

To: Operations & Scheduling Committee

Date: December 31, 2025

From: Pranjal Dixit, Manager of Planning

Reviewed by: AMS

SUBJECT: BusAID – Monument Corridor Transit Speed Improvements (80% plans)

Background:

The Bus Accelerated Infrastructure Delivery (BusAID) Complete Streets – Monument Corridor Transit Speed Improvements Project will adjust bus stops on Monument Boulevard between Mohr Lane and Detroit Avenue. County Connection was awarded \$385,885 in OBAG 3 (STP/CMAQ) federal funds for the design and construction of the project, with County Connection providing a local match of \$49,880 pursuant to a Master Funding Agreement approved by the Board in July 2024. The project focuses on the following:

- Optimizing bus stops: Consolidating stops and improving spacing for better efficiency (Phase 1).
- Improving accessibility: Upgrading bus stops to meet the Americans with Disabilities Act (ADA) standards (Phase 1).
- Enhancing signal timing: Implementing Transit Signal Priority (TSP) along Monument Boulevard between Detroit Avenue and Mohr Lane (Phase 2).

Through a data driven evaluation considering ridership, service levels, passenger loads, and equity, staff identified 14 bus stops along Monument Boulevard for transit priority improvements to be included in the project (see map, Attachment 1). Design started in Fall 2025, is currently at 80 percent completion (80% plans), and will be ready for bidding in early 2026. Construction is anticipated to begin in late Spring 2026 and be completed by late Summer 2026, weather permitting.

An overview of the project was presented to the City of Concord’s Bicycle Pedestrian Advisory Committee (BPAC) on September 11, 2024, and the 80% plans were presented to the BPAC on December 10, 2025. Overall, the BPAC was supportive of the project and plans, but requested staff further review the proposed closure of an existing bus stop located on southbound Meadow Lane just north of Monument Boulevard (Routes 11, 311, and 611), due to its proximity to the FoodMaxx shopping center.

Discussion:

The project is split into two parts, with the most significant construction limited to the following three bus stops, all of which are being relocated to the far side of the intersection and require accessibility improvements to comply with the Americans with Disabilities Act (see 80% plans, Attachment 2):

- Westbound Monument Blvd at Mohr Ln (Routes 16 and 314)
- Eastbound Monument Blvd at Mohr Ln (Routes 16 and 314)

- Northbound Meadow Ln at Monument Blvd (Routes 11, 311, and 611)

The remaining bus stop modifications (minor consolidations and relocations) will make use of existing ADA-compliant sidewalks and will not require any construction beyond the bus stop pole and flag.

All the relocated bus stops (including the three listed above) are being moved from the near side to the far side of signalized intersections. This generally accepted practice reduces transit delays by avoiding situations where the bus must stop twice: once at a near-side bus stop, and then a second time for a red light. In addition to reducing the number of stops, Transit Signal Priority (TSP) systems, which shorten red lights and extend green lights for approaching buses, function far more efficiently with far-side bus stops.

The Monument Corridor also has a higher than preferred density of bus stops, resulting in increased delays. The stops proposed for closure are being consolidated with other nearby stops, with the goal of reaching an optimal spacing of one-quarter mile (approximately a five-minute walk) between stops. The bus stop on Meadow Lane adjacent to the FoodMaxx shopping center that is proposed for closure and consolidation is located very close to the next nearest bus stops in either direction (to the north at Robin Lane, and to the south next to the Walgreens drug store on the other side of Monument Boulevard). Either of these stops will be a short (two- to three-minute) walk from the shopping center, and they are located one-quarter mile apart from each other.

Next Steps

Following finalization of the designs, staff will initiate the bidding process, with a recommendation for a contract award expected to go before the Board in Spring 2026. Construction is anticipated to begin shortly thereafter. Simultaneously, County Connection will launch Phase 2, which focuses on the deployment of Transit Signal Priority (TSP) across eight signalized intersections on Monument Boulevard between Detroit Avenue and Mohr Lane. Staff will collaborate closely with the City of Concord to choose a TSP vendor and to ensure all hardware and software are fully compatible with existing signal infrastructure. Both phases of the project are scheduled for completion by June 2027.

Financial Implications:

None. The project is grant funded, with County Connection's local match included in the existing budget.

Recommendation:

Staff recommends the Committee review the attached map and plans, provide comments to staff, and forward them to the Board for their review and comments.

Action Requested:

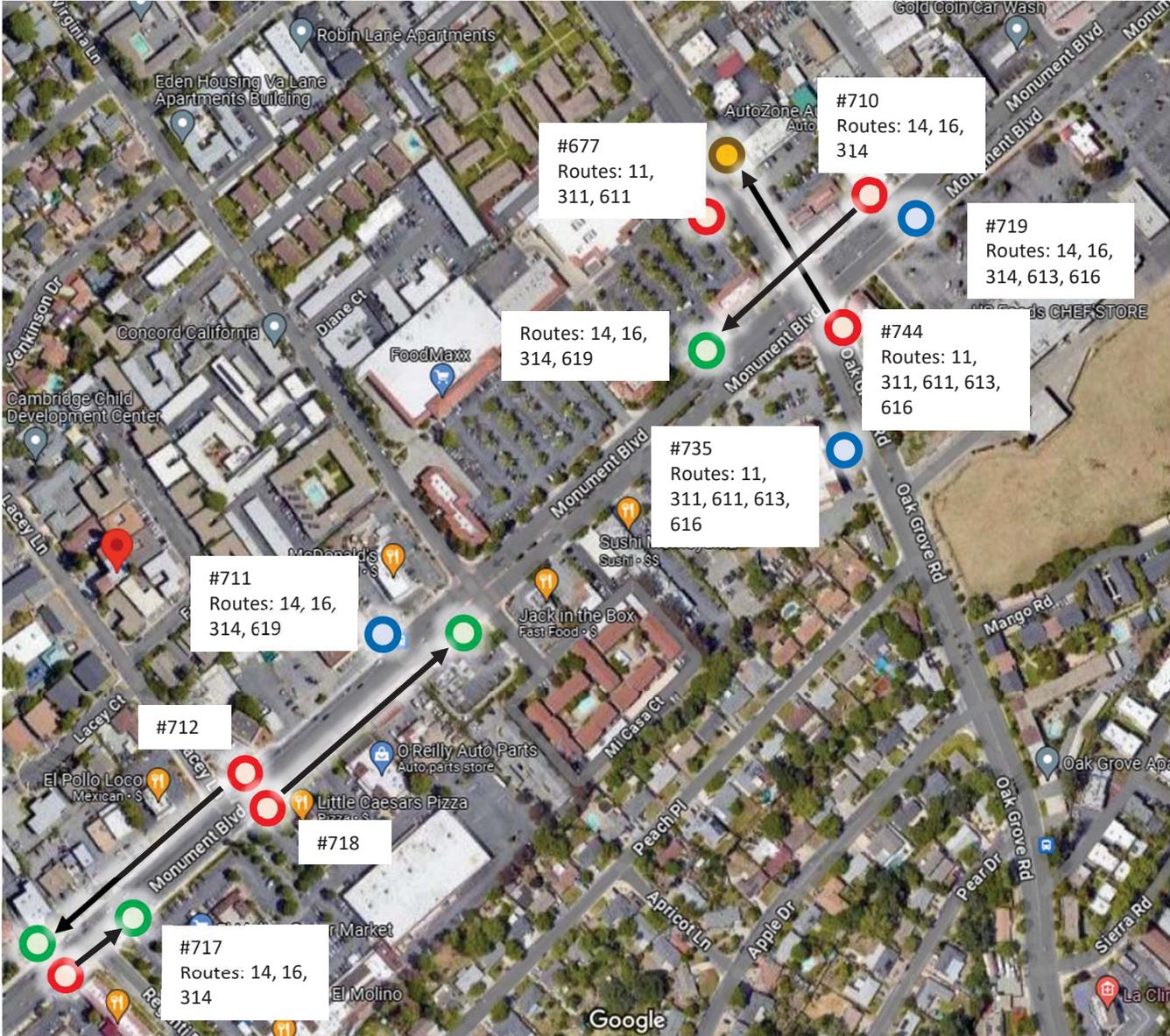
Staff requests the Committee forward the attached map and plans to the Board for their review and comments.

Attachments:

Attachment 1: Project Map showing affected bus stops

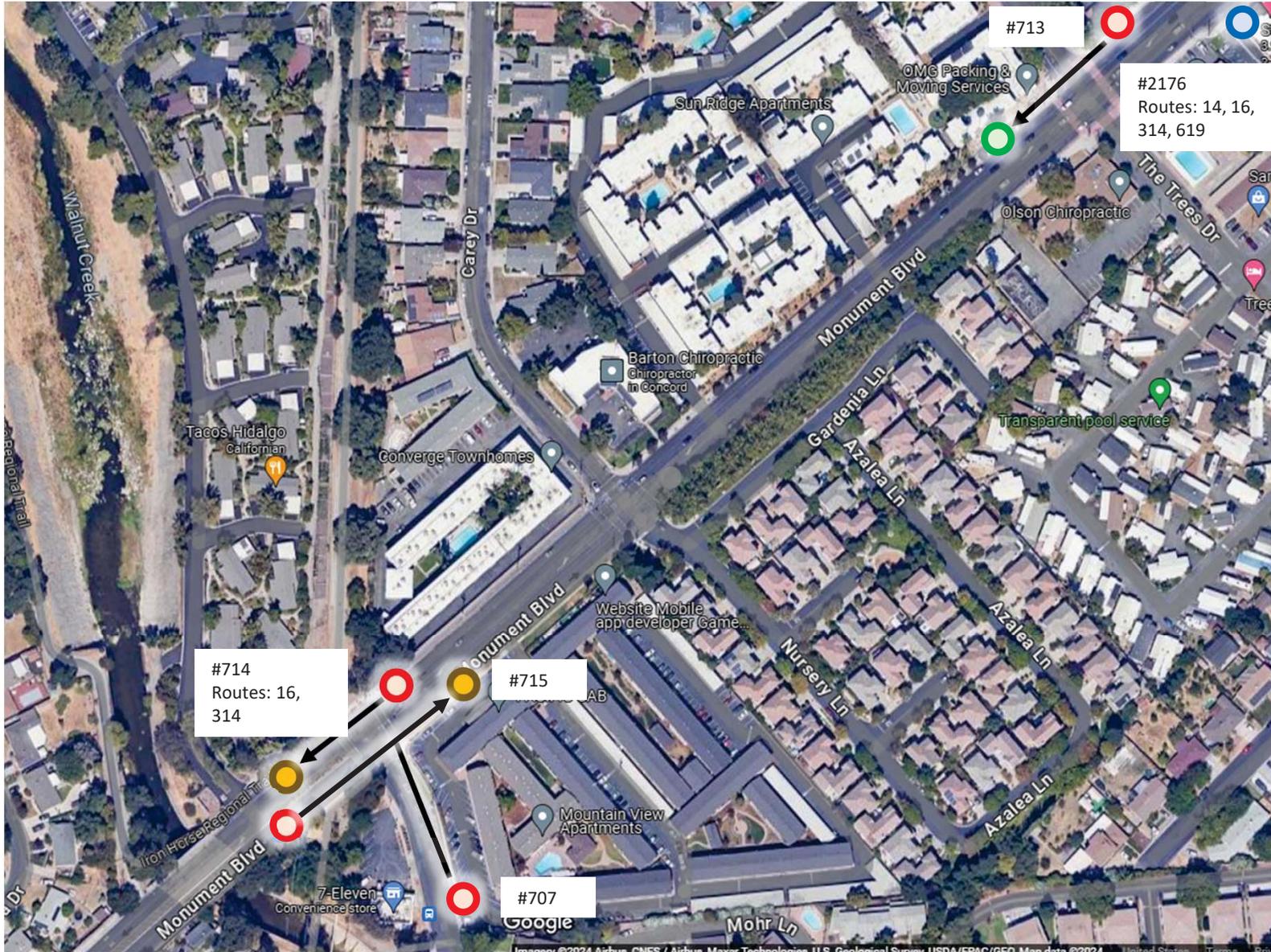
Attachment 2: 80% plans

MONUMENT BLVD STOP TREATMENTS



- Keep
- Eliminate
- Add
- Add + ADA Improvement

MONUMENT BLVD STOP TREATMENTS



- Keep
- Eliminate
- Add
- Add + ADA Improvement

COUNTY CONNECTION MONUMENT BLVD BUS STOP TREATMENTS

PJ XXXX

CONCORD
CONTRA COSTA COUNTY, CALIFORNIA
MTC Bus SAFE Funding Program

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CITY OF CONCORD

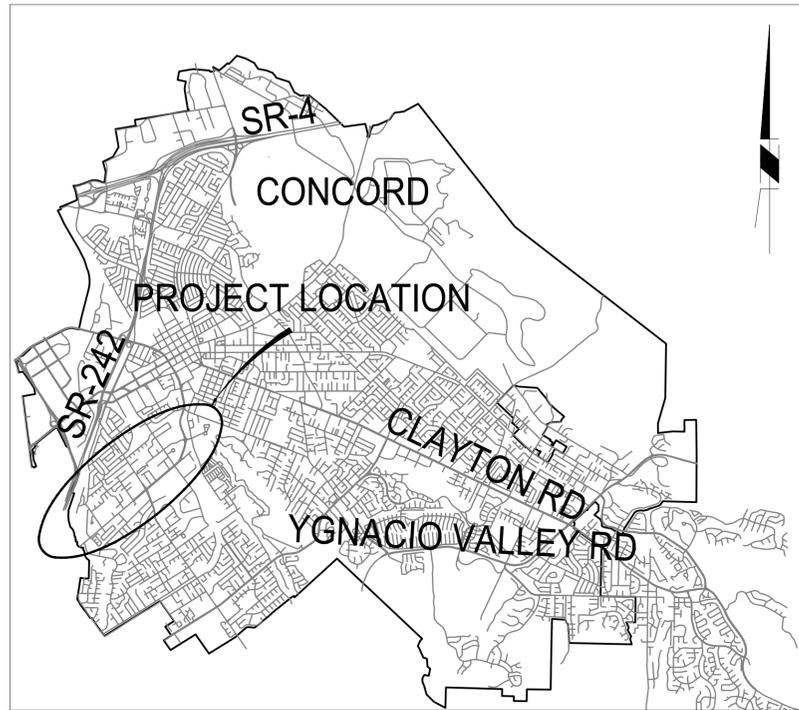


ENGINEERING SERVICES
1435 GASOLINE ALLEY
(925) 671-3361

DATE:	SCALE:	PROJECT NO.:
10/1	NA	XXXX
DESIGN:	DRAWN:	CHECKED:
MC	MC	JH

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

COUNTY CONNECTION
MONUMENT BOULEVARD
BUS STOP TREATMENTS
PROJECT NO. XXXX



LOCATION MAP

NO SCALE

LEGEND

	EXISTING RIGHT OF WAY
	EXISTING DIMENSION
	PROPOSED DIMENSION
	POWER POLE
	EXISTING STORM WATER INLET
	EXISTING FIRE HYDRANT
	PROPOSED GRADE BREAK
	SAW CUT LINE
	CURB & GUTTER
	HMA (TYPE A) 12" THICK
	THERMOPLASTIC CROSSWALK MARKING
	EXISTING
	PROPOSED
	EXISTING OVERHEAD POLE, GUY WIRE
	EXISTING WATER VALVE
	EXISTING SEWER STORM MANHOLE
	EXISTING ELECTRIC MANHOLE, BOX
	EXISTING STREET LIGHT, SIGN
	EXISTING TREE
	NEW CONCRETE SIDEWALK
	DECOMPOSED GRANITE
	2" COLDMILL & AC OVERLAY
	EXISTING STOP TO ELIMINATE (WORK DONE BY CCCTA STAFF)
	NEW STOP TO ADD (WORK DONE BY CCCTA STAFF)
	NEW STOP WITH ADA IMPROVEMENTS TO ADD (CONTRACT WORK)

GENERAL NOTES

- THE CONTRACTOR SHALL COMPLY WITH ALL STATE, COUNTY, AND CITY LAWS AND ORDINANCES RELATING TO SAFETY AND CHARACTER OF WORK, EQUIPMENT AND LABOR PERSONNEL. TO BE SUPPLEMENTED BY THE CALTRANS STANDARD PLANS DATED 2024, THE CITY OF CONCORD STANDARD PLANS AND CA MUTCD (2014, REVISION 9)
- PRIOR TO ANY UNDERGROUND WORK, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EXISTING UTILITIES AND SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT (800)227-2600 TWO WORKING DAYS PRIOR TO COMMENCEMENT OF EXCAVATION.
- UTILITIES ARE NOT SHOWN ON THE PLANS, CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES. ANY UTILITIES EXPOSED OR DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- NO MATERIAL OR EQUIPMENT SHALL BE STORED OVERNIGHT IN PUBLIC RIGHT OF WAY
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTY ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING FOR ALL REQUIRED INSPECTIONS. THE PRESENCE OR ABSENCE OF A CITY OR OTHER INSPECTOR WILL NOT RELIEVE THE CONTRACTOR OF FULL RESPONSIBILITY FOR THE PROPER PERFORMANCE OF THE WORK.
- ANY CONFLICTS WITH THE DESIGN OR ANY CHANGES TO THE PLANS SHALL BE SUBMITTED TO THE DESIGN ENGINEER AND AUTHORIZED BY THE CITY BEFORE CONTINUING WITH THE WORK IN THAT AREA. MAJOR CHANGES SHALL REQUIRE A PLAN REVISION AND MINOR CHANGES SHALL REQUIRE A PLAN CHANGE AUTHORIZATION BY THE CITY.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF OR RECYCLE ALL SURPLUS EXCAVATION, MATERIALS AND DEBRIS FROM THE SITE AND SHALL MAINTAIN THE SITE IN A NEAT AND ORDERLY CONDITION.
- ANY PUBLIC OR PRIVATE PROPERTY DAMAGED BY THE CONTRACTOR OR ANY SUBCONTRACTOR SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. ALL PUBLIC IMPROVEMENTS FOR THE PROJECT THAT ARE DAMAGED OR DISPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OR HER EXPENSE PRIOR TO ACCEPTANCE BY THE CITY.
- THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGGERS AND OTHER DEVICES TO PROVIDE VEHICULAR, BICYCLE, AND PEDESTRIAN SAFETY.
- CONTRACTOR SHALL PROTECT ALL UTILITY STRUCTURES AND SURVEY MONUMENTS WITHIN THE WORK AREAS. THE CONTRACTOR SHALL REVIEW THE WORK SITES PRIOR TO SUBMISSION OF BIDS.
- CONTRACTOR SHALL RESTORE ALL FACILITIES OUTSIDE LIMITS OF WORK DAMAGED BY CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CITY. ANY DAMAGE TO THE EXISTING FACILITIES INCLUDING, BUT NOT LIMITED TO: TREES, LANDSCAPING, IRRIGATION, STORM, SEWER, UTILITY SERVICES, FENCES, WALLS, SIDEWALK, AND PAVEMENT SURFACE SHALL BE RESTORED AT CONTRACTOR'S EXPENSE.
- TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL SUBMIT A WRITTEN TRAFFIC CONTROL & SIGNING PLAN TO THE ENGINEER BY TEN (10) WORKING DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING. LANE CLOSURE APPLICATIONS SHALL BE SUBMITTED BY 10:00 AM ON THE THURSDAY PRIOR TO THE WEEK OF THE CLOSURE. NO COMPLETE ROAD CLOSURES WILL BE ALLOWED.
- REMOVE OIL TRACKS FROM STRIPING, SIDEWALK, AND PAVEMENT DELINEATORS ON ADJOINING STREETS WITHIN 48 HOURS.
- IF ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING GRADING, TRENCHING, OR OTHER ON SITE EXCAVATION EARTHWORK OCCURRING WITHIN 10 FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST CERTIFIED BY THE SOCIETY OF CALIFORNIA ARCHAEOLOGY (SCA) AND/OR THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY (SOPA) HAS HAD AN OPPORTUNITY TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES IF DEEMED NECESSARY.
- STAKING: ALL STAKING WILL BE COMPLETED BY THE SURVEYOR HIRED BY THE CONTRACTOR.
- CITY WILL RESERVE THE RIGHT TO TAKE PHOTOGRAPHS AND VIDEOS DURING THE COURSE OF CONSTRUCTION.
- REMOVE ALL MARKERS AND STRIPING WITHIN THE PAVING LIMITS AND PLACE TEMPORARY MARKERS PER SPECIFICATIONS.
- CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL USA, SURVEY, AND UTILITY LOCATION MARKINGS WHEN CONSTRUCTION IS FINISHED.
- FOR ROOTS OVER 2" IN DIAMETER, REQUEST FOR CITY ARBORIST BEFORE PROCEEDING.
- CONCRETE CURBS AND SIDEWALKS SHALL CONFORM TO THE CITY OF CONCORD STANDARD DETAIL S-3, "CURB, GUTTER AND SIDEWALK". SIDEWALK WIDTH SHOWN IS FROM BACK OF CURB TO FACE OF CURB. MODIFY TO 8" CURB HEIGHT WHERE NOTED ON THE PLAN.
- VALLEY GUTTER SHALL CONFORM TO THE CITY OF CONCORD STANDARD DETAIL S-9, "CONCRETE VALLEY GUTTER".
- RETAINING CURBS SHALL CONFORM TO THE CALTRANS STANDARD PLAN A87A.
- CONTRACTOR SHALL MAINTAIN SAFE WORKING DISTANCES FROM OVERHEAD POWER LINES AND COORDINATE WITH PG&E WHEN EXCAVATING CLOSE TO UTILITY POLES.
- DOWEL NEW CURB, GUTTER AND SIDEWALK TO EXISTING CURB, GUTTER AND SIDEWALK AT CONFORMS.
- SIDEWALK UNDERDRAIN SHALL BE CONSTRUCTED PER CITY OF CONCORD STANDARD PLAN S-6.

ABBREVIATIONS

AB	AGGREGATE BASE	PB	PULL BOX
AC	ASPHALT CONCRETE	PCC	PORTLAND CEMENT CONCRETE
BOC	BACK OF CURB	PED	PEDESTRIAN
BSW	BACK OF SIDEWALK	PIP	PROTECT IN PLACE
C&G	CURB AND GUTTER	PL	PROPERTY LINE
EX	EXISTING	ROW	RIGHT-OF-WAY
FC	FACE OF CURB	RT	RIGHT
FH	FIRE HYDRANT	S/C	SAWCUT
GP	GUTTER PAN	SF	SQUARE FEET
GV	GAS VALVE	STD	STANDARD
HMA	HOT MIX ASPHALT	TC	TOP OF CURB
LT	LEFT	TYP	TYPICAL
MAX	MAXIMUM	VAR.	VARIES
MH	MANHOLE	WW	WATER VALVE
MIN	MINIMUM		
MOD	MODIFIED		
NTS	NOT TO SCALE		

SHEET INDEX

SHEET NUMBER	DRAWING NUMBER	SHEET TITLE
1	T	TITLE SHEET
2	KM-01	KEY MAP
3	KM-02	KEY MAP
4	DT-01	CONSTRUCTION DETAILS
5	DT-02	CONSTRUCTION DETAILS
6	QT	QUANTITY TABLE

REVIEWED BY:	_____	_____	DATE
TRANSPORTATION DIVISION	_____	_____	DATE
REVIEWED BY:	_____	_____	DATE
PUBLIC WORKS DEPARTMENT	_____	_____	DATE
REVIEWED BY:	_____	_____	DATE
CITY ENGINEER	CITY OF CONCORD	_____	DATE

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2024-MA-02

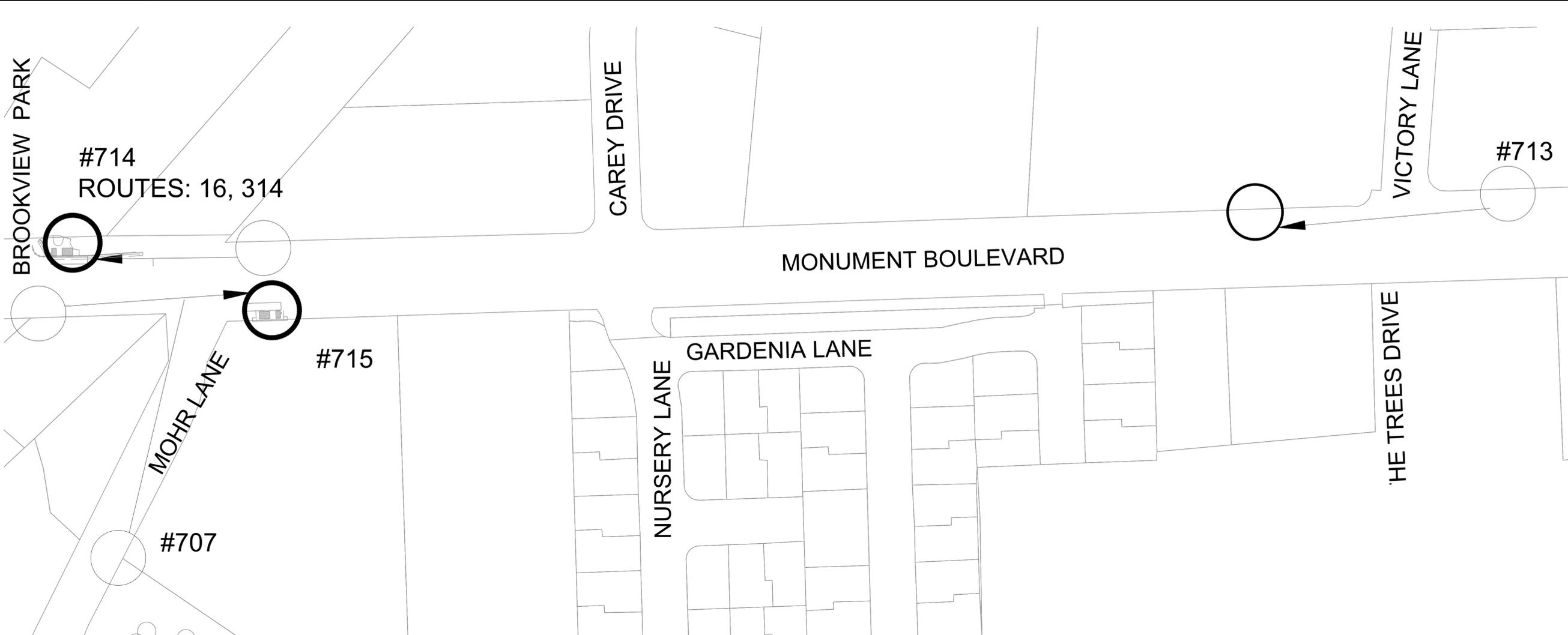
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1 OF 6

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

**COUNTY CONNECTION
MONUMENT BOULEVARD
BUS STOP TREATMENTS**

KEY MAP

REV	DESCRIPTION	DATE

- NOTE:**
-  1. EXISTING STOP TO ELIMINATE (WORK DONE BY CCCTA STAFF)
 -  2. NEW STOP TO ADD (WORK DONE BY CCCTA STAFF)
 -  3. NEW STOP WITH ADA IMPROVEMENTS TO ADD (CONTRACT WORK)

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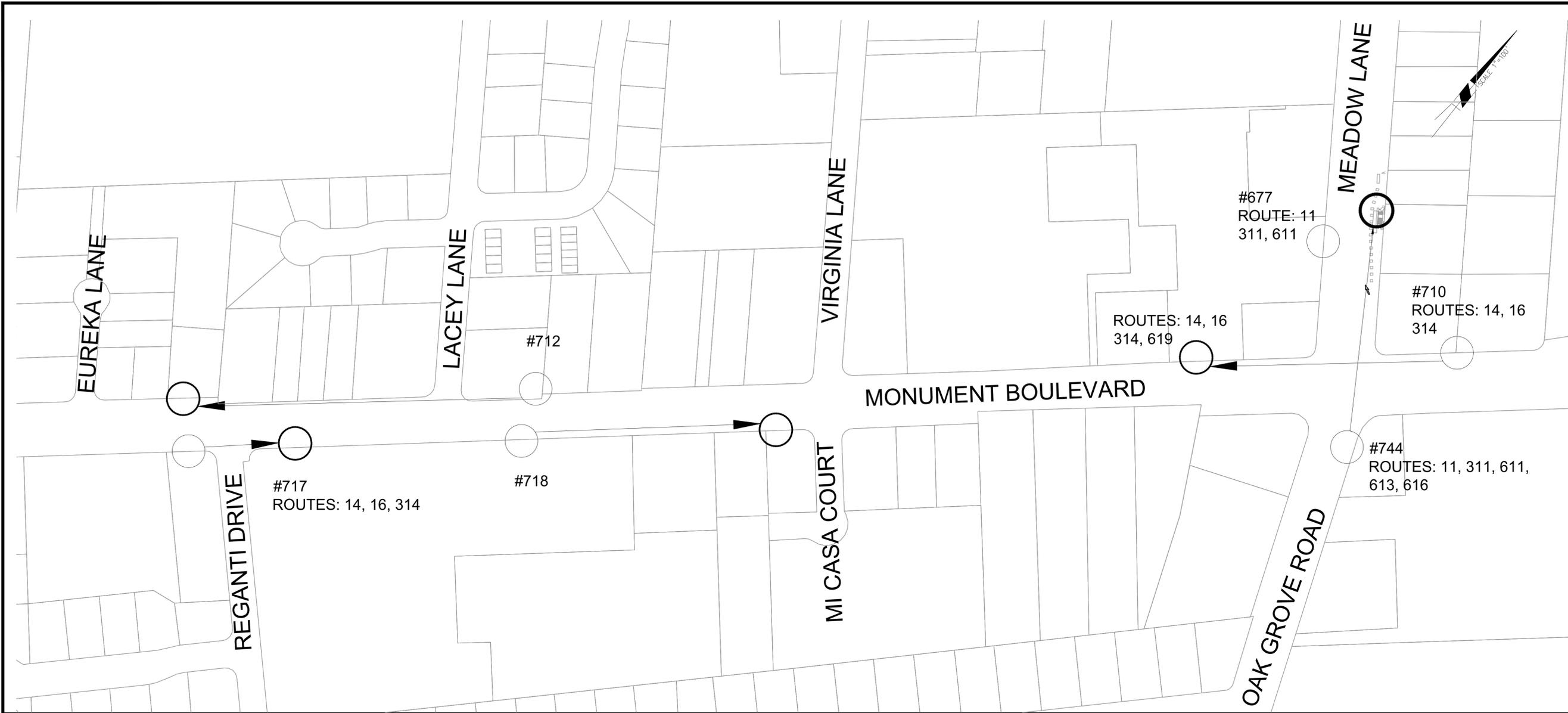
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KM-01

2 OF **6**

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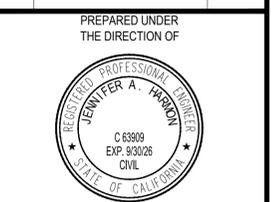
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**COUNTY CONNECTION
MONUMENT BOULEVARD
BUS STOP TREATMENTS
KEY MAP**

REV	DESCRIPTION	DATE

- NOTE:**
-  1. EXISTING STOP TO ELIMINATE (WORK DONE BY CCCTA STAFF)
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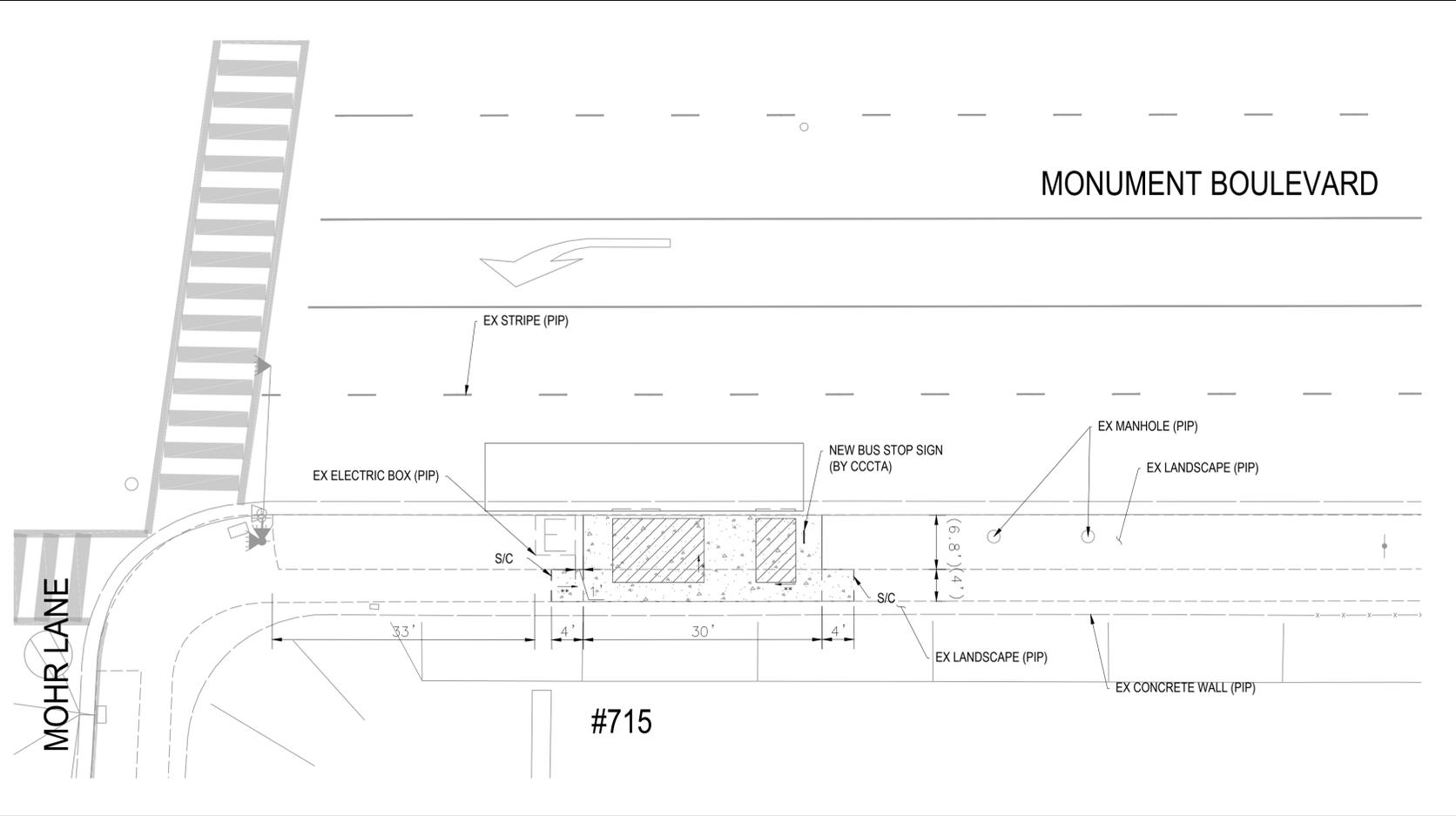
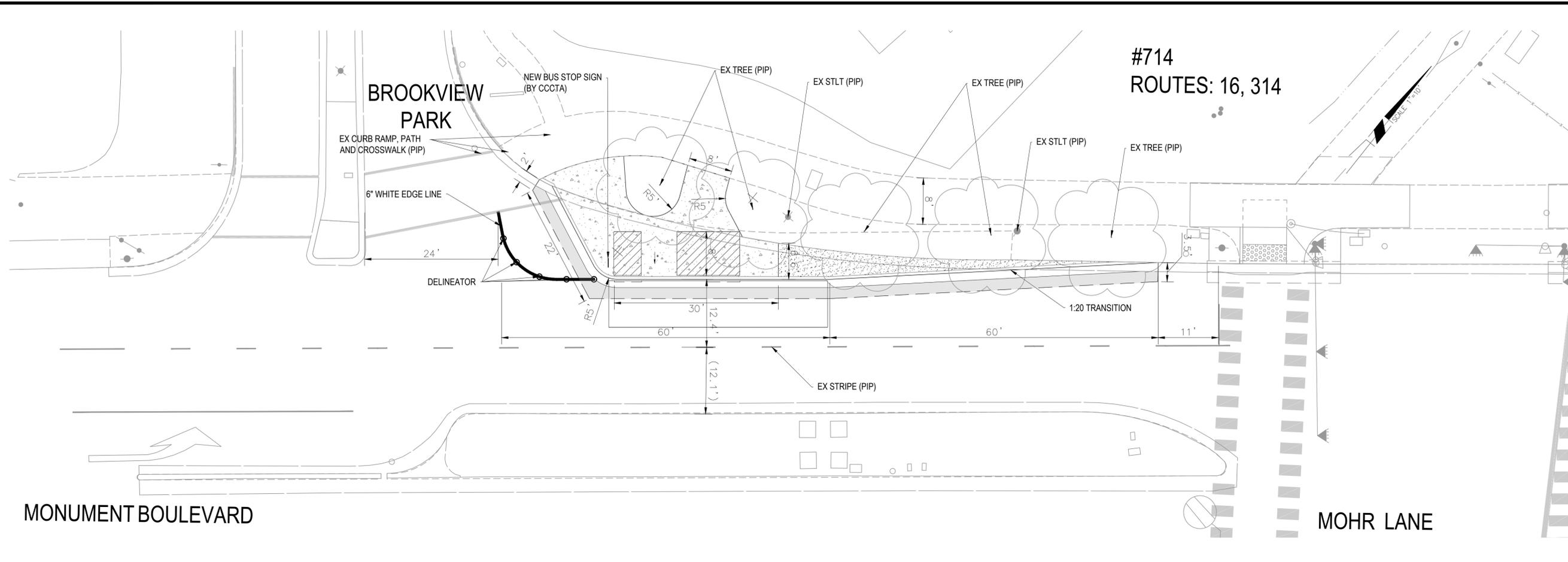
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2024-MA-02

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KM-02

3 OF **6**

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#714
 ROUTES: 16, 314

- NOTE:**
- CONSTRUCT TRAFFIC DELINEATORS AT 5' SPACING PER CALTRANS STANDARDS A73C.
 - AREA BEHIND NEW CURB AND GUTTER NOT IN THE LOADING ZONE TO BE DECOMPOSED GRANITE.

- LEGEND:**
- HMA TYPE A (12" THICK)
 - PCC SIDEWALK
 - DECOMPOSED GRANITE
 - * - MAX 1.5%
 - ** - MAX 5.0%
 - BUS LOADING ZONE FOR 40' BUS

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COUNTY CONNECTION
 MONUMENT BOULEVARD
 BUS STOP TREATMENTS
 MONUMENT BLVD & MOHR LN

REV	DESCRIPTION	DATE



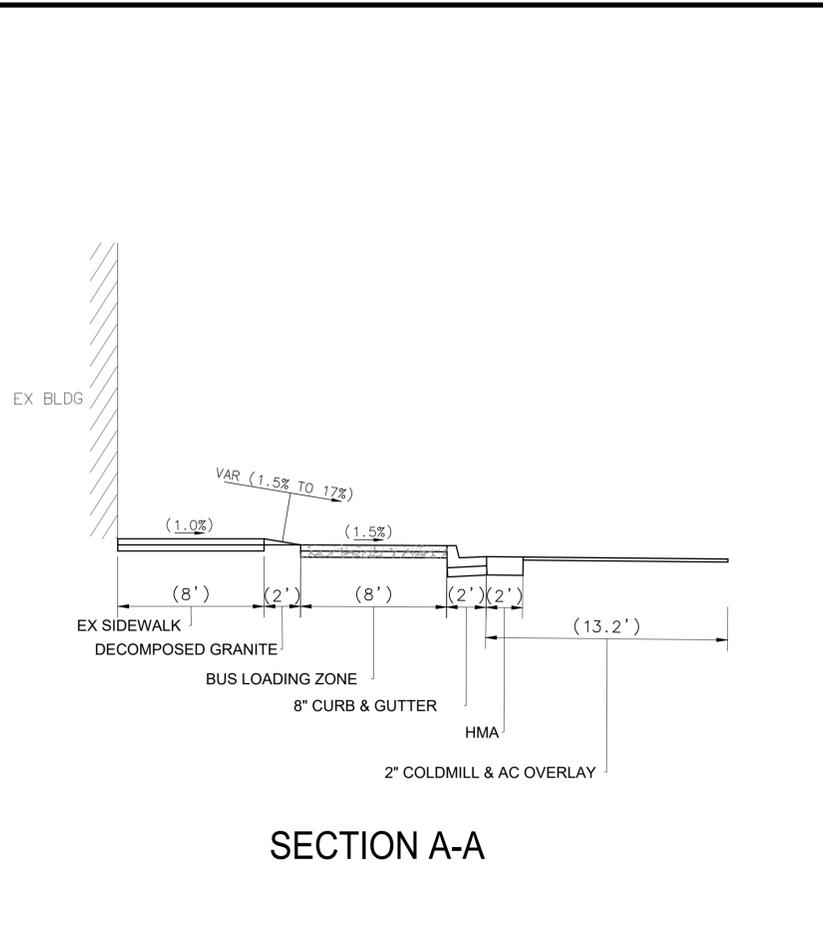
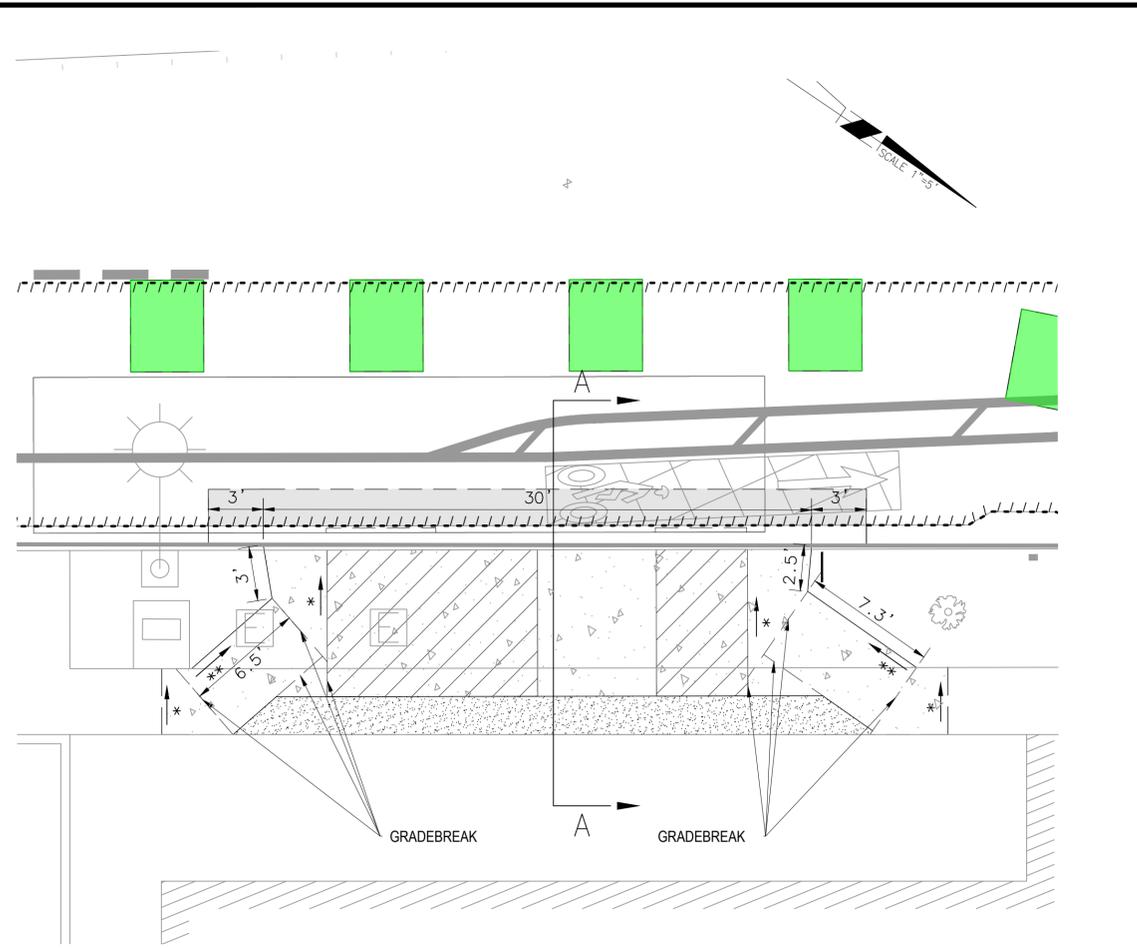
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 DT-01

4 OF 6

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NOTE:

- DECOMPOSED GRANITE STRIP SEPARATING PATH OF TRAVEL AND BOCK OF LOADING ZONE.
- PATH BEHIND EXISTING SIDEWALK TO BE USED AS PATH OF TRAVEL TO MEET STANDARDS.

LEGEND:

- HMA TYPE A (12" THICK)
- PCC SIDEWALK
- DECOMPOSED GRANITE
- 2" AC COLDMILL & OVERLAY
- * - MAX 1.5%
- ** - MAX 5.0%
- BUS LOADING ZONE FOR 40' BUS

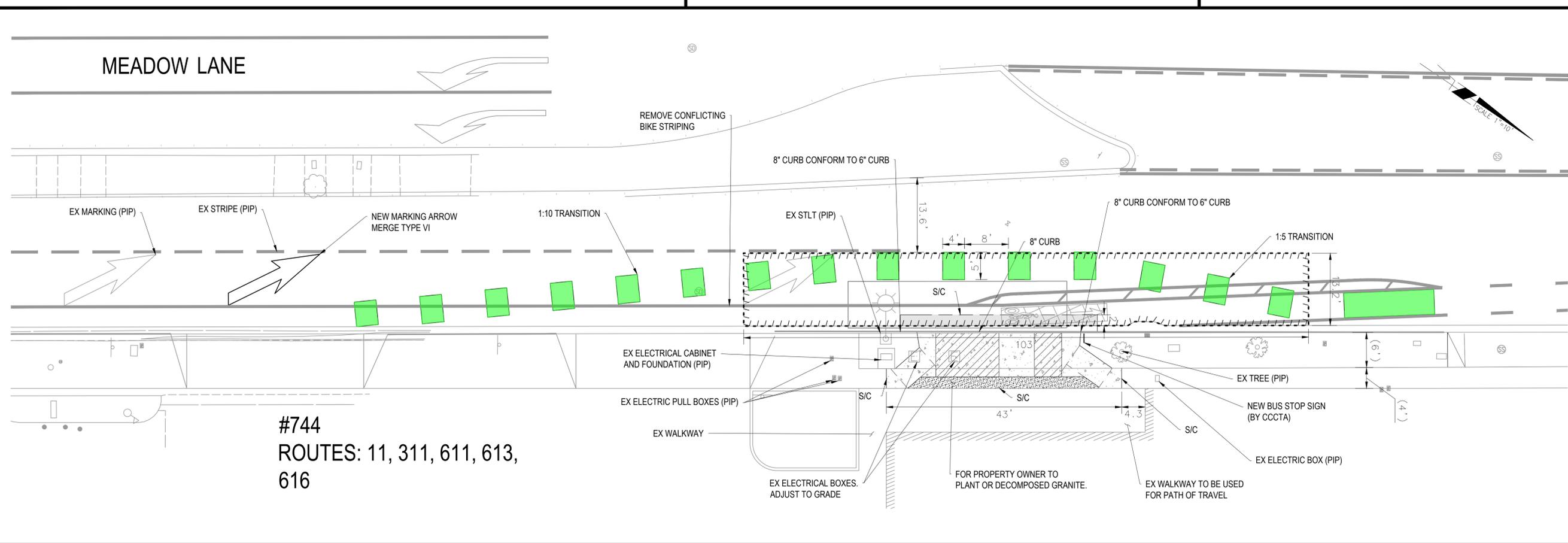
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RCE: C59697

**COUNTY CONNECTION
MONUMENT BOULEVARD
BUS STOP TREATMENTS
MONUMENT BLVD & MEADOW LN**



#744
ROUTES: 11, 311, 611, 613,
616

REV	DESCRIPTION	DATE

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5 OF **6**

80% SUBMITTAL, NOT FOR CONSTRUCTION



CITY OF CONCORD



ENGINEERING SERVICES
1435 GASOLINE ALLEY
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COUNTY CONNECTION
 MONUMENT BOULEVARD
 BUS STOP TREATMENTS
 QUANTITY TABLE

SUMMARY OF QUANTITIES

BUS STOP NO.	STREET	CROSS STREET	DETAIL SHEET	REMOVE SIDEWALK (SF)	RECONSTRUCT CURB (LF)	RECONSTRUCT CURB 8" (LF)	SIDEWALK (SF)	ADJUST UTILITY COVER TO GRADE (EA)	DECOMPOSED GRANITE (SF)	DELINEATOR (EA)	THERMOPLASTIC MARKING (SF)	COMMENTS
714	MONUMENT BOULEVARD	BROOKVIEW PARK	DT-01	-	123	-	552	-	153	5	25	1:20 TRANSITION, CONSTRUCT DELINEATORS
715	MONUMENT BOULEVARD	MOHR LANE	DT-01	151	-	-	356	-	-	-	-	START BUS STOP LOADING ZONE CONCRETE 1 FOOT FROM CONCRETE BOX, 5% MAX RAMP SLOPE
744	MEADOW LANE	MONUMENT BOULEVARD	DT-02	156	-	36	299	2	68	-	414	1:10 TRANSITION, 1:5 TRANSITION, BIKE LANE MARKINGS, ADJUST UTILITY COVER TO GRADE, DECOMPOSED GRANITE STRIP BEHIND LOADING ZONE AND INFRONT OF SIDEWALK
BASE BID TOTAL				307	123	36	1207	2	221	5	439	

REV	DESCRIPTION	DATE

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1 OF 6

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