

Dear Board Members

SR68 Adaptive Traffic Signal project Update

As detailed in the Agenda item #4 : TAMC Staff Project Update paper and Dwight Stump's letter to the 5/27 Board, the first two weeks of the SR68 MioVision AI Adaptive Signal project have already delivered significant travel time savings in both Westbound and Eastbound directions throughout the day and especially during the AM and PM peak periods.

It is important to note the validation of the MioVision data by GHD drive throughs , which provides confidence to use the extensive amount of continuous 24 x7 data and information that the AI Adaptive system supplies for making future strategic and financial decisions.

From my personal observations, tracking (using Caltrans cameras and Google map live) plus driving the route on many occasions, there have been large reductions in travel times between specific intersections, and on different days, compared to the average reductions being reported in the paper.

- * Notably lengths of queues have reduced at York Road and Hwy 218 (both AM and PM peaks)

- * Shorter duration of extreme congestion PM peak at Pasadera

- * Improvements at San Benancio, Corral de Tierra and Laureles Grade.. as detailed in Dwight Stump's letter

Following the recent meeting that Dwight and myself had with MioVision , and also the meeting that TAMC staff/Caltrans and GHD had with MioVision.....I am confident that we all have a much deeper understanding of how the MioVision deployment can be tuned further and build on it's machine learning as data is continually captured.

The tuning, along with establishing system "guardrails" to prevent excessive side road waits, will further optimize the through route traffic flows, together with the emergency services requirements.

Feedback that I have received from Pasadera homeowners and other Monterey residents, has been very positive.....and everyone seem to understand that it as will take a while for the AI system to settle in , collect and act upon data , as it goes though it's machine learning phase..

All this points to a very positive start to a state-of-the-art solution to what is fundamentally a peak period capacity problem.

A key area of immediate focus is the Eastern end i.e. the SR68 Phase 1 section. Improvements are needed for both the AM and PM peaks..The Westbound AM peak is already showing some improvements as detailed in Dwight's letter

However the Eastbound PM peak flow provides a special set of challengers, regarding volumes of traffic turning in and out of SR68. Based on my UK Civil Engineering and Highway design experience, I have discussed possible timing modifications with MioVision regarding synchronization of the San Benancio and Corral de Tierra intersection signals. I believe these will help enable a higher throughput for mainline traffic flow without severely impacting the side road flows. I am hopeful that MioVision will work with Caltrans to try these ideas out during the next few weeks.

Thankyou to the Board Members that have supported Dwight's and my quest/proposal over the past 2.5 years to have the MioVision AI Adaptive system installed..and look forward to the June meeting, when more detailed and comprehensive data is available to consider the future decision regarding SR68 Phase1.

Barry Jones

BTW...If you have not had the time to read Dwight's letter to the 5/27 Board please do so, as it contains a lot of data and key points that I fully agree with and support.