

# Letter to TAMC Board Of Directors for 23 October 2024 Meeting

## Item 5 : State Route 68 Adaptive Signal Operations.

Dear Board Members

You will recall that at the April 2024 TAMC Board meeting, the Board unanimously agreed to recommend to Caltrans that they carry out a 9 intersection pilot project to implement Adaptive Signal operations along the whole corridor.

Following the resultant letter that was sent to Scott Eades, Caltrans Director, on 28 May 2024 by Todd Muck, a joint TAMC/Caltrans team was formed to pursue this recommendation.

You may also remember that at the June 2024 Board Meeting I outlined my concerns about feedback that I had received from TAMC staff saying "...if Caltrans say they will do a 9 intersection Pilot, we will recommend doing only 4" and consequently urged TAMC Board and Staff to get on the same page and push for the 9 intersection pilot as requested.

I am of course disappointed that Caltrans were unsuccessful in acquiring funding for a pilot, albeit just a 4 intersection one.

However I am very pleased to see that now TAMC staff are requesting Board approval to use \$300,000 Measure X funding for a 4 intersection AI Adaptive Signal project, but I do not understand why TAMC staff still are not progressing the TAMC Board's unanimous recommendation to pursue a 9 intersection pilot project.

Whilst it will be beneficial to have a 4 intersection pilot at the eastern end of 68; but clearly, if only four are installed, then the whole corridor will not be optimized and no actual up to date traffic flow data will be captured for the western 5 intersections. In addition, there will be no near term relief in the congestion that is continually getting worse at the the western end during both sets of peak periods.

I therefore hope that some Council Members/Representatives (particularly Smith, Donaldson, Sedoryk and Miller) would instigate a discussion/motion to increase

the scope of the Staff proposal to 9 intersections, in order to deliver near term congestion relief in their areas.

I am sure that you will all agree that to just approve a 4 intersection pilot with a view to reviewing results and then at a later date trying to secure an installation for the western 5 intersections, will likely delay any improvements to the western section for another 12 months or more.

I make the above points because the sooner we get the AI Adaptive Pilot Project implemented along the whole corridor, the sooner everyone will see traffic flow improvements, in addition to:

i) the capture of accurate data to create the best designs for the Phase 1 intersections

and ii) the ability to make optimum design decisions for the rest of the corridor.

The indications that I have from one of the potential vendors, is that the cost for a 9 intersection pilot would be in the order of \$425k, versus the \$300k that is being requested for the 4 intersection pilot at this meeting.

Please be sure to have a full and frank discussion at this meeting regarding implementing the 9 intersection pilot, as per your unanimous recommendation taken at the April 2024 Board meeting.

Once again, Thank you for your time and consideration

Barry Jones