42nd Street and DeMers Avenue \ Signal Optimization Project Benefit Summary

	MOE	Daily Benefit (Weekday)				Annual Net Reduction[1]
		Before	After	Net Reduction	Percent Improvement	
User Costs[2]	Stops (no. of veh)	89,025	67,524	**21,501**	**24.2%**	**5,396,626**
	Delay (hr)	633	533	**101**	**15.9%**	**25,304**
	Fuel Consumption (gal)	3,177	2,935	**242**	**7.6%**	**60,704**
DeMers Avenue Travel Time[3]	Travel Time (min:sec) AM PEAK - Eastbound	4 : 36	4 : 10	0 : 26	**9%**	--
	Travel Time (min:sec) AM PEAK - Westbound	4 : 45	4 : 02	0 : 43	**15%**	--
	Travel Time (min:sec) PM PEAK - Eastbound	5 : 25	4 : 23	1 : 02	**19%**	--
	Travel Time[4] (min:sec) PM PEAK - Westbound	4 : 38	4 : 31	0 : 07	**2%**	--
42nd Street Travel Time[3]	Travel Time (min:sec) AM PEAK - Northbound	4 : 10	3 : 49	0 : 20	**8%**	--
	Travel Time (min:sec) AM PEAK - Southbound	4 : 19	3 : 37	0 : 42	**16%**	--
	Travel Time (min:sec) PM PEAK - Northbound	4 : 34	3 : 59	0 : 35	**13%**	--
	Travel Time (min:sec) PM PEAK - Southbound	4 : 29	3 : 46	0 : 43.1	**16%**	--
42nd Street and DeMers Avenue - Benefit to Cost Ratio						**22 : 1**

[1] Total weekday days (261) were reduced by 10 to account for Holidays. 251 total days included.

Saturday and Sundays were not included as part of the Benefit/Cost Analysis.

[2] Measures of effectiveness or MOE (Stops, Delay, Fuel Consumption and Dilemma Zone) measured using Synchro/SimTraffic Modeling Software.

[3] Travel time is field measured. Data collected in April, 2010 (Before) and November, 2010 (After)

[4] Once given green at Washington Street, westbound travel time improves by 12% from Washington Street to 42nd Street