

TAMC Board of Directors

Regarding False and Misleading Claims

Dear Board Members,

As Caltrans and TAMC staff currently reviews and answers the Public's questions and comments on the proposed roundabouts on Highway 68, the Board needs to prepare for giving their input to Caltrans and realize the **real facts** behind this Project. Since **2017**, the board has been basing their opinions and subsequent votes on information that has proven to be **false** and **misleading**. Now is the time to start correcting important misconceptions, and become prepared to give input to Caltrans on their upcoming decisions on this project.

The false and misleading information that was given to the board is as follows:

Emergency Response Times

The Board and the public were told by Caltrans and TAMC staff in their Project Fact Sheet, (**shown below**) that installing 9 roundabouts would "reduce emergency response times" when both the Monterey County Sheriff and the Monterey County Fire Chief have stated in letters to Caltrans (**attached**) that the roundabouts would actually **increase emergency response times**. The Fire Chief, David Sargenti, actually used real fire trucks to determine that each roundabout would add 32 seconds to their response or 5 minutes to the entire 8-mile section. He also expressed concerns in his letter of the negative impact the 9 roundabouts would have on emergency evacuation of the area.

Vehicle Emissions

The Board and the public were told that 9 roundabouts would "decrease greenhouse gas emissions" in the "Project Fact Sheet" when the roundabouts would actually **increase emissions** since Caltrans and TAMC staff failed to include in their calculations, the emissions that would be caused by forcing all 30,000 daily vehicles to slow to 15-20 mph and then accelerate back up to 55 mph 9 times in 8 miles, 24/7. TAMC staff are now aware of the studies that clearly show that emissions from accelerations are 5-10 times more than emissions from idling and by their own admission, the only emission reduction that was projected to happen was the 5 minutes less of idling during the 2 hours of the PM commute. That obviously does not come close to compensating for the **increased emissions** caused during the other 22 hours of the day.

Safety and Collisions

The Board was told that the 9 roundabouts were going to "reduce collisions rates" per the Project Fact Sheet when the data from Caltrans (**shown below**) obtained by a Public Record Request, showed that the recent collisions (65 collisions from 7/1/17-6/30/23) at the Pebble Beach/Holman Hwy roundabout are **almost twice the rate of similar intersections** in CA. Other data (**shown below**) also obtained from Caltrans in a Public Record Request showed that the 8 mile stretch of Hwy 68 addressed by this project is **below the collision rate average for CA since 2017** and that TAMC own collision data does not show a recent history of fatalities or serious injury collisions at any of the 9 intersections. Plus, there is also the potential for the 9 roundabouts actually increasing rear end collisions, which already comprise 70% of

the accidents on 68, by forcing all vehicles to slow to 15-20 mph or stop 9 times over 8 miles both day and night.

Roundabouts Costs

The Board was told in an April 26, 2017 power point presentation by TAMC staff (**shown below**) that the roundabouts would cost \$48.2 million for 11 roundabouts or **\$4.4 Million each**. Now, 9 roundabouts are projected to cost \$227 Million, according to the Project Fact Sheet, or **\$25.2 Million each** for a huge 473% **increase**. Plus, you well know that all constructions projects of this type go significantly over budget after being started.

Congestion Reduction

The Board was also told and the public led to believe, that the 9 roundabouts would significantly reduce the peak commute congestion along Hwy 68 with the Project Fact Sheet claiming they would “improve traffic flow” and “reduce congestion”. When the claims were actually quantified, TAMC’s own studies showed that **the 9 roundabouts would only reduce the 2 hours of PM peak commute by 5 minutes** and the AM peak commute by even less when it was described as a “marginal” improvement over doing nothing.

Wildlife Safety

The Board and the Public were also led to believe that the roundabouts project would actually “provide safe passage for wildlife” and “reduce vehicle collisions with animals” when in fact the Wildlife Crossings had nothing to do with the roundabouts and **could just as easily be installed with the existing intersections and highway structure**. While Caltrans and TAMC resisted for months in providing a separate cost for the crossings, even after admitting they could be installed separately, a Public Record Request (**attached**) revealed that the Wildlife crossings would cost a total of \$5-7 Million.

Omission of Other Alternatives

The biggest information that was omitted from all the presentations to the Board was the omission of **Artificial Intelligence (AI) based adaptive signal controls** as a viable alternative to address the congestion challenges on Hwy 68. The AI Signal controls were already being effectively used in the US in 2012, well before the 2017 promotion of roundabouts. This new technology provides significantly better congestion and emission reduction and does so at a fraction of the cost. (\$440,000 versus \$227 Million for roundabouts) They also can be installed in the existing intersection, using the same signal hardware and be up and running in a few months without disrupting traffic flow during the installation.

AI Signal Control Pilot Study

Caltrans engineers and TAMC staff, after discussion with members of the public, had a meeting with a major supplier of AI based Adaptive Signal Controls. Following that meeting, the engineers were impressed with the potential of the system and agreed to apply to Caltrans headquarters for doing a **pilot study to evaluate the performance of the AI Signals at 4 of the 9 intersections on Hwy 68**. That process is still underway.

Summary

I urge each member of the Board to **relook at the claims** that influenced past decisions and **compare those to currently revealed facts that refute them**. Ask TAMC staff directly about the claims and the newly revealed facts. I have given all this information to both Caltrans and TAMC staff and have not received any feedback or information that disputes or disproves my assertions. In fact, I usually get a reluctant agreement.

I further ask the Board to support Caltrans in doing the pilot study and to stop the well-intended but misguided proposal to install 9 roundabouts on Hwy 68. I truly believe the study will show AI Adaptive Signals will prove to be a much better option for the traveling public that uses 68 and a much better investment for the taxpayer funds. The Board can be the entity that applies today's technology both now and, in the future, since AI can adapt to real time traffic conditions.

I further encourage Board members to spend some time reviewing the details of what AI Signal Controls have done and can do for traffic challenges as compared to roundabouts by going to the website: 9roundabouts.com [Home - 9 Roundabouts versus Artificial Intelligence Traffic Signals](#)

Thank you,

Dwight Stump



Scenic State Route 68 PROJECT FACT SHEET

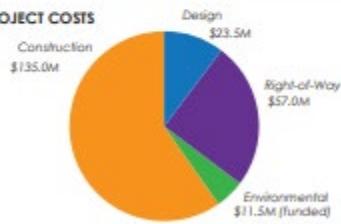


PROJECT SCOPE

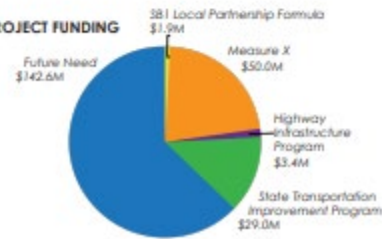
This project will improve safety for motorists and wildlife, and improve traffic flow along 7.8 miles of State Route 68 between Monterey and Salinas without adding road capacity. This will be accomplished by converting eight signalized intersections to roundabouts and constructing five wildlife crossings reflecting a balance between serving vehicle traffic and sustaining this environmentally sensitive area.

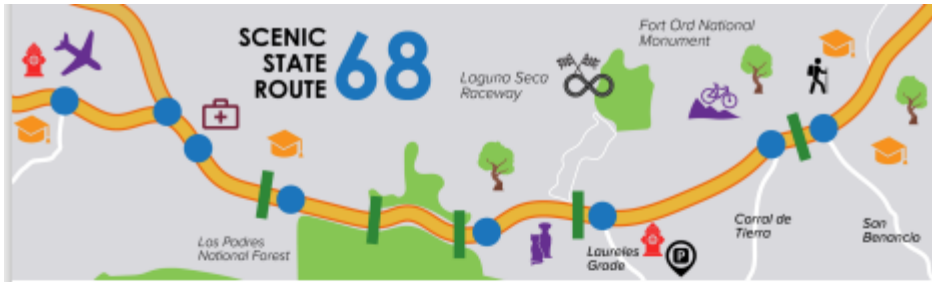


PROJECT COSTS









PROJECT FUNDING





STATE ROUTE 68 MONTEREY TO SALINAS

- | | |
|---|---|
|  Proposed Roundabout |  Monterey Regional Airport |
|  Proposed Wildlife Crossing |  Fire Station |
|  Schools |  Laguna Seca Raceway |
|  Parks & Hiking Trails |  SPCA for Monterey County |
|  Hiking Trails |  Health Care Providers |
|  Park & Ride Lot (on Laureles Grade) |  Mountain Bike Trail |

PROJECT BENEFITS

- Reduces collision rates by eliminating vehicle conflict points most associated with injuries and fatal collisions
- Provides safe passages for wildlife between the Fort Ord Monument and the Los Padres National Forest to reduce vehicle collisions with animals
- Improves traffic flow and makes travel time more predictable for 25,700 weekday vehicle trips
- Decreases greenhouse gas (GHG) emissions by eliminating unnecessary stops at intersections
- Reduces congestion while supporting the region's sustainability goals and maintaining consistency with the State's Climate Action Plan
- Facilitates Laguna Seca Racetrack's ability to relocate its main entrance to the proposed roundabout at the Laureles Grade intersection
- Improves access to Monterey Regional Airport's passenger terminal
- Reduces emergency response times

Corridor Concept 1

- Roundabout Corridor
 - Small Footprint
 - “New” capacity only at intersections
 - 11 Intersections to Roundabouts
 - Include Some Access Controls
- **\$48.2 Million**



**Traffic Accident Surveillance and Analysis System (TASAS)
Crash Data Analysis Form**

The data provided is protected by 23 U.S.C. § 407, and shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. By allowing the release of this information, the State of California, Department of Transportation does not waive any rights it has under 23 U.S.C. § 407.

MON 68 PM 5.215 to 13.33

Table 4.1A summarizes collision rates for both eastbound (E/B) and westbound (W/B) State Route (SR) 68 mainline from postmile (PM) 5.215 to 13.33. The Table B report(s) were generated on 8/28/2023 and data was obtained from the Traffic Accident Surveillance and Analysis System (TASAS). Collision rates provided below represent existing collision rates per million vehicle miles (MVM) for the most recent 120-month period from 1/1/2013 to 12/31/2022.

**TABLE 4.1A
TASAS Table B Collision Rates (1/1/2013 – 12/31/2022)**

PM	Description	No. of Collisions			Actual Collision Rate (per million vehicle miles)			Average Collision Rate (per million vehicle miles)		
		F	I	Tot ⁽¹⁾	F	F+I	Tot ⁽¹⁾	F	F+I	Tot ⁽¹⁾
5.215 To 13.33	1/1/2013 to 12/31/2013	1	35	105	0.015	0.54	1.59	0.015	0.41	0.94
5.215 To 13.33	1/1/2014 to 12/31/2014	1	43	91	0.015	0.67	1.38	0.015	0.41	0.94
5.215 To 13.33	1/1/2015 to 12/31/2015	0	41	90	0.000	0.60	1.33	0.015	0.41	0.95
5.215 To 13.33	1/1/2016 to 12/31/2016	0	43	93	0.000	0.63	1.37	0.015	0.41	0.95
5.215 To 13.33	1/1/2017 to 12/31/2017	2	29	84	0.027	0.42	1.14	0.015	0.42	0.97
5.215 To 13.33	1/1/2018 to 12/31/2018	0	35	79	0.000	0.43	0.97	0.016	0.44	1.00
5.215 To 13.33	1/1/2019 to 12/31/2019	0	41	76	0.000	0.52	0.97	0.016	0.43	0.99
5.215 To 13.33	1/1/2020 to 12/31/2020	0	20	40	0.000	0.27	0.54	0.015	0.42	0.97

5.215 To 13.33	1/1/2021 to 12/31/2021	0	24	58	0.000	0.32	0.77	0.015	0.43	0.98
5.215 To 13.33	1/1/2022 to 12/31/2022	1	25	60	0.013	0.34	0.79	0.015	0.43	0.98

⁽¹⁾ Total collisions shown include Property Damage Only (PDO)

Table 4.1A (TASAS Table B Collision Rates (1/1/2013 – 12/31/2022)) summarizes and compares the actual collision rates for the segment of US 68 from PM 5.215 to 13.33 to the average rates for similar facilities throughout the State. The total collision rates include all reported collisions: Fatal, Injury, and Property Damage.

Analysis of the TASAS Table B records shows a total of 776 collision(s) within the segment of US 68 from PM 5.215 to 13.33 during the study period above.

Analysis Conducted By:

Name Date

Protected by 23 U.S.C. § 407

**Traffic Accident Surveillance and Analysis System (TASAS)
Crash Data Analysis Form**

The data provided is protected by 23 U.S.C. § 407, and shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. By allowing the release of this information, the State of California, Department of Transportation does not waive any rights it has under 23 U.S.C. § 407.

MON 68 PM L4.209 at 17 Mile Drive/SR 1 SB Ramp

Table 4.1A provides a summary of collisions and collision rates for the intersection of State Route (SR) 68 and 17 Mile Drive/SR 1 SB Ramp located at postmile (PM) L4.209. This data was obtained from the Traffic Accident Surveillance and Analysis System (TASAS) and derived from the TASAS Table B Summary report(s) generated on 2/8/2024. TASAS Table B analyzes collision data within a 250-ft radius of the intersection and converts this data into collision rates per million vehicles (MV) for the most recent period from 1/1/2017 to 6/30/2023.

**TABLE 4.1A
TASAS Table B Collision Data (1/1/2017 – 6/30/2023)**

PM	Intersection Description	No. of Collisions			Actual Rate (Collisions per MV)			Average Rate (Collisions per MV)		
		F	I	Tot ⁽¹⁾	F	F+I	Tot ⁽¹⁾	F	F+I	Tot ⁽¹⁾
L4.209	MON 68 at 17 Mile Drive/SR 1 SB Ramp	0	7	65	0.000	0.11	0.98	0.012	0.11	0.59

⁽¹⁾ All reported collisions (Fatal, Injury, and PDO) were included in the values shown.

Table 4.1A (TASAS Table B Collision Data (1/1/2017 – 6/30/2023)) provides total values (Tot) which account for all reported collision types: Fatal (F), Injury (I), and Property Damage Only (PDO). Analysis of the TASAS Table B Summary report(s) showed a total of (65) collision(s) that occurred within the intersection of SR 68 at PM L4.209 during the study period summarized above.

Table 4.1A also compares the actual collision rates of the intersection of SR 68 at PM L4.209 to the average collision rates of other, similar facilities throughout the State. Analysis of the TASAS Table B Summary report(s) for this location shows a total rate of fatal plus injury related collisions that is equal to the average rate for similar facilities statewide, and a total rate of collisions that is above the average rate for similar facilities statewide.

Analysis Conducted By:

Name

Date