



# HILLSBOROUGH COUNTY MPO

## Transit Level of Service Evaluation

Final Technical Memorandum #2:  
Transit Level of Service - 2035 Conditions



January 2010

# Hillsborough County Transit Level of Service Evaluation

## Final Technical Memorandum #2: Transit Level of Service - 2035 Conditions

Prepared for

**HILLSBOROUGH COUNTY  
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## Section 1: Introduction

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This report summarizes the assessment of future transit level of service (TLOS) in Hillsborough County, conducted for the Hillsborough County Metropolitan Planning Organization (MPO). This report is the second of two technical memoranda summarizing the TLOS evaluation performed for Hillsborough County in 2009. The primary objective of this evaluation is to document existing and future transit levels of service and illustrate the benefits of transit improvements included in the MPO's 2035 Long Range Transportation Plan (LRTP).

### Future Transit Networks

This technical memorandum summarizes the evaluation of TLOS for two transit networks in 2035. The two transit service networks include:

- **2035 Sales Tax Plan** - This future transit network includes an enhanced network of bus and rail routes and assumes availability of sales tax as an additional funding source.



- **2035 Status Quo Plan** - This plan assumes no sales tax funding for transit and includes a significantly smaller number of transit improvements than the 2035 Sales Tax Plan network.

As with the evaluation of the existing transit network, two components are again utilized to evaluate the 2035 TLOS in Hillsborough County, including Transit Network Level of Service (LOS) and Transit Access LOS. For the benefit of the reader, a description of each of these components presented previously in Technical Memorandum 1 is detailed again in the remainder of this technical memorandum. This is followed by the summaries of TLOS evaluation results.

## **Transit Network LOS**

This component assesses the transit LOS on the major road network on which transit is operated in Hillsborough County for the two 2035 transit plans, the Status Quo Plan and the Sales Tax Plan. In determining transit network LOS, the following two factors are considered.

- Bus frequency
- Bus span of service

The analysis develops Transit Network LOS on all the major road network segments with transit service using a modified ARTPLAN methodology. The ARTPLAN methodology for calculating TLOS is presented in the Florida Department of Transportation's (FDOT) *Quality/Level of Service Handbook*. The methodology identifies and incorporates a number of factors to calculate TLOS, including transit service frequency, span of service, road crossing difficulty, pedestrian LOS, and accessibility at transit stops. However, due to the limited scope of this project, only two of the factors, transit service frequency and transit span of service, were used in evaluating TLOS.



In the ARTPLAN methodology, Transit Network LOS is determined by using frequency as the primary determinant. At the road network segment level, adjustment factors are developed and applied to segment frequency to develop an adjusted frequency based on transit span of service for the existing transit network. The adjusted frequency is then used to determine Transit Network LOS by roadway segment. The 2035 transit frequencies and service span data for the two plans, provided by the Hillsborough County MPO, were reviewed and used to develop the adjustment factors.

A 2035 Status Quo Plan and 2035 Sales Tax Plan roadway network with segmentation that matches Hillsborough County's concurrency management spreadsheet to the maximum extent possible, was used for the TLOS evaluation. A detailed summary of the Transit Network LOS evaluation is presented in Section 2 of this technical memorandum.

## **Transit Access LOS**

The second component of the overall TLOS evaluation, Transit Access LOS, was developed using FDOT guidance on Transit Capacity and Quality of Service (TCQOS) evaluations. Until recently, FDOT requested MPOs in Florida to periodically measure the quality of service of their local public transportation systems. The methodology used for this FDOT-guided assessment has been derived from the *Transit Capacity and Quality of Service Manual (TCQSM), 2nd Edition*, sponsored and developed by the Transportation Research Board (TRB). In addition, FDOT provided an Agency Reporting Guide and subsequent documentation to give more specific guidance on this process.

The Transit Access LOS component is developed using two key LOS measures originally included in the FDOT transit quality of service assessment. These include the following:

- Spatial Coverage LOS
- Transit versus Auto Travel Time LOS

The spatial coverage LOS measures system-wide level of service in terms of geographic



coverage of areas considered to be transit supportive. The transit supportive areas are determined by analyzing the household and employment densities that meet established criteria. In calculating Transit versus Auto Travel Time LOS, auto travel time is compared with transit travel time among a set of selected activity centers. Based on the coverage of transit supportive areas or the difference between auto and transit travel times, transit access LOS is calculated.

Each of the two LOS measures, including Spatial Coverage LOS and Transit versus Auto Travel Time LOS, is assigned a level of service grade from A, representing the best level of service, to F, representing the worst level of service. It is important to note, however, that both coverage LOS and travel time LOS are based on the perspective of the transit rider.

A detailed summary of the Transit Access LOS evaluation is presented in Section 3 of this technical memorandum.

## **Overview of the Report**

As the second of two technical memoranda being prepared for the Hillsborough County TLOS evaluation, this report is organized into three sections, including this **Section 1**, which provides an overview of the TLOS evaluation process and its components. The remaining sections are summarized below.

**Section 2** summarizes the Transit Network LOS assessment conducted for the 2035 conditions in Hillsborough County using a future major road network and two future transit networks provided by the MPO.

**Section 3** summarizes the transit access LOS evaluation for 2035 in Hillsborough County. The two measures of the Transit Access LOS, including Spatial Coverage LOS and Transit versus Auto Travel Time LOS are summarized. A description and methodology of each of the measures is presented followed by a summary of evaluation results.



## Section 2: Transit Network LOS

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Transit Network LOS quantitatively categorizes the quality of transit service into six letter grades, "A" through "F," with "A" being the highest quality and "F" being the lowest quality. Future (2035) transit LOS was calculated on all of the major road segments served by transit in Hillsborough County.

The transit LOS assessment was completed using a major road network and two future transit plans described in Section 1.

### Network LOS Evaluation Methodology

As indicated previously in this report, Transit Network LOS is calculated using a modified ARTPLAN methodology. FDOT's *Quality/Level of Service (Q/LOS) Handbook*, Chapter 2, outlines this procedure for calculating LOS for transit. The FDOT Q/LOS Handbook recognizes a number of factors that impact the level of transit service, including service frequency, pedestrian LOS, pedestrian crossing difficulty, obstacles to access transit stops, and span of transit service. The FDOT Q/LOS Handbook assumes that service frequency is the most important factor in determining transit LOS. Table 2-1 shows the LOS thresholds for transit based on service frequency.

**Table 2-1  
LOS Thresholds for Transit Based on Service Frequency**

Level of Service	Transit Frequency (Vehicle/Hour)	Headway (minutes)	Comments
A	>6.0	<10	Passengers don't need schedules
B	4.01 to 6.0	10 to 14	Frequent service, passengers consult schedules
C	3.0 to 4.0	15 to 20	Maximum desirable time to wait if transit vehicle missed
D	2.0 to 2.99	21 to 30	Service unattractive to choice riders
E	1.0 to 1.99	31 to 60	Service unavailable during hour
F	<1.0	>60	Service unattractive to all riders

In the ARTPLAN methodology, pedestrian LOS, crossing difficulty, obstacles to access transit stops, and span of service are utilized to adjust the transit service frequency. Since the primary objective of this assessment is to document existing and future transit LOS, and illustrate the benefits of transit improvements, it was determined that the focus would be on the operation of transit and, thus, span of service would be the only adjustment factor considered. Table 2-2 shows the service frequency adjustment factors for span of service.

For this assessment, transit refers to scheduled fixed-route local bus service, flex route service, bus rapid transit (BRT), and light rail/short-distance rail transit. Span of service refers to the number of daily operating service hours for each route. Service frequency refers to the number of vehicles that have a potential to stop in a given road segment in a given direction in a one-hour time period. While light rail transit has limited stop potential, it was determined that because of the relatively short distance between stations that it would be included in the assessment. However, other forms of transit, including express and regional bus service and high-speed and commuter rail services, were not included in the assessment due to their limited stop potential and the greater distance between stops for these forms of transit. Service frequency for each route is based on weekday evening peak hour headways.

**Table 2-2  
Bus Span of Service Adjustment Factors**

Level of Service	Hours of Service per Day	Frequency Adjustment Factor	Comments
A	19 - 24	1.15	Night or owl service provided
B	17 - 18	1.05	Late evening service provided
C	14 - 16	1.00	Early evening service provided
D	12 - 13	0.90	Daytime service provided
E	4 - 11	0.75	Peak hour service/limited mid-day service
F	0 - 3	0.55	Very limited or no service

In order to incorporate span of service, the adjustment factors found in Table 2-2 were applied to the service frequency of each route based on the route’s span of service. Tables 2-3 and 2-4 show the transit routes with service frequency adjusted for span of service for the two 2035 transit plans. The span of service adjustment factors were developed to incorporate the assumption that the existence and availability of transit is the key measure of a route’s performance. Hence, routes with longer spans of service receive a greater service frequency adjustment factor than those with a shorter span of service. For example, in the Status Quo Plan, Route 34 has a service frequency of 2 buses per hour and a 20.25-hour span of service. The span of service adjustment factor for Route 34 is 1.15. When the adjustment factor is applied to the service frequency, the new adjusted service frequency is 2.30 buses per hour.





Table 2-3  
2035 Status Quo Plan Transit Routes

Route #	Route Description	Span of Service	Adjustment Factor	PM Peak Hour Headways	PM Peak Hour Frequency	Adjusted Frequency
1	Florida Avenue	20.75	1.15	20	3.00	3.45
2	Nebraska Avenue	20.28	1.15	15	4.00	4.60
4	Palma Ceia/MacDill	14.97	1.00	60	1.00	1.00
5	40th Street	17.37	1.05	30	2.00	2.10
6	56th Street	20.95	1.15	20	3.00	3.45
7	West Tampa/Citrus Park	17.08	1.05	30	2.00	2.10
8	Progress Village/Brandon	18.85	1.05	30	2.00	2.10
9	15th Street	16.50	1.00	30	2.00	2.00
10	Cypress Street	13.95	0.90	60	1.00	0.90
12	22nd Street	20.80	1.15	20	3.00	3.45
14	Armenia Avenue	15.85	1.00	60	1.00	1.00
15	Columbus Drive	17.87	1.05	45	1.33	1.40
16	Waters Avenue	14.82	1.00	60	1.00	1.00
18	30th Street	17.80	1.05	30	2.00	2.10
19	Port Tampa	21.17	1.15	30	2.00	2.30
30	Town 'n Country	20.57	1.15	15	4.00	4.60
31	South Hillsborough County	14.15	1.00	120	0.50	0.50
32	Dr. Martin Luther King Jr Boulevard	19.75	1.15	30	2.00	2.30
33	Fletcher Avenue	17.18	1.05	30	2.00	2.10
34	Hillsborough Avenue	20.25	1.15	30	2.00	2.30
36	Dale Mabry Highway/Himes Avenue	16.87	1.00	30	2.00	2.00
37	Brandon/Netpark	15.48	1.00	40	1.50	1.50
39	Busch Boulevard	17.60	1.05	30	2.00	2.10
41	Sligh Avenue	14.77	1.00	60	1.00	1.00
45	UATC/Rome/Westshore Plaza	17.92	1.05	30	2.00	2.10
46	Davis Islands/West Brandon	12.97	0.90	60	1.00	0.90
57	UATC/Temple Terrace/Netpark	17.83	1.05	60	1.00	1.05
83	University Area Connector	17.18	1.05	30	2.00	2.10
87	South Shore Connector	12.70	0.90	75	0.80	0.72
88	Town 'n Country Connector	12.67	0.90	45	1.33	1.20
89	South Tampa Connector	14.83	1.00	60	1.00	1.00
96	Intown Trolley Downtown - Purple	12.00	0.90	10	6.00	5.40
97	Intown Trolley Downtown - Green*	8.00	0.75	10	6.00	4.50
BRT 1	East-West BRT	18.00	1.05	10	6.00	6.30
BRT 2	Nebraska-Fletcher BRT	18.00	1.05	10	6.00	6.30
Circulator 1	Downtown	14.00	1.00	60	1.00	1.00
Circulator 2	Westshore	14.00	1.00	60	1.00	1.00
Flex 1	Brandon	14.00	1.00	60	1.00	1.00
Flex 2	Seffner	14.00	1.00	60	1.00	1.00
Flex 3	South County	14.00	1.00	60	1.00	1.00

\*Service on Friday and Saturday Only



Table 2-4  
2035 Sales Tax Plan Transit Routes

Route #	Route Description	Span of Service	Adjustment Factor	PM Peak Hour Headways	PM Peak Hour Frequency	Adjusted Frequency
1	Florida Avenue	24.00	1.15	15	4.00	4.60
2	Nebraska Avenue	24.00	1.15	15	4.00	4.60
4	Palma Ceia/MacDill	24.00	1.15	15	4.00	4.60
5	40th Street	24.00	1.15	15	4.00	4.60
6	56th Street	24.00	1.15	15	4.00	4.60
7	West Tampa/Citrus Park	24.00	1.15	15	4.00	4.60
8	Progress Village/Brandon	24.00	1.15	15	4.00	4.60
9	15th Street	24.00	1.15	15	4.00	4.60
10	Cypress Street	24.00	1.15	15	4.00	4.60
12	22nd Street	24.00	1.15	15	4.00	4.60
14	Armenia Avenue	24.00	1.15	15	4.00	4.60
15	Columbus Drive	24.00	1.15	15	4.00	4.60
16	Waters Avenue	24.00	1.15	15	4.00	4.60
18	30th Street	24.00	1.15	15	4.00	4.60
19	Port Tampa	24.00	1.15	15	4.00	4.60
30	Town 'n Country	24.00	1.15	15	4.00	4.60
31	South Hillsborough County	24.00	1.15	15	4.00	4.60
32	Dr. Martin Luther King Jr Boulevard	24.00	1.15	15	4.00	4.60
33	Fletcher Avenue	24.00	1.15	15	4.00	4.60
34	Hillsborough Avenue	24.00	1.15	15	4.00	4.60
36	Dale Mabry Highway/Himes Avenue	24.00	1.15	15	4.00	4.60
37	Brandon/Netpark	24.00	1.15	15	4.00	4.60
39	Busch Boulevard	24.00	1.15	15	4.00	4.60
41	Sligh Avenue	24.00	1.15	15	4.00	4.60
45	UATC/Rome/Westshore Plaza	24.00	1.15	15	4.00	4.60
46	Davis Islands/West Brandon	24.00	1.15	15	4.00	4.60
57	UATC/Temple Terrace/Netpark	24.00	1.15	15	4.00	4.60
83	University Area Connector	24.00	1.15	15	4.00	4.60
87	South Shore Connector	24.00	1.15	15	4.00	4.60
88	Town 'n Country Connector	24.00	1.15	15	4.00	4.60
89	South Tampa Connector	24.00	1.15	15	4.00	4.60
New Local 1	Bearss-Ehrlich	18.00	1.15	15	4.00	4.60
New Local 2	Thonotosassa-Fowler	18.00	1.05	15	4.00	4.20
New Local 3	Brandon Blvd	18.00	1.05	15	4.00	4.20
New Local 4	Bloomingdale-Lithia Pinecrest	18.00	1.05	15	4.00	4.20
New Local 5	Providence-Riverview	18.00	1.05	15	4.00	4.20
New Local 6	Plant City	18.00	1.05	15	4.00	4.20
BRT 1	East-West BRT	18.00	1.05	10	6.00	6.30
BRT 2	Nebraska-Fletcher BRT	18.00	1.05	10	6.00	6.30
BRT 3	Dale Mabry - Himes	18.00	1.05	10	6.00	6.30
BRT 4	Florida Avenue	18.00	1.05	10	6.00	6.30
BRT 5	Gunn - Busch	18.00	1.05	10	6.00	6.30
BRT 6	Bruce B Downs	18.00	1.05	10	6.00	6.30
BRT 7	Adamo - Brandon	18.00	1.05	10	6.00	6.30
Circulator 1	Downtown	14.00	1.00	60	1.00	1.00
Circulator 2	Westshore	14.00	1.00	60	1.00	1.00
Circulator 3	USF	14.00	1.00	60	1.00	1.00

Table 2-4 (continued)  
2035 Sales Tax Plan Transit Routes

Route #	Route Description	Span of Service	Adjustment Factor	PM Peak Hour Headways	PM Peak Hour Frequency	Adjusted Frequency
Flex 1	Tampa International Airport North	14.00	1.00	60	1.00	1.00
Flex 2	Tampa International Airport South	14.00	1.00	60	1.00	1.00
Flex 3	Seffner	14.00	1.00	60	1.00	1.00
Flex 4	Brandon	14.00	1.00	60	1.00	1.00
Flex 5	MacDill West	14.00	1.00	60	1.00	1.00
Flex 6	Gibsonton	14.00	1.00	60	1.00	1.00
Flex 7	South County	14.00	1.00	60	1.00	1.00
Flex 8	Linebaugh/Gunn	14.00	1.00	60	1.00	1.00
Flex 9	Temple Terrace	14.00	1.00	60	1.00	1.00
Flex 10	Westchase/Town 'n Country	14.00	1.00	60	1.00	1.00
Flex 11	MacDill East	14.00	1.00	60	1.00	1.00
Flex 12	New Tampa North	14.00	1.00	60	1.00	1.00
Flex 13	New Tampa South	14.00	1.00	60	1.00	1.00
Flex 14	Plant City	14.00	1.00	60	1.00	1.00
Light Rail 1	Airport-Linebaugh	17.00	1.05	10	6.00	6.30
Light Rail 2	Brandon-Tampa	17.00	1.05	10	6.00	6.30
Light Rail 3	Downtown Tampa	17.00	1.05	10	6.00	6.30
Light Rail 4	Downtown Tampa-I-275	17.00	1.05	10	6.00	6.30
Light Rail 5	Linebaugh-Clearwater	17.00	1.05	10	6.00	6.30
Light Rail 6	St. Petersburg-Hillsborough County	17.00	1.05	10	6.00	6.30
Light Rail 7	Tampa-South Tampa	17.00	1.05	10	6.00	6.30
Light Rail 8	Tampa International Airport	17.00	1.05	10	6.00	6.30
Light Rail 9	USF-Downtown Tampa	17.00	1.05	10	6.00	6.30
Light Rail 10	USF-Wesley Chapel-North	17.00	1.05	10	6.00	6.30
Light Rail 11	USF-Wesley Chapel-South	17.00	1.05	10	6.00	6.30

To assess transit LOS on the major road network served by transit, transit data needed to be linked to the major road network. This was achieved through a series of Geographic Information System (GIS) operations. The first step was to identify each transit route with its associated major road network segment. Once this was accomplished, the transit route data, including the adjusted frequencies, could be linked to the major road network.

The ARTPLAN LOS evaluation methodology in the FDOT Q/LOS Handbook focuses on facility-level analysis; thus, a method of aggregating segment-level service frequency to facility-level service frequency was needed. This was achieved by using the conceptual planning analysis method identified in the FDOT Q/LOS Handbook. The

conceptual method uses facility service frequencies calculated based on the segment service frequencies that are weighted by segment length. Roadway facility level of service frequency was calculated by dividing the sum of a facility's weighted segment frequencies by the overall length of the facility, as illustrated in the equation below. A transit LOS letter grade was then applied to each roadway facility based on the calculated roadway facility service frequency.

### Facility Service Frequency

$$\text{Facility Service Frequency} = \frac{((\sum \text{Frequency} \times \text{Segment Length}) + (\sum \text{Frequency} \times \text{Segment Length}) \dots)}{\text{Facility Length}}$$

For example, in the Status Quo Plan Busch Boulevard (Facility 156) runs from Dale Mabry Highway east to Armenia Avenue. Facility 156 is 1.31 miles long and consists of five roadway segments. The first two segments (~0.27 mile) are served by two transit routes with a total of 4.10 buses an hour and the remaining 3 segments (~1.04 miles) are served by 1 route with 2.10 buses an hour.

$$\text{Facility Service Frequency} = \frac{((4.1 \times 0.27) + (2.10 \times 1.04))}{1.31}$$

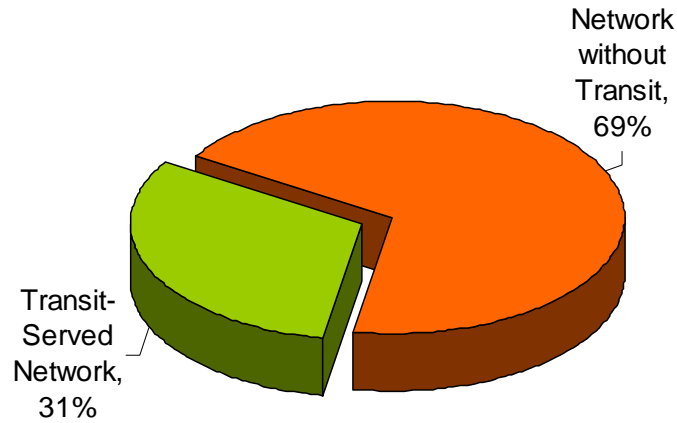
The 2035 Status Quo Plan transit service frequency for Facility 156 is 2.51, which relates to a transit LOS grade of "D."

## 2035 Status Quo Plan Transit Network LOS Summary

Based on the analysis of the 2035 Status Quo Plan roadways served by transit, 31 percent (31%) of Hillsborough County's major road network is served by transit, as shown in Figure 2-1.



**Figure 2-1**  
**2035 Status Quo Plan Major Road Network with Transit Service**

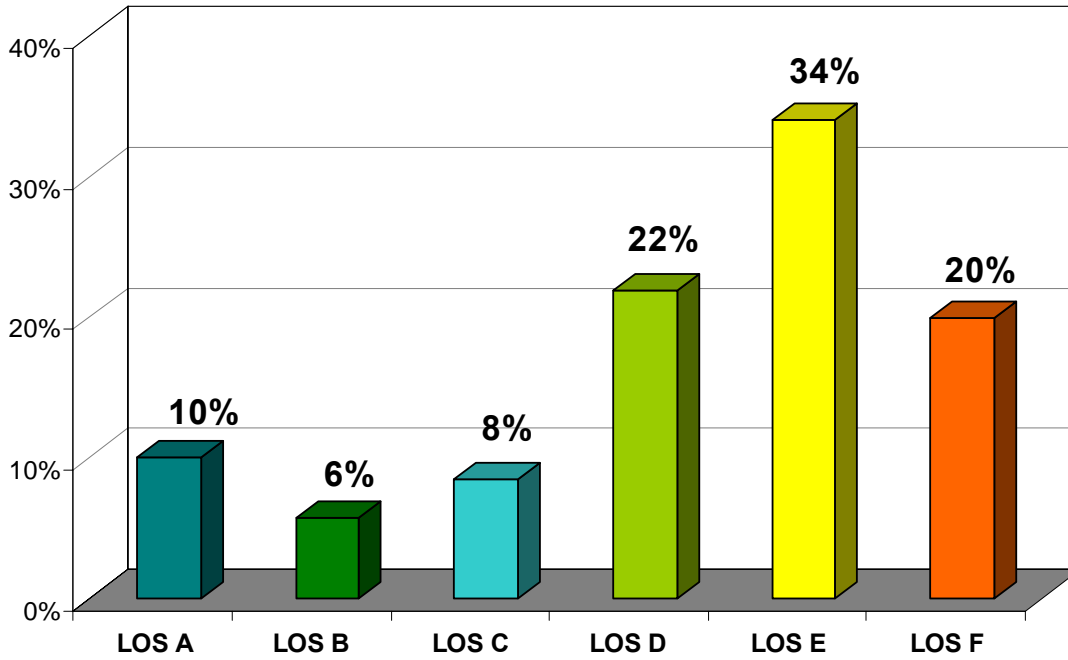


The TLOS evaluation results show that 10 percent (10%) of the 2035 Status Quo Plan road network in Hillsborough County is served by transit that has a transit LOS grade of “A,” whereas 20 percent (20%) has a transit LOS grade of “F.” Table 2-5 and Figure 2-2 show the breakdown of transit LOS by roadway miles and percentage of the major road network served by transit at each LOS standard. Map 2-1 displays the 2035 Status Quo Plan TLOS on the entire major road network with transit service in Hillsborough County. In addition, Maps A-1 through A-6 in Appendix A display the major road facilities with each TLOS grade along with the quarter-mile (half-mile for BRT) transit service areas associated with the road facilities. Appendix A also includes the Network TLOS results at the road facility level.

**Table 2-5**  
**Transit Level of Service on 2035 Status Quo Plan Major Roads with Transit Service**

Transit LOS	Roadway Miles	Percent of Transit-Served Network
A	45	10%
B	25	6%
C	38	8%
D	98	22%
E	152	34%
F	89	20%

Figure 2-2  
Transit Level of Service on 2035 Status Quo Plan Major Roads with Transit Service



# Hillsborough County MPO Transit Level of Service Evaluation

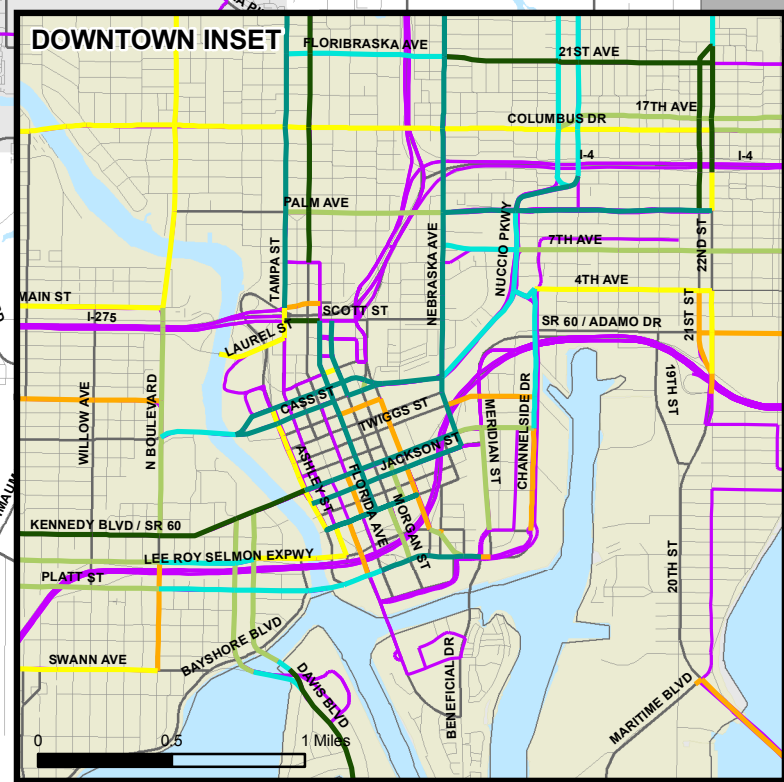
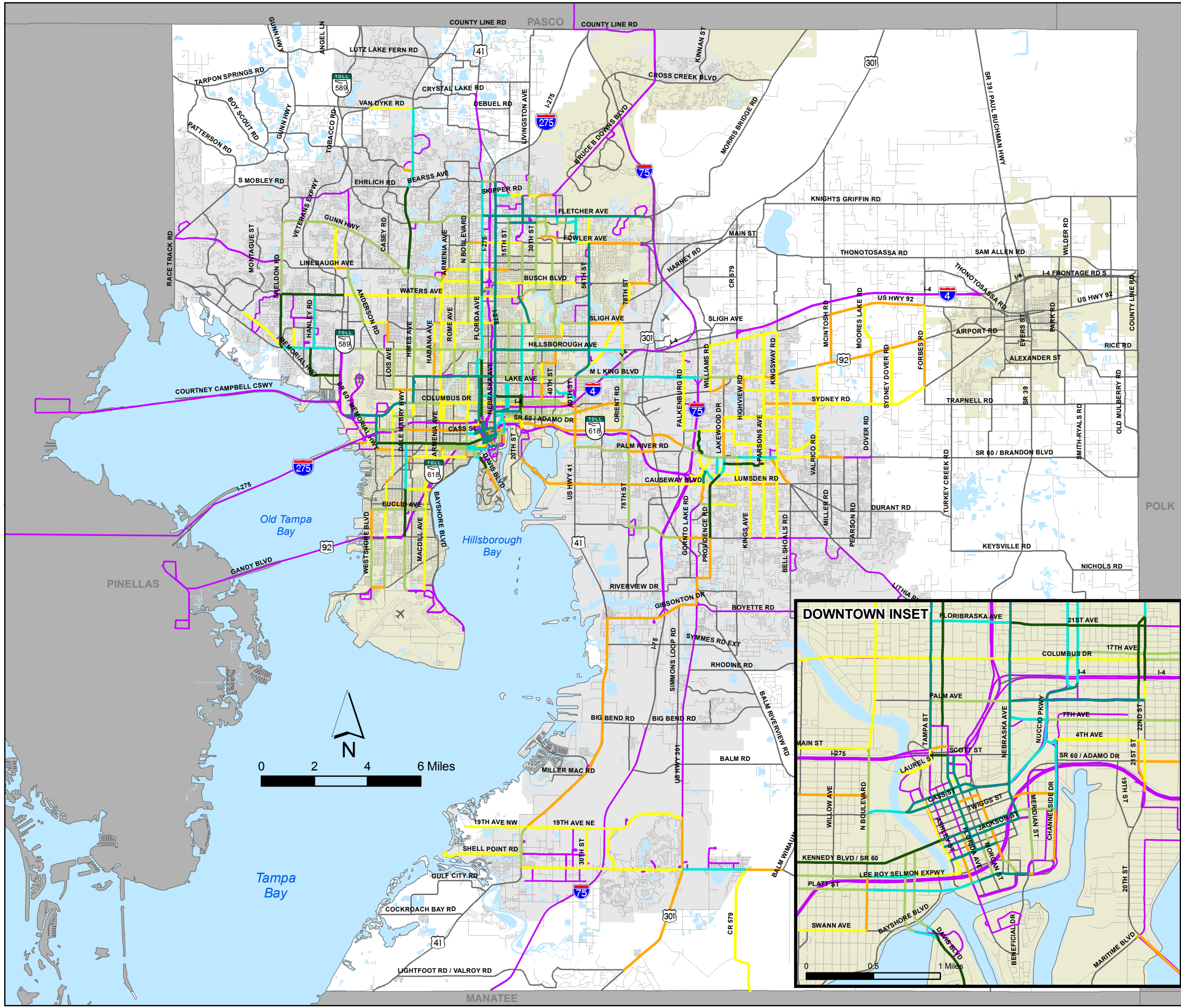


## Map 2-1 Transit Level of Service (LOS) 2035 Status Quo Plan

### Legend

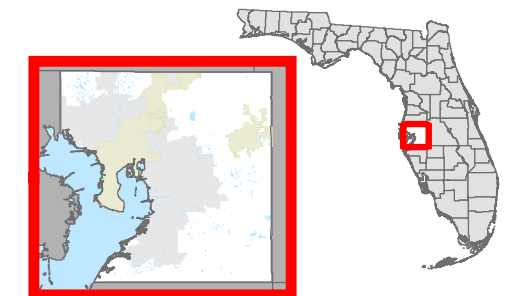
#### Transit LOS

- LOS "A" Excellent
- LOS "B" Good
- LOS "C" Fair
- LOS "D" Acceptable
- LOS "E" Infrequent
- LOS "F" Minimal
- Peak Hour Service
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map

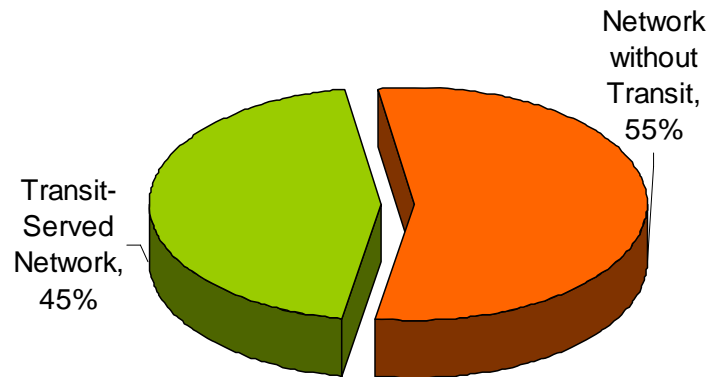


ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

## 2035 Sales Tax Plan Transit Network LOS Summary

Based on the analysis of the 2035 Sales Tax Plan roadways served by transit, 45 percent (45%) of Hillsborough County's major road network is served by transit, as shown in Figure 2-3.

**Figure 2-3**  
**2035 Sales Tax Plan Major Road Network with Transit Service**

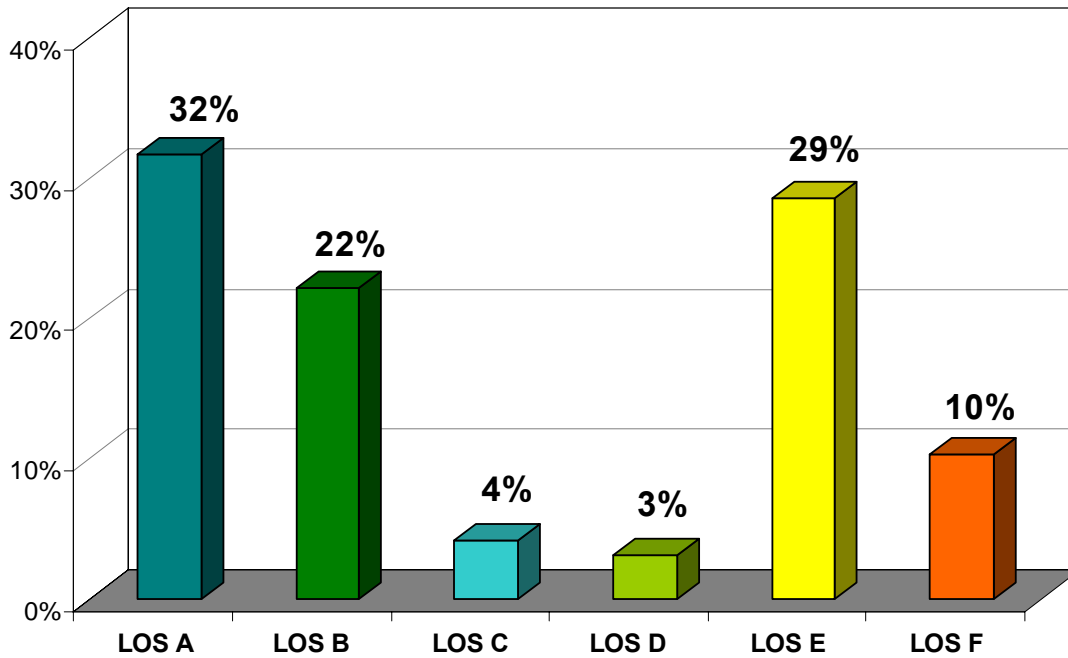


With the 2035 Sales Tax Plan, 32 percent (32%) of the road network in Hillsborough County is served by transit that has a transit LOS grade of "A," and only 10 percent (10%) has a transit LOS grade of "F." Table 2-6 and Figure 2-4 show the breakdown of transit LOS by roadway miles and the percentage of the major road network served by transit at each LOS standard. Transit services that are not on roads are not part of this evaluation; thus these statistics generally do not include light rail service, and instead illustrate the improvements in bus service that are part of the Long Range Transportation Plan. Map 2-2 illustrates the transit (essentially, bus) levels of service on the entire major road network in Hillsborough County. A comparison of the level of service provided by the Status Quo and Sales Tax plans is provided in Figure 2-5. Detailed information on specific road facilities is provided in Appendix A.

Table 2-6  
 Transit Level of Service on 2035 Sales Tax Plan Major Roads with Transit Service

Transit LOS	Roadway Miles	Percent of Transit-Served Network
A	206	32%
B	144	22%
C	27	4%
D	21	3%
E	186	29%
F	67	10%

Figure 2-4  
 Transit Level of Service on 2035 Sales Tax Plan Major Roads with Transit Service





# Hillsborough County MPO Transit Level of Service Evaluation

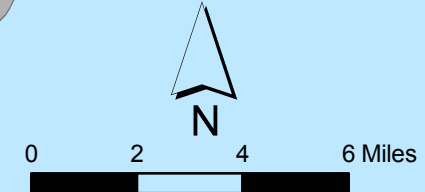
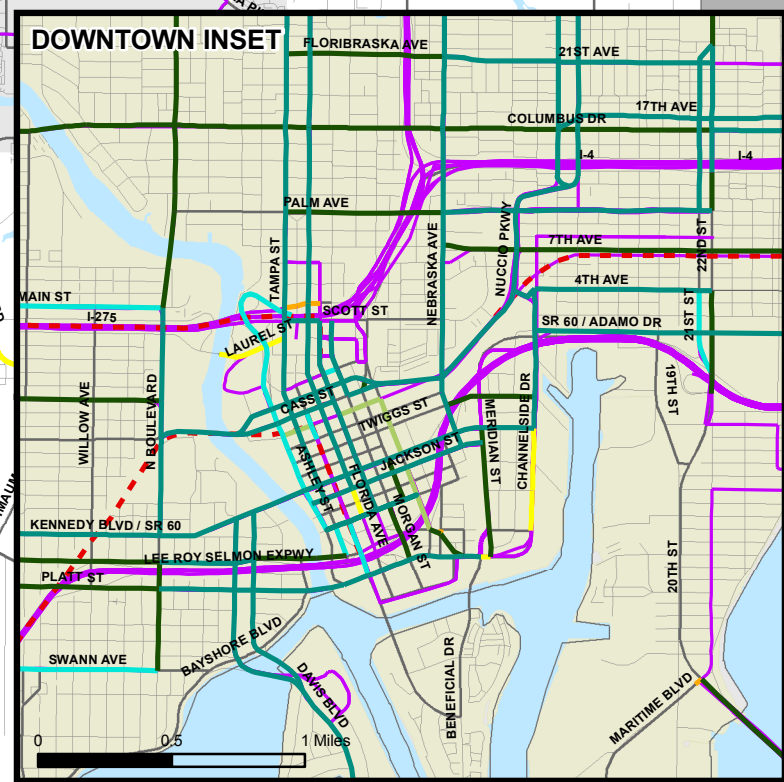
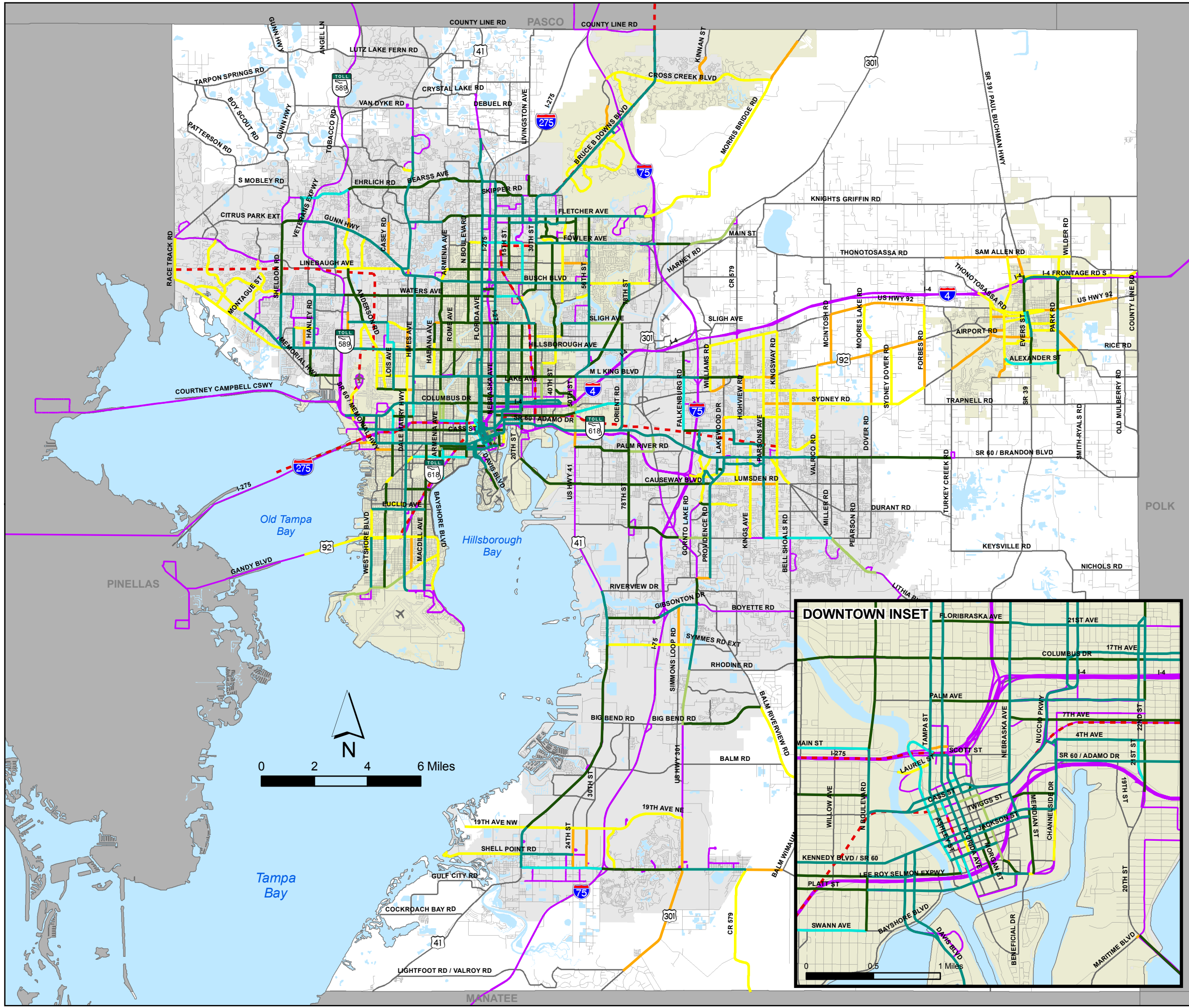


## Map 2-2 Transit Level of Service (LOS) 2035 Sales Tax Plan

### Legend

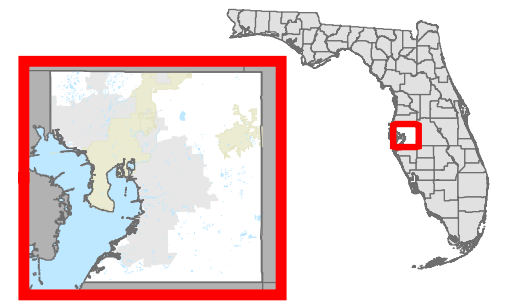
#### Transit LOS

- LOS "A" Excellent
- LOS "B" Good
- LOS "C" Fair
- LOS "D" Acceptable
- LOS "E" Infrequent
- LOS "F" Minimal
- Light Rail Service
- Peak Hour Service
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

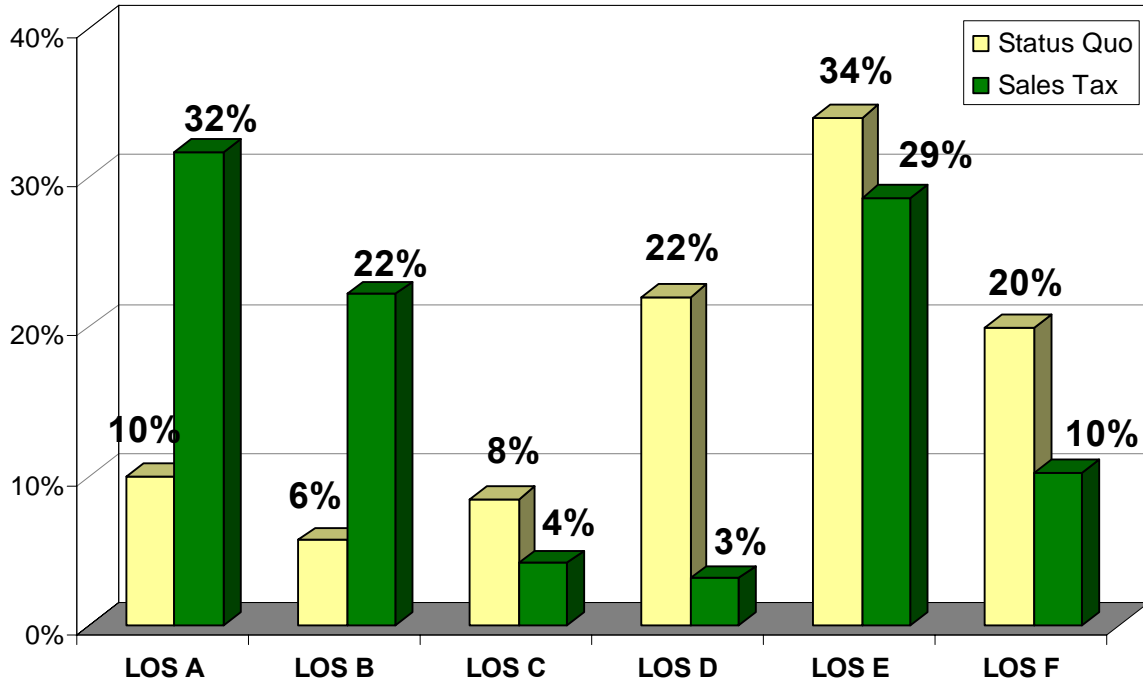
### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



Figure 2-5  
Transit Level of Service on 2035 Status Quo and Sales Tax Plan Major Roads  
with Transit Service





## Section 3: Transit Access LOS

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The overall quality of transit service, as measured by various LOS standards, reflects the passenger's perception of transit performance. Quality of service depends to a great extent on the operating decisions made by a transit system within the constraints of its budget, particularly decisions on where transit service should be provided, how often and how long it is provided, and the kind of service that is provided.

This section summarizes the Transit Access LOS evaluation for 2035 in Hillsborough County. As with the Network TLOS evaluation summarized earlier, the same two future transit networks, 2035 Status Quo Plan and Sales Tax Plan transit networks, are evaluated. The two measures of Transit Access LOS, including Spatial Coverage LOS and Transit versus Auto Travel Time LOS, are summarized. A description and methodology for each of the measures is presented followed by a summary of the evaluation results.

## Spatial Coverage LOS

The spatial coverage LOS measures the percent of transit-supportive areas within a service area that is served by transit. The spatial coverage LOS is determined by the LOS criteria and standards provided by the TCQSM, 2nd Edition, published by the Transportation Research Board in 2003. Areas with a density capable of supporting hourly service are referred to as transit-supportive areas in this methodology, with minimum densities of 4.5 households or 4 jobs per acre. The 2035 transit-supportive areas were determined based on the forecast population, dwelling unit, and employment data. To obtain 2035 population, dwelling unit, and employment information to determine 2035 transit-supportive areas, socio-economic data forecasts for 2035 that were developed for Hillsborough County's 2035 LRTP Update were used. The data elements were analyzed at the Traffic Analysis Zone (TAZ) level using the Uniform Distribution TAZ Methodology as summarized below.

### Uniform Distribution TAZ Methodology

In this method, the number of dwelling units and jobs served by transit are calculated by allocating dwelling units and jobs to the portion of each TAZ that is located within the transit service area. The allocation is based on the ratio of the size of each TAZ within a transit service area to the size of the overall TAZ, assuming a uniform distribution of jobs and dwelling units across each TAZ.

In addition to the percent of transit-supportive areas covered by transit, the Spatial Coverage LOS also summarizes the percent of population and jobs served by transit. This information was summarized for both the Status Quo and Sales Tax plan networks for 2035. Table 3-1 shows the level of service criteria used to determine the coverage LOS. It should be noted that the service coverage LOS is a system-wide measure and an indicator of the current system's geographic coverage of areas that are defined as being transit supportive.

**Table 3-1  
Spatial Coverage LOS Criteria**

LOS	Percent of Transit-Supportive Area Covered	Description
A	90.0-100.0%	Most major origins & destinations served
B	80.0-89.9%	
C	70.0-79.9%	About ¾ of higher-density areas served
D	60.0-69.9%	
E	50.0-59.9%	
F	<50.0%	Less than half of higher-density areas served

**Transit-Supportive Area:** The portion of the area being analyzed having minimum densities of 4.5 households per gross acre or 4 jobs per gross acre.

**Covered Area:** The area within 0.4 km (0.25 mi) of local bus service, where pedestrian connections to transit are available from the surrounding area.

Source: FDOT

## Evaluation Summary

### *2035 Status Quo Plan Transit Network*

Table 3-2 presents results of the Spatial Coverage LOS for the 2035 Status Quo Plan transit network for Hillsborough County. Based on Table 3-2, the 2035 Status Quo Plan transit network provided by HART will serve more than 21 percent of the total land area of Hillsborough County in 2035. In this area, HART will offer transit services to 53 percent of the County's 2035 population and more than 70 percent of the jobs in 2035. In addition, HART transit services under the 2035 Status Quo Plan transit network will provide coverage for nearly 48 percent of the total area in the City of Tampa, serving more than 77 percent of the population and more than 85 percent of jobs.

**Table 3-2  
Spatial Coverage LOS – 2035 Status Quo Plan Transit Network**

Area	% Area Served	% Population Served	% Jobs Served
Hillsborough County	21.5%	53.0%	71.0%
City of Tampa	47.9%	77.2%	85.8%
<b>Transit-Supportive Area</b>	<b>78.0%</b>		
<b>Spatial Coverage LOS</b>	<b>C</b>		

According to Table 3-2, 78 percent of the transit-supportive areas or areas with a minimum density of 4.5 people or 4 jobs per acre in Hillsborough County, will be served by HART transit service under the 2035 Status Quo Plan. Based on FDOT transit quality level of service criteria, this translates to LOS C.

In addition, Map 3-1 illustrates the 2035 Status Quo Plan network of HART bus routes, the transit service area (defined by 1/4-mile buffers around local routes and 1/2-mile buffers around BRT routes), and the transit supportive areas in Hillsborough County.

In addition, Map 3-2 combines results from the 2035 Status Quo Plan Transit Network LOS analysis presented earlier in this report with the results from spatial coverage LOS analysis to show the total population and employment served by transit in each LOS category in its service area in 2035. As indicated in Table 3-3, 301,730 people and 378,450 jobs will be served at transit LOS A and LOS B, 230,220 people and 212,230 jobs will be served at LOS C and LOS D, and 261,260 people and 160,690 jobs will be served at LOS E and LOS F in 2035.

**Table 3-3  
2035 Status Quo Plan Service Area  
Population and Employment by LOS Type**

Transit LOS	Population	Jobs	Cumulative Percent*
A	228,870	305,670	18%
B	72,860	72,780	23%
C	57,070	52,250	27%
D	173,150	159,980	39%
E	195,270	110,240	49%
F	65,990	50,450	53%
<b>Service Area Total</b>	<b>793,210</b>	<b>751,370</b>	<b>53%</b>
<b>County Total</b>	<b>1,729,300</b>	<b>1,175,920</b>	<b>100%</b>

\*Based on total county population and jobs.













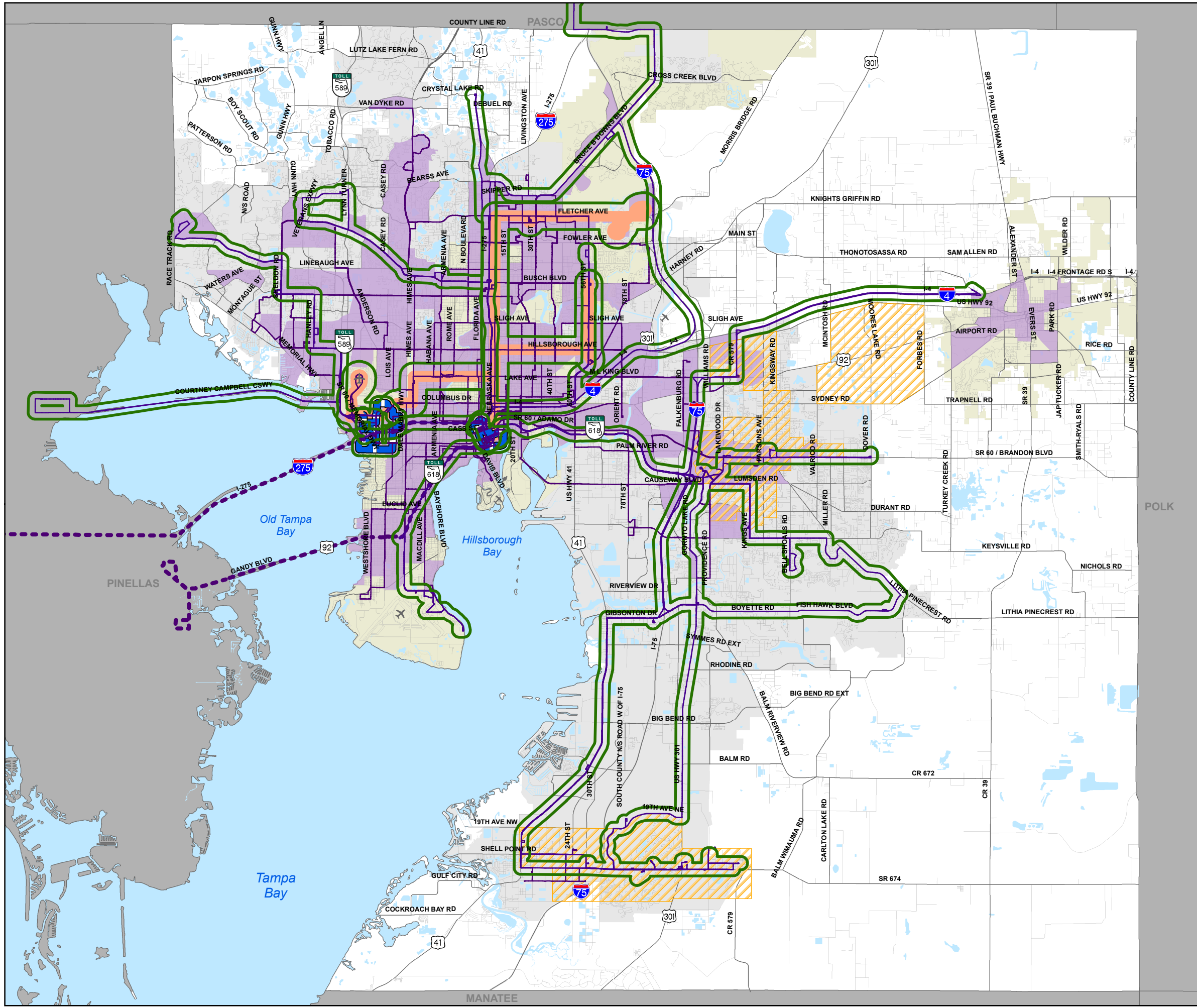
# Hillsborough County MPO Transit Level of Service Evaluation



## Map 3-1 Transit Supportive Areas 2035 Status Quo Plan

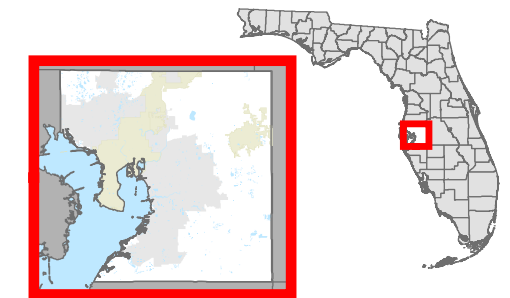
### Legend

-  Local Routes
-  PSTA Express
-  Circulator Routes
-  Bus Rapid Transit
-  Flex Route Service Areas
-  HART Service Area
-  Transit Supportive Areas
-  Water
-  Municipal Limits
-  Urban Services Area



Source: Hillsborough County MPO

### Locator Map



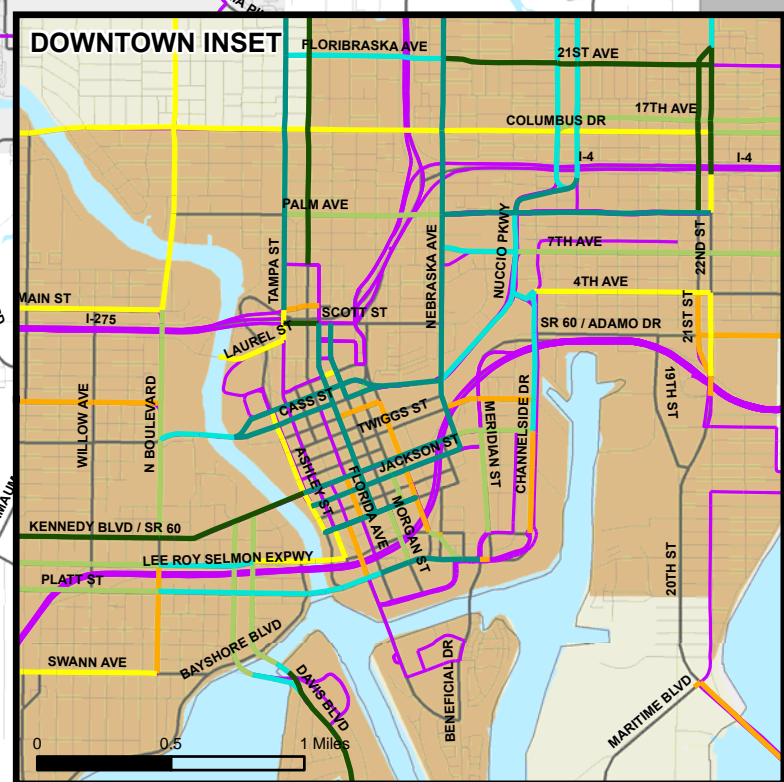
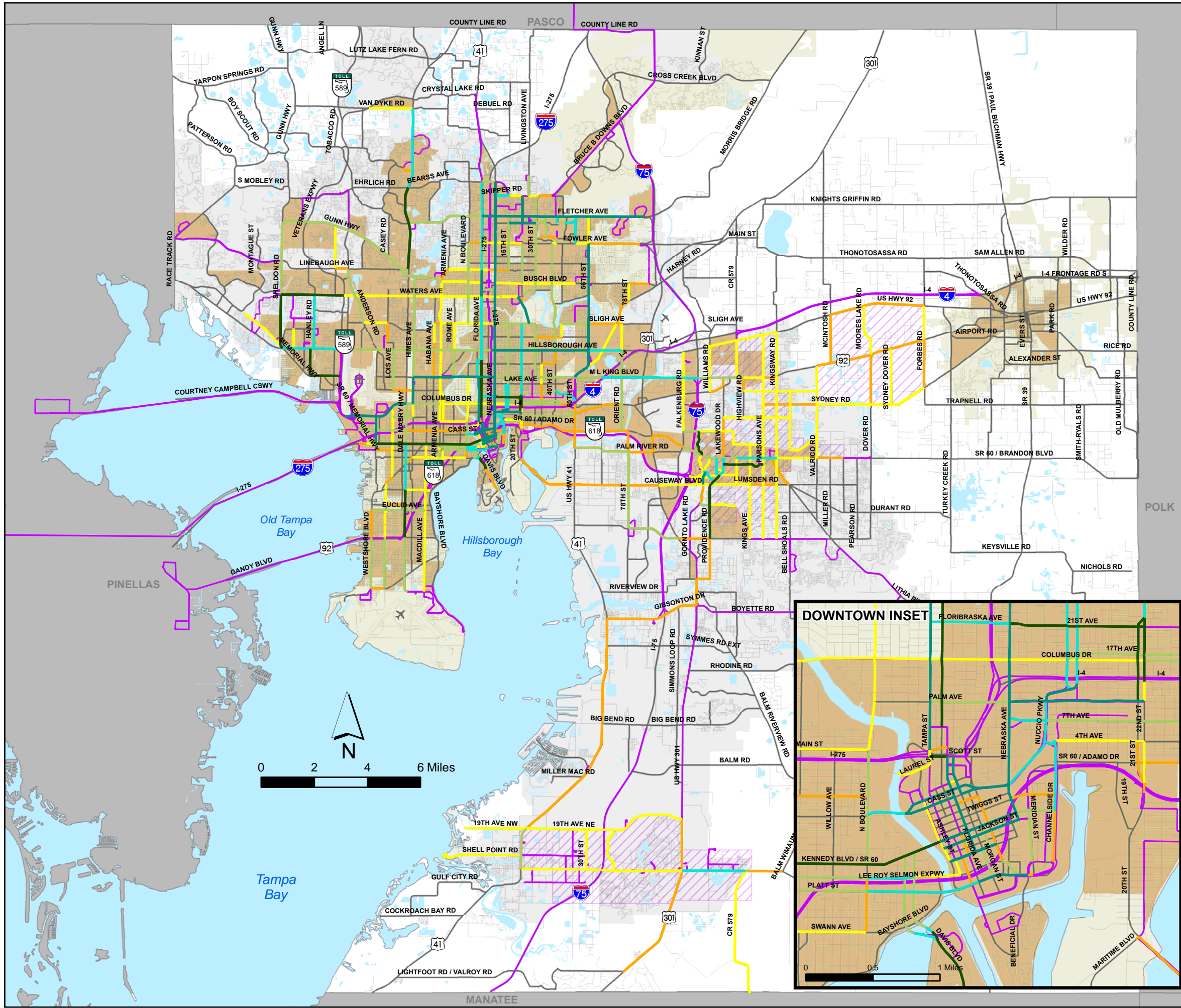
ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation



## Map 3-2 Service Area Population and Employment by Transit Level of Service (LOS) 2035 Status Quo Plan



### Legend

- Transit LOS**
- ~ LOS "A" Excellent
  - ~ LOS "B" Good
  - ~ LOS "C" Fair
  - ~ LOS "D" Acceptable
  - ~ LOS "E" Infrequent
  - ~ LOS "F" Minimal
  - ~ Peak Hour Service
- Flex Route Service Area
  - Transit Supportive Density
  - Major Roads
  - Local Roads
  - Municipal Limits
  - Urban Services Area
  - ~ Water

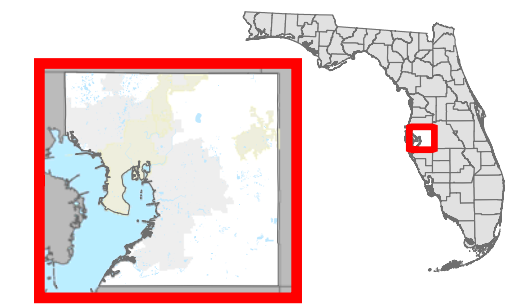
### People and Jobs Within Transit Service Area:

Transit LOS	Population	Jobs	Cumulative Percent*
A	228,870	305,670	18%
B	72,860	72,780	23%
C	57,070	52,250	27%
D	173,150	159,980	39%
E	195,270	110,240	49%
F	65,990	50,450	53%
<b>Service Area Total</b>	<b>793,210</b>	<b>751,370</b>	<b>53%</b>
<b>County Total</b>	<b>1,729,300</b>	<b>1,175,920</b>	<b>100%</b>

\*Based on total county population and jobs.

Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



**2035 Sales Tax Plan Transit Network**

The Spatial Coverage LOS results for the 2035 Sales Tax Plan transit network for Hillsborough County are presented in Table 3-4. Based on this analysis, the 2035 Sales Tax Plan transit network will serve more than 32 percent of the total land area of Hillsborough County, 69 percent of the County’s 2035 population and more than 84 percent of the jobs in 2035. In the City of Tampa, the 2035 Sales Tax Plan transit network is expected to provide coverage for more than 63 percent of the City’s total area, serving nearly 90 percent of the population and 94 percent of jobs.

**Table 3-4  
2035 Spatial Coverage LOS – 2035 Sales Tax Plan Transit Network**

Area	% Area Served	% Population Served	% Jobs Served
Hillsborough County	32.2%	69.0%	84.8%
City of Tampa	63.7%	89.8%	94.0%
<b>Transit-Supportive Area</b>	<b>91.0%</b>		
<b>Spatial Coverage LOS</b>	<b>A</b>		

With the 2035 Sales Tax Plan, 91 percent of the geographic area defined as transit-supportive in 2035 will be covered by HART transit service.. Based on FDOT transit quality level of service criteria, this translates to LOS A.

















Map 3-3 illustrates the 2035 Sales Tax Plan network of HART transit routes, the transit service area (defined by 1/4-mile radii around local bus routes and 1/2-mile radii around Bus Rapid Transit routes), and the transit supportive areas in Hillsborough County. Map 3-4 summarizes results from the 2035 Sales Tax Plan Transit Network LOS analysis presented earlier in this report with the results from the Spatial Coverage LOS analysis to show the total population and employment served by transit in each LOS category in its service area. In addition, Table 3-5 shows the combined summary for Transit Network LOS and the Spatial Coverage for Hillsborough County.

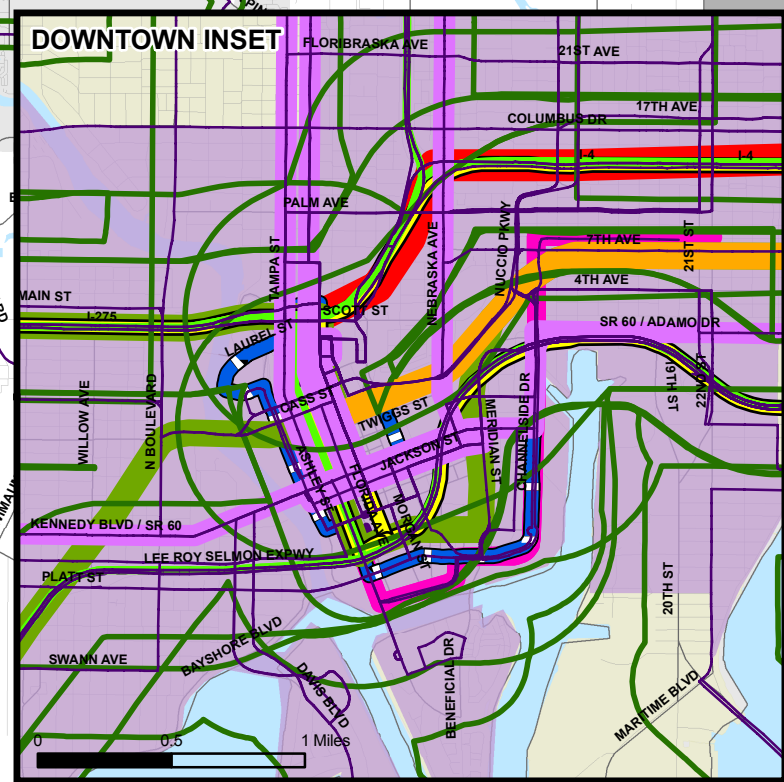
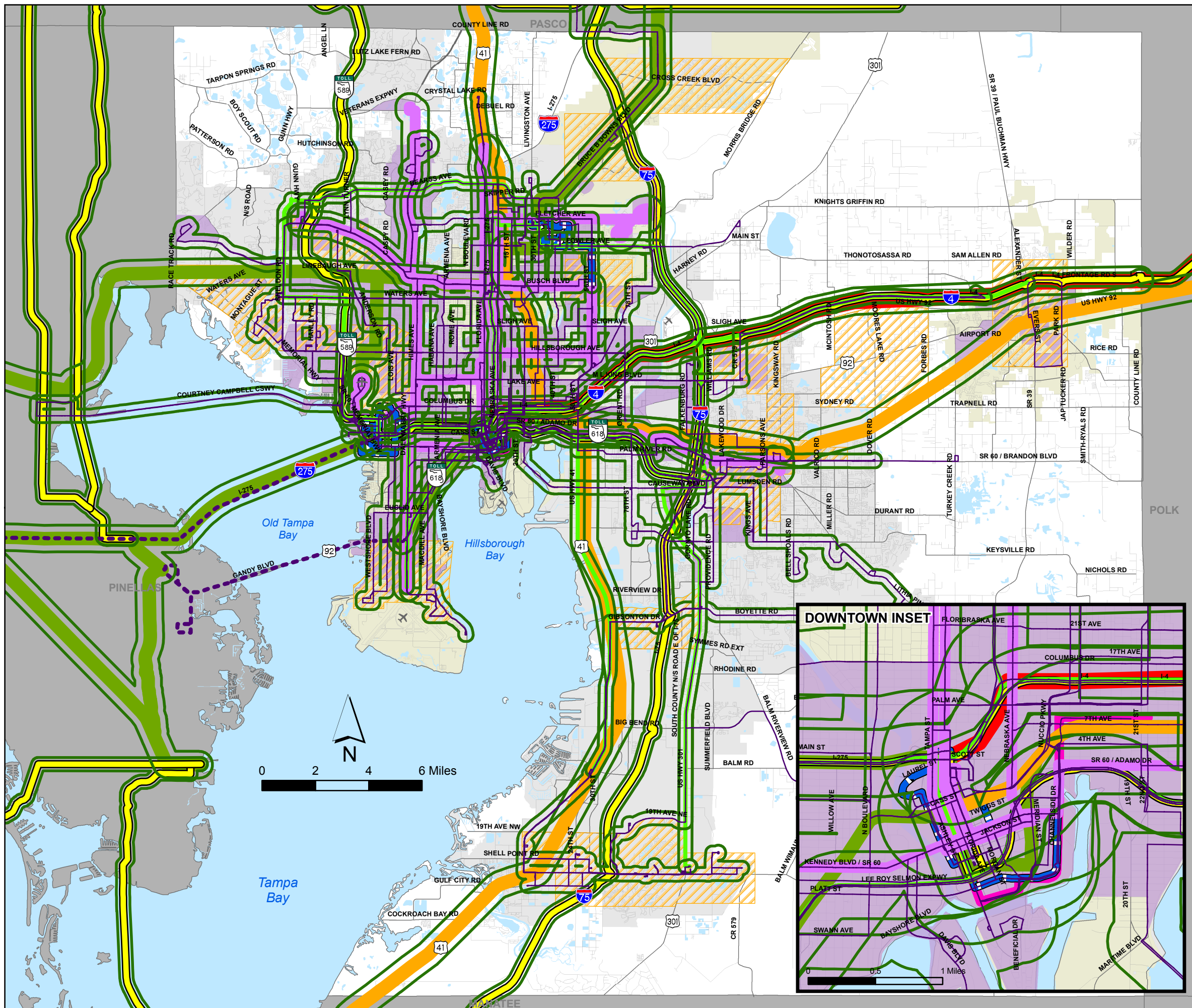
# Hillsborough County MPO Transit Level of Service Evaluation



## Map 3-3 Transit Supportive Areas 2035 Sales Tax Plan

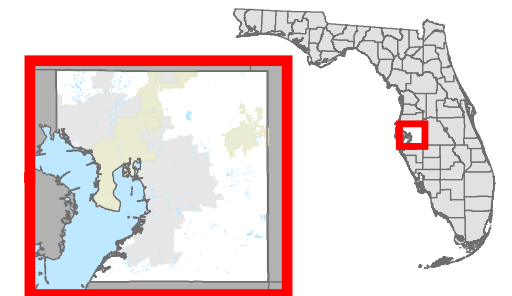
### Legend

-  Local Routes
-  Express Routes
-  PSTA Express
-  Circulator Routes
-  Regional Bus
-  TECO Line Street Car
-  Bus Rapid Transit
-  Heavy Rail
-  Light Rail
-  High Speed Rail
-  Flex Route Service Areas
-  HART Service Area
-  Transit Supportive Areas
-  Water
-  Municipal Limits
-  Urban Services Area



Source: Hillsborough County MPO

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation



## Map 3-4 Service Area Population and Employment by Transit Level of Service (LOS) 2035 Sales Tax Plan

### Legend

#### Transit LOS

- LOS "A" Excellent
- LOS "B" Good
- LOS "C" Fair
- LOS "D" Acceptable
- LOS "E" Infrequent
- LOS "F" Minimal
- Light Rail Service
- Peak Hour Service

- Flex Route Service Area
- Transit Supportive Density
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water

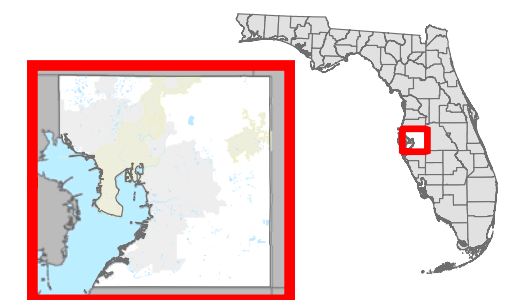
### People and Jobs Within Transit Service Area:

Transit LOS	Population	Jobs	Cumulative Percent*
A	648,770	680,470	46%
B	162,100	105,590	55%
C	28,480	20,590	57%
D	15,290	6,520	57%
E	148,900	72,030	65%
F	22,340	14,310	66%
<b>Service Area Total</b>	<b>1,025,880</b>	<b>899,510</b>	<b>66%</b>
<b>County Total</b>	<b>1,729,300</b>	<b>1,175,920</b>	<b>100%</b>

\*Based on total county population and jobs.

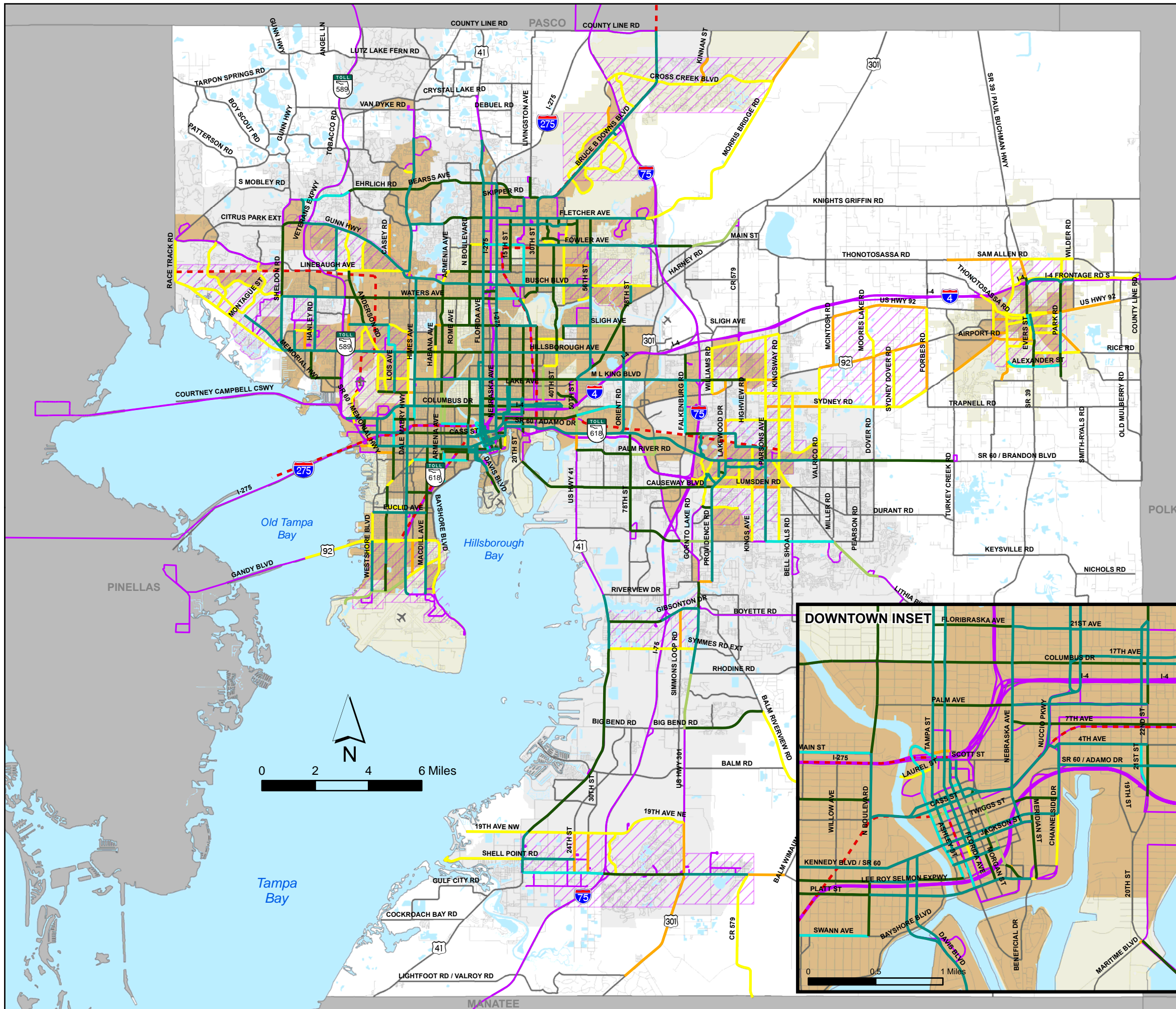
Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Date: October 2009



As indicated in the table, a total of 810,870 people and 786,060 jobs are served at transit LOS A and LOS B, while 43,770 people and 27,110 jobs are served at LOS C and LOS D, and 171,240 people and 86,340 jobs are served at LOS E and LOS F in 2035.

**Table 3-5  
2035 Sales Tax Plan Service Area Population and Employment by LOS Type**

Transit LOS	Population	Jobs	Cumulative Percent*
A	648,770	680,470	46%
B	162,100	105,590	55%
C	28,480	20,590	57%
D	15,290	6,520	57%
E	148,900	72,030	65%
F	22,340	14,310	66%
<b>Service Area Total</b>	<b>1,025,880</b>	<b>899,510</b>	<b>66%</b>
<b>County Total</b>	<b>1,729,300</b>	<b>1,175,920</b>	<b>100%</b>

\*Based on total county population and jobs.

### Service Area Summary by 2035 Transit Plan Networks

In summary, Table 3-6 and Figure 3-1 illustrates the percent of population and jobs within the transit service areas of the two 2035 transit plans, the Status Quo Plan and Sales Tax Plan. The data are presented by assigning the LOS grades A through F presented in Tables 3-3 and 3-5 into three types of service categories: frequent, somewhat frequent, and basic. The frequent service includes LOS A and B, somewhat frequent includes LOS C and D, and basic service includes LOS E and F. In addition to 2035, similar data for 2009, presented in Technical Memorandum 1, also are summarized for comparison purposes.

In addition, Maps 3-5 and 3-6 from the adopted 2035 Hillsborough County MPO 2035 LRTP show that the expansion of the bus system will provide service to 66 percent, and frequent service to 55 percent of Hillsborough’s residents and jobs. Today only 13 percent of residents and jobs have frequent service.

Table 3-6

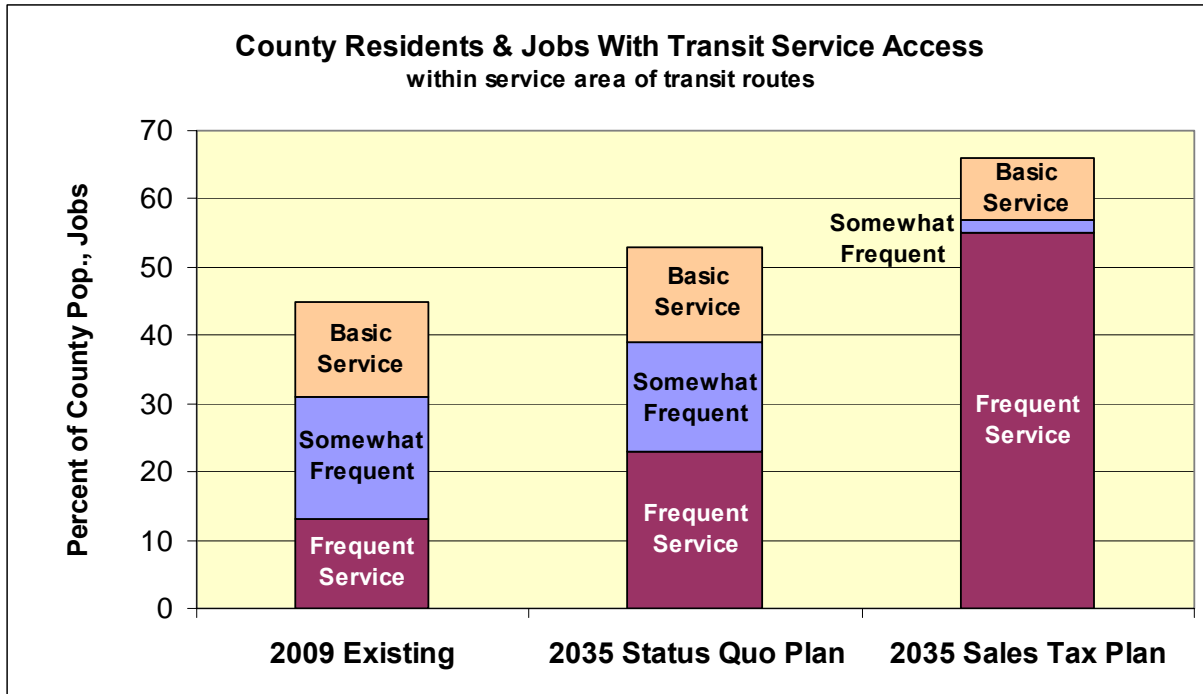
Percent of Hillsborough County Residents & Jobs with Transit Service Access  
(within service area of transit routes)

Service Type	2009 Existing	2035 Status Quo Plan	2035 Sales Tax Plan
Frequent Service	13%	23%	55%
Somewhat Frequent	18%	16%	2%
Basic Service	14%	14%	9%
<b>Total</b>	<b>45%</b>	<b>53%</b>	<b>66%</b>

Note: Frequent Service = LOS A and B; Somewhat Frequent = LOS C and D; and Basic Service = LOS E and F.

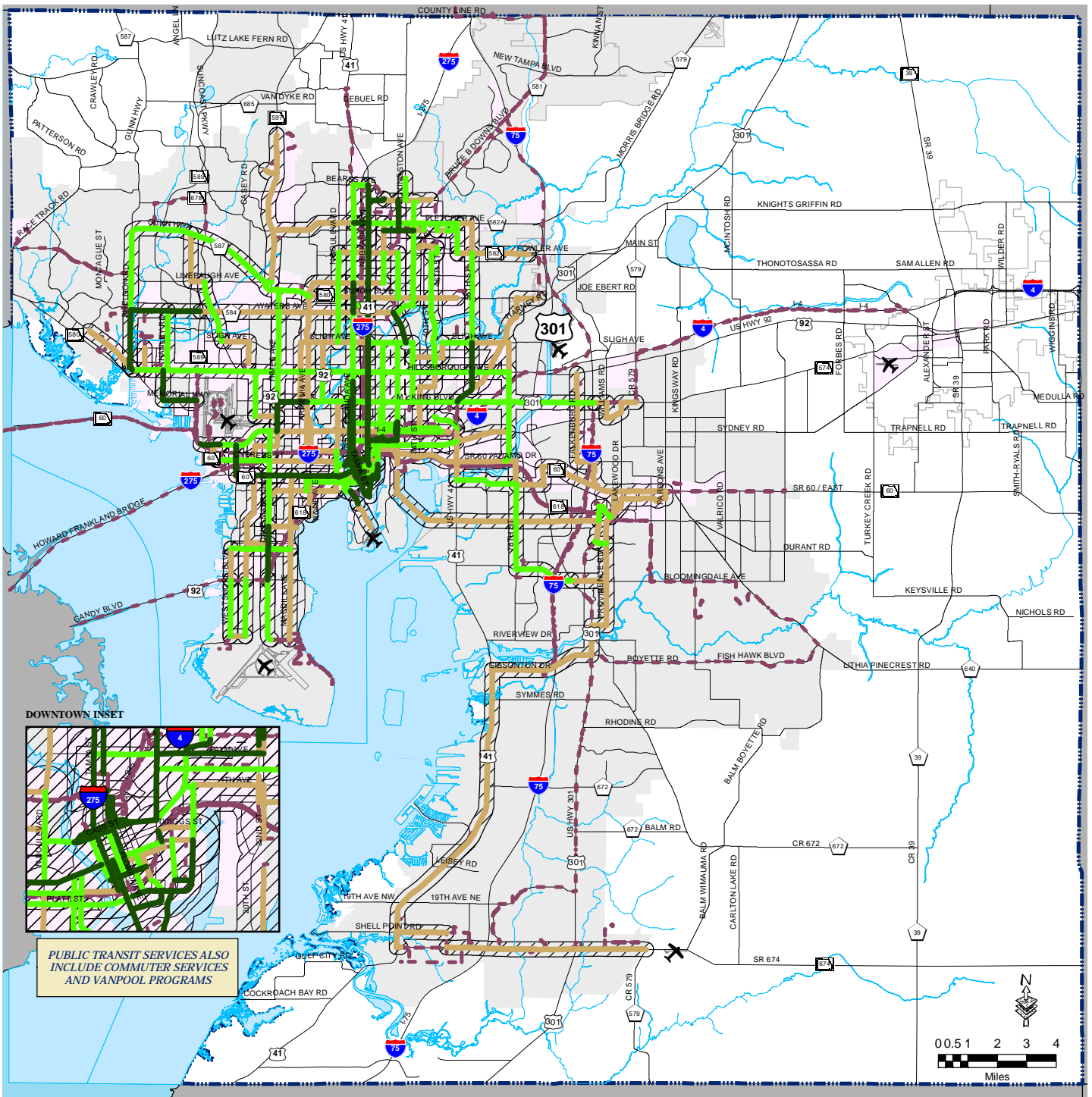
Figure 3-1

Service Area Population and Employment by 2035 Transit Plans

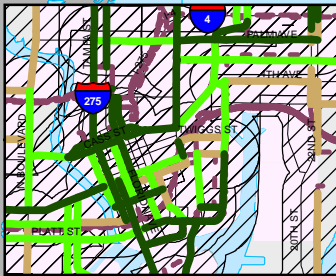


Note: Frequent Service = LOS A and B; Somewhat frequent = LOS C and D; and Basic Service = LOS E and F.

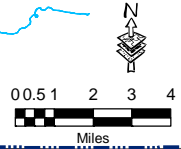




DOWNTOWN INSET



PUBLIC TRANSIT SERVICES ALSO INCLUDE COMMUTER SERVICES AND VANPOOL PROGRAMS

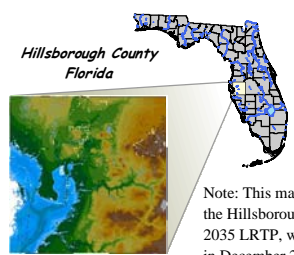


**Hillsborough County MPO 2035 Long Range Transportation Plan  
Map 3-5 2009 Existing Transit Level of Service**

**LEGEND**

- TRANSIT LEVEL OF SERVICE**
- Frequent Service
  - Somewhat Frequent Service
  - Basic Service
  - Peak Hour Service
  - Transit Supportive Density (4.5 households or 4 jobs per acre.)
  - Quarter Mile Service Area
  - Urban Service Area
  - Hillsborough County
  - Other Counties
  - Tampa
  - Plant City
  - Temple Terrace
  - Water and Bay
  - Streams/Rivers
  - County Boundary
  - Major Roads
  - Airports
  - Airfields

**LOCATOR MAP**



Hillsborough County MPO  
County Center, 601 E. Kennedy Blvd., 18th Fl.  
P.O. Box 1110 Tampa, Florida 33601-1110  
813 - 272 - 5940 / 813 - 301 - 7172 fax  
www.hillsboroughmop.org



**DATA SOURCES:** Basemap, roads, water from Hillsborough County City-County Planning Commission. Parcel Lines and data from Hillsborough County Property Appraiser. Wetlands from SWFWMD. Significant Wildlife Habitat from Planning and Development Management, based on satellite imagery. Only wetlands greater than 40 acres depicted.

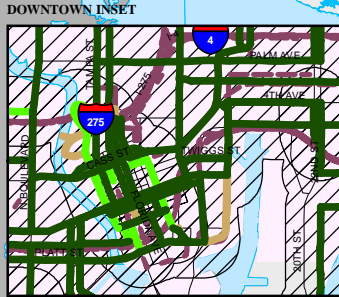
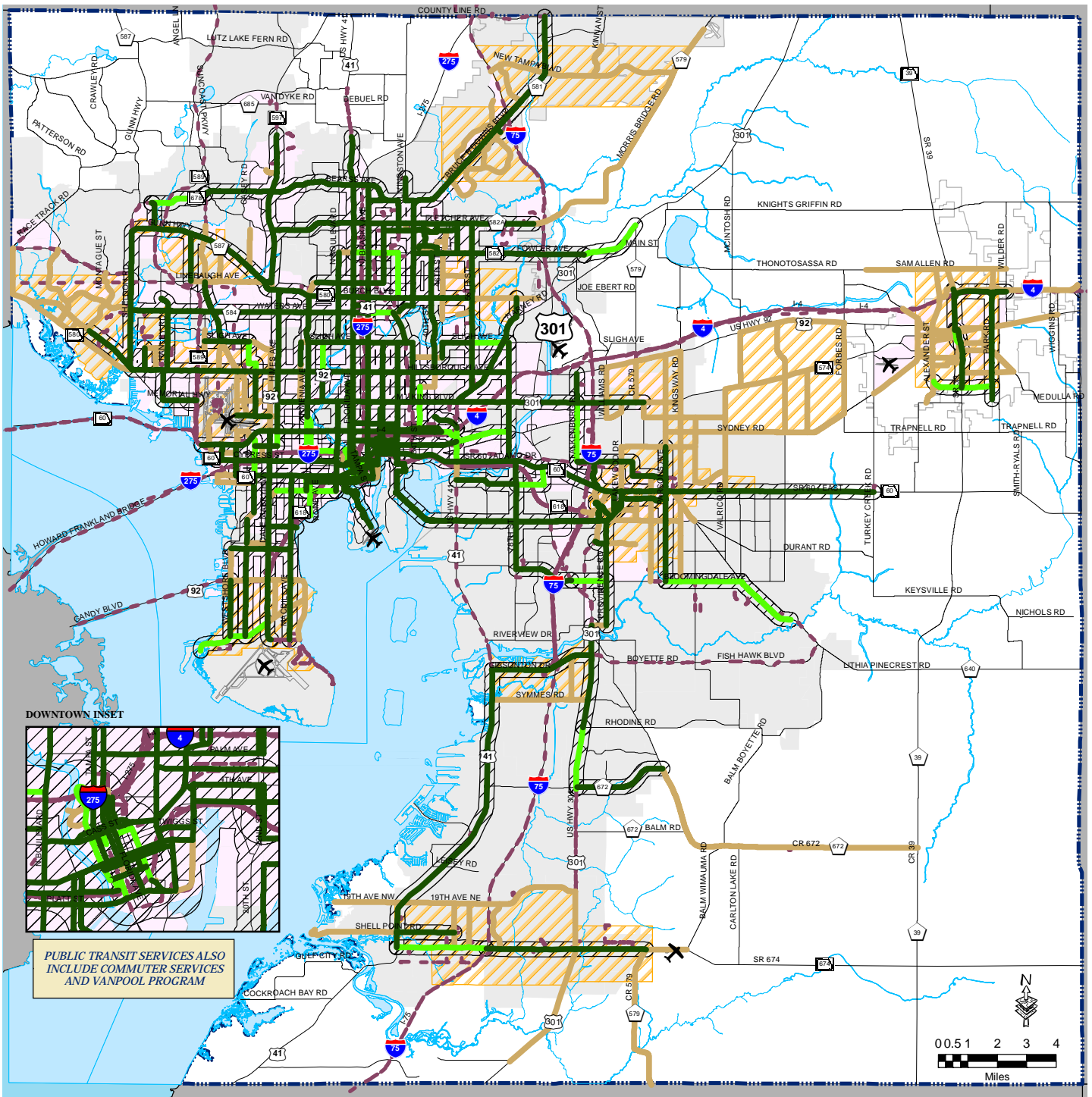
**REPRODUCTION:** This sheet may not be reproduced in part or full for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.

**ACCURACY:** It is intended that the accuracy of the basemap comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map for illustrative purposes only. For the most current data and information, see the appropriate source.

File Location : G:\gisroot\projects\mop\2035 LRTP\TransitLevel of Service\Map 3-5 8.5x11 2035 LRTP 2009 Existing Transit Level of Service.mxd  
Author : Roger W. Mathis - GIS Analyst  
Date : January 13, 2010

**ADOPTED:  
December 9, 2009**

Note: This map was created for the Hillsborough County MPO 2035 LRTP, which was adopted in December 2009. It is included in this report as requested by MPO staff.



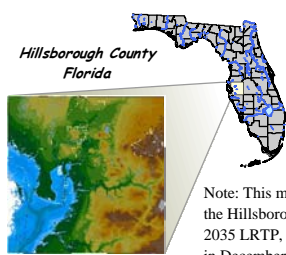
**PUBLIC TRANSIT SERVICES ALSO INCLUDE COMMUTER SERVICES AND VANPOOL PROGRAM**

**Hillsborough County MPO 2035 Long Range Transportation Plan  
Map 3-6 2035 Transit Cost Affordable Level of Service**

**LEGEND**

- |                           |   |
|---------------------------|---|
| Frequent Service          | Transit Supportive Density (4.5 households or 4 jobs per acre.) |
| Somewhat Frequent Service | Quarter Mile Service Area                                       |
| Basic Service             | Flex Route Service Areas  |
| Peak Hour Service         |   |
| Urban Service Area        | Water and Bay   |
| Hillsborough County       | Streams/Rivers  |
| Other Counties            | County Boundary   |
| Tampa                     | Major Roads   |
| Plant City                | Airports  |
| Temple Terrace            | Airfields   |

**LOCATOR MAP**



Note: This map was created for the Hillsborough County MPO 2035 LRTP, which was adopted in December 2009. It is included in this report as requested by MPO staff.

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**DATA SOURCES:** Basemap, roads, water from Hillsborough County City-County Planning Commission. Parcel Lines and data from Hillsborough County Property Appraiser. Wetlands from SWFWMD. Significant Wildlife Habitat from Planning and Development Management, based on satellite imagery. Only wetlands greater than 40 acres depicted.

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**ACCURACY:** It is intended that the accuracy of the basemap comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map for illustrative purposes only. For the most current data and information, see the appropriate source.

File Location : G:\gisroot\projects\mop\2035 LRTP\TransitLevel of Service\Map 3-6 8.5x11 2035 LRTP Transit Cost Affordable Level of Service.mxd  
Author : Roger W. Mathis - GIS Analyst  
Date : January 13, 2010

**ADOPTED:**  
**December 9, 2009**



## Transit versus Auto Travel Time LOS

This section summarizes the Transit versus Auto Travel Time LOS evaluation for Hillsborough County. The methodology used in calculating the 2035 travel time LOS is summarized in the remainder of this section, followed by the results of the 2035 Transit versus Auto Travel Time LOS evaluation.

The Transit versus Auto Travel Time LOS is calculated by evaluating auto travel times and transit travel times among a set of selected activity centers. According to FDOT's *Florida MPO Transit Quality of Service Evaluation - Agency Reporting Guide*, large MPOs serving areas with populations of 200,000 or more should use at least 10 activity centers to measure the Transit versus Auto Travel Time LOS. The following FDOT guidelines were used to select the activity centers.

- At least one location in the Central Business District (CBD);
- A major intermodal terminal, such as passenger airports and AMTRAK stations (if present)
- At least one regional shopping center (if present)
- At least one university or community college (if present)
- At least one major park-and-ride facility (if present)
- A large office development outside the CBD
- A geographically diverse set of suburbs, neighborhoods, and/or tourist attractions

Since the Hillsborough County MPO serves an area with a population of more than 200,000, 12 major activity centers were selected as origins and destinations for this analysis. The selected sites represent a mix of origin-to-destination trip lengths of greater than and less than two miles, and all activity centers reflect a cross-section of land use categories throughout the HART fixed-route transit service area. Table 3-7 presents the activity centers selected for the Transit versus Auto Travel Time LOS estimation. It should be noted that the same 12 activity centers were used for evaluating the existing TLOS presented in Technical Memorandum 1 - Transit Level of Service - Existing Conditions.

**Table 3-7  
Activity Centers Selected for Evaluation**

#	2006 TAZ	Activity Center Name	Transit Trip Origin/Destination*
1	379	Downtown Tampa	Marion Street and Polk Street
2	263	Tampa Intermodal Terminal	Red Section - East Curbside Baggage Claim
3	628	Brandon Town Center	Behind Brandon Town Center Food Court
4	87	USF/VA Hospital/Moffitt	Fletcher Avenue and Bruce B Downs Boulevard
5	80	New Tampa Park-and-Ride	Lowes Park-and-Ride at I-75 and Bruce B Downs Boulevard
6	303	Westshore Business District	Cypress Street and Trask Street
7	113	Carrollwood Village	Linebaugh Avenue and Dale Mabry Highway
8	738	South County (I-75 & SR 674)	I-75 and SR 674 in Ruskin
9	238	Seminole Heights	Hillsborough Avenue and 22 <sup>nd</sup> Street
10	212	Busch Gardens	Busch Boulevard and 22 <sup>nd</sup> Street
11	465	Britton Plaza	Dale Mabry Highway and Euclid Avenue
12	36	Oldsmar	Race Track Road and Linebaugh Avenue

\* One specific location in each of the TAZs listed was identified to measure transit travel time between the selected activity centers

The trip Origin-Destination (O-D) pairs between the selected activity centers were used to identify specific trips to evaluate the Transit versus Auto Travel Time LOS. The methodologies used in developing auto and transit travel times are summarized below.

### Methodology for Calculating Travel Times

#### *Auto Travel Times*

The auto travel times were calculated using data from the Tampa Bay Regional Planning Model (TBRPM) travel demand model, which measures the auto travel time between the centroids of the traffic analysis zones (TAZs) in which the major activity centers are located. It should be noted that these TAZ centroids may not be an exact match for the transit trip endpoints. Thus, this analysis is not a perfect comparison, but a best guess using available data. The TBRPM model alternatives developed for the Hillsborough County 2035 LRTP with the following two network scenarios were used to derive the auto travel times.

- 2035 LRTP cost affordable plan network with Sales Tax Road Improvements (Sales Tax Plan)
- 2035 LRTP cost affordable plan network without Sales Tax Road Improvements (Status Quo Plan)

The model output files from the TBRPM for the above model alternatives were used. The resulting minimum congested travel times (travel times at congested speeds) were obtained from the model output files for each of the alternatives and were condensed in order to summarize the travel times to and from each of the analyzed activity centers.

### ***Transit Travel Times***

TBRPM was also used to obtain the 2035 transit travel times. Transit skim files, the model files for analyzing transit data, were obtained from the TBRPM for the AM period of the model alternative for the 2035 Status Quo Plan and the model alternative for the 2035 Sales Tax Plan. Both of the alternatives analyzed provided a total of 10 transit skim files, each containing walk time, drive time, in-vehicle travel time, and transfer times using all available modes including local bus, express bus, BRT, rail, etc., for all origin-destination pairs in the model.

Using these skim files, the total transit travel time for each mode was determined by summing the in-vehicle transit travel time and the transfer times between each origin-destination pair. Then, the minimum transit travel time for each O-D pair was identified and used as the transit travel time between that O-D pair.

The LOS grades were calculated for each of the 112 O-D pairs based on the Transit versus Auto Travel Time LOS thresholds identified in FDOT's TQLOS evaluation guidelines. These thresholds are presented in Table 3-8.

Table 3-8

**Transit-Auto Travel Time LOS Standards**

LOS	Travel Time Difference (min)	Description
A	0	Faster by transit than by automobile
B	1-15	About as fast by transit as by automobile
C	16-30	Tolerable for choice riders
D	31-45	Round-trip at least an hour longer by transit
E	46-60	Tedious for all riders; may be best possible in small cities
F	>60	Unacceptable to most riders

Source: FDOT

**Evaluation Summary**

The summary results of the Transit versus Auto Travel Time LOS evaluation, conducted for the 112 O-D pairs serving activity centers is summarized for each of the two roadway/transit networks for 2035.

**2035 Status Quo Plan Transit Network**

The results of the Transit versus Auto Travel Time LOS evaluation for the 2035 Status Quo Plan Transit Network is summarized in Table 3-9 and Figure 3-2. In addition, Tables 3-10 through 3-21 summarize travel time LOS for the 12 origins and corresponding destinations.

Table 3-9

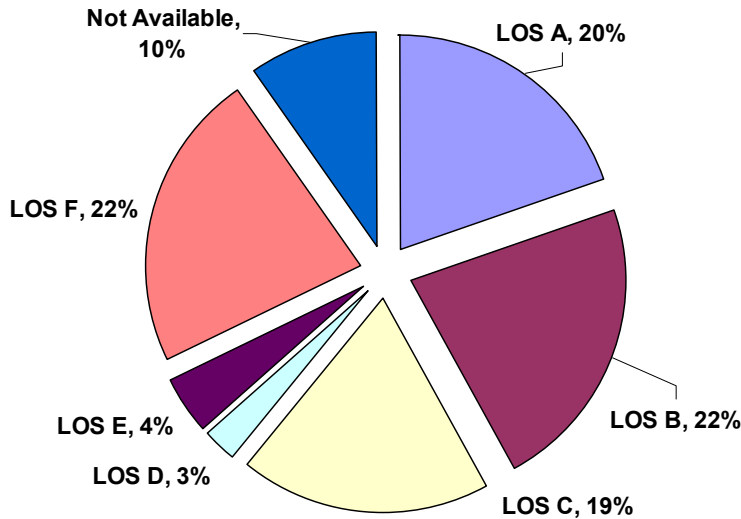
**Transit-Auto Travel Time LOS Evaluation Summary - 2035 Status Quo Plan**

LOS	Number of O-D Pairs	% of O-D Pairs
A	22	20%
B	25	22%
C	21	19%
D	3	3%
E	5	4%
F	25	22%
n/a	11	10%

n/a - In the Status Quo Plan, travel times to New Tampa Park-and-Ride were not applicable as transit travel times were derived from the TBRPM for AM peak periods. There is no bus service from the selected trip origins to New Tampa Park-and-Ride during the AM peak period in the 2035 Status Quo Plan.

Figure 3-2

Transit-Auto Travel Time LOS Evaluation Summary - 2035 Status Quo Network



According to Table 3-9, 61 percent of O-D pairs were LOS A, B, or C, which, in FDOT standards, are “tolerable” levels of transit service for discretionary riders (also called “choice” riders, i.e., riders who have access to cars but choose to ride transit). This indicates that bus transit is a viable option for choice riders for 61 percent of the 112 O-D pairs linking the 12 highly-accessed locations in Hillsborough County. The evaluation also indicates that 26 percent of transit trips have travel times that are “tedious for all riders” (LOS E) or “unacceptable to most riders” (LOS F). It should be noted that travel times to one of the selected destinations, the New Tampa Park-and-Ride, were not applicable as transit travel times were derived from the TBRPM for the AM peak periods. There is no bus service planned in the 2035 Status Quo Plan from the selected trip origins to the New Tampa Park-and-Ride during the AM peak period.

The following tables 3-10 through 3-21 summarize travel time LOS for the 12 origins and corresponding destinations.

**Table 3-10**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: Downtown Tampa**

**From: Downtown Tampa**  
**TAZ 379**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa				
Tampa Intermodal Terminal	35	25	10	B
Brandon Town Center	83	32	51	E
USF/VA Hospital/Moffitt	36	29	6	B
New Tampa Park-and-Ride	N/A	46	N/A	N/A
Westshore Business District	33	18	15	C
Carrollwood Village	59	32	27	C
South County (I-75 & SR 674)	238	76	162	F
Seminole Heights	22	15	7	B
Busch Gardens	39	22	17	C

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-11**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: Tampa International Airport Intermodal Terminal**

**From: Tampa Intermodal Terminal**  
**TAZ 263**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	31	29	2	B
Tampa Intermodal Terminal				
Brandon Town Center	114	50	64	F
USF/VA Hospital/Moffitt	64	47	17	C
New Tampa Park-and-Ride	N/A	64	N/A	N/A
Westshore Business District	9	12	-3	A
Carrollwood Village	39	23	16	C
South County (I-75 & SR 674)	271	93	178	F
Seminole Heights	23	34	-11	A
Busch Gardens	42	39	2	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Table 3-12

Transit-Auto Travel Time LOS - 2035 Status Quo Plan  
Trip Origin: Brandon Town Center

From: Brandon Town Center  
TAZ 628

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	44	35	9	B
Tampa Intermodal Terminal	69	48	21	C
Brandon Town Center				
USF/VA Hospital/Moffitt	68	42	26	C
New Tampa Park-and-Ride	N/A	40	N/A	N/A
Westshore Business District	53	42	11	B
Carrollwood Village	79	56	23	C
South County (I-75 & SR 674)	152	57	95	F
Seminole Heights	38	32	6	B
Busch Gardens	50	38	12	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Table 3-13

Transit-Auto Travel Time LOS - 2035 Status Quo Plan  
Trip Origin: USF/VA Hospital/Moffitt

From: USF/VA Hospital/Moffitt  
TAZ 87

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	27	32	-5	A
Tampa Intermodal Terminal	43	45	-2	A
Brandon Town Center	95	43	52	E
USF/VA Hospital/Moffitt				
New Tampa Park-and-Ride	N/A	21	N/A	N/A
Westshore Business District	39	38	1	B
Carrollwood Village	35	28	7	B
South County (I-75 & SR 674)	261	86	175	F
Seminole Heights	13	18	-5	A
Busch Gardens	18	10	8	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.



Table 3-14

Transit-Auto Travel Time LOS - 2035 Status Quo Plan  
 Trip Origin: New Tampa Park-and-Ride

From: New Tampa Park-and-Ride  
 TAZ 80

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	27	50	-23	A
Tampa Intermodal Terminal	43	63	-20	A
Brandon Town Center	120	42	77	F
USF/VA Hospital/Moffitt	13	21	-8	A
New Tampa Park-and-Ride				
Westshore Business District	39	56	-17	A
Carrollwood Village	52	46	6	B
South County (I-75 & SR 674)	274	87	187	F
Seminole Heights	25	36	-11	A
Busch Gardens	28	28	0	A

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Table 3-15

Transit-Auto Travel Time LOS - 2035 Status Quo Plan  
 Trip Origin: Westshore Business District

From: Westshore Business District  
 TAZ 303

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	31	19	12	B
Tampa Intermodal Terminal	9	9	0	A
Brandon Town Center	114	40	74	F
USF/VA Hospital/Moffitt	64	39	25	C
New Tampa Park-and-Ride	N/A	55	N/A	N/A
Westshore Business District				
Carrollwood Village	39	22	17	C
South County (I-75 & SR 674)	271	83	188	F
Seminole Heights	23	24	-1	A
Busch Gardens	42	31	11	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-16**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: Carrollwood Village**

**From: Carrollwood Village**  
**TAZ 113**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	32	33	-1	A
Tampa Intermodal Terminal	43	24	19	C
Brandon Town Center	112	55	56	E
USF/VA Hospital/Moffitt	20	29	-9	A
New Tampa Park-and-Ride	N/A	43	N/A	N/A
Westshore Business District	40	22	18	C
Carrollwood Village				
South County (I-75 & SR 674)	264	99	165	F
Seminole Heights	16	26	-10	A
Busch Gardens	8	21	-13	A

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-17**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: South County (I-75 & SR 674)**

**From: South County (I-75 & SR 674)**  
**TAZ 731**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	135	74	60	F
Tampa Intermodal Terminal	162	87	75	F
Brandon Town Center	94	50	44	D
USF/VA Hospital/Moffitt	163	82	81	F
New Tampa Park-and-Ride	N/A	82	N/A	N/A
Westshore Business District	159	81	78	F
Carrollwood Village	186	96	91	F
South County (I-75 & SR 674)				
Seminole Heights	150	71	78	F
Busch Gardens	167	78	89	F

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-18**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: Seminole Heights**

**From: Seminole Heights**  
**TAZ 238**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	22	17	5	B
Tampa Intermodal Terminal	28	31	-3	A
Brandon Town Center	92	32	60	F
USF/VA Hospital/Moffitt	30	18	12	B
New Tampa Park-and-Ride	N/A	35	N/A	N/A
Westshore Business District	23	24	-1	A
Carrollwood Village	45	26	19	C
South County (I-75 & SR 674)	255	75	180	F
Seminole Heights				
Busch Gardens	18	10	8	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-19**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: Busch Gardens**

**From: Busch Gardens**  
**TAZ 212**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	23	25	-2	A
Tampa Intermodal Terminal	28	37	-9	A
Brandon Town Center	92	38	54	E
USF/VA Hospital/Moffitt	18	10	8	B
New Tampa Park-and-Ride	N/A	26	N/A	N/A
Westshore Business District	24	30	-6	A
Carrollwood Village	35	21	14	B
South County (I-75 & SR 674)	258	81	176	F
Seminole Heights	13	10	3	B
Busch Gardens				

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-20**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: Britton Plaza**

**From: Britton Plaza**  
**TAZ 465**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	24	14	10	B
Tampa Intermodal Terminal	45	20	25	C
Brandon Town Center	102	34	68	F
USF/VA Hospital/Moffitt	60	37	23	C
New Tampa Park-and-Ride	N/A	54	N/A	N/A
Westshore Business District	42	14	28	C
Carrollwood Village	50	29	21	C
South County (I-75 & SR 674)	270	77	193	F
Seminole Heights	46	21	25	C
Busch Gardens	64	29	35	D
Britton Plaza				
Oldsmar	133	45	88	F

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-21**  
**Transit-Auto Travel Time LOS - 2035 Status Quo Plan**  
**Trip Origin: Oldsmar**

**From: Oldsmar**  
**TAZ 36**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	59	49	10	B
Tampa Intermodal Terminal	38	33	5	B
Brandon Town Center	153	71	82	F
USF/VA Hospital/Moffitt	106	53	53	E
New Tampa Park-and-Ride	N/A	69	N/A	N/A
Westshore Business District	44	33	11	B
Carrollwood Village	43	26	17	C
South County (I-75 & SR 674)	317	114	202	F
Seminole Heights	65	47	18	C
Busch Gardens	74	45	29	C
Britton Plaza	83	45	38	D
Oldsmar				

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

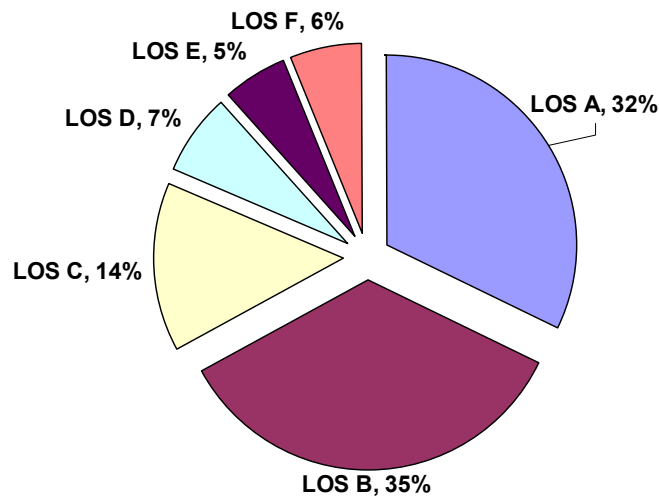
**2035 Sales Tax Plan Transit Network**

The Transit versus Auto Travel Time LOS evaluation for the 2035 Sales Tax Plan Transit Network is summarized in Table 3-22 and Figure 3-3. In addition, Tables 3-23 through 3-34 summarize travel time LOS for the 12 origins and corresponding destinations.

**Table 3-22  
Transit-Auto Travel Time LOS Evaluation Summary  
2035 Sales Tax Plan Transit Network**

LOS	Number of O-D Pairs	% of O-D Pairs
A	36	32%
B	39	35%
C	16	14%
D	8	7%
E	6	5%
F	7	6%

**Figure 3-3  
Transit-Auto Travel Time LOS Evaluation Summary  
2035 Sales Tax Plan Network**



In the Sales Tax Plan transit network, 81 percent of O-D pairs are LOS A, B, or C, or “tolerable” levels of transit service for discretionary/choice riders in 2035. This indicates that the 2035 Sales Tax Plan, with a comprehensive network of rail and bus routes and facilities, would offer transit as a viable option for choice riders for 81 percent of the 112 O-D pairs linking the 12 highly-accessed locations in Hillsborough



County. With the Sales Tax Plan transit improvements, only 11 percent of transit trips between the selected origins and destinations would have travel times that are “tedious for all riders” (LOS E) or “unacceptable to most riders” (LOS F) in 2035. The following tables 3-23 through 3-34 summarize travel time LOS for the 12 origins and corresponding destinations.

**Table 3-23**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: Downtown Tampa**

From: Downtown Tampa TAZ 379	Travel Times				
	To	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa					
Tampa Intermodal Terminal		23	25	-2	A
Brandon Town Center		38	34	4	B
USF/VA Hospital/Moffitt		39	30	9	B
New Tampa Park-and-Ride		40	45	-5	A
Westshore Business District		17	18	-1	A
Carrollwood Village		54	32	22	C
South County (I-75 & SR 674)		125	70	55	E
Seminole Heights		22	15	7	B
Busch Gardens		26	22	4	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-24**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: Tampa International Airport Intermodal Terminal**

From: Tampa Intermodal Terminal TAZ 263	Travel Times				
	To	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa		17	28	-11	A
Tampa Intermodal Terminal					
Brandon Town Center		54	50	4	B
USF/VA Hospital/Moffitt		54	47	7	B
New Tampa Park-and-Ride		57	62	-5	A
Westshore Business District		12	11	1	B
Carrollwood Village		44	23	21	C
South County (I-75 & SR 674)		142	86	56	E
Seminole Heights		27	34	-7	A
Busch Gardens		43	39	4	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Table 3-25

Transit-Auto Travel Time LOS - 2035 Sales Tax Plan

Trip Origin: Brandon Town Center

From: Brandon Town Center  
TAZ 628

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	25	34	-9	A
Tampa Intermodal Terminal	49	48	1	B
Brandon Town Center				
USF/VA Hospital/Moffitt	47	42	5	B
New Tampa Park-and-Ride	59	40	19	C
Westshore Business District	43	41	2	B
Carrollwood Village	68	56	12	B
South County (I-75 & SR 674)	93	50	43	D
Seminole Heights	27	32	-5	A
Busch Gardens	38	38	0	A

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Table 3-26

Transit-Auto Travel Time LOS - 2035 Sales Tax Plan

Trip Origin: USF/VA Hospital/Moffitt

From: USF/VA Hospital/Moffitt  
TAZ 87

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	27	32	-5	A
Tampa Intermodal Terminal	43	45	-2	A
Brandon Town Center	63	42	21	C
USF/VA Hospital/Moffitt				
New Tampa Park-and-Ride	14	19	-5	A
Westshore Business District	42	38	4	B
Carrollwood Village	28	28	0	A
South County (I-75 & SR 674)	149	78	71	F
Seminole Heights	11	18	-7	A
Busch Gardens	15	10	5	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Table 3-27

Transit-Auto Travel Time LOS - 2035 Sales Tax Plan  
 Trip Origin: New Tampa Park-and-Ride

From: New Tampa Park-and-Ride  
 TAZ 80

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	27	47	-20	A
Tampa Intermodal Terminal	42	60	-18	A
Brandon Town Center	63	42	21	C
USF/VA Hospital/Moffitt	17	19	-2	A
New Tampa Park-and-Ride				
Westshore Business District	42	53	-11	A
Carrollwood Village	48	42	6	B
South County (I-75 & SR 674)	155	80	75	F
Seminole Heights	25	33	-8	A
Busch Gardens	20	25	-5	A

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Table 3-28

Transit-Auto Travel Time LOS - 2035 Sales Tax Plan  
 Trip Origin: Westshore Business District

From: Westshore Business District  
 TAZ 303

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	17	18	-1	A
Tampa Intermodal Terminal	12	10	2	B
Brandon Town Center	54	40	14	B
USF/VA Hospital/Moffitt	54	38	16	C
New Tampa Park-and-Ride	57	54	3	B
Westshore Business District				
Carrollwood Village	42	22	20	C
South County (I-75 & SR 674)	142	76	66	F
Seminole Heights	27	24	3	B
Busch Gardens	43	31	12	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-29**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: Carrollwood Village**

**From: Carrollwood Village**  
**TAZ 113**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	29	33	-4	A
Tampa Intermodal Terminal	13	24	-11	A
Brandon Town Center	64	55	9	B
USF/VA Hospital/Moffitt	21	29	-8	A
New Tampa Park-and-Ride	22	42	-20	A
Westshore Business District	25	22	3	B
Carrollwood Village				
South County (I-75 & SR 674)	141	91	50	E
Seminole Heights	17	26	-9	A
Busch Gardens	36	22	14	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-30**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: South County (I-75 & SR 674)**

**From: South County (I-75 & SR 674)**  
**TAZ 731**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	88	69	19	C
Tampa Intermodal Terminal	111	82	29	C
Brandon Town Center	52	45	7	B
USF/VA Hospital/Moffitt	126	76	50	E
New Tampa Park-and-Ride	127	77	50	E
Westshore Business District	105	75	30	D
Carrollwood Village	143	90	53	E
South County (I-75 & SR 674)				
Seminole Heights	108	66	42	D
Busch Gardens	114	73	41	D

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-31**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: Seminole Heights**

**From: Seminole Heights**  
**TAZ 238**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	19	16	3	B
Tampa Intermodal Terminal	27	30	-3	A
Brandon Town Center	57	31	26	C
USF/VA Hospital/Moffitt	25	18	7	B
New Tampa Park-and-Ride	26	33	-7	A
Westshore Business District	27	23	4	B
Carrollwood Village	44	25	19	C
South County (I-75 & SR 674)	138	68	70	F
Seminole Heights				
Busch Gardens	13	10	3	B

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-32**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: Busch Gardens**

**From: Busch Gardens**  
**TAZ 212**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	22	24	-2	A
Tampa Intermodal Terminal	28	37	-9	A
Brandon Town Center	60	38	22	C
USF/VA Hospital/Moffitt	21	10	11	B
New Tampa Park-and-Ride	22	25	-3	A
Westshore Business District	28	30	-2	A
Carrollwood Village	28	21	7	B
South County (I-75 & SR 674)	141	74	67	F
Seminole Heights	7	10	-3	A
Busch Gardens				

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.



**Table 3-33**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: Britton Plaza**

**From: Britton Plaza**  
**TAZ 465**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	13	13	0	A
Tampa Intermodal Terminal	16	20	-4	A
Brandon Town Center	50	34	16	C
USF/VA Hospital/Moffitt	53	37	16	C
New Tampa Park-and-Ride	54	53	1	B
Westshore Business District	5	14	-9	A
Carrollwood Village	38	29	9	B
South County (I-75 & SR 674)	138	70	68	F
Seminole Heights	27	21	6	B
Busch Gardens	40	29	11	B
Britton Plaza				
Oldsmar	73	42	31	D

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

**Table 3-34**  
**Transit-Auto Travel Time LOS - 2035 Sales Tax Plan**  
**Trip Origin: Oldsmar**

**From: Oldsmar**  
**TAZ 36**

To	Travel Times			
	Transit (min)	Auto (min)	Difference (min)	LOS
Downtown Tampa	60	46	14	B
Tampa Intermodal Terminal	41	30	11	B
Brandon Town Center	78	68	10	B
USF/VA Hospital/Moffitt	82	50	32	D
New Tampa Park-and-Ride	100	67	34	D
Westshore Business District	41	30	11	B
Carrollwood Village	49	26	23	C
South County (I-75 & SR 674)	166	105	61	F
Seminole Heights	59	45	14	B
Busch Gardens	75	43	32	D
Britton Plaza	64	42	22	C
Oldsmar				

Note: LOS is determined based on the travel time difference, i.e. transit travel time minus auto travel time for each O-D pair. The LOS standards include: A - Faster by transit than by automobile, B - About as fast by transit as by automobile, C - Tolerable for choice riders, D - Round-trip at least an hour longer by transit, E - Tedious for all riders; may be best possible in small cities, and F - Unacceptable to most riders.

Appendix A  
**Transit Network LOS Evaluation Summary**

# Hillsborough County MPO Transit Level of Service Evaluation

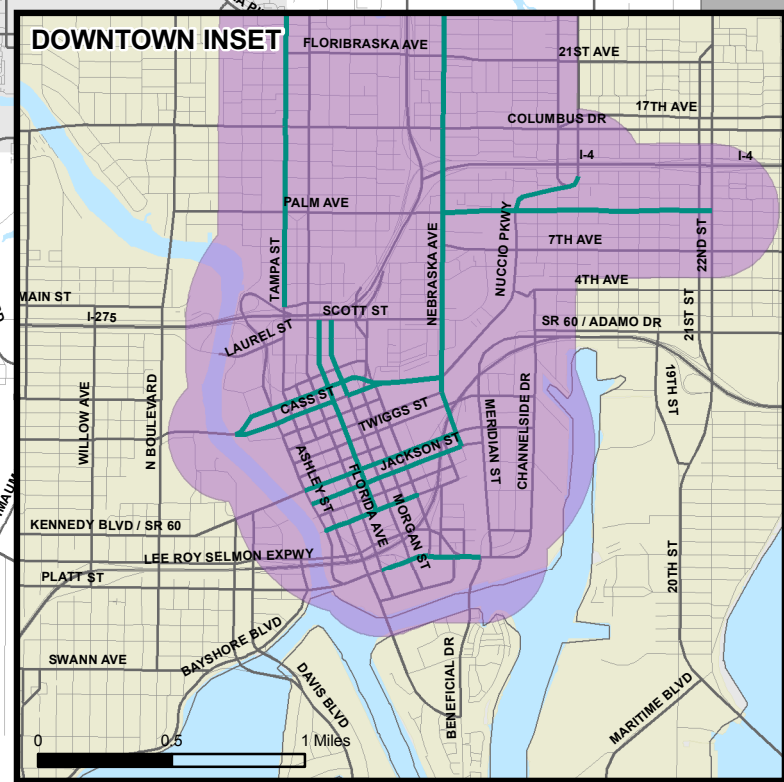
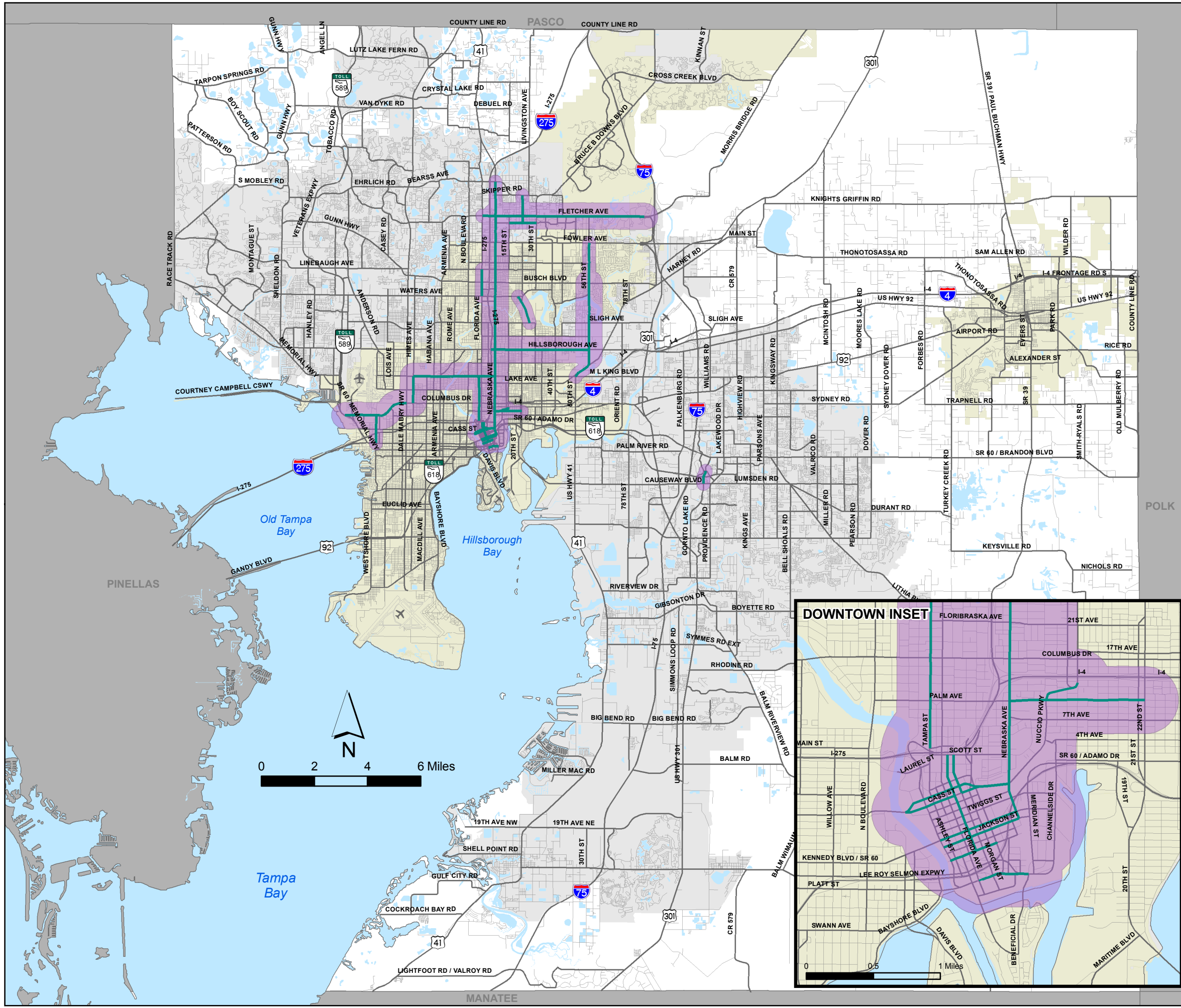


## Map A-1 Transit Level of Service (LOS) LOS "A" with Service Area 2035 Status Quo Plan

### Legend

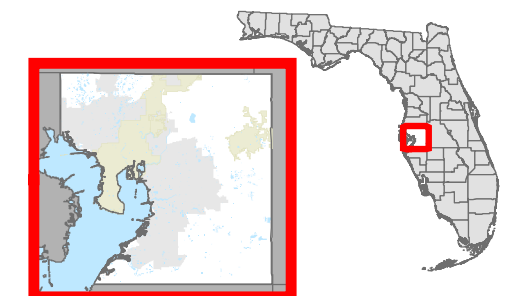
#### Transit LOS

- LOS "A" Excellent
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

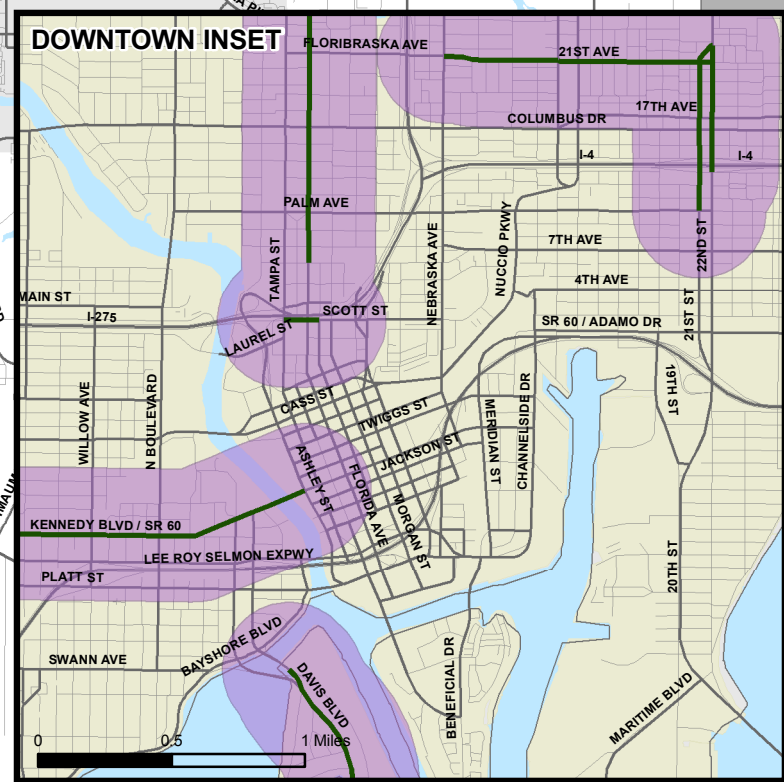
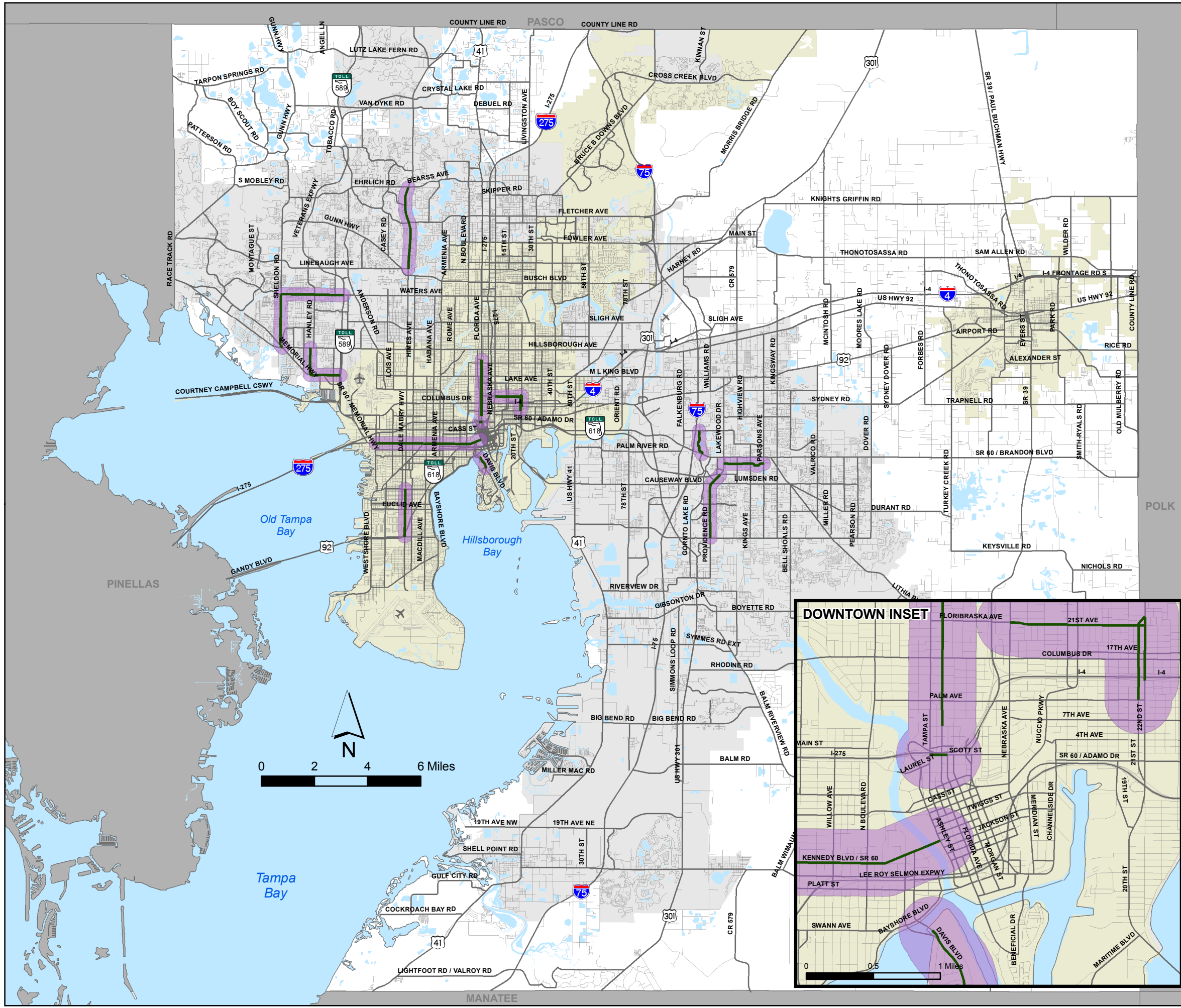


## Map A-2 Transit Level of Service (LOS) LOS "B" with Service Area 2035 Status Quo Plan

### Legend

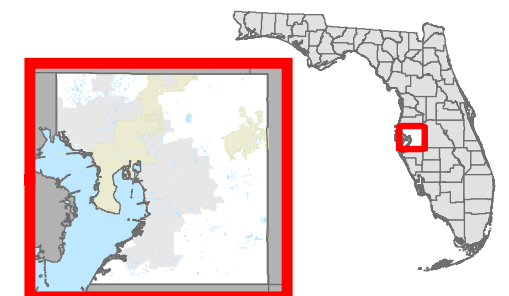
#### Transit LOS

- LOS "B" Good
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



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# Hillsborough County MPO Transit Level of Service Evaluation

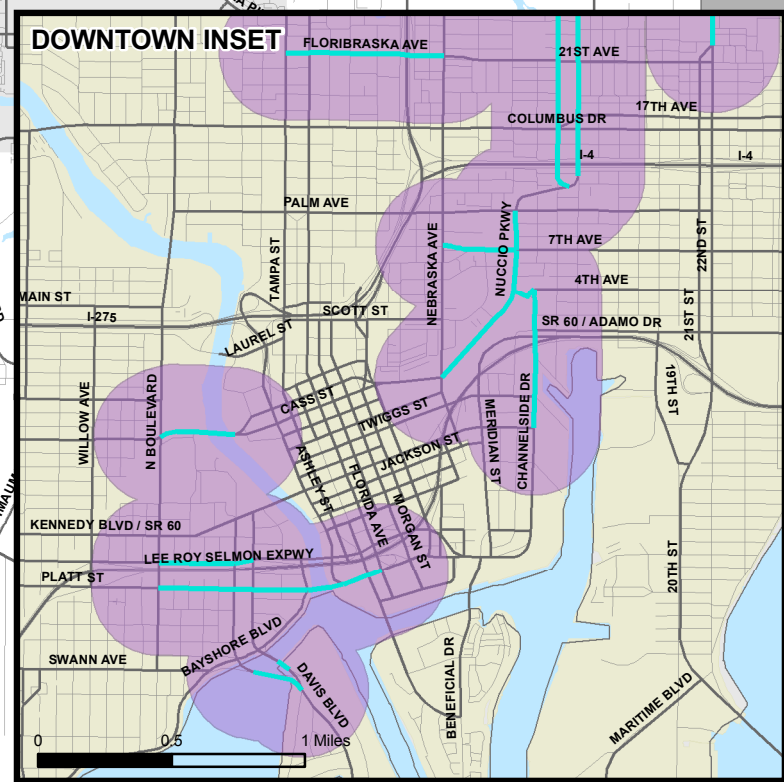
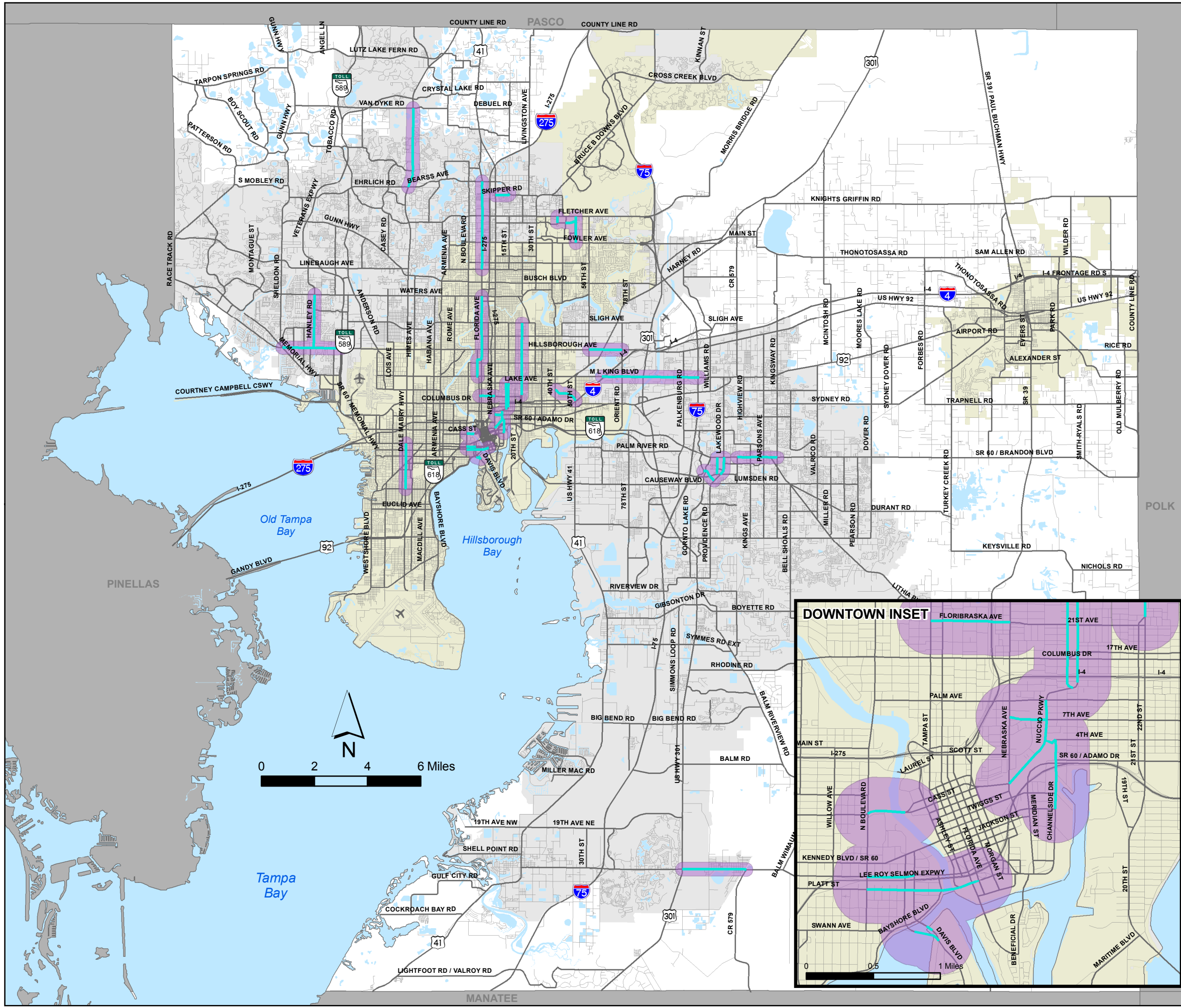


## Map A-3 Transit Level of Service (LOS) LOS "C" with Service Area 2035 Status Quo Plan

### Legend

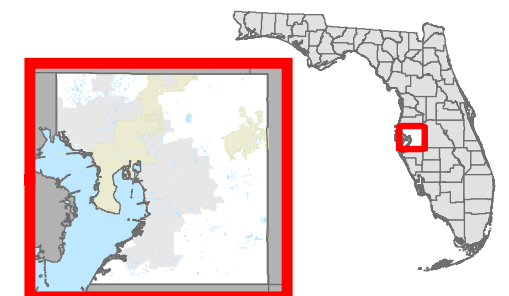
#### Transit LOS

- LOS "C" Fair
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

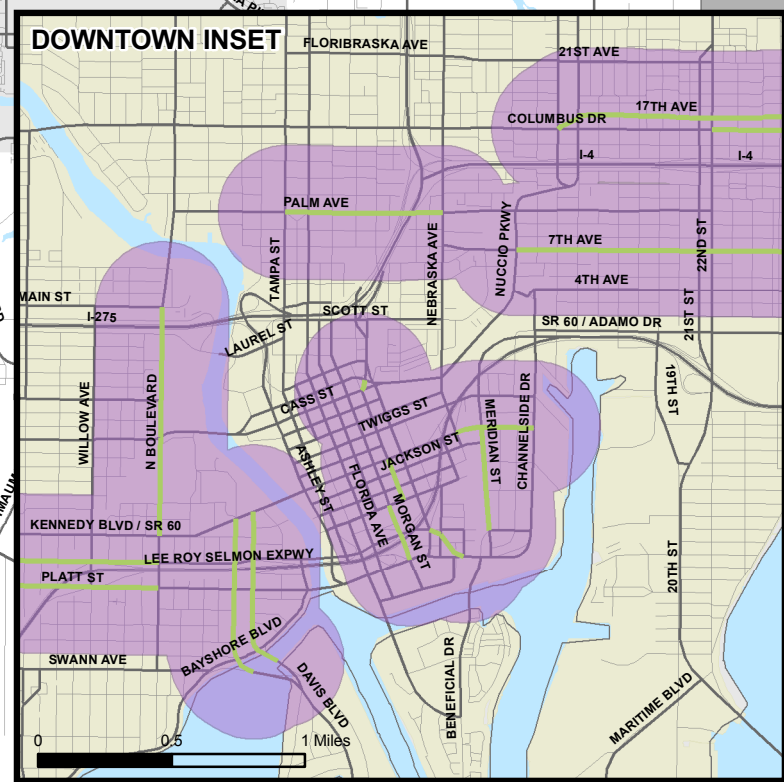
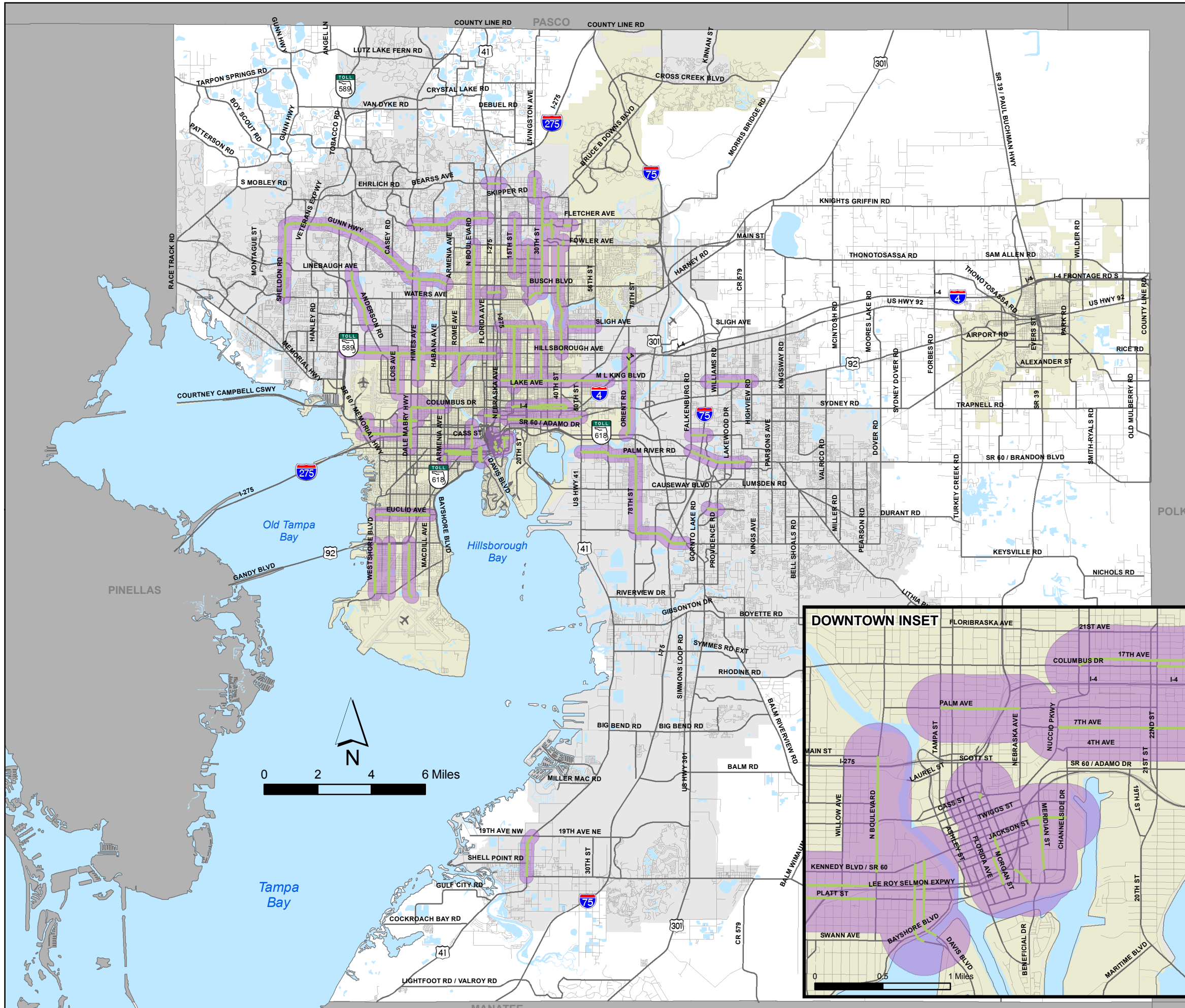


## Map A-4 Transit Level of Service (LOS) LOS "D" with Service Area 2035 Status Quo Plan

### Legend

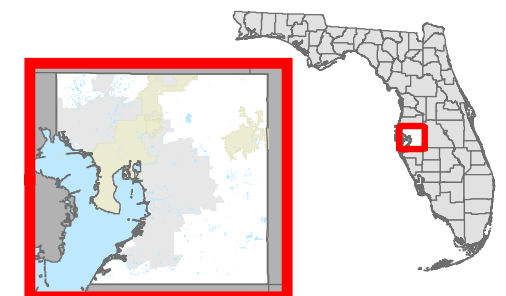
#### Transit LOS

- LOS "D" Acceptable
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

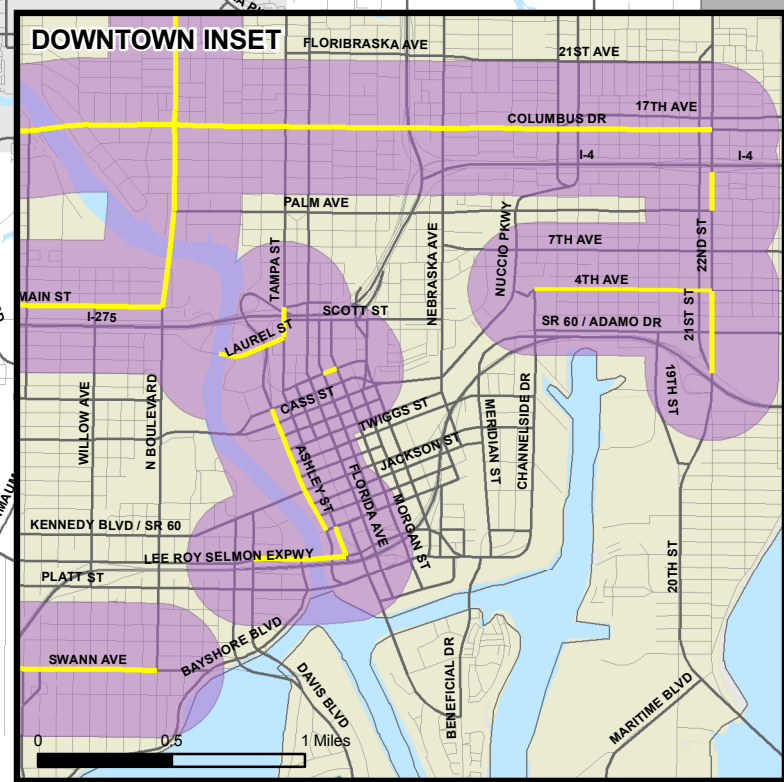
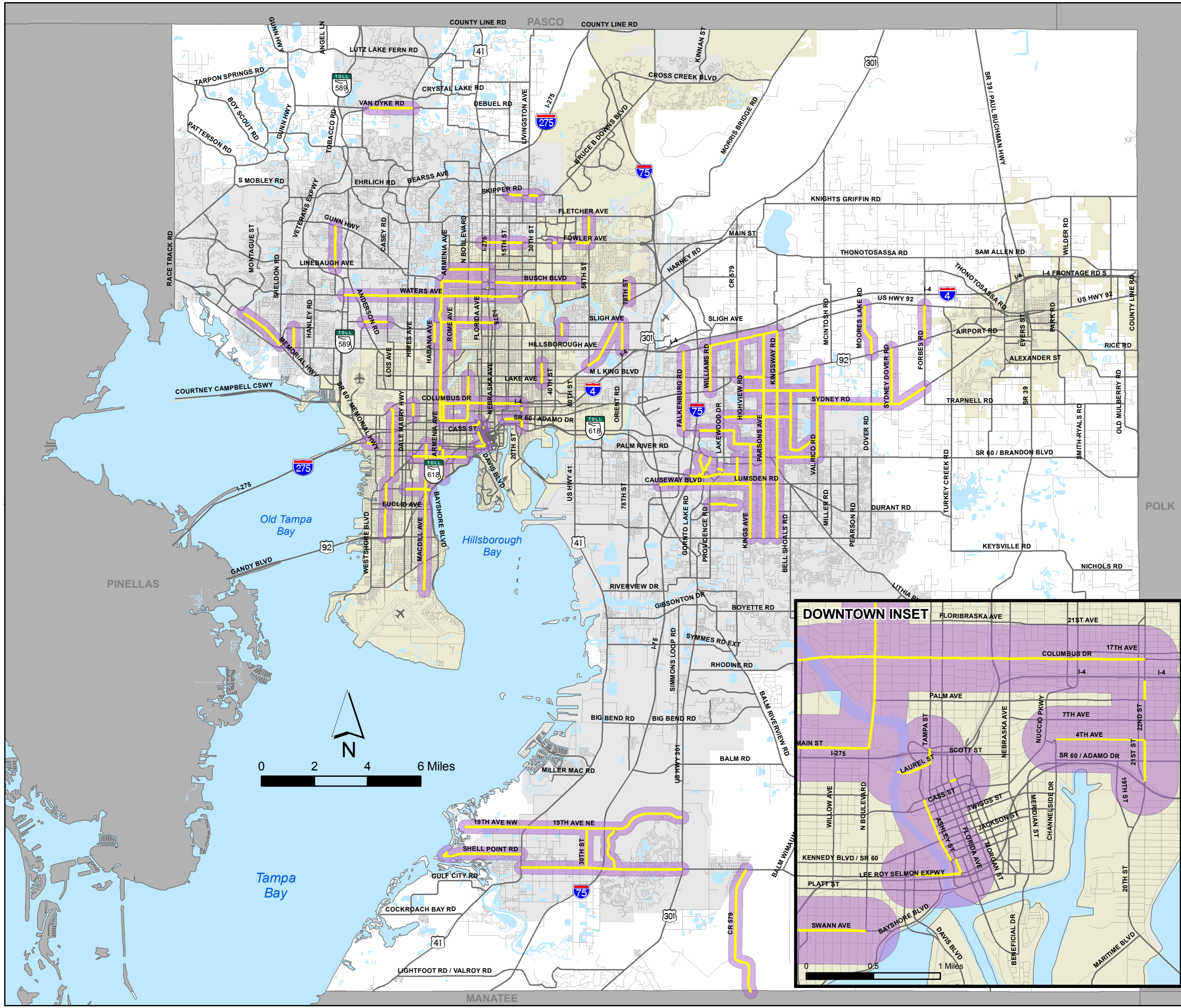


## Map A-5 Transit Level of Service (LOS) LOS "E" with Service Area 2035 Status Quo Plan

### Legend

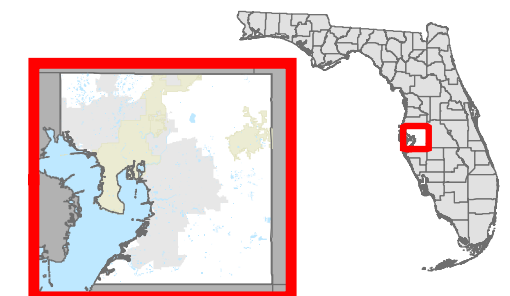
#### Transit LOS

- LOS "E" Infrequent
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

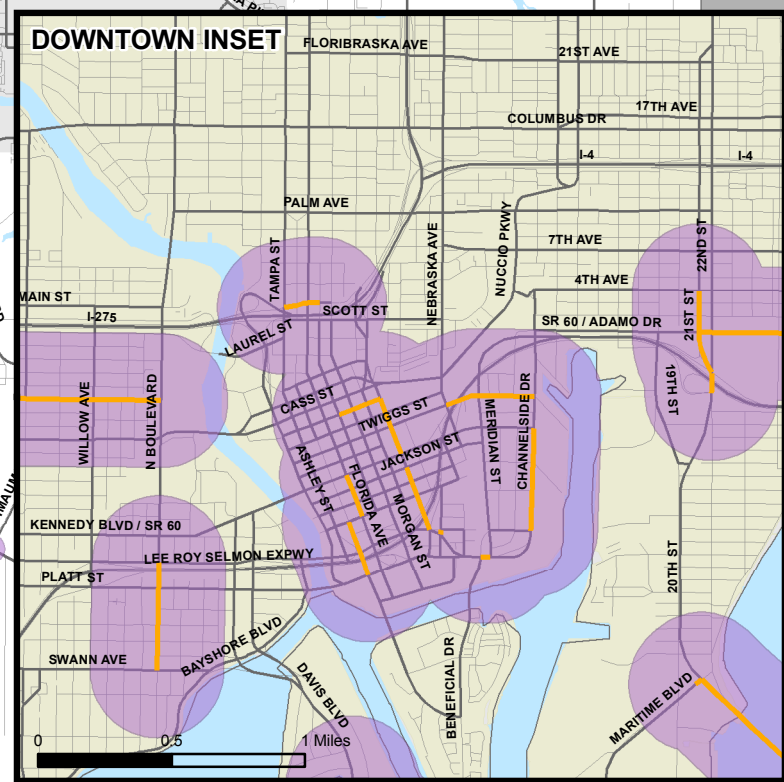
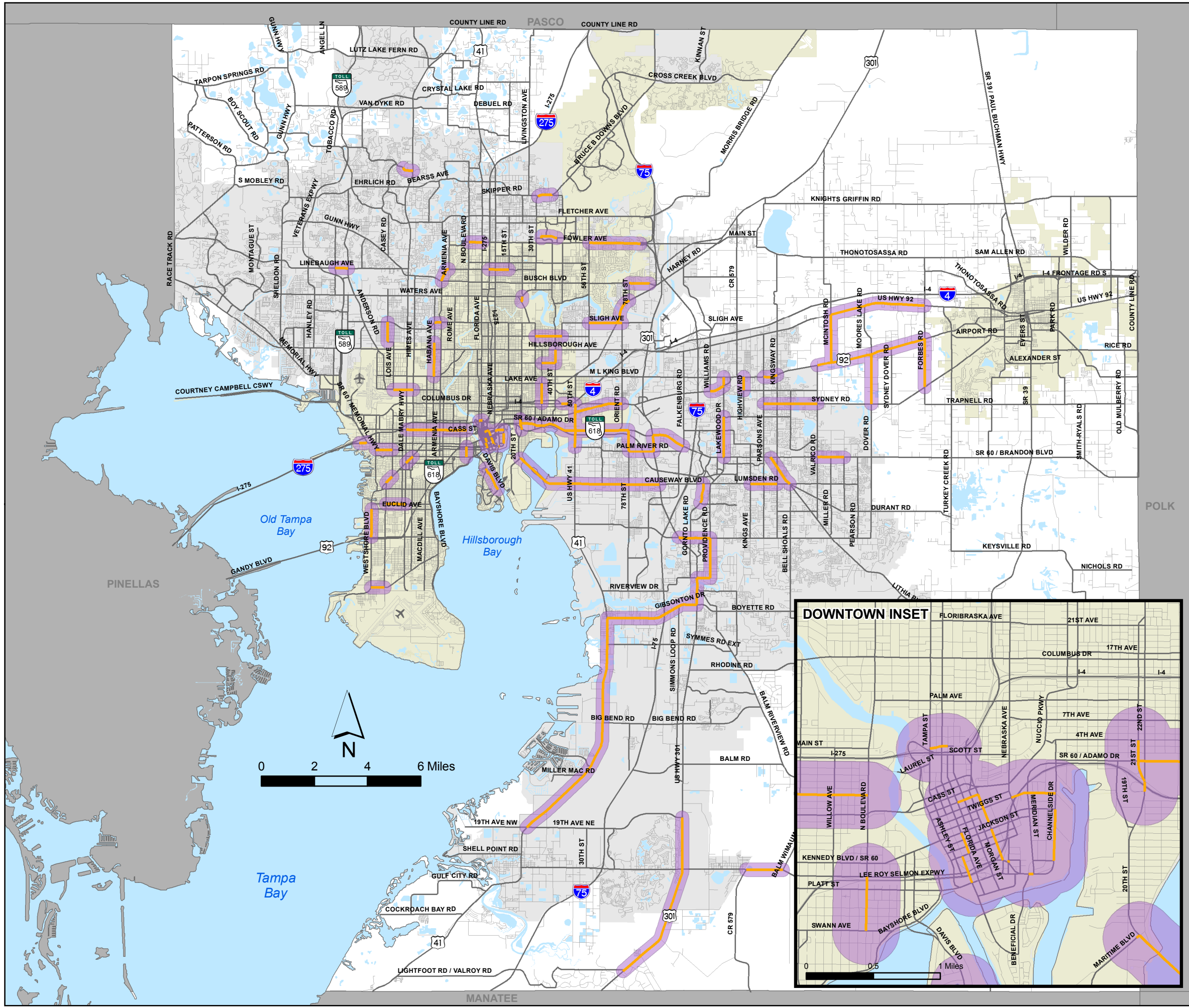


## Map A-6 Transit Level of Service (LOS) LOS "F" with Service Area 2035 Status Quo Plan

### Legend

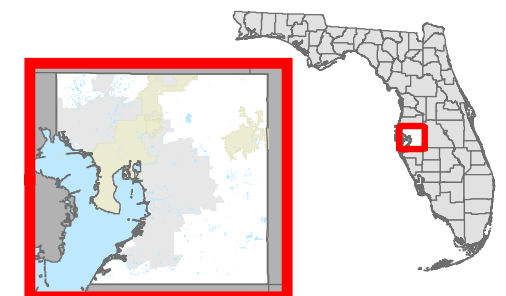
#### Transit LOS

- LOS "F" Minimal
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

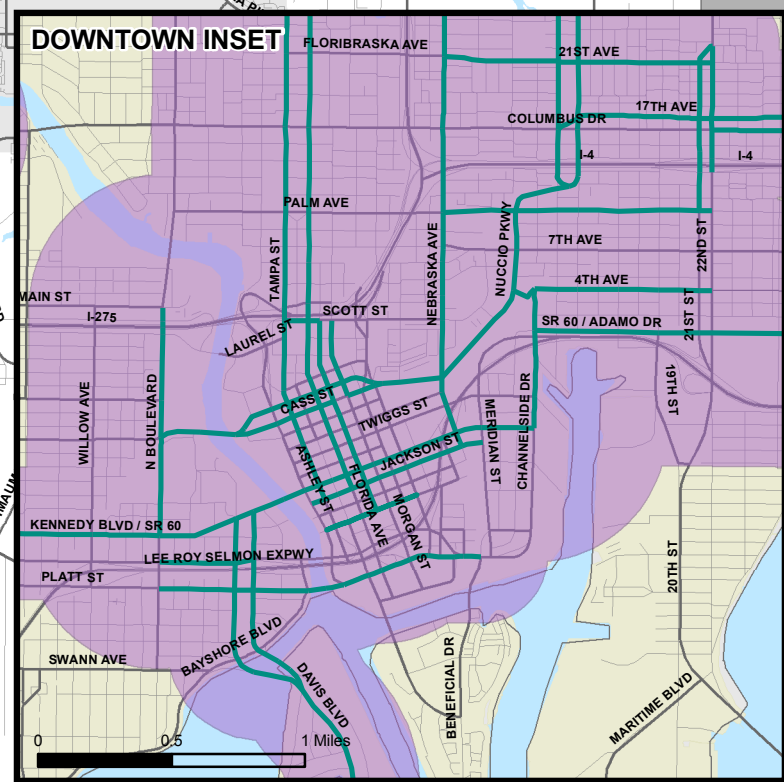
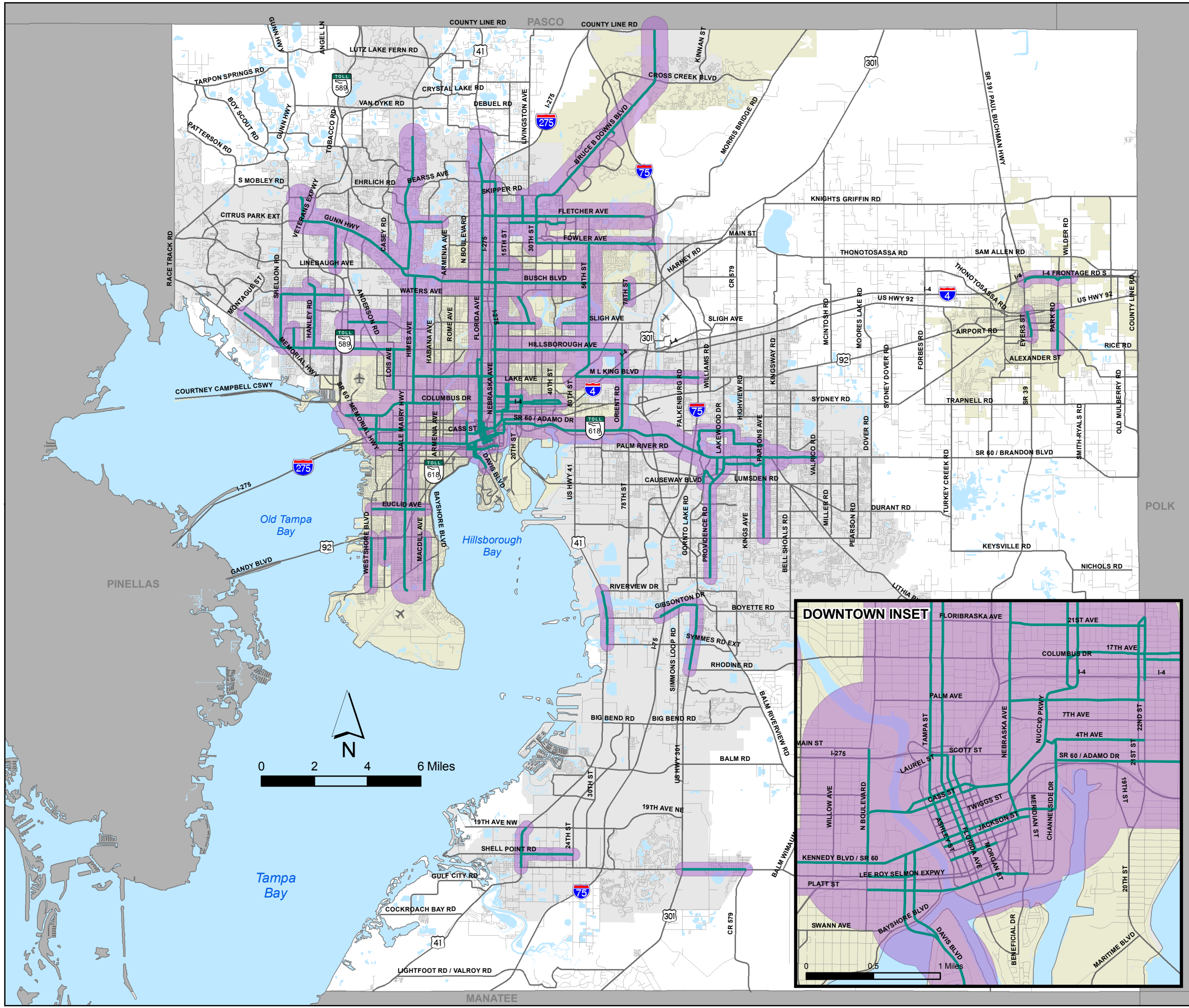


## Map A-7 Transit Level of Service (LOS) LOS "A" with Service Area 2035 Sales Tax Plan

### Legend

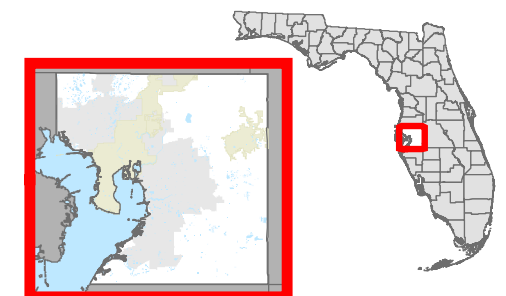
#### Transit LOS

- LOS "A" Excellent
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

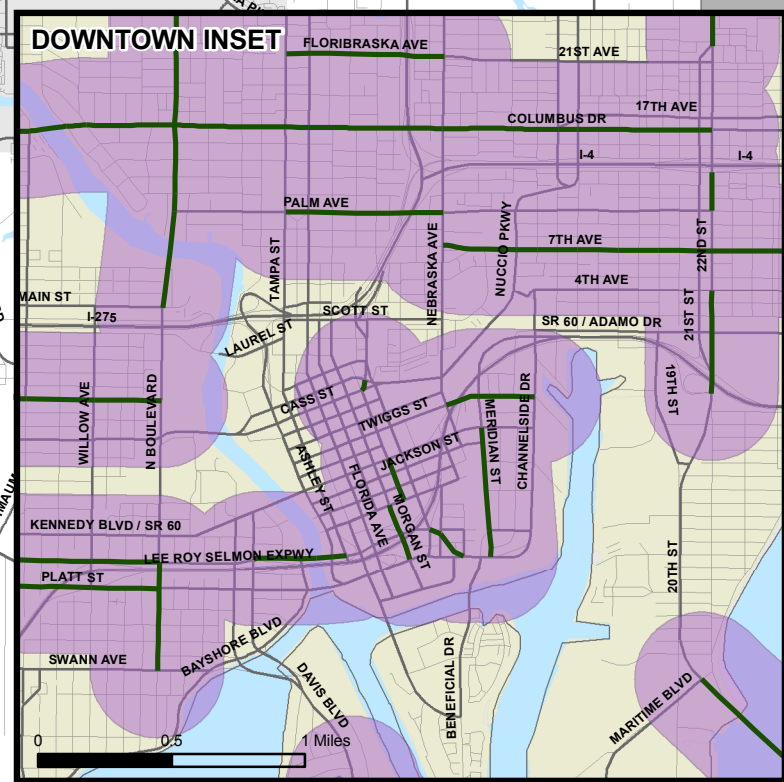
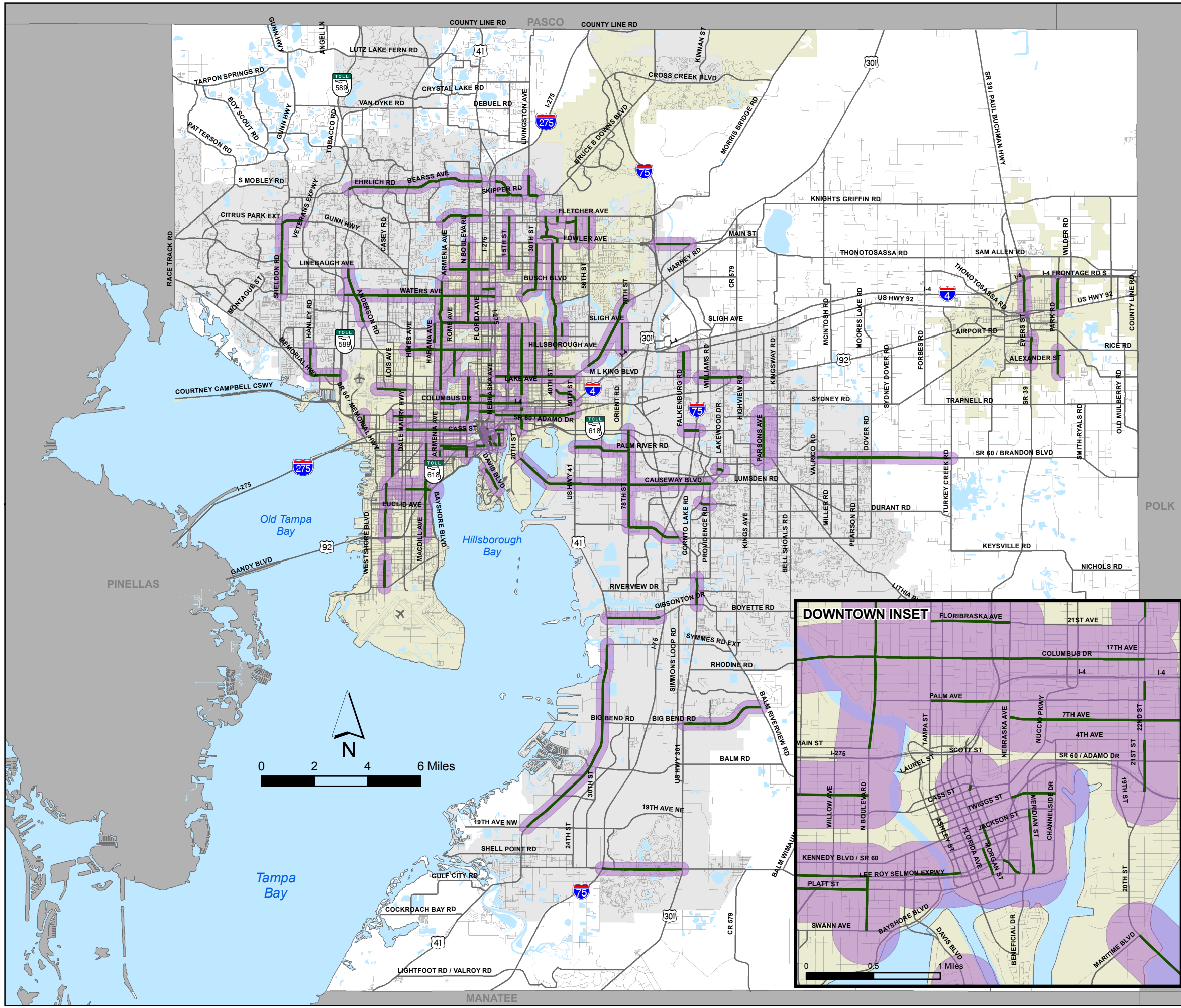


## Map A-8 Transit Level of Service (LOS) LOS "B" with Service Area 2035 Sales Tax Plan

### Legend

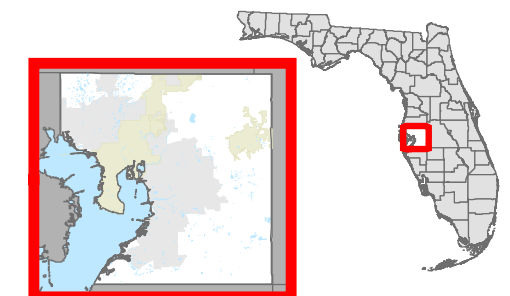
#### Transit LOS

- LOS "B" Good
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

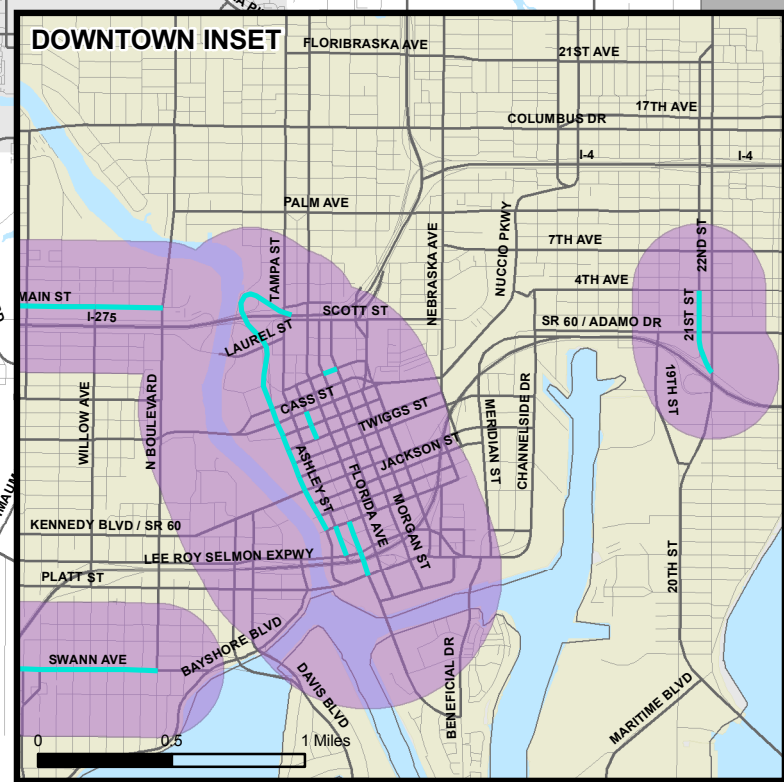
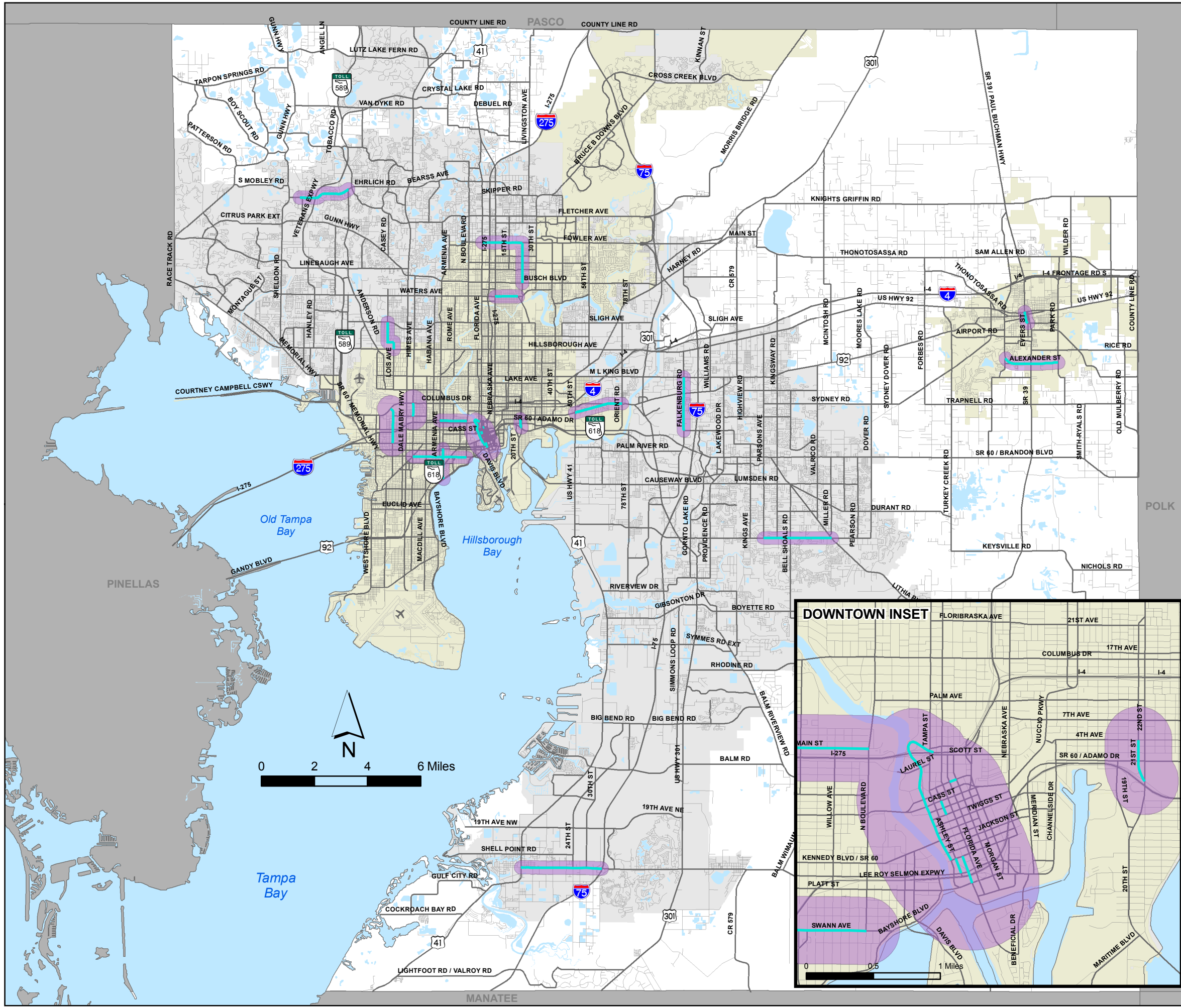


## Map A-9 Transit Level of Service (LOS) LOS "C" with Service Area 2035 Sales Tax Plan

### Legend

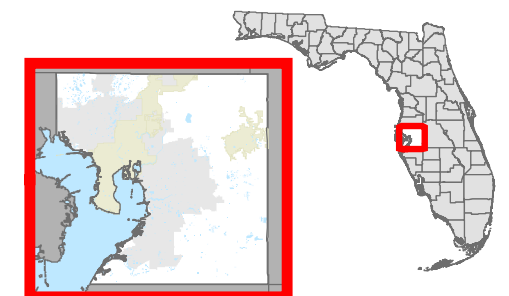
#### Transit LOS

- LOS "C" Fair
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

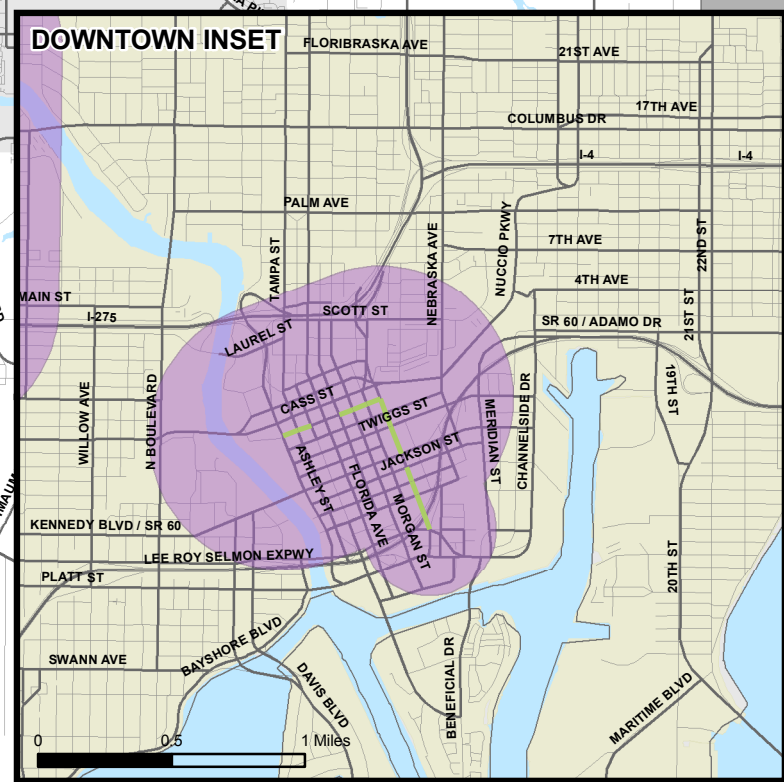
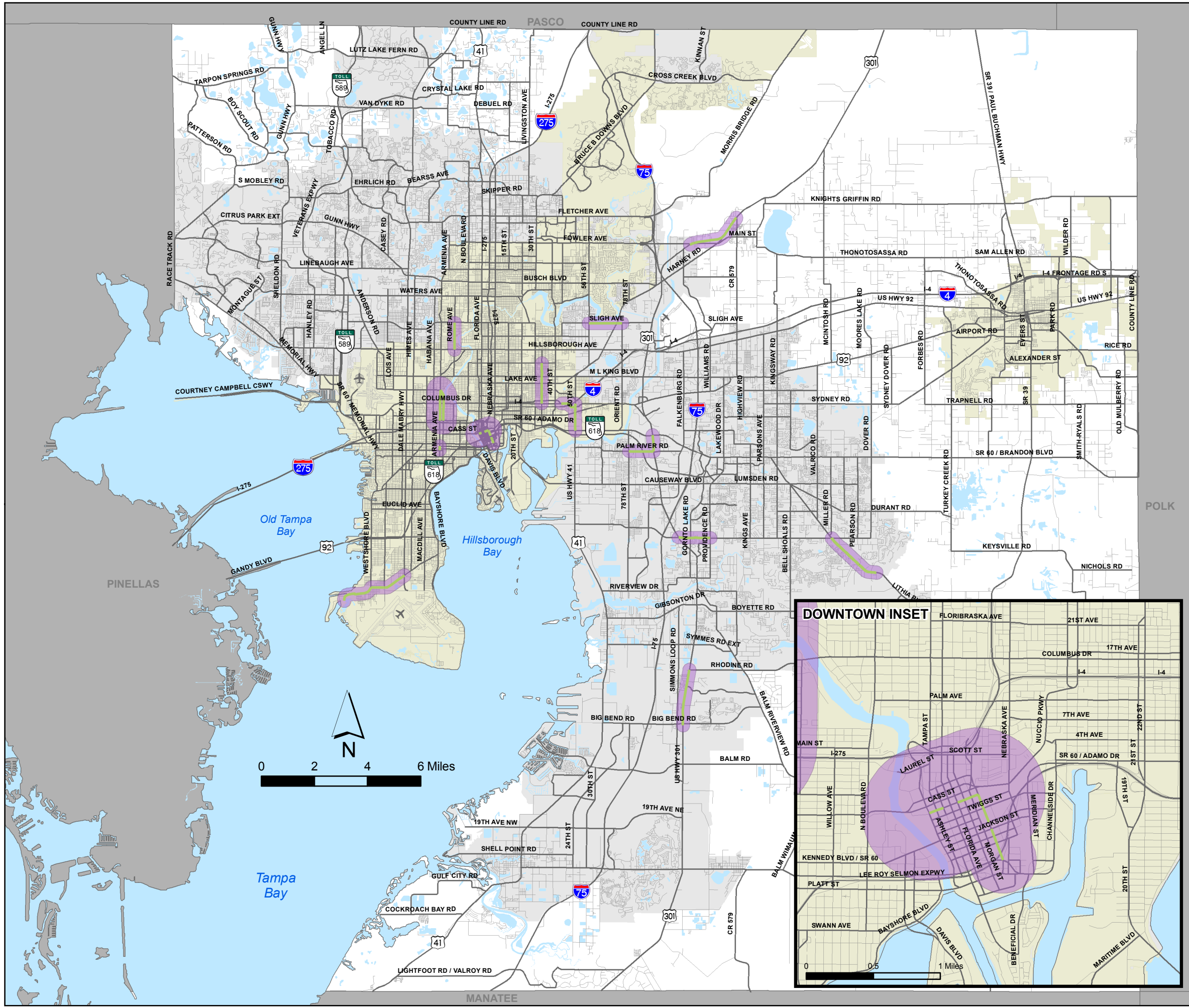


## Map A-10 Transit Level of Service (LOS) LOS "D" with Service Area 2035 Sales Tax Plan

### Legend

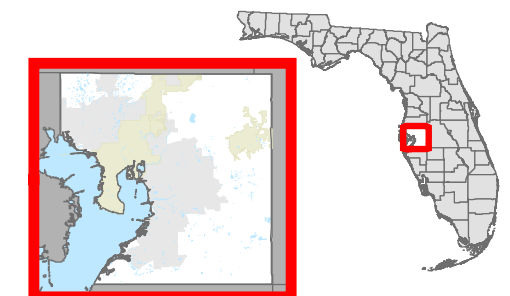
#### Transit LOS

- LOS "D" Acceptable
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.



# Hillsborough County MPO Transit Level of Service Evaluation

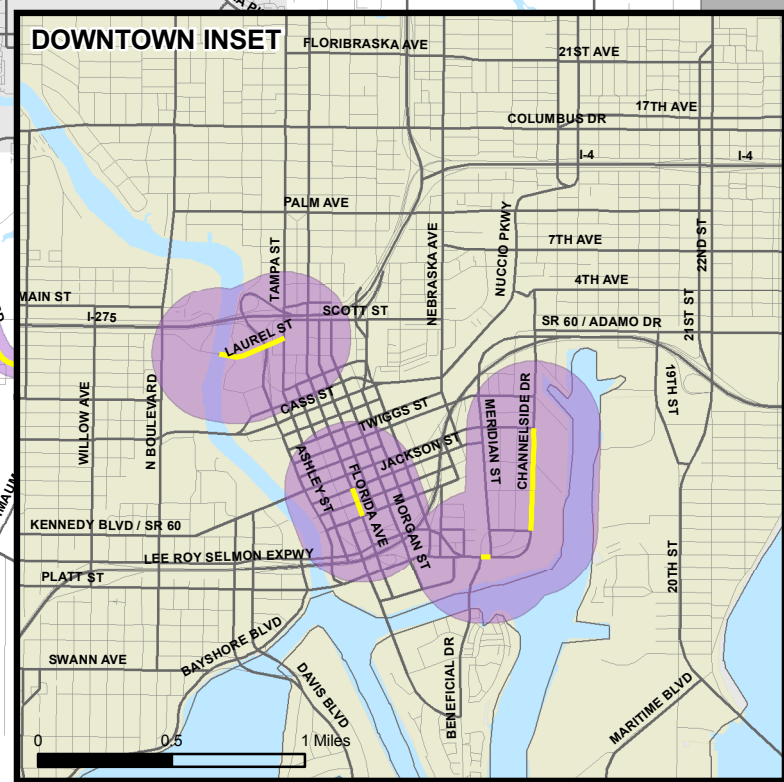
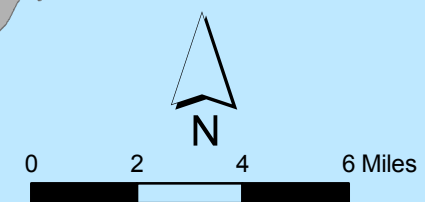
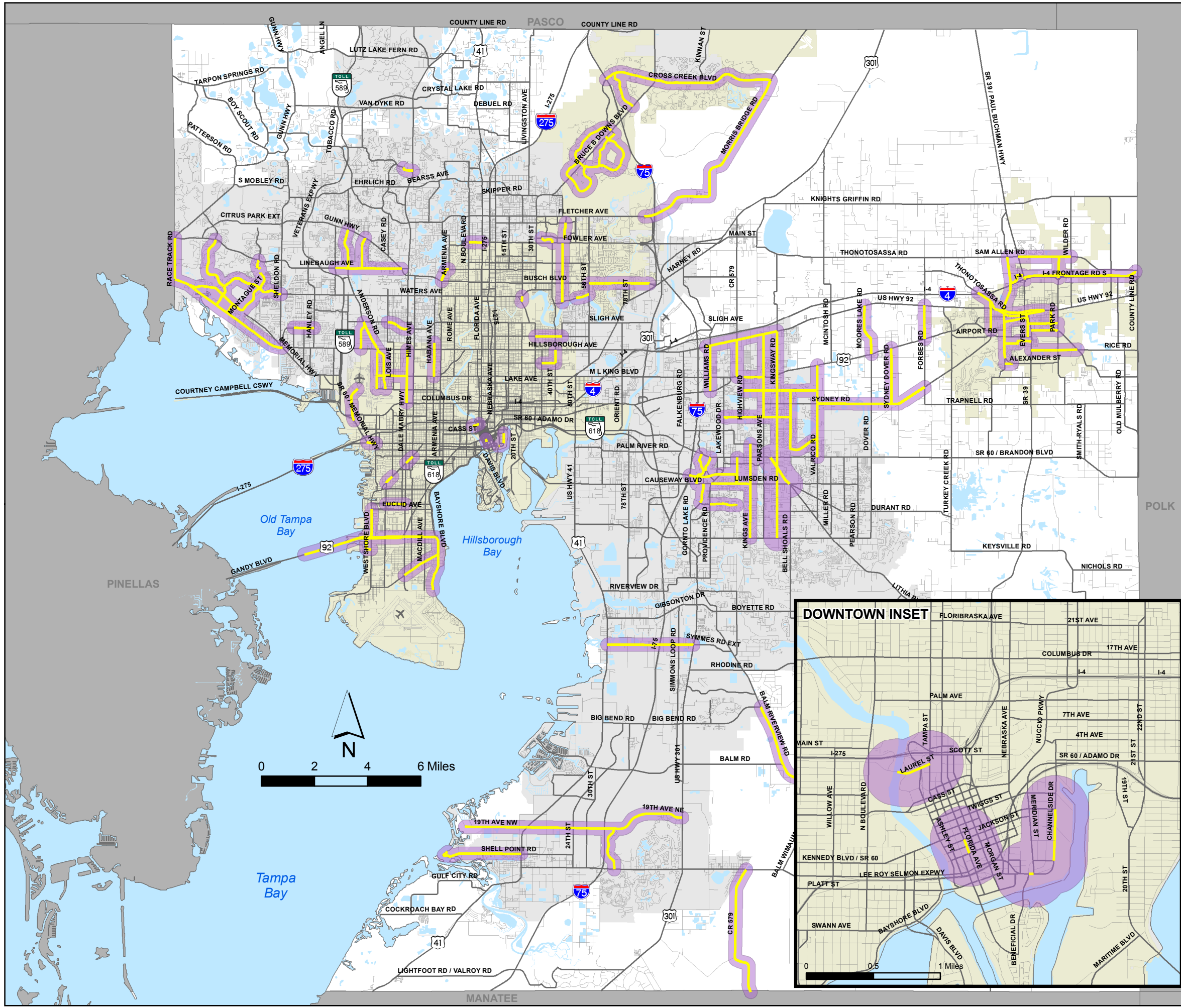


## Map A-11 Transit Level of Service (LOS) LOS "E" with Service Area 2035 Sales Tax Plan

### Legend

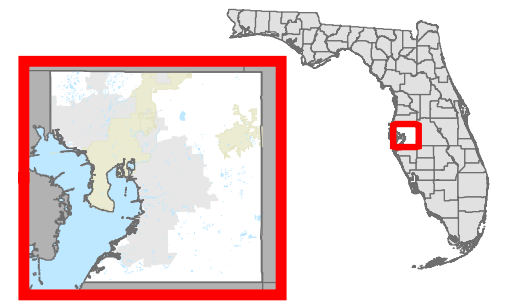
#### Transit LOS

- LOS "E" Infrequent
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.  
Date: October 2009



# Hillsborough County MPO Transit Level of Service Evaluation

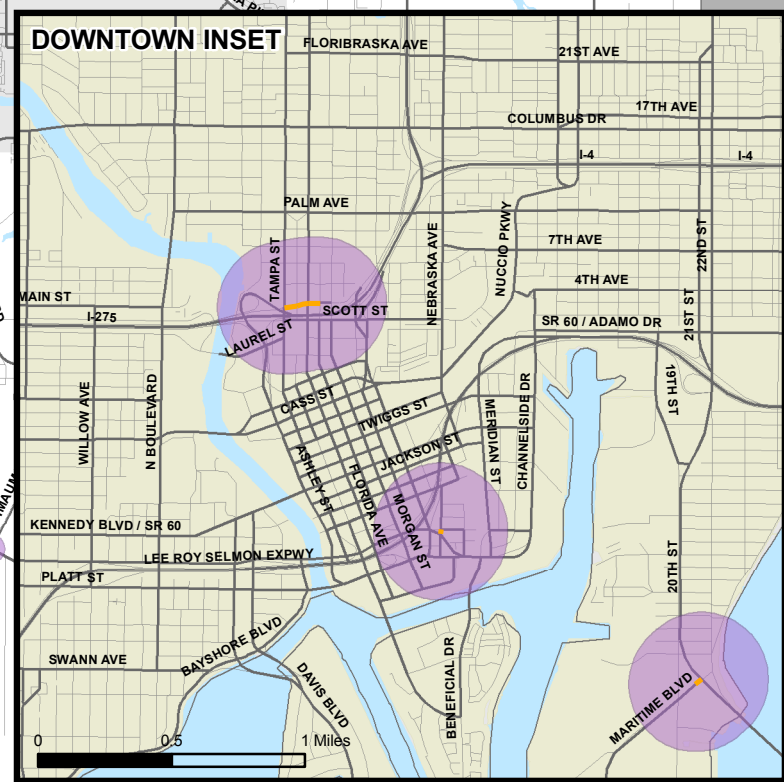
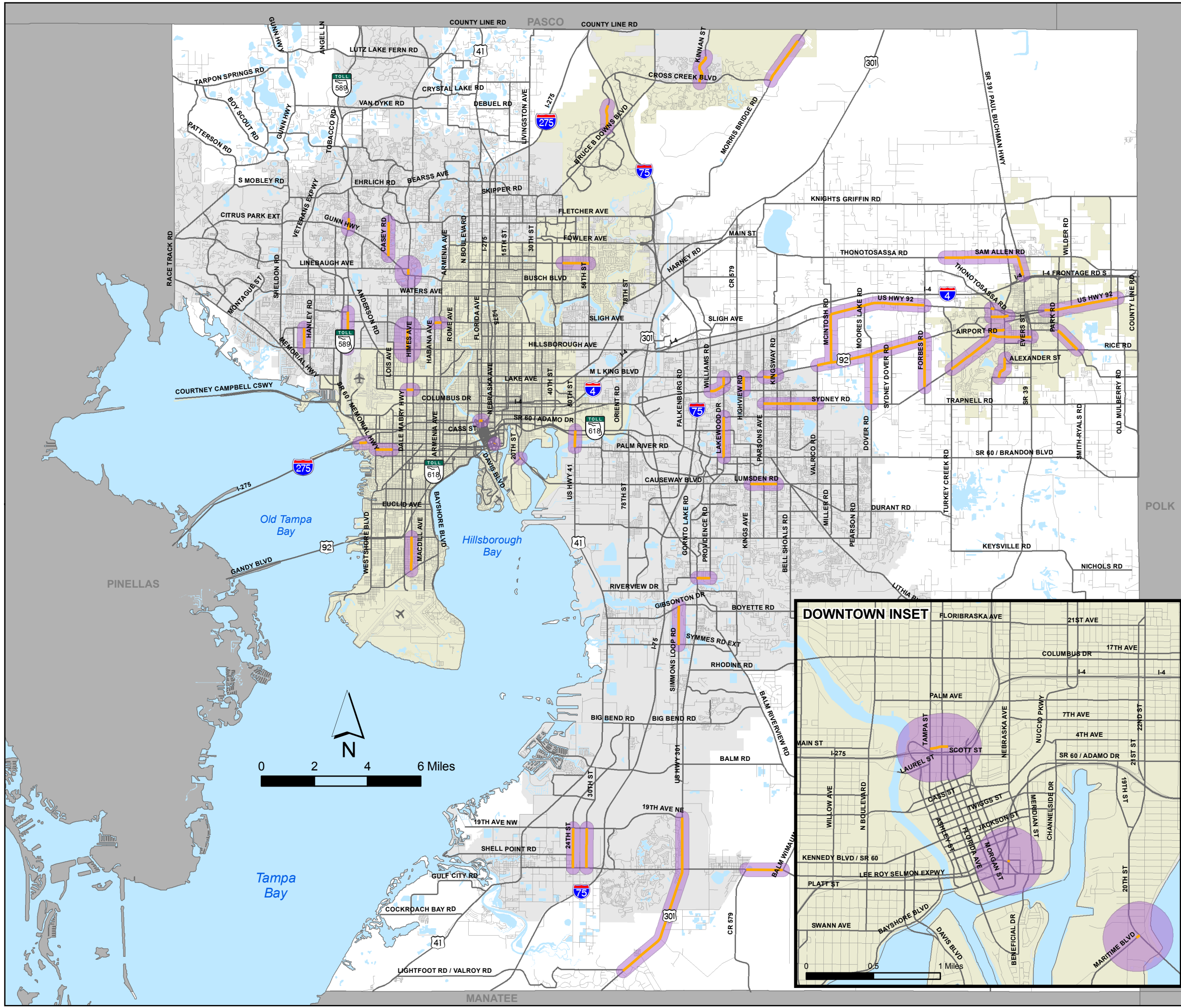


## Map A-12 Transit Level of Service (LOS) LOS "F" with Service Area 2035 Sales Tax Plan

### Legend

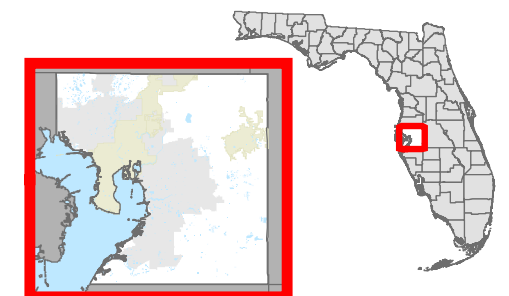
#### Transit LOS

- LOS "F" Minimal
- Transit Service Area
- Major Roads
- Local Roads
- Municipal Limits
- Urban Services Area
- Water



Data Sources: Hillsborough County MPO, Hillsborough County City County Planning Commission, Hillsborough Area Regional Transit Authority

### Locator Map



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

## 2035 Status Quo Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
1	4TH AVE: (CHANNELSIDE DR -to- 19TH ST)	0.46	4.20	0.65	1.40	E
2	4TH AVE: (19TH ST -to- 21ST ST)	0.15	1.40	0.21	1.40	E
3	4TH AVE: (21ST ST -to- 22ND ST)	0.05	1.40	0.07	1.40	E
6	7TH AVE: (NEBRASKA AVE -to- NUCCIO PKWY)	0.28	3.45	0.96	3.45	C
7	7TH AVE: (NUCCIO PKWY -to- 15TH ST)	0.23	4.20	0.48	2.10	D
8	7TH AVE: (15TH ST -to- 17TH ST)	0.15	2.10	0.32	2.10	D
9	7TH AVE: (17TH ST -to- 19TH ST)	0.15	2.10	0.32	2.10	D
10	7TH AVE: (19TH ST -to- 21ST ST)	0.15	2.10	0.32	2.10	D
11	7TH AVE: (21ST ST -to- 22ND ST)	0.05	2.10	0.10	2.10	D
12	7TH AVE: (22ND ST -to- 50TH ST)	2.02	8.40	4.25	2.10	D
13	13TH ST EXT: (4TH AVE -to- NUCCIO PKWY)	0.10	3.50	0.34	3.50	C
14	15TH ST: (LINEBAUGH AVE -to- FOWLER AVE)	1.00	6.00	2.00	2.00	D
15	15TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.02	4.10	2.06	2.02	D
16	15TH ST: (NUCCIO PKWY -to- LAKE AVE)	0.93	15.70	2.82	3.03	C
17	15TH ST: (LAKE AVE -to- M L KING BLVD)	0.25	2.00	0.50	2.00	D
18	15TH ST: (M L KING BLVD -to- SLIGH AVE)	2.01	8.00	4.02	2.00	D
19	17TH AVE: (AVENIDA REPUBLICA DE CUBA -to- COLUMBUS DR)	2.16	17.47	4.74	2.20	D
20	19TH AVE NE: (US HWY 41 -to- US HWY 301)	6.09	1.00	6.09	1.00	E
21	19TH AVE NW: (EG SYMMONS PARK -to- US HWY 41)	2.32	1.00	2.32	1.00	E
26	21ST AVE: (NEBRASKA AVE -to- 22ND ST)	1.01	20.10	4.70	4.66	B
27	21ST ST: (22ND ST -to- PALM AVE)	0.62	2.30	0.37	0.59	F
28	21ST ST: (PALM AVE -to- 23RD AVE)	0.64	25.65	2.93	4.59	B
29	22ND ST: (131ST AVE -to- BEARSS AVE)	1.02	15.70	9.72	9.48	A
31	22ND ST: (LEE ROY SELMON EXPWY -to- 21ST ST)	0.07	0.90	0.07	0.90	F
32	22ND ST: (ROWLETT PARK -to- YUKON ST)	0.47	2.10	0.43	0.91	F
33	22ND ST: (21ST ST -to- I-4 RAMP NORTH)	0.76	7.85	1.16	1.53	E
34	22ND ST: (YUKON ST -to- FOWLER AVE)	1.76	13.80	5.21	2.96	D
35	22ND ST: (I-4 RAMP NORTH -to- 21ST AVE)	0.47	18.00	1.97	4.15	B
36	22ND ST: (21ST AVE -to- HILLSBOROUGH AVE)	1.51	13.80	5.21	3.45	C
37	22ND ST: (HILLSBOROUGH AVE -to- HANNA AVE)	0.50	3.45	1.73	3.45	C
38	22ND ST: (HANNA AVE -to- SLIGH AVE)	0.50	3.45	1.71	3.45	C
41	30TH ST: (YUKON ST -to- BUSCH BLVD)	0.25	2.10	0.53	2.10	D
42	30TH ST: (M L KING BLVD -to- SLIGH AVE)	2.01	11.50	4.72	2.35	D
43	30TH ST: (BUSCH BLVD -to- FOWLER AVE)	1.50	10.50	3.16	2.10	D
44	30TH ST: (FOWLER AVE -to- BEARSS AVE)	1.77	11.55	4.23	2.39	D
45	34TH ST: (ADAMO DR -to- LAKE AVE)	1.60	4.20	1.60	1.00	F
46	34TH ST: (LAKE AVE -to- HILLSBOROUGH AVE)	1.26	4.20	1.59	1.26	E
48	40TH ST: (I-4 W RAMP -to- HILLSBOROUGH AVE)	2.11	2.10	1.05	0.50	F
49	40TH ST: (HILLSBOROUGH AVE -to- BUSCH BLVD)	2.57	8.40	5.39	2.10	D
50	43RD ST: (HANNA AVE -to- SLIGH AVE)	0.50	1.00	0.50	1.00	E
53	50TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.01	3.45	3.48	3.45	C
54	50TH ST: (ADAMO DR -to- M L KING BLVD)	2.02	3.50	1.88	0.93	F
55	50TH ST: (M L KING BLVD -to- HILLSBOROUGH AVE)	1.25	64.59	19.46	15.58	A
56	56TH ST: (HILLSBOROUGH AVE -to- SLIGH AVE)	1.00	23.70	11.80	11.85	A
57	56TH ST: (SLIGH AVE -to- RIVERHILLS DR)	1.09	32.10	15.67	14.42	A
58	56TH ST: (RIVERHILLS DR -to- FOWLER AVE)	1.93	43.05	15.74	8.14	A
59	56TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.01	1.05	1.06	1.05	E
60	78TH ST: (HARNEY RD -to- TEMPLE TERRACE HWY)	0.64	1.05	0.67	1.05	E
62	78TH ST: (MADISON AVE -to- CAUSEWAY BLVD)	1.62	2.10	3.39	2.10	D
63	78TH ST: (CAUSEWAY BLVD -to- PALM RIVER RD)	1.26	4.20	2.64	2.10	D
64	78TH ST: (PALM RIVER RD -to- ADAMO DR)	0.79	1.50	0.39	0.50	F
68	131ST AVE: (NEBRASKA AVE -to- 30TH ST)	1.54	84.00	11.44	7.44	A
77	ALUMNI DR: (30TH ST -to- FOWLER AVE)	1.49	2.10	1.41	0.95	F
80	ANDERSON RD: (SLIGH AVE -to- LINEBAUGH AVE)	2.13	10.50	4.47	2.10	D
84	ARMENIA AVE: (SWANN AVE -to- AZEELE ST)	0.25	2.30	0.59	2.30	D
85	ARMENIA AVE: (AZEELE ST -to- KENNEDY BLVD)	0.25	4.60	0.36	1.41	E
86	ARMENIA AVE: (KENNEDY BLVD -to- TAMPA BAY BLVD)	2.01	4.20	2.43	1.21	E
87	ARMENIA AVE: (TAMPA BAY BLVD -to- SLIGH AVE)	2.53	12.30	3.30	1.30	E
88	ARMENIA AVE: (SLIGH AVE -to- BUSCH BLVD)	1.59	2.00	1.59	1.00	E
89	ARMENIA AVE: (BUSCH BLVD -to- FLETCHER AVE)	2.61	1.00	0.57	0.22	F
91	ASHLEY ST: (BROREIN ST -to- I-275)	1.27	40.80	2.26	1.78	E
92	AVENIDA REPUBLICA DE CUBA: (NUCCIO PARKWAY -to- LAKE AVE)	1.01	10.20	3.05	3.03	C
93	AZEELE ST: (WESTSHORE BLVD -to- DALE MABRY HWY)	1.13	1.00	0.63	0.55	F
104	BAY TO BAY BLVD: (DALE MABRY HWY -to- BAY SHORE BLVD)	0.95	7.00	0.95	1.00	E
111	BEARSS AVE: (FLORIDA AVE -to- NEBRASKA AVE)	0.50	6.30	1.04	2.10	D
112	BEARSS AVE: (NEBRASKA AVE -to- BRUCE B DOWNS BLVD)	1.88	9.00	2.47	1.32	E
121	BLOOMINGDALE AVE: (US HWY 301 -to- KINGS AVE)	2.69	4.20	2.51	0.93	F
128	BOY SCOUT BLVD RAMPS: (SR 60/MEMORIAL HWY -to- MEMORIAL HWY)	0.63	21.80	13.71	21.80	A
129	BOY SCOUT BLVD: (MEMORIAL HWY -to- DALE MABRY HWY)	1.88	64.78	21.62	11.49	A
135	BRANDON MAIN ST: (PROVIDENCE RD -to- LAKEWOOD RD)	0.25	1.50	0.37	1.50	E
136		0.78	1.00	0.78	1.00	E
138	BRANDON PARKWAY: (GORNTO LAKE RD -to- LAKEWOOD DR)	0.40	2.00	0.40	1.00	E
139	BRANDON PARKWAY: (LAKEWOOD DR -to- LUMSDEN RD)	0.91	2.00	0.91	1.00	E
140	BRANDON TOWN CENTER DR: (CAUSEWAY BLVD -to- CROSSTOWN EXT)	0.63	1.00	0.63	1.00	E
141		0.70	1.00	0.70	1.00	E
142	BROADWAY AVE: (50TH ST -to- US HWY 301)	2.60	2.79	2.53	0.97	F
143	BROADWAY AVE: (US HWY 301 -to- M L KING BLVD)	3.60	2.30	1.27	0.35	F
146	BROREIN ST: (PLANT AVE -to- JEFFERSON ST)	0.68	13.20	1.15	1.69	E
147	BROREIN ST: (JEFFERSON ST -to- CHANNELSIDE DR)	0.17	6.30	0.45	2.66	D
148	BRUCE B DOWNS BLVD: (BEARSS AVE -to- AMBERLY DR)	1.48	1.05	0.56	0.38	F
153	BRYAN RD: (BLOOMINGDALE AVE -to- SR 60 / BRANDON BLVD)	3.03	5.00	3.03	1.00	E
156	BUSCH BLVD: (DALE MABRY HWY -to- ARMENIA AVE)	1.31	14.50	3.29	2.51	D
157	BUSCH BLVD: (ARMENIA AVE -to- I-275 S RAMP)	1.70	4.20	3.17	1.87	E
158	BUSCH BLVD: (I-275 S RAMP -to- 30TH ST)	1.84	6.30	3.20	1.74	E
159	BUSCH BLVD: (30TH ST -to- 56TH ST)	2.00	6.30	3.16	1.58	E
165	CASS ST: (N BOULEVARD -to- TYLER ST)	0.28	6.00	0.85	3.00	C
166	CASS ST: (TYLER ST -to- NEBRASKA AVE)	0.81	93.70	7.19	8.88	A
167	CAUSEWAY BLVD: (MARITIME BLVD -to- 50TH ST)	2.40	0.90	2.16	0.90	F
168	CAUSEWAY BLVD: (50TH ST -to- US HWY 301)	3.18	2.70	2.87	0.90	F
169	CAUSEWAY BLVD: (US HWY 301 -to- PROVIDENCE RD)	1.95	4.70	2.03	1.04	E
171	CHANNELSIDE DR: (FLORIDA AVE -to- BENEFICIAL DR)	0.38	36.50	2.52	6.62	A
172	CHANNELSIDE DR: (BENEFICIAL DR -to- KENNEDY BLVD)	0.64	8.20	0.61	0.96	F
173	CHANNELSIDE DR: (KENNEDY BLVD -to- ADAMO DR)	0.37	5.60	1.12	3.05	C
174	CHANNELSIDE DR: (ADAMO DR -to- 4TH AVE)	0.16	3.50	0.54	3.50	C



## 2035 Status Quo Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
180	CITRUS PARK DR: (SHELDON RD -to- GUNN HWY)	0.78	4.20	1.64	2.10	D
182	CLEVELAND ST: (ARMENIA AVE -to- N BOULEVARD)	1.01	6.90	2.32	2.30	D
183	CLEVELAND ST: (N BOULEVARD -to- PLANT AVE)	0.35	6.60	1.17	3.30	C
186	COLUMBUS DR: (DALE MABRY HWY -to- ARMENIA AVE)	1.26	15.28	3.77	2.99	D
187	COLUMBUS DR: (ARMENIA AVE -to- N BOULEVARD)	1.05	6.98	1.47	1.40	E
188	COLUMBUS DR: (N BOULEVARD -to- AVENEDA REPUBLICA DE CUBA)	1.44	5.59	2.01	1.40	E
189	COLUMBUS DR: (AVENIDA REPUBLICA DE CUBA -to- 22ND ST)	0.57	4.19	0.80	1.40	E
190	COLUMBUS DR: (22ND ST -to- 19TH AVE)	1.50	6.29	3.68	2.46	D
191	COLUMBUS DR: (19TH AVE -to- 50TH ST)	0.59	1.40	0.37	0.63	F
196	COMMERCE ST: (PICNIC ISLAND -to- DALE MABRY HWY)	2.68	2.30	1.18	0.44	F
199	COUNTRY CLUB DR: (ARMENIA AVE -to- FLORIDA AVE)	1.31	2.10	1.05	0.81	F
215	CR 579: (MANATEE COUNTY -to- RUSKIN WIMAUMA)	5.05	1.00	5.05	1.00	E
216	CR 579: (M L KING BLVD -to- US HWY 92)	1.40	2.00	1.40	1.00	E
232	CYPRESS ST: (FRONTAGE RD W -to- DALE MABRY HWY)	1.81	20.40	4.59	2.54	D
233	CYPRESS ST: (DALE MABRY HWY -to- N BOULEVARD)	2.27	6.30	2.04	0.90	F
234		1.71	1.00	1.71	1.00	E
237	DALE MABRY HWY: (MACDILL AFB -to- GANDY BLVD)	2.09	6.00	4.19	2.00	D
238	DALE MABRY HWY: (GANDY BLVD -to- BAY TO BAY BLVD)	1.79	22.20	7.61	4.25	B
239	DALE MABRY HWY: (BAY TO BAY BLVD -to- KENNEDY BLVD)	1.73	25.20	5.69	3.30	C
240	DALE MABRY HWY: (KENNEDY BLVD -to- COLUMBUS DR)	1.51	14.00	3.02	2.00	D
243	DALE MABRY HWY: (LINEBAUGH AVE -to- EHRlich RD)	3.11	28.50	13.47	4.33	B
244	DALE MABRY HWY: (EHRlich RD -to- VETERANS W RAMP)	3.39	30.70	13.52	3.99	C
247	DAVIS BLVD: (PLANT/HYDE PARK BRIDGES -to- N ADALIA AVE)	0.50	4.10	2.04	4.10	B
248	DAVIS BLVD: (N ADALIA AVE -to- HUDSON AVE)	0.92	0.90	0.83	0.90	F
254	DOVER RD: (SR 60 -to- M L KING BLVD)	3.89	1.00	1.88	0.48	F
265	EL PRADO BLVD: (WESTSHORE BLVD -to- BAYSHORE BLVD)	2.20	2.00	0.73	0.33	F
266	EUCLID AVE: (WESTSHORE BLVD -to- BAYSHORE BLVD)	2.25	19.20	6.00	2.66	D
274	FALKENBURG RD: (ADAMO DR -to- M L KING)	2.59	7.50	3.00	1.16	E
275	FALKENBURG RD: (M L KING -to- HILLSBOROUGH AVE)	0.98	4.50	1.47	1.50	E
277	FLETCHER AVE: (ORANGE GROVE RD -to- ARMENIA AVE)	1.26	10.40	3.69	2.93	D
278	FLETCHER AVE: (ARMENIA AVE -to- FLORIDA AVE)	1.59	6.30	3.35	2.10	D
279	FLETCHER AVE: (FLORIDA AVE -to- NEBRASKA AVE)	0.50	22.20	3.52	7.05	A
280	FLETCHER AVE: (NEBRASKA AVE -to- 30TH ST)	1.53	78.00	28.87	18.82	A
281	FLETCHER AVE: (30TH ST -to- 50TH ST)	1.48	71.85	18.54	12.55	A
282	FLETCHER AVE: (50TH ST -to- MORRIS BRIDGE RD)	2.58	19.95	16.81	6.50	A
283	FLORIBASKA AVE: (TAMPA ST -to- FLORIDA AVE)	0.09	3.45	0.30	3.45	C
284	FLORIBASKA AVE: (FLORIDA AVE -to- NEBRASKA AVE)	0.50	3.45	1.74	3.45	C
286	FLORIDA AVE: (CHANNELSIDE DR -to- JACKSON ST)	0.33	2.00	0.11	0.34	F
287	FLORIDA AVE: (JACKSON ST -to- KAY ST)	0.72	1.00	0.06	0.08	F
288	FLORIDA AVE: (KAY ST -to- VIOLET)	2.30	45.60	11.85	5.16	B
289	FLORIDA AVE: (VIOLET -to- SLIGH AVE)	1.38	10.35	4.76	3.45	C
290	FLORIDA AVE: (SLIGH AVE -to- WATERS AVE)	1.01	10.35	3.49	3.45	C
291	FLORIDA AVE: (WATERS AVE -to- LINEBAUGH AVE)	1.01	38.25	9.81	9.75	A
292	FLORIDA AVE: (LINEBAUGH AVE -to- COUNTY CLUB DR)	1.01	6.90	3.49	3.45	C
293	FLORIDA AVE: (COUNTY CLUB DR -to- BEARSS AVE)	2.30	11.10	7.26	3.15	C
295	FORBES RD: (TRAPNELL RD -to- M L KING BLVD)	2.45	1.00	1.81	0.74	F
296	FORBES RD: (M L KING BLVD -to- US HWY 92)	1.26	1.00	1.26	1.00	E
300	FOWLER AVE: (MCKINLEY DR -to- 56TH ST)	1.99	9.00	2.13	1.07	E
301	FOWLER AVE: (RIVERHILLS DR -to- RIVERHILLS BLVD)	2.52	5.25	2.02	0.80	F
303	FOWLER AVE: (NEBRASKA AVE -to- NEBRASKA AVE)	2.03	10.50	3.19	1.57	E
305	FRANKLIN ST: (ICE PALACE DR -to- HARRISON ST)	0.54	3.00	0.21	0.40	F
315	GIBSONTON DR: (US HWY 41 -to- I-75 S RAMP)	2.00	1.00	1.00	0.50	F
316	GIBSONTON DR: (I-75 S RAMP -to- US HWY 301)	1.50	1.00	0.75	0.50	F
317	GORNTO LAKE RD: (BLOOMINGDALE AVE -to- LUMSDEN RD)	2.21	2.10	1.54	0.70	F
318	GORNTO LAKE RD: (LUMSDEN RD -to- BRANDON TOWN CENTER)	0.50	8.00	3.96	8.00	A
319	GORNTO LAKE RD: (BRANDON TOWN CENTER -to- SR 60)	0.57	1.00	0.57	1.00	E
320	GRAND REGENCY BLVD: (SR 60 -to- WOODBERRY RD)	0.97	5.00	4.85	5.00	B
326	GUNN HWY: (CITRUS PARK DR -to- VETERANS EXPWY)	0.17	2.10	0.35	2.10	D
327	GUNN HWY: (VETERANS EXPWY -to- ANDERSON/LYNN TURNER)	1.61	4.20	3.37	2.10	D
328	GUNN HWY: (ANDERSON/LYNN TURNER -to- CASEY RD)	1.82	6.30	3.82	2.10	D
329	GUNN HWY: (CASEY RD -to- DALE MABRY OVERPASS)	1.08	12.40	3.01	2.80	D
331	HABANA AVE: (MAIN ST -to- HENRY AVE)	2.93	3.00	1.27	0.43	F
332	HABANA AVE: (HENRY AVE -to- LAMBRIGHT RD)	0.74	1.00	0.74	1.00	E
334	HANLEY RD: (HILLSBOROUGH AVE -to- WILSKY BLVD)	2.55	43.40	10.17	3.98	C
335	HANNA AVE: (FLORIDA AVE -to- 56TH ST)	4.03	2.00	1.01	0.25	F
339	HARNEY RD: (56TH ST -to- SLIGH AVE)	1.98	2.00	1.98	1.00	E
340	HARNEY RD: (SLIGH AVE -to- US HWY 301)	2.44	1.05	1.09	0.45	F
342	HARRISON ST: (TAMPA ST -to- ORANGE ST)	0.33	11.10	0.61	1.84	E
343	HENDERSON BLVD: (BAY TO BAY BLVD -to- DALE MABRY HWY)	1.34	1.00	0.33	0.25	F
344	HENDERSON BLVD: (DALE MABRY HWY -to- KENNEDY BLVD)	0.98	4.60	0.81	0.82	F
345	HENDERSON RD: (WATERS AVE -to- GUNN HWY)	2.62	2.10	3.36	1.28	E
346	HENRY AVE: (MANHATTAN AVE -to- WATERS AVE)	2.26	2.10	1.53	0.68	F
351	HILLSBOROUGH AVE: (MEMORIAL HWY -to- VETERAN'S EXPWY)	2.20	34.29	8.43	3.83	C
352	HILLSBOROUGH AVE: (VETERAN'S EXPWY -to- DALE MABRY N RAMP)	2.42	22.80	6.41	2.65	D
353	HILLSBOROUGH AVE: (DALE MABRY N RAMP -to- FLORIDA AVE)	2.87	20.70	6.60	2.30	D
354	HILLSBOROUGH AVE: (FLORIDA AVE -to- CENTRAL AVE)	0.25	2.30	0.58	2.30	D
355	HILLSBOROUGH AVE: (CENTRAL AVE -to- I-275 S RAMP)	0.09	2.30	0.21	2.30	D
356	HILLSBOROUGH AVE: (I-275 S RAMP -to- 56TH ST)	3.69	96.90	46.04	12.48	A
357	HILLSBOROUGH AVE: (56TH ST -to- US HWY 301)	1.82	27.88	7.08	3.90	C
360	HIMES AVE: (I-275 N RAMP -to- COLUMBUS DR)	0.76	2.10	1.06	1.40	E
361	HIMES AVE: (COLUMBUS DR -to- M L KING BLVD)	1.01	49.10	17.33	17.22	A
362	HIMES AVE: (M L KING BLVD -to- HILLSBOROUGH AVE)	1.01	4.00	2.02	2.00	D
363	HIMES AVE: (HILLSBOROUGH AVE -to- BUSCH BLVD)	2.78	10.00	5.55	2.00	D
364	HOLLY DR: (30TH ST -to- MAPLE DR)	1.19	7.65	2.54	2.14	D
365	HOLLY DR: (MAPLE DR -to- 50TH ST)	0.39	3.45	1.33	3.45	C
367	HOWARD AVE: (BAYSHORE BLVD -to- KENNEDY BLVD)	1.34	6.60	1.55	1.16	E
368	HOWARD AVE: (KENNEDY BLVD -to- TAMPA BAY BLVD)	2.05	4.20	2.50	1.22	E
370	HYDE PARK AVE: (BAYSHORE BLVD -to- KENNEDY BLVD)	0.61	10.50	1.57	2.57	D
371	HYDE PARK BRIDGE: (HYDE PARK -to- DAVIS ISLAND BRIDGE)	0.20	3.20	0.64	3.20	C
373	I-275: (KENNEDY BLVD -to- DALE MABRY HWY)	2.50	0.90	0.73	0.29	F
376	I-275: (ASHLEY ST -to- I-4 INTERCHANGE)	1.09	6.90	4.93	4.51	B
377	I-275: (I-4 INTERCHANGE -to- M L KING BLVD)	1.36	1.40	0.58	0.42	F
399	I-75: (MANATEE COUNTY -to- SR 674)	6.32	1.00	6.32	1.00	E
400	I-75: (SR 674 -to- BIG BEND RD)	5.81	1.00	5.81	1.00	E

## 2035 Status Quo Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
405	I-75: (SR 60 -to- M L KING BLVD)	2.79	1.00	2.79	1.00	E
419	JACKSON ST: (ASHLEY ST -to- KENNEDY BLVD)	0.66	77.60	6.82	10.40	A
424	JEFFERSON ST: (BROREIN ST -to- CASS ST)	0.58	6.10	0.56	0.98	F
429	JOHN MOORE RD: (BLOOMINGDALE AVE -to- LUMSDEN RD)	2.03	1.00	2.03	1.00	E
430	KAY ST: (TAMPA ST -to- MORGAN ST)	0.18	3.00	0.13	0.76	F
431	KELLY RD: (MEMORIAL HWY -to- HILLSBOROUGH AVE)	1.01	9.20	4.65	4.60	B
432	KENNEDY BLVD / SR 60: (MEMORIAL HWY -to- WESTSHORE BLVD)	0.36	3.00	0.36	1.00	E
433	KENNEDY BLVD / SR 60: (WESTSHORE BLVD -to- DALE MABRY HWY)	1.13	22.40	6.35	5.60	B
434	KENNEDY BLVD / SR 60: (DALE MABRY HWY -to- ARMENIA AVE)	1.26	21.40	6.57	5.20	B
435	KENNEDY BLVD / SR 60: (ARMENIA AVE -to- ASHLEY ST)	1.59	44.50	8.13	5.12	B
436	KENNEDY BLVD / SR 60: (ASHLEY ST -to- NEBRASKA AVE)	0.61	65.00	8.07	13.26	A
437	KENNEDY BLVD / SR 60: (NEBRASKA AVE -to- CHANNELSIDE DR)	0.29	4.10	0.70	2.40	D
438	KENNEDY BLVD / WEST: (I-275 -to- MEMORIAL HWY)	0.84	1.00	0.30	0.36	F
440	KINGS AVE: (BLOOMINGDALE AVE -to- LUMSDEN RD)	2.04	3.00	2.04	1.00	E
441	KINGS AVE: (LUMSDEN RD -to- SR 60/BRANDON BLVD)	1.00	4.00	1.00	1.00	E
442	KINGS AVE: (SR 60/BRANDON BLVD -to- VICTORIA ST)	0.51	1.00	0.51	1.00	E
444	KINGSWAY RD: (M L KING BLVD -to- M L KING BLVD)	4.75	8.00	4.75	1.00	E
455	LAKEWOOD DR: (PROVIDENCE RD -to- SR 60)	0.69	12.00	2.67	3.88	C
456	LAKEWOOD DR: (SR 60 -to- M L KING BLVD)	3.02	4.30	2.22	0.74	F
458	LAMBRIGHT RD: (DALE MABRY HWY -to- ARMENIA AVE)	1.35	2.00	0.25	0.19	F
459	LAUREL ST: (HILLSBOROUGH RIVER -to- TAMPA ST)	0.26	1.00	0.26	1.00	E
462	LEE ROY SELMON EXPWY: (WILLOW AVE -to- MERIDIAN ST)	1.85	2.00	1.55	0.84	F
468	LEROU COLLINS BLVD: (FOWLER AVE -to- ALUMNI DR)	0.19	2.10	0.39	2.10	D
475	LINEBAUGH AVE: (ARMENIA AVE -to- I-275)	1.50	4.00	1.75	1.17	E
476	LINEBAUGH AVE: (VETERANS EXPWY -to- GUNN HWY)	3.13	2.10	1.02	0.33	F
477	LINEBAUGH AVE: (I-275 -to- 30TH ST)	1.81	4.00	1.52	0.84	F
478	LINEBAUGH AVE: (GUNN HWY -to- DALE MABRY HWY)	0.24	2.00	0.49	2.00	D
479	LITHIA PINECREST RD: (SR 60 -to- BLOOMINGDALE AVE)	3.81	2.00	1.23	0.32	F
485	LIVINGSTON AVE: (BEARSS RD -to- SINCLAIR HILLS DR)	0.77	2.10	1.61	2.10	D
489	LOIS AVE: (TAMPA BAY BLVD -to- HILLSBOROUGH AVE)	1.52	10.50	3.18	2.10	D
490	LOIS AVE: (HENDERSON BLVD -to- KENNEDY BLVD)	1.26	7.00	1.99	1.59	E
491	LOIS AVE: (KENNEDY BLVD -to- BOY SCOUT BLVD)	1.34	6.10	1.89	1.41	E
492	LUMSDEN RD: (PROVIDENCE DR -to- KINGS AVE)	1.47	2.00	1.47	1.00	E
493	LUMSDEN RD: (KINGS AVE -to- LITHIA PINECREST)	1.48	2.00	1.00	0.68	F
503	M L KING BLVD: (DALE MABRY HWY -to- ARMENIA AVE)	1.27	68.00	13.82	10.92	A
504	M L KING BLVD: (ARMENIA AVE -to- NEBRASKA AVE)	2.05	147.90	28.88	14.08	A
505	M L KING BLVD: (NEBRASKA AVE -to- 40TH ST)	2.27	13.80	5.21	2.30	D
506	M L KING BLVD: (40TH ST -to- I-4)	0.76	8.05	2.12	2.79	D
507	M L KING BLVD: (I-4 -to- US HWY 301)	1.55	8.90	4.95	3.19	C
508	M L KING BLVD: (US HWY 301 -to- I-75)	2.11	9.90	7.15	3.39	C
509	M L KING BLVD: (I-75 -to- HIGHVIEW RD)	1.67	14.20	4.19	2.50	D
510	M L KING BLVD: (HIGHVIEW RD -to- PARSONS AVE)	0.75	2.00	0.75	1.00	E
511	M L KING BLVD: (PARSONS AVE -to- MCINTOSH RD)	2.62	2.00	1.06	0.40	F
512	M L KING BLVD: (MCINTOSH RD -to- SAMMONDS RD)	5.60	3.00	3.63	0.65	F
513	MACDILL AVE: (MACDILL AFB -to- GANDY BLVD)	2.03	2.00	2.03	1.00	E
514	MACDILL AVE: (GANDY BLVD -to- EUCLID AVE)	1.03	1.00	1.03	1.00	E
515	MACDILL AVE: (EUCLID AVE -to- BAY TO BAY BLVD)	0.76	2.00	0.76	1.00	E
516	MACDILL AVE: (BAY TO BAY BLVD -to- MORRISON ST)	0.97	3.00	0.97	1.00	E
517	MACDILL AVE: (MORRISON ST -to- KENNEDY BLVD)	0.76	3.00	0.76	1.00	E
522	MAGNOLIA DR: (ALUMNI DR -to- HOLLY DR)	0.56	2.10	1.18	2.10	D
523	MAGNOLIA DR: (HOLLY DR -to- FLETCHER AVE)	0.22	2.10	0.46	2.10	D
524	MAIN ST: (MACDILL AVE -to- N BOULEVARD)	1.52	10.50	2.13	1.40	E
527	MANHATTAN AVE: (INTERBAY BLVD -to- IOWA)	1.04	2.30	2.38	2.30	D
528	MANHATTAN AVE: (IOWA -to- GANDY BLVD)	0.87	2.30	2.00	2.30	D
529	MANHATTAN AVE: (GANDY BLVD -to- HENDERSON BLVD)	2.03	8.90	3.20	1.57	E
532	MARION ST: (WHITING ST -to- SCOTT ST)	0.75	504.25	40.24	53.61	A
533	MARITIME BLVD: (DRAWDY DR -to- 22ND ST)	1.57	0.90	0.03	0.02	F
535	MCINTOSH RD: (M L KING BLVD -to- I-4 W RAMP)	2.41	1.00	1.82	0.76	F
537	MCKINLEY DR: (BUSCH BLVD -to- FOWLER AVE)	1.50	6.30	3.16	2.10	D
539	MELBURNE BLVD: (50TH ST -to- 40TH ST)	0.91	3.45	3.14	3.45	C
540	MEMORIAL HWY: (KELLY RD -to- VETERAN'S FRONTAGE RD S)	1.15	23.00	5.29	4.60	B
550	MOORES LAKE RD: (M L KING BLVD -to- US HWY 92)	1.92	1.00	1.92	1.00	E
551	MORGAN ST: (ICE PALACE DR -to- KENNEDY BLVD)	0.51	10.80	1.18	2.33	D
552	MORGAN ST: (KENNEDY BLVD -to- SCOTT ST)	0.57	111.80	16.93	29.83	A
563	N BOULEVARD: (SLIGH AVE -to- BUSCH BLVD)	1.55	4.20	3.26	2.10	D
564	N BOULEVARD: (BUSCH BLVD -to- COUNTRY CLUB DR)	1.48	6.30	3.10	2.10	D
566	N BOULEVARD: (KENNEDY BLVD -to- MAIN ST)	0.85	25.70	2.26	2.64	D
567	N BOULEVARD: (MAIN ST -to- COLUMBUS DR)	0.69	3.00	0.69	1.00	E
568	N BOULEVARD: (COLUMBUS DR -to- M L KING BLVD)	1.00	2.00	1.00	1.00	E
576	NEBRASKA AVE: (CHANNELSIDE DR -to- WHITING ST)	0.27	4.20	0.07	0.27	F
577	NEBRASKA AVE: (KENNEDY BLVD -to- COLUMBUS DR)	1.15	153.70	24.06	20.93	A
579	NEBRASKA AVE: (COLUMBUS DR -to- HILLSBOROUGH AVE)	2.01	168.60	56.54	28.09	A
580	NEBRASKA AVE: (HILLSBOROUGH AVE -to- BUSCH BLVD)	2.53	194.10	60.06	23.71	A
581	NEBRASKA AVE: (BUSCH BLVD -to- FOWLER AVE)	1.50	43.60	16.34	10.90	A
582	NEBRASKA AVE: (FOWLER AVE -to- FLETCHER AVE)	1.02	21.80	11.17	10.90	A
583	NEBRASKA AVE: (FLETCHER AVE -to- BEARSS AVE)	1.29	13.20	9.64	7.50	A
593	NORTH PALM DR: (HOLLY DR -to- FLETCHER AVE)	0.24	3.45	0.82	3.45	C
594	NORTHDALE BLVD: (CLAYWELL ELEMENTARY -to- DALE MABRY HWY)	1.41	2.10	0.86	0.61	F
596	NUCCIO PKWY: (NEBRASKA AVE -to- PALM AVE)	0.73	11.55	2.29	3.14	C
597	NUCCIO PKWY: (PALM AVE -to- 15TH ST)	0.29	14.30	1.91	6.50	A
598	OAKFIELD DR: (LAKEWOOD DR -to- PARSONS AVE)	1.57	20.00	7.84	5.00	B
599	OLD MEMORIAL HWY: (SEA FAIRER DR -to- SHELDON RD)	1.85	1.20	2.21	1.20	E
602	ORIENT RD: (ADAMO DR -to- HILLSBOROUGH AVE)	3.06	12.29	7.64	2.50	D
603	ORIENT RD: (HILLSBOROUGH AVE -to- SLIGH AVE)	1.00	1.05	1.05	1.05	E
605	OSBORNE AVE: (NEBRASKA AVE -to- 40TH ST)	2.26	2.10	1.07	0.47	F
606	PALM AVE: (N BOULEVARD -to- NEBRASKA AVE)	1.01	8.40	2.48	2.47	D
607	PALM AVE: (NEBRASKA AVE -to- 22ND ST)	1.01	28.50	7.01	6.95	A
608	PALM RIVER RD: (US HWY 41 -to- 78TH ST)	2.10	4.20	4.40	2.10	D
609	PALM RIVER RD: (78TH ST -to- FALKENBURG RD)	1.96	0.50	0.46	0.24	F
614	PARSONS AVE: (LUMSDEN RD -to- SR 60)	1.00	6.00	1.97	1.96	E
615	PARSONS AVE: (SR 60 -to- WINDHORST RD)	1.51	6.00	1.51	1.00	E
616	PARSONS AVE: (WINDHORST RD -to- M L KING BLVD)	1.51	2.00	1.51	1.00	E
617	PARSONS AVE: (M L KING BLVD -to- US HWY 92)	1.61	1.00	1.61	1.00	E
619		0.09	1.00	0.09	1.00	E

## 2035 Status Quo Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
620	PAULS DR: (N OF LUMSDEN RD -to- SR 60)	0.93	3.00	0.93	1.00	E
622	PIERCE ST: (WHITING ST -to- JEFFERSON ST)	0.55	36.25	1.52	2.76	D
623	PLANT AVE: (DAVIS ISLAND BRIDGE -to- KENNEDY BLVD)	0.61	7.30	1.54	2.52	D
624	PLANT BRIDGE: (DAVIS ISLAND BRIDGE -to- BAYSHORE BLVD)	0.06	3.20	0.18	3.20	C
626	PLATT ST: (ARMENIA AVE -to- N BOULEVARD)	1.01	4.60	2.03	2.01	D
627	PLATT ST: (N BOULEVARD -to- BAYSHORE BLVD)	0.56	7.60	1.68	3.01	C
628	PLATT/CHANNELSIDE: (BAYSHORE BLVD -to- FLORIDA AVE)	0.29	14.20	1.01	3.49	C
629	POLK ST: (ASHLEY ST -to- JEFFERSON ST)	0.39	3.00	0.16	0.42	F
630	PROGRESS BLVD: (78TH ST -to- I-75)	1.36	6.30	2.85	2.10	D
631	PROGRESS BLVD: (I-75 -to- US HWY 301)	0.63	2.10	1.33	2.10	D
633	PROVIDENCE LAKE BLVD: (GORNTO LAKE RD -to- PROVIDENCE RD)	0.39	2.10	0.81	2.10	D
634	PROVIDENCE LAKE BLVD: (PROVIDENCE RD -to- KINGS AVE)	1.01	1.00	1.01	1.00	E
635	PROVIDENCE RD: (RIVERVIEW DR -to- BLOOMINGDALE AVE)	1.51	1.00	0.75	0.50	F
636	PROVIDENCE RD: (BLOOMINGDALE AVE -to- LUMSDEN RD)	2.05	20.40	11.49	5.59	B
637	PROVIDENCE RD: (LUMSDEN RD -to- BRANDON PARKWAY)	0.49	9.00	2.43	5.00	B
638		0.64	3.00	1.92	3.00	C
651	RIVERHILLS DR: (22ND ST -to- YUKON ST)	0.36	4.20	0.75	2.10	D
652	RIVERVIEW DR: (US HWY 41 -to- PROVIDENCE RD)	4.50	0.50	0.25	0.06	F
653	ROME AVE: (M L KING BLVD -to- HILLSBOROUGH AVE)	1.01	4.20	2.13	2.10	D
655	ROME AVE: (HILLSBOROUGH AVE -to- WATERS AVE)	2.02	2.10	2.13	1.05	E
657	ROWLETT PARK DR: (SLIGH AVE -to- WATERS AVE)	1.11	11.00	7.45	6.71	A
658	S BOULEVARD: (SWANN AVE -to- KENNEDY BLVD)	0.51	3.00	0.51	1.00	F
665	SCOTT ST: (TAMPA ST -to- ORANGE ST)	0.31	24.15	1.83	5.87	B
668	SHELDON RD: (MOHR RD -to- OLD MEMORIAL HWY)	2.05	26.69	8.87	4.33	B
669	SHELDON RD: (WATERS AVE -to- CITRUS PARK DR)	2.67	10.50	5.60	2.10	D
671	SHELL POINT RD: (DEAD END -to- US HWY 41)	3.15	1.00	3.15	1.00	E
675	SKIPPER RD: (NEBRASKA AVE -to- 16TH ST)	0.55	3.45	1.89	3.45	C
676	SLIGH AVE: (43RD ST -to- 56TH ST)	1.00	6.45	2.76	2.76	D
677	SLIGH AVE: (56TH ST -to- US HWY 301)	2.37	2.05	1.26	0.53	F
678	SLIGH AVE: (ARMENIA AVE -to- NEBRASKA AVE)	2.02	9.10	3.09	1.53	E
680	SLIGH AVE: (BENJAMIN RD -to- MANHATTAN AVE)	1.51	4.20	1.91	1.27	E
681	SLIGH AVE: (NEBRASKA AVE -to- 30TH ST)	1.52	13.55	4.53	2.99	D
687	SPRUCE ST: (LOIS AVE -to- MACDILL AVE)	1.26	8.30	3.67	2.91	D
696	SR 60 / ADAMO DR: (CHANNELSIDE DR -to- 22ND ST)	0.66	0.50	0.02	0.04	F
697	SR 60 / ADAMO DR: (22ND ST -to- US HWY 41)	2.09	1.50	1.05	0.50	F
698	SR 60 / ADAMO DR: (US HWY 41 -to- FALKENBURG RD)	4.21	3.00	1.63	0.39	F
699	SR 60 / BRANDON BLVD: (FALKENBURG RD -to- PAULS DR)	2.12	22.50	5.39	2.54	D
700	SR 60 / BRANDON BLVD: (PAULS DR -to- KINGSWAY RD)	1.51	14.50	4.68	3.11	C
701	SR 60 / BRANDON BLVD: (KINGSWAY RD -to- VALRICO RD)	1.51	3.00	1.51	1.00	E
702	SR 60 / BRANDON BLVD: (VALRICO RD -to- DOVER RD)	2.03	2.00	1.00	0.49	F
708	SR 60 / MEMORIAL HWY: (I-275 -to- COURTNEY CAMPBELL CSWY)	2.01	4.60	3.73	1.86	E
709	SR 674: (US HWY 41 -to- I-75)	3.04	8.88	4.33	1.42	E
710	SR 674: (I-75 -to- US HWY 301)	3.03	10.32	5.20	1.72	E
711	SR 674: (US HWY 301 -to- CR 579)	2.40	3.44	8.27	3.44	C
712	SR 674: (CR 579 -to- CARLTON LAKE RD)	3.26	1.00	1.38	0.42	F
726	SWANN AVE: (DALE MABRY HWY -to- BAYSHORE BLVD)	2.46	9.90	3.50	1.42	E
727	SYDNEY RD: (PARSONS RD -to- SAMMONDS RD)	5.41	2.00	2.02	0.37	F
728	SYDNEY RD: (VALRICO RD -to- FORBES RD)	4.22	2.00	4.22	1.00	E
731	TAMPA BAY BLVD: (WESTSHORE BLVD -to- DALE MABRY HWY)	1.14	4.20	1.06	0.93	F
732	TAMPA BAY BLVD: (DALE MABRY HWY -to- ARMENIA AVE)	1.26	2.10	0.51	0.41	F
736	TAMPA ST: (FRANKLIN ST -to- JACKSON ST)	0.30	3.30	0.39	1.27	E
737	TAMPA ST: (JACKSON ST -to- KAY ST)	0.75	24.70	1.23	1.64	E
738	TAMPA ST: (KAY ST -to- M L KING BLVD)	1.69	46.35	15.83	9.39	A
739	TAMPA ST / HIGHLAND AVE: (M L KING BLVD -to- FLORIDA AVE)	0.81	10.35	2.80	3.45	C
744	TEMPLE TERRACE HWY: (56TH ST -to- MORRIS BRIDGE RD)	2.53	1.05	0.79	0.31	F
751	TOWN CENTER BLVD: (BRANDON TOWN CENTER DR -to- PROVIDENCE RD)	0.57	12.00	1.95	3.39	C
763	TWIGGS ST: (MORGAN ST -to- CHANNELSIDE DR)	0.67	2.80	0.47	0.70	F
764	TYLER ST: (CASS ST (W) -to- CASS (E))	0.61	104.50	5.32	8.66	A
766	US HWY 301: (MANATEE COUNTY -to- SR 674)	5.69	1.00	4.59	0.81	F
767	US HWY 301: (SR 674 -to- BALM RD)	3.96	1.00	1.95	0.49	F
770	US HWY 301: (GIBSONTOWN DR -to- I-75)	3.44	1.00	0.50	0.15	F
772	US HWY 301: (CROSSTOWN W RAMP -to- ADAMO DR)	1.31	0.50	0.31	0.23	F
781	US HWY 41: (7TH ST SW -to- 19TH AVE NE)	2.61	6.88	6.38	2.44	D
783	US HWY 41: (19TH AVE NE -to- APOLLO BEACH BLVD)	3.33	1.00	1.67	0.50	F
785	US HWY 41: (APOLLO BEACH BLVD -to- BIG BEND RD)	1.74	0.50	0.87	0.50	F
786	US HWY 41: (BIG BEND RD -to- SYMMES RD)	2.95	1.00	1.47	0.50	F
787	US HWY 41: (SYMMES RD -to- RIVERVIEW DR)	2.05	1.00	0.51	0.25	F
789	US HWY 41: (MADISON AVE -to- ADAMO DR/SR 60)	3.52	8.40	1.32	0.37	F
792	US HWY 92: (WILLIAMS RD -to- KINGSWAY RD)	2.73	6.00	2.73	1.00	E
794	US HWY 92: (MCMINTOSH RD -to- WALTER DR)	5.09	2.00	3.58	0.70	F
798	VALRICO RD: (SR 60 -to- M L KING BLVD)	3.46	3.00	3.46	1.00	E
800	VAN DYKE RD: (DALE MABRY HWY -to- SUNCOAST N RAMP)	2.73	2.00	3.28	1.20	E
808	VETERANS FRONTAGE N: (INDEPENDENCE PKWY -to- HILLSBOROUGH AVE)	1.77	9.20	3.47	1.96	E
809	VETERANS FRONTAGE S: (VETERAN'S OFF RAMP -to- N OF INDEPENDENCE)	2.45	13.80	6.58	2.68	D
810	VICTORIA ST: (HILLTOP RD -to- PARSONS AVE)	1.99	2.00	1.99	1.00	E
814	WATERS AVE: (SHELDON RD -to- VETERANS EXPWY)	2.36	29.20	9.52	4.02	B
815	WATERS AVE: (VETERANS EXPWY -to- DALE MABRY HWY)	2.41	5.00	2.41	1.00	E
816	WATERS AVE: (DALE MABRY HWY -to- ARMENIA AVE)	1.27	5.00	1.27	1.00	E
817	WATERS AVE: (ARMENIA AVE -to- NEBRASKA AVE)	2.02	7.00	2.52	1.25	E
818	WATERS AVE: (NEBRASKA AVE -to- 22ND ST)	1.02	4.00	1.72	1.68	E
819	WEBB RD: (MEMORIAL HWY -to- JACKSON SPRINGS)	1.18	2.20	1.65	1.39	E
822	WESTSHORE BLVD: (INTERBAY BLVD -to- GANDY BLVD)	1.90	4.60	4.37	2.30	D
823	WESTSHORE BLVD: (GANDY BLVD -to- SWANN AVE)	3.14	2.30	2.44	0.78	F
825	WESTSHORE BLVD: (CYPRESS ST -to- CYPRESS ST)	1.03	63.38	9.36	9.12	A
826	WHEELER RD: (PARSONS RD -to- VALRICO RD)	2.02	3.00	2.02	1.00	E
828	WHITING ST: (ASHLEY ST -to- MERIDIAN ST)	1.06	84.00	7.85	7.39	A
833	WILLIAMS RD: (BROADWAY AVE -to- SLIGH AVE)	2.31	3.30	2.40	1.04	E
837	WINDHORST RD: (LAKEWOOD RD -to- KINGSWAY RD)	2.02	2.00	2.02	1.00	E
839	WOODBERRY RD: (FALKENBURG RD -to- GRAND REGENCY BLVD)	0.58	2.50	1.46	2.50	D
841	WOODBERRY RD: (GRAND REGENCY BLVD -to- LAKEWOOD DR)	0.93	1.00	0.93	1.00	E
843	YUKON ST: (26TH ST -to- 30TH ST)	0.19	2.10	0.40	2.10	D
844	YUKON ST: (FLORIDA AVE -to- NEBRASKA AVE)	0.51	2.10	1.07	2.10	D
847	30TH ST: (SR 674 -to- APOLLO BEACH BLVD)	1.49	1.00	1.49	1.00	E
861	22ND ST: (21ST ST -to- 26TH AVE)	0.19	3.45	0.65	3.45	C

### 2035 Status Quo Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	$\Sigma$ Adjusted Service Frequency (Total Buses/Hour)	$\Sigma$ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
863	M L KING BLVD: (50TH ST -to- I-4)	0.99	2.55	2.53	2.55	D
866	MERIDIAN ST: (CUMBERLAND ST -to- KENNEDY BLVD)	0.39	2.10	0.81	2.10	D
874	SYDNEY DOVER RD: (SYDNEY RD -to- M L KING BLVD/SR 574)	2.09	1.00	2.09	1.00	E
876	WHEELER RD: (HIGHVIEW RD -to- PARSONS RD)	0.75	1.00	0.75	1.00	E
879	HIGHVIEW RD: (WINDHORST RD -to- M L KING BLVD/SR 574)	1.51	1.00	0.50	0.33	F
880	WINDHORST RD: (KINGSWAY RD -to- SEFFNER VALRICO RD)	0.51	1.00	0.51	1.00	E
881	SEFFNER-VALRICO RD: (FRONT ST -to- WHEELER RD)	2.19	3.00	2.19	1.00	E
882	FRONT ST: (SEFFNER-VALRICO RD -to- VALRICO RD)	1.12	1.00	1.12	1.00	E
886	O'BRIEN ST: (CYPRESS ST -to- SPRUCE ST)	0.53	4.80	1.23	2.32	D

## 2035 Sales Tax Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
1	4TH AVE: (CHANNELSIDE DR -to- 19TH ST)	0.46	27.60	4.28	9.20	A
2	4TH AVE: (19TH ST -to- 21ST ST)	0.15	9.20	1.39	9.20	A
3	4TH AVE: (21ST ST -to- 22ND ST)	0.05	9.20	0.43	9.20	A
6	7TH AVE: (NEBRASKA AVE -to- NUCCIO PKWY)	0.28	4.60	1.28	4.60	B
7	7TH AVE: (NUCCIO PKWY -to- 15TH ST)	0.23	9.20	1.05	4.60	B
8	7TH AVE: (15TH ST -to- 17TH ST)	0.15	4.60	0.70	4.60	B
9	7TH AVE: (17TH ST -to- 19TH ST)	0.15	4.60	0.70	4.60	B
10	7TH AVE: (19TH ST -to- 21ST ST)	0.15	4.60	0.70	4.60	B
11	7TH AVE: (21ST ST -to- 22ND ST)	0.05	4.60	0.22	4.60	B
12	7TH AVE: (22ND ST -to- 50TH ST)	2.02	18.40	9.31	4.60	B
13	13TH ST EXT: (4TH AVE -to- NUCCIO PKWY)	0.10	13.80	1.35	13.80	A
14	15TH ST: (LINEBAUGH AVE -to- FOWLER AVE)	1.00	13.80	4.61	4.60	B
15	15TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.02	9.20	4.69	4.60	B
16	15TH ST: (NUCCIO PKWY -to- LAKE AVE)	0.93	36.80	6.45	6.92	A
17	15TH ST: (LAKE AVE -to- M L KING BLVD)	0.25	4.60	1.16	4.60	B
18	15TH ST: (M L KING BLVD -to- SLIGH AVE)	2.01	18.40	9.24	4.60	B
19	17TH AVE: (AVENIDA REPUBLICA DE CUBA -to- COLUMBUS DR)	2.16	50.60	13.71	6.36	A
20	19TH AVE NE: (US HWY 41 -to- US HWY 301)	6.09	1.00	6.09	1.00	E
21	19TH AVE NW: (EG SYMMONS PARK -to- US HWY 41)	2.32	1.00	2.32	1.00	E
26	21ST AVE: (NEBRASKA AVE -to- 22ND ST)	1.01	32.20	7.31	7.25	A
27	21ST ST: (22ND ST -to- PALM AVE)	0.62	13.80	2.20	3.56	C
28	21ST ST: (PALM AVE -to- 23RD AVE)	0.64	41.40	4.53	7.09	A
29	22ND ST: (131ST AVE -to- BEARSS AVE)	1.02	44.40	25.11	24.51	A
31	22ND ST: (LEE ROY SELMON EXPWY -to- 21ST ST)	0.07	4.60	0.34	4.60	B
32	22ND ST: (ROWLETT PARK -to- YUKON ST)	0.47	4.60	0.94	1.99	E
33	22ND ST: (21ST ST -to- I-4 RAMP NORTH)	0.76	23.00	3.48	4.61	B
34	22ND ST: (YUKON ST -to- FOWLER AVE)	1.76	18.40	6.95	3.94	C
35	22ND ST: (I-4 RAMP NORTH -to- 21ST AVE)	0.47	27.60	2.91	6.13	A
36	22ND ST: (21ST AVE -to- HILLSBOROUGH AVE)	1.51	18.40	6.95	4.60	B
37	22ND ST: (HILLSBOROUGH AVE -to- HANNA AVE)	0.50	4.60	2.30	4.60	B
38	22ND ST: (HANNA AVE -to- SLIGH AVE)	0.50	4.60	2.28	4.60	B
41	30TH ST: (YUKON ST -to- BUSCH BLVD)	0.25	4.60	1.16	4.60	B
42	30TH ST: (M L KING BLVD -to- SLIGH AVE)	2.01	27.60	11.54	5.74	B
43	30TH ST: (BUSCH BLVD -to- FOWLER AVE)	1.50	23.00	6.92	4.60	B
44	30TH ST: (FOWLER AVE -to- BEARSS AVE)	1.77	140.50	47.05	26.62	A
45	34TH ST: (ADAMO DR -to- LAKE AVE)	1.60	9.20	3.50	2.19	D
46	34TH ST: (LAKE AVE -to- HILLSBOROUGH AVE)	1.26	9.20	3.48	2.77	D
48	40TH ST: (I-4 W RAMP -to- HILLSBOROUGH AVE)	2.11	4.60	2.30	1.09	E
49	40TH ST: (HILLSBOROUGH AVE -to- BUSCH BLVD)	2.57	18.40	11.81	4.60	B
50	43RD ST: (HANNA AVE -to- SLIGH AVE)	0.50	4.60	2.31	4.60	B
52	46TH ST: (RIVERHILLS RD -to- FOWLER AVE)	2.23	3.00	2.23	1.00	E
53	50TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.01	4.60	4.64	4.60	B
54	50TH ST: (ADAMO DR -to- M L KING BLVD)	2.02	9.20	4.65	2.30	D
55	50TH ST: (M L KING BLVD -to- HILLSBOROUGH AVE)	1.25	135.10	41.38	33.14	A
56	56TH ST: (HILLSBOROUGH AVE -to- SLIGH AVE)	1.00	31.00	15.44	15.50	A
57	56TH ST: (SLIGH AVE -to- RIVERHILLS DR)	1.09	41.90	20.43	18.81	A
58	56TH ST: (RIVERHILLS DR -to- FOWLER AVE)	1.93	130.70	43.54	22.51	A
59	56TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.01	4.60	4.65	4.60	B
60	78TH ST: (HARNEY RD -to- TEMPLE TERRACE HWY)	0.64	11.20	7.19	11.20	A
62	78TH ST: (MADISON AVE -to- CAUSEWAY BLVD)	1.62	4.60	7.44	4.60	B
63	78TH ST: (CAUSEWAY BLVD -to- PALM RIVER RD)	1.26	9.20	5.79	4.60	B
64	78TH ST: (PALM RIVER RD -to- ADAMO DR)	0.79	13.80	3.63	4.60	B
68	131ST AVE: (NEBRASKA AVE -to- 30TH ST)	1.54	396.90	64.65	42.04	A
69	AIRPORT RD: (TURKEY CREEK RD -to- SR 39)	3.07	3.00	1.54	0.50	F
70	ALABAMA ST: (EVERS ST -to- PARK RD)	1.13	2.00	1.13	1.00	E
71	ALEXANDER ST: (JIM JOHNSON RD -to- MUD LAKE RD)	2.06	6.20	6.40	3.11	C
72	ALEXANDER ST: (MUD LAKE RD -to- BAKER ST)	1.79	6.00	1.79	1.00	E
73	ALEXANDER ST: (BAKER ST -to- I-4 FRONTAGE RD N)	2.09	4.00	2.09	1.00	E
76	ALSOBROOK ST: (SR 39 -to- PARK RD)	1.00	1.00	1.00	1.00	E
77	ALUMNI DR: (30TH ST -to- FOWLER AVE)	1.49	11.20	7.54	5.07	B
79	ANDERSON RD: (HILLSBOROUGH AVE -to- SLIGH AVE)	1.15	2.00	1.15	1.00	E
80	ANDERSON RD: (SLIGH AVE -to- LINEBAUGH AVE)	2.13	23.00	9.79	4.60	B
81	ANDERSON RD: (LINEBAUGH AVE -to- GUNN HWY)	1.50	1.00	1.50	1.00	E
84	ARMENIA AVE: (SWANN AVE -to- AZEELE ST)	0.25	4.60	1.17	4.60	B
85	ARMENIA AVE: (AZEELE ST -to- KENNEDY BLVD)	0.25	9.20	0.71	2.81	D
86	ARMENIA AVE: (KENNEDY BLVD -to- TAMPA BAY BLVD)	2.01	9.20	5.32	2.65	D
87	ARMENIA AVE: (TAMPA BAY BLVD -to- SLIGH AVE)	2.53	41.40	12.21	4.82	B
88	ARMENIA AVE: (SLIGH AVE -to- BUSCH BLVD)	1.59	9.20	7.32	4.60	B
89	ARMENIA AVE: (BUSCH BLVD -to- FLETCHER AVE)	2.61	4.60	2.63	1.01	E
91	ASHLEY ST: (BROREIN ST -to- I-275)	1.27	79.80	4.39	3.46	C
92	AVENIDA REPUBLICA DE CUBA: (NUCCIO PARKWAY -to- LAKE AVE)	1.01	23.00	6.91	6.86	A
93	AZEELE ST: (WESTSHORE BLVD -to- DALE MABRY HWY)	1.13	1.00	0.63	0.55	F
98	BALM RIVERVIEW RD: (BALM WIMAUMA RD -to- US HWY 301)	9.10	8.40	16.08	1.77	E
104	BAY TO BAY BLVD: (DALE MABRY HWY -to- BAY SHORE BLVD)	0.95	49.40	5.23	5.50	B
105	BAYSHORE BLVD: (MACDILL AFB -to- INTERBAY BLVD)	1.38	1.00	1.38	1.00	E
106	BAYSHORE BLVD: (INTERBAY BLVD -to- GANDY BLVD)	0.68	1.00	0.68	1.00	E
110	BEARSS AVE: (DALE MABRY HWY -to- FLORIDA AVE)	2.87	29.40	12.07	4.20	B
111	BEARSS AVE: (FLORIDA AVE -to- NEBRASKA AVE)	0.50	26.40	4.37	8.80	A
112	BEARSS AVE: (NEBRASKA AVE -to- BRUCE B DOWNS BLVD)	1.88	35.20	9.95	5.29	B
116	BENJAMIN RD: (HILLSBOROUGH AVE -to- WATERS AVE)	2.02	3.00	1.39	0.69	F
118	BIG BEND RD: (US HWY 301 -to- SUMMERFIELD BLVD)	1.02	4.20	4.28	4.20	B
119	BIG BEND RD: (SUMMERFIELD BLVD -to- BALM RIVERVIEW)	2.12	4.20	8.89	4.20	B
121	BLOOMINGDALE AVE: (US HWY 301 -to- KINGS AVE)	2.69	9.20	5.49	2.04	D
122	BLOOMINGDALE AVE: (KINGS AVE -to- LITHIA PINECREST RD)	3.07	25.20	10.77	3.50	C
128	BOY SCOUT BLVD RAMPS: (SR 60/MEMORIAL HWY -to- MEMORIAL HWY)	0.63	22.80	14.34	22.80	A
129	BOY SCOUT BLVD: (MEMORIAL HWY -to- DALE MABRY HWY)	1.88	125.00	43.12	22.91	A
135	BRANDON MAIN ST: (PROVIDENCE RD -to- LAKEWOOD RD)	0.25	5.60	1.39	5.60	B
136	BRANDON PARKWAY: (I-75 -to- BRANDON TOWN CENTER DR)	0.78	1.00	0.78	1.00	E
138	BRANDON PARKWAY: (GORTNO LAKE RD -to- LAKEWOOD DR)	0.40	2.00	0.40	1.00	E
139	BRANDON PARKWAY: (LAKEWOOD DR -to- LUMSDEN RD)	0.91	2.00	0.91	1.00	E
140	BRANDON TOWN CENTER DR: (CAUSEWAY BLVD -to- CROSSTOWN EXT)	0.63	1.00	0.63	1.00	E
141	BRANDON TOWN CENTER DR: (TOWN CENTER BLVD -to- SR 60)	0.70	1.00	0.70	1.00	E
142	BROADWAY AVE: (50TH ST -to- US HWY 301)	2.60	9.20	8.34	3.21	C
143	BROADWAY AVE: (US HWY 301 -to- M L KING BLVD)	3.60	4.60	2.54	0.71	F



## 2035 Sales Tax Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
146	BRORIN ST: (PLANT AVE -to- JEFFERSON ST)	0.68	36.80	3.21	4.71	B
147	BRORIN ST: (JEFFERSON ST -to- CHANNELSIDE DR)	0.17	13.80	0.98	5.83	B
148	BRUCE B DOWNS BLVD: (BEARSS AVE -to- AMBERLY DR)	1.48	65.90	24.23	16.32	A
149	BRUCE B DOWNS BLVD: (REGENT PARK DR (S) -to- COUNTY LINE RD)	1.89	35.50	13.26	7.00	A
150	BRUCE B DOWNS BLVD: (AMBERLY DR -to- I-75 N RAMP)	3.01	118.10	61.32	20.34	A
151	BRUCE B DOWNS BLVD: (I-75 N RAMP -to- CROSS CREEK BLVD)	1.86	28.20	13.22	7.12	A
153	BRYAN RD: (BLOOMINGDALE AVE -to- SR 60 / BRANDON BLVD)	3.03	11.30	5.34	1.76	E
156	BUSCH BLVD: (DALE MABRY HWY -to- ARMENIA AVE)	1.31	160.60	32.07	24.41	A
157	BUSCH BLVD: (ARMENIA AVE -to- I-275 S RAMP)	1.70	49.90	34.11	20.08	A
158	BUSCH BLVD: (I-275 S RAMP -to- 30TH ST)	1.84	75.10	48.87	26.60	A
159	BUSCH BLVD: (30TH ST -to- 56TH ST)	2.00	70.20	27.88	13.91	A
162	CASEY RD: (EHRlich RD -to- S VILLAGE DR)	2.10	1.00	1.28	0.61	F
165	CASS ST: (N BOULEVARD -to- TYLER ST)	0.28	46.50	6.46	22.77	A
166	CASS ST: (TYLER ST -to- NEBRASKA AVE)	0.81	178.70	13.20	16.29	A
167	CAUSEWAY BLVD: (MARITIME BLVD -to- 50TH ST)	2.40	4.60	11.05	4.60	B
168	CAUSEWAY BLVD: (50TH ST -to- US HWY 301)	3.18	13.80	14.64	4.60	B
169	CAUSEWAY BLVD: (US HWY 301 -to- PROVIDENCE RD)	1.95	15.80	8.17	4.19	B
171	CHANNELSIDE DR: (FLORIDA AVE -to- BENEFICIAL DR)	0.38	70.80	5.09	13.38	A
172	CHANNELSIDE DR: (BENEFICIAL DR -to- KENNEDY BLVD)	0.64	13.20	0.79	1.25	E
173	CHANNELSIDE DR: (KENNEDY BLVD -to- ADAMO DR)	0.37	62.00	12.59	34.32	A
174	CHANNELSIDE DR: (ADAMO DR -to- 4TH AVE)	0.16	13.80	2.14	13.80	A
180	CITRUS PARK DR: (SHELDON RD -to- GUNN HWY)	0.78	11.20	4.37	5.60	B
182	CLEVELAND ST: (ARMENIA AVE -to- N BOULEVARD)	1.01	13.80	4.65	4.60	B
183	CLEVELAND ST: (N BOULEVARD -to- PLANT AVE)	0.35	18.40	3.26	9.20	A
186	COLUMBUS DR: (DALE MABRY HWY -to- ARMENIA AVE)	1.26	40.20	9.96	7.99	A
187	COLUMBUS DR: (ARMENIA AVE -to- N BOULEVARD)	1.05	23.00	4.83	4.60	B
188	COLUMBUS DR: (N BOULEVARD -to- AVENIDA REPUBLICA DE CUBA)	1.44	18.40	6.63	4.60	B
189	COLUMBUS DR: (AVENIDA REPUBLICA DE CUBA -to- 22ND ST)	0.57	13.80	2.64	4.60	B
190	COLUMBUS DR: (22ND ST -to- 19TH AVE)	1.50	18.40	10.36	6.92	A
191	COLUMBUS DR: (19TH AVE -to- 50TH ST)	0.59	4.60	1.22	2.06	D
193	COMMERCE PALMS DR: (BRUCE B DOWNS BLVD -to- COMPTON DR)	0.18	14.60	2.66	14.60	A
194	COMMERCE PARK BLVD: (TAMPA PALMS BLVD -to- NEW E/W ROAD (NEW TAMPA))	1.44	1.00	0.86	0.60	F
196	COMMERCE ST: (PICNIC ISLAND -to- DALE MABRY HWY)	2.68	13.20	7.91	2.95	D
197	COMPTON DR: (TAMPA PALMS BLVD S -to- W TAMPA PALMS BLVD)	1.45	3.00	1.45	1.00	E
198	CORONET RD: (MEDULLA RD -to- PARK RD)	2.48	1.00	1.02	0.41	F
199	COUNTRY CLUB DR: (ARMENIA AVE -to- FLORIDA AVE)	1.31	4.60	2.31	1.77	E
200	COUNTRYWAY BLVD: (HILLSBOROUGH AVE -to- LINEBAUGH AVE)	3.03	3.00	3.03	1.00	E
215	CR 579: (MANATEE COUNTY -to- RUSKIN WIMAUMA)	5.05	1.00	5.05	1.00	E
216	CR 579: (M L KING BLVD -to- US HWY 92)	1.40	2.00	1.40	1.00	E
221	CR 672: (BALM BOYETTE RD -to- CR 39)	6.57	4.20	2.11	0.32	F
232	CYPRESS ST: (FRONTAGE RD W -to- DALE MABRY HWY)	1.81	83.20	16.15	8.92	A
233	CYPRESS ST: (DALE MABRY HWY -to- N BOULEVARD)	2.27	32.20	10.45	4.60	B
234	CYPRESS VILLAGE BLVD: (SR 674 -to- 19TH AVE NE)	1.71	1.00	1.71	1.00	E
237	DALE MABRY HWY: (MACDILL AFB -to- GANDY BLVD)	2.09	68.50	47.13	22.52	A
238	DALE MABRY HWY: (GANDY BLVD -to- BAY TO BAY BLVD)	1.79	154.50	50.83	28.40	A
239	DALE MABRY HWY: (BAY TO BAY BLVD -to- KENNEDY BLVD)	1.73	211.20	46.59	27.00	A
240	DALE MABRY HWY: (KENNEDY BLVD -to- COLUMBUS DR)	1.51	152.60	32.95	21.80	A
241	DALE MABRY HWY: (COLUMBUS DR -to- HILLSBOROUGH AVE)	2.00	3.00	2.00	1.00	E
242	DALE MABRY HWY: (HILLSBOROUGH AVE -to- LINEBAUGH AVE)	3.06	8.30	2.20	0.72	F
243	DALE MABRY HWY: (LINEBAUGH AVE -to- EHRlich RD)	3.11	87.20	36.60	11.76	A
244	DALE MABRY HWY: (EHRlich RD -to- VETERANS W RAMP)	3.39	65.40	28.43	8.40	A
247	DAVIS BLVD: (PLANT/HYDE PARK BRIDGES -to- N ADALIA AVE)	0.50	13.80	6.88	13.80	A
248	DAVIS BLVD: (N ADALIA AVE -to- HUDSON AVE)	0.92	4.60	4.25	4.60	B
254	DOVER RD: (SR 60 -to- M L KING BLVD)	3.89	1.00	1.88	0.48	F
260	EHRlich RD: (GUNN HWY W -to- LYNN TURNER RD)	1.92	21.00	7.59	3.96	C
261	EHRlich RD: (LYNN TURNER RD -to- DALE MABRY HWY)	2.28	16.80	9.59	4.20	B
265	EL PRADO BLVD: (WESTSHORE BLVD -to- BAYSHORE BLVD)	2.20	9.20	3.34	1.52	E
266	EUCLID AVE: (WESTSHORE BLVD -to- BAYSHORE BLVD)	2.25	59.80	17.41	7.72	A
268	EVERS ST: (REYNOLDS ST -to- REYNOLDS RD)	0.97	4.00	0.97	1.00	E
274	FALKENBURG RD: (ADAMO DR -to- M L KING)	2.59	23.00	9.21	3.56	C
275	FALKENBURG RD: (M L KING -to- HILLSBOROUGH AVE)	0.98	13.80	4.50	4.60	B
277	FLETCHER AVE: (ORANGE GROVE RD -to- ARMENIA AVE)	1.26	23.00	8.15	6.45	A
278	FLETCHER AVE: (ARMENIA AVE -to- FLORIDA AVE)	1.59	13.80	7.33	4.60	B
279	FLETCHER AVE: (FLORIDA AVE -to- NEBRASKA AVE)	0.50	32.20	5.74	11.50	A
280	FLETCHER AVE: (NEBRASKA AVE -to- 30TH ST)	1.53	90.10	32.55	21.22	A
281	FLETCHER AVE: (30TH ST -to- 50TH ST)	1.48	94.70	24.30	16.45	A
282	FLETCHER AVE: (50TH ST -to- MORRIS BRIDGE RD)	2.58	23.50	18.58	7.19	A
283	FLORIBRASKA AVE: (TAMPA ST -to- FLORIDA AVE)	0.09	4.60	0.40	4.60	B
284	FLORIBRASKA AVE: (FLORIDA AVE -to- NEBRASKA AVE)	0.50	4.60	2.32	4.60	B
286	FLORIDA AVE: (CHANNELSIDE DR -to- JACKSON ST)	0.33	9.20	0.51	1.55	E
287	FLORIDA AVE: (JACKSON ST -to- KAY ST)	0.72	80.20	5.69	7.86	A
288	FLORIDA AVE: (KAY ST -to- VIOLET)	2.30	226.70	58.38	25.42	A
289	FLORIDA AVE: (VIOLET -to- SLIGH AVE)	1.38	32.70	15.05	10.90	A
290	FLORIDA AVE: (SLIGH AVE -to- WATERS AVE)	1.01	54.50	17.93	17.74	A
291	FLORIDA AVE: (WATERS AVE -to- LINEBAUGH AVE)	1.01	85.00	21.47	21.33	A
292	FLORIDA AVE: (LINEBAUGH AVE -to- COUNTY CLUB DR)	1.01	32.70	19.28	19.08	A
293	FLORIDA AVE: (COUNTY CLUB DR -to- BEARSS AVE)	2.30	74.60	54.87	23.81	A
294	FLORIDA AVE: (BEARSS AVE -to- FLORIDA NEBRASKA)	1.65	12.60	10.38	6.30	A
295	FORBES RD: (TRAPNELL RD -to- M L KING BLVD)	2.45	1.00	1.81	0.74	F
296	FORBES RD: (M L KING BLVD -to- US HWY 92)	1.26	1.00	1.26	1.00	E
300	FOWLER AVE: (MCKINLEY DR -to- 56TH ST)	1.99	97.80	24.45	12.29	A
301	FOWLER AVE: (RIVERHILLS DR -to- RIVERHILLS BLVD)	2.52	48.20	19.44	7.71	A
302	FOWLER AVE: (I-75 -to- US 301)	1.28	4.20	5.39	4.20	B
303	FOWLER AVE: (NEBRASKA AVE -to- NEBRASKA AVE)	2.03	23.00	6.98	3.43	C
304	FRANKLAND ST: (SAN MIGUEL -to- FRANKLAND ST)	3.84	1.00	1.27	0.33	F
305	FRANKLIN ST: (ICE PALACE DR -to- HARRISON ST)	0.54	28.20	1.87	3.47	C
308	GANDY BLVD: (HILLSBOROUGH CO -to- WESTSHORE BLVD)	2.62	1.00	2.62	1.00	E
309	GANDY BLVD: (WESTSHORE BLVD -to- DALE MABRY HWY)	1.26	4.00	1.26	1.00	E
310	GANDY BLVD: (DALE MABRY HWY -to- BAYSHORE BLVD)	1.18	3.00	1.18	1.00	E
311	GEORGE BEAN PKWY: (SPRUCE ST -to- TIA TERMINAL)	1.30	1.00	1.30	1.00	E
315	GIBSONTON DR: (US HWY 41 -to- I-75 S RAMP)	2.00	11.20	11.18	5.60	B
316	GIBSONTON DR: (I-75 S RAMP -to- US HWY 301)	1.50	16.80	10.36	6.89	A
317	GORNTON LAKE RD: (BLOOMINGDALE AVE -to- LUMSDEN RD)	2.21	4.60	3.38	1.53	E
318	GORNTON LAKE RD: (LUMSDEN RD -to- BRANDON TOWN CENTER)	0.50	20.40	10.11	20.40	A

## 2035 Sales Tax Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
1	4TH AVE: (CHANNELSIDE DR -to- 19TH ST)	0.46	27.60	4.28	9.20	A
2	4TH AVE: (19TH ST -to- 21ST ST)	0.15	9.20	1.39	9.20	A
3	4TH AVE: (21ST ST -to- 22ND ST)	0.05	9.20	0.43	9.20	A
6	7TH AVE: (NEBRASKA AVE -to- NUCCIO PKWY)	0.28	4.60	1.28	4.60	B
7	7TH AVE: (NUCCIO PKWY -to- 15TH ST)	0.23	9.20	1.05	4.60	B
8	7TH AVE: (15TH ST -to- 17TH ST)	0.15	4.60	0.70	4.60	B
9	7TH AVE: (17TH ST -to- 19TH ST)	0.15	4.60	0.70	4.60	B
10	7TH AVE: (19TH ST -to- 21ST ST)	0.15	4.60	0.70	4.60	B
11	7TH AVE: (21ST ST -to- 22ND ST)	0.05	4.60	0.22	4.60	B
12	7TH AVE: (22ND ST -to- 50TH ST)	2.02	18.40	9.31	4.60	B
13	13TH ST EXT: (4TH AVE -to- NUCCIO PKWY)	0.10	13.80	1.35	13.80	A
14	15TH ST: (LINEBAUGH AVE -to- FOWLER AVE)	1.00	13.80	4.61	4.60	B
15	15TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.02	9.20	4.69	4.60	B
16	15TH ST: (NUCCIO PKWY -to- LAKE AVE)	0.93	36.80	6.45	6.92	A
17	15TH ST: (LAKE AVE -to- M L KING BLVD)	0.25	4.60	1.16	4.60	B
18	15TH ST: (M L KING BLVD -to- SLIGH AVE)	2.01	18.40	9.24	4.60	B
19	17TH AVE: (AVENIDA REPUBLICA DE CUBA -to- COLUMBUS DR)	2.16	50.60	13.71	6.36	A
20	19TH AVE NE: (US HWY 41 -to- US HWY 301)	6.09	1.00	6.09	1.00	E
21	19TH AVE NW: (EG SYMMONS PARK -to- US HWY 41)	2.32	1.00	2.32	1.00	E
26	21ST AVE: (NEBRASKA AVE -to- 22ND ST)	1.01	32.20	7.31	7.25	A
27	21ST ST: (22ND ST -to- PALM AVE)	0.62	13.80	2.20	3.56	C
28	21ST ST: (PALM AVE -to- 23RD AVE)	0.64	41.40	4.53	7.09	A
29	22ND ST: (131ST AVE -to- BEARSS AVE)	1.02	44.40	25.11	24.51	A
31	22ND ST: (LEE ROY SELMON EXPWY -to- 21ST ST)	0.07	4.60	0.34	4.60	B
32	22ND ST: (ROWLETT PARK -to- YUKON ST)	0.47	4.60	0.94	1.99	E
33	22ND ST: (21ST ST -to- I-4 RAMP NORTH)	0.76	23.00	3.48	4.61	B
34	22ND ST: (YUKON ST -to- FOWLER AVE)	1.76	18.40	6.95	3.94	C
35	22ND ST: (I-4 RAMP NORTH -to- 21ST AVE)	0.47	27.60	2.91	6.13	A
36	22ND ST: (21ST AVE -to- HILLSBOROUGH AVE)	1.51	18.40	6.95	4.60	B
37	22ND ST: (HILLSBOROUGH AVE -to- HANNA AVE)	0.50	4.60	2.30	4.60	B
38	22ND ST: (HANNA AVE -to- SLIGH AVE)	0.50	4.60	2.28	4.60	B
41	30TH ST: (YUKON ST -to- BUSCH BLVD)	0.25	4.60	1.16	4.60	B
42	30TH ST: (M L KING BLVD -to- SLIGH AVE)	2.01	27.60	11.54	5.74	B
43	30TH ST: (BUSCH BLVD -to- FOWLER AVE)	1.50	23.00	6.92	4.60	B
44	30TH ST: (FOWLER AVE -to- BEARSS AVE)	1.77	140.50	47.05	26.62	A
45	34TH ST: (ADAMO DR -to- LAKE AVE)	1.60	9.20	3.50	2.19	D
46	34TH ST: (LAKE AVE -to- HILLSBOROUGH AVE)	1.26	9.20	3.48	2.77	D
48	40TH ST: (I-4 W RAMP -to- HILLSBOROUGH AVE)	2.11	4.60	2.30	1.09	E
49	40TH ST: (HILLSBOROUGH AVE -to- BUSCH BLVD)	2.57	18.40	11.81	4.60	B
50	43RD ST: (HANNA AVE -to- SLIGH AVE)	0.50	4.60	2.31	4.60	B
52	46TH ST: (RIVERHILLS RD -to- FOWLER AVE)	2.23	3.00	2.23	1.00	E
53	50TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.01	4.60	4.64	4.60	B
54	50TH ST: (ADAMO DR -to- M L KING BLVD)	2.02	9.20	4.65	2.30	D
55	50TH ST: (M L KING BLVD -to- HILLSBOROUGH AVE)	1.25	135.10	41.38	33.14	A
56	56TH ST: (HILLSBOROUGH AVE -to- SLIGH AVE)	1.00	31.00	15.44	15.50	A
57	56TH ST: (SLIGH AVE -to- RIVERHILLS DR)	1.09	41.90	20.43	18.81	A
58	56TH ST: (RIVERHILLS DR -to- FOWLER AVE)	1.93	130.70	43.54	22.51	A
59	56TH ST: (FOWLER AVE -to- FLETCHER AVE)	1.01	4.60	4.65	4.60	B
60	78TH ST: (HARNEY RD -to- TEMPLE TERRACE HWY)	0.64	11.20	7.19	11.20	A
62	78TH ST: (MADISON AVE -to- CAUSEWAY BLVD)	1.62	4.60	7.44	4.60	B
63	78TH ST: (CAUSEWAY BLVD -to- PALM RIVER RD)	1.26	9.20	5.79	4.60	B
64	78TH ST: (PALM RIVER RD -to- ADAMO DR)	0.79	13.80	3.63	4.60	B
68	131ST AVE: (NEBRASKA AVE -to- 30TH ST)	1.54	396.90	64.65	42.04	A
69	AIRPORT RD: (TURKEY CREEK RD -to- SR 39)	3.07	3.00	1.54	0.50	F
70	ALABAMA ST: (EVERS ST -to- PARK RD)	1.13	2.00	1.13	1.00	E
71	ALEXANDER ST: (JIM JOHNSON RD -to- MUD LAKE RD)	2.06	6.20	6.40	3.11	C
72	ALEXANDER ST: (MUD LAKE RD -to- BAKER ST)	1.79	6.00	1.79	1.00	E
73	ALEXANDER ST: (BAKER ST -to- I-4 FRONTAGE RD N)	2.09	4.00	2.09	1.00	E
76	ALSOBROOK ST: (SR 39 -to- PARK RD)	1.00	1.00	1.00	1.00	E
77	ALUMNI DR: (30TH ST -to- FOWLER AVE)	1.49	11.20	7.54	5.07	B
79	ANDERSON RD: (HILLSBOROUGH AVE -to- SLIGH AVE)	1.15	2.00	1.15	1.00	E
80	ANDERSON RD: (SLIGH AVE -to- LINEBAUGH AVE)	2.13	23.00	9.79	4.60	B
81	ANDERSON RD: (LINEBAUGH AVE -to- GUNN HWY)	1.50	1.00	1.50	1.00	E
84	ARMENIA AVE: (SWANN AVE -to- AZEELE ST)	0.25	4.60	1.17	4.60	B
85	ARMENIA AVE: (AZEELE ST -to- KENNEDY BLVD)	0.25	9.20	0.71	2.81	D
86	ARMENIA AVE: (KENNEDY BLVD -to- TAMPA BAY BLVD)	2.01	9.20	5.32	2.65	D
87	ARMENIA AVE: (TAMPA BAY BLVD -to- SLIGH AVE)	2.53	41.40	12.21	4.82	B
88	ARMENIA AVE: (SLIGH AVE -to- BUSCH BLVD)	1.59	9.20	7.32	4.60	B
89	ARMENIA AVE: (BUSCH BLVD -to- FLETCHER AVE)	2.61	4.60	2.63	1.01	E
91	ASHLEY ST: (BROREIN ST -to- I-275)	1.27	79.80	4.39	3.46	C
92	AVENIDA REPUBLICA DE CUBA: (NUCCIO PARKWAY -to- LAKE AVE)	1.01	23.00	6.91	6.86	A
93	AZEELE ST: (WESTSHORE BLVD -to- DALE MABRY HWY)	1.13	1.00	0.63	0.55	F
98	BALM RIVERVIEW RD: (BALM WIMAUMA RD -to- US HWY 301)	9.10	8.40	16.08	1.77	E
104	BAY TO BAY BLVD: (DALE MABRY HWY -to- BAY SHORE BLVD)	0.95	49.40	5.23	5.50	B
105	BAYSHORE BLVD: (MACDILL AFB -to- INTERBAY BLVD)	1.38	1.00	1.38	1.00	E
106	BAYSHORE BLVD: (INTERBAY BLVD -to- GANDY BLVD)	0.68	1.00	0.68	1.00	E
110	BEARSS AVE: (DALE MABRY HWY -to- FLORIDA AVE)	2.87	29.40	12.07	4.20	B
111	BEARSS AVE: (FLORIDA AVE -to- NEBRASKA AVE)	0.50	26.40	4.37	8.80	A
112	BEARSS AVE: (NEBRASKA AVE -to- BRUCE B DOWNS BLVD)	1.88	35.20	9.95	5.29	B
116	BENJAMIN RD: (HILLSBOROUGH AVE -to- WATERS AVE)	2.02	3.00	1.39	0.69	F
118	BIG BEND RD: (US HWY 301 -to- SUMMERFIELD BLVD)	1.02	4.20	4.28	4.20	B
119	BIG BEND RD: (SUMMERFIELD BLVD -to- BALM RIVERVIEW)	2.12	4.20	8.89	4.20	B
121	BLOOMINGDALE AVE: (US HWY 301 -to- KINGS AVE)	2.69	9.20	5.49	2.04	D
122	BLOOMINGDALE AVE: (KINGS AVE -to- LITHIA PINECREST RD)	3.07	25.20	10.77	3.50	C
128	BOY SCOUT BLVD RAMPS: (SR 60/MEMORIAL HWY -to- MEMORIAL HWY)	0.63	22.80	14.34	22.80	A
129	BOY SCOUT BLVD: (MEMORIAL HWY -to- DALE MABRY HWY)	1.88	125.00	43.12	22.91	A
135	BRANDON MAIN ST: (PROVIDENCE RD -to- LAKEWOOD RD)	0.25	5.60	1.39	5.60	B
136	BRANDON PARKWAY: (I-75 -to- BRANDON TOWN CENTER DR)	0.78	1.00	0.78	1.00	E
138	BRANDON PARKWAY: (GORTNO LAKE RD -to- LAKEWOOD DR)	0.40	2.00	0.40	1.00	E
139	BRANDON PARKWAY: (LAKEWOOD DR -to- LUMSDEN RD)	0.91	2.00	0.91	1.00	E
140	BRANDON TOWN CENTER DR: (CAUSEWAY BLVD -to- CROSSTOWN EXT)	0.63	1.00	0.63	1.00	E
141	BRANDON TOWN CENTER DR: (TOWN CENTER BLVD -to- SR 60)	0.70	1.00	0.70	1.00	E
142	BROADWAY AVE: (50TH ST -to- US HWY 301)	2.60	9.20	8.34	3.21	C
143	BROADWAY AVE: (US HWY 301 -to- M L KING BLVD)	3.60	4.60	2.54	0.71	F

## 2035 Sales Tax Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
514	MACDILL AVE: (GANDY BLVD -to- EUCLID AVE)	1.03	4.60	4.75	4.60	B
515	MACDILL AVE: (EUCLID AVE -to- BAY TO BAY BLVD)	0.76	9.20	3.50	4.60	B
516	MACDILL AVE: (BAY TO BAY BLVD -to- MORRISON ST)	0.97	13.80	4.47	4.60	B
517	MACDILL AVE: (MORRISON ST -to- KENNEDY BLVD)	0.76	13.80	3.47	4.60	B
522	MAGNOLIA DR: (ALUMNI DR -to- HOLLY DR)	0.56	4.60	2.58	4.60	B
523	MAGNOLIA DR: (HOLLY DR -to- FLETCHER AVE)	0.22	4.60	1.01	4.60	B
524	MAIN ST: (MACDILL AVE -to- N BOULEVARD)	1.52	23.00	4.67	3.07	C
527	MANHATTAN AVE: (INTERBAY BLVD -to- IOWA)	1.04	5.60	5.80	5.60	B
528	MANHATTAN AVE: (IOWA -to- GANDY BLVD)	0.87	11.20	9.74	11.20	A
529	MANHATTAN AVE: (GANDY BLVD -to- HENDERSON BLVD)	2.03	23.00	8.46	4.16	B
530	MAPLE DR: (ALUMNI DR -to- HOLLY DR)	0.60	1.00	0.60	1.00	E
532	MARION ST: (WHITING ST -to- SCOTT ST)	0.75	1559.60	112.18	149.45	A
533	MARITIME BLVD: (DRAWDY DR -to- 22ND ST)	1.57	4.60	0.13	0.09	F
535	MCINTOSH RD: (M L KING BLVD -to- I-4 W RAMP)	2.41	1.00	1.82	0.76	F
537	MCKINLEY DR: (BUSCH BLVD -to- FOWLER AVE)	1.50	13.80	6.92	4.60	B
539	MELBURNE BLVD: (50TH ST -to- 40TH ST)	0.91	4.60	4.18	4.60	B
540	MEMORIAL HWY: (KELLY RD -to- VETERAN'S FRONTAGE RD S)	1.15	29.60	5.86	5.10	B
542	MERIDIAN ST: (CHANNELSIDE DR -to- TWIGGS ST)	0.22	4.60	0.46	2.10	B
545	MONTAGUE ST: (HILLSBOROUGH AVE -to- WATERS AVE)	1.93	2.00	1.93	1.00	E
546	MONTAGUE ST: (WATERS AVE -to- MANASSAS)	0.70	1.00	0.70	1.00	E
547	MONTAGUE ST: (MANASSAS -to- LINEBAUGH AVE)	0.42	1.00	0.42	1.00	E
550	MOORES LAKE RD: (M L KING BLVD -to- US HWY 92)	1.92	1.00	1.92	1.00	E
551	MORGAN ST: (ICE PALACE DR -to- KENNEDY BLVD)	0.51	27.60	3.01	5.95	B
552	MORGAN ST: (KENNEDY BLVD -to- SCOTT ST)	0.57	231.00	35.29	62.19	A
553	MORRIS BRIDGE RD: (I-75 -to- CROSS CREEK BLVD)	7.82	1.00	7.82	1.00	E
554	MORRIS BRIDGE RD: (CROSS CREEK BLVD -to- PASCO COUNTY)	2.37	1.00	1.82	0.77	F
562	MUD LAKE RD: (SR 60 -to- ALEXANDER ST)	4.25	1.00	0.84	0.20	F
563	N BOULEVARD: (SLIGH AVE -to- BUSCH BLVD)	1.55	9.20	7.13	4.60	B
564	N BOULEVARD: (BUSCH BLVD -to- COUNTRY CLUB DR)	1.48	13.80	6.79	4.60	B
566	N BOULEVARD: (KENNEDY BLVD -to- MAIN ST)	0.85	134.40	8.91	10.44	A
567	N BOULEVARD: (MAIN ST -to- COLUMBUS DR)	0.69	13.80	3.17	4.60	B
568	N BOULEVARD: (COLUMBUS DR -to- M L KING BLVD)	1.00	9.20	4.62	4.60	B
573	N WHEELER ST: (EVERS ST -to- BAKER ST)	0.46	12.40	1.42	3.08	C
574	N/S CARGO BLVD: (TAMPA BAY BLVD -to- HILLSBOROUGH AVE)	1.61	1.00	1.61	1.00	E
576	NEBRASKA AVE: (CHANNELSIDE DR -to- WHITING ST)	0.27	9.20	0.16	0.60	F
577	NEBRASKA AVE: (KENNEDY BLVD -to- COLUMBUS DR)	1.15	160.10	24.52	21.34	A
579	NEBRASKA AVE: (COLUMBUS DR -to- HILLSBOROUGH AVE)	2.01	168.60	56.54	28.09	A
580	NEBRASKA AVE: (HILLSBOROUGH AVE -to- BUSCH BLVD)	2.53	199.10	61.29	24.19	A
581	NEBRASKA AVE: (BUSCH BLVD -to- FOWLER AVE)	1.50	43.60	16.34	10.90	A
582	NEBRASKA AVE: (FOWLER AVE -to- FLETCHER AVE)	1.02	21.80	11.17	10.90	A
583	NEBRASKA AVE: (FLETCHER AVE -to- BEARSS AVE)	1.29	23.00	16.56	12.87	A
589	NEW TAMPA BLVD: (I-75 -to- MEADOW PINE DR)	0.25	1.00	0.25	1.00	E
590	NEW TAMPA BLVD: (MEADOW PINE DR -to- BRUCE B DOWNS BLVD)	1.71	3.00	1.71	1.00	E
592	NIXON RD: (LINEBAUGH AVE -to- GUNN HWY)	1.16	2.00	1.16	1.00	E
593	NORTH PALM DR: (HOLLY DR -to- FLETCHER AVE)	0.24	4.60	1.10	4.60	B
594	NORTHDAL BLVD: (CLAYWELL ELEMENTARY -to- DALE MABRY HWY)	1.41	4.60	1.88	1.33	E
596	NUCCIO PKWY: (NEBRASKA AVE -to- PALM AVE)	0.73	23.00	4.74	6.50	A
597	NUCCIO PKWY: (PALM AVE -to- 15TH ST)	0.29	32.20	4.32	14.68	A
598	OAKFIELD DR: (LAKEWOOD DR -to- PARSONS AVE)	1.57	44.80	17.55	11.20	A
599	OLD MEMORIAL HWY: (SEA FAIRER DR -to- SHELDON RD)	1.85	11.20	20.67	11.20	A
600	OLD MEMORIAL HWY: (HILLSBOROUGH AVE -to- DOUBLE BRANCH)	1.90	3.00	1.90	1.00	E
602	ORIENT RD: (ADAMO DR -to- HILLSBOROUGH AVE)	3.06	36.80	23.32	7.62	A
603	ORIENT RD: (HILLSBOROUGH AVE -to- SLIGH AVE)	1.00	4.60	4.60	4.60	B
605	OSBORNE AVE: (NEBRASKA AVE -to- 40TH ST)	2.26	4.60	2.34	1.03	E
606	PALM AVE: (N BOULEVARD -to- NEBRASKA AVE)	1.01	18.40	5.44	5.40	B
607	PALM AVE: (NEBRASKA AVE -to- 22ND ST)	1.01	50.60	12.50	12.39	A
608	PALM RIVER RD: (US HWY 41 -to- 78TH ST)	2.10	9.20	9.64	4.60	B
609	PALM RIVER RD: (78TH ST -to- FALKENBURG RD)	1.96	4.60	4.25	2.17	D
610	PARK RD: (SR 39 -to- PARK RD)	1.00	2.00	1.00	1.00	E
611	PARK RD: (PARK RD -to- US 92)	1.53	41.60	15.92	10.40	A
612	PARK RD: (US 92 -to- I-4 FRONTAGE RD S)	1.19	5.20	6.19	5.20	B
613	PARK RD: (I-4 FRONTAGE RD S -to- SAM ALLEN RD)	0.80	2.00	0.80	1.00	E
614	PARSONS AVE: (LUMSDEN RD -to- SR 60)	1.00	44.40	16.11	16.09	A
615	PARSONS AVE: (SR 60 -to- WINDHORST RD)	1.51	47.80	6.58	4.35	B
616	PARSONS AVE: (WINDHORST RD -to- M L KING BLVD)	1.51	2.00	1.51	1.00	E
617	PARSONS AVE: (M L KING BLVD -to- US HWY 92)	1.61	1.00	1.61	1.00	E
619	PAULS CONNECTOR: (BRANDON PARKWAY -to- PAULS RD)	0.09	1.00	0.09	1.00	E
620	PAULS DR: (N OF LUMSDEN RD -to- SR 60)	0.93	3.00	0.93	1.00	E
622	PIERCE ST: (WHITING ST -to- JEFFERSON ST)	0.55	55.20	2.48	4.49	B
623	PLANT AVE: (DAVIS ISLAND BRIDGE -to- KENNEDY BLVD)	0.61	23.00	4.78	7.84	A
624	PLANT BRIDGE: (DAVIS ISLAND BRIDGE -to- BAYSHORE BLVD)	0.06	9.20	0.51	9.20	A
626	PLATT ST: (ARMENIA AVE -to- N BOULEVARD)	1.01	9.20	4.06	4.02	B
627	PLATT ST: (N BOULEVARD -to- BAYSHORE BLVD)	0.56	23.00	4.82	8.63	A
628	PLATT/CHANNELSIDE: (BAYSHORE BLVD -to- FLORIDA AVE)	0.29	37.80	2.72	9.39	A
629	POLK ST: (ASHLEY ST -to- JEFFERSON ST)	0.39	15.60	0.88	2.26	D
630	PROGRESS BLVD: (78TH ST -to- I-75)	1.36	13.80	6.24	4.60	B
631	PROGRESS BLVD: (I-75 -to- US HWY 301)	0.63	4.60	2.91	4.60	B
633	PROVIDENCE LAKE BLVD: (GORNTO LAKE RD -to- PROVIDENCE RD)	0.39	4.60	1.77	4.60	B
634	PROVIDENCE LAKE BLVD: (PROVIDENCE RD -to- KINGS AVE)	1.01	1.00	1.01	1.00	E
635	PROVIDENCE RD: (RIVERVIEW DR -to- BLOOMINGDALE AVE)	1.51	35.20	26.57	17.60	A
636	PROVIDENCE RD: (BLOOMINGDALE AVE -to- LUMSDEN RD)	2.05	80.00	43.29	21.08	A
637	PROVIDENCE RD: (LUMSDEN RD -to- BRANDON PARKWAY)	0.49	35.80	9.10	18.73	A
638	PROVIDENCE RD: (BRANDON PARKWAY -to- SR 60)	0.64	11.20	7.17	11.20	A
640	RACE TRACK RD: (HILLSBOROUGH AVE -to- LINEBAUGH AVE)	1.55	2.00	1.55	1.00	E
643	REYNOLDS ST / SR 574: (SAMMONS RD -to- THONOTOSASSA RD)	1.44	2.00	0.66	0.46	F
644	REYNOLDS ST / SR 600: (THONOTOSASSA RD -to- BAKER ST)	1.38	22.80	2.34	1.69	E
647	RICE RD: (JIM JOHNSON RD -to- CORONET RD)	0.74	1.00	0.74	1.00	E
651	RIVERHILLS DR: (22ND ST -to- YUKON ST)	0.36	9.20	1.65	4.60	B
652	RIVERVIEW DR: (US HWY 41 -to- PROVIDENCE RD)	4.50	8.80	4.46	0.99	F
653	ROME AVE: (M L KING BLVD -to- HILLSBOROUGH AVE)	1.01	9.20	4.66	4.60	B
655	ROME AVE: (HILLSBOROUGH AVE -to- WATERS AVE)	2.02	4.60	4.66	2.31	D
657	ROWLETT PARK DR: (SLIGH AVE -to- WATERS AVE)	1.11	18.40	13.22	11.90	A
658	S BOULEVARD: (SWANN AVE -to- KENNEDY BLVD)	0.51	13.80	2.32	4.59	B
662	SAM ALLEN RD: (FORBES RD -to- SR 39)	3.52	2.00	2.77	0.79	F

## 2035 Sales Tax Plan Roadway Facility Transit Level of Service

Facility ID	Facility Description	Facility Length (Miles)	Σ Adjusted Service Frequency (Total Buses/Hour)	Σ Weighted Segment Service Frequency	Facility Service Frequency	Transit Level of Service
663	SAM ALLEN RD: (SR 39 -to- WILDER RD)	1.99	2.00	1.99	1.00	E
664	SAMMONDS RD: (M L KING BLVD -to- ALEXANDER ST)	1.25	1.00	0.53	0.42	F
665	SCOTT ST: (TAMPA ST -to- ORANGE ST)	0.31	40.20	2.86	9.17	A
667	SERENA DR: (52ND ST -to- 52TH ST)	1.39	3.00	1.00	0.72	F
668	SHELDON RD: (MOHR RD -to- OLD MEMORIAL HWY)	2.05	97.00	28.24	13.80	A
669	SHELDON RD: (WATERS AVE -to- CITRUS PARK DR)	2.67	26.00	13.54	5.08	B
671	SHELL POINT RD: (DEAD END -to- US HWY 41)	3.15	1.00	3.15	1.00	E
672	SHELL POINT RD: (US 41 -to- 21ST)	1.96	11.20	21.91	11.20	A
675	SKIPPER RD: (NEBRASKA AVE -to- 16TH ST)	0.55	4.60	2.52	4.60	B
676	SLIGH AVE: (43RD ST -to- 56TH ST)	1.00	18.40	6.94	6.94	A
677	SLIGH AVE: (56TH ST -to- US HWY 301)	2.37	9.20	5.74	2.42	D
678	SLIGH AVE: (ARMENIA AVE -to- NEBRASKA AVE)	2.02	36.80	11.64	5.76	B
680	SLIGH AVE: (BENJAMIN RD -to- MANHATTAN AVE)	1.51	54.20	38.68	25.69	A
681	SLIGH AVE: (NEBRASKA AVE -to- 30TH ST)	1.52	36.80	12.93	8.51	A
686	SPECTRUM BLVD: (ALUMNI DR -to- FOWLER AVE)	0.54	1.00	0.54	1.00	E
687	SPRUCE ST: (LOIS AVE -to- MACDILL AVE)	1.26	15.80	6.83	5.42	B
688	SR 39: (I-4 FRONTAGE RD N -to- KNIGHTS-GRIFFIN)	2.79	1.00	0.72	0.26	F
692	SR 39: (ALEXANDER ST -to- AIRPORT RD)	1.01	10.40	5.27	5.20	B
693	SR 39 / COLLINS ST: (AIRPORT RD -to- M L KING BLVD)	0.75	31.20	7.76	10.40	A
694	SR 39 / COLLINS ST: (M L KING BLVD -to- BAKER ST)	0.24	20.80	2.50	10.40	A
695	SR 39 / WHEELER ST: (BAKER ST -to- I-4 FRONTAGE RD N)	1.38	7.20	6.16	4.47	B
696	SR 60 / ADAMO DR: (CHANNELSIDE DR -to- 22ND ST)	0.66	34.40	4.94	7.43	A
697	SR 60 / ADAMO DR: (22ND ST -to- US HWY 41)	2.09	43.60	31.16	14.88	A
698	SR 60 / ADAMO DR: (US HWY 41 -to- FALKENBURG RD)	4.21	71.70	41.54	9.86	A
699	SR 60 / BRANDON BLVD: (FALKENBURG RD -to- PAULS DR)	2.12	265.80	60.00	28.28	A
700	SR 60 / BRANDON BLVD: (PAULS DR -to- KINGSWAY RD)	1.51	116.00	34.10	22.62	A
701	SR 60 / BRANDON BLVD: (KINGSWAY RD -to- VALRICO RD)	1.51	26.00	13.09	8.65	A
702	SR 60 / BRANDON BLVD: (VALRICO RD -to- DOVER RD)	2.03	18.80	9.53	4.69	B
703	SR 60 / BRANDON BLVD: (DOVER RD -to- TURKEY CREEK RD)	3.00	4.20	12.62	4.20	B
709	SR 674: (US HWY 41 -to- I-75)	3.04	24.40	10.56	3.47	C
710	SR 674: (I-75 -to- US HWY 301)	3.03	33.60	16.94	5.60	B
711	SR 674: (US HWY 301 -to- CR 579)	2.40	11.20	26.92	11.20	A
712	SR 674: (CR 579 -to- CARLTON LAKE RD)	3.26	1.00	1.38	0.42	F
726	SWANN AVE: (DALE MABRY HWY -to- BAYSHORE BLVD)	2.46	27.60	9.28	3.77	C
727	SYDNEY RD: (PARSONS RD -to- SAMMONDS RD)	5.41	4.00	4.19	0.77	F
728	SYDNEY RD: (VALRICO RD -to- FORBES RD)	4.22	2.00	4.22	1.00	E
729	SYMMES RD: (US HWY 41 -to- US HWY 301)	3.24	1.00	3.24	1.00	E
731	TAMPA BAY BLVD: (WESTSHORE BLVD -to- DALE MABRY HWY)	1.14	18.80	4.84	4.25	B
732	TAMPA BAY BLVD: (DALE MABRY HWY -to- ARMENIA AVE)	1.26	4.60	1.12	0.89	F
734	TAMPA PALMS BLVD E: (BRUCE B DOWNS BLVD (S) -to- BRUCE B DOWNS BLVD (N))	3.05	5.00	3.05	1.00	E
735	TAMPA PALMS BLVD W: (CYPRESS PRESERVE DR -to- CYPRESS PRESERVE DR)	2.30	4.00	2.30	1.00	E
736	TAMPA ST: (FRANKLIN ST -to- JACKSON ST)	0.30	9.20	1.08	3.53	C
737	TAMPA ST: (JACKSON ST -to- KAY ST)	0.75	224.60	12.46	16.66	A
738	TAMPA ST: (KAY ST -to- M L KING BLVD)	1.69	204.40	69.85	41.44	A
739	TAMPA ST / HIGHLAND AVE: (M L KING BLVD -to- FLORIDA AVE)	0.81	65.40	17.70	21.80	A
744	TEMPLE TERRACE HWY: (56TH ST -to- MORRIS BRIDGE RD)	2.53	9.60	4.98	1.97	E
748	THONOTOSASSA RD: (I-4 -to- US 92)	0.91	2.00	0.91	1.00	E
749	THONOTOSASSA RD / SR 600: (US 92 -to- REYNOLDS ST)	0.59	3.00	0.59	1.00	E
751	TOWN CENTER BLVD: (BRANDON TOWN CENTER DR -to- PROVIDENCE RD)	0.57	85.40	13.23	23.03	A
752	TOWN N COUNTRY BLVD: (MEMORIAL HWY -to- JACKSON SPRINGS RD)	1.57	1.00	0.75	0.48	F
763	TWIGGS ST: (MORGAN ST -to- CHANNELSIDE DR)	0.67	18.40	3.10	4.63	B
764	TYLER ST: (CASS ST (W) -to- CASS (E))	0.61	187.40	9.98	16.25	A
765	TYSON ST: (BRIDGE ST -to- WESTSHORE BLVD)	0.19	1.00	0.19	1.00	E
766	US HWY 301: (MANATEE COUNTY -to- SR 674)	5.69	1.00	4.59	0.81	F
767	US HWY 301: (SR 674 -to- BALM RD)	3.96	1.00	1.95	0.49	F
768	US HWY 301: (BALM RD -to- RHODINE RD)	3.57	4.20	8.87	2.48	D
769	US HWY 301: (RHODINE RD -to- GIBSONTOWN DR)	2.47	14.60	19.79	8.02	A
770	US HWY 301: (GIBSONTOWN DR -to- I-75)	3.44	39.60	19.10	5.55	B
772	US HWY 301: (CROSTOWN W RAMP -to- ADAMO DR)	1.31	4.60	2.81	2.15	D
776	US HWY 301: (FOWLER AVE -to- STACY RD)	3.50	12.60	9.06	2.59	D
781	US HWY 41: (7TH ST SW -to- 19TH AVE NE)	2.61	30.60	29.46	11.28	A
783	US HWY 41: (19TH AVE NE -to- APOLLO BEACH BLVD)	3.33	9.20	15.33	4.60	B
785	US HWY 41: (APOLLO BEACH BLVD -to- BIG BEND RD)	1.74	4.60	8.01	4.60	B
786	US HWY 41: (BIG BEND RD -to- SYMMES RD)	2.95	9.20	13.56	4.60	B
787	US HWY 41: (SYMMES RD -to- RIVERVIEW DR)	2.05	23.40	12.40	6.05	A
789	US HWY 41: (MADISON AVE -to- ADAMO DR/SR 60)	3.52	18.40	2.89	0.82	F
791	US HWY 92: (US HWY 92 / BAKER ST -to- COUNTY LINE RD)	3.55	2.00	2.79	0.79	F
792	US HWY 92: (WILLIAMS RD -to- KINGSWAY RD)	2.73	6.00	2.73	1.00	E
794	US HWY 92: (MCINTOSH RD -to- WALTER DR)	5.09	2.00	3.58	0.70	F
795	US HWY 92: (WALTER DR -to- SR 600)	1.12	1.00	0.14	0.12	F
796	US HWY 92 / BAKER ST: (SR 600 -to- REYNOLDS ST)	1.79	23.80	2.75	1.53	E
798	VALRICO RD: (SR 60 -to- M L KING BLVD)	3.46	3.00	3.46	1.00	E
810	VICTORIA ST: (HILLTOP RD -to- PARSONS AVE)	1.99	20.80	20.75	10.40	A
813	WATERS AVE: (COUNTRYWAY -to- SHELDON RD)	2.45	2.00	2.45	1.00	E
814	WATERS AVE: (SHELDON RD -to- VETERANS EXPWY)	2.36	53.60	15.82	6.69	A
815	WATERS AVE: (VETERANS EXPWY -to- DALE MABRY HWY)	2.41	23.00	11.09	4.60	B
816	WATERS AVE: (DALE MABRY HWY -to- ARMENIA AVE)	1.27	23.00	5.83	4.60	B
817	WATERS AVE: (ARMENIA AVE -to- NEBRASKA AVE)	2.02	23.00	9.29	4.60	B
818	WATERS AVE: (NEBRASKA AVE -to- 22ND ST)	1.02	9.20	3.97	3.88	C
819	WEBB RD: (MEMORIAL HWY -to- JACKSON SPRINGS)	1.18	20.40	15.32	12.93	A
820	WESTSHORE BLVD: (TAMPA BAY BLVD -to- M L KING BLVD)	0.49	1.00	0.49	1.00	E
821	WESTSHORE BLVD: (M L KING BLVD -to- HILLSBOROUGH AVE)	0.94	1.00	0.94	1.00	E
822	WESTSHORE BLVD: (INTERBAY BLVD -to- GANDY BLVD)	1.90	16.80	16.11	8.48	A
823	WESTSHORE BLVD: (GANDY BLVD -to- SWANN AVE)	3.14	4.60	4.88	1.55	E
825	WESTSHORE BLVD: (CYPRESS ST -to- CYPRESS ST)	1.03	174.40	27.47	26.75	A
826	WHEELER RD: (PARSONS RD -to- VALRICO RD)	2.02	3.00	2.02	1.00	E
828	WHITING ST: (ASHLEY ST -to- MERIDIAN ST)	1.06	179.80	17.08	16.08	A
833	WILLIAMS RD: (BROADWAY AVE -to- SLIGH AVE)	2.31	5.60	3.61	1.56	E
837	WINDHORST RD: (LAKEWOOD RD -to- KINGSWAY RD)	2.02	2.00	2.02	1.00	E
839	WOODBERRY RD: (FALKENBURG RD -to- GRAND REGENCY BLVD)	0.58	5.60	3.27	5.60	B
841	WOODBERRY RD: (GRAND REGENCY BLVD -to- LAKEWOOD DR)	0.93	10.40	9.63	10.40	A
842	WOODROW WILSON BLVD: (SAMMONDS RD -to- SR 600)	1.10	3.00	1.10	1.00	E
843	YUKON ST: (26TH ST -to- 30TH ST)	0.19	4.60	0.87	4.60	B
844	YUKON ST: (FLORIDA AVE -to- NEBRASKA AVE)	0.51	4.60	2.33	4.60	B

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847	30TH ST: (SR 674 -to- APOLLO BEACH BLVD)	3.87	1.00	1.49	0.39	F
849	24TH ST: (SR 674 -to- BIG BEND RD)	6.29	2.00	1.49	0.24	F
850	YMCA PLACE: (MUD LAKE RD -to- ALEXANDER ST)	0.28	1.00	0.28	1.00	E
856	SIMMONS LOOP RD: (US 301 -to- GIBSONTON RD)	6.75	1.00	1.47	0.22	F
858	ALEXANDER ST: (I-4 -to- SR 39)	0.74	2.00	0.74	1.00	E
859	MARYLAND ST: (ALSOBROOK ST -to- US HWY 92)	0.75	2.00	0.75	1.00	E
861	22ND ST: (21ST ST -to- 26TH AVE)	0.19	4.60	0.86	4.60	B
863	M L KING BLVD: (50TH ST -to- I-4)	0.99	9.20	9.13	9.20	A
866	MERIDIAN ST: (CUMBERLAND ST -to- KENNEDY BLVD)	0.39	4.60	1.77	4.60	B
867	RIVERHILLS DR: (50TH ST -to- 56TH ST)	0.51	1.00	0.51	1.00	E
868	CROSS CREEK BLVD: (BRUCE B DOWNS BLVD -to- MORRIS BRIDGE RD)	4.52	3.00	4.52	1.00	E
869	BRIDGE ST: (TYSON ST -to- GANDY BLVD)	0.46	1.00	0.46	1.00	E
874	SYDNEY DOVER RD: (SYDNEY RD -to- M L KING BLVD/SR 574)	2.09	1.00	2.09	1.00	E
876	WHEELER RD: (HIGHVIEW RD -to- PARSONS RD)	0.75	1.00	0.75	1.00	E
879	HIGHVIEW RD: (WINDHORST RD -to- M L KING BLVD/SR 574)	1.51	1.00	0.50	0.33	F
880	WINDHORST RD: (KINGSWAY RD -to- SEFFNER VALRICO RD)	0.51	1.00	0.51	1.00	E
881	SEFFNER-VALRICO RD: (FRONT ST -to- WHEELER RD)	2.19	3.00	2.19	1.00	E
882	FRONT ST: (SEFFNER-VALRICO RD -to- VALRICO RD)	1.12	1.00	1.12	1.00	E
883	AMBERLY DRIVE: (TAMPA PALMS BLVD W -to- TAMPA PALMS BLVD)	2.77	2.00	2.77	1.00	E
886	O'BRIEN ST: (CYPRESS ST -to- SPRUCE ST)	0.53	12.20	3.08	5.82	B
888	MENDONSA RD: (ALEXANDER ST -to- SR 39)	1.11	1.00	1.11	1.00	E