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Subject: TAMC Board: Letter 26 Jan 2026
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To: Barry Jones barryjones2008@me.com



Dear TAMC Board Members

Congratulations on developing such an all embracing plan for the region. As some of you know, I'm a retired, Chartered Civil Engineer and Chartered Municipal Engineer from the UK and thus fully appreciate the huge amount of effort that is required to produce such a document.

I just want to point out how pleased I am that the enormous amount of work and activity that Dwight Stump and myself have indulged in over the past 2 1/2 years since our initial attendance at the 2024 SR68 public meetings , responding the Draft EIR and working to try and get yourselves TAMC, and Caltrans to consider AI Adaptive Traffic Signals to be installed, rather than go headlong into constructing 9 roundabouts in 8 miles along the corridor, appears not be paying off .

I'm particularly pleased to see that in several important sections of the RTP, our efforts have been rewarded by the inclusion of strong statements indicating that the adoption of AI traffic signals on SR 68 is an important step forward and the results of the Pilot program will be used..... " The Adaptive Signal Operations will become the baseline when evaluating future investments"..Pg 45.

I would note that on Pg 56 section "Roundabouts" , I was wondering where is the actual data , relating to SR 68 that supports the cost-effective strategy that is referred to in the paragraph relating the I-SOAP process.

Also, it is heartwarming to see that the AI Adaptive Pilot is an important positioning and inclusion as part of the IT statements for the whole County..as noted in page 91. Especially the commitment to "using the results as a baseline when making future decisions about proceeding with constructing roundabouts on the SR68 corridor"

As i have stated before to this Board, my concern is that we ensure that there is a fair and suitably long Pilot program carried out rather than just a couple of months, to get accurate data and results for real vehicle flows and congestion, ie.factual data , before spending any more money on detailed design, ROW etc. Indeed this should be considered before decisions are taken to commit to more expenditure for design,or grant applications for Phase 1. Seasonal variations, in addition to how the major events of Laguna Seca RaceWay affect the traffic flows are really important to capture. .

Also it appears that the safety figures for this section of the corridor of SR 68 are much lower than many other highways in the region and the State. Indeed, I believe they are lower than the State average and hence they will probably not be influential when applying for grants on the basis of safety reduction.... witness the information provided in the TAMC, regional Vision Zero action plan 2019 to 2023 map and related data Pg 77.

I would also note that the RTP does not highlight the huge pushback on the 9 roundabouts project and the support given by the public to pushing for the AI pilot, as they did not want to have 9 roundabouts and feel AI Adaptive should be tried before what will likely be over \$300 million is spent without any major road widening or indeed improvement and congestion.

As always, thank you to the Board members who listen to Dwight and myself's inputs and for the support you provided. I would note that since we started this in November 2024 they have been three series of changes of TAMC Board members and consequently a lot of the history has been lost. I feel it would be prudent for a comprehensive session to be provided to the board in the next few months of SR 68, resurrecting and updating some of the challenges and decisions that have been made.

Barry Jones

