



SR68
SCENIC ROUTE 68
Corridor Improvements Project



Scenic Route 68 Corridor Update

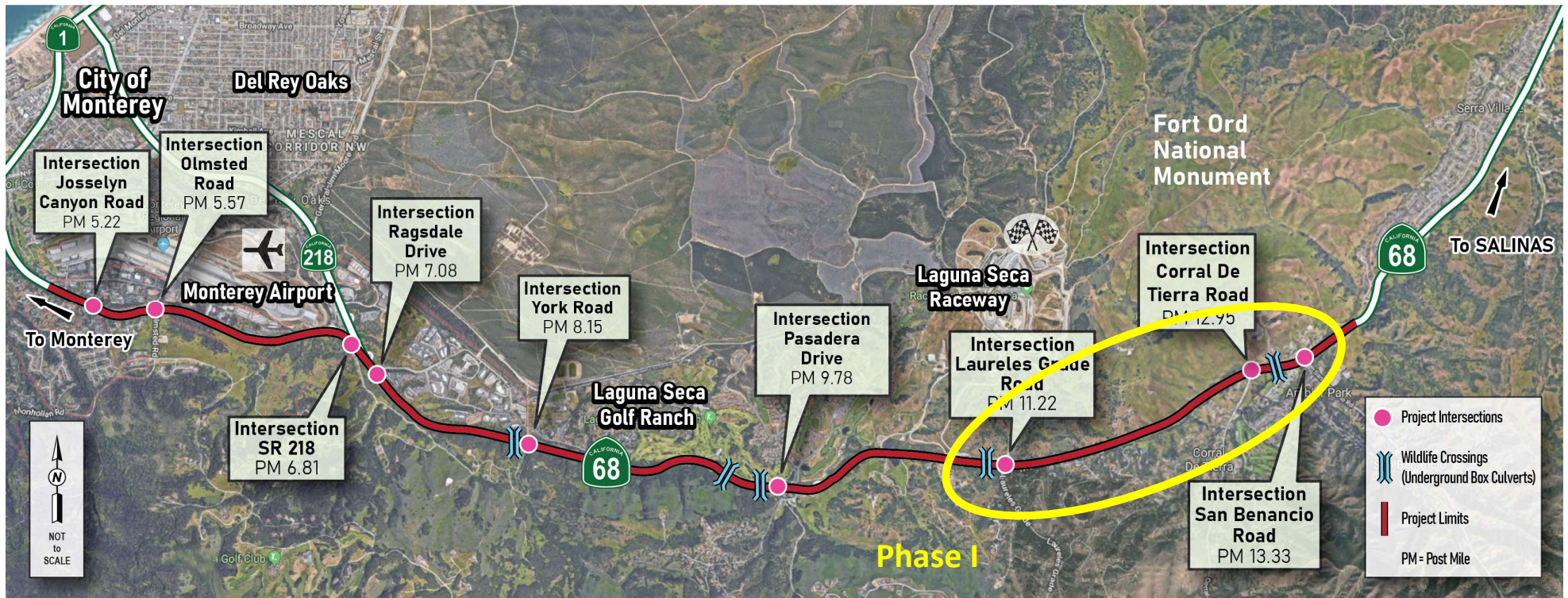
TAMC Board
March 25, 2026

Presentation Goals

- **Status report on Adaptive (AI) Signal Project**
- **Introduce upcoming roundabout decision**
- **Review expenses on roundabout design**
- **Gather input**



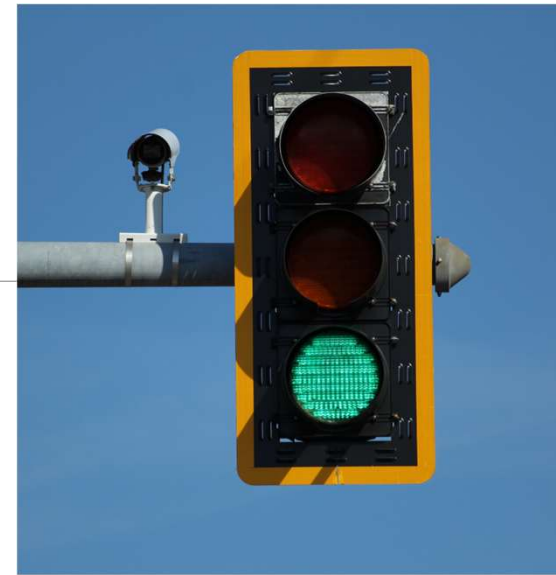
Scenic Route 68 Corridor



Scenic Route 68 Corridor Update

Status of AI Signal Project

- Signal equipment installation: Done
- Staff training: Now through April
- Peak Hour traffic data for “Before” conditions: April
- Adaptive operations implemented and adjusted: May
- Peak Hour traffic data for “After” conditions: May (school in session)
- Preliminary results of Before-and-After Study to TAMC Board in May
- Continue gathering data for special events: 2026
- Final Adaptive (AI) evaluation: TBD



Challenges with Signals



- Good flow in one direction
- 10%-20% of green time is unused (“lost time”)
- High maintenance costs including electricity

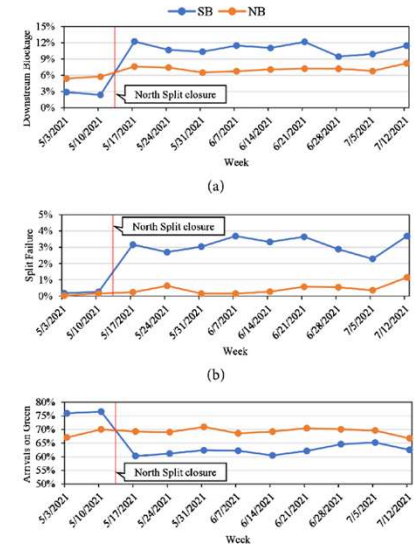
What Can Adaptive Signals Do?



- Coordinate green lights to serve primary traffic flow
- Allocated green time to best serve each movement
- Adjust coordination patterns as traffic flows change
- Establish communication links to smart vehicles

Evaluating Adaptive (AI) Signals:

- Travel Time (Big Data & car drives)
- Signal Performance Measures

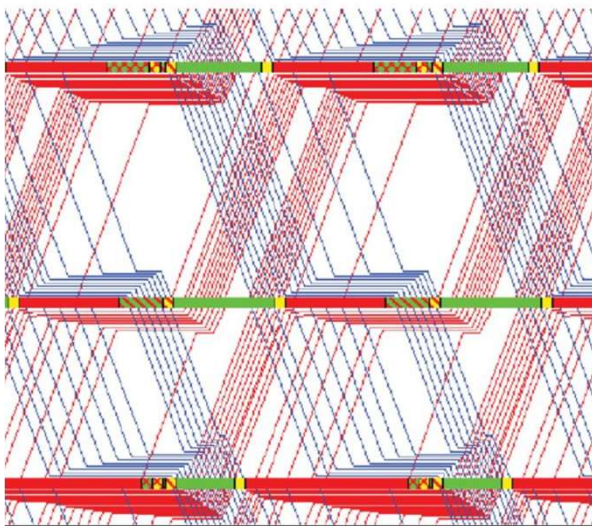
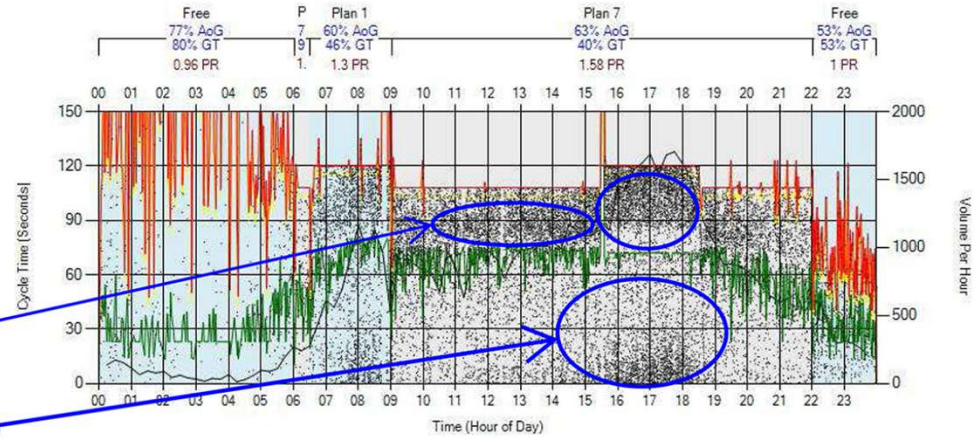


Purdue Coordination Diagram
 700 East @ 3900 South - SIG#7192
 Tuesday, April 03, 2018 12:00 AM - Tuesday, April 03, 2018 11:59 PM
 Advanced detector located 400 ft. upstream of stop bar

Phase 6: Southbound

AoG = 63%

- Volume Per Hour
- Detector Activation
- Change to Green
- Change to Yellow
- Change to Red
- AoG - Arrival On Green
- GT - Green Time
- PR - Platoon Ratio



Vehicles arriving during green

Vehicles arriving before red

Roundabout Project



- **Transportation Safety and Investment Plan: Nov. 2016**
- **The SR 68 Scenic Highway FEIR: June 2025**
- **Senate Bill 1 Grant Application for \$57M: due Dec. 2026**

New Hybrid Roundabout Evaluation

- AI signal operations is the new benchmark
- Revised project costs
- New look at performance and safety





Benefit-Cost Ratio (BCR) Analysis

- $BCR = \frac{\text{Total Project Benefits}}{\text{Total Project Costs}}$
- $BCR > 1$ reflects a project that will have greater returns to the community than the expected cost to construct project
- $BCR < 1$ reflects a project that will result in benefits that are not expected to approach the actual project cost

Quantitative Benefits of Roundabouts

- Lower speeds
- Smoother flow= less delay
- Lower serious collision and fatality rates
- Lower maintenance costs



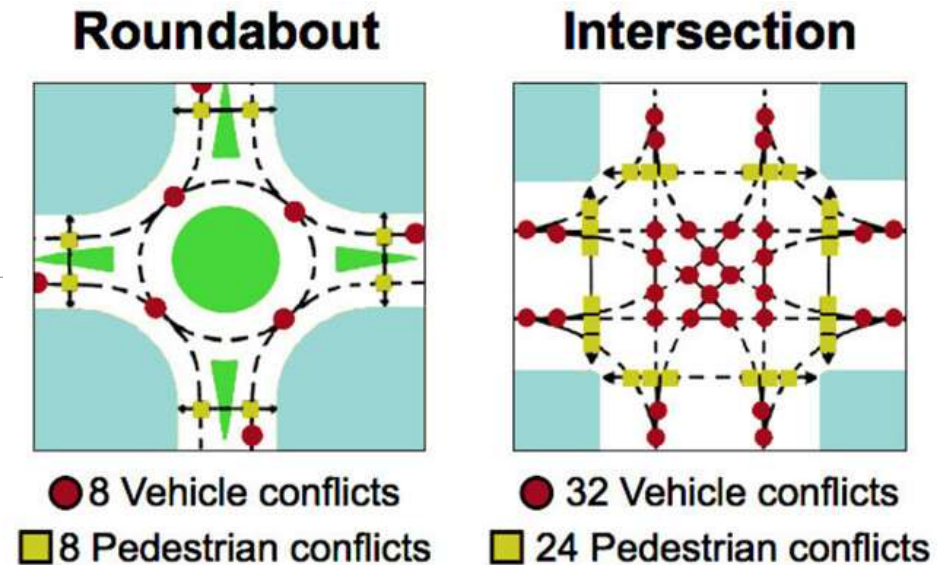
Qualitative Benefits of Roundabouts

- Off-peak operations
- Emergency response times
- Aesthetics
- Non-injury (property damage) collisions

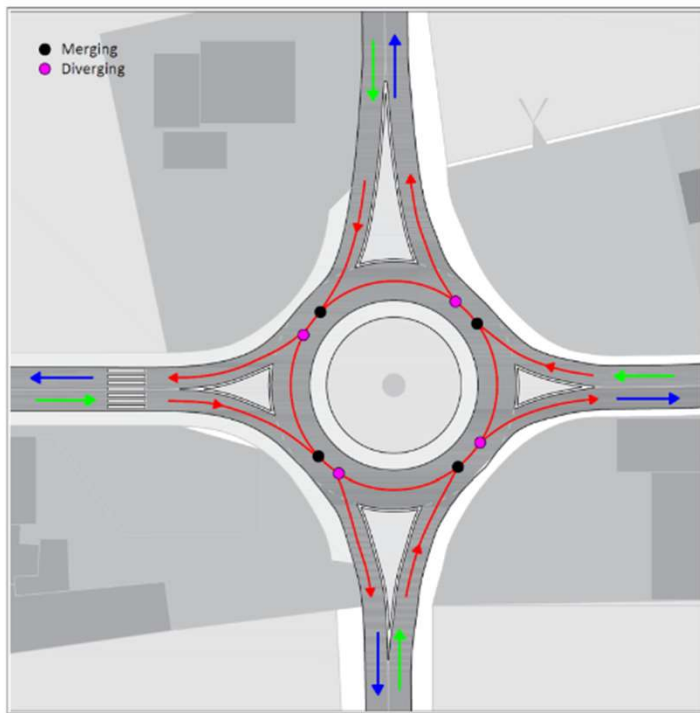


Challenges with Roundabouts

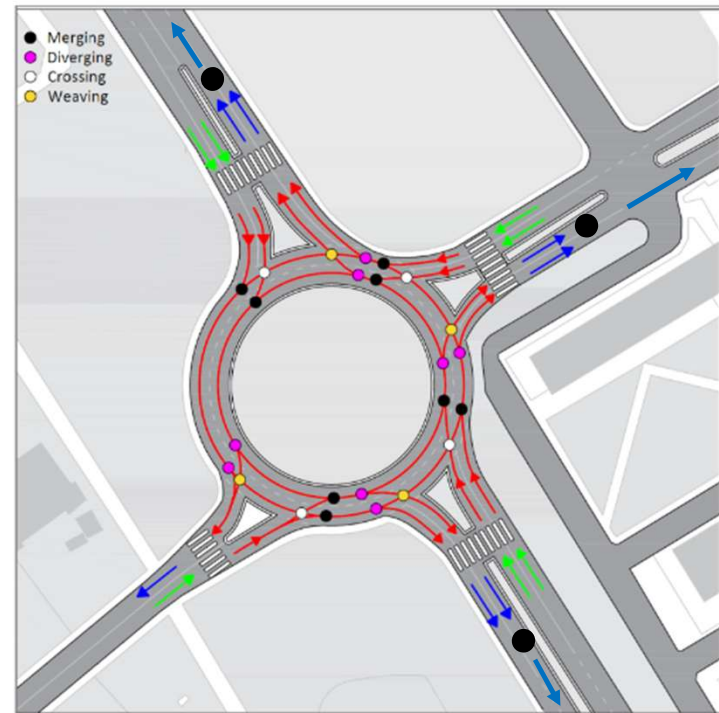
- Low speed in light traffic
- Slows emergency vehicles
- Maintenance costs (electricity)
- May increase minor collisions and motorcycle crashes after opening
- Side street queues during heavy congestion



Roundabout Conflict Points Single-Lane vs. Hybrid



(a)



(b)

History of Roundabout Cost Estimates

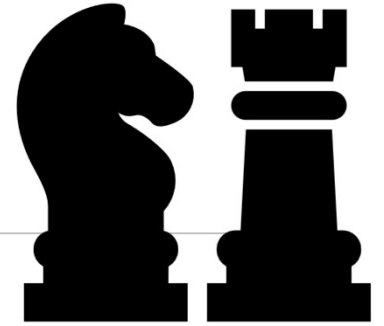
DOCUMENT	DATE OF PUBLICATION	COST ESTIMATE (PRESENT VALUE)	NOTES
Final SR 68 Scenic Highway Plan	Aug 2027	\$13,640,000	Hybrid design, no details on ROW, retaining wall, wildlife crossings or bridge costs
Traffic Operations Analysis Report (TOAR) & Final EIR	Aug 2023	\$14,900,000	Single-lane design, no details on ROW, retaining wall, wildlife crossings or bridge costs
Current Cost Estimate	March 2026	\$69,600,000	Hybrid design, detailed estimate includes ROW, retaining wall, wildlife crossings and bridge costs

Expense rate for Hybrid Design Work

- Staff reviewed the rate of expenditure (burn rate) for hybrid design work
- Objective: final design by De. 2026 to meet SB 1 Grant requirements
- Work continues, but at a slower rate until summer benefit/cost analysis

Timeframe	Monthly Expense (burn rate)
Late 2025	\$500,000
Target	\$150,000
January 2026	\$250,000

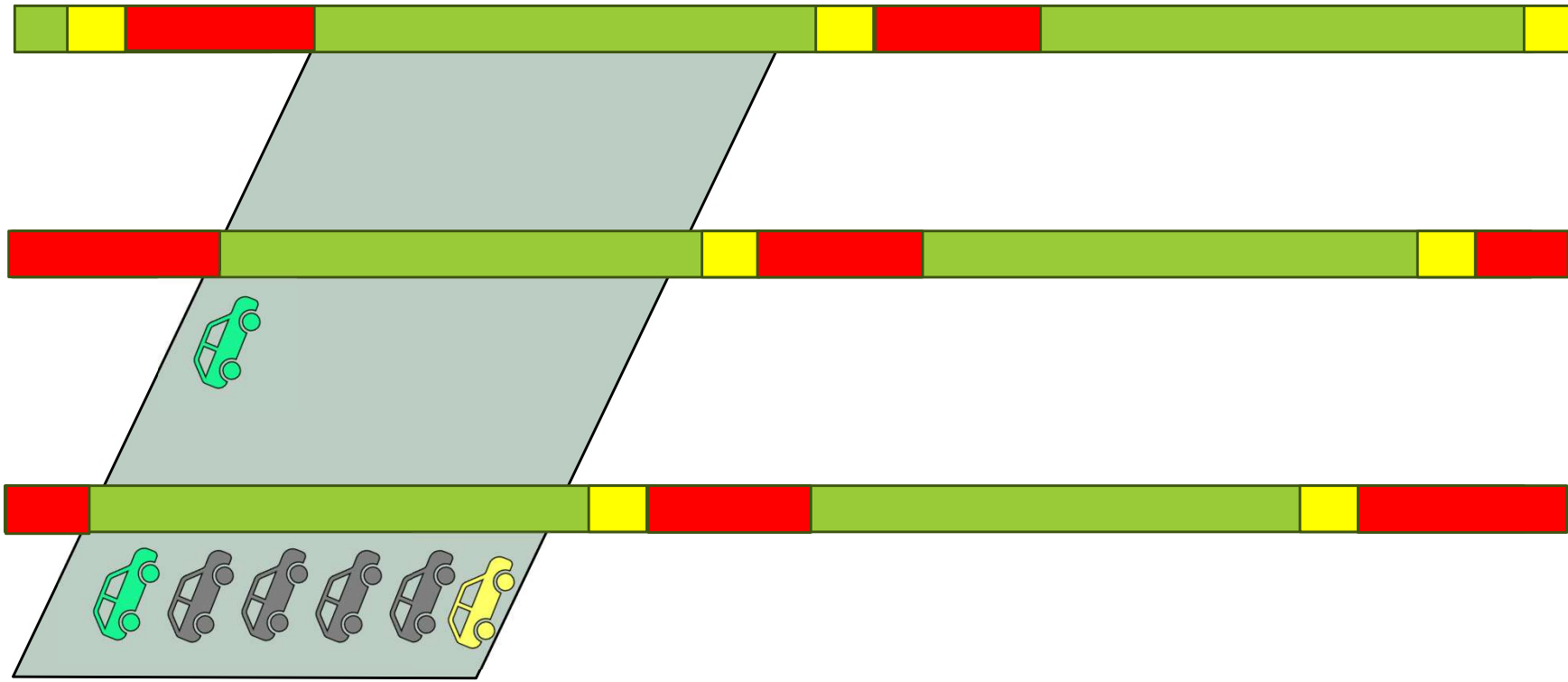
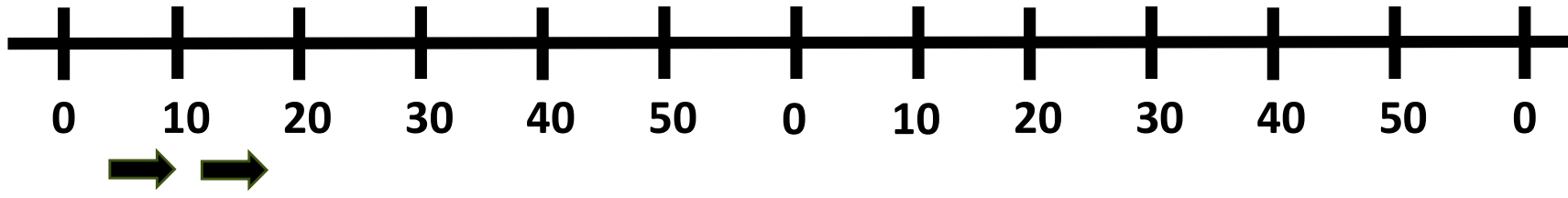
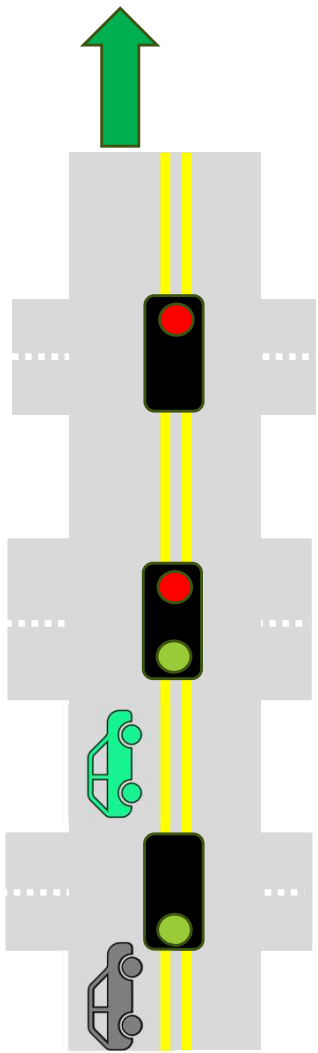
Next Steps

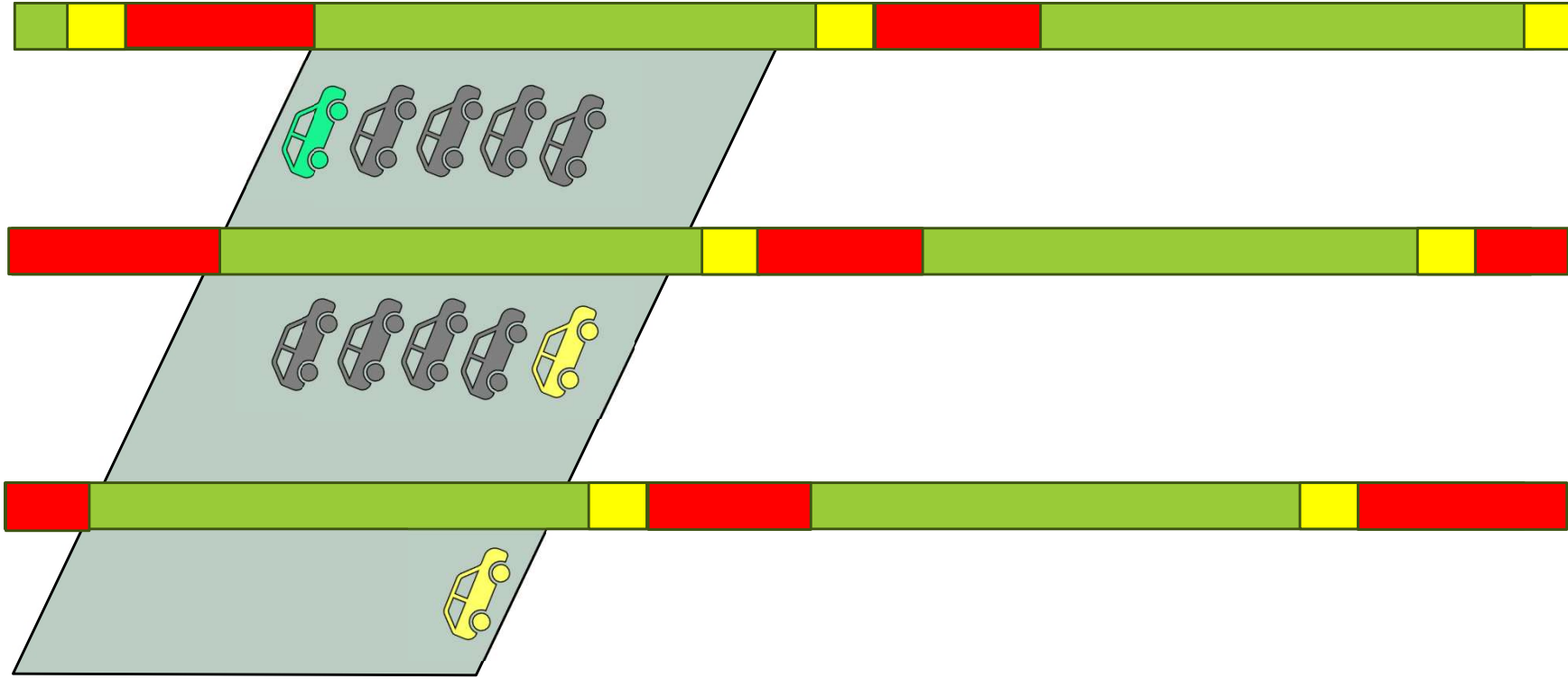
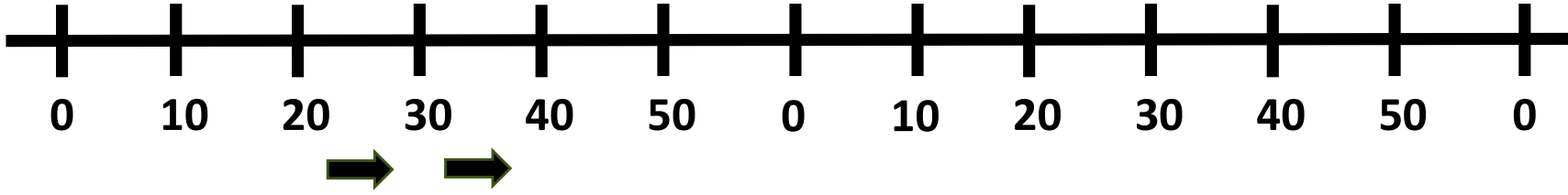
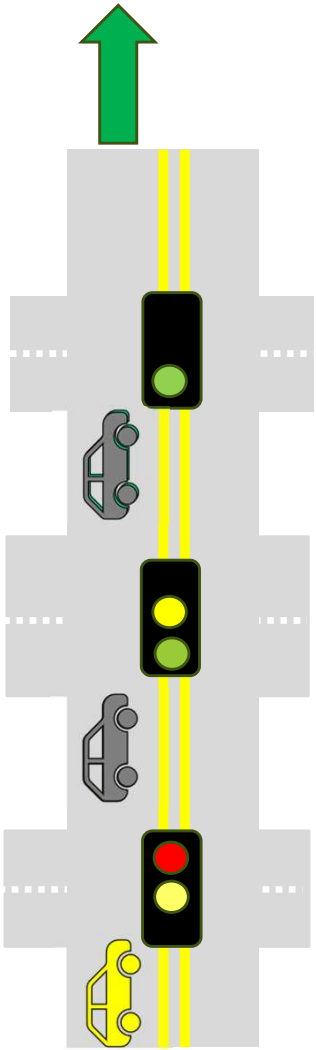


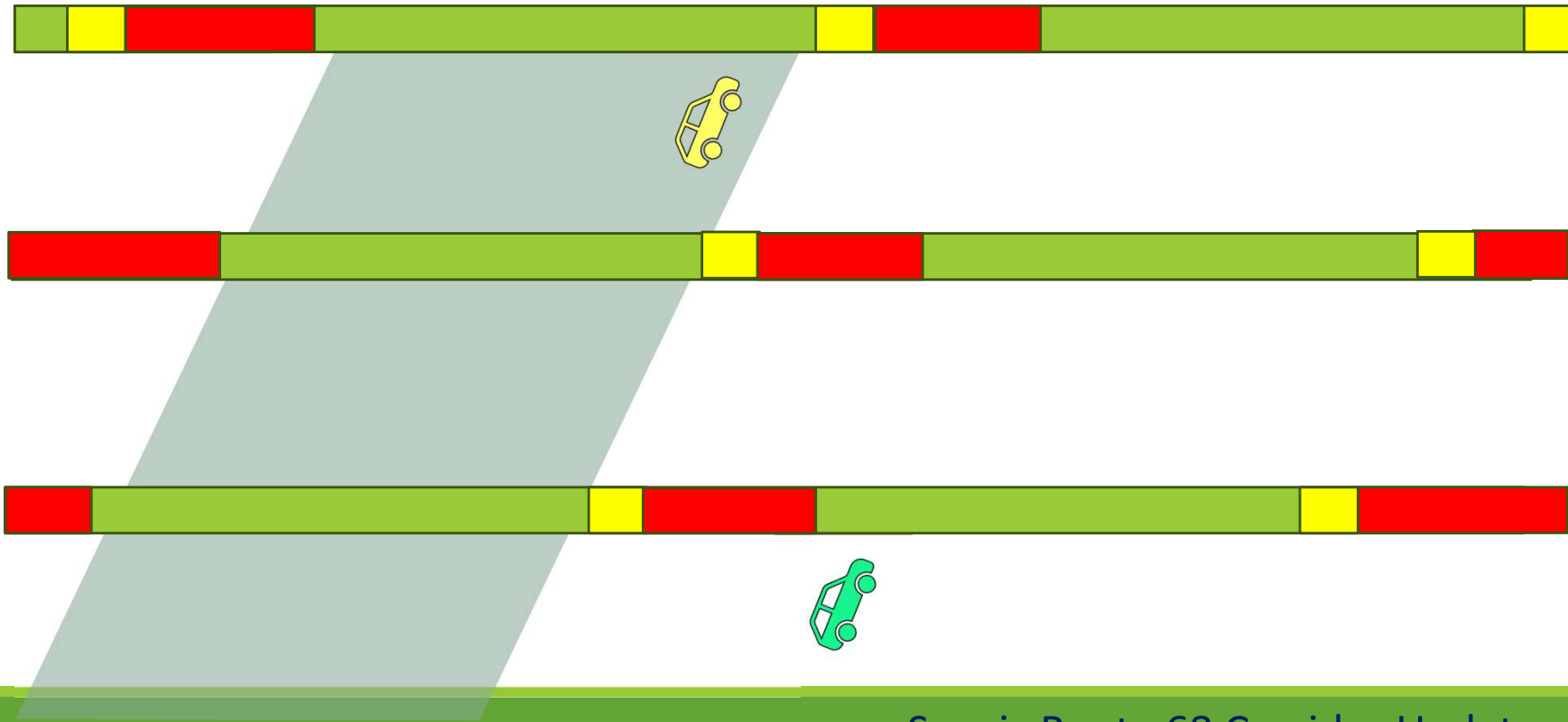
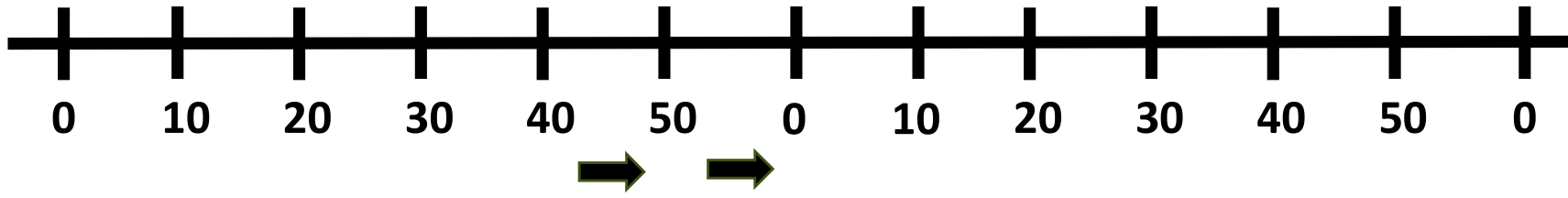
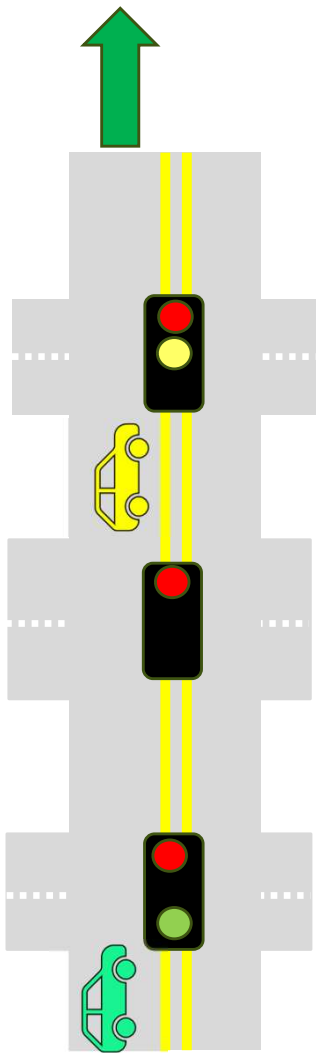
- Assist Caltrans implement Adaptive Signal Pilot Project
- Continue working on Phase I design and SB1 Grant Application
- Collect “Before & After” study of Adaptive (AI) Signals
- Conduct Benefit-Cost Analysis of Phase I Roundabout Project
- Return to TAMC Board in May or June with a recommendation

Questions

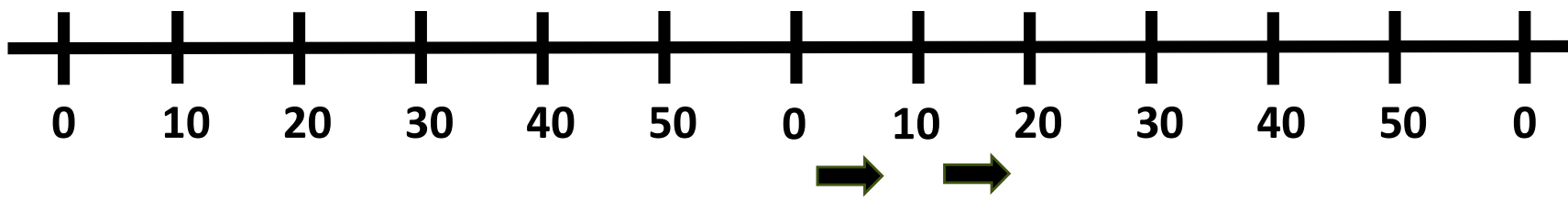
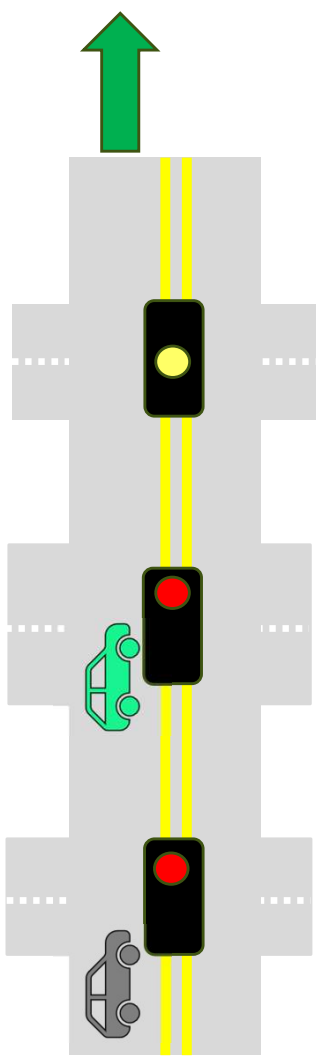




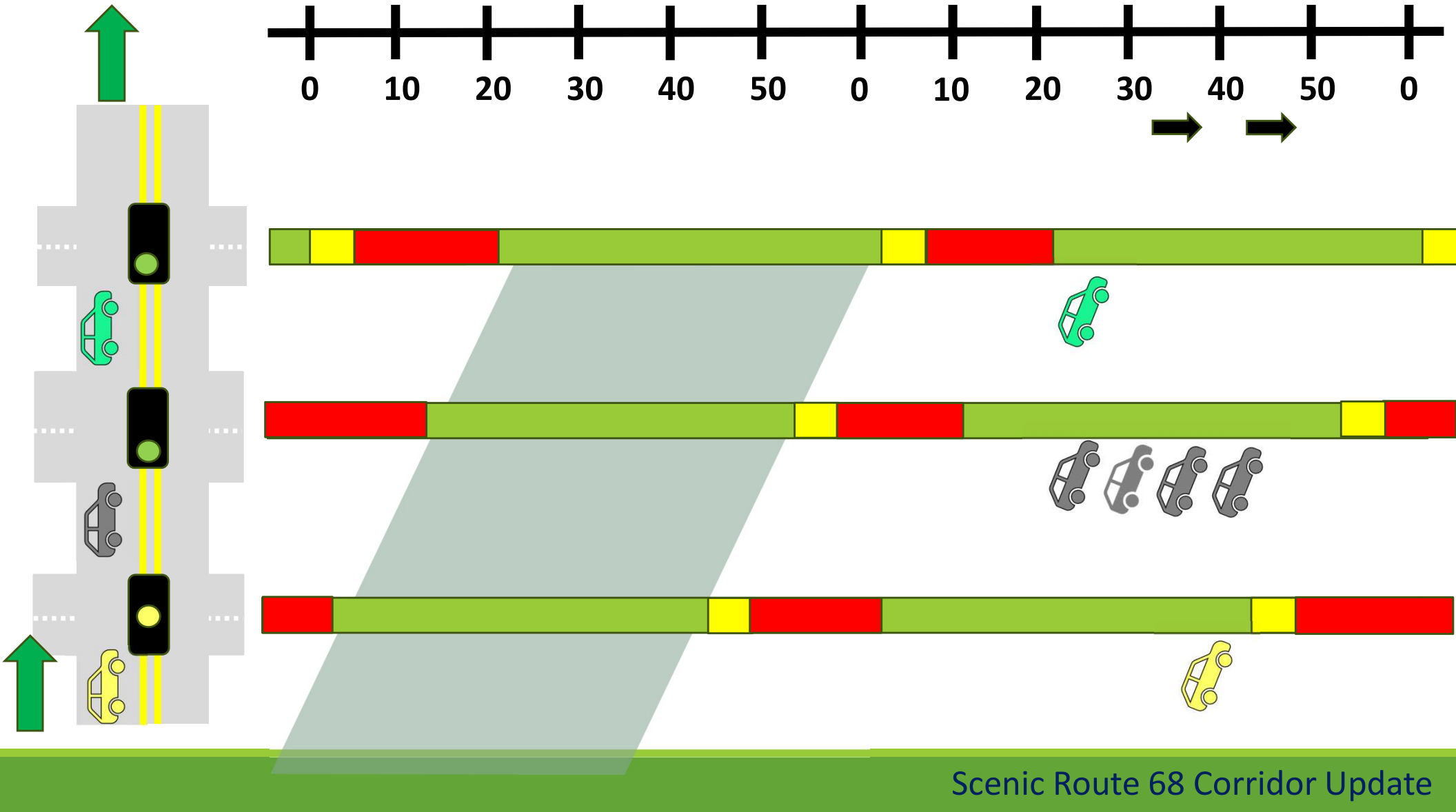




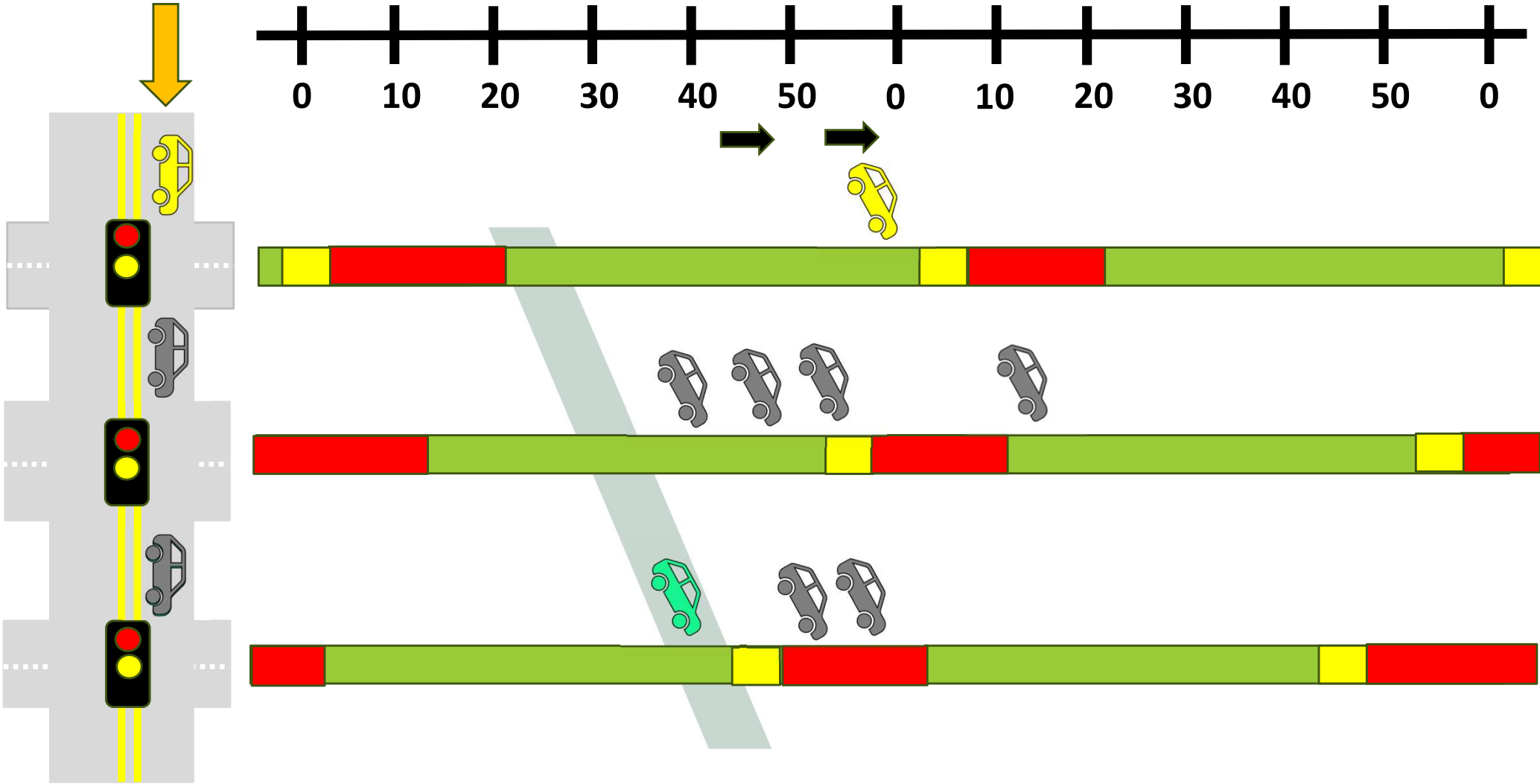
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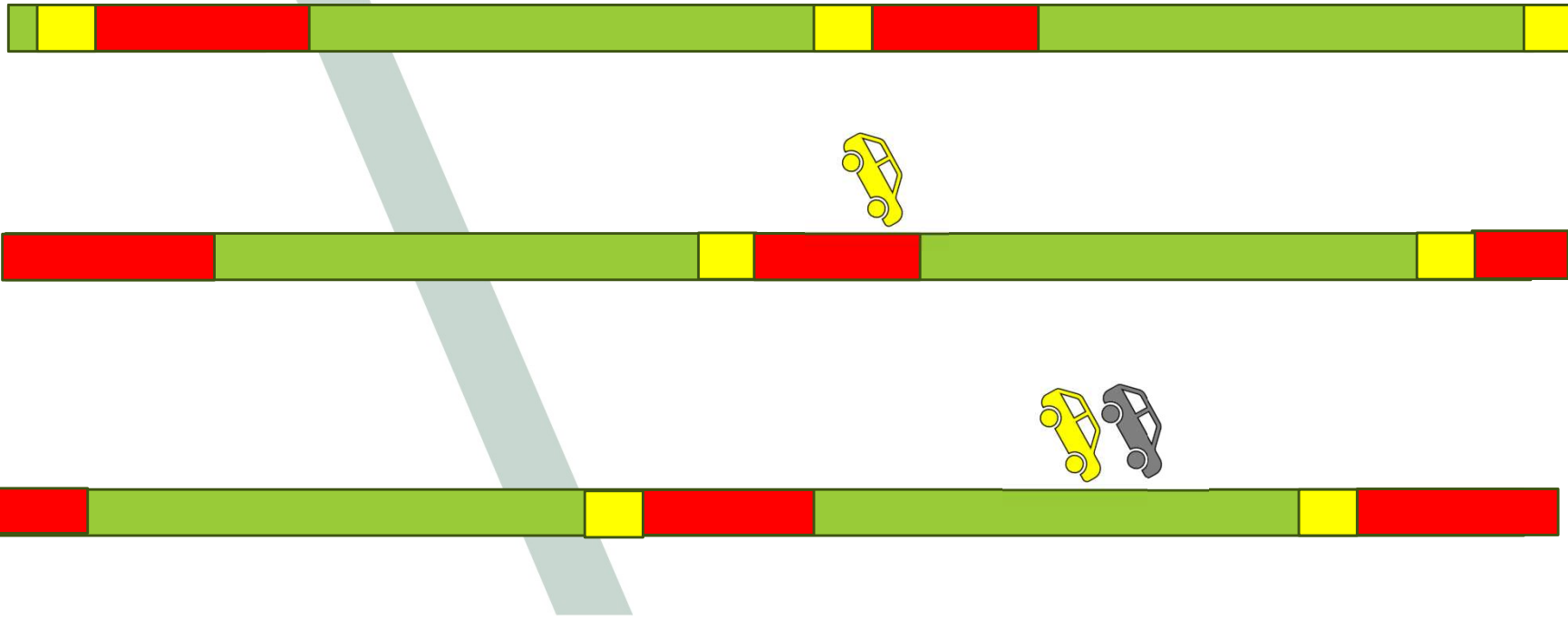
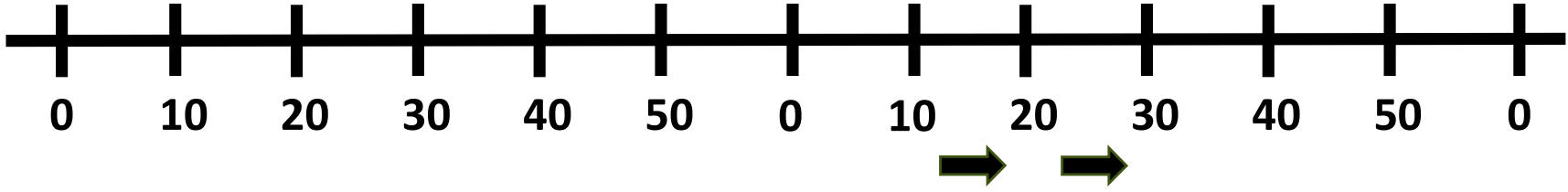
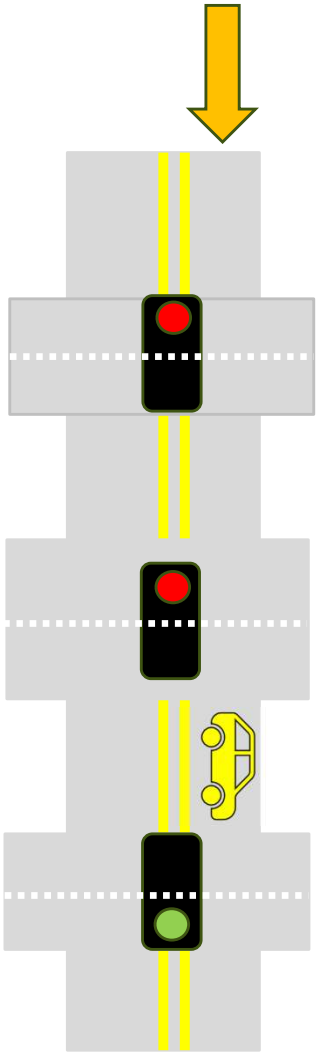


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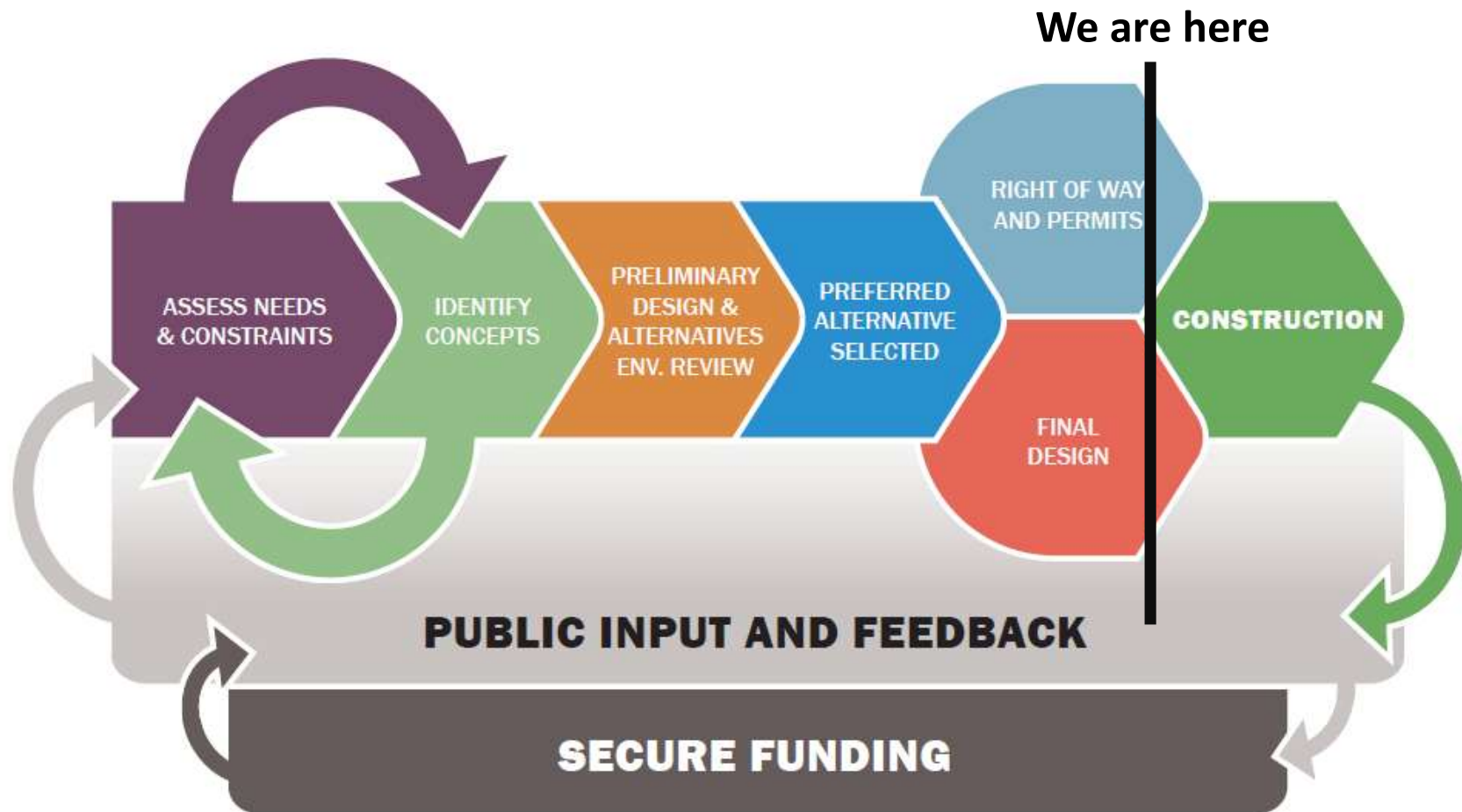


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STAGES TO DELIVERING PROJECTS



Josselyn Canyon Rd Roundabout (Alternative 1, hardscaped)



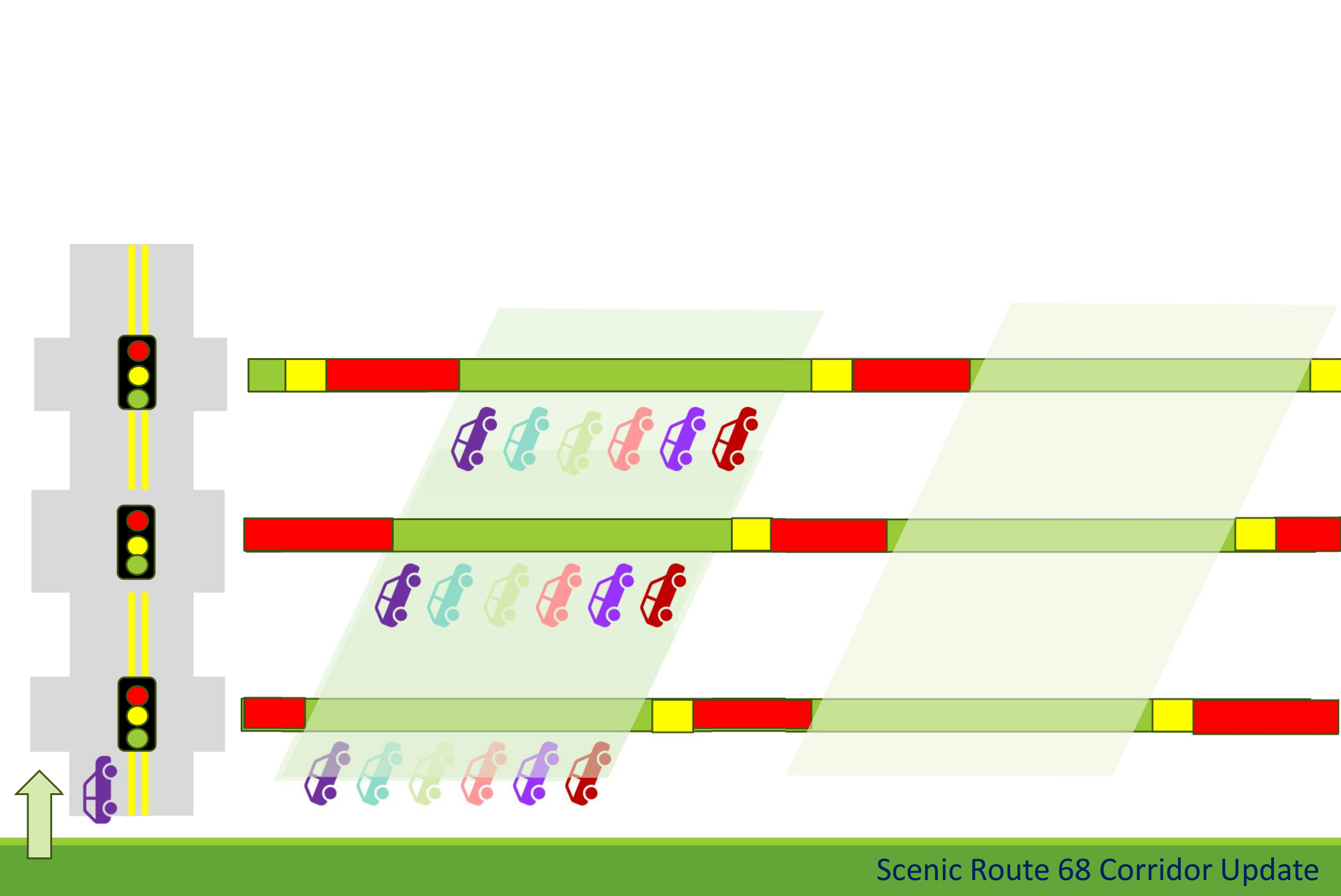
Josselyn Canyon Rd Roundabout (Alternative 1, landscaped)



Right of Way Impacts:

	Phase I Roundabouts	Unit
Assessor Parcels	56	Number
Temporary Easements	4.0	Acres
Permanent Easements (incl. drainage, slope)	18.5	Acres
R/W Capital Cost	\$40 M	Dollars

Note: M = Million



Scenic Route 68 Corridor Update

How We Got Here...

Transportation Safety and Investment Plan: Nov. 2016

- SR 68 allocated \$50M for safety and traffic flow

The SR 68 Scenic Highway FEIR: June 2025

- Roundabouts at 9 intersections + 5 wildlife crossings
- Phase I = 3 hybrid roundabouts + 2 wildlife crossings

Adaptive (AI) Signal Project: March 2025

- TAMC funds \$1.5M to implement adaptive operations based on AI technology
- All 9 signalized intersections
- Preliminary project evaluation due to Board in May 2026

Senate Bill 1 Grant Application for \$57M: due December 2026

- Phase I Improvements
- Multi-Use path linking Toro Park Elementary School to Fort Ord National Monument
- 8 ZEV busses expected to support re-instated service of Route 54
- Final design due December 2027

