

# MOUNTAIN-PLAINS CONSORTIUM

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## 400 South Corridor Assessment



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# 400 SOUTH CORRIDOR ASSESSMENT

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## **ABSTRACT**

Local transportation agencies in the Salt Lake City (SLC) Metropolitan Area spent more than a decade working toward building a sustainable regional transportation system. Light Rail Transit (LRT) is an integral part of that system. Currently, three LRT lines operate along the Wasatch Front area. A new line between the SLC International Airport and the University of Utah area currently is under consideration. Due to implementation of an additional LRT line, it is anticipated that an expected increase in frequency of LRT trains will worsen traffic and transit performance of a large and complex multi modal network. The goal of this research is to estimate and analyze the impact of LRT Transit Signal Priority (TSP) on other modes of transportation and the performance of a transportation network using microsimulation environment. The most prominent feature of the analyzed traffic network is a diverse signal timing environment with predictive priority for LRT. Successful integration of VISSIM simulation software and Siemens NextPhase virtual controller enabled realistic representation of real-time predictive priority settings, which allowed for a comprehensive analysis of traffic and transit performance measures on different levels. Results showed the most severe impacts occurred at intersections in the downtown area where multiple LRT lines intersected. However, certain areas for improvement were identified. Proposed procedures and their effectiveness were demonstrated toward reducing adverse effects of LRT expansion, which would validate potential implementation of the proposed strategies in the field.

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## EXECUTIVE SUMMARY

The goal of the 400 South Corridor Assessment study is to evaluate current and future traffic and transit performance along the new light rail line corridors and at major intersections in Salt Lake City's downtown and University of Utah areas. The field of study consists of downtown LRT network along Main Street, South Temple and 400 West, corridors along 400 South. and 500 South. from downtown to University of Utah Campus area, and South Campus Drive/Mario Capecchi corridor from 1300 East to the University Hospital area. Currently, three Light Rail Transit (LRT) lines operate in the area: the Red line that goes along the south section of Main Street through 400 South and 500 South to the University of Utah Campus area, and Blue and Green lines, that go along Main Street, South Temple and 400 West. An additional line (Black line) will be introduced as a connection between the Salt Lake International Airport and the University area, through the downtown area and along the 400 South and 500 South corridors. This will increase the frequency of LRT trains in the area, with possible impacts on traffic and transit operations. This study estimated impacts of the additional line and the priority provided to light rail through traffic microsimulation.

The introduction of the additional LRT line within the analyzed network does not have significant impacts on traffic and transit operations. The highest impacts are experienced at intersections closed to the Downtown area, mainly 400 South at State Street, and 400 South. at Main Street, at intersections in the University area, including South Campus at Mario Capecchi and Wasatch Drive to Mario Capecchi, and intersection of N. Temple at 400 West in downtown. Some impacts also were observed on vehicular and transit travel times along certain sections. The study looked at potential places where certain improvements could be implemented to minimize these impacts. After a detailed analysis, three improvement strategies were recommended to be considered for implementation. The first is to change the phase sequence at 400 South at the Main Street intersection, so the LRT movements are served in conjunction with vehicular through movements, and to perform signal parameter optimization. This is possible because of the specific intersection geometry, with the LRT tracks located in the middle of the crossing streets, and is beneficial from the operational standpoint. Justification for the new phasing sequence is the fact that the left turns at this intersection are light. They unnecessarily take green time from other phases when operating simultaneously with LRT movements. This strategy also can have additional benefits for pedestrian traffic, and provide new possibilities to coordinate this intersection with those adjacent to it. The second recommendation is to modify preemption settings for the intersection of North Temple at 400 West. Currently, this intersection is coordinated in the NB/SB through directions. After the preemption is served the phasing returns to these phases, no matter when within the cycle the preemption was active. This increases delays for side street and left turn movements, and for pedestrians. This increase will be significant after introduction of the new line. Recommended changes include transition to free running operations, and modifying text phases so the next phases within the sequence will be served after the preemption call. One justification for this is that the current cycle length at this intersection is 120 seconds. With the new LRT line, the frequency of trains in both directions will increase to 16 per hour, which means that the preemption will be called about every four minutes or almost every second cycle. Because of that, the controller will spend significant time in transition and recovery from preemption, which can lower effectiveness of traffic operations. Going into the free mode and modifying exit phases eliminates the need for transition, making the recovery faster. Results show these benefits for side streets, left turns and pedestrians. The third recommendation is to optimize signal timing parameters for intersections of South Campus and Mario Capecchi, and Mario Capecchi and Wasatch Drive based on the field data. Results have shown complete elimination of negative travel time and delay impacts for both private and TRAX vehicles in the University area if these measures are taken. Also, based on results for alternative intersection configuration, it may be beneficial to remove shared lane sites at intersections of 400 South with State Street and 700 East, since these left turns do not operate in the optimal way. Currently, drivers are hesitant to use the shared lane. Close to 70% are using the non-

shared left turn lane, causing low utilization for left turns. Removal of the shared lanes and optimization of signal timings significantly helps LRT and helps reduce impacts for vehicular traffic.

# 1. INTRODUCTION

Light Rail Transit (LRT) was developed from other rail transit modes in the 1950s. It was introduced as a separate rail transit mode in North America in 1972. The Transportation Research Board (TRB) Committee on LRT defines LRT as a metropolitan electric railway system, which can operate single cars or short trains along exclusive rights-of-way (ROW) at ground level, on aerial structures, in subways or in streets, and it can board and discharge passengers at track- or car-floor level (1). The major characteristics of LRT are that it uses electrically-powered, high-capacity, quiet vehicles with high riding quality, good acceleration/deceleration, and ability to cruise at high speeds. LRT vehicles (LRV) usually operate in one-car to four-car trains on predominantly separated ROW (2). LRT can use many types of alignment on the same line, such as tunnels, medians, parks, pedestrian zones, etc. LRT usually operates in ROW category B, which is semi-exclusive and operates at street grade with different separations and protections of the LRT ROW, but can sometimes operate in ROW category A (exclusive, fully grade-separated), or category C (non-exclusive, mixed traffic operations) (2, 3). Operating LRT in semi-exclusive or non-exclusive ROW can cause some safety problems, mainly caused by turning vehicles, pedestrians at LRT/pedestrian malls, and/or complex intersection geometry. To overcome some of these problems, it is necessary to follow planning principles and guidelines for LRT, such as (3):

- Respect existing urban environment.
- Comply with motorists, pedestrians and LRV operator expectancy.
- Simplify decisions and minimize road-user confusion.
- Clearly transmit the level of risk associated with environment.
- Provide recovery opportunities for errant pedestrians and motorists.

Major characteristics of transportation technology, specifically designed for rapid transit modes (where LRT belongs), and which should be followed during design/implementation are as follows (4):

- operates in a reserved guideway, at-grade crossings, sometimes shared with other vehicles
- widely spread stations
- vehicle floors level with station platforms
- off-vehicle fare collection
- multiple doors, combined entry/exit
- transit Signal Priority (TSP)/Preemption
- speeds competitive to cars
- provides enough capacity

To make LRT faster, more reliable and competitive, and to resolve some safety problems, it is necessary to provide certain priority or preemption to LRVs. Depending on specific location, traffic operations and safety requirements, either preemption or TSP for LRT are implemented (of course, there are situations when none of these techniques are used). TSP is an operational strategy that facilitates the movement of in-service transit vehicles through traffic-signal controlled intersections. It makes transit faster, more reliable and more cost-effective (5). Expected benefits of TSP vary depending on the application, but include improved schedule adherence and reliability, and reduced travel time for transit, which leads to increased transit quality of service. Potential negative impacts consist primarily of delays to non-priority traffic, and these delays depend on implemented levels of priority and selected strategies.

A transit agency has two objectives for using TSP: improve service and decrease costs. Through customer service enhancements, the transit agency could ultimately attract more customers. Fewer stops also mean reductions in drivers' workload, travel time, fuel consumption, vehicle emissions, and maintenance costs. Greater fuel economy and reduced maintenance costs can increase the efficiency of transit operations. TSP also can help reduce transit operation costs, as reductions in transit vehicle travel times may allow a given level of service to be offered with fewer transit vehicles. Reductions in bus

running time and number of stops may lower vehicle wear and tear, and consequently lead to deferred vehicle maintenance and new vehicle purchases (6). Local transportation agencies can benefit from TSP strategies when improved transit service encourages more auto users to switch to public transportation. Finally, reduced demand for personal car travel can help improve roadway service level.

TSP can be implemented in different ways, in forms of passive, active, and adaptive TSP (5). Passive TSP is the simplest type of TSP. It does not require hardware or software installation, but the priority operates continuously, based on knowledge of transit route and ridership patterns, and does not require a transit detection or priority request. This can be an efficient form of TSP when transit operations are predictable. A simple passive priority strategy is establishing signal progression for transit, where the signal timings plan takes into account transit operational characteristics such as the average dwell time at transit stops, or considering that dwell times are highly variable, use as low a cycle length as possible. Sometimes, a simple retiming of signal plans to improve progression along a corridor can be beneficial for transit vehicles too.

Active priority strategies provide priority treatment to a specific transit vehicle following detection and subsequent priority request activation. Different types of active priority strategies may be used in the specific traffic control environment. A green extension strategy extends the green time for TSP movement when a TSP-equipped vehicle is approaching. This strategy only applies when the signal is green for the approaching transit vehicle. It is one of the most effective forms of TSP, since a green extension does not require additional clearance intervals, yet allows a transit vehicle to be served and significantly reduces the delay to that vehicle relative to waiting for an early green or special transit phase. An early green strategy, also known as red truncation, shortens the green time of preceding phases to expedite the return to green for movement where a TSP-equipped vehicle has been detected. This strategy only applies when the signal is red for the approaching transit vehicle. Usually, green extension and early green strategies are implemented simultaneously within TSP enhanced control environments, and the controller uses one of them, depending on the situation. Some other active TSP strategies include: actuated transit phases, where a specific phase, usually a left turn phase, is displayed only when a transit vehicle is detected; phase insertion, where a special priority phase is inserted in the normal signal sequence when a transit vehicle is detected and a call for priority is placed; phase rotation, where a normal sequence of signal phases is rotated when a priority call is placed, in order to serve the priority phase first. Any, or a combination, of active priority strategies can be used depending on the specific situation and traffic and transit operations. TSP strategies used with LRT usually belong to the active TSP strategies.

Adaptive TSP is the most comprehensive strategy that takes into consideration the trade-offs between transit and traffic delay and allows graceful adjustments of signal timing by adapting movement of the transit vehicle and the prevailing traffic condition. It also can consider other inputs, such as whether the transit vehicle is running on time or it is late, headway between two successive transit vehicles, and the number of passengers on board, etc.

The first studies on TSP in the United States were conducted by Ludwick in 1975, in Washington D.C. (7). Successful TSP systems in the United States were implemented by the end of the 1990s and after the year 2000, with development of new technologies, such as Automatic Vehicle Location (AVL), Automatic Vehicle Identification (AVI), Global Positioning Systems (GPS), systems for communication between buses and controllers.

A TSP implementation is not a straight forward process. Each TSP deployment likely faces problems, which depend on the actual traffic and transit system. Factors that affect TSP implementation are in two major categories: traffic related factors and transit related factors (8, 9).

Traffic related factors are:

- 1) Roadway geometry
  - directly dictates the capability of the system and types of possible operations
  - is impacted by the surrounding land development
  - can dictate the implementation of ITS technology (e.g. detection technologies)
- 2) Traffic volumes
  - can be highly variable in time for each given intersection
  - can impact TSP operations if traffic volume is high during peak periods
  - must also consider the direction of peak period traffic
- 3) Traffic signal systems
  - used as an operating factor, can govern the extent to which the TSP system can be achieved
  - capability of the signal control hardware and software can be a limitation factor in the deployment of designed TSP strategies
- 4) Pedestrians
  - clearance at the intersection can limit the time available for TSP
  - heavy flows can limit a TSP implementation
- 5) Adjacent intersection operations
  - are important for understanding progression of transit vehicles
  - can be a significant problem in closely spaced intersections

Transit related factors are:

- 1) Type of transit systems
  - Different forms of TSP can be implemented for heavy rail, light rail, streetcars, and bus transit systems.
  - Generally, it is easier to implement TSP for rail-based systems, mainly because of the exclusive rights of way.
  - For bus transit, the type of bus service can have effects on TSP implementation and benefits (e.g. BRT, express buses, local buses etc.).
- 2) Transit stops
  - Location of transit stops with respect to signalized intersections can impact the effectiveness of TSP.
  - Nearside bus stops are more complex from the transit vehicle detection standpoint, and they can reduce the effectiveness of TSP.
  - Farside bus stops are more compatible with priority systems.

Another important part of a TSP system is detection technology (9), which must detect a transit vehicle and transfer information to the traffic controller in time to influence the priority settings. The information carriers can be different, such as light, sound, laser beams, radio frequencies, and others. The most widely used are Dedicated Short Range Communication (DSRC) technologies. GPS also can be effective for this purpose, and can provide quality data about transit operations.

The effects of TSP are proven in the field and documented in numerous studies. They include reductions in transit travel times, vehicle delays and person delays, increased reliability and on-time performance, reductions in fuel consumption and emissions, and other benefits (5 – 9).

Providing priority for LRVs usually is a more complex process than for bus priority, especially considering safety at intersections. That is why a new approach, called predictive priority concept, is emerging when priority for LRT is provided. The predictive priority concept utilizes TSP strategies and communications among intersections (10). The major goals of this concept are to:

- provide additional service phase opportunities within the existing intersection signal phasing to serve LRVs, and communicate between intersections along the route to provide predictive information about approaching trains
- allow for intersections to prepare for the train without causing additional delay to vehicle or pedestrian traffic, and serve the train quickly, maintaining coordinated signal operation

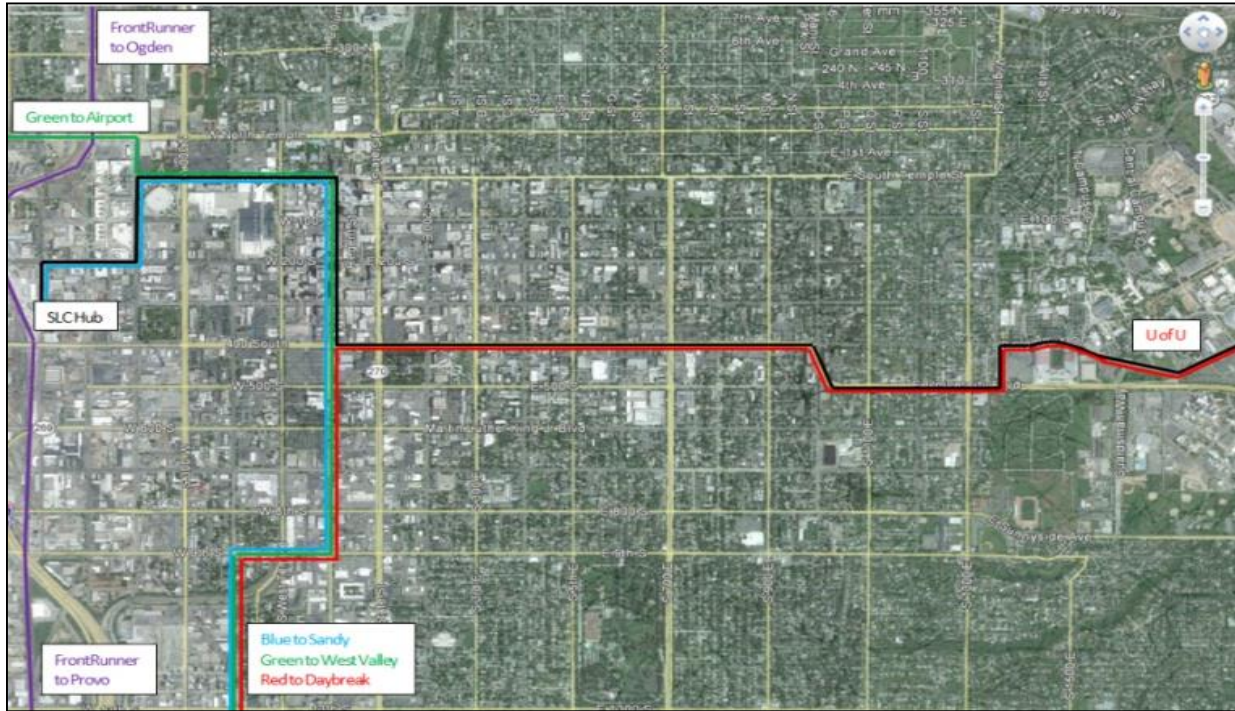
Traffic simulation is a powerful tool for analyzing different aspects of traffic operations. However, modeling LRT operations, especially when integrated with certain priority strategies, can be a challenging task. This is partially due to software capability to simulate transit operations and simulation of complex signal operations. Successful integration of VISSIM simulation software and Siemens NextPhase virtual controller is used to simulate predictive priority for a LRT line in Houston, Texas (10). This study showed benefits of the predictive priority and justified its implementation in the field. A different study used VISSIM simulation software and a custom-made signal control code (through Vehicle Actuation Program – VAP interface) to analyze a proposed LRT line in the city of Nottingham, UK, which would combine LRT priority with adaptive traffic control (11). The experiences from these two studies prove that the newly developed traffic simulation technology can be used to analyze complex traffic and transit operations in a simulation environment.

The goal of Phase 2 of the 400 South Corridor Assessment study is to evaluate traffic and transit performance along the new LRT line corridor and at major. The field of study consists of downtown network along Main street and South and North Temple streets, corridors along 400 South and 500 South from downtown to University of Utah Campus area, and South Campus Drive/Mario Capecchi corridor from 1300 East to University Hospital area. Currently, there are three LRT lines that operate in this area: Red line that goes along the south section of Main Street through 400 South and 500 South to the University of Utah Campus area, and Blue and Green lines, that go along Main Street. An additional line (Black line) is planned to be introduced as a connection between the Salt Lake International Airport and the University area, through the downtown area and along the 400 South and 500 South corridors. This will increase the frequency of LRT trains in the area, with possible impacts on traffic and transit operations. Phase 2 of this study estimates these impacts through traffic microsimulation.

The report is organized as follows: Section 2 describes the project corridor; Section 3 gives a short summary of the previous priority on vs. priority off analysis for the 400 South LRT corridor; Section 4 describes the data collection processes and gives basic traffic and transit inputs; Section 5 describes the existing train priority strategies and basic functional aspects; Section 6 describes the modeling methodology for the developed VISSIM models; Section 7 provides major results and findings obtained through the microsimulation; Section 8 discusses the given results and proposes certain recommendations; and Section 9 provides major conclusions of the study.

## 2. PROJECT DESCRIPTION

The current UTA's LRT system (called TRAX) consists of three LRT lines: Red line (University of Utah – Daybreak), Green line (SLC – West Valley City) and Blue line (SLC – Sandy). The lines operate on 15-minute headways Monday through Friday, and 20-minute headways on Saturdays and Sundays. Future TRAX expansion plans include an introduction of the Black line, which will connect the University of Utah campus with the SLC International Airport. This line will operate on the same schedule as the other lines, and will traverse Downtown SLC. The map of the current and future LRT lines in the vicinity of Downtown SLC is shown in Figure 2.1.



**Figure 2.1** Current and Planned TRAX Lines

This study analyzes traffic and transit operations of Salt Lake City Downtown network, 400 South and 500 South corridors, and the University of Utah Campus area, where the Black line will be introduced in the near future. The downtown network includes a 0.8 miles stretch along the Main street from 500 South to South Temple street, and 1.4 miles of road along South Temple and 400 West to the North Temple bridge. The 400 South-500 South corridor is 2.5 miles long, with 12 signalized intersections between 1300 East and Main Street. A 1.9 mile segment from 1300 East along South Campus Drive and Mario Capecchi Drive to the University Hospital in the upper University Campus area, where Red line currently runs, also is included in the analysis. The most affected intersection is 400 South and Main Street where the three lines intersect. The future Black line will be the fourth LRT line to traverse this intersection. The 400 South corridor is one of the busiest traffic corridors in this part of the Salt Lake County, carrying more than 26,000 vehicles per day on certain segments, and crossing some of the major north-south arterials, such as 700 East and State Street. This project analyzes existing traffic and transit conditions, effects of new LRT inclusion, and possible enhancements that could be achieved through a variety of predictive TSP strategies along the corridors.

### 3. PRIORITY ON VS. PRIORITY OFF ANALYSIS

In 2010, the research team performed an assessment of LRT priority impacts along the 400 South corridor between 1300 East and Main Street. A microsimulation scenario where the LRT priority was enabled was compared to a scenario where the priority was disabled. The objective was to quantify impacts of transit priority on vehicular traffic and LRT. The main parameters used in this assessment were vehicular and TRAX travel times along the corridor and intersection MOEs. Table 3.1 summarizes results for vehicular travel times on segments along the corridor, while TRAX travel times are shown in Table 3.2. The segment travel times are given in seconds.

**Table 3.1** Vehicular Travel Time Comparison (s)

EB Segment	Priority	No Priority
Main St. - State St.	58.2	57.2
State St. - 200 E	32.1	30.7
200 E - 300 E	48.3	48.1
300 E - 400 E	23.9	25.2
400 E - 500 E	37.0	37.1
500 E - 600 E	29.2	27.6
600 E - 700 E	66.5	71.7
700 E - 800 E	25.4	25.9
800 E - 900 E	38.2	40.9
900 E - 1100 E	65.3	65.7
1100 E - 1300 E	76.8	74.3
<b>Total</b>	<b>500.9</b>	<b>504.4</b>

WB Segment	Priority	No Priority
1300 E - 1100 E	40.9	43.9
1100 E - 900 E	64.3	63.9
900 E - 800 E	37.2	36.0
800 E - 700 E	49.4	49.1
700 E - 600 E	33.5	33.5
600 E - 500 E	48.5	50.2
500 E - 400 E	35.4	35.7
400 E - 300 E	46.5	49.3
300 E - 200 E	39.9	36.6
200 E - State St.	62.7	58.4
<b>Total</b>	<b>458.4</b>	<b>456.6</b>



**Table 3.2** TRAX Travel Time Comparison (s)

EB Segment	Priority	No Priority
Main St. - State St.	51.2	64.0
State St. - 200 E	29.9	41.8
200 E - 300 E	74.6	95.7
300 E - 400 E	20.2	28.4
400 E - 500 E	22.2	40.2
500 E - 600 E	26.1	33.9
600 E - 700 E	113.8	114.1
700 E - 800 E	22.5	32.3
800 E - 900 E	82.7	97.5
900 E - 1100 E	55.3	68.1
1100 E - 1300 E	74.1	126.5
<b>Total</b>	<b>572.6</b>	<b>742.5</b>

WB Segment	Priority	No Priority
1300 E - 1100 E	48.9	71.3
1100 E - 900 E	62.6	81.5
900 E - 800 E	73.5	91.3
800 E - 700 E	84.6	85.5
700 E - 600 E	75.6	98.3
600 E - 500 E	21.5	22.0
500 E - 400 E	21.9	31.2
400 E - 300 E	27.4	39.7
300 E - 200 E	91.2	113.6
200 E - State St.	72.4	51.4
<b>Total</b>	<b>579.6</b>	<b>685.7</b>

Vehicular travel time results show that the LRT priority has no impact on vehicular traffic along the corridor from the travel time perspective. A two-tail T test for paired samples was used, with 95% confidence interval, which showed no statistically significant difference in travel times between the priority and no priority scenarios. The T test values were 0.64 and 0.83 for travel times in the EB and WB directions respectively. This addresses a common concern that transit priority strategies bring significant interruption to coordinated operations for vehicular traffic along the main corridor.

Conversely, the priority had significant impacts on TRAX travel times. The T test values of 0.003 and 0.04 in the EB and WB directions respectively showed a statistically significant difference between the two travel time data sets. Results showed that the priority reduces TRAX travel times by 2.8 minutes (23%) in the EB, and 1.8 minutes (16%) in the WB direction. Furthermore, TRAX travel time reliability and headway adherence were improved with the implemented priority in both directions.

The main intersection MOEs, consisting of average vehicle delays and LOS, were recorded for each individual movement at each intersection, as well as the average values on the intersection level. Table 3.3 shows a comparison of average intersection vehicle delays (for cars, TRAX and total), and the corresponding LOS.

**Table 3.3** Average Intersection Delays and Level of Service

Intersection	Mode	Priority		No Priority	
		Delay (s)	LOS	Delay (s)	LOS
State St.	Car	39.1	D	34.6	C
	LRT	37.0	D	36.1	D
	All	38.8	D	34.8	C
200 E	Car	30.8	C	27.4	C
	LRT	16.5	B	36.9	D
	All	28.6	C	28.8	C
300 E	Car	39.0	D	36.8	D
	LRT	14.5	B	31.8	C
	All	35.5	D	36.1	D
400 E	Car	14.1	B	13.7	B
	LRT	4.2	A	11.3	B
	All	12.7	B	13.3	B
500 E	Car	39.4	D	38.6	D
	LRT	2.2	A	11.3	B
	All	34.1	C	34.7	C
600 E	Car	22.6	C	20.4	C
	LRT	12.2	B	22.8	C
	All	21.0	C	20.8	C
700 E	Car	35.1	D	36.9	D
	LRT	63.1	E	56.6	E
	All	39.1	D	39.7	D
800 E	Car	25.1	C	21.9	C
	LRT	11.8	B	25.1	C
	All	23.2	C	22.4	C
900 E	Car	28.3	C	26.5	C
	LRT	12.1	B	25.6	C
	All	25.8	C	26.4	C
1100 E	Car	26.1	C	24.8	C
	LRT	5.8	A	23.0	C
	All	23.0	C	24.5	C
1300 E	Car	41.3	D	41.6	D
	LRT	36.3	D	88.5	F
	All	40.6	D	48.3	D

From the vehicular traffic standpoint, the LRT priority has neutral to minimal impacts on vehicle delays and LOS. On average, the priority increases vehicular delays by about 5% at all intersections. Vehicular LOS does not change, except at the intersection of State Street and 400 South, however, the LRT priority significantly reduced TRAX intersection delays. The results show more than 70% decrease in TRAX delays, on average, for all intersections, t. The TRAX LOS also is significantly improved at all intersections, except 700 East, where only minimal priority strategies are implemented, and State Street, where the shared lanes interfere with the priority.

All analyzed results between priority on and priority off scenarios show that priority has significant improvements on TRAX and its riders, with minimal to no impacts on vehicular traffic. These results, in addition to evidence from the previous research efforts, justify implementation of the LRT priority.

## 4. DATA COLLECTION

Data collection efforts for this project included travel time measurements, traffic counts, transit ridership, and traffic signal timing data. Data were collected over several time periods during fall 2012, and spring and fall 2013, or obtained from adequate sources. Collected data were used to build the microsimulation models, and for calibration and validation of these models. The following sections describe how each set of data was obtained and utilized in the modeling process.

### 4.1 Travel Time Measurements

Travel times for vehicular traffic were measured using the floating car technique and GPS technology along 400 South and 500 South corridors from Salt Lake downtown to University area, including the two areas where LRT operates. Travel time data were collected over a two-day period in early November 2012 and over a two-week period in late September 2013 from 4 - 6:00 p.m., the peak time. One data set was obtained for the eastbound and westbound traffic along 400 South and 500 South corridors, between 1300 East and 200 West. The second data set was obtained for the southbound and northbound traffic along the Main Street corridor between South Temple and 500 South, then along South Temple from Main Street to 400 West, and along 400 West from South Temple to North Temple. The third data set is collected for the eastbound and westbound traffic along South Campus Drive between the University Street and Mario Capecchi, and for southbound and northbound traffic along Mario Capecchi from South Campus Drive to the University Hospital. The format of the measured travel time data is given in Table 4.1. UTA provided TRAX travel time data collected through GPS in December 2012. Data used in the study was extracted for mid-week p.m. traffic (Tuesday through Thursday) over a three-week period. The format of these data is shown in Table 4.2. The travel time data are used to create, calibrate, and validate the VISSIM simulation model.

Travel time measurements also were used to calculate travel speed along segments and determine the Level of Service (LOS) for vehicular traffic. According to the Highway Capacity Manual (HCM) (12), LOS on urban street segments is based on the travel speed for through vehicles, base free-flow speed and the volume-to-capacity ratio for through movement at the downstream boundary intersection. The speed limit is used as the base free flow speed, which is 35 mph along Mario Capecchi and 400 South/500 South corridors, 25 mph along South Campus and 400 West, and 20 mph along Main Street and South Temple corridors. Calculated travel speed and LOS is given in Table 4.3.

**Table 4.1** Format of GPS vehicular data

Run	Date	Time	Speed	Latitude	Longitude	HDOP	Quality	Sat Used
2	11/6/2012	16:16:23	9.5	40.767098	-111.8911	0.9	1	9
2	11/6/2012	16:16:24	12.0	40.767045	-111.8911	0.9	1	10
2	11/6/2012	16:16:25	13.8	40.766985	-111.8911	0.9	1	10
2	11/6/2012	16:16:26	16.0	40.766922	-111.8911	0.9	1	10
2	11/6/2012	16:16:27	17.6	40.766855	-111.8911	0.9	1	10
2	11/6/2012	16:16:28	18.5	40.766787	-111.8911	0.9	1	10
2	11/6/2012	16:16:29	19.1	40.766715	-111.8910	0.9	1	9
2	11/6/2012	16:16:30	19.6	40.76664	-111.8910	0.9	1	9
2	11/6/2012	16:16:31	19.9	40.766558	-111.8910	0.9	1	10
2	11/6/2012	16:16:32	20.4	40.766482	-111.8910	0.9	1	10
2	11/6/2012	16:16:33	20.4	40.766405	-111.8910	1.0	1	9
2	11/6/2012	16:16:34	20.7	40.766325	-111.8910	1.0	1	9
...	...	...	...	...	...	...	...	...

**Table 4.2** Format of UTA TRAX GPS data

Day	Line No	Direction	Vehicle No	Stop Index	Stop Name	Stop Type	Arrival Time	Departure Time	Longitude	Latitude
4/2012	703	Southbound	1101	3	STADIUM	0	15:37:51	15:38:38	-111.85228	40.75993
4/2012	703	Southbound	1101	4	900EAST	0	15:41:40	15:42:04	-111.86591	40.76071
4/2012	703	Southbound	1101	5	TROLLEY	0	15:44:29	15:45:17	-111.87274	40.76074
4/2012	703	Southbound	1101	6	LIBRARY	0	15:47:18	15:49:14	-111.88417	40.76071
4/2012	703	Southbound	1101	7	CORTHOUS	0	15:50:48	15:51:37	-111.89118	40.75941
4/2012	703	Northbound	1101	17	CORTHOUS	0	17:28:10	17:31:28	-111.89108	40.75962
4/2012	703	Northbound	1101	18	LIBRARY	0	17:33:12	17:35:07	-111.88414	40.76063
4/2012	703	Northbound	1101	19	TROLLEY	0	17:36:36	17:37:49	-111.87274	40.76062
...	...	...	...	...	...	...	...	...	...	...

**Table 4.3** Vehicular Travel Time, Travel Speed, and Level of Service

Corridor	Segment	Avg TT (s)	Speed (mph)	LOS
NB Capecchi	S Campus - Hospital	75	28.9	B
	<b>Total NB Capecchi</b>	<b>75</b>	<b>28.9</b>	<b>B</b>
SB Capecchi	Hospital - Wasatch	59	21.3	C
	Wasatch - S Campus	85	10.8	E
	<b>Total SB Capecchi</b>	<b>144</b>	<b>15.1</b>	<b>D</b>
EASTBOUND 400 - 500 S	W Temple - Main	35	15.1	D
	Main - State	62	8.9	F
	State - 200 E	18	29.4	B
	200 E - 300 E	17	31.5	A
	300 E - 400 E	21	25.6	B
	400 E - 500 E	27	20.0	C
	500 E - 600 E	20	27.3	B
	600 E - 700 E	74	7.4	F
	700 E - 800 E	17	31.3	A
	800 E - 900 E	48	11.2	E
	900 E - 1100 E	49	29.5	B
	1100 E - 1300 E	79	13.7	E
	<b>Total EB 400 - 500 S</b>	<b>468</b>	<b>16.9</b>	<b>D</b>
WESTBOUND 400 - 500 S	1300 E - 1100 E	43	25.2	B
	1100 E - 900 E	54	26.5	B
	900 E - 800 E	24	22.6	C
	800 E - 700 E	70	7.7	F
	700 E - 600 E	24	22.5	C
	600 E - 500 E	31	17.5	D
	500 E - 400 E	32	17.1	D
	400 E - 300 E	48	11.3	E
	300 E - 200 E	41	13.2	E
	200 E - State	77	7.0	F
	State - Main	52	10.7	E
	Main - W Temple	30	17.8	C
	<b>Total WB 400 - 500 S</b>	<b>524</b>	<b>15.1</b>	<b>D</b>
NB Main	500 S - 400 S	56	9.7	D
	400 S - 300 S	73	7.5	E
	300 S - 200 S	113	4.8	F
	200 S - 100 S	50	10.9	C
	100 S - S Temple	119	4.6	F
<b>Total NB Main</b>	<b>411</b>	<b>6.6</b>	<b>E</b>	
SB Main	S Temple - 100 S	58	9.5	D
	100 S - 200 S	84	6.5	E
	200 S - 300 S	89	6.1	E
	300 S - 400 S	84	6.5	E
	400 S - 500 S	68	8.0	E
<b>Total SB Main</b>	<b>383</b>	<b>7.1</b>	<b>E</b>	
EB South Campus	University St - 1500 E	53	17.7	B
	1500 E - Roundabout	64	9.0	E
	Roundabout - 1700 E	41	14.3	C
	1700 E - 1800 E	39	17.9	B
	1800 E - Cappechi	84	8.7	E
<b>Total EB S Campus</b>	<b>281</b>	<b>12.6</b>	<b>C</b>	
WB South Campus	Capecchi - 1800 E	42	17.2	B
	1800 E - 1700 E	56	12.6	C
	1700 E - Roundabout	51	11.5	D
	Roundabout - 1500 E	47	12.2	D
	1500 E - University St	117	8.0	E
<b>Total WB S Campus</b>	<b>313</b>	<b>11.3</b>	<b>D</b>	
EB South Temple	400 W - 300 W	69	7.7	E
	300 W - 200 W	48	11.3	C
	200 W - W Temple	33	16.3	B
	W Temple - Main St	50	10.9	C
	<b>Total EB S Temple</b>	<b>200</b>	<b>10.8</b>	<b>C</b>
WB South Temple	Main St - W Temple	60	9.1	D
	W Temple - 200 W	35	15.4	B
	200 W - 300 W	36	15.0	B
	300 W - 400 W	42	12.7	C
	<b>Total WB S Temple</b>	<b>173</b>	<b>12.5</b>	<b>C</b>
NB 400 West	S Temple-50 N	28	9.1	E
	50 N-N Temple	112	2.7	F
	<b>Total NB 400 W</b>	<b>140</b>	<b>4.0</b>	<b>F</b>
SB 400 West	N Temple-50 N	43	6.9	F
	50 N-S Temple	49	5.2	F
	<b>Total SB 400 W</b>	<b>92</b>	<b>6.0</b>	<b>F</b>

The data collected on TRAX trains were also used to determine the average time and standard deviation that trains spend stopped at stations and at traffic signals. Table 4.4 shows these results.

**Table 4.4** TRAX Station Dwell Times

Dir.	Station	Station Dwell Times	
		Avg Dwell (s)	St Dev (s)
WESTBOUND	Ft Douglas	29	6.4
	So Campus	28	2.1
	Stadium	32	6.0
	900 E	27	5.7
	Trolley	50	31.5
	Library	50	32.7
	Courthouse	48	11.0
EASTBOUND	Courthouse	62	4.3
	Library	29	8.5
	Trolley	33	8.4
	900 E	23	4.3
	Stadium	30	5.0
	So Campus	24	2.8
	Ft Douglas	26	2.7

These data also are used to determine average station-to-station TRAX travel times. The results are presented in table 4.5.

**Table 4.5** Average Inter-Station TRAX Travel Times

Dir.	Station		Travel Times	
	From	To	Avg TT (s)	St Dev (s)
WESTBOUND	Med Center	Ft Douglas	96	6.5
	Ft Douglas	So Campus	106	6.0
	So Campus	Stadium	130	3.5
	Stadium	900 E	177	29.8
	900 E	Trolley	111	39.8
	Trolley	Library	142	35.5
	Library	Courthouse	173	51.0
EASTBOUND	Courthouse	Library	152	20.1
	Library	Trolley	131	32.4
	Trolley	900 E	87	27.1
	900 E	Stadium	158	17.9
	Stadium	So Campus	134	16.3
	So Campus	Ft Douglas	97	17.4
	Ft Douglas	Med Center	70	8.6

## 4.2 Traffic Counts

Turning movement counts for signalized intersections along the LRT corridors were obtained from the Traffic Signal Management and Synchronization Project report and the corresponding Synchro files, which were submitted to the City of Salt Lake by the KOA Corporation (13). The intersection turning movement counts published in the report were collected by the City of Salt Lake for a total of 27 intersections in the Downtown area in June 2010. Additional data collections were performed in September and October 2013 for intersections in the Downtown area and the University of Utah campus. For the analyzed corridor, the actual traffic counts were obtained for the following intersections: Main Street at 400 South, State Street at 400 South, 200 East at 400 South, 400 East at 400 South, 700 East at 400 South, 900 East at 400 South, 1300 East at 500 South, Main Street at 300 South, Mario Capecchi at Wasatch Drive, Main Street at South Temple, 200 West at South Temple, 300 West at South Temple, 400 West at South Temple, and 400 West at North Temple. For all other intersections, the turning movement counts were balanced based on the actual counts. The project is using afternoon peak hour counts, from 4-6 p.m. The same hourly inputs were used in the two-hour simulation model, since only one-hour data were available at this point. These turning movement counts for all intersections along the LRT corridors are given in Table 4.6. In addition to these, the turning movement counts for the parallel (non-LRT) corridors were obtained from the KOA report and corresponding Synchro files.

**Table 4.6** Turning Movement Counts Data

FIELD TURNING MOVEMENT COUNTS, 5:00 - 6:00 PM PEAK HOUR													
Intersection	Southbound			Westbound			Northbound			Eastbound			TOTAL VOLUMES
	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	
Main @ 400 S	49	157	79	0	1272	38	28	75	81	22	935	27	2763
State @ 400 S	149	1201	105	235	898	99	93	618	112	138	698	134	4480
200 E @ 400 S	66	529	174	0	1100	66	36	139	64	34	980	26	3214
400 E @ 400 S	53	333	39	52	996	35	36	145	58	48	774	34	2603
700 E @ 400 S	117	1780	83	189	753	75	182	906	93	151	543	259	5131
900 E @ 400 S	75	501	92	110	888	35	91	292	31	0	604	77	2796
1300 E @ 500 S	267	627	71	114	857	275	96	417	81	78	578	52	3513
Capecchi @ Wasatch	0	842	31	0	0	0	273	461	0	0	0	587	2194
Main @ 200 S	0	71	37	47	813	31	0	78	52	17	536	0	1682
Main @ 300 S	0	131	38	95	419	53	0	102	72	19	223	55	1207
Main @ S Temple	0	0	0	54	482	0	54	0	73	0	274	77	1014
W Temple @ S Temple	24	149	29	0	234	103	39	166	48	0	155	39	986
200 W @ S Temple	29	146	9	93	335	55	8	146	63	10	204	38	1136
300 W @ S Temple	117	593	3	100	88	190	13	805	88	0	52	18	2067
400 W @ S Temple	52	319	0	90	0	56	0	261	31	0	0	0	809
400 W @ N Temple	86	172	53	45	398	144	79	310	81	25	334	39	1766

BALANCED TURNING MOVEMENT COUNTS, 5:00 - 6:00 PM PEAK HOUR													
Intersection	Southbound			Westbound			Northbound			Eastbound			TOTAL VOLUMES
	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	
W Temple @ 400 S	50	650	50	50	1280	50	40	350	40	40	800	150	3550
Main @ 500 S	0	150	50	50	2200	50	50	180	0	0	0	0	2730
300 E @ 400 S	50	350	50	50	1050	50	100	150	50	100	800	50	2850
500 E @ 400 S	50	350	50	50	950	50	50	300	50	50	780	30	2760
600 E @ 400 S	40	110	40	0	940	80	30	100	30	30	830	30	2260
800 E @ 400 S	30	20	20	50	1000	50	50	30	50	20	650	20	1990
1100 E @ 500 S	50	150	50	30	950	50	50	100	50	0	650	50	2180
1500 E @ S Campus	125	0	125	0	270	20	50	0	50	30	200	0	870
Roundabout (1600 E)	0	0	0	700	45	0	75	0	355	0	50	325	1550
1700 E @ S Campus	50	0	50	15	720	10	50	0	50	30	210	30	1215
1800 E @ S Campus	20	10	50	0	675	10	20	10	10	0	300	20	1125
Capecchi @ S Campus	91	1080	329	20	200	44	50	598	20	107	50	135	2724
Capecchi @ Hospital	0	800	0	188	0	50	0	400	24	0	0	0	1462
University St @ 400 S	30	30	100	20	220	30	0	0	0	50	200	10	690
Guardsman @ 500 S	67	403	533	30	1031	30	30	150	18	100	800	30	3222
Main @ 100 S	0	160	40	0	150	40	0	100	40	0	150	40	720

### 4.3 Ridership Data

TRAX ridership data also were obtained through UTA. They include average daily boardings per line and per station, a spreadsheet with detailed boarding data for the Red line, and future estimates for the Black line. These data were used to calculate hourly boardings at stations in the project area and the average occupancy of trains entering the modeled network. The following assumptions were made to convert the daily into the hourly, directional boardings, and to estimate alighting percentage and average occupancy of entering trains:

- The total two-hour afternoon peak, 4-6 p.m., period ridership is equal to 30% of the total daily ridership (15% of the daily ridership within each hour).
- The directional split is 70:30, where the peak direction is westbound or southbound, and the off-peak direction is eastbound or northbound.
- Boardings per station were used to estimate station activity, and therefore determine the alighting percentage for each station.
- The total number of passengers on board at entering points was calculated based on the station boardings and alightings during the two-hour period for each line, divided by the number of trains per line.

The available ridership data are given in Figure 4.1 and Table 4.7. “Baseline” and “Black Line” tables refer to the existing data with the three TRAX lines, and the estimated ridership after the introduction of the Black line, respectively.



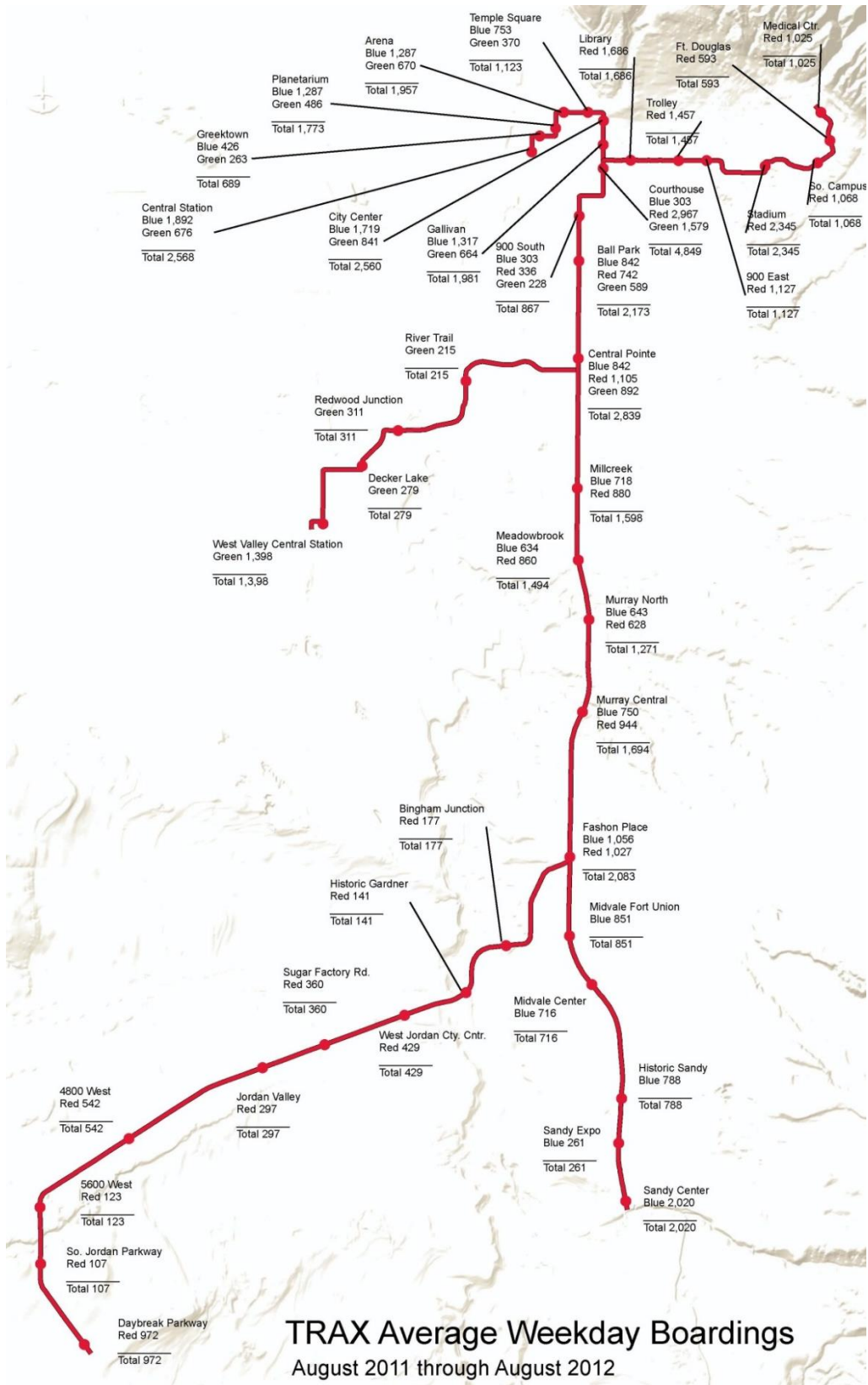


Figure 4.1 Average Weekday Boardings per Line and per Station (Source: UTA)

**Table 4.7** Ridership Data Tables

## a) "Baseline" Daily Boardings per Station

Station	Daily Boardings			Total
	Red line	Blue line	Green line	
Medical Center	1,510			<b>1,510</b>
Ft. Douglas	440			<b>440</b>
South Campus	370			<b>370</b>
Stadium	4,660			<b>4,660</b>
900 E	1,650			<b>1,650</b>
Trolley	1,220			<b>1,220</b>
Library	1,230			<b>1,230</b>
Gallivan Plaza		810	910	<b>1,720</b>
City Center		3,000	2,280	<b>5,280</b>
Temple Square		410	330	<b>740</b>
Arena		850	650	<b>1,500</b>
Planetarium		100		<b>100</b>
Old Greek Town		160		<b>160</b>
SL Central		320		<b>320</b>
<b>Total</b>	<b>11,080</b>	<b>5,650</b>	<b>4,170</b>	<b>20,900</b>

## b) "Black Line" Daily Boardings per Station

Station	Daily ridership				Total
	Black line	Red line	Blue line	Green line	
Medical Center	570	1,120			<b>1,690</b>
Ft. Douglas	250	290			<b>540</b>
South Campus	240	260			<b>500</b>
Stadium	1,850	3,470			<b>5,320</b>
900 E	1,010	1,060			<b>2,070</b>
Trolley	690	860			<b>1,550</b>
Library	620	990			<b>1,610</b>
Gallivan Plaza	190		620	630	<b>1,440</b>
City Center	1,270		2,570	1,670	<b>5,510</b>
Temple Square	290		310	210	<b>810</b>
Arena	210		730	440	<b>1,380</b>
Planetarium	10		100		<b>110</b>
Old Greek Town	100		140		<b>240</b>
SL Central	250		250		<b>500</b>
<b>Total</b>	<b>7,550</b>	<b>8,050</b>	<b>4,720</b>	<b>2,950</b>	<b>23,270</b>

## **4.4 Signal Timing Data**

The signal timing data and the control logic that provides LRT intersection priority are obtained from the field traffic controller through UDOT's i2 software that can be accessed by the research team. In addition, researchers have obtained the actual logic and detector setup tables directly from UDOT, as well as additional signal timing data for the Downtown corridors from the City of Salt Lake. This information is used to model LRT priority in VISSIM. The actual Siemens NextPhase traffic control software is used in VISSIM through Software-in-the-Loop (SIL) application, ensuring almost exact match to field controllers.

## **4.5 Pedestrian Data**

Researchers collected turning movement counts and pedestrian counts at observed intersections. Also, the City provided pedestrian and bicyclist data collected between 2009 and 2013 for some of the downtown intersections. Since bicycle count data were not complete at this point, they were not used in the current models. The researchers also used UDOT's traffic cameras to observe pedestrian activity at certain locations.

## **4.6 Future Travel Demand Projections**

Effects of the new LRT Black Line on traffic and transit performance were modeled for the existing and forecasted future traffic conditions. Data from Wasatch Front Regional Council were used for models that include future traffic volume forecasts for links and intersection turning movements. The regional travel demand models were available for the following years: 2007, 2009, 2016, 2020, 2030, and 2040. The regional network multi-year traffic data were available for the years 2005-2006, with some additional field counts for the years 2008-2010. These data were used to compute adjustment factors for future year forecasts for the years 2020 and 2025. The average increase in travel demand, and therefore traffic volumes and transit ridership, is estimated to less than 5% for 2020, and about 25% for 2025.

## 5. LIGHT RAIL PRIORITY SETTINGS

The UTA TRAX trains get priority over the general purpose traffic at all intersections in the analyzed corridors. Priority is achieved using overlap intersection phasing, and through a series of logical commands set within the Siemens NextPhase traffic controllers. For each intersection controller, the signal settings have nine major parts:

- 1) General intersection setup
- 2) LRT priority setup
- 3) Green extend/Insertion phases
- 4) Early phase termination
- 5) Left turn swapping (Phase rotation strategies)
- 6) Queue jumping
- 7) Peer-to-Peer calls
- 8) LRT signage
- 9) Directional/Shared lane logic

General intersection setup defines general inputs (detector actuations) and outputs (vehicular phases, vehicular overlaps, pedestrian phases, pedestrian overlaps, and LRT overlaps), and the default NEMA TS/2 cabinet functions. It also defines inputs for shared lane sites, which will be addressed later in text.

LRT priority setup defines basic LRT inputs, such as eastbound and westbound LRT check-in and check-out actuations, LRT advanced and midblock calls. The outputs in this case are so-called state phases (generally, they turn the train approaching and/or “Stay off track” signs on), and these outputs also serve as inputs for intersection priority logic activation.

Green extend/Insertion phases logic allows extra green time for LRT vehicles once they have been detected approaching an intersection. In general, there are several phases in phase rings that can be used by the LRT overlap phases, depending on moment in a cycle when an LRT vehicle has been detected (different phases will be inserted). In this case, general logic for an intersection is to extend the LRT phase overlaps until the train has cleared the intersection (reached the check-out point). However, the maximum time allowed for the LRT vehicles is limited by the maximum phase time for the inserted phases, or until the LRT detectors have timed out. Usually, if the LRT detector is activated for more than 90 seconds, it will automatically turn off, which prevents LRT calls in a case of a detector failure (such as check-out failure).

If the LRT overlap is timing red when a train is approaching an intersection, the Early phase termination logic will terminate all the conflicting phases that are timing green at that moment to allow the LRT overlap to be serviced with priority. This logic turns the conflicting phases’ detectors off, allowing these phases to be terminated once they have achieved the minimum green time.

In most cases, intersections along the corridors operate with leading left turns and lagging-through movements. If the LRT overlap is timing red when a train is approaching an intersection, the Left turn swapping logic will rotate phases for through movements and left turns, allowing the through movements with concurrent LRT overlaps to be serviced first, and the left turns after that. This is achieved by using additional left turn phases within the ring, after which time, the corresponding through movements, and these phases are activated through the Left turn swapping logic. This priority strategy also is known as the Phase rotation strategy. At the 700 East intersection, this is currently the only active priority strategy, with the addition of the track clearance logic.

The LRT overlaps are timed concurrently with vehicular through movements. However, if a train and through vehicles are waiting at the red light at an intersection, the Queue jumping logic will allow an earlier start for the train. The start of the through movements will be delayed for five seconds, allowing the train to clear the intersection before the vehicles. This strategy is intended to improve safety, so there would be no confused drivers attempting a left turn once the through movements go green, and directly conflict the train.

A Peer-to-peer call is basically information about the presence of trains that is being sent from one intersection to the neighboring one. In that way, an intersection can start the preparation for the approaching trains, turning the train approaching and/or “Stay off track” signs and going into transition to allow train priority.

Special outputs from the controller logic settings are devoted to the LRT signage, meaning that they turn the train approaching and/or “Stay off track” signs on when a train is approaching an intersection, and turning them off once the train has left the intersection.

The Directional/Shared lane logic is a special type of function active at the shared lane sites – sites where left turns and trains share the same lane within the right-of-way. Along the 400 South corridor, the sites are at the 700 East and State Street intersections. This logic activates track clearance, by allowing left turns before the train, if there are left turning vehicles in the shared lane. The “Stay off track” signs are used to inform drivers not to enter the sharing left turn lane, but often, there are some vehicles in the lane in front of the train. This logic allows discharging of the left turning vehicles, and then allows the train to clear the intersection.

## 6. MODELING METHODOLOGY

LRT operations and benefits and impacts of the train priority are evaluated through a VISSIM microsimulation model. VISSIM is a microscopic, time-step and behavior-based simulation model of urban traffic and public transit operations. Modeling and evaluations are performed for the afternoon peak period, 4-6 p.m., with a 15-minute simulation build-up time. Three main model scenarios are used in the process: Baseline model, Black Line model, and Black Line with Enhancements model. Additional scenarios include different left turn treatments at intersections of 400 South with Main Street, State Street and 700 East. The VISSIM model network presented in Figure 6.1 consists of 73 signalized intersections (including eight mid-block signalized pedestrian crossings) and four LRT gated crossings, which also are modeled as signals. Since LRT predictive priority is achieved in Siemens NextPhase controllers, this controller type is installed at all but one intersection with LRT, which makes a total of 36 intersections in this network. Eight of those intersections are mid-block signalized pedestrian crossings. The one intersection with LRT that was not modeled in Siemens NextPhase Software-in-the-Loop is 400 West at North Temple, where preemption is active instead of predictive priority. The remaining 37 signalized intersections in the network are predominantly equipped with Econolite controllers in the field. In the VISSIM model, all signalized intersections equipped with Siemens NextPhase controllers are modelled through NextPhase Software-in-the-Loop application (Virtual NextPhase – VNP) to achieve the exact control logic, while the remaining intersections and gated crossings are modelled with VISSIM’s signal control emulator, the Ring Barrier Controller (RBC).

The majority of intersections with LRT operate on a 120-second cycle length, with the exception of five mid-block pedestrian crossings and one downtown intersection (400 West and South Temple) which are running in free mode. Coordination is provided in the direction of the LRT lines, with the exception of 700 East and 400 South. The remaining modeled intersections (without LRT) also are part of the coordinated system, and operate on a 120-second cycle. Coordination is provided in parallel to the LRT lines.



**Figure 6.1** VISSIM Model Network

## 6.1 Baseline Model Development

The Baseline model (Base) was developed for the existing traffic and transit operations in the analyzed network. Main sources of data for the network geometry were aerial maps and images, roadview maps and field observations. Each intersection is modeled with as much detailed as possible. The network is loaded with traffic according to data collected in the field in 2010 and 2013. Traffic is generated and distributed on the network using static assignment. The traffic composition is defined as 98% passenger cars and 2% heavy vehicles. The speed distribution for vehicles along the corridor is defined according to the posted speed limits for all the corridors in the model, and field observations and measurements.

The data used in model development are as follows:

- network geometry – from aerial images and field observations
- regulatory signs – street view and field observations
- intersection movement counts – from KOA Corporation Synchro model and intersection counts collected by the City of Salt Lake in June of 2010; actual counts are available for the following intersections: Main Street at 400 South, State Street at 400 South, 200 East at 400 South, 400 East at 400 South, 700 East at 400 South, 900 East at 400 South, 1300 East at 500 South, Main Street at 300 South, Mario Capecchi at Wasatch Drive, Main Street at South Temple, 200 West at South Temple, 300 West at South Temple, 400 West at South Temple, and 400 West at North Temple; for all other intersection, the movement counts are balanced for the Synchro model
- LRT operations (schedules, travel times and station dwell times) – from UTA and field data collection
- traffic signal control – from UDOT's i2 software, the City, and UDOT's signal timing tables
- car travel times – from field data collections performed in the afternoon peak, 4-6 p.m., on November 6 and November, 8 2012 and over the two-week period in late September 2013
- TRAX ridership – from UTA

The field traffic controllers at intersections are Siemens NextPhase 1.7.4 controllers, which determined the choice of the signal control emulator within the VISSIM simulation model. In this study, the Siemens NextPhase 1.4.4 Software-in-the-Loop (SIL) (Virtual NextPhase, VNP) is used to model the actual traffic control, because it uses the same traffic control algorithm as NextPhase 1.7.4. However, some limitations exist with the VNP controllers, where some were the results of the different NextPhase versions and some were the limitations within the VNP itself. The solution for some of the problems was suggested by UDOT. For example, the Peer-to-Peer calls could not be modeled as they are in the field, so for this purpose, the advanced/midblock train detectors are used. The biggest limitations are at the shared lane sites and the Main Street intersection, because of the lack of detectors that can be used with VNP. VNP allows a maximum of 14 detectors per controller, however, these sites require more detectors. While in the field some of the detectors are not physical detectors, but they are mapped through the controller logic. VNP demands all the VISSIM detectors to be physical detectors and present in the field. In the model, this problem is overcome by defining maximum recall for the main coordinated phases, which means that these phases are called to their maximum times during each cycle, and there is no need for detection, so these detectors are used for other purposes. Also, the advanced and midblock train detectors (which should be two different calls at these sites) are set to be the same.

The Majority of signal timing settings for intersections are downloaded using UDOT's i2 software, which enables a direct communication link to the field controllers. The general logic controller settings are obtained from UDOT. The LRT operations also are modeled according to data from the field. The entering trains in the model are modeled to start according to the train schedule. Also, the passenger activity at each LRT station in the model is modeled approximately to the field data, which were obtained

from UTA. The UTA data consisted of daily passenger volumes at each station. For the model’s afternoon peak period, passenger volumes are approximately 30% of the weekday daily volumes.

The model is created for the afternoon peak period, 4--6 p.m., with a 15-minute build-up time (the actual simulation start is 3:45 p.m.). The Baseline model includes the three existing LRT lines that traverse these corridors: Red line (University – Daybreak), Green line (SLC – West Valley), and Blue line (SLC – Sandy).

LRT line properties in VISSIM are given in Table 6.1. The actual station departure times were obtained from the UTA website. Note that simulation start times are based on the nearest LRT station.

**Table 6.1** Properties of Existing LRT Lines in Baseline VISSIM Model

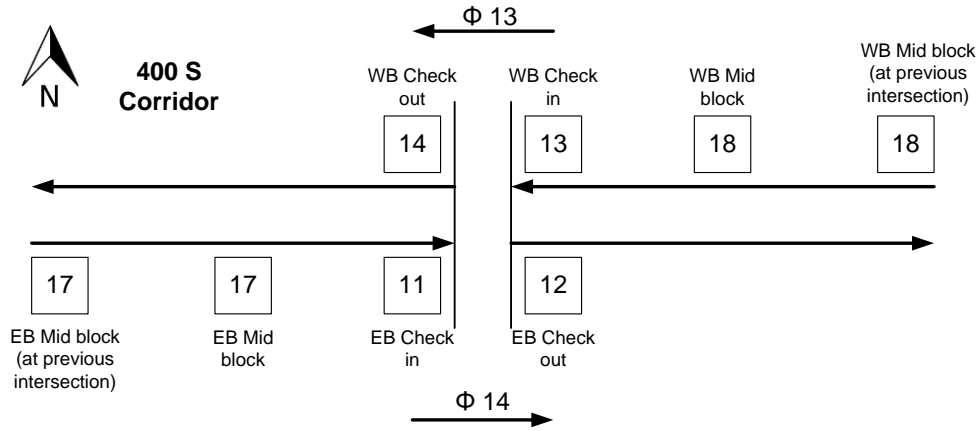
Line and direction	VISSIM Line #	Station	Actual departure time + headway	Simulation start time + headway (s)
Red SB	13	Medical Center	3:58 + 15 min	720 + 900
Red NB	14	Courthouse	3:46 + 15 min	720* + 900
Green SB	18	N Temple Bridge	3:56 + 15 min	600* + 900
Green NB	17	Courthouse	3:56 + 15 min	420* + 900
Blue SB	15	Planetarium	3:46 + 15 min	60 + 900
Blue NB	16	Courthouse	3:51 + 15 min	120* + 900

\* The start time in the model is earlier, because the model extends beyond the LRT stations.

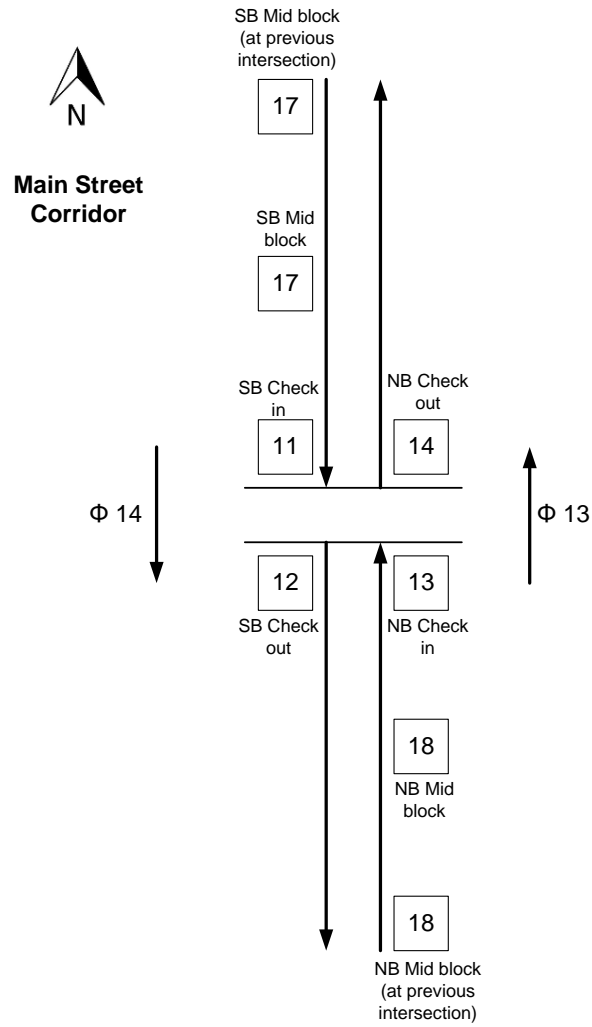
## 6.2 LRT Intersection Detection Setup

The signal control logic that provides LRT intersection priority is obtained from the field traffic controller through UDOT’s i2 software. In addition, the researchers have obtained the actual logic and detector setup tables directly from UDOT. This information is used to model LRT priority in VISSIM. The actual Siemens NextPhase traffic control software is used in VISSIM through SIL application, ensuring an almost exact match to field controllers. Some minor modifications were made in controller programming to achieve the exact field operations, since the SIL application does not have all the options that the field controllers have. One function that could not be modeled is intersection communication. Therefore, the model used train detectors to achieve that function. Figure 6.2 shows the detection and LRT phases diagram in VISSIM, which corresponds to the field implementation.





a) EB/WB LRT detection

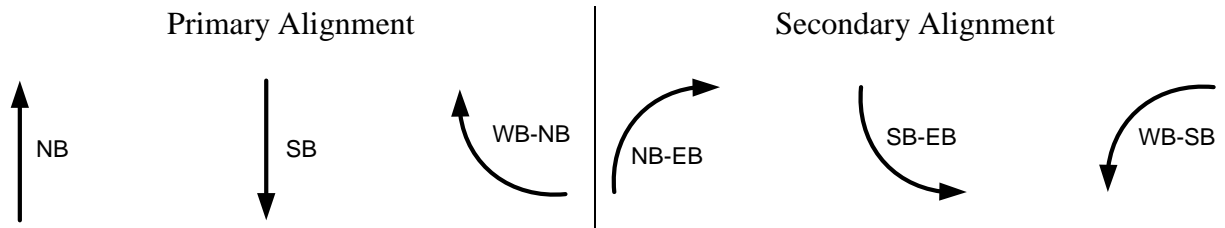


b) NB/SB LRT detection

Figure 6.2 LRT Intersection Detection Setup

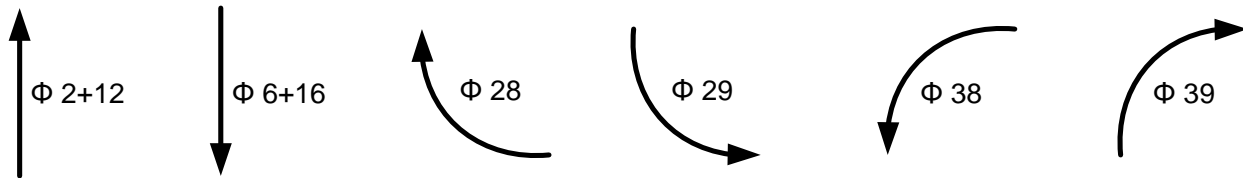
### 6.3 400 South at Main Street Intersection

The intersection of 400 South and Main Street is the most complex from a traffic control standpoint. Seven signal phases exist for vehicular traffic (WB left turn is not allowed at this intersection), with an additional six phases for LRT, and pedestrian phases. Six LRT movements require special phases to avoid conflict with other traffic: NB, SB, WB to NB, WB to SB, NB to EB and SB to EB. These movements and the corresponding phases are organized in two track alignments—primary and secondary, as shown in Figure 6.3.



**Figure 6.3** Primary and Secondary Track Alignments at 400 South at Main Street

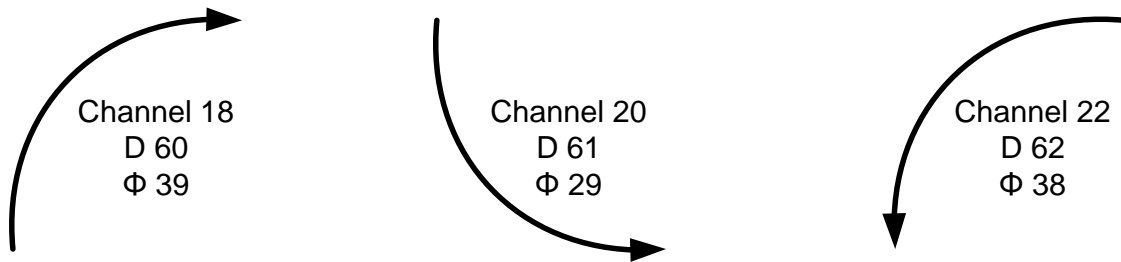
The corresponding signal phases for these movements are as shown in Figure 6.4.



**Figure 6.4** LRT Signal Phases at 400 South at Main Street

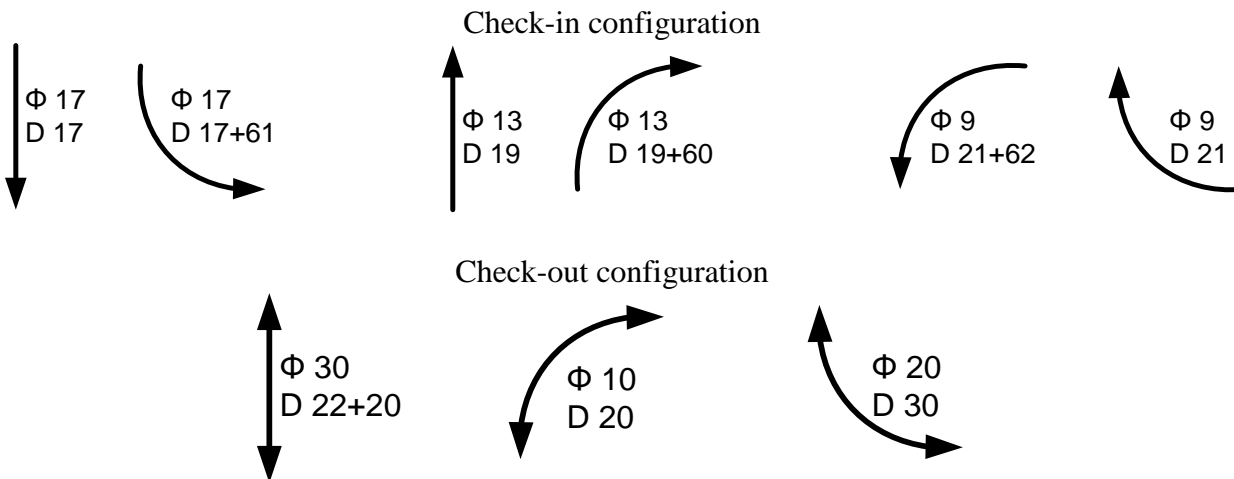
The field controller is programmed to recognize whether the alignment is in the Primary or Secondary position and calls the corresponding phases accordingly. This is achieved in the control logic setup. However, VISSIM requires additional inputs for track alignment. These alignment inputs are defined in the model through special detectors (detector numbers 60, 61, and 62, which are not used in the field logic). These detectors are modeled as long, presence detectors that are activated only by the Secondary alignment LRT lines (both directions of the existing Red line, and the future Black line in the EB direction).

In the signal control logic, detectors 60, 61, and 62 are set to call phases 39, 29, and 38 respectively. Input Channels 18, 20, and 22 define Secondary alignment in the existing control logic. In the field, there are no physical detectors for these channels. In VISSIM SIL, they are programmed to input calls from detectors 60, 61 and 62 to activate Secondary alignment control logic. Figure 6.5 shows the VISSIM SIL setup for the Secondary alignment phases. A similar approach was used to model the three-legged intersection of South Temple and 400 West, which has the same tracks configuration, but there is no EB approach.



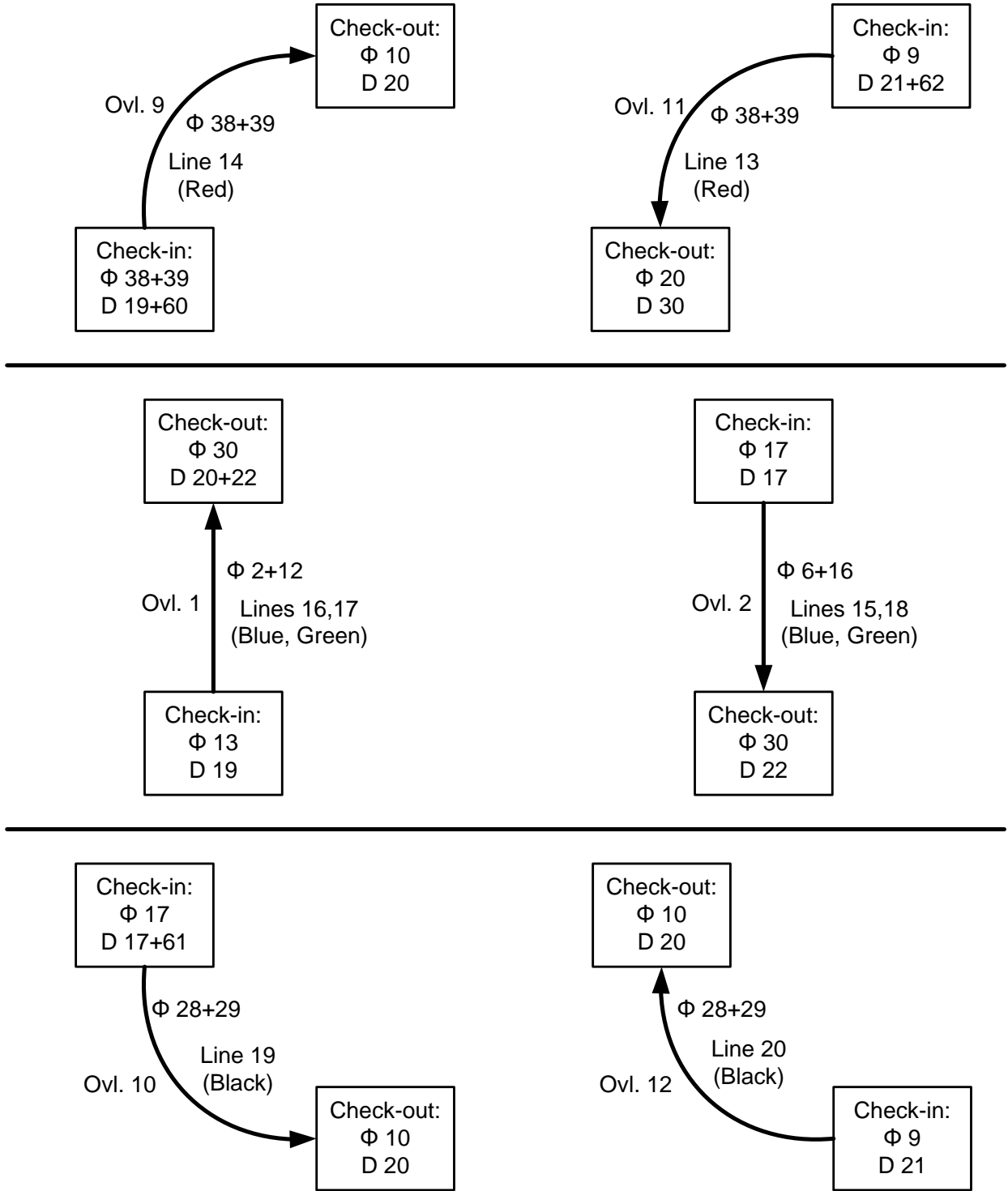
**Figure 6.5** Control Input Channels, Detectors and Phases for Secondary Alignment

The check-in and check-out detector and phase configuration is different than for other intersections. This configuration, used both in the field (except detectors 60, 61, and 62) and in the VISSIM model, is given in Figure 6.6.



**Figure 6.6** Check-in and Check-out Configuration

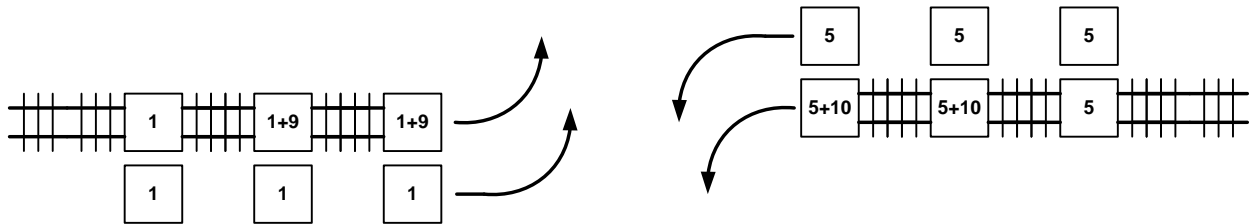
All the aforementioned settings are used to model traffic control operations at the intersection of 400 South and Main Street. As in the field, the LRT operations are achieved through phase overlaps. The complete settings for modeling LRT operations are given in Figure 6.7.



**Figure 6.7** LRT Signal Control Configuration at 400 South at Main Street Intersection

## 6.4 Shared Lane Sites

Two intersections along the modeled 400 South corridor have shared lanes for left turns and LRT trains: State Street and 700 East. Both intersections have dual left-turn lanes in the EB and WB direction, and the leftmost left-turn lane is shared with train tracks. This setup requires a special “track clearance” logic that ensures clearance of the left turning vehicles from the shared lanes in front of the oncoming trains. In the field, this logic is looped without physical detectors. However, VISSIM requires special inputs for the logic, so additional detectors are introduced in the shared lanes that detect left-turn vehicles. The detector setup for EB and WB left turns at these intersections is given in Figure 6.8. Detectors 1 and 5 are regular left turn detectors, while detectors 9 and 10 are added in the shared lanes to detect vehicles in front of the oncoming trains.



**Figure 6.8** Left Turn Detector Setup at Shared Lane Sites

In VISSIM NextPhase SIL, detectors 9 and 10 are flagged as enabled, called, and extended. Logic Input Channels 72 and 73 are set to use inputs from detectors 9 and 10 respectively. Table 6.2 shows Input Channels 72 and 73 from the field and VISSIM.

**Table 6.2** Input Channels for Shared Lane Sites: Field and VISSIM Setup

Parameter	Input Channels 72 / 73: Field	Input Channels 72 / 73: VISSIM
FctnType	None	Veh
FctnIndx	0	9 / 10
Conn/BIU	BIU 10 (DET 2)	BIU 9 (DET 1)

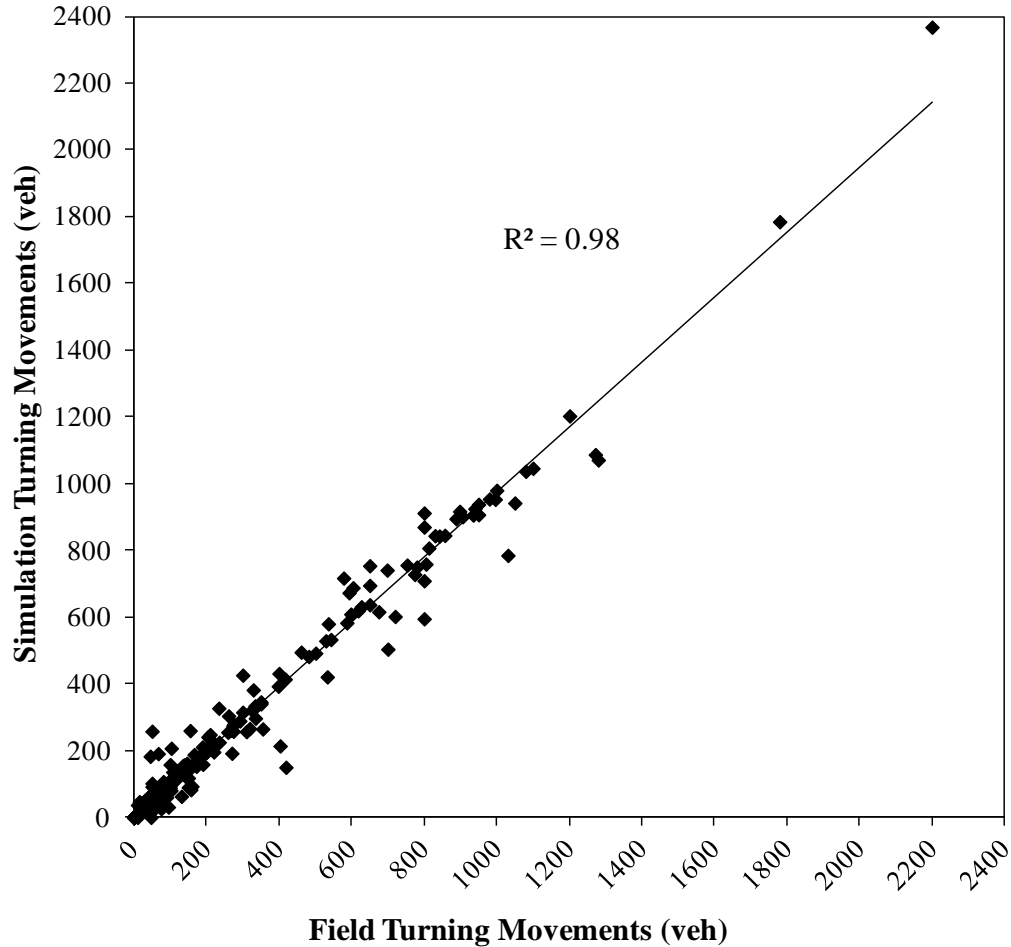
## 6.5 Calibration and Validation of the Baseline Model

The Existing model was calibrated and validated to ensure correct representation of traffic and transit operations. Calibration and validation are based on traffic data collected in the field. Model calibration is based on turning movement counts for all signalized intersections in the network. Travel times between each pair of signalized intersections, which were collected using GPS and floating vehicle technique, were used to validate the model.

### 6.5.1 Calibration

Traffic movements at the 12 signalized intersections in the project network were used to calibrate the model. The traffic counts for majority of intersections were collected in June 2010 and October 2013, while volume balancing was performed for the intersections where actual counts were not available. VISSIM was programmed to collect the same intersection movement data. Calibration is performed by comparing data from the field counts to data from the simulation.

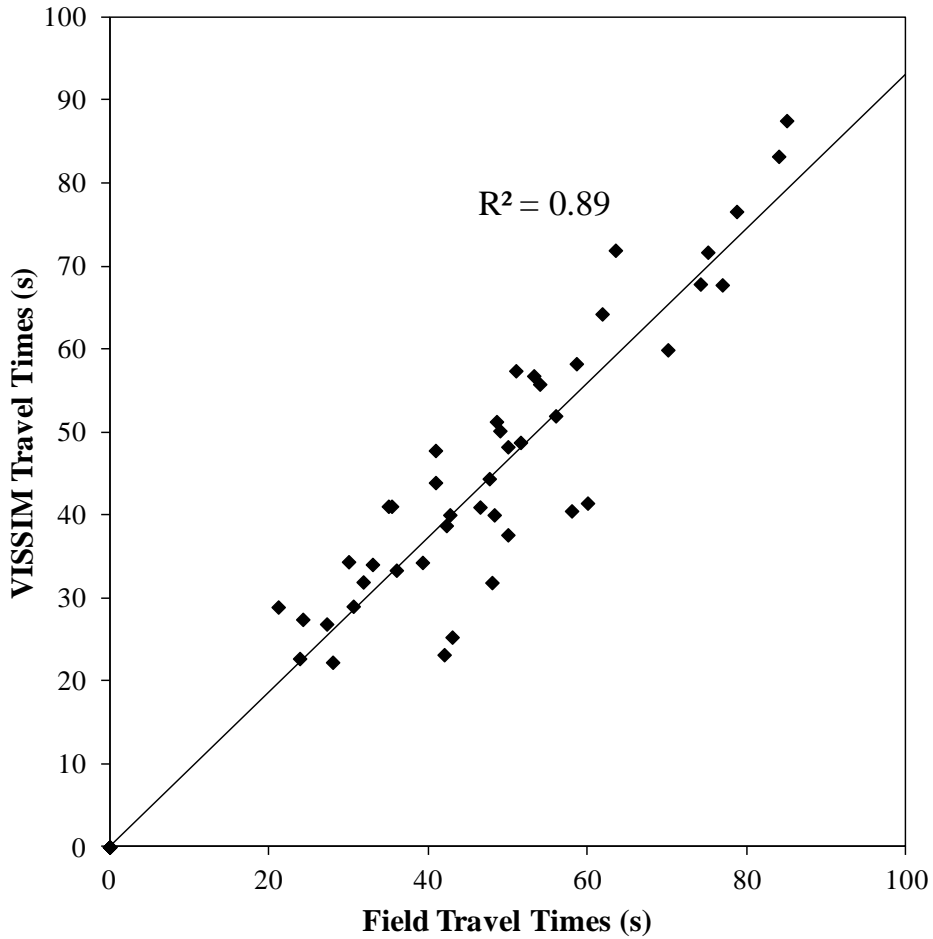
Figure 6.9 shows this comparison after the calibration was completed. The high R Square value of 0.98 shows a good correlation between the two data sets. The correlation is also double checked using a two-tailed T test for paired samples, with a 5% level of confidence ( $\alpha=0.05$ ). The traffic volumes at these intersections were tested, and the result was 0.52, which proves good calibration efforts.



**Figure 6.9** Baseline Model Calibration

### 6.5.2 Validation

The LRT corridors in the network are divided into a total of 58 segments, where one segment is between a pair of adjacent intersections. Travel times for each segment were measured in the field using GPS in afternoon peaks, as given in the Data Collection section. Travel time measuring points in VISSIM are set for the same segments. Travel times from the field were used to validate those from the model. Figure 6.10 shows a comparison of travel times for all segments after validation is completed. For all segments, the R square value between the two sets was 0.89.



**Figure 6.10** Model Validation – Travel Times Comparison

## 6.6 Black Line Model

The Black Line model (BL) is an extension of the Baseline model, and it includes the future Black LRT line that will be introduced within the studied network in the near future. This line will share the same 400 South corridor to the Main Street intersection with the Red line, and then it will proceed along the north section of the Main Street corridor, sharing the ROW with Blue and Green lines. The Black line will operate on the same 15-minute headway on weekdays, and it is estimated that the line will attract new riders and will redistribute the ridership among other lines within its field of influence. The estimated changes in TRAX ridership with the introduction of the Black line are given in Table 4.7b in the Data Collection section, and these data were used in the modeling process. Changes in ridership also were used to redefine station dwell times. Table 6.3 shows the properties and estimated start times of the Black line in the VISSIM model. The estimated start times were calculated to achieve five-minute combined LRT headways along the north section of the Main Street corridor between 300 South and 400 South. No changes were made in the signal timing plans in this model.

**Table 6.3** Black Line Properties for VISSIM Modeling

Line and direction	VISSIM Line #	Station	Estimated departure time + headway	Estimated simulation start time + headway (s)
Black EB	19	N Temple Bridge	3:48 + 15 min	150 + 900
Black WB	20	Medical Center	3:50 + 15 min	270 + 900

## 6.7 Black Line Model with Enhancements

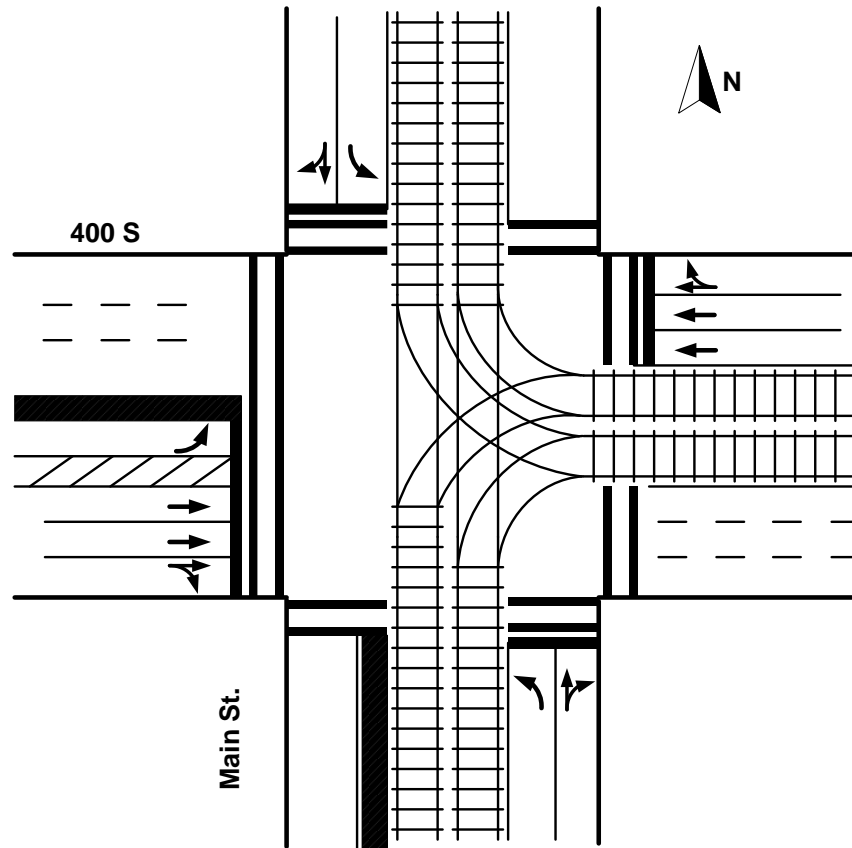
The Black Line model with Enhancements (BLE) introduces some recommended changes in the signal timing plans at intersections to minimize impacts that the additional line induces on vehicular traffic. These changes refer to the following:

- Change phasing sequence and optimize signal timing parameters at 400 South at Main Street, and South Temple at 400 West intersections.
- Optimize signal timing parameters at South Campus Drive at Mario Capecchi and Mario Capecchi at Wasatch Drive intersections.
- Modify preemption at 400 West at North Temple intersection.

The 400 South at Main Street is the critical intersection in the analyzed network, because this is where all four TRAX lines meet and cross. With introduction of the Black line, there will be 32 trains that cross this intersection during one regular hour, with three to four train cars in composition during peak hours. Also, during peak hours approximately 30% of the traveling public that cross this intersection are traveling by TRAX. Significant pedestrian volumes also cross the intersection, therefore, it is important to optimize performance of the intersection to benefit all users.

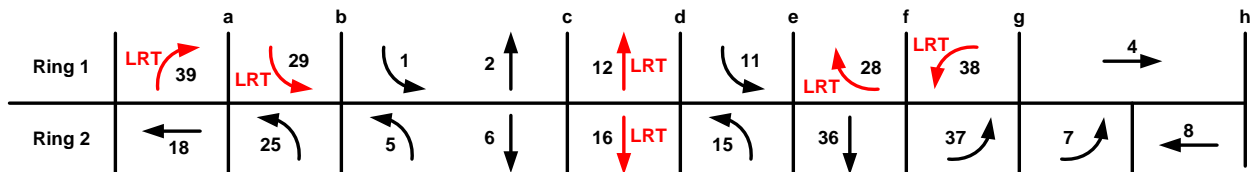
A layout of the intersection is given in Figure 6.11. There are train tracks on the north, south, and east approaches, with all possible train turns. Significant vehicular traffic in the WB direction happens during the afternoon peak period. Vehicle WB left turns are not allowed at this intersection, and all right turns are from a shared lane.





**Figure 6.11** 400 South at Main Street Intersection Layout

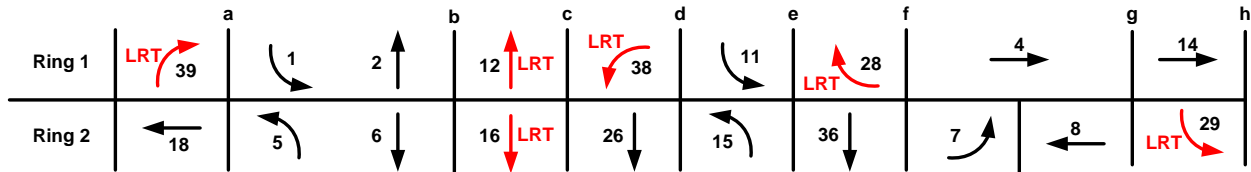
Train phasing and detection setup is given in Chapter 6.3. The complete signal ring-barrier structure is shown in Figure 6.12. In the current structure, the LRT phase 29 (SBL) operates concurrently with vehicular phase 25 (NBL), while the LRT phase 38 (WBL) operates concurrently with vehicular phase 37 (EBL). The SBT and NBT LRT phases operate only concurrently with the corresponding vehicular phases.



**Figure 6.12** 400 South at Main Street Intersection Existing Ring-Barrier Structure

Currently, green times for regular left turn phases ( $\Phi_1$ ,  $\Phi_5$  and  $\Phi_7$ ) span between five and 10 seconds. They are different when left turns operate concurrently with train turn phases, and they can go to over 20 seconds. On the other hand, the left turn volumes at this intersection are relatively low compared to through volumes, which can be seen in Table 4.6. In many cases when the vehicular left turns share green time with train turn phases, the left turning vehicles clear the intersection far before the end of green. This means these times are underutilized, and they take over the time that could be effectively allocated to other through phases. Because of the specific intersection geometry, where the LRT tracks are located in

the middle of the road on all approaches, and from an operational standpoint, train turn phases can be overlapped with some of the vehicular through phases without conflicts. For that reason, a new phasing sequence with different overlaps was created. The left turn sharing phases are replaced with train turn – vehicle through phases, as shown in Figure 6.13. The phase sequence also was changed to optimize phase time allocation.



**Figure 6.13** 400 South at Main Street Intersection New Ring-Barrier Structure

The LRT phases  $\Phi 38$  and  $\Phi 29$ , which previously operated within the same barrier as vehicular left turn phases, now operate concurrently with the new SBT  $\Phi 26$  and EBT  $\Phi 14$  respectively. This also induced changes in existing overlaps as follows:

$$\text{Ovl } 4 = 6 + 16 + 26$$

$$\text{Ovl } 13 = 4 + 14$$

In the controller cabinet logic, the output channel 4 was changed from “Phase-4” to “Overlap-13.” Also, the input channel 48, which represents a call for “central service operation,” was changed to:

Veh  
14  
None  
None  
None  
21  
27  
And

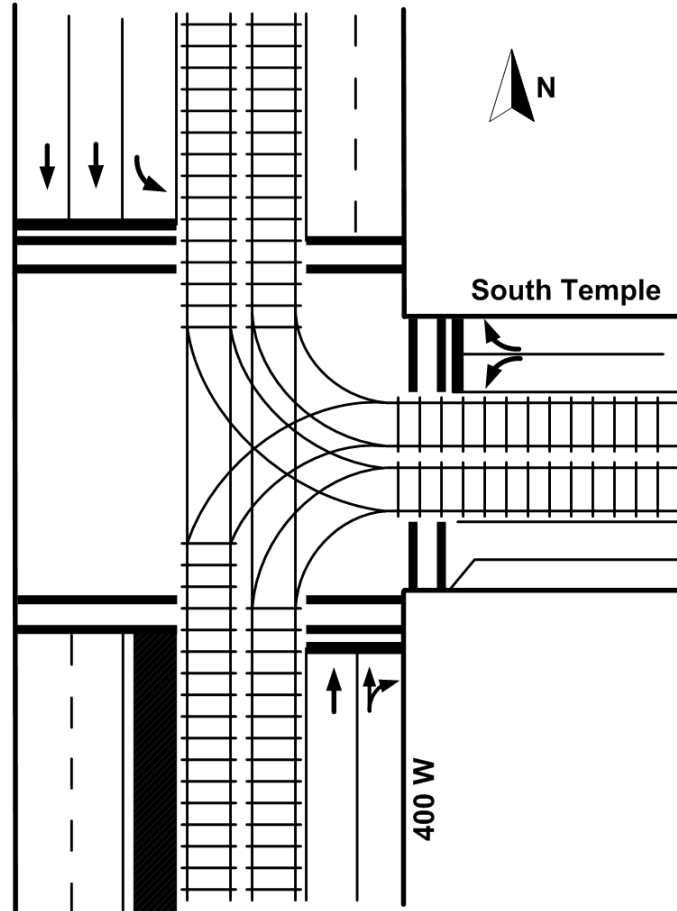
In the new configuration, the “central service operation” will be called in primary alignment and when there is a call for Black line. Otherwise, if this is not changed, this channel will activate additional phases for Black line even when the call is placed only for Green or Blue, causing additional delays for these lines.

The new phasing also has a potential benefit related to intersection signal coordination. Currently, this intersection operates in a free mode, since its operation is often interrupted by LRT trains. In the new configuration, where LRT green times are shared with vehicular through movements, it is more possible to coordinate the intersection with neighboring intersections. Pedestrians also will benefit from the new phasing plan, since there are more options for pedestrian phases and waiting times are reduced.

Signal timing parameters also were optimized for existing turning volumes. The LRT phases were given more maximum green times, since trains travel slower within this area, and sometimes the existing extension times are not enough to service them. The LRT maximum green times are set as follows:

$$\Phi 12/16 - 38 \text{ s}; \quad \Phi 28/29 - 36 \text{ s}; \quad \Phi 38/39 - 36 \text{ s}$$

Similar overlap configuration was implemented for the intersections of South Temple at 400 West, which is a three-legged intersection, shown in Figure 6.14, that shares similar characteristics with the intersections of 400 South at Main Street.

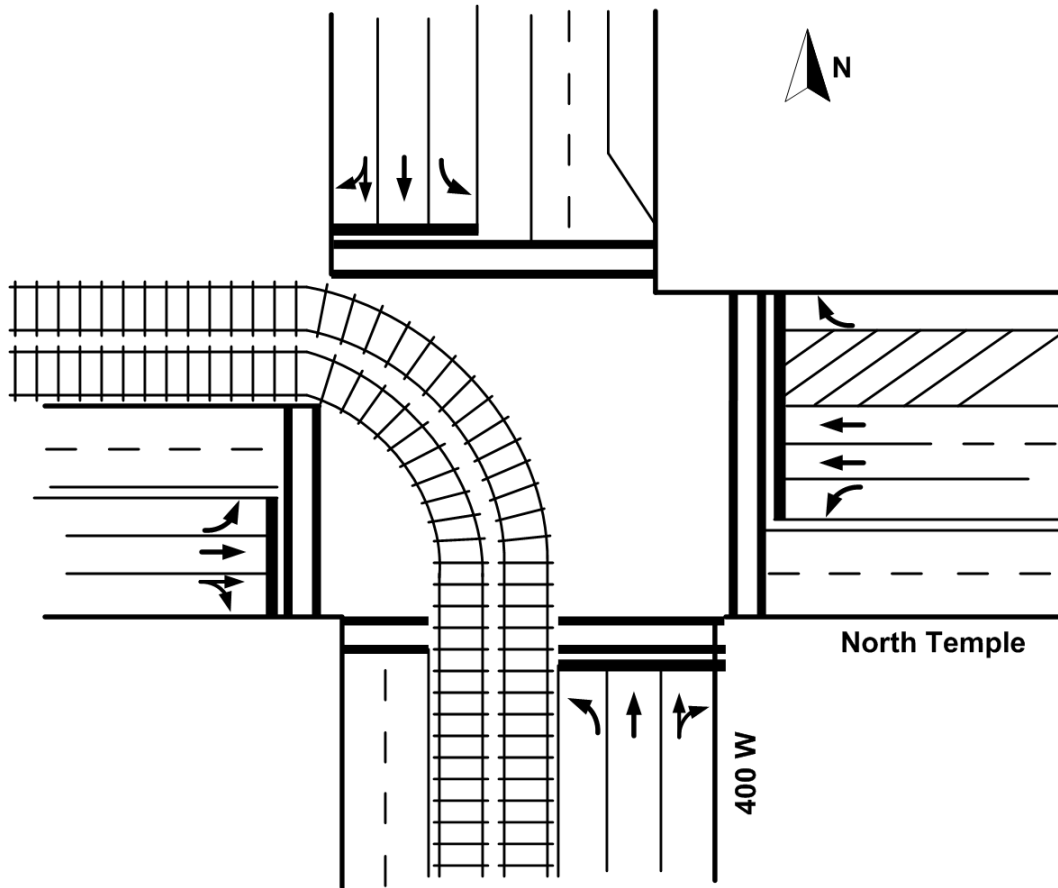


**Figure 6.14** South Temple at 400 West Intersection Layout

Signal timing optimization was performed for intersections of South Campus and Mario Capecchi, and Mario Capecchi and Wasatch Drive. The optimization was performed in Synchro 6.0, using traffic data collected in the field, as described in the Data Collection section. Only vehicular and pedestrian timing parameters were changed based on the optimized values, while the timing parameters for LRT phases were not modified.

Another proposed modification in the BLE model was related to preemption at the North Temple at 400 West intersection, shown in Figure 6.15. Because of the safety issues, since the LRT tracks transverse the entire intersection and conflict all vehicular movements except for the NB through movement, preemption was coordinated in the NB/SB direction. When preemption is active, it interrupts the normal intersection signal operation, forcing it to go through transition each time. After the preemption is ended, the signal phases return to coordinated movements, no matter at which point in the cycle the preemption is activated. This has impact on EB/WB and left turn movements, as well as pedestrians. For that reason, the BLE model introduces a free-running intersection with preemption, where the preemption exit phases are those which are next in the existing phasing structure. Another justification for transition to free running

operation is the frequency of trains with introduction of the Black Line, when there will be a total of 16 trains per hour in both directions. This means that on average, there will be a train crossing the intersection in less than four minutes. The existing cycle length is 120 seconds, which means that the preemption will be called almost every second cycle. This is a frequent interruption of the coordinated operation, where the controller will spend a lot of time recovering from preemption calls. For that reason, the BLE model introduces free-running operation with modified preemption exit phases.



**Figure 6.15** North Temple at 400 West Intersection Layout

## 6.8 Models with Alternative Intersection Configurations

Previously described models, Base, BL, and BLE, were developed using the defined network and existing intersection configurations. Additional scenarios with different left turn treatments at three locations (intersections of 400 South with Main Street, State Street, and 700 East) also were developed to estimate effects of removing the shared left turn lanes at State Street and 700 East, and eliminating some (or all) left turns from the 400 South at Main Street intersection. These alternative intersection configurations are being considered and evaluated by UDOT.

Additional intersection configurations were considered to include left turns removal from the Main 400 South at Main Street intersection where all LRT lines meet. As WB left turn is not permitted at this intersection, the first alternative model considered also removing the EB left turn to evaluate intersection

performance in terms of transit and traffic delays. The second alternative model involved removing all left turn movements from this intersection on the Main Street.

The alternative models also included removal of the shared left turn lane from the shared lane sites, leaving only one left turn in EB and WB direction, while the other left turn movement remains dedicated to LRT vehicles only. Five additional model alternatives were created in this manner:

- 1) model with no EB left turn at the Main Street and 400 South intersection
- 2) model with no left turns at the Main Street and 400 South intersection
- 3) model with no shared left turn lane at the 400 South and 700 East intersection
- 4) model with no shared left turn lane at the 400 South and 700 East and 400 South and State Street intersections
- 5) model with no shared left turn lane at the 400 South and 700 East, and 400 South and State Street intersections, and no left turns on the Main Street and 400 South intersection

These five model alternatives were developed for a part of the model that includes 400 South/500 South corridors, and were applied to the Base and BL models. Signal timing parameters were optimized for the new configurations.

## 6.9 Models for Future Traffic Demand

The network analyzed in this study included a significant portion of the Salt Lake City Downtown area, University of Utah Campus area, and corridors that connect them. As a part of long term planning efforts in this region, it was necessary to explore the relationship between the inclusion of a new LRT Black Line and projected travel demand in the analyzed network. Models for future travel demand for periods of five and 10 years are developed to estimate changes in traffic and transit effects of a new LRT line. Travel demand projections from the regional travel models for the defined periods were applied to three main scenarios (Base, BL, and BLE). To build the future Black Line models for the years 2020 and 2025, the following assumptions and steps were undertaken:

- 1) Select major intersections from the existing network with calibrated traffic volume data for intersection turning movements for the current year. These intersections were selected in a manner that excluded construction zone segments in the network over the previous years.
- 2) Extract intersection approach traffic volumes from the regional forecasted travel demand models for the years 2020 and 2025, for the intersections selected in the previous step.
- 3) Aggregate traffic volume values for the selected intersections and selected annual periods, on the hourly level by the intersection approaches.
- 4) Utilize calibrated traffic volume values from the year 2010 and forecasted traffic volumes for the years 2020 and 2025 to compute traffic growth rates and growth factors for these future periods, using the equation:  $i = \left( \frac{AADT_{2020}}{AADT_{2010}} \right)^{1/10} - 1$ .

Calculating the adjusted future volumes for intersection turning movements for future forecasted traffic volumes for the years 2020 and 2025, using the methodology suggested by the Wasatch Front Regional Council.

## 7. RESULTS

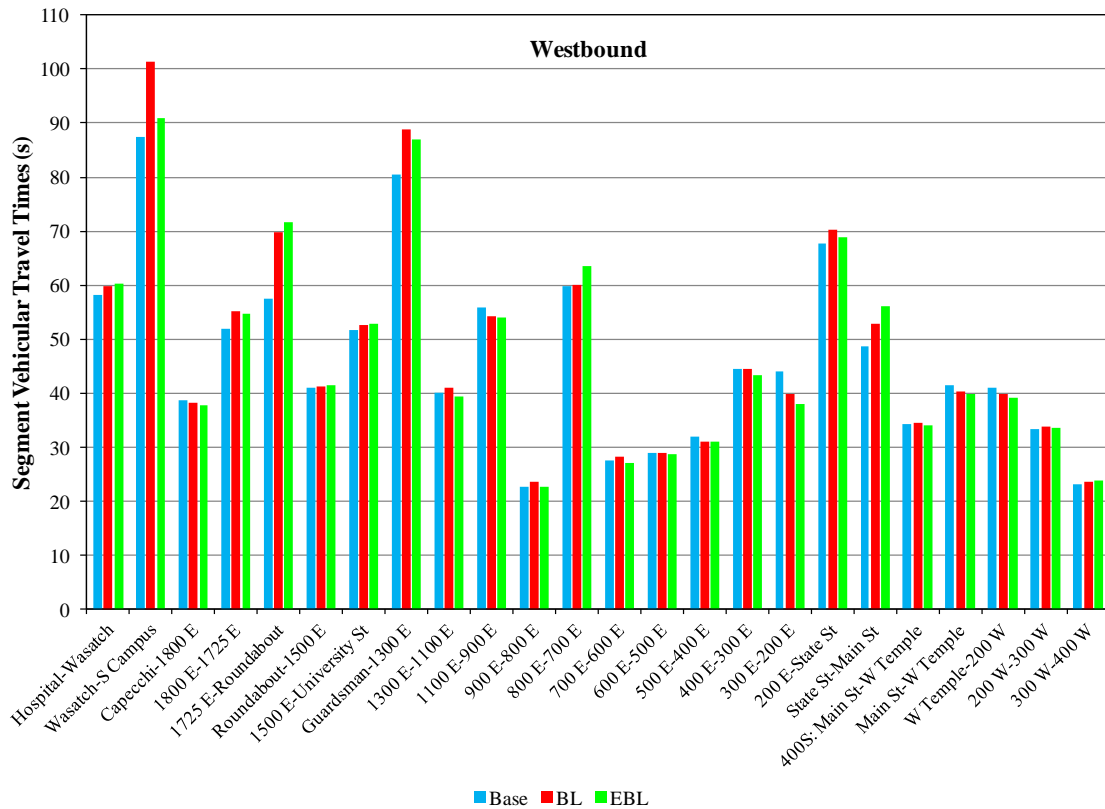
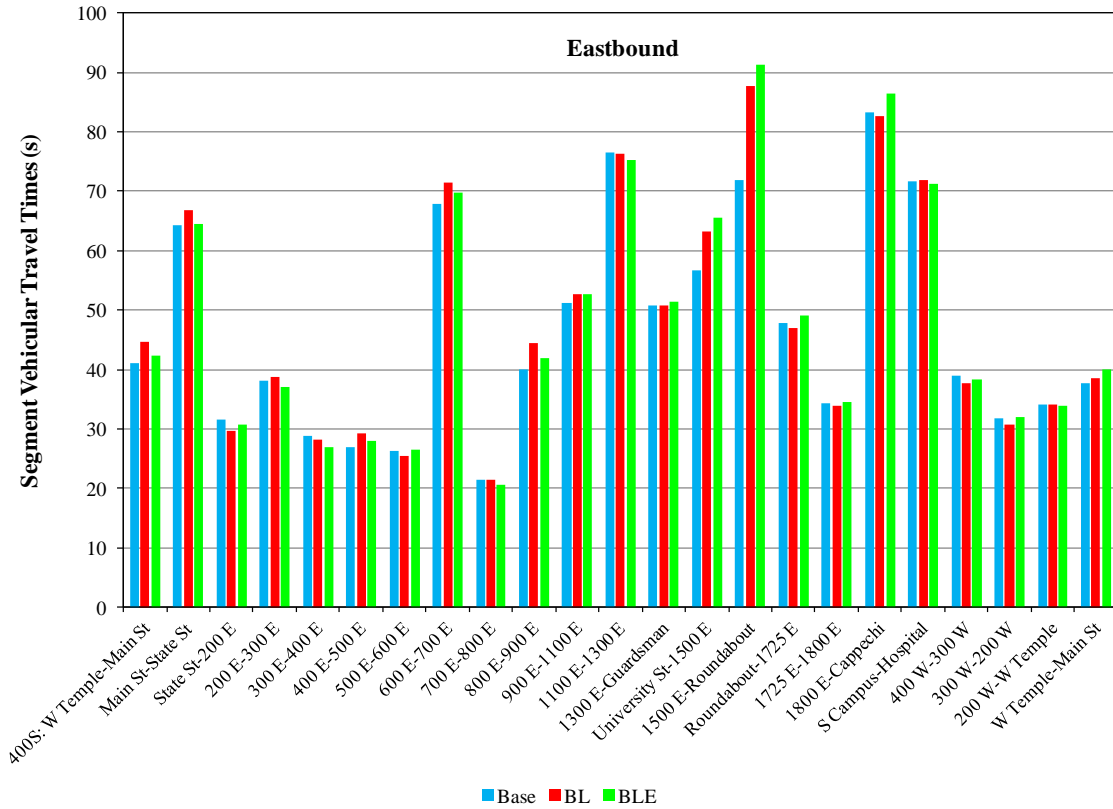
This section provides major results from each model scenario, obtained through VISSIM simulations. The results incorporate vehicular travel times along the corridor, TRAX travel times, intersection Measures of Effectiveness (MOE), network performance, and person delays.

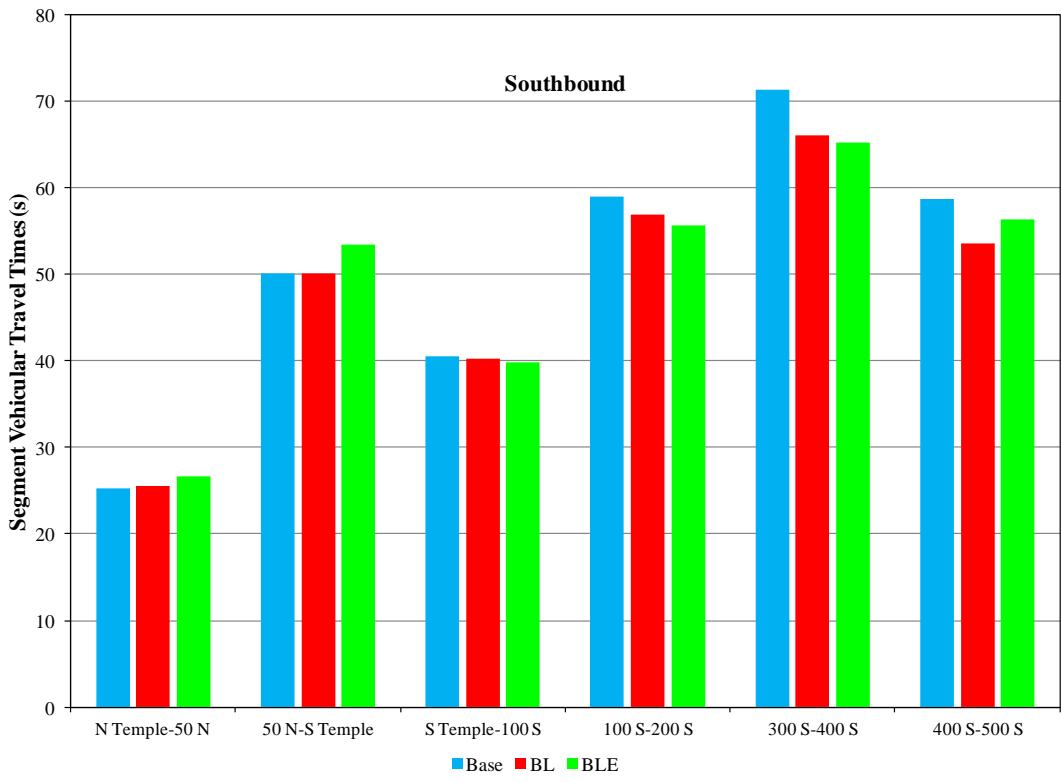
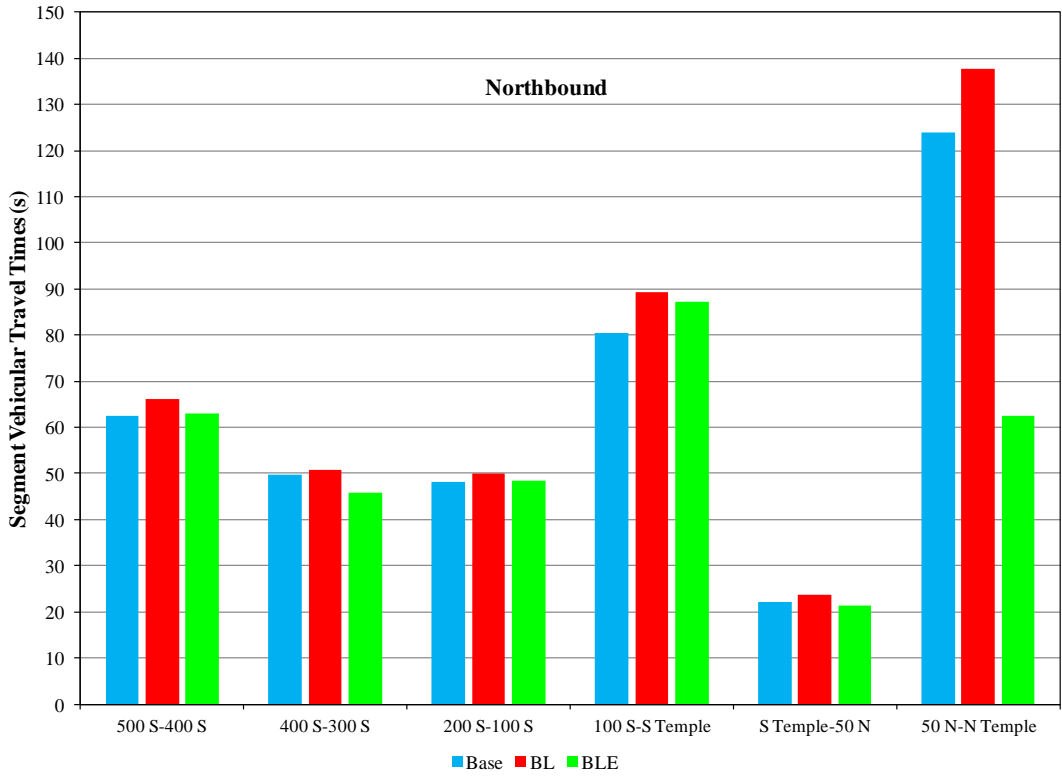
### 7.1 Vehicular Travel Times

An additional LRT line along the corridors means more frequent activation of LRT priority at intersections, which may have some impacts on vehicular travel times, speeds and LOS. A comparison of vehicular travel times for the three main model scenarios is given in Table 7.1 and Figures 7.1–7.3. Results are shown for the current year, 2020, and 2025. Table 7.1 shows vehicular travel times in minutes aggregated per direction of travel along all corridors, while Figures 7.1–7.3 show travel times in seconds in each direction and for each segment separately. Appendix A provides detailed vehicular travel time tables per segment for each model (Base, BL, BLE), year (Current, 2020, 2025) and direction of travel.

**Table 7.1** Vehicular Travel Time Comparison

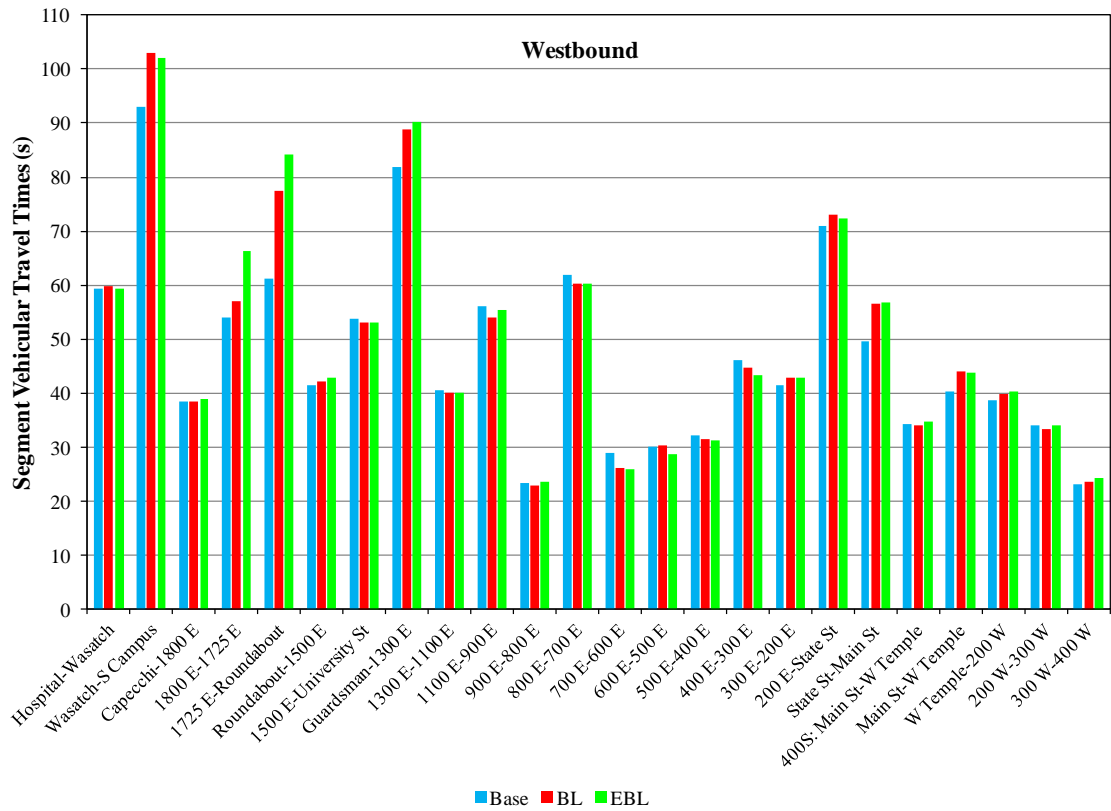
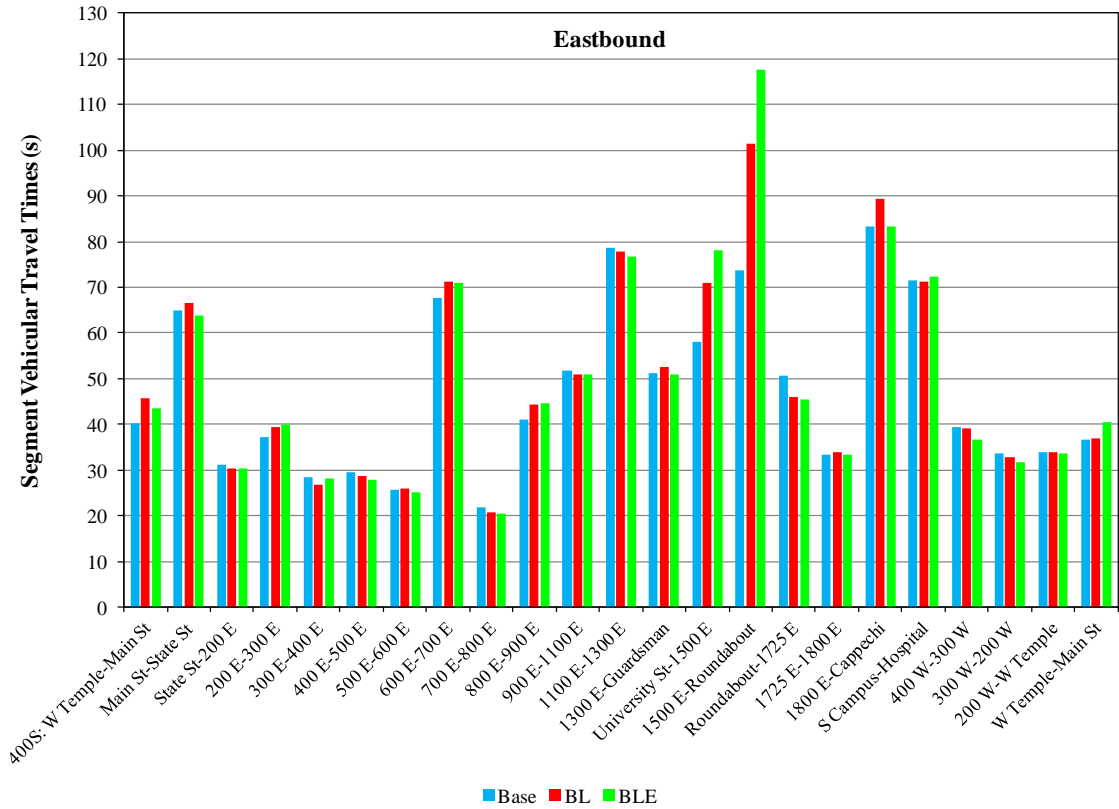
<b>Average Vehicular Travel Times (min)</b>									
	<b>Current</b>			<b>2020</b>			<b>2025</b>		
<b>Dir.</b>	<b>Base</b>	<b>BL</b>	<b>BLE</b>	<b>Base</b>	<b>BL</b>	<b>BLE</b>	<b>Base</b>	<b>BL</b>	<b>BLE</b>
<b>EB</b>	17.9	18.5	18.5	18.1	18.9	19.1	19.4	19.3	19.6
<b>WB</b>	18.5	19.2	19.0	18.9	19.6	19.9	20.0	22.0	21.2
<b>NB</b>	6.5	7.0	5.5	6.7	7.2	5.7	6.1	6.1	6.2
<b>SB</b>	5.1	4.9	5.0	5.0	4.8	4.9	5.4	5.2	5.2

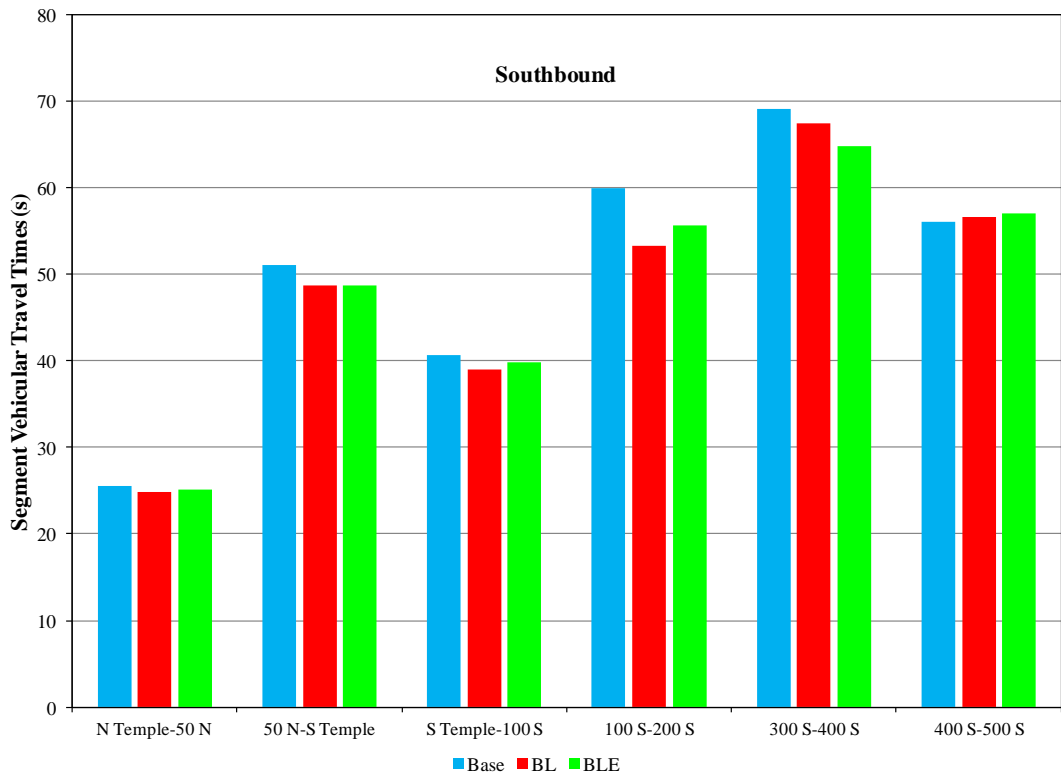
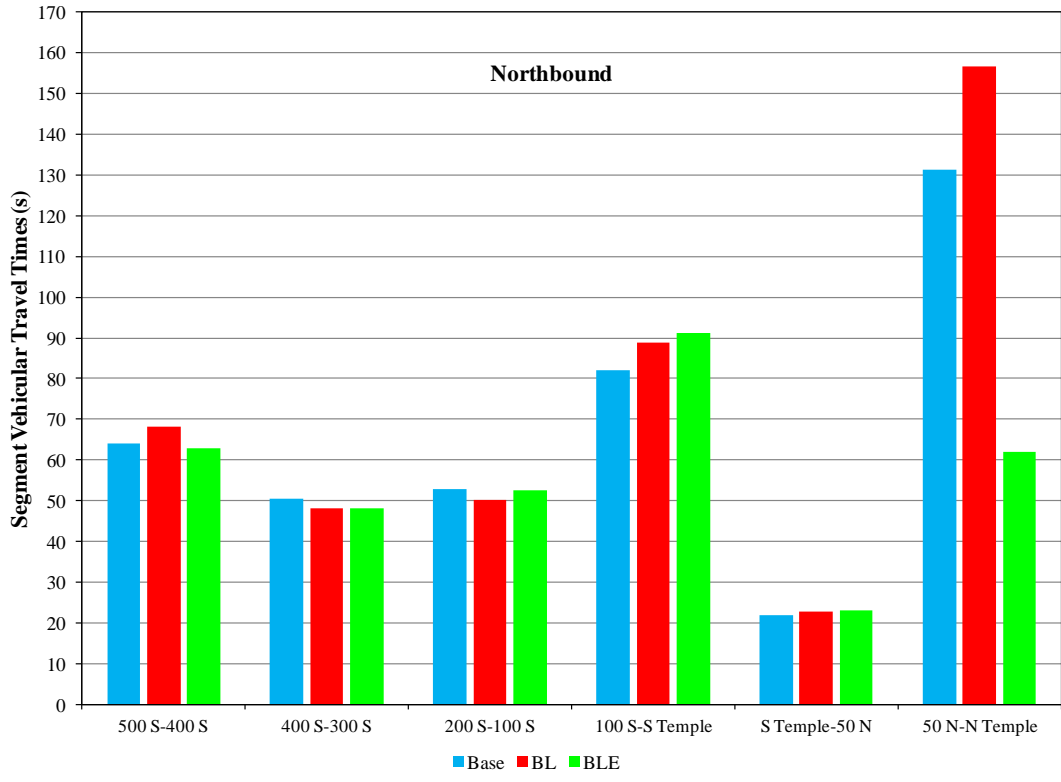




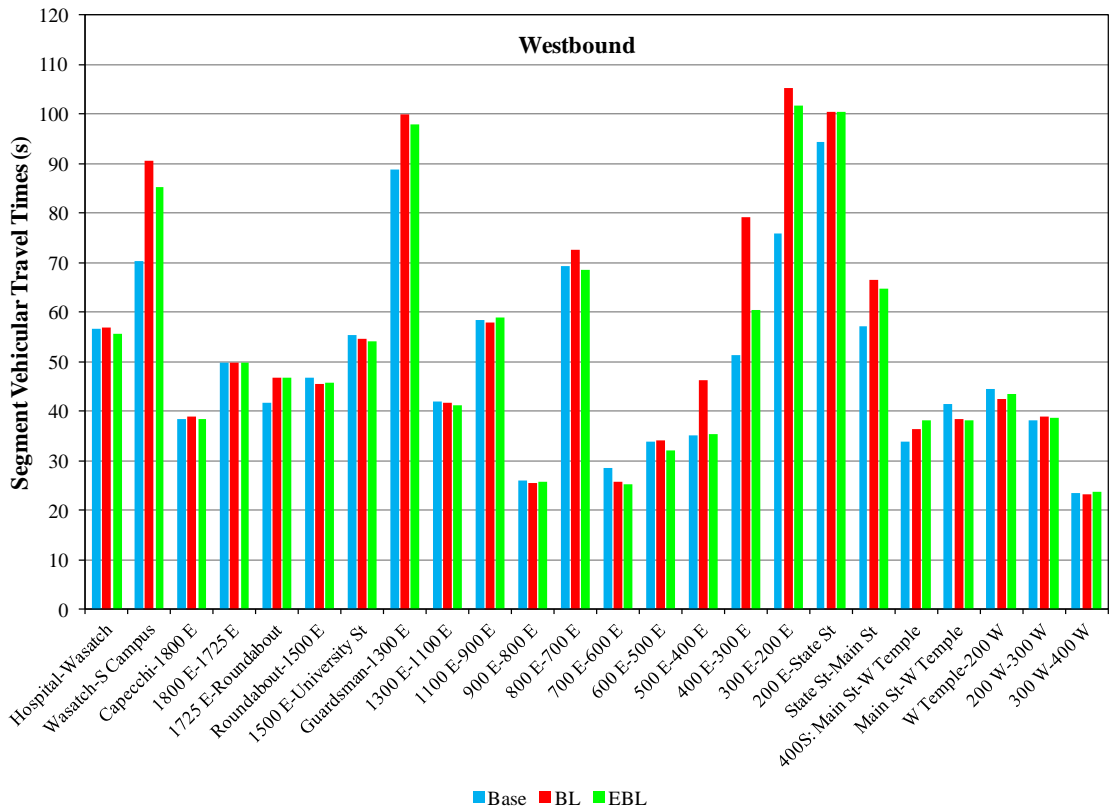
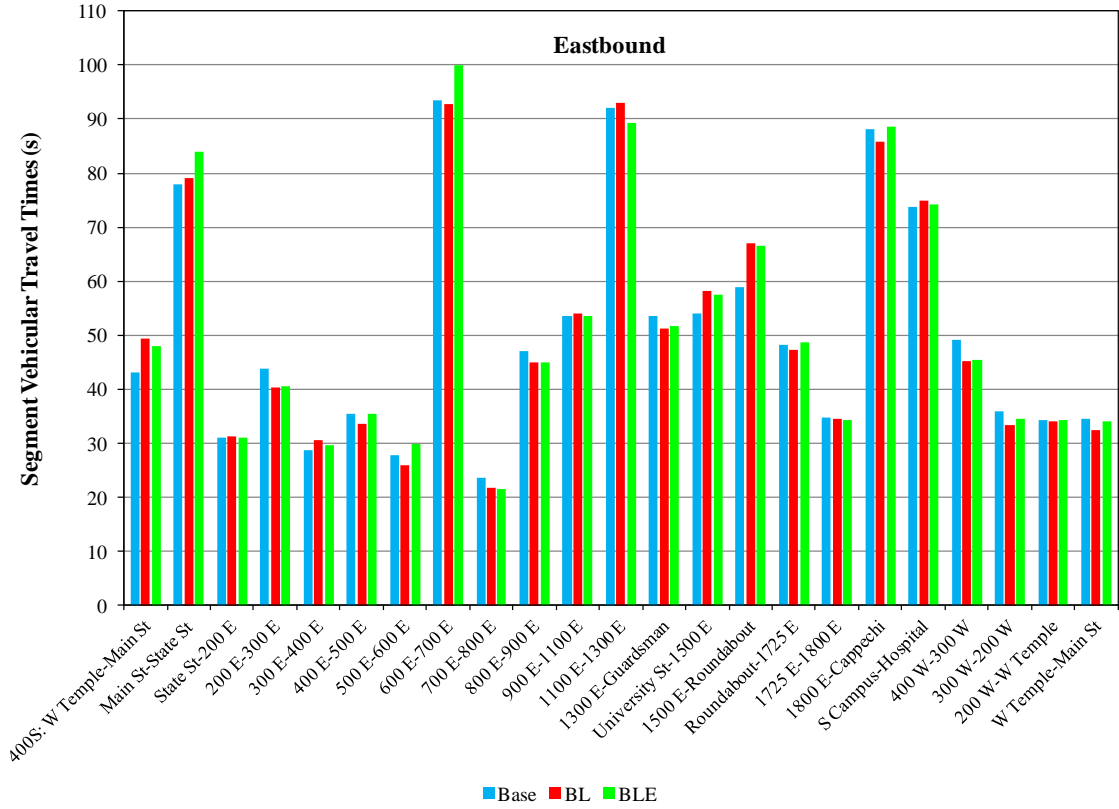
**Figure 7.1** Vehicular Travel Times Comparison: current year

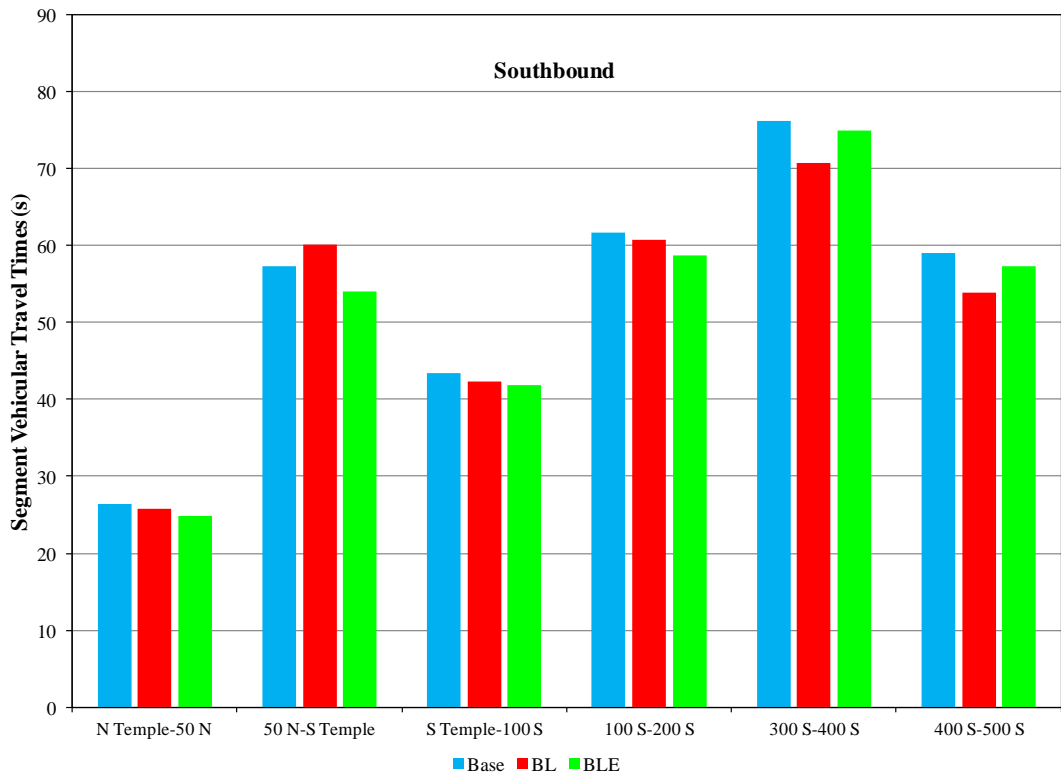
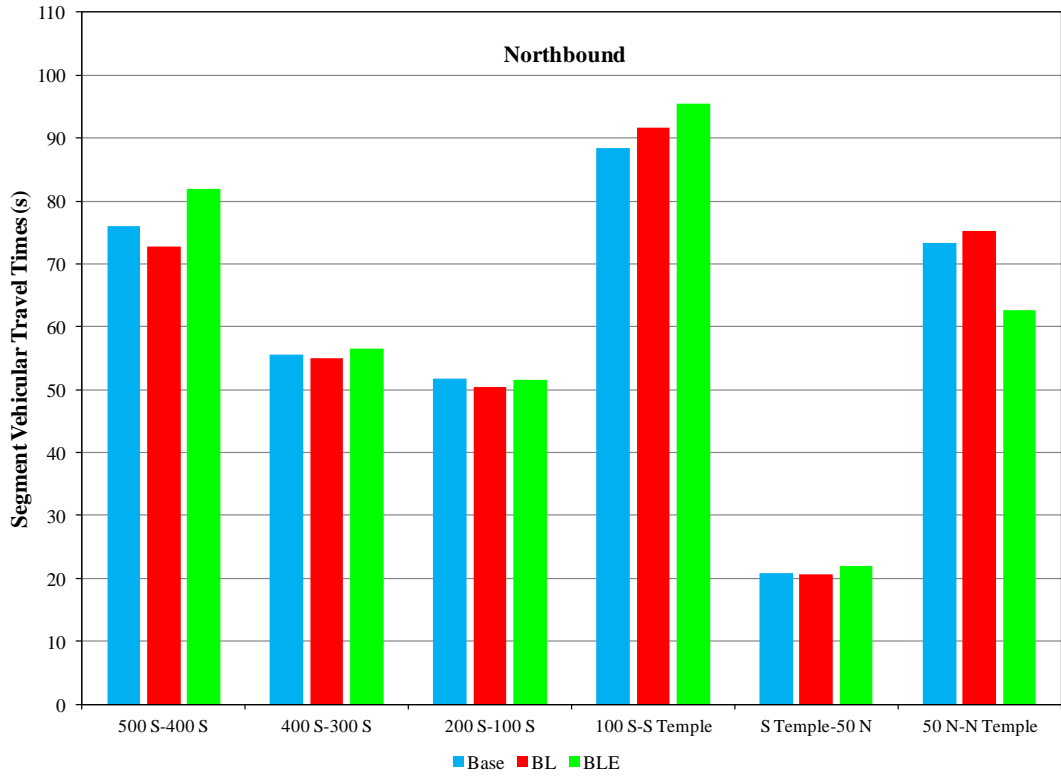






**Figure 7.2** Vehicular Travel Times Comparison: year 2020





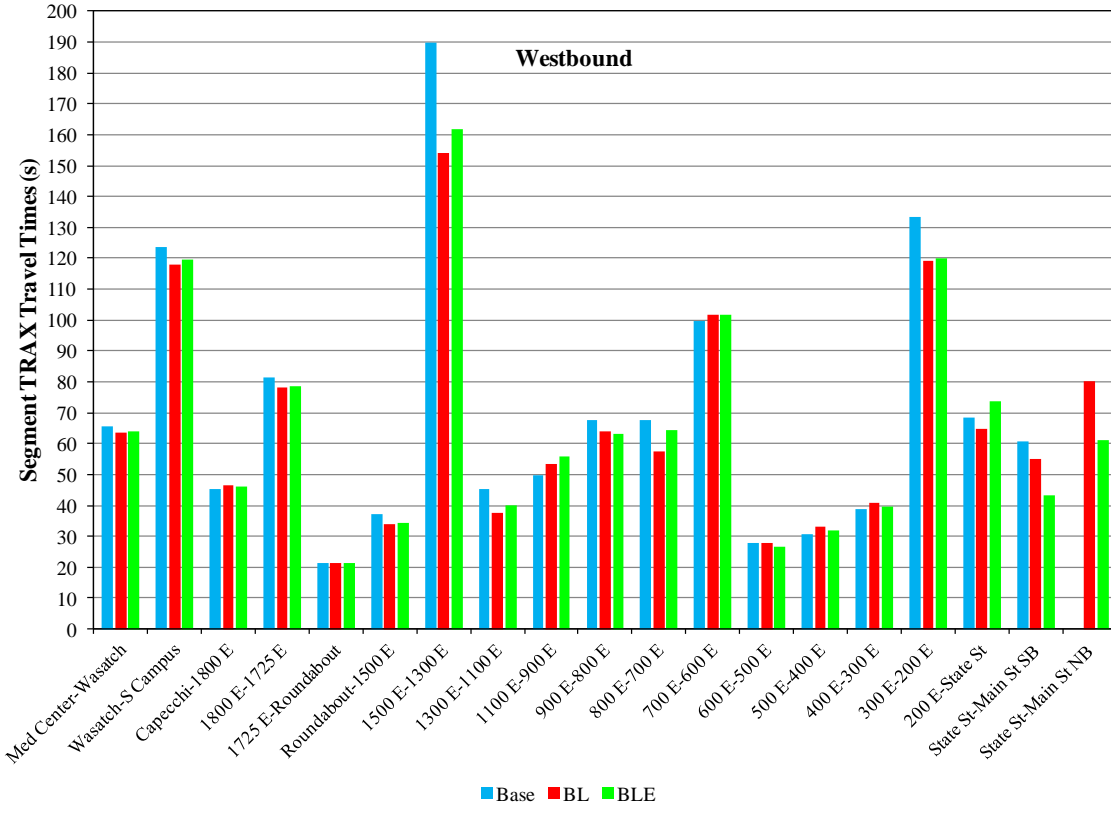
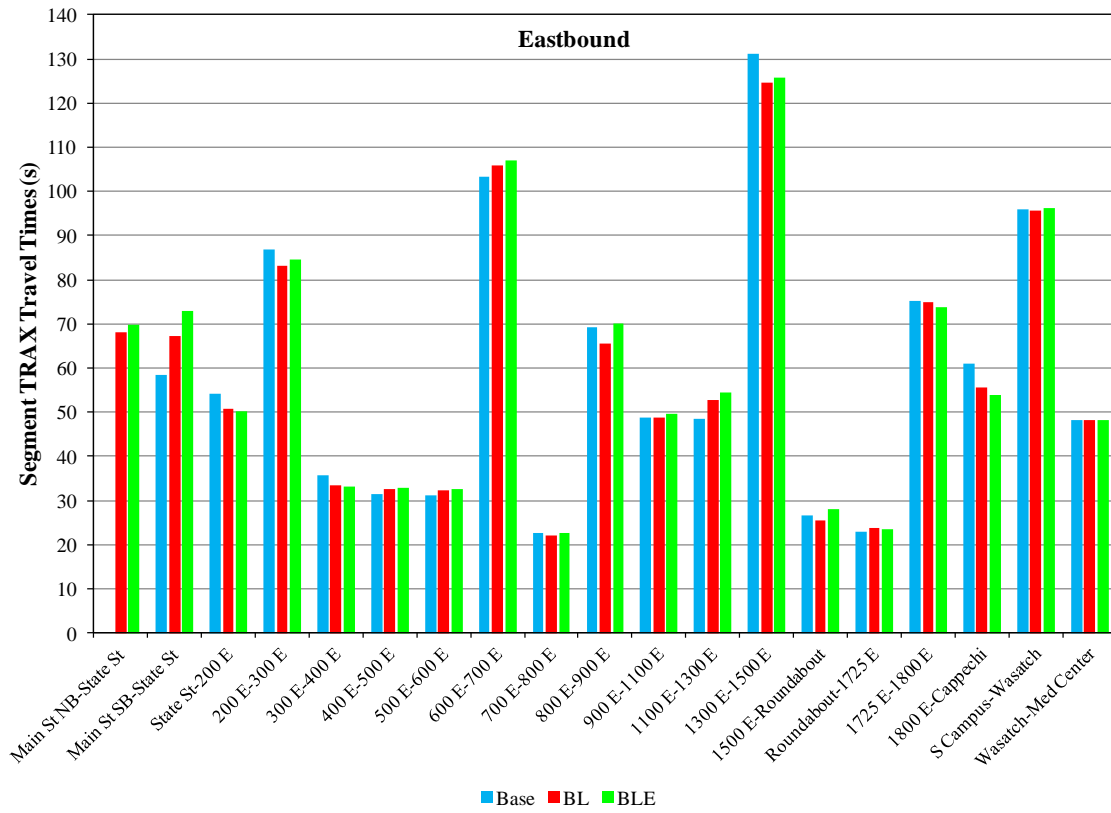
**Figure 7.3** Vehicular Travel Times Comparison: year 2025

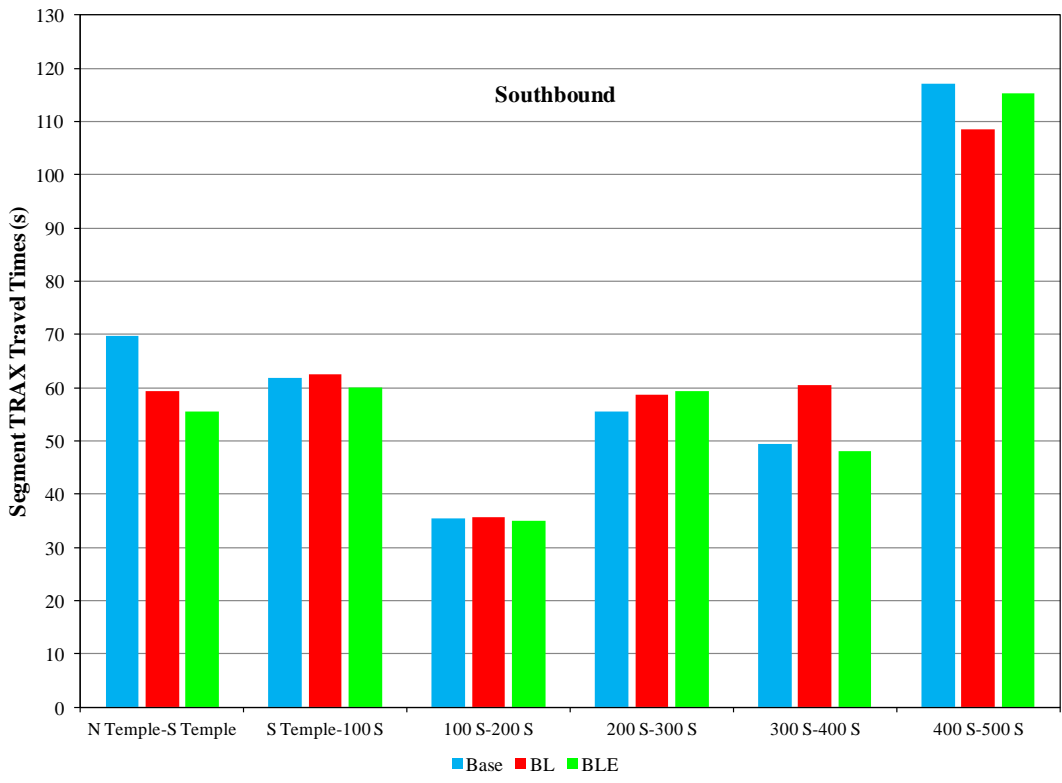
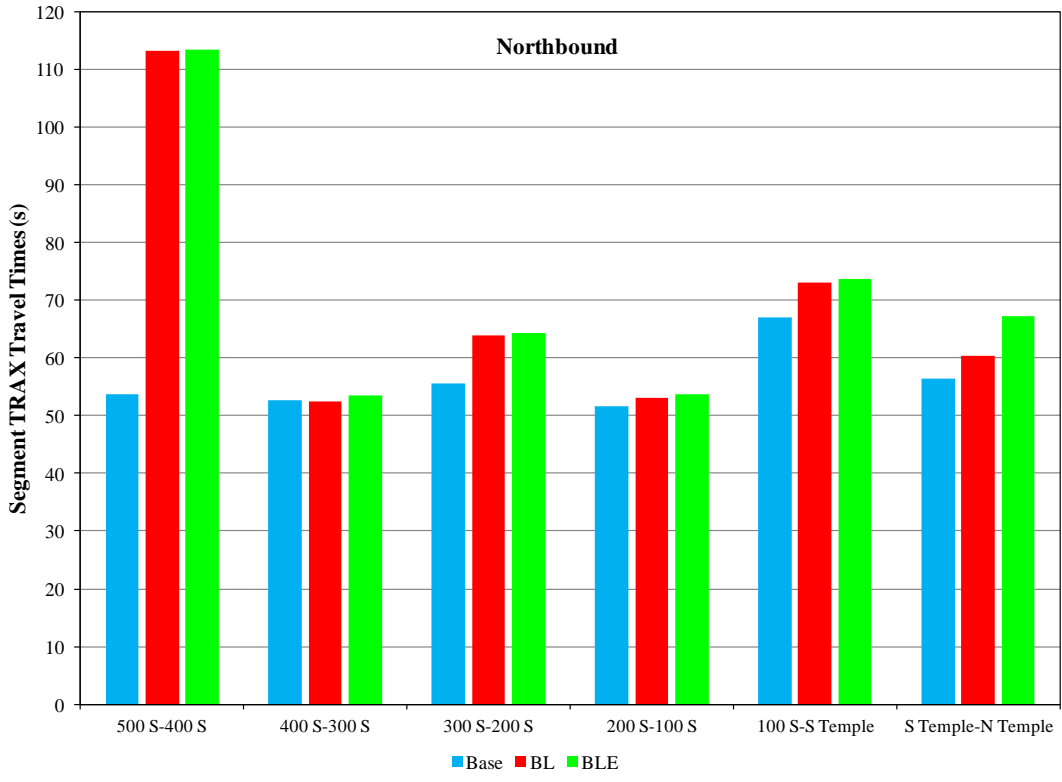
## 7.2 TRAX Travel Times

Transit travel time can be considered the single attribute of a transit system that customers care the most about, but it also is important to transit agencies, especially from an operational standpoint. A comparison of TRAX travel times for the three main model scenarios is given in Table 7.2 and Figures 7.4 – 7.6. The results are shown for the current year, 2020, and 2025. Table 7.2 shows TRAX travel times in minutes aggregated per direction of travel along all corridors, while Figures 7.4 – 7.6 show travel times in seconds in each direction and for each segment separately. Appendix B provides detailed TRAX travel time tables per segment for each model (Base, BL, BLE), year (Current, 2020, 2025) and direction of travel.

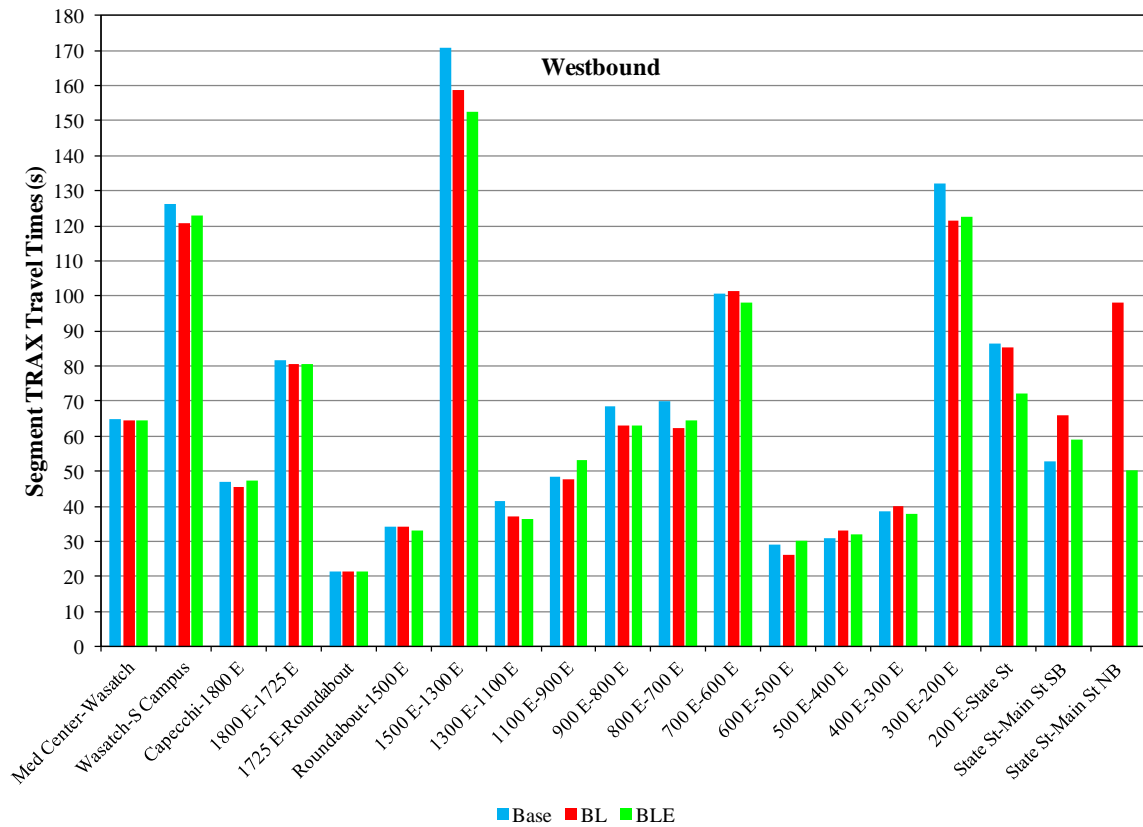
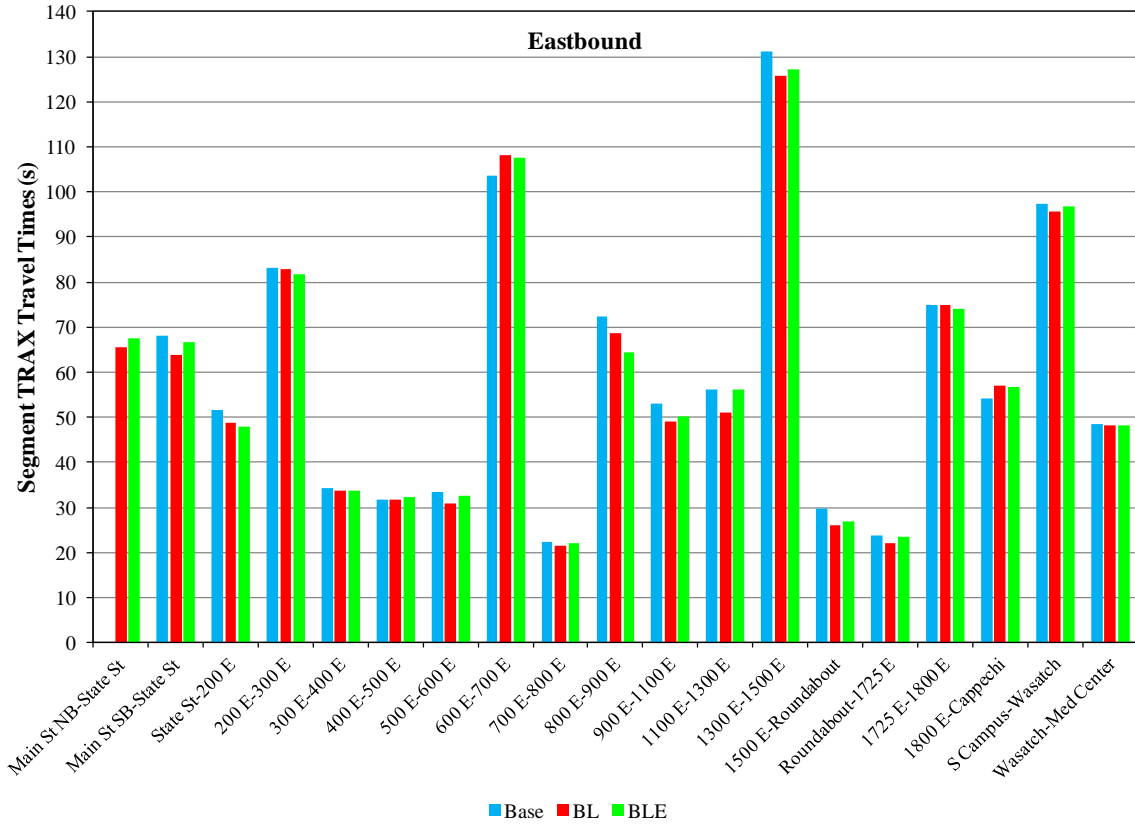
**Table 7.2** TRAX Travel Time Comparison

Dir.	Average TRAX Travel Times (min)								
	Current			2020			2025		
	Base	BL	BLE	Base	BL	BLE	Base	BL	BLE
<b>EB</b>	17.5	18.5	18.8	17.8	18.4	18.6	18.0	19.1	19.6
<b>WB</b>	20.9	20.8	20.8	20.8	21.8	20.7	21.0	22.0	21.9
<b>NB</b>	5.6	6.9	7.1	5.6	6.9	7.0	5.7	6.9	7.1
<b>SB</b>	6.5	6.4	6.2	6.4	6.4	6.2	6.4	6.2	6.2

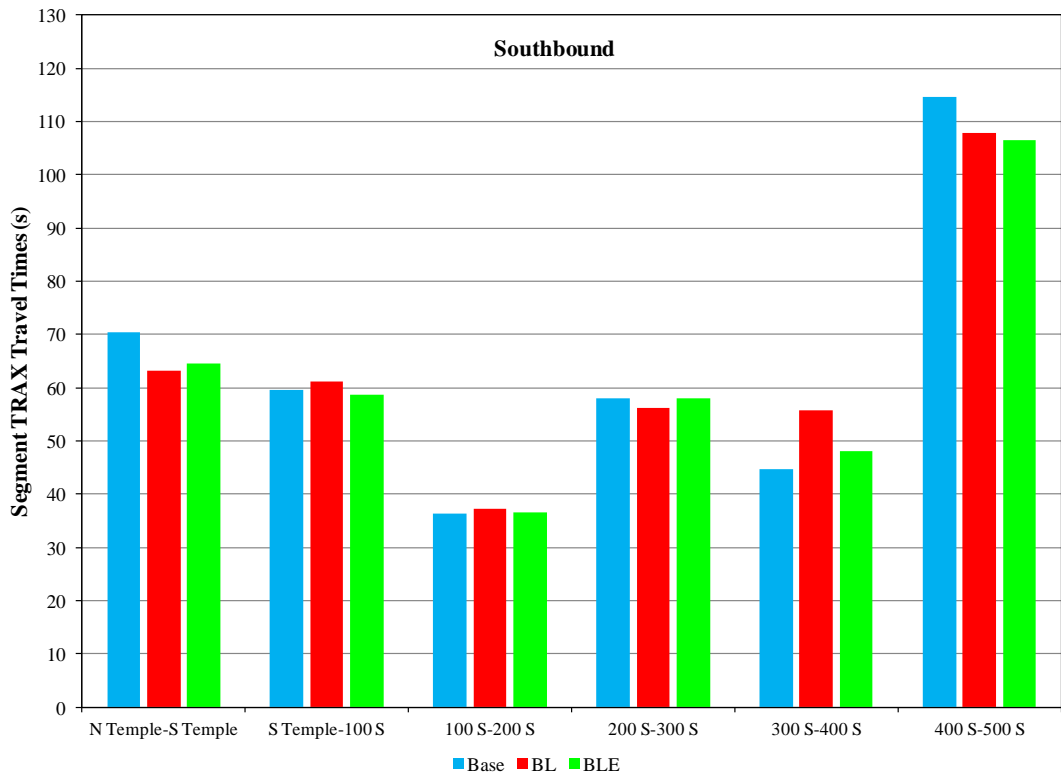
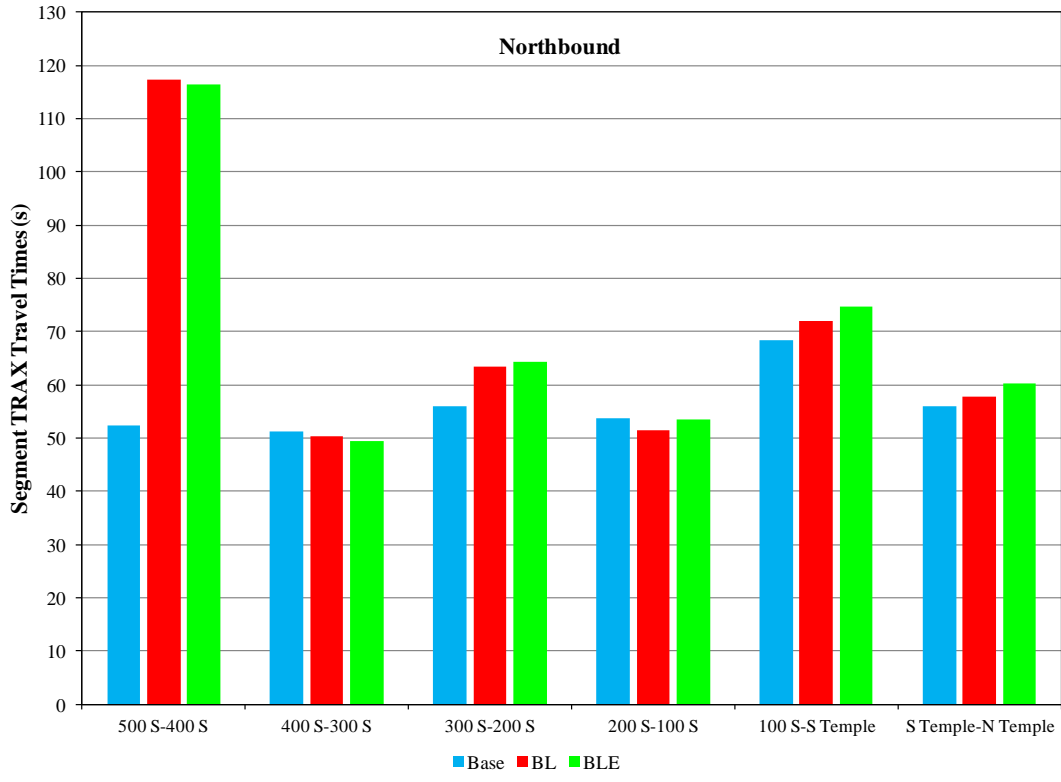




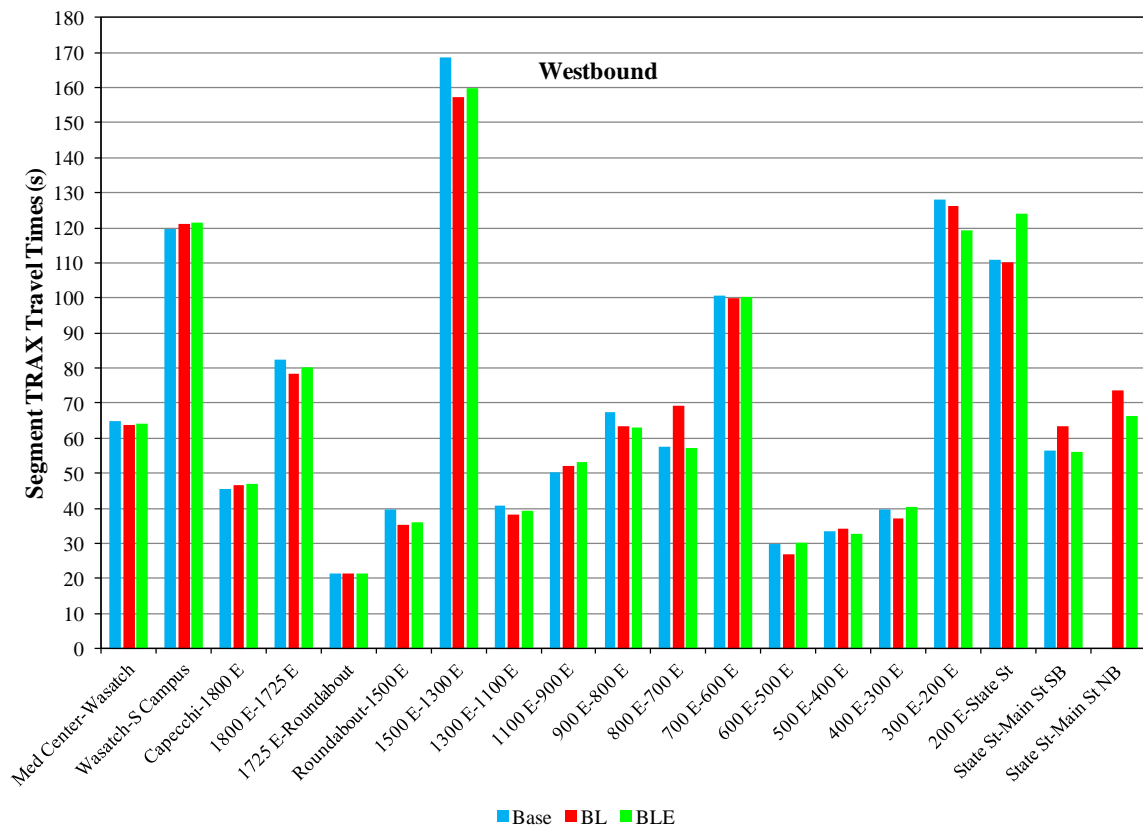
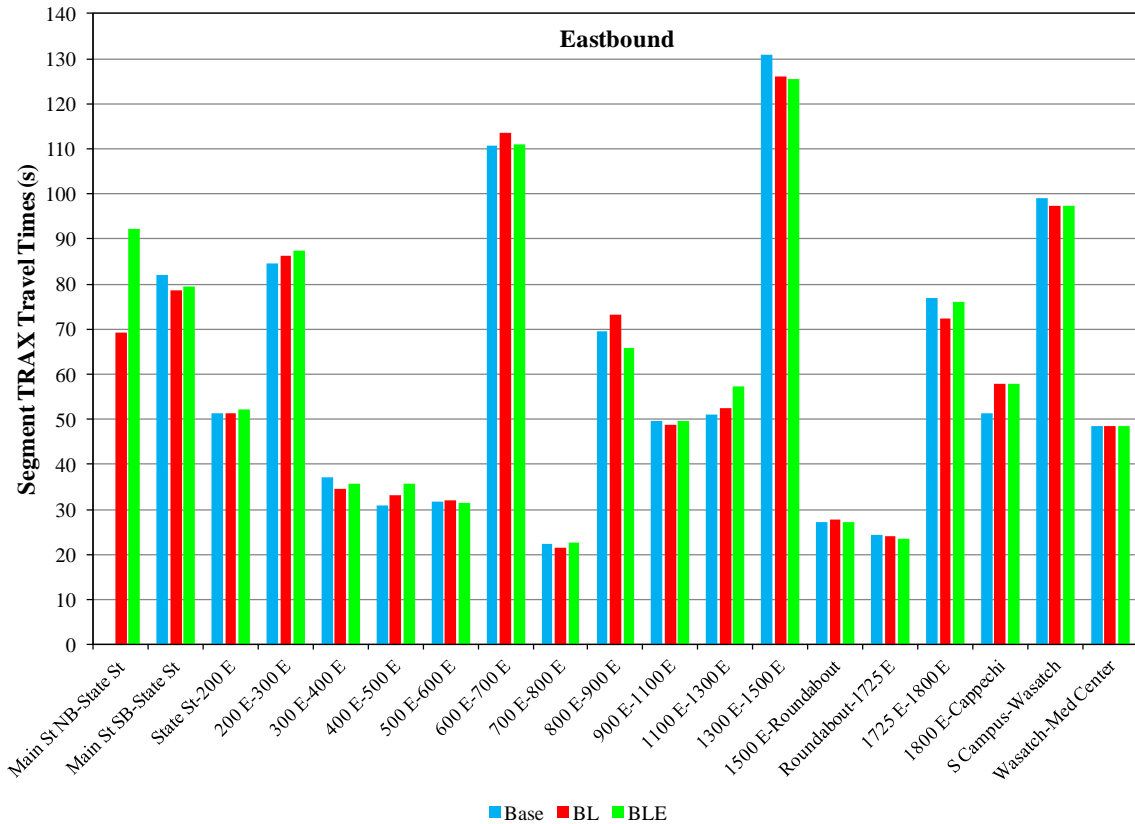
**Figure 7.4** TRAX Travel Times Comparison: current year

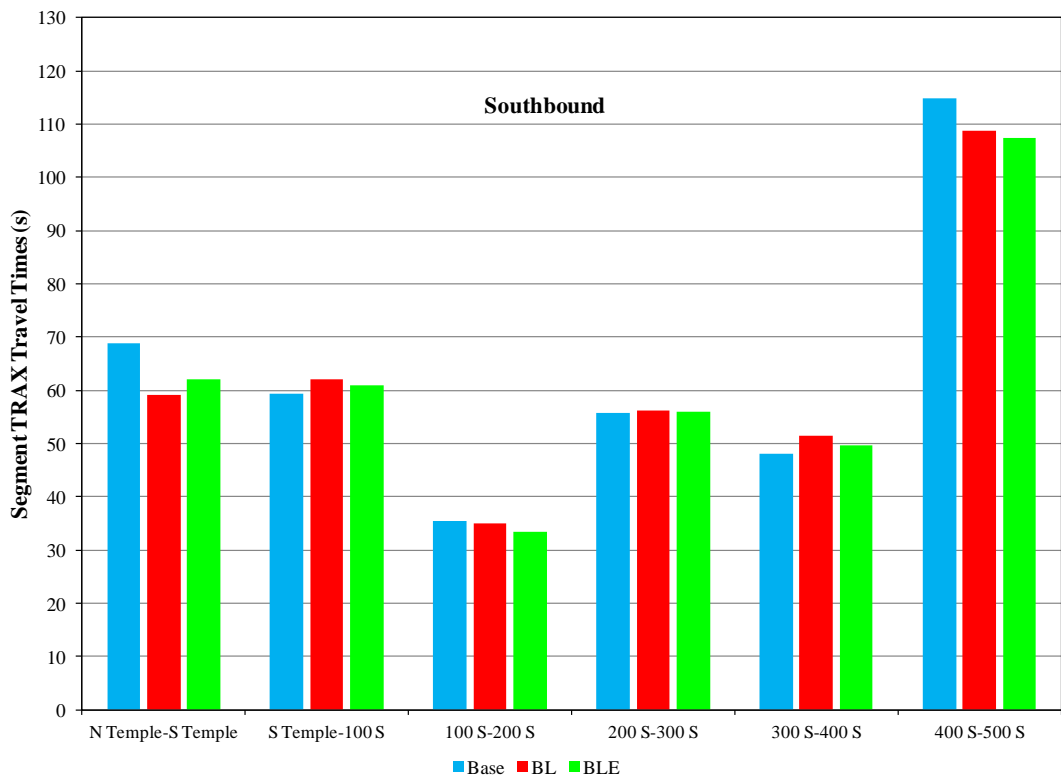
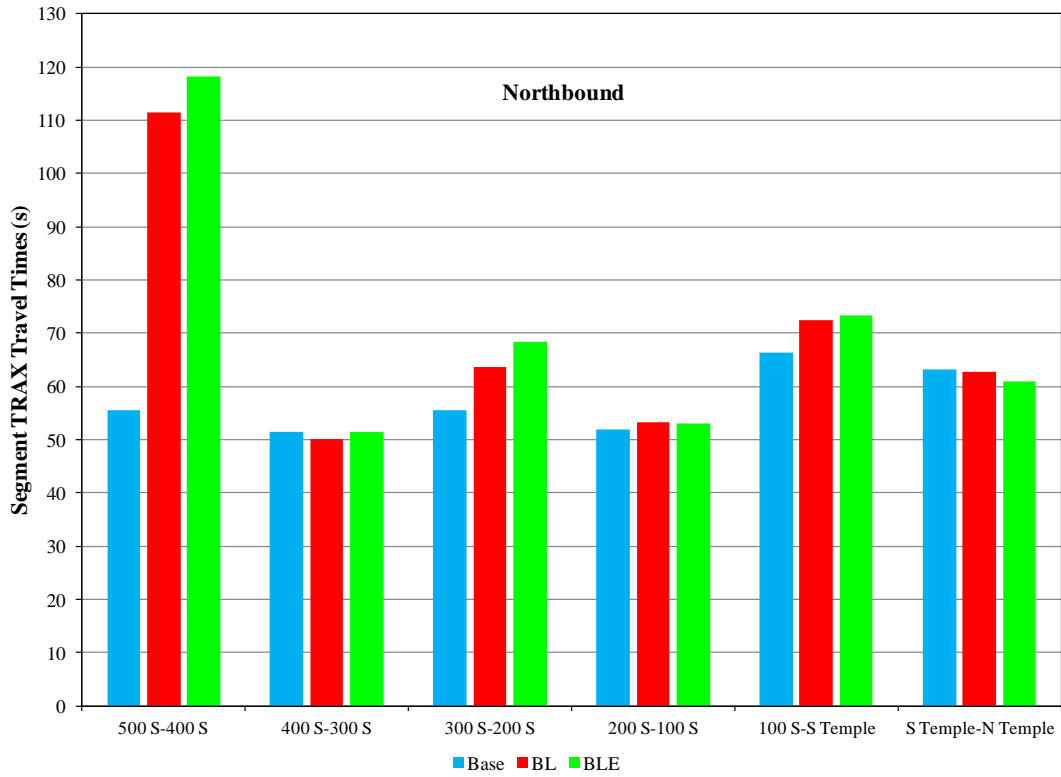






**Figure 7.5** TRAX Travel Times Comparison: year 2020





**Figure 7.6** TRAX Travel Times Comparison: Year 2025

### 7.3 Travel Times for Alternative Intersection Configurations

A comparison of travel times was performed for Base and BLE models for alternative intersection configurations (modifying left turns at intersections of 400 South with Main Street, State Street and 700 East). Tables 7.3 and 7.4 below show the segment travel times for the Base model for vehicles and TRAX on the 400 South corridor between Main Street and 900 East, while tables 7.5 and 7.6 show these travel times for the BLE models. Vehicular travel time tables for alternative intersection models also are given in Appendix A, while Appendix B provides results for TRAX travel times.

**Table 7.3** BASE vehicular Travel Time Comparison:  
Alternative Intersection Configurations

		BASE MODELS VEHICULAR TRAVEL TIMES (S)					
		Base	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	64	59	63	64	63	59
	State St-200 E	32	32	30	30	30	30
	200 E-300 E	38	40	37	38	37	37
	300 E-400 E	29	27	28	28	28	27
	400 E-500 E	27	28	28	28	29	28
	500 E-600 E	26	26	25	26	25	26
	600 E-700 E	68	64	64	69	69	69
	700 E-800 E	21	22	21	22	21	21
<b>WESTBOUND</b>	800 E-900 E	40	41	41	43	43	41
	900 E-800 E	23	22	23	23	23	23
	800 E-700 E	60	60	57	59	61	59
	700 E-600 E	27	28	28	28	28	29
	600 E-500 E	29	29	30	30	30	29
	500 E-400 E	32	31	32	31	33	31
	400 E-300 E	44	45	45	46	44	46
	300 E-200 E	44	43	41	41	43	44
	200 E-State St	68	67	71	66	69	66
	State St-Main St	49	41	43	50	51	42
	<b>Total EB</b>	<b>345</b>	<b>339</b>	<b>338</b>	<b>348</b>	<b>345</b>	<b>338</b>
	<b>Total WB</b>	<b>376</b>	<b>367</b>	<b>370</b>	<b>375</b>	<b>382</b>	<b>369</b>

**Table 7.4 TRAX Travel Time Comparison:  
BASE Alternative Intersection Configurations**

		BASE MODELS TRAX TRAVEL TIMES (S)					
		Base	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	58	64	65	58	59	59
	State St-200 E	54	56	49	52	54	51
	200 E-300 E	87	84	82	83	82	83
	300 E-400 E	36	34	36	33	36	34
	400 E-500 E	31	31	32	34	32	32
	500 E-600 E	31	33	30	32	32	32
	600 E-700 E	103	105	105	106	104	101
	700 E-800 E	23	23	21	23	23	21
	800 E-900 E	69	69	69	76	74	73
<b>WESTBOUND</b>	900 E-800 E	67	68	69	68	71	68
	800 E-700 E	68	58	57	55	46	45
	700 E-600 E	100	100	94	98	98	98
	600 E-500 E	28	27	26	27	28	26
	500 E-400 E	31	34	33	30	35	32
	400 E-300 E	39	40	43	40	36	40
	300 E-200 E	134	126	123	131	131	135
	200 E-State St	68	71	70	92	44	37
	State St-Main St	61	58	56	67	61	53
	<b>Total EB</b>	<b>492</b>	<b>499</b>	<b>490</b>	<b>496</b>	<b>497</b>	<b>488</b>
	<b>Total WB</b>	<b>595</b>	<b>581</b>	<b>571</b>	<b>608</b>	<b>549</b>	<b>534</b>

**Table 7.5 BLE Vehicular Travel Time Comparison:  
Alternative Intersection Configurations**

		BLE MODELS VEHICULAR TRAVEL TIMES (S)					
		BLE	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	69	66	62	67	68	62
	State St-200 E	32	30	30	30	30	31
	200 E-300 E	40	37	40	37	38	40
	300 E-400 E	27	28	27	28	28	28
	400 E-500 E	28	28	29	28	31	30
	500 E-600 E	26	25	25	24	25	26
	600 E-700 E	69	70	69	66	66	63
	700 E-800 E	21	21	20	22	21	21
	800 E-900 E	43	40	39	42	41	43
<b>WESTBOUND</b>	900 E-800 E	23	23	23	24	24	23
	800 E-700 E	61	64	63	56	57	60
	700 E-600 E	28	27	27	27	28	28
	600 E-500 E	31	29	30	30	32	28
	500 E-400 E	32	31	33	31	31	31
	400 E-300 E	43	41	44	44	45	45
	300 E-200 E	44	41	43	41	42	43
	200 E-State St	70	70	72	77	71	73
	State St-Main St	65	75	65	60	58	59
	<b>Total EB</b>	<b>355</b>	<b>346</b>	<b>342</b>	<b>345</b>	<b>348</b>	<b>344</b>
	<b>Total WB</b>	<b>397</b>	<b>402</b>	<b>401</b>	<b>390</b>	<b>389</b>	<b>388</b>

**Table 7.6 BLE TRAX Travel Time Comparison:  
Alternative Intersection Configurations**

		BLE MODELS TRAX TRAVEL TIMES (S)					
		BLE	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	58	62	59	68	57	54
	State St-200 E	51	51	51	54	53	50
	200 E-300 E	87	84	83	85	87	84
	300 E-400 E	34	34	35	34	36	33
	400 E-500 E	31	31	32	31	32	32
	500 E-600 E	33	31	32	33	33	33
	600 E-700 E	110	106	107	101	103	107
	700 E-800 E	23	24	23	25	23	23
	800 E-900 E	70	71	73	75	69	69
<b>WESTBOUND</b>	900 E-800 E	65	66	66	66	66	65
	800 E-700 E	63	58	62	46	43	53
	700 E-600 E	104	104	103	103	103	103
	600 E-500 E	29	28	28	29	29	29
	500 E-400 E	33	32	33	33	31	32
	400 E-300 E	41	39	42	39	39	39
	300 E-200 E	126	122	124	125	126	129
	200 E-State St	65	72	75	68	38	36
	State St-Main St	63	55	56	53	54	51
<b>Total EB</b>	<b>496</b>	<b>496</b>	<b>495</b>	<b>505</b>	<b>494</b>	<b>485</b>	
<b>Total WB</b>	<b>587</b>	<b>575</b>	<b>589</b>	<b>561</b>	<b>530</b>	<b>538</b>	

## 7.4 Intersection Measures of Effectiveness

Performance of a signalized intersection can best be assessed through control delays and a corresponding LOS. Tables 7.7 – 7.9 show a comparison of these parameters averaged on the intersection level for the three main models for the current year, 2020, and 2025.

The intersections 400 South at Main Street, 400 South at State Street, 400 South at 700 East, South Temple at 400 West, North Temple at 400 West, South Campus at Capecchi and Wasatch at Capecchi are intersections in the network where impacts of the additional LRT line and its priority are expected to be greater than at other intersections. Detailed MOEs for these intersections, each movement and mode are given in tables 7.10 – 7.12 for the current year, 2020, and 2025. Detailed intersection MOEs for the three main models (Base, B, L and BLE) for each intersection with LRT are given in Appendix C for the current year, Appendix D for year 2020, and Appendix E for year 2025.

The alternative intersection configurations are expected to have effects on intersection MOEs. Table 7.13 shows intersection MOE comparison at 400 South at Main, 400 South at State and 400 South at 700 East for BL models. Detailed intersection MOEs for these models are shown in Appendix C.

**Table 7.7 Intersection Delays and Level of Service: Current Year**

Intersection	Mode	BASE				BL				BLE			
		Delay (s)	Person Delay(s)	LOS	2-hr persons delay (h)	Delay (s)	Person Delay(s)	LOS	2-hr persons delay (h)	Delay (s)	Person Delay(s)	LOS	2-hr persons delay (h)
Main @ 400 S	Car	30	30	C	56.5	33	33	C	62.7	33	34	C	64.7
	TRAX	25	24	C	12.8	32	28	C	16.0	24	22	C	12.7
	Peds		52		3.7		54		3.8		45		3.2
400 S @ State	Car	47	47	D	155.8	52	52	D	171.2	50	49	D	162.0
	TRAX	28	33	C	5.9	31	32	C	8.0	37	38	D	9.4
	Peds		62		3.9		67		4.2		64		4.1
400 S @ 200 E	Car	29	29	C	66.7	29	29	C	66.7	28	28	C	65.1
	TRAX	22	26	C	4.6	16	18	B	4.7	16	18	B	4.5
	Peds		82		7.0		86		7.3		87		7.4
400 S @ 300 E	Car	33	33	C	69.9	36	35	D	74.9	35	34	C	72.7
	TRAX	12	11	B	2.1	11	11	B	3.0	11	11	B	2.8
	Peds		52		1.4		50		1.4		51		1.4
400 S @ 400 E	Car	25	25	C	47.7	25	25	C	48.0	25	24	C	46.8
	TRAX	4	4	A	0.8	5	5	A	1.3	4	4	A	1.0
	Peds		36		0.7		40		0.7		41		0.7
400 S @ 500 E	Car	27	26	C	57.6	28	27	C	58.9	28	26	C	57.9
	TRAX	6	6	A	1.2	6	6	A	1.7	6	6	A	1.5
	Peds		39		0.7		41		0.7		39		0.7
400 S @ 600 E	Car	18	19	B	34.1	18	19	B	34.1	18	19	B	33.8
	TRAX	14	18	B	3.4	14	15	B	3.8	14	15	B	3.9
	Peds		67		5.1		69		5.2		70		5.3
400 S @ 700 E	Car	38	38	D	139.3	39	41	D	146.4	39	40	D	145.4
	TRAX	44	46	D	8.9	40	39	D	10.2	44	45	D	11.8
	Peds		59		1.6		61		1.7		60		1.6
400 S @ 800 E	Car	10	11	A	16.6	10	11	B	16.8	10	10	A	16.4
	TRAX	8	9	A	1.8	6	7	A	1.9	6	7	A	1.8
	Peds		33		0.3		35		0.3		35		0.3
400 S @ 900 E	Car	32	32	C	67.0	33	33	C	69.9	34	33	C	70.9
	TRAX	17	15	B	2.8	17	18	B	4.7	21	20	C	5.2
	Peds		63		2.9		62		2.8		64		2.9
500 S @ 1100 E	Car	14	14	B	23.6	15	15	B	25.6	15	14	B	24.1
	TRAX	6	8	A	1.5	3	3	A	0.8	5	5	A	1.4
	Peds		0		0.0		0		0.0		0		0.0
500 S @ 1300 E	Car	35	35	D	93.1	37	38	D	100.9	37	37	D	98.9
	TRAX	44	54	D	10.2	29	33	C	8.5	33	35	C	9.0
	Peds		51		2.3		54		2.4		50		2.2
S Camp @ 1500 E	Car	14	14	B	7.3	16	16	B	8.3	17	17	B	9.1
	TRAX	10	12	A	2.4	7	8	A	2.0	8	9	A	2.3
	Peds		25		0.3		27		0.4		26		0.4
S Camp @ 1600 E (Roundabout)	Car	26	26	C	23.0	35	35	C	30.8	39	38	D	34.1
	TRAX	3	2	A	0.4	3	3	A	0.7	4	4	A	0.9
	Peds		0		0.0		0		0.0		0		0.0
S Camp @ 1725 E	Car	22	22	C	17.6	26	26	C	20.5	26	26	C	20.5
	TRAX	6	7	A	1.4	5	6	A	1.5	6	6	A	1.5
	Peds		45		1.8		50		2.0		50		2.0
S Camp @ 1800 E	Car	9	9	A	6.6	9	9	A	6.6	9	9	A	6.4
	TRAX	5	4	A	0.7	6	5	A	1.4	5	4	A	1.1
	Peds		30		1.7		35		2.0		35		2.0
S Campus @ Capecchi	Car	53	53	D	98.0	60	60	E	109.4	55	55	D	101.3
	TRAX	34	33	C	6.1	27	28	C	7.2	28	28	C	7.1
	Peds		72		0.8		73		0.8		74		0.8
Capecchi @ Wasatch	Car	28	27	C	40.4	64	64	E	93.2	35	34	C	50.5
	TRAX	34	33	C	6.1	27	28	C	7.2	28	28	C	7.1
	Peds		0		0.0		0		0.0		0		0.0
Main @ 100 S	Car	33	33	C	12.7	35	35	C	13.4	33	33	C	12.7
	TRAX	40	35	D	14.4	43	40	D	18.7	42	40	D	19.1
	Peds		59		2.1		56		2.0		54		2.0
Main @ 200 S	Car	15	16	B	17.4	16	16	B	17.8	16	16	B	17.9
	TRAX	40	35	D	14.4	43	40	D	18.7	42	41	D	19.1
	Peds		55		2.1		52		1.9		52		1.9
Main @ 300 S	Car	30	30	C	14.6	30	30	C	14.3	31	31	C	15.0
	TRAX	25	32	C	11.3	30	34	C	14.4	31	36	C	15.3
	Peds		58		5.2		59		5.2		56		5.0
Main @ 500 S	Car	42	42	D	78.2	43	43	D	80.2	42	42	D	79.4
	TRAX	25	24	C	11.8	21	19	C	9.2	25	24	C	11.1
	Peds		38		2.1		38		2.0		38		2.0
Main @ S Temple	Car	55	55	D	33.7	62	62	E	38.3	63	63	E	38.6
	TRAX	27	26	C	15.6	28	28	C	17.0	29	28	C	17.0
	Peds		47		11.4		51		12.4		50		12.3
S Temple @ W Temple	Car	25	25	C	21.1	26	26	C	22.5	27	27	C	22.7
	TRAX	33	27	C	16.2	38	33	D	20.5	37	32	D	19.2
	Peds		25		4.0		27		4.2		27		4.2
S Temple @ 200 W	Car	30	30	C	21.1	31	31	C	21.8	31	31	C	21.8
	TRAX	33	26	C	16.2	39	33	D	20.5	38	32	D	19.2
	Peds		37		5.8		39		6.0		40		6.1
S Temple @ 300 W	Car	34	34	C	47.8	35	35	D	49.0	35	35	C	48.2
	TRAX	33	26	C	16.2	39	33	D	20.5	37	31	D	19.2
	Peds		36		5.5		37		5.7		36		5.5
S Temple @ 400 W	Car	33	33	C	17.4	35	34	C	18.1	35	35	C	18.3
	TRAX	55	59	D	37.4	46	43	D	27.2	52	51	D	32.7
	Peds		37		2.8		39		2.9		37		2.8
N Temple @ 400 W	Car	46	46	D	51.6	47	47	D	53.2	43	43	D	47.8
	TRAX	13	14	B	3.7	16	18	B	5.6	18	23	B	7.0
	Peds		52		8.2		52		8.3		48		7.7
500 S @ Guardsman	Car	25	24	C	52.2	24	24	C	51.4	25	25	C	53.4
	Peds		54		1.2		55		1.2		54		1.2
500 S @ 1300 E Gate	Car	6	6	A	5.2	10	9	A	8.5	10	10	A	9.0

**Table 7.8 Intersection Delays and Level of Service: Year 2020**

Intersection	Mode	BASE				BL				BLE			
		Delay (s)	Person Delays(s)	LOS	2-hr persons delay (h)	Delay (s)	Person Delays(s)	LOS	2-hr persons delay (h)	Delay (s)	Person Delays(s)	LOS	2-hr persons delay (h)
Main @ 400 S	Car	30	30	C	57.7	36	37	D	70.4	34	35	C	67.3
	TRAX	21	20	C	11.4	35	31	C	18.4	27	26	C	15.3
	Peds		53		4.2		54		4.3		46		3.7
400 S @ State	Car	51	50	D	169.8	54	54	D	181.2	54	53	D	178.0
	TRAX	42	47	D	8.8	39	40	D	10.4	34	36	C	9.4
	Peds		65		4.1		67		4.3		67		4.2
400 S @ 200 E	Car	29	28	C	66.9	30	29	C	67.5	30	30	C	69.8
	TRAX	20	23	B	4.4	16	17	B	4.6	17	18	B	4.9
	Peds		83		7.6		86		7.9		88		8.0
400 S @ 300 E	Car	35	34	C	74.5	36	36	D	78.0	36	35	D	75.8
	TRAX	10	10	A	2.0	10	10	B	2.7	9	9	A	2.4
	Peds		51		1.4		54		1.5		53		1.5
400 S @ 400 E	Car	25	24	C	48.2	25	24	C	47.9	25	25	C	48.1
	TRAX	4	4	A	0.8	5	6	A	1.5	4	4	A	1.1
	Peds		37		0.7		41		0.7		38		0.7
400 S @ 500 E	Car	29	27	C	60.1	29	28	C	61.0	28	26	C	57.9
	TRAX	6	7	A	1.4	5	5	A	1.3	7	8	A	2.2
	Peds		39		0.7		41		0.7		42		0.8
400 S @ 600 E	Car	18	19	B	34.8	18	18	B	33.9	18	18	B	33.7
	TRAX	16	19	B	3.8	13	14	B	3.9	12	13	B	3.6
	Peds		63		5.2		72		5.8		71		5.8
400 S @ 700 E	Car	38	39	D	145.4	39	40	D	148.1	39	40	D	149.0
	TRAX	45	48	D	9.6	43	43	D	11.7	44	45	D	12.1
	Peds		61		1.7		63		1.7		60		1.6
400 S @ 800 E	Car	10	11	B	17.8	10	11	A	16.9	10	11	B	17.1
	TRAX	8	10	A	2.0	5	6	A	1.7	6	6	A	1.7
	Peds		34		0.3		36		0.4		34		0.3
400 S @ 900 E	Car	33	33	C	71.9	34	33	C	72.0	34	33	C	71.7
	TRAX	18	16	B	3.2	16	16	B	4.3	17	17	B	4.7
	Peds		66		3.3		63		3.1		61		3.0
500 S @ 1100 E	Car	14	14	B	24.3	14	14	B	24.5	14	14	B	24.9
	TRAX	6	7	A	1.4	3	3	A	0.8	3	3	A	0.8
	Peds		0		0.0		0		0.0		0		0.0
500 S @ 1300 E	Car	36	36	D	96.9	38	38	D	103.2	38	39	D	104.9
	TRAX	38	43	D	8.7	30	32	C	8.7	30	31	C	8.5
	Peds		49		2.5		53		2.7		52		2.6
S Camp @ 1500 E	Car	14	14	B	7.4	21	21	C	11.2	27	27	C	14.3
	TRAX	8	10	A	2.0	8	9	A	2.3	8	8	A	2.3
	Peds		26		0.5		29		0.5		29		0.5
S Camp @ 1600 E (Roundabout)	Car	28	28	C	25.0	43	43	D	38.1	50	49	D	44.2
	TRAX	5	3	A	0.7	3	3	A	0.8	4	3	A	0.9
	Peds		0		0.0		0		0.0		0		0.0
S Camp @ 1725 E	Car	24	23	C	19.1	28	28	C	22.5	35	34	C	27.7
	TRAX	7	8	A	1.6	6	7	A	1.9	6	7	A	1.8
	Peds		48		2.1		53		2.4		51		2.2
S Camp @ 1800 E	Car	9	9	A	6.6	9	9	A	6.7	9	9	A	7.0
	TRAX	6	5	A	0.9	5	5	A	1.4	6	5	A	1.4
	Peds		30		1.8		35		2.1		34		2.0
S Campus @ Capecchi	Car	56	55	E	105.2	61	61	E	113.4	60	60	E	111.2
	TRAX	31	32	C	6.3	30	31	C	8.2	32	33	C	8.8
	Peds		71		0.9		74		0.9		72		0.9
Capecchi @ Wasatch	Car	32	32	C	48.5	74	73	E	107.7	72	71	E	105.2
	TRAX	33	33	C	6.3	30	31	C	8.2	33	33	C	8.8
	Peds		0		0.0		0		0.0		0		0.0
Main @ 100 S	Car	34	34	C	13.5	34	34	C	13.6	33	33	C	13.2
	TRAX	40	35	D	15.0	41	37	D	18.1	41	38	D	18.7
	Peds		56		2.0		57		2.0		56		2.0
Main @ 200 S	Car	16	16	B	18.2	16	16	B	18.1	16	16	B	18.6
	TRAX	40	35	D	15.0	41	37	D	18.1	41	38	D	18.7
	Peds		56		2.1		51		1.9		51		1.9
Main @ 300 S	Car	31	31	C	15.3	30	30	C	14.7	31	31	C	15.2
	TRAX	27	33	C	12.4	26	30	C	13.3	28	33	C	14.5
	Peds		57		5.0		58		5.2		58		5.1
Main @ 500 S	Car	44	44	D	83.8	42	42	D	80.5	43	43	D	82.3
	TRAX	22	20	C	10.7	21	20	C	9.7	21	20	C	9.7
	Peds		39		2.3		39		2.2		39		2.3
Main @ S Temple	Car	54	53	D	33.5	61	61	E	37.9	64	63	E	39.3
	TRAX	28	27	C	16.7	25	25	C	16.1	28	29	C	18.3
	Peds		47		11.6		51		12.5		50		12.2
S Temple @ W Temple	Car	26	26	C	22.4	27	27	C	23.5	27	27	C	23.3
	TRAX	36	29	D	17.7	38	32	D	20.1	37	33	D	20.9
	Peds		25		3.8		26		4.1		26		4.1
S Temple @ 200 W	Car	30	30	C	21.0	31	31	C	21.8	32	32	C	22.3
	TRAX	36	28	D	17.7	38	31	D	20.1	37	32	D	20.9
	Peds		37		5.8		39		6.0		40		6.2
S Temple @ 300 W	Car	35	35	D	49.6	36	36	D	50.6	35	35	D	49.2
	TRAX	37	28	D	17.7	38	31	D	20.1	38	32	D	20.9
	Peds		37		5.6		37		5.6		37		5.7
S Temple @ 400 W	Car	33	34	C	18.0	35	35	C	18.7	33	33	C	17.6
	TRAX	55	58	D	38.1	56	57	E	37.6	51	51	D	33.9
	Peds		36		2.7		37		2.8		35		2.6
N Temple @ 400 W	Car	45	45	D	51.4	48	48	D	54.5	43	43	D	48.3
	TRAX	12	14	B	3.8	15	16	B	5.0	15	16	B	5.3
	Peds		52		8.2		53		8.4		48		7.6
500 S @ Guardsman	Car	25	25	C	54.4	26	25	C	55.2	25	25	C	53.5
	Peds		54		1.4		55		1.4		54		1.3
500 S @ 1300 E Gate	Car	6	6	A	5.8	11	10	B	9.6	11	10	B	9.6



**Table 7.9 Intersection Delays and Level of Service: Year 2025**

Intersection	Mode	BASE				BL				BLE			
		Delay (s)	Person Delays(s)	LOS	2-hr persons delay (h)	Delay (s)	Person Delays(s)	LOS	2-hr persons delay (h)	Delay (s)	Person Delays(s)	LOS	2-hr persons delay (h)
Main @ 400 S	Car	37	36	D	82.6	43	43	D	96.9	42	43	D	98.2
	TRAX	24	24	C	16.0	30	26	C	18.9	29	27	C	19.4
	Peds		62		5.5		60		5.3		61		5.4
400 S @ State	Car	63	64	E	259.7	68	69	E	274.1	71	72	E	286.5
	TRAX	61	68	E	15.6	56	59	E	18.3	69	71	E	22.3
	Peds		78		6.3		78		6.3		80		6.4
400 S @ 200 E	Car	46	47	D	130.6	56	56	E	156.4	55	56	D	155.9
	TRAX	18	21	B	4.7	20	22	B	6.9	17	19	B	6.0
	Peds		94		10.1		98		10.5		99		10.5
400 S @ 300 E	Car	43	43	D	111.0	56	56	E	143.5	50	48	D	125.5
	TRAX	11	11	B	2.6	11	10	B	3.3	13	14	B	4.4
	Peds		58		1.6		63		1.8		59		1.7
400 S @ 400 E	Car	26	26	C	61.0	33	34	C	78.2	27	27	C	62.9
	TRAX	7	7	A	1.6	6	5	A	1.7	5	6	A	1.9
	Peds		41		0.7		45		0.8		45		0.8
400 S @ 500 E	Car	32	31	C	81.6	32	32	C	83.7	32	31	C	82.6
	TRAX	6	7	A	1.8	6	6	A	2.0	9	9	A	3.0
	Peds		48		0.9		46		0.8		47		0.8
400 S @ 600 E	Car	20	20	B	44.3	19	20	B	44.0	20	21	B	45.5
	TRAX	15	19	B	4.5	13	14	B	4.6	13	14	B	4.5
	Peds		69		6.9		76		7.6		74		7.4
400 S @ 700 E	Car	51	52	D	232.6	52	54	D	239.2	52	54	D	239.4
	TRAX	43	42	D	10.1	50	50	D	16.2	42	43	D	14.0
	Peds		66		2.3		68		2.4		68		2.4
400 S @ 800 E	Car	12	13	B	24.4	12	13	B	24.3	12	13	B	24.1
	TRAX	8	9	A	2.3	6	7	A	2.2	6	7	A	2.2
	Peds		39		0.4		37		0.4		38		0.4
400 S @ 900 E	Car	36	35	D	92.1	37	37	D	95.4	38	38	D	98.1
	TRAX	18	16	B	3.9	20	20	B	6.6	17	17	B	5.7
	Peds		66		3.9		65		3.8		67		3.9
500 S @ 1100 E	Car	16	16	B	32.9	17	17	B	35.4	17	16	B	33.8
	TRAX	5	6	A	1.4	3	4	A	1.2	4	5	A	1.6
	Peds		0		0.0		0		0.0		0		0.0
500 S @ 1300 E	Car	42	43	D	138.3	46	47	D	150.9	45	46	D	148.6
	TRAX	34	40	C	9.7	30	32	C	10.3	34	36	C	11.6
	Peds		54		3.1		55		3.2		56		3.2
S Camp @ 1500 E	Car	15	15	B	9.7	16	16	B	10.6	16	16	B	10.3
	TRAX	10	14	B	3.3	9	10	A	3.2	9	10	A	3.2
	Peds		25		0.4		28		0.5		28		0.5
S Camp @ 1600 E (Roundabout)	Car	17	16	B	18.0	20	20	C	22.0	21	21	C	22.2
	TRAX	4	3	A	0.6	4	4	A	1.2	4	3	A	1.1
	Peds		0		0.0		0		0.0		0		0.0
S Camp @ 1725 E	Car	20	20	C	20.3	21	21	C	20.4	21	21	C	20.8
	TRAX	8	9	A	2.1	6	6	A	2.1	6	6	A	2.0
	Peds		47		2.4		50		2.6		48		2.4
S Camp @ 1800 E	Car	9	9	A	8.3	10	10	A	8.8	9	10	A	8.5
	TRAX	6	5	A	1.1	5	4	A	1.4	7	6	A	2.0
	Peds		35		2.6		37		2.6		38		2.7
S Campus @ Capecchi	Car	49	49	D	113.3	62	61	E	138.3	59	59	E	132.7
	TRAX	27	27	C	6.4	31	32	C	10.0	32	33	C	10.3
	Peds		77		1.1		75		1.1		77		1.1
Capecchi @ Wasatch	Car	34	34	C	62.5	62	62	E	110.8	61	61	E	108.6
	TRAX	29	27	C	6.4	31	32	C	10.0	32	33	C	10.3
	Peds		0		0.0		0		0.0		0		0.0
Main @ 100 S	Car	33	32	C	15.6	32	32	C	15.6	33	33	C	15.8
	TRAX	38	33	D	17.3	41	38	D	22.3	43	41	D	23.9
	Peds		59		3.1		56		3.0		59		3.1
Main @ 200 S	Car	17	17	B	23.5	17	17	B	24.3	17	17	B	24.0
	TRAX	38	33	D	17.3	41	38	D	22.3	43	41	D	23.9
	Peds		53		2.9		54		2.9		52		2.8
Main @ 300 S	Car	34	34	C	21.0	33	33	C	20.1	34	34	C	21.1
	TRAX	25	31	C	14.0	27	32	C	16.8	30	35	C	18.7
	Peds		68		7.3		65		7.0		65		7.0
Main @ 500 S	Car	42	42	D	96.2	42	42	D	94.3	43	43	D	96.7
	TRAX	23	21	C	13.5	20	19	B	11.0	20	19	C	11.4
	Peds		43		3.0		42		3.0		41		2.9
Main @ S Temple	Car	55	55	E	42.1	60	60	E	44.7	61	61	E	45.4
	TRAX	29	26	C	19.2	29	28	C	21.6	28	27	C	20.4
	Peds		50		15.1		52		15.7		53		16.1
S Temple @ W Temple	Car	24	24	C	25.4	25	25	C	26.1	25	25	C	26.1
	TRAX	41	31	D	22.9	39	32	D	24.3	45	37	D	27.8
	Peds		26		4.8		28		5.3		27		5.2
S Temple @ 200 W	Car	34	34	C	29.4	33	33	C	28.0	33	33	C	27.9
	TRAX	41	30	D	22.9	39	32	D	24.3	45	36	D	27.8
	Peds		39		7.3		39		7.4		40		7.6
S Temple @ 300 W	Car	34	34	C	59.5	36	35	D	60.9	35	35	D	60.2
	TRAX	41	30	D	22.9	39	32	D	24.3	45	36	D	27.8
	Peds		44		8.2		44		8.1		44		8.1
S Temple @ 400 W	Car	39	39	D	25.7	39	40	D	25.9	36	36	D	23.4
	TRAX	54	55	D	43.6	56	60	E	47.9	58	60	E	47.5
	Peds		44		3.9		46		4.2		40		3.6
N Temple @ 400 W	Car	48	48	D	65.3	49	49	D	65.8	44	44	D	59.4
	TRAX	19	21	B	7.1	18	19	B	7.4	15	17	B	6.4
	Peds		57		10.8		54		10.4		51		9.8
500 S @ Guardsman	Car	27	26	C	67.1	27	27	C	70.1	27	27	C	68.9
	TRAX												
	Peds		57		1.7		54		1.6		54		1.6
500 S @ 1300 E Gate	Car	8	8	A	8.5	12	13	B	14.1	13	11	B	13.0

**Table 7.10** Detailed Intersection MOE: Current Year

a) Main at 400 South

<b>Main @ 400 S</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	54	65	71	55	65	77	54	63	70
SBT	173	207	46	171	205	39	171	204	36
SBR	88	106	35	88	106	31	87	107	28
WBL	0	0	0	0	0	0	0	0	0
WBT	2171	3067	30	2164	3053	34	2162	3053	37
WBR	61	72	28	60	74	34	61	73	30
NBL	74	90	77	74	89	75	74	91	69
NBT	179	213	41	178	209	43	179	217	40
NBR	207	247	32	206	245	32	207	248	33
EBL	43	52	59	42	49	62	43	52	57
EBT	1809	2667	24	1806	2658	28	1806	2666	26
EBR	62	76	20	61	73	22	61	75	19
SBT LRT	16	360	32	16	360	42	16	360	30
NBT LRT	16	935	19	16	808	16	16	808	16
WBL LRT	7	399	33	7	302	28	7	302	16
NBR LRT	8	232	21	8	232	19	8	226	17
SBL LRT	0	0	0	8	200	43	8	200	37
WBR LRT	0	0	0	8	168	53	8	168	34
<b>Total/Avg Car</b>	<b>4921</b>	<b>6862</b>	<b>30</b>	<b>4905</b>	<b>6826</b>	<b>33</b>	<b>4905</b>	<b>6849</b>	<b>33</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1926</b>	<b>25</b>	<b>63</b>	<b>2070</b>	<b>32</b>	<b>63</b>	<b>2064</b>	<b>24</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	80	53	0.95	80	55	0.96	81	46	0.98
WBT PED	49	50	0.94	49	50	0.96	50	46	0.94
NBT PED	78	53	0.95	78	54	0.95	77	44	0.96
EBT PED	50	51	0.96	49	54	0.98	50	44	0.95
<b>Total/Avg Ped</b>	<b>257</b>	<b>52</b>	<b>0.95</b>	<b>256</b>	<b>54</b>	<b>0.96</b>	<b>258</b>	<b>45</b>	<b>0.96</b>

b) State at 400 South

<b>400 S @ State</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	300	355	42	299	358	52	299	357	50
SBT	2420	2886	52	2396	2858	61	2398	2859	58
SBR	210	251	55	208	246	64	209	247	56
WBL	467	558	76	464	558	85	461	558	83
WBT	1832	2665	45	1830	2661	47	1846	2688	46
WBR	204	242	22	204	243	23	207	244	22
NBL	179	209	47	179	212	51	177	211	50
NBT	1236	1465	46	1223	1461	51	1223	1452	48
NBR	223	270	22	222	264	25	221	259	22
EBL	314	384	68	314	379	72	312	372	76
EBT	1472	2255	42	1468	2251	43	1474	2263	41
EBR	282	334	18	283	337	18	283	341	17
WBT LRT	7	410	43	15	479	39	15	470	48
EBT LRT	8	232	16	16	432	23	16	421	27
<b>Total/Avg Car</b>	<b>9139</b>	<b>11874</b>	<b>47</b>	<b>9090</b>	<b>11828</b>	<b>52</b>	<b>9110</b>	<b>11851</b>	<b>50</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>642</b>	<b>28</b>	<b>31</b>	<b>911</b>	<b>31</b>	<b>31</b>	<b>891</b>	<b>37</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	82	63	0.95	81	66	0.98	82	64	0.96
WBT PED	33	58	0.98	33	67	0.98	33	65	0.96
NBT PED	81	61	0.95	82	69	0.96	81	63	0.94
EBT PED	32	67	0.97	32	64	0.97	33	64	0.94
<b>Total/Avg Ped</b>	<b>228</b>	<b>62</b>	<b>0.96</b>	<b>228</b>	<b>67</b>	<b>0.97</b>	<b>229</b>	<b>64</b>	<b>0.95</b>

c) 700 East at 400 South

<b>400 S @ 700 E</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	236	280	58	236	283	59	237	285	58
SBT	3536	4234	31	3531	4220	33	3541	4244	33
SBR	163	199	18	164	203	19	164	195	19
WBL	412	502	71	411	493	73	409	488	71
WBT	1518	2311	43	1526	2310	44	1526	2324	47
WBR	147	176	11	147	178	12	149	181	12
NBL	359	431	63	359	428	62	358	433	62
NBT	1805	2160	28	1806	2161	31	1807	2160	30
NBR	186	225	11	186	223	10	188	228	11
EBL	289	344	70	289	342	73	289	342	73
EBT	1071	1552	48	1075	1561	52	1077	1567	51
EBR	507	614	27	509	606	29	509	621	27
WBT LRT	8	456	51	16	504	40	16	504	47
EBT LRT	8	232	38	16	432	40	16	432	41
<b>Total/Avg Car</b>	<b>10229</b>	<b>13028</b>	<b>38</b>	<b>10239</b>	<b>13008</b>	<b>39</b>	<b>10254</b>	<b>13068</b>	<b>39</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>44</b>	<b>32</b>	<b>936</b>	<b>40</b>	<b>32</b>	<b>936</b>	<b>44</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	32	59	0.98	33	64	0.99	33	62	0.99
WBT PED	16	56	0.99	16	62	0.97	16	59	0.99
NBT PED	32	61	0.98	32	59	0.97	32	58	0.96
EBT PED	16	60	0.97	16	61	1.00	16	62	0.99
<b>Total/Avg Ped</b>	<b>96</b>	<b>59</b>	<b>0.98</b>	<b>97</b>	<b>61</b>	<b>0.98</b>	<b>97</b>	<b>60</b>	<b>0.98</b>

d) South Temple at 400 West

S Temple @ 400 W	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	154	179	56	158	188	58	150	178	61
SBT	529	630	28	525	619	30	533	637	29
SBR	0	0	0	0	0	0	0	0	0
WBL	138	167	24	138	165	26	138	170	23
WBT	0	0	0	0	0	0	0	0	0
WBR	97	120	8	97	119	9	99	120	8
NBL	0	0	0	0	0	0	0	0	0
NBT	600	719	38	604	725	38	598	717	40
NBR	74	90	27	74	89	36	75	88	35
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0
WBR LRT	8	815	98	15	755	62	15	755	73
WBL LRT	8	1103	35	8	986	25	8	986	42
NBR LRT	8	200	31	8	200	38	8	200	44
SBL LRT	8	160	55	16	360	45	16	360	41
<b>Total/Avg Car</b>	<b>1592</b>	<b>1905</b>	<b>33</b>	<b>1596</b>	<b>1905</b>	<b>35</b>	<b>1593</b>	<b>1910</b>	<b>35</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2278</b>	<b>55</b>	<b>47</b>	<b>2301</b>	<b>46</b>	<b>47</b>	<b>2301</b>	<b>52</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	40	37	0.95	40	40	0.96	40	35	0.93
WBT PED	125	36	0.95	124	39	0.94	124	37	0.94
NBT PED	40	40	0.97	41	36	0.92	40	36	1.00
EBT PED	65	37	0.95	65	38	0.94	65	39	0.92
<b>Total/Avg Ped</b>	<b>270</b>	<b>37</b>	<b>0.95</b>	<b>270</b>	<b>39</b>	<b>0.94</b>	<b>269</b>	<b>37</b>	<b>0.94</b>

e) North Temple at 400 West

N Temple @ 400 W	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	153	185	75	153	186	83	152	186	50
SBT	309	369	15	309	368	20	308	368	25
SBR	83	100	11	82	99	16	83	101	17
WBL	97	112	117	96	113	116	97	113	91
WBT	803	962	54	802	972	55	800	966	64
WBR	299	359	45	298	356	45	299	360	46
NBL	123	149	126	125	151	144	124	146	63
NBT	511	609	34	508	609	33	507	611	31
NBR	140	170	32	138	167	30	140	168	28
EBL	51	61	67	49	60	71	51	61	48
EBT	694	840	36	695	837	34	695	837	30
EBR	94	108	40	95	112	39	95	113	32
NBL LRT	8	815	15	15	755	19	15	755	26
EBR LRT	8	160	10	16	360	13	16	360	10
<b>Total/Avg Car</b>	<b>3357</b>	<b>4024</b>	<b>46</b>	<b>3350</b>	<b>4030</b>	<b>47</b>	<b>3351</b>	<b>4030</b>	<b>43</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>975</b>	<b>13</b>	<b>31</b>	<b>1115</b>	<b>16</b>	<b>31</b>	<b>1115</b>	<b>18</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	163	49	0.93	162	50	0.94	164	48	0.93
WBT PED	204	54	0.95	205	54	0.95	205	48	0.95
NBT PED	109	49	0.93	109	51	0.93	109	50	0.97
EBT PED	92	57	0.96	92	54	0.96	92	48	0.96
<b>Total/Avg Ped</b>	<b>568</b>	<b>52</b>	<b>0.94</b>	<b>568</b>	<b>52</b>	<b>0.94</b>	<b>570</b>	<b>48</b>	<b>0.95</b>

f) South Campus atCapecchi

S Campus @ Capecchi	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	177	210	127	172	208	145	176	214	124
SBT	2078	2500	55	2031	2433	66	2076	2494	57
SBR	773	923	83	755	903	99	772	919	89
WBL	44	54	57	44	54	58	45	55	58
WBT	393	476	58	395	478	56	391	474	60
WBR	83	101	19	83	101	19	83	102	20
NBL	94	112	71	95	112	74	94	112	67
NBT	1174	1413	27	1171	1410	29	1176	1415	27
NBR	40	49	29	40	48	24	40	49	28
EBL	264	319	56	266	314	59	259	312	58
EBT	119	143	56	118	142	55	117	142	59
EBR	316	378	16	319	390	16	321	387	16
SBR LRT	8	456	31	16	504	24	16	504	26
EBL LRT	7	215	37	15	409	31	15	415	31
<b>Total/Avg Car</b>	<b>5555</b>	<b>6678</b>	<b>53</b>	<b>5489</b>	<b>6593</b>	<b>60</b>	<b>5550</b>	<b>6675</b>	<b>55</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>671</b>	<b>34</b>	<b>31</b>	<b>913</b>	<b>27</b>	<b>31</b>	<b>919</b>	<b>28</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	17	62	0.97	17	78	0.99	17	78	1.00
WBT PED	8	60	1.02	8	72	1.03	8	60	0.98
NBT PED	8	90	1.00	8	75	1.00	8	80	1.00
EBT PED	8	88	1.05	8	62	1.03	8	71	1.05
<b>Total/Avg Ped</b>	<b>41</b>	<b>72</b>	<b>1.00</b>	<b>41</b>	<b>73</b>	<b>1.01</b>	<b>41</b>	<b>74</b>	<b>1.01</b>

g) Wasatch at Capecchi

<b>Wasatch @ Capecchi</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	0	0	0	0	0	0	0	0	0
SBT	1755	2122	16	1756	2118	18	1755	2119	18
SBR	49	56	44	48	61	66	48	58	64
WBL	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0
NBL	497	599	27	497	591	36	493	589	34
NBT	987	1188	2	988	1195	2	984	1189	2
NBR	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	1142	1360	68	1082	1290	211	1141	1358	88
SBR LRT	8	456	31	16	504	24	16	504	26
EBL LRT	7	209	37	15	409	31	15	409	31
<b>Total/Avg Car</b>	<b>4430</b>	<b>5325</b>	<b>28</b>	<b>4371</b>	<b>5255</b>	<b>64</b>	<b>4421</b>	<b>5313</b>	<b>35</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>665</b>	<b>34</b>	<b>31</b>	<b>913</b>	<b>27</b>	<b>31</b>	<b>913</b>	<b>28</b>



**Table 7.11** Detailed Intersection MOE: Year 2020

a) Main at 400 South

Main @ 400 S	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	55	64	73	56	66	75	55	64	70
SBT	176	211	46	176	209	42	176	208	36
SBR	89	107	34	89	106	30	90	105	27
WBL	0	0	0	0	0	0	0	0	0
WBT	2211	3124	30	2194	3087	38	2196	3058	38
WBR	62	73	27	62	74	38	62	77	37
NBL	76	89	74	76	88	74	75	91	70
NBT	182	220	43	182	218	45	182	217	41
NBR	210	254	34	211	254	34	211	252	31
EBL	44	54	63	44	52	62	45	53	57
EBT	1847	2719	23	1844	2708	29	1846	2711	27
EBR	63	78	18	61	76	24	64	77	19
SBT LRT	16	376	26	16	376	38	16	376	30
NBT LRT	16	971	17	16	840	20	16	840	19
WBL LRT	7	420	25	7	317	36	7	308	32
NBR LRT	8	254	18	8	234	18	7	228	23
SBL LRT	0	0	0	8	208	37	8	208	44
WBR LRT	0	0	0	8	176	71	8	176	23
<b>Total/Avg Car</b>	<b>5015</b>	<b>6993</b>	<b>30</b>	<b>4995</b>	<b>6938</b>	<b>36</b>	<b>5002</b>	<b>6913</b>	<b>34</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2021</b>	<b>21</b>	<b>63</b>	<b>2151</b>	<b>35</b>	<b>62</b>	<b>2136</b>	<b>27</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	81	50	0.94	81	52	0.96	81	46	0.94
WBT PED	64	54	0.94	63	56	0.97	65	45	0.96
NBT PED	77	54	0.94	78	54	0.96	78	47	0.96
EBT PED	65	55	0.96	65	53	0.95	65	46	0.95
<b>Total/Avg Ped</b>	<b>287</b>	<b>53</b>	<b>0.95</b>	<b>287</b>	<b>54</b>	<b>0.96</b>	<b>289</b>	<b>46</b>	<b>0.95</b>

b) State at 400 South

<b>400 S @ State</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	304	363	50	306	367	56	304	365	59
SBT	2451	2918	59	2460	2928	65	2445	2913	67
SBR	213	256	59	214	256	67	211	250	70
WBL	475	574	78	471	567	85	473	570	84
WBT	1873	2738	49	1876	2707	50	1876	2700	49
WBR	208	250	24	209	253	25	209	251	24
NBL	181	213	52	180	214	54	179	215	53
NBT	1249	1489	50	1258	1494	53	1247	1483	52
NBR	227	271	24	230	277	24	227	268	24
EBL	319	384	72	317	384	79	317	378	73
EBT	1506	2309	42	1501	2290	44	1509	2307	41
EBR	288	346	18	288	345	18	287	346	17
WBT LRT	7	420	60	15	493	60	15	484	46
EBT LRT	8	254	25	16	448	20	16	448	23
<b>Total/Avg Car</b>	<b>9294</b>	<b>12111</b>	<b>51</b>	<b>9310</b>	<b>12082</b>	<b>54</b>	<b>9284</b>	<b>12046</b>	<b>54</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>674</b>	<b>42</b>	<b>31</b>	<b>941</b>	<b>39</b>	<b>31</b>	<b>932</b>	<b>34</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	81	62	0.97	82	68	0.97	80	66	0.98
WBT PED	33	59	0.96	33	66	0.95	33	65	0.95
NBT PED	81	67	0.97	82	66	0.95	81	69	0.96
EBT PED	32	70	0.97	33	67	0.98	32	66	0.97
<b>Total/Avg Ped</b>	<b>227</b>	<b>65</b>	<b>0.97</b>	<b>230</b>	<b>67</b>	<b>0.96</b>	<b>226</b>	<b>67</b>	<b>0.96</b>

c) 700 East at 400 South

<b>400 S @ 700 E</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	240	287	59	241	287	58	241	292	58
SBT	3617	4334	31	3612	4325	32	3598	4319	33
SBR	168	205	18	167	200	18	168	196	18
WBL	417	500	75	417	499	76	418	507	76
WBT	1552	2356	45	1559	2354	44	1559	2340	44
WBR	152	183	11	152	183	11	151	183	12
NBL	365	443	63	366	441	63	366	438	62
NBT	1842	2204	30	1846	2215	30	1841	2210	30
NBR	192	227	11	191	225	11	192	232	10
EBL	295	355	70	291	349	76	293	352	75
EBT	1092	1600	48	1089	1584	51	1098	1602	51
EBR	516	622	27	513	622	29	517	621	30
WBT LRT	8	480	53	16	528	45	16	528	47
EBT LRT	8	248	38	16	448	42	16	448	42
<b>Total/Avg Car</b>	<b>10448</b>	<b>13316</b>	<b>38</b>	<b>10444</b>	<b>13284</b>	<b>39</b>	<b>10442</b>	<b>13292</b>	<b>39</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>45</b>	<b>32</b>	<b>976</b>	<b>43</b>	<b>32</b>	<b>976</b>	<b>44</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	32	65	0.99	33	62	0.99	32	61	0.99
WBT PED	17	59	0.99	17	64	0.97	17	63	1.00
NBT PED	32	61	0.98	32	62	0.99	32	59	0.97
EBT PED	17	56	0.99	17	63	0.97	17	55	0.98
<b>Total/Avg Ped</b>	<b>98</b>	<b>61</b>	<b>0.99</b>	<b>99</b>	<b>63</b>	<b>0.98</b>	<b>98</b>	<b>60</b>	<b>0.98</b>

d) South Temple at 400 West

S Temple @ 400 W	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	150	181	56	159	190	56	156	187	58
SBT	540	642	29	536	643	29	532	640	26
SBR	0	0	0	0	0	0	0	0	0
WBL	139	166	23	138	169	26	138	167	24
WBT	0	0	0	0	0	0	0	0	0
WBR	98	115	8	98	119	8	99	117	9
NBL	0	0	0	0	0	0	0	0	0
NBT	614	732	39	614	733	40	612	732	39
NBR	77	92	31	77	93	33	76	92	32
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0
WBR LRT	8	846	91	15	787	84	15	798	64
WBL LRT	8	1130	38	8	1009	40	8	1010	36
NBR LRT	8	208	36	8	208	35	8	208	46
SBL LRT	8	168	56	16	376	48	16	376	50
<b>Total/Avg Car</b>	<b>1618</b>	<b>1928</b>	<b>33</b>	<b>1622</b>	<b>1947</b>	<b>35</b>	<b>1613</b>	<b>1935</b>	<b>33</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2352</b>	<b>55</b>	<b>47</b>	<b>2380</b>	<b>56</b>	<b>47</b>	<b>2392</b>	<b>51</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	40	36	0.95	40	37	0.95	40	33	0.93
WBT PED	124	35	0.94	125	37	0.93	125	36	0.94
NBT PED	41	40	0.98	40	41	0.95	41	31	0.90
EBT PED	65	37	0.94	65	37	0.92	65	37	0.92
<b>Total/Avg Ped</b>	<b>270</b>	<b>36</b>	<b>0.95</b>	<b>270</b>	<b>37</b>	<b>0.93</b>	<b>271</b>	<b>35</b>	<b>0.93</b>

e) North Temple at 400 West

N Temple @ 400 W	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	155	187	74	154	183	85	154	183	49
SBT	312	372	16	312	374	22	311	374	26
SBR	85	103	11	86	103	16	85	102	18
WBL	98	118	111	100	120	114	95	115	88
WBT	819	983	54	816	976	55	818	972	62
WBR	304	361	43	302	361	44	307	369	49
NBL	126	149	132	125	149	164	126	149	66
NBT	515	611	32	516	615	34	515	621	32
NBR	142	171	31	140	172	31	142	169	30
EBL	51	61	61	51	61	67	52	62	48
EBT	707	854	36	708	851	34	706	849	29
EBR	97	115	37	97	116	36	96	116	32
NBL LRT	8	846	15	15	788	18	15	794	20
EBR LRT	8	168	9	16	376	13	16	376	10
<b>Total/Avg Car</b>	<b>3411</b>	<b>4085</b>	<b>45</b>	<b>3407</b>	<b>4081</b>	<b>48</b>	<b>3407</b>	<b>4081</b>	<b>43</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>1014</b>	<b>12</b>	<b>31</b>	<b>1164</b>	<b>15</b>	<b>31</b>	<b>1170</b>	<b>15</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	163	49	0.93	163	55	0.94	163	47	0.95
WBT PED	205	55	0.97	204	50	0.96	205	48	0.94
NBT PED	109	47	0.93	109	57	0.94	109	51	0.94
EBT PED	92	55	0.95	92	51	0.96	92	46	0.94
<b>Total/Avg Ped</b>	<b>569</b>	<b>52</b>	<b>0.95</b>	<b>568</b>	<b>53</b>	<b>0.95</b>	<b>569</b>	<b>48</b>	<b>0.94</b>

f) South Campus at Capecchi

S Campus @ Capecchi	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	179	211	134	174	210	150	175	205	148
SBT	2125	2551	60	2057	2468	66	2052	2465	66
SBR	798	955	86	762	911	103	766	916	98
WBL	45	54	61	44	54	62	45	54	58
WBT	399	484	58	403	489	59	401	486	57
WBR	84	102	19	85	102	20	84	102	18
NBL	97	117	74	97	117	77	97	117	75
NBT	1206	1449	28	1206	1449	28	1207	1451	28
NBR	42	51	28	41	50	31	41	50	25
EBL	267	325	57	262	311	59	265	318	57
EBT	121	146	56	119	140	62	121	144	56
EBR	327	389	16	326	396	19	326	391	16
SBR LRT	8	480	33	16	528	28	16	528	30
EBL LRT	8	236	30	15	430	33	16	436	33
<b>Total/Avg Car</b>	<b>5690</b>	<b>6834</b>	<b>56</b>	<b>5576</b>	<b>6697</b>	<b>61</b>	<b>5580</b>	<b>6699</b>	<b>60</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>716</b>	<b>31</b>	<b>31</b>	<b>958</b>	<b>30</b>	<b>32</b>	<b>964</b>	<b>32</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	17	71	0.98	17	80	0.98	17	73	1.00
WBT PED	9	60	1.04	9	75	1.00	9	69	1.04
NBT PED	8	82	1.00	8	70	1.00	8	80	1.00
EBT PED	9	72	1.13	9	63	1.04	9	64	1.07
<b>Total/Avg Ped</b>	<b>43</b>	<b>71</b>	<b>1.03</b>	<b>43</b>	<b>74</b>	<b>1.00</b>	<b>43</b>	<b>72</b>	<b>1.02</b>

g) Wasatch at Capecchi

<b>Wasatch @ Capecchi</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	0	0	0	0	0	0	0	0	0
SBT	1793	2163	17	1793	2165	18	1793	2163	17
SBR	49	60	43	48	57	68	48	60	78
WBL	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0
NBL	509	615	28	505	609	37	504	598	37
NBT	1009	1215	1	1003	1200	1	1005	1213	2
NBR	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	1169	1393	83	1087	1294	249	1073	1276	246
SBR LRT	8	480	33	16	528	28	16	528	30
EBL LRT	7	217	34	15	430	33	15	430	35
<b>Total/Avg Car</b>	<b>4529</b>	<b>5446</b>	<b>32</b>	<b>4436</b>	<b>5325</b>	<b>74</b>	<b>4423</b>	<b>5310</b>	<b>72</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>697</b>	<b>33</b>	<b>31</b>	<b>958</b>	<b>30</b>	<b>31</b>	<b>958</b>	<b>33</b>

**Table 7.12** Detailed Intersection MOE: Year 2025

a) Main at 400 S

<b>Main @ 400 S</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	70	82	81	69	85	84	70	82	87
SBT	216	260	51	215	255	47	217	263	48
SBR	109	132	41	108	133	36	109	131	38
WBL	0	0	0	0	0	0	0	0	0
WBT	2687	3659	37	2613	3540	47	2636	3589	45
WBR	72	89	35	73	87	47	71	86	46
NBL	89	106	90	90	107	85	90	108	86
NBT	224	269	55	224	266	51	223	266	60
NBR	258	303	47	260	307	42	259	308	48
EBL	54	65	70	56	66	71	55	69	69
EBT	2261	3198	29	2241	3182	35	2251	3193	34
EBR	76	92	23	74	88	25	74	87	25
SBT LRT	16	456	30	16	448	33	16	448	31
NBT LRT	16	1162	21	16	1016	14	16	1016	21
WBL LRT	7	518	29	7	371	36	7	382	29
NBR LRT	8	303	18	8	295	18	8	288	21
SBL LRT	0	0	0	8	248	47	8	248	42
WBR LRT	0	0	0	8	203	48	8	208	39
<b>Total/Avg Car</b>	<b>6116</b>	<b>8255</b>	<b>37</b>	<b>6023</b>	<b>8116</b>	<b>43</b>	<b>6055</b>	<b>8182</b>	<b>42</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2439</b>	<b>24</b>	<b>63</b>	<b>2581</b>	<b>30</b>	<b>63</b>	<b>2590</b>	<b>29</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	97	60	0.95	97	61	0.96	97	62	0.97
WBT PED	65	65	0.98	64	63	0.97	65	62	0.98
NBT PED	93	61	0.95	94	57	0.94	94	60	0.96
EBT PED	66	62	0.97	65	61	0.96	65	60	0.96
<b>Total/Avg Ped</b>	<b>321</b>	<b>62</b>	<b>0.96</b>	<b>320</b>	<b>60</b>	<b>0.95</b>	<b>321</b>	<b>61</b>	<b>0.97</b>



b) State at 400 South

<b>400 S @ State</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	374	447	63	370	442	68	369	441	75
SBT	3017	3601	64	2995	3574	70	2990	3565	74
SBR	259	309	70	258	307	78	258	309	84
WBL	574	686	112	549	664	138	554	661	144
WBT	2273	3175	69	2214	3063	73	2238	3121	74
WBR	252	296	41	244	292	42	248	293	43
NBL	221	266	60	219	260	68	221	265	65
NBT	1546	1837	58	1544	1838	60	1536	1831	60
NBR	279	334	32	277	333	33	278	331	33
EBL	386	465	96	391	469	107	390	464	114
EBT	1829	2681	53	1831	2676	54	1841	2704	58
EBR	350	413	27	350	423	27	353	420	32
WBT LRT	7	518	85	15	590	84	15	590	97
EBT LRT	8	303	40	16	536	30	16	536	42
<b>Total/Avg Car</b>	<b>11360</b>	<b>14510</b>	<b>63</b>	<b>11242</b>	<b>14341</b>	<b>68</b>	<b>11276</b>	<b>14405</b>	<b>71</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>821</b>	<b>61</b>	<b>31</b>	<b>1126</b>	<b>56</b>	<b>31</b>	<b>1126</b>	<b>69</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	97	78	0.96	97	79	0.97	97	80	0.97
WBT PED	48	79	0.96	47	82	0.98	48	76	0.98
NBT PED	99	77	0.96	98	77	0.98	97	79	0.97
EBT PED	48	79	0.98	46	75	0.96	47	87	0.98
<b>Total/Avg Ped</b>	<b>292</b>	<b>78</b>	<b>0.96</b>	<b>288</b>	<b>78</b>	<b>0.97</b>	<b>289</b>	<b>80</b>	<b>0.98</b>

c) 700 East at 400 South

<b>400 S @ 700 E</b>	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	296	355	70	296	353	69	297	357	71
SBT	4414	5294	41	4420	5290	42	4413	5280	42
SBR	203	244	28	202	244	28	201	239	29
WBL	496	599	119	495	594	124	497	594	115
WBT	1901	2758	53	1890	2745	55	1899	2769	52
WBR	182	216	19	182	220	19	183	218	17
NBL	446	531	77	447	537	75	450	544	74
NBT	2267	2714	34	2274	2719	34	2273	2717	35
NBR	230	281	13	229	279	14	230	274	14
EBL	358	432	99	361	435	106	356	421	109
EBT	1345	1887	73	1350	1901	73	1346	1888	79
EBR	628	755	56	626	748	55	625	754	61
WBT LRT	8	576	40	16	637	52	16	632	39
EBT LRT	8	296	46	16	536	48	16	536	45
<b>Total/Avg Car</b>	<b>12766</b>	<b>16066</b>	<b>51</b>	<b>12772</b>	<b>16065</b>	<b>52</b>	<b>12770</b>	<b>16055</b>	<b>52</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>43</b>	<b>32</b>	<b>1173</b>	<b>50</b>	<b>32</b>	<b>1168</b>	<b>42</b>

	<b>BASE</b>			<b>BL</b>			<b>BLE</b>		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	47	67	0.98	46	74	0.99	46	67	0.97
WBT PED	17	66	0.99	17	67	0.99	17	74	0.99
NBT PED	45	64	0.97	46	64	0.97	46	65	0.98
EBT PED	17	70	1.00	17	67	1.00	17	69	0.97
<b>Total/Avg Ped</b>	<b>126</b>	<b>66</b>	<b>0.98</b>	<b>126</b>	<b>68</b>	<b>0.98</b>	<b>126</b>	<b>68</b>	<b>0.98</b>

d) South Temple at 400 West

S Temple @ 400 W	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	194	235	61	191	230	63	180	215	59
SBT	647	774	33	650	780	30	662	794	27
SBR	0	0	0	0	0	0	0	0	0
WBL	166	198	24	164	194	26	165	201	27
WBT	0	0	0	0	0	0	0	0	0
WBR	121	144	7	118	141	7	120	144	8
NBL	0	0	0	0	0	0	0	0	0
NBT	754	904	48	751	901	48	750	904	43
NBR	91	108	41	91	107	46	90	108	39
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0
WBR LRT	8	1002	93	15	948	87	15	949	78
WBL LRT	8	1373	33	8	1217	42	8	1218	50
NBR LRT	8	256	36	8	248	38	8	248	52
SBL LRT	8	200	54	16	448	44	16	448	47
<b>Total/Avg Car</b>	<b>1973</b>	<b>2363</b>	<b>39</b>	<b>1965</b>	<b>2353</b>	<b>39</b>	<b>1967</b>	<b>2366</b>	<b>36</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2831</b>	<b>54</b>	<b>47</b>	<b>2861</b>	<b>56</b>	<b>47</b>	<b>2863</b>	<b>58</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	48	46	0.96	48	46	0.97	48	39	0.95
WBT PED	148	44	0.94	150	45	0.95	149	41	0.95
NBT PED	49	44	0.98	50	48	0.99	49	38	0.98
EBT PED	75	43	0.92	76	47	0.97	76	42	0.94
<b>Total/Avg Ped</b>	<b>320</b>	<b>44</b>	<b>0.94</b>	<b>324</b>	<b>46</b>	<b>0.96</b>	<b>322</b>	<b>40</b>	<b>0.95</b>

e) North Temple at 400 West

N Temple @ 400 W	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	191	229	84	191	229	100	192	235	52
SBT	388	469	17	388	464	21	388	463	28
SBR	97	112	13	97	118	18	95	113	23
WBL	103	123	91	105	126	100	105	125	86
WBT	984	1174	72	953	1138	71	954	1149	61
WBR	344	417	43	335	409	45	332	394	46
NBL	150	178	76	147	177	77	151	185	65
NBT	627	745	33	624	750	34	628	753	35
NBR	164	200	28	160	189	30	165	198	32
EBL	63	74	64	63	74	73	63	75	51
EBT	867	1046	38	868	1044	35	869	1043	32
EBR	115	136	40	117	140	38	117	142	35
NBL LRT	8	1002	22	15	948	21	15	949	20
EBR LRT	8	200	17	16	448	16	16	448	10
<b>Total/Avg Car</b>	<b>4093</b>	<b>4903</b>	<b>48</b>	<b>4048</b>	<b>4858</b>	<b>49</b>	<b>4059</b>	<b>4875</b>	<b>44</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>1202</b>	<b>19</b>	<b>31</b>	<b>1396</b>	<b>18</b>	<b>31</b>	<b>1397</b>	<b>15</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	196	60	0.96	197	57	0.95	197	51	0.97
WBT PED	248	55	0.95	249	52	0.96	249	51	0.94
NBT PED	130	57	0.95	130	57	0.94	130	53	0.96
EBT PED	109	55	0.94	108	54	0.96	109	50	0.94
<b>Total/Avg Ped</b>	<b>683</b>	<b>57</b>	<b>0.95</b>	<b>684</b>	<b>54</b>	<b>0.95</b>	<b>685</b>	<b>51</b>	<b>0.95</b>

f) South Campus at Capecchi

S Campus @ Capecchi	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	224	270	125	211	252	152	210	248	142
SBT	2597	3118	40	2463	2956	57	2447	2942	52
SBR	977	1167	79	903	1078	125	904	1079	120
WBL	52	62	65	51	62	64	52	62	63
WBT	495	599	68	496	600	66	497	601	67
WBR	101	122	32	102	122	30	102	122	31
NBL	117	141	72	119	142	76	118	142	80
NBT	1477	1772	31	1479	1774	31	1473	1766	31
NBR	51	63	31	51	63	30	51	63	30
EBL	328	395	61	327	396	60	328	397	65
EBT	144	173	60	146	177	59	144	172	62
EBR	397	478	17	400	482	16	399	483	17
SBR LRT	8	576	26	16	632	28	16	632	28
EBL LRT	8	281	28	15	500	36	15	508	36
<b>Total/Avg Car</b>	<b>6960</b>	<b>8360</b>	<b>49</b>	<b>6748</b>	<b>8104</b>	<b>62</b>	<b>6725</b>	<b>8077</b>	<b>59</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>857</b>	<b>27</b>	<b>31</b>	<b>1132</b>	<b>31</b>	<b>31</b>	<b>1140</b>	<b>32</b>

	BASE			BL			BLE		
	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops	Peds	Ped Delay (s)	No Stops
SBT PED	25	73	0.99	25	77	0.96	25	81	0.97
WBT PED	9	73	1.02	9	73	1.00	9	64	1.06
NBT PED	8	83	0.98	8	67	0.88	8	81	0.98
EBT PED	9	87	1.09	9	77	1.09	9	77	1.11
<b>Total/Avg Ped</b>	<b>51</b>	<b>77</b>	<b>1.01</b>	<b>51</b>	<b>75</b>	<b>0.98</b>	<b>51</b>	<b>77</b>	<b>1.01</b>

g) Wasatch at Capecchi

Wasatch @ Capecchi	BASE			BL			BLE		
	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)	Vehicles	Persons	Delay (s)
SBL	0	0	0	0	0	0	0	0	0
SBT	2199	2648	15	2201	2651	16	2201	2650	14
SBR	60	73	45	59	72	63	59	73	70
WBL	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0
NBL	611	734	27	612	740	38	612	736	37
NBT	1237	1482	3	1235	1478	3	1233	1477	3
NBR	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	1432	1710	93	1247	1488	215	1228	1466	218
SBR LRT	8	576	26	16	632	28	16	632	28
EBL LRT	7	266	32	15	494	36	15	501	36
<b>Total/Avg Car</b>	<b>5539</b>	<b>6647</b>	<b>34</b>	<b>5354</b>	<b>6429</b>	<b>62</b>	<b>5333</b>	<b>6402</b>	<b>61</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>842</b>	<b>29</b>	<b>31</b>	<b>1126</b>	<b>31</b>	<b>31</b>	<b>1133</b>	<b>32</b>

**Table 7.13** Intersection MOEs for  
Alternative Intersection Configurations

a) Main Street at 400 South

	<b>BL existing</b>			<b>BL No EB LT</b>			<b>BL No LTs</b>		
	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS
SBL	74	1.55	E	67	1.61	E	0	0.00	N/A
SBT	41	1.25	D	27	1.09	C	26	1.10	C
SBR	33	1.44	C	25	1.31	C	24	1.36	C
WBL	0	0.00	N/A	0	0.00	N/A	0	0.00	N/A
WBT	46	0.81	D	55	1.14	D	45	1.03	D
WBR	45	1.00	D	52	1.38	D	47	1.36	D
NBL	76	1.53	E	69	1.62	E	0	0.00	N/A
NBT	48	1.49	D	32	1.34	C	31	1.36	C
NBR	35	1.74	C	25	1.55	C	26	1.60	C
EBL	60	1.07	E	0	0.00	N/A	0	0.00	N/A
EBT	32	0.75	C	28	0.76	C	25	0.73	C
EBR	24	0.77	C	24	0.91	C	21	0.82	C
SBT LRT	49	1.23	D	45	1.16	D	36	1.00	D
NBT LRT	22	0.31	C	21	0.32	C	22	0.33	C
WBL LRT	35	0.78	D	27	0.68	C	28	0.65	C
NBR LRT	28	0.80	C	22	0.55	C	18	0.54	B
SBL LRT	54	1.28	D	41	1.30	D	46	1.43	D
WBR LRT	75	0.80	E	18	0.55	B	16	0.60	B
<b>Avg Car</b>	<b>40</b>	<b>0.91</b>	<b>D</b>	<b>42</b>	<b>1.06</b>	<b>D</b>	<b>35</b>	<b>0.98</b>	<b>C</b>
<b>Avg LRT</b>	<b>42</b>	<b>0.84</b>	<b>D</b>	<b>30</b>	<b>0.75</b>	<b>C</b>	<b>28</b>	<b>0.73</b>	<b>C</b>

b) State Street at 400 South

	<b>BL Double LT EB-WB</b>			<b>BL Single LT EB-WB</b>		
	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS
SBL	51	1.18	D	34	1.01	C
SBT	59	1.08	E	40	0.89	D
SBR	61	1.55	E	38	1.26	D
WBL	85	1.54	F	75	1.47	E
WBT	48	0.87	D	49	0.91	D
WBR	22	1.04	C	23	1.18	C
NBL	50	1.35	D	49	1.63	D
NBT	51	1.02	D	44	1.01	D
NBR	23	1.33	C	22	1.30	C
EBL	76	1.34	E	61	1.28	E
EBT	45	0.77	D	44	0.81	D
EBR	19	1.17	B	18	1.22	B
WBT LRT	39	1.10	D	12	0.39	B
EBT LRT	23	0.68	C	13	0.47	B
<b>Avg Car</b>	<b>52</b>	<b>1.04</b>	<b>D</b>	<b>44</b>	<b>0.99</b>	<b>D</b>
<b>Avg LRT</b>	<b>31</b>	<b>0.88</b>	<b>C</b>	<b>12</b>	<b>0.43</b>	<b>B</b>



c) 700 East at 400 South

	<b>BL Double LT EB-WB</b>			<b>BL Single LT EB-WB</b>		
	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS
SBL	58	1.03	E	61	1.04	E
SBT	33	0.72	C	36	0.77	D
SBR	19	0.96	B	19	0.99	B
WBL	79	1.32	E	72	1.27	E
WBT	44	0.81	D	41	0.78	D
WBR	12	1.09	B	12	1.05	B
NBL	62	1.09	E	108	1.54	F
NBT	31	0.80	C	32	0.83	C
NBR	10	0.93	A	12	0.98	B
EBL	71	1.33	E	65	1.29	E
EBT	50	0.88	D	47	0.84	D
EBR	30	1.50	C	29	1.43	C
WBT LRT	45	1.12	D	26	0.52	C
EBT LRT	43	0.79	D	37	0.55	D
<b>Avg Car</b>	<b>40</b>	<b>0.88</b>	<b>D</b>	<b>41</b>	<b>0.90</b>	<b>D</b>
<b>Avg LRT</b>	<b>44</b>	<b>0.95</b>	<b>D</b>	<b>31</b>	<b>0.53</b>	<b>C</b>

## 7.5 Network Performance

The analysis of MOEs was performed on the network-wide level. A comparison of the most significant MOEs between the three scenarios for the current year, 2020, and 2025 is provided in Table 7.14.

**Table 7.14** Network Performance Comparison

a) Current

Parameter	Current			% Change		
	Base	BL	BLE	BL vs Base	BLE vs Base	BLE vs BL
Total vehicles	75273	75320	75325	0.1%	0.1%	0.0%
Average delay time per vehicle [s]	92.2	99.3	95.3	7.7%	3.4%	-4.0%
Total delay time [h]	1928.1	2078.2	1994.6	7.8%	3.5%	-4.0%
Average number of stops per vehicles	2.30	2.46	2.35	7.1%	2.3%	-4.5%
Average speed [mph]	14.5	13.9	14.2	-4.0%	-1.8%	2.3%
Total travel time [h]	3661.8	3815.3	3734.0	4.2%	2.0%	-2.1%

b) Year 2020

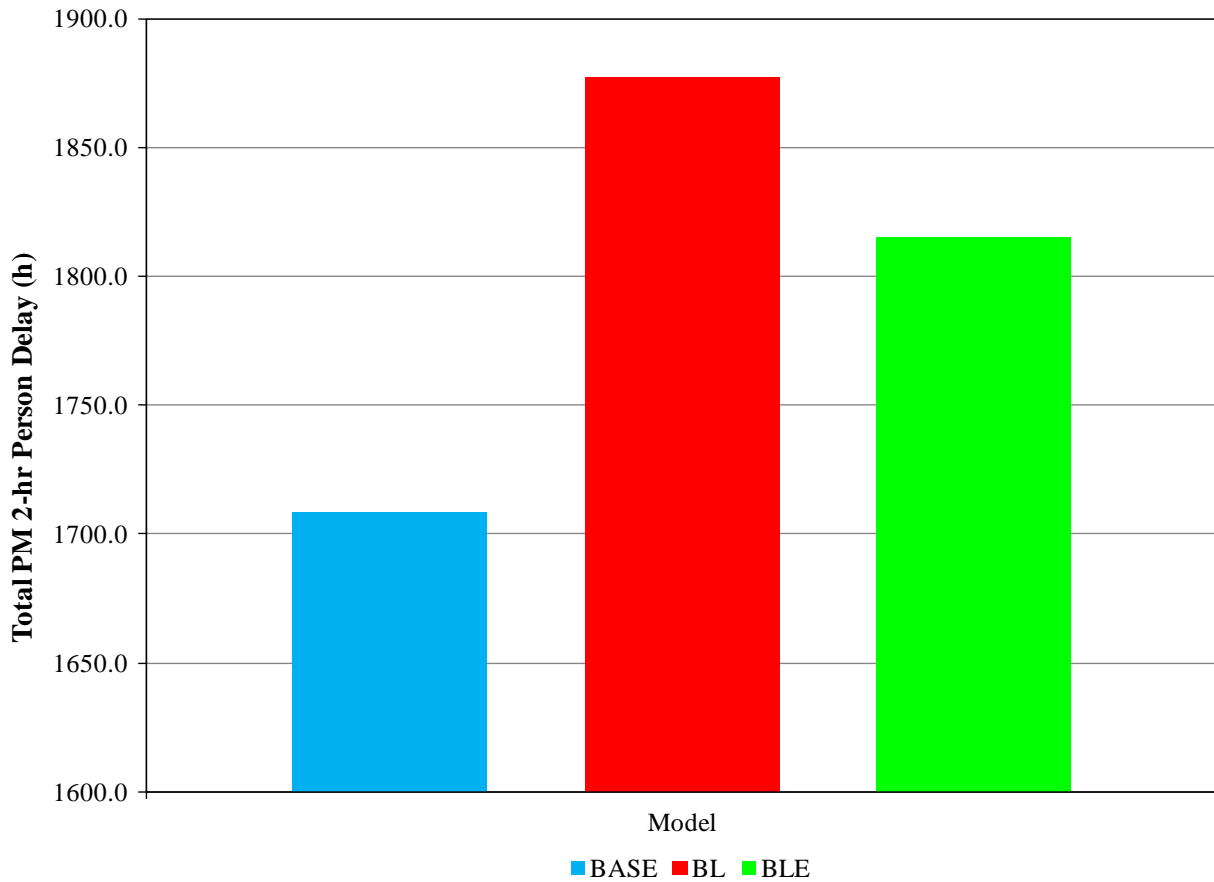
Parameter	2020			% Change		
	Base	BL	BLE	BL vs Base	BLE vs Base	BLE vs BL
Total vehicles	76819	76825	76780	0.0%	-0.1%	-0.1%
Average delay time per vehicle [s]	95.0	102.7	102.8	8.1%	8.1%	0.1%
Total delay time [h]	2028.1	2191.6	2192.0	8.1%	8.1%	0.0%
Average number of stops per vehicles	2.35	2.55	2.56	8.8%	9.0%	0.2%
Average speed [mph]	14.2	13.6	13.6	-4.2%	-4.2%	0.0%
Total travel time [h]	3796.1	3961.4	3961.8	4.4%	4.4%	0.0%

c) Year 2025

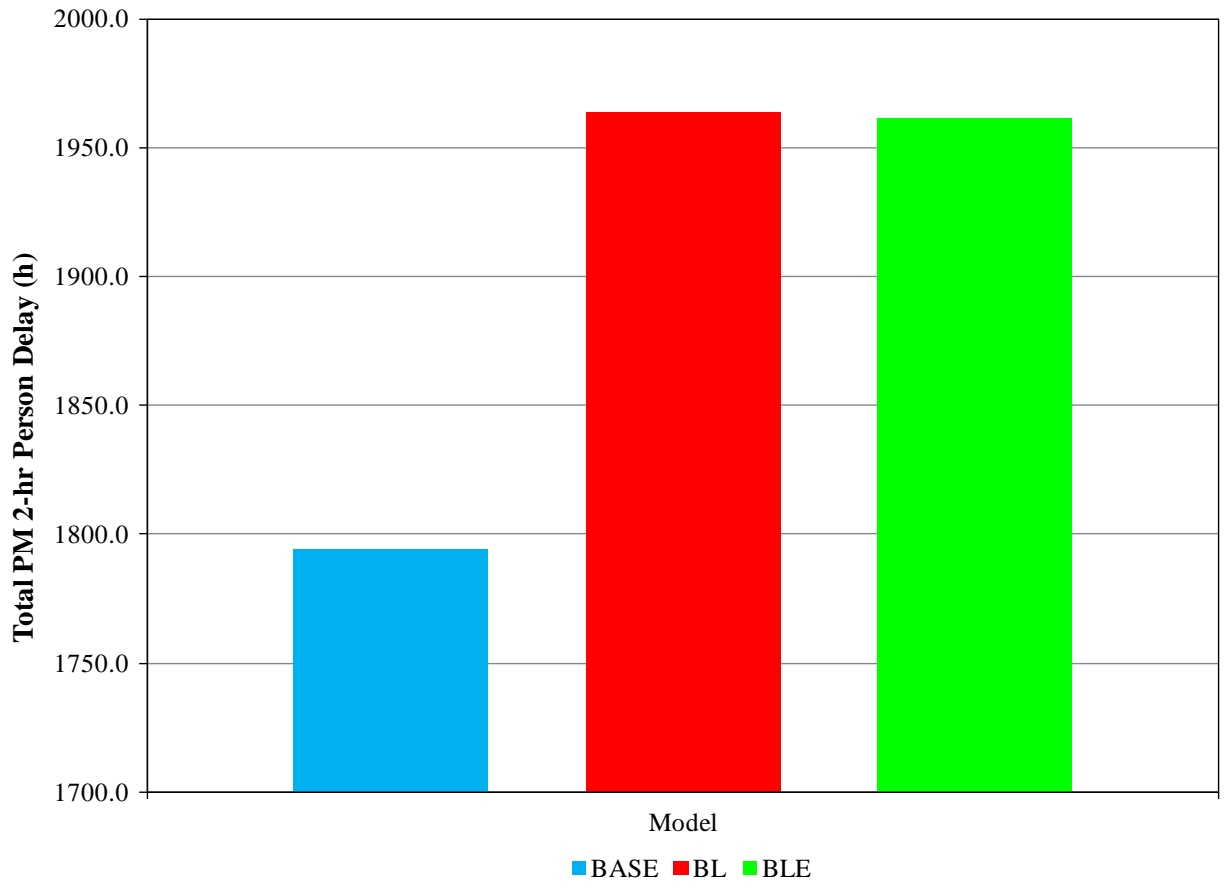
Parameter	2025			% Change		
	Base	BL	BLE	BL vs Base	BLE vs Base	BLE vs BL
Total vehicles	94571	94280	94251	-0.3%	-0.3%	0.0%
Average delay time per vehicle [s]	102.9	120.7	119.8	17.3%	16.4%	-0.8%
Total delay time [h]	2703.9	3161.5	3136.0	16.9%	16.0%	-0.8%
Average number of stops per vehicles	2.54	2.95	2.94	15.9%	15.7%	-0.1%
Average speed [mph]	13.6	12.3	12.4	-9.0%	-8.6%	0.5%
Total travel time [h]	4864.6	5308.1	5282.9	9.1%	8.6%	-0.5%

## 7.6 Person Delays

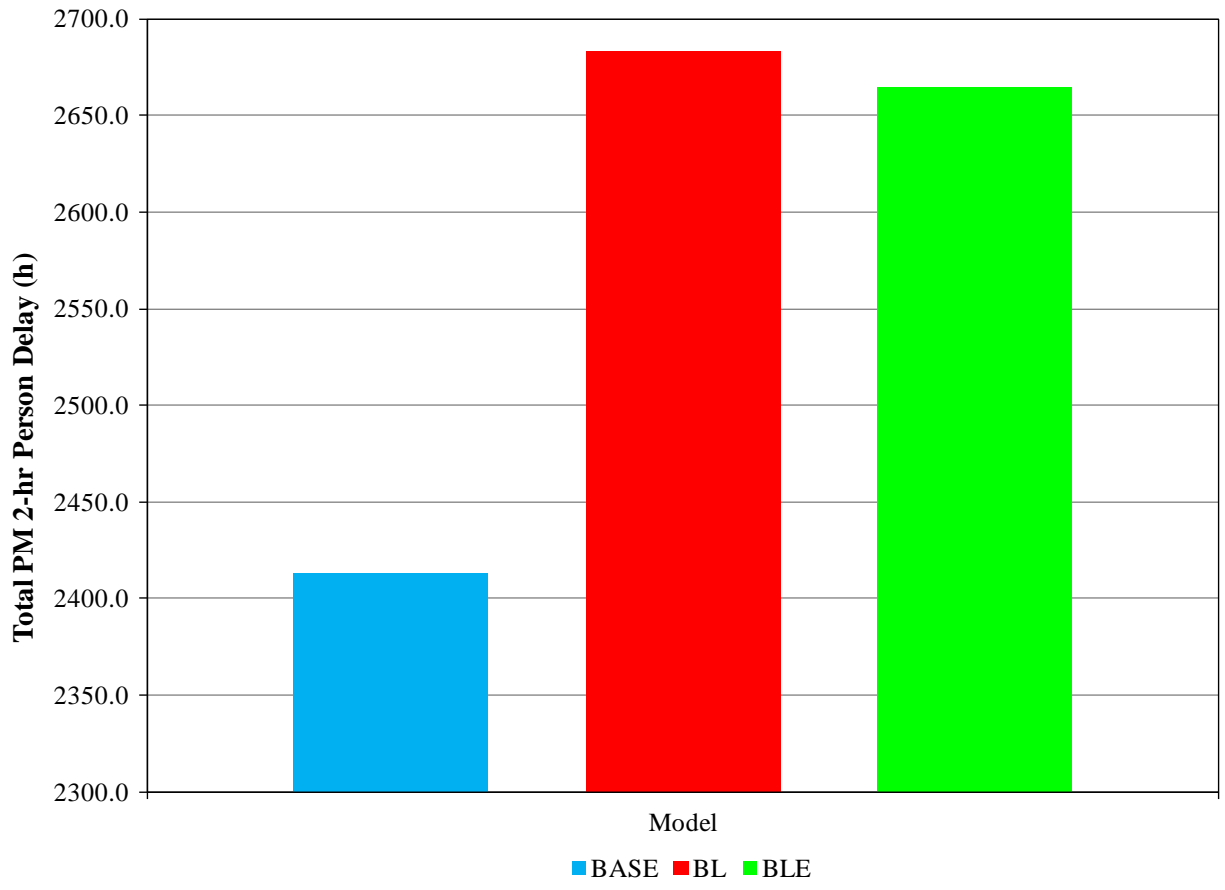
Based on the recent traffic data, the average vehicle occupancy in the analyzed network is approximately 1.2 persons per vehicle. However, each TRAX train transports between 60 and 80 passengers during the afternoon peak hours. Along the 400 outh corridor, approximately 16% of the traveling public are traveling on TRAX. This percentage jumps to 30% at the intersection of 400 South at Main Street, where 32 TRAX vehicles cross the intersection in one peak hour. There is significant pedestrian activity at the majority of intersections in the network, and a comparison of person delays for the three scenarios would provide a clearer picture of the traffic and transit operations. Person delays, and two-hour average person delays for each mode are given in Tables 7.7 – 7.9. Figure 7.7 shows aggregated two-hour person delays for all modes (car passengers, transit riders, and pedestrians) for the three main model scenarios for the current year, 2020, and 2025. Detailed person delay data are provided in Appendices C, D, and E for the three models and three target years.



a) Current year



b) Year 2020



c) Year 2025

**Figure 7.7** Total two-hour person delay comparison

## **8. DISCUSSION**

### **8.1 Vehicular Travel Times**

A comparison of vehicular travel times shows that vehicular traffic is not significantly impacted by the introduction of a new LRT line. On average, the total increase in vehicular travel time is about 3% along the analyzed corridors for the current year, and varies between 3% and 4% for future year scenarios (2020 and 2025). The only significant increase in segment travel times is in the area of the roundabout (South Campus at 1600 E) and Wasatch Drive on the University of Utah campus, and NB left turns between 50 North and North Temple in the downtown area. Recommended changes in signal timings help reduce these impacts, except at the roundabout. The results are similar for all analyzed years, but impacts around Wasatch Drive are reduced in 2020 and 2025 scenarios as signals are optimized for the expected traffic volumes. The expected increase in travel times within the analyzed network is about 2% for year 2020, and 6% for year 2025. The alternative intersection configurations (with modified left turns) did not show any impacts on vehicular travel times along the 400 South corridor.

In general, introduction of the new LRT line does not have significant impact on travel times, speeds, and LOS along the corridor. The recommended changes have the potential to benefit vehicular travel times, and, on some segments, to eliminate impacts of the additional LRT line along the corridors.

### **8.2 TRAX Travel Times**

TRAX travel times do not show any significant impacts after introduction of the Black Line for any of the analyzed years. A slight increase in TRAX travel times after introduction of the Black Line in the analyzed network was observed for all years. It is estimated to be about 4% for the current year, and varies between 5% and 6% for future years. Future travel demand does not impact TRAX travel times, has no changes in the year 2020, and will see a 1% increase in the year 2025. Implementation of the recommended changes in signal timings has effects only on certain segments, but does not change the overall TRAX travel times.

The removal of one or all left turns at the intersection of Main Street at 400 South does not impact TRAX travel times. However, the removal of the shared left turn lane at State Street and 700 East does have an impact on TRAX travel times, especially in the WB direction, although this change is not statistically significant. The only statistical significance was observed in WB TRAX travel times along the 400 South corridor when both shared lane sites are removed.

### **8.3 Intersection Measures of Effectiveness**

Analysis of the intersection MOE results show that, overall, no significant impacts exist after introduction of the Black Line. The only significant impact is observed for the intersection of Wasatch at Capecchi, where vehicular delays are more than doubled. Some impacts also were observed at the intersections of 400 South with Main Street and State Street, and at South Temple at Main and South Campus at Capecchi, but they were not significant. Changes in signal timings in the BLE model eliminate the negative effect of delay increase at a majority of these intersections.

Detailed results are presented for the critical intersections: 400 South at Main Street, 400 South at State Street, 400 South at 700 East, South Temple at 400 West, North Temple at 400 West, South Campus at Capecchi and Wasatch at Capecchi. The changes in signal timings reduced the negative effects at the majority of intersections, except 400 South at State and South Temple at 400 West. The modified

preemption at N Temple at 400 West significantly helped the side street movements, left turns and pedestrians, and the modified phasing/timing at 400 South at Main was mostly beneficial for LRT performance and pedestrians. The findings are similar for all modeled years.

The alternative models analysis shows that removal of the EBL turn at 400 S at Main does not have effects on vehicular delays, but does significantly improve LRT performance. The complete removal of all left turns at this intersection has some (but not significant) impacts on vehicular delays, but also significantly improves LRT performance. The removal of the double left turns on EB/WB approaches at 400 S at State has significant impacts on both vehicular traffic and LRT. The delays for both modes are reduced after the removal of the shared lanes and signal timing re-optimization, and EB and WB turns benefit the most even after the removal of one left turn lane. LRT delays are reduced by more than 60%. The removal of the shared left turn lanes at 400 S at 700 E does not impact vehicular traffic, but significantly improves LRT performance, by reducing LRT delays about 30%.

## **8.4 Network Performance**

For the current year, and on the network-wide level, introduction of the Black Line increased average delays by about 8%, and reduces overall speed by 4%. For the year 2020, impacts are the same, while for the year 2025, network delay increases about 17%, with a 9% drop in overall speeds. These impacts are only significant for the 2025 scenario. Changes in signal timings are mainly beneficial for the current year, since the signals are already optimized for future year scenarios. The expected increase in network delays, compared to the current year, is about 4% for 2020 and 21% for 2025. The increase in delays is proportional to the increase in travel demand in the analyzed network.

## **8.5 Person Delays**

For the current year, total person delays for all intersections where LRT is present is expected to increase about 10% after the introduction of the Black Line. The recommended changes in signal timing can lower this delay increase to about 6%. None of these changes is statistically significant. The similar impacts of the Black Line are observed for years 2020 and 2025, but in this case the effects of recommended improvements are much lower since the signals are optimized for the new traffic demand. Still, the recommended changes help reduce person delays at the critical intersections of 400 South at Main and North Temple at 400 West.

## 9. CONCLUSIONS

The goal of the 400 South Corridor Assessment study was to evaluate current and future traffic and transit performance along the LRT corridors within the University of Utah area, 400 South and Downtown Salt Lake City, and at major intersections before and after an introduction of an additional LRT line, and to recommend potential improvements to better accommodate the new LRT line with minimal impacts on vehicular traffic. The analysis was performed using VISSIM microsimulation models, and it included MOEs on different levels, such as vehicular and LRT travel times, detailed intersection performance, network-wide performance, and person-based MOEs. Three main scenarios were developed for this purpose: the Baseline scenario, with the existing LRT lines in the analyzed network; the Black Line scenario, which introduced the additional Black Line along the main corridor; and the Black Line scenario with enhancements, which included recommendation for improving signal timing and priority settings at certain intersections. All models were evaluated for three different time periods: current year, and expected travel demand for years 2020 and 2025. Additional modeled scenarios included alternative intersection configuration, with modified left turn operations at intersections of 400 South at Main, 400 South at State and 400 South at 700 East.

Introduction of the additional LRT line in the analyzed network does not have significant impacts on traffic and transit operations. The highest impacts were experienced at intersections close to the Downtown area, mainly 400 South at State Street, and 400 South at Main Street, at intersections in the University area, including South Campus at Mario Capecchi and Wasatch Drive at Mario Capecchi, and intersection of North Temple at 400 West in downtown. Some impacts also were observed on vehicular and transit travel times along certain sections. The study researched potential places where certain improvements could be implemented to minimize these impacts. After detailed analysis, three improvement strategies were recommended for implementation. The first is to change the phase sequence at 400 South at Main Street intersection, so LRT movements are served in conjunction with vehicular through movements, and to perform signal parameter optimization. This is possible because of the specific intersection geometry, with LRT tracks located in the middle of the crossing streets, and is beneficial from the operational standpoint. Justification for the new phasing sequence is that the left turns at this intersection are light, so they unnecessarily take over the green time from other phases when operate simultaneously with LRT movements. This strategy also has additional benefits for pedestrian traffic, and provides new possibilities to coordinate this intersection with the adjacent ones. The second recommendation is to modify preemption settings for the intersection of North Temple at 400 West. Currently, this intersection is coordinated in the NB/SB through directions. After the preemption is served, phasing returns to these phases, no matter when the preemption was active within the cycle. This increases delays for side street and left turn movements, as well as for pedestrians, and this increase will be significant after introduction of the new line. The recommended changes include transition to free-running operations and modifying exit phases so the next phases in the sequence will be served after the preemption call. One justification for this is that the current cycle length at this intersection is 120 seconds. With the new LRT line, frequency of trains in both directions will increase to 16 per hour, which means that the preemption will be called about every four minutes—nearly every second cycle. Therefore, the controller will spend a lot of time in transition and recovery from preemption, which can lower effectiveness of traffic operations. Going into free mode and modifying exit phases eliminates the need for transition making the recovery much faster. Results show these benefits for side streets, left turns, and pedestrians. The third recommendation is to optimize signal timing parameters for intersections of South Campus and Mario Capecchi, and Mario Capecchi and Wasatch Drive based on the field data. Results have shown complete elimination of negative travel time and delay impacts for both private and TRAX vehicles in the university area if these measures are taken. Also, based on results for alternative intersection configuration, it may be beneficial to remove shared lane sites at intersections of 400 South with State Street and 700 East, since these left turns do not operate in the optimal way. Currently, drivers



are hesitant to use the shared lane. Close to 70% are using the non-shared left turn lane, which causes low utilization for left turns. Removal of the shared lanes and optimization of signal timings significantly help LRT and reduce impacts for vehicular traffic.

In the following phases, the study expanded to neighboring areas of downtown and the 400 South corridors, to assess effects of the LRT and streetcar lines, and recommend remedies that alleviate negative effects. Additional signal timing solutions could be proposed for intersections that remained without improvements after the proposed optimization. Coordinating vehicular and TRAX performance with pedestrian and bicyclists needs, especially in downtown and upper campus area, would be beneficial as a future research effort. The person-based analysis is shown to be beneficial, and future research efforts will be focused on optimizing these parameters. Also, the research team will review existing research for other potential improvements that might have been overseen in this analysis.

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## **APPENDIX A: VEHICULAR TRAVEL TIMES**

**MODELS: CURRENT YEAR, 2020, 2025**

**ALTERNATIVE INTERSECTION CONFIGURATION MODELS**

**TABLE A1: AVERAGE SEGMENT VEHICULAR TRAVEL TIMES: CURRENT YEAR**

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>EASTBOUND</b>	400S: W Temple-Main St	41	45	42
	Main St-State St	64	67	65
	State St-200 E	32	30	31
	200 E-300 E	38	39	37
	300 E-400 E	29	28	27
	400 E-500 E	27	29	28
	500 E-600 E	26	25	26
	600 E-700 E	68	72	70
	700 E-800 E	21	21	21
	800 E-900 E	40	44	42
	900 E-1100 E	51	53	53
	1100 E-1300 E	77	76	75
	1300 E-Guardsman	51	51	51
	University St-1500 E	57	63	65
	1500 E-Roundabout	72	88	91
	Roundabout-1725 E	48	47	49
	1725 E-1800 E	34	34	34
	1800 E-Cappechi	83	83	87
	S Campus-Hospital	72	72	71
	400 W-300 W	39	38	38
300 W-200 W	32	31	32	
200 W-W Temple	34	34	34	
W Temple-Main St	38	39	40	

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>WESTBOUND</b>	Hospital-Wasatch	58	60	60
	Wasatch-S Campus	88	101	91
	Capecchi-1800 E	39	38	38
	1800 E-1725 E	52	55	55
	1725 E-Roundabout	57	70	72
	Roundabout-1500 E	41	41	41
	1500 E-University St	52	53	53
	Guardsman-1300 E	80	89	87
	1300 E-1100 E	40	41	39
	1100 E-900 E	56	54	54
	900 E-800 E	23	24	23
	800 E-700 E	60	60	64
	700 E-600 E	27	28	27
	600 E-500 E	29	29	29
	500 E-400 E	32	31	31
	400 E-300 E	44	45	43
	300 E-200 E	44	40	38
	200 E-State St	68	70	69
	State St-Main St	49	53	56
	400S: Main St-W Temple	34	34	34
Main St-W Temple	41	40	40	
W Temple-200 W	41	40	39	
200 W-300 W	33	34	34	
300 W-400 W	23	24	24	

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
NB	500 S-400 S	62	66	63
	400 S-300 S	50	51	46
	200 S-100 S	48	50	48
	100 S-S Temple	80	89	87
	S Temple-50 N	22	24	21
	50 N-N Temple	124	138	63
SB	N Temple-50 N	25	25	27
	50 N-S Temple	50	50	53
	S Temple-100 S	41	40	40
	100 S-200 S	59	57	56
	300 S-400 S	71	66	65
	400 S-500 S	59	54	56

**TABLE A2: AVERAGE SEGMENT VEHICULAR TRAVEL TIMES: YEAR 2020**

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>EASTBOUND</b>	400S: W Temple-Main St	40	46	44
	Main St-State St	65	67	64
	State St-200 E	31	30	30
	200 E-300 E	37	39	40
	300 E-400 E	29	27	28
	400 E-500 E	30	29	28
	500 E-600 E	26	26	25
	600 E-700 E	68	71	71
	700 E-800 E	22	21	20
	800 E-900 E	41	44	45
	900 E-1100 E	52	51	51
	1100 E-1300 E	79	78	77
	1300 E-Guardsman	51	53	51
	University St-1500 E	58	71	78
	1500 E-Roundabout	74	101	118
	Roundabout-1725 E	51	46	46
	1725 E-1800 E	33	34	33
	1800 E-Cappechi	83	89	83
	S Campus-Hospital	71	71	72
	400 W-300 W	39	39	37
300 W-200 W	34	33	32	
200 W-W Temple	34	34	34	
W Temple-Main St	37	37	40	

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>WESTBOUND</b>	Hospital-Wasatch	59	60	59
	Wasatch-S Campus	93	103	102
	Capecchi-1800 E	38	38	39
	1800 E-1725 E	54	57	66
	1725 E-Roundabout	61	77	84
	Roundabout-1500 E	41	42	43
	1500 E-University St	54	53	53
	Guardsman-1300 E	82	89	90
	1300 E-1100 E	40	40	40
	1100 E-900 E	56	54	56
	900 E-800 E	23	23	23
	800 E-700 E	62	60	60
	700 E-600 E	29	26	26
	600 E-500 E	30	30	29
	500 E-400 E	32	32	31
	400 E-300 E	46	45	43
	300 E-200 E	41	43	43
	200 E-State St	71	73	72
	State St-Main St	50	57	57
	400S: Main St-W Temple	34	34	35
Main St-W Temple	40	44	44	
W Temple-200 W	39	40	40	
200 W-300 W	34	33	34	
300 W-400 W	23	23	24	



CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
NB	500 S-400 S	64	68	63
	400 S-300 S	50	48	48
	200 S-100 S	53	50	52
	100 S-S Temple	82	89	91
	S Temple-50 N	22	23	23
	50 N-N Temple	131	157	62
SB	N Temple-50 N	26	25	25
	50 N-S Temple	51	49	49
	S Temple-100 S	41	39	40
	100 S-200 S	60	53	56
	300 S-400 S	69	67	65
	400 S-500 S	56	57	57

**TABLE A3: AVERAGE SEGMENT VEHICULAR TRAVEL TIMES: YEAR 2025**

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>EASTBOUND</b>	400S: W Temple-Main St	43	49	48
	Main St-State St	78	79	84
	State St-200 E	31	31	31
	200 E-300 E	44	40	41
	300 E-400 E	29	31	30
	400 E-500 E	35	34	35
	500 E-600 E	28	26	30
	600 E-700 E	93	93	100
	700 E-800 E	24	22	21
	800 E-900 E	47	45	45
	900 E-1100 E	54	54	54
	1100 E-1300 E	92	93	89
	1300 E-Guardsman	54	51	52
	University St-1500 E	54	58	57
	1500 E-Roundabout	59	67	67
	Roundabout-1725 E	48	47	49
	1725 E-1800 E	35	35	34
	1800 E-Cappechi	88	86	89
	S Campus-Hospital	74	75	74
	400 W-300 W	49	45	45
300 W-200 W	36	33	35	
200 W-W Temple	34	34	34	
W Temple-Main St	35	32	34	

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>WESTBOUND</b>	Hospital-Wasatch	57	57	56
	Wasatch-S Campus	70	91	85
	Capecchi-1800 E	39	39	38
	1800 E-1725 E	50	50	50
	1725 E-Roundabout	42	47	47
	Roundabout-1500 E	47	46	46
	1500 E-University St	55	55	54
	Guardsman-1300 E	89	100	98
	1300 E-1100 E	42	42	41
	1100 E-900 E	58	58	59
	900 E-800 E	26	25	26
	800 E-700 E	69	73	68
	700 E-600 E	29	26	25
	600 E-500 E	34	34	32
	500 E-400 E	35	46	35
	400 E-300 E	51	79	60
	300 E-200 E	76	105	102
	200 E-State St	95	100	101
	State St-Main St	57	66	65
	400S: Main St-W Temple	34	36	38
Main St-W Temple	41	38	38	
W Temple-200 W	44	42	43	
200 W-300 W	38	39	39	
300 W-400 W	23	23	24	

CAR	Segment	Average Travel Times (s)		
		Base	BL	BLE
NB	500 S-400 S	76	73	82
	400 S-300 S	56	55	57
	200 S-100 S	52	50	52
	100 S-S Temple	88	92	96
	S Temple-50 N	21	21	22
	50 N-N Temple	73	75	63
SB	N Temple-50 N	26	26	25
	50 N-S Temple	57	60	54
	S Temple-100 S	43	42	42
	100 S-200 S	62	61	59
	300 S-400 S	76	71	75
	400 S-500 S	59	54	57

**TABLE A4: AVERAGE SEGMENT VEHICULAR TRAVEL TIMES: ALTERNATIVE INTERSECTION MODELS BASE**

		BASE MODELS VEHICULAR TRAVEL TIMES (S)					
		Base	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	64	59	63	64	63	59
	State St-200 E	32	32	30	30	30	30
	200 E-300 E	38	40	37	38	37	37
	300 E-400 E	29	27	28	28	28	27
	400 E-500 E	27	28	28	28	29	28
	500 E-600 E	26	26	25	26	25	26
	600 E-700 E	68	64	64	69	69	69
	700 E-800 E	21	22	21	22	21	21
	800 E-900 E	40	41	41	43	43	41
<b>WESTBOUND</b>	900 E-800 E	23	22	23	23	23	23
	800 E-700 E	60	60	57	59	61	59
	700 E-600 E	27	28	28	28	28	29
	600 E-500 E	29	29	30	30	30	29
	500 E-400 E	32	31	32	31	33	31
	400 E-300 E	44	45	45	46	44	46
	300 E-200 E	44	43	41	41	43	44
	200 E-State St	68	67	71	66	69	66
	State St-Main St	49	41	43	50	51	42
<b>Total EB</b>	<b>345</b>	<b>339</b>	<b>338</b>	<b>348</b>	<b>345</b>	<b>338</b>	
<b>Total WB</b>	<b>376</b>	<b>367</b>	<b>370</b>	<b>375</b>	<b>382</b>	<b>369</b>	

**TABLE A5: AVERAGE SEGMENT VEHICULAR TRAVEL TIMES: ALTERNATIVE INTERSECTION MODELS BLE**

		BLE MODELS VEHICULAR TRAVEL TIMES (S)					
		BLE	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	69	66	62	67	68	62
	State St-200 E	32	30	30	30	30	31
	200 E-300 E	40	37	40	37	38	40
	300 E-400 E	27	28	27	28	28	28
	400 E-500 E	28	28	29	28	31	30
	500 E-600 E	26	25	25	24	25	26
	600 E-700 E	69	70	69	66	66	63
	700 E-800 E	21	21	20	22	21	21
	800 E-900 E	43	40	39	42	41	43
<b>WESTBOUND</b>	900 E-800 E	23	23	23	24	24	23
	800 E-700 E	61	64	63	56	57	60
	700 E-600 E	28	27	27	27	28	28
	600 E-500 E	31	29	30	30	32	28
	500 E-400 E	32	31	33	31	31	31
	400 E-300 E	43	41	44	44	45	45
	300 E-200 E	44	41	43	41	42	43
	200 E-State St	70	70	72	77	71	73
	State St-Main St	65	75	65	60	58	59
<b>Total EB</b>	<b>355</b>	<b>346</b>	<b>342</b>	<b>345</b>	<b>348</b>	<b>344</b>	
<b>Total WB</b>	<b>397</b>	<b>402</b>	<b>401</b>	<b>390</b>	<b>389</b>	<b>388</b>	

## **APPENDIX B: LRT TRAVEL TIMES**

**MODELS: CURRENT YEAR, 2020, 2025  
ALTERNATIVE INTERSECTION CONFIGURATION MODELS**

**TABLE B1: AVERAGE SEGMENT LRT TRAVEL TIMES: CURRENT YEAR**

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>EASTBOUND</b>	Main St NB-State St	0	68	70
	Main St SB-State St	58	67	73
	State St-200 E	54	51	50
	200 E-300 E	87	83	85
	300 E-400 E	36	33	33
	400 E-500 E	31	33	33
	500 E-600 E	31	32	33
	600 E-700 E	103	106	107
	700 E-800 E	23	22	23
	800 E-900 E	69	66	70
	900 E-1100 E	49	49	50
	1100 E-1300 E	48	53	55
	1300 E-1500 E	131	125	126
	1500 E-Roundabout	27	25	28
	Roundabout-1725 E	23	24	24
	1725 E-1800 E	75	75	74
	1800 E-Cappechi	61	55	54
	S Campus-Wasatch	96	96	96
	Wasatch-Med Center	48	48	48



LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>WESTBOUND</b>	Med Center-Wasatch	65	64	64
	Wasatch-S Campus	123	118	120
	Capecchi-1800 E	45	46	46
	1800 E-1725 E	81	78	78
	1725 E-Roundabout	21	21	21
	Roundabout-1500 E	37	34	34
	1500 E-1300 E	190	154	162
	1300 E-1100 E	45	38	40
	1100 E-900 E	50	53	56
	900 E-800 E	67	64	63
	800 E-700 E	68	57	64
	700 E-600 E	100	102	102
	600 E-500 E	28	28	27
	500 E-400 E	31	33	32
	400 E-300 E	39	41	39
	300 E-200 E	134	119	120
	200 E-State St	68	65	74
	State St-Main St SB	61	55	43
State St-Main St NB	0	80	61	

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
NB	500 S-400 S	54	113	114
	400 S-300 S	53	52	54
	300 S-200 S	56	64	64
	200 S-100 S	52	53	54
	100 S-S Temple	67	73	74
	S Temple-N Temple	56	60	67
SB	N Temple-S Temple	70	59	55
	S Temple-100 S	62	62	60
	100 S-200 S	35	36	35
	200 S-300 S	56	59	59
	300 S-400 S	50	60	48
	400 S-500 S	117	108	115

**TABLE B2: AVERAGE SEGMENT LRT TRAVEL TIMES: YEAR 2020**

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>EASTBOUND</b>	Main St NB-State St	0	65	67
	Main St SB-State St	68	64	67
	State St-200 E	52	49	48
	200 E-300 E	83	83	82
	300 E-400 E	34	34	34
	400 E-500 E	32	32	32
	500 E-600 E	33	31	33
	600 E-700 E	104	108	108
	700 E-800 E	22	22	22
	800 E-900 E	72	69	64
	900 E-1100 E	53	49	50
	1100 E-1300 E	56	51	56
	1300 E-1500 E	131	126	127
	1500 E-Roundabout	30	26	27
	Roundabout-1725 E	24	22	24
	1725 E-1800 E	75	75	74
	1800 E-Cappechi	54	57	57
	S Campus-Wasatch	97	96	97
	Wasatch-Med Center	48	48	48

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>WESTBOUND</b>	Med Center-Wasatch	65	65	65
	Wasatch-S Campus	126	121	123
	Capecchi-1800 E	47	45	47
	1800 E-1725 E	82	81	80
	1725 E-Roundabout	21	21	21
	Roundabout-1500 E	34	34	33
	1500 E-1300 E	171	159	153
	1300 E-1100 E	42	37	36
	1100 E-900 E	49	48	53
	900 E-800 E	69	63	63
	800 E-700 E	70	62	65
	700 E-600 E	101	102	98
	600 E-500 E	29	26	30
	500 E-400 E	31	33	32
	400 E-300 E	39	40	38
	300 E-200 E	132	121	123
	200 E-State St	86	85	72
	State St-Main St SB	53	66	59
State St-Main St NB	0	98	50	

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
NB	500 S-400 S	52	117	117
	400 S-300 S	51	50	49
	300 S-200 S	56	63	64
	200 S-100 S	54	52	53
	100 S-S Temple	68	72	75
	S Temple-N Temple	56	58	60
SB	N Temple-S Temple	70	63	65
	S Temple-100 S	60	61	59
	100 S-200 S	36	37	37
	200 S-300 S	58	56	58
	300 S-400 S	45	56	48
	400 S-500 S	115	108	106

**TABLE B3: AVERAGE SEGMENT LRT TRAVEL TIMES: YEAR 2025**

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>EASTBOUND</b>	Main St NB-State St	0	69	92
	Main St SB-State St	82	79	80
	State St-200 E	51	51	52
	200 E-300 E	84	86	87
	300 E-400 E	37	35	36
	400 E-500 E	31	33	36
	500 E-600 E	32	32	31
	600 E-700 E	111	113	111
	700 E-800 E	22	22	22
	800 E-900 E	70	73	66
	900 E-1100 E	50	49	50
	1100 E-1300 E	51	52	57
	1300 E-1500 E	131	126	126
	1500 E-Roundabout	27	28	27
	Roundabout-1725 E	24	24	23
	1725 E-1800 E	77	72	76
	1800 E-Cappechi	51	58	58
	S Campus-Wasatch	99	97	97
	Wasatch-Med Center	48	48	48

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>WESTBOUND</b>	Med Center-Wasatch	65	64	64
	Wasatch-S Campus	120	121	121
	Capecchi-1800 E	46	46	47
	1800 E-1725 E	83	79	80
	1725 E-Roundabout	21	21	21
	Roundabout-1500 E	40	35	36
	1500 E-1300 E	168	157	160
	1300 E-1100 E	41	38	39
	1100 E-900 E	50	52	53
	900 E-800 E	68	64	63
	800 E-700 E	58	69	57
	700 E-600 E	101	100	100
	600 E-500 E	30	27	30
	500 E-400 E	34	34	33
	400 E-300 E	40	37	41
	300 E-200 E	128	126	119
	200 E-State St	111	110	124
	State St-Main St SB	57	63	56
State St-Main St NB	0	74	66	

LRT	Segment	Average Travel Times (s)		
		Base	BL	BLE
<b>NB</b>	500 S-400 S	56	111	118
	400 S-300 S	51	50	51
	300 S-200 S	55	64	68
	200 S-100 S	52	53	53
	100 S-S Temple	66	72	73
	S Temple-N Temple	63	63	61
<b>SB</b>	N Temple-S Temple	69	59	62
	S Temple-100 S	59	62	61
	100 S-200 S	35	35	33
	200 S-300 S	56	56	56
	300 S-400 S	48	51	50
	400 S-500 S	115	109	107



**TABLE B4: AVERAGE SEGMENT LRT TRAVEL TIMES: ALTERNATIVE INTERSECTION MODELS BASE**

		BASE MODELS VEHICULAR TRAVEL TIMES (S)					
		Base	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	58	64	65	58	59	59
	State St-200 E	54	56	49	52	54	51
	200 E-300 E	87	84	82	83	82	83
	300 E-400 E	36	34	36	33	36	34
	400 E-500 E	31	31	32	34	32	32
	500 E-600 E	31	33	30	32	32	32
	600 E-700 E	103	105	105	106	104	101
	700 E-800 E	23	23	21	23	23	21
	800 E-900 E	69	69	69	76	74	73
<b>WESTBOUND</b>	900 E-800 E	67	68	69	68	71	68
	800 E-700 E	68	58	57	55	46	45
	700 E-600 E	100	100	94	98	98	98
	600 E-500 E	28	27	26	27	28	26
	500 E-400 E	31	34	33	30	35	32
	400 E-300 E	39	40	43	40	36	40
	300 E-200 E	134	126	123	131	131	135
	200 E-State St	68	71	70	92	44	37
	State St-Main St	61	58	56	67	61	53
<b>Total EB</b>	<b>492</b>	<b>499</b>	<b>490</b>	<b>496</b>	<b>497</b>	<b>488</b>	
<b>Total WB</b>	<b>595</b>	<b>581</b>	<b>571</b>	<b>608</b>	<b>549</b>	<b>534</b>	

7.

9. TABLE A5: AVERAGE SEGMENT LRT TRAVEL TIMES: ALTERNATIVE INTERSECTION MODELS BLE

		BLE MODELS VEHICULAR TRAVEL TIMES (S)					
		BLE	No EBL Main	No LTs Main	No Shared 700 E	No Shared State 700 E	No LTs Main No Shared
<b>EASTBOUND</b>	Main St-State St	58	62	59	68	57	54
	State St-200 E	51	51	51	54	53	50
	200 E-300 E	87	84	83	85	87	84
	300 E-400 E	34	34	35	34	36	33
	400 E-500 E	31	31	32	31	32	32
	500 E-600 E	33	31	32	33	33	33
	600 E-700 E	110	106	107	101	103	107
	700 E-800 E	23	24	23	25	23	23
	800 E-900 E	70	71	73	75	69	69
<b>WESTBOUND</b>	900 E-800 E	65	66	66	66	66	65
	800 E-700 E	63	58	62	46	43	53
	700 E-600 E	104	104	103	103	103	103
	600 E-500 E	29	28	28	29	29	29
	500 E-400 E	33	32	33	33	31	32
	400 E-300 E	41	39	42	39	39	39
	300 E-200 E	126	122	124	125	126	129
	200 E-State St	65	72	75	68	38	36
	State St-Main St	63	55	56	53	54	51
<b>Total EB</b>	<b>496</b>	<b>496</b>	<b>495</b>	<b>505</b>	<b>494</b>	<b>485</b>	
<b>Total WB</b>	<b>587</b>	<b>575</b>	<b>589</b>	<b>561</b>	<b>530</b>	<b>538</b>	

## **APPENDIX C: INTERSECTION MOES CURRENT YEAR**

**BASE, BL AND BLE MODELS**

**ALTERNATIVE INTERSECTION CONFIGURATION MODELS**

**TABLE C1: INTERSECTION MOES: BASE MODEL CURRENT YEAR**

**PM Peak Period 4:00 - 6:00, 400 South at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	54	65	71	60	71	1.52	8.6	78.0	E
SBT	173	207	46	34	46	1.28	22.2	203.4	D
SBR	88	106	35	22	35	1.55	27.8	219.9	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2171	3067	30	20	31	0.66	83.4	508.1	C
WBR	61	72	28	18	28	0.85	83.4	508.2	C
NBL	74	90	77	67	77	1.61	12.7	80.3	E
NBT	179	213	41	30	41	1.42	21.2	213.7	D
NBR	207	247	32	21	32	1.65	22.5	216.9	C
EBL	43	52	59	54	59	0.94	6.4	60.7	E
EBT	1809	2667	24	17	23	0.63	42.0	264.7	C
EBR	62	76	20	14	20	0.73	46.1	284.0	B
SBT LRT	16	360	32	25	31	0.98	8.3	229.6	C
NBT LRT	16	935	19	9	19	0.73	2.6	306.1	B
WBL LRT	7	399	33	27	33	0.83	9.1	276.9	C
NBR LRT	8	232	21	8	20	0.58	3.7	307.4	C
SBL LRT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	0	0	0	0	0	0.00	0.0	0.0	N/A
<b>Total/Avg Car</b>	<b>4921</b>	<b>6862</b>	<b>30</b>	<b>21</b>	<b>30</b>	<b>0.79</b>	<b>31.3</b>	<b>508.2</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1926</b>	<b>25</b>	<b>17</b>	<b>24</b>	<b>0.80</b>	<b>3.9</b>	<b>307.4</b>	<b>C</b>

**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	80	53	0.95
WBT PED	49	50	0.94
NBT PED	78	53	0.95
EBT PED	50	51	0.96
<b>Total/Avg Ped</b>	<b>257</b>	<b>52</b>	<b>0.95</b>

**PM Peak Period 4 - 6:00, 400 South at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	300	355	42	31	42	1.09	22.9	148.0	D
SBT	2420	2886	52	40	52	1.03	136.9	532.5	D
SBR	210	251	55	40	55	1.48	136.8	532.3	D
WBL	467	558	76	58	76	1.45	54.6	742.8	E
WBT	1832	2665	45	29	46	0.82	106.6	677.6	D
WBR	204	242	22	7	23	1.08	1.2	62.6	C
NBL	179	209	47	37	47	1.30	14.8	147.6	D
NBT	1236	1465	46	37	46	0.98	50.0	261.9	D
NBR	223	270	22	13	22	1.24	1.6	101.6	C
EBL	314	384	68	55	68	1.25	30.8	504.2	E
EBT	1472	2255	42	30	43	0.76	75.6	468.9	D
EBR	282	334	18	4	18	1.15	2.0	103.7	B
WBT LRT	7	410	43	27	43	1.24	63.0	742.4	D
EBT LRT	8	232	16	11	16	0.58	30.2	504.2	B
<b>Total/Avg Car</b>	<b>9139</b>	<b>11874</b>	<b>47</b>	<b>34</b>	<b>47</b>	<b>1.00</b>	<b>52.8</b>	<b>742.8</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>642</b>	<b>28</b>	<b>18</b>	<b>33</b>	<b>0.89</b>	<b>46.6</b>	<b>742.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	82	63	0.95
WBT PED	33	58	0.98
NBT PED	81	61	0.95
EBT PED	32	67	0.97
<b>Total/Avg Ped</b>	<b>228</b>	<b>62</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	135	165	79	67	80	1.45	24.7	252.9	E
SBT	1051	1251	42	32	43	0.94	53.8	373.5	D
SBR	344	408	30	17	29	1.27	9.3	250.2	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2090	2984	30	20	30	0.81	58.6	406.5	C
WBR	121	147	13	5	13	0.87	0.5	45.3	B
NBL	78	92	65	57	65	1.18	12.2	83.5	E
NBT	270	323	33	27	34	0.84	13.6	95.1	C
NBR	129	152	11	5	12	1.10	0.9	52.9	B
EBL	58	69	64	58	64	0.92	9.5	77.8	E
EBT	1889	2652	16	9	17	0.52	21.3	263.5	B
EBR	50	60	11	6	11	0.59	21.3	263.5	B
WBT LRT	7	410	34	22	34	0.72	29.1	317.0	C
EBT LRT	8	232	12	10	12	0.33	3.6	214.5	B
<b>Total/Avg Car</b>	<b>6215</b>	<b>8303</b>	<b>29</b>	<b>20</b>	<b>29</b>	<b>0.80</b>	<b>18.8</b>	<b>406.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>642</b>	<b>22</b>	<b>15</b>	<b>26</b>	<b>0.51</b>	<b>16.3</b>	<b>317.0</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	80	107	1.46
WBT PED	65	49	0.95
NBT PED	81	112	1.47
EBT PED	81	52	0.94
<b>Total/Avg Ped</b>	<b>307</b>	<b>82</b>	<b>1.22</b>

**PM Peak Period 4 – 6 p.m., 400 South at 300 East**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	137	163	84	71	85	1.34	21.1	201.9	F
SBT	663	792	43	32	43	0.89	73.3	554.3	D
SBR	93	110	27	17	28	1.10	2.3	145.6	C
WBL	91	111	63	54	63	1.11	13.7	95.4	E
WBT	1907	2769	28	20	28	0.68	58.3	399.1	C
WBR	88	109	26	17	26	0.80	58.3	399.1	C
NBL	209	249	78	67	77	1.44	21.2	102.0	E
NBT	292	350	60	49	60	1.21	30.4	253.2	E
NBR	102	118	29	20	29	1.36	0.8	60.2	C
EBL	210	255	47	40	47	0.86	26.2	191.2	D
EBT	1393	2057	23	16	24	0.66	28.2	236.0	C
EBR	515	616	13	3	13	0.74	11.9	245.5	B
WBT LRT	8	445	10	6	10	0.30	2.6	215.6	A
EBT LRT	8	232	14	5	14	0.15	2.0	153.5	B
<b>Total/Avg Car</b>	<b>5700</b>	<b>7699</b>	<b>33</b>	<b>25</b>	<b>33</b>	<b>0.81</b>	<b>28.8</b>	<b>554.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>677</b>	<b>12</b>	<b>6</b>	<b>11</b>	<b>0.23</b>	<b>2.3</b>	<b>215.6</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	51	0.98
WBT PED	16	55	0.90
NBT PED	32	55	0.98
EBT PED	16	46	0.93
<b>Total/Avg Ped</b>	<b>97</b>	<b>52</b>	<b>0.96</b>



**PM Peak Period 4 – 6 p.m., 400 S at 400 East**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	109	131	50	38	50	1.46	8.5	194.4	D
SBT	659	796	48	37	48	0.99	27.0	240.8	D
SBR	84	104	46	35	46	1.13	27.6	243.1	D
WBL	101	121	47	39	46	1.01	11.4	92.8	D
WBT	1933	2800	16	9	18	0.52	25.6	330.0	B
WBR	69	86	14	8	14	0.59	25.6	330.0	B
NBL	75	92	54	42	55	1.74	4.6	86.2	D
NBT	290	348	46	36	46	1.21	12.7	136.3	D
NBR	107	131	38	28	38	1.31	12.4	136.0	D
EBL	90	108	35	28	34	0.94	7.6	86.2	C
EBT	1471	2144	15	8	16	0.64	13.6	214.4	B
EBR	58	70	10	5	11	0.73	13.6	214.4	B
WBT LRT	8	456	4	1	4	0.15	0.7	184.0	A
EBT LRT	8	232	5	3	5	0.20	1.4	183.8	A
<b>Total/Avg Car</b>	<b>5046</b>	<b>6931</b>	<b>25</b>	<b>17</b>	<b>25</b>	<b>0.74</b>	<b>15.8</b>	<b>330.0</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0.17</b>	<b>1.0</b>	<b>184.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	33	0.97
WBT PED	16	36	0.96
NBT PED	16	48	0.99
EBT PED	16	29	0.94
<b>Total/Avg Ped</b>	<b>65</b>	<b>36</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	102	121	62	49	63	2.21	10.0	106.8	E
SBT	695	830	52	40	53	1.12	36.0	253.5	D
SBR	107	129	48	37	48	1.17	36.0	253.5	D
WBL	97	116	30	24	31	0.90	7.1	82.5	C
WBT	1839	2694	15	7	15	0.66	16.8	264.8	B
WBR	98	121	11	5	11	0.87	16.8	264.8	B
NBL	148	175	55	41	55	1.99	11.6	130.9	D
NBT	872	1041	45	33	45	1.17	39.4	282.8	D
NBR	172	207	43	30	43	1.31	39.0	281.9	D
EBL	101	119	38	31	38	0.93	9.4	110.8	D
EBT	1532	2220	14	8	14	0.47	12.2	204.3	B
EBR	55	67	11	6	11	0.61	12.2	204.3	B
WBT LRT	8	456	8	2	8	0.21	1.2	245.8	A
EBT LRT	8	232	3	1	3	0.18	0.6	184.1	A
<b>Total/Avg Car</b>	<b>5818</b>	<b>7840</b>	<b>27</b>	<b>19</b>	<b>26</b>	<b>0.84</b>	<b>20.5</b>	<b>282.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0.19</b>	<b>0.9</b>	<b>245.8</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	41	0.98
WBT PED	16	40	0.95
NBT PED	16	41	1.00
EBT PED	16	33	0.88
<b>Total/Avg Ped</b>	<b>64</b>	<b>39</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	77	92	38	30	38	1.05	4.1	72.8	D
SBT	222	270	37	29	37	0.81	13.4	208.1	D
SBR	79	95	20	13	20	0.99	0.5	54.3	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1869	2733	15	8	17	0.61	23.4	278.7	B
WBR	156	189	11	5	11	0.81	23.3	278.7	B
NBL	100	119	41	31	41	1.28	5.5	93.8	D
NBT	308	366	39	30	39	1.00	20.0	220.9	D
NBR	100	119	25	16	24	1.24	0.8	59.5	C
EBL	55	69	46	39	46	0.96	6.4	73.2	D
EBT	1692	2347	12	7	14	0.46	14.0	232.9	B
EBR	57	72	10	5	10	0.62	14.0	232.9	A
WBT LRT	8	456	25	10	25	0.35	24.2	328.6	C
EBT LRT	8	232	3	1	3	0.08	0.5	184.1	A
<b>Total/Avg Car</b>	<b>4715</b>	<b>6471</b>	<b>18</b>	<b>11</b>	<b>19</b>	<b>0.64</b>	<b>10.4</b>	<b>278.7</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>14</b>	<b>5</b>	<b>18</b>	<b>0.21</b>	<b>12.3</b>	<b>328.6</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	66	99	1.48
WBT PED	64	40	0.94
NBT PED	64	92	1.47
EBT PED	81	44	0.95
<b>Total/Avg Ped</b>	<b>275</b>	<b>67</b>	<b>1.20</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	236	280	58	49	58	1.02	22.3	104.5	E
SBT	3536	4234	31	22	31	0.69	113.6	544.4	C
SBR	163	199	18	9	18	0.94	0.7	50.1	B
WBL	412	502	71	58	71	1.24	43.3	419.5	E
WBT	1518	2311	43	32	44	0.80	73.8	383.9	D
WBR	147	176	11	3	10	1.02	0.7	48.4	B
NBL	359	431	63	55	63	1.10	35.7	141.2	E
NBT	1805	2160	28	20	28	0.75	44.4	251.7	C
NBR	186	225	11	4	11	0.95	0.9	56.2	B
EBL	289	344	70	55	70	1.27	29.5	431.4	E
EBT	1071	1552	48	34	51	0.84	70.3	424.8	D
EBR	507	614	27	7	27	1.45	22.3	409.0	C
WBT LRT	8	456	51	33	51	1.30	30.4	419.3	D
EBT LRT	8	232	38	20	38	0.73	30.0	431.4	D
<b>Total/Avg Car</b>	<b>10229</b>	<b>13028</b>	<b>38</b>	<b>27</b>	<b>38</b>	<b>0.85</b>	<b>38.1</b>	<b>544.4</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>44</b>	<b>26</b>	<b>46</b>	<b>1.01</b>	<b>30.2</b>	<b>431.4</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	59	0.98
WBT PED	16	56	0.99
NBT PED	32	61	0.98
EBT PED	16	60	0.97
<b>Total/Avg Ped</b>	<b>96</b>	<b>59</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	60	71	33	25	34	0.93	7.7	69.1	C
SBT	41	50	35	26	36	0.87	7.7	69.1	C
SBR	38	43	7	1	7	0.98	0.2	21.3	A
WBL	108	128	38	31	38	0.97	9.9	93.6	D
WBT	1953	2841	6	2	8	0.25	10.3	264.3	A
WBR	100	120	6	2	6	0.29	9.4	266.9	A
NBL	104	126	32	26	31	0.90	13.0	111.6	C
NBT	60	73	32	25	33	0.84	13.0	111.6	C
NBR	106	124	5	1	5	0.98	0.6	39.0	A
EBL	45	55	32	27	32	0.95	3.6	57.9	C
EBT	1398	1939	8	4	8	0.30	7.2	167.8	A
EBR	46	56	6	2	5	0.43	5.5	169.9	A
WBT LRT	8	456	13	0	13	0.00	0.0	0.0	B
EBT LRT	8	232	3	0	3	0.03	0.2	123.2	A
<b>Total/Avg Car</b>	<b>4059</b>	<b>5626</b>	<b>10</b>	<b>5</b>	<b>11</b>	<b>0.36</b>	<b>7.3</b>	<b>266.9</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0.01</b>	<b>0.1</b>	<b>123.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	17	0.60
WBT PED	16	34	0.86
NBT PED	1	24	0.60
EBT PED	16	36	0.89
<b>Total/Avg Ped</b>	<b>35</b>	<b>33</b>	<b>0.85</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	152	182	79	70	78	1.15	29.1	151.8	E
SBT	998	1190	56	45	56	0.95	73.4	320.3	E
SBR	184	224	16	6	16	1.29	0.2	40.7	B
WBL	212	254	70	62	69	0.98	40.1	189.2	E
WBT	1795	2648	14	9	16	0.41	27.0	293.1	B
WBR	73	88	13	8	14	0.53	21.9	277.9	B
NBL	181	214	68	60	68	1.04	32.9	172.3	E
NBT	581	688	44	37	44	0.85	41.8	198.5	D
NBR	60	70	8	3	9	0.87	0.9	121.4	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1374	1875	23	15	24	0.51	45.8	332.4	C
EBR	183	218	22	12	23	0.69	36.8	314.0	C
WBT LRT	8	456	11	4	11	0.28	1.8	276.2	B
EBT LRT	8	232	22	8	22	0.30	13.9	323.0	C
<b>Total/Avg Car</b>	<b>5793</b>	<b>7651</b>	<b>32</b>	<b>24</b>	<b>32</b>	<b>0.67</b>	<b>29.1</b>	<b>332.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>17</b>	<b>6</b>	<b>15</b>	<b>0.29</b>	<b>7.8</b>	<b>323.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	57	64	0.98
WBT PED	26	68	0.97
NBT PED	57	61	0.97
EBT PED	25	62	0.98
<b>Total/Avg Ped</b>	<b>165</b>	<b>63</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	188	226	37	31	37	0.89	18.0	118.4	D
SBT	293	351	28	22	28	0.79	24.6	200.8	C
SBR	102	122	15	9	15	0.91	6.7	152.8	B
WBL	54	65	45	35	44	1.08	9.4	325.8	D
WBT	1884	2727	9	4	10	0.36	17.9	288.3	A
WBR	95	113	8	3	8	0.44	14.1	274.1	A
NBL	102	122	42	36	41	0.92	10.9	100.9	D
NBT	197	237	30	25	30	0.81	15.0	129.0	C
NBR	102	121	5	1	5	0.93	0.0	0.0	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1478	1999	10	6	10	0.39	16.1	227.3	B
EBR	114	135	9	4	9	0.48	10.3	207.8	A
WBT LRT	8	456	12	5	12	0.48	9.4	325.8	B
EBT LRT	8	232	0	0	0	0.00	0.0	0.0	N/A
<b>Total/Avg Car</b>	<b>4609</b>	<b>6218</b>	<b>14</b>	<b>9</b>	<b>14</b>	<b>0.49</b>	<b>11.9</b>	<b>325.8</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0.24</b>	<b>4.7</b>	<b>325.8</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	536	641	62	50	61	1.22	47.3	208.1	E
SBT	1260	1513	34	25	34	0.89	51.1	305.0	C
SBR	136	163	13	5	13	1.28	0.0	5.3	B
WBL	214	255	52	45	52	0.96	29.8	161.1	D
WBT	1699	2486	36	27	35	0.79	62.8	349.8	D
WBR	546	655	12	1	12	0.83	4.3	196.4	B
NBL	191	230	48	42	48	0.90	19.5	88.2	D
NBT	835	1013	27	22	27	0.65	26.5	130.5	C
NBR	163	197	5	1	5	0.87	0.0	5.6	A
EBL	188	227	56	47	55	1.12	26.5	165.7	E
EBT	1437	1951	39	28	39	0.83	80.2	422.0	D
EBR	138	165	34	21	33	1.00	40.4	353.7	C
WBT LRT	8	456	74	48	74	0.78	17.5	307.9	E
EBT LRT	8	232	14	7	14	0.38	2.8	272.5	B
<b>Total/Avg Car</b>	<b>7343</b>	<b>9496</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>0.86</b>	<b>32.3</b>	<b>422.0</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>44</b>	<b>28</b>	<b>54</b>	<b>0.58</b>	<b>10.1</b>	<b>307.9</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	25	49	0.99
WBT PED	0	0	0.00
NBT PED	87	50	0.99
EBT PED	49	52	0.98
<b>Total/Avg Ped</b>	<b>161</b>	<b>51</b>	<b>0.98</b>



**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	243	294	21	14	21	0.82	10.0	97.1	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	253	309	6	1	6	0.82	1.4	61.2	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	382	461	12	6	12	0.60	8.0	153.7	B
WBR	30	34	7	2	7	0.64	0.0	0.0	A
NBL	104	128	19	13	19	0.70	5.8	91.9	B
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	96	119	11	5	12	0.96	0.8	62.0	B
EBL	61	73	31	24	30	1.07	3.8	58.4	C
EBT	397	477	14	7	14	0.52	10.1	244.6	B
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	8	456	19	7	19	0.68	2.5	307.2	B
EBT LRT	8	232	1	0	1	0.03	0.1	30.9	A
<b>Total/Avg Car</b>	<b>1566</b>	<b>1895</b>	<b>14</b>	<b>8</b>	<b>14</b>	<b>0.70</b>	<b>3.3</b>	<b>244.6</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>10</b>	<b>4</b>	<b>12</b>	<b>0.35</b>	<b>1.3</b>	<b>307.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	24	24	0.98
WBT PED	0	0	0.00
NBT PED	24	26	0.95
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>48</b>	<b>25</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	997	1190	30	8	30	0.55	68.9	733.8	C
WBT	363	436	27	6	27	0.48	68.9	733.8	C
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	48	59	5	2	5	0.13	0.4	26.9	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	527	629	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	97	116	40	15	40	1.48	100.7	747.4	D
EBR	632	766	41	16	41	1.57	100.7	747.4	D
WBT LRT	8	456	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	8	232	7	3	7	0.25	0.0	0.0	A
<b>Total/Avg Car</b>	<b>2664</b>	<b>3196</b>	<b>26</b>	<b>8</b>	<b>26</b>	<b>0.70</b>	<b>28.3</b>	<b>747.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0.13</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	96	114	26	19	25	0.71	12.5	111.4	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	101	123	29	21	29	0.89	12.5	111.4	C
WBL	98	118	49	42	49	0.99	12.1	94.5	D
WBT	1210	1448	21	11	21	0.59	44.6	394.6	C
WBR	70	84	21	13	22	0.65	44.6	394.6	C
NBL	94	111	26	18	25	0.78	5.2	80.5	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	104	126	5	0	5	0.71	0.0	27.0	A
EBL	55	68	55	49	53	0.96	25.3	196.8	D
EBT	500	597	17	12	17	0.52	25.3	196.8	B
EBR	69	82	18	12	18	0.51	25.3	196.8	B
WBT LRT	8	456	10	2	10	0.05	0.6	61.6	A
EBT LRT	8	232	2	1	2	0.08	0.3	122.5	A
<b>Total/Avg Car</b>	<b>2397</b>	<b>2871</b>	<b>22</b>	<b>14</b>	<b>22</b>	<b>0.63</b>	<b>17.3</b>	<b>394.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0.06</b>	<b>0.4</b>	<b>122.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	63	42	0.96
WBT PED	17	52	0.97
NBT PED	64	45	0.96
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>144</b>	<b>45</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	42	53	17	13	17	0.60	2.8	49.2	B
SBT	19	22	17	12	18	0.57	2.8	49.2	B
SBR	99	117	4	1	4	0.70	2.8	49.2	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1239	1485	9	5	9	0.40	15.5	218.8	A
WBR	18	21	9	5	9	0.45	15.5	218.8	A
NBL	40	48	18	12	17	0.69	2.1	39.0	B
NBT	21	25	15	12	14	0.53	2.1	39.0	B
NBR	20	23	4	0	3	0.65	0.0	0.0	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	636	762	9	6	9	0.41	7.7	118.8	A
EBR	62	70	6	3	6	0.52	1.7	93.0	A
WBT LRT	8	456	1	0	1	0.03	0.1	30.6	A
EBT LRT	8	232	10	0	10	0.05	12.4	355.6	A
<b>Total/Avg Car</b>	<b>2196</b>	<b>2626</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.43</b>	<b>4.4</b>	<b>218.8</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>688</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0.04</b>	<b>6.2</b>	<b>355.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	142	33	0.95
WBT PED	23	12	0.64
NBT PED	39	28	0.93
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>204</b>	<b>30</b>	<b>0.91</b>

**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	177	210	127	106	128	1.81	200.9	1102.6	F
SBT	2078	2500	55	39	55	1.06	336.9	1152.6	D
SBR	773	923	83	64	83	1.60	196.0	1067.3	F
WBL	44	54	57	50	57	0.86	75.0	330.3	E
WBT	393	476	58	50	57	0.84	75.0	330.3	E
WBR	83	101	19	12	20	1.06	23.8	242.9	B
NBL	94	112	71	65	69	0.94	17.8	116.0	E
NBT	1174	1413	27	22	27	0.57	48.7	252.3	C
NBR	40	49	29	23	29	0.65	48.7	252.3	C
EBL	264	319	56	49	56	0.82	35.3	146.0	E
EBT	119	143	56	50	56	0.87	35.3	146.0	E
EBR	316	378	16	5	16	1.21	1.0	90.7	B
SBR LRT	8	456	31	18	31	0.63	3.5	169.3	C
EBL LRT	7	215	37	21	37	0.97	3.9	230.4	D
<b>Total/Avg Car</b>	<b>5555</b>	<b>6678</b>	<b>53</b>	<b>40</b>	<b>53</b>	<b>1.03</b>	<b>91.2</b>	<b>1152.6</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>671</b>	<b>34</b>	<b>19</b>	<b>33</b>	<b>0.78</b>	<b>3.7</b>	<b>230.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	62	0.97
WBT PED	8	60	1.02
NBT PED	8	90	1.00
EBT PED	8	88	1.05
<b>Total/Avg Ped</b>	<b>41</b>	<b>72</b>	<b>1.00</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	1755	2122	16	8	16	0.54	42.5	319.0	B
SBR	49	56	44	38	43	0.64	5.4	67.9	D
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	497	599	27	19	27	0.72	33.4	251.8	C
NBT	987	1188	2	0	2	0.03	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1142	1360	68	42	67	3.41	195.6	743.4	E
SBT LRT	8	456	31	18	31	0.63	3.5	169.3	C
NBT LRT	7	209	37	21	38	0.97	3.9	230.4	D
<b>Total/Avg Car</b>	<b>4430</b>	<b>5325</b>	<b>28</b>	<b>16</b>	<b>27</b>	<b>1.18</b>	<b>23.1</b>	<b>743.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>665</b>	<b>34</b>	<b>19</b>	<b>33</b>	<b>0.78</b>	<b>3.7</b>	<b>230.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	176	212	35	25	34	1.22	12.3	154.6	C
SBR	58	71	28	18	27	1.53	11.6	155.9	C
WBL	96	115	43	29	43	1.24	2.9	58.8	D
WBT	4726	5650	44	30	44	1.07	127.9	784.5	D
WBR	101	122	45	30	45	1.50	126.9	783.9	D
NBL	100	118	83	76	83	0.99	23.0	164.2	F
NBT	360	429	15	11	15	0.52	12.6	135.5	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	759	35	21	36	1.18	62.0	567.1	D
NBT LRT	24	1040	15	7	15	0.65	8.2	307.6	B
<b>Total/Avg Car</b>	<b>5617</b>	<b>6717</b>	<b>42</b>	<b>29</b>	<b>42</b>	<b>1.05</b>	<b>26.4</b>	<b>784.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1799</b>	<b>25</b>	<b>13</b>	<b>24</b>	<b>0.91</b>	<b>35.1</b>	<b>567.1</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	41	37	0.94
WBT PED	57	40	0.94
NBT PED	41	37	0.91
EBT PED	55	38	0.93
<b>Total/Avg Ped</b>	<b>194</b>	<b>38</b>	<b>0.93</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	137	165	27	18	26	1.03	5.0	126.6	C
SBR	38	45	25	16	26	1.23	4.4	126.9	C
WBL	63	75	33	23	33	1.22	3.7	57.5	C
WBT	298	356	29	23	30	0.67	24.8	217.8	C
WBR	43	54	17	11	17	0.67	12.9	179.9	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	162	195	27	16	27	1.18	9.9	184.1	C
NBR	120	141	25	12	25	1.41	9.9	183.7	C
EBL	38	46	34	26	36	1.29	2.5	68.4	C
EBT	442	527	35	28	36	0.86	53.1	287.1	D
EBR	114	136	31	22	30	1.15	52.4	286.7	C
SBT LRT	16	360	17	6	17	0.54	14.6	246.3	B
NBT LRT	16	935	33	19	37	2.47	3.2	230.3	C
<b>Total/Avg Car</b>	<b>1455</b>	<b>1740</b>	<b>30</b>	<b>22</b>	<b>30</b>	<b>0.97</b>	<b>14.9</b>	<b>287.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1295</b>	<b>25</b>	<b>12</b>	<b>32</b>	<b>1.51</b>	<b>8.9</b>	<b>246.3</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	59	0.97
WBT PED	80	58	0.97
NBT PED	79	59	0.98
EBT PED	80	57	0.97
<b>Total/Avg Ped</b>	<b>320</b>	<b>58</b>	<b>0.97</b>



**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	173	208	40	30	40	1.15	18.9	188.3	D
SBR	89	105	29	19	29	1.24	12.1	170.0	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1606	1922	13	7	13	0.70	23.3	221.3	B
WBR	61	75	13	5	13	0.94	19.8	214.0	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	145	178	45	34	45	1.32	18.7	178.0	D
NBR	99	119	31	20	31	1.42	11.7	158.3	C
EBL	41	49	23	13	22	1.17	14.7	142.0	C
EBT	1163	1390	9	6	9	0.33	14.7	142.0	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	16	364	48	22	47	2.47	10.1	251.2	D
NBT LRT	16	1137	33	19	31	2.47	3.2	230.3	C
<b>Total/Avg Car</b>	<b>3377</b>	<b>4046</b>	<b>15</b>	<b>10</b>	<b>16</b>	<b>0.67</b>	<b>11.1</b>	<b>221.3</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1501</b>	<b>40</b>	<b>20</b>	<b>35</b>	<b>2.47</b>	<b>6.6</b>	<b>251.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	34	57	0.99
WBT PED	33	53	0.96
NBT PED	34	55	0.96
EBT PED	33	55	0.95
<b>Total/Avg Ped</b>	<b>134</b>	<b>55</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	198	238	24	16	25	1.02	7.5	144.7	C
SBR	50	61	19	11	19	1.01	3.8	122.2	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	294	352	56	47	56	1.08	21.1	182.5	E
WBR	77	92	36	27	35	1.14	18.3	177.8	D
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	177	214	25	15	25	0.89	9.0	153.4	C
NBR	70	86	18	8	18	0.94	6.3	142.9	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	229	275	28	23	28	0.64	18.6	143.1	C
EBR	64	76	15	11	15	0.63	10.7	123.0	B
SBT LRT	16	364	48	22	47	2.47	10.1	251.2	D
NBT LRT	16	1137	33	19	31	2.47	3.2	230.3	C
<b>Total/Avg Car</b>	<b>1159</b>	<b>1394</b>	<b>33</b>	<b>25</b>	<b>33</b>	<b>0.92</b>	<b>7.9</b>	<b>182.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1501</b>	<b>40</b>	<b>20</b>	<b>35</b>	<b>2.47</b>	<b>6.6</b>	<b>251.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	54	0.97
WBT PED	32	60	0.99
NBT PED	32	58	0.95
EBT PED	33	66	0.99
<b>Total/Avg Ped</b>	<b>129</b>	<b>59</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay		No		Avg Queue (ft)	Max Queue (ft)	LOS
			(s)	Stop Delay (s)	Person Delay(s)	Stops			
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	113	138	50	42	51	0.94	47.2	272.7	D
WBT	893	1078	71	53	71	1.61	94.4	545.3	E
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	114	134	63	47	63	1.51	17.6	145.1	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	139	170	21	6	21	1.54	0.5	69.9	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	440	525	44	30	44	1.05	57.8	426.3	D
EBR	134	160	18	5	18	1.11	0.0	16.9	B
NBL LRT	16	1780	26	18	26	1.10	9.8	230.6	C
EBR LRT	16	360	29	20	29	1.26	9.6	229.8	C
<b>Total/Avg Car</b>	<b>1833</b>	<b>2205</b>	<b>55</b>	<b>39</b>	<b>55</b>	<b>1.39</b>	<b>18.1</b>	<b>545.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2140</b>	<b>27</b>	<b>19</b>	<b>26</b>	<b>1.18</b>	<b>9.7</b>	<b>230.6</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	229	48	0.95
WBT PED	6	44	1.00
NBT PED	464	46	0.95
EBT PED	177	47	0.94
<b>Total/Avg Ped</b>	<b>876</b>	<b>47</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	40	46	51	38	51	1.72	2.0	57.7	D
SBT	312	371	47	38	46	1.24	19.0	169.2	D
SBR	74	88	30	20	30	1.53	1.8	84.1	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	612	741	21	8	21	0.79	21.0	354.8	C
WBR	391	468	23	9	23	0.94	21.0	354.8	C
NBL	127	156	34	24	34	1.39	22.9	182.5	C
NBT	359	427	29	21	29	0.93	22.9	182.5	C
NBR	92	110	15	6	15	1.04	0.5	56.7	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	446	535	13	7	13	0.79	7.9	152.4	B
EBR	104	124	12	6	12	0.85	3.0	115.4	B
WBT LRT	16	1780	23	16	24	1.26	2.6	176.4	C
EBT LRT	16	360	44	21	44	1.20	11.7	246.3	D
<b>Total/Avg Car</b>	<b>2557</b>	<b>3066</b>	<b>25</b>	<b>15</b>	<b>25</b>	<b>0.96</b>	<b>10.1</b>	<b>354.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2140</b>	<b>33</b>	<b>18</b>	<b>27</b>	<b>1.23</b>	<b>7.1</b>	<b>246.3</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	184	35	0.94
WBT PED	154	17	0.74
NBT PED	66	37	0.95
EBT PED	158	17	0.73
<b>Total/Avg Ped</b>	<b>562</b>	<b>25</b>	<b>0.83</b>

**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	57	70	51	36	52	1.83	12.8	86.9	D
SBT	326	389	45	36	45	1.18	12.8	86.9	D
SBR	24	30	49	39	49	1.41	0.0	0.0	D
WBL	148	179	47	36	48	1.54	13.8	169.1	D
WBT	569	688	21	11	21	1.25	21.5	305.4	C
WBR	100	124	20	10	20	1.32	30.6	281.5	C
NBL	20	27	42	33	42	1.53	1.0	39.1	D
NBT	258	307	36	28	35	0.93	8.7	73.1	D
NBR	81	97	41	32	40	1.11	0.0	0.0	D
EBL	20	25	54	47	52	0.97	2.7	48.8	D
EBT	414	494	18	12	19	0.71	17.3	193.0	B
EBR	82	100	12	6	12	0.59	0.3	46.8	B
WBT LRT	16	1852	23	16	23	1.26	2.6	176.4	C
EBT LRT	16	360	44	21	44	1.20	11.7	246.3	D
<b>Total/Avg Car</b>	<b>2099</b>	<b>2530</b>	<b>30</b>	<b>21</b>	<b>30</b>	<b>1.11</b>	<b>10.1</b>	<b>305.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2212</b>	<b>33</b>	<b>18</b>	<b>26</b>	<b>1.23</b>	<b>7.1</b>	<b>246.3</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	176	38	0.96
WBT PED	157	36	0.93
NBT PED	62	38	0.99
EBT PED	160	37	0.94
<b>Total/Avg Ped</b>	<b>555</b>	<b>37</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	215	257	89	63	87	2.80	40.2	221.8	F
SBT	1394	1676	45	35	46	1.18	27.5	151.9	D
SBR	9	12	40	28	40	1.32	4.6	96.7	D
WBL	171	210	43	34	43	0.94	22.9	219.6	D
WBT	156	190	13	8	13	0.51	9.1	206.8	B
WBR	282	342	10	3	10	0.69	1.7	141.5	A
NBL	67	83	38	25	38	1.82	3.3	58.7	D
NBT	1493	1799	25	17	25	0.88	31.6	204.5	C
NBR	142	173	24	14	24	1.02	4.2	125.5	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	161	190	20	13	20	0.60	10.9	158.1	C
EBR	67	79	15	6	15	0.83	2.4	105.8	B
WBT LRT	16	1847	23	16	23	1.26	2.6	176.4	C
EBT LRT	16	360	44	21	44	1.20	11.7	246.3	D
<b>Total/Avg Car</b>	<b>4157</b>	<b>5011</b>	<b>34</b>	<b>25</b>	<b>34</b>	<b>1.06</b>	<b>13.2</b>	<b>221.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2207</b>	<b>33</b>	<b>18</b>	<b>26</b>	<b>1.23</b>	<b>7.1</b>	<b>246.3</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	179	36	0.94
WBT PED	152	37	0.97
NBT PED	61	38	0.97
EBT PED	156	35	0.94
<b>Total/Avg Ped</b>	<b>548</b>	<b>36</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	154	179	56	43	56	1.50	14.2	90.1	E
SBT	529	630	28	18	28	1.08	10.5	97.4	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	138	167	24	18	24	0.68	7.5	96.8	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	97	120	8	1	8	0.63	0.0	0.0	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	600	719	38	29	38	1.13	22.0	162.5	D
NBR	74	90	27	18	28	1.12	6.0	119.2	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	8	815	98	91	100	0.93	23.7	230.3	F
WBL LRT	8	1103	35	29	35	0.68	26.0	231.4	C
NBR LRT	8	200	31	19	31	0.88	4.7	229.5	C
SBL LRT	8	160	55	43	55	1.55	8.3	232.0	D
<b>Total/Avg Car</b>	<b>1592</b>	<b>1905</b>	<b>33</b>	<b>23</b>	<b>33</b>	<b>1.08</b>	<b>5.0</b>	<b>162.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2278</b>	<b>55</b>	<b>45</b>	<b>59</b>	<b>1.01</b>	<b>15.7</b>	<b>232.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	40	37	0.95
WBT PED	125	36	0.95
NBT PED	40	40	0.97
EBT PED	65	37	0.95
<b>Total/Avg Ped</b>	<b>270</b>	<b>37</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	153	185	75	67	77	0.96	36.4	177.0	E
SBT	309	369	15	12	15	0.34	9.1	114.6	B
SBR	83	100	11	7	11	0.54	0.1	13.0	B
WBL	97	112	117	103	118	1.65	20.2	110.5	F
WBT	803	962	54	43	54	1.18	21.7	207.2	D
WBR	299	359	45	32	45	1.27	0.1	29.3	D
NBL	123	149	126	105	127	2.12	58.3	262.5	F
NBT	511	609	34	22	34	1.07	58.3	262.5	C
NBR	140	170	32	17	32	1.28	17.2	189.9	C
EBL	51	61	67	59	66	0.94	10.0	103.2	E
EBT	694	840	36	30	36	0.74	45.4	226.4	D
EBR	94	108	40	33	40	0.82	45.4	226.4	D
NBL LRT	8	815	15	11	15	0.88	0.8	184.1	B
EBR LRT	8	160	10	4	10	0.33	1.2	229.1	A
<b>Total/Avg Car</b>	<b>3357</b>	<b>4024</b>	<b>46</b>	<b>36</b>	<b>46</b>	<b>1.02</b>	<b>26.8</b>	<b>262.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>975</b>	<b>13</b>	<b>8</b>	<b>14</b>	<b>0.60</b>	<b>1.0</b>	<b>229.1</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	163	49	0.93
WBT PED	204	54	0.95
NBT PED	109	49	0.93
EBT PED	92	57	0.96
<b>Total/Avg Ped</b>	<b>568</b>	<b>52</b>	<b>0.94</b>



**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	2465	3404	6	4	6	0.13	15.2	295.5	A
<b>Total/Avg Car</b>	<b>2465</b>	<b>3404</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0.13</b>	<b>15.2</b>	<b>295.5</b>	<b>A</b>

**TABLE C2: INTERSECTION MOES: BL MODEL CURRENT YEAR**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	55	65	77	65	76	1.64	9.2	84.4	E
SBT	171	205	39	28	39	1.20	18.1	180.3	D
SBR	88	106	31	19	31	1.46	23.1	196.8	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2164	3053	34	24	36	0.73	98.8	532.4	C
WBR	60	74	34	22	32	0.94	98.6	532.5	C
NBL	74	89	75	65	76	1.51	12.6	81.1	E
NBT	178	209	43	32	43	1.37	23.5	205.8	D
NBR	206	245	32	21	32	1.66	24.9	208.9	C
EBL	42	49	62	55	61	1.08	6.5	58.8	E
EBT	1806	2658	28	21	26	0.69	48.0	272.6	C
EBR	61	73	22	16	23	0.85	53.3	291.9	C
SBT LRT	16	360	42	34	42	1.19	12.5	343.4	D
NBT LRT	16	808	16	8	16	0.37	4.7	298.6	B
WBL LRT	7	302	28	23	28	0.64	8.2	307.7	C
NBR LRT	8	232	19	7	19	0.53	3.4	299.9	B
SBL LRT	8	200	43	35	42	1.56	6.7	253.4	D
WBR LRT	8	168	53	48	53	0.88	13.7	308.4	D
<b>Total/Avg Car</b>	<b>4905</b>	<b>6826</b>	<b>33</b>	<b>24</b>	<b>33</b>	<b>0.83</b>	<b>34.7</b>	<b>532.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>63</b>	<b>2070</b>	<b>32</b>	<b>24</b>	<b>28</b>	<b>0.84</b>	<b>8.2</b>	<b>343.4</b>	<b>C</b>

**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	80	55	0.96
WBT PED	49	50	0.96
NBT PED	78	54	0.95
EBT PED	49	54	0.98
<b>Total/Avg Ped</b>	<b>256</b>	<b>54</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	299	358	52	40	52	1.18	31.3	312.0	D
SBT	2396	2858	61	48	61	1.11	164.3	572.0	E
SBR	208	246	64	47	63	1.56	164.1	571.9	E
WBL	464	558	85	66	85	1.56	65.9	675.0	F
WBT	1830	2661	47	31	48	0.84	115.9	704.1	D
WBR	204	243	23	8	24	1.09	1.0	57.9	C
NBL	179	212	51	40	50	1.39	17.2	145.2	D
NBT	1223	1461	51	42	51	1.03	56.9	286.8	D
NBR	222	264	25	15	25	1.41	2.0	92.9	C
EBL	314	379	72	59	72	1.29	35.6	468.9	E
EBT	1468	2251	43	31	45	0.77	80.5	499.7	D
EBR	283	337	18	4	18	1.15	1.4	65.3	B
WBT LRT	15	479	39	28	39	1.19	81.6	674.6	D
EBT LRT	16	432	23	18	23	0.79	37.8	468.9	C
<b>Total/Avg Car</b>	<b>9090</b>	<b>11828</b>	<b>52</b>	<b>39</b>	<b>52</b>	<b>1.04</b>	<b>61.3</b>	<b>704.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>911</b>	<b>31</b>	<b>22</b>	<b>32</b>	<b>0.98</b>	<b>59.7</b>	<b>674.6</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	66	0.98
WBT PED	33	67	0.98
NBT PED	82	69	0.96
EBT PED	32	64	0.97
<b>Total/Avg Ped</b>	<b>228</b>	<b>67</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	135	161	88	76	88	1.45	26.9	254.1	F
SBT	1053	1255	48	37	48	0.97	63.7	399.5	D
SBR	345	411	31	18	31	1.33	11.7	218.2	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2069	2960	26	17	28	0.71	50.0	376.1	C
WBR	120	146	11	4	11	0.76	0.5	50.4	B
NBL	79	94	69	61	70	1.16	13.4	91.8	E
NBT	271	323	37	30	36	0.87	14.7	89.6	D
NBR	130	153	11	5	10	1.09	0.8	50.6	B
EBL	58	69	79	73	80	0.94	12.0	79.9	E
EBT	1880	2640	14	9	16	0.46	19.0	229.0	B
EBR	50	60	12	7	12	0.59	19.0	229.0	B
WBT LRT	15	496	25	16	27	0.52	48.2	317.0	C
EBT LRT	16	432	8	6	8	0.29	4.7	330.0	A
<b>Total/Avg Car</b>	<b>6190</b>	<b>8272</b>	<b>29</b>	<b>20</b>	<b>29</b>	<b>0.75</b>	<b>19.3</b>	<b>399.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>928</b>	<b>16</b>	<b>11</b>	<b>18</b>	<b>0.40</b>	<b>26.4</b>	<b>330.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	113	1.46
WBT PED	64	58	0.96
NBT PED	80	115	1.45
EBT PED	81	53	0.95
<b>Total/Avg Ped</b>	<b>306</b>	<b>86</b>	<b>1.22</b>

**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	138	165	89	75	89	1.47	21.9	267.5	F
SBT	663	792	61	47	61	1.10	117.7	686.8	E
SBR	93	110	37	24	37	1.26	0.5	48.6	D
WBL	90	107	66	57	65	1.09	14.3	97.0	E
WBT	1895	2758	28	20	28	0.67	57.7	382.3	C
WBR	89	110	25	17	26	0.74	57.7	382.3	C
NBL	209	249	82	71	82	1.43	22.8	105.5	F
NBT	293	351	54	44	55	1.15	26.6	241.4	D
NBR	102	118	29	20	28	1.24	0.7	60.4	C
EBL	212	259	52	44	52	0.87	29.0	170.3	D
EBT	1387	2039	23	16	24	0.68	28.2	211.6	C
EBR	522	629	14	3	14	0.79	12.3	225.7	B
WBT LRT	16	504	12	8	13	0.46	6.0	307.4	B
EBT LRT	16	432	10	3	10	0.15	2.1	215.9	A
<b>Total/Avg Car</b>	<b>5693</b>	<b>7687</b>	<b>36</b>	<b>27</b>	<b>35</b>	<b>0.84</b>	<b>32.4</b>	<b>686.8</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0.30</b>	<b>4.1</b>	<b>307.4</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	49	0.99
WBT PED	16	46	1.00
NBT PED	32	53	1.00
EBT PED	16	51	0.94
<b>Total/Avg Ped</b>	<b>97</b>	<b>50</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	109	131	47	37	48	1.34	9.0	184.4	D
SBT	658	794	51	40	51	0.99	29.4	247.7	D
SBR	86	107	45	35	45	1.10	30.1	250.0	D
WBL	101	121	49	42	49	0.99	12.6	94.6	D
WBT	1925	2789	15	8	17	0.51	24.2	321.8	B
WBR	69	89	14	8	15	0.67	24.2	321.8	B
NBL	76	92	55	43	55	1.75	5.2	86.4	D
NBT	290	350	48	38	49	1.25	14.3	135.0	D
NBR	106	129	43	32	43	1.35	14.2	134.6	D
EBL	88	104	39	33	39	0.94	8.7	89.4	D
EBT	1473	2139	15	9	15	0.63	13.1	212.6	B
EBR	58	67	11	5	11	0.76	13.1	212.6	B
WBT LRT	16	504	6	4	7	0.24	2.6	254.3	A
EBT LRT	16	432	3	1	3	0.15	1.0	276.9	A
<b>Total/Avg Car</b>	<b>5039</b>	<b>6912</b>	<b>25</b>	<b>17</b>	<b>25</b>	<b>0.74</b>	<b>16.5</b>	<b>321.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0.19</b>	<b>1.8</b>	<b>276.9</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	39	0.98
WBT PED	16	35	0.95
NBT PED	16	48	0.99
EBT PED	16	38	0.94
<b>Total/Avg Ped</b>	<b>65</b>	<b>40</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	102	118	66	52	66	2.24	10.8	114.0	E
SBT	695	836	52	40	52	1.08	35.9	259.5	D
SBR	106	125	47	36	48	1.14	35.9	259.5	D
WBL	95	113	33	27	33	0.90	7.8	80.9	C
WBT	1847	2703	15	7	14	0.64	16.5	263.4	B
WBR	98	117	12	6	12	0.82	16.5	263.4	B
NBL	149	178	53	40	53	1.90	11.6	124.4	D
NBT	875	1046	47	35	47	1.12	41.0	291.1	D
NBR	173	204	43	30	43	1.28	40.6	290.3	D
EBL	100	117	42	35	42	0.93	10.7	98.7	D
EBT	1537	2219	16	10	17	0.54	15.5	235.4	B
EBR	54	68	13	8	13	0.63	15.5	235.4	B
WBT LRT	16	504	8	4	8	0.33	3.1	292.0	A
EBT LRT	16	432	4	2	4	0.20	1.9	269.6	A
<b>Total/Avg Car</b>	<b>5831</b>	<b>7844</b>	<b>28</b>	<b>20</b>	<b>27</b>	<b>0.84</b>	<b>21.5</b>	<b>291.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0.27</b>	<b>2.5</b>	<b>292.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	38	0.99
WBT PED	16	41	0.93
NBT PED	16	43	0.99
EBT PED	16	44	0.95
<b>Total/Avg Ped</b>	<b>64</b>	<b>41</b>	<b>0.96</b>



**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	77	92	43	35	43	1.16	5.3	73.3	D
SBT	222	270	40	31	39	0.78	14.7	191.5	D
SBR	79	95	19	13	19	0.93	0.5	56.8	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1879	2738	15	7	17	0.58	23.5	302.7	B
WBR	160	189	12	6	12	0.74	23.4	302.7	B
NBL	99	120	44	34	43	1.26	6.5	88.7	D
NBT	307	365	41	32	41	1.01	21.5	224.3	D
NBR	100	119	25	16	24	1.31	1.0	64.3	C
EBL	55	63	57	51	57	0.96	8.1	67.5	E
EBT	1701	2348	11	5	13	0.44	13.0	237.8	B
EBR	57	72	9	4	10	0.67	13.0	237.8	A
WBT LRT	16	504	24	12	24	0.39	45.2	328.5	C
EBT LRT	16	432	4	2	4	0.16	1.8	216.0	A
<b>Total/Avg Car</b>	<b>4736</b>	<b>6471</b>	<b>18</b>	<b>11</b>	<b>19</b>	<b>0.63</b>	<b>10.9</b>	<b>302.7</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>14</b>	<b>7</b>	<b>15</b>	<b>0.27</b>	<b>23.5</b>	<b>328.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	65	98	1.47
WBT PED	65	45	0.94
NBT PED	65	91	1.46
EBT PED	80	45	0.91
<b>Total/Avg Ped</b>	<b>275</b>	<b>69</b>	<b>1.18</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	236	283	59	50	60	1.01	22.7	98.5	E
SBT	3531	4220	33	23	33	0.69	119.7	541.4	C
SBR	164	203	19	9	19	0.98	0.9	54.1	B
WBL	411	493	73	60	73	1.24	46.8	423.6	E
WBT	1526	2310	44	32	46	0.80	75.4	434.6	D
WBR	147	178	12	2	12	1.09	0.8	56.5	B
NBL	359	428	62	54	62	1.12	35.1	125.9	E
NBT	1806	2161	31	22	31	0.80	48.4	268.1	C
NBR	186	223	10	4	10	0.94	0.9	54.4	A
EBL	289	342	73	56	73	1.37	38.7	555.5	E
EBT	1075	1561	52	37	56	0.90	79.6	536.8	D
EBR	509	606	29	9	30	1.56	28.0	447.6	C
WBT LRT	16	504	40	28	39	1.02	35.7	423.4	D
EBT LRT	16	432	40	25	40	0.82	48.5	555.4	D
<b>Total/Avg Car</b>	<b>10239</b>	<b>13008</b>	<b>39</b>	<b>28</b>	<b>41</b>	<b>0.87</b>	<b>41.4</b>	<b>555.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>40</b>	<b>27</b>	<b>39</b>	<b>0.92</b>	<b>42.1</b>	<b>555.4</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	64	0.99
WBT PED	16	62	0.97
NBT PED	32	59	0.97
EBT PED	16	61	1.00
<b>Total/Avg Ped</b>	<b>97</b>	<b>61</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	59	71	34	26	34	0.91	7.4	72.1	C
SBT	41	50	32	24	32	0.83	7.4	72.1	C
SBR	38	43	7	1	7	1.06	0.2	22.2	A
WBL	107	129	41	34	40	0.94	11.0	102.2	D
WBT	1949	2822	7	3	8	0.27	12.3	321.4	A
WBR	100	120	8	2	7	0.39	11.7	324.0	A
NBL	103	126	33	27	33	0.88	13.4	103.2	C
NBT	60	73	32	26	32	0.82	13.4	103.2	C
NBR	106	124	5	1	5	0.98	0.6	41.2	A
EBL	46	55	39	33	39	0.91	4.5	53.4	D
EBT	1400	1950	7	3	8	0.29	7.2	168.7	A
EBR	45	54	5	2	6	0.42	5.9	170.8	A
WBT LRT	16	504	10	1	12	0.03	0.5	61.5	A
EBT LRT	16	432	3	1	3	0.12	0.8	239.0	A
<b>Total/Avg Car</b>	<b>4054</b>	<b>5617</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>0.38</b>	<b>7.9</b>	<b>324.0</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0.07</b>	<b>0.6</b>	<b>239.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	23	0.60
WBT PED	16	32	0.90
NBT PED	1	20	0.60
EBT PED	16	40	0.97
<b>Total/Avg Ped</b>	<b>35</b>	<b>35</b>	<b>0.90</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	152	182	77	68	77	1.15	28.3	144.6	E
SBT	999	1194	57	46	57	0.94	74.8	333.0	E
SBR	183	223	16	6	16	1.27	0.3	48.2	B
WBL	212	252	84	75	83	1.01	49.6	254.6	F
WBT	1797	2640	13	8	15	0.36	24.0	295.2	B
WBR	73	90	11	7	12	0.47	18.9	279.9	B
NBL	180	214	72	63	72	1.06	34.7	161.0	E
NBT	580	689	43	36	43	0.85	40.8	197.2	D
NBR	60	70	8	2	8	0.94	0.3	106.9	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1384	1897	27	18	29	0.57	56.2	364.1	C
EBR	181	213	26	15	26	0.76	46.9	346.6	C
WBT LRT	16	504	15	9	17	0.37	6.4	300.0	B
EBT LRT	16	432	20	8	20	0.37	23.6	369.4	B
<b>Total/Avg Car</b>	<b>5801</b>	<b>7664</b>	<b>33</b>	<b>25</b>	<b>33</b>	<b>0.67</b>	<b>31.2</b>	<b>364.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>17</b>	<b>8</b>	<b>18</b>	<b>0.37</b>	<b>15.0</b>	<b>369.4</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	56	59	0.96
WBT PED	26	56	0.95
NBT PED	57	64	0.97
EBT PED	25	68	0.99
<b>Total/Avg Ped</b>	<b>164</b>	<b>62</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	192	235	38	32	39	0.89	18.7	128.8	D
SBT	294	352	31	24	31	0.81	27.8	225.1	C
SBR	102	121	17	11	16	0.92	8.2	177.1	B
WBL	55	67	50	39	49	1.10	9.0	299.2	D
WBT	1875	2724	10	5	11	0.39	20.3	368.6	A
WBR	94	111	10	4	10	0.48	16.4	354.4	A
NBL	102	122	41	35	41	0.92	10.5	94.4	D
NBT	198	237	32	26	32	0.83	15.9	119.0	C
NBR	102	121	5	0	5	0.96	0.0	0.0	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1481	2007	12	7	11	0.40	18.4	268.6	B
EBR	115	133	9	4	8	0.47	12.7	249.2	A
WBT LRT	16	500	5	2	6	0.23	9.0	299.2	A
EBT LRT	16	432	1	0	1	0.02	0.1	30.3	A
<b>Total/Avg Car</b>	<b>4610</b>	<b>6230</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>0.51</b>	<b>13.1</b>	<b>368.6</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>932</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0.12</b>	<b>4.6</b>	<b>299.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	537	642	64	52	64	1.24	49.0	203.6	E
SBT	1256	1510	36	26	36	0.93	55.9	310.8	D
SBR	136	163	14	5	13	1.24	0.0	7.8	B
WBL	214	259	56	49	55	0.98	31.2	186.0	E
WBT	1696	2491	40	31	42	0.82	71.9	389.3	D
WBR	545	656	15	1	15	0.88	6.9	208.8	B
NBL	191	230	53	47	52	0.91	21.2	103.2	D
NBT	832	1008	29	24	29	0.66	27.8	143.3	C
NBR	164	198	5	1	5	0.89	0.0	9.6	A
EBL	189	226	58	48	57	1.10	27.4	179.4	E
EBT	1444	1971	38	27	39	0.80	79.4	422.5	D
EBR	137	166	32	20	32	0.94	41.3	355.2	C
WBT LRT	16	504	40	24	45	0.41	15.9	307.4	D
EBT LRT	16	432	18	11	19	0.52	7.9	303.2	B
<b>Total/Avg Car</b>	<b>7341</b>	<b>9520</b>	<b>37</b>	<b>28</b>	<b>38</b>	<b>0.88</b>	<b>34.3</b>	<b>422.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>29</b>	<b>18</b>	<b>33</b>	<b>0.46</b>	<b>11.9</b>	<b>307.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	25	50	1.00
WBT PED	0	0	0.00
NBT PED	86	55	0.99
EBT PED	49	55	0.99
<b>Total/Avg Ped</b>	<b>160</b>	<b>54</b>	<b>0.99</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	244	295	23	16	23	0.85	11.6	102.6	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	253	309	6	1	6	0.84	1.9	66.7	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	370	446	12	6	12	0.62	8.1	154.2	B
WBR	29	35	7	2	7	0.67	0.0	0.0	A
NBL	104	127	19	13	19	0.71	5.5	81.4	B
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	97	119	11	4	12	1.01	0.6	51.6	B
EBL	60	71	33	26	33	1.13	3.9	60.2	C
EBT	397	479	20	12	20	0.70	12.2	267.5	B
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	16	504	14	7	15	0.71	3.1	300.2	B
EBT LRT	16	432	0	0	0	0.00	0.0	0.0	N/A
<b>Total/Avg Car</b>	<b>1554</b>	<b>1881</b>	<b>16</b>	<b>9</b>	<b>16</b>	<b>0.76</b>	<b>3.6</b>	<b>267.5</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>0.35</b>	<b>1.5</b>	<b>300.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	24	27	0.97
WBT PED	0	0	0.00
NBT PED	24	27	0.99
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>48</b>	<b>27</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	977	1174	41	13	41	0.87	168.2	798.3	D
WBT	352	423	37	11	36	0.74	168.2	798.3	D
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	48	59	7	4	7	0.23	0.7	41.6	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	528	638	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	97	117	53	22	53	1.92	147.9	748.8	D
EBR	633	769	54	22	54	2.01	147.9	748.8	D
WBT LRT	16	504	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	16	432	6	3	6	0.27	0.0	0.0	A
<b>Total/Avg Car</b>	<b>2635</b>	<b>3180</b>	<b>35</b>	<b>12</b>	<b>35</b>	<b>0.98</b>	<b>52.7</b>	<b>798.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0.13</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>



**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	96	114	31	23	32	0.79	15.5	133.5	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	101	122	35	27	35	1.17	15.5	133.5	D
WBL	94	111	57	51	58	0.97	14.2	88.5	E
WBT	1196	1436	26	15	26	0.66	52.2	392.3	C
WBR	71	85	22	13	22	0.59	52.2	392.3	C
NBL	93	111	32	23	33	0.93	6.4	76.7	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	104	126	5	0	5	0.69	0.1	23.0	A
EBL	56	68	64	58	63	0.97	26.1	203.5	E
EBT	499	603	17	12	17	0.49	26.1	203.5	B
EBR	68	82	18	13	18	0.48	26.1	203.5	B
WBT LRT	16	504	8	1	8	0.03	0.6	54.1	A
EBT LRT	16	432	3	1	3	0.14	1.0	238.1	A
<b>Total/Avg Car</b>	<b>2378</b>	<b>2858</b>	<b>26</b>	<b>17</b>	<b>26</b>	<b>0.67</b>	<b>19.5</b>	<b>392.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0.09</b>	<b>0.8</b>	<b>238.1</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	63	52	0.95
WBT PED	17	52	0.99
NBT PED	64	48	1.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>144</b>	<b>50</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	42	49	24	19	24	0.65	3.9	58.9	C
SBT	21	26	22	17	23	0.60	3.9	58.9	C
SBR	99	117	5	1	5	0.83	3.9	58.9	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1225	1469	8	4	8	0.35	14.0	211.3	A
WBR	18	22	11	7	11	0.45	14.0	211.3	B
NBL	40	48	29	22	29	0.84	3.9	47.3	C
NBT	20	23	29	25	31	0.69	3.9	47.3	C
NBR	20	24	7	3	7	0.79	0.1	7.0	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	641	773	9	5	9	0.37	7.2	121.1	A
EBR	58	67	6	3	6	0.48	2.0	95.3	A
WBT LRT	16	504	2	2	2	0.07	0.9	146.8	A
EBT LRT	16	432	10	2	10	0.10	22.1	355.6	A
<b>Total/Avg Car</b>	<b>2184</b>	<b>2618</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.41</b>	<b>4.7</b>	<b>211.3</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0.08</b>	<b>11.5</b>	<b>355.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	143	38	0.94
WBT PED	23	11	0.59
NBT PED	39	40	0.94
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>205</b>	<b>35</b>	<b>0.90</b>

**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	172	208	145	120	145	2.03	350.1	1202.4	F
SBT	2031	2433	66	45	65	1.20	452.3	1224.0	E
SBR	755	903	99	77	99	1.81	294.4	1149.3	F
WBL	44	54	58	51	58	0.85	71.9	317.6	E
WBT	395	478	56	48	56	0.84	71.9	317.6	E
WBR	83	101	19	11	18	1.09	22.0	230.2	B
NBL	95	112	74	68	74	0.94	18.7	101.3	E
NBT	1171	1410	29	23	29	0.59	50.8	274.5	C
NBR	40	48	24	19	25	0.61	50.8	274.5	C
EBL	266	314	59	52	59	0.84	36.3	163.6	E
EBT	118	142	55	49	55	0.82	36.3	163.6	D
EBR	319	390	16	6	16	1.20	0.9	74.3	B
SBR LRT	16	504	24	13	26	0.68	5.0	153.9	C
EBL LRT	15	409	31	17	32	1.01	6.3	292.4	C
<b>Total/Avg Car</b>	<b>5489</b>	<b>6593</b>	<b>60</b>	<b>45</b>	<b>60</b>	<b>1.12</b>	<b>121.3</b>	<b>1224.0</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>913</b>	<b>27</b>	<b>15</b>	<b>28</b>	<b>0.84</b>	<b>5.6</b>	<b>292.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	78	0.99
WBT PED	8	72	1.03
NBT PED	8	75	1.00
EBT PED	8	62	1.03
<b>Total/Avg Ped</b>	<b>41</b>	<b>73</b>	<b>1.01</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	1756	2118	18	8	18	0.56	43.7	330.5	B
SBR	48	61	66	60	64	0.75	8.1	68.3	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	497	591	36	28	36	0.81	46.1	282.7	D
NBT	988	1195	2	0	2	0.03	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1082	1290	211	147	210	8.86	893.3	1496.4	F
SBT LRT	16	504	24	13	26	0.68	5.0	153.9	C
NBT LRT	15	409	31	17	32	1.01	6.3	292.4	C
<b>Total/Avg Car</b>	<b>4371</b>	<b>5255</b>	<b>64</b>	<b>43</b>	<b>64</b>	<b>2.52</b>	<b>82.6</b>	<b>1496.4</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>913</b>	<b>27</b>	<b>15</b>	<b>28</b>	<b>0.84</b>	<b>5.6</b>	<b>292.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	175	210	31	22	31	1.15	11.8	146.1	C
SBR	58	68	26	16	26	1.50	11.1	147.4	C
WBL	96	115	45	31	45	1.27	3.0	55.4	D
WBT	4729	5655	45	31	45	1.08	130.1	619.1	D
WBR	100	117	44	29	45	1.40	128.9	618.6	D
NBL	99	118	82	76	82	0.95	22.5	146.4	F
NBT	359	428	14	10	14	0.52	12.6	144.9	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	654	29	16	30	0.93	59.6	580.2	C
NBT LRT	24	1040	14	7	13	0.53	8.1	307.4	B
<b>Total/Avg Car</b>	<b>5616</b>	<b>6711</b>	<b>43</b>	<b>30</b>	<b>43</b>	<b>1.06</b>	<b>26.7</b>	<b>619.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1694</b>	<b>21</b>	<b>11</b>	<b>19</b>	<b>0.73</b>	<b>33.8</b>	<b>580.2</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	41	41	0.94
WBT PED	57	38	0.94
NBT PED	41	39	0.91
EBT PED	55	35	0.93
<b>Total/Avg Ped</b>	<b>194</b>	<b>38</b>	<b>0.93</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	137	164	25	16	25	1.05	4.4	129.0	C
SBR	38	46	22	13	23	1.13	4.0	129.3	C
WBL	63	75	35	24	34	1.11	3.8	66.4	C
WBT	298	350	27	21	27	0.58	22.3	213.5	C
WBR	43	53	18	12	17	0.62	11.0	175.6	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	161	191	28	17	28	1.14	9.3	164.3	C
NBR	119	142	22	11	22	1.24	9.3	163.9	C
EBL	38	46	40	31	39	1.33	2.9	65.3	D
EBT	439	524	35	27	36	0.84	53.9	315.9	D
EBR	114	136	33	24	34	1.18	53.3	315.5	C
SBT LRT	24	560	21	8	21	0.74	22.2	382.5	C
NBT LRT	24	976	38	24	41	2.50	6.3	293.9	D
<b>Total/Avg Car</b>	<b>1450</b>	<b>1727</b>	<b>30</b>	<b>21</b>	<b>30</b>	<b>0.92</b>	<b>14.5</b>	<b>315.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1536</b>	<b>30</b>	<b>16</b>	<b>34</b>	<b>1.62</b>	<b>14.2</b>	<b>382.5</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	60	0.96
WBT PED	80	59	0.96
NBT PED	79	57	0.95
EBT PED	80	60	0.95
<b>Total/Avg Ped</b>	<b>320</b>	<b>59</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	176	213	40	30	39	1.15	17.9	175.9	D
SBR	89	108	28	17	27	1.32	11.2	157.6	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1603	1915	13	7	13	0.71	24.8	207.0	B
WBR	61	77	14	5	14	0.98	21.1	199.7	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	145	175	46	36	46	1.30	19.2	158.2	D
NBR	98	116	31	20	31	1.40	12.0	138.4	C
EBL	43	52	26	15	26	1.26	16.4	147.7	C
EBT	1158	1382	10	7	10	0.37	16.4	147.7	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	24	564	48	23	48	2.33	15.9	285.6	D
NBT LRT	24	1127	38	24	36	2.50	6.3	293.9	D
<b>Total/Avg Car</b>	<b>3373</b>	<b>4038</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>0.69</b>	<b>11.6</b>	<b>207.0</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1691</b>	<b>43</b>	<b>23</b>	<b>40</b>	<b>2.42</b>	<b>11.1</b>	<b>293.9</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	34	51	0.95
WBT PED	33	55	0.96
NBT PED	34	50	0.96
EBT PED	33	51	0.94
<b>Total/Avg Ped</b>	<b>134</b>	<b>52</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	201	245	24	15	24	1.01	6.7	146.4	C
SBR	50	61	18	9	18	1.02	3.3	124.0	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	294	349	64	53	63	1.26	26.6	193.4	E
WBR	77	90	35	25	35	1.34	23.7	188.7	D
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	178	217	26	16	26	0.92	9.9	163.4	C
NBR	70	85	19	9	18	0.91	7.0	152.9	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	227	272	27	22	27	0.62	18.3	162.8	C
EBR	63	75	17	12	18	0.68	10.5	142.7	B
SBT LRT	24	564	48	23	48	2.33	15.9	285.6	D
NBT LRT	24	1127	38	24	36	2.50	6.3	293.9	D
<b>Total/Avg Car</b>	<b>1160</b>	<b>1394</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>0.98</b>	<b>8.8</b>	<b>193.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1691</b>	<b>43</b>	<b>23</b>	<b>40</b>	<b>2.42</b>	<b>11.1</b>	<b>293.9</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	55	0.98
WBT PED	32	56	0.97
NBT PED	33	56	0.97
EBT PED	33	59	0.94
<b>Total/Avg Ped</b>	<b>130</b>	<b>56</b>	<b>0.97</b>



**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay		No		Avg Queue (ft)	Max Queue (ft)	LOS
			(s)	Stop Delay (s)	Person Delay(s)	Stops			
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	117	145	54	46	54	0.94	55.1	304.3	D
WBT	887	1069	79	60	80	1.67	110.1	608.5	E
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	115	138	70	55	70	1.51	21.4	178.3	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	140	170	22	6	22	1.53	0.4	64.3	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	443	536	53	37	53	1.18	80.0	547.0	D
EBR	135	162	20	6	19	1.13	0.0	7.0	B
NBL LRT	24	1651	26	18	27	1.08	14.8	367.1	C
EBR LRT	24	564	30	20	29	1.23	13.8	252.5	C
<b>Total/Avg Car</b>	<b>1837</b>	<b>2220</b>	<b>62</b>	<b>45</b>	<b>62</b>	<b>1.44</b>	<b>22.2</b>	<b>608.5</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2215</b>	<b>28</b>	<b>19</b>	<b>28</b>	<b>1.15</b>	<b>14.3</b>	<b>367.1</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Ped Delay		No Stops
	Peds	(s)	
SBT PED	228	51	0.95
WBT PED	6	66	1.00
NBT PED	465	51	0.95
EBT PED	177	50	0.96
<b>Total/Avg Ped</b>	<b>876</b>	<b>51</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	40	48	56	42	56	1.87	2.8	69.5	E
SBT	314	373	51	41	50	1.26	23.1	190.2	D
SBR	73	87	32	21	33	1.61	3.0	105.1	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	611	736	20	8	20	0.75	20.2	347.3	B
WBR	387	469	22	9	22	0.90	20.2	347.3	C
NBL	129	153	38	27	38	1.53	28.5	220.3	D
NBT	359	432	34	26	34	0.96	28.5	220.3	C
NBR	92	110	17	7	17	1.16	1.6	94.4	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	449	544	14	7	14	0.78	7.7	167.0	B
EBR	105	127	10	4	10	0.76	3.2	130.0	A
WBT LRT	24	1651	26	17	27	1.21	4.1	168.7	C
EBT LRT	24	560	51	28	51	1.39	19.5	285.0	D
<b>Total/Avg Car</b>	<b>2559</b>	<b>3079</b>	<b>26</b>	<b>16</b>	<b>26</b>	<b>0.97</b>	<b>11.6</b>	<b>347.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2211</b>	<b>38</b>	<b>22</b>	<b>33</b>	<b>1.30</b>	<b>11.8</b>	<b>285.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	185	39	0.95
WBT PED	154	17	0.76
NBT PED	66	41	0.95
EBT PED	158	16	0.71
<b>Total/Avg Ped</b>	<b>563</b>	<b>27</b>	<b>0.83</b>

**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	57	69	57	42	59	1.91	14.7	93.3	E
SBT	325	387	46	37	47	1.21	14.7	93.3	D
SBR	24	30	48	38	48	1.29	0.0	0.0	D
WBL	147	177	53	42	54	1.61	15.4	146.8	D
WBT	567	679	21	10	20	1.18	19.7	287.9	C
WBR	100	122	18	8	19	1.24	29.9	275.5	B
NBL	20	26	42	32	40	1.58	1.2	32.5	D
NBT	259	313	39	31	39	0.98	10.1	92.0	D
NBR	84	102	44	34	44	1.17	0.0	0.0	D
EBL	20	23	49	43	49	0.93	2.5	42.0	D
EBT	414	501	18	11	18	0.69	16.8	189.4	B
EBR	84	101	12	6	13	0.59	0.2	42.1	B
WBT LRT	23	1689	27	18	27	1.26	4.1	168.7	C
EBT LRT	24	560	51	28	51	1.39	19.5	285.0	D
<b>Total/Avg Car</b>	<b>2101</b>	<b>2530</b>	<b>31</b>	<b>22</b>	<b>31</b>	<b>1.10</b>	<b>10.4</b>	<b>287.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2249</b>	<b>39</b>	<b>23</b>	<b>33</b>	<b>1.33</b>	<b>11.8</b>	<b>285.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	177	39	0.95
WBT PED	158	38	0.94
NBT PED	62	39	0.98
EBT PED	159	39	0.92
<b>Total/Avg Ped</b>	<b>556</b>	<b>39</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	215	261	93	67	92	2.91	44.4	213.1	F
SBT	1393	1677	46	36	46	1.17	28.4	158.0	D
SBR	10	12	42	29	40	1.53	5.1	102.8	D
WBL	172	206	45	35	45	0.97	23.9	217.8	D
WBT	158	187	13	7	14	0.51	9.1	205.1	B
WBR	281	342	10	3	10	0.68	1.9	130.1	B
NBL	68	84	37	24	37	1.79	2.7	53.4	D
NBT	1492	1795	27	19	27	0.89	33.7	214.4	C
NBR	142	172	25	15	25	1.04	5.4	135.6	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	164	195	20	13	20	0.59	11.4	152.2	C
EBR	68	81	16	7	16	0.72	2.9	99.9	B
WBT LRT	23	1684	27	18	27	1.26	4.1	168.7	C
EBT LRT	24	560	51	28	51	1.39	19.5	285.0	D
<b>Total/Avg Car</b>	<b>4163</b>	<b>5012</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>1.07</b>	<b>14.1</b>	<b>217.8</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2244</b>	<b>39</b>	<b>23</b>	<b>33</b>	<b>1.33</b>	<b>11.8</b>	<b>285.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	180	36	0.96
WBT PED	152	36	0.95
NBT PED	60	38	0.95
EBT PED	155	39	0.94
<b>Total/Avg Ped</b>	<b>547</b>	<b>37</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	158	188	58	44	57	1.52	14.9	97.3	E
SBT	525	619	30	20	29	1.11	11.3	111.2	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	138	165	26	19	26	0.74	8.0	100.8	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	97	119	9	1	9	0.75	0.0	1.8	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	604	725	38	29	38	1.13	24.0	176.5	D
NBR	74	89	36	25	35	1.20	7.2	133.3	D
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	15	755	62	55	66	1.00	30.4	437.3	E
WBL LRT	8	986	25	19	25	0.55	29.7	438.3	C
NBR LRT	8	200	38	25	38	1.10	6.3	229.5	D
SBL LRT	16	360	45	34	44	1.46	12.9	229.8	D
<b>Total/Avg Car</b>	<b>1596</b>	<b>1905</b>	<b>35</b>	<b>25</b>	<b>34</b>	<b>1.11</b>	<b>5.4</b>	<b>176.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2301</b>	<b>46</b>	<b>36</b>	<b>43</b>	<b>1.09</b>	<b>19.8</b>	<b>438.3</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	40	40	0.96
WBT PED	124	39	0.94
NBT PED	41	36	0.92
EBT PED	65	38	0.94
<b>Total/Avg Ped</b>	<b>270</b>	<b>39</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	153	186	83	73	83	1.08	41.3	188.7	F
SBT	309	368	20	16	20	0.43	12.5	129.2	B
SBR	82	99	16	10	16	0.64	0.2	32.1	B
WBL	96	113	116	102	118	1.54	21.4	116.9	F
WBT	802	972	55	44	55	1.24	24.3	214.3	E
WBR	298	356	45	31	45	1.29	0.2	47.9	D
NBL	125	151	144	121	143	2.26	65.4	256.9	F
NBT	508	609	33	21	33	1.09	65.4	256.9	C
NBR	138	167	30	16	31	1.35	20.9	185.5	C
EBL	49	60	71	64	72	0.94	10.3	92.4	E
EBT	695	837	34	28	34	0.72	42.8	216.0	C
EBR	95	112	39	32	39	0.85	42.8	216.0	D
NBL LRT	15	755	19	15	20	0.97	2.0	275.5	B
EBR LRT	16	360	13	7	13	0.57	4.0	229.7	B
<b>Total/Avg Car</b>	<b>3350</b>	<b>4030</b>	<b>47</b>	<b>37</b>	<b>47</b>	<b>1.05</b>	<b>28.9</b>	<b>256.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1115</b>	<b>16</b>	<b>11</b>	<b>18</b>	<b>0.76</b>	<b>3.0</b>	<b>275.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	162	50	0.94
WBT PED	205	54	0.95
NBT PED	109	51	0.93
EBT PED	92	54	0.96
<b>Total/Avg Ped</b>	<b>568</b>	<b>52</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	2457	3401	10	7	9	0.23	25.6	310.2	A
<b>Total/Avg Car</b>	<b>2457</b>	<b>3401</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>0.23</b>	<b>25.6</b>	<b>310.2</b>	<b>A</b>

**TABLE C3: INTERSECTION MOES: BLE MODEL CURRENT YEAR**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	54	63	70	58	70	1.61	8.5	78.1	E
SBT	171	204	36	25	36	1.24	14.4	154.6	D
SBR	87	107	28	15	27	1.47	18.1	171.0	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2162	3053	37	26	40	0.77	103.5	537.6	D
WBR	61	73	30	19	29	0.92	103.4	537.7	C
NBL	74	91	69	59	69	1.57	11.6	89.4	E
NBT	179	217	40	29	40	1.42	21.8	207.4	D
NBR	207	248	33	21	33	1.72	23.2	210.6	C
EBL	43	52	57	51	56	1.13	6.0	56.8	E
EBT	1806	2666	26	18	25	0.71	43.5	265.2	C
EBR	61	75	19	13	19	0.79	48.1	284.5	B
SBT LRT	16	360	30	23	30	1.03	8.0	298.0	C
NBT LRT	16	808	16	8	17	0.39	4.8	305.7	B
WBL LRT	7	302	16	11	16	0.53	4.5	331.4	B
NBR LRT	8	226	17	5	17	0.46	2.9	307.0	B
SBL LRT	8	200	37	30	37	1.30	7.4	275.4	D
WBR LRT	8	168	34	30	34	0.70	8.7	308.5	C
<b>Total/Avg Car</b>	<b>4905</b>	<b>6849</b>	<b>33</b>	<b>24</b>	<b>34</b>	<b>0.87</b>	<b>33.5</b>	<b>537.7</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>63</b>	<b>2064</b>	<b>24</b>	<b>17</b>	<b>22</b>	<b>0.73</b>	<b>6.0</b>	<b>331.4</b>	<b>C</b>



**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	46	0.98
WBT PED	50	46	0.94
NBT PED	77	44	0.96
EBT PED	50	44	0.95
<b>Total/Avg Ped</b>	<b>258</b>	<b>45</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	299	357	50	38	50	1.25	27.1	215.7	D
SBT	2398	2859	58	45	57	1.09	153.2	628.7	E
SBR	209	247	56	41	56	1.47	153.1	628.6	E
WBL	461	558	83	65	83	1.55	67.9	704.1	F
WBT	1846	2688	46	30	45	0.84	109.7	676.6	D
WBR	207	244	22	6	22	1.04	1.1	53.0	C
NBL	177	211	50	40	51	1.39	16.3	128.0	D
NBT	1223	1452	48	39	48	1.00	53.1	287.8	D
NBR	221	259	22	12	22	1.30	1.5	104.8	C
EBL	312	372	76	62	76	1.31	43.2	623.9	E
EBT	1474	2263	41	29	41	0.76	75.4	529.2	D
EBR	283	341	17	4	17	1.06	1.2	79.4	B
WBT LRT	15	470	48	36	48	1.27	88.9	703.7	D
EBT LRT	16	421	27	21	27	0.88	51.7	623.9	C
<b>Total/Avg Car</b>	<b>9110</b>	<b>11851</b>	<b>50</b>	<b>37</b>	<b>49</b>	<b>1.03</b>	<b>58.6</b>	<b>704.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>891</b>	<b>37</b>	<b>28</b>	<b>38</b>	<b>1.06</b>	<b>70.3</b>	<b>703.7</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	82	64	0.96
WBT PED	33	65	0.96
NBT PED	81	63	0.94
EBT PED	33	64	0.94
<b>Total/Avg Ped</b>	<b>229</b>	<b>64</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	136	163	88	75	87	1.47	28.2	256.1	F
SBT	1055	1257	48	37	48	0.97	62.9	414.1	D
SBR	346	411	30	18	30	1.30	12.5	289.4	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2081	2979	24	15	25	0.67	47.2	385.0	C
WBR	120	147	10	4	10	0.74	0.5	42.0	A
NBL	80	93	67	58	67	1.15	12.7	90.9	E
NBT	270	321	37	30	36	0.87	14.6	85.5	D
NBR	129	155	12	6	12	1.16	1.0	60.9	B
EBL	58	67	73	66	72	0.95	10.9	80.4	E
EBT	1879	2646	15	9	17	0.49	20.2	257.2	B
EBR	50	60	9	4	9	0.52	20.2	257.2	A
WBT LRT	15	479	25	16	27	0.53	48.2	338.8	C
EBT LRT	16	427	8	6	8	0.22	4.1	254.3	A
<b>Total/Avg Car</b>	<b>6204</b>	<b>8299</b>	<b>28</b>	<b>20</b>	<b>28</b>	<b>0.74</b>	<b>19.2</b>	<b>414.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>906</b>	<b>16</b>	<b>11</b>	<b>18</b>	<b>0.37</b>	<b>26.1</b>	<b>338.8</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	116	1.46
WBT PED	64	54	0.96
NBT PED	81	117	1.47
EBT PED	80	55	0.95
<b>Total/Avg Ped</b>	<b>306</b>	<b>87</b>	<b>1.22</b>

**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	140	166	91	77	91	1.43	22.7	209.8	F
SBT	666	795	57	44	57	1.06	109.2	729.8	E
SBR	93	110	36	24	36	1.33	0.7	48.6	D
WBL	90	108	68	59	67	1.13	15.1	104.0	E
WBT	1911	2782	28	20	27	0.67	56.3	371.3	C
WBR	90	109	24	16	25	0.77	56.3	371.3	C
NBL	209	249	82	71	81	1.45	22.7	102.4	F
NBT	292	350	57	47	58	1.17	28.8	242.6	E
NBR	102	118	29	20	29	1.31	0.7	60.3	C
EBL	210	255	51	43	51	0.85	28.4	184.4	D
EBT	1388	2054	22	15	23	0.62	27.1	229.6	C
EBR	518	618	11	2	12	0.70	10.8	221.8	B
WBT LRT	16	504	11	7	11	0.37	5.4	284.9	B
EBT LRT	15	427	11	3	11	0.17	2.7	261.5	B
<b>Total/Avg Car</b>	<b>5709</b>	<b>7714</b>	<b>35</b>	<b>26</b>	<b>34</b>	<b>0.82</b>	<b>31.6</b>	<b>729.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>931</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0.27</b>	<b>4.0</b>	<b>284.9</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	51	0.97
WBT PED	16	50	0.98
NBT PED	32	52	0.99
EBT PED	16	52	0.95
<b>Total/Avg Ped</b>	<b>96</b>	<b>51</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	108	132	50	39	50	1.36	8.7	180.7	D
SBT	660	795	49	39	49	0.96	29.1	227.6	D
SBR	84	105	46	36	45	1.12	29.7	229.9	D
WBL	102	118	49	42	49	1.02	12.3	106.0	D
WBT	1937	2809	15	8	17	0.47	24.4	321.6	B
WBR	71	83	13	6	13	0.63	24.4	321.6	B
NBL	75	92	59	46	59	1.88	5.4	79.6	E
NBT	288	347	51	41	52	1.27	15.4	125.0	D
NBR	107	130	40	30	40	1.36	15.2	124.7	D
EBL	91	107	36	29	37	0.94	8.3	84.8	D
EBT	1477	2156	14	8	14	0.56	11.4	192.4	B
EBR	59	72	10	5	10	0.67	11.4	192.4	A
WBT LRT	16	504	5	3	5	0.18	2.1	246.6	A
EBT LRT	16	437	3	2	3	0.14	1.3	192.2	A
<b>Total/Avg Car</b>	<b>5059</b>	<b>6946</b>	<b>25</b>	<b>17</b>	<b>24</b>	<b>0.70</b>	<b>16.3</b>	<b>321.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>941</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0.16</b>	<b>1.7</b>	<b>246.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	39	0.97
WBT PED	16	37	0.94
NBT PED	16	49	0.98
EBT PED	15	40	0.90
<b>Total/Avg Ped</b>	<b>64</b>	<b>41</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	101	123	68	55	68	2.29	11.1	113.1	E
SBT	695	834	52	40	52	1.10	35.6	265.9	D
SBR	106	123	46	35	46	1.19	35.6	265.9	D
WBL	96	118	33	27	33	0.92	8.0	89.2	C
WBT	1852	2712	14	7	15	0.64	16.0	253.3	B
WBR	98	120	11	5	11	0.75	16.0	253.3	B
NBL	150	173	55	42	55	1.94	12.1	122.8	D
NBT	876	1046	47	35	46	1.15	42.0	282.4	D
NBR	172	208	44	31	44	1.30	41.7	281.5	D
EBL	99	121	45	38	45	0.90	11.2	103.8	D
EBT	1528	2219	15	9	14	0.49	13.8	213.5	B
EBR	56	68	9	5	10	0.52	13.8	213.5	A
WBT LRT	16	504	7	3	7	0.28	2.4	292.3	A
EBT LRT	16	432	5	3	5	0.18	2.3	284.1	A
<b>Total/Avg Car</b>	<b>5829</b>	<b>7865</b>	<b>28</b>	<b>20</b>	<b>26</b>	<b>0.83</b>	<b>21.4</b>	<b>282.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0.23</b>	<b>2.3</b>	<b>292.3</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	49	1.00
WBT PED	16	37	0.92
NBT PED	16	38	0.99
EBT PED	16	33	0.92
<b>Total/Avg Ped</b>	<b>64</b>	<b>39</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	77	92	45	35	44	1.15	5.2	82.0	D
SBT	223	270	41	32	41	0.79	15.4	177.6	D
SBR	79	95	20	13	20	1.09	0.7	56.4	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1871	2737	14	7	15	0.58	22.2	294.8	B
WBR	157	190	10	4	10	0.73	22.1	294.9	B
NBL	100	120	46	36	46	1.32	6.8	93.7	D
NBT	307	365	43	34	43	1.02	23.4	247.9	D
NBR	100	119	25	16	24	1.23	0.7	57.7	C
EBL	55	66	57	50	57	0.99	8.2	85.0	E
EBT	1689	2357	12	7	14	0.45	14.2	223.9	B
EBR	57	69	10	5	10	0.66	14.2	223.9	B
WBT LRT	16	504	23	12	24	0.42	44.9	352.0	C
EBT LRT	16	437	4	3	4	0.16	2.0	230.2	A
<b>Total/Avg Car</b>	<b>4715</b>	<b>6480</b>	<b>18</b>	<b>11</b>	<b>19</b>	<b>0.63</b>	<b>11.1</b>	<b>294.9</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>941</b>	<b>14</b>	<b>7</b>	<b>15</b>	<b>0.29</b>	<b>23.4</b>	<b>352.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	65	104	1.46
WBT PED	64	44	0.93
NBT PED	65	97	1.47
EBT PED	81	41	0.92
<b>Total/Avg Ped</b>	<b>275</b>	<b>70</b>	<b>1.18</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	237	285	58	49	59	1.01	22.6	96.0	E
SBT	3541	4244	33	23	33	0.70	118.2	552.6	C
SBR	164	195	19	9	19	0.98	0.8	50.4	B
WBL	409	488	71	58	71	1.26	48.3	479.9	E
WBT	1526	2324	47	36	47	0.83	80.5	492.5	D
WBR	149	181	12	2	12	1.12	0.8	57.4	B
NBL	358	433	62	53	62	1.12	34.5	134.4	E
NBT	1807	2160	30	21	30	0.79	47.9	245.9	C
NBR	188	228	11	4	10	0.93	0.9	55.5	B
EBL	289	342	73	56	73	1.34	34.8	463.2	E
EBT	1077	1567	51	36	53	0.87	76.3	453.8	D
EBR	509	621	27	8	28	1.47	21.3	341.4	C
WBT LRT	16	504	47	33	49	1.18	40.6	479.8	D
EBT LRT	16	432	41	27	41	0.77	42.5	463.8	D
<b>Total/Avg Car</b>	<b>10254</b>	<b>13068</b>	<b>39</b>	<b>28</b>	<b>40</b>	<b>0.87</b>	<b>40.6</b>	<b>552.6</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>44</b>	<b>30</b>	<b>45</b>	<b>0.97</b>	<b>41.5</b>	<b>479.8</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	62	0.99
WBT PED	16	59	0.99
NBT PED	32	58	0.96
EBT PED	16	62	0.99
<b>Total/Avg Ped</b>	<b>97</b>	<b>60</b>	<b>0.98</b>



**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	59	71	35	27	36	0.92	7.7	69.6	D
SBT	42	50	34	25	32	0.85	7.7	69.6	C
SBR	38	43	8	1	8	1.08	0.2	23.2	A
WBL	106	125	42	35	41	0.95	11.3	108.6	D
WBT	1950	2835	6	3	8	0.24	10.9	260.7	A
WBR	98	120	7	3	7	0.38	10.2	263.2	A
NBL	104	127	34	28	34	0.89	13.9	112.1	C
NBT	60	72	34	28	35	0.84	13.9	112.1	C
NBR	106	124	5	1	5	0.99	0.6	36.6	A
EBL	45	55	42	36	43	0.92	4.9	62.3	D
EBT	1408	1967	6	3	7	0.26	6.5	158.5	A
EBR	46	55	5	1	4	0.30	4.9	160.6	A
WBT LRT	16	504	9	0	11	0.00	0.0	30.6	A
EBT LRT	16	432	3	1	3	0.09	1.0	207.2	A
<b>Total/Avg Car</b>	<b>4062</b>	<b>5644</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>0.35</b>	<b>7.7</b>	<b>263.2</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0.05</b>	<b>0.5</b>	<b>207.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	15	0.60
WBT PED	16	38	0.89
NBT PED	1	33	0.60
EBT PED	16	35	0.93
<b>Total/Avg Ped</b>	<b>35</b>	<b>35</b>	<b>0.88</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	152	183	85	74	84	1.21	31.4	151.1	F
SBT	1007	1203	60	48	59	0.97	78.9	313.7	E
SBR	184	222	17	6	17	1.35	0.2	51.1	B
WBL	209	251	85	76	85	1.06	49.2	251.9	F
WBT	1791	2646	14	8	15	0.38	23.5	290.1	B
WBR	74	88	11	6	11	0.51	18.5	274.8	B
NBL	180	213	74	64	72	1.10	35.2	170.1	E
NBT	582	691	44	37	44	0.84	41.3	229.6	D
NBR	59	71	10	4	10	1.00	0.6	126.0	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1389	1906	24	16	27	0.51	51.3	352.4	C
EBR	184	219	24	13	24	0.72	41.9	334.1	C
WBT LRT	15	495	17	11	17	0.42	7.2	269.1	B
EBT LRT	16	432	24	12	24	0.44	26.5	323.1	C
<b>Total/Avg Car</b>	<b>5811</b>	<b>7693</b>	<b>34</b>	<b>26</b>	<b>33</b>	<b>0.67</b>	<b>31.0</b>	<b>352.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>927</b>	<b>21</b>	<b>11</b>	<b>20</b>	<b>0.43</b>	<b>16.8</b>	<b>323.1</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	57	63	0.98
WBT PED	25	60	0.97
NBT PED	56	66	0.96
EBT PED	25	65	0.97
<b>Total/Avg Ped</b>	<b>163</b>	<b>64</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	190	229	39	32	39	0.90	18.7	132.4	D
SBT	293	352	32	25	32	0.83	28.3	222.3	C
SBR	102	121	18	11	17	0.96	8.8	174.2	B
WBL	55	64	47	37	48	1.07	10.2	308.4	D
WBT	1878	2734	8	4	8	0.31	17.1	343.9	A
WBR	95	112	7	3	7	0.38	13.5	329.6	A
NBL	102	121	40	35	40	0.94	10.4	90.6	D
NBT	198	237	32	26	32	0.84	16.2	127.6	C
NBR	102	121	5	0	5	0.86	0.0	0.0	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1485	2019	12	7	12	0.40	18.5	271.9	B
EBR	114	137	9	4	9	0.47	12.4	252.5	A
WBT LRT	16	500	8	4	9	0.34	10.2	308.4	A
EBT LRT	16	432	2	1	2	0.04	0.3	90.7	A
<b>Total/Avg Car</b>	<b>4614</b>	<b>6247</b>	<b>15</b>	<b>10</b>	<b>14</b>	<b>0.48</b>	<b>12.8</b>	<b>343.9</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>932</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0.19</b>	<b>5.2</b>	<b>308.4</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	537	641	66	55	66	1.25	50.9	229.3	E
SBT	1251	1505	36	26	36	0.91	55.3	304.6	D
SBR	136	162	14	5	14	1.25	0.0	6.0	B
WBL	216	261	58	50	58	0.97	32.8	199.6	E
WBT	1715	2527	39	30	39	0.78	68.6	391.8	D
WBR	547	656	14	1	14	0.88	7.0	237.5	B
NBL	191	230	50	44	51	0.91	19.9	92.7	D
NBT	831	1006	28	23	29	0.65	27.5	146.0	C
NBR	163	199	5	0	5	0.87	0.0	4.3	A
EBL	191	228	56	47	56	1.09	26.6	168.1	E
EBT	1446	1980	37	27	37	0.80	78.7	415.5	D
EBR	140	164	32	20	33	0.94	39.8	346.4	C
WBT LRT	16	504	48	31	48	0.52	19.2	307.6	D
EBT LRT	16	432	19	13	19	0.54	8.3	295.7	B
<b>Total/Avg Car</b>	<b>7364</b>	<b>9559</b>	<b>37</b>	<b>28</b>	<b>37</b>	<b>0.87</b>	<b>33.9</b>	<b>415.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>33</b>	<b>22</b>	<b>35</b>	<b>0.53</b>	<b>13.8</b>	<b>307.6</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	25	51	1.02
WBT PED	0	0	0.00
NBT PED	86	50	0.97
EBT PED	49	50	0.98
<b>Total/Avg Ped</b>	<b>160</b>	<b>50</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	242	293	24	15	24	0.89	11.4	110.7	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	253	309	7	1	7	0.85	1.8	74.7	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	377	451	13	7	13	0.62	8.1	157.5	B
WBR	29	34	6	2	6	0.57	0.0	0.0	A
NBL	104	127	21	14	21	0.72	6.5	96.4	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	97	119	13	6	13	0.98	1.3	66.5	B
EBL	60	72	37	29	37	1.19	3.9	63.4	D
EBT	396	477	23	13	22	0.76	14.3	264.4	C
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	16	504	15	7	16	0.76	3.2	307.4	B
EBT LRT	16	432	1	0	1	0.05	0.5	61.5	A
<b>Total/Avg Car</b>	<b>1558</b>	<b>1882</b>	<b>17</b>	<b>10</b>	<b>17</b>	<b>0.79</b>	<b>3.9</b>	<b>264.4</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>936</b>	<b>8</b>	<b>4</b>	<b>9</b>	<b>0.40</b>	<b>1.8</b>	<b>307.4</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	24	26	0.97
WBT PED	0	0	0.00
NBT PED	24	26	0.98
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>48</b>	<b>26</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	989	1186	43	13	42	0.86	184.0	826.4	D
WBT	358	425	42	14	42	0.84	184.0	826.4	D
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	48	59	10	6	10	0.35	0.9	46.9	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	526	634	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	96	117	59	24	58	1.95	188.4	751.0	E
EBR	632	766	63	27	63	2.22	188.4	751.0	E
WBT LRT	16	504	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	16	426	8	4	8	0.35	0.0	0.0	A
<b>Total/Avg Car</b>	<b>2649</b>	<b>3187</b>	<b>39</b>	<b>14</b>	<b>38</b>	<b>1.04</b>	<b>62.1</b>	<b>826.4</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>930</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0.17</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	97	113	32	24	32	0.77	16.7	129.7	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	101	122	40	31	38	1.09	16.7	129.7	D
WBL	97	117	58	52	58	0.99	14.4	100.0	E
WBT	1209	1444	25	13	25	0.65	51.0	371.4	C
WBR	73	87	23	14	23	0.69	51.0	371.4	C
NBL	95	112	33	24	33	0.94	6.4	81.3	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	104	126	5	0	5	0.70	0.0	27.5	A
EBL	56	67	63	57	63	0.98	27.5	212.4	E
EBT	499	603	17	12	18	0.54	27.5	212.4	B
EBR	69	82	20	14	21	0.59	27.5	212.4	C
WBT LRT	16	504	8	1	8	0.05	0.7	100.7	A
EBT LRT	16	426	3	1	3	0.16	0.9	230.4	A
<b>Total/Avg Car</b>	<b>2400</b>	<b>2873</b>	<b>26</b>	<b>17</b>	<b>26</b>	<b>0.68</b>	<b>19.9</b>	<b>371.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>930</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>0.10</b>	<b>0.8</b>	<b>230.4</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	63	49	0.96
WBT PED	17	45	0.98
NBT PED	64	52	1.03
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>144</b>	<b>50</b>	<b>0.99</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	40	48	22	17	23	0.63	3.5	58.5	C
SBT	21	26	22	17	22	0.65	3.5	58.5	C
SBR	99	118	5	1	5	0.78	3.5	58.5	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1236	1480	8	5	8	0.36	14.7	211.5	A
WBR	18	19	8	4	8	0.40	14.7	211.5	A
NBL	40	48	25	18	25	0.79	3.2	46.0	C
NBT	20	24	26	21	26	0.66	3.2	46.0	C
NBR	20	23	6	2	6	0.82	0.1	3.5	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	639	770	9	5	9	0.41	7.2	135.9	A
EBR	60	72	6	2	6	0.45	2.0	110.0	A
WBT LRT	16	504	2	1	1	0.06	0.7	130.7	A
EBT LRT	16	426	8	1	8	0.05	21.3	355.5	A
<b>Total/Avg Car</b>	<b>2193</b>	<b>2628</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.42</b>	<b>4.6</b>	<b>211.5</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>930</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0.05</b>	<b>11.0</b>	<b>355.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	143	38	0.96
WBT PED	23	12	0.56
NBT PED	39	37	0.94
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>205</b>	<b>35</b>	<b>0.91</b>



**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	176	214	124	101	124	1.85	211.6	1043.0	F
SBT	2076	2494	57	38	57	1.10	381.5	1186.6	E
SBR	772	919	89	69	90	1.71	243.3	1132.0	F
WBL	45	55	58	51	59	0.89	77.2	347.7	E
WBT	391	474	60	53	60	0.88	77.2	347.7	E
WBR	83	102	20	12	19	1.10	25.7	260.4	B
NBL	94	112	67	61	68	0.94	17.2	103.9	E
NBT	1176	1415	27	21	27	0.58	47.6	257.4	C
NBR	40	49	28	22	29	0.66	47.6	257.4	C
EBL	259	312	58	51	59	0.85	36.1	157.1	E
EBT	117	142	59	52	59	0.87	36.1	157.1	E
EBR	321	387	16	6	16	1.25	0.7	67.5	B
SBR LRT	16	504	26	15	26	0.70	5.3	199.8	C
EBL LRT	15	415	31	17	31	1.05	5.9	303.3	C
<b>Total/Avg Car</b>	<b>5550</b>	<b>6675</b>	<b>55</b>	<b>41</b>	<b>55</b>	<b>1.07</b>	<b>100.1</b>	<b>1186.6</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>919</b>	<b>28</b>	<b>16</b>	<b>28</b>	<b>0.87</b>	<b>5.6</b>	<b>303.3</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	78	1.00
WBT PED	8	60	0.98
NBT PED	8	80	1.00
EBT PED	8	71	1.05
<b>Total/Avg Ped</b>	<b>41</b>	<b>74</b>	<b>1.01</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	1755	2119	18	8	18	0.57	49.0	356.8	B
SBR	48	58	64	57	63	0.85	8.0	63.8	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	493	589	34	25	34	0.81	44.8	332.7	C
NBT	984	1189	2	0	2	0.04	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1141	1358	88	56	88	4.30	263.8	911.6	F
SBT LRT	16	504	26	15	26	0.70	5.3	199.8	C
NBT LRT	15	409	31	17	31	1.05	5.9	303.3	C
<b>Total/Avg Car</b>	<b>4421</b>	<b>5313</b>	<b>35</b>	<b>21</b>	<b>34</b>	<b>1.44</b>	<b>30.5</b>	<b>911.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>913</b>	<b>28</b>	<b>16</b>	<b>28</b>	<b>0.87</b>	<b>5.6</b>	<b>303.3</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	175	212	33	24	33	1.20	11.7	147.7	C
SBR	58	67	25	15	24	1.44	10.8	149.0	C
WBL	95	114	45	32	45	1.26	3.0	57.9	D
WBT	4725	5665	44	30	44	1.06	129.7	690.7	D
WBR	101	126	44	28	44	1.42	128.7	690.2	D
NBL	99	118	87	81	90	0.96	24.9	164.6	F
NBT	359	429	15	11	15	0.51	12.5	144.8	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	654	34	21	34	1.10	61.9	552.8	C
NBT LRT	24	1040	17	9	17	0.70	10.3	307.2	B
<b>Total/Avg Car</b>	<b>5612</b>	<b>6731</b>	<b>42</b>	<b>29</b>	<b>42</b>	<b>1.04</b>	<b>26.8</b>	<b>690.7</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1694</b>	<b>25</b>	<b>15</b>	<b>24</b>	<b>0.89</b>	<b>36.1</b>	<b>552.8</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	41	38	0.90
WBT PED	57	39	0.96
NBT PED	41	38	0.91
EBT PED	55	37	0.93
<b>Total/Avg Ped</b>	<b>194</b>	<b>38</b>	<b>0.93</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	138	166	26	17	25	1.06	5.2	135.4	C
SBR	38	45	22	13	22	1.15	4.8	135.7	C
WBL	62	75	40	28	40	1.39	4.5	70.7	D
WBT	293	346	32	25	32	0.68	26.6	212.8	C
WBR	42	52	22	16	22	0.69	13.8	174.9	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	161	194	25	15	25	1.01	7.8	162.5	C
NBR	120	146	21	10	21	1.25	7.8	162.1	C
EBL	38	46	38	30	39	1.28	2.8	72.6	D
EBT	439	524	38	30	38	0.90	56.5	310.8	D
EBR	114	136	33	24	32	1.20	55.8	310.4	C
SBT LRT	24	560	22	9	22	0.75	22.1	404.6	C
NBT LRT	24	976	40	25	44	2.54	6.4	284.5	D
<b>Total/Avg Car</b>	<b>1445</b>	<b>1730</b>	<b>31</b>	<b>23</b>	<b>31</b>	<b>0.97</b>	<b>15.4</b>	<b>310.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1536</b>	<b>31</b>	<b>17</b>	<b>36</b>	<b>1.65</b>	<b>14.2</b>	<b>404.6</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	55	0.95
WBT PED	79	57	0.95
NBT PED	80	59	0.97
EBT PED	80	56	0.97
<b>Total/Avg Ped</b>	<b>320</b>	<b>56</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	175	211	38	28	38	1.10	16.3	149.8	D
SBR	89	106	26	15	25	1.30	9.8	131.5	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1607	1927	14	7	14	0.72	25.3	225.7	B
WBR	62	73	14	5	14	0.97	21.5	218.4	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	147	178	45	35	45	1.29	19.2	154.5	D
NBR	97	115	30	19	30	1.36	11.7	134.7	C
EBL	44	52	27	16	26	1.36	16.0	144.6	C
EBT	1159	1386	10	6	10	0.36	16.0	144.6	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	24	564	45	21	45	2.30	15.3	297.0	D
NBT LRT	24	1124	40	25	38	2.54	6.4	284.5	D
<b>Total/Avg Car</b>	<b>3380</b>	<b>4048</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>0.69</b>	<b>11.3</b>	<b>225.7</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1688</b>	<b>42</b>	<b>23</b>	<b>41</b>	<b>2.42</b>	<b>10.9</b>	<b>297.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	34	52	0.95
WBT PED	33	51	0.95
NBT PED	34	55	0.97
EBT PED	33	50	0.95
<b>Total/Avg Ped</b>	<b>134</b>	<b>52</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	200	242	23	15	23	0.92	7.2	126.8	C
SBR	50	63	18	10	17	0.93	3.7	104.4	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	294	353	57	47	56	1.19	21.2	185.9	E
WBR	77	91	35	26	35	1.17	18.3	181.2	D
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	180	215	25	14	25	0.90	8.9	153.2	C
NBR	73	87	19	9	19	0.95	6.0	142.7	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	227	272	29	24	29	0.66	19.2	165.0	C
EBR	63	74	17	12	17	0.69	10.8	144.9	B
SBT LRT	24	572	45	21	45	2.30	15.3	297.0	D
NBT LRT	24	1124	40	25	38	2.54	6.4	284.5	D
<b>Total/Avg Car</b>	<b>1164</b>	<b>1397</b>	<b>33</b>	<b>25</b>	<b>33</b>	<b>0.94</b>	<b>7.9</b>	<b>185.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1696</b>	<b>42</b>	<b>23</b>	<b>40</b>	<b>2.42</b>	<b>10.9</b>	<b>297.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	52	0.95
WBT PED	33	54	0.96
NBT PED	33	57	0.99
EBT PED	33	53	0.94
<b>Total/Avg Ped</b>	<b>131</b>	<b>54</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay		No		Avg Queue (ft)	Max Queue (ft)	LOS
			(s)	Stop Delay (s)	Person Delay(s)	Stops			
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	117	145	55	47	56	0.97	55.8	311.0	E
WBT	883	1056	81	61	81	1.69	111.5	622.0	F
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	116	138	67	51	67	1.56	19.3	159.9	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	139	166	22	6	22	1.58	0.5	66.0	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	437	526	56	41	56	1.17	84.9	552.0	E
EBR	134	160	21	7	21	1.18	0.0	19.1	C
NBL LRT	24	1650	27	19	27	1.04	14.8	310.1	C
EBR LRT	24	564	31	22	31	1.22	15.3	258.1	C
<b>Total/Avg Car</b>	<b>1826</b>	<b>2191</b>	<b>63</b>	<b>46</b>	<b>63</b>	<b>1.47</b>	<b>22.7</b>	<b>622.0</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2214</b>	<b>29</b>	<b>20</b>	<b>28</b>	<b>1.13</b>	<b>15.0</b>	<b>310.1</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Ped Delay		No Stops
	Peds	(s)	
SBT PED	233	52	0.95
WBT PED	6	52	1.00
NBT PED	468	49	0.95
EBT PED	180	51	0.95
<b>Total/Avg Ped</b>	<b>887</b>	<b>50</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	39	46	57	43	58	1.88	3.0	85.1	E
SBT	311	373	50	41	50	1.23	22.1	179.6	D
SBR	73	88	30	21	30	1.54	2.3	94.5	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	614	730	21	8	21	0.77	21.6	360.8	C
WBR	391	468	23	10	23	0.94	21.6	360.8	C
NBL	127	152	41	29	41	1.53	28.3	203.3	D
NBT	360	427	36	27	35	0.97	28.3	203.3	D
NBR	92	112	15	6	15	1.08	1.1	77.4	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	445	537	13	7	13	0.78	8.0	174.6	B
EBR	105	123	12	6	12	0.82	3.4	137.7	B
WBT LRT	23	1616	23	15	25	1.20	3.4	176.4	C
EBT LRT	24	560	52	27	52	1.36	19.4	280.0	D
<b>Total/Avg Car</b>	<b>2557</b>	<b>3056</b>	<b>27</b>	<b>17</b>	<b>27</b>	<b>0.97</b>	<b>11.6</b>	<b>360.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2176</b>	<b>37</b>	<b>21</b>	<b>32</b>	<b>1.28</b>	<b>11.4</b>	<b>280.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	184	39	0.94
WBT PED	154	17	0.73
NBT PED	66	41	0.96
EBT PED	158	16	0.74
<b>Total/Avg Ped</b>	<b>562</b>	<b>27</b>	<b>0.83</b>



**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	57	71	55	40	57	1.93	14.8	97.5	E
SBT	326	395	48	39	48	1.22	14.8	97.5	D
SBR	24	30	46	37	48	1.27	0.0	0.0	D
WBL	148	178	51	40	51	1.51	15.3	174.7	D
WBT	568	675	20	11	20	1.12	17.8	313.9	C
WBR	99	119	18	8	18	1.17	30.5	289.1	B
NBL	20	25	41	32	41	1.50	1.1	31.7	D
NBT	259	310	40	31	40	1.02	11.0	90.4	D
NBR	83	99	42	33	42	1.21	0.0	0.0	D
EBL	20	26	51	45	52	0.98	2.7	46.9	D
EBT	409	489	19	11	18	0.72	17.3	218.4	B
EBR	82	99	11	6	11	0.56	0.6	63.9	B
WBT LRT	22	1625	24	16	25	1.26	3.4	176.4	C
EBT LRT	24	560	52	27	52	1.36	19.4	280.0	D
<b>Total/Avg Car</b>	<b>2095</b>	<b>2516</b>	<b>31</b>	<b>22</b>	<b>31</b>	<b>1.08</b>	<b>10.5</b>	<b>313.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>46</b>	<b>2185</b>	<b>38</b>	<b>22</b>	<b>32</b>	<b>1.31</b>	<b>11.4</b>	<b>280.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	178	40	0.96
WBT PED	157	39	0.94
NBT PED	62	39	0.95
EBT PED	160	40	0.93
<b>Total/Avg Ped</b>	<b>557</b>	<b>40</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	211	250	91	66	91	2.79	40.1	207.3	F
SBT	1391	1663	45	35	45	1.14	28.9	173.1	D
SBR	10	11	53	41	54	1.23	5.6	118.0	D
WBL	173	206	46	37	46	0.95	25.5	221.0	D
WBT	156	191	13	7	12	0.51	9.1	197.7	B
WBR	283	333	10	3	10	0.69	1.9	137.1	A
NBL	68	84	36	23	35	1.75	2.8	62.1	D
NBT	1489	1791	26	19	27	0.90	32.5	214.9	C
NBR	142	175	23	14	23	1.02	4.6	136.1	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	160	191	21	14	21	0.62	11.5	156.1	C
EBR	64	75	16	7	16	0.79	3.0	103.8	B
WBT LRT	24	1666	22	15	24	1.15	3.4	176.4	C
EBT LRT	24	560	52	27	52	1.36	19.4	280.0	D
<b>Total/Avg Car</b>	<b>4147</b>	<b>4970</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>1.06</b>	<b>13.8</b>	<b>221.0</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2226</b>	<b>37</b>	<b>21</b>	<b>31</b>	<b>1.26</b>	<b>11.4</b>	<b>280.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	177	37	0.95
WBT PED	152	37	0.94
NBT PED	61	35	0.93
EBT PED	155	36	0.94
<b>Total/Avg Ped</b>	<b>545</b>	<b>36</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	150	178	61	47	60	1.61	15.7	107.7	E
SBT	533	637	29	19	29	1.09	10.9	107.8	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	138	170	23	16	23	0.69	7.0	99.7	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	99	120	8	0	8	0.70	0.0	0.0	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	598	717	40	31	40	1.12	25.2	169.4	D
NBR	75	88	35	25	36	1.20	7.7	126.2	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	15	755	73	65	70	1.03	34.2	463.1	E
WBL LRT	8	986	42	35	42	0.93	36.3	463.8	D
NBR LRT	8	200	44	31	44	1.15	7.6	231.7	D
SBL LRT	16	360	41	32	40	1.21	14.0	229.8	D
<b>Total/Avg Car</b>	<b>1593</b>	<b>1910</b>	<b>35</b>	<b>25</b>	<b>35</b>	<b>1.10</b>	<b>5.5</b>	<b>169.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2301</b>	<b>52</b>	<b>42</b>	<b>51</b>	<b>1.09</b>	<b>23.0</b>	<b>463.8</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	40	35	0.93
WBT PED	124	37	0.94
NBT PED	40	36	1.00
EBT PED	65	39	0.92
<b>Total/Avg Ped</b>	<b>269</b>	<b>37</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	152	186	50	43	50	0.93	19.9	135.6	D
SBT	308	368	25	20	25	0.62	15.1	131.0	C
SBR	83	101	17	10	16	0.82	0.2	34.1	B
WBL	97	113	91	76	91	1.78	12.9	100.0	F
WBT	800	966	64	51	63	1.39	33.3	226.9	E
WBR	299	360	46	29	46	1.52	0.2	49.2	D
NBL	124	146	63	48	62	1.45	26.9	167.5	E
NBT	507	611	31	20	31	1.01	26.9	167.5	C
NBR	140	168	28	15	29	1.22	2.2	94.9	C
EBL	51	61	48	42	47	0.92	6.2	63.1	D
EBT	695	837	30	24	30	0.70	36.6	210.7	C
EBR	95	113	32	26	32	0.74	36.6	210.7	C
NBL LRT	15	755	26	22	29	0.93	4.3	230.1	C
EBR LRT	16	360	10	5	10	0.62	3.2	229.9	A
<b>Total/Avg Car</b>	<b>3351</b>	<b>4030</b>	<b>43</b>	<b>33</b>	<b>43</b>	<b>1.07</b>	<b>18.0</b>	<b>226.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1115</b>	<b>18</b>	<b>13</b>	<b>23</b>	<b>0.77</b>	<b>3.7</b>	<b>230.1</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	164	48	0.93
WBT PED	205	48	0.95
NBT PED	109	50	0.97
EBT PED	92	48	0.96
<b>Total/Avg Ped</b>	<b>570</b>	<b>48</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	2462	3404	10	7	10	0.22	26.5	361.1	A
<b>Total/Avg Car</b>	<b>2462</b>	<b>3404</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>0.22</b>	<b>26.5</b>	<b>361.1</b>	<b>A</b>

**TABLE C4: INTERSECTION MOES: ALTERNATIVE INTERSECTION CONFIGURATIONS**

Main at 400 S	BL existing			BLE No EB LT			BLE No LTs		
	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS
SBL	74	1.55	E	67	1.61	E	0	0.00	N/A
SBT	41	1.25	D	27	1.09	C	26	1.10	C
SBR	33	1.44	C	25	1.31	C	24	1.36	C
WBL	0	0.00	N/A	0	0.00	N/A	0	0.00	N/A
WBT	46	0.81	D	55	1.14	D	45	1.03	D
WBR	45	1.00	D	52	1.38	D	47	1.36	D
NBL	76	1.53	E	69	1.62	E	0	0.00	N/A
NBT	48	1.49	D	32	1.34	C	31	1.36	C
NBR	35	1.74	C	25	1.55	C	26	1.60	C
EBL	60	1.07	E	0	0.00	N/A	0	0.00	N/A
EBT	32	0.75	C	28	0.76	C	25	0.73	C
EBR	24	0.77	C	24	0.91	C	21	0.82	C
SBT LRT	49	1.23	D	45	1.16	D	36	1.00	D
NBT LRT	22	0.31	C	21	0.32	C	22	0.33	C
WBL LRT	35	0.78	D	27	0.68	C	28	0.65	C
NBR LRT	28	0.80	C	22	0.55	C	18	0.54	B
SBL LRT	54	1.28	D	41	1.30	D	46	1.43	D
WBR LRT	75	0.80	E	18	0.55	B	16	0.60	B
<b>Avg Car</b>	<b>40</b>	<b>0.91</b>	<b>D</b>	<b>42</b>	<b>1.06</b>	<b>D</b>	<b>35</b>	<b>0.98</b>	<b>C</b>
<b>Avg LRT</b>	<b>42</b>	<b>0.84</b>	<b>D</b>	<b>30</b>	<b>0.75</b>	<b>C</b>	<b>28</b>	<b>0.73</b>	<b>C</b>

State at 400 S	BL Double LT EB-WB			BLE Single LT EB-WB		
	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS
SBL	51	1.18	D	34	1.01	C
SBT	59	1.08	E	40	0.89	D
SBR	61	1.55	E	38	1.26	D
WBL	85	1.54	F	75	1.47	E
WBT	48	0.87	D	49	0.91	D
WBR	22	1.04	C	23	1.18	C
NBL	50	1.35	D	49	1.63	D
NBT	51	1.02	D	44	1.01	D
NBR	23	1.33	C	22	1.30	C
EBL	76	1.34	E	61	1.28	E
EBT	45	0.77	D	44	0.81	D
EBR	19	1.17	B	18	1.22	B
WBT LRT	39	1.10	D	12	0.39	B
EBT LRT	23	0.68	C	13	0.47	B
<b>Avg Car</b>	<b>52</b>	<b>1.04</b>	<b>D</b>	<b>44</b>	<b>0.99</b>	<b>D</b>
<b>Avg LRT</b>	<b>31</b>	<b>0.88</b>	<b>C</b>	<b>12</b>	<b>0.43</b>	<b>B</b>

700 E at 400 S	BL Double LT EB-WB			BLE Single LT EB-WB		
	Delay (s)	No Stops	LOS	Delay (s)	No Stops	LOS
SBL	58	1.03	E	61	1.04	E
SBT	33	0.72	C	36	0.77	D
SBR	19	0.96	B	19	0.99	B
WBL	79	1.32	E	72	1.27	E
WBT	44	0.81	D	41	0.78	D
WBR	12	1.09	B	12	1.05	B
NBL	62	1.09	E	108	1.54	F
NBT	31	0.80	C	32	0.83	C
NBR	10	0.93	A	12	0.98	B
EBL	71	1.33	E	65	1.29	E
EBT	50	0.88	D	47	0.84	D
EBR	30	1.50	C	29	1.43	C
WBT LRT	45	1.12	D	26	0.52	C
EBT LRT	43	0.79	D	37	0.55	D
<b>Avg Car</b>	<b>40</b>	<b>0.88</b>	<b>D</b>	<b>41</b>	<b>0.90</b>	<b>D</b>
<b>Avg LRT</b>	<b>44</b>	<b>0.95</b>	<b>D</b>	<b>31</b>	<b>0.53</b>	<b>C</b>



## **APPENDIX D: INTERSECTION MOES YEAR 2020**

**BASE, BL AND BLE MODELS**

**ALTERNATIVE INTERSECTION CONFIGURATION MODELS**

**TABLE D1: INTERSECTION MOES: BASE MODEL YEAR 2020**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	55	64	73	61	74	1.62	8.7	97.5	E
SBT	176	211	46	33	46	1.35	22.1	189.4	D
SBR	89	107	34	22	34	1.45	27.2	205.9	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2211	3124	30	21	31	0.66	87.0	515.3	C
WBR	62	73	27	17	27	0.78	86.8	515.4	C
NBL	76	89	74	64	74	1.59	12.0	78.5	E
NBT	182	220	43	31	43	1.39	23.4	218.2	D
NBR	210	254	34	22	34	1.73	24.7	221.3	C
EBL	44	54	63	57	62	1.02	6.9	64.0	E
EBT	1847	2719	23	16	22	0.60	41.0	266.6	C
EBR	63	78	18	13	18	0.64	45.8	285.9	B
SBT LRT	16	376	26	20	26	0.89	6.3	229.6	C
NBT LRT	16	971	17	8	17	0.68	2.0	299.0	B
WBL LRT	7	420	25	19	25	0.66	6.8	307.7	C
NBR LRT	8	254	18	6	17	0.46	2.8	300.3	B
SBL LRT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	0	0	0	0	0	0.00	0.0	0.0	N/A
<b>Total/Avg Car</b>	<b>5015</b>	<b>6993</b>	<b>30</b>	<b>22</b>	<b>30</b>	<b>0.77</b>	<b>32.1</b>	<b>515.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2021</b>	<b>21</b>	<b>13</b>	<b>20</b>	<b>0.71</b>	<b>3.0</b>	<b>307.7</b>	<b>C</b>

**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	50	0.94
WBT PED	64	54	0.94
NBT PED	77	54	0.94
EBT PED	65	55	0.96
<b>Total/Avg Ped</b>	<b>287</b>	<b>53</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	304	363	50	38	50	1.17	29.6	307.6	D
SBT	2451	2918	59	46	59	1.10	160.7	630.8	E
SBR	213	256	59	44	58	1.53	160.5	630.7	E
WBL	475	574	78	60	78	1.49	60.5	735.0	E
WBT	1873	2738	49	32	48	0.87	121.2	715.2	D
WBR	208	250	24	8	24	1.13	1.2	55.6	C
NBL	181	213	52	42	52	1.38	17.2	145.8	D
NBT	1249	1489	50	41	50	1.04	57.5	272.5	D
NBR	227	271	24	13	24	1.37	2.7	115.5	C
EBL	319	384	72	59	73	1.29	33.8	519.3	E
EBT	1506	2309	42	30	43	0.76	79.2	523.5	D
EBR	288	346	18	5	18	1.20	2.1	97.8	B
WBT LRT	7	420	60	40	60	1.57	76.4	734.5	E
EBT LRT	8	254	25	16	25	1.08	34.1	519.3	C
<b>Total/Avg Car</b>	<b>9294</b>	<b>12111</b>	<b>51</b>	<b>38</b>	<b>50</b>	<b>1.04</b>	<b>60.5</b>	<b>735.0</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>674</b>	<b>42</b>	<b>27</b>	<b>47</b>	<b>1.31</b>	<b>55.2</b>	<b>734.5</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	62	0.97
WBT PED	33	59	0.96
NBT PED	81	67	0.97
EBT PED	32	70	0.97
<b>Total/Avg Ped</b>	<b>227</b>	<b>65</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	137	165	81	69	81	1.43	25.3	277.0	F
SBT	1074	1280	44	34	44	0.98	59.1	395.0	D
SBR	353	419	31	17	31	1.32	13.9	288.0	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2123	3047	28	18	28	0.75	55.0	416.7	C
WBR	123	150	12	5	12	0.81	0.5	47.9	B
NBL	80	95	63	54	64	1.17	12.4	92.0	E
NBT	274	324	35	28	34	0.87	14.1	93.7	D
NBR	133	159	11	5	11	1.13	1.1	62.5	B
EBL	59	70	67	60	65	0.97	10.2	71.0	E
EBT	1925	2707	16	10	17	0.50	21.7	285.9	B
EBR	52	63	12	6	12	0.65	21.7	285.9	B
WBT LRT	7	432	31	20	31	0.61	28.6	316.9	C
EBT LRT	8	248	10	7	10	0.30	2.8	276.2	A
<b>Total/Avg Car</b>	<b>6333</b>	<b>8479</b>	<b>29</b>	<b>20</b>	<b>28</b>	<b>0.78</b>	<b>19.6</b>	<b>416.7</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>680</b>	<b>20</b>	<b>13</b>	<b>23</b>	<b>0.44</b>	<b>15.7</b>	<b>316.9</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	88	107	1.47
WBT PED	72	52	0.95
NBT PED	88	111	1.45
EBT PED	81	52	0.96
<b>Total/Avg Ped</b>	<b>329</b>	<b>83</b>	<b>1.23</b>

**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	137	168	82	69	83	1.39	19.6	172.6	F
SBT	675	802	53	40	53	1.02	100.4	578.1	D
SBR	95	110	35	23	35	1.26	0.6	49.6	D
WBL	93	112	61	52	62	1.13	13.9	109.0	E
WBT	1955	2852	30	22	31	0.70	62.8	428.8	C
WBR	93	111	27	19	27	0.78	62.8	428.8	C
NBL	213	253	81	70	81	1.41	23.4	102.8	F
NBT	298	354	53	43	52	1.11	24.5	199.9	D
NBR	104	125	28	19	28	1.21	0.6	60.6	C
EBL	215	258	46	39	46	0.86	25.9	183.7	D
EBT	1421	2095	22	15	23	0.64	27.7	247.0	C
EBR	527	640	13	3	13	0.74	11.7	239.6	B
WBT LRT	8	468	10	7	10	0.31	2.7	215.2	A
EBT LRT	8	248	10	1	10	0.08	0.7	153.4	A
<b>Total/Avg Car</b>	<b>5826</b>	<b>7880</b>	<b>35</b>	<b>26</b>	<b>34</b>	<b>0.82</b>	<b>31.1</b>	<b>578.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>716</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>0.19</b>	<b>1.7</b>	<b>215.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	56	0.98
WBT PED	17	46	0.95
NBT PED	32	50	0.98
EBT PED	18	47	0.88
<b>Total/Avg Ped</b>	<b>99</b>	<b>51</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	110	133	46	36	47	1.33	8.4	185.9	D
SBT	668	808	47	37	47	0.97	28.0	237.0	D
SBR	86	104	45	35	46	1.11	28.6	239.3	D
WBL	104	128	49	40	49	1.06	12.3	113.4	D
WBT	1974	2871	16	9	17	0.50	26.6	339.4	B
WBR	72	87	13	7	13	0.61	26.6	339.4	B
NBL	77	95	57	45	58	1.78	5.3	89.3	E
NBT	292	353	49	38	49	1.24	14.4	156.2	D
NBR	108	130	39	29	40	1.38	14.2	155.8	D
EBL	94	112	34	28	34	0.92	7.9	92.1	C
EBT	1497	2193	15	9	16	0.63	13.7	214.8	B
EBR	60	70	12	6	12	0.88	13.7	214.8	B
WBT LRT	8	468	4	2	4	0.11	0.7	123.0	A
EBT LRT	8	248	4	2	4	0.18	1.0	214.5	A
<b>Total/Avg Car</b>	<b>5142</b>	<b>7084</b>	<b>25</b>	<b>17</b>	<b>24</b>	<b>0.73</b>	<b>16.6</b>	<b>339.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>716</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0.14</b>	<b>0.8</b>	<b>214.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	34	0.99
WBT PED	16	37	0.90
NBT PED	16	46	1.00
EBT PED	16	32	0.95
<b>Total/Avg Ped</b>	<b>65</b>	<b>37</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	103	125	62	49	62	2.24	10.2	109.8	E
SBT	707	845	52	40	52	1.10	36.7	260.9	D
SBR	108	129	46	35	46	1.11	36.7	260.9	D
WBL	98	115	32	25	32	0.92	7.8	84.6	C
WBT	1888	2773	16	8	15	0.71	18.4	282.6	B
WBR	103	124	12	5	12	0.94	18.4	282.6	B
NBL	152	182	52	39	52	1.86	11.1	121.9	D
NBT	892	1055	46	35	46	1.13	42.1	283.5	D
NBR	176	214	42	30	43	1.29	41.7	282.6	D
EBL	100	124	39	32	39	0.94	9.7	93.4	D
EBT	1560	2268	16	10	17	0.52	16.0	204.6	B
EBR	55	66	13	8	14	0.58	16.0	204.6	B
WBT LRT	8	468	9	3	9	0.28	1.4	184.4	A
EBT LRT	8	248	3	1	3	0.15	0.7	153.3	A
<b>Total/Avg Car</b>	<b>5942</b>	<b>8020</b>	<b>29</b>	<b>20</b>	<b>27</b>	<b>0.86</b>	<b>22.0</b>	<b>283.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>716</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>0.21</b>	<b>1.0</b>	<b>184.4</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	43	0.99
WBT PED	16	39	0.97
NBT PED	16	37	1.00
EBT PED	16	37	0.93
<b>Total/Avg Ped</b>	<b>64</b>	<b>39</b>	<b>0.97</b>



**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	79	96	36	28	37	1.03	4.0	76.1	D
SBT	229	275	38	30	38	0.79	13.2	161.4	D
SBR	80	98	19	13	20	0.94	0.5	63.9	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1916	2803	16	8	18	0.64	26.1	304.2	B
WBR	161	192	14	7	14	0.97	26.0	304.2	B
NBL	103	122	37	29	36	1.13	5.1	99.9	D
NBT	312	373	38	30	38	1.01	17.7	204.0	D
NBR	101	120	20	13	21	1.15	0.7	58.3	C
EBL	57	70	47	41	48	0.95	6.7	67.7	D
EBT	1723	2404	11	6	13	0.44	13.2	228.0	B
EBR	57	69	9	4	9	0.63	13.2	228.0	A
WBT LRT	8	480	26	11	26	0.38	24.5	328.5	C
EBT LRT	8	248	5	2	5	0.23	1.2	245.3	A
<b>Total/Avg Car</b>	<b>4818</b>	<b>6622</b>	<b>18</b>	<b>11</b>	<b>19</b>	<b>0.65</b>	<b>10.5</b>	<b>304.2</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>16</b>	<b>7</b>	<b>19</b>	<b>0.30</b>	<b>12.8</b>	<b>328.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	66	92	1.47
WBT PED	73	41	0.93
NBT PED	65	88	1.46
EBT PED	89	42	0.92
<b>Total/Avg Ped</b>	<b>293</b>	<b>63</b>	<b>1.17</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	240	287	59	49	58	1.02	23.0	92.3	E
SBT	3617	4334	31	21	31	0.71	117.8	548.9	C
SBR	168	205	18	9	18	0.89	0.6	45.8	B
WBL	417	500	75	61	74	1.27	46.5	473.9	E
WBT	1552	2356	45	33	47	0.82	79.0	414.9	D
WBR	152	183	11	2	11	1.11	0.8	55.7	B
NBL	365	443	63	54	62	1.11	35.4	128.5	E
NBT	1842	2204	30	21	30	0.79	48.1	266.7	C
NBR	192	227	11	4	11	0.91	0.9	53.1	B
EBL	295	355	70	55	70	1.28	30.2	439.0	E
EBT	1092	1600	48	34	50	0.83	72.5	441.3	D
EBR	516	622	27	8	27	1.42	21.8	348.2	C
WBT LRT	8	480	53	37	53	1.13	31.1	473.8	D
EBT LRT	8	248	38	19	38	0.75	29.2	438.9	D
<b>Total/Avg Car</b>	<b>10448</b>	<b>13316</b>	<b>38</b>	<b>27</b>	<b>39</b>	<b>0.86</b>	<b>39.7</b>	<b>548.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>45</b>	<b>28</b>	<b>48</b>	<b>0.94</b>	<b>30.2</b>	<b>473.8</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	65	0.99
WBT PED	17	59	0.99
NBT PED	32	61	0.98
EBT PED	17	56	0.99
<b>Total/Avg Ped</b>	<b>98</b>	<b>61</b>	<b>0.99</b>

**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	62	74	33	25	34	0.84	8.0	75.4	C
SBT	43	52	34	26	34	0.84	8.0	75.4	C
SBR	40	48	7	1	7	1.01	0.2	22.4	A
WBL	109	130	39	32	39	0.97	10.6	108.8	D
WBT	1996	2889	7	3	9	0.25	11.3	275.1	A
WBR	103	125	7	3	7	0.32	10.6	277.6	A
NBL	106	127	31	25	31	0.90	13.1	109.9	C
NBT	61	73	32	26	31	0.83	13.1	109.9	C
NBR	109	129	5	1	5	1.00	0.6	46.1	A
EBL	46	54	37	31	36	0.94	4.2	55.6	D
EBT	1427	2000	8	3	8	0.31	7.6	173.5	A
EBR	45	55	6	2	6	0.41	5.8	175.6	A
WBT LRT	8	480	14	1	14	0.03	0.4	61.3	B
EBT LRT	8	248	3	0	3	0.03	0.1	61.3	A
<b>Total/Avg Car</b>	<b>4147</b>	<b>5756</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>0.37</b>	<b>7.7</b>	<b>277.6</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>0.03</b>	<b>0.2</b>	<b>61.3</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	17	0.60
WBT PED	16	33	0.88
NBT PED	1	19	0.60
EBT PED	16	39	0.91
<b>Total/Avg Ped</b>	<b>35</b>	<b>34</b>	<b>0.87</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	154	184	77	67	76	1.14	28.5	133.6	E
SBT	1020	1221	60	49	60	0.96	81.4	341.4	E
SBR	188	227	17	6	16	1.35	0.3	54.1	B
WBL	217	261	74	66	75	1.02	43.8	207.6	E
WBT	1832	2692	15	9	16	0.39	27.4	308.3	B
WBR	74	90	13	8	13	0.47	22.4	293.1	B
NBL	186	224	72	63	73	1.05	36.3	206.4	E
NBT	591	707	43	36	43	0.83	40.8	204.0	D
NBR	60	72	9	3	9	0.92	1.0	134.7	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1414	1945	24	15	26	0.52	50.9	345.0	C
EBR	186	224	24	14	24	0.71	41.6	326.6	C
WBT LRT	8	480	11	3	11	0.23	1.5	245.7	B
EBT LRT	8	248	26	10	26	0.40	15.0	323.1	C
<b>Total/Avg Car</b>	<b>5922</b>	<b>7847</b>	<b>33</b>	<b>25</b>	<b>33</b>	<b>0.67</b>	<b>31.2</b>	<b>345.0</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>18</b>	<b>7</b>	<b>16</b>	<b>0.31</b>	<b>8.2</b>	<b>323.1</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	56	65	0.98
WBT PED	33	70	1.00
NBT PED	56	64	0.97
EBT PED	33	68	0.95
<b>Total/Avg Ped</b>	<b>178</b>	<b>66</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	189	224	37	31	37	0.91	17.8	132.3	D
SBT	297	357	28	22	28	0.80	24.2	177.5	C
SBR	104	126	14	8	13	0.87	5.9	129.5	B
WBL	55	68	47	37	47	1.02	8.7	277.7	D
WBT	1919	2777	10	5	10	0.37	19.2	301.5	A
WBR	96	114	9	4	9	0.47	15.3	287.8	A
NBL	105	126	38	32	38	0.91	10.1	84.7	D
NBT	202	241	31	25	30	0.83	15.5	131.7	C
NBR	104	122	5	0	5	0.89	0.0	5.7	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1511	2058	11	6	10	0.39	16.8	221.3	B
EBR	118	144	9	4	8	0.44	10.9	201.9	A
WBT LRT	8	480	9	3	9	0.30	8.7	277.7	A
EBT LRT	8	248	4	2	4	0.15	0.8	151.2	A
<b>Total/Avg Car</b>	<b>4700</b>	<b>6357</b>	<b>14</b>	<b>9</b>	<b>14</b>	<b>0.49</b>	<b>12.0</b>	<b>301.5</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>0.23</b>	<b>4.8</b>	<b>277.7</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	551	663	62	51	62	1.22	48.5	196.1	E
SBT	1284	1535	34	24	34	0.89	52.0	344.3	C
SBR	139	167	14	5	14	1.30	0.0	3.9	B
WBL	217	269	52	45	52	0.95	30.7	176.8	D
WBT	1734	2527	37	29	36	0.78	67.3	405.6	D
WBR	556	665	13	1	13	0.91	5.9	193.4	B
NBL	195	232	50	45	51	0.91	21.0	89.6	D
NBT	850	1026	27	21	27	0.65	26.8	138.0	C
NBR	168	208	5	1	5	0.90	0.1	8.0	A
EBL	191	224	55	46	56	1.12	26.3	171.2	D
EBT	1470	2004	40	29	40	0.82	86.5	418.3	D
EBR	140	168	36	23	36	0.97	45.7	350.0	D
WBT LRT	8	480	55	33	55	0.50	11.9	276.1	D
EBT LRT	8	248	21	14	21	0.43	5.1	272.7	C
<b>Total/Avg Car</b>	<b>7495</b>	<b>9688</b>	<b>36</b>	<b>27</b>	<b>36</b>	<b>0.87</b>	<b>34.2</b>	<b>418.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>38</b>	<b>23</b>	<b>43</b>	<b>0.46</b>	<b>8.5</b>	<b>276.1</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	51	0.98
WBT PED	0	0	0.00
NBT PED	87	49	0.97
EBT PED	63	48	0.96
<b>Total/Avg Ped</b>	<b>182</b>	<b>49</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	246	299	20	13	20	0.78	9.8	96.6	B
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	259	315	7	1	7	0.85	1.4	60.7	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	384	460	13	6	12	0.63	8.4	151.8	B
WBR	31	38	6	2	6	0.58	0.0	0.0	A
NBL	104	126	18	12	18	0.67	5.2	83.4	B
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	98	121	10	4	9	0.93	0.6	53.6	A
EBL	60	73	29	23	29	1.07	3.6	55.4	C
EBT	404	485	15	9	15	0.55	10.7	257.2	B
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	8	480	15	5	15	0.58	1.9	307.5	B
EBT LRT	8	248	1	0	1	0.03	0.1	30.6	A
<b>Total/Avg Car</b>	<b>1586</b>	<b>1917</b>	<b>14</b>	<b>8</b>	<b>14</b>	<b>0.70</b>	<b>3.3</b>	<b>257.2</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>0.30</b>	<b>1.0</b>	<b>307.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	26	0.95
WBT PED	0	0	0.00
NBT PED	31	27	0.93
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>62</b>	<b>26</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	1014	1214	33	8	33	0.62	87.1	773.2	C
WBT	366	438	32	8	32	0.56	87.1	773.2	C
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	49	60	6	4	6	0.15	0.5	40.9	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	540	648	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	99	119	41	15	40	1.47	98.4	672.1	D
EBR	645	780	41	16	41	1.58	98.4	672.1	D
WBT LRT	8	480	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	8	248	10	4	10	0.33	0.0	0.0	A
<b>Total/Avg Car</b>	<b>2713</b>	<b>3259</b>	<b>28</b>	<b>8</b>	<b>28</b>	<b>0.74</b>	<b>30.9</b>	<b>773.2</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0.16</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>



**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	97	116	27	20	27	0.75	12.5	116.2	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	102	120	28	21	29	0.84	12.5	116.2	C
WBL	96	116	54	47	53	1.00	13.2	83.6	D
WBT	1238	1485	24	13	23	0.62	51.6	401.5	C
WBR	74	90	22	13	21	0.67	51.6	401.5	C
NBL	93	112	29	21	29	0.90	6.0	81.8	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	104	125	5	0	5	0.64	0.0	26.3	A
EBL	58	70	52	46	52	0.97	26.2	209.7	D
EBT	511	613	18	13	18	0.54	26.2	209.7	B
EBR	71	85	18	12	17	0.51	26.2	209.7	B
WBT LRT	8	480	11	2	11	0.05	0.7	61.4	B
EBT LRT	8	248	4	1	4	0.10	0.4	123.1	A
<b>Total/Avg Car</b>	<b>2444</b>	<b>2932</b>	<b>24</b>	<b>15</b>	<b>23</b>	<b>0.65</b>	<b>18.8</b>	<b>401.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0.08</b>	<b>0.5</b>	<b>123.1</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	70	47	0.96
WBT PED	17	46	0.99
NBT PED	71	50	0.98
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>158</b>	<b>48</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	42	52	17	12	18	0.57	2.7	53.9	B
SBT	20	24	19	14	18	0.58	2.7	53.9	B
SBR	98	118	5	1	5	0.77	2.7	53.9	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1274	1530	9	5	9	0.39	15.7	214.6	A
WBR	18	23	9	5	9	0.46	15.7	214.6	A
NBL	40	48	20	14	21	0.71	2.4	42.8	B
NBT	20	25	16	12	17	0.51	2.4	42.8	B
NBR	20	23	4	1	4	0.72	0.0	3.4	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	653	787	8	4	8	0.37	7.0	114.6	A
EBR	58	67	6	2	6	0.52	1.5	88.7	A
WBT LRT	8	480	2	1	2	0.05	0.6	61.2	A
EBT LRT	8	248	10	0	10	0.03	12.3	355.5	A
<b>Total/Avg Car</b>	<b>2243</b>	<b>2697</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.42</b>	<b>4.4</b>	<b>214.6</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>728</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>0.04</b>	<b>6.4</b>	<b>355.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	143	34	0.96
WBT PED	31	12	0.56
NBT PED	39	31	0.93
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>213</b>	<b>30</b>	<b>0.90</b>

**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	179	211	134	112	135	1.90	278.0	1202.2	F
SBT	2125	2551	60	41	59	1.12	408.0	1214.1	E
SBR	798	955	86	66	86	1.62	231.6	1074.9	F
WBL	45	54	61	54	61	0.94	77.0	323.8	E
WBT	399	484	58	50	58	0.85	77.0	323.8	E
WBR	84	102	19	12	19	1.07	25.1	236.5	B
NBL	97	117	74	68	75	0.97	19.6	114.3	E
NBT	1206	1449	28	22	28	0.57	50.9	282.3	C
NBR	42	51	28	23	29	0.62	50.9	282.3	C
EBL	267	325	57	50	58	0.85	36.5	163.1	E
EBT	121	146	56	49	56	0.82	36.5	163.1	E
EBR	327	389	16	5	16	1.26	0.8	74.5	B
SBR LRT	8	480	33	21	33	0.63	3.9	153.6	C
EBL LRT	8	236	30	14	30	0.88	3.0	230.4	C
<b>Total/Avg Car</b>	<b>5690</b>	<b>6834</b>	<b>56</b>	<b>42</b>	<b>55</b>	<b>1.06</b>	<b>107.6</b>	<b>1214.1</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>716</b>	<b>31</b>	<b>17</b>	<b>32</b>	<b>0.75</b>	<b>3.4</b>	<b>230.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	71	0.98
WBT PED	9	60	1.04
NBT PED	8	82	1.00
EBT PED	9	72	1.13
<b>Total/Avg Ped</b>	<b>43</b>	<b>71</b>	<b>1.03</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	1793	2163	17	8	17	0.56	46.1	349.3	B
SBR	49	60	43	38	42	0.67	5.5	71.6	D
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	509	615	28	20	28	0.75	36.3	306.3	C
NBT	1009	1215	1	0	1	0.02	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1169	1393	83	52	83	4.17	265.4	820.1	F
SBT LRT	8	480	33	21	33	0.63	3.9	153.6	C
NBT LRT	7	217	34	16	33	1.01	3.0	230.4	C
<b>Total/Avg Car</b>	<b>4529</b>	<b>5446</b>	<b>32</b>	<b>19</b>	<b>32</b>	<b>1.39</b>	<b>29.4</b>	<b>820.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>697</b>	<b>33</b>	<b>18</b>	<b>33</b>	<b>0.80</b>	<b>3.4</b>	<b>230.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	179	218	34	24	35	1.22	12.7	149.1	C
SBR	59	69	29	19	29	1.50	12.3	150.4	C
WBL	100	118	48	33	47	1.33	3.9	68.3	D
WBT	4830	5766	46	31	46	1.12	200.3	1060.9	D
WBR	103	128	45	29	44	1.45	199.3	1060.4	D
NBL	102	120	80	74	80	0.96	22.4	116.4	F
NBT	364	435	14	10	14	0.50	12.4	139.5	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	796	31	19	31	1.12	60.3	522.1	C
NBT LRT	24	1096	13	6	13	0.54	7.3	307.3	B
<b>Total/Avg Car</b>	<b>5737</b>	<b>6854</b>	<b>44</b>	<b>30</b>	<b>44</b>	<b>1.09</b>	<b>38.6</b>	<b>1060.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1892</b>	<b>22</b>	<b>12</b>	<b>20</b>	<b>0.83</b>	<b>33.8</b>	<b>522.1</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	49	42	0.95
WBT PED	57	38	0.97
NBT PED	49	37	0.94
EBT PED	55	37	0.92
<b>Total/Avg Ped</b>	<b>210</b>	<b>39</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	138	168	27	19	28	1.06	5.8	143.7	C
SBR	38	47	25	16	25	1.18	5.4	144.0	C
WBL	66	79	38	27	38	1.14	4.6	64.7	D
WBT	309	371	29	23	29	0.58	25.4	197.6	C
WBR	45	55	20	13	19	0.61	13.0	159.8	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	166	198	28	16	28	1.13	10.7	171.4	C
NBR	122	149	25	13	24	1.35	10.6	171.0	C
EBL	38	47	40	30	39	1.34	2.6	49.9	D
EBT	449	537	36	28	36	0.86	55.8	344.3	D
EBR	116	136	33	24	33	1.11	55.1	343.9	C
SBT LRT	16	376	20	7	20	0.70	14.3	246.1	B
NBT LRT	16	971	34	20	38	2.36	3.5	230.5	C
<b>Total/Avg Car</b>	<b>1487</b>	<b>1787</b>	<b>31</b>	<b>22</b>	<b>31</b>	<b>0.93</b>	<b>15.7</b>	<b>344.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1347</b>	<b>27</b>	<b>14</b>	<b>33</b>	<b>1.53</b>	<b>8.9</b>	<b>246.1</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	54	0.95
WBT PED	80	56	0.96
NBT PED	79	58	0.95
EBT PED	81	57	0.95
<b>Total/Avg Ped</b>	<b>321</b>	<b>57</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	179	218	43	33	43	1.20	20.4	172.3	D
SBR	90	111	30	19	30	1.34	12.9	154.0	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1648	1971	13	7	13	0.70	24.7	237.6	B
WBR	66	80	13	5	13	0.96	21.2	230.3	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	149	179	45	35	45	1.28	19.7	182.8	D
NBR	101	122	32	21	32	1.39	12.6	163.0	C
EBL	44	52	25	15	25	1.18	15.5	155.4	C
EBT	1187	1418	9	6	9	0.34	15.5	155.4	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	16	368	46	21	45	2.30	10.2	251.2	D
NBT LRT	16	1183	34	20	32	2.36	3.5	230.5	C
<b>Total/Avg Car</b>	<b>3464</b>	<b>4151</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>0.68</b>	<b>11.9</b>	<b>237.6</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1551</b>	<b>40</b>	<b>21</b>	<b>35</b>	<b>2.33</b>	<b>6.9</b>	<b>251.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	34	57	0.95
WBT PED	33	57	0.99
NBT PED	34	57	0.98
EBT PED	33	54	0.98
<b>Total/Avg Ped</b>	<b>134</b>	<b>56</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	203	247	23	15	23	0.96	7.1	127.3	C
SBR	51	61	19	10	18	1.00	3.6	104.8	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	297	355	63	52	63	1.31	26.5	192.0	E
WBR	77	94	37	26	36	1.37	23.9	187.3	D
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	185	224	27	17	27	0.94	11.4	192.1	C
NBR	74	87	22	11	22	1.02	8.5	181.7	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	235	281	26	21	26	0.61	17.5	168.1	C
EBR	65	81	14	9	14	0.67	10.0	147.9	B
SBT LRT	16	372	46	21	45	2.30	10.2	251.2	D
NBT LRT	16	1183	34	20	32	2.36	3.5	230.5	C
<b>Total/Avg Car</b>	<b>1187</b>	<b>1430</b>	<b>34</b>	<b>25</b>	<b>34</b>	<b>0.99</b>	<b>9.0</b>	<b>192.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1555</b>	<b>40</b>	<b>21</b>	<b>35</b>	<b>2.33</b>	<b>6.9</b>	<b>251.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	57	0.98
WBT PED	32	63	0.98
NBT PED	32	52	0.96
EBT PED	33	51	0.92
<b>Total/Avg Ped</b>	<b>128</b>	<b>56</b>	<b>0.96</b>



**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay		No				
			(s)	Stop Delay (s)	Person Delay(s)	Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	118	144	46	39	46	0.92	47.1	284.3	D
WBT	910	1098	68	50	67	1.55	94.2	568.6	E
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	118	141	63	47	64	1.58	18.4	140.6	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	143	174	23	6	23	1.59	0.5	63.5	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	448	537	45	31	45	1.10	60.2	468.0	D
EBR	137	166	18	5	18	1.08	0.1	27.0	B
NBL LRT	16	1837	27	19	27	1.13	10.4	230.7	C
EBR LRT	16	376	30	20	30	1.36	9.1	229.8	C
<b>Total/Avg Car</b>	<b>1874</b>	<b>2260</b>	<b>54</b>	<b>38</b>	<b>53</b>	<b>1.37</b>	<b>18.4</b>	<b>568.6</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2213</b>	<b>28</b>	<b>19</b>	<b>27</b>	<b>1.24</b>	<b>9.8</b>	<b>230.7</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	232	48	0.95
WBT PED	6	41	0.87
NBT PED	470	47	0.95
EBT PED	179	46	0.93
<b>Total/Avg Ped</b>	<b>887</b>	<b>47</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay			No			
			(s)	Stop Delay (s)	Person Delay(s)	Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	39	48	56	42	55	1.93	2.3	80.2	E
SBT	317	380	49	40	50	1.29	21.8	184.9	D
SBR	75	89	31	21	32	1.47	2.8	99.8	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	624	757	21	8	21	0.81	23.0	344.8	C
WBR	402	480	23	9	23	0.96	23.0	344.8	C
NBL	129	152	35	24	35	1.50	25.6	214.3	D
NBT	362	429	32	24	32	0.95	25.6	214.3	C
NBR	95	115	15	6	15	1.14	1.2	88.4	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	450	539	14	7	14	0.79	8.7	160.6	B
EBR	106	126	12	5	12	0.87	3.6	123.7	B
WBT LRT	16	1837	23	15	25	1.25	2.3	115.0	C
EBT LRT	16	376	49	25	49	1.31	12.2	238.6	D
<b>Total/Avg Car</b>	<b>2599</b>	<b>3115</b>	<b>26</b>	<b>16</b>	<b>26</b>	<b>0.99</b>	<b>11.4</b>	<b>344.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2213</b>	<b>36</b>	<b>20</b>	<b>29</b>	<b>1.28</b>	<b>7.3</b>	<b>238.6</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	185	35	0.94
WBT PED	155	16	0.72
NBT PED	66	35	0.92
EBT PED	157	16	0.73
<b>Total/Avg Ped</b>	<b>563</b>	<b>25</b>	<b>0.82</b>

**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	58	69	54	39	55	1.91	13.4	88.8	D
SBT	330	391	45	36	44	1.19	13.4	88.8	D
SBR	22	27	43	33	42	1.20	0.0	0.0	D
WBL	150	182	47	37	47	1.43	13.6	124.3	D
WBT	578	699	19	10	19	1.10	17.1	273.9	B
WBR	101	119	18	8	18	1.19	29.7	273.0	B
NBL	21	24	42	32	42	1.56	1.2	34.2	D
NBT	261	317	39	31	39	0.98	10.5	85.8	D
NBR	83	98	41	32	41	1.18	0.0	0.0	D
EBL	19	24	49	43	50	0.94	2.5	41.7	D
EBT	418	501	19	12	19	0.73	18.5	193.3	B
EBR	83	101	13	7	13	0.61	0.4	38.1	B
WBT LRT	16	1911	23	15	24	1.25	2.3	115.0	C
EBT LRT	16	376	49	25	49	1.31	12.2	238.6	D
<b>Total/Avg Car</b>	<b>2124</b>	<b>2552</b>	<b>30</b>	<b>21</b>	<b>30</b>	<b>1.06</b>	<b>10.0</b>	<b>273.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2287</b>	<b>36</b>	<b>20</b>	<b>28</b>	<b>1.28</b>	<b>7.3</b>	<b>238.6</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	180	37	0.96
WBT PED	158	36	0.93
NBT PED	63	38	0.95
EBT PED	160	38	0.93
<b>Total/Avg Ped</b>	<b>561</b>	<b>37</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	216	257	105	75	104	3.21	52.3	216.7	F
SBT	1409	1687	45	35	45	1.17	27.9	161.4	D
SBR	10	11	45	33	44	1.18	5.2	106.2	D
WBL	178	215	45	36	44	0.97	24.6	213.9	D
WBT	157	187	14	9	14	0.55	10.2	236.9	B
WBR	287	348	10	4	10	0.69	1.9	154.1	B
NBL	68	83	38	25	39	1.82	3.0	61.5	D
NBT	1518	1827	26	18	25	0.88	32.7	222.2	C
NBR	145	177	23	14	23	0.98	5.0	145.6	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	161	192	20	13	20	0.62	11.2	160.7	C
EBR	65	81	17	7	16	0.83	2.5	108.4	B
WBT LRT	15	1883	25	16	24	1.33	2.3	115.0	C
EBT LRT	16	376	49	25	49	1.31	12.2	238.6	D
<b>Total/Avg Car</b>	<b>4214</b>	<b>5065</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>1.08</b>	<b>14.7</b>	<b>236.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>2259</b>	<b>37</b>	<b>21</b>	<b>28</b>	<b>1.32</b>	<b>7.3</b>	<b>238.6</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	181	36	0.95
WBT PED	152	37	0.95
NBT PED	61	37	0.97
EBT PED	156	37	0.94
<b>Total/Avg Ped</b>	<b>550</b>	<b>37</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	150	181	56	43	56	1.50	14.0	98.2	E
SBT	540	642	29	19	29	1.06	11.2	105.7	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	139	166	23	17	23	0.69	7.2	101.0	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	98	115	8	0	8	0.69	0.0	0.0	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	614	732	39	29	39	1.13	23.9	161.7	D
NBR	77	92	31	21	32	1.17	6.9	118.5	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	8	846	91	84	91	0.80	22.4	230.4	F
WBL LRT	8	1130	38	32	38	0.73	26.5	231.4	D
NBR LRT	8	208	36	22	36	1.03	5.4	229.5	D
SBL LRT	8	168	56	44	56	1.50	8.8	231.0	E
<b>Total/Avg Car</b>	<b>1618</b>	<b>1928</b>	<b>33</b>	<b>24</b>	<b>34</b>	<b>1.08</b>	<b>5.3</b>	<b>161.7</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2352</b>	<b>55</b>	<b>45</b>	<b>58</b>	<b>1.01</b>	<b>15.7</b>	<b>231.4</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	40	36	0.95
WBT PED	124	35	0.94
NBT PED	41	40	0.98
EBT PED	65	37	0.94
<b>Total/Avg Ped</b>	<b>270</b>	<b>36</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	155	187	74	65	74	1.01	36.1	195.0	E
SBT	312	372	16	12	15	0.37	10.1	126.3	B
SBR	85	103	11	6	11	0.53	0.2	28.6	B
WBL	98	118	111	96	111	1.57	19.4	118.5	F
WBT	819	983	54	42	53	1.19	22.3	214.7	D
WBR	304	361	43	30	43	1.25	0.0	29.5	D
NBL	126	149	132	111	132	2.14	61.2	266.4	F
NBT	515	611	32	20	31	1.03	61.2	266.4	C
NBR	142	171	31	16	32	1.30	17.5	194.3	C
EBL	51	61	61	53	61	0.95	9.1	94.1	E
EBT	707	854	36	30	36	0.74	45.4	237.3	D
EBR	97	115	37	29	36	0.81	45.4	237.3	D
NBL LRT	8	846	15	11	14	0.88	1.1	207.2	B
EBR LRT	8	168	9	3	9	0.35	0.9	229.0	A
<b>Total/Avg Car</b>	<b>3411</b>	<b>4085</b>	<b>45</b>	<b>35</b>	<b>45</b>	<b>1.02</b>	<b>27.3</b>	<b>266.4</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>1014</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>0.61</b>	<b>1.0</b>	<b>229.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	163	49	0.93
WBT PED	205	55	0.97
NBT PED	109	47	0.93
EBT PED	92	55	0.95
<b>Total/Avg Ped</b>	<b>569</b>	<b>52</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	2515	3469	6	4	6	0.14	16.3	307.2	A
<b>Total/Avg Car</b>	<b>2515</b>	<b>3469</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0.14</b>	<b>16.3</b>	<b>307.2</b>	<b>A</b>

**TABLE D2: INTERSECTION MOES: BL MODEL YEAR 2020**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	56	66	75	63	75	1.57	9.1	86.8	E
SBT	176	209	42	30	42	1.24	18.9	175.6	D
SBR	89	106	30	18	30	1.45	23.7	192.0	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2194	3087	38	28	41	0.76	108.4	524.0	D
WBR	62	74	38	26	39	1.00	108.3	524.1	D
NBL	76	88	74	64	73	1.57	12.1	86.1	E
NBT	182	218	45	33	45	1.45	25.4	216.1	D
NBR	211	254	34	23	34	1.75	26.8	219.3	C
EBL	44	52	62	55	61	1.05	6.8	62.6	E
EBT	1844	2708	29	21	29	0.71	51.1	281.2	C
EBR	61	76	24	17	24	0.77	57.4	300.5	C
SBT LRT	16	376	38	30	37	1.17	10.0	301.1	D
NBT LRT	16	840	20	11	20	0.51	6.7	306.1	B
WBL LRT	7	317	36	30	37	0.69	6.8	331.0	D
NBR LRT	8	234	18	6	18	0.50	3.2	307.4	B
SBL LRT	8	208	37	29	37	1.43	6.6	230.6	D
WBR LRT	8	176	71	66	71	0.80	23.0	354.6	E
<b>Total/Avg Car</b>	<b>4995</b>	<b>6938</b>	<b>36</b>	<b>26</b>	<b>37</b>	<b>0.86</b>	<b>37.3</b>	<b>524.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>63</b>	<b>2151</b>	<b>35</b>	<b>26</b>	<b>31</b>	<b>0.85</b>	<b>9.4</b>	<b>354.6</b>	<b>C</b>



**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	52	0.96
WBT PED	63	56	0.97
NBT PED	78	54	0.96
EBT PED	65	53	0.95
<b>Total/Avg Ped</b>	<b>287</b>	<b>54</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	306	367	56	43	56	1.25	34.2	343.4	E
SBT	2460	2928	65	51	64	1.15	180.5	626.2	E
SBR	214	256	67	50	68	1.61	180.3	626.0	E
WBL	471	567	85	66	85	1.57	73.8	669.0	F
WBT	1876	2707	50	33	50	0.88	132.9	736.8	D
WBR	209	253	25	9	24	1.08	1.2	55.4	C
NBL	180	214	54	43	54	1.39	17.6	136.8	D
NBT	1258	1494	53	44	53	1.03	60.0	285.6	D
NBR	230	277	24	13	23	1.36	2.8	131.6	C
EBL	317	384	79	64	79	1.34	39.3	551.7	E
EBT	1501	2290	44	31	45	0.76	82.4	538.6	D
EBR	288	345	18	5	18	1.17	1.7	88.5	B
WBT LRT	15	493	60	45	58	1.45	101.3	668.6	E
EBT LRT	16	448	20	15	20	0.77	39.3	551.7	B
<b>Total/Avg Car</b>	<b>9310</b>	<b>12082</b>	<b>54</b>	<b>41</b>	<b>54</b>	<b>1.06</b>	<b>67.2</b>	<b>736.8</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>941</b>	<b>39</b>	<b>29</b>	<b>40</b>	<b>1.09</b>	<b>70.3</b>	<b>668.6</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	82	68	0.97
WBT PED	33	66	0.95
NBT PED	82	66	0.95
EBT PED	33	67	0.98
<b>Total/Avg Ped</b>	<b>230</b>	<b>67</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	137	164	91	78	91	1.53	30.5	268.4	F
SBT	1075	1286	46	36	46	0.96	62.8	388.3	D
SBR	353	417	32	18	31	1.35	12.6	275.9	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2132	3041	29	18	28	0.79	57.5	444.2	C
WBR	124	148	11	4	11	0.80	0.6	53.5	B
NBL	80	94	69	61	70	1.19	13.5	83.5	E
NBT	274	328	39	32	38	0.87	16.0	99.3	D
NBR	133	159	12	5	12	1.17	1.0	55.8	B
EBL	60	70	74	67	73	0.95	11.4	80.8	E
EBT	1924	2696	15	9	15	0.49	20.3	266.4	B
EBR	50	64	12	7	12	0.69	20.3	266.4	B
WBT LRT	15	502	27	18	28	0.54	48.0	316.9	C
EBT LRT	16	448	6	4	6	0.30	3.4	261.8	A
<b>Total/Avg Car</b>	<b>6342</b>	<b>8467</b>	<b>30</b>	<b>21</b>	<b>29</b>	<b>0.79</b>	<b>20.5</b>	<b>444.2</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>950</b>	<b>16</b>	<b>11</b>	<b>17</b>	<b>0.42</b>	<b>25.7</b>	<b>316.9</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	90	110	1.44
WBT PED	72	57	0.96
NBT PED	88	116	1.45
EBT PED	81	53	0.96
<b>Total/Avg Ped</b>	<b>331</b>	<b>86</b>	<b>1.22</b>

**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	140	171	93	78	93	1.49	21.8	189.2	F
SBT	676	802	60	46	60	1.08	119.6	668.7	E
SBR	95	110	37	24	37	1.33	1.0	63.4	D
WBL	91	109	72	63	71	1.13	16.4	104.0	E
WBT	1943	2818	28	21	30	0.61	59.8	441.6	C
WBR	92	109	25	18	26	0.72	59.8	441.6	C
NBL	215	256	84	72	84	1.42	24.9	136.6	F
NBT	299	356	57	47	57	1.14	29.0	233.6	E
NBR	104	125	29	20	29	1.23	0.7	67.8	C
EBL	216	264	52	44	52	0.87	28.8	176.2	D
EBT	1415	2079	24	17	25	0.66	30.2	269.7	C
EBR	530	634	13	3	13	0.80	12.3	248.9	B
WBT LRT	16	510	11	8	11	0.42	5.6	300.1	B
EBT LRT	16	443	10	2	10	0.17	2.1	239.0	A
<b>Total/Avg Car</b>	<b>5816</b>	<b>7833</b>	<b>36</b>	<b>27</b>	<b>36</b>	<b>0.82</b>	<b>33.7</b>	<b>668.7</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>953</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0.30</b>	<b>3.8</b>	<b>300.1</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	56	0.97
WBT PED	17	51	0.94
NBT PED	32	52	0.95
EBT PED	18	58	1.00
<b>Total/Avg Ped</b>	<b>99</b>	<b>54</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	109	136	50	39	51	1.37	9.0	187.6	D
SBT	675	810	49	39	49	0.99	30.0	241.3	D
SBR	87	107	46	36	46	1.13	30.6	243.5	D
WBL	104	124	51	43	51	1.09	13.3	112.4	D
WBT	1973	2846	15	9	17	0.47	25.5	329.0	B
WBR	71	84	15	9	15	0.60	25.5	329.0	B
NBL	77	95	59	47	60	1.84	6.0	73.1	E
NBT	296	359	49	39	49	1.25	14.2	132.5	D
NBR	108	131	40	29	40	1.42	13.8	132.1	D
EBL	91	108	35	28	35	0.94	8.0	84.5	D
EBT	1509	2193	14	7	14	0.55	11.8	218.7	B
EBR	60	72	9	5	9	0.61	11.8	218.7	A
WBT LRT	16	519	7	3	8	0.29	2.7	269.3	A
EBT LRT	16	443	3	2	3	0.15	1.4	230.9	A
<b>Total/Avg Car</b>	<b>5160</b>	<b>7065</b>	<b>25</b>	<b>17</b>	<b>24</b>	<b>0.70</b>	<b>16.6</b>	<b>329.0</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>962</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>0.22</b>	<b>2.0</b>	<b>269.3</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	40	0.99
WBT PED	16	38	0.93
NBT PED	16	51	1.00
EBT PED	16	36	0.92
<b>Total/Avg Ped</b>	<b>65</b>	<b>41</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	104	126	67	54	67	2.29	11.1	112.1	E
SBT	709	848	52	40	52	1.07	36.3	262.1	D
SBR	108	128	44	33	43	1.10	36.3	262.1	D
WBL	94	113	34	27	34	0.91	7.9	87.4	C
WBT	1880	2736	16	9	17	0.68	19.3	284.5	B
WBR	99	122	12	6	13	0.81	19.3	284.5	B
NBL	151	179	57	44	57	2.04	12.7	136.5	E
NBT	895	1065	48	36	48	1.16	43.9	282.1	D
NBR	174	212	44	31	44	1.31	43.6	281.3	D
EBL	101	120	42	35	41	0.93	10.6	94.9	D
EBT	1562	2265	15	9	15	0.50	14.6	211.1	B
EBR	55	66	13	8	13	0.66	14.6	211.1	B
WBT LRT	16	519	7	3	7	0.24	2.4	299.8	A
EBT LRT	16	443	3	2	3	0.13	1.5	200.3	A
<b>Total/Avg Car</b>	<b>5932</b>	<b>7980</b>	<b>29</b>	<b>20</b>	<b>28</b>	<b>0.85</b>	<b>22.5</b>	<b>284.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>962</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0.18</b>	<b>1.9</b>	<b>299.8</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	51	0.98
WBT PED	16	38	0.90
NBT PED	16	38	0.98
EBT PED	16	37	0.93
<b>Total/Avg Ped</b>	<b>64</b>	<b>41</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	79	96	41	33	41	1.03	5.1	75.4	D
SBT	228	273	41	32	40	0.80	15.6	197.1	D
SBR	81	98	18	12	20	0.92	0.6	59.7	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1917	2781	14	7	16	0.51	21.1	297.0	B
WBR	162	198	11	5	11	0.74	21.0	297.0	B
NBL	103	122	43	34	43	1.27	6.4	76.1	D
NBT	312	373	44	34	43	1.03	23.6	259.8	D
NBR	101	120	21	14	21	1.21	0.7	53.6	C
EBL	56	71	59	52	60	0.99	8.7	84.3	E
EBT	1726	2402	12	7	13	0.44	14.3	242.2	B
EBR	58	70	11	6	11	0.66	14.3	242.2	B
WBT LRT	16	519	23	11	25	0.40	44.9	328.5	C
EBT LRT	16	448	2	1	2	0.13	1.0	216.2	A
<b>Total/Avg Car</b>	<b>4823</b>	<b>6604</b>	<b>18</b>	<b>11</b>	<b>18</b>	<b>0.59</b>	<b>10.9</b>	<b>297.0</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>967</b>	<b>13</b>	<b>6</b>	<b>14</b>	<b>0.26</b>	<b>22.9</b>	<b>328.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	65	100	1.48
WBT PED	72	50	0.97
NBT PED	65	99	1.50
EBT PED	89	48	0.96
<b>Total/Avg Ped</b>	<b>291</b>	<b>72</b>	<b>1.20</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	241	287	58	49	58	1.01	23.1	98.6	E
SBT	3612	4325	32	22	32	0.71	120.5	529.4	C
SBR	167	200	18	9	18	0.95	0.7	48.6	B
WBL	417	499	76	63	76	1.30	50.7	474.0	E
WBT	1559	2354	44	32	45	0.80	76.9	441.2	D
WBR	152	183	11	2	11	1.07	0.8	52.5	B
NBL	366	441	63	54	62	1.10	35.9	135.2	E
NBT	1846	2215	30	22	30	0.77	48.6	267.8	C
NBR	191	225	11	4	10	0.94	1.0	58.8	B
EBL	291	349	76	60	75	1.35	38.5	521.5	E
EBT	1089	1584	51	37	54	0.87	76.5	466.4	D
EBR	513	622	29	9	29	1.48	26.5	410.2	C
WBT LRT	16	528	45	32	44	1.09	38.4	473.8	D
EBT LRT	16	448	42	28	43	0.79	44.6	521.4	D
<b>Total/Avg Car</b>	<b>10444</b>	<b>13284</b>	<b>39</b>	<b>28</b>	<b>40</b>	<b>0.86</b>	<b>41.6</b>	<b>529.4</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>43</b>	<b>30</b>	<b>43</b>	<b>0.94</b>	<b>41.5</b>	<b>521.4</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	62	0.99
WBT PED	17	64	0.97
NBT PED	32	62	0.99
EBT PED	17	63	0.97
<b>Total/Avg Ped</b>	<b>99</b>	<b>63</b>	<b>0.98</b>



**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	62	74	36	28	36	0.94	8.9	78.2	D
SBT	43	52	37	28	38	0.84	8.9	78.2	D
SBR	40	48	7	1	8	1.03	0.2	21.4	A
WBL	108	129	41	34	40	0.95	11.1	107.6	D
WBT	2000	2884	7	3	9	0.25	11.3	289.2	A
WBR	103	122	7	2	7	0.36	10.5	291.7	A
NBL	106	127	35	29	35	0.91	14.2	98.4	C
NBT	61	73	33	27	33	0.84	14.2	98.4	C
NBR	109	129	5	0	5	0.99	0.7	43.2	A
EBL	46	55	38	32	39	0.95	4.4	64.7	D
EBT	1425	1981	7	3	7	0.28	6.7	153.7	A
EBR	46	56	6	3	6	0.39	5.2	155.7	A
WBT LRT	16	528	9	0	10	0.00	0.0	0.0	A
EBT LRT	16	448	2	0	2	0.07	0.4	192.5	A
<b>Total/Avg Car</b>	<b>4149</b>	<b>5730</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>0.36</b>	<b>8.0</b>	<b>291.7</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0.03</b>	<b>0.2</b>	<b>192.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	18	0.60
WBT PED	16	32	0.91
NBT PED	1	29	0.60
EBT PED	16	43	0.96
<b>Total/Avg Ped</b>	<b>35</b>	<b>36</b>	<b>0.91</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	155	185	81	71	81	1.18	30.9	140.6	F
SBT	1015	1211	58	46	58	0.96	76.8	309.3	E
SBR	189	229	17	7	17	1.28	0.2	47.0	B
WBL	215	260	82	73	81	1.03	48.2	246.2	F
WBT	1838	2685	13	7	15	0.36	24.1	305.8	B
WBR	75	89	12	7	12	0.48	18.9	290.5	B
NBL	187	224	72	64	72	1.06	35.6	174.4	E
NBT	589	704	43	36	43	0.81	41.4	213.5	D
NBR	60	72	9	3	8	0.98	0.7	122.8	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1421	1940	27	18	29	0.57	55.4	357.8	C
EBR	188	226	24	13	24	0.76	45.8	339.5	C
WBT LRT	16	524	10	5	10	0.25	3.4	261.6	A
EBT LRT	16	448	22	11	23	0.37	25.5	323.1	C
<b>Total/Avg Car</b>	<b>5932</b>	<b>7825</b>	<b>34</b>	<b>25</b>	<b>33</b>	<b>0.67</b>	<b>31.5</b>	<b>357.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>972</b>	<b>16</b>	<b>8</b>	<b>16</b>	<b>0.31</b>	<b>14.4</b>	<b>323.1</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	55	66	0.99
WBT PED	33	58	0.94
NBT PED	56	60	0.96
EBT PED	32	67	0.96
<b>Total/Avg Ped</b>	<b>176</b>	<b>63</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	190	223	39	32	38	0.88	18.9	128.6	D
SBT	298	358	31	25	31	0.83	29.1	214.1	C
SBR	104	126	18	11	17	0.92	8.7	166.1	B
WBL	56	69	48	38	48	1.09	8.8	279.2	D
WBT	1923	2789	10	5	10	0.36	19.2	372.5	A
WBR	97	117	9	4	9	0.42	15.4	358.2	A
NBL	105	126	40	34	40	0.91	10.6	76.9	D
NBT	202	242	34	28	34	0.84	17.5	151.3	C
NBR	104	123	5	1	5	0.92	0.0	4.9	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1507	2039	10	6	9	0.36	16.3	242.9	A
EBR	118	144	8	4	8	0.42	10.6	223.5	A
WBT LRT	16	523	5	2	5	0.23	8.8	279.2	A
EBT LRT	16	448	1	0	1	0.02	0.2	30.2	A
<b>Total/Avg Car</b>	<b>4704</b>	<b>6356</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>0.48</b>	<b>12.9</b>	<b>372.5</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>971</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0.12</b>	<b>4.5</b>	<b>279.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	547	658	69	57	69	1.26	54.9	256.4	E
SBT	1284	1537	37	27	37	0.92	58.1	339.8	D
SBR	139	167	14	5	14	1.29	0.0	12.1	B
WBL	219	264	58	50	58	0.98	34.1	184.2	E
WBT	1737	2548	39	30	40	0.79	70.3	395.6	D
WBR	555	670	14	1	14	0.89	6.9	217.5	B
NBL	194	232	53	47	53	0.92	21.4	93.7	D
NBT	851	1029	30	24	30	0.66	28.9	144.5	C
NBR	167	204	5	1	5	0.90	0.0	1.9	A
EBL	193	230	56	46	56	1.07	26.3	150.8	E
EBT	1469	1984	39	28	39	0.82	85.5	426.9	D
EBR	138	164	37	24	37	0.97	46.4	367.5	D
WBT LRT	16	528	44	28	46	0.49	17.6	300.2	D
EBT LRT	16	448	16	11	16	0.49	6.5	295.6	B
<b>Total/Avg Car</b>	<b>7493</b>	<b>9687</b>	<b>38</b>	<b>28</b>	<b>38</b>	<b>0.87</b>	<b>36.1</b>	<b>426.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>30</b>	<b>19</b>	<b>32</b>	<b>0.49</b>	<b>12.0</b>	<b>300.2</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	54	1.00
WBT PED	0	0	0.00
NBT PED	88	53	0.97
EBT PED	63	51	0.98
<b>Total/Avg Ped</b>	<b>183</b>	<b>53</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	244	297	29	19	29	1.00	13.2	103.6	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	259	315	7	1	7	0.87	2.5	67.7	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	379	451	13	7	13	0.64	9.4	167.7	B
WBR	30	37	7	2	6	0.63	0.0	0.0	A
NBL	104	126	27	20	26	0.80	10.1	99.5	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	98	121	24	15	24	1.28	3.9	69.6	C
EBL	61	72	41	32	41	1.21	4.5	62.6	D
EBT	404	486	31	18	30	1.04	26.2	282.5	C
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	16	528	15	7	15	0.67	3.8	307.5	B
EBT LRT	16	448	1	1	1	0.05	0.6	115.5	A
<b>Total/Avg Car</b>	<b>1579</b>	<b>1905</b>	<b>21</b>	<b>13</b>	<b>21</b>	<b>0.90</b>	<b>5.8</b>	<b>282.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>8</b>	<b>4</b>	<b>9</b>	<b>0.36</b>	<b>2.2</b>	<b>307.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	27	0.97
WBT PED	0	0	0.00
NBT PED	31	30	0.98
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>62</b>	<b>29</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	992	1191	48	14	47	0.98	218.9	810.0	D
WBT	360	428	46	14	45	0.91	218.9	810.0	D
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	49	60	8	5	8	0.21	0.8	42.8	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	539	644	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	98	117	68	29	67	2.25	237.1	766.3	E
EBR	639	777	69	30	69	2.40	237.1	766.3	E
WBT LRT	16	528	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	16	448	6	4	6	0.24	0.0	0.0	A
<b>Total/Avg Car</b>	<b>2677</b>	<b>3217</b>	<b>43</b>	<b>15</b>	<b>43</b>	<b>1.14</b>	<b>76.1</b>	<b>810.0</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0.12</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	97	116	37	29	38	0.86	18.4	142.8	D
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	102	120	41	31	41	1.24	18.4	142.8	D
WBL	97	117	59	52	58	1.02	14.5	100.0	E
WBT	1209	1452	28	14	28	0.72	57.9	416.1	C
WBR	73	87	27	16	26	0.75	57.9	416.1	C
NBL	94	112	36	26	36	1.02	7.0	84.8	D
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	104	125	5	0	5	0.76	0.1	25.0	A
EBL	57	67	66	59	65	0.99	28.4	227.1	E
EBT	511	610	17	12	17	0.49	28.4	227.1	B
EBR	71	84	20	14	19	0.54	28.4	227.1	B
WBT LRT	16	528	10	3	12	0.08	2.0	146.0	A
EBT LRT	16	448	2	0	2	0.08	0.5	130.9	A
<b>Total/Avg Car</b>	<b>2415</b>	<b>2890</b>	<b>28</b>	<b>18</b>	<b>28</b>	<b>0.73</b>	<b>21.6</b>	<b>416.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0.08</b>	<b>1.2</b>	<b>146.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	71	55	0.97
WBT PED	17	58	1.00
NBT PED	72	51	0.98
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>160</b>	<b>53</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	42	50	24	19	24	0.67	4.0	61.2	C
SBT	20	23	23	19	22	0.61	4.0	61.2	C
SBR	99	118	6	1	6	0.82	4.0	61.2	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1241	1492	9	5	9	0.36	14.7	212.5	A
WBR	18	22	9	5	9	0.45	14.7	212.5	A
NBL	40	47	22	16	22	0.84	3.1	42.7	C
NBT	20	24	25	20	25	0.65	3.1	42.7	C
NBR	20	24	7	2	6	0.73	0.1	5.5	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	649	777	9	5	8	0.38	7.3	136.9	A
EBR	62	74	6	3	6	0.45	2.0	111.0	A
WBT LRT	16	528	1	1	1	0.03	0.4	46.4	A
EBT LRT	16	448	10	2	10	0.12	22.2	355.6	A
<b>Total/Avg Car</b>	<b>2211</b>	<b>2651</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.41</b>	<b>4.7</b>	<b>212.5</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0.07</b>	<b>11.3</b>	<b>355.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	144	40	0.95
WBT PED	31	13	0.59
NBT PED	39	36	0.95
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>214</b>	<b>35</b>	<b>0.90</b>



**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	174	210	150	124	149	2.02	344.0	1260.7	F
SBT	2057	2468	66	44	66	1.22	475.4	1272.5	E
SBR	762	911	103	79	103	1.87	318.5	1222.4	F
WBL	44	54	62	55	65	0.90	78.6	327.5	E
WBT	403	489	59	51	59	0.84	78.6	327.5	E
WBR	85	102	20	13	21	1.05	25.9	240.1	B
NBL	97	117	77	72	78	0.97	20.4	121.5	E
NBT	1206	1449	28	23	28	0.58	52.1	264.3	C
NBR	41	50	31	25	31	0.68	52.1	264.3	C
EBL	262	311	59	52	59	0.84	38.0	161.8	E
EBT	119	140	62	55	62	0.87	38.0	161.8	E
EBR	326	396	19	7	19	1.31	1.0	104.5	B
SBR LRT	16	528	28	16	29	0.82	6.0	230.0	C
EBL LRT	15	430	33	20	33	0.97	6.8	295.5	C
<b>Total/Avg Car</b>	<b>5576</b>	<b>6697</b>	<b>61</b>	<b>46</b>	<b>61</b>	<b>1.14</b>	<b>126.9</b>	<b>1272.5</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>958</b>	<b>30</b>	<b>18</b>	<b>31</b>	<b>0.89</b>	<b>6.4</b>	<b>295.5</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	80	0.98
WBT PED	9	75	1.00
NBT PED	8	70	1.00
EBT PED	9	63	1.04
<b>Total/Avg Ped</b>	<b>43</b>	<b>74</b>	<b>1.00</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	1793	2165	18	8	18	0.57	44.7	332.0	B
SBR	48	57	68	62	69	0.82	8.6	69.8	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	505	609	37	28	36	0.79	48.1	312.6	D
NBT	1003	1200	1	0	1	0.03	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1087	1294	249	172	248	10.84	1231.3	1647.1	F
SBT LRT	16	528	28	16	29	0.82	6.0	230.0	C
NBT LRT	15	430	33	20	33	0.97	6.8	295.5	C
<b>Total/Avg Car</b>	<b>4436</b>	<b>5325</b>	<b>74</b>	<b>49</b>	<b>73</b>	<b>2.99</b>	<b>111.0</b>	<b>1647.1</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>958</b>	<b>30</b>	<b>18</b>	<b>31</b>	<b>0.89</b>	<b>6.4</b>	<b>295.5</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	179	213	35	25	35	1.26	13.6	151.5	C
SBR	58	72	27	16	26	1.42	13.0	152.8	C
WBL	100	121	47	33	48	1.29	3.4	66.0	D
WBT	4822	5753	44	29	44	1.06	132.6	678.6	D
WBR	104	124	44	29	44	1.44	131.7	678.1	D
NBL	101	121	76	70	77	0.96	21.6	148.9	E
NBT	365	435	16	12	16	0.53	13.7	142.9	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	684	28	15	29	0.83	59.3	576.6	C
NBT LRT	24	1080	15	7	14	0.56	8.3	307.3	B
<b>Total/Avg Car</b>	<b>5729</b>	<b>6839</b>	<b>42</b>	<b>29</b>	<b>42</b>	<b>1.05</b>	<b>27.5</b>	<b>678.6</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1764</b>	<b>21</b>	<b>11</b>	<b>20</b>	<b>0.69</b>	<b>33.8</b>	<b>576.6</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	48	36	0.95
WBT PED	57	41	0.95
NBT PED	49	38	0.90
EBT PED	55	39	0.94
<b>Total/Avg Ped</b>	<b>209</b>	<b>39</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	140	169	24	16	24	0.96	4.3	144.7	C
SBR	39	45	23	14	23	1.12	3.9	145.1	C
WBL	64	74	35	25	35	1.12	4.2	63.0	C
WBT	300	359	26	20	26	0.53	22.5	183.5	C
WBR	42	52	21	15	20	0.64	11.2	145.7	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	165	199	26	15	26	1.07	9.4	171.5	C
NBR	122	145	23	11	23	1.29	9.4	171.1	C
EBL	38	47	39	30	38	1.36	2.7	56.3	D
EBT	447	536	37	29	37	0.87	58.1	320.3	D
EBR	116	136	34	25	34	1.21	57.3	319.9	C
SBT LRT	24	584	19	6	19	0.61	22.2	383.0	B
NBT LRT	24	1016	33	19	36	2.51	5.1	267.8	C
<b>Total/Avg Car</b>	<b>1473</b>	<b>1762</b>	<b>30</b>	<b>22</b>	<b>30</b>	<b>0.92</b>	<b>15.2</b>	<b>320.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1600</b>	<b>26</b>	<b>12</b>	<b>30</b>	<b>1.56</b>	<b>13.6</b>	<b>383.0</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	58	0.97
WBT PED	81	59	0.96
NBT PED	80	58	0.95
EBT PED	80	56	0.95
<b>Total/Avg Ped</b>	<b>322</b>	<b>58</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	179	215	37	27	37	1.13	16.4	149.4	D
SBR	91	109	24	14	24	1.27	9.8	131.1	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1647	1971	14	7	14	0.73	26.2	257.0	B
WBR	65	79	14	5	14	1.06	22.5	249.7	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	146	178	42	33	42	1.29	17.3	148.9	D
NBR	100	121	29	18	29	1.37	10.6	129.2	C
EBL	43	52	27	16	26	1.40	16.3	152.9	C
EBT	1186	1416	10	6	10	0.36	16.3	152.9	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	24	588	49	23	48	2.42	15.9	365.3	D
NBT LRT	24	1163	33	19	32	2.51	5.1	267.8	C
<b>Total/Avg Car</b>	<b>3457</b>	<b>4141</b>	<b>16</b>	<b>9</b>	<b>16</b>	<b>0.69</b>	<b>11.3</b>	<b>257.0</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1751</b>	<b>41</b>	<b>21</b>	<b>37</b>	<b>2.47</b>	<b>10.5</b>	<b>365.3</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	34	53	0.96
WBT PED	33	51	0.97
NBT PED	34	49	0.94
EBT PED	33	50	0.97
<b>Total/Avg Ped</b>	<b>134</b>	<b>51</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	206	248	22	14	22	0.92	6.8	137.2	C
SBR	51	62	19	11	20	0.94	3.6	114.8	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	298	357	65	55	64	1.30	27.5	186.9	E
WBR	76	91	35	24	35	1.39	24.4	182.2	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	185	224	27	16	26	0.91	10.3	167.6	C
NBR	72	87	20	9	20	0.96	7.2	157.2	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	236	283	26	21	26	0.61	17.9	141.4	C
EBR	65	76	15	10	15	0.71	9.9	121.3	B
SBT LRT	24	576	49	23	49	2.42	15.9	365.3	D
NBT LRT	24	1163	33	19	32	2.51	5.1	267.8	C
<b>Total/Avg Car</b>	<b>1189</b>	<b>1428</b>	<b>34</b>	<b>26</b>	<b>34</b>	<b>0.97</b>	<b>9.0</b>	<b>186.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1739</b>	<b>41</b>	<b>21</b>	<b>37</b>	<b>2.47</b>	<b>10.5</b>	<b>365.3</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	58	0.98
WBT PED	33	56	0.98
NBT PED	33	58	0.94
EBT PED	33	55	0.97
<b>Total/Avg Ped</b>	<b>130</b>	<b>57</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay		No				
			(s)	Stop Delay (s)	Person Delay(s)	Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	121	146	54	46	53	0.94	54.4	307.2	D
WBT	894	1082	78	59	78	1.64	108.7	614.3	E
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	119	144	71	55	71	1.52	21.6	163.5	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	143	173	21	5	22	1.48	0.7	81.5	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	445	540	51	36	51	1.15	73.4	449.3	D
EBR	136	165	19	6	18	1.12	0.1	18.3	B
NBL LRT	24	1690	25	17	25	1.04	14.1	259.3	C
EBR LRT	24	588	26	18	25	1.07	13.2	275.7	C
<b>Total/Avg Car</b>	<b>1858</b>	<b>2250</b>	<b>61</b>	<b>44</b>	<b>61</b>	<b>1.42</b>	<b>21.6</b>	<b>614.3</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2278</b>	<b>25</b>	<b>17</b>	<b>25</b>	<b>1.05</b>	<b>13.6</b>	<b>275.7</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	233	51	0.94
WBT PED	6	50	1.00
NBT PED	470	51	0.95
EBT PED	179	50	0.94
<b>Total/Avg Ped</b>	<b>888</b>	<b>51</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	41	49	61	46	60	1.97	3.0	67.6	E
SBT	317	381	50	41	49	1.23	22.5	181.8	D
SBR	74	87	32	22	32	1.57	2.5	96.7	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	623	757	22	9	22	0.82	22.3	374.0	C
WBR	397	479	23	9	23	0.92	22.3	374.0	C
NBL	129	156	41	28	42	1.57	30.4	245.9	D
NBT	365	434	35	27	35	0.99	30.4	245.9	C
NBR	93	111	17	7	17	1.13	2.0	120.0	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	450	548	14	7	14	0.81	8.8	174.9	B
EBR	106	131	12	6	12	0.90	3.9	137.9	B
WBT LRT	23	1663	27	18	26	1.29	3.7	191.7	C
EBT LRT	24	588	49	26	48	1.35	19.0	286.2	D
<b>Total/Avg Car</b>	<b>2595</b>	<b>3133</b>	<b>27</b>	<b>17</b>	<b>27</b>	<b>1.00</b>	<b>12.3</b>	<b>374.0</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2251</b>	<b>38</b>	<b>22</b>	<b>32</b>	<b>1.32</b>	<b>11.4</b>	<b>286.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	185	39	0.94
WBT PED	154	16	0.72
NBT PED	66	40	0.96
EBT PED	158	15	0.70
<b>Total/Avg Ped</b>	<b>563</b>	<b>26</b>	<b>0.82</b>



**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	57	69	53	39	53	1.79	14.0	98.3	D
SBT	330	387	46	37	46	1.20	14.0	98.3	D
SBR	22	27	49	38	49	1.41	0.0	0.0	D
WBL	149	175	55	43	55	1.60	17.2	179.4	D
WBT	576	701	20	11	21	1.14	19.3	327.7	C
WBR	99	123	19	9	18	1.20	31.5	303.4	B
NBL	21	25	42	33	42	1.53	1.2	31.5	D
NBT	261	311	41	33	41	0.99	10.5	86.3	D
NBR	83	101	46	37	47	1.25	0.0	0.0	D
EBL	20	25	58	51	56	0.96	3.0	44.3	E
EBT	419	512	16	10	16	0.66	16.2	196.9	B
EBR	84	99	11	6	11	0.56	0.2	44.3	B
WBT LRT	23	1736	27	18	25	1.29	3.7	191.7	C
EBT LRT	24	584	49	26	49	1.35	19.0	286.2	D
<b>Total/Avg Car</b>	<b>2121</b>	<b>2555</b>	<b>31</b>	<b>22</b>	<b>31</b>	<b>1.08</b>	<b>10.6</b>	<b>327.7</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2320</b>	<b>38</b>	<b>22</b>	<b>31</b>	<b>1.32</b>	<b>11.4</b>	<b>286.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	180	38	0.95
WBT PED	157	38	0.94
NBT PED	63	39	0.96
EBT PED	161	40	0.95
<b>Total/Avg Ped</b>	<b>561</b>	<b>39</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	213	261	107	78	107	3.30	55.2	242.4	F
SBT	1409	1685	46	36	46	1.19	29.5	164.2	D
SBR	9	11	39	26	38	1.30	5.6	109.0	D
WBL	175	210	46	36	46	0.96	25.0	249.4	D
WBT	157	193	13	8	14	0.54	9.6	254.3	B
WBR	284	346	9	3	9	0.66	2.3	171.5	A
NBL	68	82	40	27	40	1.94	3.7	67.5	D
NBT	1520	1834	27	19	26	0.89	33.4	199.8	C
NBR	144	174	25	15	26	1.03	4.8	120.8	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	166	199	21	14	22	0.60	11.7	160.9	C
EBR	68	82	15	7	15	0.73	2.8	108.7	B
WBT LRT	23	1725	27	18	25	1.29	3.7	191.7	C
EBT LRT	24	584	49	26	49	1.35	19.0	286.2	D
<b>Total/Avg Car</b>	<b>4213</b>	<b>5077</b>	<b>36</b>	<b>26</b>	<b>36</b>	<b>1.09</b>	<b>15.3</b>	<b>254.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2309</b>	<b>38</b>	<b>22</b>	<b>31</b>	<b>1.32</b>	<b>11.4</b>	<b>286.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	180	35	0.93
WBT PED	150	38	0.95
NBT PED	60	38	0.98
EBT PED	155	38	0.96
<b>Total/Avg Ped</b>	<b>545</b>	<b>37</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	159	190	56	43	56	1.52	14.8	104.7	E
SBT	536	643	29	19	29	1.06	11.4	118.9	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	138	169	26	19	26	0.70	8.0	97.1	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	98	119	8	1	8	0.70	0.0	6.2	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	614	733	40	31	41	1.14	25.4	168.1	D
NBR	77	93	33	23	34	1.12	7.6	124.9	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	15	787	84	76	89	1.09	40.2	437.4	F
WBL LRT	8	1009	40	33	40	0.75	41.2	412.5	D
NBR LRT	8	208	35	22	35	1.00	5.6	229.5	C
SBL LRT	16	376	48	38	48	1.39	14.6	230.8	D
<b>Total/Avg Car</b>	<b>1622</b>	<b>1947</b>	<b>35</b>	<b>25</b>	<b>35</b>	<b>1.09</b>	<b>5.6</b>	<b>168.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2380</b>	<b>56</b>	<b>46</b>	<b>57</b>	<b>1.12</b>	<b>25.4</b>	<b>437.4</b>	<b>E</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	40	37	0.95
WBT PED	125	37	0.93
NBT PED	40	41	0.95
EBT PED	65	37	0.92
<b>Total/Avg Ped</b>	<b>270</b>	<b>37</b>	<b>0.93</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	154	183	85	74	84	1.12	42.1	188.9	F
SBT	312	374	22	18	22	0.46	13.6	137.8	C
SBR	86	103	16	11	16	0.66	0.5	39.9	B
WBL	100	120	114	100	113	1.59	20.7	117.6	F
WBT	816	976	55	44	55	1.24	24.2	218.6	D
WBR	302	361	44	30	44	1.31	0.2	39.9	D
NBL	125	149	164	140	164	2.42	74.0	261.2	F
NBT	516	615	34	21	34	1.08	74.0	261.2	C
NBR	140	172	31	16	31	1.35	25.8	188.6	C
EBL	51	61	67	59	67	0.94	10.1	98.8	E
EBT	708	851	34	28	34	0.73	43.0	238.2	C
EBR	97	116	36	29	38	0.79	43.0	238.2	D
NBL LRT	15	788	18	13	17	0.93	2.5	253.5	B
EBR LRT	16	376	13	7	14	0.62	4.2	229.7	B
<b>Total/Avg Car</b>	<b>3407</b>	<b>4081</b>	<b>48</b>	<b>38</b>	<b>48</b>	<b>1.06</b>	<b>30.9</b>	<b>261.2</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1164</b>	<b>15</b>	<b>10</b>	<b>16</b>	<b>0.77</b>	<b>3.3</b>	<b>253.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	163	55	0.94
WBT PED	204	50	0.96
NBT PED	109	57	0.94
EBT PED	92	51	0.96
<b>Total/Avg Ped</b>	<b>568</b>	<b>53</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	2505	3454	11	7	10	0.24	28.0	345.8	B
<b>Total/Avg Car</b>	<b>2505</b>	<b>3454</b>	<b>11</b>	<b>7</b>	<b>10</b>	<b>0.24</b>	<b>28.0</b>	<b>345.8</b>	<b>B</b>

**TABLE D3: INTERSECTION MOES: BLE MODEL YEAR 2020**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	55	64	70	60	70	1.59	8.7	84.9	E
SBT	176	208	36	24	36	1.22	15.0	186.8	D
SBR	90	105	27	15	27	1.45	19.0	203.3	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2196	3058	38	27	41	0.79	107.6	505.2	D
WBR	62	77	37	24	36	0.99	107.5	505.3	D
NBL	75	91	70	60	68	1.55	11.3	78.8	E
NBT	182	217	41	29	40	1.41	21.1	195.4	D
NBR	211	252	31	20	31	1.64	22.4	198.6	C
EBL	45	53	57	51	58	1.12	6.3	57.6	E
EBT	1846	2711	27	19	27	0.69	46.9	275.5	C
EBR	64	77	19	13	19	0.76	51.7	294.8	B
SBT LRT	16	376	30	23	30	0.94	8.1	252.7	C
NBT LRT	16	840	19	10	19	0.45	6.3	305.8	B
WBL LRT	7	308	32	26	32	0.69	8.9	331.0	C
NBR LRT	7	228	23	10	23	0.62	4.8	307.1	C
SBL LRT	8	208	44	38	44	1.35	8.4	230.6	D
WBR LRT	8	176	23	19	23	0.60	6.1	308.1	C
<b>Total/Avg Car</b>	<b>5002</b>	<b>6913</b>	<b>34</b>	<b>24</b>	<b>35</b>	<b>0.86</b>	<b>34.8</b>	<b>505.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>62</b>	<b>2136</b>	<b>27</b>	<b>20</b>	<b>26</b>	<b>0.76</b>	<b>7.1</b>	<b>331.0</b>	<b>C</b>

**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	81	46	0.94
WBT PED	65	45	0.96
NBT PED	78	47	0.96
EBT PED	65	46	0.95
<b>Total/Avg Ped</b>	<b>289</b>	<b>46</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	304	365	59	46	58	1.22	37.5	385.1	E
SBT	2445	2913	67	53	67	1.16	193.0	665.3	E
SBR	211	250	70	51	71	1.65	192.8	665.1	E
WBL	473	570	84	66	84	1.54	71.0	705.5	F
WBT	1876	2700	49	33	49	0.87	129.5	688.2	D
WBR	209	251	24	8	24	1.09	1.1	59.7	C
NBL	179	215	53	44	54	1.34	18.7	153.7	D
NBT	1247	1483	52	43	53	1.03	60.8	303.9	D
NBR	227	268	24	14	24	1.40	1.9	94.7	C
EBL	317	378	73	59	72	1.30	36.9	545.3	E
EBT	1509	2307	41	29	40	0.72	78.1	527.7	D
EBR	287	346	17	4	17	1.07	1.8	98.9	B
WBT LRT	15	484	46	34	49	1.19	92.2	705.0	D
EBT LRT	16	448	23	17	23	0.82	38.8	545.3	C
<b>Total/Avg Car</b>	<b>9284</b>	<b>12046</b>	<b>54</b>	<b>41</b>	<b>53</b>	<b>1.05</b>	<b>68.6</b>	<b>705.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>932</b>	<b>34</b>	<b>25</b>	<b>36</b>	<b>1.00</b>	<b>65.5</b>	<b>705.0</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	80	66	0.98
WBT PED	33	65	0.95
NBT PED	81	69	0.96
EBT PED	32	66	0.97
<b>Total/Avg Ped</b>	<b>226</b>	<b>67</b>	<b>0.96</b>



**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	137	160	85	73	85	1.44	27.6	264.3	F
SBT	1075	1284	48	37	48	0.96	66.1	416.1	D
SBR	353	421	32	18	32	1.34	12.6	277.8	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2149	3031	29	19	30	0.77	58.1	441.5	C
WBR	123	148	12	5	11	0.79	0.5	46.9	B
NBL	80	92	67	58	67	1.16	12.7	98.6	E
NBT	274	328	39	32	39	0.87	16.4	95.0	D
NBR	133	159	13	6	12	1.14	1.2	61.9	B
EBL	58	68	74	67	73	0.95	11.5	80.7	E
EBT	1933	2710	15	9	16	0.47	20.3	253.6	B
EBR	51	64	11	6	11	0.54	20.3	253.6	B
WBT LRT	16	501	28	19	30	0.60	49.5	317.0	C
EBT LRT	16	453	6	4	5	0.21	3.0	284.2	A
<b>Total/Avg Car</b>	<b>6366</b>	<b>8465</b>	<b>30</b>	<b>21</b>	<b>30</b>	<b>0.78</b>	<b>20.6</b>	<b>441.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>954</b>	<b>17</b>	<b>11</b>	<b>18</b>	<b>0.41</b>	<b>26.2</b>	<b>317.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	88	115	1.46
WBT PED	72	57	0.94
NBT PED	88	115	1.46
EBT PED	80	56	0.95
<b>Total/Avg Ped</b>	<b>328</b>	<b>88</b>	<b>1.22</b>

**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	141	172	92	78	92	1.41	26.5	298.1	F
SBT	676	802	56	43	55	1.01	106.9	639.5	E
SBR	95	110	34	22	34	1.23	0.5	46.5	C
WBL	92	108	68	59	68	1.15	15.3	101.1	E
WBT	1957	2806	27	19	28	0.67	56.7	409.0	C
WBR	93	110	25	17	25	0.78	56.7	409.0	C
NBL	212	253	83	72	82	1.43	24.2	116.3	F
NBT	297	353	58	48	58	1.17	29.9	221.3	E
NBR	104	125	29	20	29	1.32	0.7	60.7	C
EBL	213	257	52	44	51	0.87	29.3	225.2	D
EBT	1423	2091	24	16	25	0.69	30.2	247.6	C
EBR	527	634	13	3	13	0.77	12.3	251.4	B
WBT LRT	16	519	9	6	10	0.34	4.6	285.3	A
EBT LRT	16	448	9	2	9	0.11	1.1	162.1	A
<b>Total/Avg Car</b>	<b>5830</b>	<b>7821</b>	<b>36</b>	<b>26</b>	<b>35</b>	<b>0.83</b>	<b>32.4</b>	<b>639.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>967</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>0.22</b>	<b>2.8</b>	<b>285.3</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	55	0.97
WBT PED	17	53	0.99
NBT PED	32	54	0.98
EBT PED	18	49	0.96
<b>Total/Avg Ped</b>	<b>99</b>	<b>53</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	110	135	51	40	51	1.42	8.5	188.2	D
SBT	670	812	50	39	50	1.01	31.2	251.3	D
SBR	87	103	43	33	44	1.10	31.9	253.6	D
WBL	103	124	51	43	52	1.03	13.2	108.3	D
WBT	1986	2839	15	9	17	0.50	25.3	305.4	B
WBR	71	82	13	7	12	0.55	25.3	305.4	B
NBL	76	91	55	43	56	1.80	5.3	71.4	E
NBT	296	360	48	38	47	1.25	13.8	129.1	D
NBR	110	135	39	29	40	1.34	13.5	128.8	D
EBL	94	115	35	28	35	0.91	8.2	92.2	C
EBT	1503	2185	15	8	15	0.65	13.4	211.7	B
EBR	58	72	10	5	10	0.77	13.4	211.7	A
WBT LRT	16	528	5	3	5	0.17	2.0	223.7	A
EBT LRT	15	437	4	2	3	0.14	1.5	201.3	A
<b>Total/Avg Car</b>	<b>5164</b>	<b>7053</b>	<b>25</b>	<b>17</b>	<b>25</b>	<b>0.74</b>	<b>16.9</b>	<b>305.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>965</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0.15</b>	<b>1.7</b>	<b>223.7</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	36	0.99
WBT PED	16	34	0.95
NBT PED	16	50	0.94
EBT PED	16	33	0.93
<b>Total/Avg Ped</b>	<b>65</b>	<b>38</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	102	122	63	50	63	2.27	10.6	106.7	E
SBT	709	850	52	40	52	1.10	36.0	262.1	D
SBR	107	128	45	34	45	1.13	36.0	262.1	D
WBL	99	122	31	25	31	0.90	7.3	97.1	C
WBT	1887	2720	15	8	14	0.61	16.5	261.8	B
WBR	102	125	12	6	12	0.67	16.5	261.8	B
NBL	151	180	53	40	53	1.93	11.5	115.9	D
NBT	887	1051	45	33	45	1.17	40.4	280.3	D
NBR	175	213	42	29	43	1.31	40.1	279.5	D
EBL	103	119	42	35	42	0.95	11.1	102.6	D
EBT	1563	2267	15	9	15	0.50	14.1	221.1	B
EBR	55	67	12	7	11	0.59	14.1	221.1	B
WBT LRT	16	528	11	6	12	0.37	4.4	306.9	B
EBT LRT	16	438	4	2	4	0.16	1.7	261.4	A
<b>Total/Avg Car</b>	<b>5940</b>	<b>7964</b>	<b>28</b>	<b>19</b>	<b>26</b>	<b>0.83</b>	<b>21.2</b>	<b>280.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>966</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>0.26</b>	<b>3.1</b>	<b>306.9</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	49	1.00
WBT PED	16	44	0.92
NBT PED	16	38	0.99
EBT PED	16	38	0.97
<b>Total/Avg Ped</b>	<b>64</b>	<b>42</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	79	96	39	30	38	1.04	4.3	66.9	D
SBT	228	273	41	33	41	0.83	15.9	182.9	D
SBR	81	98	17	11	18	0.92	0.5	62.0	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1916	2757	13	7	15	0.53	21.5	283.8	B
WBR	164	201	10	5	11	0.73	21.4	283.9	B
NBL	103	122	45	35	44	1.34	6.8	98.2	D
NBT	312	372	44	34	43	1.06	23.4	234.1	D
NBR	101	120	21	13	21	1.20	0.7	53.9	C
EBL	56	67	55	49	56	0.92	7.8	80.0	D
EBT	1730	2408	11	6	13	0.41	12.7	241.0	B
EBR	58	72	9	5	9	0.53	12.7	241.0	A
WBT LRT	16	528	20	8	21	0.36	42.9	328.5	B
EBT LRT	16	438	5	2	5	0.20	1.8	261.7	A
<b>Total/Avg Car</b>	<b>4828</b>	<b>6586</b>	<b>18</b>	<b>11</b>	<b>18</b>	<b>0.59</b>	<b>10.6</b>	<b>283.9</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>966</b>	<b>12</b>	<b>5</b>	<b>13</b>	<b>0.28</b>	<b>22.3</b>	<b>328.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	65	107	1.49
WBT PED	73	45	0.92
NBT PED	64	102	1.45
EBT PED	89	45	0.93
<b>Total/Avg Ped</b>	<b>291</b>	<b>71</b>	<b>1.17</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	241	292	58	48	58	1.03	22.2	88.6	E
SBT	3598	4319	33	23	33	0.71	121.5	544.6	C
SBR	168	196	18	8	18	0.88	0.5	40.9	B
WBL	418	507	76	62	76	1.32	50.4	440.1	E
WBT	1559	2340	44	32	46	0.79	76.0	454.3	D
WBR	151	183	12	2	11	1.03	0.7	47.4	B
NBL	366	438	62	53	62	1.11	35.9	126.8	E
NBT	1841	2210	30	22	30	0.80	47.7	261.6	C
NBR	192	232	10	3	10	0.91	1.0	55.2	A
EBL	293	352	75	58	74	1.36	40.3	561.7	E
EBT	1098	1602	51	36	54	0.88	76.3	511.3	D
EBR	517	621	30	9	30	1.54	26.7	418.2	C
WBT LRT	16	528	47	34	47	1.22	38.9	439.9	D
EBT LRT	16	448	42	26	42	0.87	49.6	561.6	D
<b>Total/Avg Car</b>	<b>10442</b>	<b>13292</b>	<b>39</b>	<b>28</b>	<b>40</b>	<b>0.87</b>	<b>41.6</b>	<b>561.7</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>44</b>	<b>30</b>	<b>45</b>	<b>1.04</b>	<b>44.2</b>	<b>561.6</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	61	0.99
WBT PED	17	63	1.00
NBT PED	32	59	0.97
EBT PED	17	55	0.98
<b>Total/Avg Ped</b>	<b>98</b>	<b>60</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	62	74	34	25	33	0.87	8.4	82.4	C
SBT	43	52	37	28	37	0.86	8.4	82.4	D
SBR	40	48	7	1	7	1.02	0.2	24.8	A
WBL	108	131	43	36	44	0.96	11.7	113.0	D
WBT	1996	2871	7	3	9	0.27	11.9	296.2	A
WBR	102	125	6	2	6	0.32	11.1	298.8	A
NBL	106	127	35	29	35	0.89	14.2	96.7	C
NBT	61	73	33	27	33	0.85	14.2	96.7	C
NBR	109	129	5	1	5	1.01	0.6	42.4	A
EBL	44	53	37	31	36	0.94	4.1	65.9	D
EBT	1430	2009	7	3	7	0.26	6.7	164.8	A
EBR	47	55	4	1	4	0.32	5.0	166.9	A
WBT LRT	16	528	9	0	10	0.00	0.0	0.0	A
EBT LRT	16	448	2	1	2	0.09	0.7	215.2	A
<b>Total/Avg Car</b>	<b>4148</b>	<b>5747</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>0.36</b>	<b>8.0</b>	<b>298.8</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0.05</b>	<b>0.4</b>	<b>215.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	27	0.60
WBT PED	16	35	0.94
NBT PED	1	25	0.60
EBT PED	16	34	0.89
<b>Total/Avg Ped</b>	<b>35</b>	<b>34</b>	<b>0.89</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	154	184	79	69	79	1.13	30.0	139.7	E
SBT	1012	1206	59	47	58	0.97	78.8	372.3	E
SBR	189	231	17	7	17	1.28	0.2	48.5	B
WBL	218	261	79	70	80	1.03	46.5	237.4	E
WBT	1831	2673	14	9	16	0.38	25.9	311.0	B
WBR	76	90	10	6	10	0.44	20.7	295.9	B
NBL	186	224	71	62	70	1.10	34.9	176.7	E
NBT	589	703	43	36	42	0.83	40.8	206.9	D
NBR	60	73	8	3	8	0.99	0.5	98.7	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1414	1946	27	18	28	0.58	56.0	369.9	C
EBR	186	223	26	15	26	0.73	46.7	351.5	C
WBT LRT	16	532	15	8	16	0.41	5.6	269.0	B
EBT LRT	16	448	18	7	18	0.36	23.0	346.2	B
<b>Total/Avg Car</b>	<b>5915</b>	<b>7814</b>	<b>34</b>	<b>26</b>	<b>33</b>	<b>0.69</b>	<b>31.7</b>	<b>372.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>980</b>	<b>17</b>	<b>7</b>	<b>17</b>	<b>0.38</b>	<b>14.3</b>	<b>346.2</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	56	61	0.99
WBT PED	33	56	0.96
NBT PED	56	61	0.93
EBT PED	33	64	0.96
<b>Total/Avg Ped</b>	<b>178</b>	<b>61</b>	<b>0.96</b>



**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	192	228	40	34	40	0.92	20.1	148.5	D
SBT	297	356	32	25	31	0.82	28.5	197.2	C
SBR	104	125	17	11	16	0.90	8.1	149.2	B
WBL	55	67	49	38	48	1.05	8.5	264.3	D
WBT	1910	2766	9	5	10	0.35	18.5	339.4	A
WBR	96	115	9	4	9	0.44	14.6	325.1	A
NBL	104	125	41	35	40	0.93	11.0	91.6	D
NBT	201	242	33	27	32	0.82	16.5	120.6	C
NBR	104	123	5	0	5	0.96	0.0	5.2	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1514	2065	10	6	10	0.36	16.4	232.2	A
EBR	118	140	9	5	8	0.42	10.6	212.8	A
WBT LRT	16	528	4	1	4	0.18	8.5	264.3	A
EBT LRT	16	448	2	1	2	0.05	0.7	60.6	A
<b>Total/Avg Car</b>	<b>4695</b>	<b>6352</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>0.48</b>	<b>12.7</b>	<b>339.4</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0.11</b>	<b>4.6</b>	<b>264.3</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	549	659	68	56	68	1.27	53.6	245.0	E
SBT	1288	1543	37	27	38	0.92	59.7	336.6	D
SBR	139	166	13	4	13	1.26	0.0	11.9	B
WBL	219	266	58	50	58	0.99	33.9	192.4	E
WBT	1724	2526	41	32	42	0.81	75.1	399.9	D
WBR	555	666	15	1	14	0.88	7.7	230.9	B
NBL	195	233	53	47	54	0.92	21.5	88.2	D
NBT	850	1030	31	25	30	0.68	30.1	146.2	C
NBR	167	203	5	1	5	0.91	0.0	0.0	A
EBL	193	231	58	48	57	1.08	28.0	163.5	E
EBT	1468	2010	38	27	39	0.82	81.3	427.5	D
EBR	139	167	33	21	33	0.88	42.2	357.7	C
WBT LRT	16	524	39	23	40	0.41	15.1	292.4	D
EBT LRT	16	448	21	15	22	0.48	9.8	325.8	C
<b>Total/Avg Car</b>	<b>7486</b>	<b>9700</b>	<b>38</b>	<b>29</b>	<b>39</b>	<b>0.88</b>	<b>36.1</b>	<b>427.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>972</b>	<b>30</b>	<b>19</b>	<b>31</b>	<b>0.44</b>	<b>12.4</b>	<b>325.8</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	50	0.96
WBT PED	0	0	0.00
NBT PED	88	53	0.97
EBT PED	63	52	1.00
<b>Total/Avg Ped</b>	<b>183</b>	<b>52</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	246	298	32	20	32	1.11	13.7	99.7	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	258	316	6	1	6	0.81	2.6	63.7	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	382	457	14	8	14	0.64	10.1	163.8	B
WBR	29	36	8	2	8	0.70	0.0	0.0	A
NBL	103	125	42	34	42	0.97	19.1	119.5	D
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	96	119	47	35	46	1.63	11.4	89.7	D
EBL	61	72	44	34	44	1.27	4.7	68.3	D
EBT	404	487	40	23	40	1.31	36.3	319.6	D
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	16	528	14	7	14	0.59	3.5	307.2	B
EBT LRT	16	448	3	2	3	0.08	1.2	138.5	A
<b>Total/Avg Car</b>	<b>1579</b>	<b>1910</b>	<b>27</b>	<b>17</b>	<b>27</b>	<b>1.02</b>	<b>8.1</b>	<b>319.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0.33</b>	<b>2.4</b>	<b>307.2</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	27	0.96
WBT PED	0	0	0.00
NBT PED	31	32	0.94
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>62</b>	<b>29</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	992	1190	54	18	54	1.13	265.3	832.5	D
WBT	361	432	49	15	49	0.99	265.3	832.5	D
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	49	60	9	5	9	0.28	0.8	46.0	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	540	648	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	98	119	82	36	82	2.65	320.1	814.3	F
EBR	636	769	84	37	83	2.75	320.1	814.3	F
WBT LRT	16	528	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	16	448	7	4	7	0.26	0.0	0.0	A
<b>Total/Avg Car</b>	<b>2676</b>	<b>3218</b>	<b>50</b>	<b>19</b>	<b>49</b>	<b>1.31</b>	<b>97.6</b>	<b>832.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0.13</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	96	116	48	39	47	1.03	25.0	164.4	D
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	102	120	55	44	55	1.55	25.0	164.4	E
WBL	94	113	61	54	61	1.03	14.3	82.9	E
WBT	1213	1456	39	21	39	0.91	86.8	518.7	D
WBR	74	87	34	20	35	0.86	86.8	518.7	C
NBL	94	111	39	28	39	1.14	7.2	78.1	D
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	104	125	5	0	5	0.74	0.1	27.2	A
EBL	57	69	64	58	66	0.95	27.3	198.4	E
EBT	510	610	17	12	17	0.51	27.3	198.4	B
EBR	71	87	17	11	17	0.54	27.3	198.4	B
WBT LRT	16	528	10	3	10	0.08	1.7	131.3	A
EBT LRT	16	448	3	1	3	0.17	0.9	246.4	A
<b>Total/Avg Car</b>	<b>2415</b>	<b>2894</b>	<b>35</b>	<b>22</b>	<b>34</b>	<b>0.85</b>	<b>27.2</b>	<b>518.7</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>0.12</b>	<b>1.3</b>	<b>246.4</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	71	48	0.96
WBT PED	17	53	0.97
NBT PED	71	53	1.01
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>159</b>	<b>51</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	42	52	24	19	25	0.70	3.9	55.8	C
SBT	20	24	24	19	24	0.68	3.9	55.8	C
SBR	99	117	5	1	5	0.79	3.9	55.8	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1241	1493	9	5	9	0.39	15.8	218.0	A
WBR	18	22	10	5	10	0.45	15.8	218.0	A
NBL	39	47	26	19	25	0.89	3.0	43.1	C
NBT	20	24	18	15	18	0.53	3.0	43.1	B
NBR	21	24	5	1	5	0.70	0.0	2.9	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	651	779	8	4	8	0.36	6.6	135.4	A
EBR	59	73	6	3	6	0.46	1.7	109.5	A
WBT LRT	16	528	3	2	3	0.09	1.4	138.6	A
EBT LRT	16	448	9	1	9	0.07	21.6	355.6	A
<b>Total/Avg Car</b>	<b>2210</b>	<b>2655</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.42</b>	<b>4.8</b>	<b>218.0</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>976</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0.08</b>	<b>11.5</b>	<b>355.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	143	38	0.94
WBT PED	31	11	0.60
NBT PED	39	38	0.96
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>213</b>	<b>34</b>	<b>0.89</b>

**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	175	205	148	122	148	2.06	328.7	1239.2	F
SBT	2052	2465	66	45	66	1.25	449.8	1253.5	E
SBR	766	916	98	76	98	1.85	287.4	1236.5	F
WBL	45	54	58	50	57	0.86	75.3	335.3	E
WBT	401	486	57	50	58	0.84	75.3	335.3	E
WBR	84	102	18	11	18	1.05	24.4	247.9	B
NBL	97	117	75	69	75	0.95	19.5	119.4	E
NBT	1207	1451	28	23	28	0.59	52.1	271.6	C
NBR	41	50	25	19	23	0.59	52.1	271.6	C
EBL	265	318	57	51	57	0.83	35.9	153.7	E
EBT	121	144	56	49	55	0.81	35.9	153.7	E
EBR	326	391	16	6	16	1.20	0.7	82.4	B
SBR LRT	16	528	30	18	32	0.83	6.7	230.6	C
EBL LRT	16	436	33	19	34	1.09	7.0	299.4	C
<b>Total/Avg Car</b>	<b>5580</b>	<b>6699</b>	<b>60</b>	<b>45</b>	<b>60</b>	<b>1.14</b>	<b>119.7</b>	<b>1253.5</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>964</b>	<b>32</b>	<b>19</b>	<b>33</b>	<b>0.96</b>	<b>6.9</b>	<b>299.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	73	1.00
WBT PED	9	69	1.04
NBT PED	8	80	1.00
EBT PED	9	64	1.07
<b>Total/Avg Ped</b>	<b>43</b>	<b>72</b>	<b>1.02</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	1793	2163	17	8	17	0.54	44.8	353.5	B
SBR	48	60	78	71	75	0.81	10.1	73.9	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	504	598	37	27	36	0.82	47.4	275.7	D
NBT	1005	1213	2	0	2	0.03	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1073	1276	246	173	246	10.23	1254.4	1634.2	F
SBT LRT	16	528	30	18	32	0.83	6.7	230.6	C
NBT LRT	15	430	35	20	34	1.16	7.0	299.4	D
<b>Total/Avg Car</b>	<b>4423</b>	<b>5310</b>	<b>72</b>	<b>49</b>	<b>71</b>	<b>2.81</b>	<b>113.0</b>	<b>1634.2</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>958</b>	<b>33</b>	<b>19</b>	<b>33</b>	<b>0.99</b>	<b>6.9</b>	<b>299.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>



**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	180	216	34	25	35	1.23	13.5	143.8	C
SBR	59	70	28	17	27	1.40	12.7	145.0	C
WBL	98	117	49	35	49	1.40	3.5	55.8	D
WBT	4827	5777	45	31	45	1.08	147.1	795.5	D
WBR	103	125	43	29	43	1.38	146.2	795.0	D
NBL	102	121	79	73	80	0.96	22.4	139.0	E
NBT	364	435	14	10	14	0.48	12.5	143.0	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	684	28	15	30	0.84	58.2	543.7	C
NBT LRT	24	1080	14	7	14	0.61	8.2	307.3	B
<b>Total/Avg Car</b>	<b>5733</b>	<b>6861</b>	<b>43</b>	<b>30</b>	<b>43</b>	<b>1.06</b>	<b>29.8</b>	<b>795.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>1764</b>	<b>21</b>	<b>11</b>	<b>20</b>	<b>0.72</b>	<b>33.2</b>	<b>543.7</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	48	36	0.90
WBT PED	57	40	0.95
NBT PED	49	40	0.93
EBT PED	55	39	0.93
<b>Total/Avg Ped</b>	<b>209</b>	<b>39</b>	<b>0.93</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	139	166	23	15	23	0.97	4.4	145.7	C
SBR	38	45	20	11	19	1.18	4.0	146.1	B
WBL	65	76	38	27	38	1.22	4.3	66.6	D
WBT	306	366	32	25	31	0.61	28.3	209.0	C
WBR	45	53	26	19	25	0.71	15.5	171.2	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	166	200	27	16	27	1.10	9.5	153.9	C
NBR	122	147	23	11	23	1.28	9.4	153.5	C
EBL	38	47	37	28	36	1.29	2.4	40.3	D
EBT	448	536	37	29	36	0.88	57.1	331.0	D
EBR	117	136	34	25	34	1.23	56.4	330.6	C
SBT LRT	24	584	20	8	20	0.66	22.2	359.9	B
NBT LRT	24	1016	36	22	40	2.51	5.8	301.5	D
<b>Total/Avg Car</b>	<b>1484</b>	<b>1772</b>	<b>31</b>	<b>23</b>	<b>31</b>	<b>0.94</b>	<b>15.9</b>	<b>331.0</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1600</b>	<b>28</b>	<b>15</b>	<b>33</b>	<b>1.58</b>	<b>14.0</b>	<b>359.9</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	80	60	0.95
WBT PED	79	58	0.95
NBT PED	79	58	0.95
EBT PED	80	55	0.96
<b>Total/Avg Ped</b>	<b>318</b>	<b>58</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	178	212	39	29	38	1.15	17.8	170.0	D
SBR	90	110	28	18	28	1.31	11.3	151.7	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1643	1965	14	7	14	0.72	26.3	244.4	B
WBR	67	81	13	5	14	0.95	22.6	237.1	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	150	182	44	33	44	1.26	19.1	165.9	D
NBR	101	121	31	21	30	1.30	12.1	146.1	C
EBL	44	51	30	19	30	1.41	17.1	158.9	C
EBT	1184	1414	10	7	10	0.37	17.1	158.9	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	25	593	45	21	45	2.36	15.0	317.2	D
NBT LRT	24	1167	36	22	35	2.51	5.8	301.5	D
<b>Total/Avg Car</b>	<b>3457</b>	<b>4136</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>0.69</b>	<b>11.9</b>	<b>244.4</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>49</b>	<b>1760</b>	<b>41</b>	<b>21</b>	<b>38</b>	<b>2.43</b>	<b>10.4</b>	<b>317.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	34	53	0.96
WBT PED	33	45	0.95
NBT PED	34	52	0.96
EBT PED	33	54	0.95
<b>Total/Avg Ped</b>	<b>134</b>	<b>51</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	203	243	22	14	23	0.92	6.7	121.6	C
SBR	51	59	16	9	17	0.93	3.5	99.2	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	299	360	60	50	60	1.23	24.3	186.9	E
WBR	76	90	35	25	34	1.29	21.2	182.2	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	187	225	27	16	27	0.95	11.0	170.5	C
NBR	73	89	19	9	19	0.89	8.0	160.1	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	235	283	26	22	26	0.61	17.8	152.0	C
EBR	65	78	15	10	15	0.66	9.9	131.8	B
SBT LRT	25	593	45	21	45	2.36	15.0	317.2	D
NBT LRT	24	1167	36	22	35	2.51	5.8	301.5	D
<b>Total/Avg Car</b>	<b>1189</b>	<b>1427</b>	<b>33</b>	<b>25</b>	<b>33</b>	<b>0.95</b>	<b>8.5</b>	<b>186.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>49</b>	<b>1760</b>	<b>41</b>	<b>21</b>	<b>38</b>	<b>2.43</b>	<b>10.4</b>	<b>317.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	32	58	0.99
WBT PED	32	56	0.98
NBT PED	33	55	0.95
EBT PED	33	57	0.94
<b>Total/Avg Ped</b>	<b>130</b>	<b>56</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay		No				
			(s)	Stop Delay (s)	Person Delay(s)	Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	119	145	53	45	53	0.93	55.6	314.6	D
WBT	903	1082	81	61	81	1.68	111.2	629.2	F
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	119	142	72	55	71	1.59	21.6	156.8	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	143	172	21	6	21	1.52	0.6	69.6	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	441	529	56	40	55	1.22	88.4	518.1	E
EBR	135	158	21	6	20	1.23	0.1	19.6	C
NBL LRT	24	1708	27	19	29	1.17	15.8	401.2	C
EBR LRT	24	584	30	21	29	1.18	15.0	230.0	C
<b>Total/Avg Car</b>	<b>1860</b>	<b>2228</b>	<b>64</b>	<b>46</b>	<b>63</b>	<b>1.47</b>	<b>23.1</b>	<b>629.2</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2292</b>	<b>28</b>	<b>20</b>	<b>29</b>	<b>1.17</b>	<b>15.4</b>	<b>401.2</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	231	49	0.95
WBT PED	6	51	0.97
NBT PED	467	50	0.95
EBT PED	177	50	0.94
<b>Total/Avg Ped</b>	<b>881</b>	<b>50</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	39	46	64	49	64	1.99	3.3	84.6	E
SBT	316	377	48	39	47	1.20	21.2	181.2	D
SBR	75	90	30	21	30	1.45	2.0	96.1	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	626	753	23	10	23	0.86	23.9	384.6	C
WBR	398	475	23	9	23	0.97	23.9	384.6	C
NBL	130	154	39	27	39	1.55	29.7	252.6	D
NBT	365	439	35	27	34	0.97	29.7	252.6	C
NBR	93	110	17	8	17	1.15	2.3	126.6	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	447	535	14	8	14	0.80	7.8	168.2	B
EBR	105	126	11	5	11	0.77	3.1	131.3	B
WBT LRT	24	1708	25	16	27	1.26	3.7	191.6	C
EBT LRT	24	584	49	25	50	1.36	18.8	280.1	D
<b>Total/Avg Car</b>	<b>2594</b>	<b>3105</b>	<b>27</b>	<b>17</b>	<b>27</b>	<b>1.00</b>	<b>12.2</b>	<b>384.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2292</b>	<b>37</b>	<b>20</b>	<b>33</b>	<b>1.31</b>	<b>11.2</b>	<b>280.1</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	186	38	0.95
WBT PED	154	16	0.75
NBT PED	66	39	0.96
EBT PED	157	16	0.72
<b>Total/Avg Ped</b>	<b>563</b>	<b>26</b>	<b>0.83</b>

**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	58	68	56	41	56	1.91	15.3	95.1	E
SBT	331	395	47	38	46	1.20	15.3	95.1	D
SBR	23	27	45	35	44	1.20	0.0	0.0	D
WBL	151	186	53	42	53	1.47	16.4	138.3	D
WBT	577	690	21	12	21	1.19	22.9	312.9	C
WBR	100	120	20	9	20	1.29	30.6	262.6	C
NBL	20	26	40	32	40	1.54	1.0	32.7	D
NBT	261	310	42	33	42	1.02	11.3	85.4	D
NBR	83	99	42	33	42	1.16	0.0	0.0	D
EBL	20	24	57	51	60	0.97	2.8	47.1	E
EBT	416	496	19	12	19	0.72	18.5	200.9	B
EBR	84	103	11	6	11	0.58	0.3	50.0	B
WBT LRT	24	1752	25	16	26	1.26	3.7	191.6	C
EBT LRT	24	584	49	25	50	1.36	18.8	280.1	D
<b>Total/Avg Car</b>	<b>2124</b>	<b>2544</b>	<b>32</b>	<b>23</b>	<b>32</b>	<b>1.10</b>	<b>11.2</b>	<b>312.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2336</b>	<b>37</b>	<b>20</b>	<b>32</b>	<b>1.31</b>	<b>11.2</b>	<b>280.1</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	181	40	0.95
WBT PED	158	38	0.94
NBT PED	62	42	0.98
EBT PED	161	40	0.94
<b>Total/Avg Ped</b>	<b>562</b>	<b>40</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	215	259	93	66	92	2.93	44.8	211.7	F
SBT	1403	1681	45	36	45	1.14	28.7	164.4	D
SBR	10	12	44	32	44	1.25	5.1	109.2	D
WBL	178	213	47	38	47	1.01	26.5	235.8	D
WBT	158	190	15	9	15	0.59	10.3	196.6	B
WBR	287	343	11	4	11	0.76	2.2	133.8	B
NBL	69	83	38	25	38	1.78	2.9	55.7	D
NBT	1514	1827	26	19	26	0.89	34.2	216.5	C
NBR	144	173	24	15	24	0.99	5.1	137.5	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	163	196	19	13	19	0.61	10.7	139.2	B
EBR	68	81	13	6	13	0.66	2.4	87.0	B
WBT LRT	23	1753	26	16	26	1.32	3.7	191.6	C
EBT LRT	24	584	49	25	50	1.36	18.8	280.1	D
<b>Total/Avg Car</b>	<b>4209</b>	<b>5058</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>1.07</b>	<b>14.4</b>	<b>235.8</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2337</b>	<b>38</b>	<b>21</b>	<b>32</b>	<b>1.34</b>	<b>11.2</b>	<b>280.1</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	180	36	0.93
WBT PED	151	38	0.95
NBT PED	61	37	0.98
EBT PED	156	37	0.95
<b>Total/Avg Ped</b>	<b>548</b>	<b>37</b>	<b>0.95</b>



**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay		No				
			(s)	Stop Delay (s)	Person Delay(s)	Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	156	187	58	44	58	1.61	14.7	103.1	E
SBT	532	640	26	17	26	1.01	9.9	97.6	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	138	167	24	17	24	0.70	7.1	92.8	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	99	117	9	1	9	0.73	0.0	0.0	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	612	732	39	29	38	1.10	23.8	166.8	D
NBR	76	92	32	22	32	1.10	7.3	123.6	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	15	798	64	57	73	0.98	31.9	411.6	E
WBL LRT	8	1010	36	29	36	0.80	31.3	360.7	D
NBR LRT	8	208	46	32	46	1.15	8.0	229.9	D
SBL LRT	16	376	50	40	49	1.34	16.6	229.8	D
<b>Total/Avg Car</b>	<b>1613</b>	<b>1935</b>	<b>33</b>	<b>24</b>	<b>33</b>	<b>1.06</b>	<b>5.2</b>	<b>166.8</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2392</b>	<b>51</b>	<b>42</b>	<b>51</b>	<b>1.10</b>	<b>21.9</b>	<b>411.6</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	40	33	0.93
WBT PED	125	36	0.94
NBT PED	41	31	0.90
EBT PED	65	37	0.92
<b>Total/Avg Ped</b>	<b>271</b>	<b>35</b>	<b>0.93</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	154	183	49	42	49	0.92	19.6	121.3	D
SBT	311	374	26	21	26	0.64	15.9	124.5	C
SBR	85	102	18	11	17	0.89	0.1	25.8	B
WBL	95	115	88	74	86	1.72	12.5	98.7	F
WBT	818	972	62	50	62	1.33	32.5	227.7	E
WBR	307	369	49	32	49	1.54	0.5	87.6	D
NBL	126	149	66	50	64	1.51	28.0	155.1	E
NBT	515	621	32	21	32	1.03	28.0	155.1	C
NBR	142	169	30	16	30	1.26	2.4	82.5	C
EBL	52	62	48	41	47	0.97	6.4	74.6	D
EBT	706	849	29	24	29	0.69	37.3	219.7	C
EBR	96	116	32	25	32	0.78	37.3	219.7	C
NBL LRT	15	794	20	16	20	0.85	1.5	275.9	B
EBR LRT	16	376	10	4	10	0.57	2.9	229.8	A
<b>Total/Avg Car</b>	<b>3407</b>	<b>4081</b>	<b>43</b>	<b>33</b>	<b>43</b>	<b>1.07</b>	<b>18.3</b>	<b>227.7</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1170</b>	<b>15</b>	<b>10</b>	<b>16</b>	<b>0.71</b>	<b>2.2</b>	<b>275.9</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	163	47	0.95
WBT PED	205	48	0.94
NBT PED	109	51	0.94
EBT PED	92	46	0.94
<b>Total/Avg Ped</b>	<b>569</b>	<b>48</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	2503	3453	11	8	10	0.24	28.2	338.3	B
<b>Total/Avg Car</b>	<b>2503</b>	<b>3453</b>	<b>11</b>	<b>8</b>	<b>10</b>	<b>0.24</b>	<b>28.2</b>	<b>338.3</b>	<b>B</b>

## **APPENDIX E: INTERSECTION MOES YEAR 2025**

**BASE, BL AND BLE MODELS**

**ALTERNATIVE INTERSECTION CONFIGURATION MODELS**

**TABLE E1: INTERSECTION MOES: BASE MODEL YEAR 2025**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	70	82	81	69	81	1.57	12.7	99.1	F
SBT	216	260	51	39	51	1.27	35.0	259.3	D
SBR	109	132	41	28	40	1.54	42.4	275.8	D
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2687	3659	37	26	37	0.73	133.4	601.4	D
WBR	72	89	35	23	35	0.92	133.2	601.5	C
NBL	89	106	90	79	91	1.67	18.2	125.7	F
NBT	224	269	55	41	56	1.60	48.2	366.9	D
NBR	258	303	47	33	47	1.97	50.0	370.1	D
EBL	54	65	70	64	69	0.98	9.6	69.0	E
EBT	2261	3198	29	18	28	0.69	53.8	321.0	C
EBR	76	92	23	16	22	0.69	59.4	340.3	C
SBT LRT	16	456	30	23	30	0.94	9.1	230.3	C
NBT LRT	16	1162	21	11	21	0.75	3.8	305.7	C
WBL LRT	7	518	29	23	29	0.67	8.1	277.1	C
NBR LRT	8	303	18	7	18	0.43	3.1	307.0	B
SBL LRT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	0	0	0	0	0	0.00	0.0	0.0	N/A
<b>Total/Avg Car</b>	<b>6116</b>	<b>8255</b>	<b>37</b>	<b>26</b>	<b>36</b>	<b>0.86</b>	<b>49.6</b>	<b>601.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2439</b>	<b>24</b>	<b>16</b>	<b>24</b>	<b>0.75</b>	<b>4.0</b>	<b>307.0</b>	<b>C</b>

**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	60	0.95
WBT PED	65	65	0.98
NBT PED	93	61	0.95
EBT PED	66	62	0.97
<b>Total/Avg Ped</b>	<b>321</b>	<b>62</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	374	447	63	50	64	1.35	56.7	532.9	E
SBT	3017	3601	64	50	64	1.19	204.0	691.4	E
SBR	259	309	70	52	69	1.85	203.7	691.2	E
WBL	574	686	112	88	112	1.89	131.0	805.7	F
WBT	2273	3175	69	48	73	1.09	336.6	817.8	E
WBR	252	296	41	20	41	1.39	1.5	63.2	D
NBL	221	266	60	48	60	1.42	25.5	169.5	E
NBT	1546	1837	58	48	58	1.01	85.3	407.0	E
NBR	279	334	32	19	32	1.43	6.3	210.5	C
EBL	386	465	96	78	96	1.47	60.9	718.6	F
EBT	1829	2681	53	39	55	0.85	154.1	751.2	D
EBR	350	413	27	11	27	1.31	3.6	123.7	C
WBT LRT	7	518	85	63	85	1.98	160.6	805.2	F
EBT LRT	8	303	40	30	40	1.13	63.6	718.6	D
<b>Total/Avg Car</b>	<b>11360</b>	<b>14510</b>	<b>63</b>	<b>48</b>	<b>64</b>	<b>1.17</b>	<b>105.7</b>	<b>817.8</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>821</b>	<b>61</b>	<b>45</b>	<b>68</b>	<b>1.52</b>	<b>112.1</b>	<b>805.2</b>	<b>E</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	78	0.96
WBT PED	48	79	0.96
NBT PED	99	77	0.96
EBT PED	48	79	0.98
<b>Total/Avg Ped</b>	<b>292</b>	<b>78</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	169	199	103	90	103	1.48	54.7	375.0	F
SBT	1309	1570	51	40	51	1.03	88.4	470.7	D
SBR	428	507	51	34	51	1.73	45.1	417.2	D
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2597	3581	65	43	68	1.65	179.2	696.3	E
WBR	145	174	31	19	31	1.13	0.5	50.3	C
NBL	95	115	94	79	94	1.61	18.0	111.6	F
NBT	343	408	52	43	52	1.09	22.1	123.9	D
NBR	166	193	21	12	21	1.41	2.0	75.3	C
EBL	76	92	72	65	72	0.97	14.2	86.7	E
EBT	2347	3202	16	9	16	0.48	26.9	317.4	B
EBR	59	70	12	7	13	0.62	26.9	317.4	B
WBT LRT	7	518	27	17	27	0.55	27.0	316.9	C
EBT LRT	8	296	9	7	9	0.35	2.7	307.2	A
<b>Total/Avg Car</b>	<b>7734</b>	<b>10111</b>	<b>46</b>	<b>32</b>	<b>47</b>	<b>1.14</b>	<b>39.8</b>	<b>696.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>814</b>	<b>18</b>	<b>11</b>	<b>21</b>	<b>0.45</b>	<b>14.8</b>	<b>316.9</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	105	124	1.47
WBT PED	80	61	0.97
NBT PED	104	120	1.44
EBT PED	96	60	0.97
<b>Total/Avg Ped</b>	<b>385</b>	<b>94</b>	<b>1.23</b>



**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	166	200	110	92	110	1.65	41.2	451.0	F
SBT	837	993	73	56	73	1.26	239.5	1158.5	E
SBR	118	141	53	36	52	1.59	2.9	138.4	D
WBL	110	134	85	73	85	1.40	21.6	128.5	F
WBT	2370	3309	35	25	36	0.72	94.9	613.9	D
WBR	119	139	32	22	32	0.88	94.9	613.9	C
NBL	262	313	83	71	81	1.40	33.6	241.8	F
NBT	368	438	59	49	60	1.14	47.3	403.7	E
NBR	125	146	27	17	28	1.28	0.9	57.1	C
EBL	263	321	56	47	55	0.91	39.2	250.9	E
EBT	1727	2455	28	20	29	0.77	44.0	333.5	C
EBR	634	754	21	7	20	0.99	26.2	312.3	C
WBT LRT	8	547	11	6	11	0.39	3.1	277.0	B
EBT LRT	8	296	12	2	12	0.20	1.1	214.8	B
<b>Total/Avg Car</b>	<b>7099</b>	<b>9343</b>	<b>43</b>	<b>32</b>	<b>43</b>	<b>0.94</b>	<b>57.2</b>	<b>1158.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>843</b>	<b>11</b>	<b>4</b>	<b>11</b>	<b>0.30</b>	<b>2.1</b>	<b>277.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	57	0.98
WBT PED	17	53	0.94
NBT PED	34	58	0.99
EBT PED	18	62	0.95
<b>Total/Avg Ped</b>	<b>102</b>	<b>58</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	136	168	46	35	46	1.20	13.6	255.3	D
SBT	818	989	47	36	47	0.96	40.0	295.2	D
SBR	107	127	43	33	43	1.10	40.7	297.4	D
WBL	124	149	54	45	54	1.09	16.0	124.2	D
WBT	2412	3358	19	11	21	0.56	42.3	472.2	B
WBR	84	101	18	10	18	0.65	42.3	472.2	B
NBL	96	116	63	50	63	1.99	8.8	109.6	E
NBT	360	433	51	40	51	1.30	21.0	165.1	D
NBR	131	157	43	31	43	1.44	20.7	164.7	D
EBL	107	129	34	27	34	0.90	9.2	91.3	C
EBT	1828	2570	15	8	16	0.65	17.6	247.9	B
EBR	74	92	11	6	11	0.72	17.6	247.9	B
WBT LRT	8	576	7	3	7	0.20	1.4	245.2	A
EBT LRT	8	296	7	3	7	0.30	1.7	245.8	A
<b>Total/Avg Car</b>	<b>6277</b>	<b>8389</b>	<b>26</b>	<b>18</b>	<b>26</b>	<b>0.77</b>	<b>24.1</b>	<b>472.2</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0.25</b>	<b>1.5</b>	<b>245.8</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	42	0.99
WBT PED	16	32	0.90
NBT PED	16	48	0.99
EBT PED	15	43	0.96
<b>Total/Avg Ped</b>	<b>63</b>	<b>41</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	128	155	70	55	70	2.37	16.1	133.8	E
SBT	868	1041	52	39	52	1.08	50.0	301.2	D
SBR	129	153	47	36	48	1.14	50.0	301.2	D
WBL	118	145	34	27	34	0.91	10.0	103.6	C
WBT	2292	3216	19	11	19	0.83	30.9	383.6	B
WBR	123	152	16	8	16	0.95	30.9	383.6	B
NBL	181	216	59	45	59	2.06	18.1	154.2	E
NBT	1097	1307	48	36	48	1.20	61.9	360.8	D
NBR	219	262	42	29	43	1.26	61.5	360.0	D
EBL	118	139	43	36	43	0.94	12.5	112.8	D
EBT	1911	2678	22	14	22	0.63	29.8	324.0	C
EBR	68	81	17	11	17	0.71	29.8	324.0	B
WBT LRT	8	576	10	4	10	0.28	1.8	307.3	A
EBT LRT	8	296	3	1	3	0.10	0.6	92.2	A
<b>Total/Avg Car</b>	<b>7252</b>	<b>9545</b>	<b>32</b>	<b>22</b>	<b>31</b>	<b>0.94</b>	<b>33.4</b>	<b>383.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>0.19</b>	<b>1.2</b>	<b>307.3</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	57	0.99
WBT PED	16	53	0.95
NBT PED	16	38	0.99
EBT PED	16	44	0.98
<b>Total/Avg Ped</b>	<b>64</b>	<b>48</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	95	114	43	33	43	1.16	6.4	82.0	D
SBT	279	338	38	30	38	0.76	20.8	215.1	D
SBR	99	120	20	13	19	0.94	0.8	65.9	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2332	3268	16	8	17	0.63	32.8	400.7	B
WBR	196	235	13	6	13	0.81	32.5	400.8	B
NBL	125	152	44	34	43	1.31	8.4	114.9	D
NBT	382	457	41	33	41	0.95	31.4	309.3	D
NBR	122	146	25	17	25	1.27	1.2	52.9	C
EBL	67	79	58	51	57	0.96	9.8	102.9	E
EBT	2110	2858	14	7	15	0.56	20.2	307.9	B
EBR	69	84	12	6	12	0.71	20.2	307.9	B
WBT LRT	8	576	27	11	27	0.40	24.6	328.5	C
EBT LRT	8	296	4	1	4	0.15	0.7	184.4	A
<b>Total/Avg Car</b>	<b>5876</b>	<b>7851</b>	<b>20</b>	<b>12</b>	<b>20</b>	<b>0.68</b>	<b>15.3</b>	<b>400.8</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>15</b>	<b>6</b>	<b>19</b>	<b>0.28</b>	<b>12.7</b>	<b>328.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	87	94	1.48
WBT PED	80	47	0.92
NBT PED	88	93	1.49
EBT PED	105	44	0.94
<b>Total/Avg Ped</b>	<b>360</b>	<b>69</b>	<b>1.20</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	296	355	70	56	69	1.17	29.8	119.5	E
SBT	4414	5294	41	27	41	0.82	217.7	1029.1	D
SBR	203	244	28	15	28	1.09	1.0	50.7	C
WBL	496	599	119	98	119	1.90	82.5	546.0	F
WBT	1901	2758	53	38	54	0.92	121.5	652.3	D
WBR	182	216	19	5	19	1.29	1.2	62.7	B
NBL	446	531	77	67	76	1.20	51.1	168.5	E
NBT	2267	2714	34	25	34	0.81	65.8	339.6	C
NBR	230	281	13	5	13	0.99	1.3	60.1	B
EBL	358	432	99	76	100	1.59	67.6	665.1	F
EBT	1345	1887	73	50	77	1.15	176.8	736.1	E
EBR	628	755	56	25	57	2.06	101.7	702.1	E
WBT LRT	8	576	40	28	40	0.78	33.0	426.3	D
EBT LRT	8	296	46	26	46	0.83	59.6	558.5	D
<b>Total/Avg Car</b>	<b>12766</b>	<b>16066</b>	<b>51</b>	<b>36</b>	<b>52</b>	<b>1.03</b>	<b>76.5</b>	<b>1029.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>43</b>	<b>27</b>	<b>42</b>	<b>0.80</b>	<b>46.3</b>	<b>558.5</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	47	67	0.98
WBT PED	17	66	0.99
NBT PED	45	64	0.97
EBT PED	17	70	1.00
<b>Total/Avg Ped</b>	<b>126</b>	<b>66</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	77	89	35	27	35	0.91	10.8	87.1	C
SBT	55	66	37	28	38	0.87	10.8	87.1	D
SBR	49	59	8	2	8	1.09	0.2	25.7	A
WBL	129	156	42	34	42	0.97	13.2	126.1	D
WBT	2427	3388	10	5	12	0.34	21.9	387.1	A
WBR	125	149	10	5	10	0.47	21.0	389.7	A
NBL	130	156	37	30	36	0.95	18.9	127.5	D
NBT	76	88	36	30	36	0.86	18.9	127.5	D
NBR	133	159	6	1	6	1.04	0.9	54.8	A
EBL	54	66	32	26	32	0.89	4.3	59.5	C
EBT	1749	2366	9	4	9	0.37	11.7	206.2	A
EBR	57	68	8	3	8	0.50	10.0	208.3	A
WBT LRT	8	576	13	0	13	0.00	0.1	30.8	B
EBT LRT	8	296	3	0	3	0.08	0.3	122.6	A
<b>Total/Avg Car</b>	<b>5061</b>	<b>6810</b>	<b>12</b>	<b>7</b>	<b>13</b>	<b>0.44</b>	<b>11.9</b>	<b>389.7</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0.04</b>	<b>0.2</b>	<b>122.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	29	0.60
WBT PED	16	39	1.00
NBT PED	1	31	0.60
EBT PED	17	40	0.96
<b>Total/Avg Ped</b>	<b>36</b>	<b>39</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	189	225	85	74	85	1.22	39.8	212.3	F
SBT	1241	1488	61	49	61	1.00	104.7	447.0	E
SBR	229	276	20	7	19	1.56	0.5	64.3	B
WBL	267	318	70	61	70	1.03	50.3	260.1	E
WBT	2223	3129	17	10	17	0.44	36.7	382.1	B
WBR	92	109	15	9	14	0.51	31.1	366.8	B
NBL	228	268	74	64	75	1.12	43.6	213.0	E
NBT	724	866	44	36	44	0.88	49.3	277.9	D
NBR	73	88	13	6	13	1.05	1.6	179.6	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1731	2321	30	19	31	0.59	77.9	475.0	C
EBR	228	277	31	18	31	0.85	67.2	456.7	C
WBT LRT	8	576	13	6	13	0.25	2.4	215.1	B
EBT LRT	8	296	23	8	23	0.30	14.1	323.1	C
<b>Total/Avg Car</b>	<b>7225</b>	<b>9365</b>	<b>36</b>	<b>27</b>	<b>35</b>	<b>0.73</b>	<b>41.9</b>	<b>475.0</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>18</b>	<b>7</b>	<b>16</b>	<b>0.28</b>	<b>8.2</b>	<b>323.1</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	73	64	0.99
WBT PED	34	67	0.95
NBT PED	71	66	0.97
EBT PED	33	72	0.96
<b>Total/Avg Ped</b>	<b>211</b>	<b>66</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	231	276	40	33	40	0.91	23.7	141.8	D
SBT	364	441	31	24	31	0.79	36.0	254.1	C
SBR	127	152	19	13	19	0.90	13.4	206.0	B
WBL	66	78	51	41	51	1.02	10.8	273.1	D
WBT	2331	3249	12	6	12	0.41	28.7	402.2	B
WBR	114	139	11	5	11	0.47	24.2	388.0	B
NBL	125	147	43	37	44	0.92	13.8	102.9	D
NBT	249	297	32	26	32	0.81	20.7	168.8	C
NBR	125	151	5	0	5	0.93	0.0	3.2	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1849	2462	12	7	12	0.43	25.2	311.1	B
EBR	145	174	12	6	11	0.49	18.2	291.7	B
WBT LRT	8	576	8	3	8	0.30	10.8	273.1	A
EBT LRT	8	296	1	1	1	0.03	0.2	30.3	A
<b>Total/Avg Car</b>	<b>5726</b>	<b>7566</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>0.52</b>	<b>17.9</b>	<b>402.2</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>0.16</b>	<b>5.5</b>	<b>273.1</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>



**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	665	799	69	56	69	1.27	66.4	321.6	E
SBT	1578	1886	38	27	38	0.95	75.9	437.7	D
SBR	170	208	15	4	15	1.39	0.1	30.1	B
WBL	275	330	59	51	59	0.98	43.9	238.8	E
WBT	2096	2952	42	33	42	0.83	95.7	429.1	D
WBR	673	818	17	2	17	0.96	15.0	318.5	B
NBL	241	291	52	46	53	0.91	25.0	95.8	D
NBT	1039	1256	29	23	29	0.65	32.8	157.0	C
NBR	206	247	6	1	5	0.94	0.0	3.6	A
EBL	232	278	63	50	63	1.21	33.2	244.7	E
EBT	1794	2387	53	37	55	1.01	149.3	697.1	D
EBR	170	203	51	32	51	1.21	99.8	627.6	D
WBT LRT	8	576	52	31	52	0.48	11.1	307.0	D
EBT LRT	8	296	17	9	17	0.48	3.4	272.7	B
<b>Total/Avg Car</b>	<b>9139</b>	<b>11655</b>	<b>42</b>	<b>31</b>	<b>43</b>	<b>0.94</b>	<b>53.1</b>	<b>697.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>34</b>	<b>20</b>	<b>40</b>	<b>0.48</b>	<b>7.2</b>	<b>307.0</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	56	0.97
WBT PED	0	0	0.00
NBT PED	110	53	0.99
EBT PED	65	55	0.98
<b>Total/Avg Ped</b>	<b>208</b>	<b>54</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	308	371	20	13	20	0.75	12.9	134.7	B
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	317	388	7	1	7	0.85	2.6	98.7	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	479	576	18	9	18	0.80	15.3	227.3	B
WBR	39	47	9	3	9	0.69	0.0	0.0	A
NBL	127	154	18	12	18	0.68	6.6	97.8	B
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	121	148	8	3	8	0.78	0.9	67.9	A
EBL	76	93	33	27	33	1.12	5.3	67.9	C
EBT	494	591	12	7	12	0.71	8.0	182.2	B
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	8	576	21	8	21	0.73	2.8	307.7	C
EBT LRT	8	296	0	0	0	0.00	0.0	0.0	N/A
<b>Total/Avg Car</b>	<b>1961</b>	<b>2368</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>0.78</b>	<b>4.3</b>	<b>227.3</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>0.36</b>	<b>1.4</b>	<b>307.7</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	25	0.97
WBT PED	0	0	0.00
NBT PED	32	25	0.95
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>63</b>	<b>25</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	1195	1434	17	6	17	0.55	27.0	519.4	B
WBT	459	554	12	4	12	0.39	27.0	519.4	B
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	61	72	5	2	5	0.17	0.4	31.2	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	662	790	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	124	147	29	16	29	2.48	50.7	446.9	C
EBR	791	956	32	17	31	2.76	50.7	446.9	C
WBT LRT	8	576	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	8	296	8	2	8	0.28	0.0	0.0	A
<b>Total/Avg Car</b>	<b>3292</b>	<b>3953</b>	<b>17</b>	<b>7</b>	<b>16</b>	<b>1.01</b>	<b>13.0</b>	<b>519.4</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0.14</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	121	145	27	20	27	0.74	15.9	151.4	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	125	149	27	21	26	0.69	15.9	151.4	C
WBL	118	142	49	44	50	0.95	15.4	102.9	D
WBT	1530	1836	18	12	18	0.58	45.1	369.9	B
WBR	90	107	19	13	19	0.70	45.1	369.9	B
NBL	117	138	27	20	27	0.83	7.4	98.8	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	129	155	5	0	5	0.73	0.1	30.1	A
EBL	73	85	57	52	57	1.02	24.4	171.0	E
EBT	627	748	16	11	16	0.68	24.4	171.0	B
EBR	86	102	17	12	17	0.87	24.4	171.0	B
WBT LRT	8	576	12	3	12	0.05	1.0	61.3	B
EBT LRT	8	296	4	1	4	0.15	0.6	153.3	A
<b>Total/Avg Car</b>	<b>3016</b>	<b>3607</b>	<b>20</b>	<b>15</b>	<b>20</b>	<b>0.67</b>	<b>18.1</b>	<b>369.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>0.10</b>	<b>0.8</b>	<b>153.3</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	78	46	0.97
WBT PED	25	55	0.99
NBT PED	78	46	0.98
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>181</b>	<b>47</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	51	61	21	16	22	0.67	4.0	64.3	C
SBT	25	31	19	14	19	0.62	4.0	64.3	B
SBR	122	148	5	1	5	0.84	4.0	64.3	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1565	1877	8	4	8	0.37	18.7	244.2	A
WBR	22	27	9	5	9	0.42	18.7	244.2	A
NBL	48	56	24	18	24	0.82	3.5	45.4	C
NBT	24	29	17	13	18	0.55	3.5	45.4	B
NBR	25	31	5	2	5	0.74	0.0	1.8	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	793	953	9	5	9	0.45	9.4	145.9	A
EBR	82	96	7	2	6	0.59	3.5	120.1	A
WBT LRT	8	576	1	1	1	0.03	0.2	30.6	A
EBT LRT	8	296	12	2	11	0.09	12.9	355.5	B
<b>Total/Avg Car</b>	<b>2757</b>	<b>3309</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.44</b>	<b>5.8</b>	<b>244.2</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>872</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>0.06</b>	<b>6.6</b>	<b>355.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	183	39	0.96
WBT PED	31	13	0.60
NBT PED	47	35	0.97
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>261</b>	<b>35</b>	<b>0.92</b>

**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	224	270	125	110	125	1.72	198.0	969.0	F
SBT	2597	3118	40	30	40	0.97	226.6	972.2	D
SBR	977	1167	79	62	79	1.80	213.0	889.4	E
WBL	52	62	65	57	64	0.90	114.9	443.5	E
WBT	495	599	68	59	68	0.92	114.9	443.5	E
WBR	101	122	32	23	31	1.16	55.2	356.1	C
NBL	117	141	72	66	71	0.95	22.8	133.7	E
NBT	1477	1772	31	24	30	0.61	69.7	348.5	C
NBR	51	63	31	25	31	0.72	69.7	348.5	C
EBL	328	395	61	54	61	0.85	46.3	197.6	E
EBT	144	173	60	53	62	0.84	46.3	197.6	E
EBR	397	478	17	5	17	1.26	1.5	96.2	B
SBR LRT	8	576	26	15	26	0.53	2.8	138.2	C
EBL LRT	8	281	28	12	29	0.86	2.9	261.2	C
<b>Total/Avg Car</b>	<b>6960</b>	<b>8360</b>	<b>49</b>	<b>39</b>	<b>49</b>	<b>1.04</b>	<b>98.2</b>	<b>972.2</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>857</b>	<b>27</b>	<b>13</b>	<b>27</b>	<b>0.69</b>	<b>2.8</b>	<b>261.2</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	25	73	0.99
WBT PED	9	73	1.02
NBT PED	8	83	0.98
EBT PED	9	87	1.09
<b>Total/Avg Ped</b>	<b>51</b>	<b>77</b>	<b>1.01</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	2199	2648	15	9	15	0.61	39.8	260.1	B
SBR	60	73	45	40	44	0.68	7.4	77.8	D
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	611	734	27	18	28	0.69	42.0	358.0	C
NBT	1237	1482	3	0	3	0.04	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1432	1710	93	56	93	4.88	378.2	1020.6	F
SBT LRT	8	576	26	15	26	0.53	2.8	138.2	C
NBT LRT	7	266	32	14	31	0.98	2.9	261.2	C
<b>Total/Avg Car</b>	<b>5539</b>	<b>6647</b>	<b>34</b>	<b>20</b>	<b>34</b>	<b>1.60</b>	<b>38.9</b>	<b>1020.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>15</b>	<b>842</b>	<b>29</b>	<b>14</b>	<b>27</b>	<b>0.74</b>	<b>2.8</b>	<b>261.2</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	221	268	37	27	36	1.27	18.1	188.5	D
SBR	72	86	31	20	31	1.52	17.4	189.8	C
WBL	104	127	45	32	45	1.34	3.6	60.1	D
WBT	5739	6874	43	29	44	1.22	194.1	1120.1	D
WBR	120	142	45	30	45	1.56	192.9	1119.5	D
NBL	125	151	92	86	92	1.00	33.2	233.2	F
NBT	452	536	17	12	16	0.52	18.3	198.6	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	960	34	21	36	1.18	62.0	562.4	C
NBT LRT	24	1312	12	5	11	0.55	6.2	307.8	B
<b>Total/Avg Car</b>	<b>6833</b>	<b>8184</b>	<b>42</b>	<b>29</b>	<b>42</b>	<b>1.19</b>	<b>39.8</b>	<b>1120.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2272</b>	<b>23</b>	<b>13</b>	<b>21</b>	<b>0.86</b>	<b>34.1</b>	<b>562.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	56	41	0.93
WBT PED	72	43	0.95
NBT PED	56	42	0.93
EBT PED	71	43	0.98
<b>Total/Avg Ped</b>	<b>255</b>	<b>43</b>	<b>0.95</b>



**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	171	206	33	25	33	1.01	11.8	160.8	C
SBR	45	55	25	16	25	1.23	11.1	161.1	C
WBL	85	103	44	30	43	1.41	4.9	80.3	D
WBT	389	471	35	26	34	0.83	31.2	307.8	C
WBR	60	72	27	19	27	0.86	19.1	270.0	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	208	247	35	22	35	1.16	20.7	232.2	C
NBR	145	176	30	16	30	1.43	20.6	231.8	C
EBL	44	53	38	28	37	1.38	3.1	84.3	D
EBT	561	664	36	27	36	0.92	69.2	398.1	D
EBR	142	169	30	21	30	1.08	68.6	397.7	C
SBT LRT	16	456	17	6	18	0.59	14.1	246.1	B
NBT LRT	16	1162	32	18	36	2.44	2.9	230.4	C
<b>Total/Avg Car</b>	<b>1850</b>	<b>2216</b>	<b>34</b>	<b>25</b>	<b>34</b>	<b>1.03</b>	<b>21.7</b>	<b>398.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1618</b>	<b>25</b>	<b>12</b>	<b>31</b>	<b>1.51</b>	<b>8.5</b>	<b>246.1</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	69	0.96
WBT PED	96	67	0.96
NBT PED	95	69	0.96
EBT PED	98	66	0.96
<b>Total/Avg Ped</b>	<b>386</b>	<b>68</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	217	263	44	33	44	1.23	26.9	217.0	D
SBR	109	132	34	22	33	1.38	19.2	198.7	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2023	2428	14	7	14	0.70	33.6	343.6	B
WBR	79	94	15	5	16	1.09	30.1	336.3	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	186	224	44	32	43	1.25	24.2	220.0	D
NBR	125	148	31	21	31	1.32	16.4	200.3	C
EBL	60	72	33	21	33	1.52	19.1	187.9	C
EBT	1447	1729	10	6	10	0.35	19.1	187.9	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	16	456	44	21	44	2.25	10.0	251.1	D
NBT LRT	16	1415	32	18	30	2.44	2.9	230.4	C
<b>Total/Avg Car</b>	<b>4246</b>	<b>5090</b>	<b>17</b>	<b>10</b>	<b>17</b>	<b>0.69</b>	<b>15.7</b>	<b>343.6</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1871</b>	<b>38</b>	<b>19</b>	<b>33</b>	<b>2.34</b>	<b>6.4</b>	<b>251.1</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	50	55	0.91
WBT PED	49	50	0.97
NBT PED	50	55	0.96
EBT PED	47	55	0.96
<b>Total/Avg Ped</b>	<b>196</b>	<b>53</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay		No		Avg Queue (ft)	Max Queue (ft)	LOS
			(s)	Stop Delay (s)	Person Delay(s)	Stops			
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	248	301	25	16	25	0.95	10.5	160.6	C
SBR	61	73	20	12	20	0.93	6.0	138.2	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	358	426	54	45	54	1.12	26.0	215.2	D
WBR	95	112	34	23	34	1.20	23.1	210.6	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	230	272	28	16	28	0.91	14.5	206.4	C
NBR	95	117	21	10	21	0.96	11.2	195.9	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	287	346	26	21	26	0.63	22.5	188.1	C
EBR	78	93	15	9	14	0.65	14.2	168.0	B
SBT LRT	16	461	44	21	43	2.25	10.0	251.1	D
NBT LRT	16	1415	32	18	30	2.44	2.9	230.4	C
<b>Total/Avg Car</b>	<b>1452</b>	<b>1740</b>	<b>33</b>	<b>24</b>	<b>32</b>	<b>0.92</b>	<b>10.7</b>	<b>215.2</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1876</b>	<b>38</b>	<b>19</b>	<b>33</b>	<b>2.34</b>	<b>6.4</b>	<b>251.1</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	48	61	0.97
WBT PED	47	60	0.94
NBT PED	48	58	0.97
EBT PED	48	58	0.93
<b>Total/Avg Ped</b>	<b>191</b>	<b>59</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay	Stop Delay (s)	Person Delay(s)	No	Avg Queue (ft)	Max Queue (ft)	LOS
			(s)			Stops			
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	145	176	53	45	53	0.93	65.5	360.0	D
WBT	1102	1330	72	54	71	1.60	130.9	720.0	E
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	146	172	70	54	69	1.52	26.6	188.6	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	178	210	23	6	23	1.60	0.9	79.3	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	555	675	41	32	41	1.13	50.4	355.7	D
EBR	162	197	16	5	15	1.11	0.2	51.5	B
NBL LRT	16	2210	25	18	24	1.04	9.7	230.7	C
EBR LRT	16	461	33	23	33	1.39	10.0	229.9	C
<b>Total/Avg Car</b>	<b>2288</b>	<b>2760</b>	<b>55</b>	<b>41</b>	<b>55</b>	<b>1.40</b>	<b>22.9</b>	<b>720.0</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2671</b>	<b>29</b>	<b>20</b>	<b>26</b>	<b>1.21</b>	<b>9.8</b>	<b>230.7</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay	No
		(s)	Stops
SBT PED	281	51	0.95
WBT PED	6	45	0.90
NBT PED	575	50	0.95
EBT PED	218	50	0.95
<b>Total/Avg Ped</b>	<b>1080</b>	<b>50</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	50	60	56	42	56	1.94	3.5	91.4	E
SBT	387	470	47	37	48	1.28	26.2	226.1	D
SBR	91	110	28	18	28	1.36	4.7	141.0	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	737	886	16	8	16	0.76	19.8	341.2	B
WBR	481	581	19	9	19	0.97	19.8	341.2	B
NBL	159	190	40	28	40	1.61	31.7	237.0	D
NBT	438	519	33	25	33	0.98	31.7	237.0	C
NBR	116	140	18	8	18	1.12	2.0	111.1	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	556	677	13	6	13	0.75	10.2	189.1	B
EBR	124	151	13	5	13	0.91	4.7	152.1	B
WBT LRT	16	2210	26	17	26	1.34	2.4	138.1	C
EBT LRT	16	461	56	31	56	1.36	13.7	246.3	E
<b>Total/Avg Car</b>	<b>3139</b>	<b>3784</b>	<b>24</b>	<b>16</b>	<b>24</b>	<b>0.98</b>	<b>12.8</b>	<b>341.2</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2671</b>	<b>41</b>	<b>24</b>	<b>31</b>	<b>1.35</b>	<b>8.0</b>	<b>246.3</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	223	35	0.94
WBT PED	186	18	0.76
NBT PED	77	36	0.93
EBT PED	193	18	0.74
<b>Total/Avg Ped</b>	<b>679</b>	<b>26</b>	<b>0.83</b>

**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	75	92	58	43	58	1.96	17.1	98.6	E
SBT	400	478	51	41	51	1.25	17.1	98.6	D
SBR	27	34	51	40	51	1.33	0.0	0.0	D
WBL	184	218	53	39	53	2.01	18.7	224.3	D
WBT	694	833	26	13	26	1.75	34.2	451.1	C
WBR	113	139	23	11	24	1.71	46.3	430.6	C
NBL	24	29	43	34	42	1.47	1.4	42.2	D
NBT	316	377	41	32	41	1.02	12.8	99.7	D
NBR	102	126	47	37	47	1.31	0.0	0.0	D
EBL	24	30	50	43	49	0.98	3.0	48.2	D
EBT	507	614	22	13	21	0.79	25.7	265.3	C
EBR	106	127	14	8	14	0.62	1.3	109.2	B
WBT LRT	16	2298	26	17	25	1.34	2.4	138.1	C
EBT LRT	16	456	56	31	56	1.36	13.7	246.3	E
<b>Total/Avg Car</b>	<b>2572</b>	<b>3097</b>	<b>34</b>	<b>24</b>	<b>34</b>	<b>1.34</b>	<b>14.8</b>	<b>451.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2754</b>	<b>41</b>	<b>24</b>	<b>30</b>	<b>1.35</b>	<b>8.0</b>	<b>246.3</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	215	38	0.95
WBT PED	191	38	0.93
NBT PED	73	41	0.97
EBT PED	194	40	0.96
<b>Total/Avg Ped</b>	<b>673</b>	<b>39</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	256	310	84	57	83	2.69	43.5	249.2	F
SBT	1752	2103	41	31	41	1.15	33.3	186.8	D
SBR	12	14	41	28	43	1.30	9.9	131.6	D
WBL	218	261	50	40	50	0.98	35.2	314.6	D
WBT	188	224	18	11	18	0.60	17.6	299.3	B
WBR	341	411	14	7	14	0.81	5.8	232.0	B
NBL	86	104	38	25	38	1.70	3.7	61.1	D
NBT	1862	2242	26	19	26	0.89	37.1	236.3	C
NBR	183	221	24	15	24	1.03	8.0	157.3	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	198	239	31	24	31	0.80	17.9	159.0	C
EBR	87	105	21	13	21	0.94	4.4	106.7	C
<b>WBT LRT</b>	<b>16</b>	<b>2285</b>	<b>26</b>	<b>17</b>	<b>25</b>	<b>1.34</b>	<b>2.4</b>	<b>138.1</b>	<b>C</b>
<b>EBT LRT</b>	<b>16</b>	<b>456</b>	<b>56</b>	<b>31</b>	<b>56</b>	<b>1.36</b>	<b>13.7</b>	<b>246.3</b>	<b>E</b>
<b>Total/Avg Car</b>	<b>5183</b>	<b>6234</b>	<b>34</b>	<b>25</b>	<b>34</b>	<b>1.07</b>	<b>18.0</b>	<b>314.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2741</b>	<b>41</b>	<b>24</b>	<b>30</b>	<b>1.35</b>	<b>8.0</b>	<b>246.3</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	220	45	0.95
WBT PED	185	45	0.94
NBT PED	71	43	0.94
EBT PED	189	44	0.95
<b>Total/Avg Ped</b>	<b>665</b>	<b>44</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	194	235	61	46	59	1.63	19.9	121.2	E
SBT	647	774	33	23	32	1.29	17.6	120.2	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	166	198	24	17	24	0.66	8.8	107.6	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	121	144	7	1	7	0.74	0.0	7.4	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	754	904	48	38	48	1.18	39.2	213.4	D
NBR	91	108	41	30	41	1.21	17.2	170.1	D
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	8	1002	93	86	92	0.93	23.1	230.3	F
WBL LRT	8	1373	33	27	33	0.75	24.3	231.3	C
NBR LRT	8	256	36	22	36	1.05	5.6	229.5	D
SBL LRT	8	200	54	42	54	1.58	9.0	231.7	D
<b>Total/Avg Car</b>	<b>1973</b>	<b>2363</b>	<b>39</b>	<b>29</b>	<b>39</b>	<b>1.19</b>	<b>8.6</b>	<b>213.4</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>2831</b>	<b>54</b>	<b>44</b>	<b>55</b>	<b>1.08</b>	<b>15.5</b>	<b>231.7</b>	<b>D</b>



**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	48	46	0.96
WBT PED	148	44	0.94
NBT PED	49	44	0.98
EBT PED	75	43	0.92
<b>Total/Avg Ped</b>	<b>320</b>	<b>44</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	191	229	84	72	85	1.21	52.3	228.0	F
SBT	388	469	17	14	17	0.37	12.8	115.9	B
SBR	97	112	13	8	13	0.52	0.0	17.1	B
WBL	103	123	91	79	92	1.59	16.3	124.2	F
WBT	984	1174	72	59	71	1.48	55.8	315.0	E
WBR	344	417	43	25	44	1.48	2.6	169.6	D
NBL	150	178	76	59	76	1.89	34.8	201.1	E
NBT	627	745	33	21	33	1.46	34.8	201.1	C
NBR	164	200	28	15	28	1.57	3.9	128.4	C
EBL	63	74	64	56	63	0.94	11.6	106.0	E
EBT	867	1046	38	31	38	0.78	56.7	263.2	D
EBR	115	136	40	31	39	0.87	56.7	263.2	D
NBL LRT	8	1002	22	17	22	1.10	1.2	230.0	C
EBR LRT	8	200	17	9	17	0.93	2.9	229.7	B
<b>Total/Avg Car</b>	<b>4093</b>	<b>4903</b>	<b>48</b>	<b>37</b>	<b>48</b>	<b>1.18</b>	<b>28.2</b>	<b>315.0</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>16</b>	<b>1202</b>	<b>19</b>	<b>13</b>	<b>21</b>	<b>1.01</b>	<b>2.1</b>	<b>230.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	196	60	0.96
WBT PED	248	55	0.95
NBT PED	130	57	0.95
EBT PED	109	55	0.94
<b>Total/Avg Ped</b>	<b>683</b>	<b>57</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	3044	4099	8	5	8	0.17	24.4	396.7	A
<b>Total/Avg Car</b>	<b>3044</b>	<b>4099</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>0.17</b>	<b>24.4</b>	<b>396.7</b>	<b>A</b>

**TABLE E2: INTERSECTION MOES: BL MODEL YEAR 2025**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	69	85	84	71	84	1.60	13.2	99.1	F
SBT	215	255	47	34	46	1.22	30.6	255.9	D
SBR	108	133	36	23	37	1.44	37.0	272.3	D
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2613	3540	47	35	48	0.87	169.8	675.3	D
WBR	73	87	47	32	48	1.06	169.8	675.3	D
NBL	90	107	85	76	85	1.54	17.9	108.4	F
NBT	224	266	51	38	51	1.49	41.2	327.7	D
NBR	260	307	42	29	42	1.77	42.9	330.8	D
EBL	56	66	71	65	70	1.06	9.8	80.9	E
EBT	2241	3182	35	23	35	0.85	68.7	353.2	C
EBR	74	88	25	18	24	0.78	75.7	372.6	C
SBT LRT	16	448	33	26	33	0.99	10.1	297.5	C
NBT LRT	16	1016	14	6	14	0.33	3.8	298.5	B
WBL LRT	7	371	36	30	36	0.86	10.9	354.3	D
NBR LRT	8	295	18	6	18	0.44	3.1	299.8	B
SBL LRT	8	248	47	39	47	1.55	8.9	230.6	D
WBR LRT	8	203	48	42	47	0.79	10.8	308.2	D
<b>Total/Avg Car</b>	<b>6023</b>	<b>8116</b>	<b>43</b>	<b>31</b>	<b>43</b>	<b>0.97</b>	<b>56.4</b>	<b>675.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>63</b>	<b>2581</b>	<b>30</b>	<b>22</b>	<b>26</b>	<b>0.78</b>	<b>7.9</b>	<b>354.3</b>	<b>C</b>

**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	61	0.96
WBT PED	64	63	0.97
NBT PED	94	57	0.94
EBT PED	65	61	0.96
<b>Total/Avg Ped</b>	<b>320</b>	<b>60</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	370	442	68	55	68	1.36	52.9	423.7	E
SBT	2995	3574	70	57	70	1.25	228.3	766.1	E
SBR	258	307	78	59	77	2.12	228.1	766.0	E
WBL	549	664	138	110	137	2.20	191.7	836.3	F
WBT	2214	3063	73	51	76	1.19	376.0	816.9	E
WBR	244	292	42	21	42	1.37	1.4	62.3	D
NBL	219	260	68	56	67	1.55	29.4	177.4	E
NBT	1544	1838	60	50	60	1.05	91.6	388.2	E
NBR	277	333	33	20	33	1.49	7.6	235.3	C
EBL	391	469	107	88	107	1.62	68.2	595.8	F
EBT	1831	2676	54	39	55	0.86	154.6	733.7	D
EBR	350	423	27	10	26	1.30	4.1	138.7	C
WBT LRT	15	590	84	67	85	1.76	266.0	835.8	F
EBT LRT	16	536	30	24	30	0.92	65.0	595.8	C
<b>Total/Avg Car</b>	<b>11242</b>	<b>14341</b>	<b>68</b>	<b>52</b>	<b>69</b>	<b>1.24</b>	<b>119.5</b>	<b>836.3</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1126</b>	<b>56</b>	<b>44</b>	<b>59</b>	<b>1.32</b>	<b>165.5</b>	<b>835.8</b>	<b>E</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	79	0.97
WBT PED	47	82	0.98
NBT PED	98	77	0.98
EBT PED	46	75	0.96
<b>Total/Avg Ped</b>	<b>288</b>	<b>78</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	167	204	110	97	109	1.56	57.3	369.2	F
SBT	1299	1553	54	43	54	1.07	96.7	524.2	D
SBR	426	506	58	39	58	1.94	54.9	447.4	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2517	3458	94	62	93	2.29	272.2	710.9	F
WBR	142	170	50	31	49	1.53	0.5	49.2	D
NBL	95	112	86	72	86	1.52	17.9	98.9	F
NBT	341	406	46	38	46	0.93	23.5	118.4	D
NBR	167	198	14	6	14	1.29	1.8	75.6	B
EBL	76	90	83	76	84	0.97	16.9	117.8	F
EBT	2352	3199	15	10	18	0.49	26.6	302.6	B
EBR	59	74	11	6	12	0.59	26.6	302.6	B
WBT LRT	15	601	32	23	33	0.61	51.4	316.9	C
EBT LRT	16	530	9	7	9	0.27	5.0	299.6	A
<b>Total/Avg Car</b>	<b>7641</b>	<b>9970</b>	<b>56</b>	<b>39</b>	<b>56</b>	<b>1.36</b>	<b>49.6</b>	<b>710.9</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1131</b>	<b>20</b>	<b>14</b>	<b>22</b>	<b>0.43</b>	<b>28.2</b>	<b>316.9</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	104	126	1.46
WBT PED	82	66	0.95
NBT PED	103	129	1.47
EBT PED	96	63	0.96
<b>Total/Avg Ped</b>	<b>385</b>	<b>98</b>	<b>1.23</b>

**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	166	200	129	109	129	1.80	44.7	371.7	F
SBT	814	965	94	74	94	1.47	349.2	1129.8	F
SBR	118	140	74	54	75	1.97	42.6	338.2	E
WBL	107	130	105	90	105	1.57	23.9	121.0	F
WBT	2336	3261	64	49	65	1.12	177.4	621.4	E
WBR	115	136	64	50	63	1.23	177.4	621.4	E
NBL	248	296	94	81	94	1.48	34.0	277.3	F
NBT	349	413	60	50	61	1.13	44.2	381.0	E
NBR	118	140	29	19	29	1.24	0.8	61.1	C
EBL	264	314	65	57	65	0.94	46.6	250.8	E
EBT	1744	2476	25	17	25	0.69	39.6	325.5	C
EBR	638	762	20	7	20	0.97	26.8	309.7	B
WBT LRT	16	621	9	7	8	0.28	4.3	261.5	A
EBT LRT	15	517	13	6	13	0.25	3.5	207.7	B
<b>Total/Avg Car</b>	<b>7017</b>	<b>9233</b>	<b>56</b>	<b>43</b>	<b>56</b>	<b>1.09</b>	<b>83.9</b>	<b>1129.8</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1138</b>	<b>11</b>	<b>6</b>	<b>10</b>	<b>0.26</b>	<b>3.9</b>	<b>261.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	67	0.98
WBT PED	17	54	0.94
NBT PED	33	63	0.99
EBT PED	18	66	0.97
<b>Total/Avg Ped</b>	<b>101</b>	<b>63</b>	<b>0.97</b>



**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	135	163	51	39	52	1.46	14.4	230.9	D
SBT	824	997	52	41	52	0.98	48.9	301.2	D
SBR	105	129	55	43	54	1.20	49.7	303.4	D
WBL	121	146	60	51	61	1.08	16.7	121.4	E
WBT	2383	3323	31	21	34	0.72	74.9	501.3	C
WBR	83	101	25	16	25	0.74	74.9	501.3	C
NBL	95	117	67	53	67	2.00	8.8	103.4	E
NBT	361	432	53	42	53	1.29	21.7	166.4	D
NBR	131	158	47	35	47	1.44	21.6	166.1	D
EBL	109	129	44	37	44	0.89	11.8	98.6	D
EBT	1835	2590	17	10	17	0.74	20.3	260.1	B
EBR	73	85	13	7	13	0.81	20.3	260.1	B
WBT LRT	16	621	7	5	6	0.26	3.2	247.1	A
EBT LRT	15	523	4	2	4	0.17	1.8	246.2	A
<b>Total/Avg Car</b>	<b>6255</b>	<b>8370</b>	<b>33</b>	<b>24</b>	<b>34</b>	<b>0.86</b>	<b>32.0</b>	<b>501.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1144</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0.22</b>	<b>2.5</b>	<b>247.1</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	41	0.98
WBT PED	16	44	0.91
NBT PED	16	55	1.00
EBT PED	15	42	0.91
<b>Total/Avg Ped</b>	<b>64</b>	<b>45</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	129	153	76	61	75	2.47	18.3	138.2	E
SBT	869	1044	52	40	52	1.04	52.1	311.0	D
SBR	127	149	48	36	47	1.13	52.1	311.0	D
WBL	119	146	35	28	35	0.91	10.2	111.9	D
WBT	2290	3223	20	12	21	0.82	32.5	353.4	B
WBR	123	149	15	8	15	0.86	32.5	353.4	B
NBL	181	217	60	45	59	1.99	18.8	160.4	E
NBT	1094	1311	51	38	51	1.19	67.1	352.7	D
NBR	215	255	50	35	50	1.32	66.7	351.8	D
EBL	119	146	47	40	48	0.88	14.4	113.5	D
EBT	1904	2672	20	13	19	0.60	27.0	293.6	B
EBR	67	81	18	12	18	0.75	27.0	293.6	B
WBT LRT	16	621	7	4	8	0.24	2.8	246.4	A
EBT LRT	15	523	5	3	5	0.20	2.3	238.2	A
<b>Total/Avg Car</b>	<b>7237</b>	<b>9546</b>	<b>32</b>	<b>23</b>	<b>32</b>	<b>0.93</b>	<b>34.9</b>	<b>353.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1144</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0.22</b>	<b>2.5</b>	<b>246.4</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	57	1.00
WBT PED	16	39	0.95
NBT PED	16	46	0.99
EBT PED	16	45	0.90
<b>Total/Avg Ped</b>	<b>64</b>	<b>46</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	96	115	49	39	49	1.30	7.9	97.3	D
SBT	277	338	45	36	45	0.85	26.0	228.0	D
SBR	100	121	21	13	20	0.98	0.7	57.3	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2325	3268	13	6	15	0.53	27.7	370.6	B
WBR	197	238	12	6	12	0.73	27.6	370.6	B
NBL	127	152	50	40	51	1.40	10.9	128.0	D
NBT	380	455	46	37	46	1.02	35.5	292.9	D
NBR	122	147	28	18	28	1.37	1.6	72.7	C
EBL	65	79	63	57	62	0.92	10.7	83.1	E
EBT	2115	2861	12	6	15	0.48	18.0	290.3	B
EBR	70	85	12	6	12	0.73	18.0	290.3	B
WBT LRT	16	632	22	10	23	0.37	44.2	328.6	C
EBT LRT	16	530	4	2	3	0.17	1.5	231.5	A
<b>Total/Avg Car</b>	<b>5874</b>	<b>7859</b>	<b>19</b>	<b>12</b>	<b>20</b>	<b>0.63</b>	<b>15.4</b>	<b>370.6</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1162</b>	<b>13</b>	<b>6</b>	<b>14</b>	<b>0.27</b>	<b>22.8</b>	<b>328.6</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	87	104	1.47
WBT PED	81	49	0.95
NBT PED	86	103	1.47
EBT PED	104	53	0.95
<b>Total/Avg Ped</b>	<b>358</b>	<b>76</b>	<b>1.20</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	296	353	69	56	69	1.16	29.5	112.1	E
SBT	4420	5290	42	28	43	0.84	215.3	908.8	D
SBR	202	244	28	15	28	1.10	0.7	49.8	C
WBL	495	594	124	102	124	1.94	96.1	612.4	F
WBT	1890	2745	55	40	57	0.90	126.0	642.7	E
WBR	182	220	19	6	19	1.27	1.2	58.0	B
NBL	447	537	75	66	74	1.18	50.4	164.0	E
NBT	2274	2719	34	25	34	0.82	68.4	354.1	C
NBR	229	279	14	6	15	1.06	1.3	61.6	B
EBL	361	435	106	83	105	1.65	81.3	656.3	F
EBT	1350	1901	73	51	76	1.12	174.6	710.0	E
EBR	626	748	55	26	55	1.94	107.2	695.0	D
WBT LRT	16	637	52	38	52	1.18	54.5	563.4	D
EBT LRT	16	536	48	32	47	0.97	86.7	656.3	D
<b>Total/Avg Car</b>	<b>12772</b>	<b>16065</b>	<b>52</b>	<b>37</b>	<b>54</b>	<b>1.03</b>	<b>79.3</b>	<b>908.8</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1173</b>	<b>50</b>	<b>35</b>	<b>50</b>	<b>1.07</b>	<b>70.6</b>	<b>656.3</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	46	74	0.99
WBT PED	17	67	0.99
NBT PED	46	64	0.97
EBT PED	17	67	1.00
<b>Total/Avg Ped</b>	<b>126</b>	<b>68</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	76	89	39	30	39	0.93	11.6	96.0	D
SBT	55	66	37	28	38	0.83	11.6	96.0	D
SBR	49	59	8	2	8	1.05	0.2	24.4	A
WBL	128	155	48	40	48	0.97	15.3	116.3	D
WBT	2400	3356	9	4	11	0.32	20.7	395.9	A
WBR	124	149	8	3	8	0.37	19.8	398.5	A
NBL	129	155	39	32	38	0.93	20.2	134.2	D
NBT	76	89	38	31	39	0.88	20.2	134.2	D
NBR	133	159	5	1	5	1.00	0.9	50.5	A
EBL	54	65	43	37	41	0.92	5.8	60.2	D
EBT	1758	2392	8	3	8	0.29	9.8	203.8	A
EBR	58	67	6	2	5	0.36	8.2	205.9	A
WBT LRT	16	637	10	0	11	0.04	0.3	84.5	A
EBT LRT	16	536	2	1	2	0.08	0.6	185.1	A
<b>Total/Avg Car</b>	<b>5040</b>	<b>6801</b>	<b>12</b>	<b>7</b>	<b>13</b>	<b>0.40</b>	<b>12.0</b>	<b>398.5</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1173</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0.06</b>	<b>0.5</b>	<b>185.1</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	29	0.60
WBT PED	16	38	0.93
NBT PED	1	20	0.60
EBT PED	17	39	0.98
<b>Total/Avg Ped</b>	<b>36</b>	<b>37</b>	<b>0.92</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	189	225	93	81	93	1.27	44.3	232.8	F
SBT	1253	1503	64	51	64	1.03	111.2	509.3	E
SBR	229	273	22	8	21	1.52	0.8	82.6	C
WBL	261	315	86	76	86	1.09	63.3	297.1	F
WBT	2203	3129	17	10	17	0.42	36.0	399.4	B
WBR	91	111	15	9	15	0.55	30.3	384.1	B
NBL	229	270	81	70	81	1.17	49.0	286.2	F
NBT	726	868	45	36	45	0.89	50.6	292.6	D
NBR	73	88	13	6	13	1.02	1.6	162.0	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1734	2329	27	17	30	0.53	72.2	469.6	C
EBR	230	278	29	17	28	0.81	61.6	451.2	C
WBT LRT	17	643	14	7	14	0.32	5.3	299.7	B
EBT LRT	16	536	27	15	28	0.50	28.6	369.5	C
<b>Total/Avg Car</b>	<b>7218</b>	<b>9389</b>	<b>37</b>	<b>28</b>	<b>37</b>	<b>0.73</b>	<b>43.4</b>	<b>509.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>33</b>	<b>1179</b>	<b>20</b>	<b>11</b>	<b>20</b>	<b>0.41</b>	<b>16.9</b>	<b>369.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	73	66	0.98
WBT PED	34	66	0.96
NBT PED	72	63	0.97
EBT PED	33	65	0.96
<b>Total/Avg Ped</b>	<b>212</b>	<b>65</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	243	287	43	35	43	0.97	27.0	193.2	D
SBT	366	443	38	30	38	0.87	45.9	318.4	D
SBR	127	153	24	18	24	0.97	20.3	270.4	C
WBL	65	78	54	43	55	1.16	12.0	377.9	D
WBT	2308	3272	12	6	12	0.38	27.4	422.2	B
WBR	115	136	11	6	11	0.47	23.1	408.0	B
NBL	125	147	44	37	44	0.94	14.2	108.4	D
NBT	250	298	34	27	34	0.83	22.3	163.5	C
NBR	125	151	5	0	5	0.97	0.0	4.5	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1850	2469	14	8	13	0.42	26.0	294.2	B
EBR	145	172	11	6	11	0.48	19.0	274.8	B
WBT LRT	16	642	6	2	7	0.33	12.0	377.9	A
EBT LRT	16	536	1	0	1	0.02	0.1	30.3	A
<b>Total/Avg Car</b>	<b>5719</b>	<b>7606</b>	<b>17</b>	<b>11</b>	<b>17</b>	<b>0.52</b>	<b>19.8</b>	<b>422.2</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1178</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0.17</b>	<b>6.1</b>	<b>377.9</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	668	799	74	61	74	1.32	74.1	375.7	E
SBT	1582	1896	42	31	43	0.99	86.0	515.5	D
SBR	169	205	17	6	17	1.49	0.1	19.3	B
WBL	273	324	62	54	63	1.02	45.1	224.6	E
WBT	2063	2932	48	38	48	0.90	109.4	434.1	D
WBR	666	800	21	3	21	1.03	17.7	344.7	C
NBL	240	292	56	50	56	0.92	26.0	104.2	E
NBT	1041	1257	32	26	32	0.68	36.7	176.9	C
NBR	206	248	6	1	6	0.95	0.0	8.8	A
EBL	233	279	69	56	70	1.25	37.6	222.6	E
EBT	1793	2390	54	39	56	1.01	156.7	658.1	D
EBR	171	204	52	34	52	1.18	107.7	588.3	D
WBT LRT	16	627	43	27	44	0.46	17.3	300.5	D
EBT LRT	16	536	17	12	17	0.47	7.7	295.6	B
<b>Total/Avg Car</b>	<b>9105</b>	<b>11626</b>	<b>46</b>	<b>34</b>	<b>47</b>	<b>0.98</b>	<b>58.1</b>	<b>658.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1163</b>	<b>30</b>	<b>19</b>	<b>32</b>	<b>0.46</b>	<b>12.5</b>	<b>300.5</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	54	0.97
WBT PED	0	0	0.00
NBT PED	110	55	0.99
EBT PED	64	55	0.98
<b>Total/Avg Ped</b>	<b>207</b>	<b>55</b>	<b>0.98</b>



**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	305	368	23	15	23	0.84	15.5	126.7	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	317	390	8	1	8	0.86	3.5	90.7	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	465	557	16	9	16	0.73	13.2	221.3	B
WBR	38	46	10	3	9	0.73	0.0	0.0	A
NBL	127	154	21	15	21	0.74	8.2	116.0	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	120	149	10	4	10	0.87	1.8	86.1	A
EBL	76	92	37	31	37	1.22	5.9	68.5	D
EBT	496	594	16	11	16	0.84	7.9	187.3	B
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	16	632	16	7	17	0.69	3.7	307.6	B
EBT LRT	16	536	2	1	2	0.04	0.8	91.8	A
<b>Total/Avg Car</b>	<b>1944</b>	<b>2350</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>0.83</b>	<b>4.7</b>	<b>221.3</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>9</b>	<b>4</b>	<b>10</b>	<b>0.37</b>	<b>2.2</b>	<b>307.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	27	0.98
WBT PED	0	0	0.00
NBT PED	32	30	0.98
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>63</b>	<b>28</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	1144	1374	21	8	21	0.70	53.3	642.7	C
WBT	441	529	16	7	16	0.53	53.3	642.7	B
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	62	72	7	4	7	0.25	1.0	46.7	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	667	802	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	125	148	33	17	33	3.27	64.2	466.3	C
EBR	794	957	37	20	37	3.39	64.2	466.3	D
WBT LRT	16	632	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	16	536	8	4	8	0.34	0.0	0.0	A
<b>Total/Avg Car</b>	<b>3233</b>	<b>3882</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>1.28</b>	<b>19.7</b>	<b>642.7</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0.17</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	122	145	34	26	34	0.84	19.7	165.8	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	125	151	30	24	30	0.72	19.7	165.8	C
WBL	112	131	53	47	53	0.98	15.8	103.6	D
WBT	1463	1755	18	13	18	0.56	43.3	363.9	B
WBR	88	105	19	13	19	0.65	43.3	363.9	B
NBL	117	139	33	25	32	0.84	9.2	95.8	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	128	155	5	0	5	0.74	0.1	27.8	A
EBL	73	87	61	56	60	0.98	23.9	164.7	E
EBT	628	757	15	11	15	0.63	23.9	164.7	B
EBR	86	101	15	10	15	0.73	23.9	164.7	B
WBT LRT	16	632	8	1	9	0.04	0.8	84.4	A
EBT LRT	16	536	4	2	3	0.14	1.2	208.5	A
<b>Total/Avg Car</b>	<b>2942</b>	<b>3526</b>	<b>21</b>	<b>16</b>	<b>21</b>	<b>0.65</b>	<b>18.5</b>	<b>363.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>0.09</b>	<b>1.0</b>	<b>208.5</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	79	49	0.95
WBT PED	25	54	0.97
NBT PED	80	49	0.99
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>184</b>	<b>50</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	50	64	27	22	28	0.73	5.1	60.0	C
SBT	25	30	22	18	21	0.65	5.1	60.0	C
SBR	124	147	5	1	5	0.81	5.1	60.0	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1493	1789	9	5	9	0.39	19.3	250.8	A
WBR	21	26	10	5	11	0.50	19.3	250.8	A
NBL	47	55	31	23	31	0.91	4.6	53.0	C
NBT	25	31	27	22	27	0.65	4.6	53.0	C
NBR	25	29	7	3	6	0.74	0.1	15.4	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	798	964	9	5	9	0.43	9.4	142.1	A
EBR	79	92	6	2	6	0.65	3.3	116.3	A
WBT LRT	16	632	2	2	2	0.07	0.9	100.7	A
EBT LRT	16	522	7	0	7	0.00	21.1	355.6	A
<b>Total/Avg Car</b>	<b>2687</b>	<b>3227</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>0.45</b>	<b>6.3</b>	<b>250.8</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1154</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0.03</b>	<b>11.0</b>	<b>355.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	182	40	0.96
WBT PED	31	14	0.64
NBT PED	46	39	0.95
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>259</b>	<b>37</b>	<b>0.92</b>

**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	211	252	152	131	153	2.04	334.1	1177.8	F
SBT	2463	2956	57	41	57	1.28	393.9	1213.6	E
SBR	903	1078	125	101	125	2.58	388.9	1170.6	F
WBL	51	62	64	55	65	0.98	111.5	468.1	E
WBT	496	600	66	57	66	0.92	111.5	468.1	E
WBR	102	122	30	20	30	1.15	53.0	380.7	C
NBL	119	142	76	70	76	0.94	24.7	139.0	E
NBT	1479	1774	31	25	31	0.62	71.1	349.1	C
NBR	51	63	30	23	29	0.64	71.1	349.1	C
EBL	327	396	60	52	60	0.88	45.2	196.7	E
EBT	146	177	59	52	59	0.88	45.2	196.7	E
EBR	400	482	16	5	17	1.15	2.2	140.9	B
SBR LRT	16	632	28	16	29	0.79	6.0	169.0	C
EBL LRT	15	500	36	21	35	1.10	7.3	296.2	D
<b>Total/Avg Car</b>	<b>6748</b>	<b>8104</b>	<b>62</b>	<b>48</b>	<b>61</b>	<b>1.26</b>	<b>137.7</b>	<b>1213.6</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1132</b>	<b>31</b>	<b>18</b>	<b>32</b>	<b>0.94</b>	<b>6.7</b>	<b>296.2</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	25	77	0.96
WBT PED	9	73	1.00
NBT PED	8	67	0.88
EBT PED	9	77	1.09
<b>Total/Avg Ped</b>	<b>51</b>	<b>75</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	2201	2651	16	9	16	0.64	37.5	275.3	B
SBR	59	72	63	58	62	0.78	9.9	79.4	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	612	740	38	28	38	0.82	60.0	381.4	D
NBT	1235	1478	3	0	3	0.05	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1247	1488	215	145	215	9.68	1286.2	1648.8	F
SBT LRT	16	632	28	16	29	0.79	6.0	169.0	C
NBT LRT	15	494	36	21	36	1.10	7.3	296.2	D
<b>Total/Avg Car</b>	<b>5354</b>	<b>6429</b>	<b>62</b>	<b>41</b>	<b>62</b>	<b>2.63</b>	<b>116.1</b>	<b>1648.8</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1126</b>	<b>31</b>	<b>18</b>	<b>32</b>	<b>0.94</b>	<b>6.7</b>	<b>296.2</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	219	260	32	23	32	1.16	15.6	177.5	C
SBR	71	84	25	16	25	1.27	15.0	178.8	C
WBL	107	125	43	30	43	1.20	3.8	60.7	D
WBT	5699	6832	44	31	44	1.21	159.1	950.8	D
WBR	121	143	43	28	42	1.44	158.0	950.2	D
NBL	126	151	79	73	80	0.99	28.1	173.9	E
NBT	453	538	16	11	16	0.51	17.2	180.3	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	819	26	14	27	0.83	58.2	552.7	C
NBT LRT	24	1304	14	7	14	0.54	7.9	307.6	B
<b>Total/Avg Car</b>	<b>6796</b>	<b>8133</b>	<b>42</b>	<b>30</b>	<b>42</b>	<b>1.16</b>	<b>33.0</b>	<b>950.8</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2123</b>	<b>20</b>	<b>11</b>	<b>19</b>	<b>0.68</b>	<b>33.0</b>	<b>552.7</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	56	43	0.95
WBT PED	72	44	0.94
NBT PED	56	42	0.93
EBT PED	71	39	0.92
<b>Total/Avg Ped</b>	<b>255</b>	<b>42</b>	<b>0.93</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	169	203	29	20	29	1.02	9.4	172.7	C
SBR	45	52	26	16	26	1.32	8.8	173.0	C
WBL	85	103	36	26	35	1.11	5.2	73.6	D
WBT	387	466	29	22	29	0.58	33.3	287.3	C
WBR	61	76	23	16	22	0.72	20.4	249.4	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	208	250	33	21	33	1.14	20.7	227.7	C
NBR	144	170	30	16	30	1.38	20.6	227.3	C
EBL	45	53	39	29	39	1.41	2.8	75.4	D
EBT	563	667	37	28	38	0.89	75.0	423.9	D
EBR	142	169	35	25	36	1.20	74.4	423.5	C
SBT LRT	24	696	19	6	18	0.62	22.2	359.9	B
NBT LRT	24	1219	36	22	39	2.52	5.8	290.2	D
<b>Total/Avg Car</b>	<b>1849</b>	<b>2209</b>	<b>33</b>	<b>23</b>	<b>33</b>	<b>0.95</b>	<b>22.5</b>	<b>423.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1915</b>	<b>27</b>	<b>14</b>	<b>32</b>	<b>1.57</b>	<b>14.0</b>	<b>359.9</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	64	0.96
WBT PED	96	66	0.97
NBT PED	94	66	0.97
EBT PED	97	65	0.96
<b>Total/Avg Ped</b>	<b>384</b>	<b>65</b>	<b>0.96</b>



**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	217	260	43	32	43	1.24	24.6	209.0	D
SBR	110	134	30	19	30	1.28	17.2	190.7	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2018	2416	15	7	15	0.73	36.3	347.1	B
WBR	80	98	17	6	16	1.16	32.4	339.8	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	188	228	42	31	41	1.25	24.1	232.6	D
NBR	127	153	32	20	31	1.40	16.7	212.8	C
EBL	54	63	34	22	34	1.51	20.9	179.9	C
EBT	1449	1734	11	7	11	0.38	20.9	179.9	B
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	24	696	46	22	46	2.28	15.3	285.6	D
NBT LRT	24	1404	36	22	34	2.52	5.8	290.2	D
<b>Total/Avg Car</b>	<b>4243</b>	<b>5086</b>	<b>17</b>	<b>10</b>	<b>17</b>	<b>0.71</b>	<b>16.1</b>	<b>347.1</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2100</b>	<b>41</b>	<b>22</b>	<b>38</b>	<b>2.40</b>	<b>10.5</b>	<b>290.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	50	55	0.96
WBT PED	49	52	0.97
NBT PED	50	53	0.95
EBT PED	47	55	0.97
<b>Total/Avg Ped</b>	<b>196</b>	<b>54</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	247	299	25	16	25	0.96	10.4	168.5	C
SBR	61	74	21	12	21	1.02	6.2	146.1	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	357	431	50	42	51	1.03	22.8	212.7	D
WBR	94	113	32	22	32	1.13	19.8	208.0	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	229	275	27	17	27	0.86	14.5	215.5	C
NBR	92	114	21	10	20	0.87	10.9	205.0	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	287	343	30	25	30	0.67	26.2	183.3	C
EBR	79	94	19	14	18	0.63	17.1	163.2	B
SBT LRT	24	706	46	22	46	2.28	15.3	285.6	D
NBT LRT	24	1404	36	22	34	2.52	5.8	290.2	D
<b>Total/Avg Car</b>	<b>1446</b>	<b>1743</b>	<b>32</b>	<b>24</b>	<b>32</b>	<b>0.89</b>	<b>10.6</b>	<b>215.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2110</b>	<b>41</b>	<b>22</b>	<b>38</b>	<b>2.40</b>	<b>10.5</b>	<b>290.2</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	46	56	0.96
WBT PED	47	57	0.96
NBT PED	48	55	0.94
EBT PED	48	57	0.95
<b>Total/Avg Ped</b>	<b>189</b>	<b>56</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay	Stop Delay (s)	Person Delay(s)	No	Avg Queue (ft)	Max Queue (ft)	LOS
			(s)			Stops			
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	145	177	57	49	58	0.96	68.1	388.7	E
WBT	1055	1271	81	61	80	1.70	136.1	777.4	F
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	147	172	72	55	71	1.51	27.7	174.3	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	178	215	22	5	23	1.51	0.9	95.6	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	547	655	43	34	44	1.18	55.8	387.8	D
EBR	161	195	15	5	15	1.10	0.1	32.9	B
NBL LRT	23	2047	25	17	27	1.18	14.1	372.8	C
EBR LRT	25	711	32	22	33	1.35	15.2	326.3	C
<b>Total/Avg Car</b>	<b>2233</b>	<b>2685</b>	<b>60</b>	<b>45</b>	<b>60</b>	<b>1.45</b>	<b>24.0</b>	<b>777.4</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2758</b>	<b>29</b>	<b>20</b>	<b>28</b>	<b>1.27</b>	<b>14.7</b>	<b>372.8</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	281	52	0.95
WBT PED	6	54	1.00
NBT PED	575	53	0.95
EBT PED	219	52	0.95
<b>Total/Avg Ped</b>	<b>1081</b>	<b>52</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	49	59	63	48	63	1.93	4.1	82.6	E
SBT	387	467	49	39	49	1.19	29.2	229.9	D
SBR	91	107	29	19	29	1.52	6.0	144.8	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	714	856	17	8	17	0.80	19.1	311.6	B
WBR	461	558	20	9	19	1.04	19.1	311.6	B
NBL	161	192	42	29	42	1.59	34.5	226.9	D
NBT	437	521	35	27	35	0.99	34.5	226.9	D
NBR	116	135	18	8	19	1.17	2.1	101.0	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	548	661	12	6	13	0.70	9.4	220.5	B
EBR	122	147	11	5	11	0.75	4.2	183.6	B
WBT LRT	23	2023	27	19	26	1.33	4.3	184.1	C
EBT LRT	24	701	51	27	50	1.29	19.5	294.0	D
<b>Total/Avg Car</b>	<b>3086</b>	<b>3703</b>	<b>25</b>	<b>16</b>	<b>25</b>	<b>0.99</b>	<b>13.5</b>	<b>311.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2724</b>	<b>39</b>	<b>23</b>	<b>32</b>	<b>1.31</b>	<b>11.9</b>	<b>294.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	224	41	0.95
WBT PED	186	18	0.79
NBT PED	77	42	0.96
EBT PED	192	17	0.73
<b>Total/Avg Ped</b>	<b>679</b>	<b>28</b>	<b>0.85</b>

**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	73	89	53	38	53	1.92	17.3	105.5	D
SBT	399	480	49	39	48	1.24	17.3	105.5	D
SBR	27	34	51	41	52	1.36	0.0	0.0	D
WBL	178	211	55	43	54	1.86	20.0	225.6	D
WBT	678	812	23	12	23	1.61	32.5	395.9	C
WBR	110	132	21	10	21	1.63	41.0	360.0	C
NBL	25	30	47	36	47	1.68	1.5	39.7	D
NBT	319	387	40	32	40	1.02	12.6	95.6	D
NBR	103	124	50	40	51	1.34	0.0	0.0	D
EBL	24	30	55	48	54	0.97	3.4	59.0	D
EBT	497	596	20	13	20	0.78	23.3	255.2	C
EBR	106	125	12	7	13	0.59	1.3	99.4	B
WBT LRT	23	2055	27	19	25	1.33	4.3	184.1	C
EBT LRT	24	696	51	27	51	1.29	19.5	294.0	D
<b>Total/Avg Car</b>	<b>2539</b>	<b>3050</b>	<b>33</b>	<b>23</b>	<b>33</b>	<b>1.28</b>	<b>14.2</b>	<b>395.9</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2751</b>	<b>39</b>	<b>23</b>	<b>32</b>	<b>1.31</b>	<b>11.9</b>	<b>294.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	218	41	0.95
WBT PED	190	39	0.93
NBT PED	73	39	0.96
EBT PED	194	38	0.93
<b>Total/Avg Ped</b>	<b>675</b>	<b>39</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	250	299	95	67	94	2.88	55.7	297.5	F
SBT	1741	2088	42	31	42	1.15	33.7	181.7	D
SBR	12	15	38	26	38	1.13	10.2	126.5	D
WBL	213	256	54	44	54	1.02	40.2	404.1	D
WBT	185	219	19	12	19	0.66	19.1	317.3	B
WBR	332	401	15	8	15	0.88	9.1	321.1	B
NBL	85	101	37	25	37	1.74	4.0	70.3	D
NBT	1861	2248	27	19	27	0.90	37.7	227.2	C
NBR	181	216	26	16	26	1.06	8.2	148.2	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	197	237	27	21	27	0.70	16.0	144.4	C
EBR	87	103	22	14	22	0.89	3.8	92.1	C
WBT LRT	23	2067	27	19	25	1.33	4.3	184.1	C
EBT LRT	24	696	51	27	51	1.29	19.5	294.0	D
<b>Total/Avg Car</b>	<b>5144</b>	<b>6183</b>	<b>36</b>	<b>26</b>	<b>35</b>	<b>1.09</b>	<b>19.8</b>	<b>404.1</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2763</b>	<b>39</b>	<b>23</b>	<b>32</b>	<b>1.31</b>	<b>11.9</b>	<b>294.0</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	219	43	0.95
WBT PED	184	43	0.94
NBT PED	72	48	0.98
EBT PED	189	45	0.95
<b>Total/Avg Ped</b>	<b>664</b>	<b>44</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	191	230	63	49	63	1.67	20.9	115.0	E
SBT	650	780	30	21	30	1.23	16.5	132.9	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	164	194	26	18	26	0.73	9.6	113.5	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	118	141	7	1	7	0.70	0.0	0.0	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	751	901	48	38	49	1.19	41.2	237.9	D
NBR	91	107	46	34	45	1.35	18.6	194.7	D
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	15	948	87	79	98	1.10	41.6	437.3	F
WBL LRT	8	1217	42	35	42	0.85	42.0	438.3	D
NBR LRT	8	248	38	25	38	1.08	5.7	229.4	D
SBL LRT	16	448	44	34	43	1.39	13.3	230.8	D
<b>Total/Avg Car</b>	<b>1965</b>	<b>2353</b>	<b>39</b>	<b>30</b>	<b>40</b>	<b>1.19</b>	<b>8.9</b>	<b>237.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2861</b>	<b>56</b>	<b>47</b>	<b>60</b>	<b>1.15</b>	<b>25.6</b>	<b>438.3</b>	<b>E</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	48	46	0.97
WBT PED	150	45	0.95
NBT PED	50	48	0.99
EBT PED	76	47	0.97
<b>Total/Avg Ped</b>	<b>324</b>	<b>46</b>	<b>0.96</b>



**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	191	229	100	86	101	1.27	65.1	281.4	F
SBT	388	464	21	17	21	0.44	16.3	137.0	C
SBR	97	118	18	12	19	0.75	0.9	38.1	B
WBL	105	126	100	87	102	1.55	17.8	120.7	F
WBT	953	1138	71	58	70	1.44	51.2	277.4	E
WBR	335	409	45	27	46	1.49	1.9	121.3	D
NBL	147	177	77	61	76	1.78	35.9	187.7	E
NBT	624	750	34	22	34	1.42	35.9	187.7	C
NBR	160	189	30	16	29	1.73	4.5	115.1	C
EBL	63	74	73	64	72	1.00	13.7	121.0	E
EBT	868	1044	35	29	35	0.75	52.9	277.7	C
EBR	117	140	38	31	38	0.85	52.9	277.7	D
NBL LRT	15	948	21	16	21	1.11	2.5	276.0	C
EBR LRT	16	448	16	9	16	0.74	5.3	229.8	B
<b>Total/Avg Car</b>	<b>4048</b>	<b>4858</b>	<b>49</b>	<b>38</b>	<b>49</b>	<b>1.17</b>	<b>29.1</b>	<b>281.4</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1396</b>	<b>18</b>	<b>12</b>	<b>19</b>	<b>0.92</b>	<b>3.9</b>	<b>276.0</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	197	57	0.95
WBT PED	249	52	0.96
NBT PED	130	57	0.94
EBT PED	108	54	0.96
<b>Total/Avg Ped</b>	<b>684</b>	<b>54</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	3021	4068	12	8	13	0.28	39.9	430.1	B
<b>Total/Avg Car</b>	<b>3021</b>	<b>4068</b>	<b>12</b>	<b>8</b>	<b>13</b>	<b>0.28</b>	<b>39.9</b>	<b>430.1</b>	<b>B</b>

**TABLE E3: INTERSECTION MOES: BLE MODEL YEAR 2025**

**PM Peak Period 4:00 - 6:00, 400 S at Main Street**

1	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	70	82	87	74	87	1.65	13.8	100.8	F
SBT	217	263	48	35	48	1.29	31.3	242.9	D
SBR	109	131	38	25	39	1.46	37.6	259.3	D
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2636	3589	45	33	47	0.84	163.7	661.4	D
WBR	71	86	46	31	47	1.10	163.5	661.5	D
NBL	90	108	86	75	87	1.67	17.6	97.1	F
NBT	223	266	60	45	60	1.69	51.2	356.8	E
NBR	259	308	48	34	48	1.92	53.1	359.9	D
EBL	55	69	69	62	68	1.11	9.7	69.3	E
EBT	2251	3193	34	23	34	0.84	64.7	338.1	C
EBR	74	87	25	18	25	0.80	71.2	357.4	C
SBT LRT	16	448	31	24	31	1.04	8.8	297.9	C
NBT LRT	16	1016	21	12	21	0.44	7.2	305.4	C
WBL LRT	7	382	29	23	29	0.72	8.5	331.1	C
NBR LRT	8	288	21	8	21	0.53	3.8	306.7	C
SBL LRT	8	248	42	35	42	1.45	7.3	230.6	D
WBR LRT	8	208	39	34	39	0.80	10.0	308.3	D
<b>Total/Avg Car</b>	<b>6055</b>	<b>8182</b>	<b>42</b>	<b>30</b>	<b>43</b>	<b>0.97</b>	<b>56.4</b>	<b>661.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>63</b>	<b>2590</b>	<b>29</b>	<b>21</b>	<b>27</b>	<b>0.81</b>	<b>7.6</b>	<b>331.1</b>	<b>C</b>

**400 S at Main Street PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	62	0.97
WBT PED	65	62	0.98
NBT PED	94	60	0.96
EBT PED	65	60	0.96
<b>Total/Avg Ped</b>	<b>321</b>	<b>61</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at State Street**

11	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	369	441	75	61	76	1.45	67.6	609.9	E
SBT	2990	3565	74	59	74	1.32	244.1	797.1	E
SBR	258	309	84	64	83	2.17	244.0	796.9	F
WBL	554	661	144	115	144	2.27	214.4	904.5	F
WBT	2238	3121	74	51	77	1.21	374.5	823.0	E
WBR	248	293	43	21	43	1.38	1.4	58.5	D
NBL	221	265	65	53	64	1.52	29.6	192.6	E
NBT	1536	1831	60	51	60	1.06	90.5	394.4	E
NBR	278	331	33	21	32	1.56	6.6	211.1	C
EBL	390	464	114	94	114	1.74	87.1	740.6	F
EBT	1841	2704	58	42	58	0.93	182.1	758.6	E
EBR	353	420	32	15	32	1.36	4.7	195.1	C
WBT LRT	15	590	97	78	98	2.02	297.3	904.0	F
EBT LRT	16	536	42	34	42	1.13	101.1	740.6	D
<b>Total/Avg Car</b>	<b>11276</b>	<b>14405</b>	<b>71</b>	<b>54</b>	<b>72</b>	<b>1.30</b>	<b>128.9</b>	<b>904.5</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1126</b>	<b>69</b>	<b>55</b>	<b>71</b>	<b>1.56</b>	<b>199.2</b>	<b>904.0</b>	<b>E</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	97	80	0.97
WBT PED	48	76	0.98
NBT PED	97	79	0.97
EBT PED	47	87	0.98
<b>Total/Avg Ped</b>	<b>289</b>	<b>80</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 200 E**

21	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	170	206	110	96	109	1.57	66.8	421.7	F
SBT	1307	1562	54	42	54	1.11	97.5	482.8	D
SBR	424	503	60	40	60	1.93	61.8	452.5	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2555	3547	90	59	91	2.19	262.6	740.3	F
WBR	141	168	46	29	46	1.44	0.3	42.0	D
NBL	96	114	88	75	88	1.50	18.9	108.1	F
NBT	344	411	47	39	47	0.94	23.0	120.5	D
NBR	166	193	14	6	14	1.29	1.6	67.2	B
EBL	75	88	85	78	85	0.96	17.2	113.3	F
EBT	2347	3210	15	9	17	0.49	26.8	320.3	B
EBR	60	71	13	8	13	0.65	26.8	320.3	B
WBT LRT	15	601	25	17	28	0.48	47.8	316.9	C
EBT LRT	16	530	10	7	9	0.33	5.3	269.0	A
<b>Total/Avg Car</b>	<b>7685</b>	<b>10073</b>	<b>55</b>	<b>38</b>	<b>56</b>	<b>1.34</b>	<b>50.3</b>	<b>740.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1131</b>	<b>17</b>	<b>12</b>	<b>19</b>	<b>0.40</b>	<b>26.6</b>	<b>316.9</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	104	125	1.48
WBT PED	81	66	0.97
NBT PED	103	129	1.47
EBT PED	96	66	0.96
<b>Total/Avg Ped</b>	<b>384</b>	<b>99</b>	<b>1.24</b>

**PM Peak Period 4:00 - 6:00, 400 S at 300 E**

31	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	168	204	127	107	126	1.85	110.5	614.6	F
SBT	826	980	95	75	95	1.53	386.7	1305.0	F
SBR	118	141	77	55	77	2.00	2.4	99.8	E
WBL	108	133	91	78	90	1.42	23.0	129.4	F
WBT	2367	3325	46	34	45	0.88	122.5	579.4	D
WBR	119	145	41	31	41	0.97	122.5	579.4	D
NBL	245	290	94	81	94	1.47	33.7	280.3	F
NBT	347	415	62	51	62	1.10	50.4	463.7	E
NBR	115	135	31	21	31	1.28	0.9	61.6	C
EBL	261	317	66	57	66	0.95	47.3	256.5	E
EBT	1736	2465	25	17	25	0.66	39.2	328.5	C
EBR	644	779	19	7	19	0.89	24.4	335.0	B
WBT LRT	16	632	12	9	13	0.36	6.1	307.2	B
EBT LRT	16	518	14	6	15	0.33	4.2	269.2	B
<b>Total/Avg Car Total/Avg TRAX</b>	<b>7054</b>	<b>9329</b>	<b>50</b>	<b>38</b>	<b>48</b>	<b>0.99</b>	<b>80.3</b>	<b>1305.0</b>	<b>D</b>
	<b>32</b>	<b>1150</b>	<b>13</b>	<b>7</b>	<b>14</b>	<b>0.35</b>	<b>5.1</b>	<b>307.2</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	62	0.99
WBT PED	17	57	0.90
NBT PED	34	58	0.99
EBT PED	18	57	0.93
<b>Total/Avg Ped</b>	<b>102</b>	<b>59</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, 400 S at 400 E**

41	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	135	164	51	39	51	1.50	15.3	251.1	D
SBT	822	993	49	37	49	1.01	43.9	299.5	D
SBR	108	130	46	34	46	1.16	44.6	301.8	D
WBL	124	150	56	47	56	1.04	17.1	127.9	E
WBT	2403	3369	19	11	21	0.55	42.4	445.5	B
WBR	84	102	18	10	18	0.65	42.4	445.5	B
NBL	96	116	60	47	59	1.93	7.4	101.1	E
NBT	356	429	50	39	50	1.24	18.6	152.3	D
NBR	130	158	44	32	44	1.34	18.5	151.9	D
EBL	106	126	40	33	39	0.91	10.4	95.6	D
EBT	1831	2578	17	9	16	0.70	19.5	294.2	B
EBR	74	89	12	6	11	0.72	19.5	294.2	B
WBT LRT	16	632	6	3	6	0.21	2.3	277.4	A
EBT LRT	16	524	5	3	6	0.25	2.4	291.8	A
<b>Total/Avg Car</b>	<b>6269</b>	<b>8404</b>	<b>27</b>	<b>19</b>	<b>27</b>	<b>0.78</b>	<b>24.9</b>	<b>445.5</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1156</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0.23</b>	<b>2.3</b>	<b>291.8</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	17	43	1.00
WBT PED	16	46	0.95
NBT PED	16	52	0.97
EBT PED	16	41	0.97
<b>Total/Avg Ped</b>	<b>65</b>	<b>45</b>	<b>0.97</b>



**PM Peak Period 4:00 - 6:00, 400 S at 500 E**

51	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	127	153	75	60	76	2.40	18.0	149.3	E
SBT	870	1045	52	40	52	1.05	52.1	307.7	D
SBR	129	153	49	37	49	1.15	52.1	309.2	D
WBL	119	142	34	27	33	0.89	9.9	100.4	C
WBT	2292	3242	18	9	18	0.78	27.7	326.3	B
WBR	120	149	14	7	14	0.95	27.7	326.3	B
NBL	181	215	60	46	61	1.99	18.3	139.9	E
NBT	1094	1308	51	38	51	1.16	65.3	362.6	D
NBR	219	258	48	34	48	1.33	64.9	361.7	D
EBL	120	143	49	41	48	0.97	15.0	111.6	D
EBT	1902	2666	22	15	22	0.62	29.6	315.9	C
EBR	68	84	17	11	17	0.72	29.6	315.9	B
WBT LRT	16	632	11	5	11	0.38	4.1	306.9	B
EBT LRT	16	536	8	5	7	0.23	3.7	261.4	A
<b>Total/Avg Car</b>	<b>7241</b>	<b>9558</b>	<b>32</b>	<b>22</b>	<b>31</b>	<b>0.92</b>	<b>34.2</b>	<b>362.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0.30</b>	<b>3.9</b>	<b>306.9</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	16	52	0.98
WBT PED	17	47	0.97
NBT PED	16	43	1.00
EBT PED	16	44	0.95
<b>Total/Avg Ped</b>	<b>65</b>	<b>47</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, 400 S at 600 E**

61	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	95	114	49	40	49	1.17	8.2	95.1	D
SBT	279	338	42	34	42	0.75	24.2	198.3	D
SBR	100	121	20	13	20	1.00	0.8	58.7	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2327	3287	13	7	15	0.52	25.9	333.0	B
WBR	197	235	11	5	11	0.66	25.7	333.0	B
NBL	126	152	50	40	50	1.36	10.0	136.4	D
NBT	381	456	46	37	46	0.97	35.1	287.5	D
NBR	122	147	27	17	27	1.31	1.4	86.7	C
EBL	65	78	61	54	59	0.96	10.3	82.0	E
EBT	2104	2844	16	8	18	0.62	24.5	338.7	B
EBR	68	80	13	7	13	0.70	24.5	338.7	B
WBT LRT	16	632	22	10	23	0.38	44.3	328.5	C
EBT LRT	16	542	3	2	3	0.14	1.4	230.5	A
<b>Total/Avg Car</b>	<b>5864</b>	<b>7852</b>	<b>20</b>	<b>12</b>	<b>21</b>	<b>0.66</b>	<b>15.8</b>	<b>338.7</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1174</b>	<b>13</b>	<b>6</b>	<b>14</b>	<b>0.26</b>	<b>22.8</b>	<b>328.5</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	88	101	1.46
WBT PED	81	48	0.93
NBT PED	88	98	1.48
EBT PED	105	50	0.95
<b>Total/Avg Ped</b>	<b>362</b>	<b>74</b>	<b>1.20</b>

**PM Peak Period 4:00 - 6:00, 400 S at 700 E**

71	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	297	357	71	57	70	1.19	30.0	122.0	E
SBT	4413	5280	42	28	42	0.84	217.6	917.0	D
SBR	201	239	29	15	29	1.08	0.7	47.8	C
WBL	497	594	115	94	116	1.90	85.6	636.1	F
WBT	1899	2769	52	37	54	0.90	118.8	635.3	D
WBR	183	218	17	5	17	1.23	1.0	57.1	B
NBL	450	544	74	65	75	1.18	49.7	164.9	E
NBT	2273	2717	35	26	35	0.83	68.9	342.7	C
NBR	230	274	14	6	14	1.03	1.2	59.6	B
EBL	356	421	109	86	110	1.74	83.4	662.3	F
EBT	1346	1888	79	56	83	1.23	198.8	779.9	E
EBR	625	754	61	29	61	2.10	112.5	714.1	E
WBT LRT	16	632	39	27	41	1.08	44.9	472.4	D
EBT LRT	16	536	45	28	46	1.02	81.1	662.1	D
<b>Total/Avg Car</b>	<b>12770</b>	<b>16055</b>	<b>52</b>	<b>37</b>	<b>54</b>	<b>1.05</b>	<b>80.7</b>	<b>917.0</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>42</b>	<b>28</b>	<b>43</b>	<b>1.05</b>	<b>63.0</b>	<b>662.1</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	46	67	0.97
WBT PED	17	74	0.99
NBT PED	46	65	0.98
EBT PED	17	69	0.97
<b>Total/Avg Ped</b>	<b>126</b>	<b>68</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 400 S at 800 E**

81	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	75	88	40	31	39	0.96	11.8	91.8	D
SBT	53	65	39	30	39	0.82	11.8	91.8	D
SBR	49	59	8	2	8	1.07	0.2	21.9	A
WBL	130	151	46	38	46	0.97	14.4	143.0	D
WBT	2408	3375	9	4	11	0.32	20.1	396.8	A
WBR	124	149	9	3	8	0.41	19.3	399.3	A
NBL	130	156	39	32	40	0.93	20.3	128.5	D
NBT	75	87	37	30	38	0.88	20.3	128.5	D
NBR	133	159	5	1	5	0.99	0.8	47.6	A
EBL	54	62	40	34	39	0.92	5.3	64.3	D
EBT	1757	2380	8	3	8	0.29	9.5	189.4	A
EBR	56	67	5	2	5	0.38	7.8	191.5	A
WBT LRT	16	632	9	0	10	0.00	0.0	0.0	A
EBT LRT	16	536	3	2	3	0.10	1.1	177.8	A
<b>Total/Avg Car</b>	<b>5044</b>	<b>6798</b>	<b>12</b>	<b>7</b>	<b>13</b>	<b>0.40</b>	<b>11.8</b>	<b>399.3</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0.05</b>	<b>0.6</b>	<b>177.8</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	2	31	0.60
WBT PED	16	43	0.94
NBT PED	1	22	0.60
EBT PED	17	35	0.93
<b>Total/Avg Ped</b>	<b>36</b>	<b>38</b>	<b>0.91</b>

**PM Peak Period 4:00 - 6:00, 400 S at 900 E**

91	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	187	224	94	81	93	1.30	42.9	225.6	F
SBT	1251	1495	64	50	64	1.04	111.6	477.3	E
SBR	228	276	21	8	22	1.63	0.7	62.8	C
WBL	265	319	104	92	103	1.17	77.3	370.7	F
WBT	2210	3138	18	11	19	0.44	37.9	379.3	B
WBR	92	111	15	9	14	0.50	32.1	364.1	B
NBL	228	267	83	71	82	1.22	50.9	319.4	F
NBT	727	870	46	37	46	0.90	51.5	300.2	D
NBR	74	88	14	7	14	0.97	2.3	175.6	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1726	2302	27	16	29	0.57	72.0	479.2	C
EBR	230	275	29	15	28	0.81	61.7	461.0	C
WBT LRT	16	637	15	9	16	0.31	6.3	291.8	B
EBT LRT	16	536	20	8	20	0.32	23.8	346.2	B
<b>Total/Avg Car</b>	<b>7218</b>	<b>9365</b>	<b>38</b>	<b>28</b>	<b>38</b>	<b>0.75</b>	<b>45.1</b>	<b>479.2</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1173</b>	<b>17</b>	<b>9</b>	<b>17</b>	<b>0.31</b>	<b>15.0</b>	<b>346.2</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	73	65	0.98
WBT PED	33	70	1.01
NBT PED	72	66	0.97
EBT PED	33	68	0.98
<b>Total/Avg Ped</b>	<b>211</b>	<b>67</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1100 E**

111	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	239	285	43	36	42	0.94	26.2	179.4	D
SBT	366	443	37	30	38	0.87	45.5	312.8	D
SBR	127	153	25	18	25	0.98	20.6	264.8	C
WBL	66	78	54	43	54	1.07	12.3	332.9	D
WBT	2320	3287	11	6	10	0.36	26.5	444.4	B
WBR	113	136	10	5	10	0.46	22.1	430.1	A
NBL	124	147	45	39	45	0.95	14.8	112.7	D
NBT	250	299	36	30	36	0.83	23.6	177.3	D
NBR	125	152	6	1	6	0.95	0.0	2.2	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	1836	2434	13	8	12	0.41	26.0	331.2	B
EBR	144	171	12	6	12	0.49	19.0	311.9	B
WBT LRT	16	642	7	2	8	0.34	12.3	332.9	A
EBT LRT	16	536	2	1	2	0.04	0.5	83.3	A
<b>Total/Avg Car</b>	<b>5710</b>	<b>7585</b>	<b>17</b>	<b>11</b>	<b>16</b>	<b>0.50</b>	<b>19.7</b>	<b>444.4</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1178</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>0.19</b>	<b>6.4</b>	<b>332.9</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, 500 S at 1300 E**

130	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	666	803	80	67	80	1.39	83.3	477.6	F
SBT	1581	1888	42	31	42	0.99	85.7	511.7	D
SBR	169	204	16	6	16	1.42	0.0	8.4	B
WBL	273	329	61	52	61	1.02	44.7	217.2	E
WBT	2073	2949	47	36	48	0.89	105.9	430.8	D
WBR	670	804	20	2	20	1.06	16.8	305.4	B
NBL	240	288	55	49	55	0.93	25.8	97.9	D
NBT	1042	1260	33	27	33	0.68	37.8	173.5	C
NBR	206	249	6	1	6	1.01	0.1	19.7	A
EBL	230	276	67	54	66	1.19	37.4	258.4	E
EBT	1787	2376	50	35	52	0.94	141.6	672.9	D
EBR	169	205	48	31	48	1.12	95.5	608.0	D
WBT LRT	16	627	46	29	47	0.55	18.7	292.6	D
EBT LRT	16	536	22	16	22	0.52	10.1	303.0	C
<b>Total/Avg Car</b>	<b>9106</b>	<b>11631</b>	<b>45</b>	<b>34</b>	<b>46</b>	<b>0.97</b>	<b>56.2</b>	<b>672.9</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1163</b>	<b>34</b>	<b>22</b>	<b>36</b>	<b>0.53</b>	<b>14.4</b>	<b>303.0</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	33	53	0.97
WBT PED	0	0	0.00
NBT PED	109	57	0.97
EBT PED	64	56	1.00
<b>Total/Avg Ped</b>	<b>206</b>	<b>56</b>	<b>0.98</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1500 E**

150	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	307	369	22	15	22	0.83	14.5	133.4	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	317	389	8	1	8	0.87	3.2	97.5	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	461	548	17	9	17	0.74	13.2	217.0	B
WBR	37	44	9	3	10	0.76	0.0	0.0	A
NBL	127	154	20	13	20	0.69	7.4	99.8	B
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	120	149	10	4	10	0.88	1.1	69.9	A
EBL	77	91	36	29	36	1.26	5.5	67.9	D
EBT	495	595	15	10	15	0.92	8.4	163.0	B
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT LRT	16	632	17	8	18	0.74	4.0	307.6	B
EBT LRT	16	536	1	1	1	0.02	0.5	30.8	A
<b>Total/Avg Car</b>	<b>1941</b>	<b>2339</b>	<b>16</b>	<b>9</b>	<b>16</b>	<b>0.85</b>	<b>4.4</b>	<b>217.0</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>9</b>	<b>4</b>	<b>10</b>	<b>0.38</b>	<b>2.2</b>	<b>307.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	31	28	0.99
WBT PED	0	0	0.00
NBT PED	32	29	0.97
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>63</b>	<b>28</b>	<b>0.98</b>



**PM Peak Period 4:00 - 6:00, S Campus at 1600 E Roundabout**

160	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	1154	1384	21	9	20	0.70	55.0	663.4	C
WBT	438	522	17	8	17	0.53	55.0	663.4	B
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	62	72	7	4	7	0.23	0.9	47.7	A
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	664	801	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	123	150	37	21	37	3.42	71.5	467.2	D
EBR	787	951	39	21	39	3.59	71.5	467.2	D
WBT LRT	16	632	0	0	0	0.00	0.0	0.0	N/A
EBT LRT	16	536	8	4	8	0.33	0.0	0.0	A
<b>Total/Avg Car</b>	<b>3228</b>	<b>3880</b>	<b>21</b>	<b>10</b>	<b>21</b>	<b>1.33</b>	<b>21.2</b>	<b>663.4</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0.17</b>	<b>0.0</b>	<b>0.0</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1725 E**

170	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	121	145	31	23	30	0.81	17.3	153.9	C
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	125	149	28	22	27	0.68	17.3	153.9	C
WBL	116	140	54	48	54	0.97	16.8	112.9	D
WBT	1470	1759	18	13	18	0.58	43.2	375.3	B
WBR	85	104	19	13	19	0.65	43.2	375.3	B
NBL	116	138	30	23	30	0.89	8.3	82.2	C
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	128	155	5	0	5	0.72	0.1	27.9	A
EBL	73	89	62	57	62	1.00	25.6	183.0	E
EBT	628	760	17	12	17	0.68	25.6	183.0	B
EBR	85	100	18	12	18	0.85	25.6	183.0	B
WBT LRT	16	632	10	3	10	0.08	1.5	131.1	A
EBT LRT	16	536	3	1	2	0.14	0.9	192.8	A
<b>Total/Avg Car</b>	<b>2947</b>	<b>3539</b>	<b>21</b>	<b>16</b>	<b>21</b>	<b>0.67</b>	<b>18.6</b>	<b>375.3</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1168</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0.11</b>	<b>1.2</b>	<b>192.8</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	79	49	0.97
WBT PED	25	48	0.97
NBT PED	80	47	0.97
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>184</b>	<b>48</b>	<b>0.97</b>

**PM Peak Period 4:00 - 6:00, S Campus at 1800 E**

180	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	52	64	25	20	25	0.71	5.0	58.3	C
SBT	25	30	24	19	23	0.67	5.0	58.3	C
SBR	123	145	5	1	5	0.88	5.0	58.3	A
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	1497	1794	9	5	9	0.39	19.3	252.4	A
WBR	20	25	11	6	10	0.53	19.3	252.4	B
NBL	47	56	27	20	27	0.90	4.2	51.1	C
NBT	25	31	25	20	26	0.65	4.2	51.1	C
NBR	25	29	7	3	7	0.74	0.1	13.8	A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	796	963	9	5	9	0.41	8.9	163.3	A
EBR	80	95	6	2	6	0.58	3.4	137.4	A
WBT LRT	16	632	3	2	3	0.07	1.3	145.6	A
EBT LRT	16	522	11	3	11	0.12	22.2	355.6	B
<b>Total/Avg Car</b>	<b>2690</b>	<b>3232</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>0.45</b>	<b>6.2</b>	<b>252.4</b>	<b>A</b>
<b>Total/Avg TRAX</b>	<b>32</b>	<b>1154</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>0.09</b>	<b>11.7</b>	<b>355.6</b>	<b>A</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	183	41	0.95
WBT PED	31	13	0.63
NBT PED	46	40	0.95
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>260</b>	<b>38</b>	<b>0.91</b>

**PM Peak Period 4:00 - 6:00, S Campus at Capecchi**

200	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	210	248	142	123	140	1.90	282.5	1076.9	F
SBT	2447	2942	52	38	52	1.17	343.6	1160.4	D
SBR	904	1079	120	97	120	2.50	363.9	1129.1	F
WBL	52	62	63	54	63	0.91	114.7	468.2	E
WBT	497	601	67	59	68	0.93	114.7	468.2	E
WBR	102	122	31	22	31	1.16	55.1	380.8	C
NBL	118	142	80	73	80	0.98	25.8	134.4	E
NBT	1473	1766	31	24	30	0.61	69.1	345.4	C
NBR	51	63	30	23	28	0.68	69.1	345.4	C
EBL	328	397	65	57	66	0.91	48.9	198.5	E
EBT	144	172	62	55	63	0.90	48.9	198.5	E
EBR	399	483	17	5	17	1.18	2.2	133.6	B
SBR LRT	16	632	28	17	30	0.75	6.2	242.2	C
EBL LRT	15	508	36	22	36	1.14	7.3	303.4	D
<b>Total/Avg Car</b>	<b>6725</b>	<b>8077</b>	<b>59</b>	<b>47</b>	<b>59</b>	<b>1.21</b>	<b>128.2</b>	<b>1160.4</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1140</b>	<b>32</b>	<b>19</b>	<b>33</b>	<b>0.94</b>	<b>6.7</b>	<b>303.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	25	81	0.97
WBT PED	9	64	1.06
NBT PED	8	81	0.98
EBT PED	9	77	1.11
<b>Total/Avg Ped</b>	<b>51</b>	<b>77</b>	<b>1.01</b>

**PM Peak Period 4:00 - 6:00, Capecchi at Wasatch**

210	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	2201	2650	14	8	14	0.59	35.0	253.3	B
SBR	59	73	70	65	69	0.74	11.5	82.4	E
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	612	736	37	27	37	0.83	59.5	416.2	D
NBT	1233	1477	3	0	3	0.05	0.0	0.0	A
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	1228	1466	218	147	218	9.70	1315.0	1653.6	F
SBT LRT	16	632	28	17	30	0.75	6.2	242.2	C
NBT LRT	15	501	36	22	36	1.14	7.3	303.4	D
<b>Total/Avg Car</b>	<b>5333</b>	<b>6402</b>	<b>61</b>	<b>41</b>	<b>61</b>	<b>2.59</b>	<b>118.4</b>	<b>1653.6</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1133</b>	<b>32</b>	<b>19</b>	<b>33</b>	<b>0.94</b>	<b>6.7</b>	<b>303.4</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	0	0	0.00
WBT PED	0	0	0.00
NBT PED	0	0	0.00
EBT PED	0	0	0.00
<b>Total/Avg Ped</b>	<b>0</b>	<b>0</b>	<b>0.00</b>

**PM Peak Period 4:00 - 6:00, Main at 500 S**

500	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	221	267	34	24	34	1.23	17.3	188.9	C
SBR	72	83	31	20	30	1.43	16.7	190.2	C
WBL	103	125	44	31	43	1.27	3.5	61.7	D
WBT	5689	6798	45	31	45	1.23	168.5	1016.2	D
WBR	120	146	46	31	45	1.56	167.3	1015.7	D
NBL	125	150	86	80	87	0.99	32.1	256.3	F
NBT	453	538	16	12	17	0.53	17.2	181.7	B
NBR	0	0	0	0	0	0.00	0.0	0.0	N/A
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	23	819	28	16	30	0.89	57.1	503.7	C
NBT LRT	24	1304	13	7	13	0.51	7.2	299.8	B
<b>Total/Avg Car</b>	<b>6783</b>	<b>8107</b>	<b>43</b>	<b>30</b>	<b>43</b>	<b>1.19</b>	<b>35.2</b>	<b>1016.2</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2123</b>	<b>20</b>	<b>11</b>	<b>19</b>	<b>0.70</b>	<b>32.1</b>	<b>503.7</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	56	40	0.94
WBT PED	72	41	0.95
NBT PED	56	40	0.92
EBT PED	71	42	0.94
<b>Total/Avg Ped</b>	<b>255</b>	<b>41</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, Main at 300 S**

300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	170	207	30	21	31	1.02	10.3	145.2	C
SBR	45	54	26	17	26	1.18	9.8	145.5	C
WBL	85	103	34	24	35	1.11	5.0	79.5	C
WBT	392	474	29	23	29	0.57	33.9	268.0	C
WBR	60	73	24	17	24	0.73	20.6	230.2	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	207	248	34	22	34	1.14	19.7	257.3	C
NBR	144	174	27	14	27	1.34	19.7	256.9	C
EBL	44	53	42	31	42	1.41	2.8	74.1	D
EBT	562	666	41	31	41	0.96	83.1	484.7	D
EBR	142	168	39	28	39	1.23	82.5	484.3	D
SBT LRT	24	696	18	7	18	0.58	22.9	382.9	B
NBT LRT	24	1224	41	26	45	2.70	7.1	335.3	D
<b>Total/Avg Car</b>	<b>1851</b>	<b>2220</b>	<b>34</b>	<b>25</b>	<b>34</b>	<b>0.97</b>	<b>23.9</b>	<b>484.7</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>1920</b>	<b>30</b>	<b>16</b>	<b>35</b>	<b>1.64</b>	<b>15.0</b>	<b>382.9</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	98	63	0.96
WBT PED	96	65	0.95
NBT PED	95	67	0.96
EBT PED	97	64	0.95
<b>Total/Avg Ped</b>	<b>386</b>	<b>65</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, Main at 200 S**

2	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	218	263	41	31	41	1.13	24.2	211.1	D
SBR	110	127	31	20	31	1.25	16.8	192.8	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	2019	2421	15	8	15	0.73	37.7	361.0	B
WBR	80	96	16	6	16	1.15	33.8	353.7	B
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	188	224	42	32	43	1.25	23.6	224.7	D
NBR	126	154	29	19	30	1.29	16.2	205.0	C
EBL	56	67	33	21	32	1.47	21.2	190.4	C
EBT	1446	1730	10	7	10	0.38	21.2	190.4	A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT LRT	24	701	44	20	44	2.26	15.2	342.5	D
NBT LRT	24	1404	41	26	39	2.70	7.1	335.3	D
<b>Total/Avg Car</b>	<b>4243</b>	<b>5082</b>	<b>17</b>	<b>11</b>	<b>17</b>	<b>0.70</b>	<b>16.2</b>	<b>361.0</b>	<b>B</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2105</b>	<b>43</b>	<b>23</b>	<b>41</b>	<b>2.48</b>	<b>11.1</b>	<b>342.5</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	50	53	0.96
WBT PED	49	52	0.95
NBT PED	50	51	0.96
EBT PED	47	52	0.96
<b>Total/Avg Ped</b>	<b>196</b>	<b>52</b>	<b>0.96</b>



**PM Peak Period 4:00 - 6:00, Main at 100 S**

3	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	246	296	24	16	24	0.91	9.8	178.2	C
SBR	60	74	19	10	20	0.99	5.8	155.8	B
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	353	423	56	47	56	1.13	28.4	214.0	E
WBR	94	111	33	23	32	1.22	25.3	209.3	C
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	229	275	28	16	28	0.87	15.1	213.8	C
NBR	93	111	21	10	21	0.90	11.7	203.3	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	285	341	26	22	26	0.62	24.0	179.3	C
EBR	79	92	19	14	20	0.71	15.2	159.2	B
SBT LRT	24	696	44	20	45	2.26	15.2	342.5	D
NBT LRT	24	1404	41	26	39	2.70	7.1	335.3	D
<b>Total/Avg Car</b>	<b>1439</b>	<b>1723</b>	<b>33</b>	<b>25</b>	<b>33</b>	<b>0.91</b>	<b>11.3</b>	<b>214.0</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>48</b>	<b>2100</b>	<b>43</b>	<b>23</b>	<b>41</b>	<b>2.48</b>	<b>11.1</b>	<b>342.5</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	47	61	0.99
WBT PED	47	57	0.94
NBT PED	48	60	0.96
EBT PED	48	58	0.94
<b>Total/Avg Ped</b>	<b>190</b>	<b>59</b>	<b>0.96</b>

**PM Peak Period 4:00 - 6:00, Main at S Temple**

4	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	0	0	0	0	0	0.00	0.0	0.0	N/A
SBT	0	0	0	0	0	0.00	0.0	0.0	N/A
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	147	179	56	48	56	0.95	69.7	359.1	E
WBT	1066	1281	82	63	82	1.67	139.3	718.2	F
WBR	0	0	0	0	0	0.00	0.0	0.0	N/A
NBL	144	175	76	60	75	1.53	30.4	199.9	E
NBT	0	0	0	0	0	0.00	0.0	0.0	N/A
NBR	177	210	23	6	22	1.51	1.1	105.2	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	550	661	43	34	43	1.14	53.9	383.2	D
EBR	160	191	15	5	15	1.07	0.2	50.3	B
NBL LRT	23	2032	26	18	26	1.06	15.3	366.6	C
EBR LRT	24	691	31	21	30	1.28	13.9	326.8	C
<b>Total/Avg Car</b>	<b>2244</b>	<b>2697</b>	<b>61</b>	<b>46</b>	<b>61</b>	<b>1.43</b>	<b>24.5</b>	<b>718.2</b>	<b>E</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2723</b>	<b>28</b>	<b>19</b>	<b>27</b>	<b>1.17</b>	<b>14.6</b>	<b>366.6</b>	<b>C</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	283	53	0.94
WBT PED	6	53	0.93
NBT PED	582	53	0.96
EBT PED	221	54	0.95
<b>Total/Avg Ped</b>	<b>1092</b>	<b>53</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at W Temple**

5	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	49	59	58	44	57	1.82	3.2	103.7	E
SBT	385	467	50	41	50	1.21	30.3	255.2	D
SBR	91	110	29	19	29	1.57	6.6	170.1	C
WBL	0	0	0	0	0	0.00	0.0	0.0	N/A
WBT	715	856	15	7	15	0.74	18.6	273.9	B
WBR	465	561	19	9	19	1.03	18.6	273.9	B
NBL	162	194	43	31	43	1.62	36.8	280.6	D
NBT	438	521	37	28	36	1.02	36.8	280.6	D
NBR	116	141	19	9	19	1.17	3.4	154.6	B
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	549	657	13	7	13	0.80	10.2	194.5	B
EBR	122	147	12	5	11	0.84	4.7	157.5	B
WBT LRT	23	2017	26	18	28	1.26	3.9	176.4	C
EBT LRT	24	696	64	38	63	1.60	22.4	328.9	E
<b>Total/Avg Car</b>	<b>3092</b>	<b>3713</b>	<b>25</b>	<b>17</b>	<b>25</b>	<b>1.00</b>	<b>14.1</b>	<b>280.6</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2713</b>	<b>45</b>	<b>28</b>	<b>37</b>	<b>1.43</b>	<b>13.1</b>	<b>328.9</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	224	40	0.94
WBT PED	186	18	0.77
NBT PED	77	38	0.94
EBT PED	193	18	0.74
<b>Total/Avg Ped</b>	<b>680</b>	<b>27</b>	<b>0.84</b>

**PM Peak Period 4:00 - 6:00, S Temple at 200 W**

6	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	72	89	55	40	55	2.01	17.1	105.6	E
SBT	398	477	48	38	47	1.22	17.1	105.6	D
SBR	27	33	51	40	53	1.34	0.0	0.0	D
WBL	178	210	55	43	56	1.83	20.1	218.6	E
WBT	679	817	24	13	24	1.60	32.1	380.1	C
WBR	111	134	21	11	21	1.54	43.1	380.1	C
NBL	25	31	44	34	44	1.65	1.6	41.0	D
NBT	318	381	41	32	41	1.04	13.4	101.5	D
NBR	102	124	48	37	47	1.33	0.0	1.9	D
EBL	24	29	53	47	52	0.98	3.2	50.0	D
EBT	496	591	19	11	19	0.76	22.4	239.9	B
EBR	106	123	12	7	12	0.59	1.0	85.1	B
WBT LRT	23	2085	26	18	27	1.26	3.9	176.4	C
EBT LRT	24	696	64	38	63	1.60	22.4	328.9	E
<b>Total/Avg Car</b>	<b>2536</b>	<b>3039</b>	<b>33</b>	<b>23</b>	<b>33</b>	<b>1.27</b>	<b>14.2</b>	<b>380.1</b>	<b>C</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2781</b>	<b>45</b>	<b>28</b>	<b>36</b>	<b>1.43</b>	<b>13.1</b>	<b>328.9</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	219	41	0.95
WBT PED	191	39	0.93
NBT PED	73	40	0.96
EBT PED	193	40	0.93
<b>Total/Avg Ped</b>	<b>676</b>	<b>40</b>	<b>0.94</b>

**PM Peak Period 4:00 - 6:00, S Temple at 300 W**

7	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	254	301	95	65	94	2.92	56.3	264.3	F
SBT	1743	2104	41	31	41	1.14	33.0	186.3	D
SBR	12	14	45	32	47	1.42	9.6	131.1	D
WBL	214	255	55	45	56	1.01	40.1	362.5	D
WBT	186	226	18	11	18	0.60	17.2	303.4	B
WBR	334	400	15	7	14	0.81	8.1	296.3	B
NBL	85	103	42	28	41	1.86	4.6	89.7	D
NBT	1857	2236	26	19	26	0.88	37.2	240.9	C
NBR	181	217	26	16	26	1.04	7.8	162.0	C
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	189	224	27	21	27	0.74	14.8	143.8	C
EBR	83	100	19	11	19	0.94	3.4	91.6	B
WBT LRT	23	2075	26	18	27	1.26	3.9	176.4	C
EBT LRT	24	696	64	38	63	1.60	22.4	328.9	E
<b>Total/Avg Car</b>	<b>5138</b>	<b>6180</b>	<b>35</b>	<b>25</b>	<b>35</b>	<b>1.08</b>	<b>19.3</b>	<b>362.5</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2771</b>	<b>45</b>	<b>28</b>	<b>36</b>	<b>1.43</b>	<b>13.1</b>	<b>328.9</b>	<b>D</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	217	43	0.95
WBT PED	185	45	0.94
NBT PED	70	46	0.97
EBT PED	189	44	0.95
<b>Total/Avg Ped</b>	<b>661</b>	<b>44</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, S Temple at 400 W**

8	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	180	215	59	45	60	1.66	18.0	110.3	E
SBT	662	794	27	18	27	1.13	13.1	126.1	C
SBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBL	165	201	27	20	27	0.77	9.8	124.2	C
WBT	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR	120	144	8	1	8	0.74	0.0	1.9	A
NBL	0	0	0	0	0	0.00	0.0	0.0	N/A
NBT	750	904	43	33	43	1.14	34.1	217.3	D
NBR	90	108	39	29	39	1.17	14.3	174.1	D
EBL	0	0	0	0	0	0.00	0.0	0.0	N/A
EBT	0	0	0	0	0	0.00	0.0	0.0	N/A
EBR	0	0	0	0	0	0.00	0.0	0.0	N/A
WBR LRT	15	949	78	70	81	1.02	36.7	411.3	E
WBL LRT	8	1218	50	42	50	1.00	38.6	386.3	D
NBR LRT	8	248	52	38	52	1.08	9.3	233.7	D
SBL LRT	16	448	47	37	46	1.35	15.1	229.9	D
<b>Total/Avg Car</b>	<b>1967</b>	<b>2366</b>	<b>36</b>	<b>26</b>	<b>36</b>	<b>1.13</b>	<b>7.4</b>	<b>217.3</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>47</b>	<b>2863</b>	<b>58</b>	<b>48</b>	<b>60</b>	<b>1.14</b>	<b>24.9</b>	<b>411.3</b>	<b>E</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	48	39	0.95
WBT PED	149	41	0.95
NBT PED	49	38	0.98
EBT PED	76	42	0.94
<b>Total/Avg Ped</b>	<b>322</b>	<b>40</b>	<b>0.95</b>

**PM Peak Period 4:00 - 6:00, 400 W at N Temple**

9	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
SBL	192	235	52	42	53	0.99	30.4	190.5	D
SBT	388	463	28	23	28	0.64	21.1	148.5	C
SBR	95	113	23	16	24	0.92	0.7	54.0	C
WBL	105	125	86	73	84	1.55	13.8	98.0	F
WBT	954	1149	61	49	61	1.35	39.4	283.7	E
WBR	332	394	46	28	46	1.34	1.5	139.7	D
NBL	151	185	65	51	65	1.71	33.2	200.4	E
NBT	628	753	35	24	36	1.45	33.2	200.4	C
NBR	165	198	32	18	32	1.64	3.4	127.8	C
EBL	63	75	51	44	50	0.92	8.2	88.1	D
EBT	869	1043	32	26	32	0.76	48.1	261.0	C
EBR	117	142	35	28	34	0.80	48.1	261.0	C
NBL LRT	15	949	20	15	20	0.98	2.0	275.6	B
EBR LRT	16	448	10	4	10	0.69	3.0	229.8	A
<b>Total/Avg Car</b>	<b>4059</b>	<b>4875</b>	<b>44</b>	<b>34</b>	<b>44</b>	<b>1.15</b>	<b>23.4</b>	<b>283.7</b>	<b>D</b>
<b>Total/Avg TRAX</b>	<b>31</b>	<b>1397</b>	<b>15</b>	<b>10</b>	<b>17</b>	<b>0.83</b>	<b>2.5</b>	<b>275.6</b>	<b>B</b>

**PEDESTRIAN MOEs**

	Peds	Ped Delay (s)	No Stops
SBT PED	197	51	0.97
WBT PED	249	51	0.94
NBT PED	130	53	0.96
EBT PED	109	50	0.94
<b>Total/Avg Ped</b>	<b>685</b>	<b>51</b>	<b>0.95</b>



**PM Peak Period 4:00 - 6:00, 500 S at 1300 E Gate**

1300	Vehicles	Persons	Delay (s)	Stop Delay (s)	Person Delay(s)	No Stops	Avg Queue (ft)	Max Queue (ft)	LOS
WBT	3023	4081	13	8	11	0.27	38.5	437.2	B
<b>Total/Avg Car</b>	<b>3023</b>	<b>4081</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>0.27</b>	<b>38.5</b>	<b>437.2</b>	<b>B</b>