

In Partnership with



Scenic Route 68 Corridor Improvement Project Update

Measure X Citizens Oversight
Committee Meeting
October 20, 2026



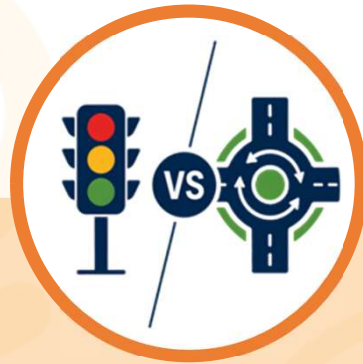
TODAY'S PRESENTATION

Adaptive Signal in Operation



Observed traffic performance using Miovision data

Alternative Analysis



Traffic operations

Path Forward

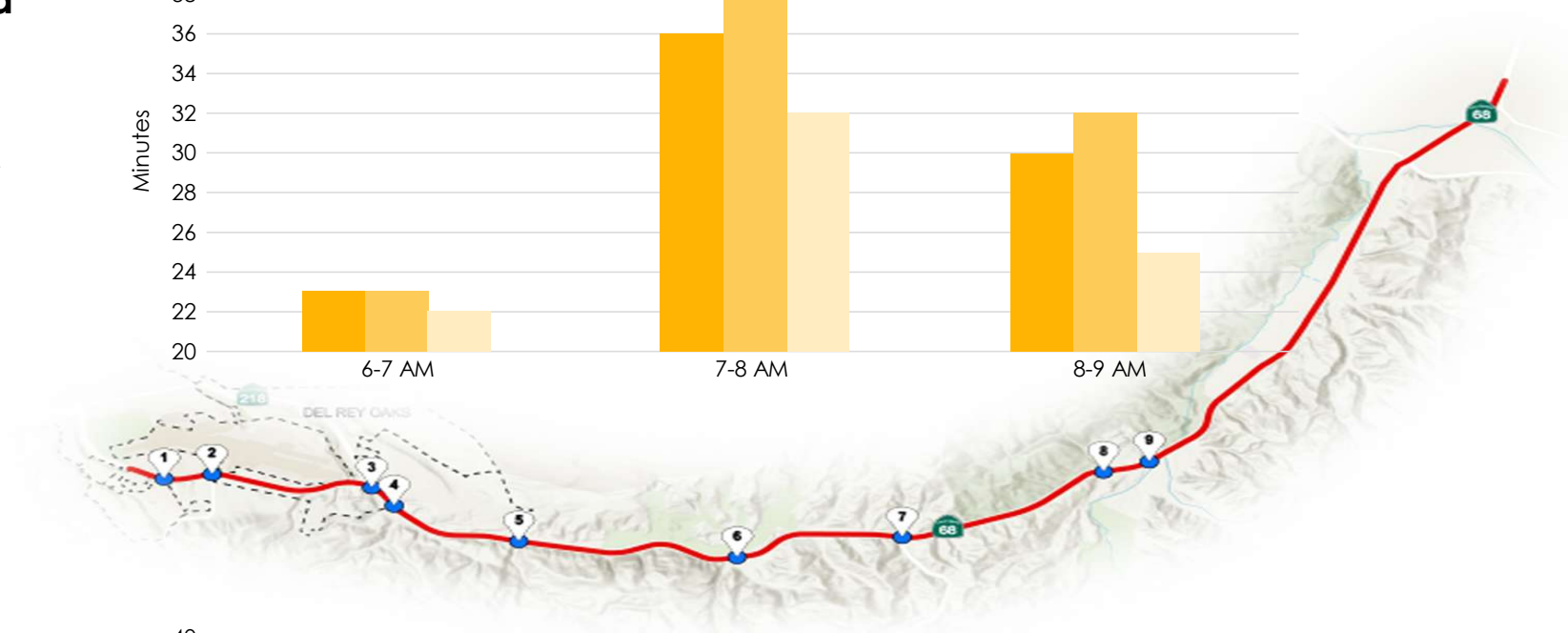
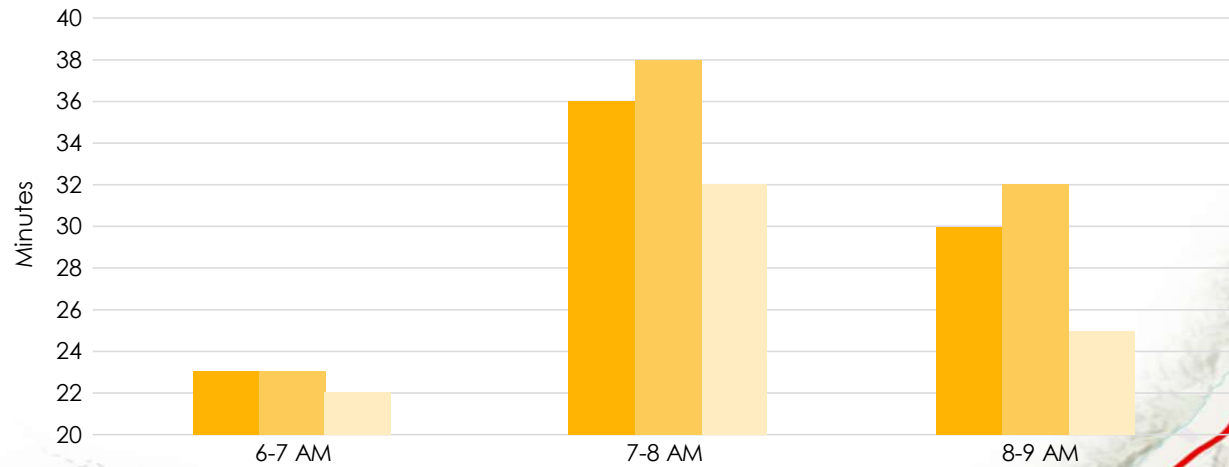


Benefit-cost findings and grant funding application opportunity

CORRIDOR TRAVEL TIME

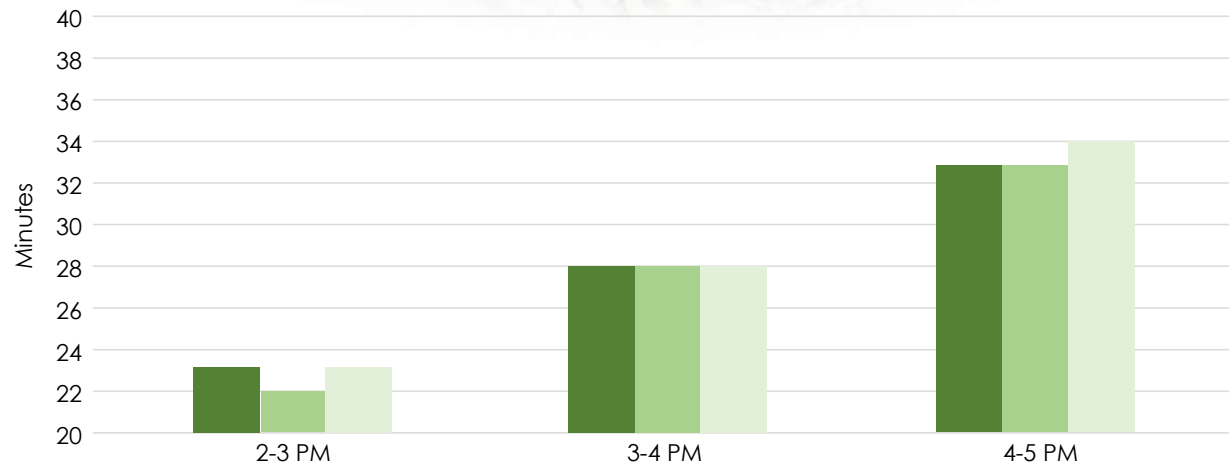
← Westbound

- Mar 26 – Apr 30
- May 5 – May 27
- May 28 – Jul 29



Eastbound →

- Mar 26 – Apr 30
- May 5 – May 27
- May 28 – Jul 29



Average Travel Time

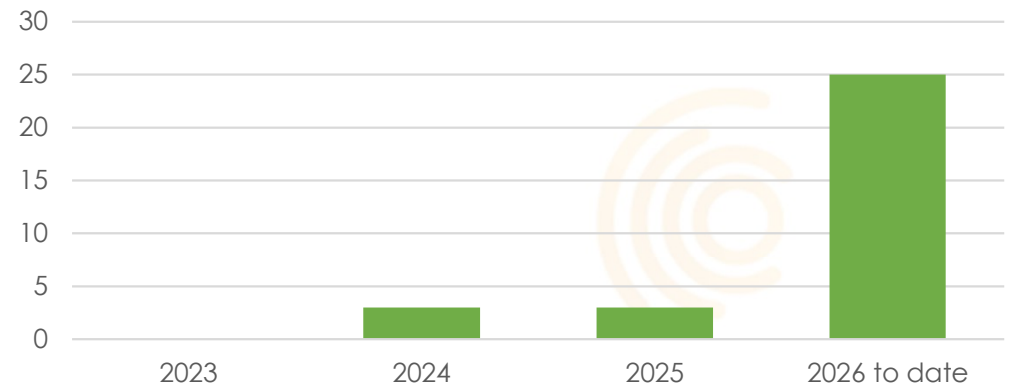
miOVISION

ATSC CORRIDOR PUBLIC FEEDBACK

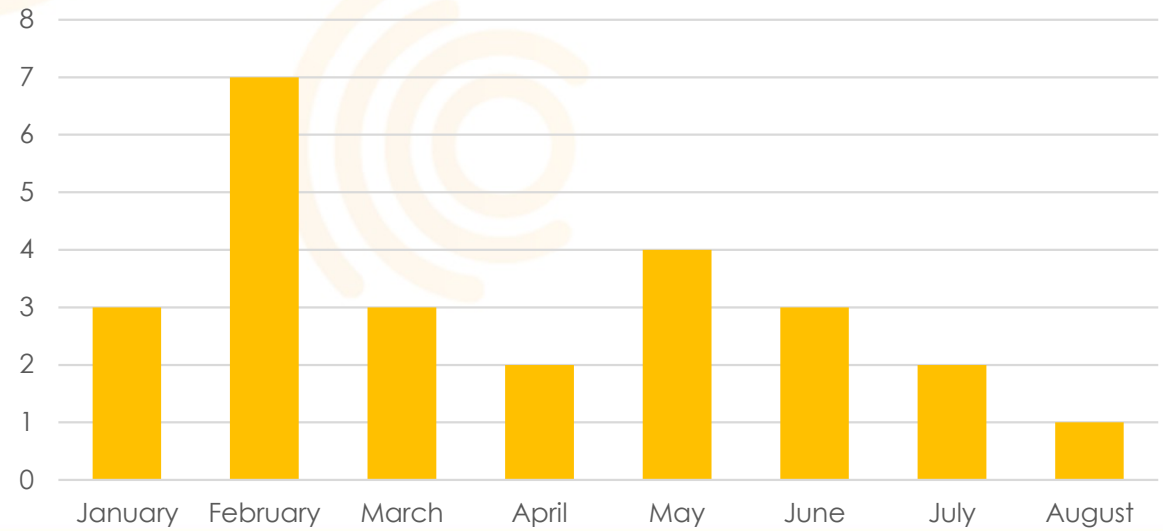


- In 2026, 20 of the 25 complaints received have been for side street and left turn concerns.
- Received 2 complaints in July with no school in session.
- As of August 19, there has been 1 complaint in the month of August.

Year over Year Feedback



2026 Complaints Per Month



ADAPTIVE SIGNAL TRADE-OFF



AM Peak Hour Comparison

Adaptive Active (Summer)
vs. Before Adaptive



SIDE STREET
Average Delay
Change

1	2	3	4	5	6	7	8	9
Josselyn Canyon Rd	Olmsted Rd	Canyon Del Rey Blvd	Ragsdale Dr	York Rd	Pasadera Dr/Boots Rd	Laureles Grade	Corral De Tierra Rd	San Benancio Rd
NA	+19% ↑	+10% ↑	+25% ↑	+52% ↑	-20% ↓	+33% ↑	+55% ↑	+23% ↑



Adaptive signal control improves mainline performance by reallocating green time to the primary corridor.

As a result, side-street vehicles experience higher median delays during the peak hours.

Note: Percentage change compares Adaptive Active period to Before Adaptive period (Mar 26–Apr 30 vs. May 28–Jul 30).

miOVISION

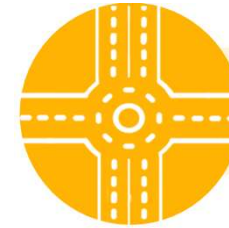


PHASE I – THREE ROUNDABOUTS





Signalized Intersection



Roundabout Alternative

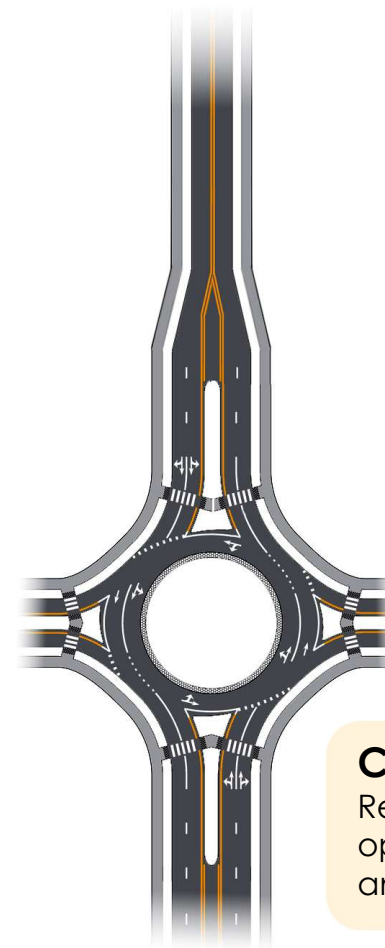
High Demand from the Ramp + SR68 WB Traffic
High traffic demand enters from the Portola Drive ramp and highway

Demand
~1250 veh/hr*

Queue builds upstream

Demand > Capacity
Results in queues, delays, and reduced reliability.

Disclaimer: Simplified illustration for discussion purposes only.



Capacity > Demand
Results in smoother operations, minimal queues, and improved reliability.

Disclaimer: Simplified illustration for discussion purposes only.

*Data obtained from PeMS west of Torero Drive

MIOVISION MEDIAN PEAK HOUR THROUGHPUT



← San Benancio Westbound
Median Peak Hour Throughput (AM)



Before Adaptive
(March 10 – April 30)

1110 veh/hr



Adaptive Active
(May 5 – May 27)

1143 veh/hr

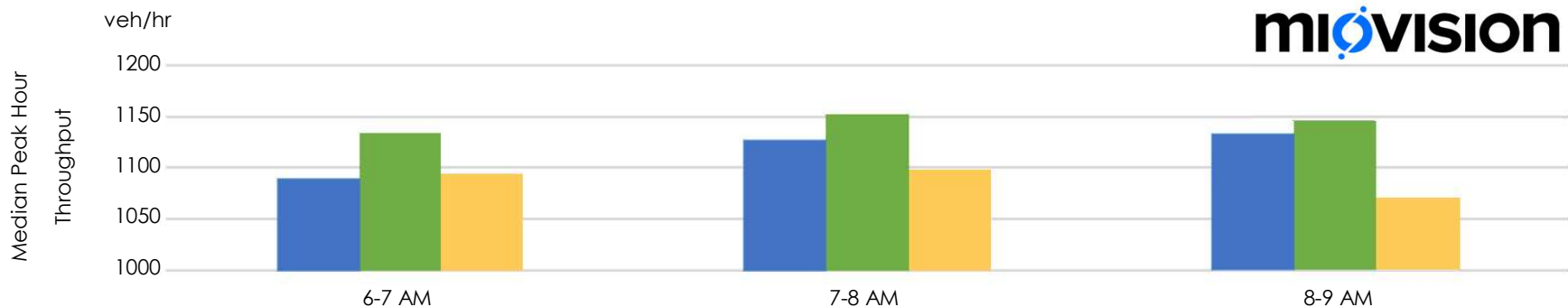
+33 veh/hr (+3%)

Microsimulation Model (Adaptive)
1,188 veh/hr | Difference 4%



Summer Period
(May 28 – July 30)

1089 veh/hr



mioVISION



MODEL PEAK HOUR THROUGHPUT

San Benancio Westbound
Peak Hour Throughput (AM)



Before Adaptive

1101 veh/hr

~80 veh



Adaptive Active

1188 veh/hr

~30 veh



Roundabout

1400+ veh/hr

~8 veh



Improved operations allow additional vehicles already waiting upstream to pass through the intersection.

PHASE 1 BENEFIT-COST ANALYSIS RESULTS

Benefits

- Travel Time Savings: \$159.8 million
- Collision Reduction: \$99.6 million
- Wildlife Crossing Crash Reduction: \$6.6 million
- Emission Reduction: \$0.6 million
- O&M Disbenefit: -\$2.0 million
- Total: \$266.5 million

Net Present Value: \$116.8 million

Costs

- Project Approval & Environmental Document: \$11.5 million
- Plans, Specifications, & Estimate: \$9.9 million
- Right of Way: \$21.7 million
- Construction: \$69.6 million
- Total: \$112.7 million

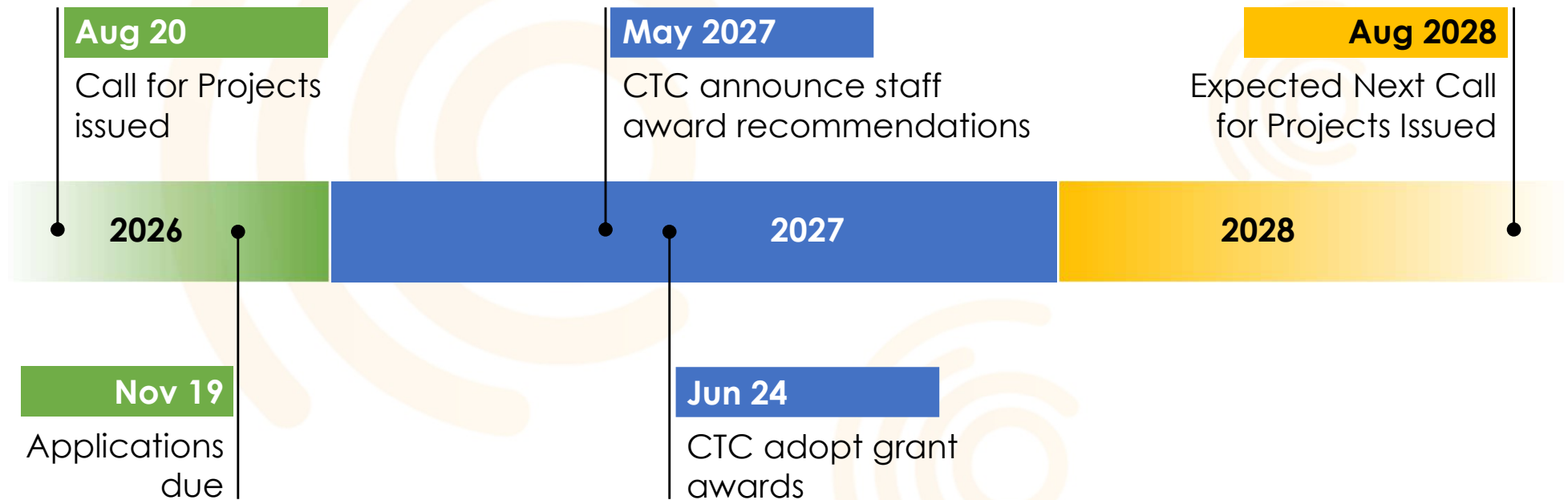
Net Present Value: \$100.2 million

$$\begin{array}{l} \text{Benefits: \$116.8 million/} \\ \text{Costs: \$100.2 million} \end{array} = 1.17 \text{ BC Ratio}$$



MARK THOMAS

SENATE BILL 1 GRANT SCHEDULE



MARK THOMAS

PATH FORWARD



Adaptive Signals

Effective short-term improvement and valuable part of the solution



With Roundabout

Long-term solution for mobility, safety, and resilience



Continue with the adaptive signal pilot and pursue roundabout grant application at the three intersections.

FUNDING PLAN

Design

- \$9.865 - State Transportation Improvement Program

Right of Way Acquisition

- \$6.149 - State Transportation Improvement Program
- \$15.570 - Measure X

Construction

- \$6.3 - Measure X
- \$6.3 - SB 1 Local Partnership Program Competitive*
- \$57.0 - SB 1 Solutions for Congested Corridors*

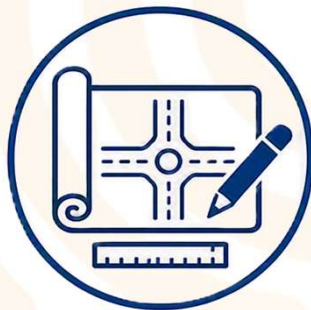
\$21.9 million in local funds positioned to leverage up to \$63.3 million in grant funding

*Note: Potential SB1 Applications

NEXT STEPS



TAMC and Caltrans partnership is key to delivering this project.



Final Design/
Right of Way
Acquisition



Construction



Grant
Application





QUESTIONS?