

SR68 CORRIDOR OPERATIONS & SAFETY EVALUATION

June 24, 2026



Efficient
Corridor
Mobility



Improving
Safety for
All Users



Context-
Sensitive
Solutions



TAMC Board Meeting



WHY ARE WE HERE

The corridor continues to experience challenges that impact safety and reliability for everyone.



Recurring Congestion



Variable travel time reliability



Queue spillback near San Benancio



Rear-end collision concentration



WHAT HAS CHANGED

Since the FEIR Identified Hybrid Roundabout as Preferred Alternative,



Adaptive Signal system is now operating



New safety data is available



Project costs have increased



New Benefit-Cost Information Available

Scenic Route 68 Corridor Improvements Project

Monterey County, California

05-Mon-68-PM (4.8-13.7)

EA 05-1J790

Project ID 0518000061

State Clearinghouse Number 2019090448

**Final Environmental Impact Report/
Environmental Assessment
with Finding of No Significant Impact**



Prepared by the
State of California
Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated May 27, 2022 and executed by the Federal Highway Administration and Caltrans.

June 2025



SR 68 ATSC

PERFORMANCE REVIEW

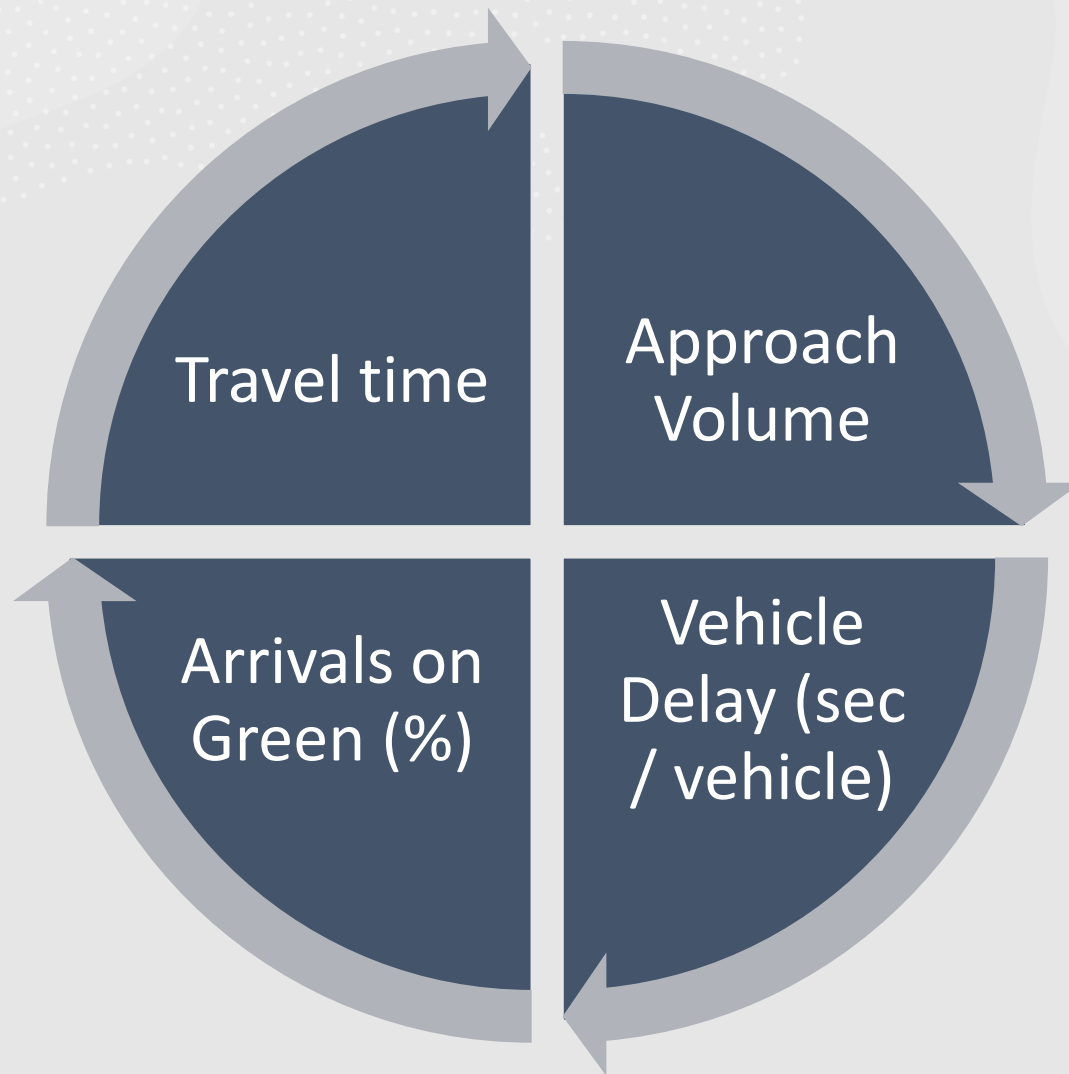


Caltrans
CENTRAL COAST | DISTRICT 5

MAJOR EVENTS & MILESTONES

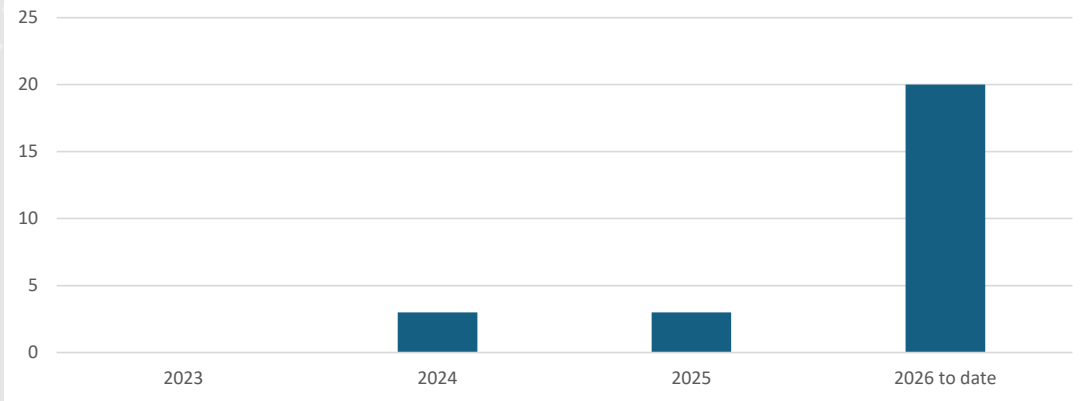
Events / Milestones	Date	Remarks
Controller upgrades to Econolite & Miovision camera integration	January 22, 2026	
Adaptive testing started	March 2, 2026	
No adaptive testing	March 12 to March 23	
Spring break (Schools closed)	March 23 to April 3, 2026	Reduced traffic demand
Adaptive testing resumed	March 24, 2026	
Full Adaptive activation	May 4, 2026	Minor outages on 5/21 & 5/18. Erratic traffic counts with Laureles Grade.
Schools closed	June 5, 2026	Reduced traffic demand

Key Corridor Performance Measures

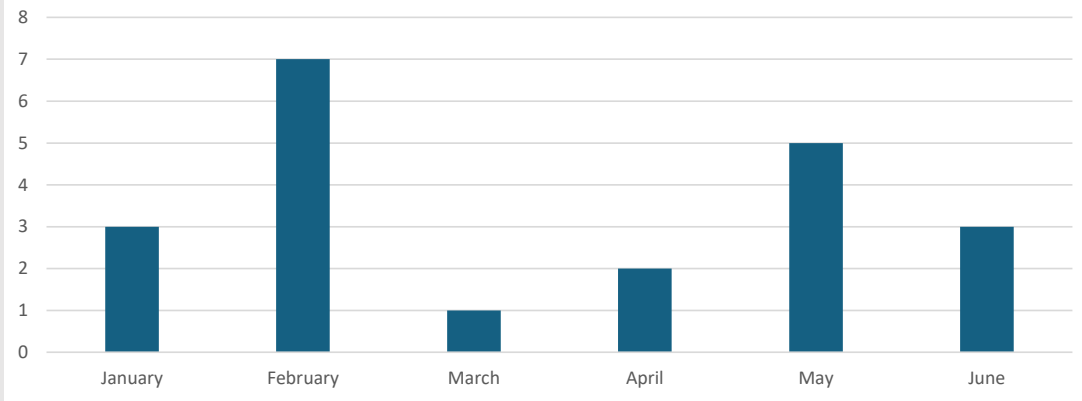


CUSTOMER SERVICE REQUESTS

Customer Service Requests for Traffic Signal Timing Adjustment



2026 Customer Service Requests by Month



BEFORE and AFTER ADAPTIVE SYSTEM – Delay per Vehicle

- Left turn and side street delays increased, resulting in higher customer service request volumes.

Description	Before Adaptive	After Adaptive	
Delay per Vehicle (sec)	Delay Per Vehicle – April 6-10	Delay Per Vehicle – May 11-15	Delay reduction (sec)
WB - AM Peak	61.96	56.79	5.17
EB - PM Peak	60.38	54.32	6.06
Side Streets - AM Peak	55.43	65.63	-10.2
Side Streets - PM Peak	46.25	74.12	-27.87

CHALLENGES AND CONCERNS

Using the new controllers and software created unexpected problems when using the older cabinets. A full rewiring of all inputs was done to ensure reliable operation.

The Caltrans Maintenance team (local to this corridor) does not have the expertise to manage/troubleshoot new signal control. Currently, all operational complaints must be handled by the Traffic Operations Engineers based in San Luis Obispo.

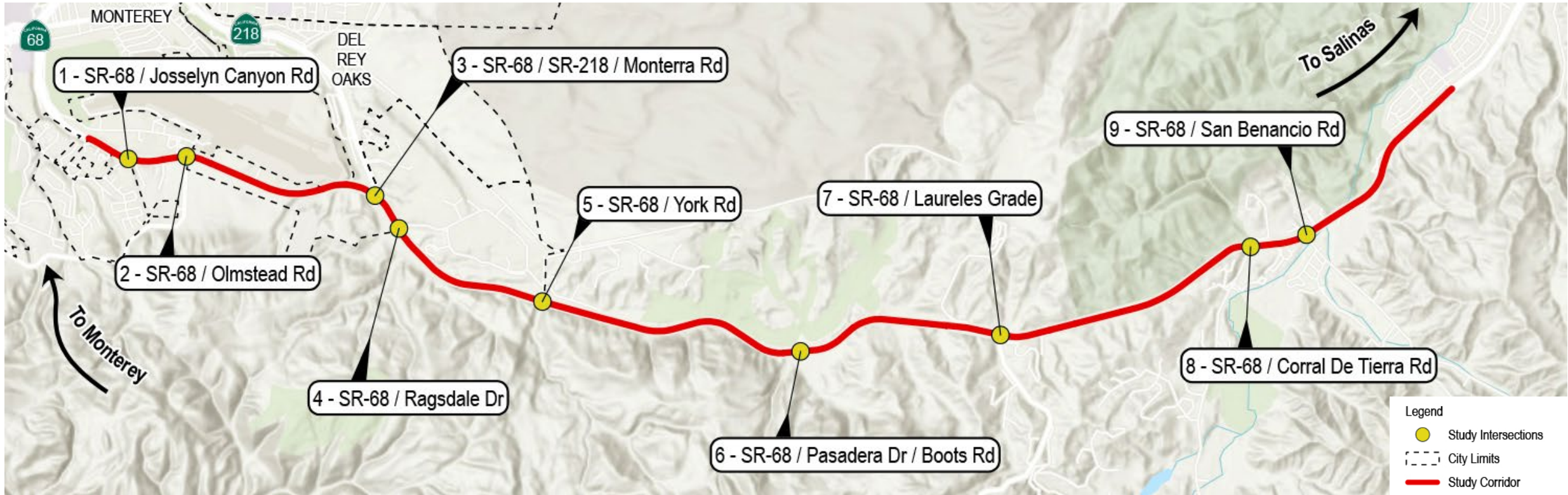
Long wait times for green lights have consistently triggered complaints from left turn and side-street users due to excessive delay. Over the past four months, we have repeatedly received such feedback, indicating that any improvement to mainline flow is achieved at the cost of increased delay to left turning and side street traffic.

The accuracy of Miovision data remains under review due to erratic traffic counts observed during May and June. Miovision is still working on resolving these issues, but this continues to affect both traffic counts and associated performance measures.

The image features a large, abstract graphic composed of several overlapping, semi-transparent circles in various shades of blue and green. The circles are arranged in a way that creates a sense of depth and movement. In the center of the composition, the words "THANK YOU" are written in a clean, dark blue, sans-serif font. The background is a solid, vibrant green, which contrasts with the blue and green tones of the circles.

THANK YOU

HOW WE EVALUATED THE CORRIDOR



Field Data Collection



Compass IoT Data



Miovision Analytics

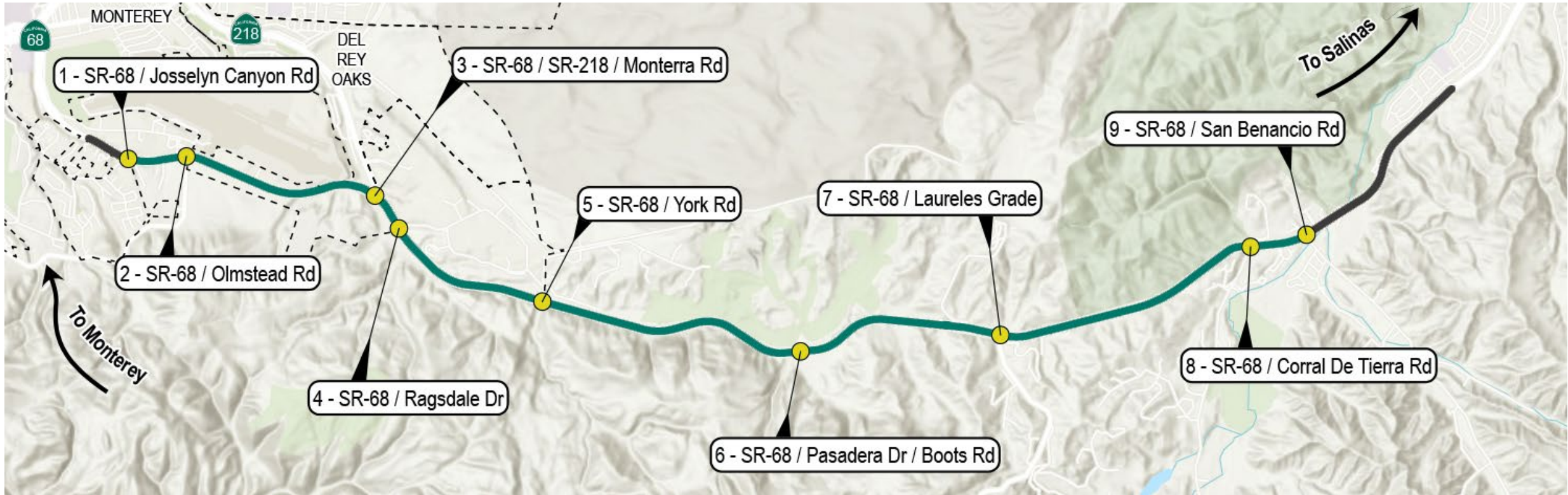


Traffic Modelling

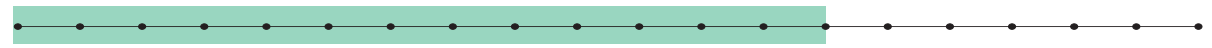


Safety Analysis

CORRIDOR TRAVEL TIME (SAN BENANCIO – JOSSELYN)



AM Peak Hour - Westbound



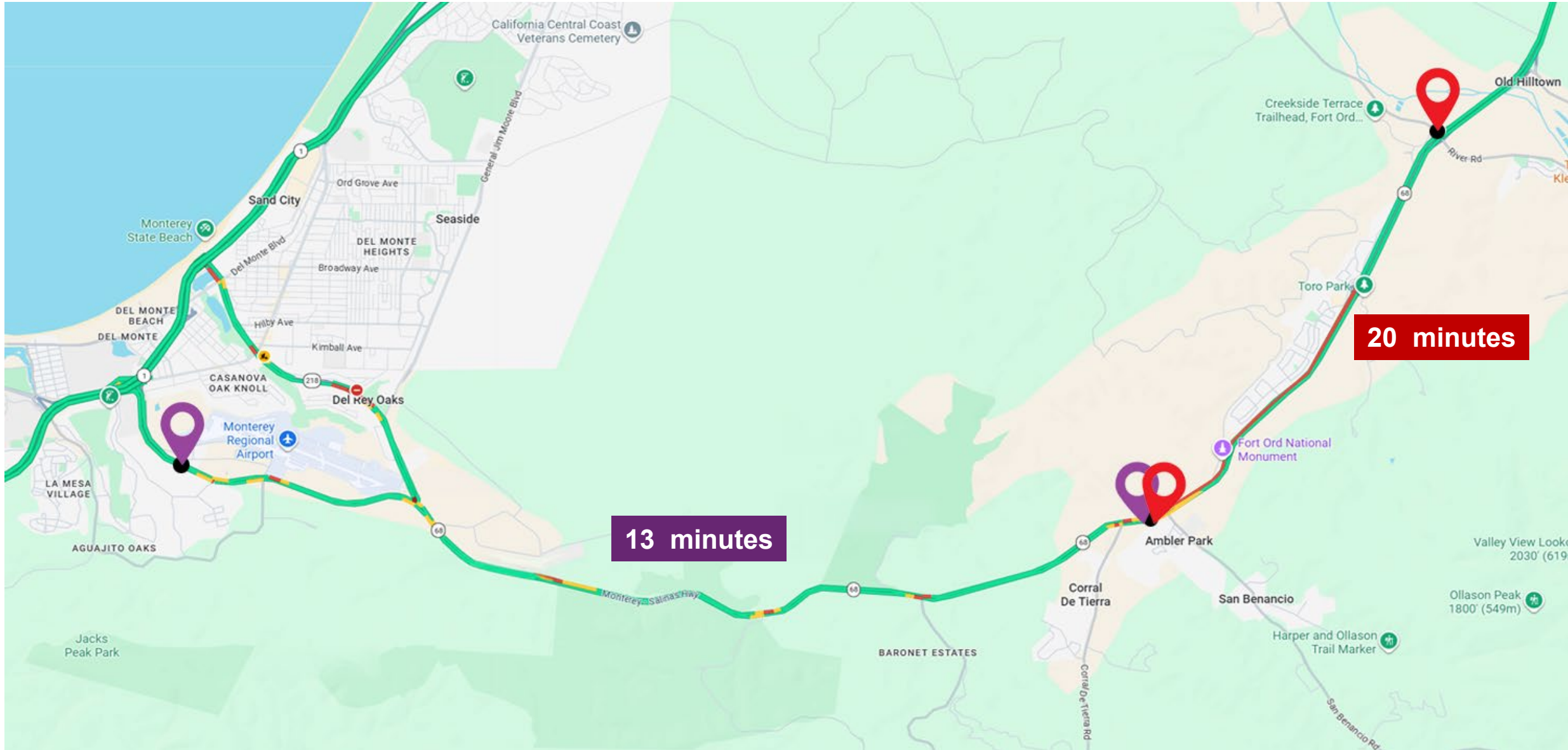
~13 minutes

PM Peak Hour - Eastbound



~25 minutes

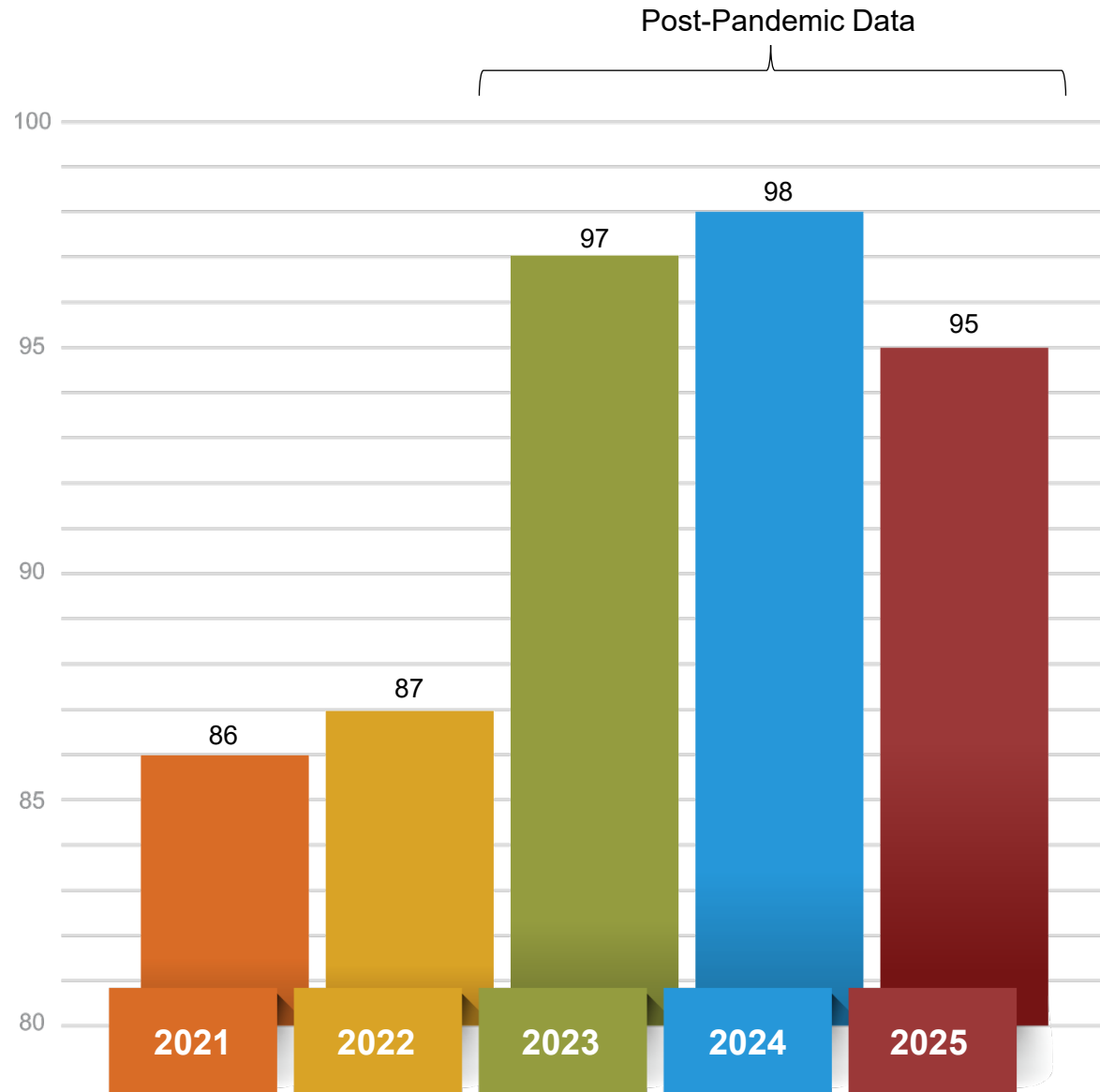
CORRIDOR TRAVEL TIME - AM PEAK





→ SAFETY ANALYSIS

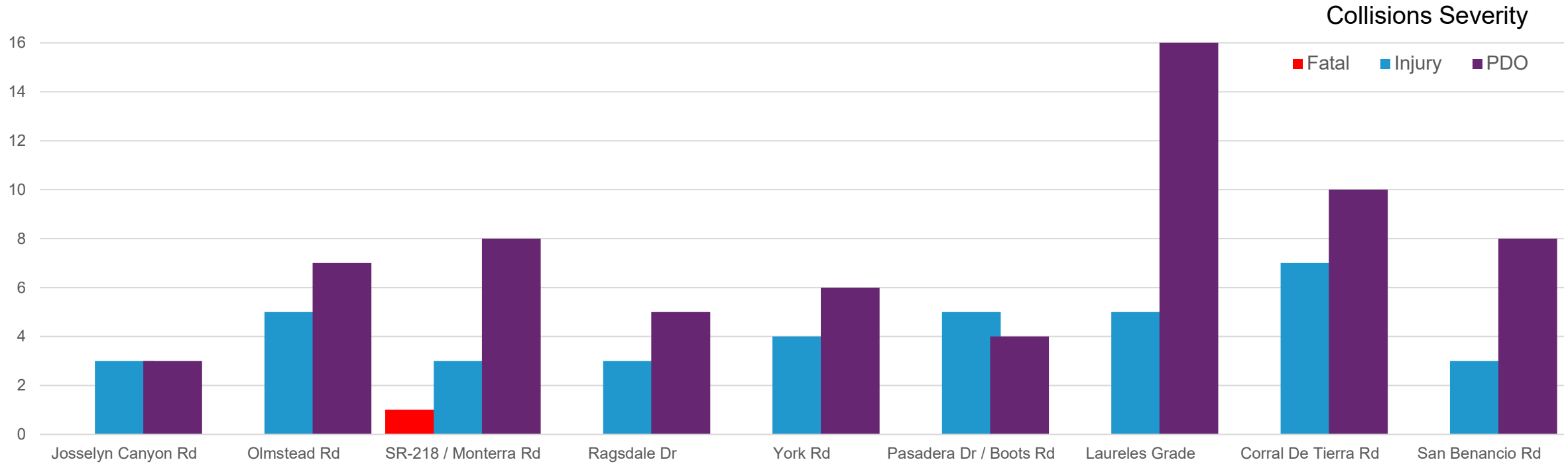
COLLISION ANALYSIS



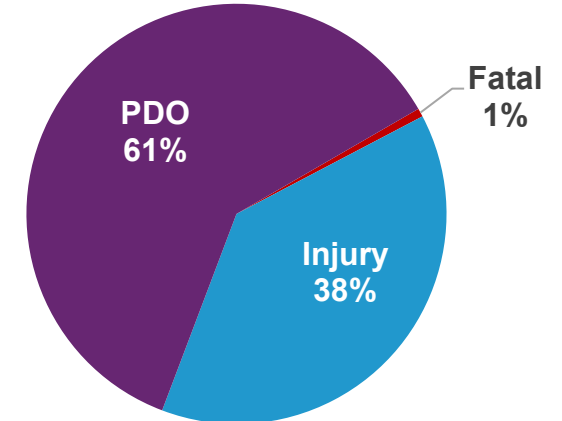
Collisions by Year

- Utilized California Crash Reporting System (CCRS) database
- Reviewed collisions from January 1, 2021, through December 31, 2025
- Over 460 collisions at SR-68 intersections and along corridor segments
- Over 90 collisions on average per year

INTERSECTION COLLISION ANALYSIS



- Nearly 2/3 of all corridor (Josselyn Canyon Rd to Reservation Rd) collisions were PDO (property damage only)
- 106 collisions (23%) occurred at intersections
- 20% of intersection collisions occurred at SR-68 / Laureles Grade
- 1 fatal intersection collision, 2 fatal SR-68 segment collisions



CCRS (2021-2025) COLLISION DATA

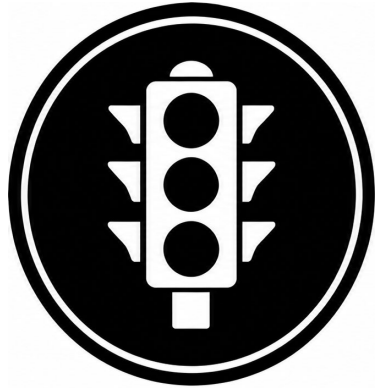




→ **TRAFFIC MODELLING RESULTS**

THREE ALTERNATIVES

EXISTING



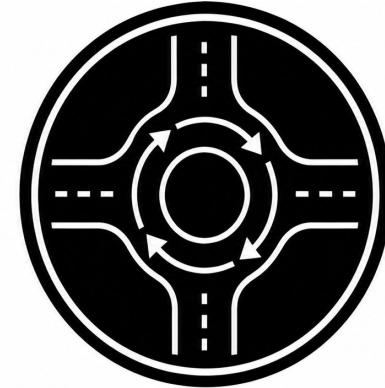
Current (prior to
May 4th, 2026)
signal operations

ADAPTIVE SIGNAL



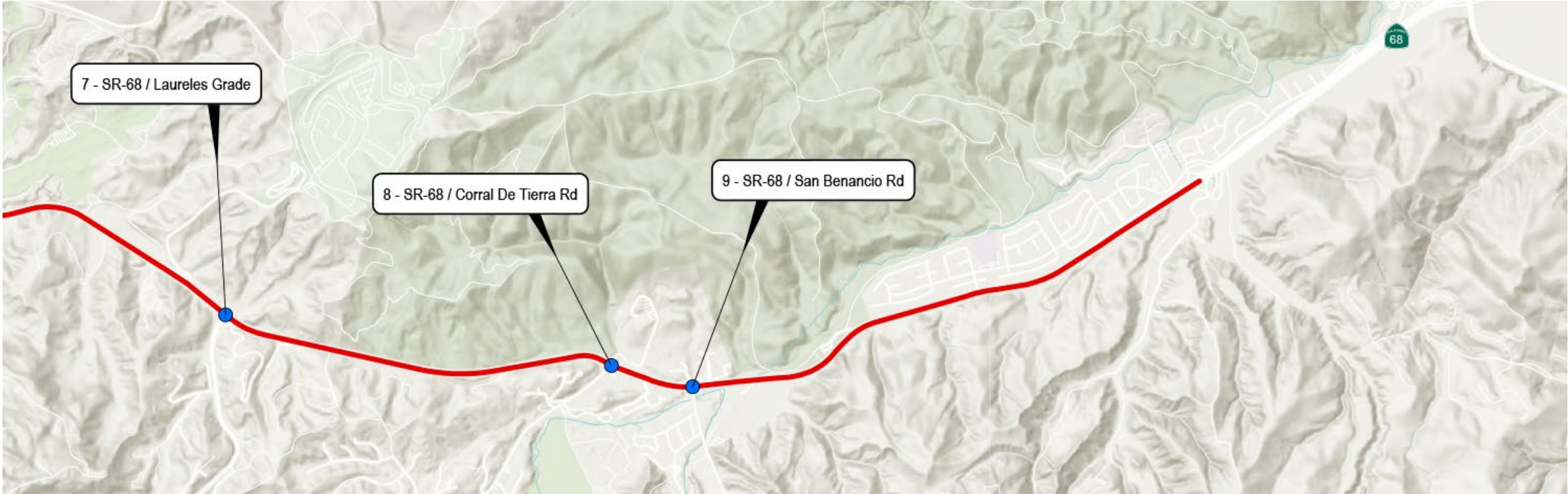
Adaptive signal
timing in real time

ROUNABOUT



Hybrid roundabout
configuration

THE THREE INTERSECTIONS



San Benancio Rd

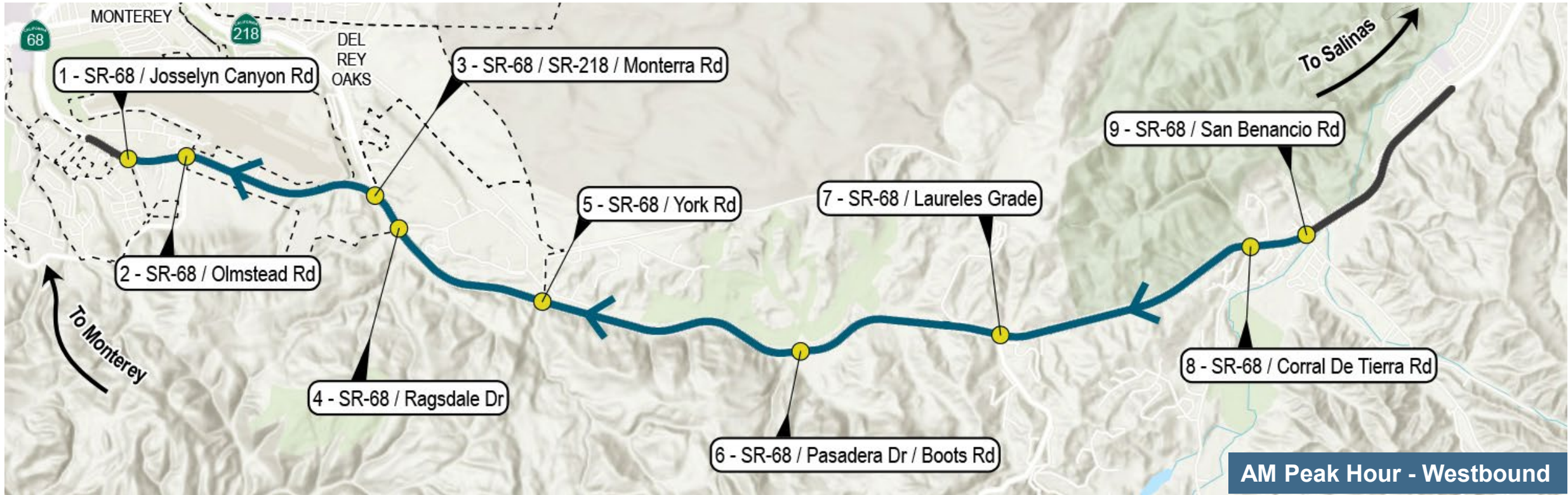


Laureles Grade Rd



Corral De Tierra Rd

CORRIDOR TRAVEL TIME COMPARISON



EXISTING SIGNALS



13 minutes



9 ADAPTIVE SIGNALS



12 minutes



**6 ADAPTIVE SIGNALS +
3 ROUNDABOUT**



12 minutes

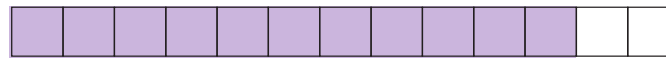
SAN BENANCIO RD INTERSECTION



Counted Vehicles ~1,290 vehicles/hour



EXISTING SIGNALS



Throughput 1,101 vehicles/hour



80 Cars waiting in queues



9 ADAPTIVE SIGNALS



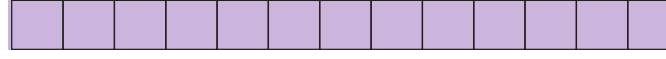
Throughput 1,188 vehicles/hour



29 Cars waiting in queues



**6 ADAPTIVE SIGNALS +
3 ROUNDABOUT**



Throughput 1,440+ vehicles/hour



8 Cars waiting in queues

SAN BENANCIO RD INTERSECTION

Adaptive Signal Throughput
~1,188 Vehicles/ hour

Queue Forms

Merge Demand
1,440 Vehicles/hour

1-Lane Hwy
1,600 Vehicles/ hour

1-Lane Hwy

Merge
1-Lane Hwy

2-Lane Freeway
4,000 Vehicles/ hour

Disclaimer: Simplified illustration for discussion purposes only.

Side Street Delay

Roundabout Throughput
1,440+ Vehicles/ hour

Merge Demand
1,440 Vehicles/hour

1-Lane Hwy
1,600 Vehicles/ hour

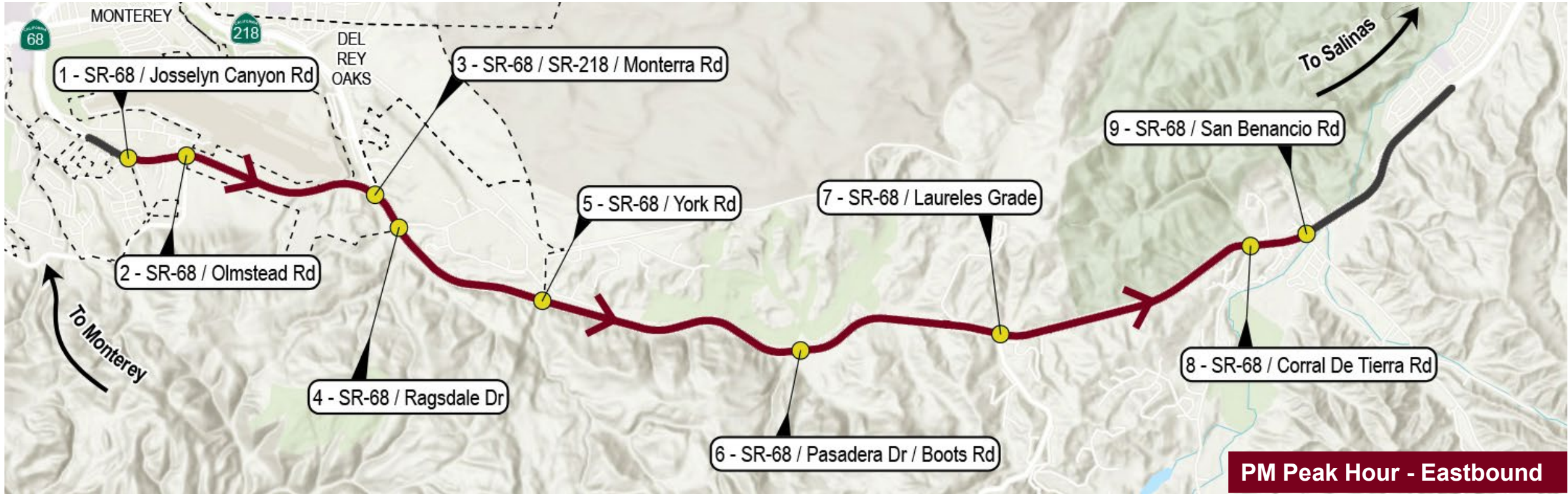
Hybrid Roundabout

Merge
1-Lane Hwy

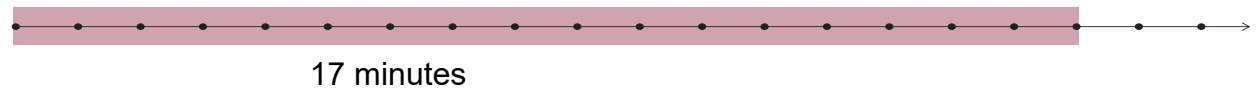
2-Lane Freeway
4,000 Vehicles/ hour

Disclaimer: Simplified illustration for discussion purposes only.

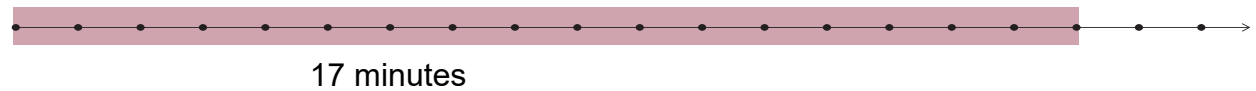
CORRIDOR TRAVEL TIME COMPARISON



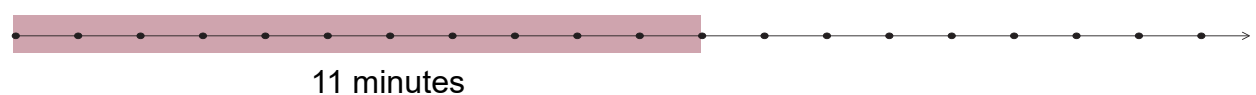
EXISTING SIGNALS



9 ADAPTIVE SIGNALS



**6 ADAPTIVE SIGNALS +
3 ROUNDABOUT**





→ KEY FINDINGS & NEXT STEPS

DECISION FRAMEWORK



Balancing multiple factors to identify the best solution for SR68

KEY FINDINGS



Adaptive signal operations have improved travel, but increased side street delay at some locations



Adaptive signals did not increase corridor capacity



Roundabouts provide the greatest capacity increase and the most consistent congestion relief



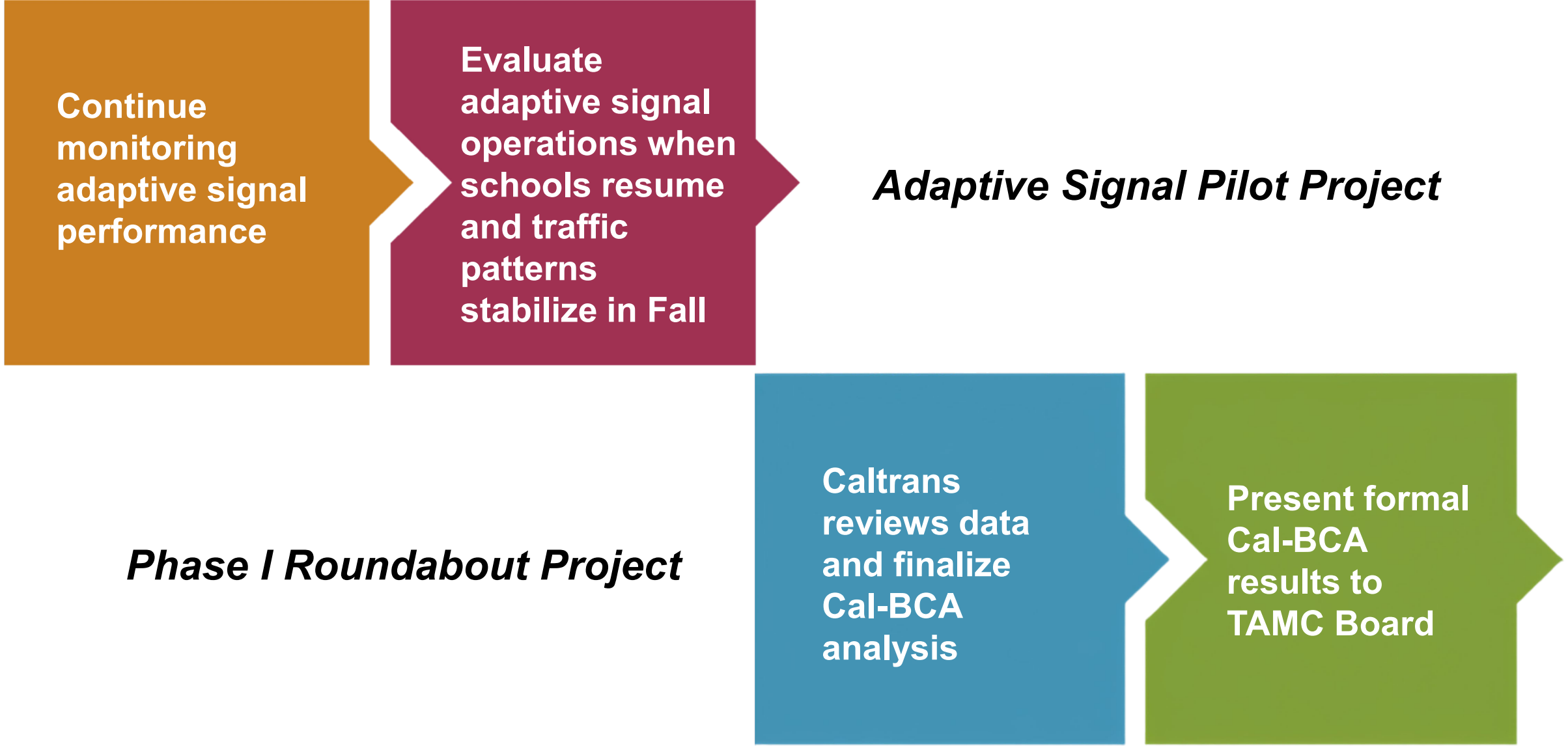
Updated project costs and safety data change the benefit-cost relationship



Preliminary results for Phase I indicate roundabouts are likely to be a good investment of public funds



NEXT STEPS





*** Thank you**

SAN BENANCIO RD INTERSECTION

1-Lane Hwy

1-Lane Hwy

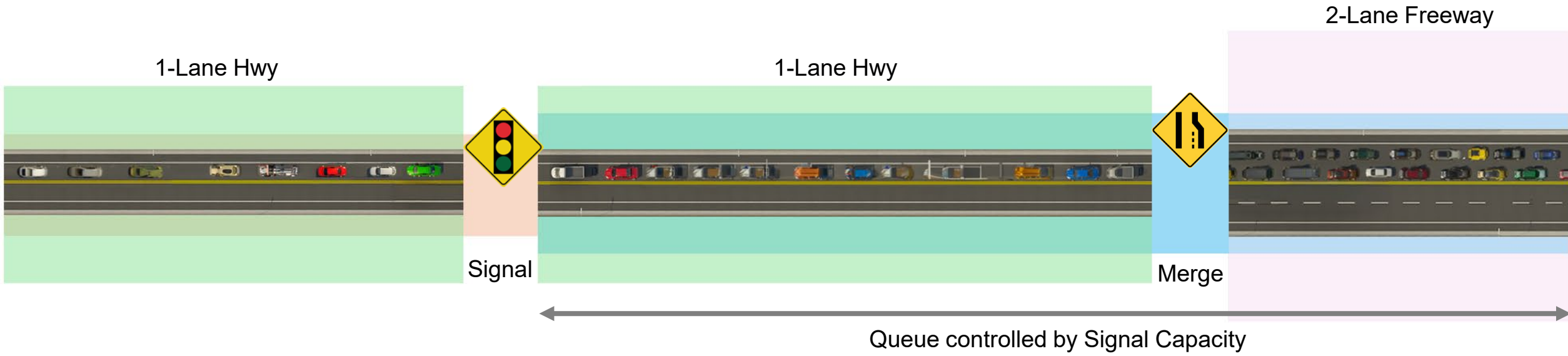
2-Lane Freeway



Signal

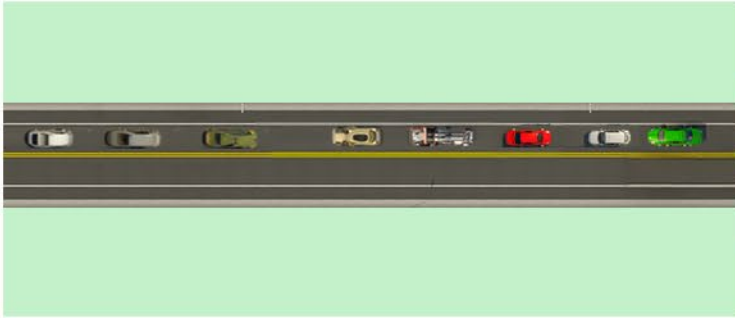
Merge

SAN BENANCIO RD INTERSECTION



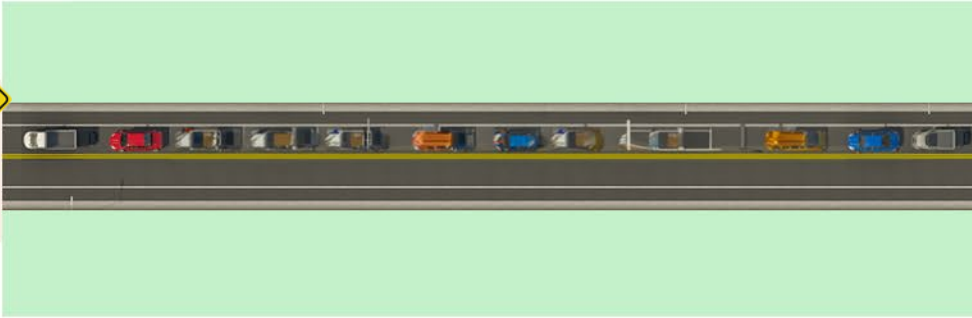
SAN BENANCIO RD INTERSECTION

1-Lane Hwy



Signal

1-Lane Hwy

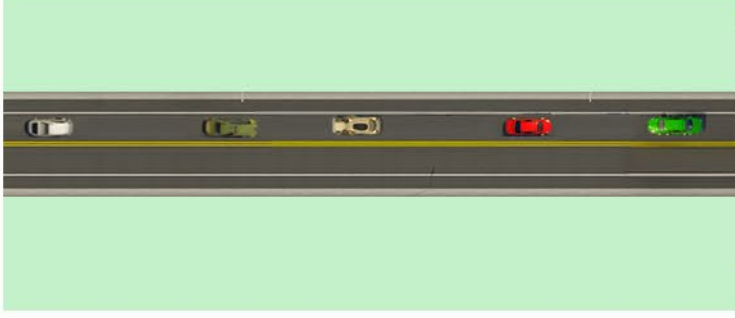


Merge

2-Lane Freeway

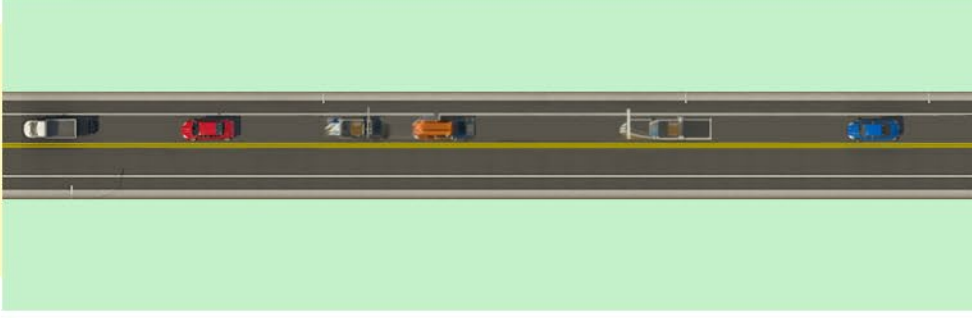


1-Lane Hwy



Hybrid Roundabout

1-Lane Hwy



Merge

2-Lane Freeway



SAN BENANCIO RD INTERSECTION

