1. EXECUTIVE SUMMARY

Canyon Del Rey Boulevard/ State Route 218 (SR 218), a Caltrans facility, is a west-east corridor that provides connection between State Route 1 (SR 1) and State Route 68 (SR 68). Major crossroads include Del Monte Boulevard, Fremont Boulevard and General Jim Moore Boulevard. Land uses vary throughout the corridor including commercial, residential, institutional and open space; many of these within the Coastal Zone. The 2.85-mile-long corridor varies between two and four lanes with some raised medians and no medians whatsoever. Within the City of Seaside, SR 218 is a four-lane facility. Just east of Safeway in the City of Del Rey Oaks, it narrows to a two-lane facility. The road has limited access to adjacent land uses and most is accessed via intersecting city streets. Some sidewalk exists along the corridor, but there are extensive gaps and discontinuous sidewalks, making the roadway more favorable to car-oriented travel. More cars cause more congestion, reduces air quality and decreases health conditions. Some bicycle lanes exist and are also discontinuous along the corridor. Transit services are also provided along the corridor, and it connects to the JAZZ Bus Rapid Transit line along North Fremont Boulevard. This corridor study evaluates the feasibility of improving pedestrian and bicycle facilities along Canyon Del Rey Boulevard (SR 218) in the cities of Monterey, Seaside, and Del Rey Oaks. Closer to SR 1 volumes are about 17,700 vehicles per day. In Del Rey Oaks volumes are about 13,700 vehicles per day. Intersection controls vary from side street stop to signal control. No all-way stop controlled intersections are located on the corridor. Speed limits vary between 35 miles per hour in Seaside to 45 mph in Del Rey Oaks.

The goal of the Canyon Del Rey Boulevard (SR 218) Corridor Study is to improve mobility and access of all modes, particularly pedestrians and cyclists. To achieve this goal several roadway improvements are recommended along the corridor. The roadway improvements incorporate the proposed FORTAG trail which runs along segments of the SR 218 corridor.

The plan was funded through a Caltrans Sustainable Planning Grant and led by the Transportation Agency for Monterey County (TAMC). The study was undertaken in close collaboration with TAMC, City of Seaside, City of Del Rey Oaks, Caltrans District 5 with support from transportation planning consultants. For input regarding transit stops and transit service along State Route 218 the Monterey Salinas Transit (MST) Transit Agency was consulted. Significant input was provided by the local communities along the corridor.

The State Route 218 corridor has been sectioned into four segments based on roadway characteristics and adjacent land uses. Figure E -1 presents the Study Area Map.

1. State Route 1 to Sonoma Avenue
2. Sonoma Avenue to Hilby Avenue
3. Hilby Avenue to Fremont Boulevard
4. Fremont Boulevard to State Route 68
Study Area Conditions
To provide a comprehensive look at the existing study area conditions, a review of existing land uses, key destinations, roadway characteristics, traffic collisions, transit service and related planning efforts.

Public Input
Public participation is essential in the planning process and incorporating public participation ensures that plan incorporates the roadway users experience, concerns and ideas. Public participation is also important for ensuring community buy-in and acceptance. The success and use of the proposed recommendation is dependent on how the community feels about the proposed changes. The communities and business owners which border the corridor are highly involved and engaged in community as State Route 218 is part of their everyday travel route.

The public outreach process was comprehensive and included a walking corridor survey, a community meeting, online survey, city council presentations, and a TAMC Bike and Ped Committee Presentation to obtain public input. Overall, congestion and safety were the main concerns of the meeting attendees, and the balancing of pedestrian and bicycle access with vehicle operations was of higher concern. Feedback on the improvement concepts was generally favorable; valid concerns were communicated as well as supportive comments.

Recommended Improvement Concepts
Using the combination of public input and traffic operations analysis the following list of improvements were selected to enhance connections for pedestrians, bicycles and transit users, while balancing the operations for motorists.

- Installation of a “Protected Intersection” at Del Monte Boulevard
- Installation of a Roundabout at Harcourt Avenue, Rosita Road, Carlton Drive, Via Verde and State Route 68
- Installation of Class IV protected bicycle lanes from Sonoma Avenue to Fremont Boulevard.
- Installation of pedestrian and bicycle medians
- Installation of Class II bicycle Lanes from State Route 1 to Del Monte Boulevard and from Pheasant Ridge Road to Highway 68

Transportation System Operations informed the recommended improvement concepts, roadway and traffic operations were in Existing (2018), Short-Term (2023), and Mid-Term (2028) Conditions was analyzed for level of service (LOS), queuing, corridor speed, travel time and air emissions. The forecasted traffic growth will result in an increase in delay at several intersections along the corridor, causing some to operate below acceptable levels of service. With the recommended improvements throughout the corridor, intersection delay will be reduced from baseline conditions. Detailed analysis results can be found in Appendix A.

Implementation
This study also addresses the funding opportunities, preliminary cost estimates, environmental considerations, and the option of Caltrans relinquishing the right-of-way of SR 218 to the City of Del Rey Oaks and the City of Seaside. The preliminary cost estimates for the Short-Term is $2.4 million dollars and $85.4 million dollars for Mid-Term improvements. Environmental considerations are primarily around the construction activity to improve the corridor.