

## Washington Street\ Signal Optimization Project Benefit Summary

	MOE	Daily Benefit (Weekday)				Annual Net Reduction <sup>1</sup>
		Before	After	Net Reduction	Percent Improvement	
<b>User Costs<sup>2</sup></b>	<b>Stops (no. of veh)</b>	164,036	143,415	<b>20,622</b>	<b>12.6%</b>	<b>5,175,997</b>
	<b>Delay (hr)</b>	1,964	1,790	<b>174</b>	<b>8.9%</b>	<b>43,794</b>
	<b>Fuel Consumption (gal)</b>	5,069	4,855	<b>214</b>	<b>4.2%</b>	<b>53,676</b>
<b>Travel Time<sup>3</sup></b>	<b>Travel Time (min:sec)</b> <b>AM PEAK - Northbound</b>	7 : 33	5 : 54	1 : 39	<b>22%</b>	--
	<b>Travel Time (min:sec)</b> <b>AM PEAK - Southbound</b>	5 : 44	5 : 23	0 : 21	<b>6%</b>	--
	<b>Travel Time (min:sec)</b> <b>PM PEAK - Northbound</b>	8 : 42	6 : 28	2 : 14	<b>26%</b>	--
	<b>Travel Time (min:sec)</b> <b>PM PEAK - Southbound</b>	7 : 20	5 : 58	1 : 22.4	<b>19%</b>	--
	<b>Washington Street - Benefit to Cost Ratio</b>					

<sup>1</sup> 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.

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

<sup>3</sup> Travel time is field measured. Data collected in September, 2009 (Before) and November/December, 2010 (After)