



CANYON DEL REY BOULEVARD (State Route 218) CORRIDOR STUDY

1. EXECUTIVE SUMMARY

Canyon Del Rey Boulevard/State Route 218 (SR 218), a Caltrans facility, is a west-east corridor that connects 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 along the corridor and include commercial, residential, institutional, and open space with much of the corridor located within the Coastal Zone. The 2.85 mile corridor varies between two and four lanes with some raised medians or no medians at all. SR 218 is a four-lane facility within the City of Seaside and narrows to a two-lane facility just east of Safeway in Del Rey Oaks. The road has limited access to adjacent land uses and is primarily accessed via intersecting city streets. Some sidewalks and bicycle lanes exist, however, the extensive gaps make the roadway more accommodating for vehicular travel. Transit services are also provided with connections to the JAZZ Bus Rapid Transit line along North Fremont Boulevard. In the segment 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 stop signs to signals. There are no four-way stop controlled intersections in the corridor. Speed limits fluctuate 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 safety, mobility, and access for all modes, particularly pedestrians and cyclists. To achieve this goal, several roadway improvements are recommended along the corridor. These recommendations incorporate the proposed Fort Ord Regional Trail and Greenway (FORTAG) which runs along segments of the SR 218 corridor.

The feasibility study 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 the City of Seaside, City of Del Rey Oaks, and Caltrans District 5 with support from transportation planning consultants. Monterey Salinas Transit (MST) was consulted and significant input was provided by local residential and business communities along the corridor.

For the purposes of this study, 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. Route 1 to Sonoma Avenue
2. Sonoma Avenue to Hilby Avenue
3. Hilby Avenue to Fremont Boulevard
4. Fremont Boulevard to State Route 68

Figure E -1 Study Area Map





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Study Area Conditions

The study conducted a comprehensive review of existing land uses, key destinations, roadway characteristics, traffic collisions, transit service, and related planning efforts.

Public Input

The public outreach process included a walking corridor survey, a community meeting, online survey, city council presentations, and a presentation to the TAMC Bike and Pedestrian Committee. The feedback received expressed concern regarding traffic congestion and safety, balancing the need for safer pedestrian and bicycle access, vehicle operations, and suggested modifications to proposed improvement concepts. Input from the early phases was considered as concepts were developed and comments on the initial concepts were used to update the analysis alternatives.

Recommended Improvement Concepts

After reviewing the data, conducting a traffic operations analysis, and considering public input, the project team developed the following list of improvements to enhance safety and mobility for pedestrians, bicycles, and transit users, while facilitating traffic operations for motorists.

- Install a “Protected Intersection” at Del Monte Boulevard.
- Install roundabouts at Harcourt Avenue, Rosita Road, Carlton Drive, Via Verde, and State Route 68.
- Install Class IV protected bicycle lanes from Sonoma Avenue to Fremont Boulevard.
- Install pedestrian and bicycle refuge islands .
- Install Class II bicycle lanes from Route 1 to Del Monte Boulevard and from Pheasant Ridge Road to State Route 68.

These recommended improvement concepts were evaluated in light of roadway and traffic operations in three-time frames: Existing (2018), Short-Term (2023), and Mid-Term (2028) Conditions. Evaluations included a review of levels of service (LOS), queuing, corridor speed, travel times, 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, particularly in the mid-term. If the recommended improvements are constructed throughout the corridor, intersection delay will be reduced from existing conditions. Detailed analysis results can be found in **Appendix A**.

Implementation

This study also evaluates funding opportunities, preliminary cost estimates, environmental considerations, and the option of Caltrans relinquishing the right-of-way of SR 218 to the cities of Del Rey Oaks and Seaside.

The preliminary cost estimate for the Short-Term improvements is \$2.4 million dollars and \$85.4 million dollars for Mid-Term improvements. Due to the disturbed nature of the corridor, anticipated environmental impacts are primarily related to the construction activity.

Del Monte Ave/SR 218 Protected Intersection Concept

