



2018 Monterey County Active Transportation Plan

5.3 Del Rey Oaks

Demographic Profile

The City of Del Rey Oaks is a small community in the Monterey Peninsula, with a population of 1,681 based on the California Department of Finance 2017 estimates. Del Rey Oaks is bordered by Seaside to the north and Monterey to the South. Del Rey Oaks is primarily a bedroom community in the Monterey Peninsula, with residents traveling outside for work. The median age in Del Rey Oaks is 46, which is slightly older than the median age of 33 countywide. Approximately 5% of the City's population is 80 years of age or older and 21.4% are younger than 19. This age profile, indicates a need for safe active transportation options as these populations tend to have higher rates of biking and walking due to lack of access to vehicles.

Del Rey Oaks is bisected by Canyon Del Rey Boulevard (State Route 218), but surrounded by a mix of residential, employment, commercial, government and park land uses that support multimodal transportation, such as: residential neighborhoods; Frog Pond Wetland Preserve; Work Memorial Park; City Hall; the Stonecreek Village Shopping Center and Safeway Shopping Center.

Safety Profile

In the City of Del Rey Oaks, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 19 collisions in Del Rey Oaks during this time, there

were 4 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for approximately 21% or nearly 1 out of every 5 collisions.

Del Rey Oaks
Between 2010 and 2016*, there were:



Bike and pedestrian collisions accounted for 21% of all traffic collisions!

*Source: UC Berkeley Traffic Injury Mapping System. Note: 2015 and 2016 data is provisional and incomplete.

Bicyclists and pedestrians are vulnerable users of the road. Based on California Office of Traffic Safety rankings, which compare traffic safety statistics among 12 other similar sized cities, Del Rey Oaks ranks:

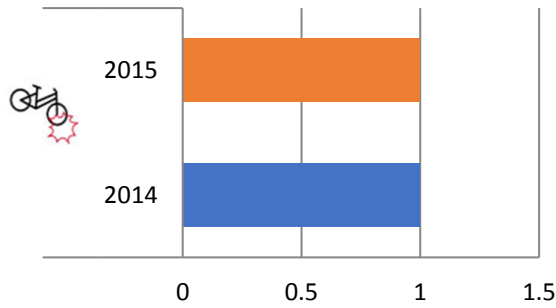
- 2nd for collisions involving pedestrians over 65 years old
- 3rd for collisions involving bicyclists

The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period.



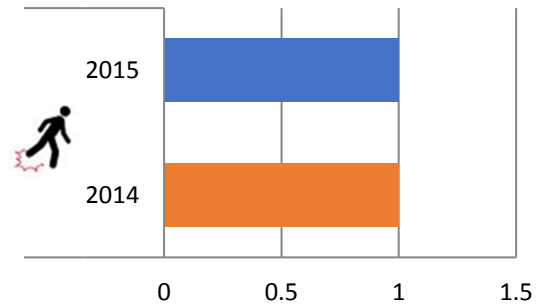
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Fatal & Injury Bicycle Collisions: 2010 - 2016



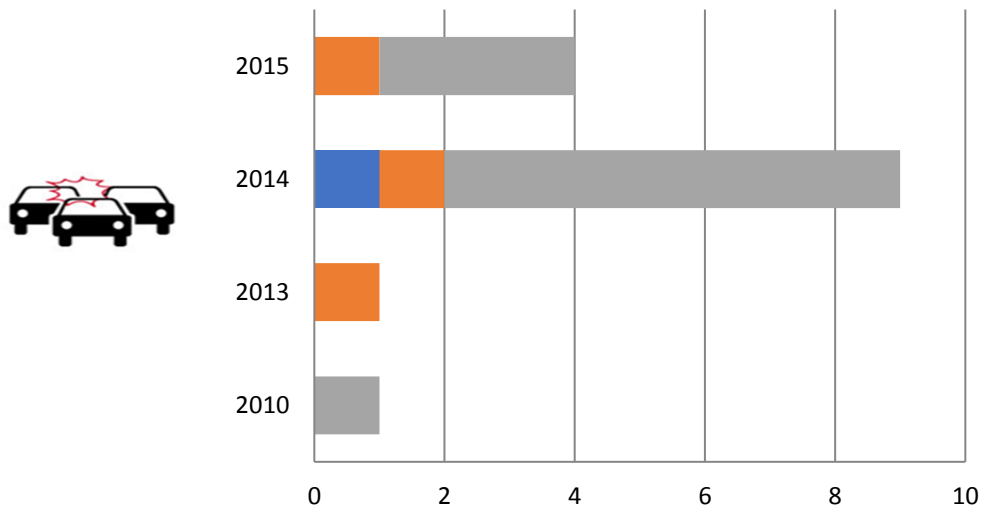
| | Y | |
|------------------------|------|------|
| | 2014 | 2015 |
| 3-Complaint of Pain | 1 | |
| 4-Other Visible Injury | | 1 |

Fatal and Injury Pedestrian Collisions: 2010 - 2016

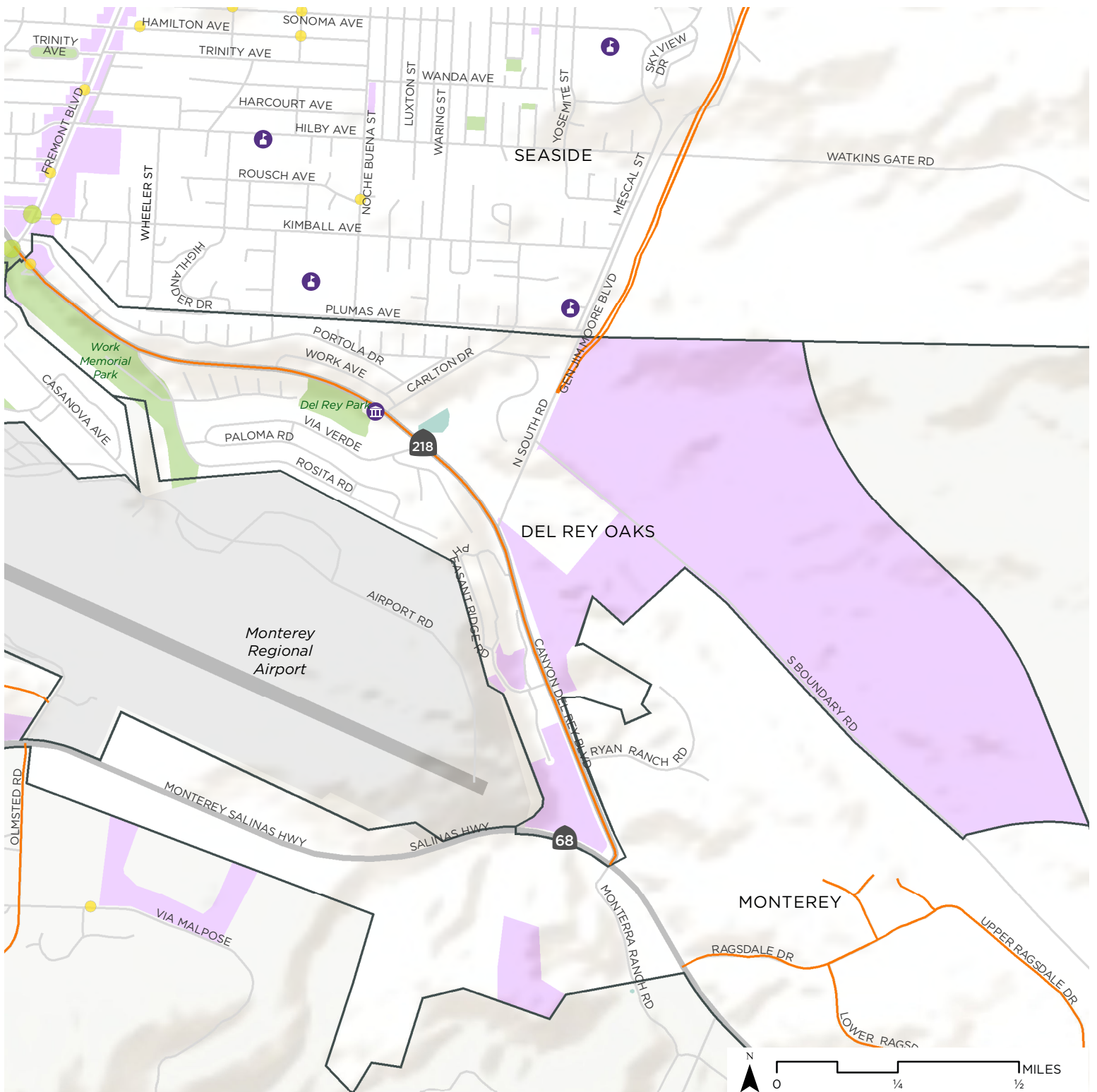


| | Y | |
|------------------------|------|------|
| | 2014 | 2015 |
| 3-Other Visible Injury | | 1 |
| 4-Complaint of Pain | 1 | |

Fatal and Injury Vehicle Collisions: 2010 - 2016



| | 2010 | 2013 | 2014 | 2015 |
|----------------------------|------|------|------|------|
| 2-Severe Injury | | | 1 | |
| 3-Other Visible Injury | | 1 | 1 | 1 |
| 4-Complaint of Pain Injury | 1 | | 7 | 3 |



Del Rey Oaks

Monterey County Active Transportation Plan

Existing Bikeways
 — Class II Bike Lane

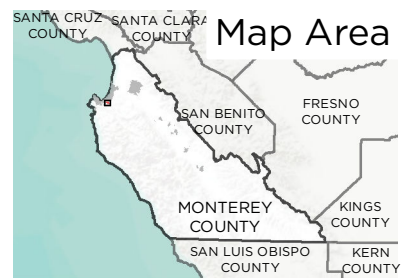
➤➤➤ Uphill bikeway
 (Slope > 4%)

Points of Interest
 🏫 K-12 School
 🏛️ City Hall

Land Use
 🌳 Park/Open Space
 🏢 Commercial Area
 🏠 City Boundary

Bicycle Collisions

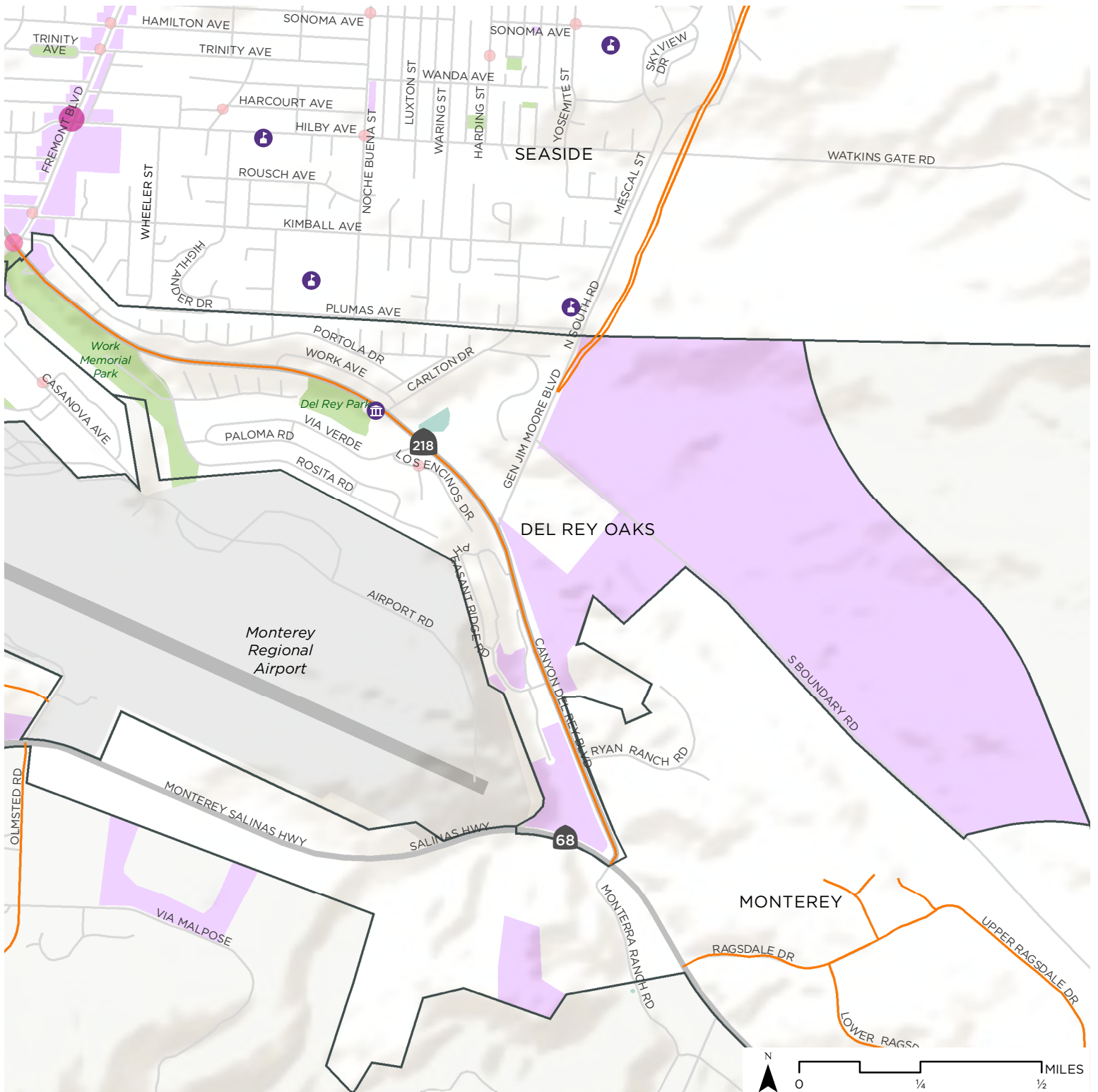
● 1
 ● 2



Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.





Del Rey Oaks

Monterey County Active Transportation Plan

Existing Bikeways
 — Class II Bike Lane

>>> Uphill bikeway
 (Slope > 4%)

Points of Interest
 ● K-12 School
 ● City Hall

Land Use
 ■ Park/Open Space
 ■ Commercial Area
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Pedestrian Collisions

● 1
 ● 2 - 3
 ● 4 - 6



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Map produced October 2017 by Alta Planning + Design.





2018 Monterey County Active Transportation Plan

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Del Rey Oaks city plans. The bicycle and pedestrian improvements identified in the City's Plans are included in this Active Transportation Plan.

Del Rey Oaks General Plan

Del Rey Oaks adopted its most current General Plan in 1997. The General Plan goals support enhancing the quality of life for Del Rey Oaks residents, and creating a "village" atmosphere within the City. The following circulation goals that support the projects in this Plan include:

- 2. Provide or promote travel by means other than the single-occupant vehicle
- 4. Improve and maintain a transportation network of streets, transit, pedestrian paths and bikeways

Canyon Del Rey Boulevard (State Route 218) Corridor Study

Del Rey Oaks is partnering with the City of Seaside, TAMC and Caltrans to conduct a corridor study of Canyon Del Rey Boulevard from Hwy 68 to Hwy 1. The goal of the Corridor Study is to engage the community, identify bike and pedestrian improvements to the corridor, analyze the impacts of relinquishment, and conduct technical traffic modeling analysis necessary to identify short and long-term improvements for the corridor.

Because this Corridor Study is under development, additional complete street improvements beyond those listed here may be planned and implemented.

Multi-jurisdictional Coordination

Del Rey Oaks' proximity to the cities of Seaside, Monterey, and the former Fort Ord lands make coordination with these jurisdictions and other special districts crucial to the success of implementing the improvements identified here.

Public Comments

In addition to including projects identified in other City of Del Rey Oaks Plans, the improvements included in the Active Transportation Plan draw from this Plan's extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool.

| | |
|---|--------------------------------|
| | Pedestrian Improvements |
| <ul style="list-style-type: none"> • Fremont Blvd & Canyon Del Rey Blvd intersection improvements to make cyclists and pedestrians more visible to cars | |
| | Bicycling Improvements |
| <ul style="list-style-type: none"> • Canyon Del Rey Blvd No bike lane or berm on Hwy 218 between Gen Jim Moore and Hwy 68 heading NW (about 150 meter section). No good way to turn off 68 onto ragsdale (no ped signal, bike must cross two lanes of high speed traffic to get in left hand turn lane). | |



2018 Monterey County Active Transportation Plan

Proposed Projects

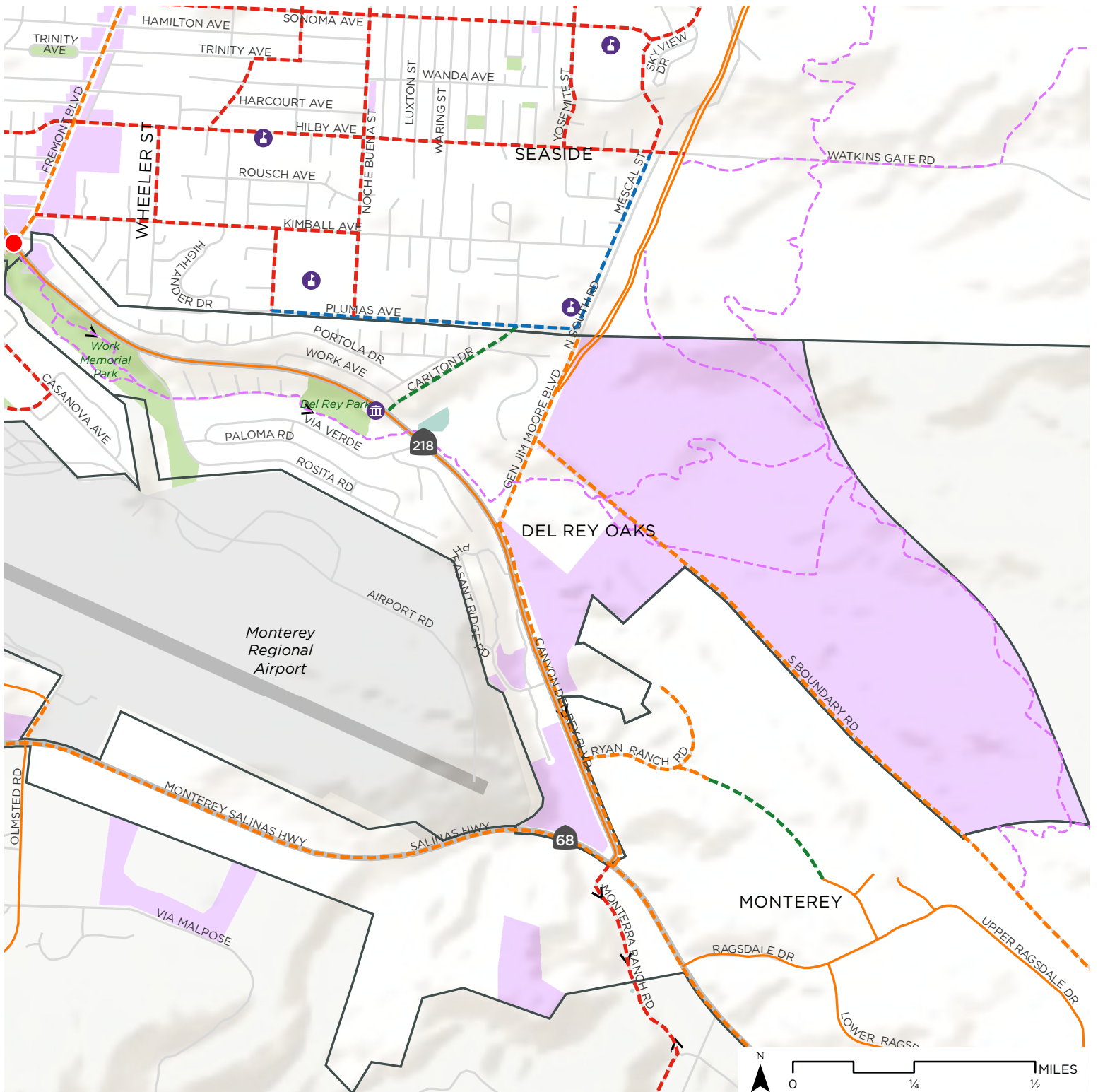
The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Del Rey Oaks.

Bicycle Infrastructure Improvements

| Rank | ATP ID # | Name | Location | | Type | Length (miles) | Cost Estimate | Notes |
|------|----------|---------------------|------------------------|-------------------|------|----------------|---------------|-------|
| 1 | DRO-5 | Carlton Dr | Canyon Del Rey | Plumas Ave | 1 | 0.33 | \$253,803 | |
| 2 | DRO-1 | Canyon del Rey Blvd | General Jim Moore Blvd | Hwy 68 | 2 | 0.76 | \$39,660 | |
| 3 | DRO-2 | South Boundary Rd | Gen Jim Moore Blvd | York Rd | 2 | 1.73 | \$90,424 | |
| 4 | DRO-4 | Ryan Ranch Rd | Canyon del Rey Blvd | end of Ryan Ranch | 2 | 0.42 | \$21,878 | |
| 5 | DRO-3 | General Jim Moore | Canyon del Rey Blvd | City Limits | 2 | 0.43 | \$22,361 | |

Pedestrian Infrastructure Improvements

| ATP ID# | Location | | Type | Cost Estimate | Notes |
|---------|--------------------------|--------------|-------------------------------------|---------------|--|
| SEA-41 | Canyon Del Rey Boulevard | Fremont Blvd | pedestrian intersection improvement | \$71,600.00 | *This will require a partnership with Seaside, Monterey and Caltrans |



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 — Class II Bike Lane

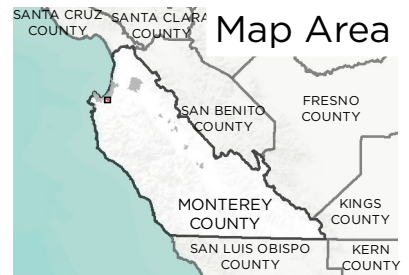
Proposed Pedestrian Improvements
 ● Intersection

Proposed Bikeway Improvements
 - - - Class I Shared Use Path
 - - - Class II Bike Lane
 - - - Class III Bike Route
 - - - Class IV Protected Bike Lane
 - - - Fort Ord Rec Trail and Greenway

Points of Interest
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➤➤➤ Uphill bikeway (Slope > 4%)



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