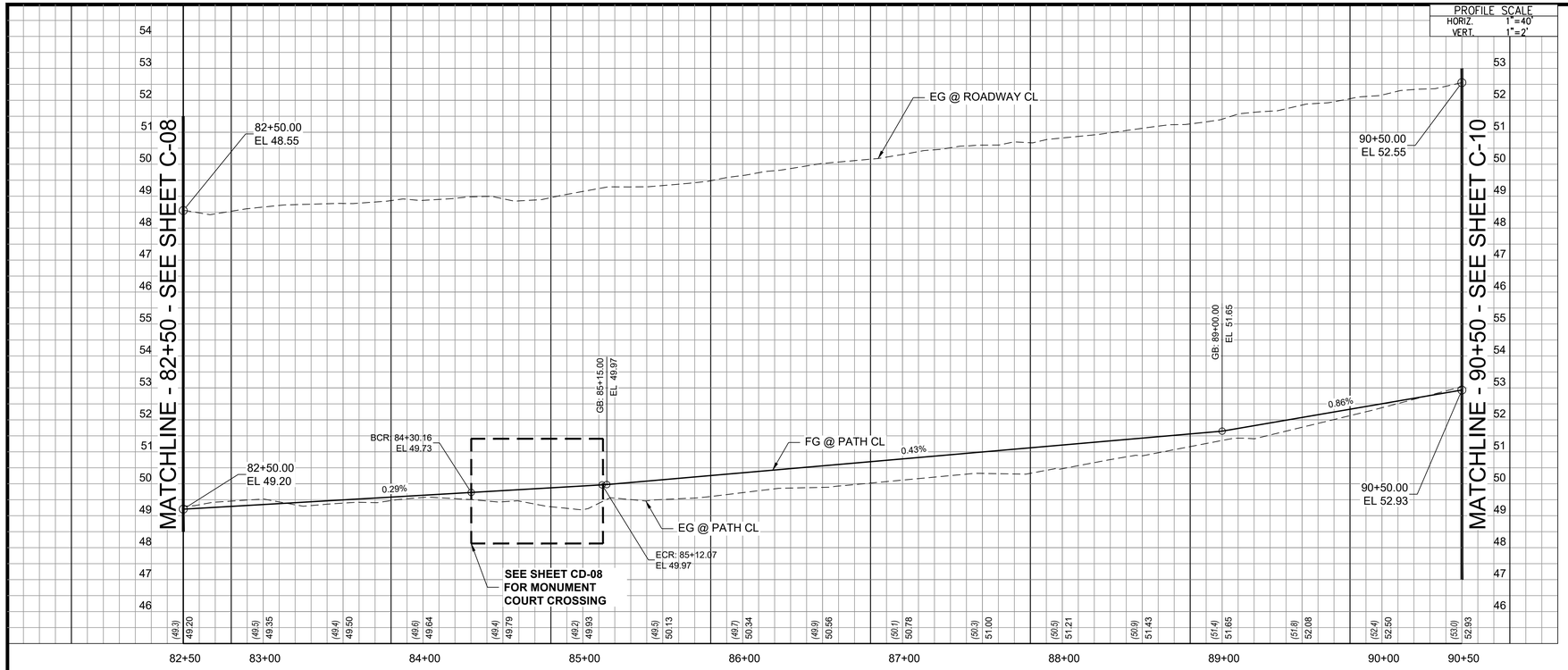
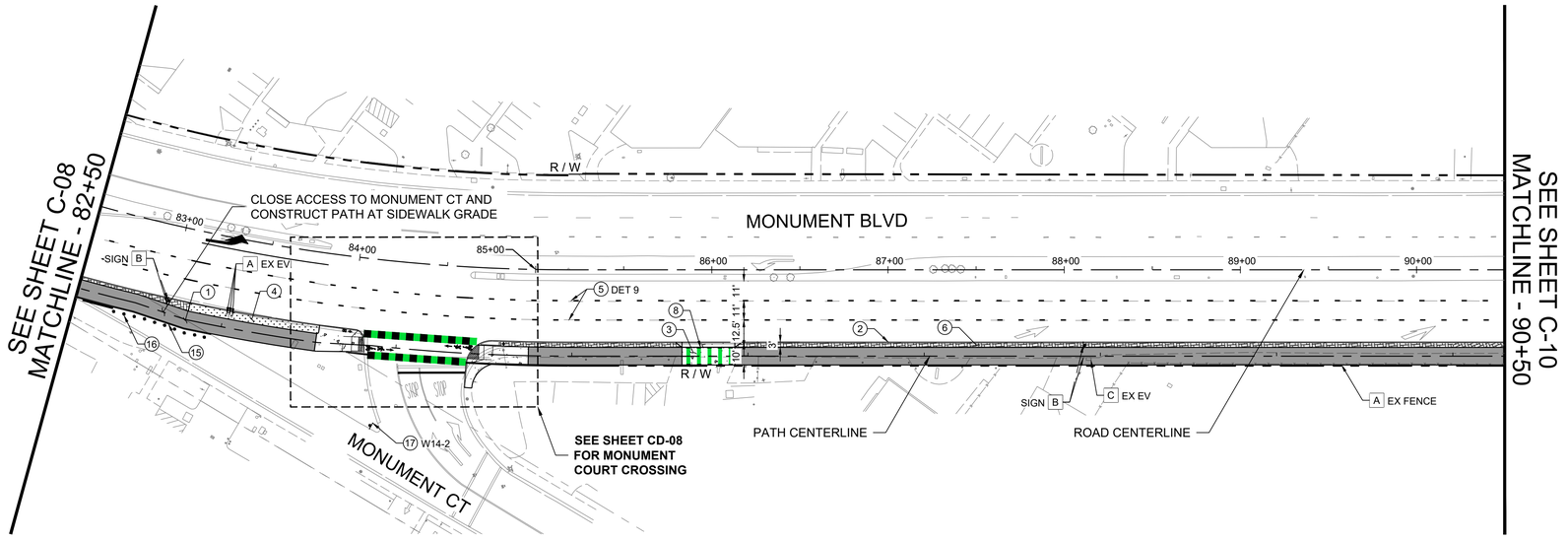
12 OF: 23





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DIAL TOLL FREE
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35% PLANS
NOT FOR CONSTRUCTION

CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH.
2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
3. CONSTRUCT PCC DRIVEWAY PER COC STANDARD S-7.
4. INSTALL LANDSCAPED AREA WITH IRRIGATION (10" MIN).
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.
8. INSTALL DRIVEWAY CONFLICT MARKINGS.
15. CONSTRUCT CURB, TYPE C-1 PER COC S-4.
16. INSTALL CONCRETE OR STEEL BOLLARD @ 4' O.C.
17. INSTALL SIGN ON NEW POST.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- SIGN ON NEW POST
- CONCRETE OR STEEL BOLLARD
- PROPOSED AC PAVEMENT
- PROPOSED STAMPED CONCRETE
- PROPOSED PCC PAVEMENT
- PROPOSED DETECTABL WARNING SURFACE
- PROPOSED LANDSCAPING

SIGN LEGEND

NO OUTLET
W14-2
30" X 30"

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SCALE 40 0 20 40 80 FEET
PLAN SCALE

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PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN FIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

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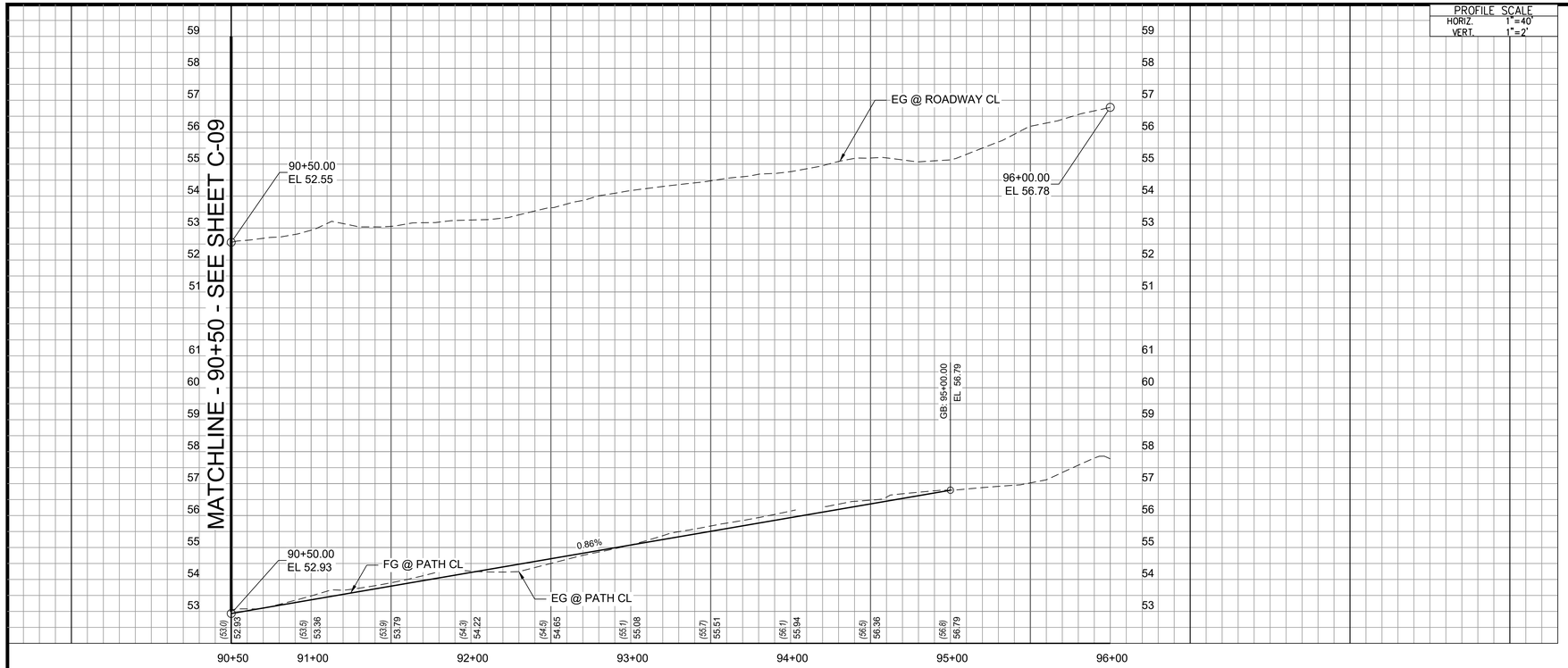
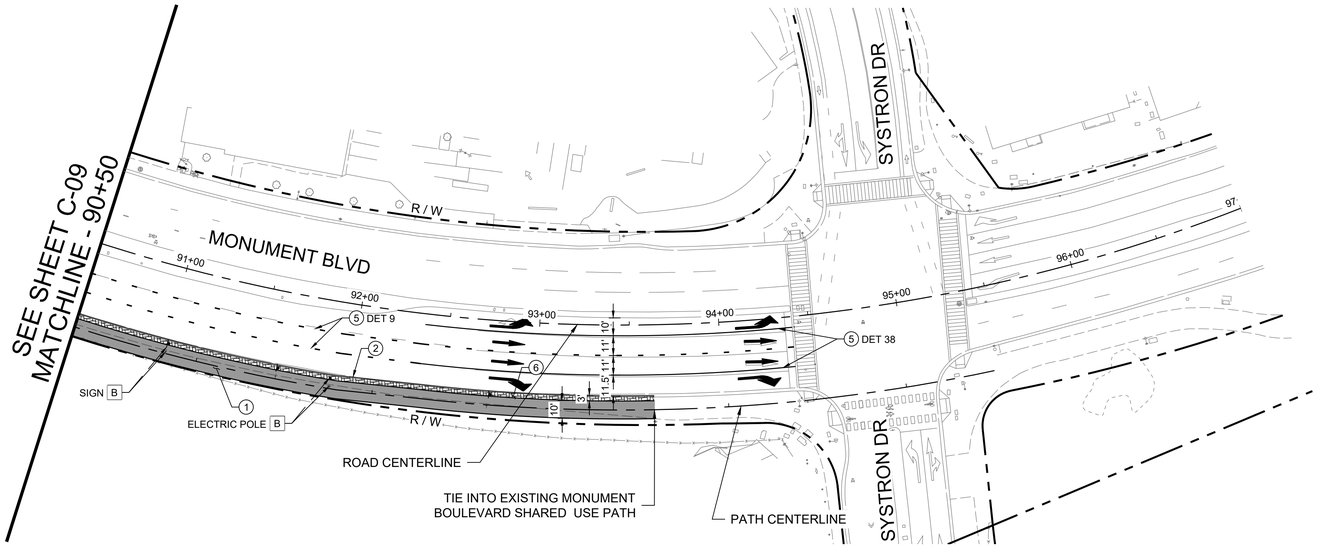
13 OF: 23





CONSTRUCTION NOTES

1. CONSTRUCT 4" AC PAVEMENT SHARED USE PATH.
2. CONSTRUCT CURB AND GUTTER, TYPE A-1 PER COC S-3, OVER MINIMUM 6" CLASS II AGGREGATE BASE (95% RELATIVE COMPACTION).
5. INSTALL STRIPING PER CALTRANS STANDARD PLANS A20A - A20F, DETAIL NUMBER PER PLAN.
6. CONSTRUCT 4" STAMPED CONCRETE PATTERN.

DISPOSITION NOTES

B RELOCATE (AS NOTED)

LEGEND

- R/W
- SIGN ON NEW POST
- PROPOSED AC PAVEMENT
- PROPOSED POLE
- PROPOSED PCC PAVEMENT
- PROPOSED STAMPED CONCRETE

NOTES:

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N

40 0 20 40 80
SCALE PLAN SCALE FEET

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CITY OF CONCORD
Concord
ENGINEERING SERVICES
1435 GASOLINE ALLEY
(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
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DESIGN:	DRAWN:	CHECKED:
A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

PLAN AND PROFILE
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

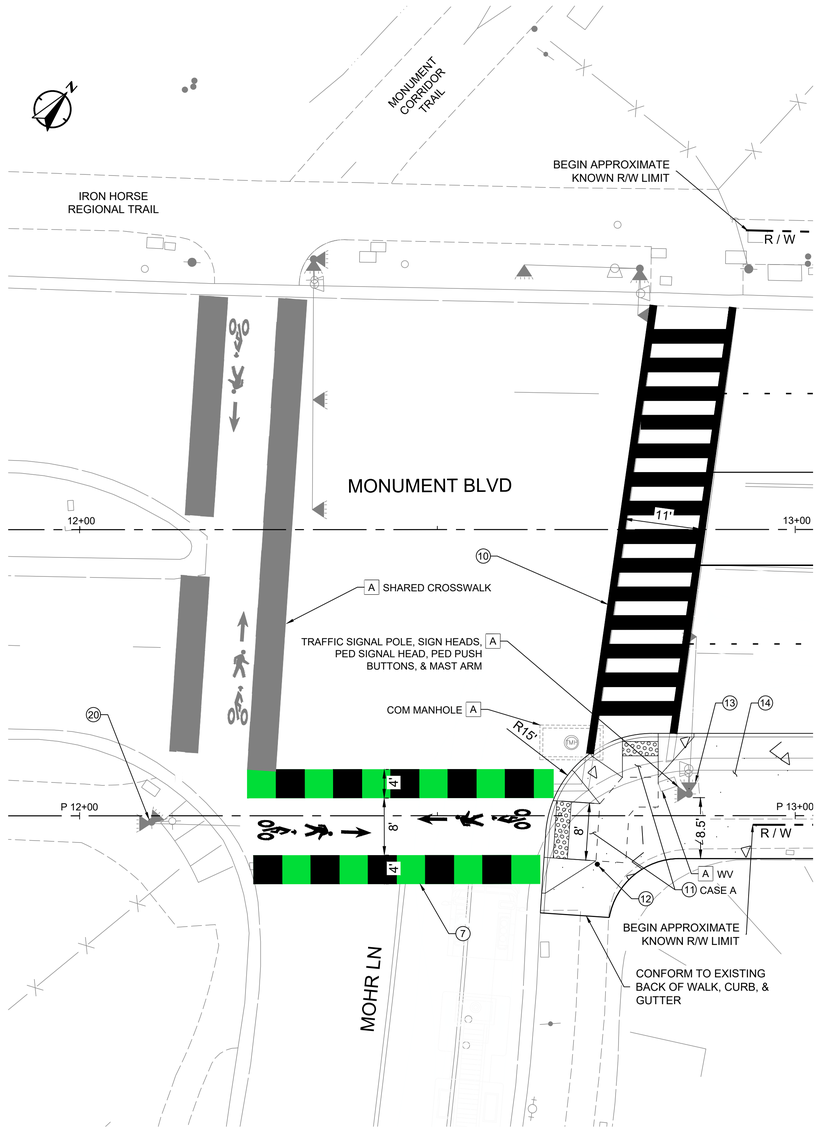
CONTRACT NO.

PJ#

SHEET NUMBER
C-10
14 OF: 23

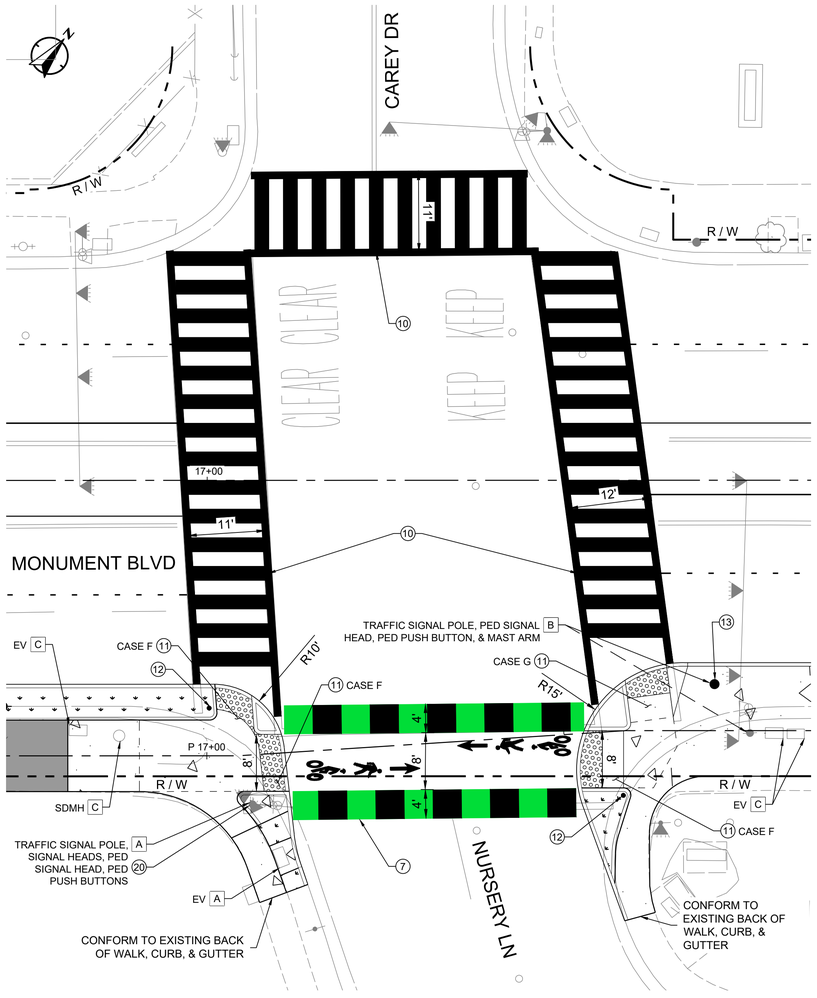
Underground Service Alert
DIGALERT
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION



1 MONUMENT BLVD & MOHR LN

SCALE 1" = 10'



2 MONUMENT BLVD & NURSERY LN

SCALE 1" = 10'

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35% PLANS
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CONSTRUCTION NOTES

7. INSTALL SHARED CROSSWALK.
10. INSTALL HIGH VISIBILITY LADDER CROSSWALK PER CALTRANS STANDARD PLAN A24F.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.
12. INSTALL ACCESSIBLE PEDESTRIAN PUSH BUTTON ON POLE.
13. INSTALL R3-1 BLACK OUT SIGN ON MAST ARM AND SIGNAL POLE WITH PASSIVE PEDESTRIAN DETECTION CAMERA.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.
20. FURNISH AND INSTALL PASSIVE PEDESTRIAN DETECTION CAMERA.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)
B RELOCATE (AS NOTED)
C ADJUST TO GRADE UTILITY LID

LEGEND

R/W
GRADE BREAK
PROPOSED AC PAVEMENT
PROPOSED PCC PAVEMENT
PROPOSED LANDSCAPING
PROPOSED DETECTABLE WARNING SURFACE
FROM
TO
PROPOSED TRAFFIC SIGNAL POLE
PROPOSED PED PUSH BUTTON

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10 0 5 10 20
SCALE PLAN SCALE FEET

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RCE: C59697

INTERSECTION & CROSSING CONCEPTS
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

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KEVIN FITZ
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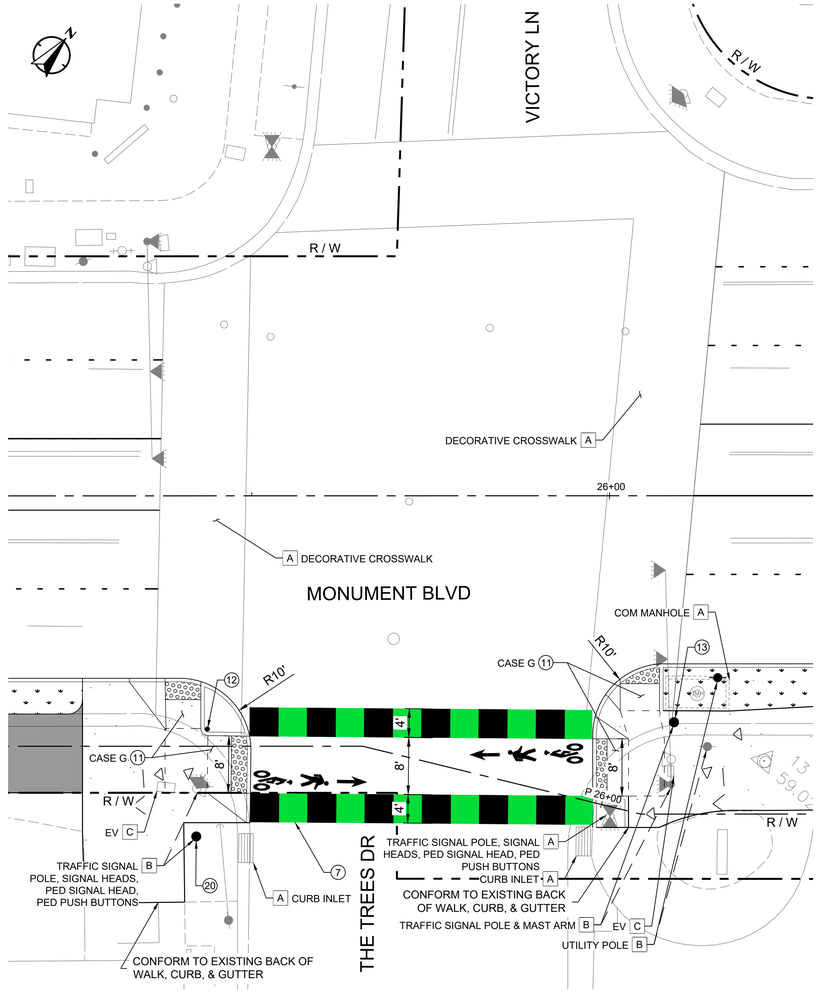
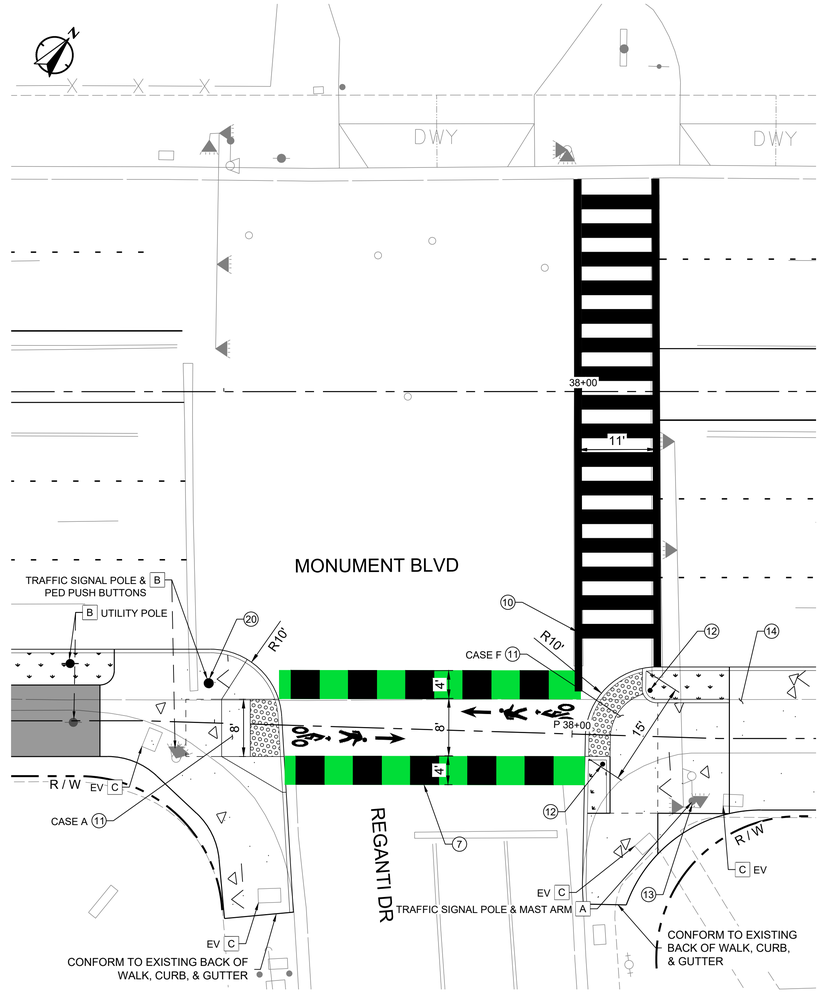


3 MONUMENT BLVD & THE TREES DR

SCALE 1" = 10'



4 MONUMENT BLVD & REGANTI DR

SCALE 1" = 10'

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35% PLANS
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CONSTRUCTION NOTES

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10 INSTALL HIGH VISIBILITY LADDER CROSSWALK PER CALTRANS STANDARD PLAN A24F.

11 CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.

12 INSTALL ACCESSIBLE PEDESTRIAN PUSH BUTTON ON POLE.

13 INSTALL R3-1 BLACK OUT SIGN ON MAST ARM AND SIGNAL POLE WITH PASSIVE PEDESTRIAN DETECTION CAMERA.

14 CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.

20 FURNISH AND INSTALL PASSIVE PEDESTRIAN DETECTION CAMERA.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

B RELOCATE (AS NOTED)

C ADJUST TO GRADE UTILITY LID

LEGEND

R/W

GRADE BREAK

PROPOSED AC PAVEMENT

PROPOSED PCC PAVEMENT

PROPOSED LANDSCAPING

PROPOSED STAMPED CONCRETE

PROPOSED DETECTABLE WARNING SURFACE

FROM

TO

PROPOSED TRAFFIC SIGNAL POLE

PROPOSED PED PUSH BUTTON

PROPOSED UTILITY POLE

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CITY OF CONCORD
Concord
ENGINEERING SERVICES
1435 GASOLINE ALLEY
(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
5.21.2026	AS NOTED	WO
DESIGN:	DRAWN:	CHECKED:
A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

INTERSECTION & CROSSING CONCEPTS

MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

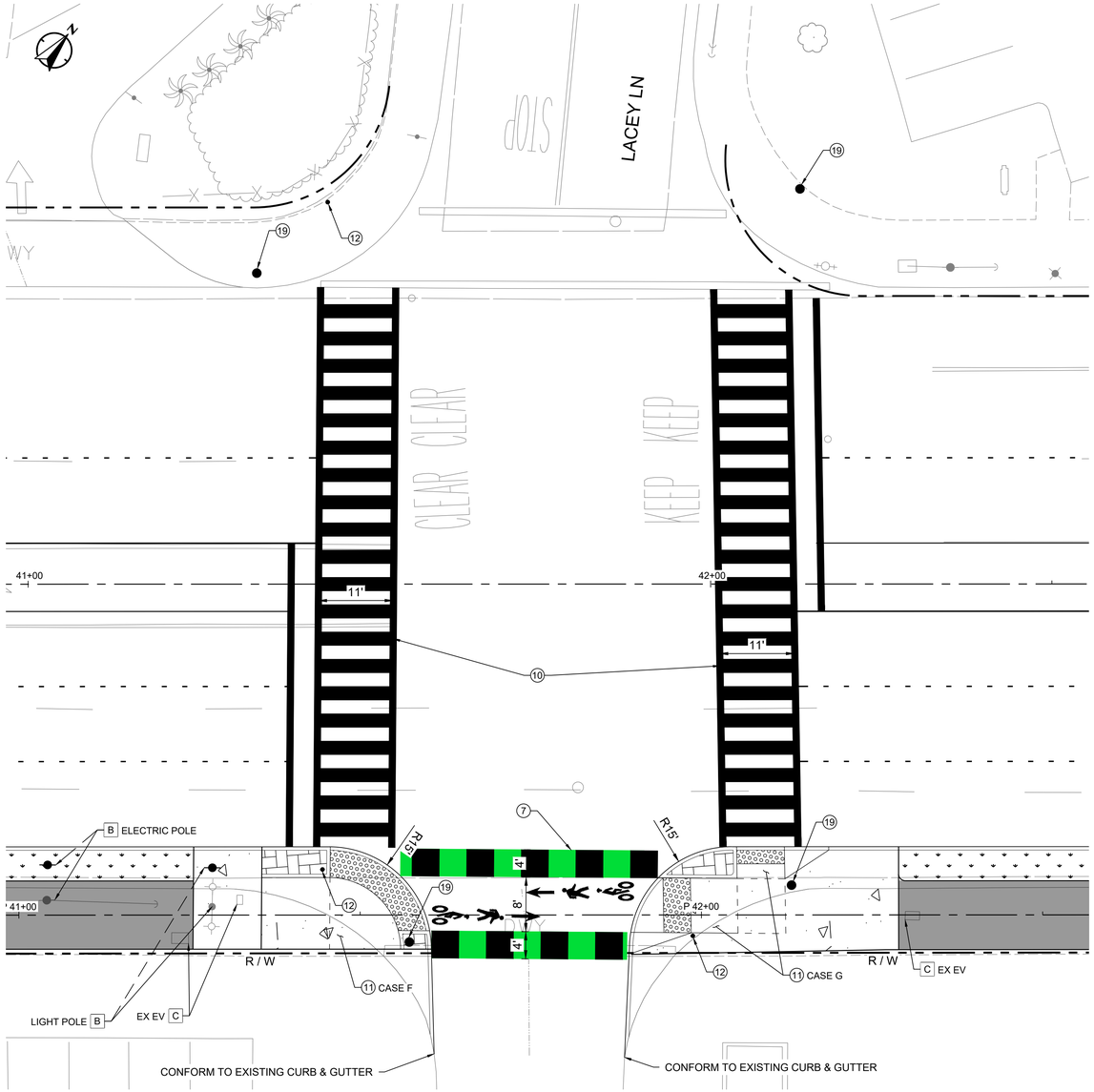
PREPARED UNDER THE DIRECTION OF

REGISTERED PROFESSIONAL ENGINEER
KEVIN KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
CD-02
16 OF: 23



5 MONUMENT BLVD & LACEY LN

SCALE 1" = 10'

CONSTRUCTION NOTES

7. INSTALL SHARED CROSSWALK.
10. INSTALL HIGH VISIBILITY LADDER CROSSWALK PER CALTRANS STANDARD PLAN A24F.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.
12. INSTALL ACCESSIBLE PEDESTRIAN PUSH BUTTON ON POLE.
19. FURNISH AND INSTALL TRAFFIC SIGNAL POLE AND MAST ARM. SEE SHEET TS-01 FOR DETAILS.

DISPOSITION NOTES

B. RELOCATE (AS NOTED)
C. ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED DETECTABLE WARNING SURFACE
- FROM / TO
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED PED PUSH BUTTON
- PROPOSED UTILITY POLE

NOTES:

1. RIGHT OF WAY INFORMATION SHOWN IS APPROXIMATE AND BASED ON GIS DATA PROVIDED BY THE CITY FOR PLANNING PURPOSES ONLY. ACCURACY OF RIGHT OF WAY INFORMATION TO BE VERIFIED DURING PS&E PHASE.

2. EXISTING TRAVEL LANES TO BE ADJUSTED TO ACCOMMODATE THE PROPOSED SHARED USE PATH AND ADJACENT IMPROVEMENTS.

3. EXISTING ROADWAY BEYOND IMPROVEMENTS TO BE PROTECTED IN PLACE UNLESS NOTED OR SHOWN OTHERWISE.

4. EXISTING TRAFFIC SIGNALS WILL BE EVALUATED AND MODIFIED TO ACCOMMODATE THE PROPOSED SHARED USE PATH

5. EXISTING UTILITY ADJUSTMENTS AND PROPOSED UTILITY FACILITIES TO BE VERIFIED DURING PS&E PHASE

10 0 5 10 20
SCALE PLAN SCALE FEET

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CITY OF CONCORD
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(925) 671-3361

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APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

INTERSECTION & CROSSING CONCEPTS

MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

REGISTERED PROFESSIONAL ENGINEER
KEVIN M. M.
No. 83474
CIVIL
STATE OF CALIFORNIA

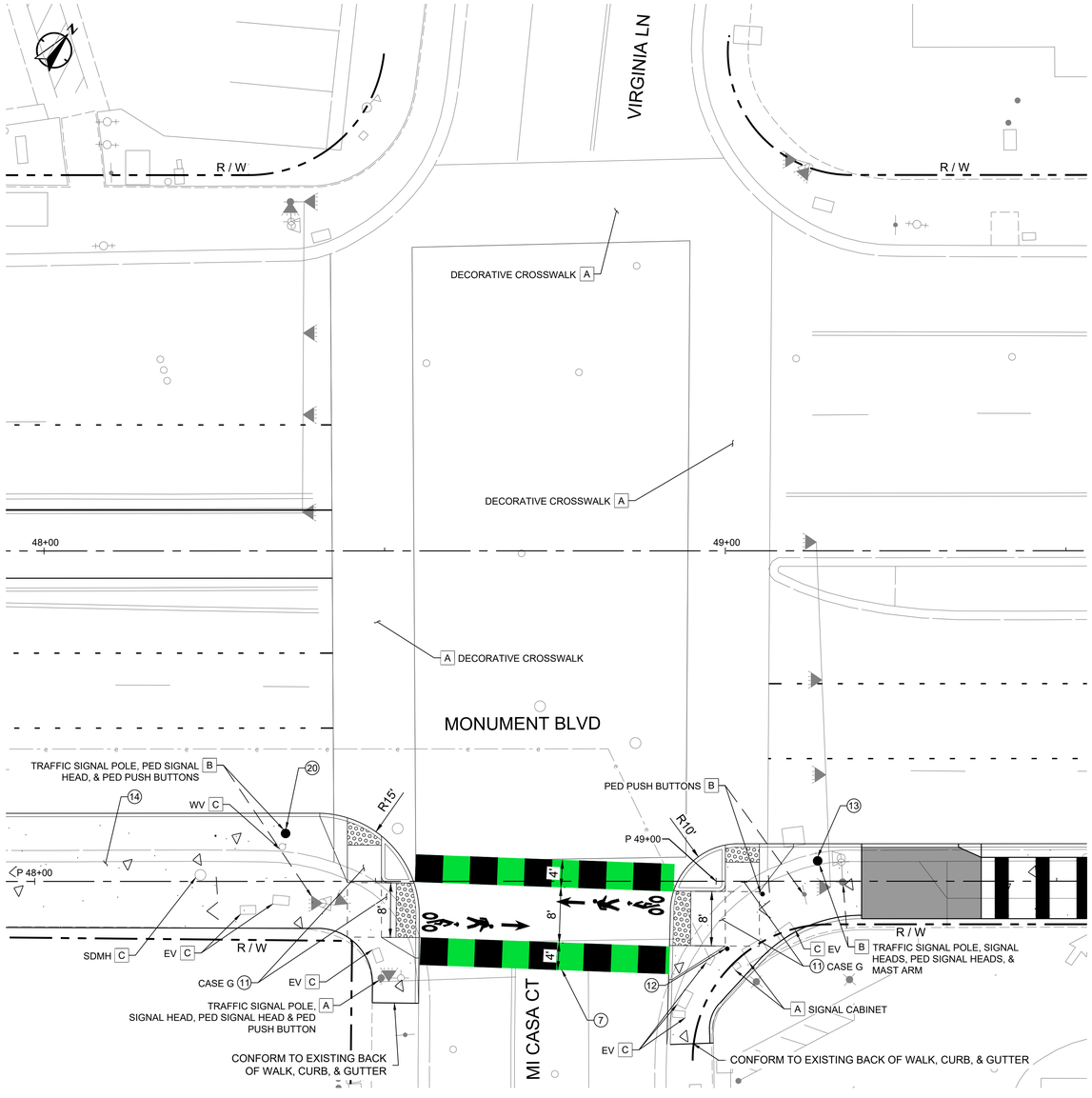
CONTRACT NO.

PJ#

SHEET NUMBER
CD-03
17 OF: 23

Underground Service Alert
DIGALERT
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION



6 MONUMENT BLVD & MI CASA CT

SCALE 1" = 10'

Underground Service Alert

DIGALERT

DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION

CONSTRUCTION NOTES

7. INSTALL SHARED CROSSWALK.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.
12. INSTALL ACCESSIBLE PEDESTRIAN PUSH BUTTON ON POLE.
13. INSTALL R3-1 BLACK OUT SIGN ON MAST ARM AND SIGNAL POLE WITH PASSIVE PEDESTRIAN DETECTION CAMERA.
14. CONSTRUCT ADA COMPLIANT BUS BOARDING AREA.
20. FURNISH AND INSTALL PASSIVE PEDESTRIAN DETECTION CAMERA.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED DETECTABLE WARNING SURFACE
- FROM
- TO
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED PED PUSH BUTTON

NOTES:

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5. EXISTING UTILITY ADJUSTMENTS AND PROPOSED UTILITY FACILITIES TO BE VERIFIED DURING PS&E PHASE

10 0 5 10 20
SCALE PLAN SCALE FEET

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ENGINEERING SERVICES
1435 GASOLINE ALLEY
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A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

INTERSECTION & CROSSING CONCEPTS
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

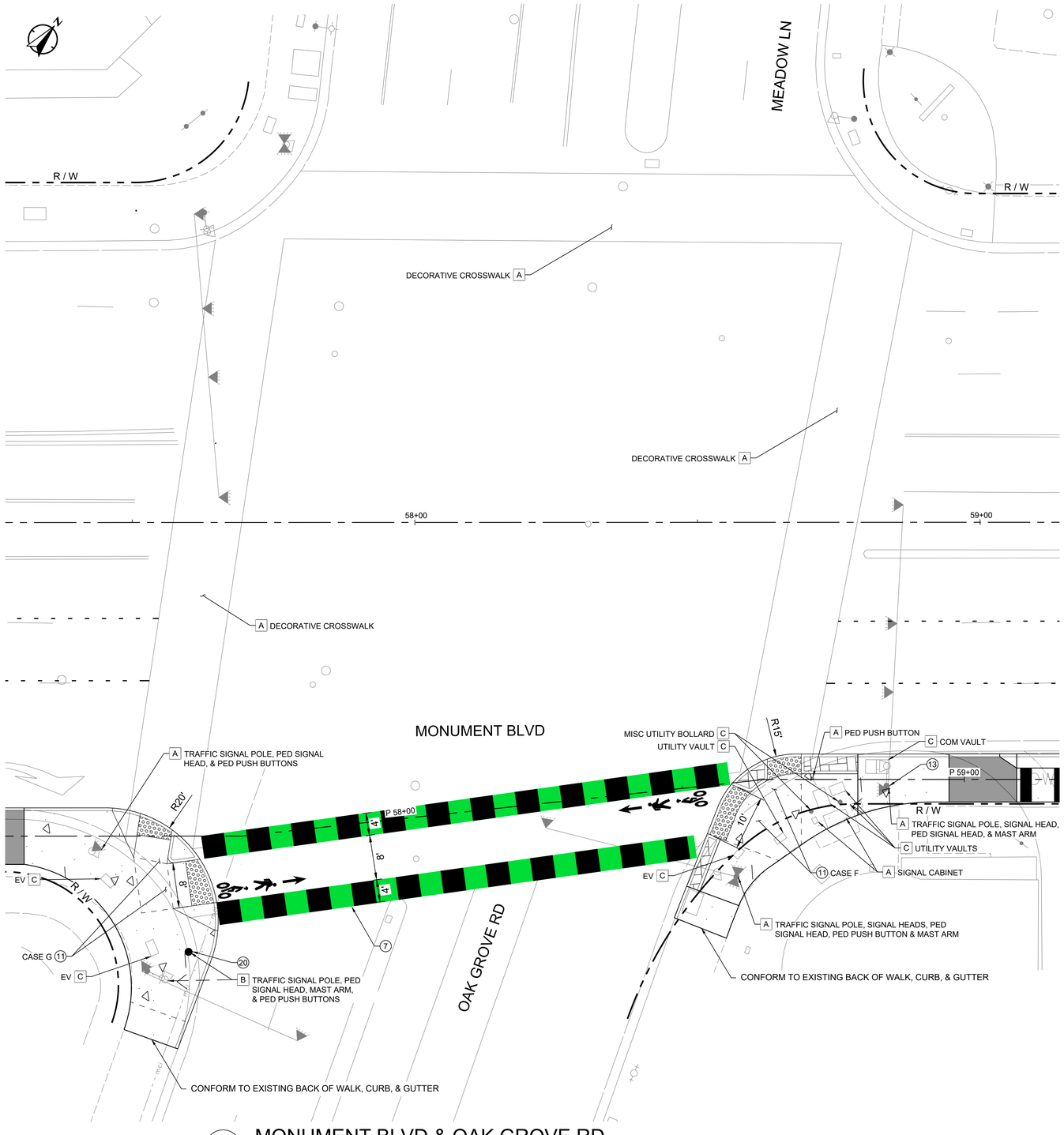
REGISTERED PROFESSIONAL ENGINEER
KEVIN KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
CD-04

18 OF: 23



7 MONUMENT BLVD & OAK GROVE RD

SCALE 1" = 10'

CONSTRUCTION NOTES

7. INSTALL SHARED CROSSWALK.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.
13. INSTALL R3-1 BLACK OUT SIGN ON MAST ARM AND SIGNAL POLE WITH PASSIVE PEDESTRIAN DETECTION CAMERA.
20. FURNISH AND INSTALL PASSIVE PEDESTRIAN DETECTION CAMERA.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED DETECTABLE WARNING SURFACE
- FROM
- TO
- PROPOSED TRAFFIC SIGNAL POLE

NOTES:

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10 0 5 10 20
SCALE PLAN SCALE FEET

CONSTRUCTION NOTES

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CITY OF CONCORD
Concord
ENGINEERING SERVICES
1435 GASOLINE ALLEY
(925) 671-3361

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A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

INTERSECTION & CROSSING CONCEPTS
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

REGISTERED PROFESSIONAL ENGINEER
KEVIN TIM
No. 83474
CIVIL
STATE OF CALIFORNIA

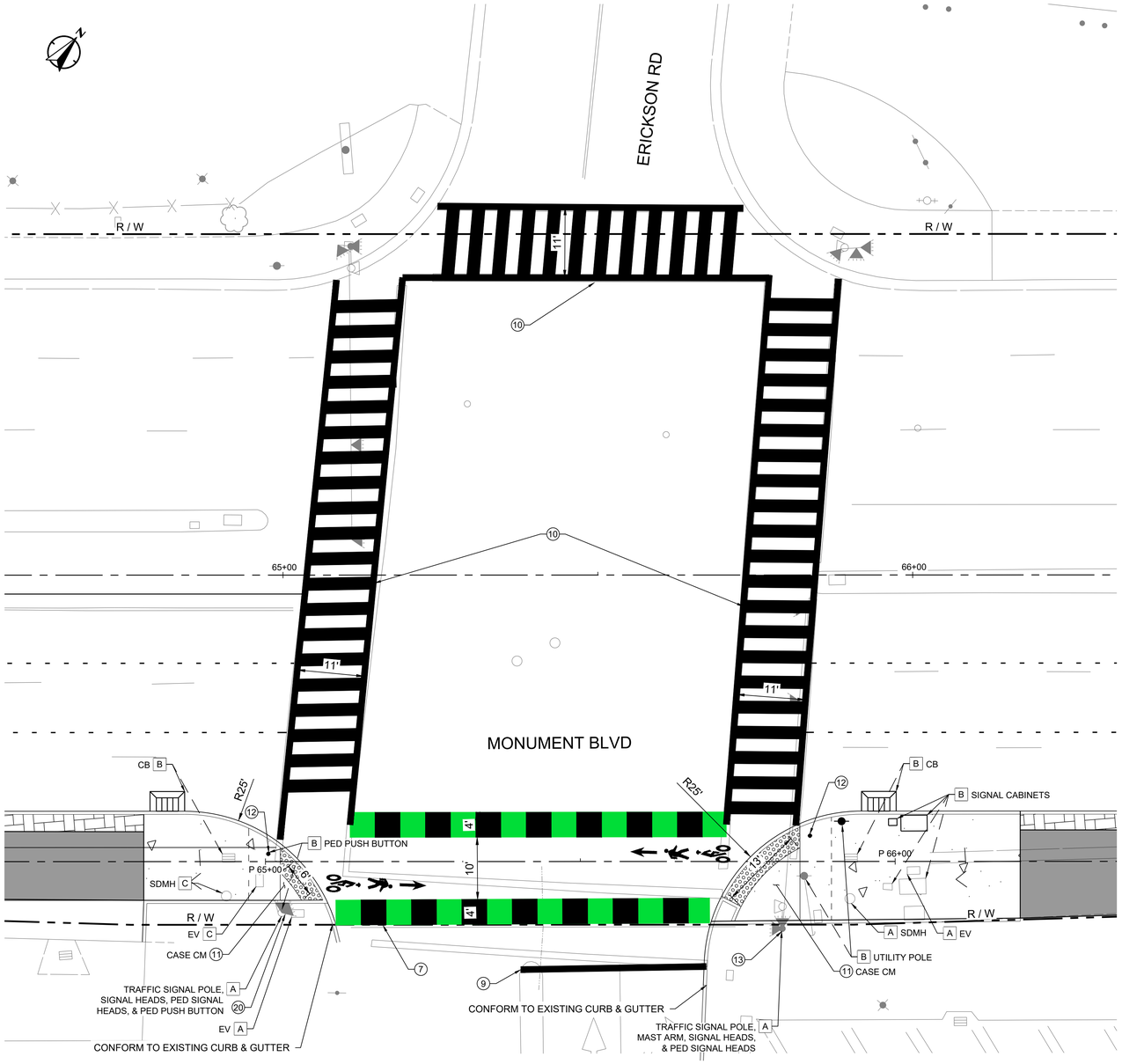
CONTRACT NO.

PJ#

SHEET NUMBER
CD-05
19 OF: 23

Underground Service Alert
DIGALERT
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION



8 MONUMENT BLVD & ERICKSON RD

SCALE 1" = 10'

CONSTRUCTION NOTES

7. INSTALL SHARED CROSSWALK.
9. INSTALL 12" WHITE THERMOPLASTIC STOP BAR.
10. INSTALL HIGH VISIBILITY LADDER CROSSWALK PER CALTRANS STANDARD PLAN A24F.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.
12. INSTALL ACCESSIBLE PEDESTRIAN PUSH BUTTON ON POLE.
13. INSTALL R3-1 BLACK OUT SIGN ON MAST ARM AND SIGNAL POLE WITH PASSIVE PEDESTRIAN DETECTION CAMERA.
20. FURNISH AND INSTALL PASSIVE PEDESTRIAN DETECTION CAMERA.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED DETECTABLE WARNING SURFACE
- FROM
- TO
- PROPOSED PED PUSH BUTTON
- PROPOSED UTILITY POLE

NOTES:

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10 0 5 10 20
SCALE PLAN SCALE FEET

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Concord
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1435 GASOLINE ALLEY
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A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

INTERSECTION & CROSSING CONCEPTS
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN K. KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

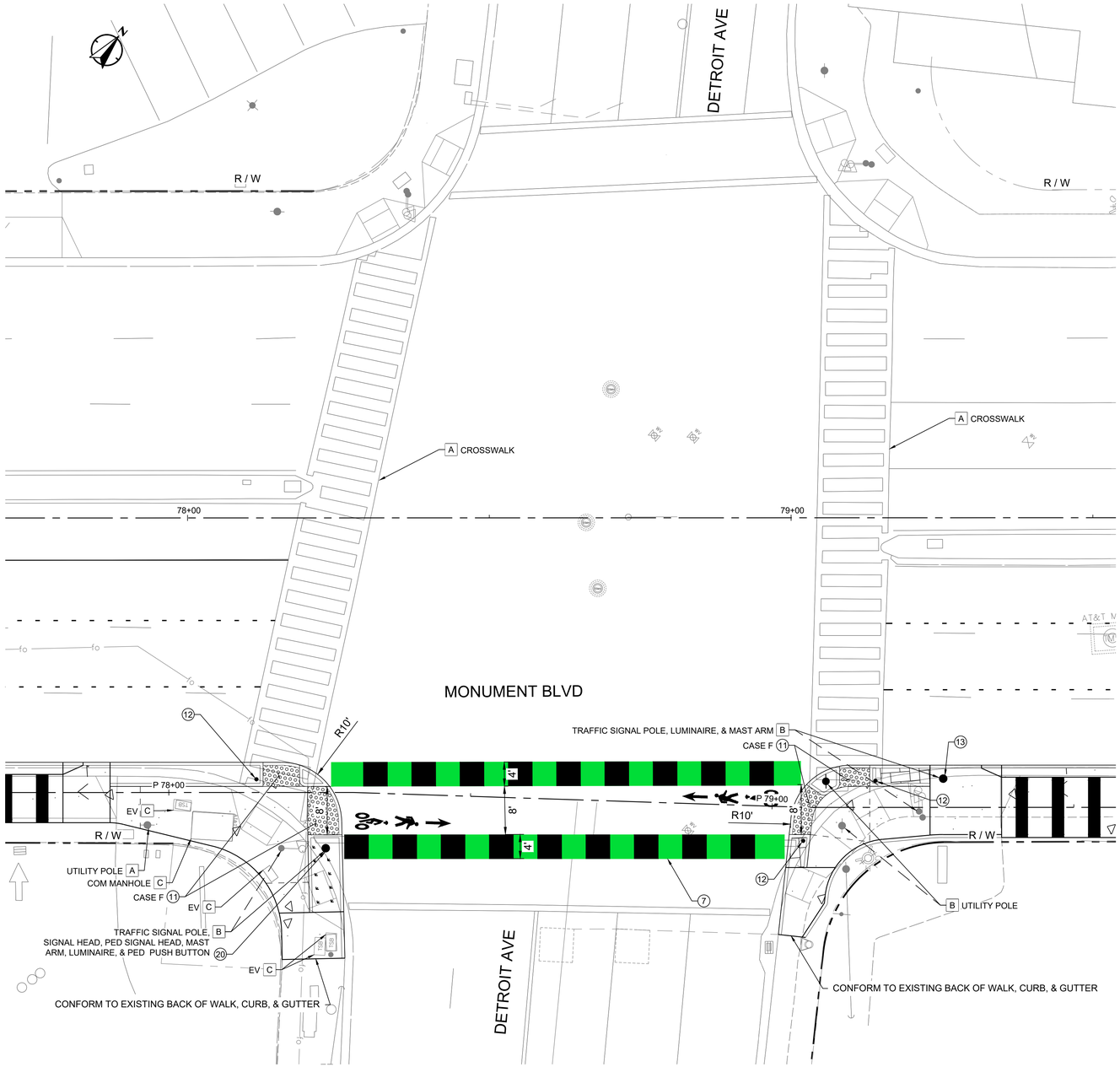
CONTRACT NO.

PJ#

SHEET NUMBER
CD-06
20 OF: 23

Underground Service Alert
DIGALERT
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION



9 MONUMENT BLVD & DETROIT AVE

SCALE 1" = 10'

Underground Service Alert
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DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
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35% PLANS
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CONSTRUCTION NOTES

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20. FURNISH AND INSTALL PASSIVE PEDESTRIAN DETECTION CAMERA.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED PCC PAVEMENT
- PROPOSED DETECTABLE WARNING SURFACE
- FROM / TO
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED PED PUSH BUTTON
- PROPOSED UTILITY POLE

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10 0 5 10 20
SCALE PLAN SCALE FEET

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1435 GASOLINE ALLEY
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A. OSBURN	A.OSBURN	K. KIM

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

INTERSECTION & CROSSING CONCEPTS
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

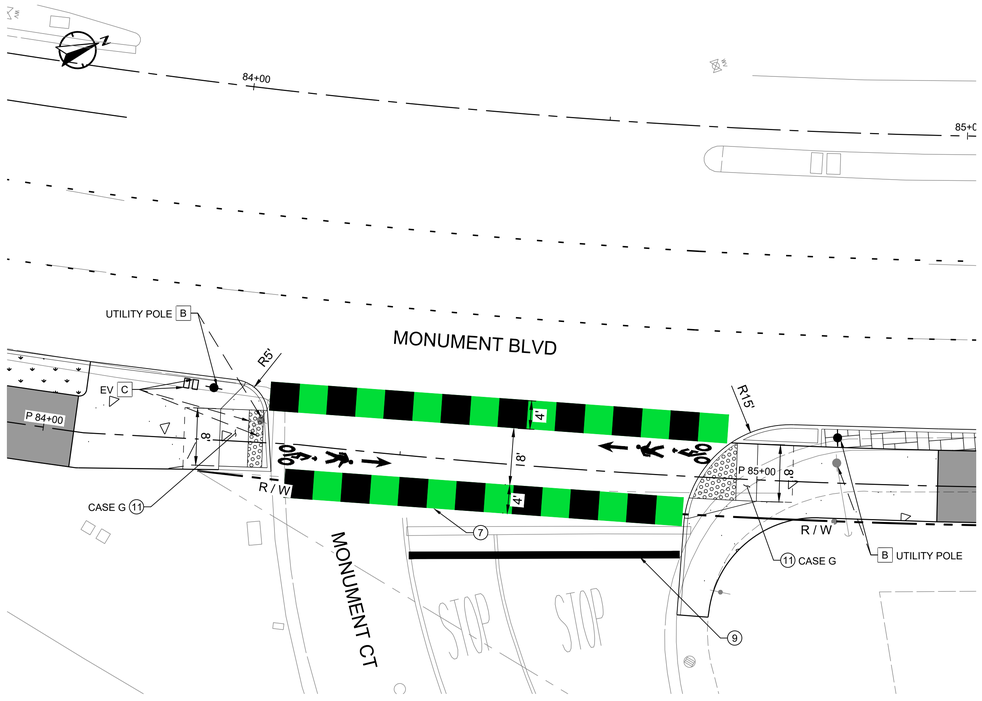
REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF
REGISTERED PROFESSIONAL ENGINEER
KEVIN FIM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
CD-07
21 OF: 23



10 MONUMENT BLVD & MONUMENT CT

SCALE 1" = 10'

Underground Service Alert

DIGALERT

DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION

CONSTRUCTION NOTES

7. INSTALL SHARED CROSSWALK.
9. INSTALL 12" WHITE THERMOPLASTIC STOP BAR.
11. CONSTRUCT PCC CURB RAMP PER COC STD PLAN S-8, CASE PER PLAN.

DISPOSITION NOTES

B RELOCATE (AS NOTED)
C ADJUST TO GRADE UTILITY LID

LEGEND

- R/W
- GRADE BREAK
- PROPOSED AC PAVEMENT
- PROPOSED PCC PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED STAMPED CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE
- FROM / TO
- PROPOSED UTILITY POLE

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10 0 5 10 20
SCALE PLAN SCALE FEET

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CITY OF CONCORD
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1435 GASOLINE ALLEY
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CARLTON A. THOMPSON JR.
RCE: C59697

INTERSECTION & CROSSING CONCEPTS
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

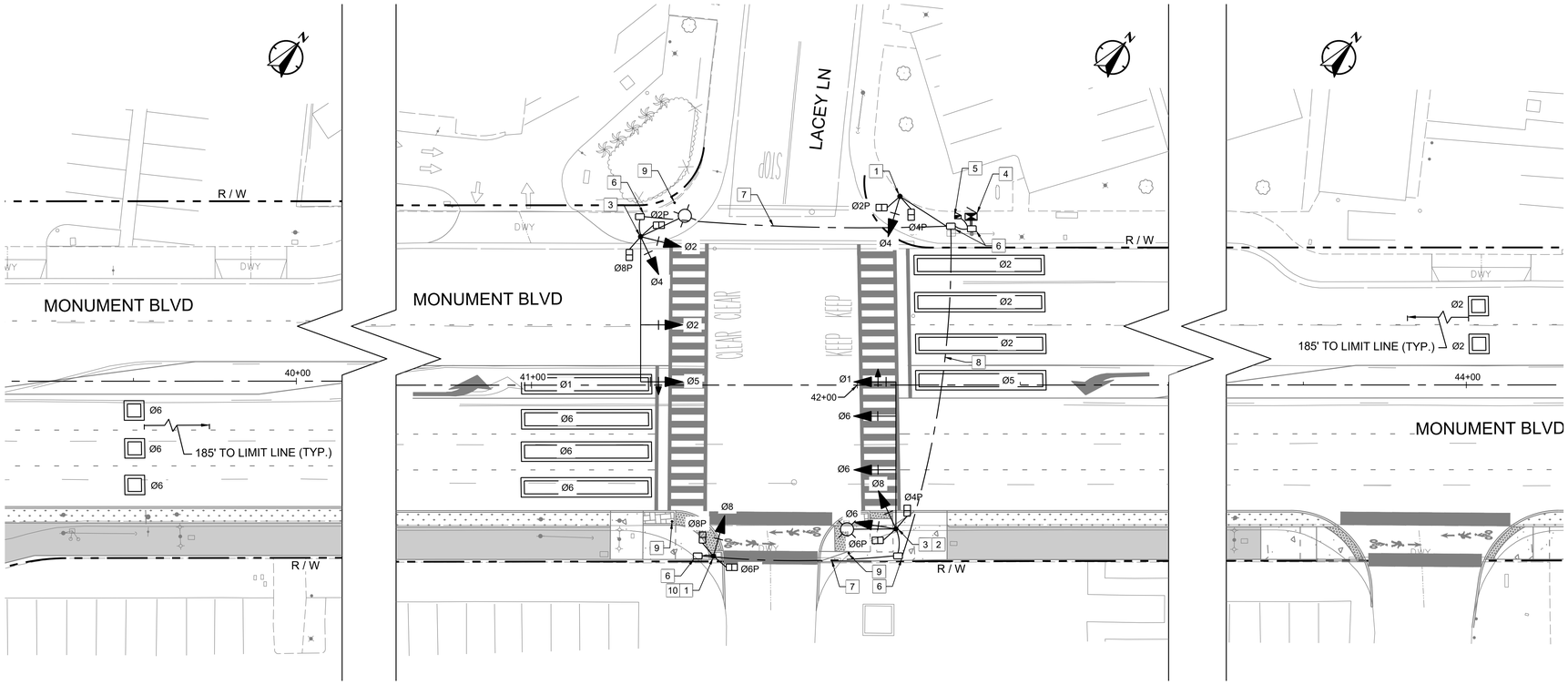
PREPARED UNDER THE DIRECTION OF

REGISTERED PROFESSIONAL ENGINEER
KEVIN KIM
No. 83474
CIVIL
STATE OF CALIFORNIA

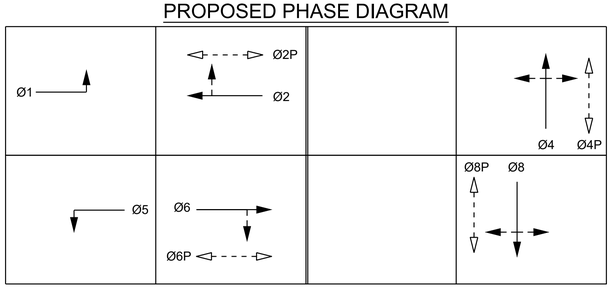
CONTRACT NO.

PJ#

SHEET NUMBER
CD-08
22 OF: 23



PROPOSED PHASE DIAGRAM



Underground Service Alert
DIGALERT
DIAL TOLL FREE
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AT LEAST TWO WORKING DAYS
BEFORE YOU DIG

35% PLANS
NOT FOR CONSTRUCTION

20 0 10 20 40
SCALE PLAN SCALE FEET

CONSTRUCTION NOTES

1. FURNISH AND INSTALL TYPE 1A TRAFFIC SIGNAL POLE WITH SIGNAL HEADS, PEDESTRIAN PUSH BUTTON, PEDESTRIAN SIGNAL HEADS.
2. FURNISH AND INSTALL R3-1 BLACK OUT SIGN ON MAST ARM AND SIGNAL POLE WITH PASSIVE PEDESTRIAN DETECTION CAMERA.
3. FURNISH AND INSTALL TYPE 24-4-100 TRAFFIC SIGNAL POLE WITH SIGNAL HEADS, PEDESTRIAN PUSH BUTTON, PEDESTRIAN SIGNAL HEADS, AND LUMINAIRE,
4. FURNISH AND INSTALL CONTROLLER CABINET AND FOUNDATION. INSTALL FOUNDATION PER CITY OF CONCORD'S TYPE "P" CABINET FOUNDATION DETAIL.
5. FURNISH AND INSTALL SERVICE CABINET.
6. INSTALL PULL BOX.
7. INSTALL 2" CONDUIT.
8. INSTALL 3" CONDUIT.
9. FURNISH AND INSTALL TYPE 2 POLE WITH ACCESSIBLE PEDESTRIAN PUSH BUTTON.
10. FURNISH AND INSTALL PASSIVE PEDESTRIAN DETECTION CAMERA.

LEGEND

- PROPOSED PEDESTRIAN SIGNAL FACE
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED POLE WITH ACCESSIBLE PEDESTRIAN PUSH BUTTON
- PROPOSED VEHICLE SIGNAL FACE (WITH BACKPLATE, 3-SECTION: RED, YELLOW, AND GREEN)
- PROPOSED VEHICLE SIGNAL HEAD CONSISTING OF RED, YELLOW, AND GREEN LEFT ARROW SECTIONS (SEE DETAIL B)
- PROPOSED CONTROLLER CABINET AND FOUNDATION
- PROPOSED PULL BOX
- PROPOSED CONDUIT
- PROPOSED SERVICE CABINET
- PROPOSED STANDARD WITH LUMINAIRE
- VEHICLE DETECTION
- PROPOSED PEDESTRIAN DETECTOR

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE 2023 EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS, 2023 EDITION STANDARD SPECIFICATIONS, CITY OF CONCORD STANDARD PLANS AND SPECIFICATIONS, 2026 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD).

2. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES, WHETHER OR NOT THEY ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL CONTACT USA (811/800 227-2600) AT LEAST 48 HOURS BEFORE BEGINNING WORK. THE CONTRACTOR SHALL POTHOLE ALL PROPOSED TRAFFIC SIGNAL LOCATIONS TO VERIFY/CONFIRM EXISTING UNDERGROUND UTILITIES, PRIOR TO ORDERING TRAFFIC SIGNAL EQUIPMENT.

3. EXISTING IMPROVEMENTS, INCLUDING SUBSTRUCTURES THAT ARE DAMAGED BY THE CONTRACTOR, WHICH ARE NOT DESIGNATED BY THE PLANS OR SPECIFICATIONS TO BE DISTURBED, SHALL BE RESTORED OR REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

4. ALL ELECTRICAL EQUIPMENT, INCLUDING SIGNAL POLES AND SERVICE/CONTROLLER CABINETS, ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. PROPOSED FINAL LOCATIONS ARE TO BE APPROVED IN THE FIELD BY THE ENGINEER PRIOR TO EXCAVATION FOR FOUNDATIONS. THE CONTRACTOR SHALL GIVE 48 HOURS NOTICE FOR APPROVAL OF PROPOSED EQUIPMENT LOCATIONS.

5. THE CONTRACTOR SHALL CONTACT THE CITY OF CONCORD ENGINEER'S OFFICE FOR APPROVAL 7 DAYS PRIOR TO ANTICIPATED ENERGIZING OF THE NEW SIGNAL CABINET.

6. CONTRACTOR SHALL SUBMIT TO THE CITY OF CONCORD FOR REVIEW AND APPROVAL A TRAFFIC CONTROL PLAN FOR SIGNAL CONSTRUCTION (INCLUDE WORK HOURS, DATE, LANE CLOSURE, AND PEDESTRIAN AND VEHICLE TRAFFIC CONTROL. REFER TO TECHNICAL SPECIFICATIONS REGARDING TRAFFIC SIGNAL SHUT DOWN REQUIREMENTS.

7. ALL PEDESTRIAN SIGNALS SHALL BE COUNTDOWN LED-TYPE.

8. ALL PUSH BUTTON ASSEMBLIES SHALL BE APS-TYPE AND MEET CALTRANS SPECIFICATIONS.

9. ALL POLES, BRACKETS, AND CABINETS SHALL BE PAINTED PER TECHNICAL SPECIFICATIONS.

10. CONTRACTOR SHALL POTHOLE AND VERIFY ALL SIGNAL POLE FOUNDATIONS TO BE FREE OF OBSTRUCTIONS PRIOR TO PLACING ORDER FOR POLES OR MAST ARMS.

11. CONTRACTOR SHALL OBTAIN STREETLIGHT POLE NUMBERING FROM PG&E. CONTRACTOR SHALL FURNISH AND INSTALL POLE BADGES PER PG&E GREENBOOK. BADGE NUMBERS MUST BE AFFIXED TO THE POLE 9 FEET FROM GROUND LEVEL FACING THE STREET-SIDE AND MUST BE LEGIBLE.

12. FURTHER UNDERSTANDING OF OVERHEAD LINES WILL REQUIRE ADDITIONAL COORDINATION AND MAY IMPACT LOCATION OF SIGNALS AND MAST ARMS.

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CITY OF CONCORD
Concord
ENGINEERING SERVICES
1435 GASOLINE ALLEY
(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
5.21.2026	AS NOTED	WO
DESIGN:	DRAWN:	CHECKED:
E. KATZ	E. KATZ	M. FRALICK

APPROVED BY CITY ENGINEER:
CARLTON A. THOMPSON JR.
RCE: C59697

TRAFFIC SIGNAL PLANS
MONUMENT BOULEVARD SHARED USE PATH
FROM MOHR LANE TO SYSTRON DRIVE

REV	DESCRIPTION	DATE

PREPARED UNDER THE DIRECTION OF

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KEVIN KYM
No. 83474
CIVIL
STATE OF CALIFORNIA

CONTRACT NO.

PJ#

SHEET NUMBER
TS-01

23 OF: 23

June 10, 2026

Laurie Waters, Deputy Director
Programming - Active Transportation Program
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Letter of Support for City of Concord Monument Boulevard Trails-to-Transit Project

Dear Deputy Director Waters:

The City of Concord Bicycle and Pedestrian Advisory Committee (BPAC) strongly supports the City of Concord's Monument Boulevard Trails-to-Transit project and the City's 2027 Active Transportation Program (ATP) Cycle 8 grant application. The Concord BPAC is a five-member body appointed by the City Council to review transportation capital projects, including roadway, pedestrian, and bicycle improvements, for consistency with the City's Bicycle, Pedestrian and Safe Routes to Transit Plan. On June 10, 2026, the Concord BPAC voted to support and endorse the Monument Boulevard Trails-to-Transit project.

The Monument Boulevard Trails-to-Transit project will create transformational change for the Monument Corridor and Four Corners neighborhoods, which are among the most disadvantaged communities in Concord. The project represents a major investment in a high-priority corridor identified in the 2016 City of Concord Bicycle, Pedestrian & Safe Routes to Transit Plan, the 2018 Contra Costa Countywide Bicycle & Pedestrian Plan, the 2020 Monument Corridor Community-Based Transportation Plan, and the 2022 Concord Local Road Safety Plan.

The project will construct a 1.6-mile Class I shared-use path along the south side of Monument Boulevard from Mohr Lane/Iron Horse Trail to Walters Way/Systron Drive. The project will close a critical gap between the Iron Horse Trail and the existing Class I path east of Walters Way/Systron Drive that continues toward Concord BART. It will also include enhanced crossings, upgraded curb ramps, signal improvements, passive detection, pedestrian-scale lighting, and driveway crossing treatments to improve safety and comfort for people walking, biking, and rolling.

The project will help the City of Concord:

- Encourage more trips by active transportation and transit by connecting residents to Concord BART, County Connection bus service, the 32-mile Iron Horse Trail, schools, parks, jobs, grocery stores, health care, and community services.
- Improve safety and access for disadvantaged communities, including low-income households, students, older adults, people with disabilities, and residents who rely on walking, biking, rolling, and transit for daily trips.
- Respond directly to needs and priorities expressed by neighborhood residents during the Monument Corridor Community-Based Transportation Plan and recent project-specific outreach, including concerns about vehicle speeds, unsafe crossings, and lack of comfortable walking and biking facilities.

- Improve Safe Routes to School access for students and families traveling to Cambridge Elementary, Meadow Homes Elementary, Fair Oaks Elementary, Ygnacio Valley Elementary, Oak Grove Middle School, and other nearby schools.
- Connect with and expand upon recent and upcoming City investments, including the existing Class I path from Walters Way/Systron Drive toward Concord BART, the downtown Class I trail connection, and the City's application for planning funds to continue the Class I facility along Concord Avenue to reconnect with the Iron Horse Trail where Walnut Creek passes under Concord Avenue.
- Reduce collision risk along a high-injury corridor and support a healthier, more equitable transportation system by creating a low-stress active transportation corridor in one of Concord's highest-need communities.

One of the primary barriers preventing more Concord residents from walking and bicycling is the lack of safe, comfortable, and connected facilities. The Monument Boulevard Trails-to-Transit project directly addresses that barrier by providing a separated Class I facility and safer crossings along a corridor that serves schools, affordable housing, community services, transit, and regional trails. We applaud the City's efforts to secure ATP funding for this important project and believe it will significantly improve quality of life, safety, and mobility for Concord residents.

The Concord BPAC respectfully urges the California Transportation Commission to support the City of Concord's Monument Boulevard Trails-to-Transit project.

Sincerely,

Michael Maestas

Chair, Concord Bicycle and Pedestrian Advisory Committee