



CITY OF DEL REY OAKS

Staff Report

DATE: September 22nd, 2026

TO: Honorable Mayor and Members of City Council

FROM: Chris Bourquin, Chief of Police

SUBJECT: Consider the approval of the City of Del Rey Oaks Vision Zero Plan

CEQA: This action does not constitute a “project” as defined by the California Environmental Quality Act (CEQA) guidelines section 15378 as it is an administrative activity of the City that will not result in direct or indirect physical changes in the environment.

Recommendation

Council approve of the City of Del Rey Oaks Vision Zero Plan as part of the Monterey County Regional Vision Zero Safety Action Plan.

Background

Vision Zero is a strategy and action plan that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for everyone. Core concepts include Vision Zero rejects the idea that traffic crashes are inevitable "accidents" and treats them as preventable system failures. Additionally, Vision Zero is built on the principle that humans make mistakes, and the transportation system should be designed so those mistakes do not result in death or severe injury.

In February 2025, the Transportation Agency for Monterey County (TAMC) partnered with local agencies and stakeholders across the region to develop the Monterey County Regional Vision Zero Safety Action Plan, aimed at making it safer to travel on city streets and county roads. The Monterey County Regional Vision Zero Action Plan covers all roads within Monterey County, including city streets, county roads, and state highways. Individual safety plans for the cities of Carmel, Pacific Grove, Del Rey Oaks, Sand City, Marina, Gonzales, Soledad, Greenfield, King City, as well as the rural parts of Monterey County are part of the Monterey County Regional Vision Zero Safety Action Plan.

The City of Del Rey Oaks Vision Zero Safety Action Plan was formed with input from stakeholders which included a well-attended public meeting, city employees including the police department and public works department, and with guidance and support of TAMC staff.

Summary & Discussion

Adopting a Vision Zero action plan makes local communities eligible for federal grants through programs like the Safe Streets and Roads for All (SS4A) initiative. Safe Streets and Roads for All (SS4A), established by federal infrastructure legislation, provides billions of dollars nationally, averaging around \$1 billion per year for local, regional, and tribal safety projects. To be eligible, a comprehensive safety action plan—commonly known as a Vision Zero plan—is typically required or strongly prioritized before jurisdictions can receive implementation and construction funds.

Fiscal Impacts

There are no fiscal impacts associated with the approval of the City of Del Rey Oaks Vision Zero Plan. However, there could be fiscal impacts for not having a comprehensive safety action plan in place, making the city ineligible to receive Safe Streets and Roads for All funds.

ATTACHMENTS:

1. City of Del Rey Oaks Vision Zero Action Plan

Respectfully Submitted,

Chris Bourquin
Chief of Police

Del Rey Oaks



Acknowledgments

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Caltrans

California State University
Monterey Bay

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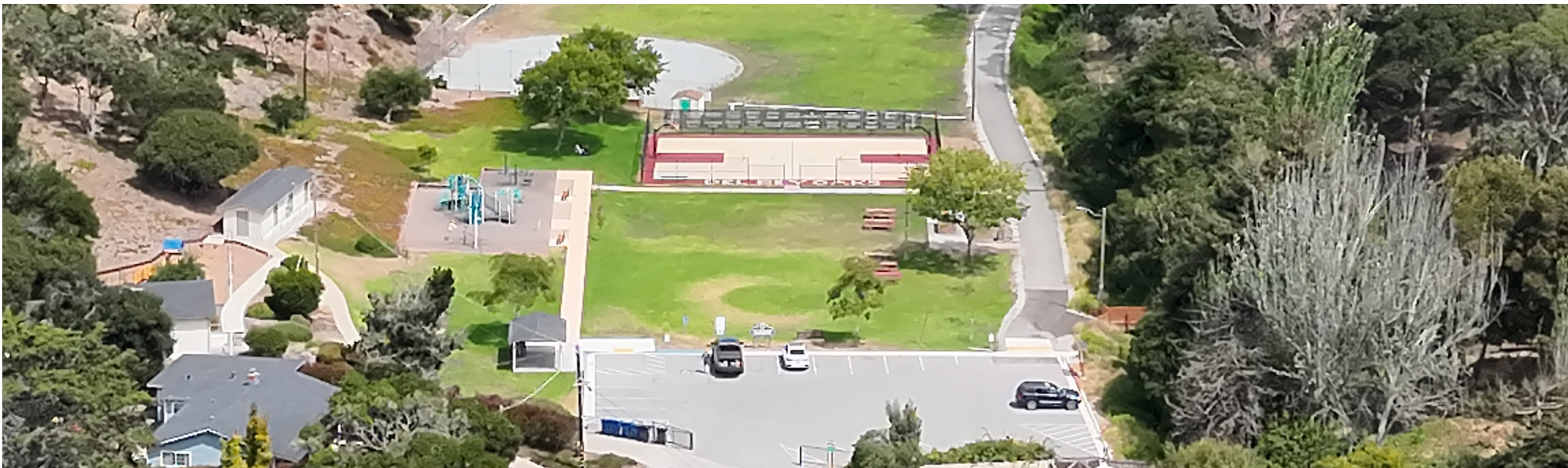
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Key Acronyms & Definitions

TAMC	Transportation Agency for Monterey County
FHWA	Federal Highway Administration
SS4A	Safe Streets and Roads for All
USDOT	United States Department of Transportation
VRU	Vulnerable Road User
HIN	High Injury Network
PDO	Property Damage Only
Fatal Crash	One or more participants died from injuries sustained, within 30 days of the crash event
Serious Injury Crash	A non-fatal crash where one or more participants sustained a severe injury preventing them from walking, driving, or performing activities they were capable of before the crash





This plan is dedicated to the lives lost or forever altered by traffic crashes on City of Del Rey Oaks roadways. We are committed to working towards a future where everyone gets home safely every day.



About the City of Del Rey Oaks

Originally established as the Del Rey Woods subdivision, the City of Del Rey Oaks was officially incorporated in 1953. Nestled in a canyon between Seaside and Monterey, this small, tight-knit community spans just over one square mile and is known for its safe, family- and pet-friendly neighborhoods, as well as its welcoming community traditions. Del Rey Oaks features an abundance of parks and green space, including a 17-acre wetland preserve home to Pacific tree frogs and a popular spot for birdwatching. State Highway 218 runs east-west through the city, connecting to State Highway 68 just outside of city limits and to nearby U.S. Highway 1, providing essential local and regional access.



Our Community

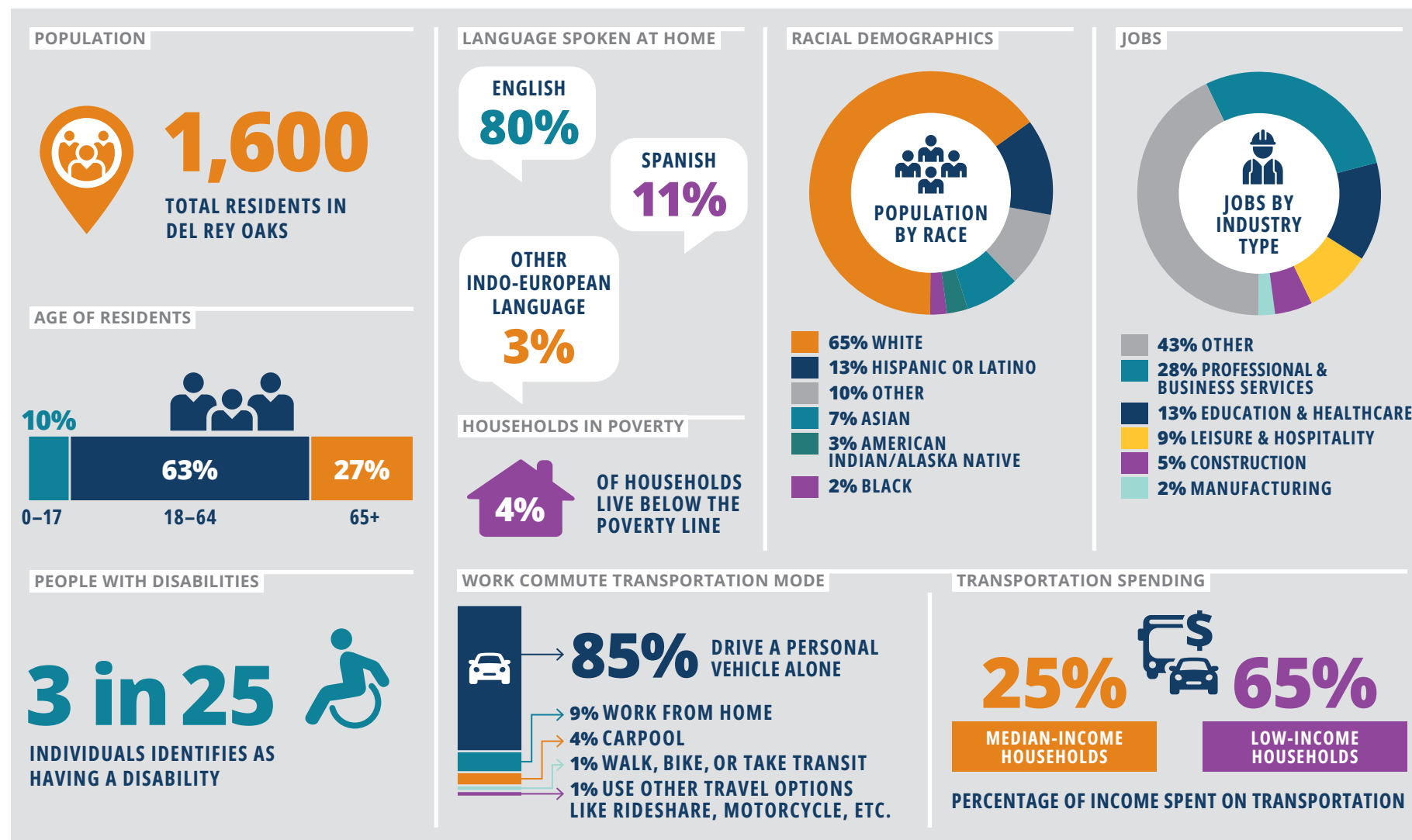


FIGURE 1. DEMOGRAPHICS OF THE CITY OF DEL REY OAKS

Sources: 2020 U.S. Census and 2019-2023 American Community Survey data



The Importance of Traffic Safety in Del Rey Oaks

Relatively few traffic crashes occur in Del Rey Oaks, but traffic safety remains an important priority for the community. In a smaller community, even one serious incident can have a profound human impact, affecting families, neighbors, and first responders. These crashes also carry economic consequences, including emergency response costs, medical expenses, and disruptions to daily life.

Local conditions continue to shape these risks. Del Rey Oaks' primarily residential land use, combined with its role as a connector to nearby regional destinations, means that local streets accommodate both neighborhood and regional through traffic. Its proximity to Monterey Peninsula tourism destinations brings additional visitors who may be unfamiliar with local roadway conditions, while commuter travel patterns and reliance on key arterials can increase exposure to higher-speed conflicts and right-of-way violations. These factors highlight why, despite the city's low crash frequency, proactive safety improvements remain essential.

Given these community and regional characteristics, Del Rey Oaks is committed to advancing Vision Zero principles, working to eliminate fatalities and serious injuries locally while supporting similar efforts in neighboring communities.

This plan considers all roadways within the Del Rey Oaks city limits. Canyon Del Rey Boulevard (State Highway 218) is owned and operated by Caltrans and would normally be excluded from a local safety action plan. However, Canyon Del Rey Boulevard is the primary route to and through Del Rey Oaks and nearly all crashes reported within city limits occurred on this roadway. Given its importance to the local community, Canyon Del Rey Boulevard was included in this safety action plan with the understanding that the City will need to coordinate and collaborate with Caltrans for any projects or strategies on the state highway system.

Approximately 16 crashes were reported to have resulted in an injury within Del Rey Oaks city limits from 2019 to 2023. Three of these crashes resulted in a severe life-altering injury or death.

Each of these 16 crashes had a significant impact on those involved, their family and friends, and our greater community. These crashes happened all across the City, and each one under a unique set of circumstances, but commonalities from the data emerged.



What is a Safety Action Plan?

A Safety Action Plan is a roadmap for prioritizing and investing in the projects, places, and efforts that are most likely to reduce the risk of fatal and serious injury crashes. This plan is part of a larger effort led by the Transportation Agency of Monterey County to develop regional and agency-specific action plans. Development of these plans is funded by a grant awarded by the U.S. Department of Transportation through the Safe Streets and Roads for All program.

The Monterey County Regional Safety Action Plan provides a broad view of the safety needs across the entire region, and outlines high priority strategies for addressing risky behaviors and reducing crash risks countywide. Individual agency plans, like this one, provide a more localized look at the unique safety needs and projects that are important within each community.

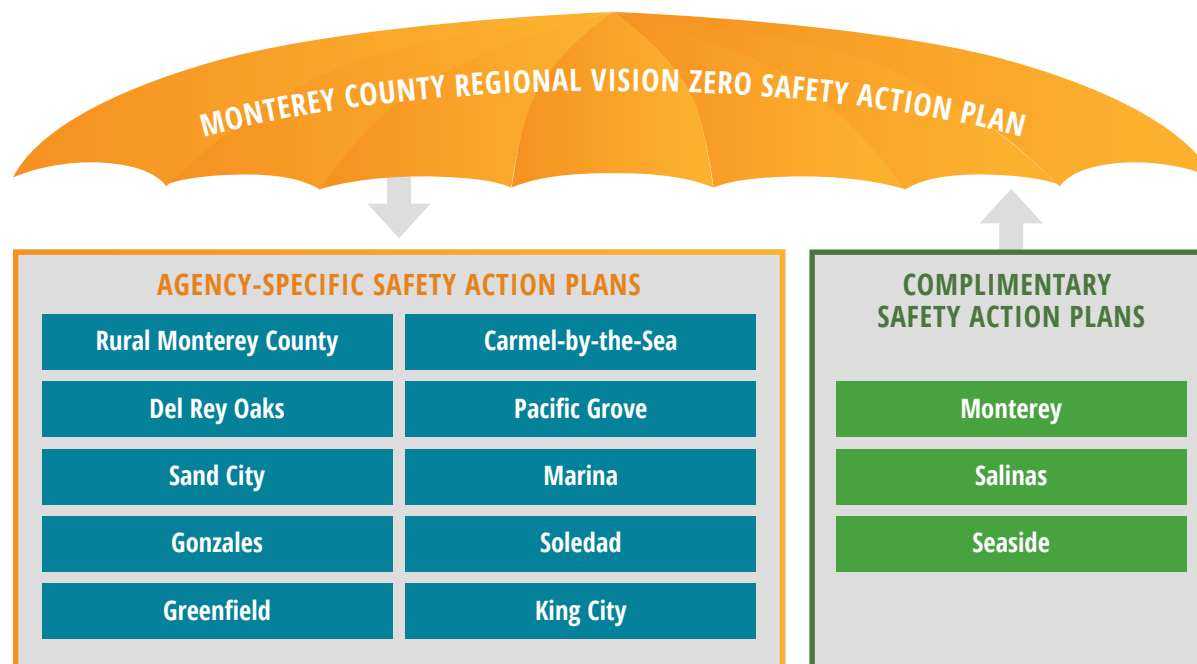


FIGURE 2. REGIONAL AND AGENCY-SPECIFIC PLANS



Guiding Principles

OUR SAFETY VISION AND GOAL

TAMC and the City of Del Rey Oaks believe that everyone deserves to travel safely. To achieve this vision, TAMC has set an ambitious and achievable goal to reduce fatal and serious injuries by 30% by 2030 with the ultimate goal of eliminating fatal and serious injuries by 2040. This Monterey County Regional Vision Zero target was officially adopted by the TAMC Board of Directors on March 25, 2026.

WHAT IS VISION ZERO?

Vision Zero is a global strategy to eliminate traffic deaths and serious injuries in a certain timeframe by treating them as preventable events. In the U.S., the Vision Zero strategy led to the adoption of the Federal Highway Administration's (FHWA) Safe System Approach – a holistic roadway safety guide that recognizes that humans make mistakes, that our transportation network should be designed to prevent fatal mistakes from happening in the first place, and to minimize the injury severity when a crash does occur.

WHAT IS A VISION ZERO SAFETY ACTION PLAN AND WHY NOW?

Every year, approximately 40,000 people lose their lives traveling on U.S. roadways. In Del Rey Oaks, crash totals are comparatively low, with 16 reported collisions between 2019 and 2023; however, 3 of these resulted in a fatality or serious injury. This demonstrates that even a small number of crashes can have severe and lasting consequences.

These are not merely statistics – these are members of our community, our family, friends, kids, neighbors, and colleagues. The City of Del Rey Oaks is committed to reducing and eventually eliminating the most severe crashes in our city. This commitment takes shape with effective strategies, policies, programs, and projects that can be implemented by the City and partner agencies to reduce the risk of fatal and serious injury crashes. This plan, in coordination with the people and plans developed for each agency in Monterey County, will help us achieve our ambitious regional Vision Zero goal together.

Zero is our goal.

A safe system is how we get there.

WHAT IS THE SAFE SYSTEM APPROACH?

The Safe System Approach is a framework for effectively managing the diverse inherent risks within the transportation system. As part of this approach, multiple layers of protection are created to prevent crashes and reduce harm when crashes do occur. It is centered on the idea that we all have a role to play in creating a safer transportation system, and achieving Vision Zero requires that we all do our part to keep ourselves and others safe.

THERE ARE SIX KEY PRINCIPLES OF THE USDOT SAFE SYSTEM APPROACH:

1. Death and Serious Injuries are Unacceptable
2. Humans Make Mistakes
3. Humans are Vulnerable
4. Responsibility is Shared
5. Safety is Proactive
6. Redundancy is Crucial

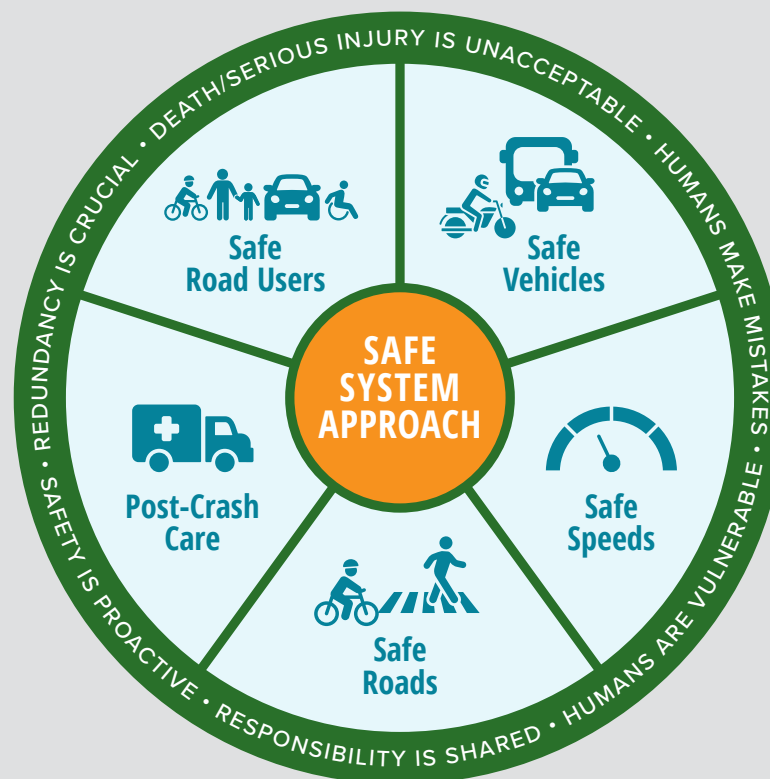


FIGURE 3. USDOT SAFE SYSTEM APPROACH

Each of the six key principles in the Safe System Approach are supported by five main objectives:

1	Safer People		Consider and address the safety of all road users, including those who walk, bike, drive, take transit, or travel by other modes.
2	Safer Roads		Engineer roads to prioritize the safety of all road users, especially vulnerable road users, to minimize human mistakes, and to account for injury tolerance.
3	Safer Travel Options (Safer Vehicles)		Expand the availability of safer travel options, including multimodal transportation networks, safe and reliable transit options, and advanced vehicle design and technologies.
4	Safer Speeds		Promote safer speeds through context-appropriate roadway design, education, outreach, and enforcement.
5	Post-Crash Care		Enhance the survivability of a crash by making it easier and faster to receive emergency medical care and access trauma centers, create a safe working environment for emergency responders, and prevent secondary crashes.

While not yet an element of the USDOT Safe System wheel, the concept of Safer Land Use is gaining attention across the industry, and several states including California, Oregon, and Washington are considering adding it as a sixth element of the Safe System Approach. Land use decisions shape many aspects of the transportation system, including the ability for people to choose safer travel options and make fewer and shorter trips, reducing their exposure to crash risk.

Developing this Plan

To help local agencies develop plans and implement roadway safety improvements that incorporate the Safe System Approach, a once-in-a-generation federal grant program known as Safe Streets and Roads for All (SS4A) was developed to award demonstration and implementation funds to state and local agencies. The SS4A Grant Program is funded by the Infrastructure Investment and Jobs Act starting in fiscal year 2022 and ends in fiscal year 2026. With SS4A funds, the TAMC has led the effort to develop regional, municipal, and rural county level action plans to help reduce and eventually eliminate fatal and serious injury crashes in Monterey County.



FIGURE 4. PLAN DEVELOPMENT PROCESS

SS4A REQUIRED ELEMENTS OF A SAFETY ACTION PLAN:

- ✓ Leadership commitment to a “Zero” goal
- ✓ Involvement of a task force
- ✓ Data-driven safety analysis
- ✓ Robust public engagement
- ✓ Assessment of policies, programs, and processes
- ✓ Prioritized projects that reflect the Safe System Approach
- ✓ Ongoing transparency and reporting

DATA-DRIVEN ANALYSIS

The cornerstone of this Plan is a data-driven evaluation of safety needs and effective solutions. We studied reported crash data, lived experiences from community members, travel patterns, and demographics to understand where and why fatal and serious crashes are happening. We then paired these findings with national research, best practices, and local knowledge to identify feasible, practical, locally supported ways to save lives. More information on the analysis and findings can be found in the Where and Why Are Traffic Crashes Happening and Plan of Action sections.

ENGAGING WITH DEL REY OAKS

The project team conducted two rounds of public outreach through workshops, pop-up events, and an online survey and comment map. The first round, held in Summer 2025, focused on understanding the challenges and opportunities related to transportation and safety in Del Rey Oaks. Feedback from the community during this phase was incorporated into the planning process and helped shape potential solutions. The second round, conducted in Fall 2025, presented the recommended challenge areas and solutions back to the community for input. Community members could review the recommendations, project ideas, and share their feedback.

The City of Del Rey Oaks had a total of 20 comments received through in-person comments, survey responses, and the interactive comment map throughout both phases of outreach. Figures 6 and 7 on the following page show the advertisement flyer and event photo from the Phase 1 workshop held in Del Rey Oaks.

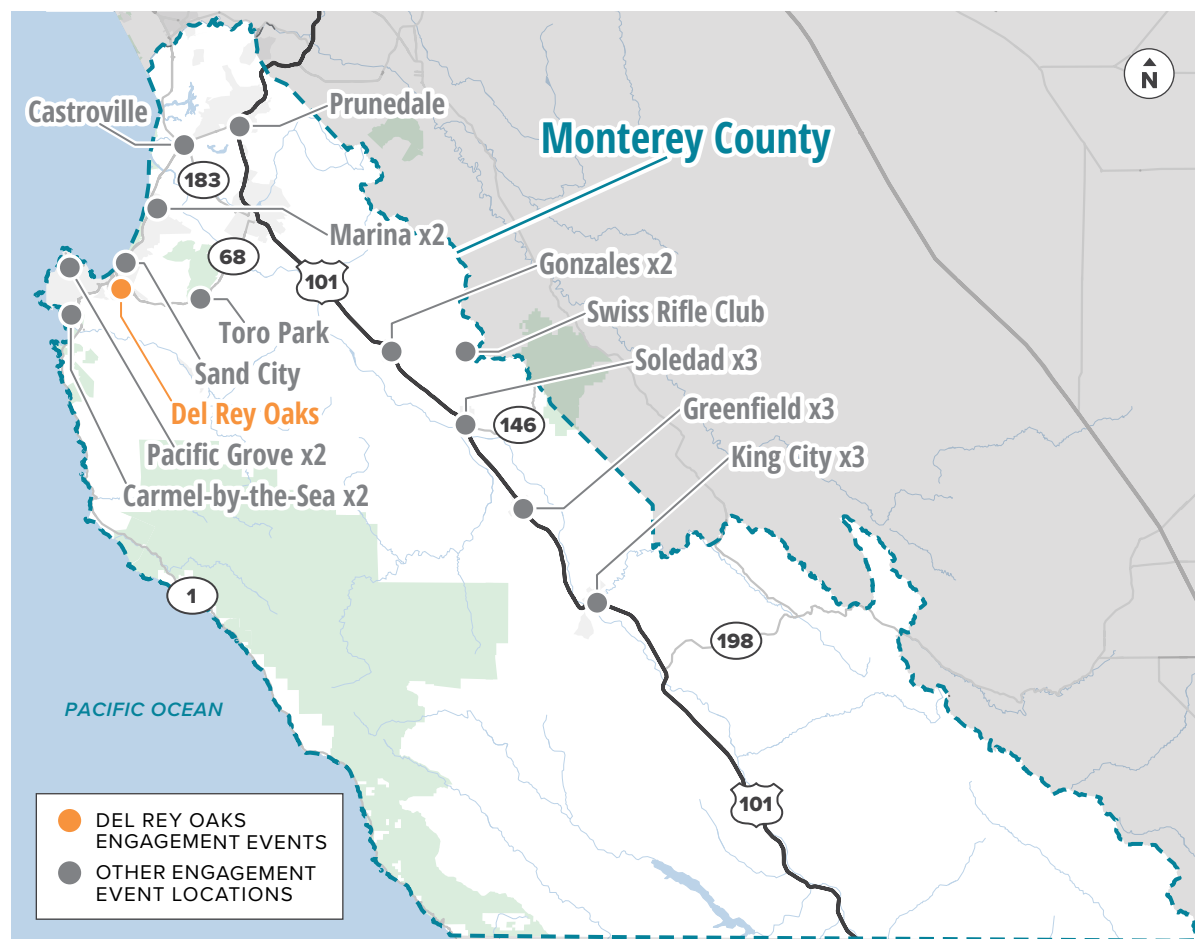


FIGURE 5. ENGAGEMENT EVENTS FOR PLAN DEVELOPMENT

Safety Concerns of Del Rey Oaks

Many of the comments referenced safety concerns just outside of Del Rey Oaks or on state highways (in Seaside, Monterey, and on Canyon Del Rey). The most commonly noted safety concerns in and around Del Rey Oaks included aggressive and distracted driving, congestion along arterials and near high-traffic businesses, gaps in and lack of sidewalks, unsafe bike lanes, missing or difficult-to-use trail connectors, and unsafe pedestrian rail crossings in neighboring Sand City.

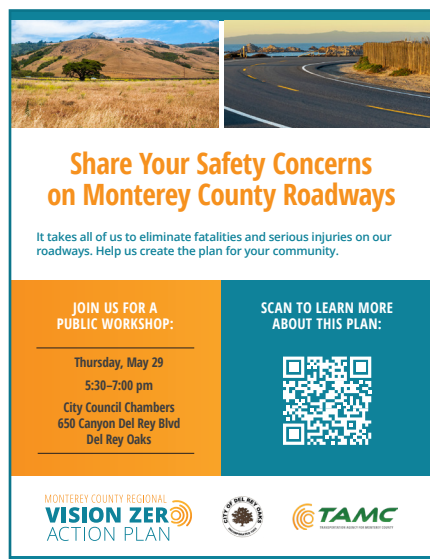


FIGURE 6. PHASE 1 DEL REY OAKS WORKSHOP FLYER

The community also specifically called out several roads just outside of Del Rey Oaks (primarily in Seaside) where they experienced racing and speeding vehicles.

Community members in and around Del Rey Oaks expressed support for safety improvements such as roundabouts, speed bumps, bike paths, sidewalks, illumination, reflective pavement markers and signage, and safe driving education campaigns and policies.



FIGURE 7. PHASE 1 DEY REY OAKS WORKSHOP PHOTO

TAMC VISION ZERO TASK FORCE

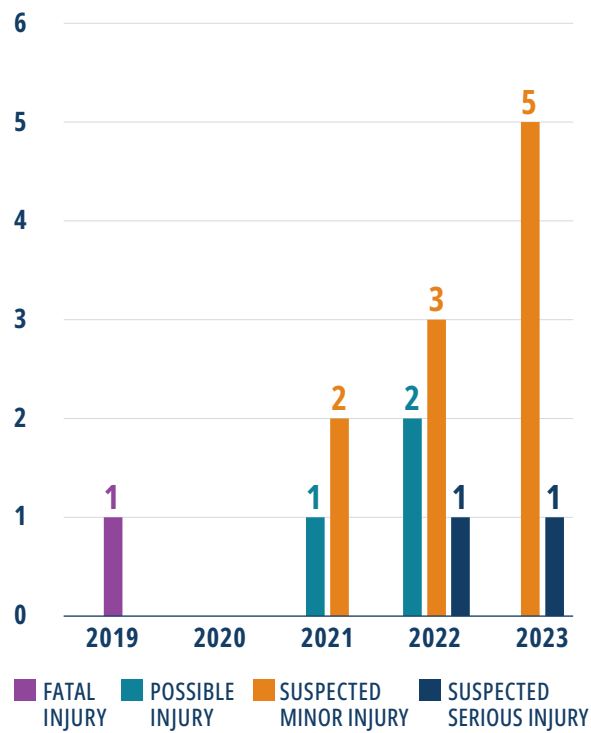
The Monterey County Vision Zero Task Force was made up of safety partners across the community, including representatives from schools, medical and emergency response professionals, community organizations, public works, law enforcement, and fire departments. Three task force groups were created to capture the diverse area and interests in Monterey County – the South County, Peninsula, and Regional task forces. Task Force membership included a mix of urban, rural, and regional interests as participants shared their input and experiences not just where they work, but also where they live and travel. This Plan incorporates safety concerns, feedback, and suggestions for the City of Del Rey Oaks that were gathered from the Peninsula and Regional Task Force groups.



Where and Why are Traffic Crashes Happening?

To understand traffic safety risks and needs, we studied reported crash data for the most recent five years of available data, spanning January 1, 2019 through December 31, 2023. Crashes with no reported injuries, also referred to as property damage only crashes, were not included in the analysis.

Over five years, **16 crashes resulting in an injury** were reported in Del Rey Oaks, including **2 serious injuries** and **1 fatality**. All three of these high severity crashes occurred on Canyon Del Rey Boulevard, which is a state highway.



CRASH TYPES

Understanding the most common types of crashes that occurred on city streets can help tailor safety improvements that address those patterns.

 **44%** Broadside (right-angle) crashes

 **19%** Rear-end crashes

 **13%** Hit object crashes

CRASHES INVOLVING VULNERABLE ROAD USERS

Vulnerable road users (VRUs) include both pedestrians and bicyclists.

 **1** Crash involved a pedestrian

 **1** Crash involved a bicyclist

 Both VRU crashes resulted in a minor injury

PRIMARY CONTRIBUTING FACTORS

Across the US, over 90% of crashes are the result of human error.

There is rarely a single cause of a crash, but rather a combination of factors related to the driver, vehicle, environment, or other road users. The following summarizes trends in the primary factor reported in crashes of all severities on City of Del Rey Oaks roads.*

 **43%** Failed to yield right-of-way

 **13%** Involved unsafe speeds

 **2/3** High-severity crashes involved drug or alcohol impairment

*Contributing factors often overlap and are not mutually exclusive.

HIGH INJURY NETWORK

The High Injury Network, or HIN, identifies the roadways that have experienced the highest number and severity of crashes. The HIN helps focus the safety priorities and investments in the areas with the highest need. A map of the HIN is shown in Figure 8.

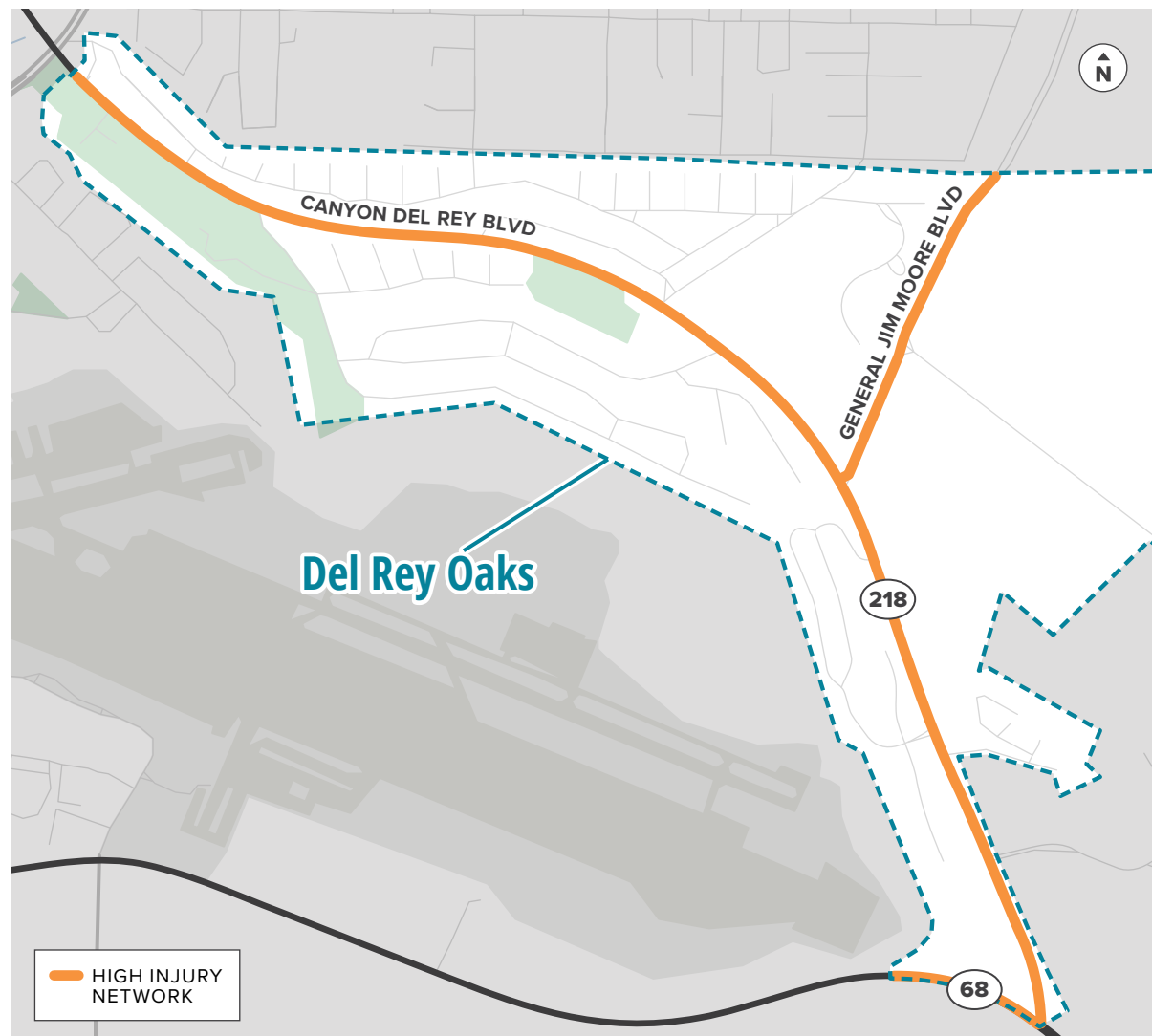


FIGURE 8. DEL REY OAKS'S HIGH INJURY NETWORK

Challenge Areas

Challenge areas are not locations. They represent the underlying crash patterns that are most contributing to fatal and serious injury crashes. In an environment of limited funding, we must focus our resources on the efforts that will make the biggest difference, and emphasis areas help us do that. Challenge areas provide a strategic framework for developing and implementing safety strategies, prioritizing capital projects, guiding enforcement and education.

We applied a data-driven approach to selecting challenge areas. We started with the list of 16 Challenge Areas outlined in the California Strategic Highway Safety Plan, and used local crash patterns and community input to select the subset that best reflect local needs.

The City of Del Rey Oaks challenge areas are focused on those that reflect the unique needs of the City, while the Monterey County Region plan captures those that are more broadly applicable across the entire region.

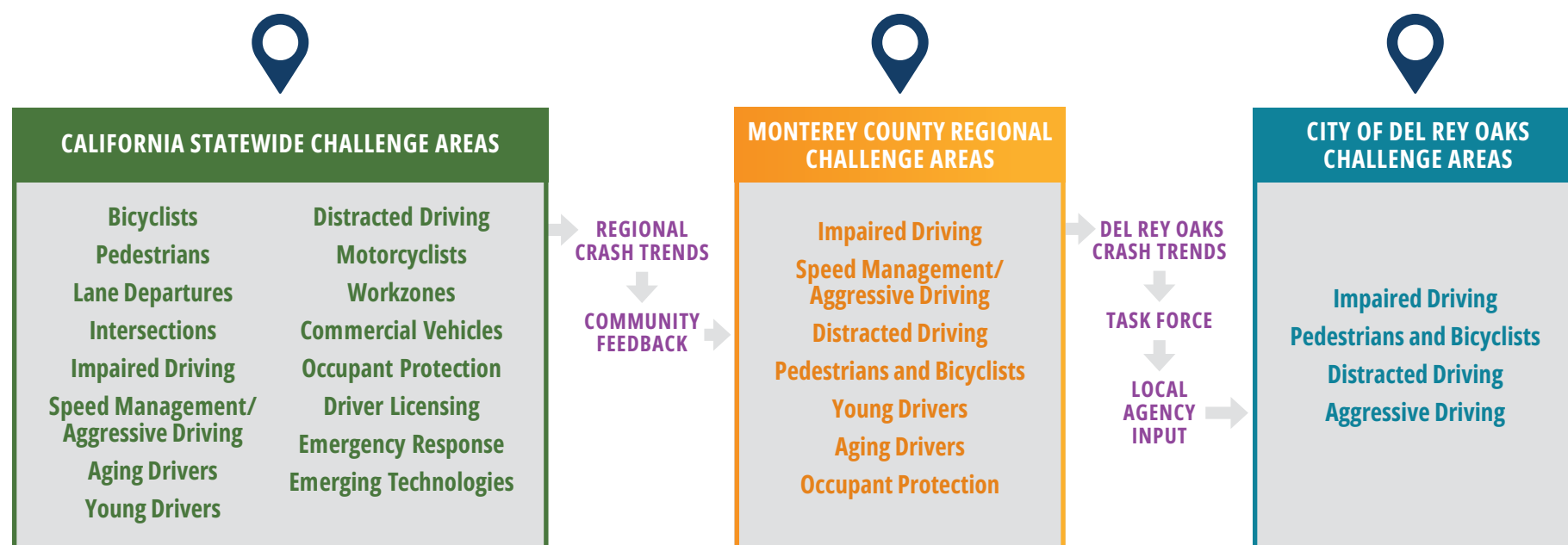


FIGURE 9. CHALLENGE AREAS FOR DEL REY OAKS

IMPAIRED DRIVING

67%

OF FATAL AND SERIOUS
INJURY CRASHES
IN DEL REY OAKS (HIGHER THAN
STATEWIDE AVERAGE)



Impaired driving involves operating a vehicle while under the influence of drugs or alcohol - whether illegal, prescription or over the counter - even if the driver is below the legal limit. Any level of impairment can slow reaction time, diminish judgement, and makes it hard to stay in a driving lane, obey traffic signals, or respond appropriately to hazards. Impairment is often associated with other risky behaviors, such as speeding, driving aggressively or not wearing a seatbelt, all of which increase the likelihood of crash severity.

PEDESTRIANS AND BICYCLISTS

0%

OF FATAL AND SERIOUS
INJURY CRASHES
IN DEL REY OAKS (LOWER THAN
STATEWIDE AVERAGE)



The term “vulnerable road users” is often used to describe bicyclists and pedestrians, which include people walking and using wheelchairs, and those riding bicycles, e-bikes, and non-motorized mobility devices. Even if their primary mode of travel is by car, everyone is a vulnerable road user at some point during their trip, whether to get to a bus stop, a parking spot, or even the mailbox. People walking and biking are more vulnerable because there is no physical protection between them and the crash, leaving them directly exposed in the event of a collision. As a result, crashes involving vulnerable road users are far more likely to result in fatal or life-altering injuries.



Crashes involving vulnerable road users most commonly occur at intersections and along roadways that lack safe, dedicated space for walking and bicycling. Areas with high levels of activity—such as near transit stops, school zones, shopping centers, and neighborhood centers—also tend to experience more of these collisions, largely due to a higher concentration of people walking and biking.

DISTRACTED DRIVING

0%

**OF FATAL AND SERIOUS
INJURY CRASHES
IN DEL REY OAKS (LOWER THAN
STATEWIDE AVERAGE)**



Distracted driving is one of the most preventable threats to roadway safety. It occurs whenever a driver diverts attention from the primary task of driving—whether to read or send a text message, adjust in-vehicle technology, eat, interact with passengers, or focus on something outside the vehicle.

Distractions generally fall into three categories: visual (taking eyes off the road), manual (taking hands off the wheel), and cognitive (taking the mind off driving). Distracted driving is also one of the most underreported contributing factors to crashes, as it is difficult to confirm without a witness or confession.

When a driver is distracted, reaction time slows, situational awareness diminishes, and the ability to detect and respond to hazards is compromised. In just a brief moment of inattention, rear-end collisions, lane departures, or missed traffic signals can occur. These incidents can lead to crashes with severe outcomes, particularly for vulnerable road users such as people walking and bicycling.



AGGRESSIVE DRIVING

0%

**OF FATAL AND SERIOUS
INJURY CRASHES
IN DEL REY OAKS (LOWER THAN
STATEWIDE AVERAGE)**



Aggressive driving includes driving at unsafe speeds, following too closely, disregarding traffic signals or signs, and reckless driving. The behaviors are frequently driven by impatience, stress, congestion, or a perceived need to “make up time.”

Speeding is often one of the most visible and measurable forms of aggressive driving, but it rarely occurs in isolation. Drivers who exceed speed limits are also more likely to engage in other risky behaviors such as tailgating, unsafe lane changes, rapid acceleration, failure to yield, and running red lights. These behaviors compound one another, reducing reaction time, shrinking safe following distances, and creating unpredictable conflicts on the roadway.

Addressing aggressive driving requires more than responding to individual violations, it requires shaping a roadway environment, paired with enforcement, education, and a traffic safety culture that discourages these behaviors.



Plan of Action

Del Rey Oaks' Plan of Action is guided by a strategy-first approach that goes beyond standalone projects to create lasting safety improvements. In addition to targeted infrastructure investments, the City emphasizes policies, programs, and partnerships that support safer behaviors, strengthen coordination, and sustain long-term impact. This comprehensive approach ensures that safety is addressed holistically—combining physical improvements with education, enforcement, and collaboration to effectively reduce crash risk and improve conditions for all roadway users.

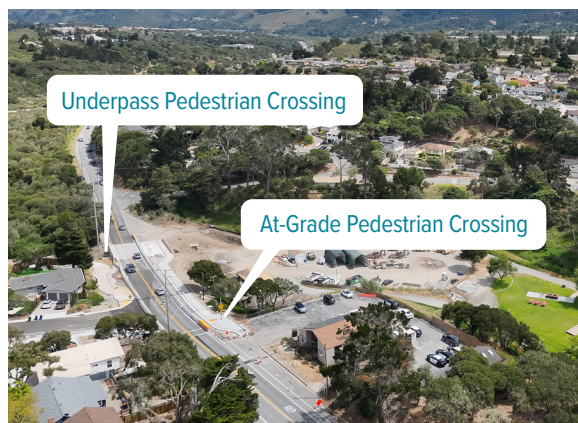


FIGURE 10. CONSTRUCTION PROGRESS OF THE AT-GRADE AND UNDERPASS PEDESTRIAN CROSSINGS AT SR 218 AT CARLTON DRIVE

EXISTING EFFORTS

Although this is Del Rey Oaks first formal plan dedicated to traffic safety, providing a safe transportation system has always been a guiding principle for the city. Del Rey Oaks regularly collaborates with TAMC, Caltrans, and other regional partners to address traffic safety needs in and around the city through programs and projects, including a few listed below.

- The first goal in the City's General Plan is to "Enhance the beauty, health, and safety and quality of life for residents of the City of Del Rey Oaks."
- Participation in the Strategic Traffic Observation and Prevention Program (STOPP), a collaborative traffic enforcement initiative involving multiple law enforcement agencies in Monterey County
- Partnership with Caltrans on the recently completed improvements at Canyon Del Rey Boulevard and associated local street improvements along Carlton Drive and Work Street

- Participation and collaboration in regionally significant transportation planning projects, including:
 - » The Canyon Del Rey SR 218 Corridor Study
 - » The Fort Ord Regional Trail and Greenway (FORTAG) connecting Del Rey Oaks, Monterey, Seaside, and Marina
 - » The FORTAG at-grade pedestrian crossing, the pedestrian crossing underpass, and the addition of rectangular rapid flashing beacons at the at-grade crossing across SR 218 at Carlton Drive (See Figure 10)

The City also has a traffic calming program designed to enhance neighborhood safety and livability by addressing speeding and unsafe driving behaviors on local streets. Administered by the Public Works Department, the program provides a structured, data-informed process for evaluating community requests based on criteria such as traffic speeds, volumes, and documented safety concerns. Potential improvements may include signage, pavement markings, or physical traffic calming measures, selected based on roadway context and feasibility.

SAFE SYSTEM STRATEGIES

When we think of ways to improve safety, many people think only of engineering projects. However, through the Safe System Approach, we know that achieving Vision Zero will require a variety of efforts and investments that are much more broad than a list of capital projects.

THE STRATEGIES ARE INTENDED TO COMPLIMENT AND SUPPORT ENGINEERING PROJECTS IN THREE KEY WAYS:

1. Elevate the importance of traffic safety within our agency



2. Make it easier to fund or build safety improvements



3. Encourage safe behaviors and foster a stronger culture of traffic safety in our community



Table 1 lists the recommended strategies that will help the City of Del Rey Oaks better prioritize safety and move projects forward.

TABLE 1. SAFE SYSTEM STRATEGIES FOR DEL REY OAKS

STRATEGIES	TIER	CATEGORY	CHALLENGE AREAS				
			IMPAIRED DRIVING	DISTRACTED DRIVING	BICYCLISTS	PEDESTRIANS	AGGRESSIVE DRIVING
Conduct education and awareness campaigns targeting risky driving behaviors such as speeding, impairment, distraction, not wearing a seatbelt, and failure to yield to pedestrians	Tier 1	Engagement, Education, and Enforcement					
Conduct high visibility enforcement campaigns related to risky driving behaviors, pedestrian crossing compliance, e-bike/e-scooter use, etc.	Tier 1	Engagement, Education, and Enforcement					
Conduct an educational campaign to encourage safe walking and biking behaviors (e.g., obeying traffic control devices, crossing at intersections or designated crossing locations, wearing reflective clothing at night, etc.)	Tier 2	Engagement, Education, and Enforcement					
Establish a multi-agency (public works, emergency response, first responders, health and trauma, etc.) task force or committee that meets regularly to discuss and coordinate efforts related to traffic safety	Tier 2	Agency Processes, Policies, and Planning					
Establish a Safer Speeds program/policy for establishing posted speed limits consistent with national best practices for context-based speed limit setting	Tier 3	Policies/ programs for Countermeasure Implementation					
Advocate for legislation to permit automated enforcement for speeding and red light running	Tier 3	Engagement, Education, and Enforcement					

INTENDED PURPOSE
 SECONDARY PURPOSE/DIRECT BENEFIT
 INDIRECT BENEFIT
 DOES NOT APPLY

PRIORITIZING INVESTMENTS

Recognizing the reality of the City's limited resources and inability to complete all recommended projects, investments should be prioritized, based on the following data-driven criteria to maximize the potential safety benefits (listed in order of importance).

1	High Injury Network Focus	Highest priority should be given to projects located on or directly addressing corridors and intersections identified on the High Injury Network. These locations represent a disproportionate share of fatal and serious injury crashes and offer the greatest opportunity for measurable safety benefits.
2	Systemic Safety Opportunity	Projects that can be implemented systemically to benefit a large proportion of the community, such as speed management, signing and striping upgrades, and low-cost intersection enhancements, should be prioritized to proactively reduce risk before crashes occur.
3	Proximity to Schools and Youth Activity Areas	Projects near K–12 schools, childcare facilities, parks, and other youth-oriented destinations should be prioritized, particularly those that improve walking and bicycling safety. This includes improvements aligned with Safe Routes to School programs and corridors with documented student travel demand.
4	Vulnerable Road Users	Priority should be given to projects that improve safety for pedestrians, bicyclists, older adults, people with disabilities, and transit users. Locations with a history of pedestrian- or bicycle-involved crashes, or where vulnerable users are exposed to high-speed or high-volume traffic, should rank highly.
5	Disadvantaged Community Considerations	Projects serving communities disproportionately impacted by traffic injuries, areas of persistent poverty, or communities with limited access to safe transportation options should be elevated.
6	Feasibility and Readiness	Project readiness, cost-effectiveness, ease of implementation, and compatibility with planned roadway or capital projects should be considered to maximize near-term safety benefits.



PROJECTS

There are a variety of safety measures that can be implemented across Del Rey Oaks through a combination of systemic (proactive) and hotspot (reactive) projects.

Systemic projects aim to treat one or more underlying risk factors by installing a low-cost treatment at several similar locations. An example of a systemic project would be upgrading warning signs at 30 stop-controlled intersections that have limited sight distance.

Hotspot projects, on the other hand, tend to include higher cost solutions that improve safety at a single location where there is a high risk for crashes and/or where there has been a history of severe crashes. An example of a hotspot project would be installing a roundabout at a stop-controlled intersection with a history of multiple fatal and severe injury crashes.

The following list of projects includes both hotspot and systemic solutions that address the primary crash patterns associated with fatal and serious injury crashes on Del Rey Oaks roads.

TABLE 2. DEL REY OAKS SAFETY PROJECTS

PROJECT LOCATION	PROJECT TYPE	PROJECT DESCRIPTION	TIMELINE
Canyon Del Rey Boulevard / Work Street	Hotspot	Monitor safety performance of recent upgrades. Coordinate with Caltrans on additional improvements, such as an RRFB or HAWK ped signal, if safety concerns persist. These enhancements would likely require supporting sidewalk infill and ADA improvements.	Long-term
Gen Jim Moore Boulevard / S Boundary Rd	Hotspot	Install dynamic speed feedback signs on Southbound General Jim Moore Blvd.	Near-term
		Install high visibility signing and striping, including double-wide stop bars, oversized or doubled-up stop signs, and advanced intersection warning signs.	Near-term
		Install roundabout.	Long-term
Citywide	Systemic	Signing and marking upgrades at stop-controlled intersections - includes high visibility pavement markings, double wide stop bars, daylighting, and managing vegetation to improve sight distance.	Mid-term

RESOURCES AND TOOLS

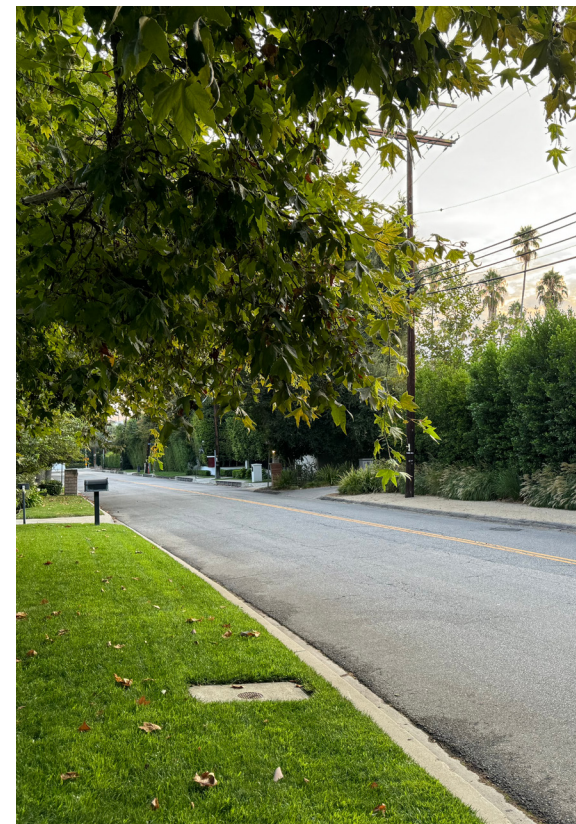
Our understanding of safety strategies, their effectiveness, and best practices for implementation are continually evolving. The following state and federal resources may be useful when identifying safety strategies for a specific location, underlying risk, or crash pattern:

- [FHWA Proven Safety Countermeasures](#)
- [FHWA Proven Safety Countermeasures in Rural Communities](#)
- [NHTSA Countermeasures that Work](#)
- [USDOT National Roadway Safety Strategy](#)
- [Caltrans Local Roadway Safety Manual](#)
- [Safe System Roadway Design Hierarchy](#)

We recognize that much of this plan is based on a snapshot of reported crashes, and that new high-crash locations and crash patterns may emerge in the coming years. The [Monterey County Regional Safety Action Plan](#) includes several tools and resources that can be used to diagnose safety risks and find effective solutions.

Safe System Toolbox: A comprehensive list of safety countermeasures, expected safety benefits, and considerations for implementation.

Case Studies: 24 example case studies of locations throughout Monterey County that highlight common crash trends, site characteristics, and potential countermeasures.





FUNDING SOURCES

Implementing this Plan will require assembling funding from multiple levels – federal, state, regional, and local, based on project type (capital vs. programmatic), sponsor eligibility (TAMC vs. local jurisdictions), and readiness (quick-build vs. construction). The 2026 TAMC Regional Transportation Improvement Program (RTIP) confirms that Monterey County projects already draw from a broad mix of sources, including federal formula programs state programs, and local funds.

Federal Funding Sources

Safe Streets and Roads for All (SS4A) – USDOT

SS4A is the primary federal funding source for Vision Zero and Safe System efforts. It provides about **\$1B/year (2022–2026)** for local agencies to complete safety planning and deliver safety projects. Grant types include **Planning** (about **\$100K–\$1M**) and **Implementation** (about **\$1M–\$20M**, requires an adopted safety action plan). A **20% local match** is required and may include in-kind contributions. SS4A is well suited for systemic safety improvements, Safe Routes to School, and education/enforcement programs.

Highway Safety Improvement Program (HSIP)

HSIP funds infrastructure projects with proven crash reduction benefits, including signals, striping/signing, crosswalks, beacons, rumble strips, guardrails, and other countermeasures. Projects using a **systemic approach**, targeting the **High Injury Network**, and aligning with Vision Zero priorities are typically most competitive. Cycles occur about every **1–2 years** (next anticipated in **2026**).

INFRA Competitive Grants – FHWA

INFRA supports **large, corridor-scale projects** with strong regional or national benefits. Projects combining safety with freight, transit, and multimodal access may be competitive.

IIJA / Bipartisan Infrastructure Law (BIL)

The IIJA expanded federal transportation funding, including SS4A and major competitive programs such as **BUILD**, which can support safety, multimodal access, and state-of-good-repair improvements.

Transportation Alternatives (TA) Set-Aside – FHWA

TA supports **smaller-scale pedestrian and bicycle projects**, including Safe Routes to School, trails, sidewalks, bikeways, crossings, and traffic calming—especially near schools and in high pedestrian activity areas.

State of California Funding Sources

Active Transportation Program (ATP)

ATP is California’s primary competitive program for walking and biking projects and related planning and safety programs, including Safe Routes to School and education/enforcement efforts.

SB 1 (Road Repair and Accountability Act)

SB 1 provides ongoing state funding for roadway rehabilitation and safety upgrades. Key categories include **local streets/roads maintenance, bicycle and pedestrian improvements** (often through ATP), and **planning grants**.

State Transportation Improvement Program (STIP)

STIP funds major multi-year capital projects on state and local networks. Projects with clear safety benefits and regional mobility/connectivity value may be good candidates.

California Office of Traffic Safety (OTS) Grants

OTS provides annual grants for **non-infrastructure** safety strategies such as education, enforcement, emergency response support, and safety campaigns, based on documented crash and safety needs.



Programming + Local Funding

RTIP/TIP Programming

The Safety Action Plan should serve as a project pipeline, helping move projects into RTIP/TIP programming for construction using sources such as HSIP, ATP, STIP, and SB 1.

Local Revenues + Development Fees

Local funds are critical for grant match, quick-build pilots, and near-term improvements. Development impact fees and mitigation funding can also support safety upgrades in growth areas and high-need corridors.

MONITORING PERFORMANCE

A core element of Vision Zero is the commitment to accountability and transparency, ensuring that the City of Del Rey Oaks's progress toward eliminating fatal and serious injury crashes can be measured, monitored, and communicated clearly to the public. Performance measures provide the framework for tracking that progress over time and evaluating whether the strategies and investments outlined in this Plan are producing meaningful results.

As strategies and projects are implemented, it is vital to regularly monitor citywide safety performance to determine the effectiveness of those efforts, and make adjustments to future investments and priorities, as needed.

Moving forward, the City of Del Rey Oaks will use the following performance measures to track the successful implementation of this plan.

Number of fatal and serious injury crashes within city limits

Number of fatal and serious injury crashes by challenge area:

- Involving impairment
- Involving pedestrians and bicyclists
- Involving distraction
- Involving aggressive driving

Number of fatal and serious injury crashes on city-owned and maintained streets

These performance measures can be tracked in coordination with TAMC's planned safety performance report, which will be prepared and shared annually. TAMC is in the process of establishing a regional crash database that will allow for more timely, accurate, and accessible local crash data, and will also allow for improved regional data sharing capabilities.



A Call to Action

We all have a shared responsibility to keep ourselves and others safe when we travel. Infrastructure matters, but so do the choices we make every day. Whether you are behind the wheel, on a bike, or walking, each of us plays a role by slowing down, staying alert, and respecting the rules of the road. Together, we can build a culture where getting home safely is the expectation, every time, for everyone.