

As the board evaluates the Memorandum on Agenda item 5 on the State Route 68 improvement Project, the Public would like you to thoroughly address the items listed below. Since the Public only has access to the agenda “memorandum” and not the “presentation slides” as were promised last week by TAMC staff and are still not available as of 4PM today, (Monday 6/24) we are **unable review any details behind the summary statements nor ask any specific questions about the presentation details.**

I request that the Board address the following before making further decisions:

1. Since TAMC staff has reported that **“the adaptive signal control has improved peak period corridor operations and increased traffic throughput at key intersections compared with pre adaptive conditions”** why would the board vote to remove three of the AI Adaptive intersections and replace them with roundabouts that show no significant improvement? Miovision has confirmed that **“eliminating those 3 adaptive intersections will decrease the effectiveness of the communication system between intersections and therefore will diminish the overall effectiveness of the system”**. Replacing AI Adaptive with roundabouts makes no logical sense especially considering that Caltrans own data and recent GHD data shows that **the roundabouts will not improve AM peak travel time at all and PM peak by only an alleged 5 to 6 minutes**. As everyone knows, AI continues to learn and thus the system will continue to improve in the future if left alone to act as a total system.
2. Does the **Travel Time Savings of \$159.8 Million** include the extra time that TAMC/Caltrans has admitted will be added to the **20 hours of non-peak commute by the approximately 20,000 vehicles** that travel the corridor daily during that time, compared to the roughly 5,000 vehicles that travel it during the peak commute hours? Was the extra vehicle travel time for non-peak hours calculated and if so, how much is it?
3. What is the **Collision Reduction Benefit (\$99.6 Million)** based on and why has Caltrans changed from single lane in the Draft EIR to the three propose **2 lane** “hybrid” roundabouts that have **more conflict points**, have been shown to **increase accidents by 62%** and has Caltrans explained to the Board the proposed signage (shown below) of **“Do Not Drive Beside Trucks”** for all multilane roundabouts which thus include those proposed for Hwy 68? This new signage seems linked to **the recent 3 separate fatalities in a similar 2 lane roundabout on SR 156**. Does the Board or the general driving public know this about trucks in multilane roundabouts? Additionally, **Caltrans own results in the FEIR showed single lane roundabouts performed better (15 vs 12 VHDS) than the proposed 2 lane design**, so why sacrifice safety for no travel time advantage?

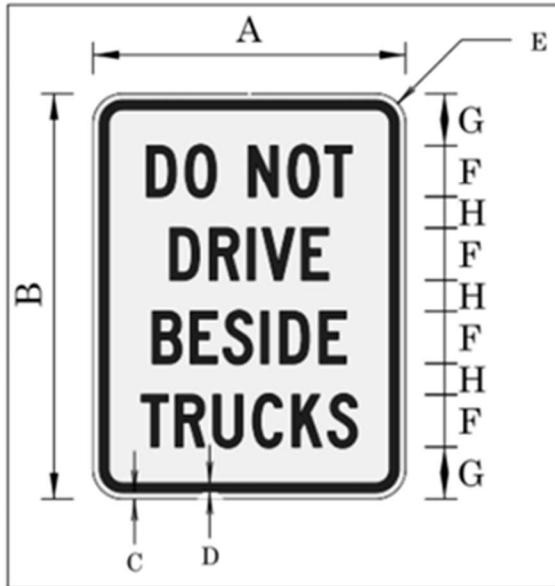
Caltrans, District 5, recommended the below signage on May 7, 2026 in addition to added extra flashing lights, flags and speed limit signs at the SR 156/Bixby 2 lane roundabout:

Multilane roundabouts on State Highways in California are currently designed with the anticipation that large trucks might claim both lanes while circulating through the roundabout. The language in Section 405.10 of the California Highway Design Manual (HDM) states, “Roundabouts with multilane entries or circulating lanes should be designed with the understanding that most truck drivers will not stay within the lane lines.”

Attachment B – Oregon DOT's OR4-22 Sign and Proposed SW61(CA) Sign

OR4-22

Figure 19: OR4-22 (DO NOT DRIVE BESIDE TRUCKS) Detail



Proposed SW61(CA) Sign:



4. Did the **Collisions Reduction Benefit amount of \$99.9 Million** factor in the **62% additional accidents** that have been shown to occur in converting signalized intersections to 2 lane roundabouts per an extensive study by Arizona State that studied accidents before and after the conversion? According to Caltrans guidelines an **average crash cost is \$120,000** so is that factored into the additional crashes expected with roundabouts? How does Caltrans justify exactly **which collisions the proposed roundabouts will prevent** and are they only in intersections where the roundabouts would be constructed or areas between intersections where they have no impact?

5. Since there has not been a single fatality recorded in any of the 3 proposed intersections since at least 2017 (according to Caltrans records) and there have recently been 3 recorded fatalities in a similar 2 lane roundabouts locally, how is the benefit calculated and is it based on historical real numbers or projected prevention of accidents and how is that justified? Since the Caltrans Benefit/Cost Guidelines lists a Fatal Crash Cost at \$13 Million, **the 2 lane, SR156/Bixby roundabout tallied a total cost of \$39 Million in just 3 weeks this year**, so how is this real-world data factored into the “Benefit” calculation?

6. Where is the **“Greenhouse Gas Emissions Analysis”** stated in the agenda summary and **does it include the emissions on a 24/7 basis of all traffic slowing and then accelerating through each roundabout in both peak (5,000 vehicles) and non-peak (20,000)?** Does it include the studies that **accelerations emissions are 5-10 times greater than idle emissions** and the recent documents that were sent to Caltrans and TAMC which show recent modeling of roundabouts indicate they can actually increase emissions?
7. **Does the Board know that Adaptive data used in comparisons done between Adaptive and Roundabouts in the GHD presentation in the June Board meeting were actually computer simulations done by GHD based on data that they thought “represented” the performance of AI Adaptive and not the actual performance of Adaptive which is how it was labeled?** It was clearly portrayed as actual performance of Adaptive and everyone seeing it would believe that to be the case even though it was not. This was verified after a Public Record Request was made. Does the Board approve this type of misleading information to sell a perspective? It certainly does not appear honest and fair to the Public, who already know that recently retired Doug Bilse stated clearly that he was biased toward roundabouts.
8. In looking at a direct comparison of the currently installed and paid for AI Adaptive system that is on record as making a measured positive improvement of peak commute transit time, more focus should be made by the Board on which system (AI Adaptive or Roundabouts) are more compatible with the future of AI assisted systems? A grouping of recent articles on the “Future of the Mobility Field” was sent to Doug Bilse just after the last June Board Meeting and Doug’s response was **“Good point. We have to be open-minded. One point we should have made yesterday is how autonomous vehicles could be a game changer and add capacity too. I’ll forward this to the team”**. So why haven’t the TAMC Staff or Caltrans reported back to the Board about this new information that impacts the future and the wisest way to spend taxpayer money? Here is the information sent to Doug on June 26:

Doug,

Thought you might enjoy seeing this as you enjoy retirement or pass it on to those that may believe that roundabouts are the future intersection alternative in the mobility field. The new technology seems to be going in a different direction, and it may also tie into the future of autonomous vehicles and vehicle interaction with signals for better flow and accident prevention. So, new technology versus a method from the 1800's with roundabouts, to see which is a better investment for now and the future and can adapt better as technology continues to develop? I'm betting on the new technology.

Dwight

[Miovision®'s GenAI Agent - Meet "Mateo" by Miovision](#)

[Interaction dataset of autonomous vehicles with traffic lights and signs - ScienceDirect](#)

[Introducing the vehicle-infrastructure cooperative control system by quantifying the benefits for the scenario of signalized intersections - ScienceDirect](#)

[The Joint Impact of Traffic Signal Control and Automated Vehicles on Traffic Efficiency, Safety and Emissions: A Deep Reinforcement Learning Approach - Karbasi - 2025 - IET Intelligent Transport Systems - Wiley Online Library](#)

[Enhancing Urban Intersection Efficiency: Visible Light Communication and Learning-Based Control for Traffic Signal Optimization and Vehicle Management](#)

So, I trust that the Board will get answers to these important issues before spending more taxpayer money on a roundabout project that has been struggling for years to justify millions on something that does not show significant improvement in the stated goals. The Board should follow through on its commitment to let AI Adaptive continue to learn and perform, now that school is back in session, establish an actual performance baseline as promised and see **if roundabouts can significantly beat AI Adaptive, since they are significantly more expensive.** and allow AI Adaptive a chance to prove its performance rather than GHD doing computer simulations of what they think they will be.

Thank you,
Dwight Stump